



*City of Bristol
Board of Public Works*

INFORMATION TO ACCESS THIS MEETING

<https://bristolct-gov.zoom.us/j/87103148864?pwd=SUl2jlNKaR4ai9lh1nXayxqhy1txye.1>

Meeting ID: 871 0314 8864

Passcode: 791642

The regular Board of Public Works Meeting will be held on July 18, 2024, at 6:00 pm.m. in City Hall Council Chambers, 111 North Main Street, Bristol, Connecticut.

AGENDA

1. Call to Order
2. Approval of Minutes
 - a. June Draft Minutes
3. Employee Recognition
 - a. Employee Anniversaires
4. Public Participation
5. Division Reports
 - a. June Division Reports
 - b. Building Committee Report
6. Public Works Project Schedule
 - a. Public Works Project Schedule
7. Director's Report
 - a. July Directors Report

8. New Business
 - a. CT Route 72
 - b. Transfer Station
 - c. City Storm Flooding
 - d. DPW Snow Operations
9. Old Business
10. Any other matter to come before said meeting
11. Adjournment

PER ORDER OF THE CHAIRPERSON
Mayor Caggiano

City of Bristol
Board of Public Works
Meeting Minutes for
June 20, 2024, 2024
With Zoom Access

Members Present: Mayor Jeffrey Caggiano
Council Member Cheryl Thibeault
Council Member Jacqueline Olsen
Council Member Erick Rosengren
Commissioner Michael Dumas
Commissioner David Hartley
Commissioner Frank Stawski

Staff Present: Raymond Rogozinski, Director of Public Works

1. Call to order

Mayor Caggiano called the meeting to order at 6:00 p.m. There was a recitation of the Pledge of Allegiance.

2. Approval of Minutes

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

3. Employee Recognition

The employee anniversaries were reviewed

4. Public Participation

Michael Plourde, 77 Palmorr Place, spoke to the board regarding the maintenance of the islands on the road. He is here to find out why all of a sudden this has become an issue. He stated that the city has always taken care of the island. There is no official HOA in the neighborhood to take care of it as the developer dropped the ball on this and the city did step up and mow it.

Mayor Caggiano stated that this is in the deeds and the city is not responsible for them based on the deeds. This is also an item in the Director's Report and will be talked about then.

5. Division Reports

The Division Reports are contained in the packet for review.

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

6. Public Works Project Schedule

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

Council Member Rosengren asked about how much more work is there to be done at 151 High Street.

Raymond Rogozinski, Director of Public Works, stated that there has been a fair amount of work done at this property. The roof and mechanical work will be new but it's the only one planned for that building this year.

Mayor Caggiano, stated that there was a request for development in that area and for shared parking potentially. The original plan was to get parks and recreation to the new city hall but no plans for youth and community services. With the interest of a new development might be a good time to make a move. There may be historic value there as well.

Council Member Thibeault, annually the real estate approves the use and lease of that building, which is year to year.

Mayor Caggiano stated that parks and recreation and youth services should come back to city hall and let the neighborhood continue to develop in town.

7. Bldg. Comm Project List

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

8. Director's Report

The Director's report included in the packet and the below was reviewed with the board.

Staffing: Tony Laurenzetti has agreed to stay on longer to cover in engineering. A civil engineer has been hired and started this week. The summer intern is in place.

Hope Street – Geo-pier installation is complete and no obstructions were encountered.

Asset Management- is up and running. Some issues are still being worked out.

Maple Court- We are only waiting on one property owner to sign the easement. If not, the project will not be done.

City Hall- The roof safety railing has been installed and the tile is being replaced on the north entrance. The department heads have been asked to contact Public Works in there is any issues to address.

DOT/West End- work is progressing, work will begin along the front of Café Real in July and final pavement installation is scheduled for July or August.

Jerome Avenue- Construction is on schedule to be opened in December 2024. The Terryville Fish and Game club did ask for a pedestrian bridge, but the contractor owns the bridge and they will have to work it out with them.

Bike Path- The North Main Street streetscape is continuing.

Memorial Blvd. – the punch list is in progress. The list was included in the packet.

Organic Waste Collection- This is a CT DEEP initiative. Residents can pick up a container and bags at public works and drop off at Vincent P Kelly Road. This is at no cost to the city and is funded by a Covanta grant.

NCRS 396 Jerome Ave- the property owner verbally agreed to move forward. An attorney was hired to assist with the closing and establish an escrow account.

Wildewood Run Islands- This issue came up a year ago based on complaints received that Public Works was not mowing the islands. Per the deeds, there was supposed to form an organization to maintain it. He stated that not cutting it reflects poorly on the department when its not mowed.

Mayor Caggiano read the deed that states a yearly payment of \$100.00 that maybe wasn't explained to the owners, DPW did previously mow the islands but ceased based on the boards recommendations last year. As previously reported, they do not want the island to look unacceptable, therefore DPW supports maintaining the island, however, removing a portion of the planting to reduce maintenance. Another suggestion was to have Public Works get it back under control and then the land owners would take over.

Raymond Rogozinski, Director of Public Works, stated the probability of the residents in the area meeting the requirement of the deed and then doing the maintenance is low, but DPW does not have the resources to maintain the island. DPW would go in and cut the grass, but long term would eliminate the mulch, eliminate the shrubs and then eventually remove it entirely

Commissioner Hartley stated he walked the area and everything in the island is unsavable. The city is not responsible and there is real money to maintain this area. I don't think the island can be removed as there is a granite stone in there.

Council Member Rosengren stated that if we do this one, how many more will we end up doing.

Council Member Theriault said that there are many islands in Bristol and it is a burden for residents to take care of. She stated should it could be taken down to grass and be removed next time the roads are paved unless the residents agree to maintain it. The granite stone could maybe be moved.

Commissioner Stawski, stated that we voted a year ago to turn this over to the property owners as indicated in the deeds. If the closing attorney didn't tell them about this expense they should go after them. However, it does set a precedence and agrees that the owners should be maintaining it as stated in the deed.

Commissioner Dumas stated agrees with the board. In the short term we can mow it.

Michael Plourde, 77 Palmorr Place, stated that the city has mowed it since 1988 by the city. The second island is the bigger issue as its way to big. There is also a raised bed inside of the island with stones that is falling apart. One of the reasons why it has been maintained by the city is due to the catch basin and when they would come maintain that they would do the island.

Mayor Caggiano stated that the city does maintain the detention ponds three time a year, and we could allow a one time clean up and give discretion to Public Works to work with a landscaper and make the area maintenance free.

Raymond Rogozinski, Director of Public Works, stated that we could remove everything in the island and pave it, but that would be a danger. We can look at it and determine what can be put in for landscaping. If Public Works does have to maintain it, we would get it to a manageable position and look at it to reduce the maintenance on it.

Commissioner Hartley stated he walked the area and there is nothing growing in there. It would be a lot of time and money to maintain it. I agree we should clean it out once and take it down to dirt and be done with it. We were clear we did not want to do that and the developer had a process in place.

Council Member Thibeault said maybe it could be paved and then have signs put up so no one drives out on the island. She also stated there could be a flower container in the center as well.

Council Member Olsen agreed with Council Member Thibeault

MOTION: to allow Public Works to remove the material in the island and give Public Works the discretion to come up with a solution to make it maintenance free, and providing direction signs for safety of the drivers made by Council Member Thibeault and seconded by Council Member Olsen. Motion passed.

MOTION: to amend the previous motion and add that the this will be a one-time event and the residents will be advised regarding this decision made by Commissioner Hartley and Seconded by Council Member Olsen. Motion passed.

Raymond Rogozinski, Director of Public Works stated that we will inform the residents with letters of the solution.

Rte. 6- Raymond Rogozinski stated that the road will be closed in the area of Maple End for around three days for the railroad crossings to be replaced. Detours will be posted as soon as the schedule is confirmed

A discussion was held regarding Maple Court and what options we have to get the last property owner to sign the easement.

Commissioner Harley asked about the addition of bus shelters and is asking if there is an agreement worked out on who is going to clean and take care of the shelter.

Raymond Rogozinski stated that there is a Bus shelter policy that we only take care of ones that are on our property and thinks the DOT is working with the same issues. If a request comes that we maintain them, it will be brought to the board to determine if they want to modify the policy or not install the shelter.

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

9. New Business

a. Shrub Road

Raymond Rogozinski, Director of Public Works, reviewed the Shrub Road Plans from AI Engineers. There are painted islands in two areas which widens the road. Pigeon Hill will have off street parallel parking of three spaces. The addition of a stop sign is waiting for approval from the Police Board. Item 5 of the memo talks about the sidewalks in front of the Learning Center. Traffic Calming was presented in December of 2022. There was discussion about roadway widening near the Learning Center and Oak Hill. There are 34 trees being removed and replanting of trees will be done. Shrub Road would be reduced to 10- foot wide near Jerome Avenue. Public Works proposed to reduce the 8- foot island to 4 feet which lessens the widening of the road at some areas. The posted speed limit has been discussed with the police department and the speed limit would be reduced to 25mph and must be approved by the state. Included in the memo is a list of concerns that was received. This project is being funded by a grant and does require state approval. He is asking for approval from the board that the project moves forward with the adjustments indicated.

Marian Dauphinais, 409 Shrub Road, spoke regarding the 10 feet they are taking, is it from the curb or the property line. She also asked if the arborvitaes would be taken out as well as the dogwood trees. She is concerned about the water line on her property as well. She stated she understands you can take the property but that she will have to maintain the sidewalk and am liable but it is not my property. Where the retaining wall I also have to maintain the wall as well. I have seen the signs out there so if something happens to the wall and the sidewalk am I responsible to fix it.

Raymond Rogozinski, Director of Public Works, stated that 409 Shrub Road will require a retaining wall added due to the grade and the sidewalk. This should not impact the water line and if it does, we will replace the water line. He stated he will meet with property owners to discuss individual concerns they have.

Mayor Caggiano stated that if you have individual concerns to take them up with Ray and the team directly. He has spoken to many of the owners already. Also, the original plan was 4-foot sidewalks, but we do have a handicap accessible trail thru arpa funding with a 5-foot width sidewalk but things do change as we go along.

Raymond Rogozinski, Director of Public Works stated that the sidewalk ordinance is common that the resident maintains them. The retaining wall policy would be in the right of way and would be maintained by the city.

Jane Murdock, 400 Shrub Road, asked that there be a stall on the vote tonight. She stated there is a dangerous precedent. She stated she looked up the ADA standards on their website and it says at least 4 feet. I understand the funding says 5 feet. I request that the ADA sidewalks go from Oakhill up to property the city of Bristol owns on the north side and the rest of the area, the hills are too steep and be 4 feet. The residents of Shrub Road have been forced into this. I am not opposed to ADA compliant, but we are the owners paying the taxes and the learning center doesn't pay taxes and should not be catered to. We are talking about saving an oak tree for a nonprofit and then they are taking property from a tax payer to not move the oak tree. The letter that was received was inflammatory and it was unsigned and that most of us on shrub road were distressed about this letter. The last set of changes on line there was a crosswalk at Fallsbrook, Sherwood and long hill road. There is nothing at oak hill. Either all the crosswalks from north to south all go in or all come out. I want to see everyone treated equally and if 5-foot sidewalks go in I will go after every street that has a park or rec center and demand that those sidewalks now become 5 foot wide.

Jim Quick, 223 Falls Brook Road, stated he owns 223 Falls Brook Road and own all the property across from the park. He gave a history of Shrub Road. Pigeon Hill, The Barnes Nature Center and Seymour Park, people come here to get away from the city. Whether the sidewalk is 4 feet or 5 feet doesn't matter, it will take away the look of the road and make people drive faster on the road. The speed calming measure which is a non-raised island with stripes going across it, is the least effective and most expensive to the taxpayers. Nobody wants the islands. I propose to let this decision tonight go on to another meeting. These islands become dangerous to cross the road, and will make the road look like an urban area and look terrible. We have not had transparency with the city. Bottom line is we did not see the plans and I have been to all the meetings. We do want the sidewalks on the road, but we wanted the 4- foot ones. We are turning it into an urban road.

Mayor Caggiano stated that this information has been online. There are 34 trees that are coming down and be replaced. We moved mailboxes to the right side of the road. We are trying to get the road to be 25 mph as well. The painted islands are not the most expensive.

Anna Romanowski, 415 Shrub Road, stated that this is the first time she had seen the island and the widening of the road. This is unfair treatment of the taxpayers on this road. Why accommodate the learning center as they do not pay taxes and you should be accommodating the residents? Also asked if anyone has studied power lines being underground or bringing in natural gas and encompass other improvements. Retaining walls and bring the grade down only at 409 or is that happening anywhere else. The city is picking the vendors and construction company, what is the warranty for the sidewalks? The stop-sign on Jerome and Shrub, has there been a traffic study there as the stop sign at Stevens is there and will be a parking lot there. The traffic study is from 2021, and a new one should be done.

Raymond Rogozinski, Director of Public Works, stated the islands were discussed at a meeting in December of 2022.

Mayor Caggiano stated that the reason we moved the parking from the park to Pigeon Hill is because the neighbors across the street asked it to be done. We catered to them because they were worried about the playground and people backing in to their cars in their driveways. Gas and powerlines were looked into. This is a responsible project we are doing.

Raymond Rogozinski, Director of Public Works, stated there is a one-year warranty from the company on the sidewalks.

Eric Madsen, 70 Oak Hill Drive, stated he has lived here his whole life. These are shocking changes for Shrub Road. The city has grant money to spend and may have been intended for the addition of painted bike lanes, then adding a sidewalk for work at pigeon Hill. Now they want to build a 5- foot sidewalk on the opposite side of the road where most people live when a 4-foot sidewalk would be adequate for wheelchair, bike and pedestrian uses. Additionally, they want to widen Shrub Road to make it safer for cars and pedestrian. Urban planning has shown that this always results in more traffic, speeding and accidents. He suggested the city check out a book from the public library any book on traffic calming that emphasizes safe, pleasant, desirable neighborhoods. Look in the glossary terms like road narrowing, tree scapes, stop signs, speed humps, cobblestones, chokers 25 mph speed limits etc. They are adding a three way stop sign on Jerome Ave, this is a disaster as in the evening rush hour will back up traffic to Stevens Street. This project either invites a lawsuit from those neighborhood associations or another project in area neighborhoods. Be careful neighbors of the city's motivations or good intentions. This project will increase impermeable surface water runoff by 1/3 with the water going directly to the drinking water supply streams that often flood people's homes. I can support and embrace a 4-foot sidewalk along the south side of shrub road and no new stop signs at Jerome Ave, adding in medians, parallel parking, 5-foot sidewalks and a 10-foot-wide pedestrian bridge and I say stop it all. This creates more negative than positive. If you worked with the neighborhood from the beginning you could have a project we could embrace and support.

Mayor Caggiano stated that regarding the speed humps, we had lots of input from the police department and the fire department was against them. It takes to long for them to get over them with the trucks. For a 25-mph road or greater road speed humps are dangerous and cost lots of money to the city and the fire trucks have to stop three times to get over them which slows down their response time.

Scott Heth, 175 Shrub Road, Executive Director Environmental Learning Centers, spoke in support of the sidewalks to connect the recreation opportunities. We appreciate the effort to save the oak tree, it is a historical tree and we granted an easement for the sidewalks to come onto the property even though we will have a fairly large financial burden to maintain that length of them since we probably have the longest amount on Shrub Road. We are not supportive of the islands, we appreciate that they went from 8 feet to 4 feet, but we don't think that the island and associated widening of the road is appropriate for Shrub Road as it will increase the site lines and make the traffic faster. We are not supportive of the parallel parking adjacent to Pigeon Hill as

we feel it will take away from the viewscape. In terms of the ADA, we have a lot of experience looking at the regulations there is a grade requirement for ada and it is less than 5% and the grade on most of Shrub Road is greater than that.

Mayor Caggiano, stated that did receive comments from several residents and they were in favor of the sidewalks.

CJ Strand, 160 Sherwood Road, stated that we have three great assets the city has and is very supportive of the sidewalks. It is a safe connection to the playgrounds. I take my kids to the park everyday and it scary to go there safely and sidewalks will make it much easier and safer to get to the areas. He thanked the board for the work they are doing and the responsiveness.

Rich Bartosch, 95 Shrub Road, stated he is all for it and that it will add value to his house. Traffic calming will take time. He stated he is 100% behind the project.

Jennifer Furlong, 470 Shrub Road, stated that she loves the ADA trail and is happy that she can take her 91-year-old father there in his wheelchair and we did pass another person in a wheelchair and it was just fine to pass. She is happy with the sidewalks and She wants to share her concern with the painted islands and if they will even work. She is not in favor of the land being taken to widen the road. Many of us received a paper on our door yesterday and wanted to ask about, which is digging out of a 30-foot gash at Pigeon Hill at the nature preserve and the other is six elaborate storm water runoff systems and parallel parking for dozens of cars. I don't know if any of these are accurate.

Raymond Rogozinski, Director of Public Works, regarding the 30- foot gash, is indicated that there are only three parallel parking places at Pigeon Hill. Storm Water collection is staying as is, there is one area at the Environmental Learning area along the road without catch basin and those will be put to match ones in the area.

Jennifer Furlong, 470Shrub Road, continued saying that many people are opposed to it and that the message is clear. They are opposed to widening the road just to narrow it again.

Mayor Caggiano stated 42- mph is the average speed with the traffic studies done and we are proposing to make it a 25-mph road. Also, police traffic patrols have already pulled over around 30 cars for speeding and this will continue. Their will also be a flashing light going on the westbound side to let people know they are speeding and we are doing our due diligence on traffic calming. I am hearing a lot of the painted island doesn't work, several experts have come and talked to all of us about how these measures work adding sidewalks is traffic calming as well as parallel parking is traffic calming. This is a very difficult situation, but there were public meetings at the Barnes Nature Center and we have to make a decision at some point.

Raymond Rogozinski, Director of Public Works, stated that the goal is to get direction and this project has had more community outreach than most with three public hearing, notices to each property owner to inform them. The options are to move forward with the presented designs and proposed changes by Public Works, or to move forward with just sidewalks and with traffic calming or to cancel the project altogether. The issue with 4 feet to 5 feet has been talked about at length, ultimately it is the city standard and if the board wanted to pursue, we could go back to

the state to get a definitive answer, but is a recommendation from the state and is compliant with city ordinance. As far as crosswalks, can continue to work with PD as this is not driving the project.

Council Member Rosengren, with changing any of these things, will this compromise the funding? Due to the hills with ADA compliance is 5% grade, when I walked it yesterday, I had a hard for me to stop as I got going down the hill and someone in a Wheelchair may have trouble stopping.

Raymond Rogozinski, Director of Public Works, stated, it needs DOT approval, so 5-foot sidewalks were proposed because of the DOT manual and its also in our city ordinance. The Board adopted an ADA standard that allows us to go with the slope of the road.

Mayor Caggiano, stated that these projects are hard to fund, and this board does have to move forward with this. As a resident of the area, sidewalks are going to happen, people wanted it and it will raise the property value.

Commissioner Hartley, stated that sidewalks are an important part of public policy we should have, they help the quality of life and make things safer. DOT standard is 5-feet and city of Bristol is 5 feet. We should be doing the project and doing the sidewalks at 5- feet because if we don't, the DOT who is funding it is going to say you didn't comply and the money will dry up and we won't be able to do anything.

Council Member Olsen stated that she understands the purpose of the island is for traffic calming, but clearly everyone here doesn't want them. The speed limit is going to be put to 25-mph and they are just going around the island and speed anyway. To me it just doesn't serve a purpose.

Mayor Caggiano stated that it is a 10- foot driving width, for example across from city hall they are putting in the curbing and when coming thru the intersection of Hope Street and North Main Street, it was purposeful and it's for traffic calming. If we are going to spend \$2 million dollars on sidewalks and we don't put them in now, they will never go in.

Commissioner Dumas stated he thinks that the painted islands will work, but eventually people will keep speeding. Cobblestone is too noisy. We came back to the painted islands to slow the traffic down, and I hear the residents are upset about the 5-foot sidewalks but it is a city ordinance and need to follow those guidelines

Commissioner Stawski feels the project should move forward.

Council Member Thibeault states that sometimes when you can't see something visually its hard to see how it would work on your road. Maybe our consultant can show us a video of a road where this was put in using these islands so people can see exactly how it benefits a road. These methods have been proven in other areas to be effective and give a safer neighborhood. The sidewalk length is what the standard is and will get the project done.

Mayor Caggiano stated that in the memo there is a bold point that Public Works will directly contact each property owner where sidewalks will be installed to review specific plans. The outreach will continue and everyone has been heard tonight. The crosswalks will be in consultation with everyone over the coming months.

MOTION: to authorize the Department of Public Works to finalize the design of the Shrub Road sidewalks and traffic calming measures as presented (5 ft. sidewalks installed on north side of Shrub Road, 3 ft. pole border, 4 ft. wide painted island (area of Env Learning Center east to Sherwood & area of Pigeon Hill east of Oak Hill), stop sign installation at Shrub and Jerome and the reduction of posted speed from 30 mph to 25 mph). Said work shall include road widening in the areas of painted islands and parallel on-street parking made by Council Member Thibeault and seconded by Commissioner Stawski.

For: Thibeault, Rosengren, Stawski, Dumas, Hartley

Against: Olsen

Motion passed.

b. Landfill Mower

Raymond Rogozinski, Director of Public Works, explained this is a request to transfer \$50,000.00 to purchase a Ventrac mower that is equipped with a flail mowing blade. We do have a machine from Switzerland, but when it breaks down it takes forever to get it repaired/parts. This is a requirement from DEEP for this mowing.

MOTION: to authorize Department of Public Works to submit a Board of Finance request to transfer \$50,000 from un-utilized funds allocated for the purchase of an automated rubbish truck 0013026-570500-24001 for use to purchase a Ventrac mower equipped with a flail mowing blade made by Commissioner Hartley and seconded by Council Member Thibeault. Motion passed.

Mayor Caggiano stated that we are in negotiation to have solar panel installed on the hill there and that this machine would still be compliant for use with the panels.

c. Curb Replacement

Raymond Rogozinski, Director of Public Works, reviewed the memo enclosed in the packet. Typically, we don't replace curbs as part of the major road's maintenance. This will be a pilot program during the paving process.

MOTION: to authorize the Department of Public Works to implement a pilot program to replace roadway curbing as part of the Department's annual major roadway maintenance program as presented in this memorandum made by Commissioner Stawski and seconded by Commissioner Dumas. Motion passed.

d. DPW Spreader

Raymond Rogozinski, Director of Public Works, stated this is removed from the agenda.

e. Saint Paul Top Soil Request

Raymond Rogozinski, Director of Public Works, stated that a request form St. Paul's High School was received asking for 80 cubic yards of top soil. They will use it to smooth out and fill depressions areas on the practice football field. The department does have enough soil to provide, but the area is 100 feet of wetlands so if the board approves, they would need a permit.

Council Member Thibeault, stated that in the past the board of finance has a donation committee that talks about these things. I recommend to check with the board of finance and see if this is still working and forward to them.

MOTION: to authorize the Department of Public Works with the approval from the Board of Finance to provide Saint Paul with 80 CY of topsoil currently stockpiled at the Departments Peacedale Street site. Said authorization shall be subject to Saint Paul Football obtaining a required Inland Wetland Permit for the placement of fill within the 100 ft. buffer area regulated by the City Inland Wetland Commission made by Commissioner Hartley and seconded by Council member Thibeault. Motion passed

Raymond Rogozinski, Director of Public Works, stated there is a Board of Finance request to transfer \$7500.00 to purchase a state surplus SUV for engineering.

MOTION: to transfer fund for the purchase of the surplus state vehicle to be used by department of public works engineering division for \$7500.00 by Council member Thibeault and seconded by Commissioner Stawski. Motion passed.

