City of Bristol
Board of Public Works

INFORMATION TO ACCESS THIS MEETING
https://bristolct-gov.zoom.us/j/87236598324?pwd=XKai9zuYpaaJ2QLVoE2bEwZh094Fgr.1

Meeting ID: 872 3659 8324
Passcode: 109462

The regular Board of Public Works Meeting will be held on Thursday, June 12, 2025, at 6:00 PM. in City Hall Council Chambers, 111 North Main Street, Bristol, Connecticut.

AGENDA

1. Call to Order
2. Approval of Minutes
    a. May Draft Minutes
3. Public Participation
4. Employee Recognition
    a. Employee Anniversaries
5. Division Reports
    a. Engineering Project List
    b. May 2025 Division Report
6. Liaison Reports
7. Director's Report
    a. May Directors Report
8. Public Works Project List
    a. Building Committee Project List

9. New Business

    a. Traffic Crash Reports

    b. Complete Streets Policy Memo

    c. MS4 Streering Committee

    d. Safe Street For All Grant

    e. DPW Tree Memo

10. Old Business

11. Any other matter to come before said meeting

12. Adjournment

PER ORDER OF THE CHAIRPERSON
Jeff Caggiano, Mayor

City of Bristol
Board of Public Works
Meeting Minutes for
May 15, 2025
With Zoom Access

Members Present:	Mayor Jeffrey Caggiano Commissioner Michael Dumas Commissioner David Hartley Commissioner Frank Stawski Council Member Mark Dickau
Absent:	Council Member Jacqueline Olsen Council Member Erick Rosengren
Staff Present:	Raymond Rogozinski, P.E., Director of Public Works

1. Call to Order
2. Approval of Minutes

    a. April draft minutes

MOTION: made by Commissioner Hartley and Commissioner Stawsky to accept as presented and place on file.

3. Public Participation
   None

MOTION: to move up items 8 A, B and D up on the agenda made by Commissioner Dumas and seconded by Commissioner Stawski. Motion passed.

8. New Business

    a. Zoning Rewrite

Robert Flanigan, City of Bristol Planner, presented the board with the new zoning regulations and the changes that will make it easier for new business to come into the city as well as the timeline for the process to take place.

Raymond Rogozinski, P.E., Director of Public Works, stated that this was an important task and this has not been done since 1990. Between this and the redoing of the wetlands map, these are two great strides of development and gives the best information to the community.

    b. Community Connectivity Project

William Stango, P.E., City Engineer, gave a presentation for the design completion and update for the Community Connectivity Project. The city received around $780,000.00 from the State of CT to replace inadequate handicap ramps with ADA compliant ramps.

Raymond Rogozinski, P.E., Director of Public Works, reviewed the grant requirements for the project.

Commissioner Dumas asked about what happens about if the construction cost balloons above the grant amount.

William Stango, P.E., City Engineer, stated that built into the budget is a 6% contingency plan. You can never account for everything that can happen, so we do include the contingency due to that, so we do have about 12 ramps we could pull off the plan.

Raymond Rogozinski, P.E., Director of Public Works, stated that we make sure that we are able to reduce the scope than not expend all the grant funds.

Mayor Caggiano asked to have this put on the public works page so we can share with the public.

d. Sidewalk Ramp

William Stango, P.E., City Engineer, reviewed the memo, which the purpose of is to clearly define the policy on how we approach infeasible ramps, which means they are not able to be installed by current ADA standards. The state has a mechanism to use when this happens and if you cannot meet these requirements, there is a form to fill out which takes liability away from the city. The ramps are ADA compliant; it is the approach sidewalks that typically are out of compliance because of the slope of the hill or the grade of the walk. This form is a way for the city to improve the infrastructure we have and reduce the liability the city takes on.

Raymond Rogozinski, P.E., Director of Public Works stated that even though we install new ramps, there are rare occasions where we don't meet ADA requirements. Non-Compliance of handi-cap ramps is a big deal and this will allow us to document that we took things into consideration and we cannot get it to comply and that the intersection does not allow it.

MOTION: made by Council Member Dumas and seconded by Commissioner Dickau to accept the recommendation from the City Engineering Department to accept the policy for the Side Walk Ramps. Motion passed.

MOTION: to add to the agenda the item of community conductivity on the area of Emmet Street made by Commissioner Hartley and seconded by Commissioner Stawski. Motion passed.

Raymond Rogozinski, P.E., Director of Public Works, stated that Public Works is to submit an application for a conductivity grant to install sidewalks on Emmett Street and Public Works is looking for the board support to authorize moving forward with the application and to be addressed at the next city council meeting.

MOTION: to authorize the Board of Public Works to submit the CT Department of Transportation Community Connectivity Grant application in the amount of $570,000 to install concrete sidewalk on Emmett St (Sycamore St to Redstone St). The concrete walk will replace 2,699 LF of existing asphalt sidewalk along with the installation of 488 LF of new concrete walk and to forward to City council for approval. Made by Commissioner Hartley and seconded by Commissioner Dumas. Motion passed.

MOTION: to amend to street name to Redstone Hill Road made by Council Member Dickau and seconded by Commissioner Hartley. Motion passed.

4. Employee Recognition

a. Employee Anniversaries

The employee anniversaries were reviewed.

5. Division Reports

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

6. Director's Report

a. Director report

Raymond Rogozinski, P.E., Director of Public Works, reviewed the directors report with the board members.

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

7. Public Works Project Lists

a. Building Project List

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

b. Engineering Project List

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

8. New Business

c. Emmett Street Property

Raymond Rogozinski, P.E., Director of Public Works, discussed the Emmett Street request to acquire property located between Emmett Street and the property known as 201 Pine Street by D'Amato Construction Company, Inc. He explained that while the area does not serve a purpose for DPW, there may be a future need for a dedicated right turn if an expansion of the roadway intersection if the area in question would be needed. The Department of Public works would recommend that a referral to the Real Estate Committee and the Planning Commission.

MOTION: made by Commissioner Hartley and seconded by Commissioner Stawski to waive the reading of the motion.

MOTION: made by Commission Dumas and seconded by Commission Hartley to forward the request from D'Amato Construction Company to acquire the 0.14-acre (5,982 SF) property located between Emmett St and the property identified as 201 Pine St to the Real Estate Committee and the Planning Commission for a referral, pursuant to Ct State Statute 8-24. Said referral by the Board of Public Works shall indicate a recommendation to transfer said property, subject to Real Estate Committee and City Council final approval, with the stipulation that the property shall be encumbered with an easement in favor of the City of Bristol for highway purposes. The easement shall allow the City full use of the property for the purpose of expanding or reconstructing the roadway (if required). Pursuant to City Council approval, the transfer of the property will consist of a street line revision to the Emmett St right of way. Motion passed.

e. Jerome Avenue CO Amendment

Raymond Rogozinski, P.E., Director of Public Works, reviewed the Jerome Avenue Bridge contract amendments and the Board of Finance Request. This is due to overtime to achieve the opening date and an obstruction that was found during the install of the pile.

MOTION: made by Commissioner Dumas and Commissioner Stawski to approve the Department of Public Works submission requesting Board of Finance approval of additional funding in the amount of $62,000 ($31,000 state bridge grant & $32,000 City Major Bridge Contingency funds), and to approve a contract amendment with Wengell McDonnell & Costello Inc. in the amount of $96,608, and to approve a contract amendment with PJF Construction in the amount of $91,931.00. Motion passed.

f. Handicap Ramp

Raymond Rogozinski, P.E., Director of Public Works, this item was reviewed previously on the agenda.

g. Water Gauge Replacement

Raymond Rogozinski, P.E., Director of Public Works, explained the USGS that is located in the Pequabuck River near Nuchies at the bridge near Broad Street, this measures the water surface elevation of the river. The city currently pays $16,000.00 per year for this. He stated we can purchase this alternative program that does the same thing at a reduced cost. DPW would install a radar detection system to measure the water elevations and monitor weather conditions. The equipment cost would be $8,470.00 and the yearly monitoring would be $320.00 per year instead of the current $16,800.00. The proposed system would be accessed using a cell phone app and would give the same information as the previous system being used currently.

MOTION: made by Commissioner Stawski and seconded by Council Member Dickau to Approve the Department of Public Works' request to transfer $8,500 from the unused Snow Operation Vendor account (0013018-544410) to procure a radar water monitoring system and weather station installed at the Central St Bridge. Said action will include the elimination of the existing USGS water gauging station, and reduce annual cost from $16,800 to $450 per year with a capital investment of $8,050. Motion passed.

h. BPW Operation BOF

MOTION: made by Commissioner Hartley and seconded by Commissioner Stawski to approve the Board of Finance request for $76,566.00 to year-end balance and adjustments. Motion passed.

i. Cross St Roadside Barrier

Raymond Rogozinski, P.E., Director of Public Works, stated at the intersection of Cross Street and Lake Avenue, there is a roadside barrier, that we are proposing to remove. It does get hit a few times a year. Another component is to put roadside markings and speed limit signs and arrows on the road.

9. Old Business

Mayor Caggiano stated that he did receive an email regarding the No thru Truck will be painted approaching Memorial Boulevard and a photo was shown of how that will look on the road.

Raymond Rogozinski, P.E., stated this will be the intersection of Riverside Avenue going east towards the intersection, you will see the No Thru Trucks writing on the road.

10. Any Matter to come before said meeting

Raymond Rogozinski, P.E., Director of Public Works, reviewed an item to add on regarding a CT DOT project for the replacement of traffic signals located on Farmington Ave, Maple and Burlington Ave, and Oakland/Middle and Cross/Redstone. There is a project authorization letter to the city and he asking to add the letter to the agenda and is asking the board to authorize the mayor to sign the letter.

MOTION: made by Commissioner Hartley and seconded by Commissioner Dumas to add the item to the agenda and to authorize the mayor to sign the project authorization letter. Motion passed.

11. Adjournment

MOTION: made by Commissioner Hartley and seconded by Commissioner Stawski to adjourn at 7:26 p.m. Motion passed.

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

DRAFT

June 2025

Josh Corey	21 years	Solid Waste Supervisor
Carlos Dacruz	10 years	Street maintenance Crew Leader
James Divirgilio	10 years	Fleet Manager
Tyler Grouten	4 years	Driver/Collector
Richard Latko	26 years	Landfill/Transfer Station Scale Operator
Luis Lorenzo	12 years	Senior Maintenance Technician
Roy Politz	4 years	Driver/collector
Don Tardif	10 years	Light Equipment Operator
Ryan Heller	2 years	Survey Tech/Party Chief
Ronald Girouard	1 year	Laborer Streets
Lukasz Burkacki	1 year	Civil Engineer

Projects	Contract Amount	April 2025 Project Schedule	
Divinity Street Culvert (East of Peck Lane) - Design	$71,376.00	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	$260,130.00	Design substantially complete & permits in place. DOT Encroachment comments received & responded to be Eng. consultant GM2. Start construction in spring of 2025 with completion in July 2026. LOTCIP funding 100% of construction $2,400,000	Construction 2026
Wolcott St (Route 69 to Allentown) - Design	$165,000.00	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	$59,500.00	Design Complete. Contract awarded to Laverio Construction.	Construction start July 2025
Field St Culvert - design	$49,750.00	Project under design. DPW to complete structural portion of design.	Construction 2026
CT Route 72 Riverside Ave & Park St Streetscape - Design	$529,550.00	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 2026) - Riverside Ave 2027)
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	$116,500.00	Design currently being completed. CTDOT approval and 3rd party review required. LOTCIP funding 100% of construction $$1,982,000	Construction 2025
Andrews Street Culvert	$192,300.00	Awarded to KS Engineers. Design to begin spring 2025.	
Mellen Street Culvert	-	Awarded to WMC Engineers pending finalization	

Projects	Contract Amount	Active Construction & Other Projects	
North Main St Streetscape	$2,267,900.00	Under construction scheduled to be completed (except Carrier Phase II) in spring of 2025. Sidewalk across Carrier Phase II (600 LF) to 2025 pending installation of building.	
Jerome Ave Bridge	$2,984,732.00	Project Substantially Complete	
Maple Court Reconstruction (Maple St & Maple Court Intersection)	$185,000.00	DPW has completed portion of drainage installation. Private contractor to complete remaining work. Completion of work in Spring 2025	
East Street Bridge Construction	$2,684,500.00	Work ongoing scheduled with completion in July 2025.	
Minor Street (west of Hill St)	$30,000.00	Work substantially complete. Scheduled to pave in spring 2026.	
Brace & Osullivan Drainage	$1,789,855.00	Project awarded to Laverio Construction. Work to begin July 2025.	
Lake Avenue Culvert at Cussgutter Brook	$1,131,615.00	Trademark Contractors, LLC. Preconstruciton meeting to be schedueld.	

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

Public Works Monthly Metrics:	
Number of Residential Transfer Station Visitors	4,238
Number of Bulk Collections	323

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 6,057 users.
- Pursued 27 abandoned shopping carts, $180.00 written 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. 18 complaints were received in May, resulting 1 tickets $108.00.
- The 2025 Yard Waste season has begun. We have renewed 4653 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.

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. We have given out over 600 kits.

- The shredding event was on May 31st. We filled one truck and about a quarter of the second truck. Eastern National Honor society helped with the event.

- Yard Waste and Transfer station is insane.

Administration staff or concerns:

We have chosen someone for the part time position and currently going through the HR process.

Administration Monthly OT Costs: $532.80

May 2025 Engineering

Summary of Work – May 2024

- ***North Main Street Streetscape*** –The Contractor has substantially completed all major items of the North Main Street streetscape project and is currently working toward completion of punch list items including installation of bus shelters, final paving, and landscaping.
- ***Park Street & Riverside Ave. Streetscape*** – Currently being designed by GM2. Project design on schedule. Park Street to be bid during the winter of 2025 with construction in 2026. Riverside Avenue to be bid in 2026 with construction in 2027.
- ***Downtown Signal Modernization*** –DPW to coordinate with design consultant regarding survey work to be completed. Project update meeting to be scheduled.
- ***Spring Paving 2025*** – Milling and Paving complete.
- ***East Street Bridge*** – Construction ongoing. The Contractor is currently constructing the North Abutment and Wingwalls. Shultz's current project schedule projects completion in July 2025 however, DPW believes this is a very aggressive schedule considering work completed to date. DPW will meet with our onsite inspection team (WMC) to discuss feasibility of the proposed schedule.
- ***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 has contacted abutting property owner and received commitment to provide required easements. Work to be coordinated with Park Street Streetscape anticipated in 2026.
- ***Lake Avenue Culvert*** – A preconstruction meeting will be held with Trademark Construction and WSP Engineers to discuss projects schedule and mobilization.
- **Field Street Culvert** – Currently under design by Cardinal Engineering. DPW has begun the structural design component of the culvert and is working toward 70% design with Cardinal Engineering. One of four easements obtained, DPW has engaged remaining property owners

and has begun the process of procuring easements. State/Local Bridge Program funding in place.

- ***Collins Road Drainage Outfall*** - **Design plans for the drainage outfall are complete.** Three easements and a wetlands permit are required before construction can begin. One of the easements has been obtained and following negotiations with the New Britain Water Department, they have agreed to grant the City an easement as well. The easement documents and mapping are complete and are currently awaiting approval from the City of New Britain.
- ***Pleasant View / East Road Drainage*** – Survey and field investigations substantially complete. Hydraulic analysis by DPW to follow.
- ***Brace Avenue Drainage Improvements*** – The Contract has been awarded for Laviero Construction. Project start date projected for July 1.
- ***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.

Summary of Work – May 2025 *Continued*

- ***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. Two easements are required for the construction of this project. The easement from the Environmental Learning Center has been obtained and New Britain Water Department has indicated they would be agreeable to granting the final easement. All easement documents and mapping are complete and awaiting approval from the City of New Britain. Anticipated project approval 2025.
- ***Construction of Maple Court*** – DPW is scheduled to continue with construction of drainage along Maple Court. DPW will engage private contractor as necessary to complete remaining work.
- ***Proposed Community Connectivity ADA Sidewalk Ramps*** – DPW has finished 100% design plans, specs and estimate and addressed all comments from the State. Currently awaiting final approval from the State.
- ***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*** – Streets is currently constructing the proposed infrastructure for the bulk chemical storage project which includes a reinforced concrete equipment pad, 2 – bulk chemical storage tank containment structures (comprised of reinforced concrete slabs, cmu containment walls, and prefabricated overhead structure), and water control structure (comprised of a prefabricated timber structure founded on a reinforced concrete slab and complete with new 2 inch water service, meter, backflow and bypass

valves, piping for new filling station and electrical service to provide power for lighting and heat).

- ***Mapping of Pequabuck River Outfalls*** – DPW to locate, categorize and develop testing schedule in support of MS4 permit.
- ***City Wide Road Side Barrier Analysis*** – Inventory and analysis by DPW is ongoing.
- ***Bituminous Sidewalk Inventory*** – Ongoing work by DPW.
- ***Culvert Inventory and Preliminary Inspection*** – Ongoing work by DPW.
- ***Asset Management / GIS Upgrades*** – DPW staff has begun using new GPS equipment to track asset data in the field. Integrating of this data with our existing GIS is ongoing.

Engineering Division Staff or Concerns:

Land Use activities for May 2025:

Inland Wetlands & Watercourses Agency

Draft Regulation Amendments - Proposed amendments to the Inland Wetlands & Watercourse Agency Regulations to include the following: Section 2.1(r) – Definitions for "Regulated Activities"; Initiated by the Bristol Inland Wetlands & Watercourses Agency. (Public Hearing continued from April 7, 2025 meeting) – APPROVED; EFFECTIVE DATE JUNE 1, 2025.

Wetlands application for the rehabilitation of retaining wall along Broad Street near Pequabuck River due to deteriorating stone wall; City of Bristol, Right-of-Way – APPROVED WITH STIPULATIONS.

Cease & Correct – 360 King Street & Lot 47-5-1 – CONTINUED IN EFFECT.

Cease & Correct – 225 East Main Street – CONTINUED IN EFFECT.

Zoning Commission

Site Plan for a Drive-Up Facility at 45 Farmington Avenue; Assessor's Map 24, Lot 236 - (99 Farmington Avenue); BG (General Business) zone; SBM Bristol, LLC, applicant – PUBLIC HEARING CONTINUED TO JUNE 9, 2025.

Revision to an Approved Site Plan to add fixed planters and fencing for outdoor dining patios areas associated with a 152,000 s.f. mixed-use development at 100 & 130 North Main Street; Map 30, Lot 5 and Map 26 Lots 7; BD-1 (Downtown Business) zone; Centre Square Village, LLC, owner/applicant – APPROVED WITH STIPULATION.

Zoning Board of Appeals

Request for a variance for a reduction of the required front yard for rear lots at 34 Miller Road; Assessor's Map 15, Lot 115-1; R-15; Single-Family Residential zone – APPROVED.

Planning Commission
FY 2025-2026 – Capital Budget – RECOMENDED APPROVAL.

Bristol Crossing Subdivision – Request for extension of subdivision expiration date from June 25 2025 to June 25, 2027 for: Phase 3 – Tevin's Way Lots 14 through 25 (12 lots) – PHASE 3 SUBDIVISION APPROVAL EXTENDED TO JUNE 20, 2027.

Referral of the Parking Amendment recommendations associated with the comprehensive rewrite of the Bristol Zoning Regulations. Initiated by – POSITIVE REFERRAL SENT TO THE ZONING COMMISSION.

Referral of the Environmental Amendment recommendations associated with the comprehensive rewrite of the Bristol Zoning Regulations – POSITIVE REFERRAL SENT TO THE ZONING COMMISSION.

Referral of the Commercial, Industrial and Mixed-Use District Zone Amendment recommendations associated with the comprehensive rewrite of the Bristol Zoning Regulations – POSITIVE REFERRAL SENT TO THE ZONING COMMISSION.

Referral of the Residential Zone Amendment recommendations associated with the comprehensive rewrite of the Bristol Zoning Regulations – POSITIVE REFERRAL SENT TO THE ZONING COMMISSION.

Referral of the Unified Residential Development (URD) Regulations for the RM Zone recommendations associated with the comprehensive rewrite of the Bristol Zoning Regulations – POSITIVE REFERRAL SENT TO THE ZONING COMMISSION.

Referral of amendments to the Official Zoning Map of the City of Bristol entitled "Zoning Map of the City of Bristol, Connecticut", Effective Date: December 21, 1990, associated with the comprehensive rewrite of the Bristol Zoning Regulations – POSITIVE REFERRAL SENT TO THE ZONING COMMISSION.

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Historic District Commission
The Commission did not meet in May.

Aquifer Protection Agency

Request for: 1. Modification of an existing registration; Re-registration for regulated activities that have been inactive within the past five years for Daily Mart, Inc. (Shell Gas Station) at 551 Farmington Avenue; Assessor's Map 53, Lot 128G; BG (General Business) zone – APPLICATION REVIEW CONTINUED TO THE JUNE SPECIAL MEETING.

Land Use staff or concerns:

Monthly overtime costs (Board/Commission Secretaries and Assistant City Planner at meetings: $655.73.

Facilities – May 2025

Building Maintenance current month (May 2025) activities:

- Facilities Manager Oakes coordinated with AirTemp Staff on the demolition/removal and subsequent installation of natural gas-fired heaters at the City Yard Automated Rubbish Truck Quonset Hut and Transfer Station, installations of natural gas meter at City Yard and 500-gallon propane tank at Transfer Station remain to complete projects
- Coordinated phone line installations with Frontier Communications for 30 Hope Street Parking Garage to support fire system panel and elevator emergency communication requirements
- Manager Oakes met with ECD Director Justin Malley and Central CT Chambers President/CEO Katie D'Agostino to discuss hosting a C-PACE workshop for the greater Bristol commercial sector and business owners
- Manager Oakes obtained multiple bids to replace a compromised and unrepairable mud drum and replacement of multiple nipple fittings on mud drums and steam headers for boilers at the Police Complex (work has been awarded to Hartford Boiler Repair Works and CT Boiler Repair for differing work scopes)
- Manager Oakes coordinated with AmeriGas on the placement of a 500-gallon propane tank at a newly installed concrete pad to serve a new heating unit for the Transfer Station Quonset Hut
- Eagle Rivet conducted semi-annual inspections of warrantied roofing systems at City Buildings
- Memorial Day holiday staffing for Police Complex
- RLE & N Power started a LED lighting upgrade project at the City Yard on 5/27, funded by a federal Energy Efficiency Community Block Grant
- Collection of redeemable beverage containers from Bristol Eastern High School for Veteran Strong office staff
- Building Maintenance Staff assisted Public Works Analyst Lindsey Rivers with labor support for a Shredding Event on 5/31
- Building Maintenance Staff responded to several issues at the Main and Manross Library that are adding demand to Public Works Staff and overtime costs due to the elimination of the Maintenance Technician position at the Library Department

Building Maintenance next month (June 2025) activities:

- 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
- Eversource to install a dedicated natural gas service line from the main on Vincent P. Kelly Road to the Automated Rubbish Truck Quonset Hut to serve a newly installed natural gas-fired heating unit (which now requires a dedicate concrete pad to support, Eversource to install)

- City Council to vote on accepting a propane tank customer agreement to facilitate the installation of a 500-gallon tank the Transfer Station
- 30 Hope Street Parking Garage ribbon cutting event and opening to public on 6/6, which will add additional daily work duties to staff to keep facility clean and mechanical systems (elevator, fire sprinkler systems, lighting, etc.) under operational oversight
- Millennium Builders Inc. to remove the upper window assembly at Manross Library on the week of June 16th, which has been the source of water infiltration over the past several years causing disruptions to Library services and occupant comfort
- 1st Shift Grounds Maintainer/Building Technician ending employment with the City on 7/1, causing a vacancy, anticipate posting position early to eliminate the need for additional overtime to cover all exterior maintenance task needs that are highest during the Summer months

Building Maintenance Staff or concerns:

- Anticipate elevated levels of Vacation/Miscellaneous time off during June, as the end of the fiscal year approaches and Staff must use remaining personal time off prior to June 30th
- Library Senior Maintenance Technician retired 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 returned to duty on 5/19, but will be ending his employment on 7/1, causing a vacancy on the 1st shift until filled
- Police Complex Custodian will be out due to an extended medical leave beginning on 5/12 and then approximately two-month recovery period, requiring overtime to provide ample service levels to a 24 hour a day operation
- Temporary Hire Custodian for the Police Complex started on 5/27
- Anticipate added work load to staff with the departure of the Grounds Maintainer/Building Technician on 7/1, which coincides with the high demands of exterior landscaping daily tasks, in addition to providing coverage for mechanical maintenance issues at the Main and Manross Libraries

Building Maintenance OT Costs: $7,309.33

Staffing coverage for after-hour maintenance service calls (Police Gym sewage pump failure, Police Complex HVAC cooling offline, Main Library alarm activation response, Manross Library circulation pump work with AirTemp, R&C Electric Police Generator grounding rod replacement, Police Holding Cell bio-hazard clean-up, City Hall north lobby doors site access issue, ….), supplemental 1st and 2nd shift staffing to provide minimal service coverage for light duty work restricted employees and individual Staff sick time/personal time-off, 5/26 Memorial Day holiday staffing for Police Complex custodial services, 5/31 Shredding Event support

Solid Waste May 2025 Report

Solid Waste current month activities:

- Continued illegal bulk inspection and enforcement activities. We sent 18? letters to residents for illegal bulk and cleaned up 3 stops. Residents cleaned up 14 stops, with 1 still pending

- Continued curbside bulk collection, we collected 323 scheduled pick-ups.
- Continued the on-site management of barrels at the Transfer Station, disassembling, cleaning and reusing barrels.
- Worked on assembling and organizing new shipment of barrels.
- Currently we have 4653 new or renewed yard waste participants.
- Continued cleaning up areas with high amounts of litter.
- Continued curbside yard waste collection, collecting 402 tons for the month of May.
- Finished spring leaf bag collection, collecting a total of 120 tons.
- Continued mowing the landfill.

- Delivered event barrels for the Duck Race, Youth Lacrosse and Memorial Day parades.

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.
- Continued to work on assembling and organizing new shipment of barrels.
- Continue yard waste collection.
- Deliver event barrels to Casey Park, for the Father's Day fun day.
- Continue to mow and cut the landfill.

Solid Waste staff or concerns:

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

OT Costs/Revenue Generated:	
Solid Waste OT =	$6,189.54
Transfer Station OT =	$6.981.87
TS Revenue (PAYT) =	$29,566.65
Residential Permits =	$4,105.00
Commercial Permits =	$50.00
Yard Waste Revenue =	$51,710.00
Murphy Road Rebate =	$0.00
Iron Liberty Recycling =	$1,973.26
Aluminum Liberty Rec =	$121.16
Batteries Liberty Rec =	$242.35
Electronics NewTech =	$0.00
Compost Sale =	$0.00
Bulk Pick-Up Revenue =	$1435.00
Book Box =	$0.00
Misc. Revenue =	$0.00
Border Street =	$0.00
Illegal Bulk Fines =	$0.00
Clothing Recycling =	$0.00
Additional Barrel Sale = Damaged barrel =	$0.00 $0.00
Special Pick up – 2nd	$0.00

Fleet Maintenance Current Activities:

Streets Div.

1. **S6 –** (2024 Box Truck) New box truck was outfitted with strobe lights, 2 way radio, shelving and brackets for parts and tools & an under box for hand tools needed.
2. **C31 –** (2021 Backhoe) 2 main hydraulic lines replaced for the rear boom.
3. **C15 –** (2015 JD mower) Replaced both rear drive hub seals and bearings. Topped off with fresh fluid and serviced.
4. **GS13 –** (1998 6 Wheeled Plow Truck) Replaced a leaking rear axle seal. Checked brakes and serviced for the season.
5. **C41 –** (2008 Vactor Truck) Running issue with rear motor was diagnosed with faulty fuel lines leading from tank to motor. New lines were installed. Extension issue with front boom resulted in poor cleaning methods resulting to rotted out middle pipe.
6. **C26 –** (2015 Hot Box) Burner control module for furnace replaced with new one. This unit has extensive wear and will be replaced next fiscal budget.
7. **C37 –** (Bagella asphalt recycler) Unit had various issues with clogged filters. Internals of the fuel tank was contaminated with rust from condensation. New tank was ordered and replaced. Machine will continue to make asphalt as it should.
8. **S28 –** (2023 6 Wheeled Dump Truck) Heating element for DEF system failed. New element was ordered and replaced.
9. **C3 –** (2007 Front End Loader) Unit was sent to Tyler Equipment due to short staffing issues in Fleet. Unit was diagnosed with a blown rear axle and hub. Parts and service will run us around $33,000 to fix.
10. **C16 –** (Roadside Mower) New belts for head were replaced. Guard for belt was in poor condition. Fleet managed to repair and strengthen it up.
11. **S8 –** (2019 Mason Dump) Truck had 2 bad leaf springs in rear end. Truck was sent out to have replaced due to limited staff. Parts and labor was around $2,100.

Solid Waste Div.

1. **R14 –** (2019 Automated Rubbish Truck) Large hole repaired on floor inside the body stopping leaks and debris spilling out. Truck was also gone through and serviced.
2. **R16 –** (2012 Automated Rubbish Truck) Inop rear camera cable replaced with new one. Both king pins in front end replaced with new eliminating a “cluncking” noise. Trucks drive speed PTO limiters were recalibrated back to original specs. Unit is currently still being worked on. Wear plates for the packer floor are being installed.
3. **R4 –** (2003 Front End Loader) Main coolant line replaced. Machine needs to be considered for a replacement soon.

Engineering Div.

1. **E3 –** (2007 Sedan) New brakes and rotors installed on all 4. New tie rod ends for the front. New cat back exhaust system.

Fleet Maintenance Next Month's Activities:

1. Continue scheduled maintenance to our Fleet vehicles.
2. Continue scheduled services to our other divisions as well as our P.D.
3. Continue to keep Streets & Solid Waste Ops. running strong.
4. Fleet will continue to stay on top of seasonal equipment
5. Prepping for upcoming budget.
6. Servicing all BBH and Engineering vehicles.

Fleet Maintenance Staff or Concerns:

- **DPW really needs a dedicated wash building or a proper way to clean trucks otherwise our budget will need to be increased.**
- **Still a Mechanics Helper vacancy since last year!**
- **Down a Mechanic.**
- Any way we can put our Fleet Auction proceeds back into our Fleet And not the GF?

Overtime expenditures and totals $2348.55 (Holiday, Dispatch and Mechanic).

Department of Public Works | 860.584.6125

MEMORANDUM

DATE: June 4, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works
FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: BPW June – Director's Report

Please find attached a summary report of the Department's activities, issues, and concerns for the June 12, 2025 Board of Public Works meeting.

1. **Staffing** 6.5 DPW FY2024-25 positions vacant **(4.5 positions vacant in FY2025-26 budget) – Administration Division** – Part time **(1/2)** position vacant, interviews performed, new employee scheduled to start June 23, 2025. **Eng. Division -** Engineering vacancy currently being filled by part time P.E., **Land Use –** Fully Staffed**, Bldg. Divisions -** Fully staffed**. A**lthough fully staffed, Bldg. Main Bldg. Tech/Grnd Maintainer is on leave 7/2/25, creating **(1)** vacancy, in addition to PD custodian (Sun-Thurs) - out on medical leave for an extended period. As a result of the PD custodian's medical leave, a temp employee has been hired. The temp hire will create an overage in regular wage expenditures but will be more cost effective than additional OT. **Solid Waste – (1)** vacancy driver collector**, Streets: (1)** vacancy crew leader (position filled in with upgrades), **(1)** vacancy truck driver. **Fleet Division: (1)** vacancy Mechanic Helper, **(1)** vacancy mechanic. **Public Works Coordinator** – Supervisor - assistant to the Street, Solid Waste, & Fleet Superintendent vacant. FY2025-26 includes reduction in DPW Street Division regular wages. As a result, two laborer positions will not be filled. **PD Traffic Signal Technician** - The FY2025-2026 budget includes the transfer of PD Fleet Traffic Technician duties from the Police Department to the Department of Public Works following final processing, revision to job description by the HR Department.
2. **Hope Street Parking Garage:** Parking Garage opened 6/2/25. Elevator will be operational 7/18/25. Ribbon cutting ceremony 6/13/25 at 11:00 AM.
3. **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.
4. **Wolcott Street Reconstruction LOTCIP: (Peck Lane to Witches Rock Road):** Project pending DOT authorization to bid. As previously reported, construction will be delayed pending Bristol Shrub Rd Sidewalk and Downs St Bridge LOTCIP projects.
5. **Shrub Road Sidewalks LOTCIP:** Consultant engineering plans submitted to CT DOT and NVCOG for review. NVCOG third party review initiated. Easements required by Environmental Learning Center executed, and the City of New Britain staff approval in place, pending New Britain Water Board approval on 6/17/25. Tree to be posted for removal.
6. **Downs St Bridge LOTCIP:** Final design pending DOT review and NVCOG approval. Due to ACOE permit restrictions, construction scheduled for 2026.
7. **CT Route 72 Streetscape and Reconstruction:** Project design on schedule, Park St bid winter of 2025 with construction in 2026. Riverside Ave bid 2026 with construction in 2027 (see attached schedule).
8. **EECBG Lighting Grant**: U.S. Dept of Energy grant $119,000. LED lighting at City Yard complete. Parks Dept project consists of lighting fixtures for Parks Dept installation at Federal Hill, Peck Park, Brackett Park, Rockwell Park, and Casey Field. Construction pending.
9. **Salt Brine**: Salt brine system currently being constructed by DPW Street Div. Work consists of 3 concrete pads with containment wall, fabric cover over tank containment area, shed for water equipment, new water lateral, electrical connection/equipment, and tank relocation. Equipment startup includes employee training.
10. **Jerome Ave** – House Demolition NRCS: Soil testing complete, pending results. Once negative soil test results are confirmed, a final meeting with NRCS and City contractors required, along with 10-day notification to adjacent property owners. Demolition anticipated by July 15, 2025.
11. **Annual Roadway Milling & Paving:** Spring Road milling and paving complete. Pavement marking required along with stamped asphalt and thermal imprint (N. Main) Stamped asphalt and thermal imprint scheduled for August 2025 (cost approximately $140,000). Fall 2025 and Spring 2026 paving list attached. Note N. Main St (Center to Hope) scheduled for spring of 2026, pending completion of Carrier Phase development and City streetscape along Carrier's Phase 2 property.
12. **Police Complex Boiler:** DPW vendor **Hartford Boiler has found a mud drum manifold**, replacement of mud drum header scheduled ($14,000). Finding a mud drum header eliminates the need to install a new furnace, saving approx. $250,000. It should be noted that the boilers remain a concern, and additional repairs are anticipated pending replacement/renovation of PD complex. Desman Assoc performed a structural inspection of the parking garage floor slabs to determine additional degradation of concrete since the 2021 inspection. Based on preliminary findings, no additional degradation observed. Final report pending.
13. **Collins Road Easement:** DPW has obtained preliminary approval of an easement from New Britain to install storm drainage from 87 Collins Road to the Coppermine Brook. Once in place, DPW will proceed with obtaining the required Inland Wetland permit and easement from 87 Collins Road. Submittal of Wetlands permit and execution of easement is required from the property owner of 87 Collins Road in order to proceed.
14. **Redstone Hill Road (Birch St to towline) Pavement Marking Narrowing & Curbside Rumble Strip:** DPW installed pavement markings narrowing travel lanes to 11.5 ft and installed curbside rumble strips. See attached social media comments. A Road Safety Audit of Redstone Hill Road is being scheduled for July 9, 2025. The audit included public participation. Notice

City of Bristol
Public Work Department
111 North Main Street
Bristol, CT 06010
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will be provided once session date is confirmed. One of the issues that has to be determined is whether or not rumble strips will be re-installed when Redstone Hill is paved in the fall.

15. **BOE Request:** Bristol Eastern High School has requested DPW assistance to install a stone pad 10 ft x 20 ft for a storage unit. See attached request.
16. **Eversource Gas:** Eversource installed a section of gas main (approx. 15 ft) at the corner of High St and Main St on Library property without authorization. Easement request submitted.
17. **Street Sightline:** Sightline concerns anticipated with summer growing season. See attached DPW policy/procedures.
18. **DPW Landfill Solar Installation:** CT DEEP permit approval remains. Installation has been delayed with startup anticipated in June 2026. Lease payment of $50,000/yr. per agreement.
19. **North Main St – Streetscape**: DPW recommends re-establishing the N.Main St R.O.W. +/- 6 inches to located Carriers' planters out of the R.O.W. and a portion of walkway constructed by Laviero Construction within the roadway R.O.W. All mapping cost shall be provided by Carrier Development. Final approval shall be approved by City Council.

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

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111 North Main Street
Bristol, CT 06010
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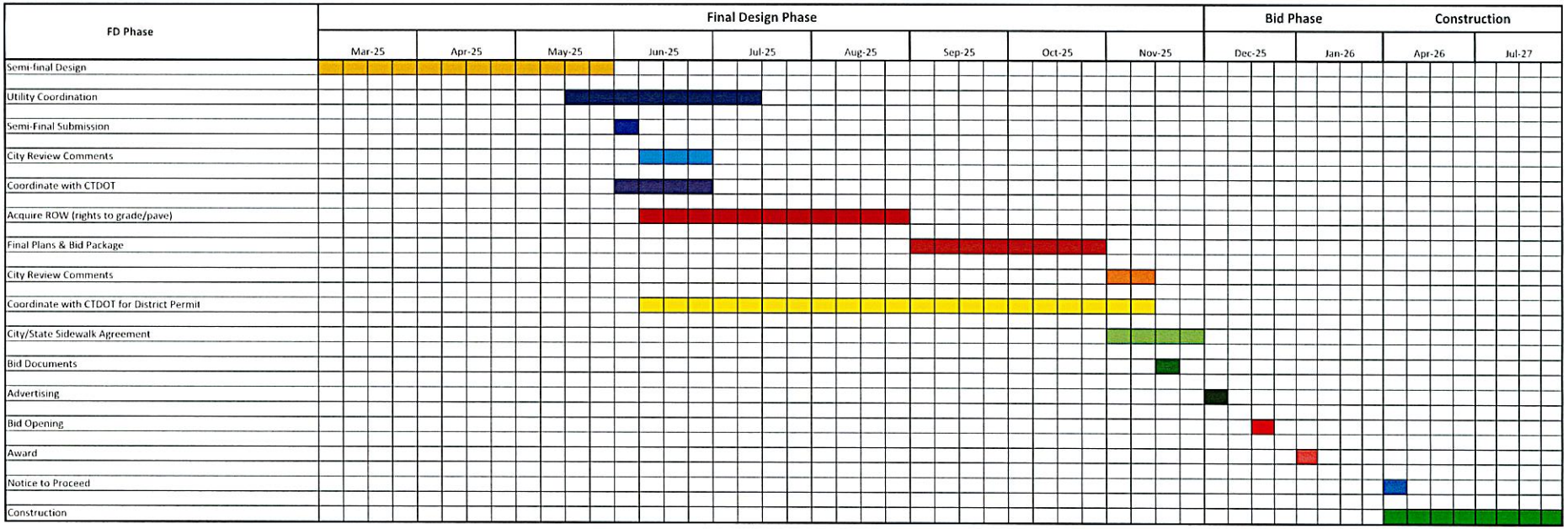
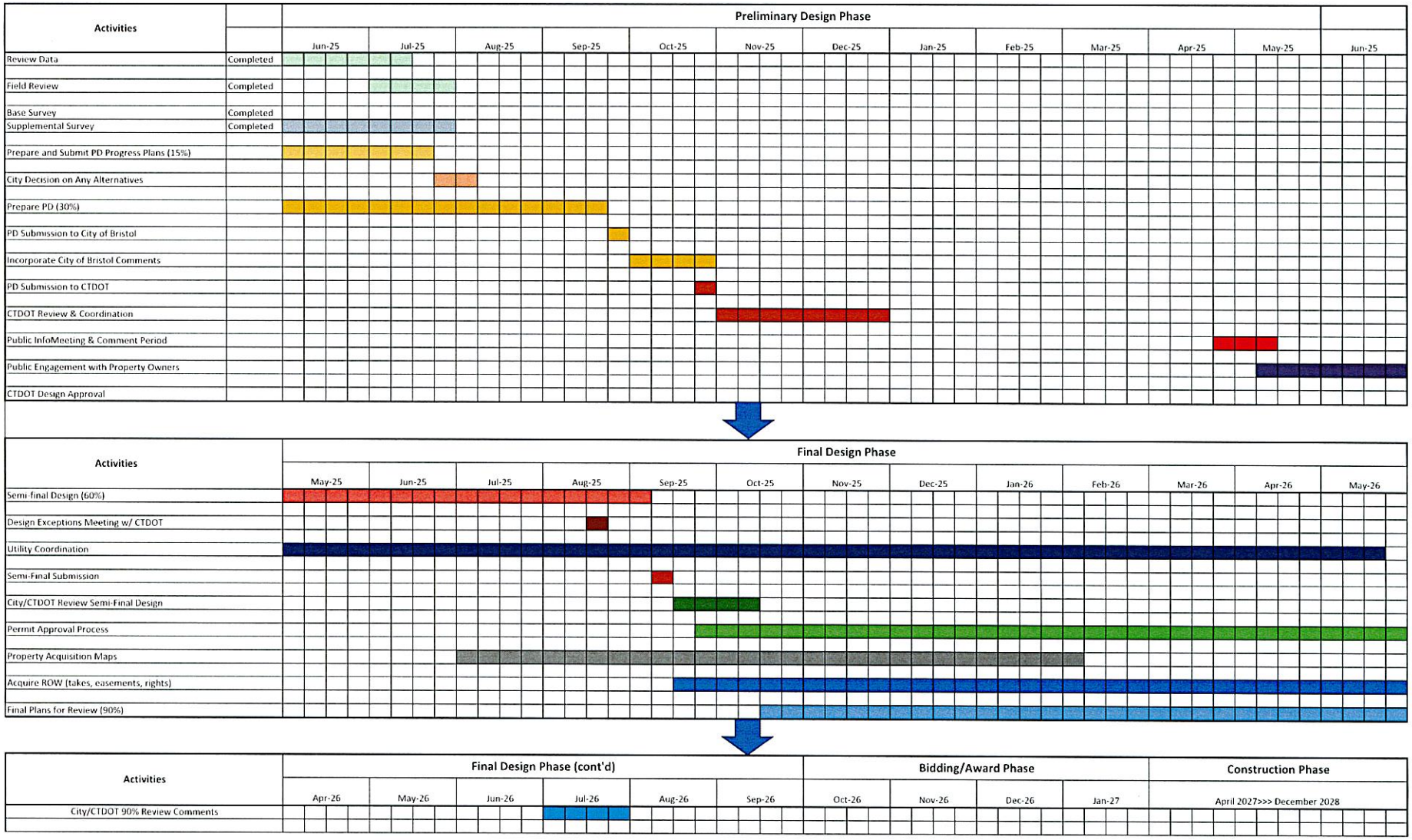
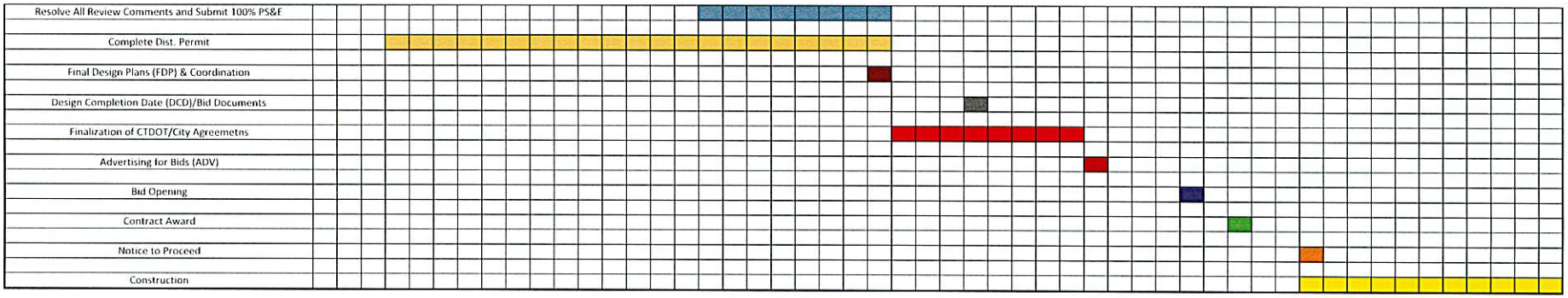
Streetscape Improvements - Park Street, Bristol



Project 017-196: Streetscape Improvements & Roadway Reconstruction - Riverside Avenue, Bristol




Resolve All Review Comments and Submit 100% PS&E
Complete Dist. Permit
Final Design Plans (FDP) & Coordination
Design Completion Date (DCD)/Bid Documents
Finalization of CTDOT/City Agreemetns
Advertising for Bids (ADV)
Bid Opening
Contract Award
Notice to Proceed
Construction

11

Bristol CONNECTICUT All Heart ™

Pavement Management Program (Spring 2026)

10-Mar-25

SCHEDULE	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 Cirlce	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
S 26	N.Main Street (Center to Hope)	1,080	61	824	$111,240	Mill All	$12,810	60	$ 124,050
								Total	$ 1,854,734

(11)

Bristol CONNECTICUT All Heart™

Pavement Management Program (Fall 2025)

6-Mar-24

SCHEDULE	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

4d Like Reply

Rich Kilby · Add friend
Put them on Lexington Street

4d Like Reply

Jon Davis
N Main St the forever project

3d Like Reply

Mike Tonon · Add friend
I deal with drivers stubbornly trying to speed on all of the residential secondary streets around Forestville. Brook, Stafford, Washington, West Washington, Pine, etc. and drivers not stopping and waiting their turn at the Camp/Washington st. stop signs. Maybe stiffer penalties need to be enforced. It's as if over the last decade people in the area forgot how to drive.

3d Like Reply

Ginny Michaud
How would these deter speeding?! Regularly seeing police patrolling would be a good start. DO BETTER.

1d Like Reply

14

to go out of the lane to avoid in Hartford right in front of the State library and the capital. It's New England. But the crack fill on Redstone isn't cutting it anymore.

1w Like Reply 1

Iwona Serwinski · Add friend

Those rumble strips can't be louder than Covanta. (Only mildly joking). Knowing that the area already has a noise pollution/nuisance issue due to a corporate neighbor; this is probably not a great idea. Patrol the area and give tickets to speeders. I'm not really sure I understand how strips down the center and/or median of a road slow a car down in the lane.

1w Like Reply 1

Pearlie Dennis · Add friend

While the major is worrying about chippen Hill for the rich what is he doing about Shrub Rd We have to get read of him

6d Like Reply

Mark Carusillo

Joke, right

I like the rumble strips because they help when people are tired or distracted

1w Like Reply 1

Cathy Lyn · Add friend

Honestly the current condition of the road would be the only source of slowing a car down on Redstone Hill. I am thankful to hear it is getting paved. I avoid it as much as possible. Something to slow people down and maybe come to a stop at Redstone and Birch would be nice. The rumble strip only let's you know you crossed the center line.

1w Like Reply 2

Diane Baker · Add friend

Cathy Lyn OMG half the road are completely sh%t! Have u been by South St lately? It's not just town roads it's State too. Every where u go they've fed up the roads. Not just Bristol either. It's a wonder the entire State doesn't need suspension work.

1w Like Reply

Cathy Lyn · Add friend

Would be interested in knowing the additional cost to add them to a road like Redstone. There isn't much foot traffic, so maybe just center of the road might suffice. I don't find them to be a nuisance.

1w Like Reply 2

Petra Varkal · Add friend

Those are the dumbest things to put on the road number one. It causes motorcycle accidents holds water that freezes and it breaks the road surface down faster. This is another dumb thing that should be caught canceled because it's wasteful spending.

1w Like Reply 1

Troy Harmon

Remember when they used to have cops to control speeding.

1w Like Reply 7

Clark Dubois

Very dangerous on my motorcycle they suck if you need to pass a car

1w Like Reply 1

Great safety feature as people tend to drift over the line when tired or distracted...

1w Like Reply 2

Pearlie Dennis · Add friend

Jack Ferraro Than they should not be driving What a excuse

6d Like Reply 1

Jack Ferraro

Pearlie Dennis please, this is a great safety feature. Unfortunately people do drive when they perhaps shouldn't or just simply get distracted. Just a fact of driving life. That is the perfect explanation for this safety feature. Could and probably has saved a life or prevented an accident. Great idea and I see this feature every where in this state and others.

6d Like Reply

David Haberfeld

I'm a fan of this for the same reasons Jack said above, it helps people who are tired or distracted, or in my daughters case, short

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Bristol CONNECTICUT All Heart ™

Department of Public Works | 860.584.6125

MEMORANDUM

DATE: June 5, 2023

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: **DPW OBSTRUCTION & ALLOWABLE ITEMS/PRACTICES WITHIN THE CITY'S ROADWAY RIGHT OF WAY.**

The Department of Public Works encounters and receives requests to install items within the City of Bristol's roadway right of way. The items that are the focus of this memorandum are convex mirrors installed at driveways to improve sight line, large obstruction stones installed along roadway curb lines, private storm lines, sprinkler systems, painting City sidewalks, and vegetation that obstructs sight line.

The City's roadway typically extends past the roadway pavement. Although the distance varies, on new roadways built to City standards, the distance from the road curb line and the City's right of way is 9 ft. (50 ft. ROW – 32 ft. pavement) /2). Within this area of road right of way, property owners typically landscape to the curb and maintain the area as grass. The area may or may not have a City sidewalk within the referenced area. In general, the Department of Public Works does not restrict use of this area, and property owners' maintenance of the area adds to the appearance of the roadway throughout City, with the exception of sightline obstructions and lawn sprinkler installation.

With that said, items cannot be installed within the ROW that have an adverse impact on the general public, either by posing a safety risk, or by increasing City cost and or liability. Items such as mailboxes are permitted, and as indicated, the establishment and maintenance of grass is encouraged. However, as recently approved by the Board of Public Works, private retaining walls are prohibited within the right of way, along with permanent items that impact roadway sightlines, or pose a potential hazard.

It should also be noted that the Department is required, in accordance with PURA, to notify "call before you dig" prior to performing any excavation with mechanical equipment. "Call before you dig" functions as a call center that contacts each registered utility to indicate the location of public utilities. The "call before you dig" service does not mark out private utilities, therefore, the

Department is not aware of private storm lines or sprinkler systems within the roadway right of way.

Some of the commonly requested items to be placed in the roadway right of way are as follows:

A. Installation of Convex Mirrors – Requested to Improve Sightline from Private Driveways

The Department of Public Works receives periodic requests to install convex mirrors to improve sightlines from private properties onto the public roadway. Previous requests have been made for the Department to supply and install the convex mirrors within the City's right of way, either on a City tree or a utility pole. To date, the Department has not installed any mirrors within the City's right of way.

The recommended policy, as part of this memorandum, is to clearly state that DPW WILL NOT install ANY convex mirrors within the public right of way. Mirrors must be installed precisely to be effective, and proper installation is dependent on the height of the vehicle/operator and the geometry of the road. In addition, the mirrors must be maintained in order to be effective, and may become misaligned over time by the loosening of brackets, or adversely impacted by objects, such as snow. It is the position of the Public Works Department that the City cannot take on the liability associated with the proper installation and maintenance of mirrors.

It should also be noted that mirrors should not be installed on City trees, and the City does not have the authority to permit the use of utility poles. If the installation of convex mirrors is allowed, it should be the sole responsibility of the property owner to supply, install, and maintain the mirror. The mirror must be installed on a post by the property owner, and the City reserves the right to remove any mirror within the right of way based on a complaint from the public of sun glare or reflection. If the owner installing the mirror does not install it across their own property frontage, they shall obtain permission from the respective property owner. In other words, if the mirror is to be installed on the opposite side of the street, that property owner should approve the installation.

Concerns with mirrors that property owners should consider prior to installation include: the potential of misalignment, poor visibility at night time or during adverse weather conditions, and difficulty judging distances.

B. Large Obstructions/Stones along Roadway Curve

There are currently several locations throughout the City where property owners have installed large obstructions, such as stones, to serve as a deterrent for vehicles "jumping the curb," and driving on the grass area. As indicated above, this area is part of the public right of way, but it is typically maintained by the property owner as grass and is unpaved.

DPW understands property owners' concerns and the desire to prevent vehicles from crossing, and thereby damaging, their lawn area. However, the placement of obstructions can result in vehicular damage, and more importantly, in vehicles veering out of the travel path resulting in accidents.

DPW's recommendation is to address concerns on a complaint basis, and remove obstructions/stone installed roadway curves if they impede vehicle travel. The policy is only applicable in areas associated with the public right of way, and does not include items placed on private property.

Bristol CONNECTICUT All Heart ™

Department of Public Works | 860.584.6125

In addition, the Department will evaluate the area of the roadway radius to consider increasing the pavement area to eliminate/reduce vehicles traveling on the grass area of the right of way.

C. Private Storm Lines within Roadway

The Department of Public Works often encounters storm drainage piping within the roadway that are not City pipes interconnecting City drains/catch basins. The pipes are typically smaller in diameter (6-10 inches) and serve as connections to drain from private property into the City's storm drainage system.

The Department's current practice is to allow private drain connections into the public storm drainage system, subject to the filing of documentation on City land records that the property owner is responsible for the piping, and that the City is not responsible for any backups of the sewer system.

The issue highlighted in this memorandum is to determine DPW's action/responsibility when a private drain pipe is encountered during the Department's excavation. The recommended policy is for DPW to investigate the pipe's purpose and need, absent the clear lack of need to reconnect or repair the pipe in order to maintain the pipe in the condition it was found. The Department will not remove or disconnect the pipe in question. However, the Department will not perform work to ensure its operation. The Department also will not jet or clean the line, or perform additional excavation to ensure the integrity of the pipe.

D. Private Sprinkler System within Street Right of Way

There are currently a number of private sprinkler systems located within the roadway right of way. The sprinklers allow property owners to maintain the grass area within the roadway right of way. The sprinklers do not pose a safety risk. However, they are not identified as part of the "call before you dig" utility mark-out procedure. The sprinklers are privately owned. DPW's recommended policy does not require the property owners remove currently installed sprinklers located within the City's right of way. The Department can support allowing future sprinklers to be located with the right way, however, they are private and the Department CANNOT be responsible for repairs associated with damage to the sprinklers.

If this recommended policy is approved by the Board, it is critical that DPW notifies property owners by posting the policy on the Department's website. In addition, DPW will investigate coordinating with the Water Department to issue a notice to property owners. Installation of lawn sprinklers requires a permit from the Water Department due to the potential of cross connections.

E. Painting of Public Sidewalks

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The Department of Public Works has been contacted by the City's Art & Culture Commission regarding the Department's position on allowing property owners to paint the public sidewalk. The sidewalks in question are roadway sidewalks, located within the City's right of way. In accordance with City Ordinance, property owners are responsible to maintain the sidewalks including replacement (if required). The City is responsible to ensure that sidewalks are safe and passable.

As Director of Public Works, I personally support the installation of art work. Potential concerns of painted sidewalks consist of: the paint creating a slippery surface, maintenance and/or removal of the paint, and public comments on art work content.

The application of paint on concrete sidewalks may result in slippery conditions, however, this can be mitigated by restricting installation to sidewalk areas with a grade less than two percent, and the application of sand (similar to roadway pavement markings).

Maintenance or removal of the artwork may be concern. If approved, it should be assumed that the painted artwork would not be maintained in perpetuity, and will eventually wear away, becoming unsightly for a period of time.

The content of the art may also potentially become an issue. Existing building murals are on private property. The painting of sidewalks would be within the City's right of way. With that said, the content of the art should not be determined or approved by the DPW. If the painting of sidewalks is allowed by the Board of Public Works, the content shall be governed by the City's Art & Culture Commission.

Sidewalk ramps, and the approaches to them, must not be painted, as it is necessary to have contrast between the detectible warning strips on the ramps and the sidewalk surface.

F. Roadway Site Line/Vegetation Management.

As indicated in the attached memorandum provided to the Board dated June 6, 2023, the Department currently has a policy to address the removal of overgrown vegetation within the City's roadway right of way that poses a safety issue for vehicles traveling on public roads. As indicated in item 6 of the memorandum, "In general, DPW does not address complaints associated with sight line issues at private driveways. Action is limited to site line issues associated with public roads. The Department considers driveway sight line a private matter." The Department takes this position, since driver sight line from driveways is dependent on driver height, type of vehicle, stop distance, and roadway geometry.

The purpose of this memorandum is to obtain input from the Board of Public Works prior to the Department preparation of formal Department policy.

Thanks for your input in this matter. Please feel free to contact me at 860-584-6113.

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Bristol CONNECTICUT All Heart

Department of Public Works | 860.584.6125

MEMORANDUM

DATE: June 6, 2022

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

RE: **Roadway Site Line / Vegetation Management**

As part of the Department of Public Works maintenance of the City roads/rights of ways, the Department regularly addresses site line concerns identified by DPW staff and by complaints received by the general public. A site line complaint consists of a driver's inability to see oncoming vehicles due to an obstruction. The required site line varies based on the roadway grade and speed, however within the City of Bristol the typically required site line is 250 ft. (driver height 3.5 ft., object height 2.0). This is to say that a driver stopped at an intersection should be able to see oncoming vehicles a distance of 250 ft. from the intersection.

The most common site line complaint is associated with vegetation blocking the view of oncoming vehicles at an intersection. Upon receipt of a complaint, the DPW Street and/or Engineering Division performs an investigation:

1. If DPW determines the obstruction is due to vegetation, the Department will cut/ remove the vegetation immediately only if the vegetation is within the roadway right of way **and** is not considered to be part of the property owner's landscaping.
2. If the vegetation site line obstruction is classified as part of the property owner's landscaping, the City has the right to remove/cut the vegetation to remove the obstruction, however DPW contacts the property owner prior to any removal/cutting of the landscaping. The DPW issues a letter to the property owner requesting the removal of the site line obstruction (sample letter attached). If the site line obstruction is not removed, DPW cuts/removes the line of site obstruction after consultation with Bristol Police Department to confirm the vegetation is creating a hazard.
3. If the vegetation is located outside the City's road right of way (typically 10 ft. from the edge of roadway) the Department refers the site line complaint to the ZEO in the Building Department. In accordance with Zoning regulation Figure A-8 a 25 ft. (attached) the area adjacent to the intersection shall be kept cleared.
4. Site line complaints received by the Department that appear to pose a low/no risk are referred to the Police Department for confirmation of DPW determination that no action will be taken.

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5. Site line obstructions that are determined to pose an extreme hazard (confirmed by Bristol Police) are removed/cut by DPW immediately. Typically, extreme hazards are associated with newly planted vegetation or damaged/broken trees/shrubs.
6. The DPW does not, in general, address complaints associated with sight line issues at private driveways. Action is limited to site line issues associated with public roads. The Department considers driveway site line issues a private matter.

In addition to clearing/ maintaining intersection site lines, the Department cuts/mows vegetation along City roads in areas that are not maintained by private property owners. The referenced areas are typically limited to undeveloped/un-occupied properties. The purpose of the cutting/mowing is not to establish a groomed lawn, rather it is to prevent overgrowth along the roadway and to eliminate site line restrictions along curves. A list of the referenced areas/roads are attached.

The Department also mows several City properties on a periodic basis and maintains City streetscapes on North Main St, Riverside Ave and Main St. The DPW Street Division mows the lawn at Centre Square, City Yard, dog pound and the properties identified in the attached list. The DPW Building Dept. mows the properties at City Hall, Police Complex and 51 High Street.

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

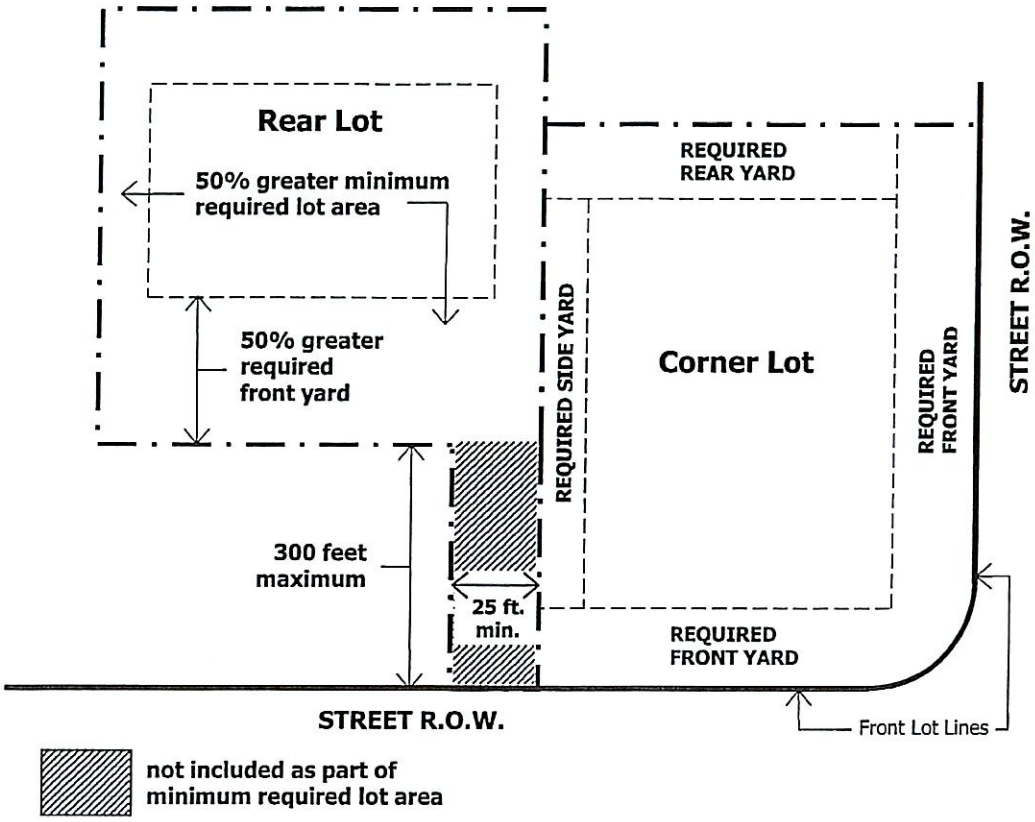

FIGURE A-7: CORNER LOTS AND REAR LOTS

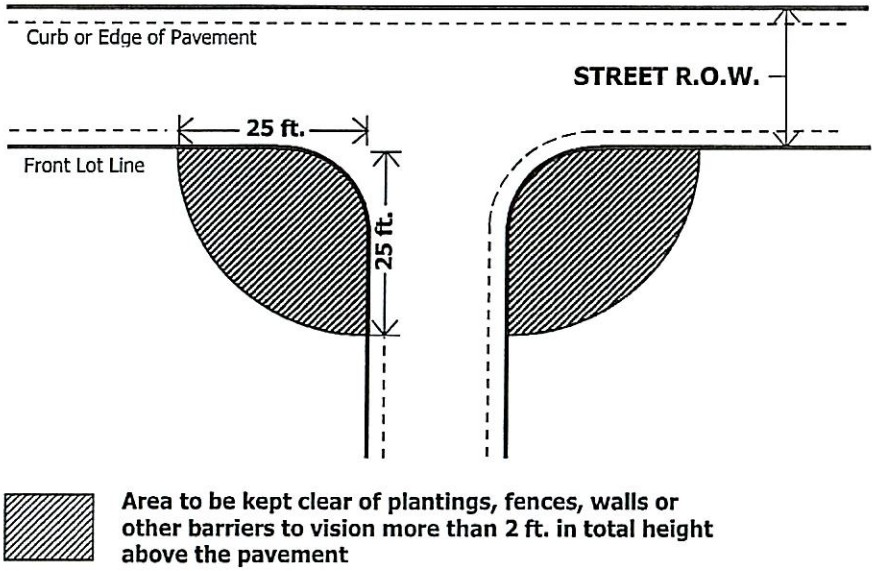

FIGURE A-8: VISIBILITY AT STREET INTERSECTIONS

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Mowing (Tractor) List
2021

Chippens Hill

- James P Casey
- Perkins
- Battle
- Hill
- Mano
- Maple Ave.
- Matthews
- Clark
- Pequabeck
- Barlow
- Hart
- Barnum
- Farrell
- Minor
- Eaton
- Marsh
- Farmstead
- Neuman
- Arlington Road
- Medford
- Fairfield

Northeast

- Stevens
- Stafford
- Mines
- Shawn
- Jerome
- Mix
- Maltby
- Shrub
- Warner
- Rosemary

Forestville

- Lincoln
- Central
- Frederick
- Forest
- Birch
- Broad
- Redstone Hill
- Violet
- Poitras
- Brook St
- Artisian
- Stafford (City Lot)
- West Washington
- Mecklem
- Bingham
- Cross St
- Enterprise Dr
- Root Ave

Fall Mountain/South Mountain

- Willis - Allentown Road
- East - Maywood Road
- Blakeslee - Glenn Street
- Sherbrooke - Ebert Road
- Woodland - Mountain Road
- Pound - Union Street
- North Pond - Witches Rock
- Putnam/Mills - Marconi
- Fall Mountain - Ipswitch/Salem
- Wolcott St (S Curves) -Holly/ Daniel
- Old Waterbury
- Townline Rd
- Bonnie CT

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DPW Grass Mowing Locations

Monday

- Middle Street
- Business Park Drive
- Lake Avenue Commuter Lot

Tuesday

- Pine Street – All Dead Ends
- Pine Street – State Property
- Pine Street – Todd Street
- Pine Street Terminus – Both Sides
- Pine Street – South of 11 Linwood Street
- Middle Street – Rt. 72 @ Railroad Bridge
- First Street

Wednesday

- Mountain Road – Both Sides
- West end lot
- Church Street – Million Dolor Lot
- East Rd/Union Street
- Depot Square – Patch, Everything behind sidewalk from Riverside Ave to McDonalds
- Depot Square – Main Street Side

Thursday

- Mix Street and Maltby Street
- Brook Street – Rt. 6 behind guardrail
- Brook Street at West Washington Street
- Stafford Avenue – Stockpile Site

Friday

- City Yard
- 14 Lincoln Place
- Islands
    - Fox Den Road
    - Juniper Road
    - Wildewood Run (3)
    - Dolphin Road
    - Oakridge Road
    - Pilgrim Road at Fernhill Road
    - Pilgrim Road at Oakwood Road
    - Pinehurst Road at Hill Street

Department of Public Works | 860.584.6125

MEMORANDUM - DRAFT

DATE: June 3, 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
Demolition of waste oil heaters began on 4/14 and the Streets Department helped to prep the area for the concrete pad that will support the propane tank for the Transfer Station Quonset Hut. At this time AirTemp has installed both new natural gas-fired heating units at the City Yard and Transfer Station. The Transfer Station concrete pad was poured by AirTemp on 5/1 and is ready for the 500-gallon propane tank to be set in place. Eversource installed the new natural gas service line from the gas main on Vincent P. Kelly Road to the Automated Rubbish Truck Quonset Hut at the City Yard on 5/30, however the gas meter installation remains. Once the propane tank is set and Eversource gas meter installed, AirTemp Staff can complete the final connections and test both heating systems to close out the project.

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 Bristol-Burlington Health Department shifts and adjustments within the Beals Community Center. The proposed upgrades will be delayed until the Bristol Board of Education Early Childhood Center (which re-occupied their former space at the Beals Center in March) come to a solution on roofing repairs to Edgewood School.

Police Complex Boiler Repairs
Hartford Boiler Repairs Works $15,640 – Boiler #1 Header & Mud Drum Nipple Repairs
Boiler #1 has numerous steam header and mud drum nipples that have failed. Costs to repair were obtained from Oakland LLC, CT Boiler Repair and Hartford Boiler Repair Works. The low bid came in at $15,640 from Hartford Boiler and they were awarded the work. Nipple replacements will be conducted at the end of June 2025.

CT Boiler Repair $13,600 – Boiler #2 Mud Drum Replacement
The cast-iron mud drum (return header) on Boiler #2 cracked due to age and thermal shock according to the vendors that inspected the drum for estimation purposes. Oakland LLC, CT Boiler Repair and Hartford Boiler all looked into the availability of a 13-section mud drum for this 1978 HB Mills 350 boiler. Only CT Boiler Repair was able to locate a 14-section mud drum that would be able to accommodate the existing

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

boiler. An estimate of $13,600 was provided and the work was awarded to CT Boiler Repair. Work is anticipated to be completed during the Summer 2025.

Other Projects

Manross Window Removal & Infill $16,243.14

LO-CIP Funding in the amount of $56,000 was obtained for the removal of an elevated section of windows above the Main Circulation Desk at Manross Library, that have been the source of water infiltration over the past years due to system failure. The original scope of work reflected replacing the windows with another window system. However, Library Director Prozzo determined that elimination of the windows all together would be preferred, as recent LED lighting upgrades have eliminated the need for additional ambient lighting. A purchase order was issued to Millennium Builders Inc. in the sum of $16,243.14 to complete the project. The work scope will be completed between June 16th and 24th. June 19th is the observed Juneteenth holiday and the Manross Library will be closed to visitors. On June 20th, the Manross Library will remain closed to eliminate any chance of conflict with Library operations and visitor safety during the majority of interior work tasks.

City Yard LED Lighting Upgrades $38,552.00

The Department of Public Works secured a Federal Energy Efficiency Community Block Grant in the sum of $113,000 for LED lighting upgrades at the City Yard and Parks & Recreation Facilities. A pre-bid meeting was held on 2/11at the City Yard and through the competitive bid process, Resource Lighting & Energy Inc. (RLE) of New London won the contract with a bid of $38,552.00. RLE in conjunction with NPower Construction & Electric, LLC recently completed the LED lighting upgrades at the Beals Center, 51 High Street and Fire House #2. RLE and NPower started work at the City Yard on May 27th and was completed on June 3rd.

The remaining balance from the EECBG funding will be used by the Parks & Recreation Department for LED lighting upgrades at athletic fields and Park & Recreation facilities throughout the City of Bristol.

Upcoming Project: Animal Control Hallway Floor Painting

On 1/27/25, the CT Department of Agriculture conducted the annual inspection of the Animal Control Facility located at 126 Vincent P Kelly Road. During that inspection, minor issues were observed and documented that included fencing gauge inconsistencies, water troughs accessible to animals and an untreated/uncoated hallway. The fencing and trough issues are not required to be addressed due to the age of structure (built in 1978). However, the City must paint the main hallway to make the floor impermeable to water and animal waste. Building Maintenance Staff will complete this work within the next 2 months to come into compliance with State requirements.

PUBLIC WORKS BOARD CITY BUILDING PROJECT LIST - JUNE 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	Eversource natural gas meter pad installation & AmeriGas	$23,300.00
FY23-24	Automated Rubbish & Transfer Station	Waste Oil Heater Replacements	AirTemp	$48,000.00	90%	6/30/2025	contract review with Corporation Counsel	$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*	Police Complex	Boiler #2 Mud Drum Replacement	CT Boiler Repair & Mfg Co. Inc.	$13,600.00	0%	TBD	Replacement of cracked mud drum	$13,600.00
FY24-25*	Police Complex	Boiler #1 Header & Mud Drum Repairs	Hartford Boiler Repair Works	$15,640.00	0%	TBD	Header and mud drum nipple repairs	$15,640.00
				$138,540.00				

Available as of July 2024	$184,634.64
2025 Funding	$110,000.00
Spent 2024-2025	$162,741.11
Less Committed Contracts	$78,261.50
Less Committed Projects	$38,000.00
Net Available	$15,632.03

Acct 1018310-570200

Location	Origination Date	Project Name	Contractor Name	Original Budget	Revised Budget	Original Contract Amt	Change Orders	New Contract Amt	Paid to Date	PO Balance	Under/Over Budget	Estimated % Complete	Completion Date	Comments
1 Youth Serv	2014	Roof Replacement	Allemount Builders	30,000.00	33,000.00	32,720.00	-	32,720.00	32,720.00	-	0.85	100%	Fall 2014	COMPLETED
4 Court	2014	Carpeting	North Haven Tile	65,000.00	64,000.00	63,945.00	-	63,945.00	63,945.00	-	0.08	100%	Fall 2014	COMPLETED
5 Main Library	2014	Lighting Upgrades	CAE Lighting	50,000.00	47,000.00	46,875.00	-	46,875.00	46,875.00	-	1.91	100%	8/26/2015	COMPLETED
6 City Hall	2014	Lighting Upgrades	CAE Lighting	50,000.00	47,000.00	46,875.00	-	46,875.00	46,875.00	-	1.91	100%	8/26/2015	COMPLETED
7 City Yard	2014	Roof Repairs	CT Fire	20,000.00	81,000.00	79,600.00	6,169.00	85,769.00	79,749.31	4,019.45	0.26	100%	Winter 2015	COMPLETED
9 Police	2014	Drug Forensic Refrig	Horizon Services	20,000.00	10,000.00	8,900.00	-	8,900.00	8,900.00	-	11.00	100%	8/5/2015	COMPLETED
10 Main Library	2014	Exterior Storage Repairs	Carl Weber Mech Eng	20,000.00	2,000.00	1,600.00	-	1,600.00	1,600.00	-	-	100%	Summer 2015	COMPLETED
11 Beals Center	2014	Roof Replacement	TBD	80,000.00	-	-	-	-	-	N/A	-	N/A	Fall 2015	Contract Pending
12 Fire 1	2014	Painting of Columns	Fabengo Painting	1,900.00	1,900.00	1,900.00	-	1,900.00	1,900.00	-	-	100%	8/15/2015	
13 Court	2014	Door Replacement	Accurate Door	15,000.00	15,000.00	14,116.00	-	14,116.00	14,116.00	-	5.21	100%		S/O Stair Gate
14 City Hall	2014	Roof Patching	Allemount Builders	100,000.00	100,000.00	100,000.00	-	100,000.00	100,000.00	(100.00)	-	100%		On Bank
15 Memorial Blvd	2014	Lobby Door	T.F.A.	-	25,000.00	25,000.00	-	25,000.00	25,000.00	-	-	100%	Spring 2015	
16 Beals Center	2014	Boiler Replacement	L. Carpenter Inc.	25,000.00	25,000.00	-	-	-	-	-	-	100%		Completed
17 Beals Center	2014	Roof Repairs		15,000.00	15,000.00	-	-	-	-	-	-	100%		Completed
18 Beals Center	2014	Bathroom Study		115,000.00	115,000.00	-	-	-	-	-	-	100%		Completed
19 Beals Center	2014	Gutter Replacement	Keeaffe Co.	11,500.00	11,500.00	-	-	-	-	-	-	100%		Completed
20 Beals Center	2014	Roof Replacement	Keeaffe Co.	42,000.00	42,000.00	-	-	-	-	-	-	100%		Completed
21 Beals Center	2014	Roof Repairs	Keeaffe Co.	42,000.00	42,000.00	-	-	-	-	-	-	100%		Completed
22 Beals Center	2014	Exterior Tie Downs	L. Carpenter Inc.	5,145.00	5,145.00	-	-	-	-	-	-	100%		10/8/15 Start
23 City Hall	2014	Elevator	L. Carpenter Inc.	29,600.00	49,592.00	49,592.00	-	49,592.00	30,449.06	12,941.94	12.01	90%		Active
			TC Design	5,000.00	8,000.00	7,100.00	3,000.00	10,100.00	7,100.00	3,000.00	-			
24 Court/Police	2013	Sun Shed Deck Accumulation	Allemount Builders	5,000.00	68,000.00	67,000.00	1,500.00	68,500.00	-	68,500.00	12.26	100%	8/31/2015	Completed
25 Capitol	2013	Unexpected Repairs	CGS/BD Original Bdgt	50,000.00	50,000.00	-	-	-	-	-	-	83%		
	NOTE	BID Rejs - $25,000	allocated in FY15/16				-	-				100%		
	NOTE	BID Rejs - $25,000	allocated in FY16/17				-	-				3%		
	NOTE	BID Rejs - $50,000	allocated in FY17/18				-	-						
26 Main Library	2013	Entry Steps Repair	Creative Landscape	45,000.00	45,000.00	4,800.00	-	4,800.00	-	40,200.00	89.33	100%		Completed 1/16
27 City Hall	2013	Boiler Replacement	L. Carpenter Inc.	-	16,500.00	16,500.00	-	16,500.00	16,500.00	16,503.00	-	100%		Winter 2016
			TBC Electric	4,000.00	-	3,910.00	-	3,910.00	3,910.00	324.49	-	100%		
			CJ Industries		4,000.00	561.51	-	561.51	561.51	561.51	-	0%		
28 Main Library	2013	Entry Steps Repair	Creative Landscape	45,000.00	45,000.00	4,800.00	-	4,800.00	-	40,200.00	89.33	100%		Completed
29 Capitol	2013	Sidewalk Replacement	Pelham Construction		-	5,850.00	9,850.00	15,700.00	-	-	-	100%		
30 Court	2013	Door Hardware	Accurate Door	40,000.00	40,000.00	24,060.00	-	24,060.00	24,060.00	15,915.00	39.84	100%		Completed
31 Court	2013	Walk Door Closing	Indoor Air Tech.	20,000.00	20,000.00	12,050.50	-	12,050.50	12,050.50	7,967.50	39.84	100%		Completed
32 Police	2013	Walk Door Closing	Indoor Air Tech.	20,000.00	20,000.00	12,050.50	-	12,050.50	12,050.50	7,967.50	39.84	100%		Completed
33 City Hall	2013	Kitchen Cabinet Upgrade	Kitchen Craft	20,000.00	20,000.00	7,050.00	-	7,050.00	7,050.00	-	-	100%		Completed
			Mendes Glass		1,768.00	1,768.00	-	1,768.00	1,768.00	-	-	100%		Completed
			Lighting Place - DPW		10,882.00	-	-	-	-	12,650.00	-	100%		
34 City Hall	2013	LED City	Lighting Place		-	-	-	-	2,470.00	-	-	100%		Completed
35 City Hall	2013	Cover Sound Lin Lighting	CT Hillyard	35,000.00	42,420.00	42,420.00	-	42,420.00	42,420.00	2,500.00	5.75	100%	DPW Eng.	Completed
36 Main Library	2013	Entry Canopy Repair	Fabengo Painting	11,500.00	11,500.00	3,640.00	-	3,640.00	3,640.00	4,100.00	37.82	100%		Completed
37 Youth Services	2013	Walk Door Closing	Indoor Air Tech.	10,000.00	10,000.00	7,800.00	-	7,800.00	-	10,000.00	72.00	100%	6/17/2014	Completed
38 City Hall	2013	Kitchen Upgrade	Ct Equipment Co.		1,015.75	1,015.75	-	1,015.75	1,015.75	-	0.00	100%	6/17/2014	*Added on 4/1/14
39 City Hall	2013	Carpet Replacement	Allemount Builders	35,000.00	45,000.00	16,080.00	-	25,476.40	42,056.40	25,208.40	8.04	100%	5/17/2014	Completed
40 City Hall	2013	Painting Roof	Quality Painting		-	-	-	-	-	4,000.00	-	100%		Retainage Held
41 City Wide	2013	Lock Rekey	Office Spot		-	-	-	-	-	-	-	100%		
42 Capitol	2013	Electric Heating	Mr. Electric	4,500.00	5,500.00	2,844.00	1,575.00	4,419.00	-	-	-	100%		BBGC Occupied
			AB Electric		-	2,000.00	-	2,000.00	-	-	19.88%	100%		
43 Museum Library	2012	Lighting Upgrade	Hughes Mechanical	45,000.00	48,500.00	46,175.00	-	46,175.00	46,175.00	-	0.67	100%	10/15/2014	Completed
44 City Hall	2012	Boiler Replacement	Allemount Builders		33,770.00	33,770.00	-	33,770.00	33,770.00	-	-	100%	10/13/2014	*Added 10/3/14
45 City Hall	2012	Walk Door Upgrades	Boone Glass Co.		10,000.00	9,050.00	-	9,050.00	-	-	-			Completed 8/16
			CIRACO			2,353.07	-	2,353.07	921.98	-	-			
46 Court	2012	Door Upgrades	Accurate Door		-	5,847.73	2,500.00	8,347.73	5,847.73	-	-			
			Staples Grinnell		75,000.00	74,400.00	-	74,400.00	74,400.00	-	-			Completed 7/16
			AB Electric			7,051.52	-	7,051.52	-	(3,053.52)	-			
48 Capitol	2012	Electric Substation	Fuelquest	12,000.00	12,000.00	9,474.00	-	9,474.00	9,474.00	-	-			Installation Ongoing
			Mr. Electric			2,526.00	-	2,526.00	2,526.00	-	-			
49 Youth Services	2012	Attic Insulation install	CPM Overtime Costs	12,000.00	12,000.00	7,246.75	-	7,246.75	-	2,848.79	-	99%		Vents Remain
			Supplies & Materials			1,904.46	-	1,904.46	-	-	-			
50 City Hall	2012	Cover Basement Project	Jacobs Engineering			35,824.50	4,256.55	40,081.55	35,081.55	-	-	100%		
			Jacobs Engineering			5,500.00	5,500.00	11,000.00	5,500.00	-	-	100%		
			CT Industrial Solutions			26,013.84	-	26,013.84	26,013.84	-	-	100%		
			Eagle Environmental		500,000.00	131,870.00	-	1,000.00	1,000.00	-	-	100%		*Added on 4/15/14
			Supplies & Materials				-	1,245.00	1,245.00	-	-	100%		
			Tenny Service, Inc.				-	1,685.00	1,685.00	-	-	100%		
			CPM Overtime Costs				-	17,014.69	17,014.69	-	-	100%		
			Supplies & Materials				-	3,256.00	3,256.00	-	-	100%		
47 Capitol	2012	Underground Water Roof	Fabengo Painting	1,950.00	1,950.00	1,950.00	-	1,950.00	1,950.00	-	-	100%		Completed 6/17
48 City Hall	2012	Lobby Carpet	Hall Wig Systems	80,000.00	113,400.00	113,400.00	-	113,400.00	113,400.00	-	-	100%	8/26/2017	Completed 9/26/17
49 City Hall	2012	Walls Lin	Forest DPW	20,000.00	20,000.00	20,000.00	-	20,000.00	20,000.00	20,000.00	-	100%	9/1/2017	Completed
50 Police	2012	Locker Lock Tech Upgrades	The Shaffer Company	20,000.00	20,000.00	7,488.00	-	7,488.00	7,488.00	7,488.00	-	100%	10/13/2017	Completed
51 Beals Center	2012	Roof Repairs Unexpected	Allemount Builders	20,000.00	20,000.00	20,000.00	-	20,000.00	20,000.00	-	-	100%	8/15/2017	Completed
52 Capitol	2012	Electric Substation	Alba Welding Mfg.	10,000.00	12,000.00	6,112.00	-	6,112.00	5,887.00	1,500.00	-	100%		Completed on 10/19/17
53 Beals Center	2012	Walk & Column Painting	White Painting	15,000.00	15,000.00	9,510.00	-	9,510.00	9,510.00	15,000.00	5,000.00	100%	8/28/2017	Completed 8/28/17
54 Beals Center	2012	Ceiling Lift Improvements	Hoyt Lifts		-	-	-	-	-	39,926.93	-	100%	9/5/2017	
			Chase	75,000.00	75,000.00	75,000.00	-	32,495.00	-	-	-	100%		Completed
			Valley Green				-	1,427.20	-	39,926.93	-			
			Peckins Choice				-	400.00	-	-	-			
			Supplies & Materials				-	1,677.80	-	-	-			
55 Memorial Library	2011	Roof Repairs	Allemount Construction	25,000.00	25,000.00	20,025.00	3,975.00	24,000.00	24,000.00	-	1,000.00	100%		Completed
56 City Hall	2011	Door Buffer Installation	SECURITAS		10,000.00	8,045.20	-	8,045.20	8,045.20	-	(955.7)	100%	3/23/2018	Completed
57 Court	2011	Courtroom Door Replacement	Accurate Door	15,000.00	15,000.00	5,615.00	-	5,615.00	5,615.00	-	6,877.00	100%		Completed
58 Police	2011	Walk Door Closers Office	Indoor Air Tech.		-	1,000.00	-	1,000.00	1,000.00	1,000.00	-	100%		Completed
			LEC MOE	30,000.00	30,000.00	28,900.00	28,900.00	57,800.00	-	-	(1,100.00)	100%	3/17/2017	Retnage Released 3/17/18
			Ct Equipment Inc.			1,385.50	-	1,385.50	1,385.50	-	-	100%	3/17/2017	Completed
59 Police	2011	Lock Connectors & LED Light	Ct Equipment Inc.	10,000.00	10,000.00	1,385.50	319.08	1,704.58	1,704.58	10,000.00	2,475.00	100%	3/17/2018	Completed
60 Police	2011	Ceiling Lift Tracks	The Shaffer Co.	15,000.00	20,000.00	7,488.00	-	7,488.00	7,488.00	7,512.00	(7,512.00)	100%		Completed
61 Police	2011	Roof Replacement Cost	Empire Grinnell	5,000.00	5,000.00	4,996.00	-	4,996.00	10,431.00	8,383.94	-	95%		Added on 1/14/18
62 Beals Center	2011	Roof Replacement Etc.	Allemount Builders		5,000.00	5,000.00	-	5,000.00	5,000.00	-	-	100%	4/3/2018	Completed
63 Memorial Library	2011	Door Replacement	Hamden Office Pro		-	365.00	-	365.00	365.00	-	-	100%	1/18/2017	Completed
			J.A. - Design			1,150.00	310.50	1,160.50	1,613.00	-	-	100%	4/28/2017	Completed
			Accurate Insulation - Abatement	35,000.00	50,000.00	1,000.00	-	1,000.00	1,000.00	-	44,951.50	100%	12/14/2017	Completed
			Eagle Env. - Clearance Sampling			350.00	-	350.00	350.00	-	-	100%	12/14/2017	Completed
64 Memorial Library	2011	Roof Replacement	Allemount Builders		600.00	47,500.00	600.00	48,100.00	48,100.00	1,820.50	-	100%	3/30/2018	Completed
			JAE - AHA Integration			2,800.00	-	2,800.00	2,800.00	-	-	100%	3/30/2018	Completed
			J.A. - Design			7,500.00	-	7,500.00	7,500.00	-	-	100%	8/1/2017	
65 Beals Center	2011	Roof Replacement	Allemount Builders	40,000.00	72,500.00	72,500.00	3,559.00	76,059.00	76,059.00	-	11,627.00	100%	8/28/2017	Completed
			Eagle Env. - Clearance Sampling			350.00	-	350.00	350.00	-	-	100%	7/19/2017	
66 Memorial Library	2011	LED Lighting Retrofit			-	8,273.73	-	8,273.73	-	8,273.73	-	100%	12/12/2017	Completed
			Hughes Mfr - Rebate/Parts			8,273.73	869.77	9,143.50	17,128.27	-	-	100%		Retainage Released 5/8/17
67 Fire 3	2011	Door Replacement	Eagle Env. - ACM Sampling			750.00	-	750.00	750.00	-	-	100%		Completed
			Accurate Insulation - Abatement	20,000.00	20,000.00	3,600.00	-	3,600.00	3,600.00	-	(2,471.73)	100%	8/7/2017	Completed
			Eagle Env. - Clearance Sampling			350.00	-	350.00	350.00	-	-	100%	8/7/2017	Completed
			Valley Paint & Wallpaper			-	-	1,275.00	1,275.00	-	-	100%	11/15/2017	Completed
			Hughes Mfr - Rebate			-	-	(2,650.00)	(2,650.00)	-	-	100%		Completed
68 Fire 3	2011	Door Replacement	Offshore Const. - Survey	50,000.00	57,000.00	1,475.00	-	1,475.00	1,450.00	-	1,550.00	100%	10/8/2016	Completed
			CBGI Construction	(3,000.00)	51,750.00	51,750.00	-	51,750.00	51,750.00	-	-	100%	3/30/2017	Retnage Released on 6/20/18
69 Capitol	2010	Unexpected Repairs		15,000.00	15,000.00	15,000.00	-	15,000.00	15,000.00	-	-	100%		Heating Upgrade Work Only
70 Beals Center	2010	Roof Repairs	Allemount Builders	15,000.00	20,000.00	4,115.00	-	4,115.00	4,115.00	-	1,387.00	100%	10/19/2017	Completed
71 Beals Center	2010	Walk & Column Painting	White Painting	15,000.00	15,000.00	9,510.00	-	9,510.00	9,510.00	-	5,035.00	100%	8/28/2017	Completed
72 City Hall	2010	Tiles & Painting 1 of 4	Fabengo Painting	75,000.00	75,000.00	15,000.00	-	15,000.00	15,000.00	-	-	100%	6/24/2017	Retainage Held
			Supplies & Materials			15,000.00	-	15,000.00	22,439.00	-	(7,500.00)	100%		Completed 6/26/17
73 Fire 1	2011	Building Modifications	CPM Overtime Costs - Wall Demo			-	-	3,425.00	-	-	-	100%		
			AJ Perry - Demo - Wall Demo			3,800.00	-	3,800.00	3,800.00	-	-	100%		Mech Wall Removed,
			AJ Perry - Demo - Wall Demo			-	-	1,200.00	1,200.00	-	-	100%		LED Exterior Lighting
			Ct Ex Contractor - Supplies			-	-	3,038.28	3,038.28	-	-	100%		Upgrade, SCBA Move,
			R&C Electric	20,000.00	18,146.96	2,210.00	75.00	2,285.00	2,285.00	-	0.00	100%		Washer/Dryer
			Accurate Door			718.00	-	718.00	718.00	-	-	100%		Connections, Door
			Accurate Door			2,105.00	-	2,105.00	-	2,105.00	-	100%		Hardware Install and
			Sign Source - Doors			100.00	-	150.00	150.00	150.00	-	100%		Modifications
			Sign Source - Entrance Sign			900.00	-	900.00	-	900.00	-	100%		
74 Fire 1	2011	Roof Replacement	Allemount Builders		-	1,500.00	-	1,500.00	8,487.50	9,013.50	-	100%		Roof Decay Completed
			Eagle Env. - ACM Sampling			875.25	-	875.25	875.25	-	-	100%	4/6/2017	Completed
			Offshore - Sample Cuts			1,000.00	-	870.80	870.80	-	(39,596.05)	100%	4/20/2017	Completed
			Hoyt Lifts - Rental			1,000.00	-	1,000.00	1,000.00	-	-	100%	5/30/2017	Completed
			Offshore Construction		18,676.30	196,704.00	18,676.30	196,704.00	-	-	-	100%	5/30/2018	Completed
75 Fire 2	2010	Locker Replacement	Offshore Construction	10,000.00	10,000.00	9,540.00	-	9,540.00	-	10,000.00	1,660.00	100%	11/8/2018	Completed
76 City Hall Vault	2010	Roof Replacement	Offshore Construction	-	5,000.00	5,775.00	-	5,775.00	5,775.00	5,775.00	-	100%	9/10/2018	Completed
77 Beals Center	2010	Carpet Replacement	Square Foot	-	1,000.00	1,875.00	-	1,875.00	1,875.00	1,875.00	-	100%	10/19/2018	Completed
78 Main Library	2010	Exterior Upgrades (Steps Etc.)	Offshore Construction	15,000.00	15,000.00	13,750.00	-	13,750.00	13,750.00	15,000.00	2,225.00	100%	8/31/2018	Completed
79 Beals Center	2010	Roof Leak Fixing	LLCPA	30,000.00	30,000.00	-	-	-	-	30,000.00	3,000.00	100%	8/31/2018	Completed
80 Beals Center	2010	Door Openers - Probate	Automated Door Doctor Inc.	6,000.00	6,000.00	5,300.00	-	5,300.00	5,300.00	5,300.00	191.80	100%	8/10/2018	Completed
			Supplies & Materials			191.80	-	191.80	-	-	-	100%	8/10/2018	Completed
81 City Hall	2017	Generator Replacement	AB Electric		30,000.00	3,990.00	-	3,990.00	3,495.00	3,990.00	-	100%	10/1/2018	Completed
			R&C Electric			31,650.00	215.00	31,875.00	31,875.00	-	300.00	100%	9/17/2018	Completed
82 City Hall	2014	Security Cameras	ADS Systems		15,000.00	15,000.00	3,815.50	18,815.50	15,275.00	3,540.50	(1,277.5)	100%	12/15/2017	Completed 11/2/2018
			ADS Systems			3,817.50	3,540.50	7,358.00	15,275.00	3,540.50	-			Completed on 10/16/18
83 Main Library	2014	Elevator Cylinder Replacement	Hartford Elevator		40,000.00	40,000.00	-	40,000.00	40,000.00	-	-	100%	7/31/2018	Completed on 7/31/18
84 Police Court	2014	Elevator Upgrades	CTE Elevator	75,000.00	84,000.00	73,400.00	2,500.00	76,400.00	71,121.27	5,267.73	-	100%		
			Hartford Elevator			7,600.00	-	7,600.00	7,600.00	-	(3,053.52)	100%	7/1/2106	Completed 7/2016
			R&C Electric			1,051.52	-	1,051.52	1,051.52	-	-	100%		Holding 5% Retainage
85 City Hall	2017	Door Contractor Task	Shaffer Company		-	14,109.64	-	14,109.64	14,686.04	-	7,443.02	100%	8/15/2019	Completed
86 Fire 1, 2, 3, & 5	2017	Generator Replacement	Allemount Builders	18,000.00	-	18,000.00	-	18,000.00	18,000.00	-	-	100%	3/1/2019	Completed
87 Fire 1, 2, & 3	2017	Exterior Maintenance Repair	Allemount Builders	9,000.00	-	15,000.00	-	15,000.00	13,500.00	-	1,500.00	100%		Pending Study added 12/18/18
88 Police Court	2017	Locker Replacement Design	Cannons Engineering		10,000.00	-	-	-	11,125.00	11,145.00	2,035.00	2,035.00	100%		
89 City Hall			Jacobs Engineering		-	2,119.28	-	2,119.28	4,459.17	4,459.17	-	100%	10/26/2018	
	2,019.00	Fuel Monitoring System	Fuel Energy Systems	80,000.00	80,000.00	75,000.00	-	75,000.00	75,000.00	-	75,024.45	100%	8/2/2018	
90 City Hall	2017	Roof Replacement	Allemount Builders		-	49,500.00	-	49,500.00	-	49,500.00	-	100%	8/13/2019	
			Ct Water Conservation			10,377.00	-	10,377.00	-	10,377.00	-	100%	8/29/2019	Completed
			Allmount Inc.	50,000.00	60,000.00	1,040.00	-	1,040.00	-	1,040.00	-	100%	8/27/2019	
			Hoyt Lift Rental			1,080.00	-	1,080.00	-	1,080.00	-	100%	11/1/2019	
91 City Hall	2010	Elevator Upgrades	R. Carpenter, Design		-	2,750.00	-	2,750.00	2,280.00	2,750.00	-	100%		Fuel Oil pipe
			R. Carpenter, Design		30,000.00	2,750.00	-	2,750.00	2,750.00	-	-	100%		removal remains to
			CIRACO Construction		-	17,550.00	990.00	18,540.00	16,050.00	2,490.00	2,490.00	90%		be completed
92 Police Complex	2010	Motion Sen Connection	Ct Equipment - Sgt Alt		2,822.50	2,822.50	-	2,822.50	2,822.50	-	-	100%		completed on
			North Lville - Block Heat		-	1,300.00	-	1,300.00	1,300.00	-	1,300.00	100%		completed on
			R. Carpenter, Design		-	2,750.00	-	2,750.00	2,750.00	-	-	100%		Gas Meter hung on
			CIRACO Construction		30,000.00	6,106.00	-	6,106.00	3,746.00	48,450.00	48,450.00	30%		12/3/18
93 Fire 3	2010	Motion Sen Connection	R. Carpenter, Design		-	2,750.00	-	2,750.00	2,750.00	2,750.00	-	100%		Gas Meter hung on
			CIRACO		15,000.00	13,200.00	-	13,200.00	13,200.00	-	-	100%		activated on
94 Fire 1	2010	LED Removal	ACS Enviro - LED Removal		-	13,850.00	-	13,850.00	-	13,850.00	13,850.00	95%		9/18 - LED Removal
			Classic LED - Fixt Transfer		30,000.00	1,650.00	-	1,650.00	-	1,650.00	-	100%		9/18 - LED Removal
95 Beals Center	2010	Motion Lighting Upgrades	Ct Equipment Inc.	5,000.00	5,000.00	4,475.00	1,010.94	5,485.94	-	5,485.94	-	100%		completed, Gym LED
			Staff Overtime Costs			283.26	-	283.26	-	-	2,841.94	100%		completed, Gym LED
			AB Electrical			897.80	-	897.80	-	897.80	-	100%		light fixtures remain
96 Beals Center	2017	Gym Circuit Breaker Replacement	Mr. Electric		5,000.00	5,000.00	-	5,000.00	-	5,000.00	-	100%		Completed
97 Beals Center	2017	Gym Decorp Feed Design	Jacobs Engineering		2,100.00	2,100.00	-	2,100.00	-	2,100.00	2,100.00	100%		Completed
98 Beals Center		Heat Hatch Replacement	Bmp Roofing	35,000.00	100%	5/7/2019	Completed							
99 Beals Center		Gym Lighting Upgrade/Replacements	Northeast Electrical		-	1,850.00	-	1,850.00						
100 Main Library		Plaster Lead Testing	Hudson Consulting	3900.00	100%	5/14/2019	Lead present, remediation required							
101 Beals Center		Gym Lighting Upgrades	Office of Wholesales		-	5/9/2019								
			Ct Electrical Corp	12,841.90	100%	5/1/2019	Installation completed on 2/1/20							
102 Fire HQ & Fire #1		Indoor Air Quality Studies	Mold Detection Corp	22,770.00	100%	5/3/2019	HQ pipe insulation remediation							
103 City Hall/Other Bldgs		Roof Repairs/Replacement	Allemount Builders	15,000.00	100%	5/20/2019								
104 City Hall/Other Bldgs		Exterior Facility Repairs/Replacement	Bmp Roofing	15,000.00	100%	5/30/2019	Library & Rizzo completed							
105 City Hall/Police		Steam Trap Repairs/Replacements	Precision Plant Maintenance	35,136.58	100%	6/24/2019	City Hall & BPD completed on 5/24/20							
106 Beals Center/BBCC		Steam Trap Repairs/Replacement	Bmp Roofing	106,475.25	100%	6/24/2019	Bmp - Bbcc completed on 7/30/20							
107 FY19 Cap		City Buildings	Cashin Plumbing		$14,939.00	100%	7/24/2019	Transfer Station System revealed on 7/24/19						
108 FY20-21		Beals Center	Miller Center Floor Tile Replacement		$16,225.00	100%	8/18/2019	Tiles removed 8/18 & installed on 8/21						
			Staff Overtime Costs		$1,000.00	100%	8/18/2019							
109 FY19-20		51 High Street	Hd Roof Replacement		$42,900.00	100%	8/20/2019	Completed on 8/20/20						
			Premier Building Assoc. LLC		$42,900.00	100%	8/20/2019	Completed on 8/20/20						
110 FY 19-20		Main Library	Lighting Upgrades		$111,994.47		Completed - CIP Funded							
111 FY18-19		Police Complex	Emergency Lighting Upgrade		$8,175.00	10/14/2020		Completed on 10/14/20			$110,000.00	CIP Funded		
112 Court/Court #2		Security Improvement	Ct Electrical Corp			Completed on 10/1/19, warranty expiration 10/1/20					$110,000.00	CIP Funded		
113 FY20-21		Main Library	Heater Valve Replacements/Testing	$12,080.00	100%	11/4/2020	Hartford Elevator				$12,080.00			
114 Beals Center/BBCC		Hot Water Recirculation Line	Mechanical		Installation scheduled for week of November 9th			Tailored from Bldg Maint Act #3011						
115 FY20-21		Transfer Station	Roofing Building Gutter Installation			12/15/2020	Offshore Construction				$10,000.00			
116					$7,254.00	12/29/2020	Accurate Door	Interior & exterior door replacements						
	FY16-17	51 High Street	Interior Restoration		$6,456.14	100%	6/8/2020	Windows received on 10/1 & 10/24			$35,000.00			
			Ct Tapman Lumber - Windows		$1,000.00	100%	6/8/2020	Lights on order, due 2/28/21						
			Valley Green		$600.75	100%	6/29/2020	Valley Green - Lighting completed on 2/17 & 3/13						
			Bmp Roofing		$8,000.00	100%	6/29/2020	Exterior Lighting completed on 2/17 & 3/13						
117		51 High Street	Generator Sump Pump			Completed 1/17								
118		City Buildings	Leaks Cleaning Procedures			Hibbard Rx has met 10 JCPA Reg. No. 5000-199-1668								
119	FY19-20	Police Complex	CPD Panel Replacement		$2,500.00	100%	3/3/2021	Completed on 3/3/21			$25,000.00			
			Jacobs Meyers		$6,700.00	100%	3/4/2021	Completed on 3/4/21						
120 FY19-20		City Hall/Other Bldgs	Emergency Repairs - BBP Equipment		$0.00	100%		Remaining $12,413.87 for Scale House HVAC		Available as of	384,863.63			
		Transfer Station	Scale House HVAC Unit Replacement		$7,560.00	100%	4/15/2021	Installation completed on 5/7			$7,560.00			
121 City Hall		Fire Hydrant Documentation	Hydrant Inspection		$100,000.00	100%	Hydrant inspection completed 4/30/2021				$100,000.00	CIP Funded		
122 FY20-21		Fire House	Generator & Shed - Scale		$7,000.00	100%	5/21/2021	Reports submitted on 5/21/21 & 5/24/21			$7,000.00			
123 FY19-20		Police Complex	Facilities Condition Study		$45,055.00	100%	3/17/2021	Final report issued on 3/16/21			$45,000.00			
			Jon Zohn Engineers											
124 FY 20-21		Animal Control	Heat Drinking & Flushing		$14,400.00	100%	6/30/2021	Work start on 6/14/21 & completed

Department of Public Works | 860.584.6125

MEMORANDUM

DATE: May 29, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works
FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: DPW – ROADWAY CRASH REPORT ANALYSIS

Please find attached Collision Analysis report for the City of Bristol's roads and state highways located within the City. The reports provide crash information associated with fatal and serious injuries. The reports are obtained from the Connecticut Crash Repository and are based, per DPW's request for a period of approximately the last 3 years (1/1/22 to 4/30/25). The source of information for the Data provided in the repository report is from the Bristol Police Department. Each report prepared by the Bristol Police Department is submitted to and summarized to produce the Connecticut Repository Report.

Police Officers are trained to complete crash reports in accordance with the Manual on Classification of Motor Vehicle Crashes (MMUCC), however there is subjectivity in completing reports and in order to obtain accurate a useful information it is important that the police reports are completed in a consistent manner. A link to the Connecticut Repository and MMUCC website is provided below. Please registration to obtain full use of the Connecticut Repository site: link shown below.

Connecticut Crash Repository

https://www.ctcrash.uconn.edu/

Manual on Classification of Motor Vehicle Crashes (MMUCC)

https://www.transportation.gov/sites/dot.gov/files/docs/resources/government/traffic-records/304331/ansid16-2017.pdf

Crash information contained within the Connecticut Crash Repository report involve all accidents including fatalities and or serious injuries within the City on municipal roads. Report data for serious injuries may be updated and revised over time as the extent of injury changes from an injury to a fatality if the person subsequent to a crash passes away. In addition, two fatalities that have occurred in Bristol crashes are not included in the report since the investigation is not finalized.

It should be noted that as indicated in the report ”the data is exempt from discovery or admission under 23 U.S.C. 409“, with the intent that it cannot in lawsuits. That is due to the recognized benefit to studying crash history to improve roadway safety and simply collecting the data does not require any specific action.

There are three categories of data that are entered in the crash report.

1) Crash – identifies each crash
2) Vehicle – identifies all vehicles involved in the crashes
3) Occupants – identifies occupants in vehicle, as an example a bus could have 50 or so occupants

A summary of Connecticut Crash Repository report for the last 3 years, is provided below: Note, the item numbers below equate directly to report page numbers.

1) Crash Severity – 2150 total crashes reported. Crashes that are Property Damage Only (PDO) with less than 1000 dollars in value are required and therefore may not be reported by the police and included in data. 0.33% of crashes had fatal injuries, totaling 8 fatalities. While 1.96 % had either a fatality or a suspected serious injury, 24.3 % had either a fatality or at least a suspected injury.
2) Top 10 Routes – The report does not define a specific route however it does indicate elevated accidents at the intersection of Middle and Pine, Farmington and Brook St, Broad St and Summer at Center St.
3) Time and Date of Crashes –The most common day of the year was January 5, and top time for crashes 3 to 4 pm on a Tuesday and 7 to 8 am on Wednesday and Saturday at 2 am.
4) Crash Conditions - shows the road surface and weather conditions. This is helpful where to utilize specialize surface treatments, like the High Friction Surface Treatment (HFST) recently installed by the DOT on CT Route 6 and installing slippery when wet, bridge ices before road signs or fog area. Light conditions are also shown that will be helpful in determining if lighting might be a concern with crashes. 75-80% of crashes occur during dry weather, the remainder are during wet, snow or icy weather. Between 64 and 73% of crashes occur during daylight. So, adding lighting may be a concern if the amount of night crashes exceeds the approximate amount of travel. Based on this data our crash history is consistent with night vs day travel.
5) Report Roadway Features 1- Describes the location of the crash in relation to intersections, driveways and other features. Nearly 46 % of crashes are intersection related, these crashes could be reduced by adding advanced warning, supplemental and bigger signs, along with retroreflective stripes on the sign posts. Driveway’s locations requirements for commercial properties are regulated by City Zoning regulations as part of the access management policy (chapter 12),
6) Report Roadway Features 2 – shows crash locations in relation to roadway horizontal and vertical features. 10% of crashes are on horizontal curves, and 15% are on downhill grades. The horizontal curves can be improved by providing advanced warning signage, enhanced curve delineation through markings and rumble strips, and the downhill crashes can be helped by steep grade warning signs and advanced stop ahead or signal ahead signage.
7) Report Contributing Factors – Includes other items that can be factors in the crash. Note 90% have no contributing factors, but road surface condition accounted for 6%, see discussion in item 4 about weather.
8) Report Contributing Factors -Vehicle – This chart shows vehicular deficiencies identified in crash. This quality of this data is improved in justification where periodic vehicle inspections of motor vehicle are required for registrations. Less than 3% of vehicles involved in Bristol reported crashes had an identified deficiency.
9) Crash Manner and Location - shows location of crash and manner of crash. Top causes are angle crashes 34%, (intersecting vehicles), Rear End crashes 26% (following too closely), sideswipe same direction 7% (possibly lane width), 3.5% Head-on and sideswipes same direction can be improved by providing wider lanes, wider medians or Center Line Rumble Strips (CLRS), these are important due to the general seriousness of head-on crashes.
10) First Harmful Event 1 – This information tells what was hit during the crash. About three quarters (75%) are vehicle to vehicle crashes. 20 crashes were pedestrians and 9 were Pedal cyclists. These also are critical because of the risk of serious injury to both the pedestrian and the cyclist. Shorter crossing distances at crosswalks, installing Rectangular Rapid-Flashing Beacons (RRFB’s),

sidewalks, separated bike lanes and bike traffic signal controls. Additional item indicates the items hit by the drivers including trees, poles, guiderail, curbs, mailboxes and other items. The roadside barrier policy will address many of these items, mailboxes and driveways should be located on lower volume and speed streets on corner lots.

11) First Harmful Event 2 – This chart shows more detailed information than the previous page, where location and event are combined. Note some items are shown 2 different ways, either off on roadway, or on roadside.
12) Vehicle Crash Events – This chart shows multiple vehicle reports, note vehicle 1 and 2 are listed
13) Vehicle Body Type – shows vehicle types Most where Passenger cars, SUV's and Pick-ups. The type of vehicles can be utilized to review intersectional sight distance and crossing times, since Trucks/buses are higher than passenger vehicles and require more acceleration time than cars. Motor cyclists and moped crashes are also shown. These could be roadway friction related crashes or enforcement in the case of mopeds.
14) Traffic Control Devices – This chart shows that 38% of crashes occurred where a traffic control device was located. With over 20 % located at traffic signals and 18% at Stop controlled intersections. These crashes can be reduced by upgrading signals with video detection and updating stop sign and stop bar locations at stop-controlled intersections, and improving intersectional sightlines.
15) Vehicle Actions - This is vehicle location upon crash. 44 % of crashes involve vehicles going straight. About 7% of vehicles were involved in crashes into parked cars.
16) Demographics – Shows ages of drivers and occupants involved in crashes. Highest percentage of drivers are in the 21-35 age bracket, these drivers tend to operate at higher speeds and are potentially distracted. 42% of passengers are 15 or less.
17) Fatalities and Injuries – This chart shows driver and passenger data. This shows that 70% of crashes are by single occupant vehicles, and by percentage the drivers and passengers are equally at risk of injury 15% vs 16% in a crash.
18) Conditions at time of crash - This shows driver and passenger conditions at time of crash. 2.3% of drivers were under the influence, other causes which includes being asleep or fatigued, ill or fainted at less than 1%. These crashes can potentially be reduced by Police Department enforcement.
19) Seatbelt use – Use by drivers and passenger. 90% of drivers wore belts, and 73% of passengers. Enforcement may improve seatbelt use.
20) Airbag Deployment – Airbags were deployed in 12-13% of crashes.
21) Ejection Status and Injuries – 4 of the 8 fatalities within the reporting period were ejected from the vehicle.
22) Driver Actions- Describes driver actions. Top is following too closely, there are over 200 occurrences of running a stop sign.
23) Driver Distraction – Of the 82 percent of crashes that had a report about 3% had a distraction, the largest was other inside the vehicle at 1.4%.
24) Pedestrians –Date indicates about half of the pedestrian crashes were a result of unsafe acts by the pedestrian

25) Motorcycle Crashes – Data indicates 3 of the fatalities were motorcyclists, and about half of motorcycle crashes involved injuries. Only about 30 percent of the motorcyclists in crashes had an approved helmet. Of the 3 fatalities non had compliant helmets.
26) Work Zone Crashes- 3 Work zone or secondary crashes occurred, 2 were with law enforcement present. No injury data is shown.

Additional reports can be generated utilizing detailed locations, vehicles type, time of day or type of accident.

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

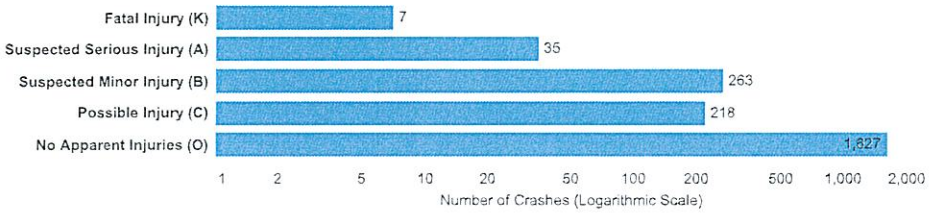
Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Facto..

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

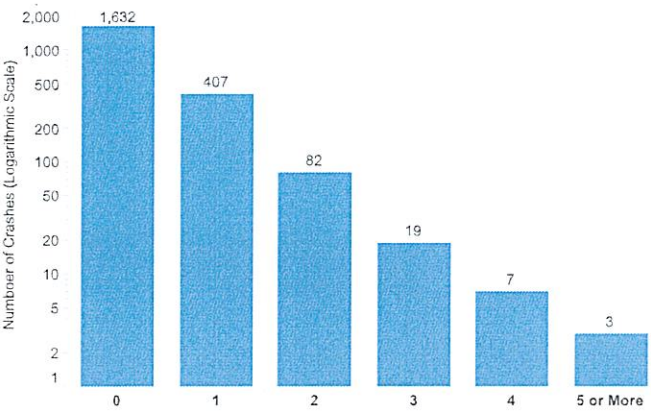
These figures display **crash-level data only** and provide the totals for crashes involving an injury of that type.

Injury Status of Crashes



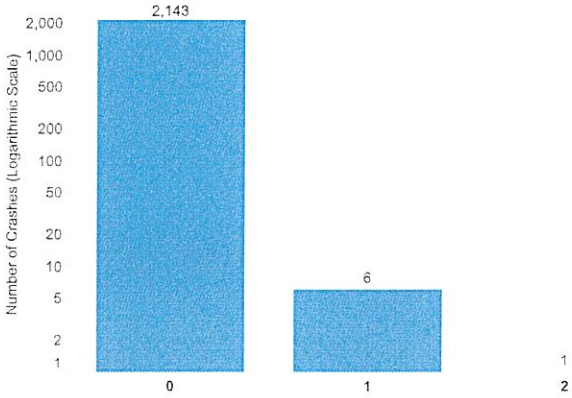
Crash Severity	Crashes	% of All Crashes
Fatal Injury (K)	7	0.33%
Suspected Serious Injury (A)	35	1.63%
Suspected Minor Injury (B)	263	12.23%
Possible Injury (C)	218	10.14%
No Apparent Injuries (O)	1,627	75.67%
Grand Total	2,150	100.00%

Injuries per Crash



Injuries per Crash	Crashes	% of All Crashes
0	1,632	75.91%
1	407	18.93%
2	82	3.81%
3	19	0.88%
4	7	0.33%
5 or More	3	0.14%
Grand Total	2,150	100.00%

Fatalities per Crash



Fatalities per Crash	Crashes	% of All Crashes
0	2,143	99.67%
1	6	0.28%
2	1	0.05%
Grand Total	2,150	100.00%

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Crash Severity | **Top 10 Routes** | Time and Date of Crashes | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Facto..

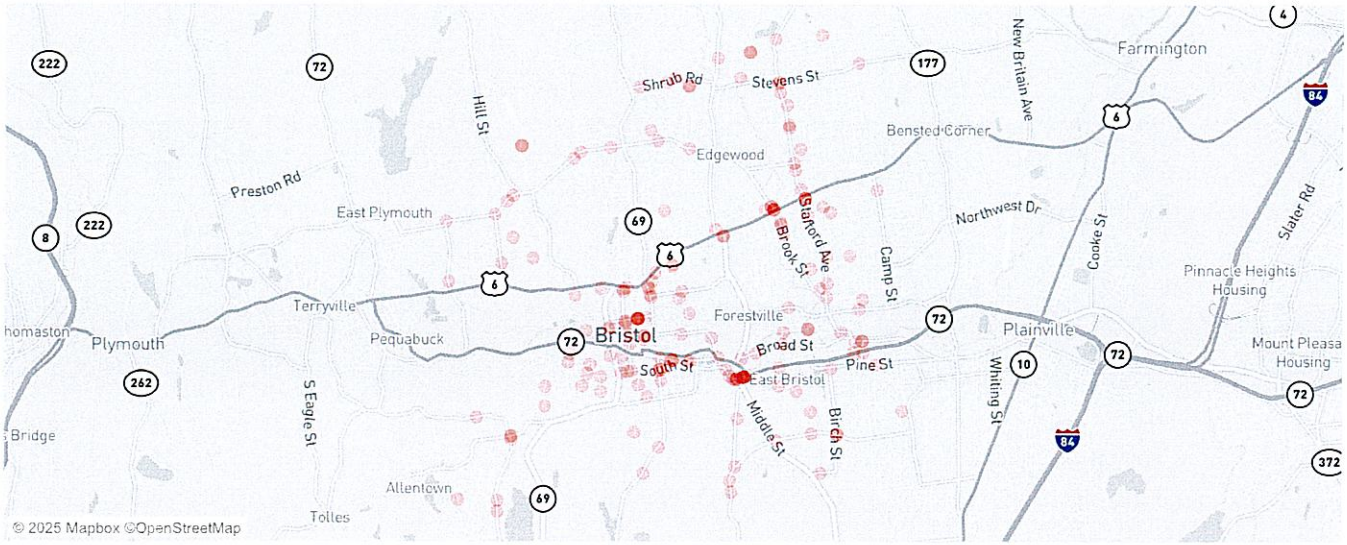
Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

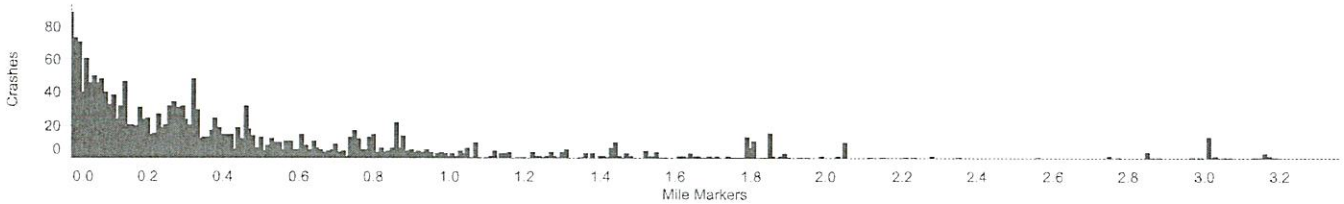
This page incorporates dynamic filtering on the tables and mile marker bar graph. By selecting a record, the other figures will be filtered by that selection. **Any selections made on this page will not be reflected anywhere else in the report.**

Please Note: The location and route number are both drawn directly from the crash reports and have not been checked for entirely errors. These may not directly correspond and are not guaranteed to be accurate.

Top 10 Routes for Crashes

Crash Locations (limited to the 10,000 most recent crashes)





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Collision Analysis Safety Tables

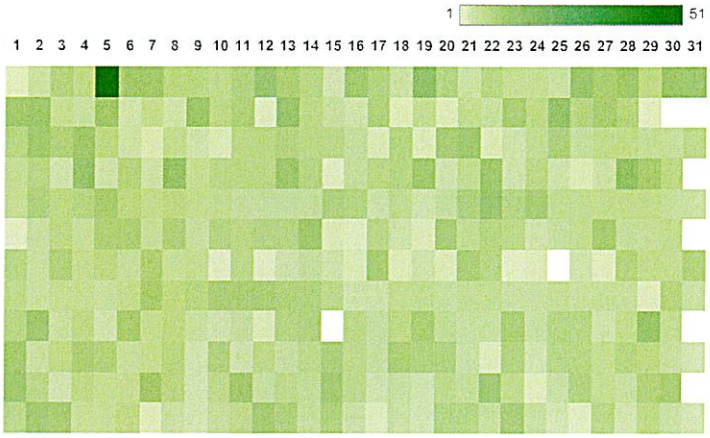
Crash Severity | Top 10 Routes | **Time and Date of Crashes** | Crash Conditions | Roadway Features 1 | Roadway Features 2 | Contributing Facto..

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

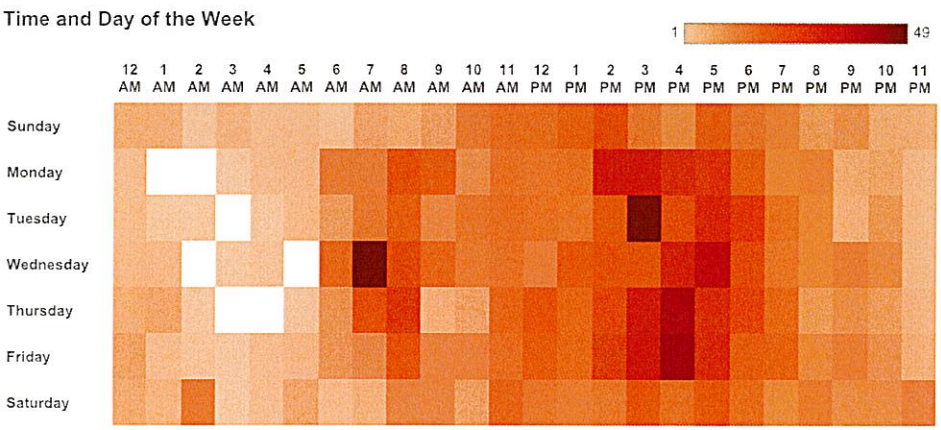
Month and Date of Crashes

Crash report entries into the CTCDR are backlogged to Feb 2025. Crash figures from Feb 2025 to present will be affected because of this.

	2022		2023		2024		2025	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Jan	94.0	13.5%	59.0	8.8%	74.0	10.7%	51.0	58.6%
Feb	55.0	7.9%	59.0	8.8%	53.0	7.7%	12.0	13.8%
Mar	40.0	5.7%	55.0	8.2%	60.0	8.7%	12.0	13.8%
Apr	43.0	6.2%	66.0	9.8%	61.0	8.8%	12.0	13.8%
May	67.0	9.6%	59.0	8.8%	50.0	7.2%		
Jun	53.0	7.6%	48.0	7.1%	58.0	8.4%		
Jul	52.0	7.4%	45.0	6.7%	38.0	5.5%		
Aug	65.0	9.3%	47.0	7.0%	55.0	8.0%		
Sep	52.0	7.4%	69.0	10.2%	47.0	6.8%		
Oct	60.0	8.6%	54.0	8.0%	69.0	10.0%		
Nov	65.0	9.3%	63.0	9.3%	54.0	7.8%		
Dec	52.0	7.4%	50.0	7.4%	72.0	10.4%		
Total	698.0	100.0%	674.0	100.0%	691.0	100.0%	87.0	100.0%



Time and Day of the Week



	Saturday	Friday	Thursday	Wednesday	Tuesday	Monday	Sunday	Grand Total
Crashes	271	343	335	362	307	305	227	2,150
% of Total Crashes	12.60%	15.95%	15.58%	16.84%	14.28%	14.19%	10.56%	100.00%

Hour of Crash Time	Crashes	% of All Crashes
12 AM	37	1.72%
1 AM	26	1.21%
2 AM	21	0.98%
3 AM	9	0.42%
4 AM	15	0.70%
5 AM	21	0.98%
6 AM	61	2.84%
7 AM	123	5.72%
8 AM	137	6.37%
9 AM	86	4.00%
10 AM	80	3.72%
11 AM	113	5.26%
12 PM	112	5.21%
1 PM	114	5.30%
2 PM	164	7.63%
3 PM	206	9.58%
4 PM	193	8.98%
5 PM	188	8.74%
6 PM	134	6.23%
7 PM	91	4.23%
8 PM	68	3.16%
9 PM	61	2.84%
10 PM	55	2.56%
11 PM	35	1.63%
Grand Total	2,150	100.00%

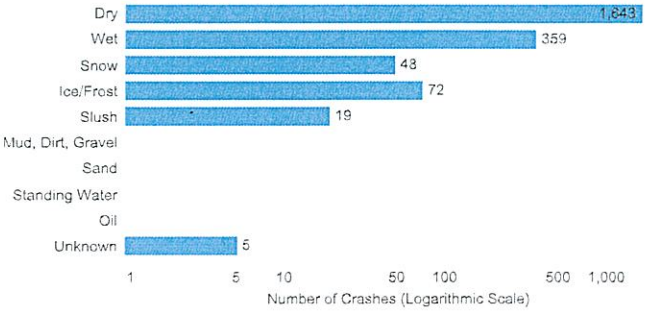
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Crash Severity | Top 10 Routes | Time and Date of Crashes | **Crash Conditions** | Roadway Features 1 | Roadway Features 2 | Contributing Factors

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

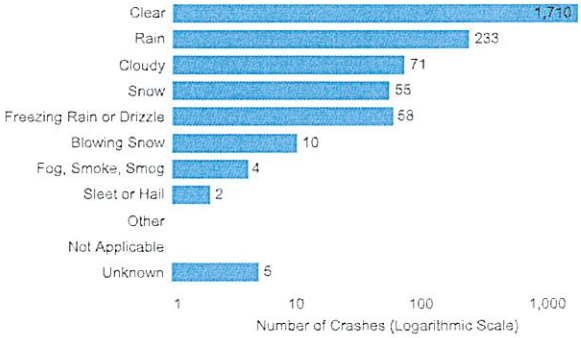
Traffic Surface Conditions



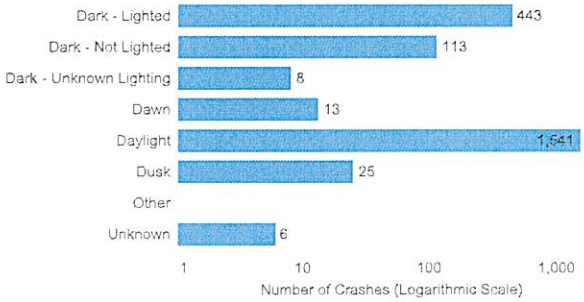
	2022		2023		2024		2025	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dry	526.0	75.4%	535.0	79.4%	516.0	74.7%	66.0	75.9%
Wet	102.0	14.6%	124.0	18.4%	127.0	18.4%	6.0	6.9%
Ice/Frost	51.0	7.3%	3.0	0.4%	13.0	1.9%	5.0	5.7%
Snow	10.0	1.4%	8.0	1.2%	23.0	3.3%	7.0	8.0%
Slush	4.0	0.6%	4.0	0.6%	8.0	1.2%	3.0	3.4%
Unknown	3.0	0.4%			2.0	0.3%		
Sand					1.0	0.1%		
Mud, Dirt, Gravel	1.0	0.1%						
Oil	1.0	0.1%						
Standing Water					1.0	0.1%		
Grand Total	698.0	100.0%	674.0	100.0%	691.0	100.0%	87.0	100.0%

Weather Conditions

	2022		2023		2024		2025	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Clear	552.0	79.1%	551.0	81.8%	539.0	78.0%	68.0	78.2%
Rain	60.0	8.6%	85.0	12.6%	83.0	12.0%	5.0	5.7%
Cloudy	20.0	2.9%	17.0	2.5%	31.0	4.5%	3.0	3.4%
Freezing Rain or Drizzle	50.0	7.2%	3.0	0.4%	4.0	0.6%	1.0	1.1%
Snow	9.0	1.3%	14.0	2.1%	23.0	3.3%	9.0	10.3%
Blowing Snow	4.0	0.6%			6.0	0.9%		
Unknown	3.0	0.4%	1.0	0.1%	1.0	0.1%		
Fog, Smoke, Smog			2.0	0.3%	2.0	0.3%		
Sleet or Hail			1.0	0.1%	1.0	0.1%		
Not Applicable					1.0	0.1%		
Other							1.0	1.1%
Grand Total	698.0	100.0%	674.0	100.0%	691.0	100.0%	87.0	100.0%



Light Conditions



	2022		2023		2024		2025	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Dark - Lighted	153.0	21.9%	126.0	18.7%	143.0	20.7%	21.0	24.1%
Dark - Not Lighted	32.0	4.6%	35.0	5.2%	38.0	5.5%	8.0	9.2%
Dark - Unknown Lighti..	2.0	0.3%	3.0	0.4%	3.0	0.4%		
Dawn	5.0	0.7%	3.0	0.4%	5.0	0.7%		
Daylight	493.0	70.6%	495.0	73.4%	497.0	71.9%	56.0	64.4%
Dusk	10.0	1.4%	10.0	1.5%	4.0	0.6%	1.0	1.1%
Other							1.0	1.1%
Unknown	3.0	0.4%	2.0	0.3%	1.0	0.1%		
Grand Total	698.0	100.0%	674.0	100.0%	691.0	100.0%	87.0	100.0%

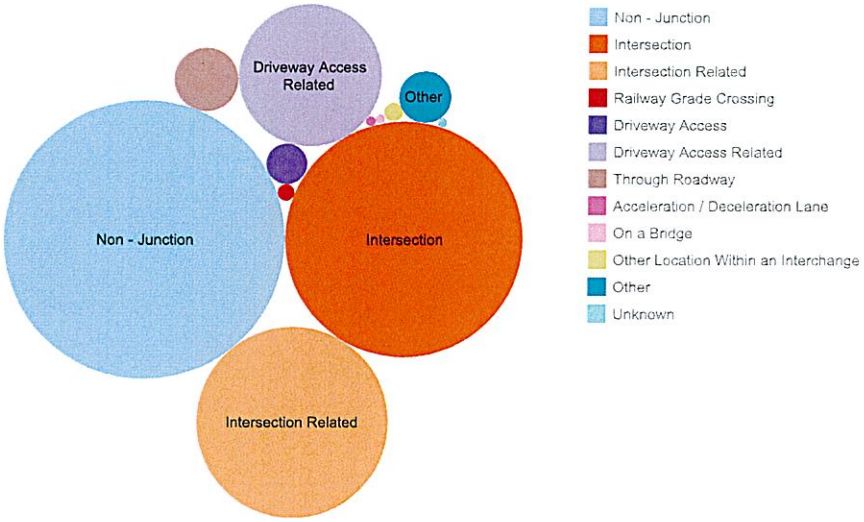
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Top 10 Routes | Time and Date of Crashes | Crash Conditions | **Roadway Features 1** | Roadway Features 2 | Contributing Factors | Contributing Factors-Vehic...

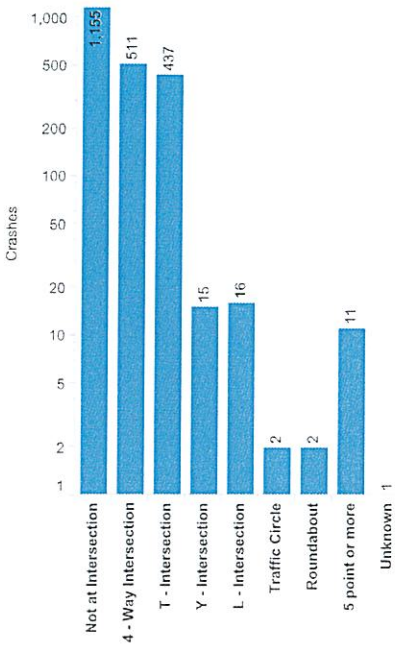
Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Crash Specific Location



Crash Specific Location	Crashes	% of All Crashes
Non - Junction	836	38.88%
Intersection	601	27.95%
Intersection Related	393	18.28%
Railway Grade Crossing	3	0.14%
Driveway Access	18	0.84%
Driveway Access Related	219	10.19%
Through Roadway	44	2.05%
Acceleration / Deceleration Lane	1	0.05%
On a Bridge	1	0.05%
Other Location Within an Interchange	4	0.19%
Other	29	1.35%
Unknown	1	0.05%
Grand Total	2,150	100.00%

Type of Intersections



Type of Intersection	Crashes	% of All Crashes
Not at Intersection	1,155	53.72%
4 - Way Intersection	511	23.77%
T - Intersection	437	20.33%
Y - Intersection	15	0.70%
5 point or more	11	0.51%
L - Intersection	16	0.74%
Roundabout	2	0.09%
Traffic Circle	2	0.09%
Unknown	1	0.05%
Grand Total	2,150	100.00%

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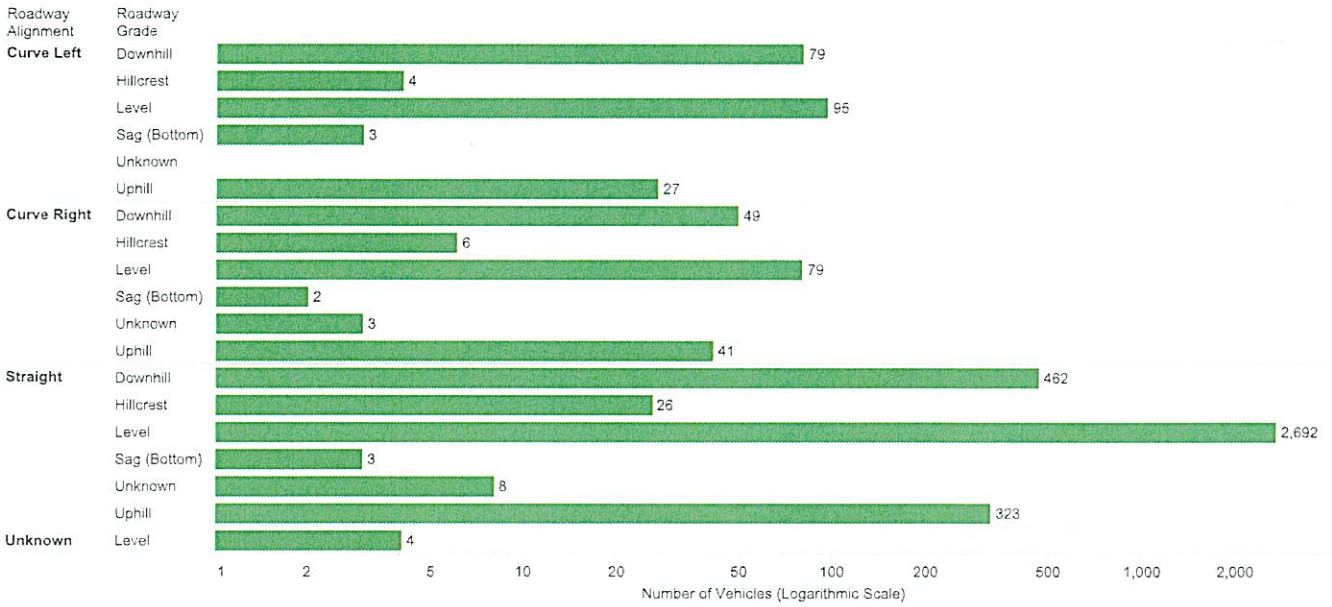
Collision Analysis Safety Tables

Time and Date of Cra.. | Crash Conditions | Roadway Features 1 | **Roadway Features 2** | Contributing Factors | Contributing Factors-Vehicle | Crash Manner and Location

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Roadway Alignment and Grade



Roadway Grade	Count of Vehicles	% of Total Vehicles
Downhill	590	15.10%
Hillcrest	36	0.92%
Level	2,870	73.46%
Sag (Bottom)	8	0.20%
Unknown	12	0.31%
Uphill	391	10.01%
Grand Total	3,907	100.00%

Roadway Alignment	Count of Vehicles	% of Total Vehicles
Curve Left	209	5.35%
Curve Right	180	4.61%
Straight	3,514	89.94%
Unknown	4	0.10%
Grand Total	3,907	100.00%

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Crash Conditions | Roadway Features 1 | Roadway Features 2 | **Contributing Factors** | Contributing Factors-Vehicle | Crash Manner and Location | First Harmful Event 1

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Contributing Circumstances (*Excluding Null and None*)

1 — 82

Contributing Circumstances Road	Contributing Circumstances Environment: Weather Conditions	Visual Obstruction(s)	Animal(s) in Roadway	Other	Unknown
Backup - Prior Crash	1				
Backup - Regular Congestion	1				
Road Surface Condition	82			1	
Missing / Broken Traffic Control Device	2				
Non-Highway Work		1	1		
Other	2				
Unknown					13

Contributing Circumstances Road	Crashes	% of All Crashes
None	1,944	90.42%
Backup - Regular Congestion	34	1.58%
Road Surface Condition	122	5.67%
Work Zone	3	0.14%
Backup - Prior Crash	2	0.09%
Other	4	0.19%
Non-Highway Work	15	0.70%
Debris	1	0.05%
Obstruction in Roadway	4	0.19%
Rut, Hole, or Bumps	4	0.19%
Missing / Broken Traffic Control Device	3	0.14%
Unknown	14	0.65%
Grand Total	2,150	100.00%

Contributing Circumstances Environment	Crashes	% of All Crashes
None	1,953	90.84%
Weather Conditions	134	6.23%
Visual Obstruction(s)	4	0.19%
Glare	24	1.12%
Animal(s) in Roadway	18	0.84%
Other	1	0.05%
Unknown	16	0.74%
Grand Total	2,150	100.00%

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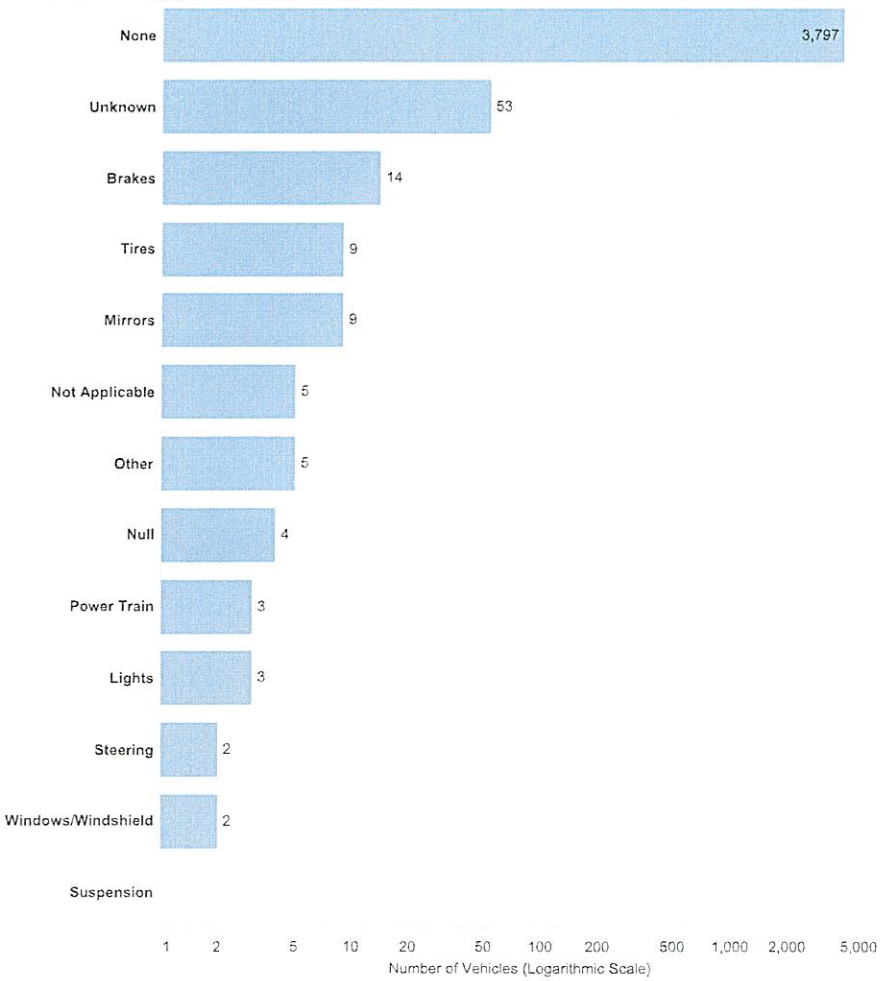
Collision Analysis Safety Tables

Roadway Features 1 | Roadway Features 2 | Contributing Factors | **Contributing Factors-Vehicle** | Crash Manner and Location | First Harmful Event 1 | First Harmful Event 2

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Contributing Circumstances Vehicle



Contributing Circumstances Vehicle	Count of Vehicles	% of Total Vehicles
None	3,797	97.18%
Unknown	53	1.36%
Brakes	14	0.36%
Tires	9	0.23%
Mirrors	9	0.23%
Not Applicable	5	0.13%
Other	5	0.13%
Null	4	0.10%
Power Train	3	0.08%
Lights	3	0.08%
Steering	2	0.05%
Windows/Windshield	2	0.05%
Suspension	1	0.03%
Grand Total	3,907	100.00%

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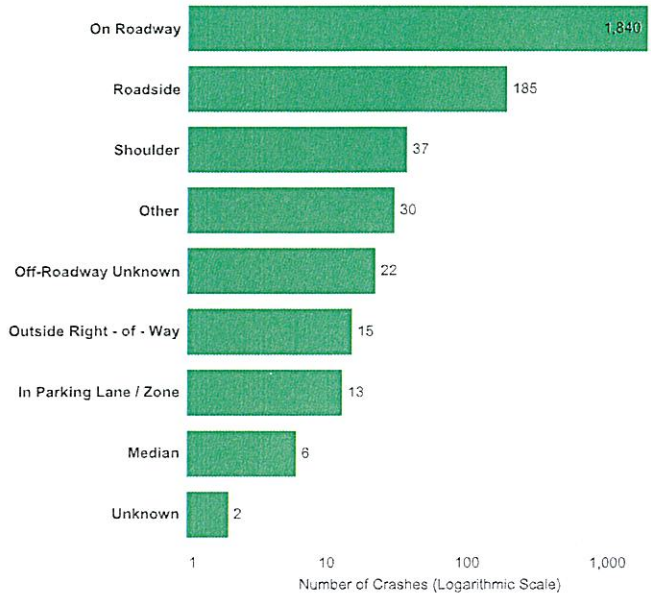
Collision Analysis Safety Tables

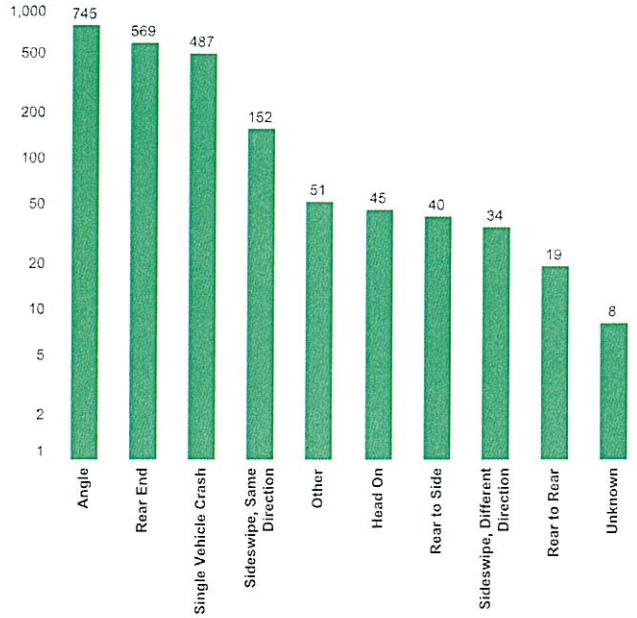
Roadway Features 2 | Contributing Factors | Contributing Factors-Vehicle | **Crash Manner and Location** | First Harmful Event 1 | First Harmful Event 2 | Vehicle Crash Events

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Location of First Harmful Event



Manner of Crashes



Location Of First Harmful Event	Crashes	% of All Crashes
On Roadway	1,840	85.58%
Roadside	185	8.60%
In Parking Lane / Zone	13	0.60%
Shoulder	37	1.72%
Off-Roadway Unknown	22	1.02%
Other	30	1.40%
Median	6	0.28%
Outside Right - of - Way	15	0.70%
Unknown	2	0.09%
Grand Total	2,150	100.00%

Manner Of Crash	Crashes	% of All Crashes
Angle	745	34.65%
Rear End	569	26.47%
Single Vehicle Crash	487	22.65%
Sideswipe, Same Direction	152	7.07%
Other	51	2.37%
Head On	45	2.09%
Rear to Side	40	1.86%
Sideswipe, Different Direction	34	1.58%
Rear to Rear	19	0.88%
Unknown	8	0.37%
Grand Total	2,150	100.00%

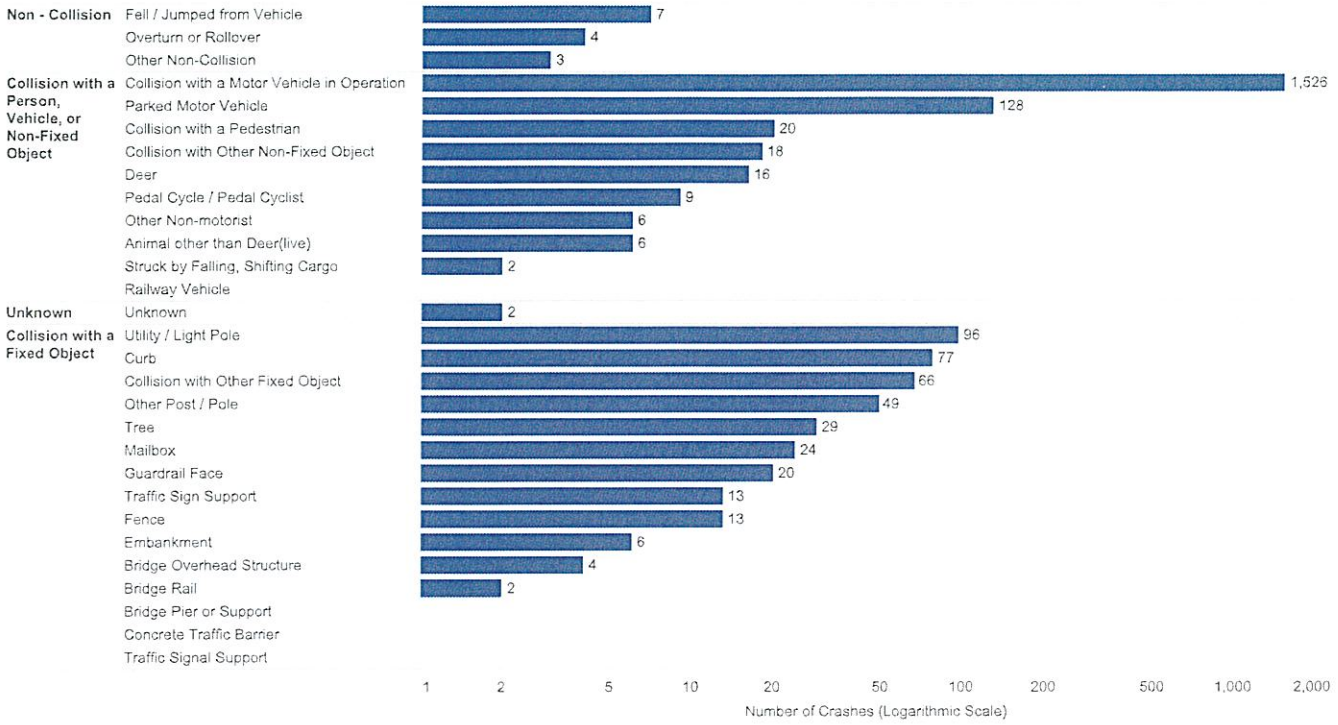
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Contributing Factors | Contributing Factors-Vehicle | Crash Manner and Location | **First Harmful Event 1** | First Harmful Event 2 | Vehicle Crash Events | Vehicle Body Type

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

First Harmful Event for the Crash



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

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Collision Analysis Safety Tables

Contributing Factors-Veh.. | Crash Manner and Location | First Harmful Event 1 | **First Harmful Event 2** | Vehicle Crash Events | Vehicle Body Type | Traffic Control Devices

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Event Categories	First Harmful Event	On Roadway	Shoulder	Median	Roadside	In Parking Lane / Zone	Off-Roadway Unknown	Outside Right - of - Way	Other	Unknown	Grand Total
Non - Collision	Overturn or Rollover	3			1						4
	Fell / Jumped from Vehicle	7									7
	Other Non-Collision	3									3
	Total	13			1						14
Collision with a Person, Vehicle, or Non-Fixed Object	Collision with a Pedestrian	18							2		20
	Pedal Cycle / Pedal Cyclist	9									9
	Other Non-motorist	4						1	1		6
	Railway Vehicle	1									1
	Animal other than Deer(live)	6									6
	Collision with a Motor Vehicle in Operation	1,501	3		3	7	1		11		1,526
	Parked Motor Vehicle	112	1		6	5	2		2		128
	Struck by Falling, Shifting Cargo	1			1						2
	Collision with Other Non-Fixed Object	12	1		4				1		18
	Deer	16									16
	Total	1,680	5		14	12	3	1	17		1,732
Unknown	Unknown									2	2
	Total									2	2
Collision with a Fixed Object	Bridge Overhead Structure	4									4
	Bridge Pier or Support		1								1
	Bridge Rail	1						1			2
	Curb	32	11	1	28		2		3		77
	Embankment	2			2		1		1		6
	Guardrail Face	12			8						20
	Concrete Traffic Barrier	1									1
	Tree	5	1	1	14		3	2	3		29
	Utility / Light Pole	27	9	2	53		1	4			96
	Traffic Sign Support	4	1		7				1		13
	Traffic Signal Support				1						1
	Fence	4	1		3	1		3	1		13
	Mailbox	5	2		15		1	1			24
	Other Post / Pole	24	4		15		4	1	1		49
	Collision with Other Fixed Object	26	2	2	24		7	2	3		66
	Total	147	32	6	170	1	19	14	13		402
Grand Total		1,840	37	6	185	13	22	15	30	2	2,150

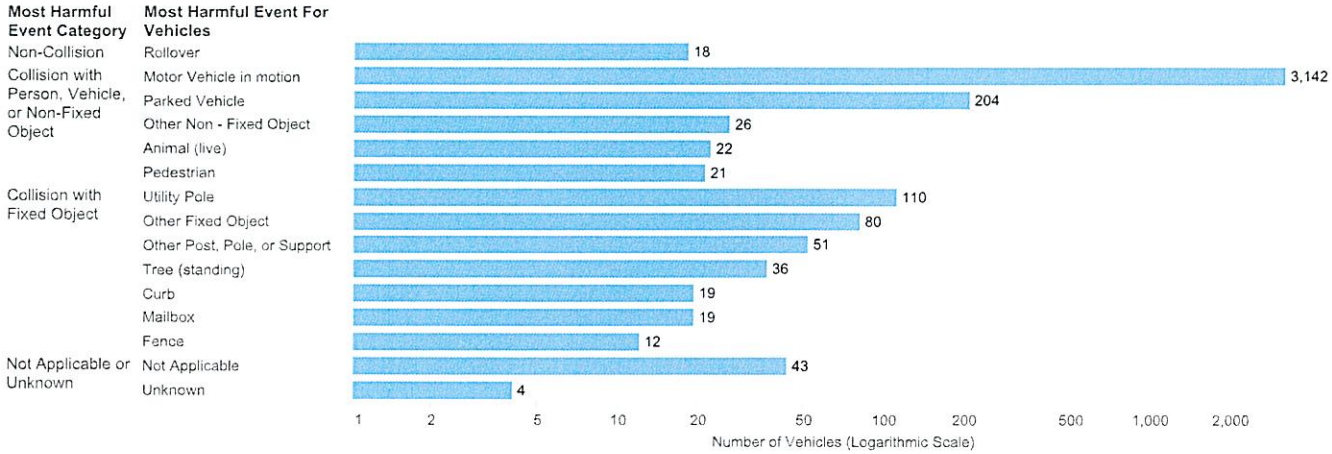
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Crash Manner and.. | First Harmful Event 1 | First Harmful Event 2 | **Vehicle Crash Events** | Vehicle Body Type | Traffic Control Devices | Vehicle Actions

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

15 Most Common Harmful Events for Vehicles



Harmful Events - Full List

Most Harmful Event For Vehicles	Count of Vehicles	% of Total Vehicles
Motor Vehicle in motion	3,142	80.42%
Parked Vehicle	204	5.22%
Not Applicable	43	1.10%
Unknown	4	0.10%
Other Fixed Object	80	2.05%
Guardrail Face	20	0.51%
Other Non - Fixed Object	26	0.67%
Utility Pole	110	2.82%
Tree (standing)	36	0.92%
Animal (live)	22	0.56%
Pedestrian	21	0.54%
Other Post, Pole, or Support	51	1.31%
Ran Off Roadway Right	2	0.05%
Concrete Traffic Barrier	1	0.03%
Rollover	18	0.46%
Other Non-Collision	7	0.18%
Curb	19	0.49%

1st Event for Vehicles	Count of Vehicles	% of Total Vehicles
Rollover	3	0.08%
Cargo / Equipment Loss or Shift	1	0.03%
Equipment Failure	1	0.03%
Ran Off Roadway Right	141	3.61%
Ran Off Roadway Left	48	1.23%
Cross Median	1	0.03%
Cross Centerline	29	0.74%
Downhill Runaway	3	0.08%
Fell/Jumped from Vehicle	7	0.18%
Other Non-Collision	7	0.18%
Pedestrian	21	0.54%
Pedalcycle / Pedalcyclist	10	0.26%
Other Non-motorist	4	0.10%
Railway Vehicle	1	0.03%
Animal (live)	22	0.56%
Motor Vehicle in Motion	3,155	80.75%
Parked Vehicle	189	4.84%

2nd Event for Vehicles	Count of Vehicles	% of Total Vehicles
Not Applicable	3,498	89.53%
Motor Vehicle in Motion	47	1.20%
Other Non - Fixed Object	9	0.23%
Guardrail Fence	11	0.28%
Ran Off Roadway Right	35	0.90%
Utility Pole	53	1.36%
Other Fixed Object	33	0.84%
Parked Vehicle	28	0.72%
Tree (standing)	15	0.38%
Curb	65	1.66%
Ran Off Roadway Left	21	0.54%
Other Post, Pole	26	0.67%
Traffic Sign Support	10	0.26%
Embankment	3	0.08%
Cross Centerline	1	0.03%
Rollover	13	0.33%
Mailbox	16	0.41%

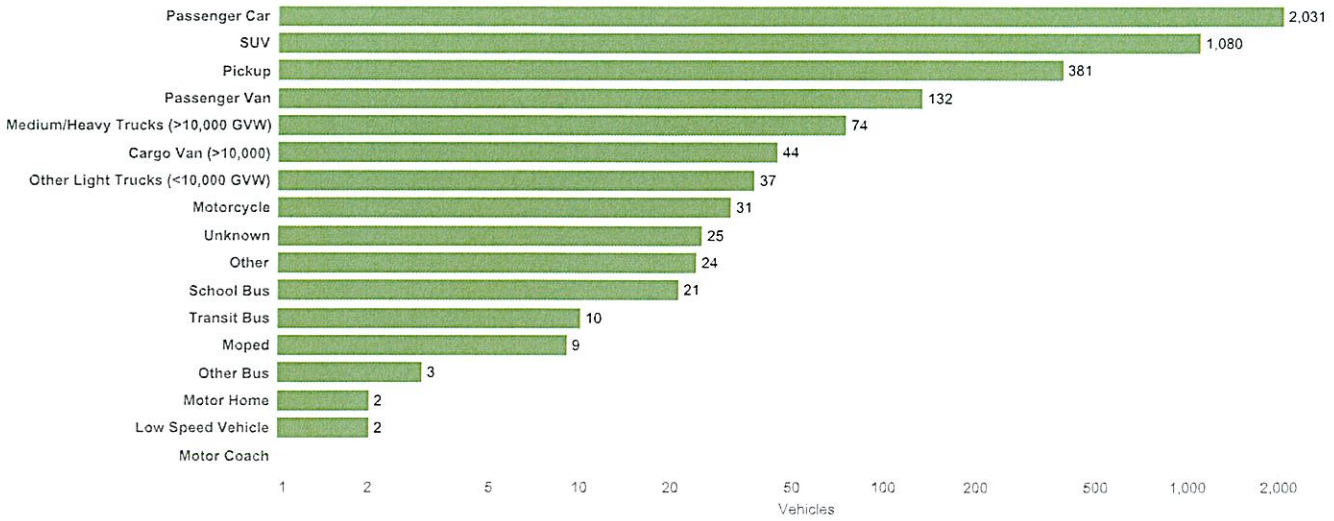
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

First Harmful Event 1 | First Harmful Event 2 | Vehicle Crash Events | **Vehicle Body Type** | Traffic Control Devices | Vehicle Actions | Demographics

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Vehicle Types



Vehicle Type	Count of Vehicles	% of Total Vehicles
Passenger Car	2,031	51.98%
SUV	1,080	27.64%
Pickup	381	9.75%
Passenger Van	132	3.38%
Medium/Heavy Trucks (>10,000 GVW)	74	1.89%
Unknown	25	0.64%
Other Light Trucks (<10,000 GVW)	37	0.95%
Cargo Van (>10,000)	44	1.13%
Other	24	0.61%
Motorcycle	31	0.79%
School Bus	21	0.54%
Transit Bus	10	0.26%
Other Bus	3	0.08%
Moped	9	0.23%
Low Speed Vehicle	2	0.05%
Motor Home	2	0.05%
Motor Coach	1	0.03%
Grand Total	3,907	100.00%

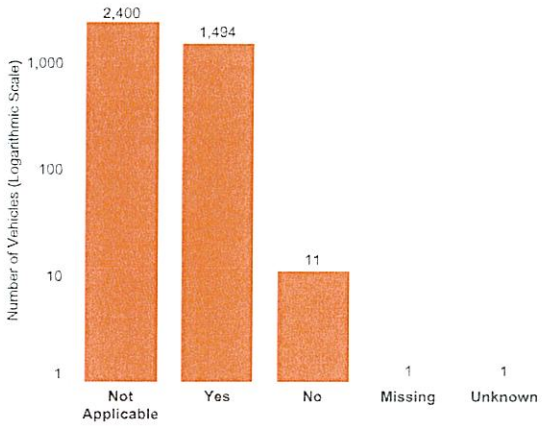
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

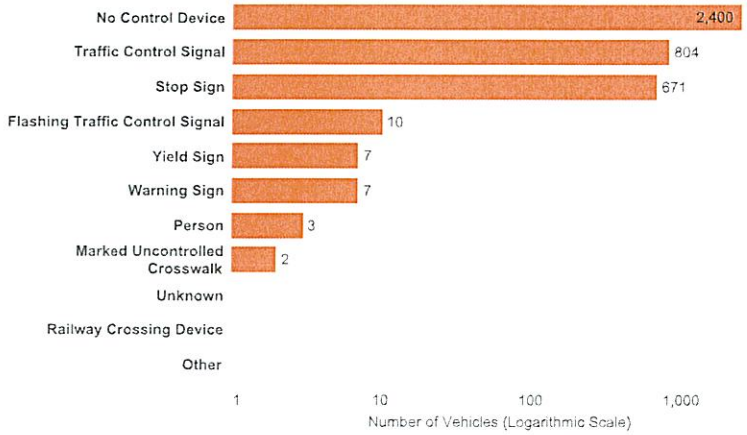
First Harmful Event 2 | Vehicle Crash Events | Vehicle Body Type | **Traffic Control Devices** | Vehicle Actions | Demographics | Fatalities and Injuries

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Traffic Control Device Status



Traffic Control Device Type



Traffic Control Device Status

	Unknown		No		Yes		Missing		Not Applicable	
Traffic Control Device Type	Count of Vehicles	% of Total Vehicles	Count of Vehicles	% of Total Vehicles	Count of Vehicles	% of Total Vehicles	Count of Vehicles	% of Total Vehicles	Count of Vehicles	% of Total Vehicles
No Control Device									2,400	100.00%
Person					3	0.20%				
Traffic Control Signal			7	63.64%	797	53.35%				
Flashing Traffic Control Signal					10	0.67%				
Stop Sign	1	100.00%	3	27.27%	666	44.58%	1	100.00%		
Yield Sign					7	0.47%				
Warning Sign					7	0.47%				
Railway Crossing Device					1	0.07%				
Marked Uncontrolled Crosswalk					2	0.13%				
Other					1	0.07%			0	0.00%
Unknown			1	9.09%						
Grand Total	1	100.00%	11	100.00%	1,494	100.00%	1	100.00%	2,400	100.00%

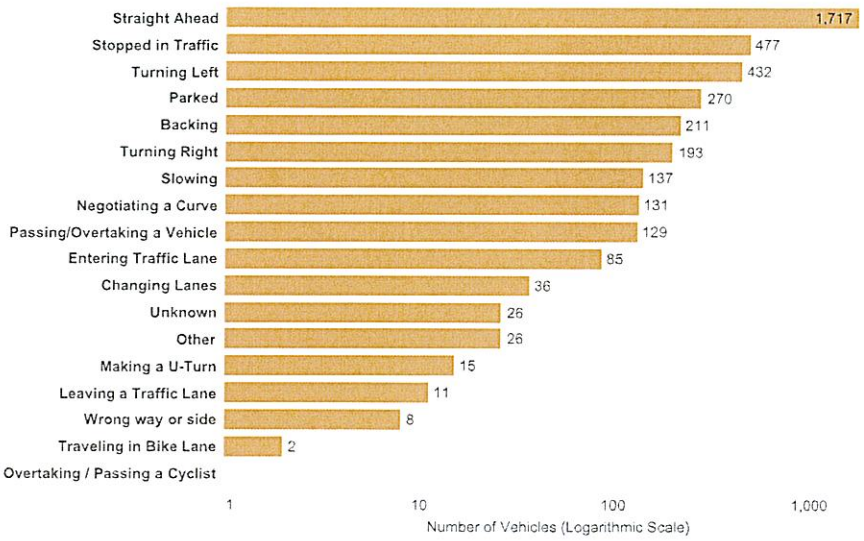
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Vehicle Crash Even.. | Vehicle Body Type | Traffic Control Devices | **Vehicle Actions** | Demographics | Fatalities and Injuries | Condition at Time of Crash

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

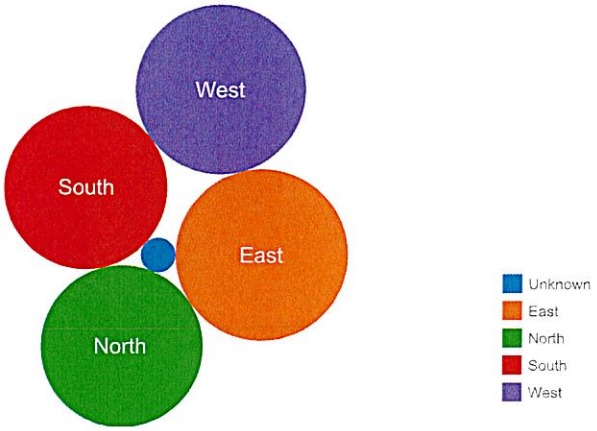
Vehicle Action



Vehicle Action	Count of Vehicles	% of Total Vehicles
Straight Ahead	1,717	43.95%
Stopped in Traffic	477	12.21%
Turning Left	432	11.06%
Parked	270	6.91%
Backing	211	5.40%
Turning Right	193	4.94%
Slowing	137	3.51%
Negotiating a Curve	131	3.35%
Passing/Overtaking a Vehicle	129	3.30%
Entering Traffic Lane	85	2.18%
Changing Lanes	36	0.92%
Unknown	26	0.67%
Other	26	0.67%
Making a U-Turn	15	0.38%
Leaving a Traffic Lane	11	0.28%
Wrong way or side	8	0.20%
Traveling in Bike Lane	2	0.05%
Overtaking / Passing a Cyclist	1	0.03%
Grand Total	3,907	100.00%

Direction of Travel

Direction Of Travel Before Crash	Count of Vehicles	% of Total Vehicles
North	912	23.34%
South	926	23.70%
East	1,023	26.18%
West	1,004	25.70%
Unknown	42	1.07%
Grand Total	3,907	100.00%



These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

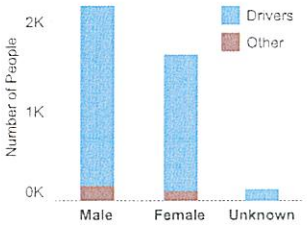
Vehicle Body Type | Traffic Control Devices | Vehicle Actions | **Demographics** | Fatalities and Injuries | Condition at Time of Crash | Seatbelt Use

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Age by Person Type

	Drivers		Passengers		Other		Grand Total	
Age	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People
0-15	3	0.08%	472	42.26%	6	2.21%	481	9.48%
16-20	362	9.83%	177	15.85%	15	5.51%	554	10.92%
21-25	377	10.24%	79	7.07%	26	9.56%	482	9.50%
26-30	416	11.30%	66	5.91%	21	7.72%	503	9.92%
31-35	385	10.45%	64	5.73%	36	13.24%	485	9.56%
36-40	362	9.83%	41	3.67%	27	9.93%	430	8.48%
41-45	293	7.96%	37	3.31%	24	8.82%	354	6.98%
46-50	244	6.63%	24	2.15%	15	5.51%	283	5.58%
51-55	235	6.38%	34	3.04%	22	8.09%	291	5.74%
56-60	239	6.49%	24	2.15%	22	8.09%	285	5.62%
61-65	209	5.67%	29	2.60%	28	10.29%	266	5.24%
66-70	181	4.91%	19	1.70%	12	4.41%	212	4.18%
> 70	290	7.87%	43	3.85%	15	5.51%	348	6.86%
Unknown	87	2.36%	8	0.72%	3	1.10%	98	1.93%
Grand Total	3,683	100.00%	1,117	100.00%	272	100.00%	5,072	100.00%

Gender by Person Type



	Drivers		Other		Grand Total	
	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People
Male	2,013	54.66%	169	62.13%	2,182	55.17%
Female	1,542	41.87%	100	36.76%	1,642	41.52%
Unknown	128	3.48%	3	1.10%	131	3.31%
Grand Total	3,683	100.00%	272	100.00%	3,955	100.00%

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

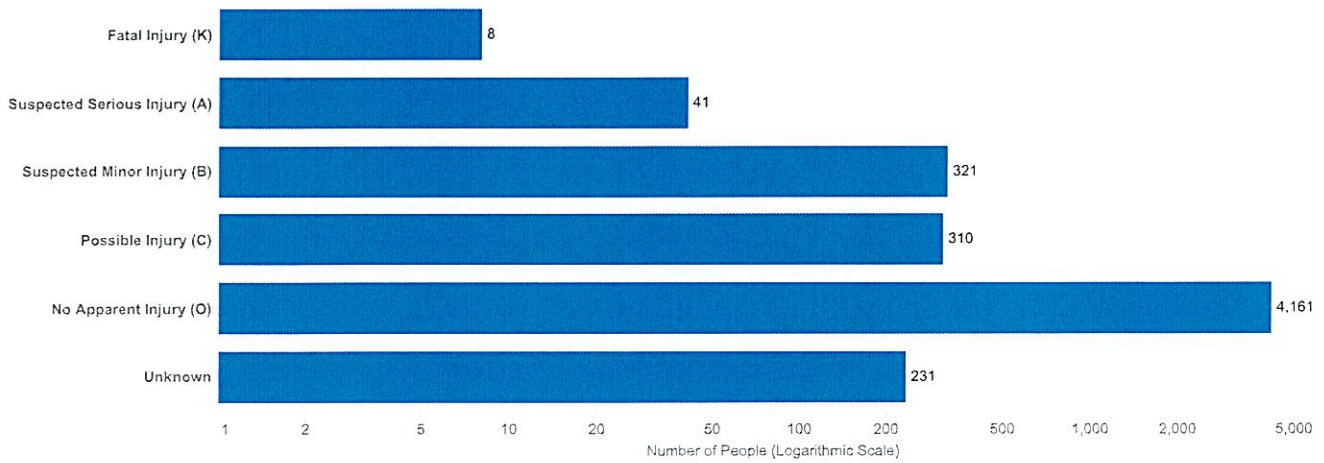
Collision Analysis Safety Tables

Traffic Control Dev.. | Vehicle Actions | Demographics | **Fatalities and Injuries** | Condition at Time of Crash | Seatbelt Use | Airbag Deployment

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

These figures display **person-level data only** and provide the total injuries for all people involved in the crash.

Fatalities and Injuries



	Driver	Passenger	Pedestrian	Other Pedestrian	Bicyclist	Occupant of a Motor Vehicle Not in Operation
Fatal Injury (K)	6	1	1			
Suspected Serious Injury (A)	29	7	3	1	1	
Suspected Minor Injury (B)	233	69	10	5	4	
Possible Injury (C)	225	78	4		3	
No Apparent Injury (O)	3,190	962	4		2	3

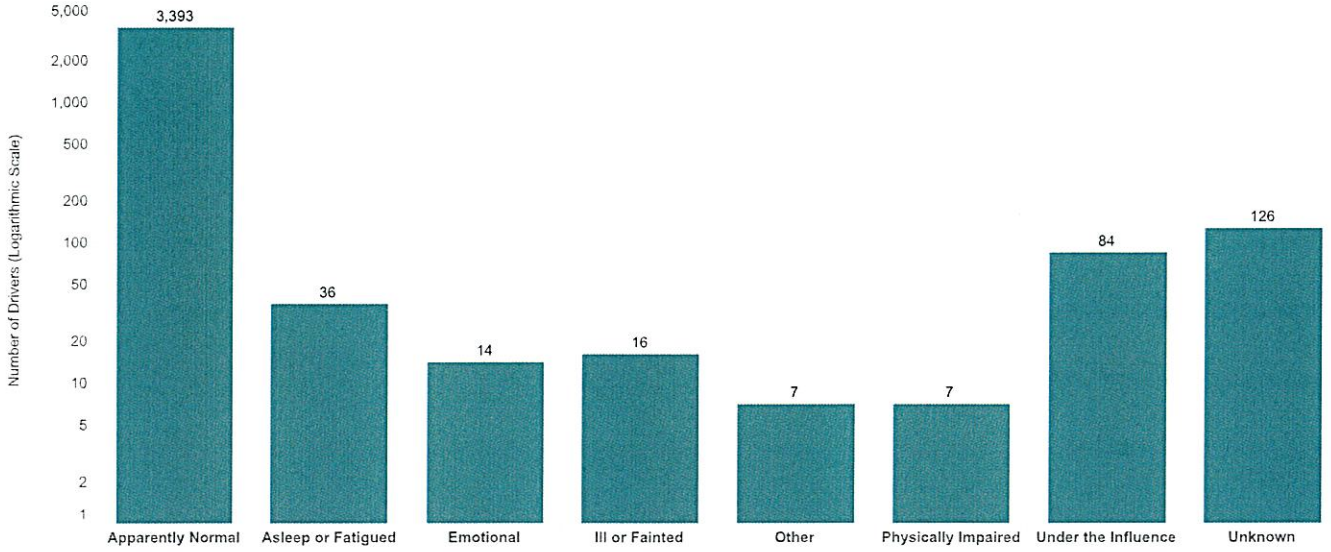
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Vehicle Actions | Demographics | Fatalities and Injuries | **Condition at Time of Crash** | Seatbelt Use | Airbag Deployment | Ejection Status and Injuries

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Condition at the Time of the Crash



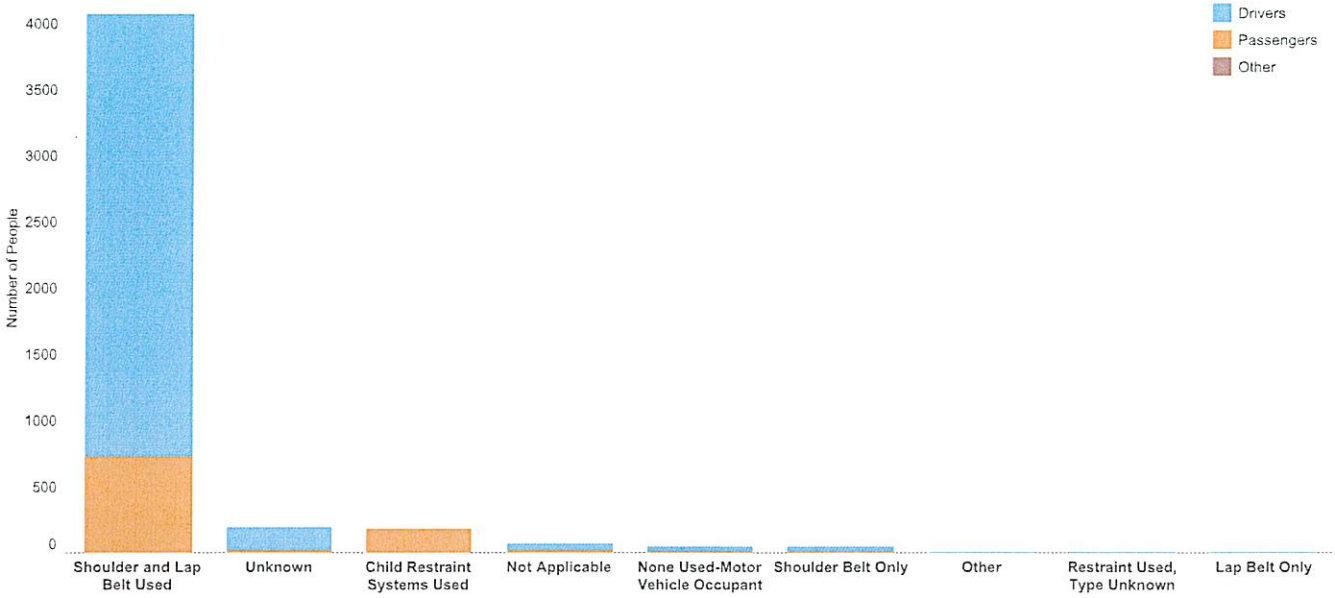
	Drivers		Other		Grand Total	
	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People
Apparently Normal	3,393	92.13%	36	13.24%	3,429	86.70%
Under the Influence	84	2.28%			84	2.12%
Asleep or Fatigued	36	0.98%			36	0.91%
Emotional	14	0.38%			14	0.35%
Other	7	0.19%	1	0.37%	8	0.20%
Physically Impaired	7	0.19%			7	0.18%
Ill or Fainted	16	0.43%			16	0.40%
Unknown	126	3.42%	235	86.40%	361	9.13%
Grand Total	3,683	100.00%	272	100.00%	3,955	100.00%

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Restraint Systems Used



	Drivers		Passengers		Other		Grand Total	
Restraint System Used	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People
Shoulder and Lap Belt Used	3,349	90.93%	719	73.29%	1	33.33%	4,069	87.19%
Restraint Used, Type Unknown	13	0.35%					13	0.28%
Child Restraint Systems Used			188	19.16%			188	4.03%
None Used-Motor Vehicle Occupant	38	1.03%	13	1.33%	2	66.67%	53	1.14%
Shoulder Belt Only	41	1.11%	11	1.12%			52	1.11%
Not Applicable	47	1.28%	22	2.24%			69	1.48%
Lap Belt Only	2	0.05%	9	0.92%			11	0.24%
Other	15	0.41%					15	0.32%
Unknown	178	4.83%	19	1.94%			197	4.22%
Grand Total	3,683	100.00%	981	100.00%	3	100.00%	4,667	100.00%

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

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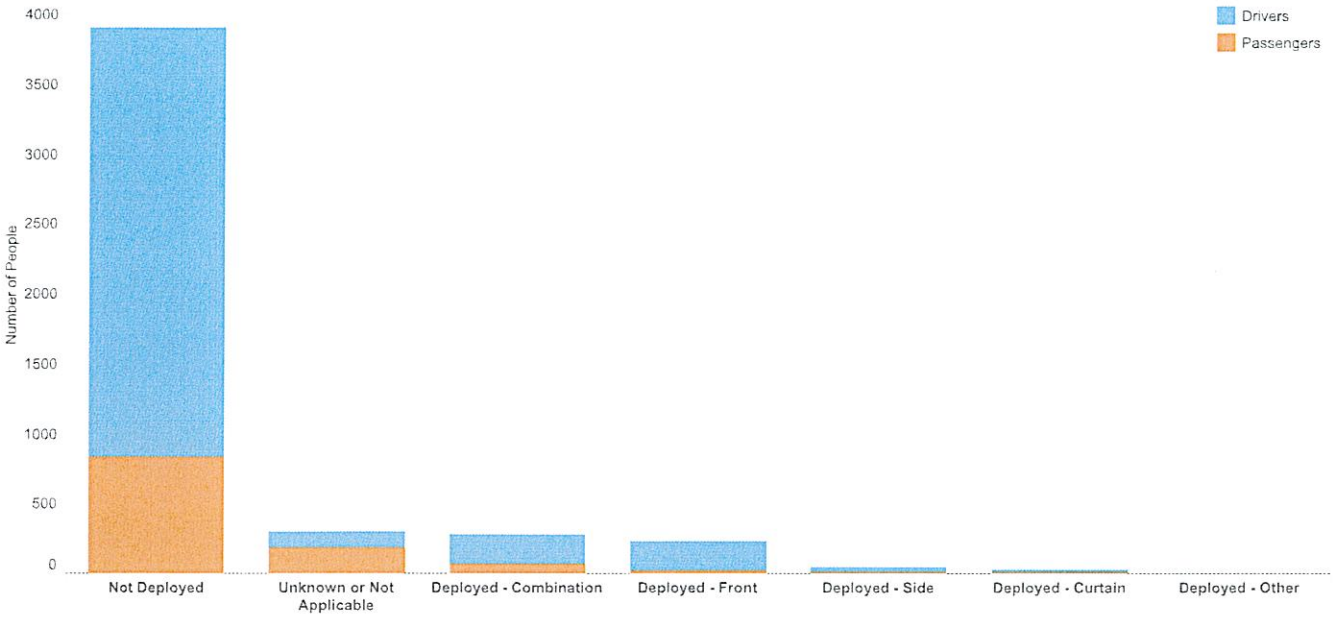
Fatalities and Injuries | