



*City of Bristol
Board of Public Works*

INFORMATION TO ACCESS THIS MEETING

<https://bristolct-gov.zoom.us/j/89648861198?pwd=TfxZbq13bXXFcmIZPbeWwHXvRPsYZZ>

1

Meeting ID: 896 4886 1198

Passcode: 705149

The regular Board of Public Works Meeting will be held on March 20, 2025 at 6:00 p.m.. in City Hall Council Chambers, 111 North Main Street, Bristol, Connecticut.

AGENDA

1. Call to Order
2. Approval of Minutes
 - a. February Draft Minutes
3. Public Participation
4. Employee Recognition
 - a. Employee Anniversaries
5. Division Reports
 - a. Division Reports
6. Public Works Project Lists
 - a. Bldg Project List
 - b. Engineering Project List
7. Director's Report
 - a. Directors Report March 2025
8. New Business

- a. Board of Finance Transfer Mellen St Bridge
 - b. BPW Unaccepted City Street Ambler, Pine, Phelps
 - c. Pequabuck River Trail
 - d. BPW Paving List 25-26
 - e. DPW Sidewalk Policy
 - f. BPW Proposed Street Light Policy
 - g. DPW North Main CT DOT Beacon Installation
 - h. Board of Finance General Fund Transfers
 - i. Board of Finance - RIF
9. Old Business
- a. Eversource Coordination Restoration
 - b. Runoff Policy on Private Property
 - c. BPW Rename Unnamed Brook
10. Any other matter to come before said meeting
11. Adjournment

PER ORDER OF THE CHAIRPERSON
Mayor Jeffrey Caggiano

City of Bristol
Board of Public Works
Meeting Minutes for
February 20, 2025
With Zoom Access

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

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

1. Call to Order
2. Approval of Minutes

MOTION: made by Commissioner Hartley and seconded by Commissioner Stawski. Motion passed.

3. Public Participation

Kristen Woolridge, 114 Tiffany Lane, regarding her mailbox being damaged. She received a letter stating that she could receive \$75 towards the replacement of the mailbox or the city would replace it, or that it could be repealed in writing. This was denied by the director before it was sent to the board which was not what the policy was. She stated that this is disrespectful to the board and the residents to have a process and not follow it.

Raymond Rogozinski, P.E., Director of Public Works, responded that to an extent the resident has a point, as director I do have a responsibility to make a decision, and this has come up before and the amount has been \$75.00 for a long time. Since this, we have changed the notice that the appeal comes to me and then to public works. I apologize to the board and the resident. The notice has been changed, the first appeal is to the director of public works, then the board of public works.

Mayor Caggiano, stated that he apologizes, but the board does stand by the decision, and the process has been changed.

Kristen Woolridge, 114 Tiffany Lane, said that the letter says to send the receipt for the amount of the replacement of the mailbox. Another board member said the post may be bad but it is not, the post is fine. I stand by the statement that if anyone else destroyed anyone's mailbox, they would be asked to pay for the mailbox in full not the cheapest mailbox.

Ray Rogozinski, P.E., Director of Public Works, stated that the mailbox is in the right of way of the city and for plowing.

Mayor Caggiano stated that it is at the cost of tax payer's money replacing these and you can make an appointment with me to discuss more after. We do admit the process did not go well.

John Smith, 103 Tuttle Road, spoke about the sidewalk on Tuttle Road, traffic in this area is heavier, the number of people on the road are from the neighborhood. The idea of expanding sidewalks does not make sense. It is only about 150 feet more and what problem it would solve. I think it is a hazard.

Marion Cockayne, 93 Tuttle Road, I have lived there 52 years and I received a letter from public works about putting a sidewalk in on my property. She stated She has always had cars turning into her driveway for 52 years. This is a traffic issue. Sidewalks in front of my house is a waste of taxpayer's money. I want to thank the commissioner for not voting on this issue until I was told what was happening.

Maryanne Sirois, 362 Shrub Road, spoke about the widening of Shrub Road and read the AI traffic study that was done.

Mayor Caggiano stated that this started and has been discussed over the past over 3 years ago. There were no less than 3 public sessions on this.

Jeff Hayden, 50 Melinda Lane, spoke regarding the sidewalk issue on Tuttle Road. He suggested the board to come and watch the chaos anytime on a morning or afternoon. Cars are doing k-turns in the road. He did speak to the police and k-turns are not illegal. The traffic is dangerous and there is a parking problem on the road. There are cars pulling in to Mrs. Cockayne's driveway all the time.

Gina Fusco, 177 West Street, stated that she attended the police meeting and it was recommended she come to the public works meeting regarding the parking ban issues. She lives in an apartment where there are not enough parking spaces. When there is a parking ban there is not enough room and if there was an emergency the emergency vehicles would have a hard time to get to them safely.

Mayor Caggiano stated that there have been lots of developments in the city and parking could become an issue.

Rob McCreesh, 40 Melinda Lane, stated he is in support of the sidewalks on Tuttle Lane. He has a daughter at the school.

Scott Heth, 501 Wolcott, Road, Barnes Nature Center, stated they are excited about the sidewalks on Shrub Road, however, they object to the painted islands and widening of the roads near the Pigeon Hill area.

Robert Clough, 45 Melinda Lane, stated he is in favor of sidewalks.

Willy Yopp, 59 Melinda Lane, in favor of the sidewalks. It is a dangerous road; people speed all the time.

MOTION: to move up item 8G- Shrub Road made by Council Member Rosengren and seconded by Council Member Olsen. Motion passed.

8. New Business

g. BPW Shrub Road

Raymond Rogozinski, P.E., stated that he prepared a memo for the board which has been provided. There are easements that will be required for the project in a few areas. The plans have been forwarded to the DOT and will review them and provide any comments. Then VCOG will provide an independent review and also provide comments.

Eric Wagner, Project Manager, AI engineers, gave a power point presentation update on the Shrub Road project. He explained each area of the roadway at each intersection and crossroad as well as at the Nature Center.

MOTION: to move item 8A up on the agenda made by Council Rosengren and seconded by Council Member Olsen. Motion passed.

a. Tuttle Road Sidewalks

Raymond Rogozinski, P.E., Director of Public Works, this came up from a resident's request for sidewalks on a portion of Tuttle Road, where they terminate now 100 feet to the driveway of 93 Tuttle Road. At the last meeting it was decided to have Public Works look at the issue and forward a letter to the property owner. I do see sidewalks as an integral part of the transportation system. The cost is included to go all the way up Tuttle Road as well and we would absorb into the operating budget.

Council Member Olsen stated she did go there when the kids were coming out of school. She is in favor of sidewalks, but feels it doesn't make sense in this case. There is not adequate parking.

Council Member Rosengren feels the same way as I went there myself. It is a parking issues not a sidewalk issue. My thought would be either you have to do the whole side or none.

Commissioner Hartley stated that he went there yesterday and the interesting thing is no students walked on the Board of Ed sidewalk from the driveway of the South Side School up to where her property starts. I stood in her driveway and not one student did that. The children walked in the middle of the road. I cannot support spot side walking. It doesn't serve the purpose.

Commissioner Stawski stated that this is a transportation problem. Accidents may happen, I don't see any history of accidents, I can't see it.

MOTION: to not move forward with the sidewalk made by Council Member Olsen and seconded by Commissioner Hartley. Motion passed

Mayor Caggiano stated that we can talk to the Board of Ed to help maybe with the snow issue and help the traffic and parking problem in the area to fix this

Commissioner Hartley stated that the Board of Ed could remove the snow from the snow shelf between the driveway and Mrs. Cockayne's driveway. The Board of Ed is not good about removing it near the bridge. This would help and maybe they could pave this area.

Jeff Hayden, 50 Melinda Lane, I am aware that this is done as I have been on many boards. There is caution tape up and no one is using the sidewalk from the ice and they do not plow the cutoff and there is no access to the road. I just want if something happens it's on the record.

4. Employee Recognition

The employee anniversaries were reviewed.

5. Division Reports

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

6. Project List

a. Bldg.Comm Project List

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

b. Engineering Project List

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

7. Director's Report

Raymond Rogozinski, P.E., reviewed the directors report.

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

8. New Business

a. Runoff Policy

MOTION: to defer to next month's meeting made by Council Member Rosengren and Commissioner Stawski. Motion passed.

b. BPW Clynk 022025

Raymond Rogozinski, P.E., Director of Public Works, stated that this item came out of the board's direction at the last meeting to direct a program where we provide cynk bags to various agencies. We would be looking to provide bags to Veterans Strong, the Senior Center and also Boy Scouts. With the Board of Approval will proceed with this.

MOTION: Approve, as presented, the proposed pilot program to supply CLYNK bags to residents and authorize the Department of Public Works to proceed with implementation made by Commissioner Hartley and seconded by Council Member Rosengren

Mayor Caggiano stated that this is a great and Lindsey will continue to work on this as well. She has had some outreach to some of these places as well. It doesn't necessarily have to be these places, but this is kind of where we are starting. We want to make these bags available to get them to people as needed.

MOTION: to amend the above motion and add any future changes be authorized by the Director of Public Works made by Commissioner Hartley and seconded by Council Rosengren. Motion passed.

c. BPW Stream Renaming

Raymond Rogozinski, P.E., Director of Public Works, discussed a drainage culvert on Andrews Street that crossed an unnamed brook. We are looking to name the brook and are looking for suggestions from the board on the name. There were a few names recommended, Lancer Brook as it is near Eastern High School, Hamzy & Demonte Brook after the Bristol Police Officers, And New Cambridge Brook. IF the officers name if chosen if does have to be five years after their death which is one of the requirements by the U.S. Board of Geographic Names.

Mayor Caggiano stated he will talk to the officer's families and see how they feel about it. We can hold onto this until we get some more information, and if we get a no from the families, we do have other options.

d. Eversource Coordination Restoration

Raymond Rogozinski, P.E., Director of Public Works, stated that Eversource couldn't make the meeting tonight but will be here next month. They have a traumatic impact on Bristol's roads and it's very frustrating that we do give them a list of roads we are going to pave three years in advance. Then five years after, they are digging up the roads we paved. The good news is they do provide funds so we repave, but within three years we are right back to where we started. So those three years are tough, and honestly, we look foolish, the residents don't understand that its Eversource and not public works.

Mayor Caggiano stated that he thought this was to talk about the storm so we will talk about this next month with Eversource, but wanted to say that with this storm Ray and Harley did a great job coordinating with Eversource and they were very proactive. We had over 3,000 outages on Sunday night and by Monday everybody was back on.

e. BOF Transfers

MOTION: to transfer \$28,750.00 for Engineering consultant fees to for the Andrew St. Bridge Project made by Commissioner Hartley and seconded by Council Member Olsen. Motion passed.

MOTION: to transfer \$39,529.50 for Engineering consultant fees to replace the Mellen St. Bridge (south St to Mem Blvd) made by Council Member Olsen and seconded by Commissioner Hartley. Motion passed.

MOTION: to transfer \$ 5,000.00 funds for additional phone line for Meadow St. parking garage fire system and City Hall (fire, elevator and security lines) made by Council Member Olsen and seconded by Commissioner Hartley. Motion passed.

MOTION: to transfer \$5,000.00 for Land Use advertising fees made by Commissioner Dumas and seconded by Erick Rosengren. Motion passed.

MOTION: to approve the transfer of \$50,000.00 to purchase 500 tons of road salt made by Commissioner Stawski and seconded by Commissioner Dumas. Motion passed.

Raymond Rogozinski, P.E., Director of Public of Public Works, stated that we do have a supply of salt. In Norwalk they had a shortage and did not salt the roads and schools were delayed. Our reports of a shortage in Connecticut have happened in the past. One of the supervisors did reach out to Morton salt and did say that they have a barge delivery right now and were told there would not be a shortage.

H-1 Snow on sidewalks

Ray Rogozinski, P.E., Director of Public Works, reviewed the hand out regarding a main complaint the public works receives is snow up on sidewalks and drivers going too fast. The primary issue is if the driver is going to fast it does push the snow on the property more. We tell the drivers to plow to the curb during the storm. We tell the residents if the road is not plowed to the curb, chances are the snow is going to end up back on your sidewalk. We will have complaints to date and will have them in the future.

Mayor Caggiano stated this was a very unusual storm because when the final cleanup was done it was slush, so it went flying all over and then it rained. Some sidewalks had two inches of ice on them. There is a warm up coming this weekend so it should be safe and melt.

Raymond Rogozinski, P.E., Director of Public Works, stated we did have complaints from Ivy Drive where it's the same driver for five years. I don't know why we have had more complaints this year than ever before. We instructed the driver to do that area first. Kelly Street there is no pull water is truly a timing issue.

Commissioner Stawski, stated that as a timing issue, people like myself who hire someone to shovel who start early in the morning and cannot come back and forth. I feel bad for people who pay to have them done and then have their sidewalks backfilled.

Mayor Caggiano said unfortunately there is no good solution. We have to have common sense and in a regular storm where it doesn't get ice packed and it's a major issue, the police get called, then they pay public works to clean it up. That the process. Its not always perfect.

8 A-1-D Public Works Sidewalk Policy

Raymond Rogozinski, P.E., Director of Public Works, reviewed the policy for sidewalks in the packet handed out to the board members.

Raymond Rogozinski, P.E., Director of Public Works, presented the revised BOPW calendar for the June date to June 12 due to the June 19th holiday.

MOTION: to approve the amended Board of Public Works 2025 calendar made by Commissioner Hartley and seconded by Commissioner Stawski.

9. Old Business

a budget narratives FY2025 2026

Raymond Rogozinski, P.E., Director of Public Works stated that a lot of work goes into the budget and it allows him to highlight things that PW has accomplished.

10. Any Matter to come before said meeting

Council Member asked about cross walks on Route 6 being made ADA compliant.

Raymond Rogozinski, P.E., Director of Public Works, said that Route 6 is a state road and that there is nothing going on now, but if the state paves the will bring them up to standards. Sometimes is will being complaint driven. We have had several complaints about the one intersection at Starbucks and the traffic signal is the issue there.

Council Member Dickau mentioned the lawsuit in Bridgeport with Roseanne Gannon, The Mayor's sister where she won a suit against the city because she fell on the broken sidewalk.

Raymond Rogozinski, P.E., Director of Public Works, said Our city ordinance a common ordinance is that the residents are responsible for the sidewalk maintenance. We do periodically get claims that get referred to our insurance company. I am unaware of us losing a claim where out ordinance didn't hold up. Wallingford lost one which drove one to even change their ordinance, so there is movement in case law. But, to date, I am unaware of our ordinance in effect not getting held up.

11. Adjournment

MOTION: to adjourn at 8:17 made by Council Member Rosengren and seconded by Council Member Olsen. Motion passed.

Signature,

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

DRAFT

Employee Anniversaries

Sean Harris	18 years Engineering
Craig Kasparian	14 Years Streets
Charles Villard	2 solid waste



Department of Public Works | 860.584.6125

Board of Public Works
Public Works Department Activity Report: Administration – February 2025

Public Works Monthly Metrics:	
Number of Residential Transfer Station Visitors	1,545
Number of Bulk Collections	115

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 5,995 users.
- Pursued 29 abandoned shopping carts, Zero 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. 12 complaints were received in February, resulting 1 ticket \$108.00.
- The 2025 Yard Waste season has begun. We have renewed 1167 members for 2025.
- Continue the Food Scrap Collection campaign started July 1st. Working on Marketing and handing out green kitchen composters & compostable bags. We also have branched out and will be doing a food scrap pilot with BAIMS and also reviewing a possible one route residential pickup.
- Assisting with promoting Clynk with Schools and Nonprofits in Bristol. .

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.
- Starting the Beautify Bristol cleanup promotion as it gets warmer out.
- Working on the recycle presentations for the 3rd grade classes

Administration staff or concerns:

We are now going to be looking for a parttime position.

Administration Monthly OT Costs: \$177.60

Monthly Report

Engineering Division – February 2025

Summary of Work – February 2024

- **North Main Street Streetscape** – The Contractor has begun to schedule work following the winter shut down. Work is scheduled to begin in front of PD and will continue on to the area in front of the fire house. Decorative lights remain out on east side pending Phase II construction of Carrier development.
- **Park Street & Riverside Ave. Streetscape** – Currently being designed by GM2. Park Street on schedule for 2025 & Riverside bid 2026 (pending DOT comments & approval). Public information meeting pending initial CTDOT review.
- **Downtown Signal Modernization** – Project kick off meeting was held to discuss proposed design schedule and to review project scope. Upgraded signals are proposed at the following intersections: George Street @ South Street, School Street @ Main Street, and Center Street @ North. Main Street. VHB to begin traffic counts. DPW will conduct and prepare field survey files for all 3 locations.
- **Spring Paving 2025** – DPW to prepare work orders for and oversee misc. storm drainage and construction of ADA sidewalk ramps in support of Spring 2025 Paving program (Drainage contract Tabacco). DPW to obtain encroachment permits for anticipated paving.
- **East Street Bridge** – Construction ongoing. During construction of the South Abutment footing The Contractor encountered bedrock and is unable to remove it using mechanical methods. DPW has reviewed and denied the request to remove the bedrock by means of blasting due to its close proximity to an existing building and an existing gas main. The Contractor has requested a design change to be reviewed by The Engineer of record. If approved additional design services during construction may be required. Project completion scheduled for June 2025.
- **Divinity Street Culvert** – DPW has substantially completed design for watermain relocation. Final approval pending coordination with Bristol Water Department. CTDOT authorization to bid and easements required. DPW to contact property owners and begin process of procuring easements. Work to be coordinated with Park Street Streetscape anticipated in 2026.
- **Lake Avenue Culvert** – Final easement from Lake Compounds has been procured. A pre-bid meeting has been conducted and final bids are due Thursday, March 13th. All bids will be reviewed and a contractor will be selected to begin work in Spring 2025.
- **Field Street Culvert** – Currently under design by Cardinal Engineering. 70% Design Submission to be completed by the end of April 2025. DPW to take over structural design components of project. One of four easements obtained, DPW to engage remaining property owners and begin process of procuring easements. State/Local Bridge Program funding in place.
- **Collins Road Drainage Outfall** - Design plans for drainage outfall complete. Three easements are required to begin construction. One easement has been procured and two are pending. Active negotiation between the remaining two property owners is ongoing.
- **Pleasant View / East Road Drainage** – Survey and field investigations substantially complete. Hydraulic analysis by DPW to follow.
- **Brace Avenue Drainage Improvements** – Design plans substantially complete. DPW to review project estimate.
- **Wolcott Street Reconstruction** – Final design plans have been completed. CTDOT Encroachment permit obtained. DPW to review project estimate. Project pending CTDOT approval and authorization to bid anticipated bid date in Spring 2025.
- **Shrub Road Sidewalks and Road Diet** – Coordination ongoing with design consultant (AI Engineers). Schedule to go out to bid pending CTDOT approval and 3rd party review. Anticipated approval 2025.

Monthly Report

Engineering Division – February 2025

Summary of Work – February 2025 Continued

- **Construction of Maple Court** – DPW Streets Division continuing to install storm drainage on Maple Court. DPW to assist with project stakeout.
- **Community Connectivity ADA Sidewalk Ramps** – The Contractor has begun to schedule work following the winter shutdown. Work will begin with the construction of sidewalks along Park Street. Contract work (80%) complete.
- **Proposed Community Connectivity ADA Sidewalk Ramps** – DPW working toward completion of plans, specs, and estimate for the latest round of funding for Community Connectivity. Plans to be submitted to the State for review and approval.
- **Wetlands Map Revisions** – BL Companies submitted wetland map revisions which have been approved by the wetlands commission.
- **Wetland Regulation Amendments** – DPW Engineering preparing/reviewing amendments to the inland wetland regulations.
- **Storm Water Pollution Prevention Plan** - Consultant preparation of Storm water Pollution Prevention Plan – DPW JPC Road site.
- **Inspection of DPW Facilities** – Storm water control program.
- CMAQ funding project in place. Project design initiated; construction scheduled for 2026.
- **Brine Mixing Station and Bulk Chemical Storage** – Containment design substantially complete. DPW to review product quotes and finalize design alternatives.
- **Mapping of Pequabuck River Outfalls** – DPW to locate, categorize and develop testing schedule in support of MS4 permit.
- **City Wide Road Side Barrier Analysis** – Inventory and analysis by DPW is ongoing.
- **Bituminous Sidewalk Inventory** – Ongoing work by DPW.
- **Culvert Inventory and Preliminary Inspection** – Ongoing work by DPW.
- **Asset Management / GIS Upgrades** – Funding has been requested for a new GPS unit. Once procured this unit will allow DPW to actively update and track new and existing assets. DPW is scheduled to meet with sales rep from ESRI in order to determine how to best utilize the GPS with our current GIS products as well as to evaluate the feasibility of reducing the amount of paid GIS licenses.
- **Organization of Engineering Documents** - Overall setup and organization of the engineering vault and other engineering records.

Engineering Division Staff or Concerns:

Vacancies - Assistant City Engineer currently being filled with part time PE.

Land Use activities for February 2025:

Inland Wetlands & Watercourses Agency

Wetlands Application for the construction of a parking lot and water quality basin construction for a solar aquaponics greenhouse at 3 North Street; Assessor's Map 22, Lots 33 – EXTENSION TO NOVEMBER 6, 2029 APPROVED.

Floodplain Application to drill well for a solar aquaponics greenhouse at 3 North Street; Assessor's Map 22, Lots 33 – EXTENSION TO NOVEMBER 6, 2029 APPROVED.

Zoning Commission

Special Permit and Site Plan for Non-Profit Housing (174 units/75 buildings) for the Cambridge Park Rehabilitation at 98 Jerome Avenue (inclusive of Davis Drive and Quaker Lane); Assessor's Map 53, Lot 129; A (Multi-Family Residential) zone; The Housing Authority of the City of Bristol, applicant – PUBLIC HEARING CONTINUED TO MARCH 10, 2025.

Special Permit for the Removal of Earth Materials at 165 Warner Street; Assessor's Map 55, Lot 49; R25/OSD (Single-Family Residential/Open Space Development Overlay) zone – PUBLIC HEARING CONTINUED TO MARCH 10, 2025.

Proposed amendments to the Zoning Regulations to 1) to amend Section 4.2 to add Brewpub as a principal use in the (I) Industrial zone subject to Special Permit and Site Plan approvals; 2) to amend Section 4.2 to add Microbrewery as a principal use in the (I) Industrial zone subject to Special Permit and Site Plan approvals – APPROVED; EFFECTIVE DATE: MARCH 10, 2025.

Request for a five-year extension of the Site Plan for a high technology business without a manufacturing component at 3 North Street; Assessor's Map 22, Lot 33; BD-2 (Downtown Business) zone; the revised site plan expiration date would be: December 11, 2029 – SITE PLAN EXPIRATION EXTENDED TO DECEMBER 11, 2029.

Planning Commission

Site Plan for a 42,000 sq. ft. (two phases/two buildings) Manufacturing Facility (robotic product assembly) at Lot 3 Business Park Drive Assessor's Map 3, Lot 3; IP-1 (Industrial Park) zone – PUBLIC HEARING CONTINUED TO MARCH 24, 2025.

Blossom Estates Subdivision - 505-545 Redstone Hill Road – Request for Final Approval for Phase 2 (16 lots); Assessor's Map 2, Lots 133-1; 133-3 through 133-17; R-15 (Single-Family Residential) zone – FINAL APPROVAL GRANTED FOR PHASE 2.

Revisions to an Approved Site Plan for trucking terminal facility at 101 Business Park Drive; Assessor's Map 3 Lot 2; IP-1 (Industrial Park) zone – APPROVED WITH STIPULATIONS.

Zoning Board of Appeals

Request for two (2) variances for: 1) Reduction of required front yard; 2) Maximum height allowed for an accessory structure at 41 Brewster Road (Bristol Hospital); Assessor's Map 25A, Lot 214; R-15 (Single-Family Residential) zone – APPROVED.

Historic District Commission

The Commission did not meet in February.

Land Use staff or concerns:

Monthly overtime costs (Board/Commission Secretaries and Assistant City Planner at meetings: \$720.36.

Facilities – February 2025

Building Maintenance current month (February 2025) activities:

- Staff worked with D'Amato-Downes Staff on several warranty issues at City Hall (office door levers, exterior lighting, HVAC controls with SNE Building Systems)
- Conducted a pre-bid meeting for LED lighting upgrades at City Yard with funding via a Federal Energy Efficiency Community Block Grant on 2/11
- Conducted a pre-bid meeting for Fire Headquarters kitchen exhaust hood system replacement on 2/12 (contract awarded to East Coast Sheetmetal of Litchfield)
- Public Works Building Maintenance Division took possession of a new City property at 30 Cross Street, which will be the future home of the Bristol Police Animal Control Facility (assumed ownership of water and public utilities, fire systems and central monitoring equipment, changed locks on facility and installed City Property signage)
- M&P Painting conducted touch-up work within City Hall from a year of full occupancy
- Security101 installed site access equipment at the Main Library to provide Library Staff with secured entrance access prior to open hours
- Conducted snow removal operations on 2/2, 2/3, 2/6, 2/8, 2/9, 2/12, 2/13, 2/15, 2/16, 2/17
- Staffed overtime shifts for coverage at Police Complex and City Hall due to multiple Staff on light-duty due to work related injuries associated with snow removal operations
- Staff provided a Technician to Police Department Traffic Division on the weekend of President's Day for temporary road closure and sign placement associated with a winter storm and loss of power at traffic-controlled intersections
- Public Works and Beals Building Maintenance Staff worked in conjunction with BOE Maintenance Crews to prepare the formerly occupied wing of the Beals Center for use by the Bristol BOE Early Childhood Center that was displaced temporarily from Edgewood School

Building Maintenance next month (March 2025) activities:

- Manager Oakes to coordinate with Eversource Staff on the installation of a natural gas service line to the City Yard Automated Rubbish Truck Quonset Hut, in advance of the removal/replacement of the existing waste oil furnace
- M.F. Higgins & Co. to install conference room chair rails in City Hall to eliminate damage to sheetrock and paint
- Shift to exterior Spring landscaping operations and end of season preventative maintenance and storing of winter operation equipment (plows, salt spreaders, snow blowers)
- Facilities Manager Oakes to meet with Police, Fire, BPRYCS, Beals Center, Public Works and Library Management Staff to conduct Spring 2025 site inspection visits to review current conditions, identify immediate concerns/issues and plan for future site needs due to the change of seasons and operational demands and requirements
- Building Maintenance Staff to complete hallway floor painting/sealing to meet State Department of Agriculture requirements, that we found to be deficient during the 1/27/25 Animal Control Facility site inspection
- Coordinate phone line installations with Frontier Communications for 30 Hope Street Parking Garage to support fire system panel and elevator emergency communication requirements
- Coordinate with Resource Lighting & Energy (RLE) for the LED Lighting Upgrade project at the City Yard (contract awarded at a sum of \$38,552.00, which reflects LED incentives)
- Continue weekly Friday pick-up and delivery of redeemable bottles collected by Bristol Eastern High School Science Club to Brian's Angel shelter on Federal Hill
- Coordinate with GORDIAN/Millennium Builders Inc. on the removal and infill of the upper window system at Manross Library, which are over the Main Desk and a source of continuing water infiltration (funded via LO-CIP funding)
- Coordinate with Public Works Engineering and Fire Department Staff on the replacement of the bituminous asphalt parking lots (including front and rear bay ramps), that will coincide with the North Main Street Streetscape enhancements

Building Maintenance Staff or concerns:

- Anticipate minimal to moderate levels of Vacation/Miscellaneous time off during March
- Two Staff Members were injured during snow removal operations and are currently on limited light-duty work restrictions, which requires overtime staffing to meet minimal service requirements due to the small size of Building Maintenance Staff
- Library Senior Maintenance Technician scheduled to retire on 3/27/25, which until properly filled will shift additional duties to Public Works Maintenance Staff to keep both Libraries operationally sound
- 1st Shift Grounds Maintainer/Building Technician is scheduled to end his employment with the City at the end of June 2025, moving out of state to a warmer climate

Building Maintenance OT Costs: \$14,894.27

Staffing coverage for after-hour maintenance service calls (Police Complex boiler shutdowns, Police Complex front door security issues, roof leak at Manross Library, City Hall security system bypass fault), prolonged de-icing/snow removal operations on 2/2, 2/3, 2/6, 2/8, 2/9, 2/12, 2/13, 2/15, 2/16, 2/17 (which included three Saturday-Sunday and President's Day Holiday double time pay rates), supplemental 1st and 2nd shift staffing to provide minimal service cover for (2) light duty work restricted employees

Streets February 2025 Report

Streets current month activities:

- Continued with roadside maintenance of City properties, including litter and yard sign removal. This work will be on going throughout the seasons
Installed driveway aprons for engineering on new paved roads
- Serviced trees, including pruning, removals, and testing
 - **Tree take downs** (Woodmere-2) Swept entire city for branch collection from ice storm.
- **Major Roads Engineering**- Finished first phase drainage installation for Maple Court
- **Permanent Patch for Engineering**- NA
- 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**- NA
- Installing new poles and signage
- Winter Operations- Dealt with several storms throughout February. Snow removal throughout the city and addressed mailbox concerns

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
- Starting replacing catch basin tops for our engineering department throughout the winter
- Continuing to make asphalt on our Bagela plant for potholes, curb and catch basins
- Start 2nd phase Maple Court drainage
- Permanent Patch List
- Milling and paving
- Winter Operations- Preparing trucks for winter storms
 - Plowed and treated roads
 - Service Requests
 - Mailbox installations
- Continue addressing street road name signage replacement
 - Installing new poles and or signage
 - Look into printing other road signage of other Departments
 - Fixing and installing signs for Police Department
- Maintenance of city properties

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

Streets staff or concerns:

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

February OT Totals: \$ 1835.94 Streets

Fleet Maintenance Current Activities:

Streets Div.

1. **GS26** – (2006 10 wheeled plow truck) New Alternator and belt. Blades on plow replaced. Brake adjustment.
2. **S36** – (2015 mason dump) Main power plow wire harness replaced due to split wires. New plow controller. Plow cutting edge replaced.
3. **S9** – (2010 mason dump) Fuel sender/pump replaced. During repair, tech noticed a split in the top of the fuel tank. New tank was ordered and installed. New fuel separator housing was also installed due to poor condition of existing one.
4. **S15** – (2016 6 wheeled dump truck) Plow connecting mount straightened out and braced from damage. Side dump cylinder leak was addressed and repaired. Dump cylinder was taken off and rebuilt due to small leak. New coolant lines were installed going from the engine to the cooler due to corrosion. Rotted out oil pan was replaced with a new stainless one. Fuel tank has a small leak due to a crack behind the support. Tank will have to be replaced or sent out to be repaired.
5. **S7** – (2020 pickup truck) Unit was brought in for no heat. Tech diagnosed it as a blower motor resistor that was damaged by feet hitting it! Resistor was replaced and heat works again.
6. **S11** – (2009 10 wheeled dump truck) Unit was involved in incident and towed in. Fleet went through the truck and replaced the air particulate filter lines that were pinched and a new air tank that was smashed in. Tech was able to straighten and brace up the mounting brackets for the air tank. Rest of the unit was inspected and truck is back in service.
7. **S8** – (2019 mason dump) Unit was brought in for overheating. Tech diagnosed and replaced the fan clutch along with the idler pulley and a new belt. Oil change was also done due to engine temperature.
8. **S17** – (2016 6 wheeled dump truck) Truck was sent out to have front 2 sets of leaf springs replaced. Drivers side set had 2 cracked leafs. Rotted oil pan was previously patched to keep in service. Fleet ordered and replaced the patched pan with a new stainless one. These pans hold up better against the elements.
9. **C15** – (2017 sidewalk machine) Damaged plow cylinder replaced on plow. New guides, and scraper bar replaced on units snowblower attachment.

Solid Waste Div.

1. **R11** – (2017 automated rubbish truck) Gripper cylinders replaced due to leaks. Faulty DEF injector was replaced. Exhaust gasket replaced due to excessive blowby. Units valve body will need to be rebuilt due to slight leak forming. Kit is ordered and will be addressed when received.

2. **R23** – (2018 automated rubbish truck) Large crack in body floor repaired. Bad fuel injector replaced causing an engine light. Lifting arm of unit was addressed by replacing some worn out bushings and bearings. Lift chains were adjusted as well.

Fleet Maintenance Next Month's Activities:

3. Continue scheduled maintenance to our Fleet vehicles.
4. Continue scheduled services to our other divisions as well as our P.D.
5. Continue to keep Streets & Solid Waste Ops. Running strong.
6. Continue to work on plow trucks for Winter ops.
7. Samsura units are in and will continue to be installed on PW vehicles.
8. Fleet will start to pull in road sweepers for upcoming season.

Fleet Maintenance Staff or Concerns:

- Fleet garage and Solid Waste garage heat was repaired and is operational for now.
- **DPW really needs a dedicated wash building!**
- **Still a Mechanics Helper vacancy.**
- Street Div. (S30) 1985 Tractor trailer truck needs to be replaced. This would be a great opportunity to buy used.
- Any way we can put our Fleet Auction proceeds back into our Fleet And not the GF?
- Sumps for both Gasoline and Diesel pumps are repaired.
- Overtime expenditures and totals \$3,165.30 (Holiday, Dispatch and Mechanic).

Solid Waste February 2025 Report

Solid Waste current month activities:

- Continued illegal bulk inspection and enforcement activities. We sent out 12 letters to residents for illegal bulk and cleaned up 1 stop. Residents cleaned up 11 stops.
- Continued curbside bulk collection, we collected 115 scheduled pick-ups.
- Continued the on-site management of barrels at the Transfer Station, disassembling, cleaning and reusing barrels.
- Currently have 1167 new or renewed yard waste participants.
- Continued cleaning up areas with high amounts of litter.
- Work overtime on Saturday the 22nd to make up for Presidents Day collections.
- Audit curbside recycling barrels for non-recyclable material.

Solid Waste next month activities

- Continue illegal bulk inspection and enforcement activities.
- Continued the on-site management of barrels at the Transfer Station, disassembling, cleaning and reusing barrels
- Patrol known dumping areas for illegally dumped items.
- Continue cleaning up areas with high amounts of litter.
- Work on assembling and organizing new shipment of barrels.
- Continue to audit curbside recycling barrels for non-recyclable material.

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 =	\$4,732.31
Transfer Station OT =	\$4,726.66
TS Revenue (PAYT) =	\$11,805.95
Residential Permits =	\$1,480.00
Commercial Permits =	\$0.00
Yard Waste Revenue =	\$42,190.00
Murphy Road Rebate =	\$0.00
Iron Liberty Recycling =	\$3,505.05
Aluminum Liberty Rec =	\$0.00
Batteries Liberty Rec =	\$0.00
Electronics NewTech =	\$0.00
Compost Sale =	\$0.00
Bulk Pick-Up Revenue =	\$0.00
Book Box =	\$0.00
Misc. Revenue =	\$0.00
Border Street =	\$0.00
Illegal Bulk Fines =	\$0.00
Clothing Recycling =	\$0.00
Additional Barrel Sale =	\$2,170.00
Damaged barrel =	\$0.00
Special Pick up – 2 nd	\$575.00



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: March 11, 2025

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

FROM: David Oakes, Public Works Facilities & Energy Manager

RE: City Building Project List Updates

City Yard & Transfer Station – Waste Oil Heater Replacements \$48,000

Public Works Staff met with Eversource Staff on 3/11 and are coordinating on the installation of a natural gas service to the Automated Rubbish Truck Quonset Hut at the City Yard. The Transfer Station Quonset Hut will be heated via a propane storage tank. AirTemp Staff met with Manager Oakes on 1/28 to review both work scopes. Installations will occur after the end of the heating season in Spring 2025.

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 within the Beals Center.

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). Purchase Order #22503839 was issued to Eagle Environmental on 10/15/24 to complete the inspection and reports for the sum listed above. Inspections were conducted from January 29th through February 3rd by Eagle Environmental Staff. Final survey reports are being completed currently and will be available by late March 2025.

PUBLIC WORKS BOARD CITY BUILDING PROJECT LIST - MARCH 2025

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	100%	8/31/2024	Automated Rubbish Truck & Transfer Station Quonset Huts	\$23,300.00
FY23-24	Automated Rubbish & Transfer Station	Waste Oil Heater Replacements	AirTemp	\$48,000.00	0%	6/30/2025	AirTemp work start on 4/14/25	\$73,700.00
FY23-24	Beals Center	Café & Card Room Upgrades	TBD	\$38,000.00	0%	TBD	Pending BBHD office shifts within Beals Center	\$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	Eagle Environmental, Inc.	\$21,228.76	90%	2/12/2025	All survey inspections completed on 2/12/25, summary reports currently pending	\$20,000.00

\$130,528.76

Available as of July 2024	\$184,634.64
2025 Funding	\$110,000.00
Spent 2024-2025	\$132,598.85
Less Committed Contracts	\$69,228.76
Less Committed Projects	\$38,000.00
Net Available	\$54,807.03

Projects	Budget	January 2025 Project Schedule													
Divinity Street Culvert (East of Peck Lane) - Design	\$93,850.00	Bristol IWC & ACOE permit in place. PW Eng. performing watermain relocation design & coordination with Water Dept ongoing. Construction coordination required with Park St Streetscape due to detour & easement required from upstream property owner. LOTCIP funding 100% of construction \$1,200,000												Construction Spring 2026	
Downs St Bridge -Design	\$320,000.00	Design substantially complete & permits in place. DOT Encroachment comments received & responded to be Eng. consultant GM2. Scheduled for bidding in March 2025, pending DOT & NVCOG authorization to bid. Start construction in spring of 2025 with completion in July 2026. LOTCIP funding 100% of construction \$2,400,000												Construction 2025	
Lake Street Culvert at Cussgutter Brook - Design	\$400,000.00	Design & Permit complete. Easements acquired. State Local Bridge Program funding 50% grant - Project Cost \$1,800,000, \$900,000 City. Bid opening March 15th.												Construction 2025	
Wolcott St (Route 69 to Allentown) - Design	\$185,000.00	Design complete, permits and easements in place. Project pending CT DOT approval and authorization for the City to bid. LOTCIP funding 100% of construction \$4,424,000												Construction Spring 2025	
2024 Community connectivity / sidewalk replacement - Design	\$793,000.00	Grant awarded / Design currently being performed by DPW Eng. Constructed funded through grant 100% - \$793,000.												Construction 2025	
Brace & OsullivanDrainage - design	\$65,000.00	Wetlands permitting approved. Design by WMC. Scheduled for bidding April 2025. Construction funded with City bond \$2,200,000												Construction start May 2025	
Field St Culvert - design	\$70,000.00	Project under design. 1 of 4 required easements obtained. Sanitary sewer replacement on a portion of Peck Lane required. Construction funded with State Local Bridge program \$1,600,000 (\$800,000 City)												Construction 2026	
CT Route 72 Riverside Ave & Park St Streetscape - Design	\$420,000.00	Currently under design, public information meeting conducted. Construction funded by CT DOT & CIF. Construction cost \$18,700,000 (\$6,200,000 CIF)												Construction (Park St 2024) - Riverside Ave 2026)	
Broad St Retaining Wall design	\$83,500.00	Awarded to WMC, currently under design. IW permit required. Construction City bond \$2,300,000												Construction 2025	
Shrub Road Sidewalk -design	\$185,000.00	Design currently being completed. CTDOT approval and 3rd party review required. LOTCIP funding 100% of construction \$\$1,982,000												Construction 2025	
Projects	Budget	Active Construction & Other Projects													



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: March 13, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: BPW March – Director’s Report

Please find attached a summary report of the Department’s activities, issues, and concerns for the March 20, Board of Public Works meeting.

1. **Budget Process and Hiring Freeze:** DPW presented its budget to the BOF of 3/12/25. Presentation consisted of BPW approved budget and the budget scenarios requested by Comptroller Office of a 2% and a 5% reduction to the current FY2024-25 budget, exclusive of salaries for current positions. Budget presentation appeared to be well received. Hiring freeze remain in affect.
2. **Staffing - Current vacancies: Solid Waste, Land Use and Bldg. Divisions** - Fully staffed, although fully staffed Bldg. Main Bldg. Tech/Grnd Maintainer is scheduled to be on workers comp & PD custodian (Sun-Thurs) is scheduled to be out on medical leave for an extended period. As a result, DPW will be requesting temp staff. **Streets:** Crew leader (position filled in with upgrades). **Administration Division** – Part time position vacant: **Fleet Division:** Mechanic Helper vacant **Engineering Division** – Engineering vacancy currently being filled by part time P.E., **Public Works Coordinator** – Supervisor - assistant to the Street, Solid Waste & Fleet Superintendent vacant.
3. **Hope Street Parking Garage:** Precast, glass & and roof installed, calking deck complete, elevator schedule the end of March (install on temp power), Eversource power moving forward but a schedule a concern. Site work ongoing, paving scheduled for late April. Regulated soil removal scheduled for April.
4. **Maple Court Roadway Reconstruction:** DPW installation of storm drainage (eastern section, Stewart St), complete. Remainder of work (roadway pavement, storm drainage at Maple St, sidewalk & retaining wall at Maple St) scheduled to be completed in the spring 2025.
5. **Wolcott Street Reconstruction (Peck Lane to Witches Rock Road):** City engineering consultant AI Engineers complete. Project pending DOT authorization to bid.
6. **Jerome Ave Bridge:** All bridge concrete work complete, Eversource Gas relocating complete. Storm drainage relocation, sidewalks, bridge deck membrane and roadway grading required. Roadway/ bridge scheduled for paving once asphalt plants open in April. Contactor revised schedule submittal pending.
7. **West End Bus Shelter:** DPW coordinating with vender to assist with relocation. Work anticipated 3/24/25.
8. **Riverside Ave Streetscape and Reconstruction:** Project design 50% complete, public information meeting scheduled for 4/29/25.
9. **Salt Brine Equipment:** Equipment delivered, scheduled to be installed in April. Water lateral and electrical power required.
10. **EPA Audit & MS4 Annual Report:** Deadline for DPW to provide EPA MS4 Audit information extended to April 18, 2025 with interim submitted on March 1, 2025.
11. **DPW Training:** Bldg. Main Div ergonomics 3/12/25, CBYD 3/13/25, UST A/B Operator 4/8/25.
12. **EECBG Lighting Grant:** Project to install LED lighting at City Yard and Park Dept. awarded. Projected funded through a federal grant \$119,000. The project completes LED installation within the City DPW Yard building and exterior parking lot. The project also includes lighting fixtures for Park dept installation at Federal Hill, Peck Park, Bracket Park, Rockwell Park and Casey Field.
13. **Shrub Road Sidewalks:** DOT notice to fund issued. NVCOG third party review and final DOT review required. DOT authorization to bid pending. DPW met with Env Learning Center and the City New Britain regarding acquisition of easements. Formal approval required, however discussion to date appear positive with respect to City obtaining required easements. As indicated in the attached email from New Britain they are requesting the City maintain sidewalk as Jerome Ave. As another municipality, DPW is agreeable to maintain the sidewalk section.
14. **Jerome Ave – House Demolition NRCS:** The NRCS has authorized execution of a contact amendment to comply with NRCS requirements. Contract amendment with Tobacco & Sons pending (no cost increase), Env abatement (asbestos) and lead paint certification pending.
15. **Eversource and Rail Vegetation Management:** See attached.
16. **DOT Bridge Inspection Summary:** Downs Street Bridge scheduled for replacement.
17. **Salt Use by Other Dept/Agencies:** Bristol Housing Authority 72 tons - \$6,675, Fire dept 28 tons - \$2,595, Board of Education 88 tons - \$4,078, Park Dept 196 tons - \$18,167, Sewer Dept 56 tons -\$5,190, Water Dept 72 tons - \$6,673.
18. **Inland Wetland Map:** The City’s Inland Wetland Commission approved DPW’s request to adopt a revised Official City-wide wetland map used to define/regulate City Wetlands (map attached).
19. **Collins Road storm Drainage Project:** DPW has been in contact with the City of New Britain and the property owners of 87 Collins Roads regarding acquisition of easements. As indicated in the email from New Britain, it appears an easement will be granted subject to installing a sediment chamber. DPW is currently working with NB. As indicated in the email to 87 Collins Road, DPW will address NB concerns prior to proceeding to 87 Collins.



Department of Public Works | 860.584.6125

- 20. **DPW Litter Collection:** DPW has assigned Solid Waste staff to litter collection in the downtown and know litter areas (see attached list). In addition to DPW Solid Waste collection of litter, DPW Admin has posted on the Department’s social media account soliciting residents to pick up litter with DPW provided pick up claw, safety vest & bags.
- 21. **DOT State Road Paving Program 2025:** CT Route 229 Middle St (Ronzo Road to Southington Town Line)

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

Raymond Rogozinski

From: Patrick Kearney <patrick.kearney@newbritainct.gov>
Sent: Thursday, March 6, 2025 10:13 AM
To: William Stango
Cc: Mark Moriarty, PE; Raymond Rogozinski; Thomas conlin
Subject: Re: Collins Road - Drainage Easement

I took a look at both of the requests and while I can support both of them as cooperation between our two cities, I have concerns. First off, the installation of sidewalks on Shrub Road in Bristol. Granting the easement will not affect the Water Department in any way except snow removal. So the only way I would support the granting of the easement would be that the City of Bristol clears the snow at that location in perpetuity or you provide us with a waiver for snow removal at this site. Therefore this will need to be part of the easement agreement and possibly anything counsel may have.

The 87 Collins Road easement request again doesn't pose a problem to the Water Department. It is downstream of most of the White Bridge project, close by however is where we are going to build compensatory wetland to make up for the area we are going to fill around the wells and building. I would have to assume that this work will start and be completed before we put a shovel in the ground so it shouldn't interfere with our work. So I think this should be fine. If not, coordination of work may be necessary. As part of the project/easement I want the catch basin on the street to be replaced with a vortex style system to prevent debris (plastics, bottles, etc) being washed out onto our property. Again, I do not speak for anything counsel may have.

I support granting these two easements with the above conditions, I hope cooperation on other projects can improve in the future.

Let me know if you have any questions.

Thank you.
Patrick Kearney

On Wed, Mar 5, 2025 at 11:31 AM William Stango <WilliamStango@bristolct.gov> wrote:

Thank you Mark, did you also receive the attachments in my last email for Collins Road and Shrub Road?

Billy R. Stango, P.E.

Department of Public Works

City Engineer

860.584.6111

williamstango@bristolct.gov

23 January 2025

RECEIVED

JAN 31 2025

MAYOR'S OFFICE
CITY OF BRISTOL, CT

Mayor Jeffrey Caggiano
Mayor's Office
111 North Main Street, 3rd Floor
Bristol, CT 06010

RE: Central New England Railroad Company, Inc. (CNZR)
2025 Vegetation Control Program

Dear Mayor Caggiano:

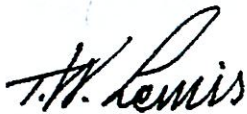
Enclosed please find the 2025 Vegetation Management Plan (VMP) for the CNZR in accordance with the requirements of Connecticut General Statutes Section 22a-66a(j). Per the statute this VMP must be submitted to the chief elected official or board of selectmen of each municipality through which CNZR operates and/or maintains track. Additionally, this VMP has been submitted to the commissioner of the Connecticut Department of Transportation.

It is anticipated that herbicide application will commence after March 1, 2025 depending upon weather conditions and other factors.

This VMP provides details on the target vegetation and management methods for the herbicide application which will take place this year. CNZR is committed to its obligation to maintain its right-of-way in accordance with both state and federal safety standards. Vegetation management is an integral component of those safety efforts.

Please feel free to contact TEC Associates with any questions about this VMP.

Very truly yours,
TEC ASSOCIATES



Thomas W. Lewis

Enclosure

cc: Zigmund Korenkiewicz II, CDOT
Amedee Belliveau, CNZR

VEGETATION MANAGEMENT PLAN

INTRODUCTION

Connecticut General Statutes Section 22a-66a(j) requires that railroads who operate in Connecticut and apply pesticides to their rights of way must file a Vegetation Management Plan (VMP) with the Department of Transportation on or before February 1 of each year and must send copies of the plan to the chief elected official of each town in which pesticides will be applied. The following plan is hereby submitted by the Connecticut Railroad Association on behalf of the following railroads (hereinafter, the "Subject Railroads"):

Central New England Railroad
CSX Transportation
Naugatuck Railroad
Pan Am Southern

Connecticut Southern Railroad
Housatonic Railroad
New England Central Railroad
Providence & Worcester Railroad

Railroads in Connecticut must adhere to an extensive body of regulations promulgated by various state and federal agencies. The most comprehensive body of safety regulations is promulgated by the Federal Railroad Administration (FRA), the agency that has primary regulatory authority over rail safety in the United States. In addition, the Surface Transportation Board has authority over a wide range of rail activities specifically designed to promote and protect the ability of railroads to efficiently and safely participate in interstate commerce.

One critical aspect of the safety regimen that railroads must adhere to is the maintenance of their rights of way such that track, structures and various appurtenances can be inspected in order to protect the safety of rail operations, the safety of railroad employees and the safety of the public. Railroads in Connecticut and throughout the country follow a carefully defined process under which they inspect their track and structures in order to discover defects that could lead to derailments or other types of accidents that would be harmful to the railroad and its employees, harmful to the public or harmful to the environment.

The following Vegetation Management Plan (VMP) is designed to accomplish several key goals. First it is designed to provide for the safe operation of railroads in Connecticut. It is a program that will enable railroads to keep track and structures clear of vegetation so that tracks and structures can be properly and safely inspected in accordance with state and federal law and in a manner that enables railroads to detect and repair defects before those defects result in accidents. The plan is also designed to assure that railroad rights of way are maintained in a manner that will prevent fires from igniting from sparks that could be generated from passing trains, from track maintenance activities such as welding or from grinding rail or other work activities. This plan is also designed to assure railroad rights of way are maintained in a manner that protects railroad employees who must have a clear area to work around moving trains and to assure they are not injured due to extensive brush and vegetation along railroad rights of way which can be a tripping hazard or conceal various hazards on the ground. Equally important, the plan is designed to assure that members of the public are protected by clearing sight lines along railroad rights of way and particularly at points where railroad tracks are adjacent to or cross public rights of way.

This VMP describes a variety of practices that include physical, chemical and natural methods used to manage, control and eradicate vegetation on railroad rights of way (ROWs). This plan addresses all of the major components of vegetation management including mechanical cutting of vegetation, the use of herbicides to control vegetation within and adjacent to the track structure and the use of other mechanical means to remove vegetation from areas adjacent to the track structure.

Historically herbicides have played a key role in controlling vegetation within and along railroad ROW's since the 1950's. In the past herbicides were often applied several times per year and at rates as great as 100 pounds active ingredient per acre. The use of herbicides today has declined significantly. In the 1970's herbicides were applied to areas adjacent of railroad roadbeds to control brush and vegetation at rates of 25-77 pounds per acre. Today application of herbicides to control brush adjacent to railroad roadbeds have been reduced to as low as 4 pounds per acre. That dramatic reduction is a result of the availability of new herbicides, improved application techniques, awareness of the environment, the use of trained licensed professionals and the implementation of an integrated approach to vegetation control.

GENERAL PURPOSE AND OBJECTIVE

Federal law requires railroads to control vegetation in and along railroad ROWs. Specifically 49 C.F.R. Section 213.37 states:

Vegetation on railroads property which is on or immediately adjacent to the roadbed must be controlled so that it does not:

- (a) Become a fire hazard to track carrying structures
- (b) Obstruct visibility of railroad signs and signals
- (c) Interfere with railroad employees performing normal track side duties
- (d) Prevent proper functioning of signal and communication lines
- (e) Prevent railroad employees from visually inspecting tracks and moving equipment from their normal duty stations.

There are many ways that vegetation directly affects railroads and consequently public safety. The typical railroad roadbed consists of stone ballast on a graded and compacted earthwork section. The track is supported by the stone ballast. The earthwork section typically slopes downward to drainage ditches on each side of the track designed to channel water away from the track structure. The presence of vegetation interferes with the proper drainage of water which destabilizes the roadbed and prematurely decays the track structure.

Moreover, in dry weather, vegetation within the roadbed can be set on fire by sparks from steel brake shoes or steel wheels. The exhaust from diesel locomotives is another source of sparks, particularly as the throttle position is being increased or decreased. Track maintenance activities such as cutting, grinding, or welding rail are another ignition source. In order to minimize or eliminate the risk of fire it is necessary for railroads to keep the full width of their ROWs clear of flammable material including vegetation.

Vegetation growing adjacent to and within the track structure also creates traction issues for passing trains. Trains require friction between steel wheels and steel rails for traction to both move trains and equally important, stop trains. Anything that reduces friction between the wheels and rails can create dangerous problems. Just as a wet pavement impacts the braking capacity of cars and trucks, wet rail has a similar impact on trains. Most plant tissues age immediately when crushed between the wheel of a locomotive or rail car and the rail. When crushed they release water and plant sap that acts as a lubricant. The addition of water and sap has the potential to reduce traction and thus increase stopping distances.

Vegetation within the track structure and adjacent to the track structure creates unsafe footing for railroad employees and increases the likelihood of an employee tripping or falling. The potential for serious injury is magnified when a train is present. Train crews work at all hours of the day and night with periods of minimal visibility, therefore the presence of vegetation within and adjacent to the tracks increases the risk of an accident and injury. While the vegetation itself can present a hazard to trains and employees, it can also obscure hazards that might otherwise be obvious to an employee working along the tracks. In recent times vegetation along the rail lines, like vegetation elsewhere, has become a habitat for deer ticks exposing employees to a significant risk of contracting Lyme disease. Removing the vegetation removes a significant source of exposure.

Visibility on and adjacent to railroad tracks is a major component of railroad safety for employees working on or near the tracks, employees operating trains and for the general public. Train engineers must be able to see all types of railroad signs and signals to assure safe operation of their trains. Engineers must have clear fields of vision when approaching highway grade crossings just as the public using those crossings must have a clear field of vision to observe the railroad. Train crews must be able to observe signs that require the activation of train whistles in order to warn the public of a train passing through an area, activities that are often mandated by federal law and regulations. Train crews and other railroad employees must have the ability to observe track and track structures and also observe moving components to be certain they are functioning properly and safely. Train and engine crews must have the ability to see around curves and see well ahead of their trains to be certain that switches are properly aligned, derails are in place and that there are no hazards ahead.

Federal laws require vegetation control to ensure proper functioning of signals and communications lines. Trees and plants short out electrical equipment and cause failure of communications systems and signals. Just as utilities must keep power lines free from trees and other growth that could cause the system to fail, railroads must also protect their signal and communications systems from similar failure.

Railroads follow a number of rigid procedures in order to reduce accidents and protect against injuries to employees and the public. The primary method for controlling accidents and injuries caused by track and roadbed defects is the federally mandated weekly or twice-weekly visual inspections by qualified track inspectors. Track inspections are normally done from a hi-rail vehicle, essentially a pick up type truck equipped with rail wheels that can operate on the rails or on the road. Inspections by Hi-rail vehicles are supplemented by walking inspections of track, switches, moving components and other more complicated components in the track structure. Some defects, such as potential broken rails are detected

by visually noting minor discolorations in the head of the rail. It is critical that the railroad roadbed be kept vegetation-free to provide the track inspector with unobstructed views of the track structure including rails, ties and fasteners. Vegetation within the railroad roadbed increases the likelihood that a track or roadbed defect will go undetected increasing the likelihood of an accident, incident or injury.

While all railroads must visually inspect their track as described above, some also employ a sophisticated electronic tool used for detecting flaws that are present but not visible to the naked eye. Most services are provided by electronic rail testing contractors who use several different methods for detecting flaws. Testing is done with highly specialized rail vehicles that rely on the ability to establish a magnetic field around the rail. Vegetation adjacent to the rails hinders this process and results in invalid test results. Other types of cars measure track geometry such as surface, line and gauge. Gauge, simplistically the distance between the two rails, is measured optically and is adversely affected by vegetation between the rails. Gauge issues can be symptomatic of a number of conditions that require treatment when detected.

In summary rail operations and rail safety rely on a wide range of activities to protect the integrity of the track structure, protect the safety of rail employees and rail operations, and protect the safety of the public. Effective vegetation management is an integral component of all railroads' safety programs and each railroad's adherence to a broad range of safety regulations.

VEGETATION MANAGEMENT

Federal laws require the control of vegetation located on the railroad roadbed and certain other areas. All vegetation will be eliminated from the following areas:

- Ballast section
- Ballast shoulder
- Yards
- Switches, signals, and signs
- Highway grade crossings
- Bridges, bridge abutments and buildings
- Off-track areas
- Inside of curves

To date, no environmentally and economically feasible and safe alternatives to herbicides have been developed for use in areas of railroad ROWs requiring total vegetation control. Tests that involve such activities as the use of boiling water, fish byproducts and mechanical equipment have not achieved any success in controlling vegetation near and within track structure. In fact, some tests of alternative approaches resulted in increased growth of vegetation. As a result, the integrated approach to vegetation management in and around track structure is limited to the selective application of herbicides to target vegetation along with control obtained through track maintenance activity. As stated in the introduction to this plan, the volume of herbicides used continues to diminish as the result of new technologies in application equipment and the use of more effective materials and products.

Following current practice within the railroad industry, herbicides will continue to be applied to railroad ROWs in Connecticut by licensed contractors who utilize highly sophisticated specialized vehicles. The vehicles are equipped with an array of booms that are independently controlled permitting the operator to control spray patterns on the left and right side of the application vehicle and in the center. In addition, the controls allow the operator to shut off application to areas lacking target vegetation. Often target vegetation in the track center is less dense than that on the side. To control these areas of lighter vegetation, often extending the width of the ties, "half rated" booms are being added adjacent to the "full rate" booms and are used whenever possible. When herbicide use is needed, the type and density of vegetation, site condition and the time of year will be factors in determining the herbicide type, application rate, adjuvant and application equipment. The contractor will take into account a range of factors mentioned above in order to attain maximum control with minimum adverse effect. In railroad yards and on certain heavily vegetated areas of the ROW, pre-emergent herbicides will be applied which may eliminate a post emergent treatment that same year. Only herbicides that are licensed for use in the State of Connecticut will be used by the railroads' contractors and licensed herbicides will only be used in accordance with their labeled instructions.

In certain areas of the ROW, branches and limbs of trees grow into and have the potential to move into the roadbed area striking trains and/or fouling overhead communication lines or interfering with critical sightlines. In these cases, trees will generally not be eliminated if a selective side trimming of the encroaching limbs can be made. Selective side trimming, primarily by mechanical or by herbicidal means will be done on a site by site basis according to the type and density of target vegetation present and its propensity to invade the roadbed area or foul communication lines.

VEGETATION MANAGEMENT TECHNIQUES

The Subject Railroads' Vegetation Management Program is defined and generally limited to the privately owned or leased ROW. The individual components of the railroad ROW as described in Section V have two distinctly different vegetation management requirements. On the ROW roadbed and other specialized areas, no vegetation is permitted as per Federal laws and regulations. On the adjacent areas of the ROW, certain woody vine and brush species must be selectively managed. Therefore, unlike other ROW's the methods of railroad ROW management are limited to two basic vegetation control techniques and one indirect method. The two basic vegetation control techniques are herbicide applications and mechanical techniques. The indirect method includes any ROW operational activity which eliminates vegetation as a secondary benefit.

Mechanical Technique

Mechanical control techniques are limited to woody and brush vegetation and only work in limited situations. Mechanical control techniques require that the railroad own or have access to sophisticated machinery that generally must be operated from the rail. It is most successful in areas where there are specific target trees or shrubs that are accessible from the rail. Because the ground adjacent to the roadbed shoulder is generally not smooth, there is considerable risk that mechanical cutting can leave short stems or sticks in the ground that can trip or injure railroad employees.

Mowing is the mechanical process of cutting a woody target species with cutting heads. The cutting heads are mounted on hydraulic arms that greatly extend the reach of the equipment. The machines can be mounted on off-track, on-track or hi-rail equipment. Large machines are required for railroad application because of the wide range of conditions found on the ROW. On-track equipment has the advantage of not having to operate over rough terrain. Off-track equipment can work independently of train movement but production may be limited by the difficulty of moving over rough terrain.

Railroad safety guidelines may restrict the use of brush cutters within developed or recreational areas. Mechanical cutters present certain safety problems which railroad personnel must take into consideration. Not only is brush cutting potentially hazardous to the general public, but railroad workers are at a higher risk during the work.

Herbicide Application

Herbicides have been used on ROW's to control vegetation because of their specificity, range of target species, degree of control, economics, safety and application methods that provide extensive control by the applicator.

Herbicides are essential to eliminate vegetation on the ROW roadbed (the ballast and shoulder area). There is no known mechanical method for adequate vegetation control on the ROW roadbed as required by Federal laws and regulations. The ballast and shoulder must be free and clear of all vegetation. This requirement necessitates that vegetation be removed down to and including the root system.

An herbicide control program consists of two different types of applications, a pre-emergent program in which the plant absorbs through developing roots before emerging from the ground and a post-emergent program in which plants absorb through foliage and other green portions or through woody portions of the plant. Target species are divided into two categories: weeds and brush.

Weed Control

The weed control program is designed to eliminate all vegetation located on the roadbed, around signs and signals and in yards and other railroad facilities. Herbaceous vegetation is the primary cover type with a lesser number of shrubs and trace seedlings also present. A combination of pre and post-emergent herbicide application accomplishes the goal of complete vegetation eradication.

Pre-emergent Herbicide Program

The pre-emergent herbicide program is directed primarily to the railroad yards and incorporates IPM to minimize the amount of herbicide used. This program is especially important with regard to employee safety because most employee activities take place within rail yards. The scheduling of a main line or yard track section for a pre-emergent herbicide application will depend on a review of the previous year's vegetation density and control efforts and an estimate of vegetation density for the coming season.

Pre-emergent herbicide applications within yards can usually be done from a hi-rail spray truck. This type of vehicle operates on the rail and has the advantage of not having to operate over rough terrain. These trucks have a rear mounted boom located about 18 inches above the ground. Spray nozzles are equipped with a spring-loaded shut-off valve to prevent dripping when pressure is turned off and some vehicles will also be equipped with specialize gutter type systems to catch any potential drips from the nozzles. Booms are operated by the operator who has number of controls at his disposal to control both when and where herbicides are applied.

Herbicide sprayed from hi-rail trucks is applied at low pressure between 30 and 40 PSI. Timing of herbicide application is dependent on favorable weather conditions and applications of pre-emergent treatment can usually begin in March.

Post-emergent Herbicide Program

The post-emergent herbicide program is directed primarily toward vegetation eradication on the railroad ROW main and branch lines. These areas comprise the bulk of a railroad's ROWs and account for the greatest proportion of herbicide use.

Post-emergent herbicide application begins in the spring and is weather and target species dependent. All treated areas are later inspected and the effectiveness of the treatment is evaluated. If necessary a second treatment may be applied later in the year.

Brush Control

The brush control program is designed to control vegetation in areas adjacent to the shoulder through the selective use of post-emergent herbicides. The type of herbicide selected will depend on the species of target vegetation present. The application method will depend on the density of target vegetation and previous mechanical control efforts. Shrubs and herbaceous vegetation in these areas will be maintained where possible.

There are several methods for the application of post-emergent herbicides to the target vegetation. The variety of methods allows the applicator to selectively apply the herbicide directly onto the target vegetation. These are described below.

Foliar

In order to control the growth of brush and woody plants along and adjacent to the shoulder and within the railroad ROW, licensed applicators will selectively apply herbicide to the foliage and or stem by a variety of flow-pressure mechanical spray devices. Application will normally be done using a hi-rail vehicle equipped with specialized nozzles and control devices. Herbicide use will be determined by the contractor in consultation with the railroad and herbicide choice will be based on the types of brush or wood plants that need to be removed or trimmed. Herbicides are applied under low pressure - 30-40 PSI.

In addition to brush and woody plant removal, foliar applications will be used to carry out necessary side trimming. Side trimming is the selective application of the herbicide to target

portions of a tree. The procedure avoids removal of the entire tree and permits removal of the portion of the tree that interferes or may interfere with the safe operation of the railroad. Foliar applications and particularly side trimming applications are performed by licensed applicators who manually control wands and nozzles so that herbicides are only applied to those areas in need of trimming. Use of low pressure nozzles and specialized materials enables crews to minimize drift.

Stem

In some cases applicators will selectively apply herbicide in a petroleum or crop oil base to the lower portion of the main trunk of a tree. This treatment is designed to inhibit the re-growth of the tree and thus minimize the need for foliar treatment in the future. The equipment used of this type of treatment is often a manually operated pump apparatus.

Cut Surface

This procedure is the application of an herbicide to the stump immediately after cutting or mowing. Traditionally the herbicide is manually painted or squirted directly onto the cut stump surface and inhibits future growth.

Application Timing

Post-emergent herbicides applied to control woody vegetation in the areas adjacent to the shoulders will be applied beginning in the spring and may continue throughout the year on selective sections of the ROW as part of the railroad's vegetation control program. Stem and cut surface treatments are effective year round. As in weed control, all treated areas are later inspected and evaluated. If further treatment is needed, a post-emergent herbicide is selectively applied to unwanted vegetation. Every consideration will be taken to minimize herbicide use while guaranteeing the overall safety of the railroad system.

MANAGEMENT OF RAILROAD RIGHTS OF WAY

Concern for public and employee welfare, environmental protection and safety is the primary reason for vegetation maintenance on the railroad ROW. Railroads carry a constant flow of raw material and finished products into, out of, and through Connecticut. Railroads and their ROWs play a vital and unique role in the operation of interstate commerce. Some rail lines also provide vital commuter and passenger rail services. Major track segments have few alternate or duplicate routes and cannot be closed easily or for long periods of time for vegetation maintenance without creating major service disruptions. Vegetation management must be scheduled around the normal schedule of rail traffic. Detailed planning and scheduling is required to accomplish vegetation maintenance activities within a narrow time window. This document reflects railroad ongoing efforts to manage vegetation within and adjacent to their track structure and to continually improve methods for managing vegetation along their rail lines. Herbicide application can only take place under certain conditions when weather is sufficiently calm and dry to permit an application.

Roadbed

The typical railroad roadbed consists of rail and ties, ballast, the ballast shoulder and the drainage system. The ballast and ballast shoulder are constructed of hard stone that supports the track. It distributes the load on the track evenly and drains water away from the roadbed and track structure. The roadbed drainage system is constructed to carry that water out of the ballast away from the track. The roadbed portion of the ROW requires total vegetation control.

Bridges

Open deck bridges, particularly those over water, are not and will not be treated with herbicides. Roadbed approaches to bridges will be treated up to the abutment back wall. The areas under bridges will be maintained in a manner to prohibit vegetation from interfering and compromising bridge structures. The default mechanism for controlling brush beneath bridges is mechanical cutting.

Culverts

Culverts are generally constructed with steel pipe, concrete pipe or stone and are normally placed at right angles to the track. Culverts are essential to moving water away from the track structure and insuring that drainage systems operate efficiently. Culverts are inspected periodically and cleaned manually or using mechanical means to insure water flows through them efficiently and doesn't back up along railroad ROWs potentially causing washouts and other damage to track structures.

Ditches

Drainage ditches must be maintained weed free to permit the flow of water away from the ballast and track structure and to maintain a stable road bed. Ditches are generally directly adjacent to the road bed ballast section and are an integral part of the track structure. Ditches are maintained using mechanical means to clear the ditches and keep them open and through the application of herbicides to keep the ditches weed free. When Herbicides are applied to the drainage ditches they are applied only in accordance with the label instructions of the material being used and only material approved for use in Connecticut is applied. Herbicides are not applied to drainage ditches that contain running water. Herbicides will be applied to drainage ditches in some cases if they hold non-running water, essentially a puddle that is contained in a highly localized spot.

ROW Areas Adjacent to the Shoulder

Woody vegetation growing in areas adjacent to the shoulder will be managed to promote the growth of low growing shrubs. Targeted woody vegetation will be that which has the potential to block visibility or invade the roadbed and/or over head communication lines. Target vegetation will include but not be limited to the following:

Ailantus	Black Walnut	Honey Locust
American Basswood	Blackthorn	Maple
American Beech	Butternut	Northern Catalpa
American Hornbeam	Cherry	Oak

Apple	Eastern Horphornbean	Pine
Ash	Eastern Cedar	Poplar
Aspen	Elm	Sassafras
Birch	Flowering Dogwood	Shadbrush
Black Locust	Hawthorn	Spruce
Black Tupelo	Hickory	Vines

The areas adjacent to the shoulder are those areas that are between the edge of the ballast section (shoulder) and the edge of the railroad ROW on either side of the track. Low growing vegetation within the adjacent areas can serve a number of beneficial purposes so long as that growth does not impede critical sightlines for train crews, impede with maintenance of way activities or endanger employees who must work on and adjacent to the tracks. Tall growing shrubs and trees within the adjacent areas must be controlled in order to protect signal and communications lines, to maintain sightlines for train crews so they can observe the ROW ahead of the train and to avoid trees and shrubs from hitting trains as they pass. Vegetation in these areas will be managed using mechanical means and the application of herbicides.

Grade Level Road Crossings

Vegetation at grade level road crossings will be controlled with the application of herbicides as well as selective mechanical cutting in order to preserve critical sightlines for train crews and for members of the public who use the road crossing.

Railroad Signals, Signals Cases, Communication Systems and Signs

The areas around signals, communications systems, signal cases and signs will be maintained weed free providing a safe line of sight between the engineer and the signals or signs and to permit maintenance of the equipment. All signal/communications will be protected in order to protect the integrity of the signal and communication systems.

Inside Curves

In the area adjacent to the shoulder, on the inside of curves, low growing vegetation must be maintained to allow railroad employees on trains to inspect trains as they operate around curves. Vegetation must also be managed in these areas to insure sight lines are maintained permitting train crews to see ahead of trains as they operate through curves.

Railroad Facilities

Railroad facilities include yards, buildings, fueling facilities, and off-track areas. Yards are areas with multiple tracks and switches where trains are assembled, disassembled and equipment is stored. Yards are areas where employees are working on the ground around moving cars and trains that are being moved from track to track and being assembled into trains. They are areas that must be maintained as weed free as possible to minimize the possibility of an employee tripping or falling. Buildings include offices, maintenance and repair buildings and signal towers, usually within yards. Fueling areas are locations where locomotive fuel is stored and distributed. Off-track areas are areas that are not accessible by rail.

Railroad facilities must be maintained as weed free as possible to allow safe and efficient operation, reduce fire hazards and permit proper inspection of railroad track and facilities.

REMEDIAL PLAN TO ADDRESS SPILLS AND RELATED ACCIDENTS

Licensed Applicators who operate in the State of Connecticut have plans for the unlikely event of a spill or accident. Since there is no such thing as a standard event, applicators must weigh factors specific to the situation and use their best judgment to decide the appropriate course of action in the event of a spill. Because applicators normally carry only small amounts of herbicides, the potential for serious accidents is relatively small.

Federal and state statutes establish emergency response procedures that must be followed by companies and their contractors in the event of a spill or related accident. Under the Federal Environmental Pesticide Control Act, it is the applicator's legal responsibility to clean up pesticide spills resulting from their use and handling of the product. Applicators are liable for damages, subject to penalties and obligated to clean up and decontaminate areas resulting from pesticide spills.

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) 42 U.S.C. 9601 et. seq., and the Federal Water Pollution control Act (CWA 22 U.S.C. 125 et. seq.) are aimed at eliminating the accidental discharge of oil and hazardous substances into the environment, providing for the cleanup of such substances, and establishing responsibility for costs of cleanup. CERCLA and CWA are implemented by the National Oil and hazardous Substance Pollution Contingency Plan (NCP) 40 CFR 300 et. seq.

The Farm Chemical Handbook (published by Meister Publishing Co., Willoughby, Ohio), U.S. Department of Transportation "1987 Emergency Response Guidebook" (available from UNZ and company Jersey City, New Jersey), herbicide labels, and material safety data sheets provide reference information for the chemicals being used. Applicators carry equipment for emergency action including sand or other absorptive material, broom, shovel and heavy duty plastic bags or other leak-proof sealable containers.

SUMMARY

The management of vegetation within railroad track and structures and along railroad ROWs is a critical component of railroad safety programs in Connecticut. Vegetation both within and adjacent to the track structure inhibits the railroad's ability to properly inspect its track and structures and - equally important - detect flaws that can cause accidents and injury to employees, the environment and the general public. The maintenance of safe sightlines along ROWs and particularly on approaches to highway grade crossings is essential to allow train crews to operate safely and likewise to support safe operations by the general public when around railroads. Maintaining clear roadbeds and clear areas adjacent to the track structure both along ROWs as well as in rail yards provides rail employees with a safe working environment minimizing hazards that can cause personal injuries.

The application of herbicides is performed in a safe and controlled way that is presently being overseen by authorities at the Connecticut DEEP and the EPA. Licensed contractors who

apply herbicides to rail ROWs only work with herbicides authorized for use on ROWs by the EPA and the State of Connecticut. When applied by a Connecticut licensed applicator in accordance with federal and state law, herbicide label instructions, and this Vegetation Management Plan, an herbicide selected from a list of products licensed for use in Connecticut is expected to have no unreasonable adverse effects to the general public or the environment. Many mechanical techniques for vegetation management pose risk and danger to the general public and to employees. Presently there are no adequate mechanical methods available for controlling vegetation found on railroad roadbeds and ROWs that must be kept clear of vegetation in order to meet critical safety requirements. Both federal and state regulations, and sound operating principles, mandate that railroads visually inspect their entire ROW system. Tracks and structures must be clear of vegetation in order for inspectors to detect defects and repair those defects before they become safety hazards. Inspectors and employees must be able to visually inspect communications systems, drainage systems and other signs and devices along the ROWs. Approaches to highway at grade crossings must be kept clear so that train crews can see the road ahead and so that members of the public using the crossings can observe approaching trains. Herbicides provide the most reliable and generally safe method to prevent and remove weeds which inhibit inspections. Track, structures and ROWs that are clear of vegetation result in significantly fewer employees being injured. Avoidance of mechanical cutting results in fewer employees being injured or even killed.

Since herbicides are available in a wide variety of dry and liquid forms, the railroad and its contractor can select the most effective herbicide for that particular site and target vegetation. Because herbicides have been developed over the years that are increasingly effective and their application much more precise, application rates per acre have dropped significantly and improvements continue. Licensed applicators use sophisticated on-track vehicles and have the ability to control booms and nozzles such that they can selectively control application locations and rates. Applicators constantly monitor the environment and only apply herbicides when weather conditions permit. Applicators maintain careful records that note material used and areas treated.

In summary, highly trained licensed professional applicators assisted by railroad personnel will apply herbicides chosen from a state and federal approved list that are specific to the target vegetation. By using state of the art equipment and specific adjuvants, applicators will safely, efficiently and economically manage vegetation on the ROWs. The end result is a safe and environmentally sound transportation system.



107 Selden Street
Berlin, CT 06037-1616

January 20, 2025

BRISTOL
111 NORTH MAIN STREET
BRISTOL, CT 06010

Attention Tree Warden for BRISTOL,

At Eversource, we are dedicated to delivering reliable energy and providing excellent customer service. Our comprehensive vegetation management program includes year-round tree work to protect the electric system. Trees are the number one cause of outages during storms in Connecticut.

Statewide, our data shows a continued need for regular tree maintenance due to the challenges posed by drought, tree disease and more intense storms. A total of 4,322 roadside distribution miles are planned under the 2025 scheduled maintenance. Eversource's Vegetation Management team inspects and assesses trees along each circuit and performs & prioritizes tree work to maximize reliability for the greatest number of customers. Included in this mailing is a map of the town. The roads scheduled for vegetation assessment are highlighted. Scheduled maintenance tree work in your town is estimated to begin in April.

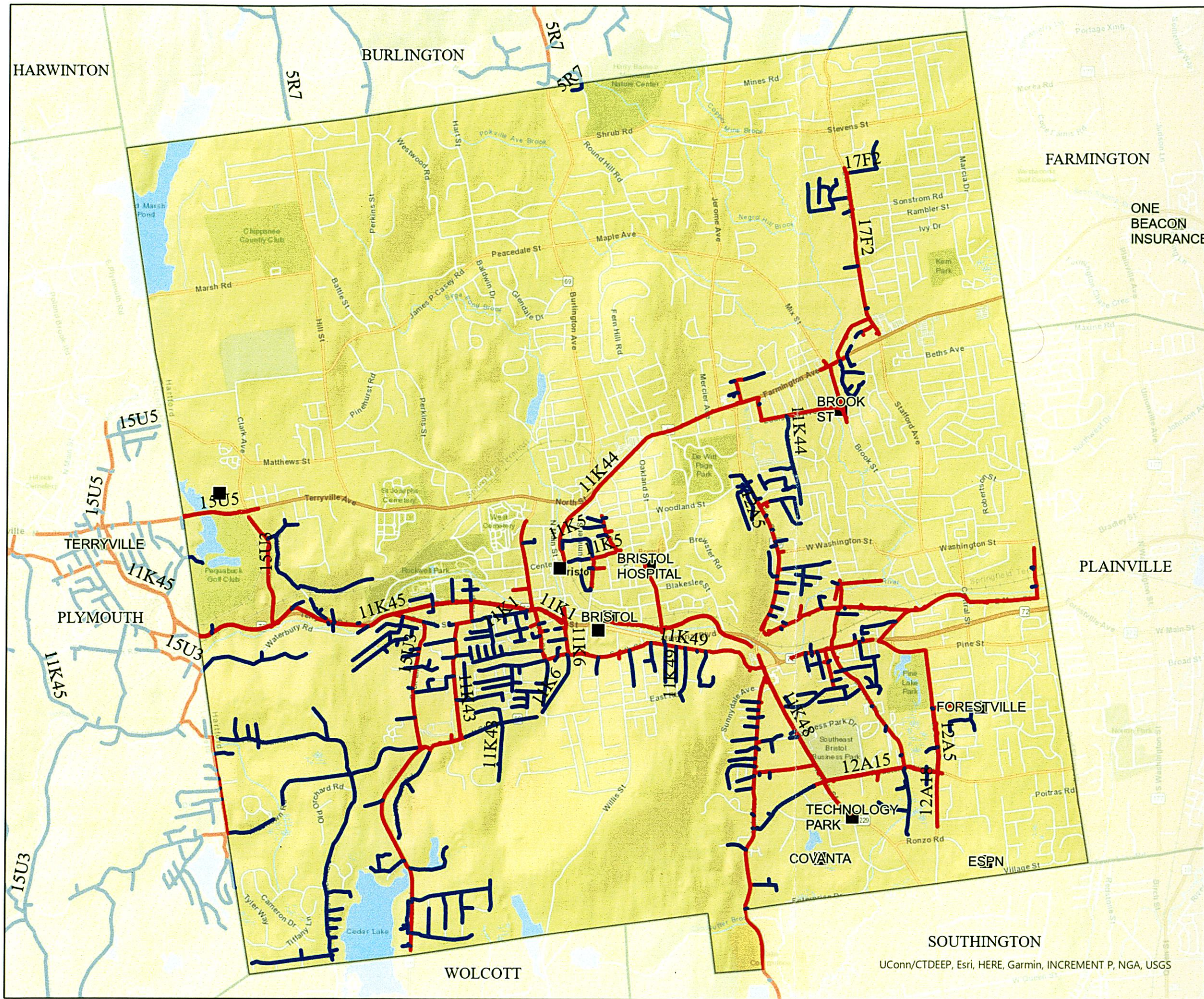
John Dyckman, an Eversource Arborist, will be the point of contact for all aspects of the work in your community. John Dyckman can be reached at 860 665-3931. In the coming weeks, our expert Arborists plan to work closely with community leaders and residents to discuss plans before tree work begins.

Please contact me at 860-665-6149 for any questions regarding Eversource's vegetation management program.

Sincerely,

Jenna Turner, Manager of Connecticut Distribution Vegetation Management

Enc: Town Trimming Map



BRISTOL

OH Primary 2025 Trimming

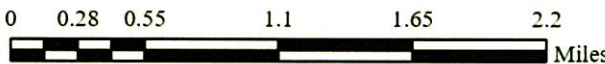
- Backbone Maintenance Trimming
- Scheduled Maintenance
- Substations
- Town Boundary

Town Mileage Summary

BB METT:	37.10
SMT:	36.61
Total:	73.72



EVERSOURCE



PROPRIETARY INFORMATION: The material contained on the Overhead Distribution Circuit Map shall be considered proprietary to Eversource (ES), and Users (which shall be defined as any person or entity who has received the Map through sale, purchase, exchange gift, or otherwise) shall keep it in confidence and shall not furnish or disclose it to any third party without the prior written permission of Eversource.

Date: 1/9/2025

Litter areas

- Clark Ave
- Minor St
- James P Casey
- Old Peacedale
- Maple Ave
- Shrub Rd
- **Downtown area** (N. Main St, Main St, Hope St, River Side, Laurel St, Race St)
- Mix St
- Maltby St
- Stevens St
- Stafford Ave
- Church Ave
- East Main
- Jerome Ave
- Burlington Ave
- Waterbury Rd
- Mountain Rd
- South St
- West St
- Park St
- Barlow St
- Divinity St
- Pratt St
- Chestnut St
- Upson, Orchard and Pleasant (one ways)
- Shamrock Run Route



February 24, 2025

The Honorable Jeffrey Caggiano
Mayor
City of Bristol
111 North Main Street
Bristol, Connecticut 06010
Via email: mayorsoffice@bristolct.gov

Dear Mayor Caggiano:

Subject: Bridge Inspection Reports for Local Structures
City of Bristol

The Department of Transportation (CTDOT) has completed its biennial bridge inspection activities in the City of Bristol (City), which maintains twenty-one bridges in the National Bridge Inventory. The condition ratings of the structures are as follows:

Bridge No.	Facility Carried	Feature Crossed	Condition
02972	ROUTE 72 (MAIN STREET)	PEQUABUCK RIVER	FAIR
03634	MAPLE AVENUE	POLKVILLE BROOK	FAIR
04091	JEROME AVENUE	FREEMAN HILL BROOK	CLOSED
04092	STEVENS STREET	COPPER MINE BROOK	FAIR
04103	WEST WASHINGTON STREET	COPPER MINE BROOK	FAIR
04104	DOWNS STREET	PEQUABUCK RIVER	POOR
04105	MEMORIAL BOULEVARD	PEQUABUCK RIVER	GOOD
04122	NORTH MAIN STREET	PEQUABUCK RIVER	FAIR
04123	CENTRAL STREET NO. 2	PEQUABUCK RIVER	FAIR
04294	MALTBY STREET	COPPER MINE BROOK	FAIR
04480	LOUISIANA AVENUE	COPPER MINE BROOK	GOOD
04481	FREDERICK STREET	COPPER MINE BROOK	FAIR
04482	ANDREWS STREET	PEQUABUCK RIVER	GOOD
04483	JEROME AVENUE	COPPER MINE BROOK	FAIR
04484	JACOBS STREET	PEQUABUCK RIVER	FAIR
04486	ARTISAN STREET	COPPER MINE BROOK	FAIR
04487	EAST STREET	PEQUABUCK RIVER	CLOSED

Bridge No.	Facility Carried	Feature Crossed	Condition
04488	MELLEN STREET	PEQUABUCK RIVER	FAIR
05741	LAKE AVENUE	LAKE COMPOUNCE ENTRANCE	FAIR
06624	EAST ROAD	MOUNTAIN BROOK	FAIR
07005	NELSON FARM ROAD	POLKVILLE BROOK	FAIR

CTDOT is aware that the City is replacing Bridge No. 04091 under Project No. 9017-4091 and Bridge No. 04487 under Project No. 0017-0192. Both bridges are currently closed and construction is in progress. Please notify CTDOT when the work is complete, so that the new structures can be inspected and inventoried. CTDOT is also aware that the City has initiated Project No. L017-0002 to replace Bridge No. 04104.

Bridge No. 04483 is scour critical based on an analysis done as part of CTDOT's Bridge Scour Evaluation Program. A copy of the scour evaluation report was previously sent to the City. During high river flow events, it is possible that the soil supporting the structure will be eroded, undermining the structure and making it unstable.

CTDOT's Bridge Safety and Evaluation Section will check for scour during its routine biennial bridge inspections. However, the City should monitor for scour during and following high river flows. The City should be prepared to take whatever actions are necessary to ensure the safety of the public up to and including closure of the structure. It is recommended that the City engage the services of a professional engineering firm to determine the best course of action at this structure.

There are also three orphan bridges in the City of Bristol. An orphan bridge is a structure over a railroad that supports a municipal road and whose ownership is in dispute. The City is responsible for maintaining the non-structural elements of the structure in accordance with Section 13b-283-3, "Responsibilities of the Municipality" of the Regulations of the Connecticut State Agencies.

Bridge No.	Facility Carried	Feature Crossed	Condition
03988	BLAKESLEE STREET	PAN AM RAILROAD	FAIR
04086	NORTH POND STREET	PAN AM RAILROAD	GOOD
06125	CURTISS STREET	PAN AM RAILROAD	FAIR

Bridge No. 05741 is located on the town line between the city of Bristol and the town of Southington. The town of Southington has been copied on this letter.

It is CTDOT's belief that serious bridge problems can be prevented or minimized by timely corrective action. Please review the reports and take appropriate action to correct all noted deficiencies. CTDOT's process of inventory and inspection in no way relieves the City of its responsibility for bridge maintenance in accordance with Section 13a-99 of the Connecticut General Statutes.

If you have any questions concerning these structures, please contact Mr. Brian Swanson of CTDOT's Bridge Safety and Evaluation section at Brian.Swanson@ct.gov.

Very truly yours,


Digitally signed by Mary E. Baker
DN: cn=Mary E. Baker, o=DOT, ou=Maine
OU=Maine, ou=Maine, ou=Maine
OU=Maine, ou=Maine, ou=Maine
Date: 2025.02.24 12:42:24 -0500

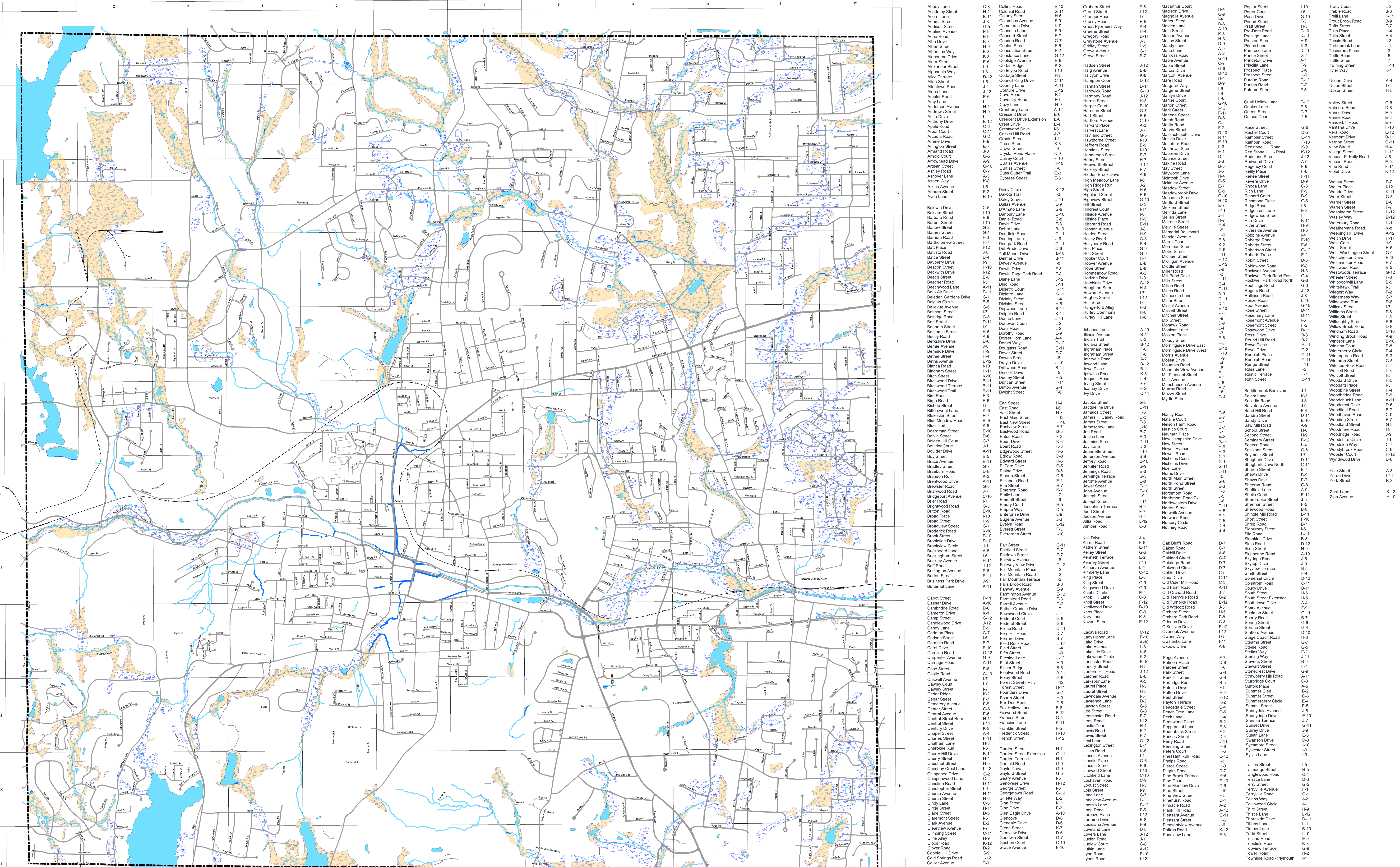
Mary E. Baker, P.E.
Transportation Bridge Safety Principal Engineer
Bureau of Engineering and Construction

cc: Mr. Ted J. Aldieri, FHWA (Ted.Aldieri@dot.gov)
Mr. Rick Dunne, Naugatuck Valley Council of Governments (rdunne@nvgodct.gov)
Mr. Raymond Rogozinski, Public Works Director (raymondrogozinski@bristolct.org)
Mr. Alex J. Ricciardone, Town Manager, Town of Southington (ricciardonea@southington.org)
Mr. James A. Grappone, Town Engineer, Town of Southington (grapponej@southington.org)

TENTATIVE 2025 VIP RESURFACING PROGRAM INCLUDING SAFETY RELATED IMPROVEMENTS

DISTRICT 1											\$625,000						
PMG	LL	RTE	TOWN(S)			TERMINI	BGN LOG MILES	END LOG MILES	LOG LENGTH	2-LANE MILES	CUM MILES	Estimated State Cost	SP	DEPTH Level Inches	2022 PCI	ADT X 100	LAST PAVED
SECTION 11																	
3	A	44	COVENTRY			BOLTON-COVENTRY TL TO COVENTRY-MANSFIELD TL	67.93	73.35	5.42	5.74	5.74	\$3,587,500	2	2	5.03	80	2004/2010
6	B	140	WINDSOR LOC EAST WINDSOR			ROUTE 159 (MAIN ST.) TO US 5 (PROSPECT HILL RD)	2.58	3.73	1.15	1.60	7.34	\$1,000,000	2	2	5.70	144	2005
2	C	191	EAST WINDSOR ENFIELD			ROUTE 140 (MELROSE RD.) TO ROUTE 190 (HAZARD AVE.)	5.83	9.30	3.47	3.48	10.82	\$1,837,440	2	2	4.80	57	2001
7	D	194	SOUTH WINDSOR			GRAHAM RD (ONE-WAY NB) TO ROUTE 30 (ELLINGTON RD)	2.48	3.67	1.19	1.66	12.48	\$1,037,500	2	2	5.60	723	2007
4	E	291 E	WINDSOR SOUTH WINDSOR			Bridge)	0.16	3.07	2.91	3.61	16.09	\$2,256,250	3	2	5.90	156	2010
5	F	291 W	WINDSOR SOUTH WINDSOR			BGN OP I-91 TO WB-BGN RTE 30 (Omit LM 1.00 - 1.50 Bissell Bridge)	0.00	3.04	3.04	3.79	19.88	\$2,368,750	3	2	6.00	122	2010
1	G	140	ELLINGTON			DRIVE TO HALL MEMORIAL LIBRARY TO ROUTE 83 (SOMERS RD)	12.64	13.70	1.06	1.06	20.94	\$662,500	2	2	4.30	105	2001
SECTION 11 TOTALS====>									18.24	20.94	\$12,749,940						
SECTION 13																	
7	AA	9 N	CROMWELL	BERLIN	NEW BRITAIN	NB & SB UP NORTH RD. TO NB & SB UP SOUTH ST.	29.94	35.11	5.17	5.71	5.71	\$3,568,750	3	2	6.10	260	2012
6	BB	9 S	CROMWELL	BERLIN	NEW BRITAIN	NB & SB UP NORTH RD. TO 0.02 s/o UP ELLIS ST.	29.94	34.76	4.82	5.65	11.36	\$3,531,250	3	2	6.10	260	2012
5	CC	10	PLAINVILLE	FARMINGTON		ROUTE 372 (NEW BRITAIN AVE.) TO SR 552 (SCOTT SWAMP RD.)	30.00	32.19	2.19	2.30	13.66	\$1,437,500	2	2	5.30	103	2004
9	DD	229	SOUTHINGTON BRISTOL			WEST ST TO RONZO RD.	0.00	2.87	2.87	5.26	18.92	\$3,287,500	2	2	5.8/6.3/6.8/7.1	24	.997/2009/201
4	EE	70	CHESHIRE			RTE 68 (PROSPECT RD) TO ROUTE 10 (HIGHLAND AVE)	2.67	4.36	1.69	1.89	20.81	\$1,181,250	2	2	5.70	153	2000
3	FF	SR 535	WEST HARTFORD			ROUTE 71 (NEW BRITAIN AVE) TO RIDGEWOOD RD.	0.00	0.21	0.21	0.56	21.37	\$350,000	2	2	4.90	94	2001
2	GG	71	WEST HARTFORD			RAMP No. 105 - NB ACC TO EB I-84 (JUG HANDLE)	0.00	0.12	0.12	0.12	21.49	\$75,000	2	2	N/A	175	N/A
1	HH	91 S	HARTFORD			0.02 miles n/o SB EXIT TO WB SR 598 TO UP PEDESTRIAN WALK	38.15	38.89	0.74	1.50	22.99	\$937,500	3	2	N/A	920	N/A
8	II	572	BERLIN			ROUTE 9 RAMPS TO FRONTAGE RD. TO ROUTE 15	0.00	0.48	0.48	0.63	23.62	\$393,750	3	2	5.00	33	2007
SECTION 13 TOTALS====>									18.29	23.62	\$14,762,500						
DISTRICT 1 TOTALS====>									36.53	44.56	\$27,512,440						

CITY OF BRISTOL - CITY DESIGNATED INLAND WETLANDS REGULATED AREAS, DATED MARCH 3, 2025



Legend

- Bristol_Watercourse_lines_Bristol_updated
- Bristol_Watercourse_lines
- Bristol_Waterbodies_Bristol_updated
- Bristol_Waterbodies
- Bristol_Watercourse_Polygons_Bristol_updated
- Bristol_Watercourse_Polygons
- Bristol_Wetlands_Polygons_Bristol_updated
- Bristol_Wetlands_Polygons

Disclaimer:
This map is for informational purposes only and has not been prepared for, nor is suitable for, legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to verify the usability of the information. The City of Bristol makes no warranties, express or implied, as to the use of the information obtained herein.

Raymond Rogozinski

From: Patrick Kearney <patrick.kearney@newbritainct.gov>
Sent: Thursday, March 6, 2025 10:13 AM
To: William Stango
Cc: Mark Moriarty, PE; Raymond Rogozinski; Thomas conlin
Subject: Re: Collins Road - Drainage Easement

I took a look at both of the requests and while I can support both of them as cooperation between our two cities, I have concerns. First off, the installation of sidewalks on Shrub Road in Bristol. Granting the easement will not affect the Water Department in any way except snow removal. So the only way I would support the granting of the easement would be that the City of Bristol clears the snow at that location in perpetuity or you provide us with a waiver for snow removal at this site. Therefore this will need to be part of the easement agreement and possibly anything counsel may have.

The 87 Collins Road easement request again doesn't pose a problem to the Water Department. It is downstream of most of the White Bridge project, close by however is where we are going to build compensatory wetland to make up for the area we are going to fill around the wells and building. I would have to assume that this work will start and be completed before we put a shovel in the ground so it shouldn't interfere with our work. So I think this should be fine. If not, coordination of work may be necessary. As part of the project/easement I want the catch basin on the street to be replaced with a vortex style system to prevent debris (plastics, bottles, etc) being washed out onto our property. Again, I do not speak for anything counsel may have.

I support granting these two easements with the above conditions, I hope cooperation on other projects can improve in the future.

Let me know if you have any questions.

Thank you.
Patrick Kearney

On Wed, Mar 5, 2025 at 11:31 AM William Stango <WilliamStango@bristolct.gov> wrote:

Thank you Mark, did you also receive the attachments in my last email for Collins Road and Shrub Road?

Billy R. Stango, P.E.

Department of Public Works

City Engineer

860.584.6111

williamstango@bristolct.gov

Raymond Rogozinski

From: Raymond Rogozinski
Sent: Thursday, March 13, 2025 4:36 PM
To: 'John McKenney'; William Stango
Cc: Thomas conlin; Michelle McKenney
Subject: Bristol Collins Road Drainage Easement

John, thanks for your email. The City will review your request. DPW is currently working with the City of New Britain to obtain the required easement. Once the City finalizes the easement with the City of New Britain we will contact you regarding your request for easement conditions detailed in your email.

Based on a preliminary review of your easement condition request, the City we be able to accommodate some of your stated request and a number of your request may be problematic for the City to address. With that said, DPW looks forward for an opportunity to discuss the issues with you.

Bristol DPW will keep your advised of the City's easement status with New Britain.

From: John McKenney <mckenneyj@fpsct.org>
Sent: Monday, March 10, 2025 2:45 PM
To: William Stango <WilliamStango@bristolct.gov>
Cc: Thomas conlin <ThomasConlin@bristolct.gov>; Raymond Rogozinski <RaymondRogozinski@bristolct.gov>; Michelle McKenney <mckenney@fpsct.org>
Subject: Easement Document

Hello William,

In regards to the easement you provided for our review, both Michelle and I have reviewed it; however we would like the following items noted below added to the easement agreement. We believe this is a reasonable request, as with any work done to our home in the past by contractors we signed a contract with much greater detail. This is a way to protect both parties.

Some of the items noted we discussed with Ray in the past, and he mentioned that we could add them into the agreement for your review.

Requested items:

1. We would appreciate having written assurance at the time of the signing of the easement that our yard will be restored to its original condition and to our satisfaction upon completion of the project. This includes but not limited to repairing any ruts and top soil that has eroded due to the project by adding top soil and tamping the ground if needed. Recently, we have had the easement cleared beyond the foot of the drainage pipe at the edge of our yard and though there was grass seed spread in places to restore the lawn, however not all of the grass was restored.

We believe this was in part to the timing of when the seed was spread (late Fall), and also in part that there was no fertilizer (higher quality seed comes with this) added at the same time the restoration took place. Since the area of our yard impacted with this project will be substantially larger, we would like to ensure proper lawn repair is made. Also, if needed we would like the ability to request subsequent seedling and fertilization should the seed not take in order to ensure the yard is restored to its original condition.

2. It is important to us that the driveway replacement utilizes the same quality asphalt materials we currently have or better and comes with a warranty against defects which adheres to standard industry practices. We request this warranty in writing, at the time of the signing of the easement.

Ray has also indicated that our driveway will be widened to approximately twice the width of the current driveway, as a way to provide partial remedy for the inconvenience of having to endure the hardships of this project. He also agreed that given the project will be extensive in nature, that it would be reasonable to request monetary compensation at the time of the signing of the easement agreement. He said the town has honored this type of compensation in the past.

3. We are a very busy family with three working adults, two of which are in college. We currently utilize the side yard adjacent to our driveway which accommodates the parking for two out of our four cars. We will need unlimited access to the side yard as well as our driveway throughout the day for the duration of the entire project. In the event that we are unable to utilize both the side yard and our driveway, we would like an agreed upon formalized plan drafted prior to the beginning of the project and the signing of the easement agreement that safely accommodates all four vehicles. Last year, it was suggested that we may need to park on the street which we view as a substantial risk to our vehicles.

4. We require proof of insurance for all contractors who will be accessing our property, as well as formal documentation stating that our homeowner's insurance will not be liable for any work-related injuries to contracted employees or incidental damage to our property, including our home, yard, topography, or structures at the time of signing the easement. Additionally, we expect contractors to leave our property at the end of each day in a manner that is safe for us to access it.

5. We would like to have the written official start and end date of the project and expected duration as well as the daily work hours of the construction crew at the time of the signing of the easement. We understand that this information may not be immediately available due to pending approvals. Last year, Ray agreed the workers would not impact our ability to arrive and depart the property throughout the day as needed. Additionally, we request weekly updates on the project's progress provided to us. Should the project exceed the expected duration, we reserve the right to request an additional monetary compensation for the continued inconvenience.

6.) We would like a formal statement that provides us with your professional opinion as to what degree this project will either eliminate or in the case if you don't believe it will fully correct the issue, to what degree will the water from the street impact continue to impact our property at the time of the signing of the easement.

7.) We are requesting a written agreement to both of the following at the time of the signing of the easement:

- In the event that any defect and/or inadequacy of the work performed on this project with regards to eliminating both the flooding that occurs in our yard and with catch basins on the street after project is completed, the town will take immediate action to correct all the issues to our satisfaction.
- Should there be any unforeseen or secondary issue caused by the work performed on the project after the project is completed, the town will also take immediate action to correct all the issues to our satisfaction.

This has been a twenty year long process consisting of a countless amount of hours and requests to the town to have this project completed. Now that it appears, we close to finally beginning we are very eager to come to an agreement. This will not only benefit our property, but it will also benefit the entire street and all the properties along it as well as help to ensure the safety of drivers who utilize Collins road during a rainstorm.

We appreciate all of you considerations and understanding of the hardships we have gone through for decades. We have performed countless repairs to our property, incurred damage to trees and structures as well as having to always

be ready to move our vehicles in the event the massive river that engulfs our entire front / side yard threatens to wash them away.

Thank-you for the continued progress you have made and we look forward to having this project start soon!

John

--

John McKenney
Systems Administrator
Farmington Public Schools
mckenneyj@fpsct.org
from outside: (860) 673-8245



The documents accompanying this fax or e-mail transmission, including any attachments, are for the sole use of the intended recipients and MAY contain confidential school, health or other information that is legally privileged. The authorized recipient of this information is prohibited from disclosing this information to any other party unless required or permitted to do so by law or regulation.

If you are NOT the intended recipient you are hereby notified that ANY disclosure, copying, or further distribution of the contents of these documents is prohibited. If you have received this information via facsimile in error, please notify the sender immediately and arrange for the return or destruction of these documents. If information is received via e-mail and you are not the intended recipient, please contact the sender by e-mail immediately and delete/destroy both the original and the reply e-mail message.



CITY OF BRISTOL
BOARD OF FINANCE AGENDA REQUEST FORM

To: Board of Finance Commissioners

From: Public Works
(Requesting Department)

Date: February 12, 2025
(Submission Date)

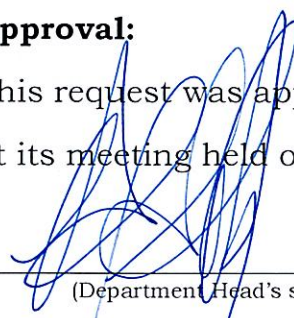
For the February 25, 2025 Board of Finance Meeting
Agenda
(Date of Meeting)

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

- ☒ Additional Appropriation \$ 39,530
- ☐ Transfer from Contingency \$ _____
- ☒ Transfer(s) \$ 39,530
- ☐ Grant \$ _____
- ☐ Carry-over(s) \$ _____
- ☐ Other

Approval:

This request was approved by the Board of Public Works
(governing Board of your department)
at its meeting held on February 20, 2025.
(date)



(Department Head's signature)

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

Board of Finance Agenda Request Form

Reason for request:

Engineering consultant fees to replace the Mellen St Bridge (South St to Mem Blvd). Design performed in accordance with CT DOT design standards. Project funded through the State Local Bridge Program (50% funding).

Additional Appropriation(s) and/or Appropriation(s) complete the following:

Account	Account Name	Amount
	State Local Bridge Program	\$39,530
3063019-531000-24C07	Professional Fees – Mellen St Culvert	\$39,530

Transfer(s) complete the following:

From:	3023019-589000 Major Bridge Contingency	To:	3063019-531000-24C07 Mellen St Culvert	Amount:	\$39,530
From:					



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: March 5, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: DPW – Road Accessway (Unaccepted City Street) – 3 Ambler Road, Pine St Driveway,
& Phelps Road

The Department of Public Works continues its review of unaccepted City Streets, and has performed an evaluation of the unaccepted street along the property of 3 Ambler Road, the driveway along Pine Lake, and the unaccepted pass way identified as Phelps Road. To date, in accordance with Board of Public Works' actions, DPW has ceased maintenance of Peters Court and Founders Drive, and has denied the request to provide service to the accessway located in the rear of 950 Farmington Ave. The Board has also voted to provide full service to unaccepted streets that function as City roads, such as Graham St, Arnold Court, Bird Rd, and the paved portion of Ambler Road/Grassy Road. The Department also paved the portion of Minor St that services three properties to eliminate severe erosion.

The purpose of the review is to define DPW services provided to unaccepted City streets. There appears to be some unaccepted City streets that are fully paved, function as City streets, and are provided full DPW services. There are also pass ways that are unaccepted City streets, that appear to function as driveways, serve no public benefit, are not accepted by the City Council, nor are they encumbered by a City easement authorizing DPW access.

A summary of DPW's review of 3 Ambler Road, Pine St driveways, and Phelps Road is provided below. Letters provided to effected property owners are attached. As indicated in the letter, DPW has requested that the property owners provide any pertinent information to DPW and the Board of Public Works that would assist in the decision-making process to cease maintenance of unaccepted City streets/pass ways. The DPW acknowledges that the Department has provided the level of service in question on the pass ways for an extended period of time, however, the department does not feel past maintenance necessitates future expenditures to maintain non-public accessways.



Department of Public Works | 860.584.6125

Unaccepted City street along 3 Ambler Road

The Department of Public Works has reviewed available records associated with the pass way adjacent to the property identified as 3 Ambler Road. Based on the review, the Department finds no record of a public right of way or easement in favor of the City of Bristol indicating City authorization or the responsibility to maintain the accessway.

Based on DPW findings, pending additional information from property owners, the Department requests the following Board of Public Works Action:

Direct the Department of Public Works to cease any and all maintenance of the pass way identified as Ambler Road across the property of 3 Ambler Road effective May 1, 2025. The Department of Public Works shall continue to maintain as a City Road the paved portion of Ambler Road and Grassy Road that functions as a City Street.

Unaccepted City Street – Phelps Road

The Department of Public Works has reviewed available records associated with the accessway currently identified with a sign indicating Phelps Road. Based on the review, the Department finds no record of a public right of way or easement in favor of the City of Bristol indicating City authorization or the responsibility to maintain the accessway. The accessway's purpose appears to be limited to a shared driveway for the properties identified as 63 and 48 Phelps Rd, does not serve a public benefit, and does not meet the required City roadway construction standards.

The 500 LF accessway is unpaved, the City does not own the accessway property, and there is no record of street acceptance by City Council or execution of an easement in favor of the City.

Based on DPW findings, pending additional information from property owners, the Department requests the following Board of Public Works Action:

Direct the Department of Public Works to cease any and all maintenance of the pass way identified as the unaccepted City street, Phelps Road, effective May 1, 2025.

Pine Lake Driveway (456, 460 & 462 Pine St)



Department of Public Works | 860.584.6125

The Department of Public Works has reviewed available records associated with the driveway that services 456, 460, & 462 Pine St. As indicated in the attached sanitary sewer easement, the City has provided snow removal and solid waste collection to the referenced properties. However, said services were contingent on a signature, or a family member of 462 Pine St retaining ownership of the property. It is the City's understanding that Lobaczewski family NO LONGER owns the property of 456 Pine St. Therefore, the Department of Public Works, effective June 1, 2025, will not snow plow the driveway, and residents will be required to bring their rubbish and recycling barrels to Pine St.

Based on DPW findings, pending additional information from property owners, the Department requests the following Board of Public Works Action:

Direct the Department of Public Works to cease any and all maintenance of the pass way/driveway along Pine Lake servicing the properties of 456, 460, & 462 Pine St, effective May 1, 2025.

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



Department of Public Works | 860.584.6125

March 4, 2025

Ismael Pelaty
3 Ambler Rd
Bristol, CT 06010

Dear Property Owner:

The Department of Public Works has reviewed available records associated with the access way adjacent to your property identified as 3 Ambler Road. Based on the review, the Department finds no record of a public right of way or easement in favor of the City of Bristol indicating City authorization or the responsibility to maintain the access way.

The City acknowledges that the Department of Public Works has plowed the access way for a number of years, however, the referenced maintenance was to access the City property to the west of your parcel. Effective May 1, 2025, the City will no longer plow the access way. The access way is unpaved, the City does not own the access way property, and there is no record of street acceptance by City Council or execution of an easement in favor of the City.

The Department understands that as a property owner you may have information pertinent to the Department of Public Works' recommendation to cease maintenance of the access way across the property identified as 3 Ambler Road. As such, the Department requests that you submit any and all information to the Department, or present the information to the Board of Public Works at the Board's March 20, 2025 meeting held in the City's Council Chambers at Bristol City Hall (111 North Main Street) at 6:00 PM.

Please be advised that the Department of Public Works' proposal to cease maintenance of the access way along 3 Ambler Road does not affect any easement or rights you may have, or have granted to any adjacent property owner. In addition, in accordance with City Council action, the Department will continue to maintain the paved portion of Ambler Road and Grassy Road as a City Street.

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



Department of Public Works | 860.584.6125

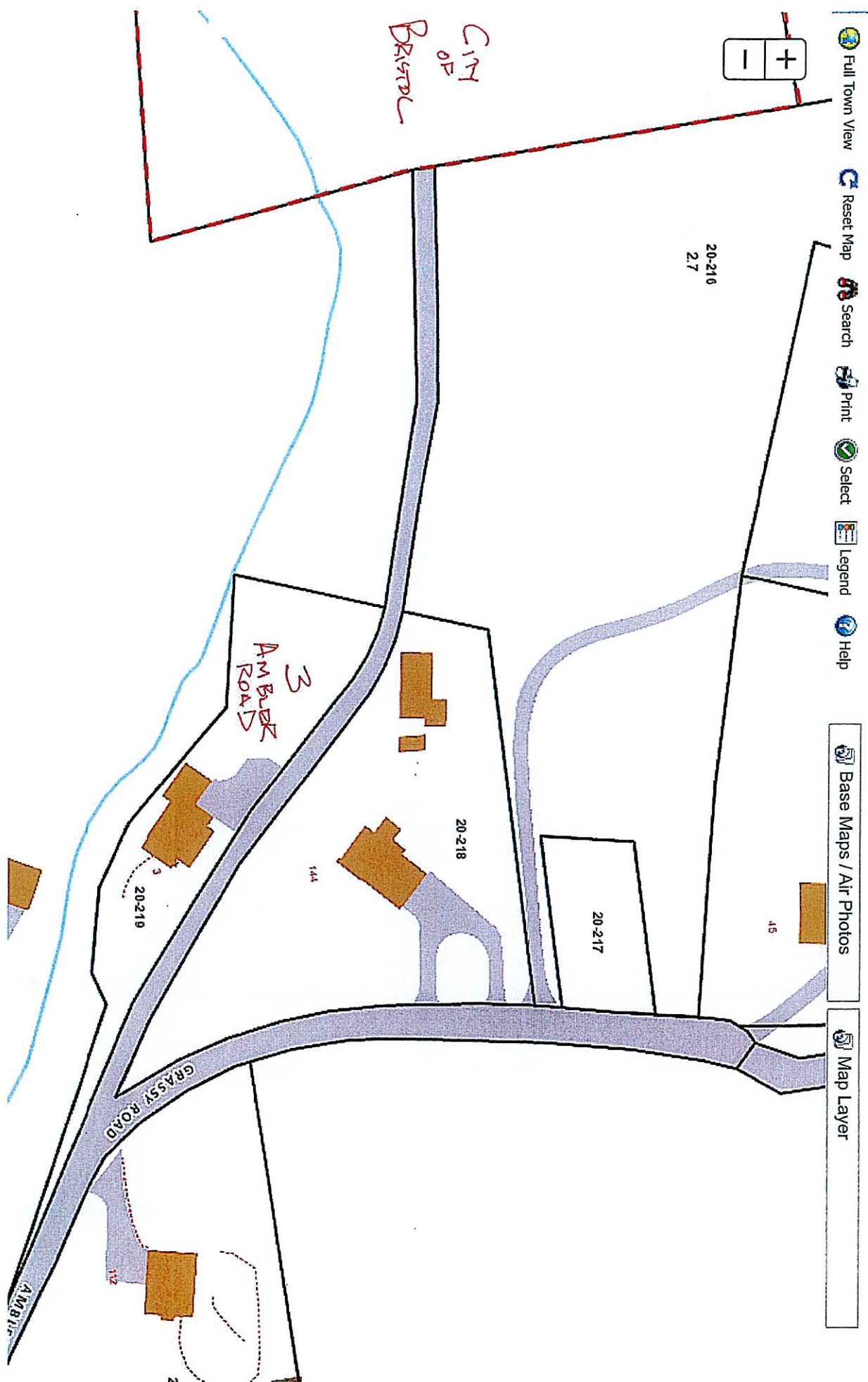
This notice has been mailed to you via regular and certified mail for record purposes and has been hand-delivered to the property for your convenience.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Raymond A. Rogozinski', is written over the word 'Sincerely,'.

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





Department of Public Works | 860.584.6125

March 4, 2025

Kelli Pastyrnak
48 Phelps Rd
Bristol, CT 06010

Dear Property Owner:

The Department of Public Works has reviewed available records associated with the access way currently identified with a sign indicating Phelps Road. Based on the review, the Department finds no record of a public right of way or easement in favor of the City of Bristol indicating City authorization or the responsibility to maintain the access way.

The City acknowledges that the Department of Public Works has plowed the access way for a number of years, however, the access way's purpose appears to be limited to a shared driveway for the properties identified as 63 and 48 Phelps Road, and does not serve a public benefit, nor does it meet the required City roadway construction standards. The 500 LF access way is unpaved, the City does not own the access way property, and there is no record of street acceptance by City Council, or execution of an easement in favor of the City. Based on these facts, the Department of Public Works is currently reviewing the Department's current maintenance of the access way, and is considering recommending to the Board of Public Works that the Department suspend any maintenance, including snow plowing of the access way.

The Department understands that as a property owner you may have information pertinent to the Department of Public Works' potential recommendation to cease maintenance of the accessway identified as Phelps Road. As such, the Department requests that you submit any and all information to the Department, or present the information to the Board of Public Works at the Board's March 20, 2025 meeting held in the City's Council Chambers at Bristol City Hall (111 North Main Street) at 6:00 PM.

Please be advised that the Department of Public Works' proposal to cease maintenance of the Phelps Road access way currently under consideration does not affect any easement or rights you may have, or rights you have granted to any adjacent property owner. In addition, if Department snow plowing services are eliminated, please be advised that the Department will CONTINUE to plow the access way for the rest of this winter (if allowed by the property owners).

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



Department of Public Works | 860.584.6125

This notice has been mailed to you via regular and certified mail for record purposes and has been hand-delivered to the property for your convenience.

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

Sincerely,

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



Department of Public Works | 860.584.6125

March 4, 2025

Ann Lapointe
63 Phelps Rd
Bristol, CT 06010

Dear Property Owner:

The Department of Public Works has reviewed available records associated with the access way currently identified with a sign indicating Phelps Road. Based on the review, the Department finds no record of a public right of way or easement in favor of the City of Bristol indicating City authorization or the responsibility to maintain the access way.

The City acknowledges that the Department of Public Works has plowed the access way for a number of years, however, the access way purpose appears to be limited to a shared driveway for the properties identified as 63 and 48 Phelps Road, and does not serve a public benefit, nor does it meet the required City roadway construction standards. The 500 LF access way is unpaved, the City does not own the access way property, and there is no record of street acceptance by City Council, or execution of an easement in favor of the City. Based on these facts, the Department of Public Works is currently reviewing the Department's current maintenance of the access way, and is considering recommending to the Board of Public Works that the Department suspend any maintenance, including snow plowing of the access way.

The Department understands that as a property owner you may have information pertinent to the Department of Public Works' potential recommendation to cease maintenance of the access way identified as Phelps Road. As such, the Department requests that you submit any and all information to the Department, or present the information to the Board of Public Works at the Board's March 20, 2025 meeting held in the City's Council Chambers at Bristol City Hall (111 North Main Street) at 6:00 PM.

Please be advised that the Department of Public Works' proposal to cease maintenance of the Phelps Road access way currently under consideration does not affect any easements, or rights you may have, or have granted to any adjacent property owner. In addition, if Department snow plowing services are eliminated, please be advised that the Department will CONTINUE to plow the access way for the rest of this winter (if allowed by the property owners).

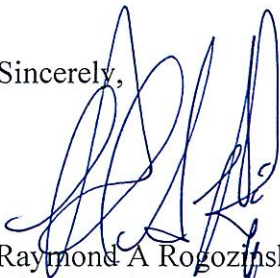
City of Bristol
Public Work Department
111 North Main Street
Bristol, CT 06010
www.bristolct.gov



Department of Public Works | 860.584.6125

This notice has been mailed to you via regular and certified mail for record purposes and has been hand-delivered to the property for your convenience.

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

Sincerely,


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



MapXpress v1.2



Department of Public Works | 860.584.6125

March 4, 2025

Philip J. Shea Jr.
462 Pine Street
Bristol, CT 06010

Dear Property Owner:

The Department of Public Works has reviewed available records associated with the driveway that services 456, 460, & 462 Pine St. As indicated in the attached sanitary sewer easement, the City has provided snow removal and solid waste collection to the referenced properties. However, said services were contingent on a signature, or a family member of 462 Pine St retaining ownership of the property. It is the City's understanding that Lobaczewski NO LONGER owns the property of 456 Pine St. Therefore, the Department of Public Works effective June 1, 2025 will not snow plow the driveway, and you will be required to bring your rubbish and recycling barrels to Pine St.

The City acknowledges that the Department of Public Works has plowed the driveway for a number of years. The Department also understands that as a property owner you may have information pertinent to the Department of Public Works' recommendation to cease maintenance of the driveway. As such, the Department requests that you submit any and all information to the Department or present the information to the Board of Public Works at the Board's March 20, 2025 meeting held in the City's Council Chambers at Bristol City Hall (111 North Main Street) at 6:00 PM.

This notice has been mailed to you via regular and certified mail for record purposes, and has been hand-delivered to the property for your convenience.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Raymond A. Rogozinski'.

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

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



Department of Public Works | 860.584.6125

March 4, 2025

Christine Russo
460 Pine St
Bristol, CT 06010

Dear Property Owner:

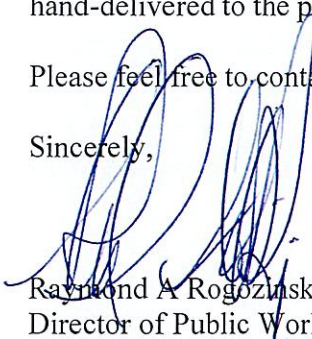
The Department of Public Works has reviewed available records associated with the driveway that services 456, 460, & 462 Pine St. As indicated in the attached sanitary sewer easement, the City has provided snow removal and solid waste collection to the referenced properties. However, said services were contingent on a signature, or a family member of 460 Pine St retaining ownership of the property. It is the City's understanding that Lobaczewski NO LONGER owns the property of 456 Pine St. Therefore, the Department of Public Works effective June 1, 2025 will not snow plow the driveway, and you will be required to bring your rubbish and recycling barrels to Pine St.

The City acknowledges that the Department of Public Works has plowed the driveway for a number of years. The Department also understands that as a property owner you may have information pertinent to the Department of Public Works' recommendation to cease maintenance of the driveway. As such, the Department requests that you submit any and all information to the Department or present the information to the Board of Public Works at the Board's March 20, 2025 meeting held in the City's Council Chambers at Bristol City Hall (111 North Main Street) at 6:00 PM.

This notice has been mailed to you via regular and certified mail for record purposes, and has been hand-delivered to the property for your convenience.

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

Sincerely,


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

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



Department of Public Works | 860.584.6125

March 4, 2025

Theresa Roy +
Alyre J. Roy Jr.
456 Pine Street
Bristol, CT 06010

Dear Property Owner:

The Department of Public Works has reviewed available records associated with the driveway that services 456, 460, & 462 Pine St. As indicated in the attached sanitary sewer easement, the City has provided snow removal and solid waste collection to the referenced properties. However, said services were contingent on a signature, or a family member of 456 Pine St retaining ownership of the property. It is the City's understanding that Lobaczewski NO LONGER owns the property of 456 Pine St. Therefore, the Department of Public Works effective June 1, 2025 will not snow plow the driveway, and you will be required to bring your rubbish and recycling barrels to Pine St.

The City acknowledges that the Department of Public Works has plowed the driveway for a number of years. The Department also understands that as a property owner you may have information pertinent to the Department of Public Works' recommendation to cease maintenance of the driveway. As such, the Department requests that you submit any and all information to the Department or present the information to the Board of Public Works at the Board's March 20, 2025 meeting held in the City's Council Chambers at Bristol City Hall (111 North Main Street) at 6:00 PM.

This notice has been mailed to you via regular and certified mail for record purposes, and has been hand-delivered to the property for your convenience.

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

Sincerely,

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

City of Bristol

860-584-6113

raymondrogozinski@bristolct.gov

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

EASEMENT

5385

KNOW ALL PERSONS BY THESE PRESENTS, THAT, John Lobaczewski, of the City of Bristol, County of Hartford, and State of Connecticut, (hereinafter referred to as the Grantor), being the owner of Lot 38A, Bristol, Connecticut, for the consideration of one or more dollars and other valuable consideration received to our full satisfaction of the CITY OF BRISTOL, a municipal corporation created by the General Assembly of the State of Connecticut, (hereinafter referred to as the Grantee) does hereby grant, bargain, confirm and sell unto the said CITY OF BRISTOL, a twenty foot (20') permanent sanitary sewer easement and temporary working easements, all as shown on a map entitled:

"MAP SHOWING PROPOSED SANITARY SEWER EASEMENTS ACROSS LOT 38A, PINE STREET BRISTOL, CT DEPARTMENT OF PUBLIC WORKS DIVISION OF ENGINEERING CITY OF BRISTOL CONNECTICUT DATE: JANUARY 2010 SCALE:1"=40' SHEET 1 OF 1".

which map is to be recorded in the Bristol Land Records.

The Grantor agrees that any portion of said easements which is not used or has not been used in the past for the initial installation of equipment, pipe, or site improvements may be used for said purposes at any time in the future. Said easements shall be for the purposes of laying, installing, using, operating, maintaining, inspecting, repairing, and replacing a sanitary sewer forcemain, together with the necessary fixtures and appurtenances and together with the right to enter and re-enter upon said property whenever necessary and convenient for said purposes, and also together with the right to remove trees, bushes, brush and boulders whenever necessary and convenient for said purposes.

Temporary easement "B" is granted to allow the Grantee adequate area to construct the aforementioned sanitary sewer forcemain. Upon completion of the construction and restoration of the construction area, the temporary easement will expire.

Within said easement areas above-described as Proposed Permanent Sanitary Sewer Easement "A" and Proposed Temporary Construction Easement "B", the Grantee shall have the right to remove trees, any and all bushes, shrubs, or other vegetation at its own expense. It is understood and agreed by the Grantor and Grantee that the Grantee will not replace said trees, bushes, shrubs, or other vegetation within said Easement areas.

The temporary easement noted above shall be as shown on the above noted map which include the travel area of the common driveway and the area between the driveway and the easterly property line of Lot 38A Pine Street. The Grantee shall have use of the common driveway to access the construction area and shall be responsible for restoration of the driveway upon completion of construction.

The Grantee shall at the request of the Grantor perform the following, as part of the post construction site restoration effort:

NO CONVEYANCE TAX COLLECTED

Shirley Rose
TOWN CLERK OF BRISTOL

1. Must maintain driveway access for the residents sharing the common driveway during construction.
2. Must transplant 6' tall pine tree to a location designated by the Grantor.
3. Must restore to its current location, the existing telephone pole that is laying along driveway, which prevents vehicular traffic from driving on bank.
4. Must restore the cable "gate" across end of driveway to prevent future vehicular traffic into field.

The Grantor currently receives City services within his property, including partial lawn mowing on the east side of the common driveway, snow plowing along the common portions of the driveway, both currently provided by the City's Department of Parks and Recreation. Additionally, the Grantor is provided City rubbish and recycling collection with pick up stops located along the common driveway serving the three residences sharing the driveway.

The Grantee shall continue to provide said services similar to those currently provided to the Grantor as long as they or their descendants own the subject property.

The Grantee further agrees that at any time in the future, should the City extend the public water distribution system in to the subject property, while it is owned by the Grantor or their son, Jon Lobaczewski, no benefit assessment will be levied against the property. It is understood that should the property connect to the public water supply it would be subject to the standard user/meter fees.

The terms and conditions of this Easement shall be binding upon the Grantor, his heirs, successors and assigns.

Except as hereinbefore set forth, the Grantee agrees, for himself and his successors and assigns to restore the land within said easements to as nearly its present condition as possible and to similarly restore the land at any time that it is necessary to disturb the surface thereof in connection with servicing, repairing, or replacing said sanitary sewer infrastructure.

No building or other improvements shall be construed over said sanitary sewer pipe line easement without proper permission of the Grantee.

TO HAVE AND TO HOLD, the above granted and bargained premises, with the appurtenances thereof, unto it the said Grantee, its successors and assigns forever, and to it and their own use and behoof.

AND ALSO, the said Grantor does for himself, his heirs, executors, administrators, successors and assigns, covenant with the said Grantee, and his successors and assigns, that at and until the ensembling of these presents, they are well seized of the premises as a good indefeasible estate in FEE SIMPLE, and have a good right to bargain and sell the same in manner and form as is written and the same is free of all encumbrances whatsoever, except as hereinbefore mentioned.

Furthermore, when the context so requires, the masculine gender shall include the feminine and the feminine the masculine and the singular the plural and the plural the singular.

IN WITNESS WHEREOF, We have hereunto set our hands and seals this 4th
day of May, 2010.

Signed, Sealed and Delivered
In the Presence of

John Lobaczewski
John Lobaczewski

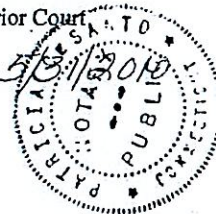
STATE OF CONNECTICUT)
) ss. Bristol
COUNTY OF HARTFORD)

5/4, 2010

Personally appeared John Lobaczewski, signer and sealer of the foregoing instrument and acknowledged the same to be his free act and deed before me.

Patricia De Santo

Commissioner of the Superior Court
Notary Public
My Commission Expires: 5/3/11



Received for Record at Bristol, CT
On 07/08/2010 At 9:33:50 am

Therese Pac Town Clerk
Therese Pac



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: March 12, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: DPW – PEQUABUCK RIVER TRAIL (Rockwell Park, West End, Brackett Park, Memorial Blvd, Middle St)

The City of Bristol has procured the services of Stantec Consulting Inc. to design the proposed bike/walking path connecting Rockwell Park, West End, Brackett Park, Memorial Blvd, and Middle Street. The design service fee is \$395,000, with state grant funding in the amount \$320,000.

The project objective is not merely to provide a safe pedestrian/bike path route from Rockwell Park to Middle St. The project goal is to create a destination that will attract people to the Bristol downtown area, interconnecting Bristol's primary assets of Rockwell Park and Memorial Blvd. As a result, the pedestrian/bike path is planned along the Pequabuck River. The proposed trail includes three pedestrian bridges in the section from Rockwell Park to the West End, along with an elevated 10 ft wide boardwalk. Lighting of the trail is proposed, and the design of the trail is being coordinated with CT DOT's proposed re-alignment of CT Route 72 in the area of Brackett Park.

Preliminary plans for the proposed Pequabuck Trail are attached.

In order to construct the trail, easements are required, therefore, obtaining easements is critical to the project viability. Required easements consist of the following:

1. 131 Jacobs St (residential house)
2. 92 Gaylord St (Gaylord Apartments)
3. 55 Gaylord St (housing authority)
4. 215 West St (Saint Ann's Church)

Additional easements would be required to construct the trail in back of the sidewalks along School Street (North Main St to Main St).

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



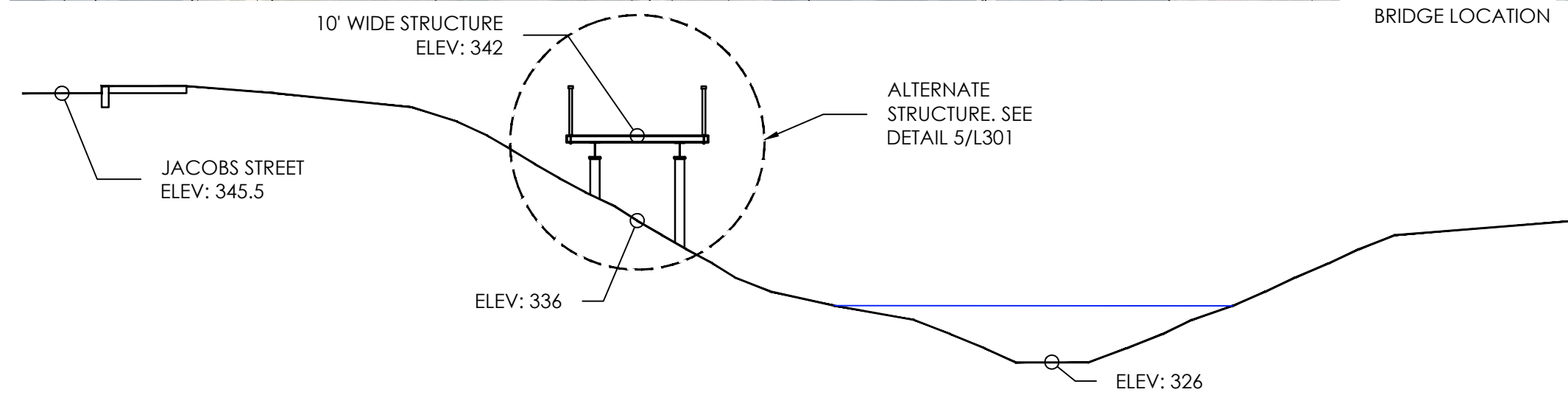
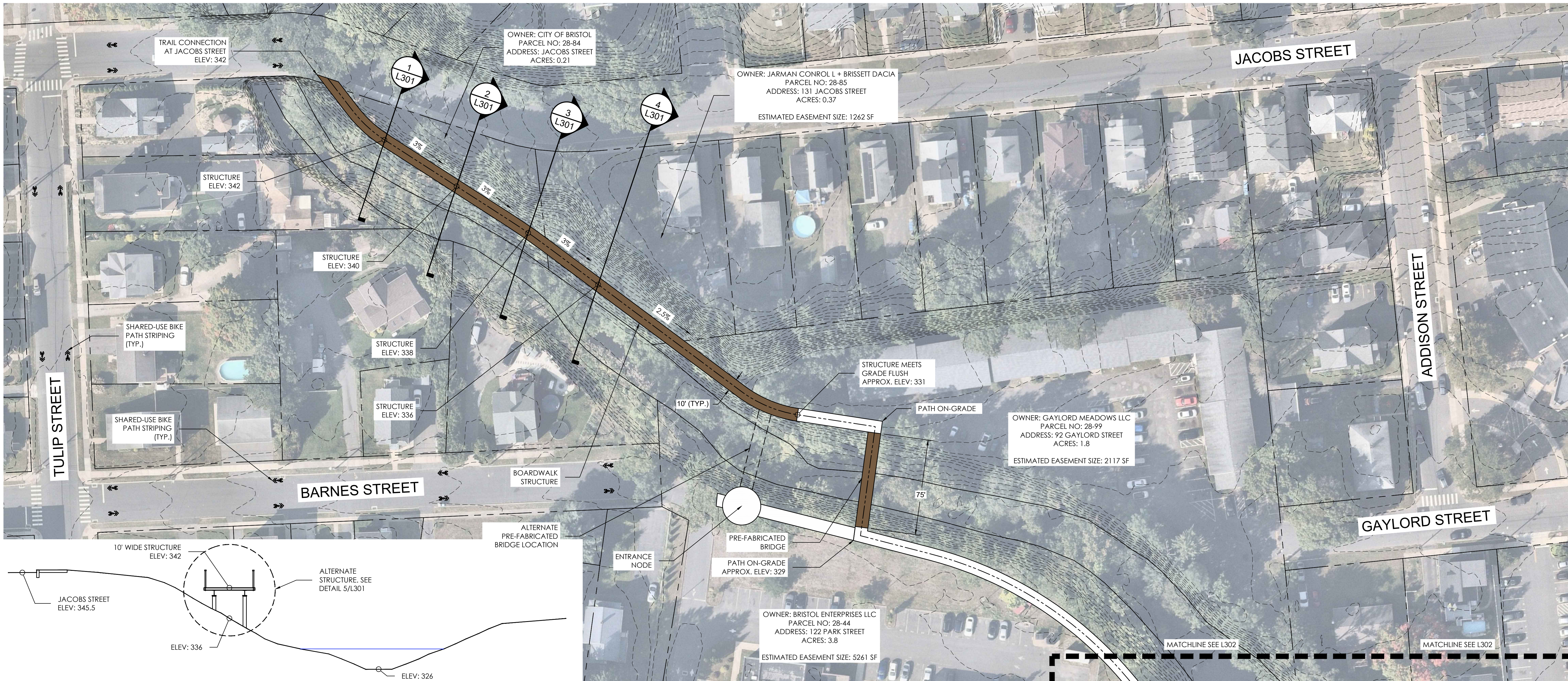
Department of Public Works | 860.584.6125

Funding for construction is currently not in place. The estimated construction cost is \$4,500,000 – \$5,000,000. The proposed trail would be an enhancement to the downtown. The objective is to maximize use of available grants to minimize City funding.

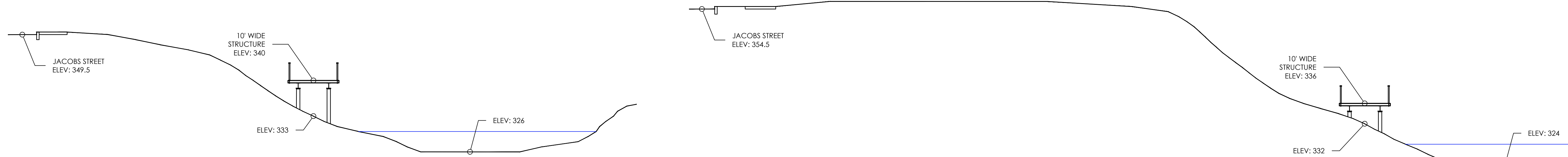
The engineering firm of Stantec Consulting Inc. is scheduled to attend the Board of Public Works' March 20, 2025 meeting to present the project.

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

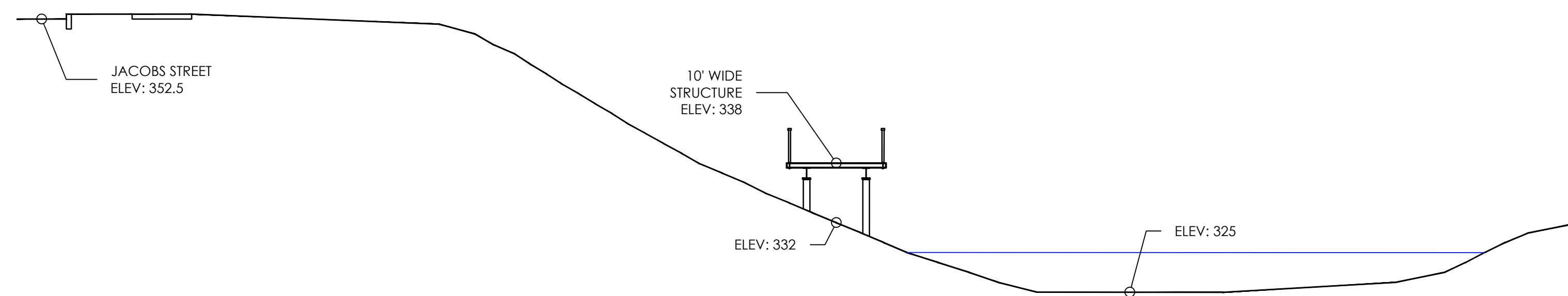
U:\Projects\1584\Drawing\Arch\Sheet\01 - Trail Layout.dwg
2025.02.12 10:28 PM
ORIGINAL SHEET - ARCH D



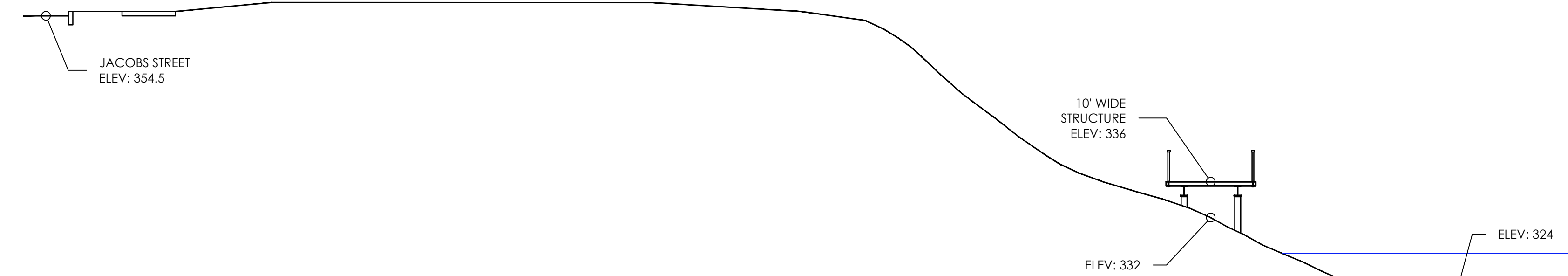
1 SITE SECTION A
SCALE: 1" = 10'



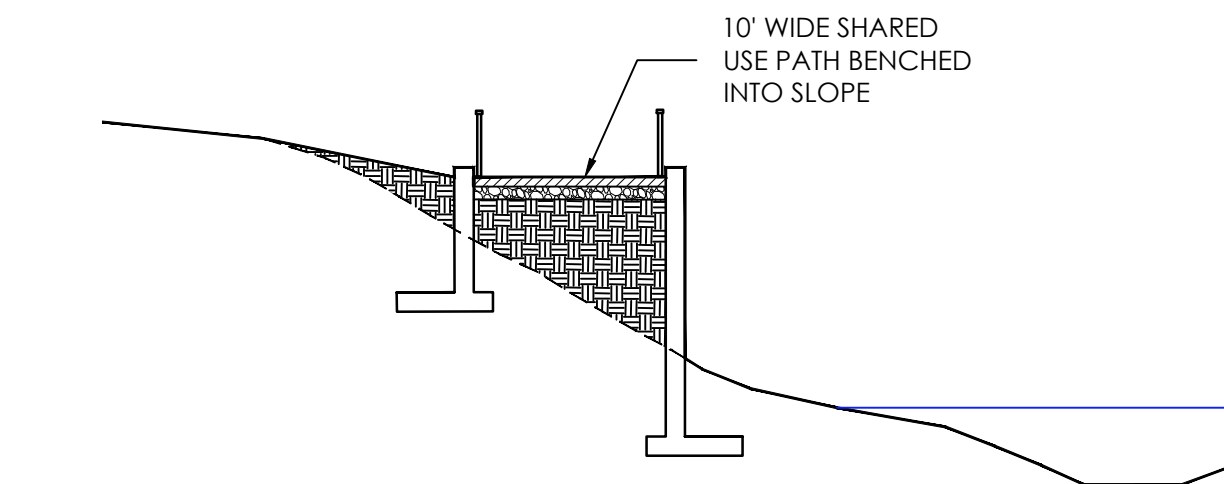
2 SITE SECTION B
SCALE: 1" = 10'



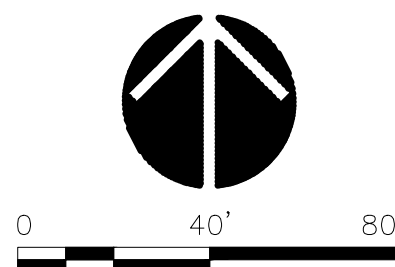
3 SITE SECTION C
SCALE: 1" = 10'



4 SITE SECTION D
SCALE: 1" = 10'



5 ALTERNATE BOARDWALK STRUCTURE
SCALE: 1" = 10'



Consultant

Revision	By	App'd	Date	Description
1	CH	TE	2025.01.30	100% Construction Documents
2	CH	TE	2024.02.07	60% Design Development
3	CH	TE	2024.02.07	Issued

Permit/Seal

U:\192311584\Drawing\GIS\Trail\TrailLayout.dwg
2025.02.12 1:42:21 PM

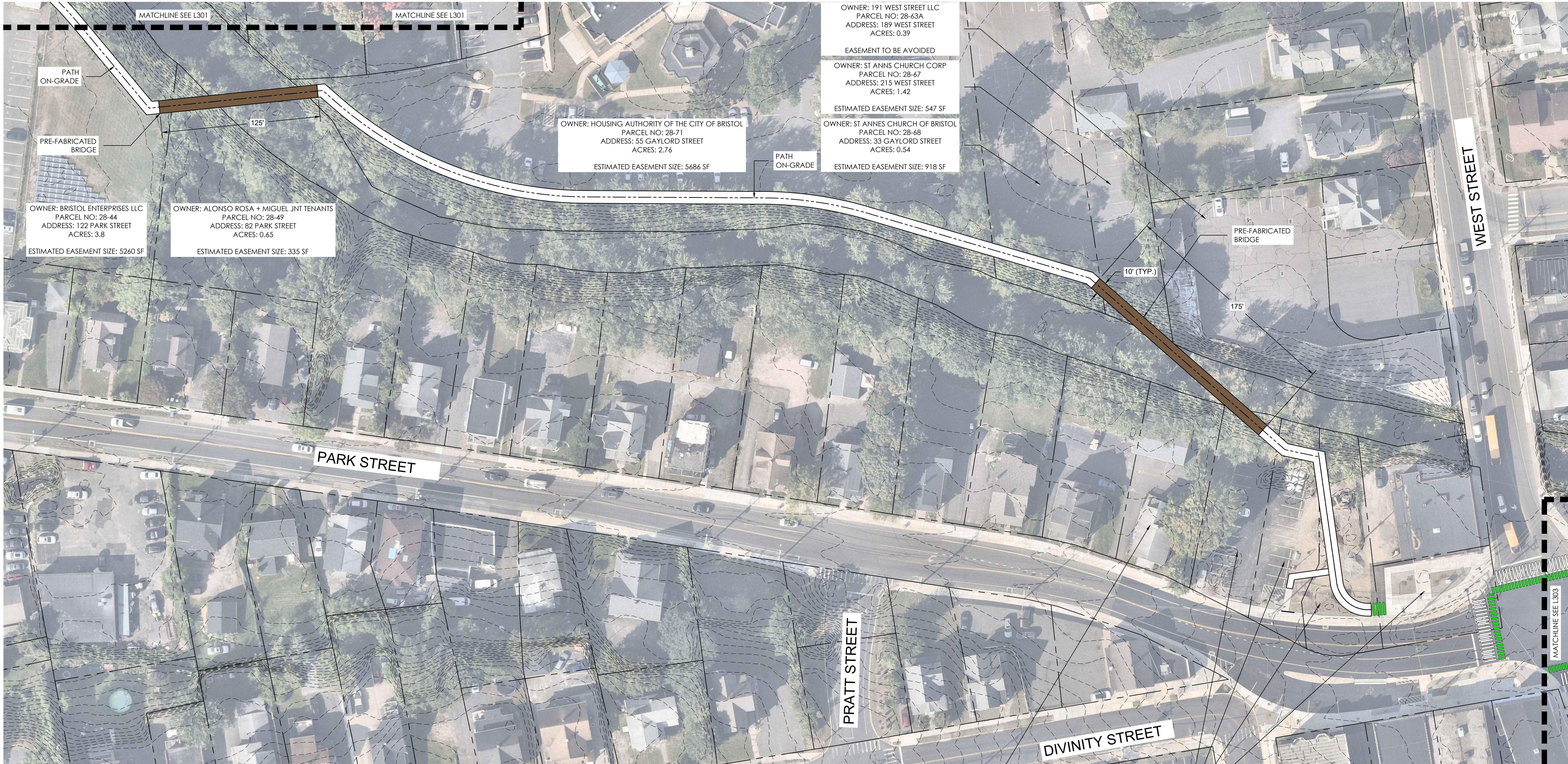
ORIGINAL SHEET - ARCH D

D

C

B

A



Consultant

Permit/Seal

Client/Project
CITY OF BRISTOL
PEQUABUCK TRAIL
BRISTOL, CT

Project No.: 192311584
File Name: L301_TRAIL_LAYOUT
Scale:
CH PC TE 2025.02.07
Dwn. Dsgn. Chkd. YYYY.MM.DD
Title
TRAIL LAYOUT - 02

Revision: Sheet: X of XX
Drawing No.
L-302

100% Construction Documents	CH	TE	2025.01.30
60% Design Development	CH	TE	2024.02.07
Issued	By	Aspd	YYYY.MM.DD

Stantec
Stantec Consulting Services Inc.
55 Church Street, Suite 601
New Haven, CT 06510-3014
Tel: 203.495.1445
www.stantec.com
The Contractor and user are responsible for all drawings. DO NOT scale the drawings. The drawings are the property of Stantec. Reproduction or use for any purpose other than that authorized by Stantec is forbidden.

U:\192311584\working\GIS\192311584_TrailLayout.dwg
2025.02.12 1:08:05 PM

ORIGINAL SHEET - ARCH D

A
B
C
D

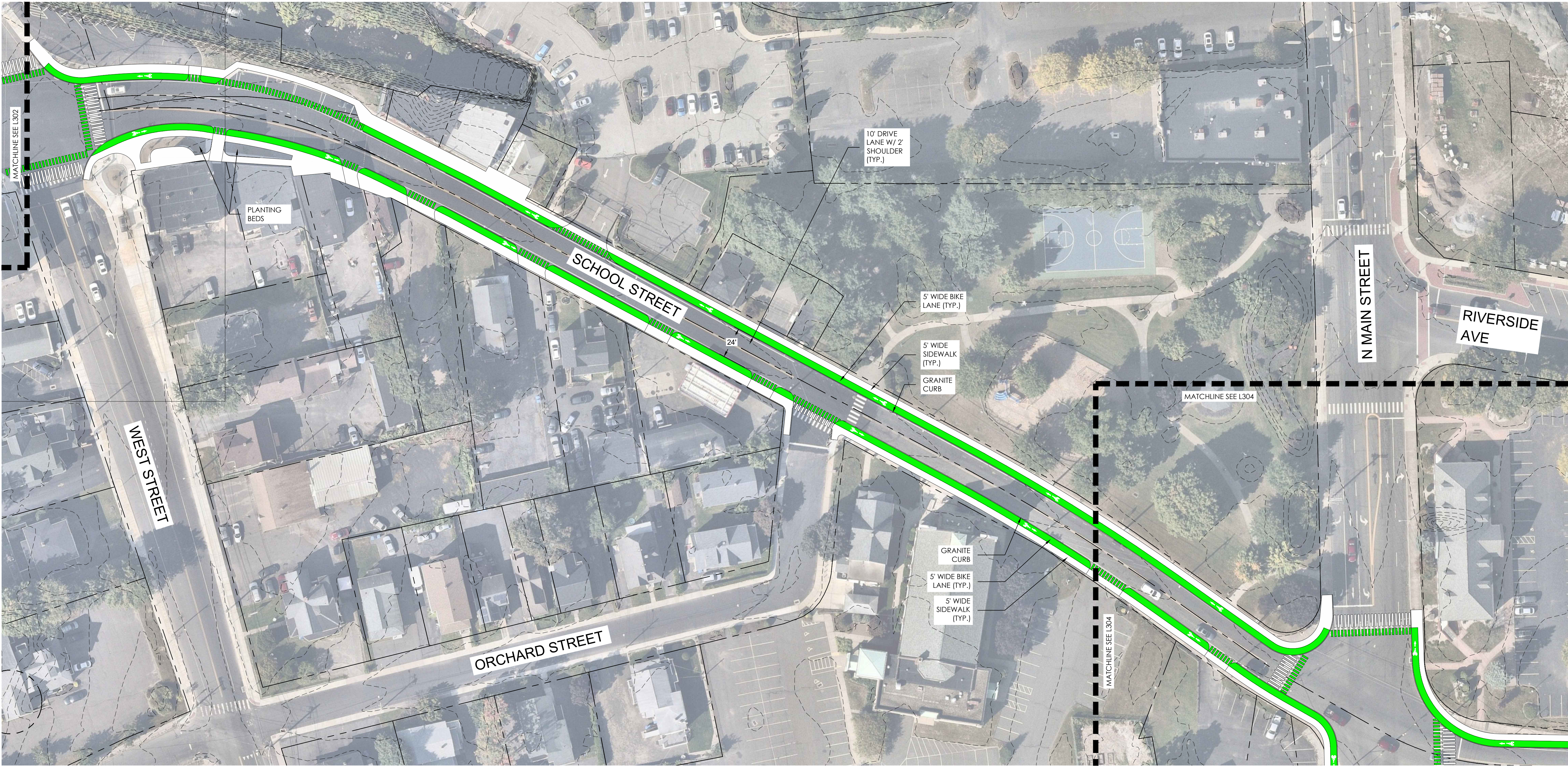
1

2

3

4

5



Consultant

Permit/Seal

Client/Project
CITY OF BRISTOL

Project No.: 192311584
File Name: L301_TRAIL_LAYOUT

Scale:
CH PC TE 2025.02.07
Dwn. Dsgn. Chkd. YYYY.MM.DD

Title
TRAIL LAYOUT - 03

Revision: Sheet: X of XX

Drawing No.
L-303

100% Construction Documents	CH	TE	2025.01.30
60% Design Development	CH	TE	2024.02.07
Issued	By	Aspd	YYYY.MM.DD



Stantec Consulting Services Inc.
55 Church Street, Suite 601
New Britain, CT 06053-1031
Tel: 203.495.1445
www.stantec.com

The Contractor and user are responsible for all dimensions, and for the use of the drawings. The Contractor and user are responsible for the use of the drawings. The Contractor and user are responsible for the use of the drawings. The Contractor and user are responsible for the use of the drawings.

U:\192311584\working\GIS\Drawings\001_Layout.dwg
2025.02.12 1:08:17 PM

ORIGINAL SHEET - ARCH D

A
B
C
D

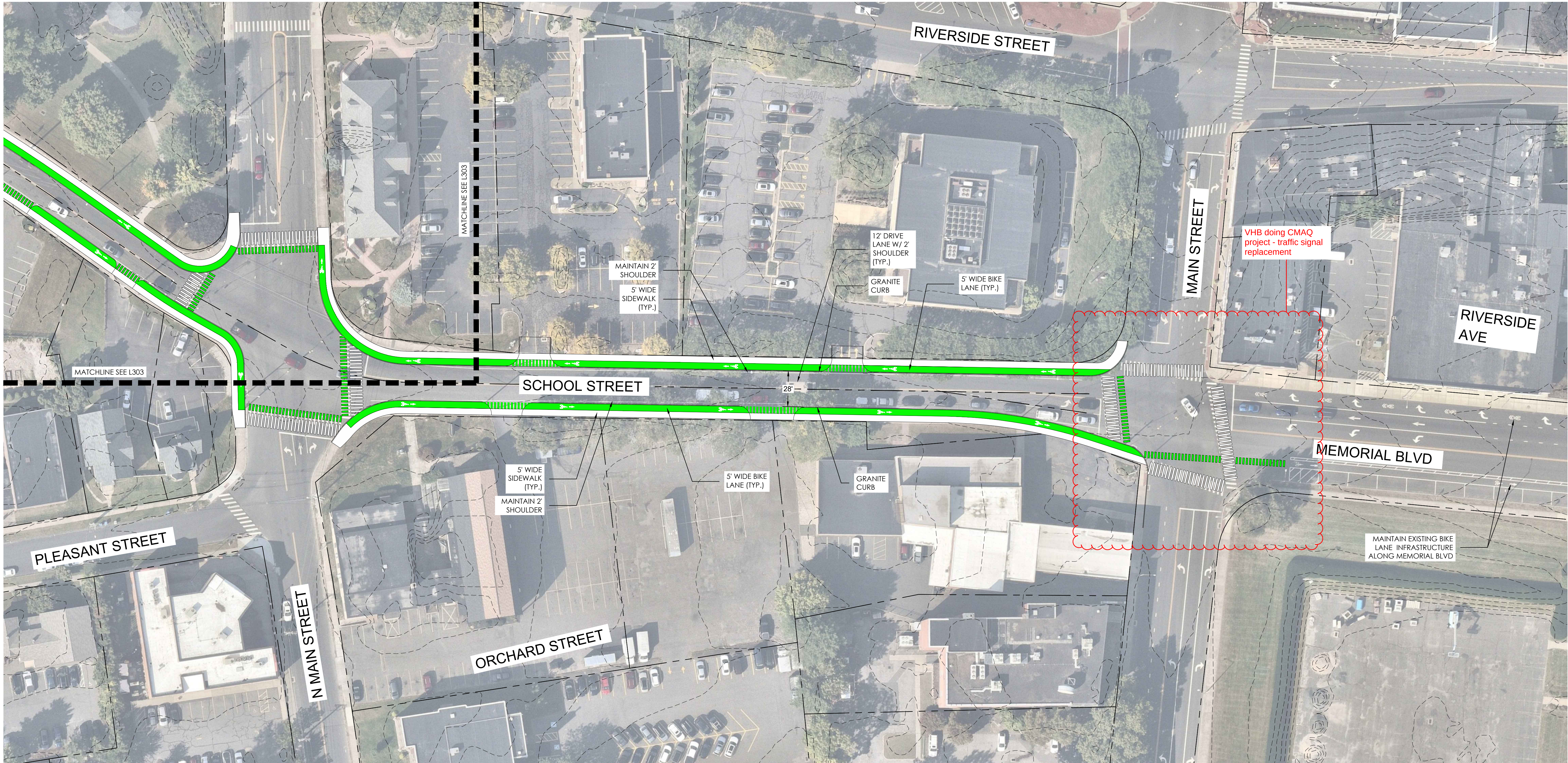
1

2

3

4

5



Consultant

Permit/Seal

Client/Project
CITY OF BRISTOL
PEQUABUCK TRAIL
BRISTOL, CT

Project No.: 192311584
File Name: L301_TRAIL_LAYOUT

Scale:
CH PC TE 2025.02.07
Dwn. Dsgn. Chkd. YYYY.MM.DD

Title
TRAIL LAYOUT - 04

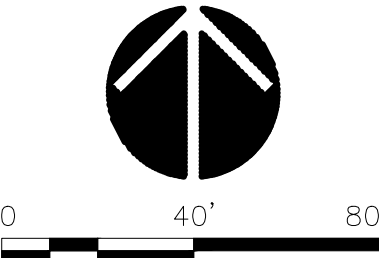
Revision: Sheet: X of XX
Drawing No. L-304

100% Construction Documents	60% Design Development	Issued
CH	CH	By
TE	TE	Aspd
2025.01.30	2024.02.07	YYYY.MM.DD

Stantec

Stantec Consulting Services Inc.
55 Church Street, Suite 601
New Haven, CT 06510-3614
Tel: 203.495.1445
www.stantec.com

The Contractor and user shall be responsible for all dimensions, and not liable for the reproduction of this drawing. The Contractor shall be responsible for the reproduction of this drawing for any purpose other than that authorized by Stantec's license.





Department of Public Works | 860.584.6125

MEMORANDUM

DATE: March 11, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: DPW's Spring 2025, Fall 2025, and Spring 2026 Paving Program

Please find attached the Department of Public Works proposed paving program for 2025 and spring 2026. As indicated, the spring 2025 proposed paving program includes the milling and resurfacing of North Main St (Center St to CT Route 6), including the re-installation of the existing stamped asphalt island. In addition, the fall 2025 paving program includes the western portion of Hope St, including thermal imprinting of the center island. Redstone Hill Road is scheduled for resurfacing in the fall of 2025. The section of North Main St (Center St to Hope St/Laurel St) is scheduled to be completed in the spring of 2026.

The program is based on currently available FY2024-25 RIF funding of \$2,214,606 and proposed FY 2025-26 funding of \$3,480,135 available for roadway resurfacing. It should be noted that total projected FY2025-26 RIF funding is (\$270,000 City, \$663,205 town aid, \$4,856,624 State grant). However, it is estimated that \$1,100,000 will be utilized for storm drainage, and \$1,256,000 for projects (Brace Rd & Collins Rd storm drainage and Broad St retaining wall). In addition, the City receives funds from Eversource Gas to mill and pave roads disturbed by gas installations.

The DPW's primary tool in determining the roads that will be paved is the Department's Pavement Management Program that provides a rating (0-100) of each roadway section. A link to the street rating system is provided below:

<https://www.bristolct.gov/DocumentCenter/View/48714/Pavement-Management-Program-Map>

DPW procures roadway milling and paving services and asphalt material through the State of Connecticut DAS contract. Under the program, the City has the right to utilize state procurement contracts. As such, the City obtains very good pricing. The cost of milling and paving is estimated at \$3/SY and \$101/ton respectively (pending final bidding by the State). With that said, DPW's cost to pick up asphalt at the plant was approximately \$105.50/ton. The State asphalt contract does include an escalation provision if the cost of oil increases.

The paving program is subject to change if the Department becomes aware of construction activity on the roadways. In addition, the proposed spring & fall paving program is being forwarded to Eversource Gas, Eversource Electric, Bristol Water/Sewer, and Bristol Police for coordination purposes. No paving is currently proposed on streets containing Eversource gas lines with cast iron or rigid steal piping, in order to prevent disturbance of paved roads.

The Department's 2025-26 paving program does not include roadway reclamation. Based on the condition of roads, only milling and pavement overlay is proposed.

Feel free to contact me with any questions/concerns at 860-584-6113.



SCHEDULE	Pavement Management Program (Spring 2025)								
	24-Feb-25								
	Street Name	Street Length (Ft)	Street Width (Ft)	Tons (Est)	Paving Cost	Mill	Mill Cost	RSR	Total Cost.
S 25	Hollyberry Road	2720	34	1156	\$156,060	Mill All	\$17,982	62	\$ 174,042
S 25	Summerberry Circle	580	34	247	\$ 33,345	Mill All	\$3,834	62	\$ 37,179
S 25	Winterberry Circle	322	34	137	\$ 18,495	Mill All	\$2,129	54	\$ 20,624
S 25	Nursery Circle	257	34	109	\$ 14,715	Mill All	\$1,699	62	\$ 16,414
S 25	Pinehurst Road	3,295	24	989	\$133,515	Mill All	\$15,377	60	\$ 148,892
S 25	Arbor Court	664	30	249	\$ 33,615	Mill All	\$3,873	65	\$ 37,488
S 25	Deerfield Road	1,113	30	418	\$ 56,430	Mill All	\$6,493	65	\$ 62,923
S 25	Rambler Street	3,772	30	1415	\$191,025	Mill All	\$22,003	55	\$ 213,028
S 25	Northwestern Drive	1,047	34	445	\$ 60,075	Mill All	\$6,922	62	\$ 66,997
S 25	Stafford Ave. (Collins to Birchwood)	5,407	40	2704	\$365,040	Mill All	\$42,054	59	\$ 407,094
S 25	Miller Road	657	34	279	\$ 37,665	Mill All	\$4,344	53	\$ 42,009
S 25	Pierce Street	856	34	364	\$ 49,140	Mill All	\$5,659	66	\$ 54,799
S 25	Fairview Street	608	33	251	\$ 33,885	Mill All	\$3,901	64	\$ 37,786
S 25	Sunnydale Avenue	3,547	34	1508	\$203,580	Mill All	\$23,450	66	\$ 227,030
S 25	N.Main St. (Center to Rte 6)	1,993	61	1520	\$205,200	Mill All	\$23,639	53	\$ 228,839
S 25	Stearns Street	1,843	29	668	\$ 90,180	Mill All	\$10,392	52	\$ 100,572
S 25	Elm Street	595	27	201	\$ 27,135	Mill All	\$3,124	43	\$ 30,259
S 25	Welch Drive	598	33	247	\$ 33,345	Mill All	\$3,837	50	\$ 37,182
S 25	Anderson Avenue	1,089	28	381	\$ 51,435	Mill All	\$5,929	47	\$ 57,364
S 25	Twining Street	1,055	33	435	\$ 58,725	Mill All	\$6,770	65	\$ 65,495
S 25	Zipp Avenue	402	33	166	\$ 22,410	Mill All	\$2,580	65	\$ 24,990
S 25	Curtiss Avenue	857	25	268	\$ 36,180	Mill All	\$4,166	65	\$ 40,346
S 25	Bernside Drive	1,382	32	553	\$ 74,655	Mill All	\$8,599	47	\$ 83,254
									\$ -
								Total	\$ 2,214,606



SCHEDULE	Pavement Management Program (Fall 2025)								
	6-Mar-24								
	Street Name	Street Length (Ft)	Street Width (Ft)	Tons (Est)	Paving Cost	Mill	Mill Cost	RSR	Total Cost.
F 25	Century Drive	2,612	40	1306	\$176,310	Mill All	\$20,316	57	\$ 196,626
F 25	Crystal Pond Place	745	40	378	\$ 51,030	Mill All	\$5,794	63	\$ 56,824
F 25	Horizon Drive	883	40	442	\$ 59,670	Mill All	\$6,868	63	\$ 66,538
F 25	Enterprise Drive	3037	52	1974	\$266,490	Mill All	\$30,707	60	\$ 297,197
F 25	James P. Casey (Hill to Clark)	2909	47	1710	\$230,850	Mill All	\$26,585	51	\$ 257,435
F 25	Maiden Lane	1,444	30	542	\$ 73,170	Mill All	\$8,423	63	\$ 81,593
F 25	Delmar Drive	1,544	34	656	\$ 88,560	Mill All	\$10,208	60	\$ 98,768
F 25	Woodchuck Lane	678	31	263	\$ 35,505	Mill All	\$4,087	58	\$ 39,592
F 25	Glenn Eagle Drive	1,398	34	595	\$ 80,325	Mill All	\$9,242	60	\$ 89,567
F 25	Caesar Drive	1,086	34	462	\$ 62,370	Mill All	\$7,180	60	\$ 69,550
F 25	Carolina Drive	1,220	34	519	\$ 70,065	Mill All	\$8,066	60	\$ 78,131
F 25	Georgetown Road	1,136	34	483	\$ 65,205	Mill All	\$7,510	63	\$ 72,715
F 25	Redstone Hill Rd (Birch to Redstone)	4,581	40	2291	\$309,285	Mill All	\$35,630	46	\$ 344,915
								Total	\$ 1,749,451



SCHEDULE	Pavement Management Program (Spring 2026)								
	10-Mar-25								
	Street Name	Street Length (Ft)	Street Width (Ft)	Tons (Est)	Paving Cost	Mill	Mill Cost	RSR	Total Cost.
S 26	Strawberry Hill Road	1,926	34	819	\$110,565	Mill All	\$12,733	62	\$ 123,298
S 26	Driftwood Road	1,359	29	493	\$ 66,555	Mill All	\$7,663	66	\$ 74,218
S 26	Beechwood Lane	1,359	34	578	\$ 78,030	Mill All	\$8,985	67	\$ 87,015
S 26	Woodchuck Lane	678	31	263	\$ 35,505	Mill All	\$4,087	56	\$ 39,592
S 26	Primrose Lane	646	32	259	\$ 34,965	Mill All	\$4,020	59	\$ 38,985
S 26	Thornside Drive	395	31	153	\$ 20,655	Mill All	\$2,381	68	\$ 23,036
S 26	Jasmine Street	506	30	190	\$ 25,650	Mill All	\$2,952	59	\$ 28,602
S 26	Rosewood Drive	1,294	31	502	\$ 67,770	Mill All	\$7,800	58	\$ 75,570
S 26	Jacqueline Drive	1,582	31	613	\$ 82,755	Mill All	\$9,536	59	\$ 92,291
S 26	Sandra Street	500	30	188	\$ 25,380	Mill All	\$2,917	59	\$ 28,297
S 26	Marvin Street	412	27	140	\$ 18,900	Mill All	\$2,163	65	\$ 21,063
S 26	Hill Street (Marsh to Townline)	4,797	44	2639	\$356,265	Mill All	\$41,041	62	\$ 397,306
S 26	Intervale Road	1205	34	512	\$ 69,120	Mill All	\$7,966	61	\$ 77,086
S 26	Cricket Hill Road	1,203	34	511	\$ 68,985	Mill All	\$7,953	63	\$ 76,938
S 26	Sperry Road	1,036	34	440	\$ 59,400	Mill All	\$6,849	52	\$ 66,249
S 26	Ashley Rd. (Sperry to Round Hill)	990	34	421	\$ 56,835	Mill All	\$6,545	31	\$ 63,380
S 26	Sessions Street	497	29	180	\$ 24,300	Mill All	\$2,803	44	\$ 27,103
S 26	Puritan Road	623	30	234	\$ 31,590	Mill All	\$3,634	65	\$ 35,224
S 26	Fern Hill Road (Pilgrim to Oakridge)	1,859	30	698	\$ 94,230	Mill All	\$10,844	61	\$ 105,074
S 26	Pilgrim Road	2,136	30	801	\$108,135	Mill All	\$12,460	64	\$ 120,595
S 26	Cambridge Road	495	32	198	\$ 26,730	Mill All	\$3,080	63	\$ 29,810
S 26	Oakwood Circle	1,348	31	523	\$ 70,605	Mill All	\$8,125	59	\$ 78,730
S 26	Oak Bluffs Road	363	31	141	\$ 19,035	Mill All	\$2,188	61	\$ 21,223
									\$ -
								Total	\$ 1,730,684



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: March 6, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: **DPW POLICY – 24.15 CITY SIDEWALK MAINTENANCE AND
NEW INSTALLATION – REVISION**

Please find attached proposed revisions to DPW's current policy for the maintenance and new installation of City sidewalks. The purpose of the revisions is to establish provisions within the policy for the Board of Public Works and Department of Public Works to process requests for the City to install new sidewalk sections on City streets.

The Department of Public Works sees sidewalks as part of the City's roadway network, and therefore supports the installation of sidewalks throughout the City. However, the decision to install new sidewalk sections is not limited to the question "will they improve pedestrian safety?" The decision is a function of improvements to safety, need (number of potential users of sidewalk), impact to private property, and cost.

In order to process requests for new sidewalks from residents in an orderly manner, and provide the Department of Public Works and Board of Public Works an opportunity to evaluate ALL requests, the BPW shall evaluate sidewalks on a yearly basis. In addition, residents requesting sidewalks shall complete a NEW SIDEWALK REQUEST FORM and are encouraged to submit a petition indicating property owner support of the installation of sidewalks. Upon receipt of the request, the Department of Public Works shall perform a preliminary evaluation indicating cost, impact to private property, and assessment of potential safety improvements.

Said DPW evaluation shall be provided to the person requesting sidewalks and the Board of Public Works. Final determination recommending sidewalk construction shall be made by the Board of Public on a yearly basis each November. Sidewalk projects with an estimated cost of less than \$50,000 will be constructed the following year pending the availability of funds within DPW operating/RIF budget. Funding for sidewalk projects with an estimated cost of greater than \$50,000 and approved by the BPW will be included in DPW's CIP budget.

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

CITY OF BRISTOL – PUBLIC WORKS

24.15 CITY SIDEWALKS MAINTENANCE AND NEW INSTALLATION

1. Policy Name

24.15 City Sidewalks Maintenance and New Sidewalk Installation

2. Policy Statement

The City of Bristol's Board of Public Works considers City sidewalks to be an integral part of the City's transportation network, and sees City sidewalks as a mechanism to interconnect neighborhoods, and provide the infrastructure to promote a spirit of community.

3. Policy

- A. Maintain Existing Sidewalks - In accordance with City Ordinance 21-37, property owners are responsible for the repair and maintenance of City sidewalks located along City-accepted streets.
 - i. The repair and maintenance of City sidewalks by adjacent property includes, and is inclusive of, the full replacement of damaged/unsafe City sidewalks.
 - a. Replacement of sidewalks shall be in accordance with City sidewalk construction specifications.
 - b. Replacement of one (1) sidewalk section shall not be allowed unless it is pinned/doweled into the adjacent sidewalk sections pursuant to the approval of the Department of Public Works.
 - c. Repair of sidewalks may include sidewalk jacking/pumping to level sidewalks, subject to Department of Public Works approval.
 - d. Repair of sidewalk sections may consist of the filling or sealing of cracks, subject to the approval of the Department of Public Works. Otherwise, all sidewalk repairs (work within right of way) shall be performed by a City-licensed contractor, and shall require an Excavation Permit issued by the Department of Public Works.
 - e. Sidewalk sections located adjacent to driveways are classified as aprons, and shall be constructed in accordance with City concrete driveway apron standards.
 - ii. In order to assist property owners with the cost of repairing and maintaining sidewalks, the Department of Public Works administers a Residential Sidewalk Repair Program and supports the use of available grant funds to replace sidewalks in targeted City areas.
 - a. The residential sidewalk repair program shall reimburse property owners the following portion of sidewalk replacement cost:
 - One Family** – *50% City grant share / 50% loan amount (if needed).
 - Two Family** – *40% City grant share / 60% loan amount (if needed).
 - Three Family** – *30% City grant share / 70% loan amount (if needed).
 - Four Family** – *20% City grant share / 80% loan amount (if needed).

Five Family – *10% City grant share / 90% loan amount (if needed)

Six Family – 0% City grant share / 100% loan amount (if needed)

b. The percentage of grant share will be the portion of the actual cost, or the percentage of the City contract cost for a comparable repair, whichever is less.

d. Property owned by non-profits may be eligible for Sidewalk Repair Grant funding (40%) subject to Board of Public Works approval.

e. Loans shall be available by the City for the property owner's portion of cost.

f. Cost sharing shall be limited to sidewalks that are in need of repair/replacement for safety reasons, and shall include the restoration of property immediately affected by the repair or replacement (i.e. a portion of the residents driveway disturbed, loam and seed to address lawn damage, and adjacent private walks).

g. The residential sidewalk repair program shall be limited to residential dwellings, defined as 1- to 6- family unit dwellings (per assessor card).

h. Reimbursements will not exceed the unit cost offered by the City sidewalk contract.

i. Properties located on state roads are subject to this policy and City Ordinance in the same manner as sidewalks located along City-accepted streets. State encroachment permits are required for all work located within the State right of way.

j. Property owners performing repairs/maintenance, or disturbing sidewalks located within a City streetscape area (bricks & decorative lights), shall be required to replace in an "in kind" manner, or as approved by the Director of Public Works.

k. Inspection of City sidewalks in poor condition shall be complaint driven. Based on the inspection by the Department, property owners shall be advised of unsafe conditions.

l. Although the Department of Public Works acknowledges that a small amount of salt applied to City streets may be deposited on sidewalks, it is DPW's position that DPW salt applications do not impact City sidewalk conditions. The rotation of DPW salt spreaders directs salt to the center of the roadway.

m. The Department of Public Works shall prioritize use of City grant funds to replace sidewalks on City streets. Sidewalk projects shall be prioritized for grant funding based on the extent (number of properties effected and length) of deteriorated sidewalks, along with sidewalk need (estimated pedestrian use).

n. The repair/replacement of handicap ramps is the responsibility of the Department of Public Works.

B. Installation of New/Additional Sidewalks

- i.** The decision to install new/additional sidewalks on a proposed City street is reviewed and approved by the City's Planning Commission in accordance

- with the City's Subdivision Regulations, and is not under the authority of the Board of Public Works.
- ii. The decision to install sidewalks along properties subject to site plan approval by the City's Zoning Commission or Planning Commission are reviewed and approved by the City's Planning Commission and Zoning Commission, in accordance with the City's Zoning regulations, and is not under the authority of the Board of Public Works.
 - iii. The Board of Public Works receives referrals from the City's Planning Commission, Zoning Commission, and City Council from time to time regarding property owners' requests to waive or defer the installation of sidewalks required, pursuant to City Subdivision regulations, Zoning regulations, and City Ordinances. The Board of Public Works reserves the right to make these decisions based on the evaluation of the specific location and need of sidewalks, however, the Board shall consider the following:
 - a. Prioritize the installation of new/additional sidewalks on roadways based on street classifications (Principal, Minor Arterial, Major Collector and local).
 - b. Install sidewalks to complete the interconnections of sidewalks and loops, including sidewalks located across the properties of proposed cul-de-sacs.
 - c. In areas where sidewalks do not form a loop or interconnections, installation of sidewalks on a one side of the street shall be considered.
 - iv. The Board of Public Works shall consider the installation of new/additional sidewalks as part of the Department of Public Works' yearly Capital Improvement Program based upon requests from the general public (including petitions), and the Director of Public Works. Requests shall be prioritized based on the criteria provided in Section 3 B.iii.a. of this policy. In addition, priority shall be given to installing sidewalks in areas to eliminate sidewalk gaps along existing roadway sections, and priority shall be given to the installation of sidewalks in commercial areas along or accessing public transportation (bus routes).
 - v. To prioritize requests to install sidewalks, the Department of Public Works and Board of Public Works must weigh the improvement to public (pedestrian) safety, cost, need (number of potential users of sidewalk), and impact to private property. The Department of Public Works sees sidewalks as an integral part of the City roadway system, however, the decision to construct sidewalks on any given section of sidewalks shall be weighed with the need for sidewalks throughout the City, and available resources. To assist the City in determining the need (potential use) of a sidewalk, and to evaluate property owner support, the Board of Public Works asks residents requesting sidewalks to process and submit a formal request and complete a sidewalk petition. The Board of Public Works will evaluate all requests for sidewalks on a yearly basis, including requests without submission of a

- petition. However, additional weight will be given to requests containing petitions. Requests containing petitions may or may not receive approval.
- vi. All formal requests for sidewalks shall be received by the Department of Public Works, evaluated, and a written recommendation shall be provided. The Board of Public Works shall evaluate ALL requests submitted to the Department on a yearly basis in November of each year.
 - vii. Requests for sidewalk sections with an estimated cost of less than \$50,000 will be completed the following construction season (if approved by the Board of Public Works). Requests for sidewalks with an estimated cost above \$50,000 will be incorporated into the Department's CIP budget request (if approved by the Board of Public Works).

4. Responsible Division

Department of Public Works Engineering Division and the Director of Public Works

5. Approval authority:

Board of Public Works

6. Approval Date:

July 21, 2022, revised March 3, 2025

7. Effective Date:

March 20, 2025



SIDEWALK PETITION REQUEST

The Department of Public Works has advised me that obtaining support from property owners is an initial step and the installation of sidewalks is dependent on available funding and approval by the Board of Public Works, Board of Finance and City Council.

[illegible]



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: March 11, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: **DPW PROPOSED POLICY – STREET LIGHT REQUIREMENTS**

Please find attached a proposed policy for street lights within the City. The proposed policy states the following:

1. Indicates the Department of Public Works is responsible to maintain all City street lights, power required by Eversource.
2. The purpose of City street lights is to light the roadway. The purpose is NOT to illuminate private property or to reduce/prevent crime.
3. Street lights shall be installed on 28 ft tall wooden poles. Light fixtures shall be GE Roadway LED.
4. Decorative lights are allowed in areas of City streetscapes and business districts. Decorative lights and light poles are NOT allowed in residential subdivisions.
5. Required street light spacing shall be 350 ft in residential areas and 150 ft in commercial areas. City street light standards do NOT include a lumen requirement or limit.
6. The Department of Public Works reserves the right to remove City street lights.

This proposed policy has been prepared, in part, in response to a request to install decorative poles and light fixtures on Charles Way, north of Redstone Hill Rd. The developer has requested the use of decorative poles and light fixtures. However, the DPW recommends a standard pole and light fixture to eliminate the need of maintaining a number of different light and poles styles. Several subdivisions currently do have decorative street lights and poles. The goal is to standardize street light standards throughout the City. Photographs of various street light installations are attached, including the recommended standard of wooden poles to be utilized in existing subdivisions.

To adopt the proposed policy, the Department of Public Works requests the following Board action:

Approve the Department of Public Works Proposed Policy 16.25 City Street, Street Light Requirements effective March 20, 2025.

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

CITY OF BRISTOL – PUBLIC WORKS

16.25 CITY STREET – STREET LIGHT REQUIREMENTS

1. Policy Name

16.25 City Streets – Street Light Requirements

2. Policy Statement

The City of Bristol owns street lights along City streets. This policy defines the recommended spacing and location of street lights on city streets, utilized to process requests for additional lights. These criteria shall be used to determine the location of new lights on new roads being built in accordance with City Planning Commission approval. The policy also provides specifications for light fixtures, poles, and brackets.

It should be noted that the City street light standards DO NOT include a requirement to meet a specified lumen. In addition, the purpose of street lighting is NOT to provide lighting outside the City roadway right of way, or to increase lighting to prevent criminal activity. The sole purpose of a street light is to provide lighting on the street roadway and sidewalk area.

The distance between street lights varies based on land use (residential, commercial, industrial), and roadway geometry (curve, cul-de-sac, intersection). However, City street lights shall, in general, be spaced approximately 350 ft apart in residential areas, and 150 ft apart in commercial areas, utilizing 25-watt street light fixtures with 35 ft poles. In areas of curves, crosswalks, and intersections, additional lights shall be added.

3. Policy

- A. Existing Light Maintenance: The Department of Public Works shall maintain all existing street lights. The Department utilizes the services of a private contractor to perform the work, in accordance with a yearly contract. Maintenance work cost shall be based on a unit cost established in the bid. Although the City owns and maintains City street lights, power is provided by Eversource Electric. Therefore, when street lights are NOT receiving power, repairs are required by Eversource Electric. In areas serviced with underground electric, Eversource Electric typically takes 2-3 months to restore/provide electrical power. Once Eversource power is provided, DPW shall arrange for additional repairs (if required).

DPW repair/maintenance shall include existing lights on standard, wooded 35 ft. tall, decorative, unmetered poles within subdivisions serviced with underground electric. DPW also maintains street lights on aluminum poles located in the downtown area, along with decorative metered lights on streetscapes. Existing streetlight maintenance does not include lighting provided by buildings or lighting within parking lots. Street light maintenance includes lights within the City's right

of way and State roads that provide lighting to City or State roads (including streetscapes on State roadways).

Upon receiving a request from property owners, the DPW shall evaluate and install screens and baffles to direct/shade light away from private property, if required.

- B. Requests for New Street Lights on Existing Streets – The Department of Public Works shall evaluate all requests for additional street lights. Additional lights will only be approved by the Department to provide additional lighting to the roadway. The purpose of street lights is NOT to increase or provide increased security to private property or to deter crime. In areas serviced with overhead utilities, and on existing poles, consideration will be given to install additional lights at roadway intersections, curves, and if a street light is not currently installed on every other pole. In areas serviced by underground electric with poles dedicated to supporting street lights, DPW will give consideration to installing additional street lights when spacing is greater than 400 ft. apart.

It should be noted that City-installed and maintained street lights are NOT required on all City streets, and pursuant to City standards, there is not a specified required lumen that City street lights are required to provide. Pursuant to this policy, the City will provide street lights in order to provide lighting on City-designated roadways, however, the City is not required to provide a specified intensity (level) of lighting on City roads, and reserves the right to provide no street lights on designated City streets.

- C. New Street Lights on Proposed City Streets: All City streets shall be equipped with street lights prior to acceptance by the City Council. The number and spacing of street lights shall vary based on proposed use roadway classification. In commercial or industrial areas, spacing of street lights installed on 35 ft tall poles (25-watt fixtures with 6 ft arms) shall be installed at a maximum of 150 ft. apart. Street lights installed along residential streets shall have a maximum spacing of 350 ft (28 ft poles height above grade, 20-watt fixtures, 6 ft arm). The number and spacing may be revised based on wattage of fixtures. Street lights shall be installed at all intersections and curves, including intersections with existing streets.

Street lights installed on decorative or non-utility wooded poles (35 ft tall, 12 inches diameter at grade) will not be approved. All new street lights shall comply with current City specifications as indicated below, installed on 35 ft tall 12-inch diameter (at grade) wooded poles, approved by Eversource Electric. All street light fixtures shall be low energy LED type fixtures GE Roadway as specified below:

1. Type E 125 W LED
2. Type B 25 W LED
3. Type D 25 W LED
4. Type B 41 W LED
5. Type D 41 W LED
6. Type E 41 W LED

7. Type E 88 W LED

All street lighting plans shall be approved by the DPW Engineering Division prior to installation and street acceptance by City Council.

Wooded poles supporting street lights shall have the following specifications:

- a. Pole Length: 35 ft.
 - b. Pole Height above ground: 28 ft.
 - c. Buried Depth: 5.5 ft.
 - d. ANSI Class: 2
 - e. Species: Southern Yellow Pine
 - f. Treatment: CCA
 - g. Circumference: 25 inches (min at pole top), 35.5 inches (min 6 ft from butt).
- Street light support poles in areas of City streetscapes and downtown commercial districts shall be 28 ft aluminum poles (10-inch diameter).

- D. Removal of Street Lights:** The Department of Public Works reserves the right to remove existing street lights, subject to Board of Public Works approval.

4. Responsible Division

Department of Public Works Engineering Division and the Director of Public Works

5. Approval authority:

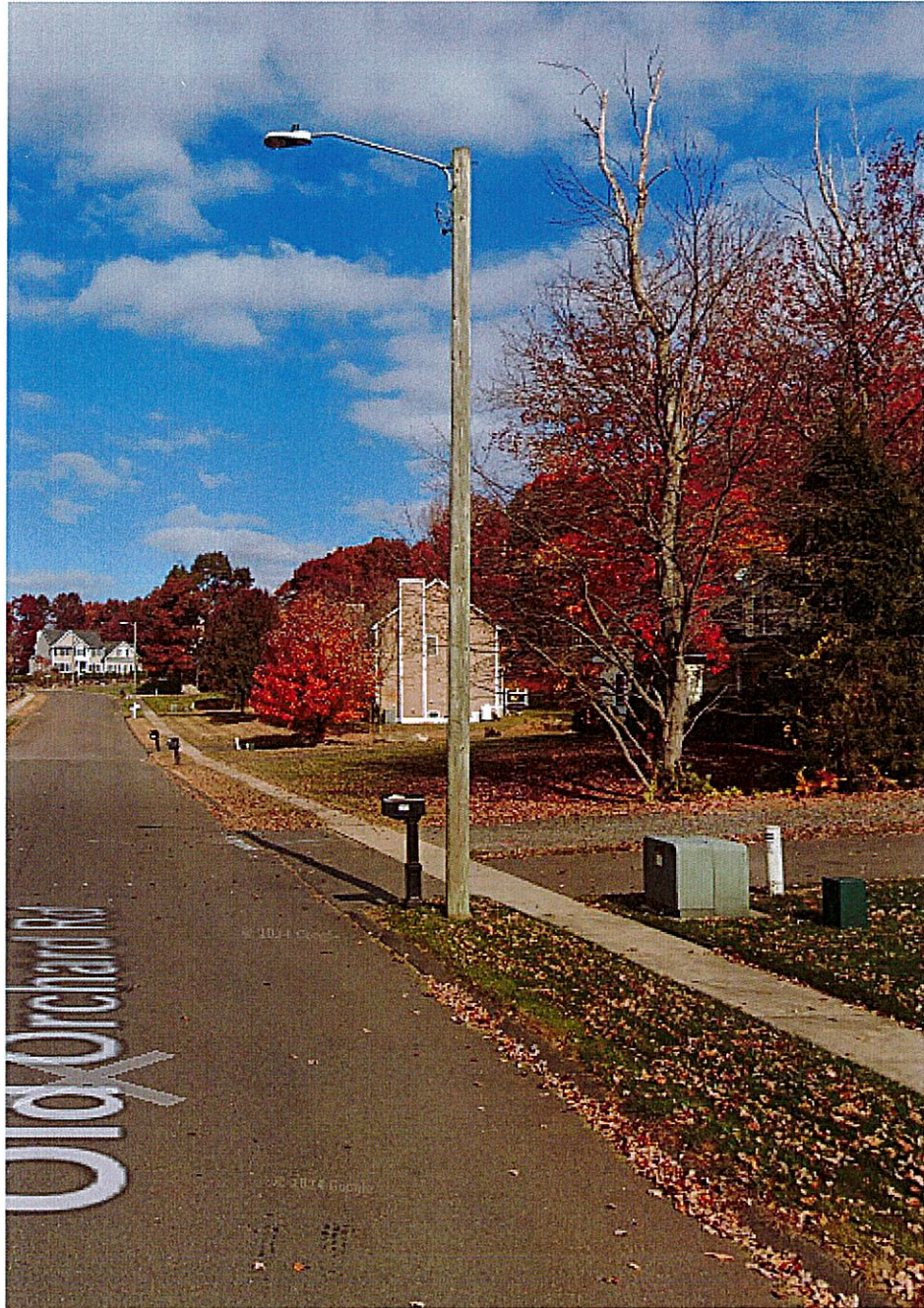
Board of Public Works

6. Approval Date:

March 20, 2025

7. Effective Date:

March 20, 2025



Old Orchard Rd



SOUTHDOWN DR



PEQUABUCK ST



CORBIN RIDGE (NEW)



CORBIN RIDGE (OLD)



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: March 12, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

**RE: DPW – NORTH MAIN CT DOT INSTALLATION OF
RECTANGULAR RAPID FLASHING BEACONS (RRFB)**

The CT DOT is moving forward with installation of Rectangular Rapid Flashing Beacons on the three mid-block crosswalks on North Main St (Center St – CT Route 6). As indicated in the attached design plans, the RRFBs are proposed at the following:

- a. Parkside Café & Carpenter's building
- b. DeLorenzo Apartments
- c. Northside Square

The work is being performed as a CT DOT contract, administered by the CT DOT. There is no installation cost to the City, and work is anticipated to be completed in the summer of 2025. The RRFBs are solar-powered and will not delay DPW's scheduled paving of North Main Street.

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

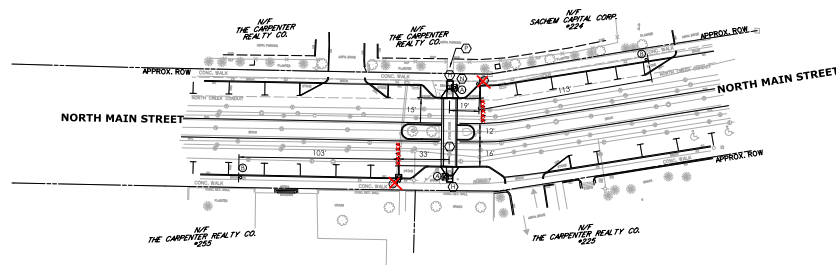
MOVEMENT DIAGRAM																																					
NOR		PHASE 1				PHASE 2				PHASE 3				PHASE 4				PHASE 5				PHASE 6				PHASE 7				PHASE 8				PHASE 9			
		FLASH	GRN	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL					
FACE #	1																																				
	2																																				
	3																																				
	4																																				
	5																																				
	6																																				
	7																																				
	8																																				
	9																																				
	10																																				
	11																																				
	12																																				
	13																																				
	14																																				
	15																																				
INTERVALS	MIN GRN																																				
	WALK																																				
	RED CLR																																				
	VEH EXT																																				
	MAX 1																																				
	MAX 2																																				
	YELLOW																																				
	RED																																				
	ADD INT																																				
	MAX INT																																				
	TTR																																				
	MIN GAP																																				
MODE																																					
INF START																																					

SIGN LEGEND:

- INSTALL RECTANGULAR RAPID FLASHING BEACON ASSEMBLY TYPE B TO HAVE ADA COMPLIANT ARROW PUSHBUTTON, AUDIBLE WALK INDICATION AND LOCATOR TONE. CITY OWNED AND MAINTAINED.

○ INSTALL  41-4810
 41-6127

○ INSTALL  31-0510



NOTES:

RECTANGULAR RAPID FLASHING BEACON AND ALL ASSOCIATED EQUIPMENT, INCLUDING SIGNS, TO BE OWNED AND MAINTAINED BY THE CITY OF BRISTOL.

- BRICK PAVEMENT CROSSWALK - CITY MAINTAINED

TECHNICAL NOTES

RECTANGULAR RAPID FLASHERS TO FLASH FOR 20 SECONDS UPON ACTUATION.
 (13-30 SECOND ADJUSTABLE).
 20 SECOND TIMER SHOULD RESET UPON EACH ACTUATION.
 SPEECH MESSAGE "YELLOW LIGHTS ARE FLASHING" SHALL BE SPOKEN TWICE UPON PUSHBUTTON ACTUATION.

OFFICE RECORD

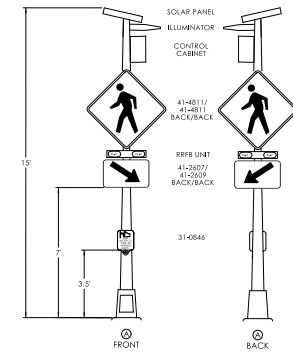
REV # TIR # N/A SM # N/A SIGNAL REVISED:
 INSTALLED RECTANGULAR RAPID FLASHING BEACON (RRFB) UNDER PROJECT
 NUMBER 0171-0468

CONTRACTOR TO ERADICATE AND INSTALL PAYMENT MARKINGS AS INDICATED BELOW:

INSTALL YELLOW LINES ON NORTH MAIN STREET APPROACHES TO THE CROSSWALK AS NOTED ON PLAN.

CONSTRUCTION NOTES:

- ALL TRAFFIC EQUIPMENT IS NEW.
- STAKE ALL R.O.W. PRIOR TO EXCAVATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY OF BRISTOL PRIOR TO INSTALLATION.
- THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE CITY OF BRISTOL.
- SEE SPECIAL PROVISION ITEM #1117111A - RECTANGULAR RAPID FLASHING BEACON (RRFB TYPE B).
- RECTANGULAR RAPID FLASHING BEACONS TO BE PEDESTRIAN ACTUATED, SOLAR POWERED AND WIRELESS ACTIVATED.
- COORDINATE WITH UTILITY COMPANY REPRESENTATIVES LISTED IN THE SPECIAL PROVISION, 1.07 - LEGAL RELATIONS AND RESPONSIBILITIES.
- INSTALL RRFB ASSEMBLIES ON 15' PEDESTALS.
- INSTALL PEDESTAL FOUNDATIONS ADJACENT TO THE LANDING AREAS AND WITHIN R.O.W. SOLAR PANELS TO FACE SOUTH.
- ALL RRFB EQUIPMENT SHALL BE PAINTED BLACK, AMS-STD-595 NO. 17038
- ALL SIGN POSTS SHALL BE PAINTED BLACK, AMS-STD-595 NO. 17038
- CONSTRUCT TYPE 8 CONCRETE SIDEWALK RAMP PER GUIDE SHEETS. RAMP LANDING SHOULD BE REBUILT WITH BRICK.
- TRIM TREE BRANCHES NEAR THE PROPOSED RRFB, TO BE PAID UNDER ITEM NO. 0952001A-SELECTIVE CLEARING AND THINNING.
- TEST PIT TO BE USED TO ENSURE CLEARANCE FROM UNDERGROUND UTILITIES. TO BE PAID UNDER ITEM NO. 0202451A



CITY RRFB ASSEMBLY

TRAFFIC	DATE	ELECTRICAL	DATE	REV #	INTERSECTION #
ENGINEER					
DRAWN BY					
CHECKED BY					
SUBMITTED BY					
APPROVED BY					
APPROVED DATE					

ENERGY BY: SOLAR	ADDRESS # N/A
MAINT LEVEL N/A	SERVICE POLE: SOLAR

LEGEND:	○ PROPOSED WOOD SPAN POLE	□ PEDESTAL MOUNTING	■ AUXILIARY TERMINATION CABINET	● IP DETECTOR	SD SYSTEM DETECTOR
R, Y, G RED, YEL GRN	● EXISTING WOOD SPAN POLE	□ PEDESTRIAN PUSH BUTTON & SIGN	■ AUXILIARY EQUIPMENT CABINET	● RADAR DETECTOR	VC VIDEO CAMERA CABLE
← RED ARROW	○ PROPOSED STEEL SPAN POLE	□ DIRECTIONAL ARM FOR PUSH BUTTON	■ PROPOSED CONTROLLER	● THERMAL DETECTOR	RC RADAR CABLE
← YELLOW ARROW	● EXISTING STEEL SPAN POLE	□ TRAFFIC SIGNAL FACE	■ EXISTING CONTROLLER	● 360° CAMERA ASSEMBLY	→ CUT WIRE
← GREEN ARROW	→ PROPOSED RMC	□ PEDESTRIAN SIGNAL FACE	■ LOOP DETECTOR	→ AUDIO DETECTOR	■ PROPOSED HANDHOLE
WB WALK PED. CLR	→ EXISTING RMC	● EXISTING UTILITY POLE	● CABLE CLOSURE	→ OPTICAL DETECTOR	■ EXISTING HANDHOLE
		● EXISTING UTILITY POLE			

LASTED SAVED BY: Kcuman FILE NAME: H:\10000\10585\CTDOT RFB\B\10171-0468\Traffic\Contract\4\Draws\VR_CP_0171_0468_Sign_017402.dgn
 PLOTTED DATE: 5/13/2024



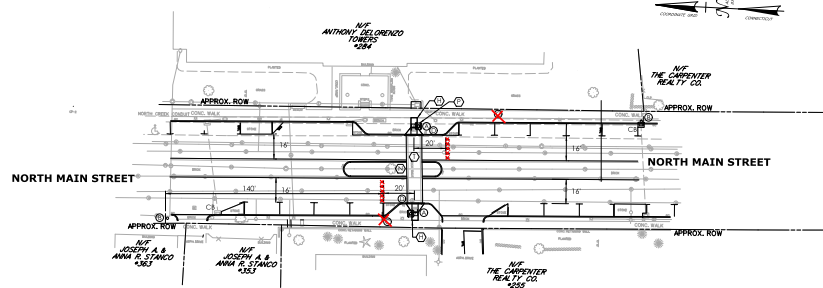
PROJECT NUMBER: 0171-0468
 225 NORTH MAIN STREET
 TOWNSHIP: BRISTOL
 DRAWING TITLE: TRAFFIC SIGNAL CONTROL PLAN

MOVEMENT DIAGRAM																												
MTR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8			PHASE 9		
		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL		
FACE #	1																											
	2																											
	3																											
	4																											
	5																											
	6																											
	7																											
	8																											
	9																											
	10																											
	11																											
	12																											
	13																											
	14																											
	15																											
INTERVALS	MIN GRN																											
	WALK																											
	RED CLR																											
	VEH EXT																											
	MAX 1																											
	MAX 2																											
	YELLOW																											
	RED																											
	ADD INT																											
	MAX INT																											
TBR																												
TIS																												
MIN GAP																												
MODE																												
INF START																												

SIGN LEGEND:

- ① INSTALL RECTANGULAR RAPID FLASHING BEACON ASSEMBLY TYPE B. TO HAVE ADA COMPLIANT ARROW PUSHBUTTON, AUDIBLE WALK INDICATION AND LOCATOR TONE. CITY OWNED AND MAINTAINED.

- ① INSTALL 41-4810
41-6127
- ① REMOVE 41-4810
41-2607
31-1713



NOTES:

RECTANGULAR RAPID FLASHING BEACON AND ALL ASSOCIATED EQUIPMENT, INCLUDING SIGNS, TO BE OWNED AND MAINTAINED BY THE CITY OF BRISTOL.

- ① BRICK PAVEMENT CROSSWALK - CITY MAINTAINED

TECHNICAL NOTES

RECTANGULAR RAPID FLASHERS TO FLASH FOR 20 SECONDS UPON ACTUATION. (13-30 SECOND ADJUSTABLE).
20 SECOND TIMER SHOULD RESET UPON EACH ACTUATION.
SPEECH MESSAGE "YELLOW LIGHTS ARE FLASHING" SHALL BE SPOKEN TWICE UPON PUSHBUTTON ACTUATION.

OFFICE RECORD

REV # TIR #N/A SM # N/A SIGNAL REVISED:
INSTALLED RECTANGULAR RAPID FLASHING BEACON (RRFB) UNDER PROJECT NUMBER 0171-0468.

CONTRACTOR TO ERADICATE AND INSTALL PAVEMENT MARKINGS AS INDICATED BELOW:

INSTALL YIELD LINES ON NORTH MAIN STREET APPROACHES TO THE CROSSWALK AS NOTED ON PLAN.

CONSTRUCTION NOTES:

ALL TRAFFIC EQUIPMENT IS NEW.

STAKE ALL R.O.W. PRIOR TO EXCAVATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY OF BRISTOL PRIOR TO INSTALLATION.

THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE CITY OF BRISTOL.

SEE SPECIAL PROVISION ITEM #1117111A - RECTANGULAR RAPID FLASHING BEACON (RRFB TYPE B).

RECTANGULAR RAPID FLASHING BEACONS TO BE PEDESTRIAN ACTUATED. SOLAR POWERED AND WIRELESS ACTIVATED.

COORDINATE WITH UTILITY COMPANY REPRESENTATIVES LISTED IN THE SPECIAL PROVISION, 1.07 - LEGAL RELATIONS AND RESPONSIBILITIES.

INSTALL RRFB ASSEMBLIES ON 15' PEDESTALS.

INSTALL PEDESTAL FOUNDATIONS ADJACENT TO THE LANDING AREAS AND WITHIN R.O.W.

SOLAR PANELS TO FACE SOUTH.

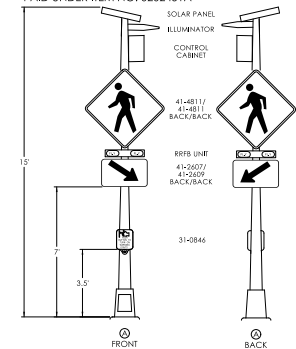
ALL RRFB EQUIPMENT SHALL BE PAINTED BLACK. AMS-STD-595 NO. 17038

ALL SIGN POSTS SHALL BE PAINTED BLACK. AMS-STD-595 NO. 17038

- ① CONSTRUCT TYPE 8 CONCRETE SIDEWALK RAMP PER GUIDE SHEETS, RAMP LANDING SHOULD BE REBUILT WITH BRICK.

- ① TRIM TREE BRANCHES NEAR THE PROPOSED RRFB. TO BE PAID UNDER ITEM NO. 0952001A-SELECTIVE CLEARING AND THINNING.

- ① TEST PIT TO BE USED TO ENSURE CLEARANCE FROM UNDERGROUND UTILITIES. TO BE PAID UNDER ITEM NO. 0202451A



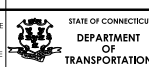
RRFB ASSEMBLY TYPE B

CITY RRFB ASSEMBLY

ENGINEER	DATE	ELECTRICAL	DATE	REV #	INTERSECTION #
DRAWN BY					
CHECKED BY					
SUBMITTED BY					
APPROVED BY					
APPROVED DATE					



www.BETA-inc.com



PROJECT NUMBER: 0171-0468
284 NORTH MAIN STREET
TOWNSHIP: BRISTOL
DRAWING TITLE: TRAFFIC SIGNAL CONTROL PLAN

LEGEND:	PROPOSED WOOD SPAN POLE	PEDESTAL MOUNTING	AUXILIARY TERMINATION CABINET	IP DETECTOR	SD SYSTEM DETECTOR
R, Y, G RED, YEL GRN	EXISTING WOOD SPAN POLE	PEDESTRIAN PUSH BUTTON & SIGN	AUXILIARY EQUIPMENT CABINET	RADAR DETECTOR	VC VIDEO CAMERA CABLE
FL FLASHING	PROPOSED STEEL SPAN POLE	DIRECTIONAL ARROW FOR PUSH BUTTON	TRAFFIC SIGNAL CONTROLLER	THERMAL DETECTOR	RC RADAR CABLE
YELLOW ARROW	EXISTING STEEL SPAN POLE	TRAFFIC SIGNAL FACE	TRIPPING CONTROLLER	360° CAMERA ASSEMBLY	CUT WIRE
GREEN ARROW	PROPOSED RMC	PEDESTRIAN SIGNAL FACE	LOOP DETECTOR	AUDIO DETECTOR	PROPOSED HANDHOLE
WB WALK PED. CLR	EXISTING UTILITY POLE	VIDEO DETECTION TONE	CABLE CLOSURE	OPTICAL DETECTOR	EXISTING HANDHOLE

LASTED SAVED BY: Asoqrev FILE NAME: H:\10200\10583 CTDOT RRFBS\0171-0468\Traffic\Control\Plan\RRFB_Visual\CP_0171_0468_Sign\0171-0468.dgn
PLOT DATE: 5/13/2024

MOVEMENT DIAGRAM																																					
NOR		PHASE 1				PHASE 2				PHASE 3				PHASE 4				PHASE 5				PHASE 6				PHASE 7				PHASE 8				PHASE 9			
		FLASH	GRN	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL	CL	GRN	CL	CL					
FACE #	1																																				
	2																																				
	3																																				
	4																																				
	5																																				
	6																																				
	7																																				
	8																																				
	9																																				
	10																																				
	11																																				
	12																																				
	13																																				
	14																																				
	15																																				
INTERVALS	MIN GRN																																				
	WALK																																				
	RED CLR																																				
	VEH EXT																																				
	MAX 1																																				
	MAX 2																																				
	YELLOW																																				
	RED																																				
	AUD INT																																				
	MAX INT																																				
	TDR																																				
	MIN GAP																																				
MODE																																					
END START																																					

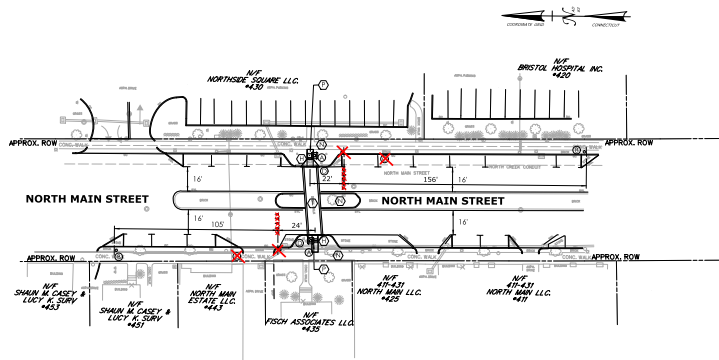
SIGN LEGEND:

- ① INSTALL RECTANGULAR RAPID FLASHING BEACON ASSEMBLY TYPE B, TO HAVE ADA COMPLIANT ARROW PUSHBUTTON, AUDIBLE WALK INDICATION AND LOCATOR TONE. CITY OWNED AND MAINTAINED.

- ① INSTALL 41-4810
- ① INSTALL 41-6127

- ① INSTALL 31-0510

- ① REMOVE 41-4810
- ① REMOVE 41-2607
- ① REMOVE 31-1713



NOTES:

RECTANGULAR RAPID FLASHING BEACON AND ALL ASSOCIATED EQUIPMENT, INCLUDING SIGNS, TO BE OWNED AND MAINTAINED BY THE CITY OF BRISTOL.

- ① BRICK PAVEMENT CROSSWALK - CITY MAINTAINED

BACK TO BACK RRFB

LEGEND:	PROPOSED WOOD SPAN POLE	PEDESTAL MOUNTING	AUXILIARY TERMINATION CABINET	IP DETECTOR	SD SYSTEM DETECTOR
R, Y, G, RED, YEL, GRN	EXISTING WOOD SPAN POLE	PEDESTRIAN PUSH BUTTON & SIGN	AUXILIARY EQUIPMENT CABINET	RADAR DETECTOR	VC VIDEO CAMERA CABLE
RED ARROW	PROPOSED STEEL SPAN POLE	DIRECTIONAL ARROW FOR PUSH BUTTON	PROPOSED STEEL SPAN POLE	THERMAL DETECTOR	VC VIDEO CAMERA CABLE
YELLOW ARROW	EXISTING STEEL SPAN POLE	TRAFFIC SIGNAL FACE	EXISTING STEEL SPAN POLE	360° CAMERA ASSEMBLY	CUT WIRE
GREEN ARROW	PROPOSED UTILITY POLE	PEDESTRIAN SIGNAL FACE	PROPOSED UTILITY POLE	AUDIO DETECTOR	PROPOSED HANDHOLE
WALK, PBD, CLR	EXISTING UTILITY POLE	RED DETECTION TONE	CABLE CLOSURE	OPTICAL DETECTOR	EXISTING HANDHOLE

LASTED SAVED BY: A3qdev FILE NAME: H:\10200\10583 CTDOT RRFBs D:\0171-0468\Bristol\Control\RRFB\VR\CP_0171_0468_Signs\0171-0468.dgn

PLOTTED DATE: 6/5/2024

TECHNICAL NOTES

RECTANGULAR RAPID FLASHERS TO FLASH FOR 20 SECONDS UPON ACTUATION. (113-30 SECOND ADJUSTABLE).
20 SECOND TIMER SHOULD RESET UPON EACH ACTUATION.
SPEECH MESSAGE "YELLOW LIGHTS ARE FLASHING" SHALL BE SPOKEN TWICE UPON PUSHBUTTON ACTUATION.

OFFICE RECORD

REV # TIR #N/A SM #N/A SIGNAL REVISED:
INSTALLED RECTANGULAR RAPID FLASHING BEACON (RRFB) UNDER PROJECT
NUMBER 0171-0468.

CONTRACTOR TO ERADICATE AND INSTALL PAVEMENT MARKINGS AS INDICATED BELOW:

INSTALL YELLOW LINES ON NORTH MAIN STREET APPROACHES TO THE CROSSWALK AS NOTED ON THE PLAN.

CONSTRUCTION NOTES:

ALL TRAFFIC EQUIPMENT IS NEW.

STAKE ALL R.O.W. PRIOR TO EXCAVATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY OF BRISTOL PRIOR TO INSTALLATION.

THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABLE NOTIFY THE ENGINEER AND CONTACT THE CITY OF BRISTOL.

SEE SPECIAL PROVISION ITEM #1117111A - RECTANGULAR RAPID FLASHING BEACON (RRFB TYPE B).

RECTANGULAR RAPID FLASHING BEACONS TO BE PEDESTRIAN ACTUATED, SOLAR POWERED AND WIRELESS ACTIVATED.

COORDINATE WITH UTILITY COMPANY REPRESENTATIVES LISTED IN THE SPECIAL PROVISION, 1.07 - LEGAL RELATIONS AND RESPONSIBILITIES.

INSTALL RRFB ASSEMBLIES ON 15' PEDESTALS.

INSTALL PEDESTAL FOUNDATIONS ADJACENT TO THE LANDING AREAS AND WITHIN R.O.W.

SOLAR PANELS TO FACE SOUTH.

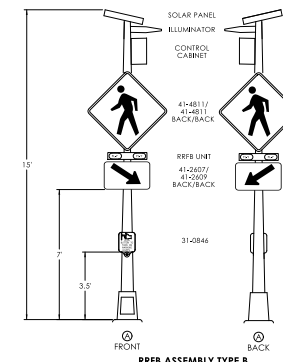
ALL RRFB EQUIPMENT SHALL BE PAINTED BLACK, AMS-STD-595 NO. 17038

ALL SIGN POSTS SHALL BE PAINTED BLACK, AMS-STD-595 NO. 17038

- ① CONSTRUCT TYPE 8 CONCRETE SIDEWALK RAMP PER GUIDE SHEETS.

- ① TRIM TREE BRANCHES NEAR THE PROPOSED RRFB WITHIN THE EXISTING RIGHT OF WAY. TO BE PAID UNDER ITEM NO. 0952001A-SELECTIVE CLEARING AND THINNING.

- ① TEST PIT TO BE USED TO ENSURE CLEARANCE FROM UNDERGROUND UTILITIES. TO BE PAID UNDER ITEM NO. 0202451A



CITY RRFB ASSEMBLY

ENGINEER	DATE	ELECTRICAL	DATE	REV #	INTERSECTION #
DRAWN BY					
CHECKED BY					
SUBMITTED BY					
APPROVED BY					
APPROVED DATE					



RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (RRFB)
ENERGY BY: SOLAR ADDRESS # N/A
MAINT LEVEL N/A SERVICE POLE: SOLAR



PROJECT NUMBER: 0171-0468
435 NORTH MAIN STREET
TOWNSHIP: BRISTOL
DRAWING TITLE: TRAFFIC SIGNAL CONTROL PLAN

DRAWING NO. TR-03
SHEET NO. 03.04



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

To: Board of Finance Commissioners

From: Public Works
(Requesting Department)

Date: March 13, 2025
(Submission Date)

For the March 18, 2025 Board of Finance Meeting Agenda
(Date of Meeting)

This request is for:

(Please check the type of request and list in whole dollar amounts)

☐ Additional Appropriation \$ _____

☐ Transfer from Contingency \$ _____

☒ Transfer(s) \$ 64,632

☐ Grant \$ _____

☐ Carry-over(s) \$ _____

☐ Other

Approval:

This request was approved by the Board of Public Works
(governing Board of your department)
at its meeting held on March 20, 2025.
(date)



(Department Head's signature)

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

Board of Finance Agenda Request Form

Reason for request:

Transfer funds from DPW Contractor Snow Fees to DPW Eng. Professional Fees to fund City of Bristol's cost share for NVCOG (Regional Planning) preparation of regional Hazard Mitigation Plan.

Transfer(s) complete the following:

From:	0013018-544410	To:	0013011-531000	Amount:	\$2,632
	_____		_____		_____

Transfer funds from DPW Contractor Snow Fees to DPW Street Div Snow Operation overtime account fund the Department's snow operation outside normal working hours.

Transfer(s) complete the following:

From:	0013018-544410	To:	0013018-515100	Amount:	\$42,000
	_____		_____		_____

Transfer funds from DPW Eng Reg Wages to DPW Eng Part Time Wages to fund a Part time professional engineer currently assisting DPW Engineering Division (current vacancy in the Assistant City / Civil Engineer position).

Transfer(s) complete the following:

From:	0013011-514000	To:	0013011-514000	Amount:	\$20,000
	_____		_____		_____



CITY OF BRISTOL
BOARD OF FINANCE AGENDA REQUEST FORM

To: Board of Finance Commissioners

From: Public Works
(Requesting Department)

Date: March 13, 2025
(Submission Date)

For the March 18, 2025 Board of Finance Meeting Agenda
(Date of Meeting)

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

☐ Additional Appropriation \$ _____

☐ Transfer from Contingency \$ _____

☒ Transfer(s) \$ 8,000 _____

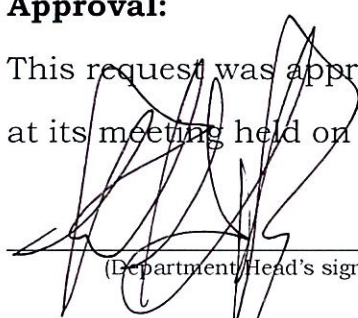
☐ Grant \$ _____

☐ Carry-over(s) \$ _____

☐ Other

Approval:

This request was approved by the Board of Public Works
(governing Board of your department)
at its meeting held on March 20, 2025.
(date)


(Department Head's signature)

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

Board of Finance Agenda Request Form

Reason for request:

Transfer funds from RIF Program supplies to RIF Professional Fees to fund a \$8,000 of the \$13,500 cost of DPW's roadway rating system. The system enables DPW to rate City street conditions utilizing AI technology with a vender supplied cell phone.

Transfer(s) complete the following:

From:	3063019-561800	To:	3063019-531000	Amount:	\$8,000
	_____		_____		_____



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: February 9, 2025 **rev March 12, 2025**

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: DPW – Eversource Gas Installations (2025 & 2026) and Roadway Restorations (2025)

The Eversource Gas Company is scheduled to provide an update of their proposed 2025 roadway restoration and 2025 & 2026 gas main extension and replacement work at the Board of Public Works February 20, 2025 meeting. See attached information regarding Eversource's 2025 & 2026 Replacement program, along with the 2025 Pavement Restoration program.

Bristol's 2025 & 2026 Replacement Program:

<https://www.bristolct.gov/DocumentCenter/View/48723/Eversource-Roadway-Restoration>

Bristol's 2025 Restoration Program:

<https://www.bristolct.gov/DocumentCenter/View/48722/Eversource-Proposed-2025-and-2026-New-Projects>

The Department of Public Works remains concerned with the Eversource Gas work within the City. The 2025 & 2026 main replacement & installation work includes work on a large number of roads, which have PCI ratings above 80, and have been paved approximately 5-7 years ago. In accordance with the City's moratorium, NO work can be performed on a road paved within the 5-year period from the time the roadway was paved. With that said, it is very disappointing that Eversource is proposing work on roads that are considered in good condition. In particular, given the fact that prior to the City paving the road, the DPW notified Eversource.

The Department recognizes that as part of Eversource Gas proposed work, Eversource's work includes the installation of a permanent patch, milling and paving a portion or all of the roadway (curb to curb), or providing payment to the City of Bristol to repair/restore the roadway. As a

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



Department of Public Works | 860.584.6125

result, once the Eversource work is complete, the roadway surface will be restored to “as new” conditions and the PCI will be 100. The DPW’s concern is that property owners and users of the roadway will be impacted by deteriorated roadway conditions during the period of construction until the roadway is restored (approximately 2-3 years).

It is the Department’s understanding that Eversource Gas is required to upgrade existing lines to provide adequate pressure, or to replace existing cast iron or bare steel pipeline. **In accordance with PURA requirements, Eversource must replace all cast iron and bare steel gas mains by 2030.** In order to improve coordination of work, DPW has obtained a list of roads that contain cast iron and bare steel pipelines. The intent would be to defer work on streets with cast iron or bare steel gas mains until 2030. The Department is also aware that Eversource is not allowed to solicit property owners to convert to natural gas, therefore, there are times when the gas main is replaced and roadway is restored, only to have individual property owners re-dig up the road to install gas laterals.

The type and extent of roadway restoration is based on the condition of roads prior to Eversource performing any work. For example, on streets that have recently been paved, the road is milled and paved curb to curb or to the centerline of the road. Roads that have lower ratings prior to Eversource work are permanently patched. On roads that will be milled and paved or patched, the DPW often receives funds from Eversource and incorporates roadway resurfacing into the Department’s annual pavement program utilizing (in part) funds provided by Eversource.

DPW is currently finalizing Eversource payments to resurface roadways associated with their 2025-26 replacement program. To date, payment has been agreed upon for the following roads.

- a. Gridley St
- b. Bellevue Ave, Center St (Main St to Bellevue Ave)
- c. George St, Main St, & South St.

Agreement for payment required by the City on the remaining Eversource roads for Eversource’s disturbance of roads is pending additional Eversource/DPW discussions.

A link to the Department’s road evaluations/ratings map based on condition assessments performed in 2023, and updated to reflect the Department’s annual roadway paving program is provided below:

<https://www.bristolct.gov/DocumentCenter/View/48714/Pavement-Management-Program-Map>



Department of Public Works | 860.584.6125

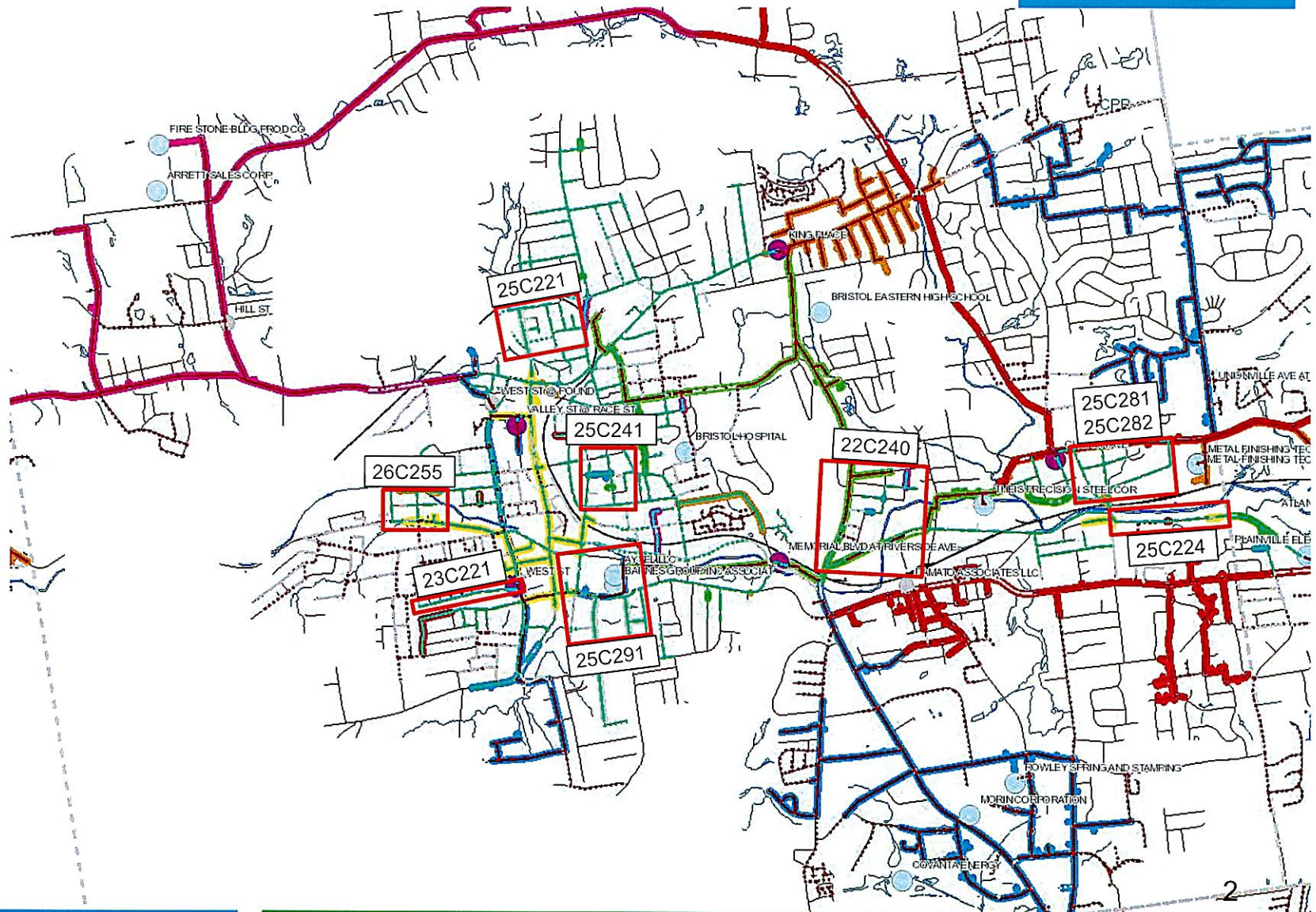
Eversource restoration work is completed in accordance with the newly adopted City Ordinance. In accordance with the Ordinance, Eversource's initial patches are re-cut, compacted, and repaved as an intermediate step prior to final restoration. I would say that since the adoption of the new Ordinance, Eversource has been very cooperative and compliant with the new City requirements.

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

Bristol ARP

2025

Bristol 2025



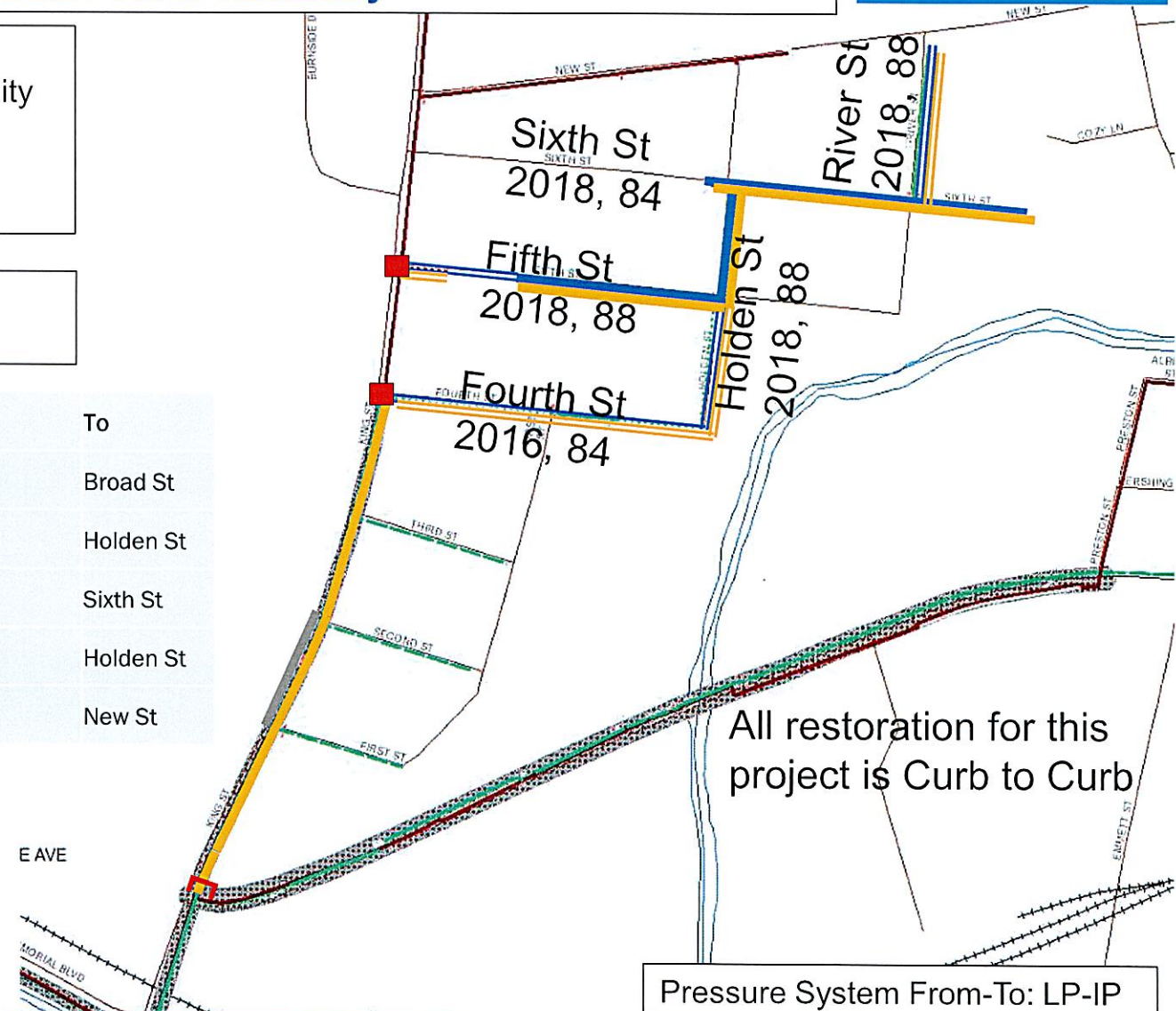
22C240_Bristol, Fifth~Sixth St Replacement 22C240R_Bristol, Fourth~River Reliability

EVERSOURCE
ENERGY

- Install PL - ARP
- Install PL - Reliability
- Retire - ARP
- Retire Reliability
- Tie-over Services

- Main Tie-In
- ┐ Cut & Cap Main

Street	From	To
King St (Ct-229)	Fourth St	Broad St
Fourth St	King St	Holden St
Holden St	Fourth St	Sixth St
Fifth St	King St	Holden St
River St	Sixth St	New St



Safety First and Always

23C221_Bristol, Gridley St Replacement

Proposed Work

- Install PL - ARP
- Retire - ARP

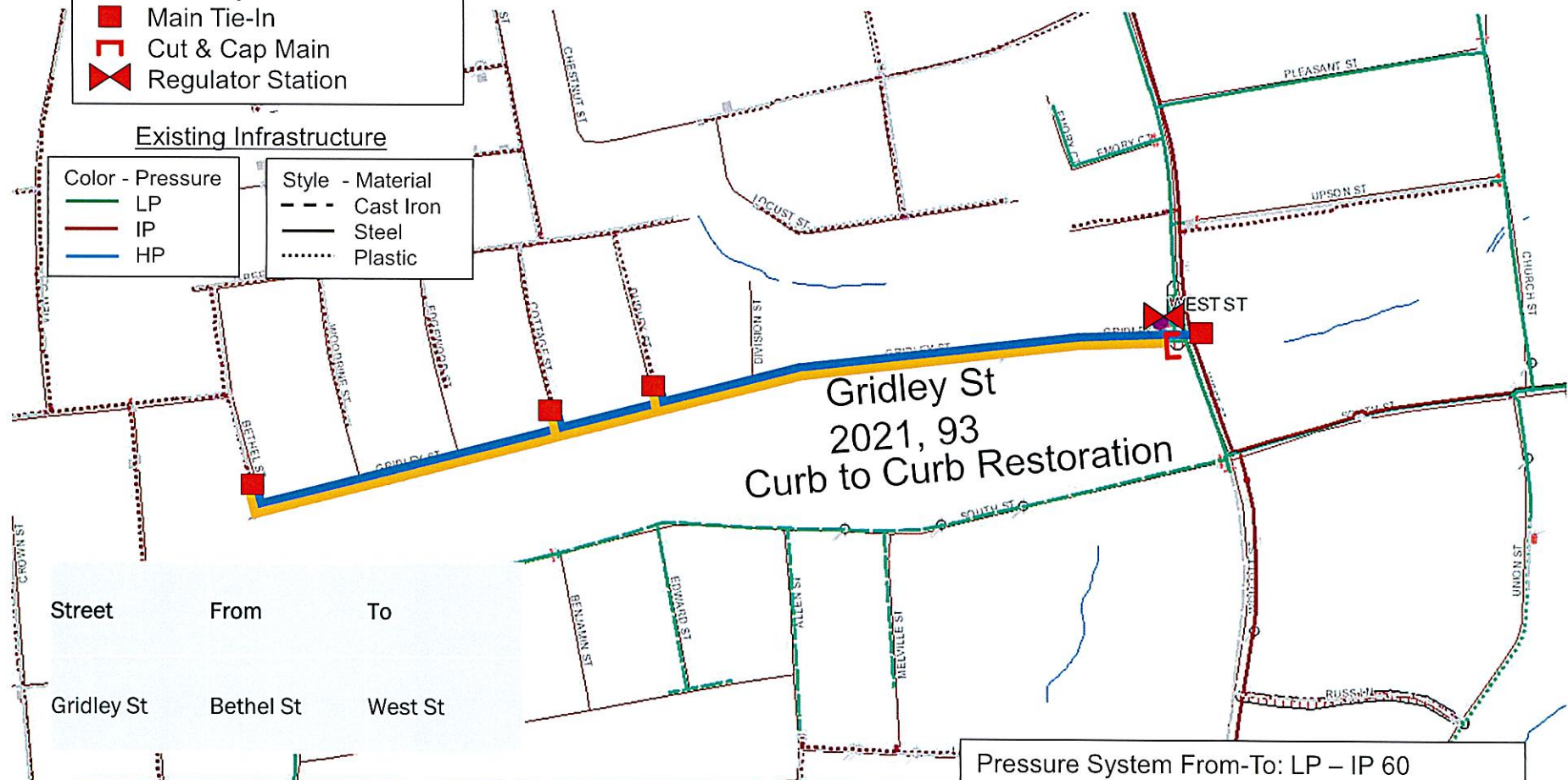
Symbols

- Main Tie-In
- Cut & Cap Main
- ✕ Regulator Station

Existing Infrastructure

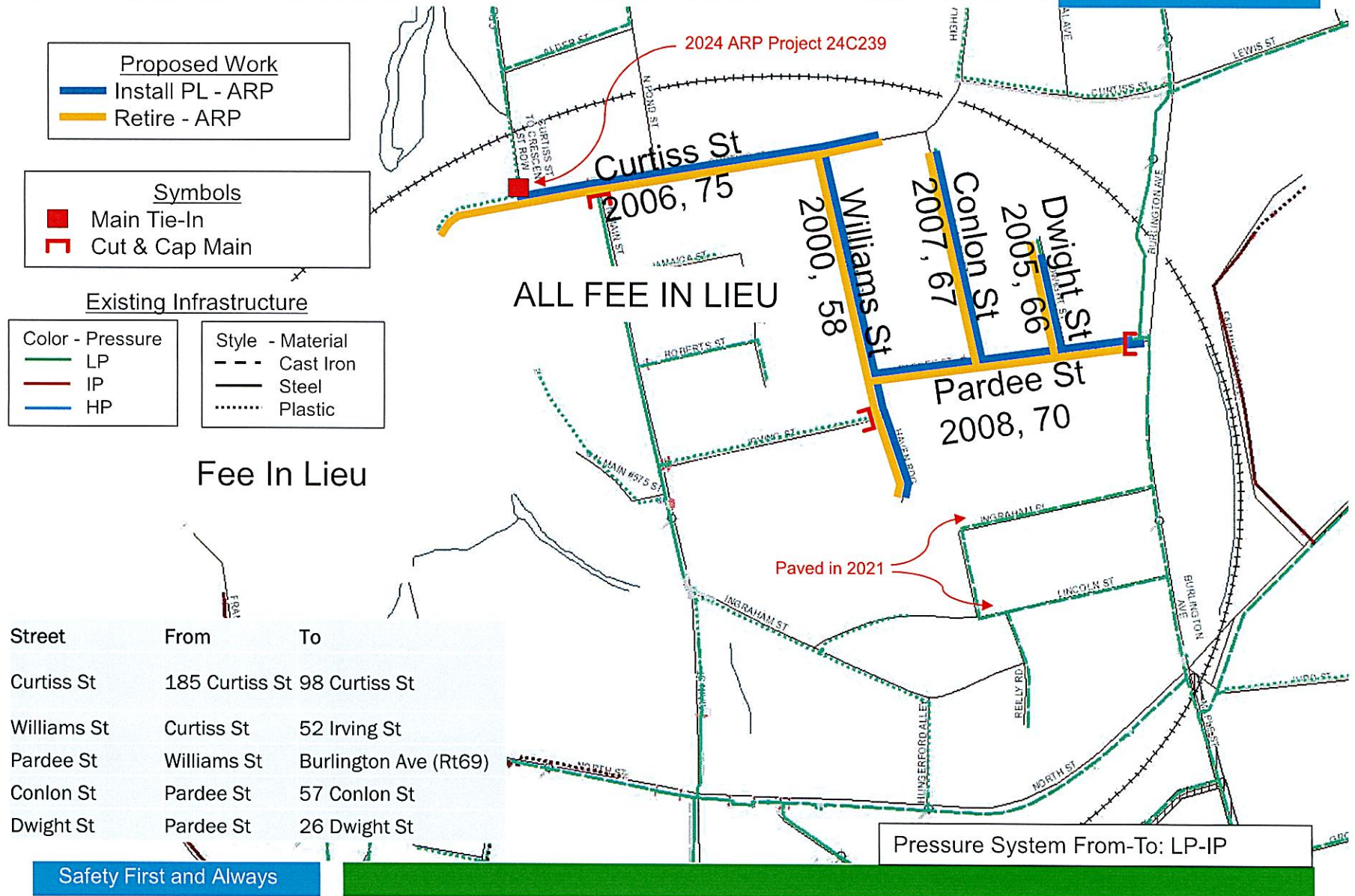
- Color - Pressure
- LP
 - IP
 - HP

- Style - Material
- Cast Iron
 - Steel
 - Plastic

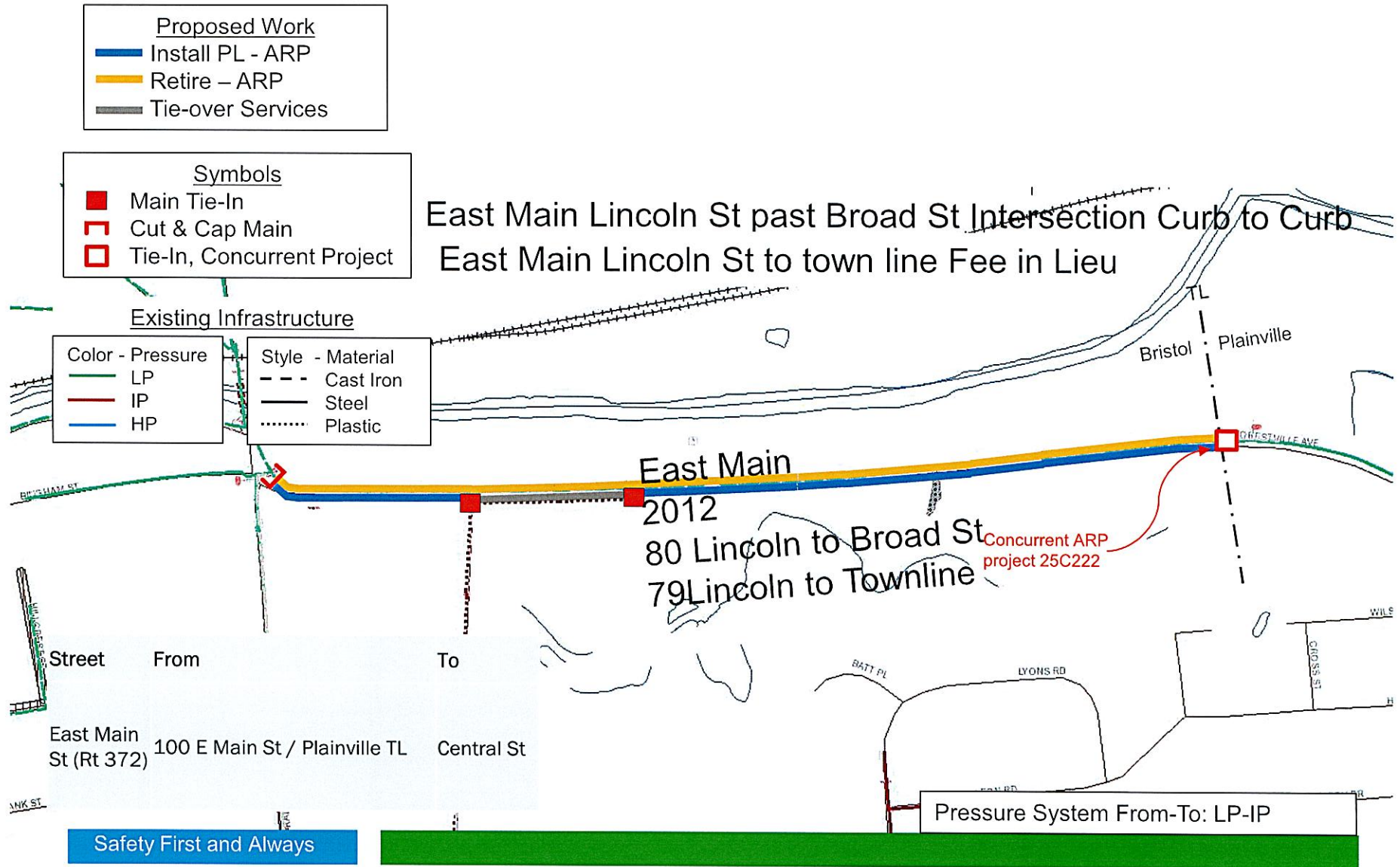


Safety First and Always

25C221_Bristol, Curtiss~Williams~Pardee Replacement



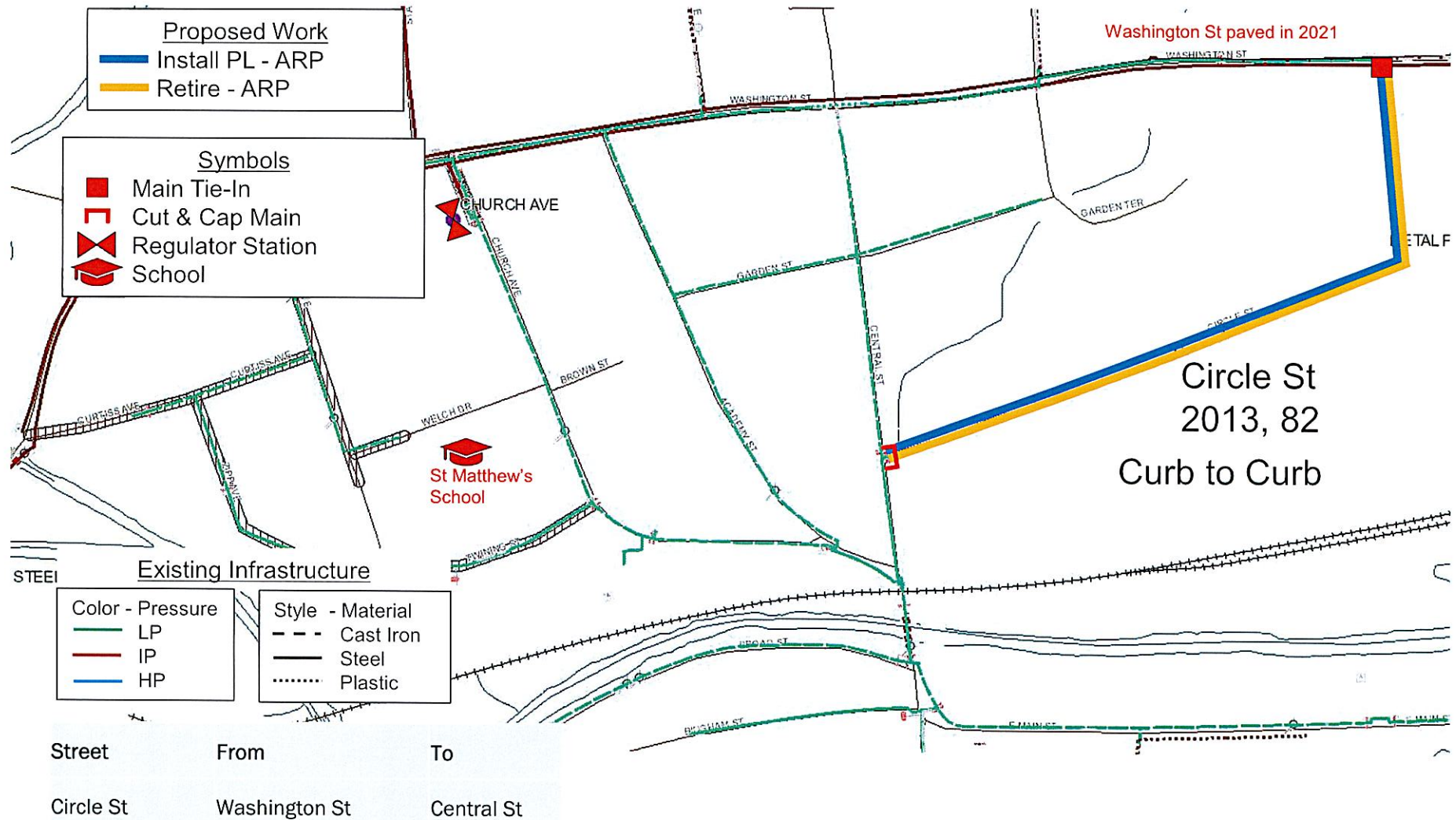
25C224_Bristol, E Main St Replacement



EVERSOURCE
ENERGY



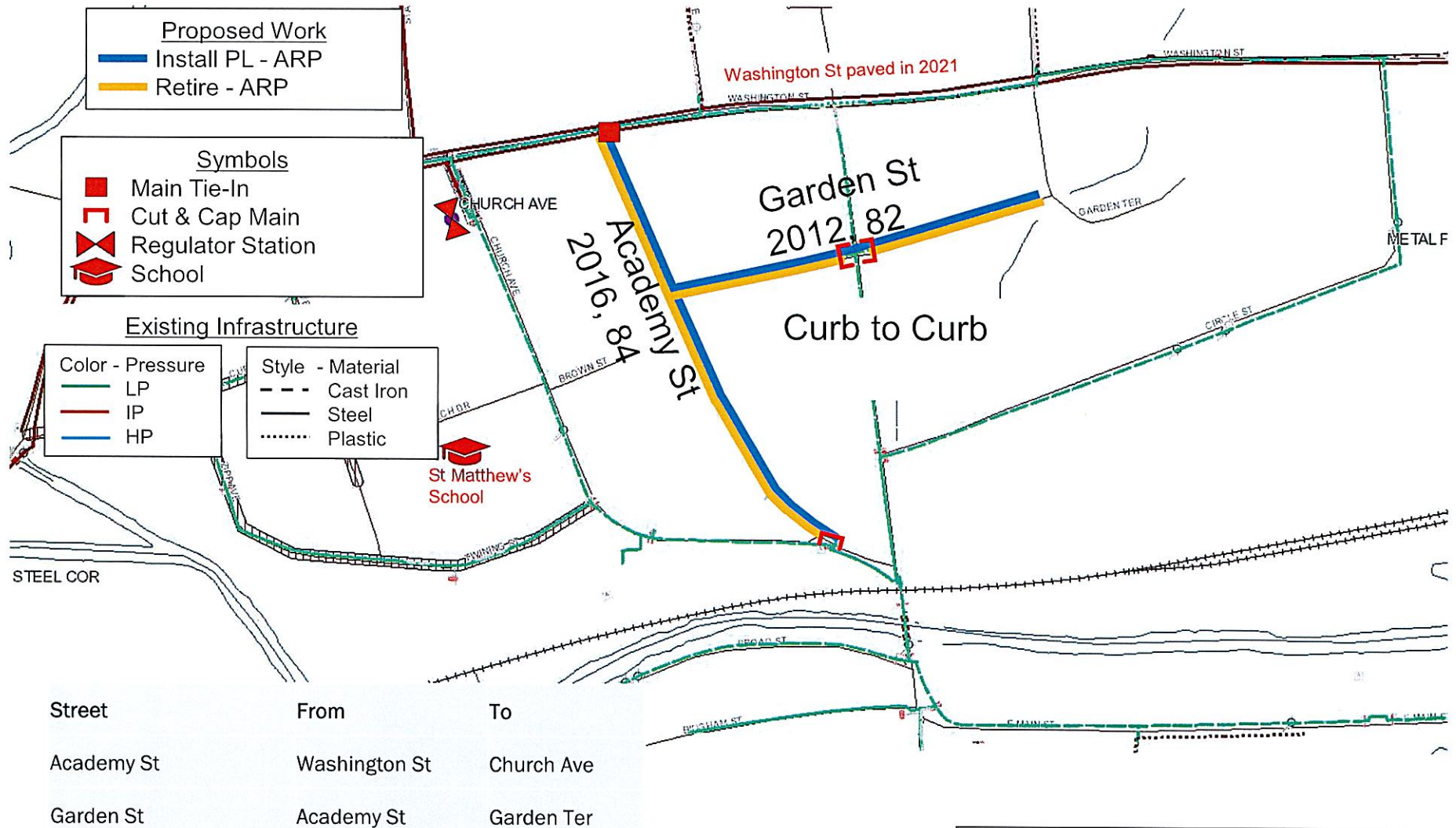
25C281_Bristol, Circle St Replacement



Pressure System From-To: LP-IP 60

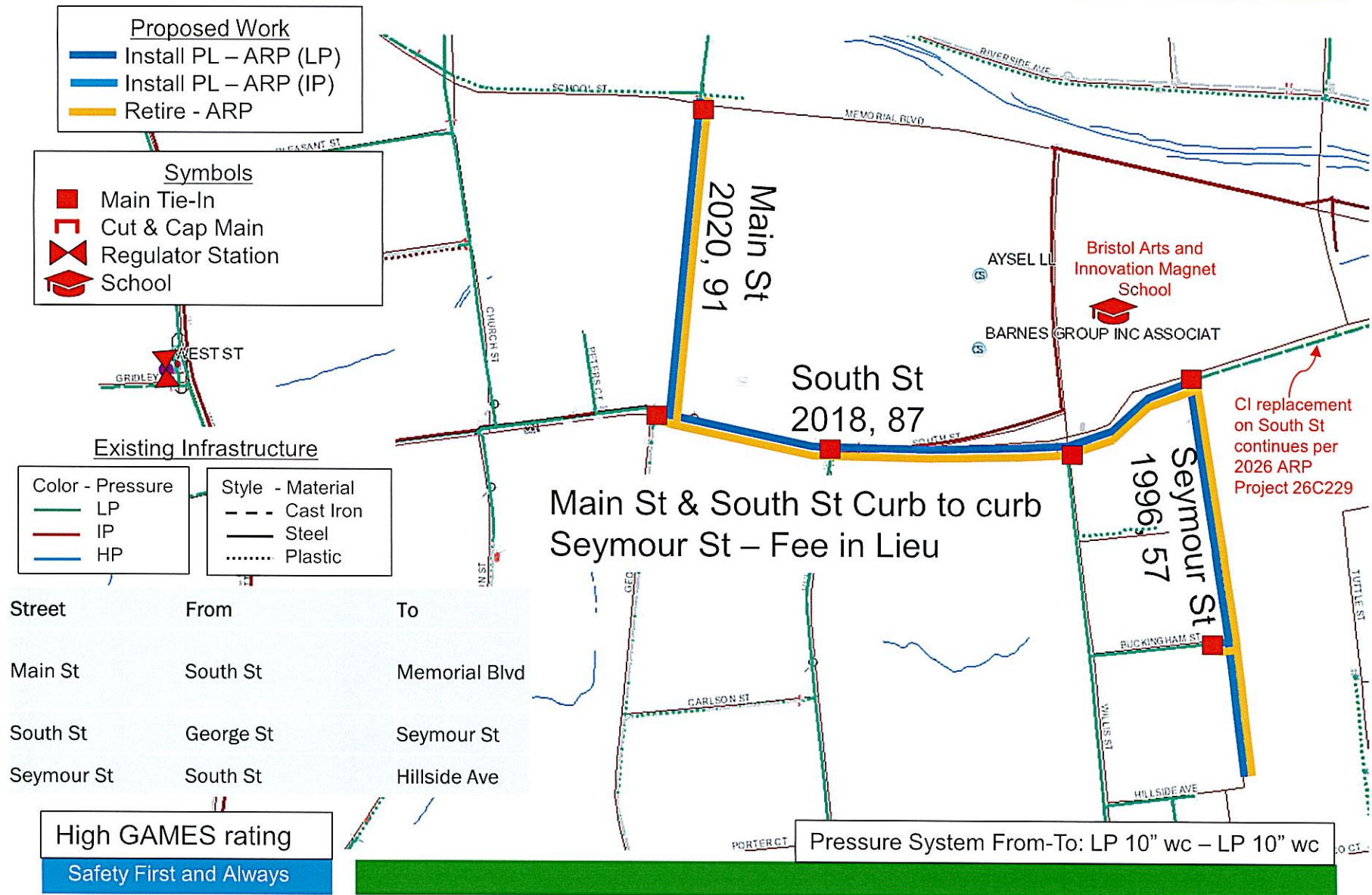
Safety First and Always

25C282_Bristol, Academy~Garden Replacement



Safety First and Always

25C291_Bristol, Main~South~Seymour Replacement



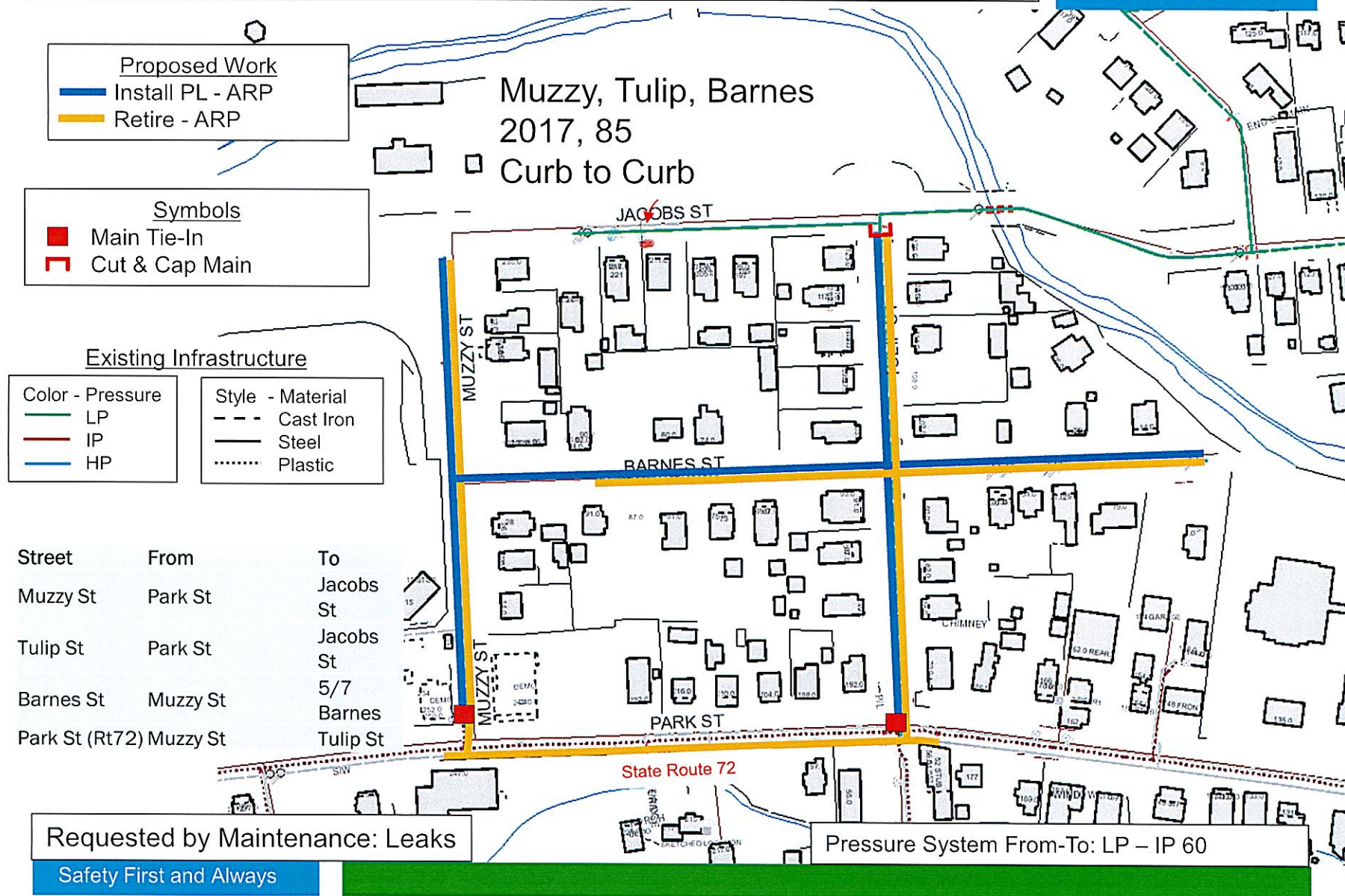
Slide 10

DBJ0

Not seeing work on peters?

DRICKLER-BOURGART, JARRED, 2024-10-18T13:54:27.711

26C255_Bristol, Muzzy~Tulip Replacement

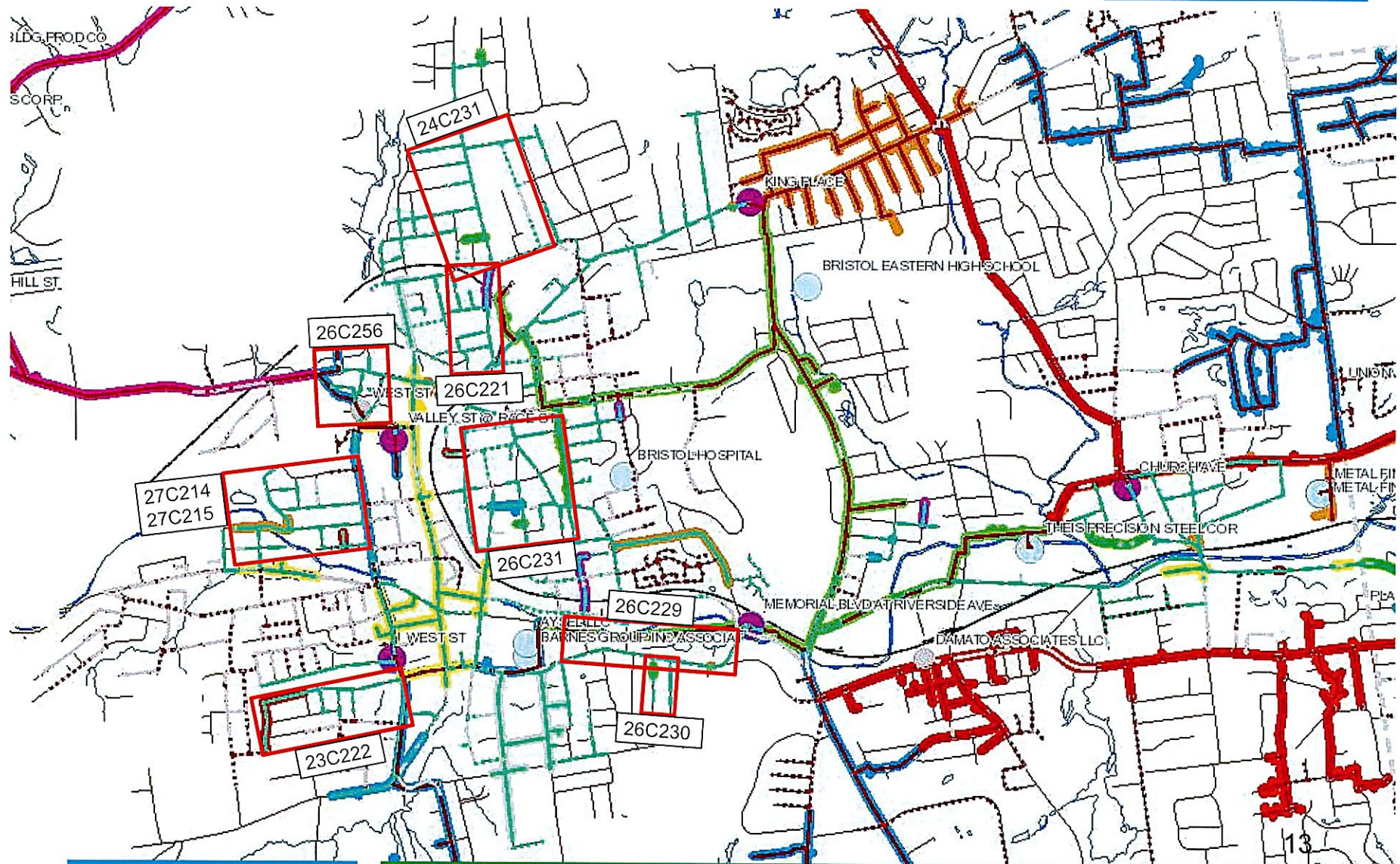


Bristol ARP

2026*

***Project maps subject to change**

Bristol 2026



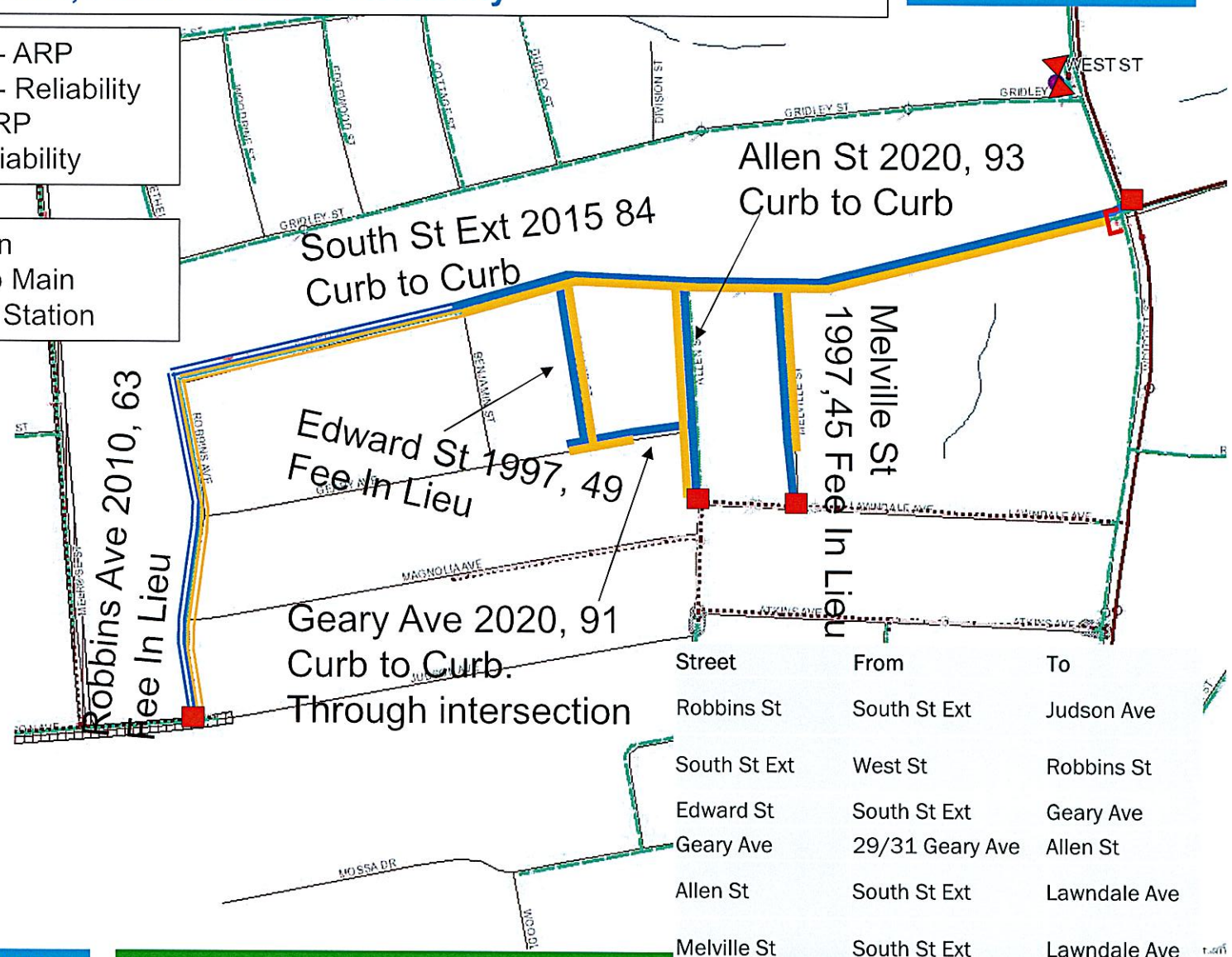
Safety First and Always

23C222_Bristol, South~Allen Replacement 23C222R_Bristol, South~Robbins Reliability

EVERSOURCE
ENERGY

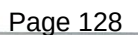
- Install PL - ARP
- Install PL - Reliability
- Retire - ARP
- Retire Reliability

- Main Tie-In
- └ Cut & Cap Main
- ✕ Regulator Station



Safety First and Always

EVERSOURCE
ENERGY



26C221_Bristol, Burlington~Ingraham~Lincoln Replacement 26C221R_Bristol, Burlington Ave Reliability

- Proposed Work
- Install PL - ARP
 - Install PL - Reliability
 - Retire - ARP
 - Retire Reliability

- Symbols
- Main Tie-In
 - Cut & Cap Main
 - Tie-In, Concurrent Project
 - RR Crossing

Existing Infrastructure

- Color - Pressure
- LP
 - IP
 - HP

- Style - Material
- Cast Iron
 - Steel
 - Plastic

Street	From	To
Burlington Ave (Rt69)	Lewis St	Judd St
Ingraham Pl	Burlington Ave	Lincoln St
Lincoln St	Burlington Ave	Ingraham Pl
Reilly Rd	Lincoln St	28 Reilly Rd

High GAMES rating
Safety First and Always

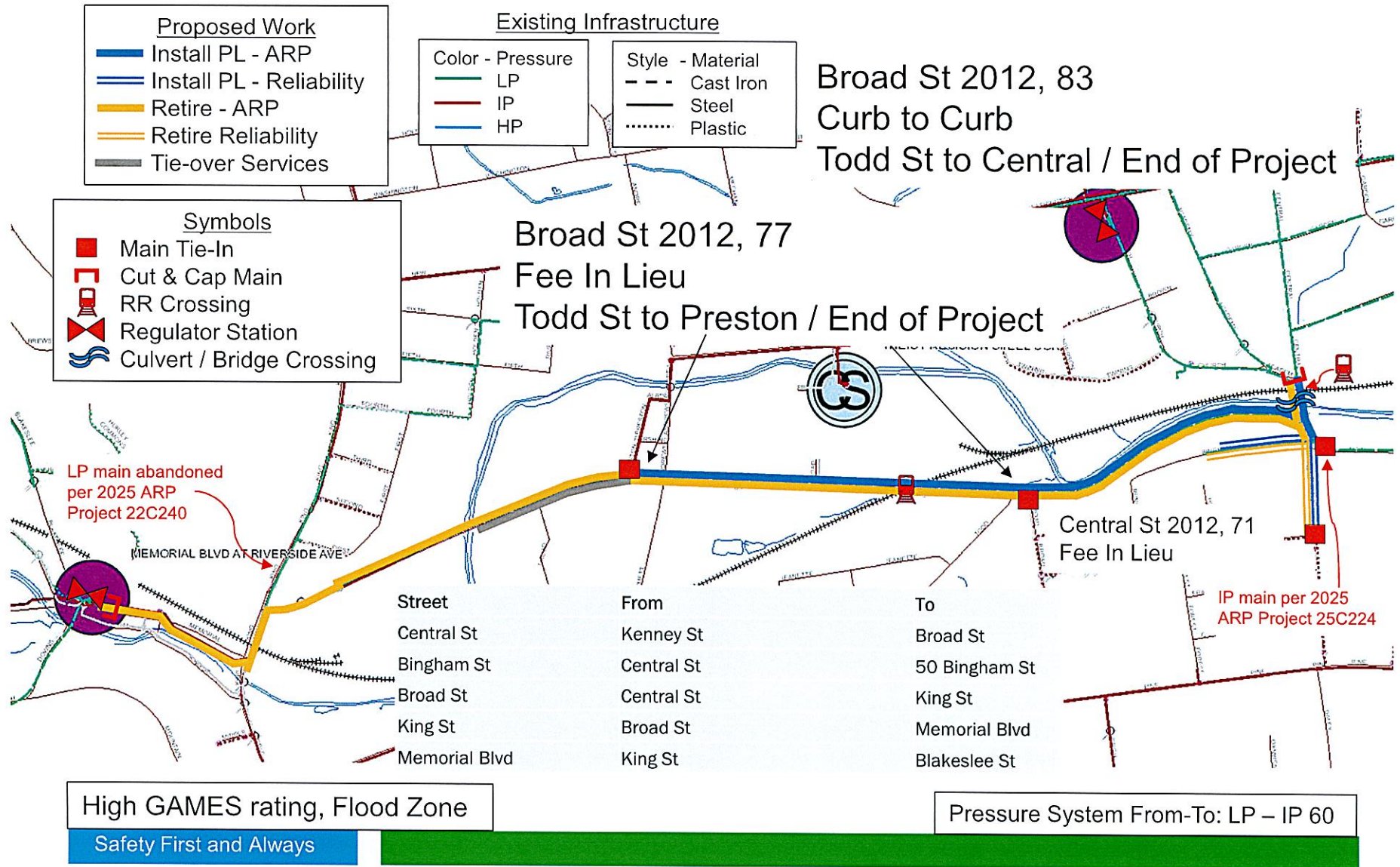
Ingraham Pl, Lincoln St, Reilly Rd
2020, 93 Full Curb to Curb Restoration

12" sleeve exists
under RR tracks

Prerequisite ARP
Project 24C231

Pressure System From-To: LP – IP 60

26C222_Bristol, Broad St Replacement 26C222R_Bristol, Bingham~Central Reliability

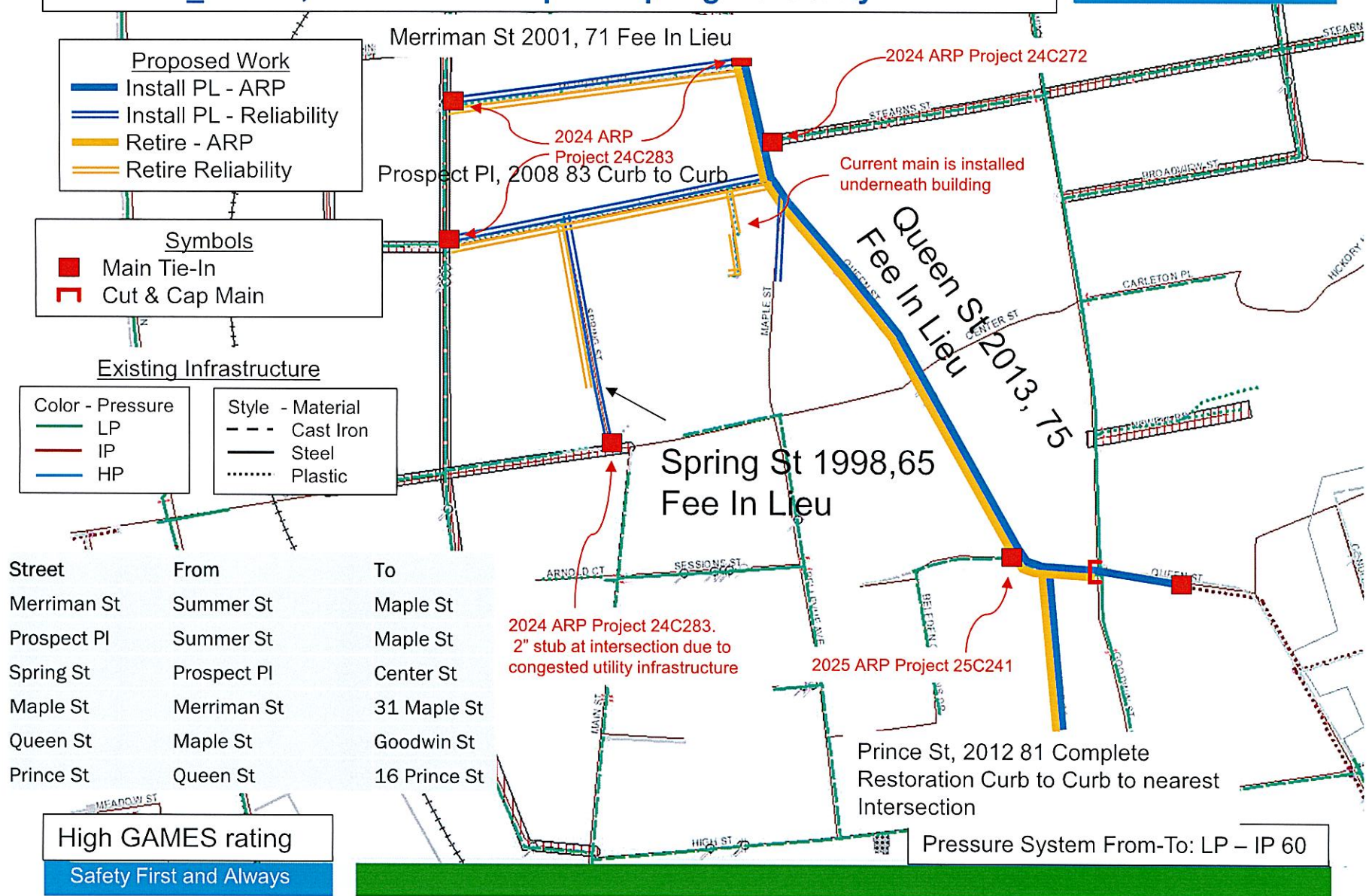






26C231_Bristol, Queen~Prince Replacement 26C231R_Bristol, Merriman~Prospect~Spring Reliability

EVERSOURCE
ENERGY



26C256_Bristol, Pound~Summit Replacement 26C256R_Bristol, Calvary Advent Reliability

- Proposed Work
- Install PL - ARP
 - Install PL - Reliability
 - Retire - ARP
 - Retire Reliability
 - Tie-over Services

- Symbols
- Main Tie-In
 - Cut & Cap Main
 - Culvert / Bridge Crossing
 - Easement Required
 - Regulator Station

Existing Infrastructure

- Color - Pressure
- LP
 - IP
 - HP

- Style - Material
- Cast Iron
 - Steel
 - Plastic

Street	From	To
Terryville Ave (Rt6)	Pound St	West St
James St	Terryville Ave (Rt6)	24 James St
Pound St	Terryville Ave (Rt6)	Cemetery Ave
Summit St	Pound St	Graham St
Pine View St	Terryville Ave (Rt6)	Pound St
517 West St	West St (Rt69)	14 Graham St

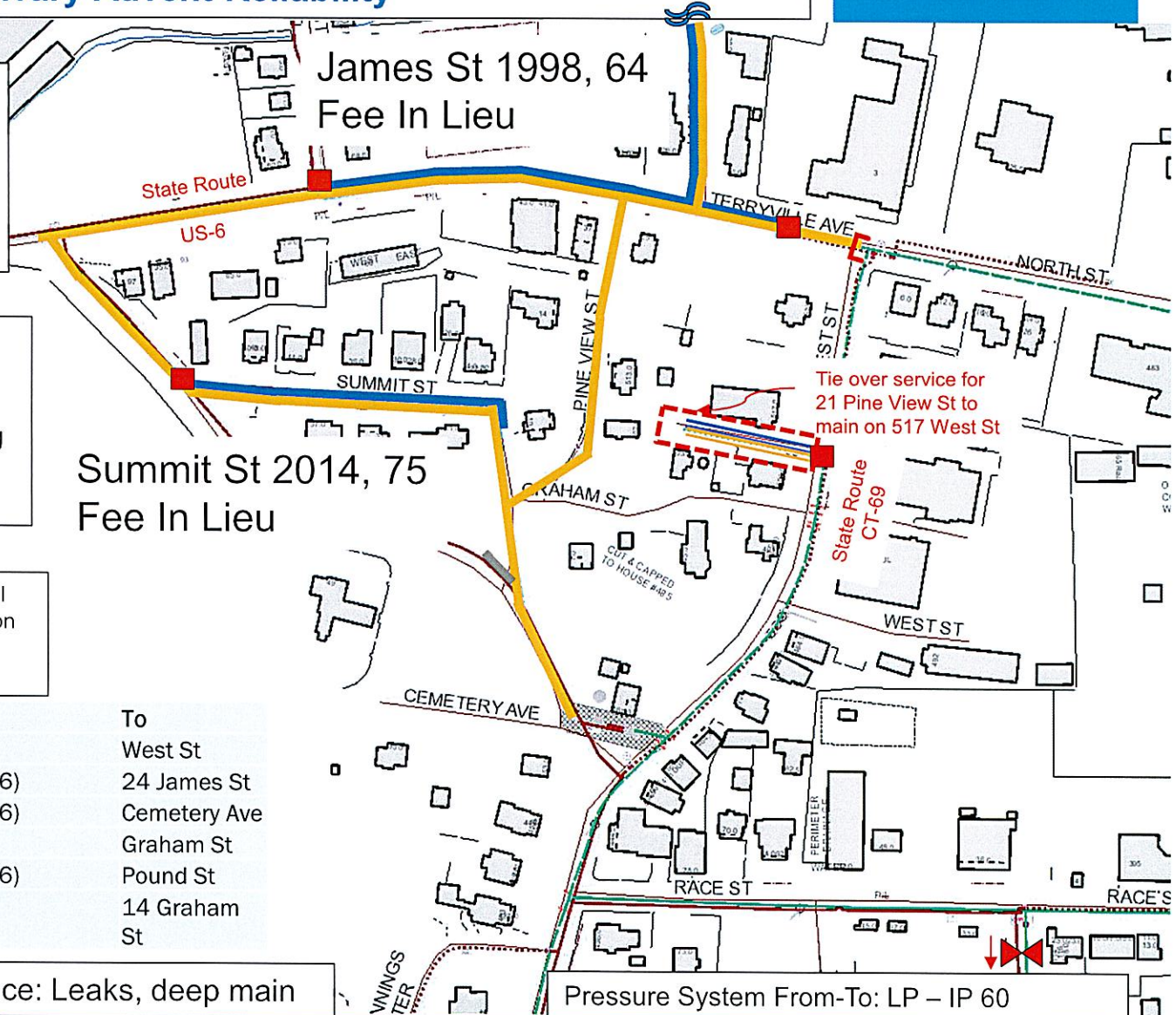
Requested by Maintenance: Leaks, deep main

Safety First and Always

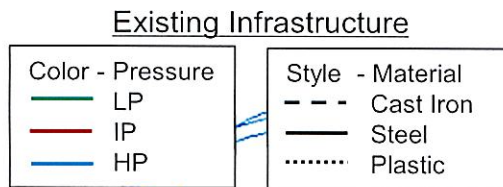
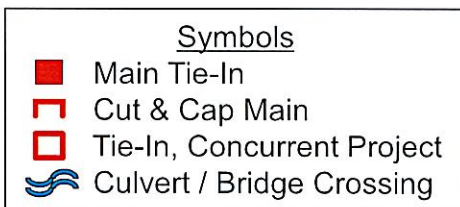
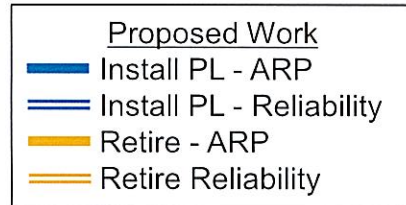
James St 1998, 64
Fee In Lieu

Summit St 2014, 75
Fee In Lieu

Pressure System From-To: LP - IP 60



27C214_Bristol, Jacobs~Steele Replacement 27C214R_Bristol, Jacobs St Reliability



Street	From	To
Jacobs St	Muzzy St	West St (Rt69)
Addison St	Jacobs St	Gaylord St
Gaylord St	Addison St	West St (Rt69)
Frances St	Gaylord St	Addison St
Steele Rd	Jacobs St	Brightwood Rd
Birghtwood Rd	Steele Rd	141 Brightwood Rd

Steele Rd 2017, 86

Curb to Curb Restoration

Concurrent ARP
Project 27C215

Jacobs St 2017, 86

Curb to Curb Restoration

2025 ARP
Project 26C255

Addison St 1998, 69 Fee In Lieu

Frances St 1998, 60 Fee In Lieu

Gaylord 1998, 59 Fee In Lieu

Pressure System From-To: LP – IP 60

Safety First and Always

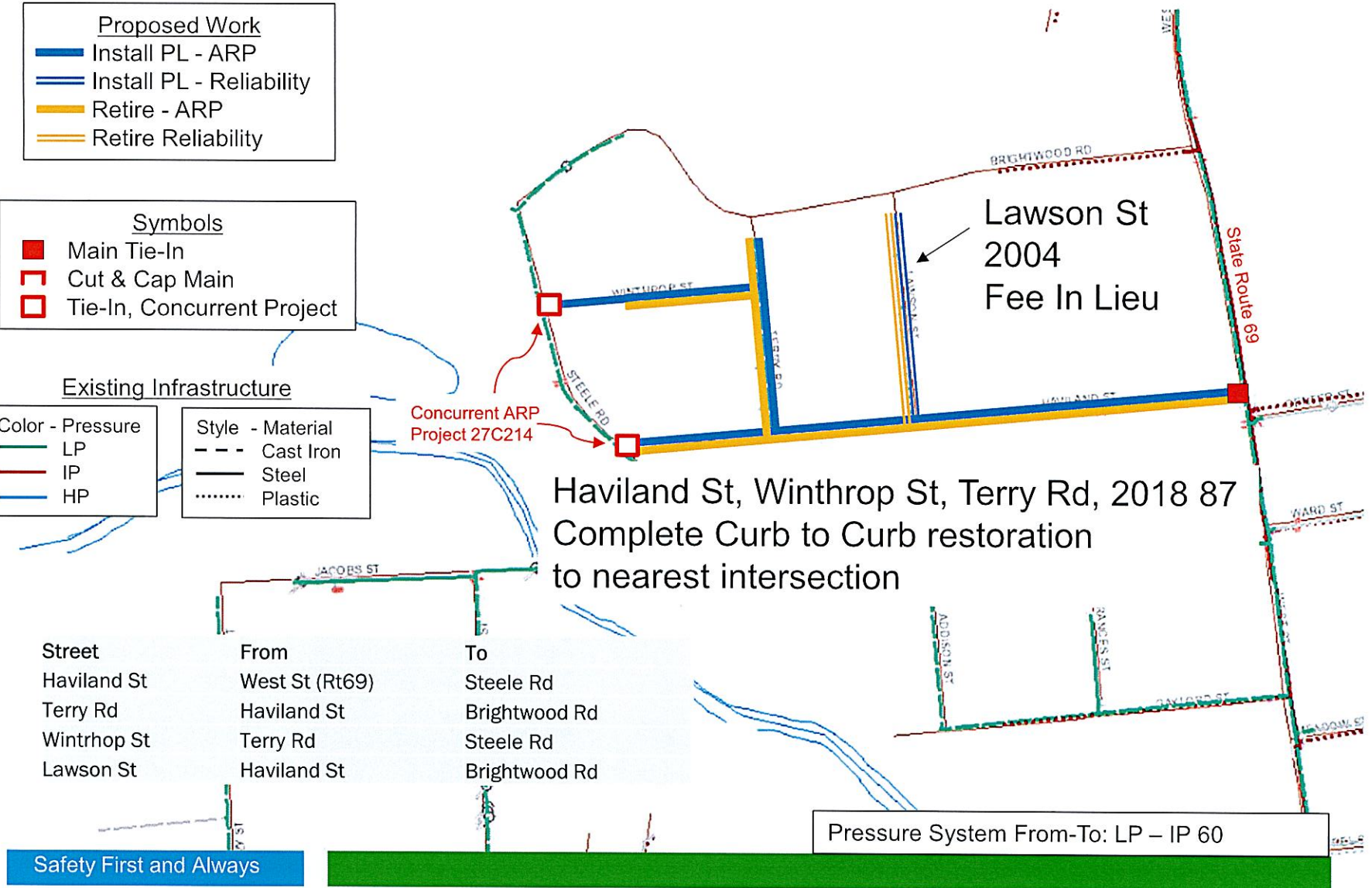
27C215_Bristol, Haviland~Terry Replacement 27C215R_Bristol, Lawson St Reliability

- Proposed Work
- Install PL - ARP
 - Install PL - Reliability
 - Retire - ARP
 - Retire Reliability

- Symbols
- Main Tie-In
 - Cut & Cap Main
 - Tie-In, Concurrent Project

- Existing Infrastructure
- | Color - Pressure | Style - Material |
|------------------|------------------|
| LP | Cast Iron |
| IP | Steel |
| HP | Plastic |

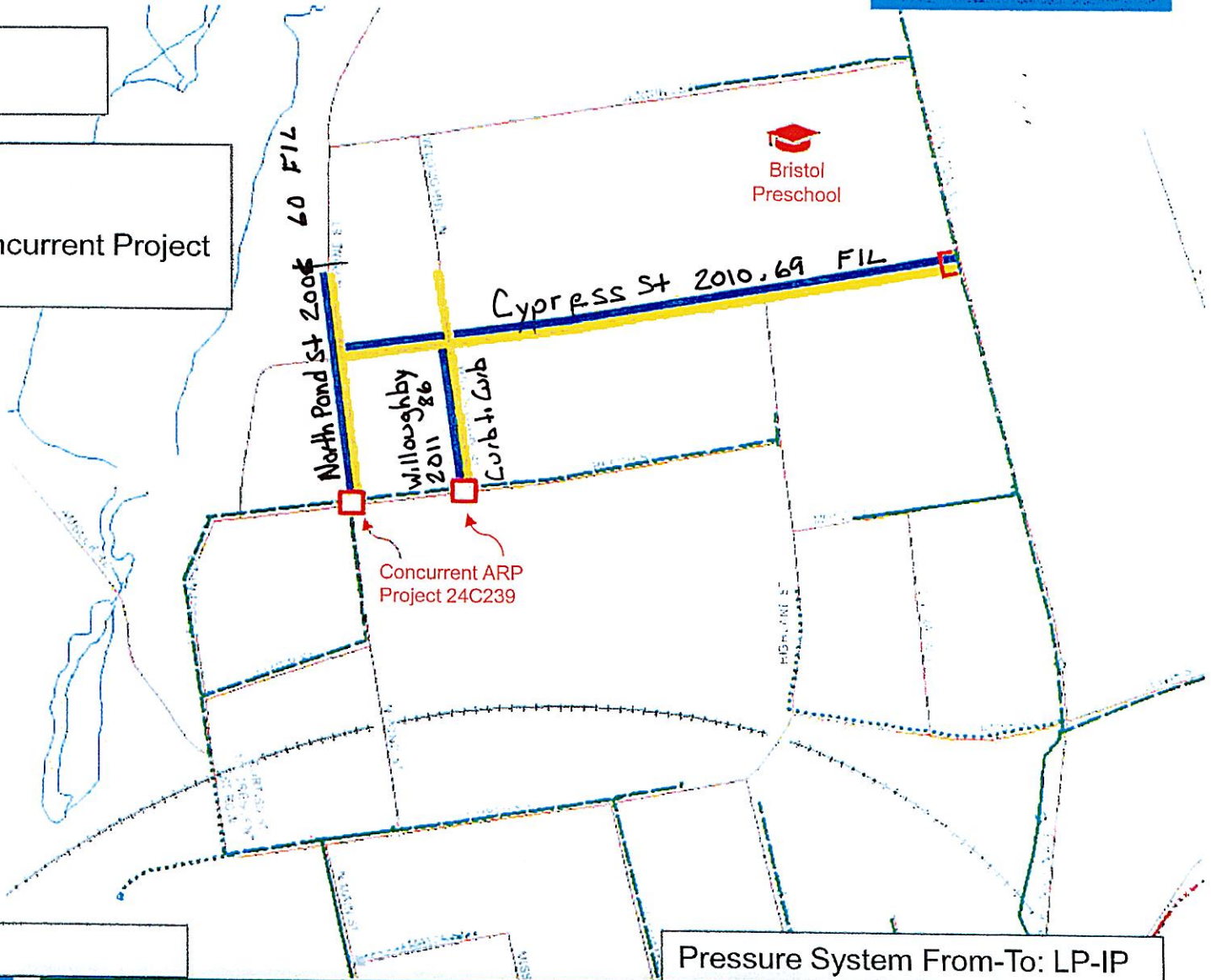
Street	From	To
Haviland St	West St (Rt69)	Steele Rd
Terry Rd	Haviland St	Brightwood Rd
Winthrop St	Terry Rd	Steele Rd
Lawson St	Haviland St	Brightwood Rd



24C240_Bristol, Cypress~Willoughby Replacement

- Install PL - ARP
- Retire - ARP

- Main Tie-In
- Cut & Cap Main
- Main Tie-In, Concurrent Project
- School



Future town paving
Safety First and Always

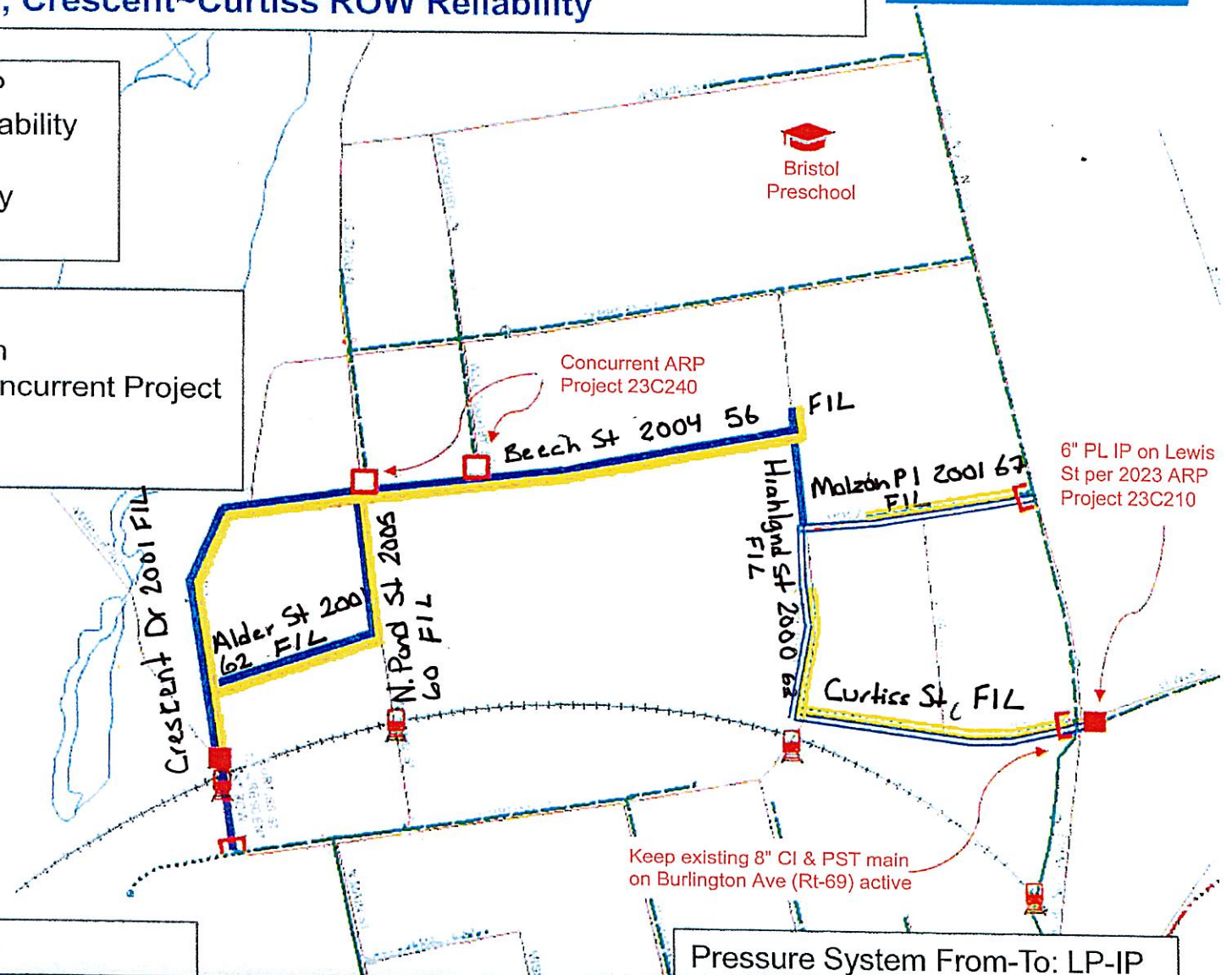
Pressure System From-To: LP-IP

24C239_Bristol, Beech~Crescent Replacement
 24C239R_Bristol, Curtiss~Highland~Molzon Reliability
 24C239P_Bristol, Crescent~Curtiss ROW Reliability

EVERSOURCE
 ENERGY

- Install PL - ARP
- Install PL - Reliability
- Retire - ARP
- Retire Reliability
- PIP

- Main Tie-In
- ┌┐ Cut & Cap Main
- Main Tie-In, Concurrent Project
- 🚂 RR Crossing
- 🎓 School



Leaks, Future paving

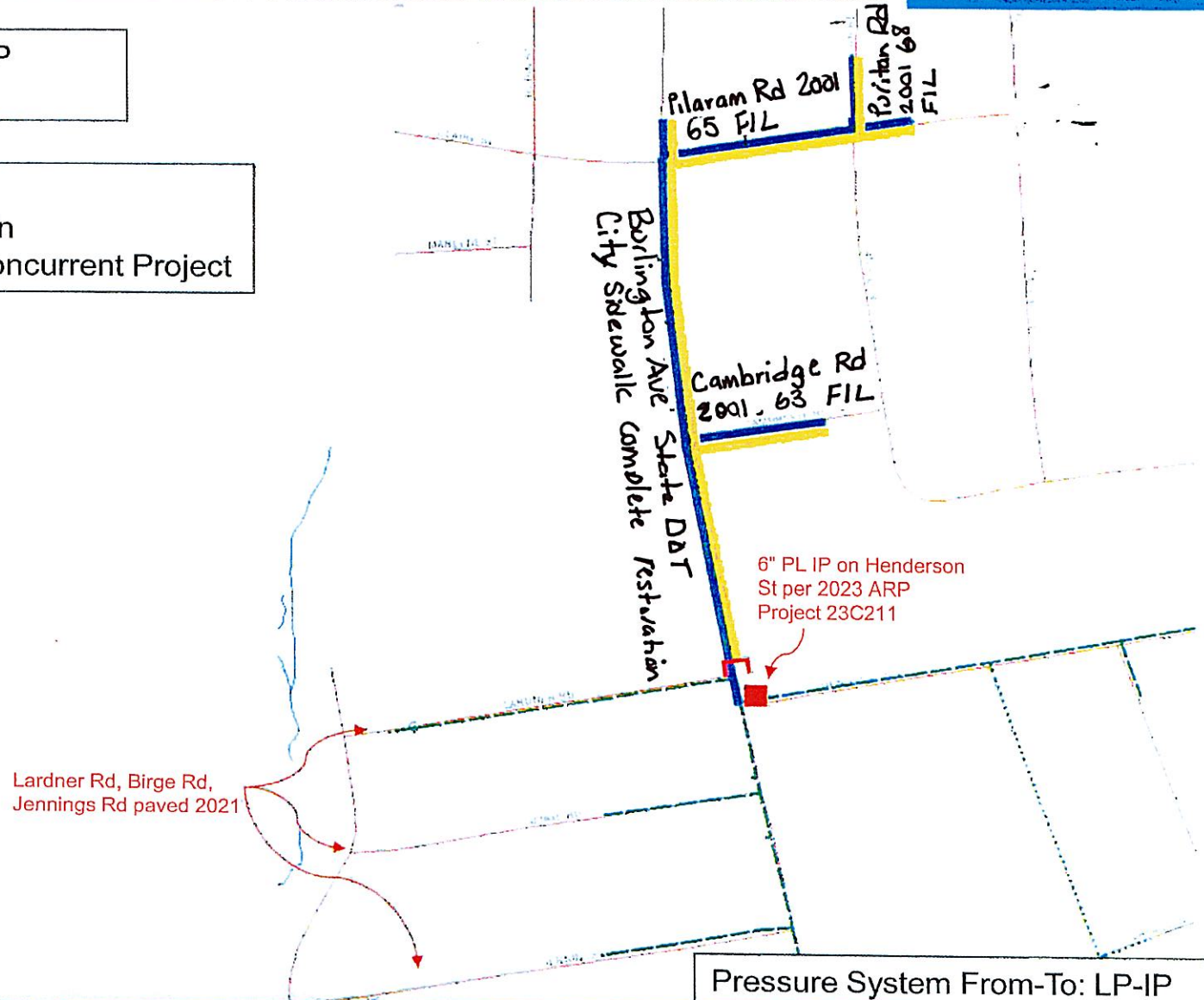
Safety First and Always

Pressure System From-To: LP-IP

24C230_Bristol, Burlington~Pilgrim Replacement

- Install PL - ARP
- Retire - ARP

- Main Tie-In
- Cut & Cap Main
- Main Tie-In, Concurrent Project

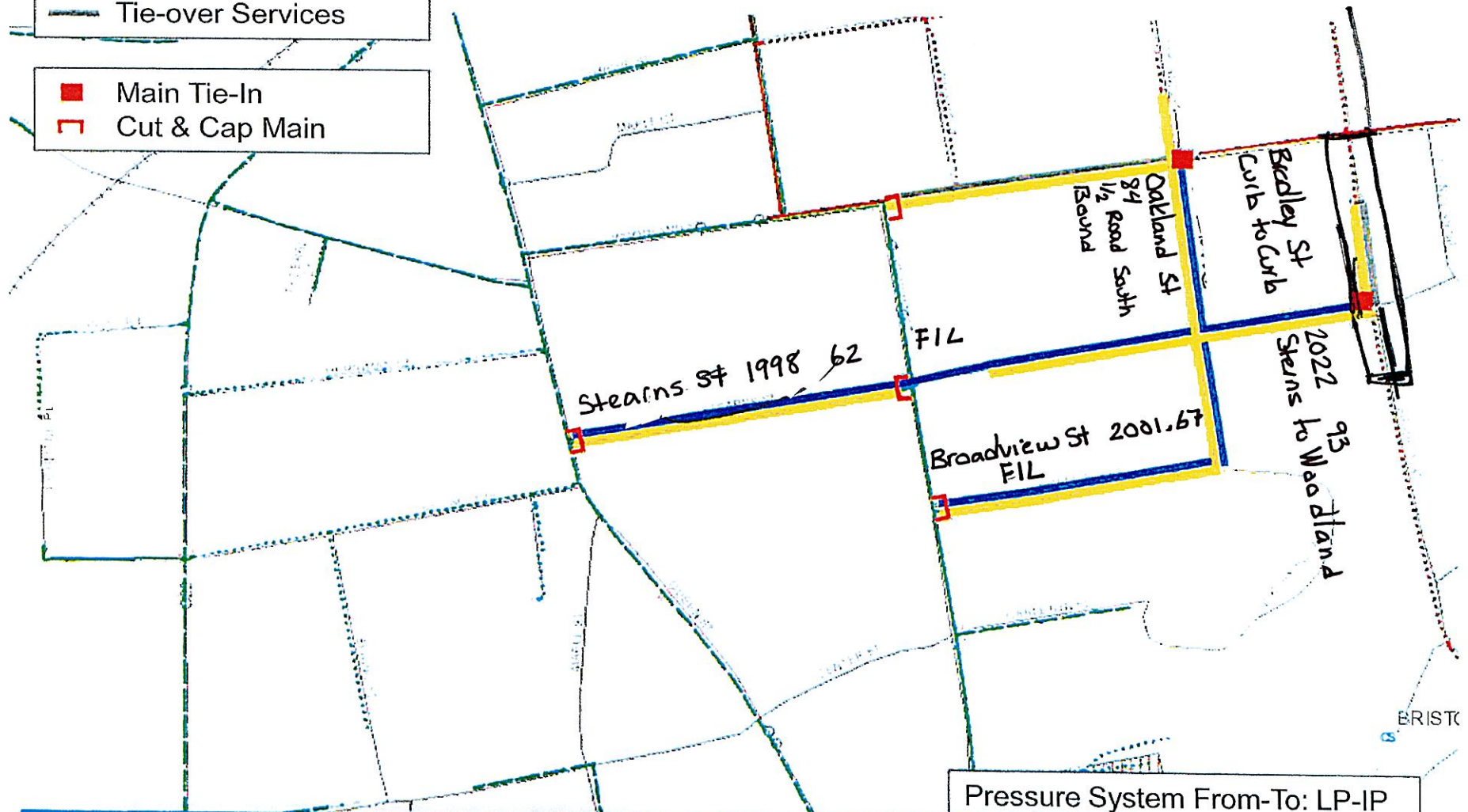


Safety First and Always

24C272_Bristol, Stearns~Oakland~Broadview Replacement

- Install PL - ARP
- Retire - ARP
- Tie-over Services

- Main Tie-In
- Cut & Cap Main

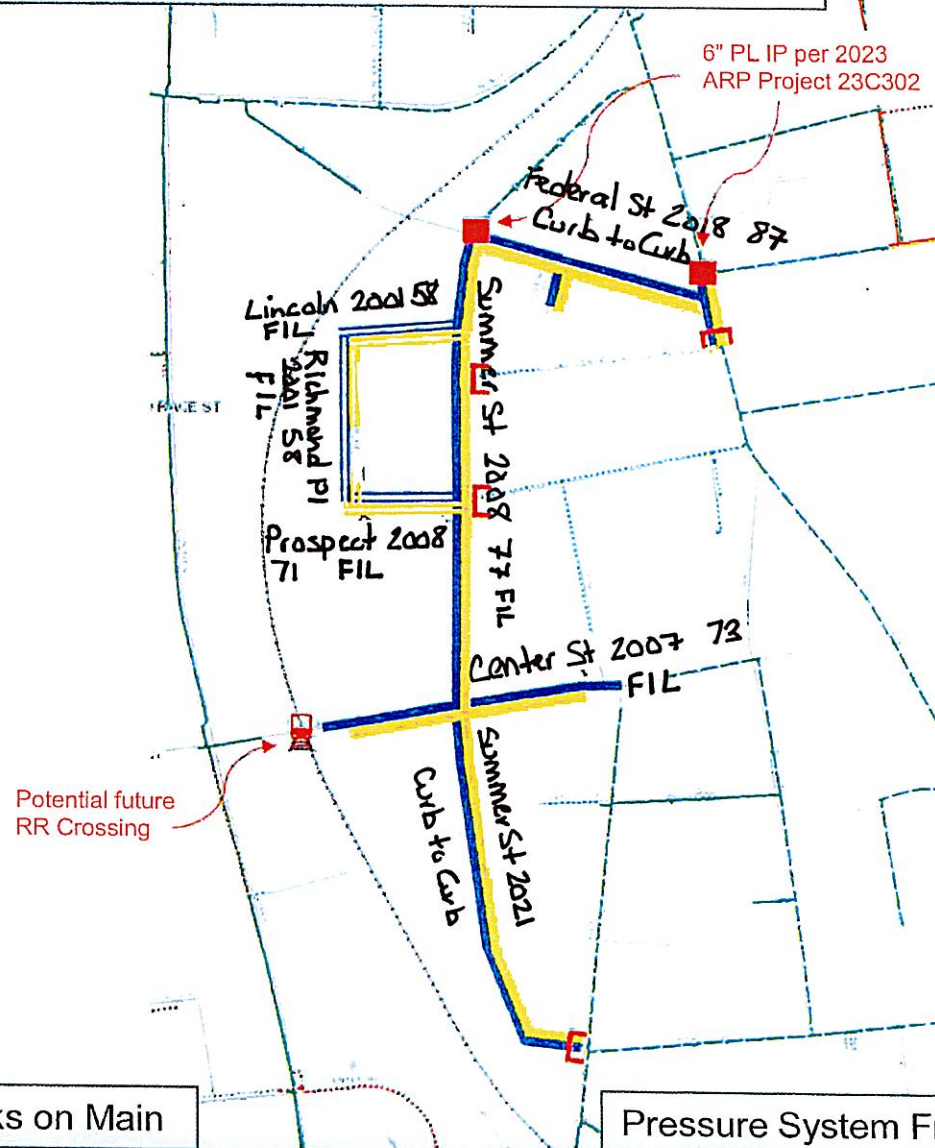


Safety First and Always

24C283_Bristol, Summer~Federal Replacement
24C283R_Bristol, Lincoln~Prospect Reliability

- Install PL - ARP
- = Install PL - Reliability
- Retire - ARP
- = Retire Reliability

- Main Tie-In
- ┐ Cut & Cap Main
- 🚂 RR Crossing

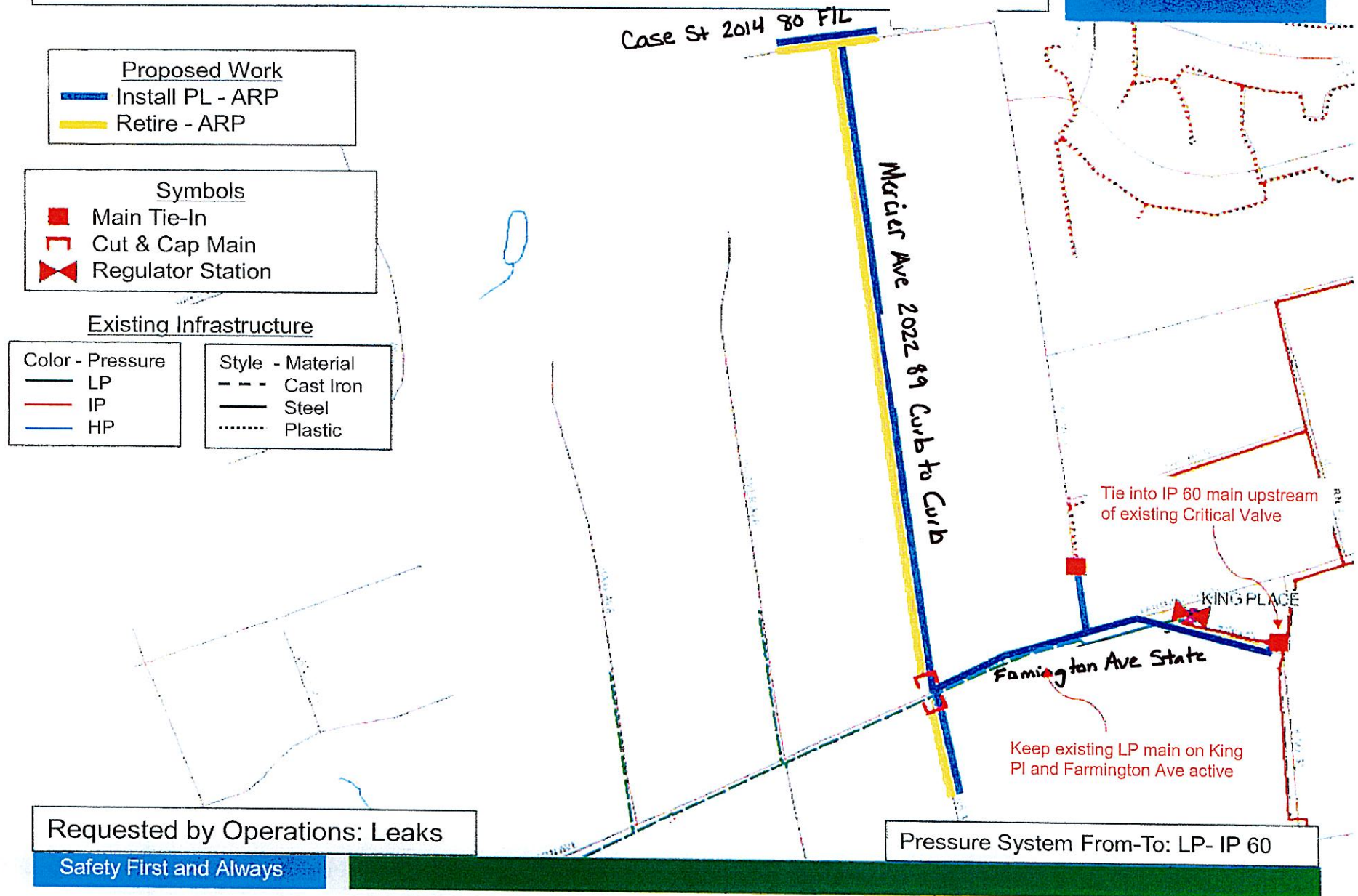


Requested by Maintenance: Leaks on Main

Pressure System From-To: LP-IP

Safety First and Always

25C286_Bristol, Mercier Ave Replacement



City of Bristol, Connecticut Pavement Management Program Road Surface Ratings & Repair Categories

Legend

Repair Category

No Maintenance Required (94-100)

Routine Maintenance (80-94)

Preventative Maintenance (70-80)

Rehabilitation (45-70)

Reclamation (0-45)

Non-Inspected Roadways

Gravel Roads (City Owned)

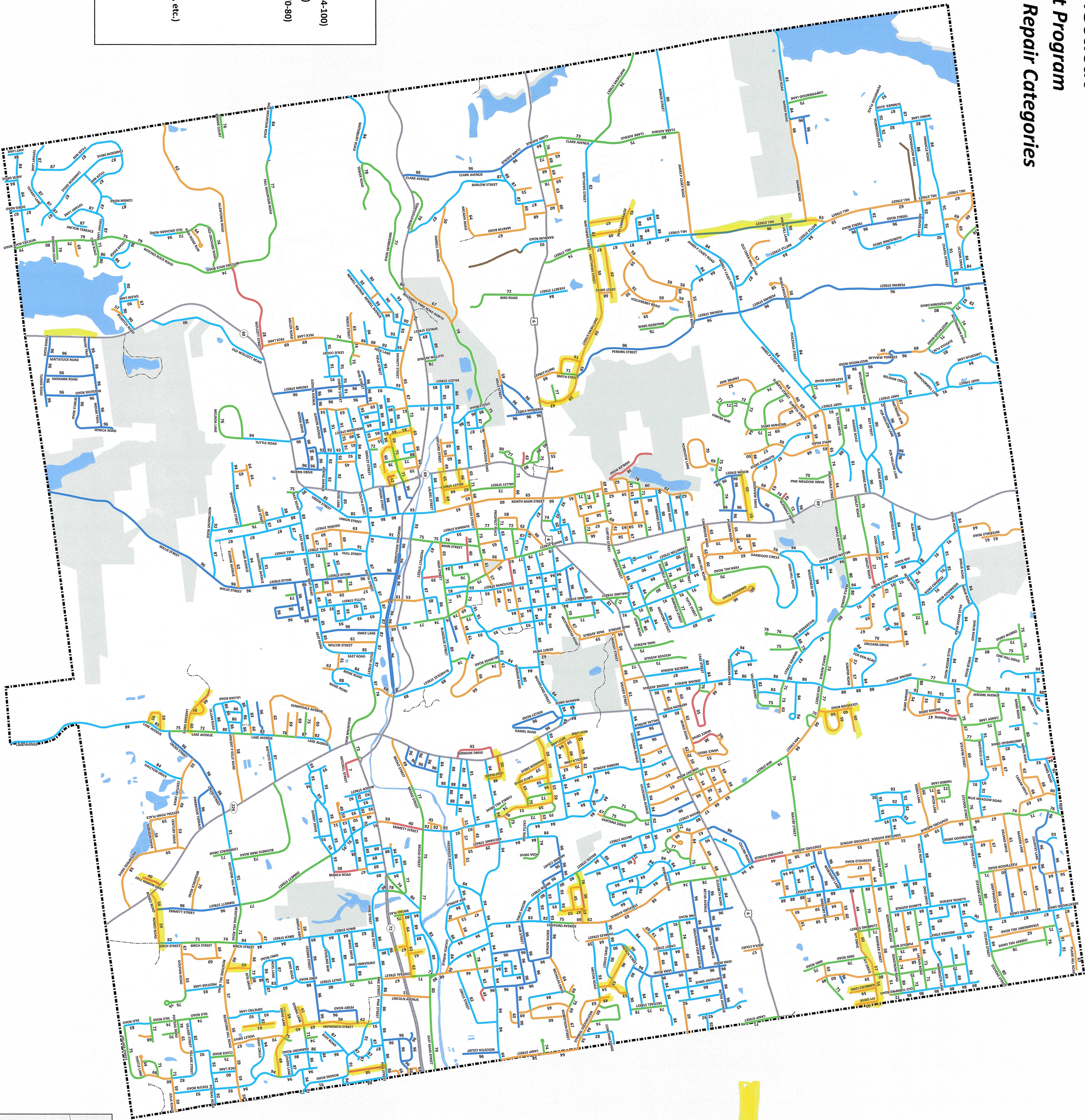
State

Other (Privates, Parking Lots, etc.)

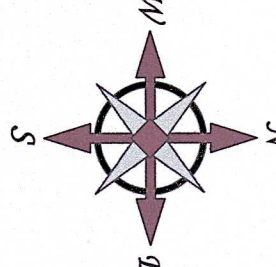
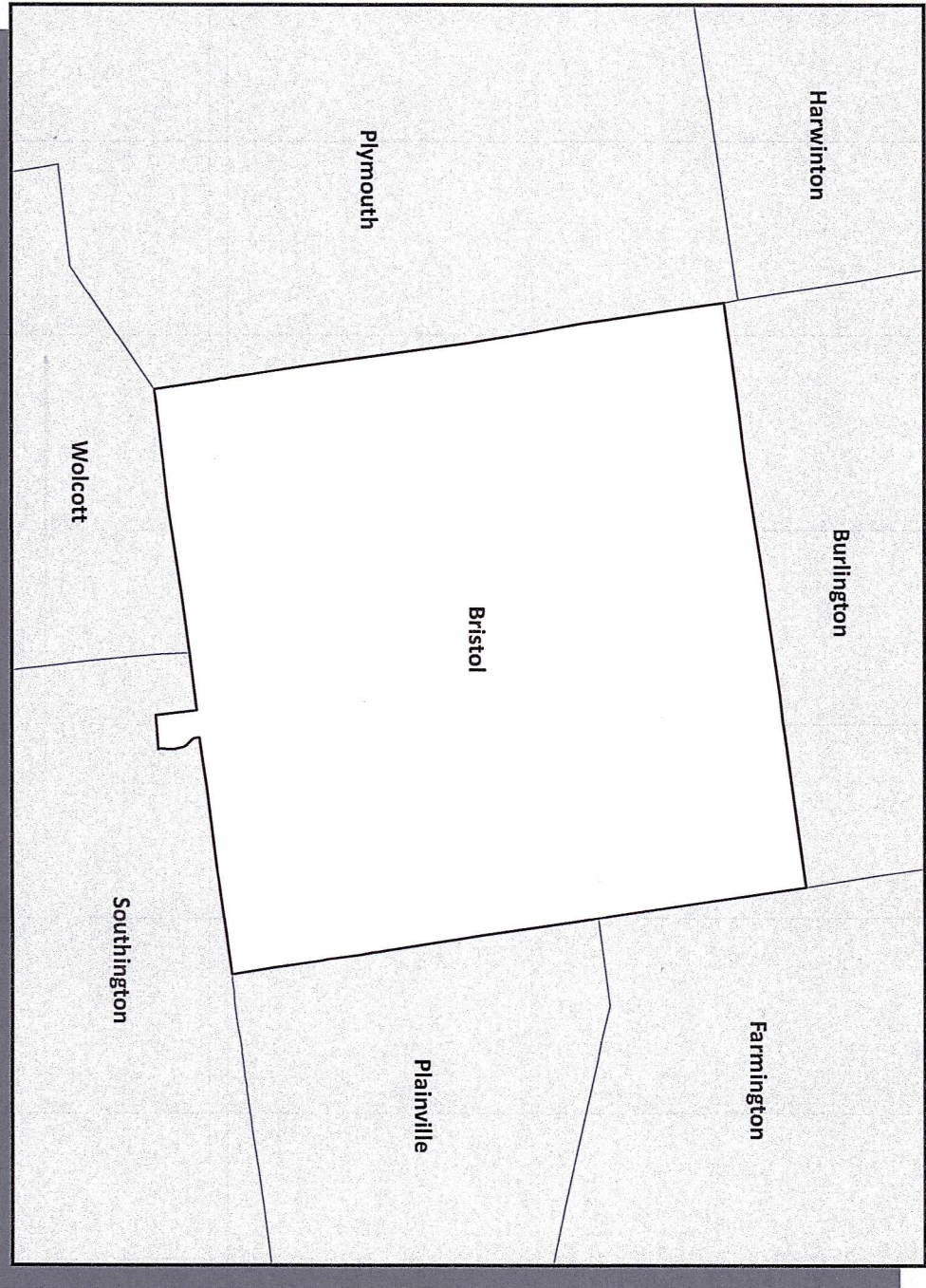
Other

Open Space

Waterbodies



Roads Paired
in 2024





Department of Public Works | 860.584.6125

MEMORANDUM

DATE: February 8, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: **DPW PROPOSED POLICY – PRIVATE PROPERTY STORMWATER RUNOFF – DPW RESPONSE (STORMWATER RUNOFF FROM PRIVATE PROPERTY ONTO PRIVATE PROPERTY)**

Please find attached a proposed policy for the Department of Public Works' response to assist property owners with runoff concerns from adjacent private properties. The policy focus is to address concerns from private property owners who experience the negative effects of stormwater runoff onto their property from an adjacent private property. As a private property issue, the Department has limited authority, except in areas regulated by the City's Inland Wetland Commission. The policy does state that the DPW will investigate each complaint, and states that the Building Department may have increased authority under State Building Codes to address stormwater runoff issues on private property.

The policy further states that DPW will not perform corrective work to address private property runoff issues; DPW DOES NOT define fault or liability; and recognizes that assistance regarding groundwater flow on private property is outside the Department's scope of services, due to the need of soil boring and subsurface investigations.

The purpose of the policy is to define the Department of Public Works' response to requests for assistance associated with runoff from and onto private property. The policy does not include runoff from the City's right of way onto private property. Stormwater runoff from City roads resulting in property damage to private property will be addressed by the Department of Public Works with the installation of storm drainage, driveway aprons, grading within the City right of way, or installation of curbing.

To adopt the proposed policy, the Department of Public Works requests the following Board action:

Approve the Department of Public Works Proposed Policy for Private Property Stormwater Runoff - DPW response (Stormwater Runoff from Private Property onto Private Property) effective March 1, 2025.

This proposed policy has not been prepared in reaction to any current property owner concerns or specific assignment of addresses.

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

CITY OF BRISTOL – PUBLIC WORKS POLICY

23.20 PRIVATE PROPERTY STORMWATER RUNOFF – DPW RESPONSE (STORMWATER RUNOFF FROM PRIVATE PROPERTY ONTO PRIVATE PROPERTY)

1. Policy Name

23.20 Private Property Storm Water Runoff – DPW Response (Stormwater Runoff – Private Property to Private Property).

2. Responsible Division and Effective Date

Engineering Division of the Public Works Department.

3. Rationale or Purpose

The Department of Public Works receives a number of requests for assistance from private property owners associated with stormwater runoff from adjacent properties onto their property, causing damage. The concern is primarily associated with the allegation that the adjacent property owner has altered the ground surface characteristics, site topography, or has installed storm drainage in a manner that increases or concentrates stormwater onto their property. Said stormwater concentration or runoff may cause the deposition of sediment, water damage, or erosion and property damage.

Requests for assistance occur during construction on adjacent lots, or in established neighborhoods, where stormwater runoff is a concern.

Impacted residents often seek assistance from the Department of Public Works. The Department's authority to address concerns located on private property is limited. The DPW Engineering Division administers City Inland Wetland regulations, and as such, can enforce regulations within wetlands and upland review areas. The DPW Engineering Division may also have expertise with site grading and storm drainage that can be of value to assist other departments, such as the City's building department, that may have additional authority pursuant to state building codes. In addition, property owners can exercise their rights by taking civil action against adjacent property owners who they assert have damaged their property by increasing or concentrating storm water, or other actions that have resulted in the deposition of sediment onto their property.

Stormwater runoff from one private property onto another private property due to filling, excavating, or grading of land within the area regulated by the Inland Wetland Commission may be subject to enforcement action (fines, tickets, cease and desist) by the Inland Wetland Commission. Areas not located within wetlands or wetlands upland review areas are not subject to Inland Wetland regulations.

Although the Department of Public Works' authority to regulate the excavation, filling, grading, and changes to site ground characteristics on private property is limited, the

City's Building Department may have authority under the following Building Code Provisions:

- a. Section 302.2 Grading and Drainage: All premises shall be graded and maintained to prevent erosion of soil and to prevent the accumulation of stagnate water thereon, or within any structure located thereon.
- b. Section 304.7 Roofs and Drainage: The roof and flashing shall be sound, tight, and not have defects that admit rain. Roof drainage shall be adequate to prevent dampness or deterioration of walls or interior portions of the structure. Roof drains, gutters, and downspouts shall be maintained in good repair and free from obstruction. Roof water shall not be discharged in a manner that creates a public nuisance.
- c. Section 507.1 Storm Drainage – General: Drainage of roofs and paved areas, yards and courts, and other open areas on the premises shall not be discharged in a manner that creates public nuisance.

4. Policy Statement

The Department of Engineering will review each complaint submitted by a property owner indicating a concern that an adjacent property owner has concentrated or increased stormwater flowing onto their property causing damage to their property. To ensure the department's understanding of the complaint, DPW would request documentation in the form of pictures, videos, and/or a written statement.

The DPW investigation will be conducted to determine if it appears that adjacent property owners have performed grading or installed storm drainage that has concentrated or increased flow onto the complainant's property.

The purpose of this policy is to define the level of assistance that the Department of Public Works can provide property owners. The intent of this policy is to provide direction to property owners that are experiencing runoff onto their property from adjacent lots and to establish the level of authority of the Department of Public Works associated with the specific concern. The role of the Department of Public Works is not to define fault or liability. Rather, it is to document condition and, if applicable, pursue correct action or direct complainants to a department or agency that may have the regulatory authority to pursue a corrective action. It should be clear that the Department of Public Works is not authorized to perform corrective work, such as excavating or regrading, on private property to mitigate runoff from one private property to another. The Department's scope of work does not include the design of corrective measures for either party.

In general, the concern with storm runoff from an adjacent property is NOT the flow of stormwater. Stormwater naturally and historically flows from property to property. Stormwater runoff requiring potential corrective action stems from the alteration (excavation, filling, regrading, or changed ground surface conditions) of properties. Stormwater runoff flows from higher elevations to lower elevations. Stormwater flow also increases as rainfall totals and intensity increase.

5. Scope/Items

5.1 Inspection of Property – Upon receipt of a request of assistance from a property owner indicating that the adjacent property has been altered (through a change in ground cover, excavation, or filling of land that has resulted in a concentration or increase in flow water flow onto the subject property), the Department of Public Works shall inspect the property and report the findings to the property owner requesting assistance.

The inspection is to determine if site topography has been excavated, filled, graded, or if ground cover is characterized as modified in a manner that has altered the concentration or increased stormwater flow onto an adjacent property. The Department's investigation shall determine if the area of concern is within an area subject to Inland Wetlands regulation, or currently under construction with an active (open) building permit.

The Department of Public Works site inspection shall include a review of arial photographs, photographs provided by residents, along with proposed and existing site topographic maps.

5.2 Properties Located Within Inland Wetland Regulated Areas: Alteration of site topography (excavation, fill, regrading) shall require permits from the Inland Wetlands and Watercourse regulations, except for activities authorized as a matter of right, in accordance with the regulations. Site grading, excavation, filling, and alterations to ground cover in areas subject to Inland Wetland Regulations resulting in the concentration or increased flow onto an adjacent property shall be subject to a notice to cease and correct actions, fines or tickets by the Inland Wetlands Commission.

5.3 Properties currently under construction (open building permits): Based on inspection of the property by the Department of Public Works, property under construction, or lacking adequate erosion control measures that result in accumulation of sediment or erosion, shall be referred to the Building Department, and Department of Public Works shall recommend that a Certificate of Occupancy not be issued pending correction of runoff concern.

5.4 Existing/Established Property Runoff Concerns: The focus of the Department of Public Works' inspection shall be to identify areas of excavation, filling, or regrading that have altered historic or natural grading of the property. If evidence of site grading alterations is observed, the Department of Public Works shall report findings to the Building Department and the property owner requesting assistance. Property owners shall be advised that areas of disturbance that have revegetated are difficult for the Department of Public Works to identify as areas of excavation, fill, or regrading and may be classified as historic or naturally occurring site conditions.

5.5 Stormwater Runoff During Construction: During the period of construction, when a building permit has been issued, and prior to the issuance of a certificate of occupancy, if construction of the house on an adjacent property is concentrating or increasing storm water flow on a property, the DPW Engineering Division will coordinate with the Building Department to seek corrective action, and recommend suspending or revoking the building permit until the issue is resolved. It is imperative that property owners seeking assistance from the City contact the Department prior to the completion of work and issuance of certificate of occupancy by the Building Department. Once graded, and areas are vegetated and stabilized, it is difficult to identify changes in grades.

- 5.6 **Stormwater Runoff from City Roads to Private Property:** Stormwater runoff from City roads onto private property resulting in erosion, accumulation of sediment causing damage as a result of increased stormwater flow are not the subject of this policy. Stormwater runoff from City roads resulting in property damage to private property will be addressed by the Department of Public Works with the installation of storm drainage, driveway aprons, grading within the City right of way or installation of curbing.
- 5.7 **Groundwater – Private Property Concerns:** Groundwater flows in the general direction of naturally occurring grades (perpendicular to natural topographic contours). Ground water levels vary based on seasonal rains and soil conditions, and are not generally impacted by construction activities more than 50 ft from the area of concern. As a result, the Department of Public Works has minimal authority to address ground water concerns from residents. In addition, the subsurface groundwater investigations required to accurately determine groundwater conditions, including the installation of monitoring wells, are outside the scope of services provided by the Department of Public Works.

6. Definitions

N/A

7. Approval authority: Board of Public Works

8. Approved date: _____

9. Review cycle: Every five years



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: March 12, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: **BPW – NAME THE CURRENTLY UNNAMED BROOK CROSSING
MECHANIC ST, ANDREWS ST, WEST WASHINGTON ST,
STONECREST DR, CARPENTER AVE, and LOUISIANA AVE**

As indicated in the attached February 8, 2025 memorandum to the Board of Public Works, the Department of Public Works is scheduled to replace the drainage culvert on Andrews St that crosses an unnamed brook, and is recommending that the City name the brook.

The unnamed brook is a tributary of the Coppermine Brook and crosses Mechanic Street, West Washington St, Stonecrest Drive, Carpenter Avenue, Bristol Eastern High School entrance, and Louisiana Ave. The unnamed brook crosses the referenced roads in culverts. In addition to the proposed replacement of the Andrew St culvert, a number of the culverts are scheduled to be replaced as part of the Department's CIP program. To facilitate communications as reports are prepared, public information meetings are held, and various environmental permits are submitted the DPW has recommended naming the brook. .

The Board of Public Works directed the Department to pursue naming the stream "**Hamzy DeMonte Brook**" after Bristol Police officers Lieutenant Dustin DeMonte and Sergeant Alex Hamzy, killed in the line of duty in 2022. As previously reported to the Board, official naming of natural features is administered by the U.S. Board of Geographic Names. They require a 5-year waiting period from the time of a person's death, prior to naming a feature after a person.

DPW has spoken to a representative of the U.S. Board of Geographic Names who has indicated that there is no waiver of the 5-year waiting policy. They indicate that features can be named after a person through federal legislation or an executive order by the President. The U.S. Board of Geographic Names also recommended that DPW contact CT DEEP's State Geologist. The State geologist confirmed the brook in question is unnamed, and could not provide DPW guidance that would eliminate the 5-year waiting period requirement to officially name the stream "**Hamzy DeMonte Brook.**"

The CT DEEP State Geologist did suggest that the City name the stream **Hamzy DeMonte Brook**. Although the brook name would not be officially be recognized by Federal or State government, it would enable DPW to use of the name and strengthen a City application to the U.S. Board of Geographic Names in 2027 (5 years from 2022), due to local use of the stream name **Hamzy DeMonte Brook**.

In order to proceed, the Department of Public Works recommends the following Board of Public Works action:

Authorize the Department of Public Works to submit to City Council a request to name the currently un-named brook that is a tributary of the Coppermine Brook crossing Mechanic Street, West Washington St, Stonecrest Drive, Carpenter Avenue, Bristol Eastern High School entrance, and Louisiana Ave *Hamzy DeMonte Brook*.

DPW submittal of the request for City Council action shall be coordinated with Lieutenant Dustin DeMonte's and Sergeant Alex Hamzy's family members.

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



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: February 8, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: **BPW – NAME THE CURRENTLY UNNAMED BROOK CROSSING
MECHANIC ST, ANDREWS ST, WEST WASHINGTON ST,
STONECREST DR, CARPENTER AVE, and LOUISIANA AVE**

The Department of Public Works is scheduled to replace the drainage culvert on Andrews St that crosses an unnamed brook. As indicated on the attached map, the unnamed brook is a tributary of the Coppermine Brook and crosses Mechanic Street, West Washington St, Stonecrest Drive, Carpenter Avenue, Bristol Eastern High School entrance, and Louisiana Ave. The Stonecrest Drive culvert was replaced 2007. However, some of the culverts will need to be replaced within the next five to ten years, and will be placed on the Capital Improvement Plan to initiate the project. As part of the design process to replace the culverts, the Department of Public Works will prepare reports and plans, conduct public information meetings, and will be submitting various environmental permits. In order to facilitate communication, the Department of Public Works recommends naming the currently unnamed brook.

Approval to name the brook is required from the U.S. Board on Geographic Names. The Department performed a similar task when it obtained the Board's approval to name the Freeman Brook crossing Jerome Avenue. The Department defers to the Board, or Community representatives, to choose the actual name of the brook. However, suggestions consist of the following:

1. Hamzy DeMonte Brook – named after Bristol Police officers Lieutenant Dustin DeMonte and Sergeant Alex Hamzy, killed in the line of duty in 2022. The U.S. Board of Geographic Names typically recommends waiting 5 years after the death of a person, however, given the special circumstances, the City can request that the brook be named in their honor. If not initially approved the U.S. Board of Geographic Names may request a delay of processing the request until October 2027. The brook flows through the property of Bristol Eastern High School, the school that Alex Hamzy graduated from in 2006.

2. Lancer Brook – team name for Bristol Eastern High School. As indicated above, the brook flows through the school property.
3. New Cambridge Brook - the original name of the City of Bristol in 1744. One of the first homes built in Bristol was in the area of King St by Nehemiah Manross.

The U.S. Board of Geographic Names, in addition to recommending that a land feature not be named after a person until five years after their death, also recommends focusing on history or socially important events in the area, and most importantly, a name with community support. The selected name should be approved by City Council, and the approval process is typically six months.

If the Board proceeds with naming the currently unnamed brook, it can forward a recommendation to City Council, or seek input from the Historical Society, or Bristol Eastern High School's student body. To proceed with the Department of Public Work's proposal DPW request the following Board of Public Works action:

Direct the Department of Public Works to proceed with the naming of the currently un-named brook that crosses Mechanic St, Andrew St, West Washington St, Stonecrest Dr., Carpenter Ave., and Louisiana Ave.

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