Raymond Rogozinski, Director of Public Works, stated there is a proposed change order for engineering services for Wolcott St to AI engineers. This is an approval to execute a zero dollar change order to include the design contract in the amount of \$12,500.00 to replace the new slab on the existing culvert on Wolcott St.

MOTION: to execute a zero-dollar contract amendment to AI engineers for the purpose of designing and incorporating into the project a concrete slab over the existing culvert on Wolcott Street made by Commissioner Stawski and seconded by Commissioner Dumas. Motion passed

Raymond Rogozinski, Director of Public Works explained the East Road bridge, city council approved a construction contract for a pal agreement, which means the state will reimburse us 100% and we are looking for approval for the mayor to sign the agreement.

MOTION: to authorize the mayor to sign a pal agreement for the East Road bridge project in the amount of \$3,255,673,000.00 made by Council Member Thibeault and seconded by commissioner Dumas. Motion passed.

10. Old Business

Raymond Rogozinski, Director of Public Works, stated that solar lease agreement, City Council negotiated the lease for \$50,000.00 over the next 20 years.

11. Any other matter to come before said meeting

NONE

12. Adjournment

MOTION: made by Council Member Thibeault and seconded by Council Member Rosengren to adjourn at 8:37 p.m. Motion passed.

Signature,

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

DRY

July 2024 Employee Anniversaries

Michael Minella	29 years
Ryan Moriarty	5 years
Matthew Ragaini	24 years
Eric Straun	24 years
Gary Vincent	10 years
Mathew Price	2 years



Department of Public Works | 860.584.6125

Board of Public Works
Public Works Department Activity Report: Administration – June 2024

Public Works Monthly Metrics:	
Number of Residential Transfer Station Visitors	4249
Number of Bulk Collections	283

Current month activities:

- PAYT reporting and debt collection continues.
- 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 5,854 users.
- Pursued 53 abandoned shopping carts, \$1,800.00 dollars in fines were written.
- Welcome packets have been revised we are now only sending a letter to the new homeowner. All the info is now on the All heart website <https://bristolallheart.com/welcome> these letters are sent out monthly. This saves on postage and also material costs.
- Assisting Solid Waste with Illegal Bulk letters and fines. 19 complaints were received in June, resulting 3 tickets \$324.00.
- The 2024 Yard Waste season. We have about 4678 residents have signed up for the season so far.
- Working through the new Asset Management System

Next month activities:

- Enforcement of Illegal Bulk, Street light repair requests, welcome letters with new materials, PAYT debt collections, Shopping cart enforcement and monitor illegal dumping areas.
- Continue outreach to increase awareness of the Reduce & Reuse program and the Recycle Coach app. DPW started posting new features and it is helping gain new app users.

- Continue work on the Department's webpage, Facebook, Instagram and Twitter accounts to enhance media presence. Everything is on our website and social media for residents to fill out or have their questions answered.
- Launching the Food Scrap Collection starting July 1st.

Administration staff or concerns:

Administration Monthly OT Costs: \$361.00

Engineering Division Monthly Report July 2024 BPW Meeting

(Summary of June Activity):

- Prepare work orders/ oversee misc. storm drainage work in support of DPW 2024 fall and spring 2025 Paving program (Drainage contract awarded Tabacco)
- N. Main Street Streetscape – Under construction/ work across Carrier development. Phase 1 complete current activity on Phase 2.
- Park St/Riverside Ave Streetscape – Current being designed by GM2. Park St on schedule for spring of 2025 & Riverside bid 2026. The design for Riverside is behind by approximately 1 month. GM2 will be providing presentation to BPW at the July meeting. Public information meeting pending initial state DOT review.
- Divinity culvert: DPW obtained Bristol IWC approval in May. ACOE approval required, approval anticipated in spring of 2025. Work to be coordinated with Park St Streetscape anticipated in 2026. New fence installed on 316 Divinity St. IN addition to culvert replacement the existing stream overflows/ jump embankment prior to the culvert.
- Lake Ave culvert (adjacent to Lake Compounce) design complete. Easement required for construction in 2025.
- Wolcott St reconstruction design substantially complete. Easements finalized. Project pending CT DOT approval and authorization to bid anticipated bid date in spring 2025.
- Eversource gas main installation coordination meeting for new mains and replacements, roadway repairs by Eversource or fee in lieu. DPW prefers obtaining fee in lieu of Eversource performing work.
- Inspect pavement for roadway patching program/bid - awarded to Laydon Industries, work order issued. Pending start July 1, 2024. DPW Eng concerned with schedule.
- Coordination ongoing with CTDOT for West End 69/72 project (Richards Corp.) final pavement scheduled for Aug/Sept 2024.
- Coordination ongoing with consultant Shrub Road Sidewalks design and road diet (LOTICIP submitted)
- Field St culvert: Under design by Cardinal Engineering, 1 of 4 easements obtained. Sanitary sewer replacement required on Peck Lane. Applied for State/Local Bridge Program Recommendation for full replacement – ROW coordination. State approved funding under the State/local bridge program.
- Work orders/encroachment permits for ADA ramps/paving/drainage for 2024/25 paving list.
- Coordinate/permits for Eversource gas for bridge work
- Contract for Wetlands Map revision (BL Companies) Work ongoing. Field work complete map currently under DPW review. Map in GIS being finalized. Scheduled to submit to Bristol IWC in August.
- East St Bridge awarded to Schultze Construction. Scheduled to start July 2024 with completion in June 2025.

- Marlene Dr flooding/washout of yard redesign and Perkins St approved IWWC. Project too large to utilize on call contract. Bid being issued in July.
- Jerome Ave Bridge under construction with roadway opening for Dec 2024. Obstructions encountered installing piles.
- Inspect DPW facilities – Storm water control program
- Coordinate with BL Co. to complete City wide MS4 Storm Water Report.
- Line striping updates for paving and faded markings
- Consultant preparation of Storm water Pollution Prevention Plan – DPW JPC Road site
- Maple Ct reconstruction design complete 14 of the required 15 easements obtained. Work order for reconstruction at intersection of Maple St and Maple Court issued.
- Scope finalized, fee/ hour negotiation ongoing in accordance with DOT protocol ongoing for CMAQ intersection project (Center/N. Main, School/Church & South/George).
- Update street light inventory for Eversource and Fiber for City
- City wide analysis/evaluation of roadside barrier ongoing.
- Sediment removal plans Frederick St bridge/Pequabuck culvert/floodway.
- Community Connectivity out to bid 2022 Award to Laviero/grant application for 2023 funds awarded and PAL signed
- Inventory bituminous sidewalks
- Utility coordination for Downs St bridge (Eversource Gas/electric & Frontier)
- Assist Parks w/ARPA projects
- Asset management tasks/GIS upgrades
- Senior Center Parking: Eng preparing preliminary parking layout and cost estimate schedule for presentation on July 10.

Engineering Division staff or concerns:

Vacancies –City Engineer (temporary PE performing technical task/ plan review including administration of Inland Wetland regulations).

Land Use activities for June 2024:

Inland Wetlands & Watercourses Commission

Wetlands application for remediation of drainage swale and contaminants including excavation of channel and restoration of riprap along channel bed and banks at 300 Broad Street; Assessor's Map 43, Lot 100 – APPROVED WITH STIPULATIONS.

Wetlands application for the replacement of the Divinity Street culvert over an unnamed Brook within Divinity Street Right-of-Way within an existing easement and City of Bristol Right-of-Way – APPROVED WITH STIPULATIONS.

Wetlands application as part of a cease and correct order to level ground and slope away from home, clean brush, and new landscaping or fence at 465 Emmett Street; Assessor's Map 3, Lot 9-1 – DENIED.

Wetlands boundary change application for the restoration of the White Bridge Waterworks facility at Maltby Street; Assessor's Map 52 & 53, Lots 11, 15, 16B16A, 17, 145, 147, 149, 150 & 151 – APPROVED WITH STIPULATIONS.

Wetlands application for the restoration of the White Bridge Waterworks facility at Maltby Street; Assessor's Map 52 & 53, Lots 11, 15, 16B16A, 17, 145, 147, 149, 150 & 151 – APPROVED WITH STIPULATIONS.

Floodplain application for the restoration of the White Bridge Waterworks facility at Maltby Street; Assessor's Map 52 & 53, Lots 11, 15, 16B16A, 17, 145, 147, 149, 150 & 151 – APPROVED WITH STIPULATIONS.

Zoning Commission

Special Permit for an Indoor Amusement Facility (Slingshot Gallery) at 99 Main Street; Assessor's Map 30, Lot 66;
BD-1 (Downtown Business) zone; F&B Slingshot, applicant – APPROVED.

Special Permit and Site Plan for a Unified Residential Development (15 units) at Earl Street, east of Crown Street and west of Melrose Street; Assessor's Map 14, Lots 72, 73, 74, 75 & 76 Earl Street; R-15/RM (Single-Family Residential/Mixed Residential Overlay) zone – PUBLIC HEARING CONTINUED TO THE JULY 8, 2024 MEETING.

Special Permit and Site Plan for Climate Controlled Self-Storage Facilities at 238 Main Street and 13 Prospect Street at Assessor's Map 30, Lots 181, 183, 184, 185, 187-187A and 188; BD-1 (Downtown Business) zone – PUBLIC HEARING CONTINUED TO THE JULY 8, 2024 MEETING.

Revision to an Approved Site Plan for a Car Wash at 1255 Farmington Avenue; Assessor's Map 49 Lot 28; BG (General Business) zone – APPROVED WITH STIPULATIONS.

Planning Commission

C.G.S. 8-24 Referral: Candlewood Drive - Map 2, Lot 120-9
NEGATIVE REFERRAL RETURNED TO CITY COUNCIL.

C.G.S. 8-24 Referral: Violet Drive - Map 2, Lot 129-2
NEGATIVE REFERRAL RETURNED TO CITY COUNCIL.

Request for revision to Phasing Plan for: Laurentide Glen Subdivision – Assessor's Map 67; R-15/OSD (Single-Family Residential/Open Space Development) zone; Trademark Acquisitions, LLC, Arcadia Group, LLC and Arcadia Acres LLC, applicants/owners.

- a. Phase 1 (12 lots) – Lots 37B-1 to 37B-11; 37B-72; Pequabuck Street;
 - b. Phase 2 (11 Lots) – Lots 12 -14, 16 – 22 Wiegert Way;
 - c. Phase 3 (20 Lots) – Lots 23-37 Stellas Way and Lots 57-61,62,63,65 & 66 Gino Dr;
 - d. Phase 4 (19 Lots) – Lots 38 & 40 Gino Drive and Lots 39-56 Pequabuck Street;
 - e. Phase 5 (6 Lots) – Lots 68 through 71; Lots 73 & 74 Farrell Avenue;
 - f. Phase 6 (20 Lots) – Lots 75 through 94 Roeblings Road
- REVISED PHASING PLAN APPROVED.

Zoning Board of Appeals

The Board did not meet in June.

Historic District Commission

The Commission did not meet in June.

Land Use staff or concerns:

Monthly overtime costs (Board/Commission Secretaries and Assistant City Planner at meetings: \$276.00

Streets June 2024 Report

Streets current month activities:

- Continued to provide all employees with cleaning supplies as well as masks due to COVID-19
- 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
 - **Take downs** (Oakland, Newell, Senior Center, Broadview, Crestwood and Marlene- 2)
 - Had several rain/wind storms involving removal of over a dozen trees
- **Major Roads Engineering-**
- **Permanent Patch for Engineering-** (Milled Cemetery Rd, Bianca Rd, Maureen Dr, O'Sullivan Rd and Surrey Dr.)
- Stump Removals/ Loam
- Continuing small road repair
- Addressing street signs
- Curb repair
- Vactor Work
- Cleaned out culverts throughout the city
- Milling and Paving
- Driveway Aprons
- Loam Feeder
- Patched Potholes
- Street Sweeping
- Storm Drainage
 - **Completed Basin Repairs/Sinkholes-** (Sessions St, Caesar Dr, Dino Rd, Hopmeadow Rd, Central St, Perkins and Nelson Farm Rd)
- Installing new poles and signage
- Winter Operations- OFF SEASON

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
- Permanent Patch List
- Start 2nd round of detention pond maintenance
- Milling and paving
- Winter Operations- **OFF SEASON**
 - Plowed and treated roads
 - Service Requests
- 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.

June OT Totals: \$ 3,261.32 Streets

Solid Waste June 2024 Report

Solid Waste current month activities:

- Continued illegal bulk inspection and enforcement activities. We sent out 19 letters and picked up 0 illegal bulk stops.
- Continued curbside bulk collection, we collected 283 scheduled pick-ups.
- Continued the on-site management of barrels at the Transfer Station, disassembling, cleaning and reusing barrels.
- Continued yard waste collection for the season, we currently have 4,678 residents participating.
- Continued cleaning up areas with high amounts of litter.
- Delivered event barrels to BAIMS and Federal Hill for special events.
- Cut and mow high vegetation at the transfer station and landfill.

Solid Waste next month activities

- Continue illegal bulk inspection and enforcement activities.
- Monitor manufacture and transportation process for additional rubbish, recycling and yard waste containers.
- Mow the landfill.
- Continue to cut and mow high vegetation at the transfer station and landfill.
- Patrol known dumping areas for illegally dumped items.
- Continue cleaning up areas with high amounts of litter.
- Deliver event barrels to Giamatti for the Little League tournament.
- Start new food waste collection program.

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 =	\$10,429.32
Transfer Station OT =	\$3,297.53
TS Revenue (PAYT) =	\$30,904.15
Residential Permits =	\$3,160.00
Commercial Permits =	\$0.00
Yard Waste Revenue =	\$0.00
Murphy Road Rebate =	\$0.00
Iron Liberty Recycling =	\$3,560.80
Aluminum Liberty Rec =	\$0.00
Batteries Liberty Rec =	\$264.92
Electronics NewTech =	\$0.00
Compost Sale =	\$0.00
Bulk Pick-Up Revenue =	\$0.00
Book Box =	\$0.00
Misc. Revenue =	\$20.00
Border Street =	\$0.00
Illegal Bulk Fines =	\$0.00
Clothing Recycling =	\$0.00
Additional Barrel Sale =	\$310.00
Damaged barrel =	\$0.00
Special Pick up – 2 nd	\$1,025.00

Fleet Maintenance Current Activities:

Streets Div.

1. C50 – (Ventrac mower) New blades, belts and a service.
2. S20 – (2010 6 wheeled dump truck) New rear brakes. Body dump cylinder taken off, rebuilt and reinstalled.
3. S12 – (2009 10 wheeled dump truck) Dump body cylinder taken off, rebuilt and reinstalled.
4. S14 – (2012 10 wheeled dump truck) A/C lines were replaced. System was then recharged. Rotted out tarp hydro lines replaced. Brakes were adjusted.
5. S27 – (1992 tri-axle dump truck) New brake pedal assembly. Leaky front wheels hubs replaced. Speedo is inop and on order.
6. C2 – (2000 L110 loader) Hot turbo shutdown codes shown. Possible new turbo will be needed. Wet brake system was also inspected.
7. C15 – (2017 JD mower) New belts and blades were installed. A full service was also completed.

8. S8 – (2019 Mason dump) Brake lines completely rotted out. Lines are on order. Scheduled to be done mid July.
9. GC2 – (2000 front end loader) New exhaust pipes. Ride control was adjusted for front bucket.
10. C17s miller teeth replaced @ \$1200 a set.

Solid Waste Div.

1. R11 – (2017 automated rubbish truck) Multiple holes on packer floor in the body due to continuously running the packer! Window regulators. Couple hydro leaks coming from body valve system addressed as well.
2. R15 – (2020 automated truck) New packer cylinders and pins due to lack of grease. New packer panels and followers replaced. New PTO shaft installed. Air function valve replaced on engine. Truck is currently down and being reassembled.
3. R23 – (2018 automated rubbish truck) Stress cracks in body welded. New packer rollers installed. Serviced.

Fleet Maintenance Next Month's Activities:

- Continue scheduled service to our Fleet vehicles.
- Continue scheduled services to our other divisions as well as our P.D.
- Continue to keep Streets & Solid Waste Ops. Running strong.
- Working on license plates.
- Large lift is fully functional. Fleet has been busy catching up on large vehicle services.

Fleet Maintenance Staff or Concerns:

- Streets Div. S4 Crew leader pickup needs to be replaced. (Ordered)
- **Fleet garage, Streets garage and Solid waste buildings heaters need to be replaced.**
- Street Div. (S30) 1985 Tractor trailer truck needs to be replaced.
- Any way we can put our Fleet Auction proceeds back into our Fleet instead of the GF?
- **DPW really needs a dedicated wash building.**
- Overtime expenditures and totals \$3,178.48 (Holiday, Dispatch and Mechanic).



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: July 11, 2024

TO: Raymond Rogozinski P.E., Public Works Director

FROM: David Oakes, Public Works Facilities & Energy Manager

RE: City Building Project List Updates

City Yard – Garage Heating Unit Replacements - \$55,000

City Yard & Transfer Station – Waste Oil Heater Replacements \$42,000

Manager Oakes reached out to Van Zelm Engineering to provide an estimate for engineering and design services related the replacement of (3) waste oil heaters with natural gas or propane heating units for the Automated Rubbish Truck Garage and Streets Garage at the City Yard and Quonset Hut located at the Transfer Station. Van Zelm will also provide a design estimate for the replacement of Modine gas-fired unit heaters in the Fleet Division Mechanics Garage at the City Yard. Van Zelm is being issued a purchase order in the sum of \$23,300.00 to provide design schematics and bid documents for the City to issue an open bid. The remainder of the funds allocated for these projects (\$73,700.00) will be used for payment of the winning construction bid.

51 High Street – Flooring Replacement \$25,000

The conference room flooring at 51 High Street is uneven and the vinyl floor tiles heave, crack and cause tripping hazards. Replacement of the vinyl tile floor is required. The subfloor is not level due to the age of the building and settling, therefore the subfloor will need attention as well. Based on review of vendor proposal and internal staff estimates, the Public Works Building Maintenance staff was selected to complete the project at a cost of approximately \$500 less than a sub-contractor (total cost of \$3,100). The remainder of the project funds will be used at 51 High Street to replace the existing, worn carpet tiles throughout the 1st floor and repairs and painting of sheetrock that has been incurred from normal abuse of over 20 years of occupancy.

Beals Center – Café & Card Room Upgrades \$38,000

Department of Aging Director Jason Krueger informed Manager Oakes that upgrades to the Café and Card Room are pending Department shifts and adjustments within the Beals Community Center. The proposed upgrades will not be possible until a final decision is made to future locations of the State of CT Probate Court and Bristol-Burlington Health Department. Of note, the Bristol Board of Education Early Childhood Center vacated a portion of the north wing which it formerly occupied.

Director Rogozinski has engaged with Colliers staff to provide the Beals Center/Bristol Burlington Health Department (BBHD) project cost estimate that was incorporated and scheduled to be approved as part of the CIP budget request. Public Works will be working with the Purchasing Department to prepare a RFP in



Department of Public Works | 860.584.6125

May to procure the services of an architect to design/prepare contract documents for the project (renovation of BOE BECC space for use by BBHD).

FY24-25 Project List Additions

Hazardous Building Materials Assessment Inspections & Reports \$20,000

Numerous City Buildings do not have existing documentation in regard to potential hazardous building materials inventory. This project addresses all City Buildings without existing surveys for the benefit of staff, contractors and future activities such as renovations or property transactions, which may disturb potentially unknown hazards (such as asbestos and lead-based paint). Although not originally included in this cost estimate, the building at 296 Riverside Avenue should also be included as future redevelopment of the Sessions Building property will impact this neighboring City property (i.e., existing building razing).

Police Complex Condensate Tank Replacement \$50,000

The existing (2) HB Mills boilers at the Police Complex are served by a condensate return tank. Previously, repairs to attempt to repair leaks found that the tank was beyond normal repairs and a replacement was required. In advance of the late 2024 heating season, quotes were obtained via an open bid process with the Purchasing Department. Oakland LLC of Bristol won the award with a bid of \$34,470.00. A purchase order was issued on July 5, 2024 to Oakland LLC. The new tank has been received by Oakland LLC and Manager Oakes is currently coordinating removal of the existing unit and installation of the new tank prior to the beginning of the heating season, normally occurring in October of each year.

Police Complex Overhead Door Replacements \$25,000

Over the last several years, the basement parking garage inbound and outbound overhead doors have shown their age and wear due to the high daily cycle rates of patrol and staff vehicles. The inbound and outbound doors have been damaged due to vehicle strikes, exposure to weather and salt required for de-icing operations on the down ramp to the doors. This project will replace in full, both overhead doors and motors, sensors and other ancillary equipment to keep shift changeovers unimpeded and provide a higher level of security to the Police Complex areas.

PUBLIC WORKS BOARD CITY BUILDING PROJECT LIST - JULY 2024

Funding Year	Location	Project Name	Contractor Name	Current Budget	Construction Estimated % Complete	Schedule/ Completion Date	Comments/Recommendations	Original Budget
FY23-24	City Yard - Fleet	Garage Heating Unit Replacements	Design Documents - Van Zelm	\$23,300.00	0%	8/31/2024	Van Zelm to provide a comprehensive design & bid documents	\$55,000.00
FY23-24	City Yard & Transfer Station	Waste Oil Heater Replacements	Installing Contractor - TBD	\$73,700.00	0%	12/32/2024		\$42,000.00
FY23-24	51 High Street - BPRYCS	Flooring Replacement	DPW Building Maintenance	\$25,000.00	0%	6/30/2024	DPW Staff obtaining materials currently	\$25,000.00
FY23-24	Beals Center	Café & Card Room Upgrades	TBD	\$38,000.00	0%	6/30/2024	Pending proposed Department shifts in the future	\$38,000.00
FY24-25	Fire HQ, Fire #2, Fire #5, 51 High Street, Beals Center, Police Complex, Manross Library	Hazardous Building Materials Assessment Inspections & Reports	TBD	\$20,000.00	0%	6/30/2025	Hazardous Materials studies for numerous City Buildings that do no have existing reports or analyses of building materials that may pose a health hazard to occupants and contractors	\$20,000.00
FY24-25	Police Complex	Condensate Tank Replacement	Oakland LLC	\$ 34,740.00	0%	9/30/2024	Replacement of deteriorating tank that serves boilers	\$50,000.00
FY24-25	Police Complex	Basement Overhead Door Replacements	TBD	\$ 25,000.00	0%	6/30/2025	Replacement of deteriorating overehad doors that experience high daily cycle rates and provide Police Complex security requirements	\$25,000.00

\$239,740.00

Available as of July 2024	\$184,634.64
2025 Funding	\$95,000.00
Spent 2024-2025	\$0.00
Less Committed Contracts	\$34,740.00
Less Committed Projects	\$205,000.00
Net Available	\$39,894.64

June 2024 Project Schedule									
Projects		Budget							
Projects in scoping/Design Phase									
Divinity Street Culvert (east of Peck Lane)	\$93,850.00	Bristol IWC permit obtained June 20024. ACOE permit pending and anticipated spring of 2025. Construction coordination required with Park St Streetscape due to detour.							Construction Spring 26
Downs St Bridge	\$320,000.00	Design substantially complete & permits in place. Scheduled for bidding in August 2024. Start construction in fall 2024 with completion in July 2025.							Construction 2025
Lake Street Culvert design	\$400,000.00	Design & Permit complete. Easement required from Lake Compounce. Construction scheduled 2025.							Construction 2025
Wolcott St (Route 69 to Allentown)	\$185,000.00	Design substainally complete, permits and easements in place. Project pending CT DOT approval and authorization for the City to bid.							Construction Spring 25
2023 Community connectivity / sidewalk replacement	\$793,000.00	Grant awarded / Design currently being perfomed							Construction spring 2025
Vine & Brace Drainage	\$65,000.00	Wetlands permitting 5/24 Design by WMC							Construction start fall 2024
Field St Culvert	\$70,000.00	Project under design. 1 of 4 required easements obtained							Construction 2026
CT Route 72 Riverside Ave & Park St Streetscape	\$420,000.00	Currently under design							Construction (Park St 2024) - Riverside Ave 2026)
Perkins St Stormdrainage Outfall	\$120,000.00	Out to bid for construction in fall of 2024							
Broad St Retaining Wall design	\$83,500.00	Awarded to WMC							Construction 2025
Active Construction & Other Projects									
Mellen Street Bridge	\$1,758,576.00	Project complete road opened 6/11/24.							Construction 8/23-6/24
Repair - City Rail Road	\$98,000.00	Work starting 6/14/24to address monthly inspection deficienacies.							
Memorial Blvd Bridge	\$3,000,000.00	Construction substainally complete, punch list scheduled to be completed							



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: July 10, 2024

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: BPW July – Director's Report

Please find attached a summary report of the Department's activities, issues, and concerns for the July 18, 2024 Board of Public Works meeting.

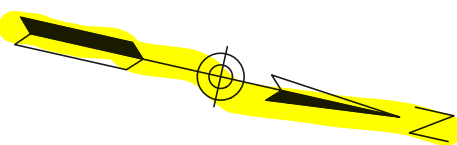
1. **Staffing: Administration, Fleet, Bldg. Maintenance & Land Use Divisions** - Fully staffed. **Eng. Division** – As previously reported the City Engineer position is vacant, temporary P.E. engineer in place providing technical assistance to Eng. Div. Civil Engineer started 6/17/24. Summer intern in place. **Streets Division:** 1 vacant laborer position. **Solid Waste:** 2 vacant laborer positions.
2. **Hope Street Parking Garage:** D'Amato Construction scheduled to start concrete foundation installation in July, with completion in September. Off-site precast fabrication of building will occur from July 15, 2024 to November 11, 2024, with on-site building erection on November 18, 2024 to January 3, 2025. Elevator install is scheduled for February 1, 2025 to March 15, 2025. **Completion of the parking garage will be April 30, 2025.** DPW scheduled to perform an inspection of precast concrete section under construction off-site on 7/11/24.
3. **Maple Court Roadway Reconstruction:** DPW has not obtained 1 of the 15 required easements to complete the project to date. The property owner has been non-responsive. DPW will perform a title search of land records to confirm contact information, contact property owner and advised that if easement is not obtained, DPW cannot move forward with proposed work. DPW patched potholes the week of July 7, 2024. If DPW is unable to obtain the required easement, DPW will not recommend condemnation. The Department will be recommending that Maple Court no longer be used by DPW and residents will be advised to place solid waste containers on Grove St. DPW will no longer maintain or plow the unaccepted City street.
4. **City Hall Renovations:** Replacement of north entrance exterior tile complete. The overall building warranty will be in place until March 26, 2025, 18 months from substantial completion date on September 26, 2023. In addition to the referenced overall building warranty, warranties for individual equipment will remain in place, varying in length from 3 – 5 years. **The current project budget surplus remains approximately 1.7 million.**
5. **DOT's West End Intersection Reconstruction (CT 69/CT 72):** Contractor working in School Street detouring onto Orchard St ongoing. Work scheduled to start in front of Café' Real the week of 7/15/24. Final paving scheduled for the week of August 19 with landscaping complete in September.
6. **Jerome Ave Bridge:** An obstruction was encountered 20 feet below grade installing a support pile in the southeast wing wall (see attached plan). Excavation is required to remove the obstruction which will require sheet piling. The estimated cost for excavation \$60,000. Bridge is funded under the State/Local bridge program and provides 50% funding to the City. Current budget is \$2,970,000. PJF Construction contract amount is \$2,615,500 & City total cost (including engineering) is \$2,900,000, therefore additional funding may be required. Project schedule is critical due to the need to reopen Jerome Ave in December. Work continues on the remaining portion of the bridge construction, therefore **opening of the Jerome Ave by December is anticipated.**
7. **Pequabuck Downtown Bike/Pedestrian Path: Representatives of the Park, DPW & Purchasing Departments** interviewed three consultant and will be recommending a contract award at the August City Council meeting. The project consists of the design of a bike/pedestrian path that will interconnect Rockwell Park, West End, Brackett Park, Memorial Blvd, and Middle St. The intent is to construct the path along the Pequabuck River. Therefore, obtaining easements will be required (Est. 12). Additional funding for engineering is not required. Construction funding is not in place. DPW & Purchasing will be performing a scope review with the selected consultant.
8. **North Main Street Streetscape:** Work ongoing in front of Carrier's Phase II building, located south of McDonalds. Concrete and brick work along referenced section will be deferred and completed after Carrier II foundation is installed 2025. Temporary asphalt will be installed.
9. **Voluntary Organic Waste Collection Program Started:** Drop off area at DPW Vincent P Kelly Road facility operational (see attached press release). Program is voluntary, and no current cost for the City (currently funded by Covanta for 4 months). Five (5) solid waste barrels are available for use, **2.5 of the barrels were filled the first week.** DPW has received a request from Edgewood School Preschool to supply organic solid waste containers. The estimated cost is \$200/month. DPW DOES NOT recommend providing BOE with DPW supplied organic waste containers to all BOE facilities, however DPW does support a limited pilot program paid for by the COVANTA grant (Est cost for 6 months \$1,200) for one school as a pilot program. The organic collection vender does recommend pilot program stating at elementary schools.
10. **Local/State Bridge Program Grant Applications:** Applications to replace the culvert at Andrews St (\$949,750) and Field St (\$1,373,665) approved by the state. The Local/State Grant application for Mellen St Culvert (\$1,595,000) was not approved.



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11. **NRCS 396 Jerome Ave:** Property closing/ purchase of property scheduled for July 31, 2024. Purchase of property \$276,000 paid for by NRCS grant. The City's share is \$1,100. Per the grant, the house will be demolished and the parcel will be open space. .
12. **Wildewood Run Islands:** DPW mowed and trimmed brushes/trees in the landscaped islands on Wildewood Run. DPW investigating alternatives to limit/eliminate future DPW maintenance. Additional maintenance may be required pending the replacement removal of existing landscaping (see attached issued notice).
13. **CXS Railroad Maple End:** The rail road crossing across Ct Route 6 at the Maple End (intersection of Ct Rt 69 & Rt 6) is scheduled to be replaced along with adjacent crossing at Maple St. **Replacement of the rail road crossing on Ct Route 6 (Farmington Ave crossing will require a full closure of CT Route 6 (Farmington Ave) for 3 days.** The closure is scheduled for weekend starting Saturday July 13 at 5:00 AM. See attached press release.
14. **City Rail Road:** Replacement of rail timbers complete on City owned rail road along Clark Ave (\$98,000). Split metal rail also replaced. Erosion of stone ballast due to dirt bikes a concern in the rail road section from Route 6 to Matthews St.
15. **MS4 Storm Water Report 2023:** Report scheduled to be completed on 7/12/24, submitted to CT DEEP and posted on City website.
16. **WPC Smoke Testing:** WPC currently conducting smoke testing to identify interconnections of storm drainage and sanitary sewer systems. The potential of City or private roof leader/ drains connected to the City's sanitary sewers in the older section of the City exists. If City storm drains are connected to sanitary sewers, DPW will install additional storm drainage to eliminate connection. Private connection will be the responsibility of property owners. With that said, if there are multiply properties on a section of road, with drains connected to the sanitary sewer system and no City storm drainage are available for connection, DPW may install storm drainage.
17. **Bristol Transport of Wolcott Recycling:** The Town of Wolcott delivers municipal collected recycling to the transfer station and Bristol DPW transports the combined Bristol/Wolcott recycling to Murphy Road LLC for processing. Bristol is paid to provide Wolcott the referenced service. The addition of Wolcott's recycling increases Bristol efficiency by enabling Bristol to transport full/ multiply containers. DPW evaluates the cost of the provided service on a yearly basis and increased the fee in June from \$1,110.80 to \$1,454 per month. Funds are deposited in the transfer station account.
18. **Shrub Road Sidewalks:** DPW provided effected property owners (north side of Shrub Road & Property owners adjacent to painted islands) with the attached notice.

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



SCALE: 1" = 5'-0"

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B

FEED THE EARTH!

NOT THE LANDFILLS AND INCINERATORS



FOOD SCRAP COLLECTION PROGRAM



Bristol residents are invited to participate in a **FOOD SCRAP COLLECTION** pilot program. **Beginning July 1, 2024** you can drop off your food scraps to the Public Works Yard at 95 Vincent P Kelley Road.

This is a a FREE program open to all Bristol residents.*

COMPOST

- MEAT & BONES**
- SHELLFISH & FISH PRODUCTS**
- EGG SHELLS & DAIRY**
- FRUITS & VEGETABLE SCRAPS**
- BREADS & CEREALS**
- COFFEE GROUNDS, FILTERS, & TEA BAGS**

OTHER THINGS TO COMPOST:

- CONDIMENTS & SPICES | PITS & PEELS
- FOOD SOILED PAPER | UNCOATED PAPER PLATES
- PAPER TOWELS | PLANTS & HERBS | INCIDENTAL OILS & FATS

DON'T COMPOST

- CORKS**
- PLASTIC**
- CANDLES**
- METAL / ALUMINUM FOIL**
- STYROFOAM**
- GLASS OF ANY KIND**
- GUM**

OTHER THINGS TO NOT COMPOST:

- TWIST TIES | RUBBER BANDS | DISPOSABLE MOPS / CLEANING SHEETS
- FIREPLACE OR BARBECUE ASHES | HOT LIQUIDS | PLASTIC GLOVES
- ENGLISH MUFFIN CARTONS | WAXY CARDBOARD | MILK CARTONS
- CLEAN PIZZA BOXES (RECYCLE) | COFFEE PODS

**For More Information,
Contact Bristol Public Works: 860.584.6125**

This program is made possible through a grant from Reworld (previously known as Covanta):* **Reworld



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Department of Public Works | 860.584.6125

NOTICE

WILDEWOOD RUN ROADWAY ISLANDS

(two easterly islands closest to Warner St)

MAINTENANCE

Dated July 1, 2024

The Department of Public Works is scheduled to cut the grass and shrubbery within the two easterly islands located on Wildewood Run. The Department ceased maintaining the island in 2023 based on a review of property deeds, which indicated that the maintenance of the islands is the responsibility of property owners in the neighborhood.

Please be advised that once the Department completes the scheduled cutting of grass and maintenance of the islands, the Department will be evaluating the landscaping with the intent of modifying/adjusting the existing ground cover and shrubbery to limit the maintenance requirements of the islands.

Please feel free to contact the Department of Public Works with any questions at 860-584-6125.

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Public Work Department
111 North Main Street
Bristol, CT 06010
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07/07/2024

Railroad Crossing Safety Improvement Project on Route 6 in Bristol Begins July 13

The Connecticut Department of Transportation (CTDOT) is alerting the public that the replacement of the railroad crossing on Route 6 (Farmington Avenue) in Bristol is scheduled to begin at approximately 5 a.m. on Saturday, July 13, 2024. To ensure the safety of workers and the public, the area near the rail crossing will be closed to all vehicular traffic for approximately 72 hours.

This private construction project is being conducted by Berkshire and Eastern Railroad, the company that owns the freight rail line.

The existing railroad crossing, located on Route 6 near the intersection of Route 69 (Burlington Avenue) is being completely replaced with all-new materials to enhance safety, provide a smooth passage for motorists, as well as ensuring the long-term viability of freight rail service in the region.

The work to replace the railroad crossing will require a vehicle detour, while bicyclists and pedestrians will still be able to cross through a designated area and will not be detoured. All businesses on Route 6 will remain accessible throughout the short-term construction project.

Posted State Highway detours will utilize Routes 69, 72, and 229 to bypass the construction site. Motorists and Commercial Vehicle Operators are required to utilize posted detour routes to avoid local streets and low underpasses.

"This project ensures the freight line remains in a state of good repair. To ensure the safety of everyone, vehicles cannot travel through the work zone. We ask motorists to follow the posted detour routes during this short-term construction project," said **Connecticut Department of Transportation Bureau Chief of Public Transportation Benjamin Limmer**. "We appreciate the support and collaboration with the City of Bristol, local businesses, and residents while this important safety improvement project takes place."

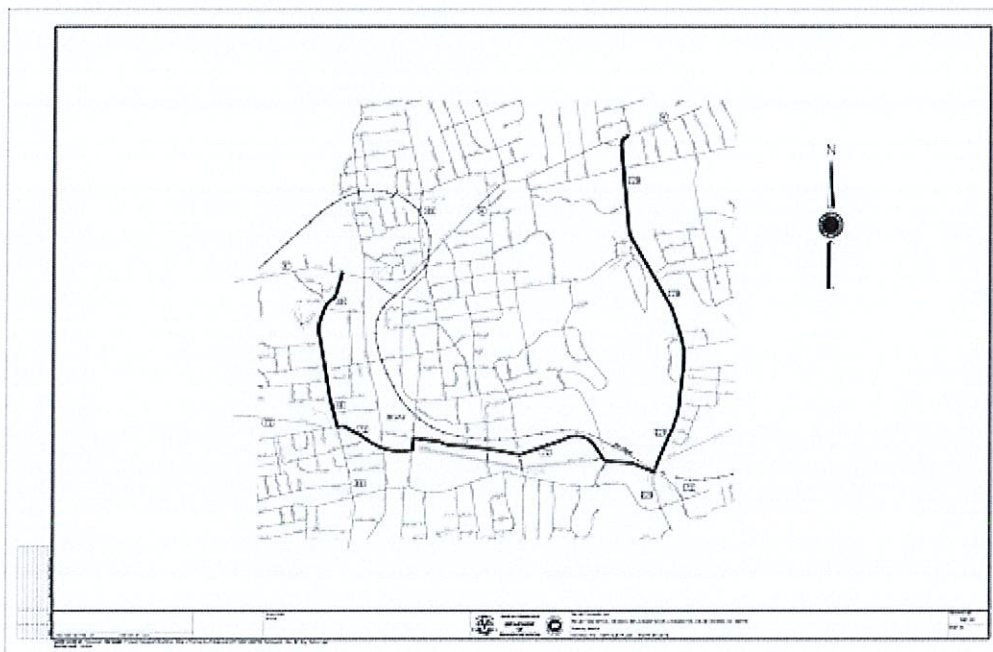
The nearby railroad crossing at Maple Street is also being replaced. That work is scheduled to begin at 6 a.m. on Tuesday, July 16. A 36-hour detour will be in place in the immediate vicinity of the rail crossing.

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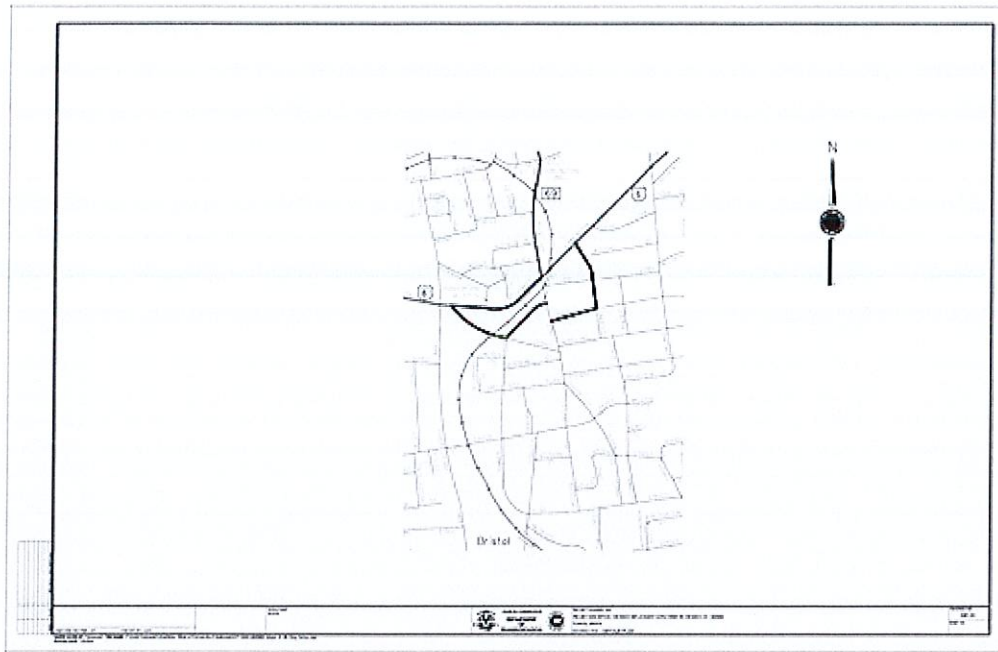
These projects are funded through a CTDOT Rail Freight Improvement Program (RFIP) grant. Work is being performed in coordination between the CTDOT, City of Bristol, first responders, bus and transit providers, and Berkshire and Eastern Railroad.

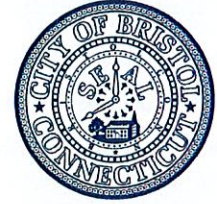
Extreme weather may alter the project schedules. Members of the public with questions are encouraged to contact the CTDOT Customer Care Center at (860) 594-2560 or DOT.CustomerCare@ct.gov.

Route 6 (Farmington Avenue) Detour:



Maple Street Detour:





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Department of Public Works | 860.584.6125

NOTICE SHRUB ROAD SIDEWALKS

Dated July 1, 2024

The City of Bristol Department of Public Works is proceeding with finalizing the design of the Shrub Road sidewalks/traffic calming measures. The design consists of the plans presented to residents at the public information meetings, and the June 20, 2024 Board of Public Works meeting. Based on the plans, the sidewalks will be 5 ft. wide, located on the north side of Shrub Road, with a 3 ft. wide grass strip, between the curb and front of the sidewalk. The plans include the installation of a painted island 4ft wide in the center of the road in the area of the Environmental Learning Center and the Oak Hill Road intersection. In addition, the Department of Public Works is coordinating with the Bristol Police Department to submit a request to the State of Connecticut to reduce the posted speed limit on Shrub Road from 30 MPH to 25 MPH, and is reviewing proposed crosswalks and roadway signage.

As previously reported, the \$1,960,800 project is being funded with a state LOTCIP grant, and approval of the plans is required by the State of Connecticut Department of Transportation. Pending the State's approval and to avoid construction on Shrub Road while it is being used a detour for the Jerome Ave Bridge, the City anticipates construction in the spring of 2025.

A copy of the proposed plans is attached.

Virtual Link: <http://ct-bristol2.civicplus.com/1084/Shrub-Road-Sidewalks>

Please feel free to contact the Department of Public Works at 860-584-6125 with any questions.

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111 North Main Street
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Department of Public Works | 860.584.6125

MEMORANDUM

DATE: July 5, 2024

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: STREETSCAPE PROJECT UPDATE – PARK ST (West End to Rockwell Park) & RIVERSIDE AVE (Main St to Blakeslee St)

The Department of Public Works continues to work with GM2 Engineers on the streetscape design for CT Route 72. As previously reported, the streetscape will be constructed in two projects as two separate contracts consisting of: Riverside Ave (Blakeslee St to Main St), and Park St (DOT West End westerly project limits to Muzzy Field). Project design costs of \$529,000 are funded with City appropriations, however, construction will be funded with State of Connecticut funds. The CT DOT has committed to provide \$12,600,000 to cover roadway improvements, drainage, granite curbing, and concrete sidewalks, as well as right of way costs on Riverside Avenue. No CT DOT funds are available for work on Park Street or construction of streetscape improvements on Riverside Avenue. Funding of streetscape improvements will be provided through the Connecticut Community Investment Fund (CIF) of \$6,800,000 obtained by the Mayor. Since CT Route 72 is a state road, construction of the streetscape project will require DOT approval for both the Riverside ave and Park St sections of the project.

GM2 Engineers is scheduled to update the Board of Public Works and present the current design at its July 18, 2024 meeting, and will be scheduling a public information meeting to present the project in September of 2024. A summary of the current status and areas of concerns are provided below:

Park Street – CT Route 72 (DOT West End project to Muzzy Field)

The Park Street (CT Route 72) section of the streetscape project, from the CT DOT's West End (CT Route 72 & 69) to Muzzy Field, will be constructed solely as a streetscape project. No roadway geometry improvements are proposed. The existing road width, 26 to 29 ft., will remain. State standard is 30 ft.

The project will consist of new 5 ft. wide concrete sidewalks with a 3 ft. red brick installed in the pole border (area between curb and front of concrete sidewalk). The proposed Park Street streetscape will utilize a red brick pole border in lieu of the yellow stamped concrete used by the CT DOT as part of the West End intersection project. The project will also include granite curbing, ornamental street lighting, and street trees. **Due to low overhead utilities, NO street trees are proposed within the right of way on the south side of the Park St.** However, DPW will be requesting permission from the southern property owners to plant trees behind the sidewalk on private property to provide trees.

On the referenced section of Park Street, no reduction of curb cut widths are proposed as part of the streetscape project. As part of the project, DPW is proposing the removal of the existing mid-block crosswalk located in front the former O'Connell School. CT DOT approval (an encroachment permit) is required for all project work on Park St. If the CT DOT does not approve the removal of the mid-block crosswalk, DPW will propose the installation of a pedestrian PRFP (self-actuating pedestrian light) at the crossing. CT DOT may also express concerns and require a reduction of driveway curb cuts and new pedestrian traffic signal controls at Tulip and Park Street.

The updated Park Street Streetscape plan is available on the Department's website (Departments, Public Works, Divisions, Engineering, Streetscape Riverside Ave & Divinity St/Park St, Park Street Streetscape Update/Preliminary Design Statement) and via the link below:

<http://ct-bristol2.civicplus.com/1070/Streetscape-Riverside-Ave-Divinity-StPar>

The City's engineering design consultant is scheduled to attend the Board's July 18, 2024 meeting to provide a presentation of the plans. Community/property owner outreach is scheduled for September.

Riverside Ave (Blakeslee St to Main St)

The Riverside Ave (CT Route 72) section of the streetscape project from Main St to Blakeslee Street will be constructed as a combined roadway improvement project with the CT DOT. It will include modifications to the roadway sections, travel lanes, intersections, traffic signals, radii, as well as a reduction to curb cuts, and streetscape improvements (granite curb, brick pole borders, concrete walks, ornamental lights with streetscape pattern, and trees). The project will also include the replacement of the existing retaining wall located on the east end of Riverside Avenue along the Pequabuck River.

The Riverside Ave section of the streetscape will be constructed in accordance with DPW's streetscape specifications utilized for North Main (Center St to CT Route 6), Riverside Ave (School St to Main St), and Main St. One of the primary objectives of both the City and CT DOT will be to reduce curb cuts/driveway openings on Riverside Ave, however, most owners typically prefer wide driveways. An additional challenge will be the installation of trees on the south side of the roadway. Due to overhead wires, trees will need to be planted outside the State's right of way. Similar to Park Street, DPW proposes the planting of trees behind the sidewalk on private property. However, the availability of space to plant trees is limited. The CT DOT may have concerns with locating trees larger than 4-inches in diameter within the pole border.

The design schedule for the Riverside Avenue Streetscape has been delayed approximately 3 weeks due to the need to update the traffic study (vehicle counts) at the intersection of East St and Riverside Ave. Traffic counts could not be performed while Mellen St was closed, and must be completed prior to the closure of East St Bridge replacement. In addition, CT DOT review and approval of the proposed soil boring program is pending. Although design has been delayed, DPW anticipates the start of construction in the fall of 2026, with substantial completion in 2027.



Department of Public Works | 860.584.6125

A concept plan previously provided to the Board is available on the Department's website (Public Works, Divisions, Engineering, Streetscape Study Riverside & Park St, Riverside Streetscape Update) and via the link below:

[http://ct-bristol2.civicplus.com/DocumentCenter/View/47110/40968 Riverside-DRAFT-PD-Plans?bidId=](http://ct-bristol2.civicplus.com/DocumentCenter/View/47110/40968_Riverside-DRAFT-PD-Plans?bidId=)

The City's engineering design consultant is scheduled to attend the Board's July 18, 2024 meeting to provide a brief update and be available to address any questions the Board may have on the Riverside Avenue Streetscape project.

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



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: July 8, 2024

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: **DPW TRANSFER STATION – RE-CLASSIFYING RESIDENTIAL PERMITS TO COMMERCIAL PERMIT POLICY**

The Board of Public Works voted at its July 20, 2023 meeting, based on the recommendation of DPW, to classify users of the transfer station that deposit more than 4,000 lbs. of chargeable materials as Commercial permit holders. The policy was implemented on October 1, 2024, and 102 residential permit holders were re-classified as Commercial Tier II permit holders.

At the time of the Board approval of the permit reclassification policy, the DPW indicated that all transfer station permits would be evaluated on an annual basis to identify residential permit holders that should be re-classified as Commercial, and identify Commercial permit holders who no longer meet the criteria of a commercial permit holder.

A summary of the Transfer Station permits is provided below:

A. Commercial Permits - Tier I

- i. Permit Fee \$50 (Bristol company) & \$100 (non-Bristol company), renewable every 1 year (according to COI expiration date)
- ii. Increase material disposal cost from \$0.60/10 lbs. to \$0.85/10 lbs. and eliminate free 100 lbs. per day.
- iii. Continue the practice of free disposal of leaves. Commercial permit holders will be charged \$0.60/10 lbs. M-F, \$0.85/10 lbs. on Saturday.
- iv. Free disposal of antifreeze (5 gal), oil (5 gal), fluorescent bulbs (10), paint (10 gal), 8 tires per year, 5 mattresses per year, electronics, metals, and acceptable single stream recyclables. Free disposal not applicable for loads/quantities larger than designated above.
- v. \$5.00 gate fee charge (including free items)
- vi. Material Disposal Cost \$0.85/10 lbs. (except for yard waste and leaves).
- vii. Yard waste disposal fees are \$0.60/10 lbs. M-F and \$0.85/10 lbs. on Saturdays.
- viii. Insurance requirements: Certificate of Liability showing a minimum of \$500,000 Auto Liability (Combined Single Limit) and showing the City as an additional insured. Requirement will remain “as is.”

B. Commercial Permit – Tier II

- i. Subject to all Commercial Tier I policies and fees, except an insurance certificate is not required. As a result, Commercial Tier II permit holders will not be allowed behind the residential drop-off area. Commercial Tier II permit holders will utilize the same disposal drop-off area as current residential permit holders.

C. Residential Permits

- i. Subject to all current Residential Permit policies and fees, except modifying the limits currently established on free items allowed (currently 2 mattresses/box springs per day and 4 tires per day) modified to 8 tires per year and 5 mattresses/box springs per year.
- ii. The current policy allowing residential permit holders to dispose of leaves at no charge will be maintained.

Board approval included continuing the existing policy of NOT charging commercial and residential permit holders for the disposal of leaves.

In order to complete implementation of the Board's approved policy of reclassifying heavy transfer station residential users as commercial, the DPW requests the following action:

Authorize the Department of Public Works to evaluate all Transfer Station Permit holders on a yearly basis. Permit data shall be based on transactions from October 1 to October 1 and permit reclassifications shall be effective January 1 of each year. The DPW shall report to the Board of Public Works the number of reclassified permits and the findings of the permit evaluations on a yearly basis.

Pursuant to the proposed policy, all transfer station permit data would be evaluated for the period from October 1, 2024 to October 1, 2025. Permit reclassifications (if any) will be effective on January 1, 2025.

A review of transfer station use revenue for the first six months of 2024, compared with the corresponding period for 2023, indicates that disposed of tonnage remains the same, and revenues have increased by \$22,000. The complete data is provided below:

TRANSFER STATION PERMIT DISPOSAL TONAGE/ REVENUE (Period - October 1 to June 30)		
YEAR	REVENUE	TONAGE
2018	\$161,903	9,003
2019	\$172,257	11,065
2020	\$188,749	11,065
2021	\$225,860	16,558
2022	\$189,327	10,485
2023	\$192,570	9,607
2024	\$214,152	\$9,538

Transfer station revenues are primarily a function of disposal tonnage, however, the number of transactions also effects revenue.

In accordance with the policy, each permit holder reserves the right to appeal their reclassification, and/or identify any special circumstances, if they feel they should NOT be re-classified as commercial permit holders. For example, some heavy users may be able to demonstrate that their heavy use was the result of cleaning out a house of a deceased relative, or a home improvement project.

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



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: July 8, 2024

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: DPW – Report Update - City Storm Flooding 2023

Please find the attached report, titled “Update to the Summary of Work Orders Following the Flooding of July 16th 2023.” The flooding occurred as a result of intense rain on July 16, 2023. The City of Bristol experienced a high intensity rain storm within a relatively short period of time (approximately 5.2 inches of rain in less than 2 hours). The storm caused localized flooding and property damage throughout the City.

The primary focus of the report is to update the Board of Public Works on the Department’s action to address damage that occurred by the July 2024 storm and mitigate the future impact of similar intense rain events. As indicated in the report, some of the items were classified as private, and no action was taken by the Department. However, DPW installed a number of catch basins, sections of storm drainage piping, and cleaned the South Street and Park Street culverts immediately following the storm. The Department has also completed the design of proposed storm drainage/culverts on Perkins St, Marlene St, Brace St, O’Sullivan Dr, and Divinity St. Storm drainage has been modified to reduce flow to Sharon St, and work is scheduled to start on Marlene St, Perkins St, and Brace Ave this fall. The Divinity St culvert requires an ACOE permit, with construction in 2026, and Collins Road construction is pending acquisition of easements and environmental permits.

To date, not including projects planned prior to the July 2023 flooding, DPW has expended approximately \$120,000 associated with the July rain event, and is estimated to expend an additional \$220,000, for a total of approximately \$340,000 to repair storm damage and mitigate flooding.

It is critical that DPW continues to monitor and take corrective action to mitigate flooding. Although previous comprehensive drainage studies of the Coppermine Brook and Pequabuck River did NOT identify projects to substantially reduce flooding during large storm events, it is

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imperative that the Department continues to address localized flooding, and flooding issues that can be mitigated. Given the increased frequency of intense short duration storms, if an area is impacted once during a storm, there is a high probability that another similar storm will result in flooding. As indicated in the attached “Point Precipitation Frequency Estimates,” a storm similar to the rain event of Sunday, June 30, 2024, which consisted of 1.4 inches of rain in 30 minutes, was over a 10-year storm, and resulted in the 4th highest water level of the year within the Pequabuck River (see attached Pequabuck River water level data).

It is also important to address flooding on a long-term basis, with revisions to land use drainage regulations. Although measures such as detention ponds, and more importantly, requirements to infiltrate storm water and install water quality measures, increase development costs, they reduce long-term flooding. In addition, currently proposed new FEMA flood plain mapping, once implemented, will improve the quality of flood plain designation, and provide an opportunity for the City to increase flood plan regulations. Similarly to FEMA flood plain mapping, the City is updating the official citywide wetlands map.

The Department is also proceeding with procuring the services of an engineering consult to assist with implementing a CT DEEP Climate Resilience Grant. The resiliency grant goal is to explore flood mitigation measures, including the evaluation of purchasing flood prone properties, and assessing the viability of dredging waterways. The grant also includes preparation of a flood emergency management plan, and provides public education outreach, such as flood insurance and elevation certificates for buildings. A copy of the grant and proposed scope of work is attached.

The Department has received the attached correspondence from the Inland Wetland Commission regarding residents flooding concerns in the area of New Britain Water’s Mix St facility, in particular Collins Road property owners. The concerns are associated with flooding in the rear of their property along the Coppermine Brook. As Director, I understand property owners frustration and DPW will contact each property owner that expressed concerns at the Wetland Commission to arrange a meeting, however it appeared the concerns are associated with flooding within an area defined as a FEMA flood plain and areas designated by FEMA as flood zones flood.

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



NOAA Atlas 14, Volume 10, Version 3
 Location name: Bristol, Connecticut, USA*
 Latitude: 41.6995°, Longitude: -72.9012°
 Elevation: 301.27 ft**
 * source: ESRI Maps
 ** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sandra Pavlovic, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Orlan Wilhite

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aerals](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.353 (0.270-0.459)	0.423 (0.323-0.550)	0.537 (0.410-0.701)	0.631 (0.478-0.829)	0.760 (0.559-1.04)	0.858 (0.620-1.20)	0.960 (0.674-1.39)	1.07 (0.718-1.60)	1.22 (0.792-1.89)	1.35 (0.852-2.13)
10-min	0.500 (0.383-0.650)	0.599 (0.458-0.779)	0.760 (0.579-0.992)	0.894 (0.677-1.17)	1.08 (0.792-1.48)	1.22 (0.878-1.70)	1.36 (0.954-1.97)	1.52 (1.02-2.26)	1.73 (1.12-2.68)	1.91 (1.21-3.01)
15-min	0.589 (0.451-0.765)	0.705 (0.539-0.917)	0.894 (0.681-1.17)	1.05 (0.797-1.38)	1.27 (0.932-1.74)	1.43 (1.03-2.00)	1.60 (1.12-2.32)	1.78 (1.20-2.66)	2.04 (1.32-3.15)	2.24 (1.42-3.54)
30-min	0.800 (0.612-1.04)	0.957 (0.732-1.25)	1.21 (0.924-1.58)	1.43 (1.08-1.87)	1.72 (1.26-2.36)	1.94 (1.40-2.72)	2.17 (1.52-3.15)	2.42 (1.62-3.61)	2.77 (1.79-4.28)	3.04 (1.93-4.81)
60-min	1.01 (0.774-1.32)	1.21 (0.924-1.57)	1.53 (1.17-2.00)	1.80 (1.37-2.36)	2.17 (1.60-2.97)	2.45 (1.77-3.43)	2.74 (1.92-3.97)	3.05 (2.05-4.55)	3.49 (2.26-5.40)	3.84 (2.43-6.07)
2-hr	1.32 (1.01-1.70)	1.56 (1.20-2.02)	1.97 (1.51-2.55)	2.30 (1.75-3.01)	2.76 (2.05-3.77)	3.11 (2.26-4.34)	3.47 (2.46-5.04)	3.88 (2.61-5.77)	4.47 (2.90-6.89)	4.95 (3.14-7.79)
3-hr	1.52 (1.18-1.96)	1.81 (1.40-2.33)	2.28 (1.75-2.95)	2.67 (2.04-3.47)	3.20 (2.38-4.37)	3.61 (2.63-5.03)	4.03 (2.87-5.85)	4.52 (3.04-6.70)	5.23 (3.40-8.05)	5.83 (3.71-9.15)
6-hr	1.92 (1.49-2.46)	2.31 (1.79-2.96)	2.94 (2.27-3.78)	3.46 (2.66-4.48)	4.18 (3.12-5.68)	4.71 (3.46-6.57)	5.29 (3.79-7.69)	5.97 (4.04-8.83)	7.01 (4.57-10.7)	7.89 (5.03-12.3)
12-hr	2.36 (1.84-3.00)	2.89 (2.25-3.67)	3.75 (2.91-4.79)	4.46 (3.45-5.74)	5.45 (4.10-7.39)	6.18 (4.57-8.60)	6.97 (5.05-10.2)	7.95 (5.39-11.7)	9.46 (6.18-14.4)	10.8 (6.89-16.8)
24-hr	2.75 (2.15-3.47)	3.44 (2.69-4.35)	4.57 (3.57-5.81)	5.51 (4.28-7.04)	6.80 (5.15-9.22)	7.75 (5.78-10.8)	8.79 (6.44-12.9)	10.1 (6.89-14.9)	12.3 (8.06-18.7)	14.2 (9.12-22.1)
2-day	3.07 (2.42-3.86)	3.92 (3.09-4.94)	5.32 (4.17-6.72)	6.47 (5.05-8.23)	8.06 (6.15-10.9)	9.22 (6.94-12.9)	10.5 (7.80-15.5)	12.3 (8.36-17.9)	15.2 (9.97-23.0)	17.8 (11.5-27.5)
3-day	3.34 (2.64-4.18)	4.28 (3.37-5.36)	5.81 (4.57-7.31)	7.09 (5.54-8.97)	8.84 (6.77-11.9)	10.1 (7.63-14.1)	11.5 (8.60-17.0)	13.5 (9.22-19.7)	16.8 (11.0-25.4)	19.8 (12.7-30.5)
4-day	3.58 (2.84-4.47)	4.58 (3.63-5.73)	6.22 (4.90-7.81)	7.58 (5.94-9.57)	9.45 (7.25-12.7)	10.8 (8.17-15.0)	12.3 (9.20-18.1)	14.4 (9.86-21.0)	17.9 (11.8-27.1)	21.1 (13.6-32.5)
7-day	4.28 (3.40-5.31)	5.40 (4.29-6.72)	7.23 (5.72-9.03)	8.75 (6.89-11.0)	10.8 (8.34-14.5)	12.4 (9.37-17.1)	14.1 (10.5-20.5)	16.4 (11.2-23.7)	20.2 (13.3-30.4)	23.6 (15.3-36.2)
10-day	4.98 (3.97-6.17)	6.16 (4.90-7.64)	8.09 (6.42-10.1)	9.69 (7.65-12.1)	11.9 (9.16-15.8)	13.5 (10.2-18.5)	15.3 (11.4-22.1)	17.6 (12.1-25.5)	21.5 (14.2-32.3)	24.9 (16.2-38.2)
20-day	7.20 (5.77-8.86)	8.43 (6.75-10.4)	10.4 (8.32-12.9)	12.1 (9.60-15.1)	14.4 (11.1-18.9)	16.1 (12.2-21.7)	17.9 (13.3-25.4)	20.2 (14.0-29.1)	23.8 (15.9-35.6)	27.0 (17.5-41.2)
30-day	9.05 (7.28-11.1)	10.3 (8.27-12.6)	12.3 (9.87-15.2)	14.0 (11.2-17.4)	16.3 (12.6-21.3)	18.1 (13.7-24.2)	19.9 (14.7-27.8)	22.1 (15.3-31.7)	25.4 (16.9-37.8)	28.1 (18.3-42.9)
45-day	11.3 (9.14-13.9)	12.6 (10.2-15.4)	14.7 (11.8-18.1)	16.4 (13.1-20.3)	18.8 (14.5-24.3)	20.6 (15.6-27.3)	22.5 (16.4-30.9)	24.5 (17.1-34.9)	27.3 (18.3-40.5)	29.5 (19.2-44.8)
60-day	13.2 (10.7-16.1)	14.5 (11.7-17.7)	16.7 (13.4-20.5)	18.5 (14.8-22.8)	20.9 (16.2-26.9)	22.9 (17.2-30.0)	24.7 (18.0-33.7)	26.6 (18.6-37.8)	29.0 (19.5-42.9)	30.7 (20.1-46.6)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

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PF graphical

IMPORTANT

[Legacy real-time page](#)



☐ 7 days
 ☐ 30 days
 ☒ 1 year

Scale

Linear

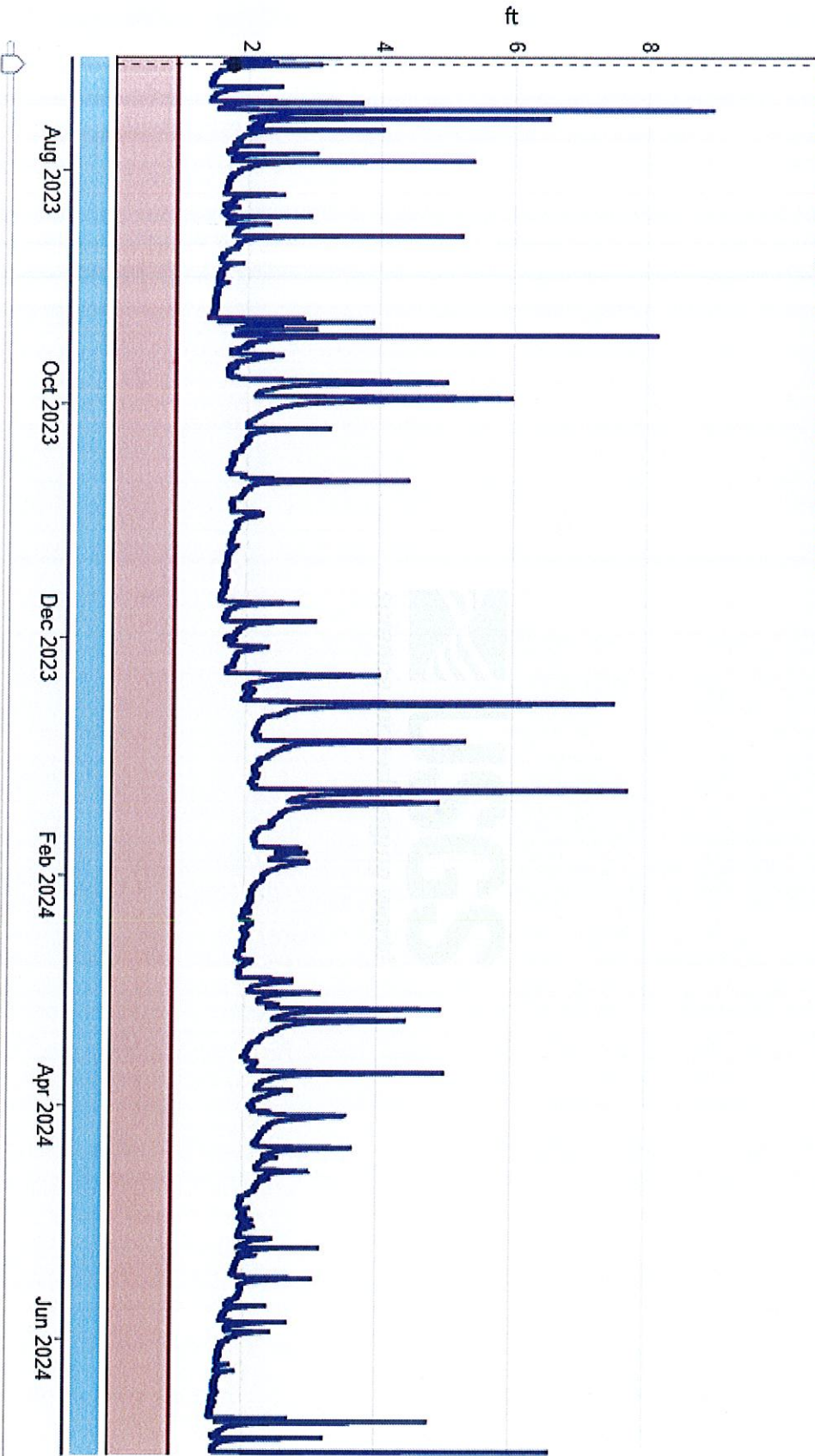
Log

Pequabuck R at Forestville, Ct. - 01189000

July 2, 2023 - July 1, 2024

Gage height, feet

1.74 ft - Jul 04, 2023 10:35:00 AM EDT



Questions or Comments

IMPORTANT

Data may be [provisional](#)

DEEP Climate Resilience Fund

TRACK 1: PLANNING APPLICATION

April 22, 2024

Section 1 – Applicant Details

1.	Applicant name:	City of Bristol
2.	Mailing Address:	111 North Main Street Bristol, CT 06010
3.	Primary Contact Name:	Raymond Rogozinski
	Primary Contact Email Address:	raymondrogzinski@bristolct.gov
	Primary Contact Phone Number:	860-584-6191
4.	Fiscal Agent name:	Diane Waldron
	Fiscal Agent contact email address:	dianewaldron@bristolct.gov
	Fiscal Agent contact phone number:	860-584-6128
5.	Organization EIN:	06-6001866
6.	Requested Amount:	\$250,000

Section 2 – Proposal Overview

1.	Which of the following relevant hazards will your plan or project address? (select all that apply)	☐ Extreme precipitation ☒ Flooding from riverine (including ice jams and dam failures), stormwater, tidal sources, or a combination. ☐ Sea level rise (including groundwater impacts) ☐ Extreme temperatures (heat and cold) ☐ Extreme weather (winter storms, nor'easters, severe thunderstorms, tornadoes) ☐ Tropical storm and hurricane impacts ☐ Windstorms ☐ Fire ☐ Drought
2.	☒ [CHECK BOX] I understand that all plans must examine climate change impacts to 2050 or beyond and that DEEP will provide technical assistance for support throughout the process.	
3.	☒ [CHECK BOX] I understand that a climate change vulnerability assessment is a required component of the resilience plan and that the assessment will examine how climate change and related extreme weather will affect community function and assets, including to identified critical facilities and <u>community lifelines</u> .	
4.	Is your planning team including a budgetary request for grant writing for federal resilience funding at the end of the planning process as part of this application? (Note: this is an allowable cost and is encouraged for planning teams that want to pursue federal resilience grant competition funding for next steps.)	☐ (a) Yes. ☒ (b) No. We have our own support for applying for federal resilience grant funding. ☐ (c) No. We do not intend to apply for federal resilience grant funding.

Section 3 – Community/Regional Overview

5.	What type of plan will this be?	☒ (A) Municipal scale (See question 6) ☐ (B) Regional scale (Go directly to Question 7) ☐ (C) Neighborhood/Hyper-Local scale (Go directly to Question 8)
6.	Which municipality/municipalities will this plan serve? Please include a map of the municipality (a screenshot of a Google map is fine).	Bristol
7.	(Only answer if you selected B in Question 5) If this is a regional plan, please note the boundaries and how these municipalities/entities have worked together on any previous planning. Please include a map of the plan area (a screenshot of a Google map is fine).	Click or tap here to enter text.
8.	(Only answer if you selected C in Question 5). If this is a hyper-local/neighborhood level plan, please describe the boundaries of this neighborhood Please include a map of the plan area (a screenshot of a Google map is fine).	Click or tap here to enter text.
9.	For all plans, please describe any partnership between municipalities and community-based organizations for this proposal and list specific partners that will be receiving any funding as subawards. The City will direct the consultant to contact the Foresville Village Association and the West End Association to engage their members as well as the general public in educational sessions and public hearings that solicit their views on flooding remediation opportunities.	

10. **Please give a brief overview of current resilience-related issues and concerns. (Do not discuss any previous resilience planning in this section, just focus on any identified concerns and issues.)**

The Pequabuck River flows west to east, bisecting the City of Bristol, and ultimately flowing into Farmington River. The Coppermine Brook runs through the center of the City from the north to join the Pequabuck River in the Forestville section of town. This smaller brook overflows its banks during storms and especially when snow melt is high, despite the City having invested in bridge and culvert reconstruction and maintenance. Most days these bodies of water form an unobtrusive element of the Bristol landscape. However, they have historically flooded their banks and impacted the surrounding landowners, which include residential as well as commercial entities. While much of the problem is considered “nuisance flooding” (below ground and impacting primarily basement areas), the impact still represents loss of property as well as threats to public health and utility service delivery.

Section 4 – Vulnerable Populations

Executive Order 21-3 states that at least 40 percent of the resources in this program MUST go to planning activities/project development that serves vulnerable populations. For example, if DEEP awards a total of \$10 million in planning grants, at least \$4 million of that amount must directly serve vulnerable populations as defined in Section 16-243y(7). The questions in this section will help DEEP evaluate whether your proposed plan will benefit vulnerable populations.

11.	Is your plan located in an Environmental Justice municipality or census tract identified on the DEEP Connecticut Environmental Justice Communities map ?	☒ Yes ☐ No
12.	Is your plan located in a community eligible for community reinvestment pursuant to section 36a-30 and the Community Reinvestment Act of 1977, 12 USC 2901 et seq. , as amended from time to time?	☒ Yes ☐ No
13.	People who are considered vulnerable to climate change with limited capacity to adapt include: • Communities of color • Children and seniors • Low-income communities • People with disabilities • Pregnant people • People with Limited English Proficiency (LEP) • Other historically disadvantaged people • People impacted by the social determinants of health • Populations identified by the American Public Health Association.	

Tell us more about the vulnerable populations in the planning area? Be specific and include data if available.

The planning area includes the city's designated "Opportunity Zone" (census tract 4061), as well as census tracts 4057 and 4060.01 (very low income) and census tract 4052.02. These are areas through which the Pequabuck River and Coppermine Brook flow (and which have flooded in the past several years). The Opportunity Zone includes a section of the West End, which has a high concentration of low income households, elderly housing, and people with Limited English Proficiency (LEP).

A map of the City is attached that shows census tracts identified as "Moderate," "Low," and "Very Low" income.

14. How will your plan and planning process benefit the people you have identified as vulnerable? Be specific.

By partnering with community groups and local churches, as well as social service agencies that serve individuals in the target area, the City will host meetings to obtain input from groups identified as vulnerable. These include LEP population, clients of St. Vincent DePaul Shelter, Chrysalis House, Bristol Housing Authority, Human Resource Agency of New Britain, the Bristol Boys & Girls Club, Agape House, Brian's Angels Homeless Outreach, and the West End Association. The Commission on Persons with Disabilities, the "Bristol Cares" networking group, and the Task Force to End Homelessness are among the groups that will be called upon to facilitate this outreach activity. St. Joseph Church has a large Spanish-speaking congregation which will be contacted to establish date(s) for a community meeting, and other area congregations will be consulted through the "Bristol Cares" outreach.

15. ☒ [CHECK BOX] I understand that the vulnerability assessment portion of the planning process must examine social vulnerability.

Section 5 – Planning Process, Including Assessing Vulnerability

16. Please describe any prior resiliency planning efforts in the municipality(ies)/region you are working in, including natural hazard mitigation planning. If the municipality you are working in has conducted stand-alone resilience planning, make sure to note how this proposal expands upon previous efforts.

The City has participated in several mitigation measures that have included realignment of river channel reaches, expansion of floodways/ overflow channels, property acquisitions, and revisions to land use regulations and public outreach/education about FEMA regulations and resources. To date the measures have been isolated and associated with specific projects or the planning has consisted of a regional (multi-community) approach. The City is seeking this grant to expand past resiliency planning measures to include a comprehensive approach across flooding affected areas within the Pequabuck River and Coppermine Brook watershed/floodplain areas while focusing on activity within the City.

17. What are the expected goals and outcomes of this plan?

The primary goal of the application is to determine if there is an engineering solution to mitigate flooding in Bristol. It appears that one potential viable solution is to purchase a number of properties along both the Pequabuck River and the Coppermine Brook, and thus to create additional floodway/floodplain designations for these areas. Once complete, the floodplain areas can serve as a potential linear park/open space along the waterways. A critical part of the project would be community outreach to seek alternate solutions. The project would also include community-based meetings to define in detail level of flooding and provide public education as to the available FEMA, State, and local resources available to residents after flooding events.

The project will include the development of a community emergency plan to address roadway flooding that cuts off and isolates sections of the City during large storm events. Leaders of the City's Police, Fire, and Emergency Management Departments would participate in plan development along with input from the community. In addition to a City service emergency plan, public education will be provided to residents of the flood-prone areas to assist in the development of individual action plans. These plans would address evacuation routes, alternate housing, moving of vehicles, and plans for the retention of important papers and insurance policies/ bank records.

18. Describe how you will assess the planning area's vulnerability to the climate change impacts you identified at the beginning of the application. Please list the parameters you will use and how you will assess impacts to community assets, including critical facilities and community lifelines.

Areas of critical infrastructure that will be included in the resiliency planning consist of City/ State roadway, sanitary sewer collection systems, and potable water supply and pump stations (City of Bristol and New Britain). One of the focal points in resiliency planning is emergency management planning associated with road closures that occur during flooding. As a result of flooding, the northeast section of the City is often cut off/isolated from Police and Fire Headquarters along with hospital and ambulance services. In addition, during flooding events both Bristol Water and New Britain Water must take measures to safeguard and maintain the water supply.

19. Please describe the proposed processes for assessing vulnerability and developing a plan in a stakeholder-driven process and what, if any, resilience frameworks your team will use.

The objective of this planning study is to educate Bristol residents and policymakers about the nature and scope of the flooding problem along the Pequabuck River and Coppermine Brook. With the results of a deeper analysis of the problem, the consultants will present potential remediation options that may include the creation of a no-build flood plain (which would include the purchase and demolition of multiple affected properties; better understanding of the nature of "nuisance flooding" which is individually impactful but not sufficient to qualify for FEMA funded relief; the City's participation in the National Flood Insurance Program and the objectives of local ordinances regarding Flood Damage Prevention. The City will follow the steps outlined in the U.S. Climate Resilience Toolkit, "Steps to Resilience:"

The Steps to Resilience is a proven framework for reducing climate-related risk. Following the steps, groups compile a list of the things they care about and explore which climate hazards could harm them. They assess what is vulnerable, investigate possible solutions,

and set priorities among the options to address their highest risks. Built on foundational work by climate scientists and professional planners, the Steps to Resilience framework can help neighborhoods, cities, regions, and tribal or state governments quantify their vulnerability and risk and integrate considerations of people, ecosystems, and economics into their plans.

A critical issue for the Northeast is addressing its aging infrastructure: roads, bridges, railroad lines, water and wastewater pipelines, culverts, and electrical power networks. The region has the oldest industry and building inventory in the United States, much of which was built along the coast and in estuaries—both of which are highly vulnerable to flooding.

The region's climate is also changing. Recent State of the Climate reports point out the likely impacts of a changing climate on both human and natural resources, which are threatened by rising temperatures, changing precipitation patterns, and a warming ocean, especially in the Gulf of Maine. The stretch of coastline from the tip of the Delmarva Peninsula in Virginia to the elbow of Cape Cod in Massachusetts is experiencing the greatest increase in sea level rise rate globally: 2 to 3.7 mm per year—more than three times the global average.

20. **How will local government staff be incorporated in this planning process? Please detail any commitment for municipal staff time, including departments and positions of those that will participate, and a brief description of their roles/duties.**

The City's Public Works Engineering and planning staff will serve as the project coordinators, however the City is seeking an integrated solution therefore the project team will include representatives of the Police, Fire, Emergency Management, and Economic Development departments.

The commitment in time is projected to be the following: Director of Public Works Department – 8%; City Engineer – 5%; DPW Project Manager – 3%; Project team members: Police, Fire, Emergency Management – 2%; and Economic Development (Grants Administration) – 3%.

21. **How will your planning team evaluate nature-based solutions as part of the process?**

Nature-based solutions will be at the core of City planning. The City is seeking sustainable solutions and is not focused on piping and bridge reconstruction. The focus is re-establishing floodplain and wetland areas to potentially mitigate flooding and is looking to establish a public dialogue and education to reset residents' expectations with respect to flooding. Education will focus on living with "nuisance flooding" (flooding below building first floors).

22. **How will your planning team evaluate the inclusion of project ideas that have co-benefits (reduce emissions, solve multiple problems, serve as a community amenity, etc.)?**

Potential mitigation projects will be evaluated and ranked based on multi-benefits such as creating passive recreation/ park areas along the river (after purchase and demolition of frequently flooded homes), promoting pedestrian/ bike use, and addressing environmental justice concerns. The City is engaged in an ongoing project to upgrade high-volume traffic lights to reduce idle times and vehicular emissions in high density areas.

23. **Anything else you would like to share with DEEP regarding the community's commitments to improving resilience?**

One of the public educational components will be the impact of flood insurance on home purchases. In typically (non-flood plain) sections of the City home ownership is a function of house price, mortgage rates and local property taxes. However, within flood plain areas home ownership and the ability to sustain ownership is a function of flood plain insurance and can be a significant monthly expense. Part of the public education program will be education on FEMA flood insurance and potential ways to reduce insurance cost such as elevation certificates.

24. ☒ **[CHECK BOX] I understand that the final plan must include a list of prioritized next steps, including identified potential projects that, if implemented, would reduce vulnerability and increase community resilience. This list shall also identify potential federal funding opportunities the applicant or partners intend to pursue for funding implementation.**
25. ☒ **[CHECK BOX] I understand the final plan must include an exercise for municipal government to assess capacity to raise locally derived match funding and other capital costs associated with implementing resilience measures. This includes examining the measures authorized in An Act Concerning Climate Change Adaptation (Public Act 21-115), including the opportunity to form stormwater authorities, explore special taxing districts, and form flood prevention, climate resilience, and erosion control boards.**

Section 6 – Community and Stakeholder Engagement

26. **Describe how this team will engage residents and stakeholders. Be specific. Include details about the number of meetings, charettes, workshops, public feedback sessions, etc., and any other outreach and engagement strategies. Also include how much notice you will provide to the public regarding public meetings and how information collected during those sessions will be used to inform the project.**

Note: Planning teams must hold a minimum of three (3) public meetings, including one (1) to share results with residents. Meetings must provide adequate public notice.

The objective of this project is to educate Bristol residents about the nature and scope of the City's flooding concerns – which will undoubtedly worsen as the climate changes – and discuss the type of remediation activities that are possible. The consulting firm hired to perform the planning study will be responsible for organizing and facilitating public outreach, taking care to engage in particular those individuals living within the study area that are not typically engaged in municipal activities.

27. **Describe how your project team specifically will engage and collaborate with residents who are considered vulnerable populations.**

The consultants will be directed to collaborate with the Forestville Village Association and the West End Association to engage their membership along with residents of each area. These organizations have the ability to host informational sessions at the Manross Library in Forestville and the Bristol Public Library.

28. **How will you communicate the findings of the plan and get final input from residents and stakeholders?**

Note: Planning teams must hold at least 1 public meeting to disseminate results to residents.

The consulting firm will utilize the City's website and social media to convey information to residents and business owners. Additionally, the consultants will be obliged to report the results of their work at a public meeting AND at public meetings of various stakeholder groups, including but not limited to the DPW Board, the Inland-Wetlands Commission, the Zoning and Planning Commissions, and the City Council (a live televised monthly event).

Attachments:

Please attach this application document and the following documents in an email to DEEP.climate resilience@ct.gov as your application submission.

- **Milestone Chart** ([Please use template provided.](#))
- **Budget summary and justification** ([Please use template provided.](#))
- **Resumes for all principals** (please keep to no more than 2 pages and edit to include only relevant experience, including volunteer work)
- **Letters of support from project partners, municipalities, community-based organizations, etc.**
 - Letters must include how project partners or organizations will participate in the project.
 - If the applicant is not a municipality, i.e., a Council of Government or non-profit organization, letters of support should come from every municipality involved in the plan, and those letters must commit staff time to participating in the planning process and engagement efforts.
 - Letters of support can be sent as part of the package or emailed by the author directly to DEEP.climate resilience@ct.gov. Subject line must include the name of the primary applicant and must be received by the application deadline.
- **Optional: Map of planning area.** You may send your required map as an attachment if you are not able to embed the image file into the application.

Raymond Rogozinski

From: Zachary Fisk <zacharyfisk@gmail.com>
Sent: Tuesday, June 18, 2024 4:52 PM
To: Raymond Rogozinski
Subject: Re: FW: Reminder: Letter to City Council from Zachary Fisk

Hi Ray, I pasted it below.

Zachary Fisk
Chairman, Inland and Wetlands Agency, Conservation Commission, and Flood and Erosion Control Commission

Mayor Jeff Caggiano
Chairman, Flood and Erosion Board

Dear Mayor Caggiano,

I am writing to bring to your attention the significant concerns raised by residents during a recent application review before the Inland and Wetlands Agency. As you are aware, the role of our commissions is to ensure the protection and proper management of our natural resources, including addressing flood and erosion issues.

During the review process, numerous residents from the area surrounding the proposed project site shared compelling testimony about the frequent and severe flooding they have been experiencing. It is important to note that their concerns are not associated with the current project under review but reflect ongoing issues that merit your immediate attention.

The residents provided substantial accounts of how the flooding has impacted their properties, safety, and overall quality of life. These testimonies indicate a broader and persistent problem within the area that necessitates a thorough examination by the Flood and Erosion Board. It is crucial that we understand the root causes of these flooding events and implement effective measures to mitigate their impact on the community.

I strongly believe that the concerns of these residents should be heard and addressed comprehensively. Therefore, I urge the Flood and Erosion Board to prioritize an hearing to address the concerns of the residents.

Our collective goal is to safeguard our community from the adverse effects of flooding and erosion. By addressing these issues proactively, we can enhance the resilience of our infrastructure and protect the well-being of our residents.

Thank you for your attention to this critical matter. I look forward to collaborating with the Flood and Erosion Board to develop strategies that will effectively address the concerns raised by our community members.

Sincerely,

Zachary Fisk
Chairman, Inland and Wetlands Agency, Conservation Commission, and Flood and Erosion Control Commission

Update To The Summary of Workorders Following The Flooding of July 16th 2023



Prepared By:
William R. Stango, EIT

Bristol Public Works

July 27, 2023
Updated July 11, 2024

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Overview

On July 16, 2023 The City of Bristol experienced a high intensity rain storm within a relatively short period of time (approximately 5.2 inches of rain in less than 2 hrs). The storm caused localized flooding and property damage throughout the City. This report is a summary of the current flooding and drainage issues that have been brought to the attention of the Public Works Department.

Flooding is a function of the quantity (number of inches of rain) and the intensity / rate of rainfall. For example, a storm with short-duration and high-intensity results in flooding of localized areas where The City drainage did not have sufficient capacity to receive or convey storm flows. In contrast, a storm with a long-duration results in flooding around major rivers such as the Pequabuck River and Coppermine Brook exceeding their capacity which result in direct flooding and water backing up into The City's storm drainage system.

As engineers, often speak and describe storms in terms of year's frequency of an event. We refer to storms as 100, 50, 25 and 10 year storms, which in the State of Connecticut equates to 7.98, 7.05, 6.20, and 5.05 inches of rainfall. However, it is important to understand that storm event years equates to inches of rainfall over a 24-hour period. Since intensity of rainfall matters, we understand that high-intensity storms that occur in relatively short periods of time create more flooding than a 100-year storm defined as 7.98 inches of rainfall over a 24-hour period.

It is also important to understand what a 100, 50, 25 and 10 year storm actually means. A 100-year storm does not mean that it will only occur once every 100 years, rather it means that there is a 1 percent chance that Connecticut will experience 7.98 inches of rain during a 24-hour period EACH year. Likewise, a 50-year storm equates to a 2 percent chance each year, and a 25- & 10-year storm equates to a 4 & 10 percent chance respectively EACH year.

In accordance with City Ordinance 21-119, roadway storm drainage is sized for a 25-year storm event. A number of The City's existing drainage systems predate the ordinance and are much smaller. The DOT design drainage manual requires State storm drainage systems to be designed for 10-year storms with culverts sized for a 50- & 100-year storms depending on the size of the drainage area.

Many residents incorrectly believe that the City owns all the rivers, streams and wetlands located in the city. Through the City's network of roads, drainage easements and property, we do own a portion of them. However, they are generally owned by private property owners as defined by the property description delineated in their deed. If there is a stream in the back yard of a property in Bristol, it is generally on private property and the responsibility of the property owner to maintain. In addition, work in areas of streams and wetlands require a permit from the City's Inland Wetland Commission as designated by the CT DEEP.

When the DPW receives a drainage or flooding complaint, the standard procedure is to contact the property owner to obtain additional information, perform a field inspection, and review available mapping of the area. If the problem is associated with City storm drainage, our first step is to jet and clean the storm lines to ensure that the drainage system is operating as designed. If the problem persists, we video the storm drainage system to confirm there is no blockage and if there is a problem due to lack of catch basins on a road with existing storm drainage, we typically add catch basins or storm drainage piping. Resolving storm drainage issues becomes more problematic when there is either no existing storm drainage in the area, a drain pipe is undersized for a long length of roadway, or the receiving stream or

waterbody has insufficient capacity to accept the City discharge during storm events. In these cases, formulating a capital project and obtaining BOF appropriation is required. Between procuring funding, developing a design, obtaining environmental permits and bidding, a capital project typically takes 2-3 years prior to the start of construction.

One of the most common storm drainage complaints in the City is roadway storm water entering private property from driveway aprons. The City standard is to have a 1.5-inch lip where the driveway meets the edge of the road. In order to prevent road runoff from entering the driveways, DPW often replaces driveway aprons to establish a lip.

A summary of the identified flooding areas which have occurred in the July storm is provided below. The summaries are a preliminary assessment and not listed in order of priority or severity. DPW is still receiving reports, therefore the list may not be complete and may be updated as additional information is obtained and additional engineering analysis is performed.

The City does experience periodic flooding. The last significant flooding occurred in July of 2021. This report contains components of information contained within the report associated with the July 2021 storm. When comparing these two storms we can see similarity and difference as to the streets that experienced flooding. Areas such as Frederick St, George Street, Divinity Street, and King Street flooded in both the July 2021 storm and the recent July 2023 storm. Areas such as Park Street, Blakeslee Street, and Jeffrey Road flooded in July 2023 but did not flood in July 2021. Likewise, areas such as Vine Road, Trout Brook Road, Brace Ave., Duncan Street, Carolina Road, Clark Ave., Balsam Road, Hardwick Road, Sheffield Road, Litchfield Road, Hopmeadow Road, Gregory Place, Broad Street, Middle Street, Royal Drive, Chippannee Lane, Stone Crest Drive, Glenn Street, Battle Street, Mix Street, and Jerome Ave. experienced flooding in July 2021 but not in July 2023.

Pequabuck River Stream Gage

One metric Engineers consider when analyzing the severity of a flood is the water level of streams and rivers within a given watershed. The graph below has been provided to show comparison of the Pequabuck River during the Flooding of July 2023 to average and historic levels. The levels presented in this graph were observed in Forestville, CT and are measured against an arbitrary datum. The water level relative to this arbitrary datum is referred to as the “Stage”. The current stage of the Pequabuck River measured on August 8, 2023 is 2.53’. This number can be used to approximate water levels during average conditions. The highest stage of the Pequabuck River was recorded during the flood of 1955 which measured 13.22’. On July 16, 2023 the stage of the Pequabuck River measured to be 8.99’. The water levels during this storm event are approximately 3.5 times higher than the current conditions and 0.68 times (almost 70%) as high as the Flood of 1955.

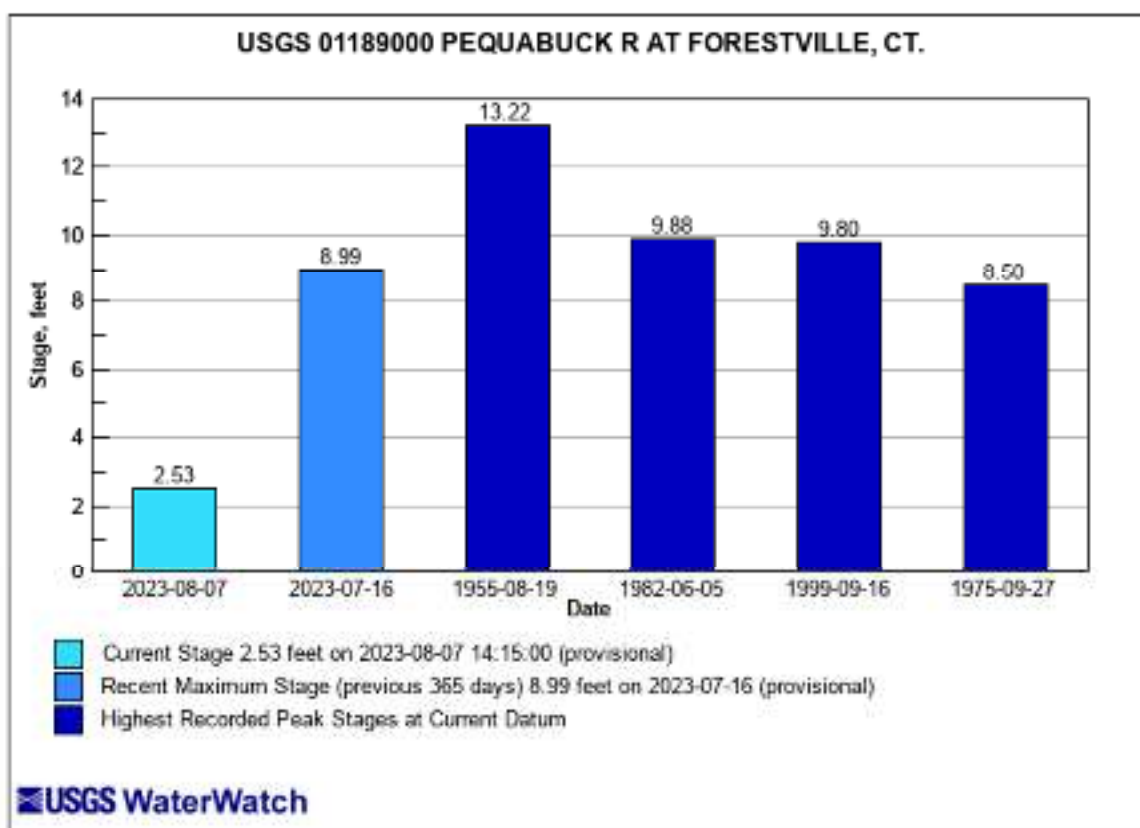


Figure 1: Stage of the Pequabuck River During Significant Storm Events

109 Marlene Street

Summary of Workorder:

High water levels and erosion of banks along Birge Pond Brook. Resident indicated that riprap along channel has washed away. While onsite the resident claimed that the slopes along the channel are hazardous and that something should be done.

Field Investigation:

The DPW investigated the claim and noted the following: An unnamed stream runs north to south along west side of 109 Marlene Street. Flows are facilitated under Marlene Street through an existing 72-inch CMP culvert. Each end of the culvert is embedded within a concrete headwall complete with flared wingwalls. The channel and culvert were both found to be located within a City owned easement. Due to thick overgrowth the Department was unable to determine the overall stability of the channel banks. The resident claims the channel armoring around the outlet had eroded away in years past.

Status Update August 2023:

The DPW crews are scheduled to clear overgrowth from the channel and perform a visual inspection of the existing channel slopes. Based on field conditions of the overall stability of the slopes DPW will install riprap and or regrade existing material to mitigate erosion (if any).

Status Update July 2024:

The Department of Public Works has inspected the slopes along the existing channel between Marlene St and sedimentation pond located in the rear of 109 Marlene St and no significant signs of erosion were noted. The sediment pond constructed in 1998 to prevent sand/sediment from entering Birge Pond is in need of sediment removal. DPW staff has cleared vegetation, survey staked out the area in accordance with the original plan and will excavate the sediment this winter 2024-25.



Figure 2: Location Map – 109 Marlene Street



Figure 3: Birge Pond Brook - Looking Downstream

108 Marlene Street

Summary of Workorder:

Water levels rose over the top of the channel bank causing flooding to several properties.

Field Investigation:

The DPW investigated the claim and noted the following: An unnamed stream runs north to south along west side of 108 Marlene Street. Flows are facilitated under Marlene Street through an existing 72-inch CMP culvert. Each end of the culvert is embedded within a concrete headwall complete with flared wingwalls. The channel and culvert were both found to be located within a City owned easement. During field investigation a large buildup of debris was found within the channel obstructing flows at the upstream end of the culvert. The inside of the culvert was also inspected and it appeared to be clear. While onsite the homeowner explained that due to the buildup of material headwater from the stream overtopped the channel banks and caused flooding around the property.

Current Action:

DPW crews cleared debris from the channel. The Department will continue to monitor the situation for any additional flooding.

Status Update August 2023:

During rain events following the storm of July 16, the channel adjacent to 108 Marlene Street has severely scoured along the east bank. High flood waters within the channel have washed out a large portion of the root system which stabilized the banks. The DPW has investigated this situation and is currently discussing potential solutions internally.

Status Update July 2024:

The DPW has completed a design to realign and restabilize the existing culvert channel. Wetlands Permits have been approved and a temporary construction easement has been obtained from the adjacent property owner at 48 Boivin Street. DPW crews have staked out the proposed channel geometry and construction is anticipated to begin mid-July.



Figure 4: Location Map - 96 Marlene Street



Figure 5: Birge Pond Brook - Looking Downstream



Figure 6: East Bank Prior to Erosion



Figure 7: Current Condition of East Bank

136 Dino Road

Summary of Workorder:

The home owner of 136 Dino Road indicated that water from the roadway is coming over top of the driveway apron and causing flooding in the backyard. They believe that the basin at the top of the driveway is undersized and that it can't handle flows from the street.

Field Investigation:

The DPW investigated the claim and noted the following: The existing storm drain adjacent to the driveway of 136 Dino Road currently outlets to an unnamed stream located along the southern property line. The outfall was determined to be located entirely within a City owned easement. A manhole located within the easement was inspected and determined to be a sanitary style manhole with significant scouring along the troughs. In addition, a section of pipe at the outlet has become disconnected and is impeding flows. The property owner informed the Department that stormwater on the street backs up into the roadway and flows down the driveway into the yard. Upon inspection, the lip of the existing driveway apron appears to be less than standard height.

Current Action:

The DPW is scheduled to reconstruct the driveway apron in front of 136 Dino Road. The new apron will be constructed with a standard sized lip to help prevent stormwater from the street from overtopping the driveway. In addition, the Department will replace the existing sanitary style manhole and outfall pipe as shown in the figure below. The existing manhole will be replaced with a standard curbless catch basin to help collect flows within the yard and the outfall will be replaced with a standard flared end section.

Status Update August 2024:

Following the July 16th storm, DPW has constructed a new driveway apron with a standard sized lip to help channelize stormwater and prevent it from spilling onto private property. DPW also performed a study of the existing storm sewer system. This study included a visual inspection of all existing inverts, basins, and manholes; and a videoed inspection of the existing piping from Cronin Street to the intersection of Lucien Road and Dino Road. During our inspection several basins were determined to be substandard and are in the process of being replaced. The new basins will have the capacity to catch significantly more runoff and should alleviate the amount of storm water that ponds around the basin at the bottom of the hill. From our video inspection, we found a separated joint in an existing storm lateral connecting to a single catch basin. Where the joint has separated the section of pipe has settled several inches below the flow line. This length of pipe will also need to be replaced to prevent any sink holes from forming in the roadway. In addition to these improvements the existing sanitary style manhole and existing outfall are still scheduled to be replaced as initially proposed.

Status Update July 2024:

Three substandard catch basins along Dino Road and the sanitary style manhole at 136 Dino Road have been replaced to current standard. In addition, the existing flared end section at 136 Dino has been reset. No future work is currently proposed.



Figure 8: Location Map - 136 Dino Road



Figure 9: Proposed Drainage Improvements



Figure 10: Substandard Catch Basin To be Replaced

114 Blakeslee Street

Summary of Workorder:

High floodwaters have caused significant property damage to the homeowner of 114 Blakeslee Street and to several adjacent property owners. The homeowner stated that recent flooding has been substantially worse than anything he has seen in the past 25 years of living at this address.

Email From Property Owner:

"I have lived at 114 Blakeslee Street for over 25 years. Over the last few years, the flooding in my backyard has increased due to the overflow from surrounding areas being diverted into the brook adjacent to my home. The flooding from the recent storm on July 16, 2023 caused roughly \$2,500 in damage to equipment stored in my backyard shed.

I understand Huntington Woods is in the process of repairing the sink hole located in their parking lot. I don't believe they truly understand the severity of the tunnel's poor condition. I took a video from the entrance of the brook all the way to the discharge into the Pequabuck River and three quarters of the galvanized tunnel is in disrepair and needs to be replaced. I noticed in some sections, due to the weight above, the tunnel has now changed to an oval shape and you can see gravel on the bottom due to missing rubber coating and completely rusted out bottoms. Also, in a couple of sections, the tunnel connections are beginning to separate.

My biggest concern is if this tunnel should collapse during a heavy rainstorm and water is unable to pass through, the flooding from it would severely impact roughly 6-12 homes in the Blakeslee Street area leaving us with no emergency plan in place.

I have attached photos to validate my concerns and am available should you need to reach out for more information."

Field Investigation:

An unnamed stream flows adjacent to 114 Blakeslee Street and into a CMP culvert located on the north side of the Huntington Woods facility. A recent sinkhole on the Huntington Woods property brought to light that the existing culvert is failing. It's likely that the failing culvert is contributing to the high headwaters shown in Figure 9. The DPW has been in contact with the property manager at Huntington Wood and they are currently in the process of receiving quotes from private contractors to have sections of the existing culvert replaced. The DPW informed the residents in adjacent properties that flooding is likely caused by the failed culvert and that Huntington Woods is in the process of making repairs.

Current Action:

The existing culvert shown in *Figure 10* is located entirely on private property and will be the responsibility of the owner to replace. The owner is currently in the process of receiving quotes from private contractors to make repairs to the culvert. The DPW is in contact with the owner (Huntington Woods) regularly to get updates on the project.

Status Update August 2023

Following the July 16th storm, DPW has been in contact with the property managers and owner's representatives of the Huntington Woods Facility. After researching land records and as-built drawings it was concluded that the existing culvert is located entirely on private property and will be the responsibility of the owner to replace. DPW met with the owner's representative on site to help explain the type of failure we are seeing and to impress upon them the severity of the culverts condition. During this conversation the owner's representative assured us that they are taking this matter very seriously and have approached several contractors and an engineer for a design of a new structure. Following this meeting the property owners upstream of the culvert were informed of the status of the replacement and were encouraged to continue documenting any future flooding and or damages.

Status Update July 2024

As indicated above the storm piping in question is private. The owner has arranged for replacement of the storm drain and work is ongoing. The DPW will be checking on progress. The piping discharges to a detention pond maintained by the storm water trust and a section of pipe replaced by DPW in 2023.



Figure: Location Map - 114 Blakeslee Street



Figure 11: Floodwaters at Blakeslee Street Culvert Located Upstream of Huntington Woods



Figure 12: Floodwaters at 114 Blakeslee Street



Figure 13: Downstream Culvert on Private Property



Figure 14: Sinkhole Located Overtop of Existing Culvert

72 South Street Extension

Summary of Workorder:

The homeowner of 72 South Street Ext. stated that insufficient drainage along the street has caused damage to the existing sidewalk, driveway, and retaining wall.

Email From Property Owner:

"I am writing in regards to improper water drainage on South St. Ext Bristol Connecticut. There is no water drainage coming down the hill of this road leading water right to the sidewalk, into my driveway, all the way down to my backyard creating several ditches as well as the cement wall and foundation of my garage to collapse. I have requested already the City to fix this problem and nothing has been done and this is now out of control. There are children and elderly living here. The City needs to fix this water system as well as the damages it caused my property. There are huge ditches in the sidewalk, there is a ditch in the side of the foundation of my house creating a stream every time it rains. This stream is coming down my driveway breaking the asphalt and causing the wall to collapse not only this but the foundation to the garage is also collapsing. This is an extreme hazard and a lawsuit on the City waiting to happen. I'm not sure if this needs to go to the news or not but something needs to be done ASAP"

Field Investigation:

The DPW has investigated the existing site conditions and claimed property damage. From visual inspection the Department believes stormwater from Melville Street and South Street Ext. is overtopping the sidewalk and flowing down the driveway at 72 South Street Extension.

Current Action:

The DPW is preparing a workorder with a private contractor to reconstruct the existing driveway apron, sidewalk, and curbing as shown in *figure 13*. The homeowner has filed a claim for the property damage.

Status Update August 2023:

Following the July 16th storm, DPW hired a private contractor to reconstruct the sidewalk and curbing in front of 72 South Street Extension. The new curbing will have a standard 6-inch reveal and the elevation at the back of walk will be set 6-inches higher than the gutter line. Increasing the reveal of the curb and raising the elevation of the back of walk will help keep storm water channelized in the gutter and prevent it from spilling onto private property.

Status Update July 2024:

As indicated above corrective work has been completed. No further action is proposed.



Figure 15: Location Map - South Street Extension



Figure 16: Driveway Apron Looking Toward Melville Street



Figure 17: Erosion Behind Existing Retaining Wall



Figure 18: Existing Conditions Before Reconstruction



Figure 19: Reconstruction of Sidewalk and Curbing

465 Redstone Hill

Summary of Workorder:

The homeowner of 465 Redstone Hill believes that an adjacent construction site has caused increased amounts of stormwater runoff to flow through her property.

Email From Property Owner:

"I fully understand that the amount of rain that we have experienced Sunday and today is exceptional. However, we have owned our home for 26 years and we have NEVER experienced this. These photos were just taken. I also sent a video to Cheryl. The first photo is proof once again that water is flowing through this area and is exposing the roots of my trees and pushing my rocks! The water is rushing across my property and into my neighbors newly renovated enclosed back porch. He had 8 inches of water on his patio on Sunday. Look at the color of the water, ITS FROM THE CONSTRUCTION SITE! Isn't the pond supposed to fix this problem? The last photo is where the trench begins closest to my house. The stake shows where it begins. The water is flowing over the straw bags that border the trench. Thank God these trenches were put in because MY HOUSE WOULD BE FLOODED, but they clearly are not enough. There is even ponding in my front yard. I am beyond frustrated. My insurance agent informed me yesterday that any property damage caused by this flooding most likely will not be covered. I have been documenting this journey with you since the first disaster last May. Where's the solution."

Field Investigation:

The DPW was on site and inspected the existing sediment and erosion control measures installed around the construction site which consisted of a 2-foot-wide drainage ditch lined with haybales.

Current Action:

The contractor working at the adjacent construction site has installed additional sedimentation and erosion control measures including a new drainage swale along the back side of 465 Redstone Hill. The existing swale was upgraded from a 2-foot-wide channel to a 6-foot-wide grass lined channel. The property owner has been notified and has informed the Department the swale seems to be operating as intended.

Status Update August 2023:

Following the reconstruction and improvements to the erosion control measures, there have been no new complaints regarding storm water runoff.

Status Update July 2024:

Private issue, area restored and no further update to report.



Figure 20: Location Map - 465 Redstone Hill Road



Figure 21: Stormwater Runoff

90 Field Street

Summary of Workorder:

Recent storms have caused erosion of an existing crushed stone driveway. The homeowner of 90 Field Street believes that the culvert adjacent to his property is undersized and has caused floodwaters to overtop the roadway.

Field Investigation:

An unnamed stream flows south to north along the east side of 90 Field Street. On the north side of the property the stream crosses under Field Street facilitated by an existing 6 ft x 4 ft concrete culvert. The DPW spoke with the homeowner during field investigations and the home owner claims that during a typical rain event water does not overtop the driveway apron. The homeowner also expressed to DWP his concern with the stability of the existing channel wall. Several sections of the dry stacked stone masonry wall have collapsed and it does not appear to be stable.

Current Action:

The homeowner was made aware that The City is in the process of securing funds to have the culvert adjacent to his property replaced and that construction is anticipated to begin in 2025. The proposed structure is an 11 ft x 4.5 ft precast concrete box culvert with flared concrete wingwalls. In addition, to replacing the existing culvert this project will involve realignment of the existing channel. The new channel alignment will improve the hydraulic conductivity and reduce the likelihood of water overtopping the roadway. For construction of the new culvert, temporary and permanent easements will be required for excavation but have not yet been granted by the property owners. Temporary reconstruction of the driveway and shoring of the existing wall is being considered as part of the negotiation for these easements.

Status Update August 2023:

The City will continue to move forward with trying to obtain easements from the adjacent property owners for the replacement of the proposed culvert.

Status Update July 2024:

City design to replace the culvert ongoing. The consulting firm of Cardinal Engineering has completed preliminary engineering plans including the proposed replacement of the sanitary sewer to Peck Lane. Approval of State/Local bridge program funding received. The City receives 50% funding of the \$1,373,665 project cost. Construction anticipated in 2026. Four easements required to complete the property, one of the properties is owned by Bristol Housing Authority.



Figure 22: Location Map - 90 Field Street



Figure 23: Erosion of Unpaved Driveway



Figure 24: Channel Wall Adjacent to 90 Field Street

89 Field Street

Summary of Workorder:

The recent rain storm has caused erosion of an existing crushed stone driveway.

Field Investigation:

During field investigations it was observed that 89 Field Street is set well above the gutter line of the roadway and the existing driveway is pitched downward toward the road. It does not appear that the erosion was caused by improper roadway drainage.

Current Action:

Since the damages were not caused by improper roadway drainage the City would not typically take action in repairing the driveway. However, the City is in the process of securing funds to have an existing culvert adjacent to 89 Field Street replaced. The homeowner has thus far been unresponsive to The City's request for easements and temporary reconstruction of the driveway is being considered as part of the negotiations for the easements.

Status Update July 2024:

As indicated driveway damage is NOT due to runoff from the City road/ drainage system. Private matter no additional action proposed. It should be noted that an easement is required from the property owner to replace the Field Street culvert.



Figure 25: Location Map - 89 Field Street

22 Tuttle Street

Summary of Workorder:

The homeowner of 22 Tuttle Street indicated that stormwater from the road has been jumping the lip of the driveway and is causing flooding around the house.

Field Investigation:

During field investigations it was determined that the lip of the driveway apron is lower than standard size and that several sections of curb are missing along the front of the property.

Current Action:

The DPW is scheduled to repair missing sections of curbing and to construct a new driveway apron with a more substantial lip in order to keep storm water on the roadway.

Status Update:

Following the July 16th storm DPW reconstructed the existing driveway apron with a standard sized lip and replaced several sections of missing curbing. There have been no new complaints regarding storm water runoff.

Status Update July 2024:

Corrective work complete, no further update to report.



Figure 26: Location Map - 22 Street



Figure 27: Proposed Improvements

220 Sonstrom Road

Summary of Workorder:

Homeowner of 220 Sonstrom Road indicated that storm water from the roadway is jumping the driveway apron and causing flooding in the garage.

Field Investigations:

The City has recently installed a new catch basin at the top of the existing driveway to catch stormwater runoff before it reaches the apron. The DPW inspected the basins and there does not appear to be any buildup of sediment or debris. Field measurements confirmed that the gutter flow in front of 220 Sonstrom is one directional and that during a typical storm event gutter flow should not be jumping the catch basin. It is likely that flooding is due to runoff from the roof leader and from the back pitched driveway.

Current Action:

A City catch basin is currently located on the high side of the driveway. No additional City action is proposed.

Status Update July 2024:

No further update to report.



Figure 28: Location Map - 220 Sonstrom Road



Figure 29: Site Conditions at 220 Sonstrom Road

24 Jeffrey Road

Summary of Workorder:

Flooding on Jeffrey Road. Homeowner believes that the storm drains are undersized.

Email From Home Owner:

"Yesterday, I had a major flood on the side and the front of my house.

There is creek with a tunnel/easement behind the house that needs to be cleaned as well as city drains (one on the side of the property & one in front) which I have reached out to Public Works about.

My email is just to ask for assistance in getting additional drains added to the side of the house. There is one there now but I think there needs to be more.

I recently purchased this home and I love this neighborhood and did a 100k rehab on the house and water got into my basement yesterday because there aren't enough drains."

Field Investigations:

An unnamed stream runs east to west along the south side of 24 Jeffrey Road. Flows from this stream are facilitated through a 24" RCP within a City owned easement. The inlet structure was determined to be a dry stacked stone masonry catch basin. Flows from this basin are then piped to the storm sewer system along Jeffrey Road. It is likely that due to high volume flows and poor hydraulic conductivity within the basin the storm sewer was overwhelmed and overtopped. From videos it appeared that the stone basin behind the house began to overtop sending flows through the yard and into the street; at this point it appeared that stormwater began ponding along the street.

Current Action:

The DPW cleaned/cleared the basins and jetted the storm drainage lines along Jeffrey Road. In addition, the Department is currently drafting conceptual plans to improve flows from the unnamed stream. The current plan would be to remove the existing basin, several sections of pipe and realigning the channel so it flows more naturally into the storm drain.

Status Update August 2023:

Following the July 16th storm, DPW conducted a video analysis of the existing storm sewer system and found that the 90-foot length of pipe running parallel to the existing property line is filled with river rock. It is likely that during heavy rain events stones from the unnamed stream are picked up and deposited in the pipe severely reducing its capacity. Several methods were attempted to clear the blockage but with little success and it was determined that the pipe would need to be replaced. DPW is scheduled to replace approximately 90-foot of the existing 24-inch RCP with 24-inch ADS piping. In addition, DPW will be upgrading the substandard catch basin as initially proposed.

Status Update July 2024:

The DPW installed approximately 90-ft of ADS pipe from the southeast corner of the property to the existing catch basin in the roadway. In addition, a standard RCP flared end section was installed at the

inlet and the channel was armored with a more sufficient size riprap. The City continues to monitor this area and is in regular correspondence with the homeowner. No further action is proposed at this time.



Figure 30: Location map - 24 Jeffery Road



Figure 31: Flooding at 24 Jeffrey Road



Figure 32: Proposed Drainage Improvements

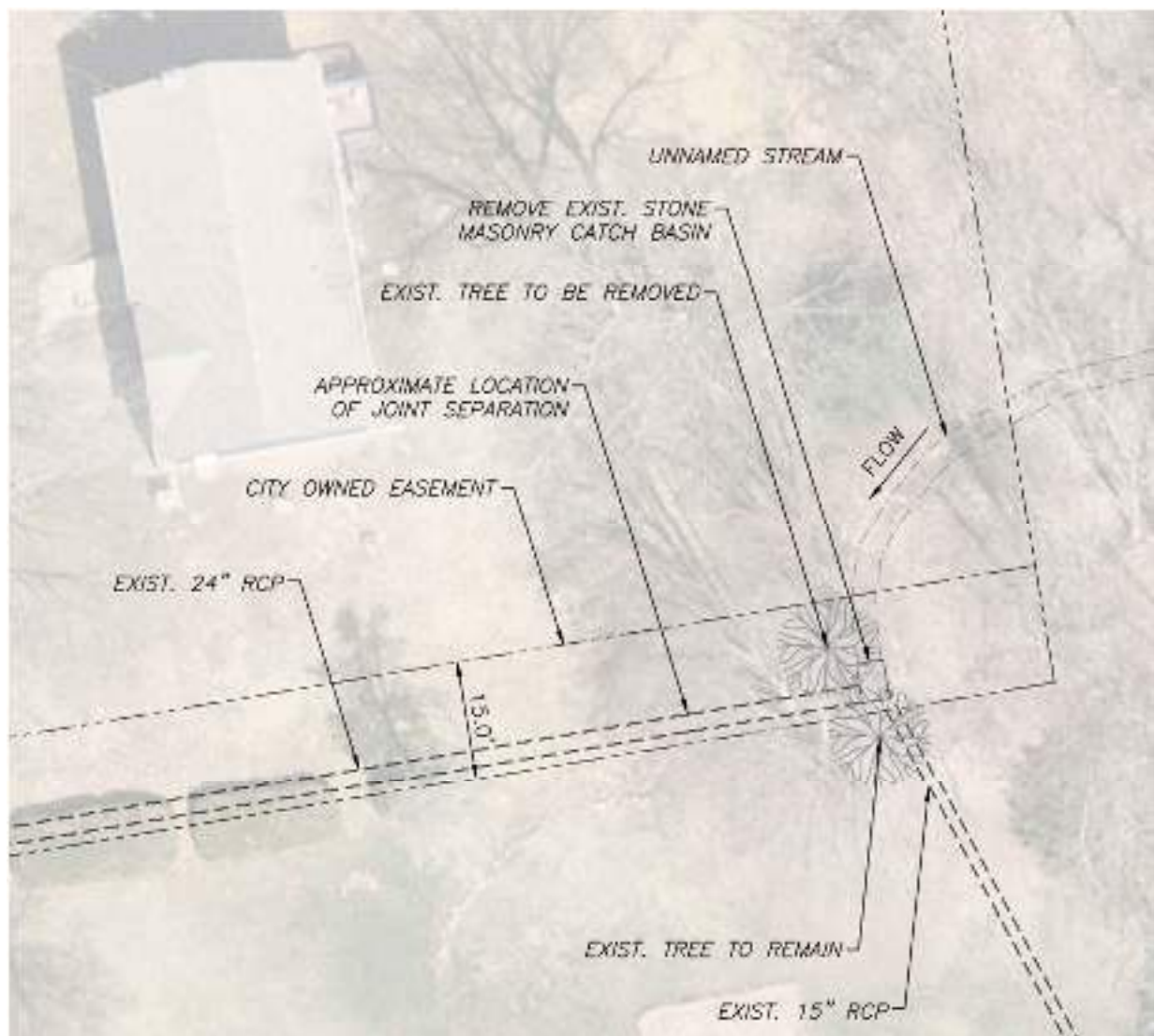


Figure 33: Existing Conditions

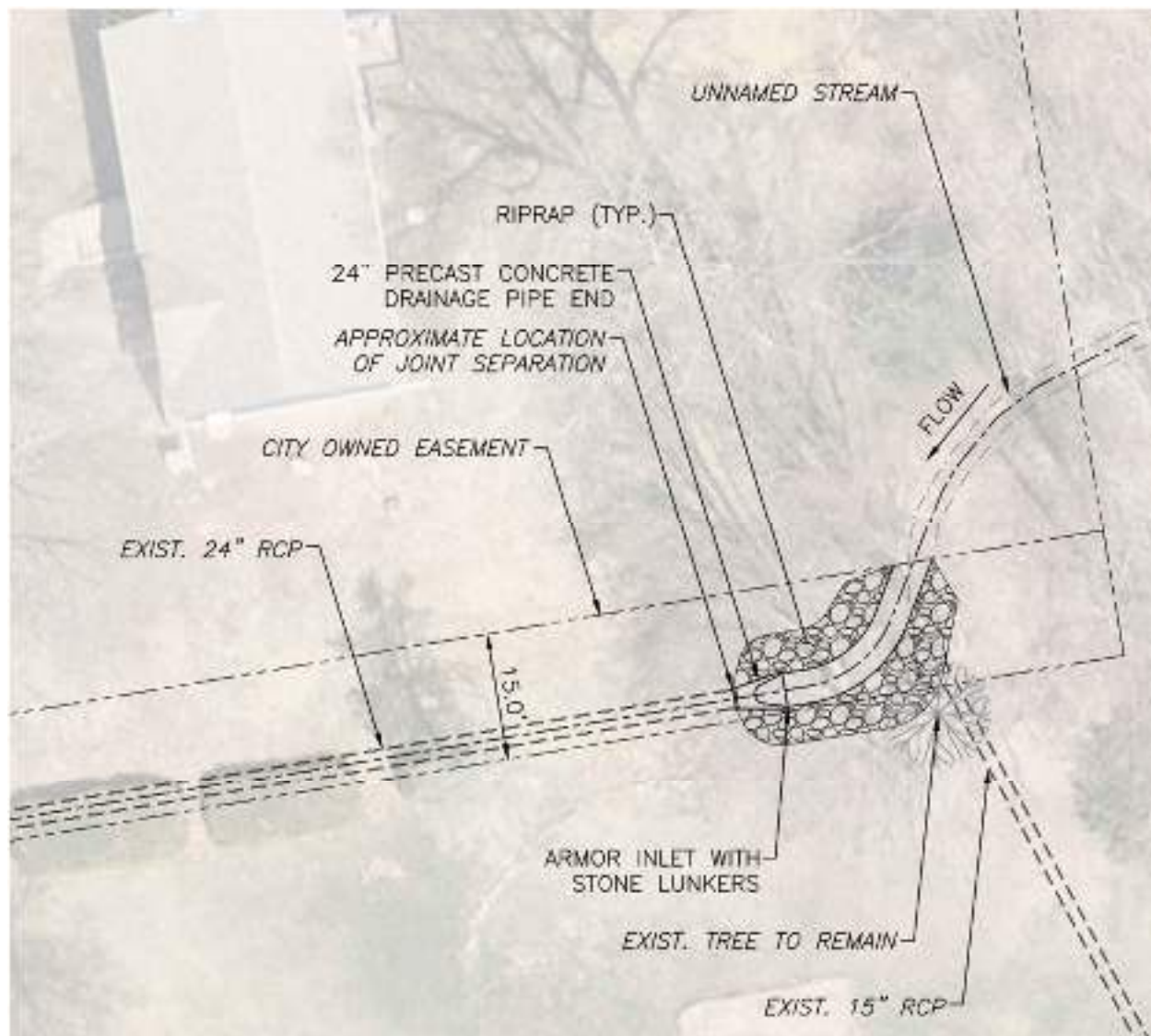


Figure 34: Proposed Improvements



Figure 35: Obstruction Within Existing Pipe

35 Bently Road

Summary of Workorder:

During the storm on July 16th rainwater from the roadway ponded in the cul-de-sac and the south end of Bently Road. It appears the existing system could not handle flows and was backing up on the street. Photos from the homeowner (not shown in this report) show floodwaters 6-inches high spilling over the curb and onto private property.

Field Investigations:

DPW inspected the storm sewer from Bently Road to Candy Lane but only observed a minor buildup of sediment within the existing catch basins.

Current Action:

The DPW cleaned/cleared the catch basins and jetted the storm drainage lines. The department will continue to monitor this system during future storm events.

Status Update July 2024:

No further update to report.



Figure 36: Location Map - 35 Bently Road



Figure 37: Maintenance of Bently Road Drainage System

48 Lawson Street

Summary of Workorder:

Homeowner believes a clogged catch basin has caused her driveway to flood.

Field Investigations:

During on site investigations the catch basin in question was determined to be a private driveway drain located at the bottom of the driveway at 48 Lawson Street (see the figure below).

Current Action:

The homeowner has been notified that the City will take no action as this is a private issue.

Status Update July 2024:

No further update to report.



Figure 38: Existing Conditions

120 Perkins Street

Summary of Workorder:

The resident believes that due to increased runoff from past roadway improvements projects, the stream on his property has significantly eroded and has become a hazard.

Field Investigations:

An unnamed stream originating at a detention pond south of the Summerberry Circle flows west to east and crosses Perkins Street. Flows are facilitated under the street through a 36" RCP and are discharged along the north side of 120 Perkins Street. During field investigations the DPW inspected the channel along the property and did see sever signs of erosion along the channel invert. An approximate property line was identified with the home owner and the stream does appear to be located entirely on private property.

Current Action:

The DPW is currently in the process of producing concept plans to stabilize and armor the outfall within The City's right-of-way. Stabilization will involve cutting back slopes and installing riprap along the channel banks. In addition, a detention pond located upstream will be investigated to ensure it is functioning as designed.

Status Update:

Following the July 16th storm, DPW continued to investigate the storm sewer system along Perkins Street. Our investigations included research of the existing system prior to the most recent roadway improvements project which occurred in 2005 and a delineation of the watershed which contributes to the outfall adjacent to 120 Perkins Street. Our findings show that the roadway improvements project in 2005 did not increase the drainage area which contributes to the outfall and we speculate that erosion of the channel is most likely a function of high velocity flows resulting from the steepness of grades along the channel. While the damages were not caused by the action of the City the DPW recognizes the erosion to be a serious concern and has voted to take corrective action. The DPW is currently pursuing a design to have the stream piped approximately 230-ft from the roadway to where the stream currently outlets into a major tributary. This project will be subject to approval by the wetlands commission and is construction is anticipated to begin in late spring 2024.

Status Update July 2024:

DPW has completed a design and obtained wetlands permit to pipe the existing channel from the street to the intersecting stream to the east and to restore the area with topsoil and seed. After receiving a quote from our on-call contractor the City will be issuing a public bid to perform work.



Figure 40: Erosion at Invert of Channel



Figure 41: Delineation of Existing Drainage Area

302 Candlewood Drive

Summary of Workorder:

Resident indicated that the stream on his property has been eroded by the recent storm and has caused flooding in his yard. The resident also believes that the City has an easement for maintenance of the stream.

Field Investigations:

A 24" storm water outfall pipe located along the north side of 302 Candlewood Drive discharges to an unnamed stream along the east side of the property. The outfall pipe is located within a City owned easement and the stream itself appears to be entirely on private property. During field investigation the DPW noted that erosion within the channel appears to be minor. Small deposits of sediment were observed along the channel banks.

Current Action:

The DPW is in the process of producing concept plans to stabilize the outfall within the City's easement. The proposed work will likely involve removing sediment and installing riprap at the drainage outfall. The City will take no action in maintaining areas of the channel located on private property.

Status Update July 2024:

No further update to report.



Figure 42: Location Map - 302 Candlewood Drive



Figure 43: Stormwater Overtopping Channel Banks

68 Litchfield Lane

Summary of Workorder:

Storm water from the street has been jumping the driveway apron and has caused flooding around the house.

Field Investigations:

During field investigations there did not appear to be sediment build up in any of the basins. The outfall was located and did not appear to be obstructed by sediment or debris.

Current Action:

The DPW sent a crew on site to clean the basins and jet the lines. The Department has contacted the homeowner and will continue to monitor the situation.

Status Update July 2024:

No further update to report.



Figure 44: Location Map - Litchfield Lane

87 Collins Road

Summary or Workorder:

The resident claims that during the recent storm, water from the street has overtopped the basin in front of her house and has caused flooding in the yard.

Field Investigations:

A 12" drainage outfall located on the north side of the property discharges stormwater from the street to a wetlands area behind the house. The City is currently in the process of acquiring an easement from an adjacent property owner for a drainage improvements project that would involve upsizing the existing drainage pipe. Upsizing the existing pipe would require extending the outfall so it could drain to daylight.

Current Action:

The DPW has contacted the owner of 87 Collins Road and the adjacent property owner informing them that the City is requesting an easement for drainage improvements.

Status Update August 2023:

Following the July 16th storm, the Board of Public Works voted to hire a surveyor to perform an A-2 survey of the existing properties surrounding and including 87 Collins Road. The purpose of the survey would be to develop a plan to extend the existing drainage outfall onto what is now private property and for acquisition of the required easements. A surveyor has been approached and is scheduled to perform the work in the next two weeks. On October 10th, 2023, DPW met with the owner's representative for parcel 53-50 and is currently in the process of negotiating acquisition of an easement.

Status Update July 2024:

DPW has completed a design to upsize and extend the existing storm system from 87 Collins Road to the Coppermine Brook to the West. One of the three required easements for this project have been obtained and the City is in pursuit of the others. Once all easements have been obtained the City will apply for a wetlands permit. Completion of the proposed project will first require obtaining the remaining two easements and having the project approved by the wetlands commission.

DPW is scheduled to clear/excavate the drainage channel at the outfall of 87 Collins Road in August, 2024.



Figure 45: Location of Proposed Easement

215 Rockwell Avenue

Summary of Workorder:

During the recent storm a clogged drain pipe has caused flooding to several property owners.

Field Investigations:

An unnamed stream flows down a steep drop off located in the southern corner of the property. A private storm drain receives these flows and pipes them to the storm sewer along the street. During the storm on July 16th DPW forces unclogged the inlet of the private storm drain and cut a trench along the southwest side of the property. The trench helped to divert flows away from the house and direct them to a drain along the street. Within a few hours of doing so sediment had built up around the pipe and was again blocking flows.

Current Action:

The homeowner was informed that the inlet of the pipe is a part of their private drainage system and they should monitor and maintain sediment around the inlet.

Status Update July 2024:

No further update to report.



Figure 46: Location Map - 215 Rockwell Avenue

74 Peck Lane

Summary of Workorder:

Stormwater from the street has been jumping the curb and driveway apron and has caused erosion around the foundation of the house.

Email From Property Owner:

“Attached are photos showing the flash flood damage to our property, as well as the sidewalk above us and across the street affected by the same water flow. The photos progress in the direction the water flows. There are currently no storm drains on Peck Ln between our house and Maywood Ln. When flash flooding occurs, there are multiple inches of fast-moving water coming down Peck Ln and across our yard to hit our foundation. I think an additional storm drain above our house would help mitigate damage to our house as well as the sidewalk and street. I really appreciate your consideration.”

Field Investigations:

The DPW inspected the existing storm system and when doing so observed evidence of stormwater flowing from the street onto private property toward 74 Peck Lane. The department believes this problem is largely contributed by not having any catch basins along the west gutter line for a 1,300' stretch uphill of the property. It is likely that storm water is channelizing along the gutter and overtopping the curb in front of 74 Peck Lane.

Current Action:

The DPW is currently in the process of developing a conceptual plan aimed to reduce the amount of stormwater that contributes to the flooding at 74 Peck Lane. Improvements will include installing a new catch basin(s) on the uphill side of the driveway, constructing a more substantial curb, and reconstructing the driveway apron with a standard sized lip.

Status Update July 2024

No current update. The City plans to proceed with drainage upgrades as originally proposed.



Figure 47: Location Map - 74 Peck Lane



Figure 48: Erosion of Material Caused by Stormwater



Figure 49: Deposits of Eroded Material

George Street Culvert

Summary of Workorder:

During the storm on July 16th high water levels largely contributed to by a buildup of debris and intense rainfall caused severe flooding along South Street when water overtopped the George Street Culvert. The existing culvert is 6 ft x 8 ft in dimension and spans for approximately 900 ft.

Current Action:

A private contractor performed a visual inspection of the culvert and removed debris including a large obstruction at the outfall shown in the figure below.

Status Update August 2023:

Following the flooding of July 16th, the DPW has monitored the George Street Culvert and we are currently unaware of any additional blockages.

Status Update July 2024

DPW procured the services of a contractor to clear the culvert of debris and inspect for damage. No structural defects were observed. The inlet grate has been removed to prevent clogging of the culvert.



Figure 50: Location Map



Figure 51: Flooding Along South Street



Figure 52: Debris Blocking Flows at Culvert



Figure 53: Obstruction at Culvert Outfall

Memorial Blvd. Retaining Wall

Summary of Workorder:

During the storm on July 16th a portion of retaining wall supporting the sidewalk parallel to Memorial Blvd. had collapsed.

Field Investigations:

The Pequabuck River runs west to east parallel to Memorial Blvd. During the storm on July 16th the water level of the Pequabuck reached a stage of 8.99-feet which is approximately 70% of the recorded high which occurred during the flood of 1955. These water levels at high velocity were able to dislodge large chunks of concrete and stone which were being used as the end treatment of an existing cast-in-place concrete wall. The section of wall that collapsed was approximately 15' in length.

Current Action:

A private contractor was contacted and will be submitting a quote to make repairs.

Status Update August 2023:

The Memorial Blvd. retaining wall was repaired by a private contractor as directed by DPW. The newly repaired wall will continue to be monitored by DPW during future high intensity rain events.

Status Update July 2024:

No further update.

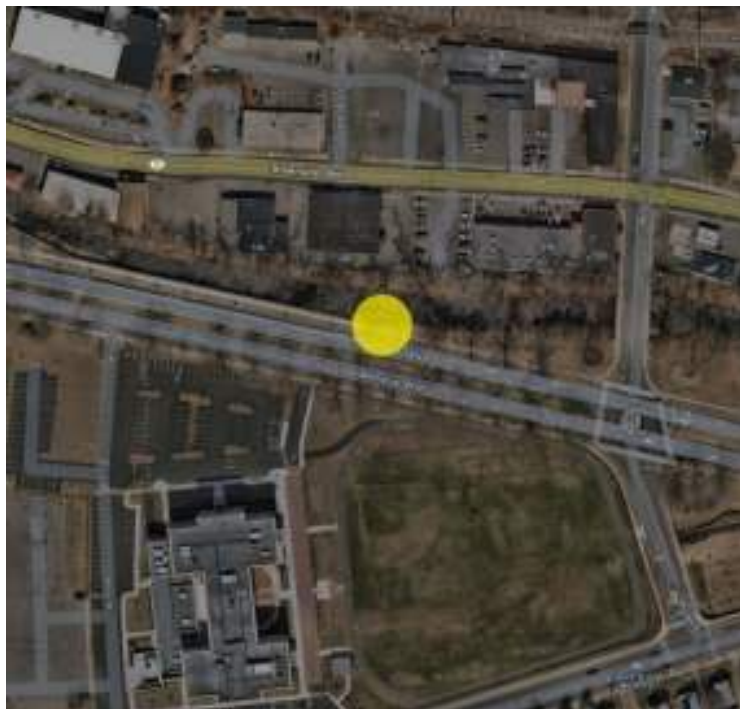


Figure 54: Location Map - Memorial Blvd. Retaining Wall



Figure 55: Collapse of Existing Dry Stack Stone Wall

James Street Culvert

Summary of Workorder:

Flooding overtopping the roadway and into several houses.

Current Action:

The existing culvert is currently owned and maintained by Laviero Contractors. Following the recent storms, Laviero was onsite to clear the culvert from brush and debris. The DPW also sent a crew to clean the existing basins and to sweep the street.

Status Update August 2023:

Laviero Contractors has removed blockage and made temporary repairs to the culvert. The condition of the culvert is still being monitored by DPW.

Status Update July 2024:

No further update.

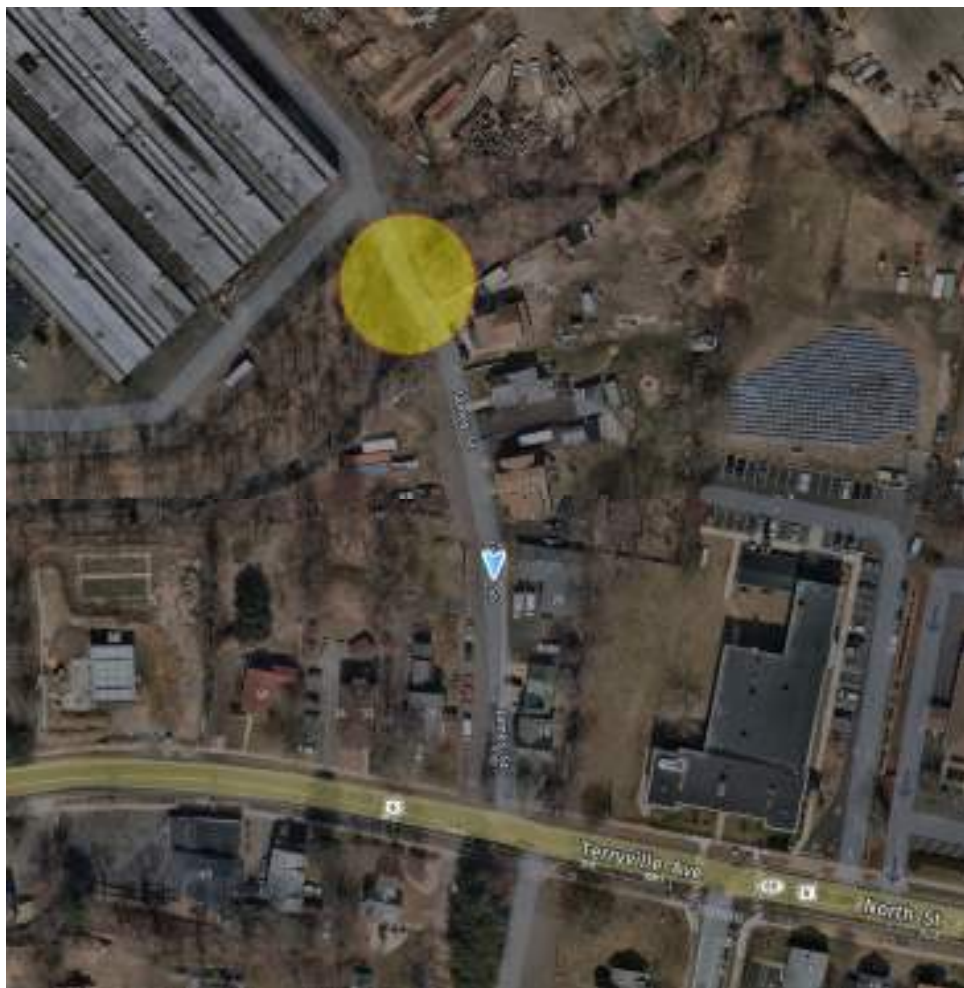


Figure 56: Location Map - James Street Culvert



Figure 57: James Street Culvert



Figure 58: Channel Looking Downstream



Figure 59: Debris Removed from Channel



Figure 60: Fish Washed On Shore From High Flood Water

Divinity Street Culvert

Summary of Workorder:

An unnamed stream flowing south to north crosses Divinity Street 250 ft east of the intersection of Peck Lane. Flows are facilitated by a 5 ft x 5 ft concrete box culvert which is hydraulically undersized. During the storm on July 16th floodwaters overtopped the culvert and caused significant damage do the adjacent properties as shown in the photos below.

Current Action:

The DPW sent a crew onsite to temporarily repair the damages to the adjacent properties. The Department is currently in the process of finalizing the design of a new culvert. The culvert size will increase from 5 ft high X 5 ft wide to 5 ft high by 8 ft wide. Work is scheduled to be completed after the completion of the CT DOT Route72/69 project. Culvert is currently on the West End intersection detour plan (2024).

Status Update August 2023:

Approval of LOTCIP funding through NVCOG regional planning is moving forward.

Status Update July 2024:

The City's engineering consultant WSP has submitted all required permits and is currently working toward final design for replacement of the Divinity Street Culvert. This past June a small sink hole opened up along the roadway adjacent to the culvert. The sinkhole was due to scouring of the existing culvert which washed out backfill material. The City approached a contractor to make temporary repairs as necessary. In addition, the damaged fence at 316 Divinity Street has been replaced and the condition of the culvert will continue to be monitored by DPW. Construction of the culvert requires an ACOE permit and work is scheduled for 2026. The \$1,400,000 project will be funded with LOTCIP funds.

DPW has been notified that that flooding caused by the current culvert results in flooding at 331 Park St.

DPW has replaced the fence at 316 Divinity St. Additional damage has occurred during **July 2024** storms.

The City received video report from a local resident adjacent to the Divinity Street culvert in early July 2024. The video showed floodwaters following a high intensity storm event overtopping the exiting channel bank upstream from the proposed culvert replacement. Following this report DPW made an onsite inspection of the culvert and shared the video with our engineering consultant, WSP. WSP revisited their hydraulic model and reported back the following:

"We looked over the videos you sent and discussed your concern about the overtopping stream on the 315 Divinity St Property. Our hydraulic model starts 45 ft upstream of the culvert and the following table shows the decrease in water surface elevations (WSE) at that limit. We expect the WSE to converge back

to existing further upstream which would be the case with any structure type/size replacement. Overall, improved conditions can be expected at the properties adjacent to the culvert.”

Divinity St Water Surface Elevations at Upstream Limit of Hydraulic Model			
Storm Event	Existing WSE (ft)	Proposed WSE (ft)	Change in WSE (ft)
10-yr	374.05	372.87	-1.18
25-yr	375.91	374.5	-1.41
50-yr	376.18	375.41	-0.77

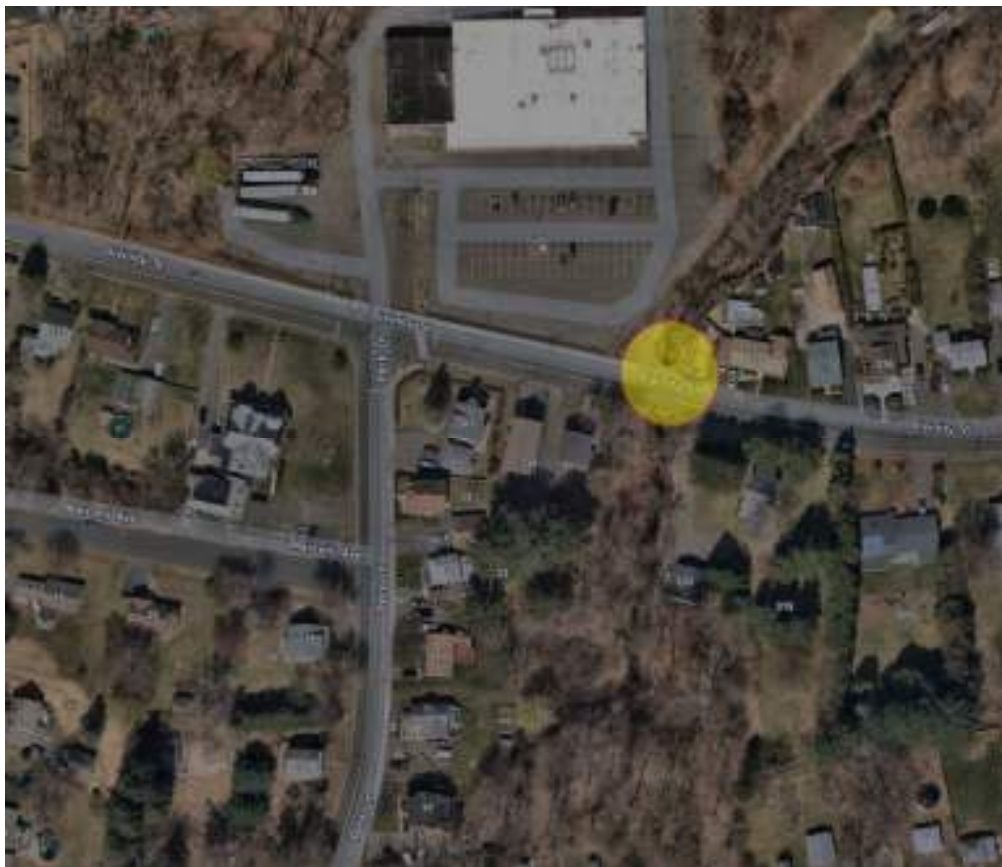


Figure 61: Location Map - Divinity Street Culvert



Figure 62: Damaged Driveway on Private Property



Figure 63: 316 Divinity Street Property Damage



Figure 64: 316 Divinity Street Property Damage



Figure 65: 316 Divinity Street Property Damage

West End / Park Street Flooding

Summary of Workorder:

An unnamed stream flowing west to east parallel to Park Street caused severe flooding when water overtopped the roadway during the storm on July 16th. A large contributor to the flooding was a private culvert clogged with 30'-40' of debris. The buildup of debris was partially caused by an exposed gas lateral penetrating through the culvert. Due to the blockage flows were forced out of the channel and over the roadway. Another large contributor to the flooding was a dumpster upstream that was washed into the watercourse and became lodge against a pedestrian bridge impeding flow. The flooding extended from the culvert along Park Street to the intersection of RT 69.

Current Action.

The culvert has been cleared by a private contractor as directed by the DPW. DPW has approached Eversource regarding relocation of the lateral as to help prevent the buildup of debris in the future.

Status Update August 2023:

Due to continued buildup of debris the DPW hired a private contractor to clear the culvert for a second time. While the existing culvert is privately owned, the DPW has been monitoring its condition in hopes of prevent further flooding of the West End.

Status Update July 2024:

DPW continues to monitor the private culvert. No buildup of debris currently in place, however DPW remains concerned due to exposed utilities within the culvert.

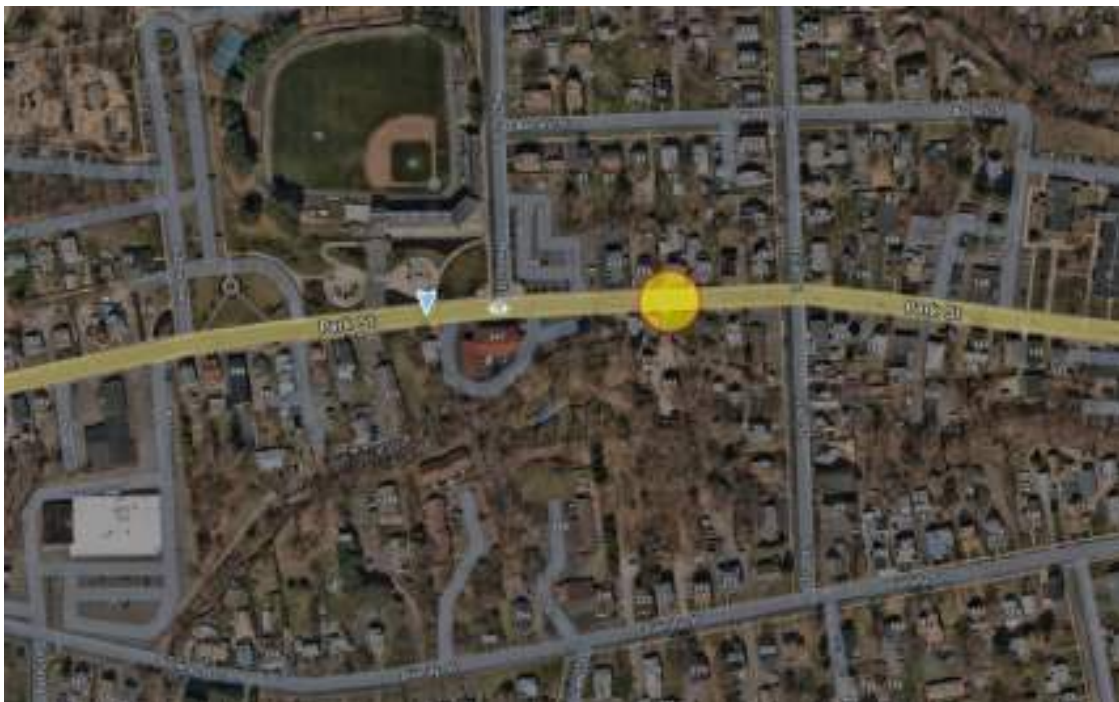


Figure 66: Location Map of Private Culvert



Figure 67: Flooding Along Park Street



Figure 68: Private Culvert Cleared of Debris



Figure 69: Buildup of Debris Within Private Culvert



Figure 70: Dumpster Obstructing Flows

King Street

Summary:

During the storm on July 16th Page Park Pond overflowed spilling water onto King Street. DPW cut a trench to divert floodwaters off of King Street as shown in the photos below. Page Park Pond is being pumped down. Page Park Revitalization project will be reviewed upon submission. The purpose of the project is to improve the control of floodwater and to mitigate future flooding.

Update:

DPW is coordinating with CT DOT to replace/upgrade a section of storm drainage piping on Page Park to contain runoff within piping to reduce King Street flooding.



Figure 71: Location Map



Figure 72: Ponding at Page Park



Figure 73: Swale Cut Along King Street

Frederick Street

Fredrick Street is carried over the Coppermine Brook south of the intersection of Curtiss Ave. During the flood of July 16th waters of the Coppermine reached near record highs. The area west of the Fredrick Street bridge is a low point of the roadway and experienced flooding. The bridge did not overtop. However, the road was closed due to flooding for approximately 3 hours after the storm.

DPW has provided regular maintenance of the area on the bridge to ensure flow during storm events. The existing debris will be removed along with the sediment under the bridge. Due to flooding the property owner pumped water out from behind the berm into the Coppermine Brook.

Email From Home Owner:

“Well as you know, we got hit with flooding on July 16, 2023. We should be getting help from the city to pump out our backyard. We have to pump out your open space in order for us to get dry and start our clean up.

Still waiting for our drain to be installed in our backyard.

I would appreciate the storm drains being cleaned thoroughly due to all the silt. I think this should be an automatic in the future after street flooding. Also road should have a sign to warn about potential water on the street. The street should also closed with a barricade not caution tape.

I cleared out the storm drains on the street and also the drain in Theis's parking lot. The parking lot was totalled blocked.

The owner of Black Bear finally removed the tree, blocking the Coppermine.

Please communicate at your earliest convenience on the progress moving forward.”

Update:

Area is within a FEMA flood zone. DPW has removed debris and cut vegetation to improve stream flow.



Figure 74: Location Map - Frederick Street Bridge

Sharon Road

Summary of Workorder:

Severe Flooding Along Sharon Road between Lexington St and Burlington Ave (CT Route 69). DPW completed installation of new storm drainage in 2018. The project consisted of increasing the old pipe size from Lexington to the property on Burlington Ave. The new pipe more than doubled the pipe area/capacity. The Department believes the reason Sharon Road is still experiencing flooding, even after the recent drainage improvements project, is due to the State-Owned system receiving flows from Sharon Road. This system is undersized and does not have enough capacity to handle the stormwater.

Email From Property Owner:

"I'm writing to you in hopes that we can once and for all resolve the drainage issue on Sharon St. Every time there is significant rain, the drains can not handle the volume of water causing the road to flood. This issue was apparently corrected when they put in new pipes however there is still an ongoing issue. We are supposed to be in a non flood zone area. We shouldn't have to worry about our street flooding and rising so high that it's 5 inches above the basement windows and entering our homes. When there is significant rain, the situation escalates rapidly and more severe. Not only does Sharon St. flood, but the water from behind us on Lexington St flood up and over into our yards completely surrounding and flooding out at least 4 homes (2 on Sharon St and 2 or 3 on Lexington St.) We are not by the Pequabuck River, nor have any local streams. This is purely a City of Bristol drainage issue, that needs to get addressed. The work that was recently done to repair the drainage issue failed and actually made it worse because neighbor's yards that didn't flood, are flooding now due to the grade put in the driveways and yards when the."

Current Action:

DPW jetted/cleaned the drainage piping to ensure that it clear and is scheduled to perform a video inspection of the pipe connecting into the Burlington Ave (CT Route 69) drainage system to ensure that there are no blockages. We are also modifying the down gradient manhole grate to increase flow. DPW will be contacting the State regarding increasing the capacity of the Burlington Ave (CT Route 69) drainage system.

Status Update August 2023:

Following the July 16th storm the DPW has conducted an extensive investigation of the existing system including collecting invert and top of frame elevations from the entire storm drainage system draining from Sharon Street. In addition, DPW is installing storm drainage on Concord Street to divert a portion of the area that drains to Sharon Street. In effect the new drainage system will divert approximately 10-15% of the water draining to Sharon Street. The DPW has also installed a catch basin along Burlington Avenue to allow water to pass during intense rain

events. Lastly, as previously indicated, the City will be contacting CTDOT regarding the apparent limited capacity of the CT Route 69 (Burlington Ave.) storm drainage system.



Figure 75: Location Map - Sharon Street Flooding



Figure 76: Sharon Street Flooding



Figure 77: Sharon Street Flooding



Figure 78: Sharon Street Flooding

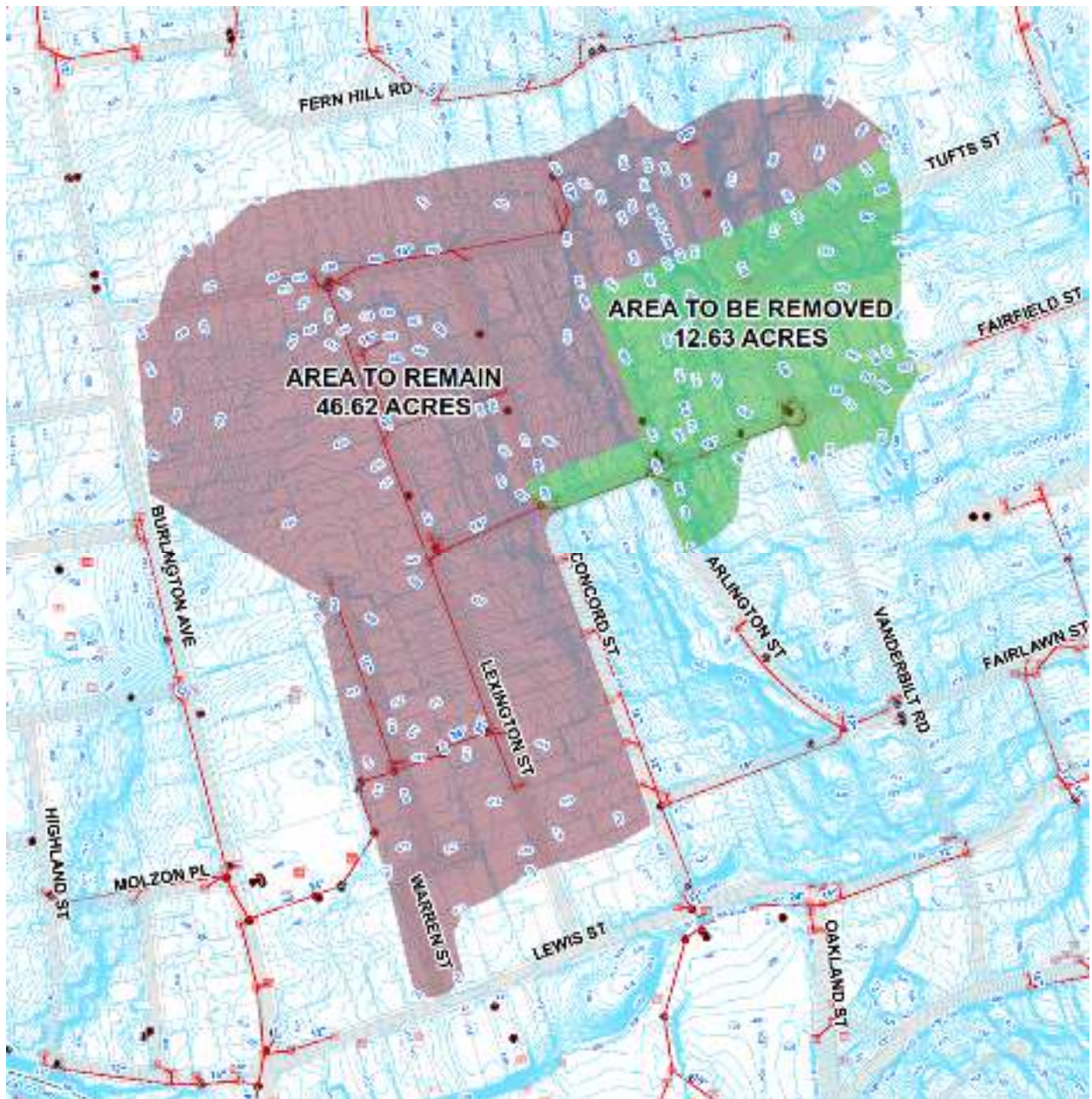


Figure 79: Drainage Area To Be Diverted From Sharron Street

63 Holt Street

Summary of Workorder:

The existing storm drainage system currently drains to an unnamed stream located behind 63 Holt Street. The existing outfall is a 15-inch RCP approximately 170-ft in length. During storm events water backs up out of the catch basins on the street and causes flooding on private property.

Field Visit:

During a field visit the City spoke with the home owner of 63 Holt Street regarding recent flooding. The Resident explained how flood waters from the roadway build up and flow from the roadway and across the driveway causing flooding in the backyard and in the basement of the house. It was also noted that even after the rain subsides it takes hours before ponding in the street drains. They also explained how during heavy rain events the brook will overtop contributing to the flooding.

Status Update August 2023:

The DPW performed a visual inspection of the outlet located behind 63 Holt Street. The line was jetted and cleaned however no substantial blockages were found. DPW also hired a private contractor to walk inspect the downstream channel for any blockages however none were found. The DPW suspects that the reason water is ponding on the street is because the outfall is controlled by the water level in the brook. During storm events when water levels are high, the storm drainage can't sufficiently flow and backs up the system.

Status Update July 2024:

No further update to report.

FIELD SKETCH

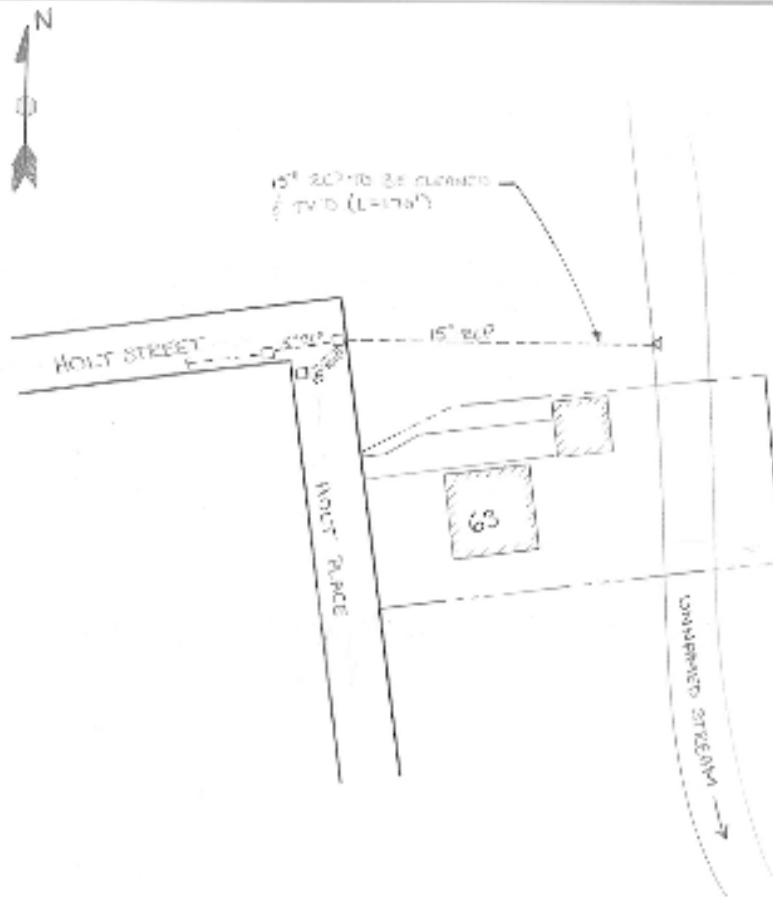


Figure 80: Existing Conditions Field Sketch

317 Fern Hill Road

Summary of Workorder:

During heavy rain events the existing storm drainage system is backing up causing flood waters from the street to spill onto private property. Flood waters have been overtopping the driveway in addition to the existing curbing.

Field Visit:

DPW conducted a field visit to assess the conditions of the site. Several sections of curbing were found to be missing and in general the existing curbing was observed to have a low reveal. DPW spoke with the homeowner and he explained that during intense rain events flood waters from the street will overtop the driveway apron along with the curbing along the street.

Current Action:

The DPW reconstructed approximately 200' of curbing along Fern Hill Road with new 6-inch-high bituminous curbing.

Status Update August 2023:

Following installation of the new curbing the resident of 317 Fern Hill Road contacted the DPW to report additional flooding due to water coming overtop the driveway apron. He also reported that the newly installed curbing did help keep water on the roadway. The DPW is currently scheduling to have the existing system videoed to look for any potential blockages or damaged sections of piping.

Status Update July 2024:

The existing storm drainage system was videoed from 317 Fern Hill Road to the outfall. During our investigation no major blockage or damage was found. No further action is proposed.

Rich Lane

Summary of Workorder:

During high intensity storm events several residents along Rich Lane are experiencing flooding of the stream which runs parallel to Rich Lane. Several of these homeowners have signed a petition for the issue to be resolved.

Status Update August 2023:

The DPW has ordered an inspection of the existing channel which runs parallel to Rich Lane. During the inspection a substantial blockage located on private property was identified. The DPW has informed the homeowner of the obstruction and that it is their responsibility to maintain the channel on their property and to remove the blockage.

Status Update July 2024:

No further update to report.



Figure 81: Location Map

O'sullivan Drive To Brace Avenue Drainage

Summary of Workorder:

In the Summer of 2023, there were reports from residents which indicated that during moderate rainfall events existing catch basins would overtopping and causing flooding to private property.

Current Action:

In response to the flooding concerns along O'sullivan Drive and Brace Avenue, DPW approached an engineering consultant, WMC, to prepare design documents for an upgraded drainage system. The proposed project will begin at the exiting outfall adjacent to Vine Road and will extend west to the intersection of Camp Street and O'Sullivan Drive. WMC is currently working toward final design, Inland Wetland approval has been received and the project is scheduled to go out to bid in the fall of 2024.



Figure 82: Limits of Proposed Drainage Improvements



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: July 8, 2024

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: DPW - Snow Plow Fees, School Snow Removal, & Distribution of Road Salt (Policy Review)

The Department of Public Works continued to experience difficulties obtaining the services of snow plow vendors in FY 2023-24. As recently as 8 years ago, DPW utilized 42 snow contractor vendors to supplement DPW workforce. Last year in FY 2023-24, the Department obtained 14 trucks from five vendors to assist the Department with snow removal operations. In addition, DPW obtained vendors to supply 5 loaders to assist with school and City parking lots.

DPW snow plow vendors are procured by the City by publishing hourly rates established by the City that will be paid for snow plowing services. Contractors do not apply salt or roadway treatment and are used on an as-needed basis, when snow accumulation is more than 3-4 inches.

The challenge of obtaining plow vendors is a function of the following:

1. DPW DOES NOT utilize plow vendors for all storms. DPW only calls in snow contractors (per the existing agreement) for snow accumulation over 3-4 inches. As a result, most contractors seek work that can utilize their trucks and staff that can be performed during all winter storms.
2. DPW plow rates are lower than CT DOT rates.
3. Insurance requirements: the City requires Auto Liability (\$1,000,000), including snow plow liability coverage, and workers comp (if a business).

In order to remain competitive with current snow rates, DPW proposes the following increases:



Department of Public Works | 860.584.6125

PLOW RATES (EXISTING & PROPOSED)			
GVW Truck Size	FY2023-24 Base Fee Rates	FY2023-24 CT DOT Rates	FY24-25 PROPOSED RATES
8,000 lbs. to 9,999 lbs.	\$96/hr.	\$150/hr.	\$110/hr.
10,000 lbs. to 17,999 lbs.	\$122/hr.	\$122/hr.	\$150/hr.
18,000 lbs. to 23,999 lbs.	\$155/hr.	\$175/hr.-\$225/hr.	\$180/hr.
Greater than 24,000 lbs.	\$175/hr.	\$230-345/hr.	\$230/hr.
Loader	\$175/hr.	NA.	\$230/hr.

The Department proposes to maintain the existing fuel adjustment factor that covers fuel increases. In addition, **DPW proposes to increase the minimum yearly payment to contractors from the current \$1,500, to \$2,500 per truck.** The FY2023-24 actual payment, per truck was approximately \$4,000 per vehicle.

The Department provides snow and de-icing to all (15) City schools funded through the Department's (City) snow removal budget. DPW proposes to bid dedicated plowing services for Bristol Central, Bristol Eastern, and West Bristol Schools as a pilot program. The bid will be structured based on a cost-per-storm for storms with an accumulation of 0-3, 3-6, and 6-15 inches.

A summary of contracted snow plowing services expenditures for prior years consists of the following:

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	

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



Department of Public Works | 860.584.6125

As indicated, the FY2024-25 budget for contract services was reduced from \$327,000 to \$275,000 based on recent winter storms. Additional funding would be required for severe winters. However, sufficient funds are available to support DPW proposed recommendations based on recent expenditures.

In order to proceed with the proposed rate and minimum yearly payment increase, along with procuring a dedicated contract service for Bristol Central, Bristol Eastern, and West Bristol schools, DPW requests the following Board of Public Works action:

Authorize the Department of Public Works to increase plow vendor rates to \$110/hr. GVW 8,000 to 9,999 lbs.; \$150/hr. for GVW 10,000 to 17,999; \$180/hr. for GVW 18,000 to 23,999 lbs.; and \$230/hr. for GVW greater than 24,000 lbs. and loaders. In addition, the minimum yearly payment shall be increased from \$1,500 to \$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.

Solicitation of bids for private contractors for both City roads and the school parking lots shall be issued in August to confirm that the City can obtain the required number of contractors (20 minimum), and the cost to plow Bristol Eastern, Bristol Central and West Bristol schools is affordable. The bidding for services in August would allow the Department to make additional adjustments to winter operations as required.

In response to the recently experienced low number of private snow contractors, it is imperative that DPW maximizes use of its own City resources, utilizing all available resources. Snow removal is performed by the DPW Streets Division (32 staff members). Providing training to qualifying Streets Division staff for snow plowing is a Streets Division priority. However, with new staff, vacations, and sick time, approximately 28 Streets Division employees are typically available for plowing. During overtime operations, DPW Streets Division staff is supplemented with DPW Solid Waste and Fleet Division staff to maintain full staffing limits. During long storms, lasting more than 24 hours, obtaining full levels of staffing is a challenge. DPW has approximately 37 plow vehicles (not including plow bosses), consisting of 7 pickups, 12 mason dumps, 9 6-wheel dump trucks, 11 10-wheel dump trucks, and 2 loaders equipped with plows. During snow operations, the Department reserves 2 trucks as spares to ensure staff utilization. Staff overtime for snow plowing is not mandatory, and it is estimated that DPW's overtime staffing level, available for snow operations, is approximately 34.



Department of Public Works | 860.584.6125

Based on the ratio of DPW trucks and staffing, additional plow trucks are not required to maintain current operations. With that said, DPW proposes to expand available snow plowing staff to City employees outside DPW (if required), and will proceed with the purchase of two Mason Dumps currently budgeted. Additional vehicles and staffing are potentially available at the Parks Department and Water/Sewer Department. However, Water/Sewer mason dumps are dedicated for their use, and the Parks Department's operational needs make it difficult to schedule their truck on a dedicated route. Both the Water/Sewer Department and Parks Department have indicated that trucks would be provided on an emergency basis.

Consideration should also be given to establishing a fund in the amount of \$50,000 to purchase a used 6-wheel or 10-wheel dump truck. The cost of a new 10-wheel or 6-wheel dump truck is approximately \$330,000 and \$260,000, respectively. DPW Fleet monitors auction sites, and has seen a used dump truck, in apparent good condition, for \$40,000. In order for the purchase of a used dump truck to be viable, the account and policy/procedures would have to be in place prior to identifying a truck to purchase, due to the short auction period (see attached auction notice)

The Department of Public Works snow budget also funds the supply of salt used to treat the BOE (sidewalks), Housing Authority, Water/Sewer Department, and Parks Department parking lots. The cost of salt is currently \$90.35/year. Therefore, consideration shall be given to charging the various Departments for supplied salt in FY2025-26. DPW salt is stored under cover, in accordance with CT DEEP recommendation, and DPW supports use of the Department facilities to store salt for other departments use.

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

Raymond Rogozinski

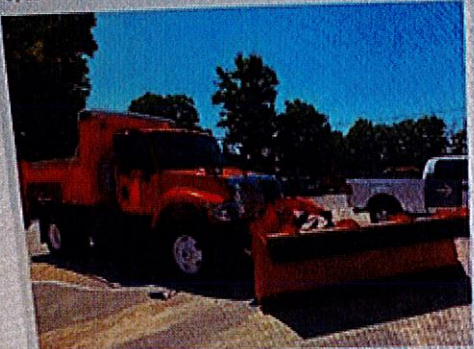
From: Raymond Rogozinski <RaymondRogozinski@bristolct.gov>
Sent: Wednesday, July 10, 2024 4:03 PM
To: Jewel Hamilton

govdeals.com

Shop By Category Location Search Closing Today New Listings View All

Back to Results | Home / Transportation / Trucks / Dump Trucks / Lot# 25048-12

6 / 29



2006 International 7400 Dump Truck w/ Plow SEE VIDEO!!!

\$1,500.00 USD (1 Bids)

Closes:
Bd 6h (Jul 18, 2024 08:01 PM EDT)

\$25.00 USD
Bid Increment

Sales/Lot Type:
Online Auction – Subject To Seller Confirmation

Location:
Colchester, Connecticut, USA

Subject to an auto-extension of the auction end time

[Sign In to Place Bid](#)

WATCHERS: 19 VISITORS: 98

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Taxes	To be added at payment
Buyer's Premium	12.5%
High Bidder	*****
Seller	Colchester, CT
Seller's Terms & Conditions	View
Seller's Other Items	View

Description

Make/Brand: International

Sent from my iPhone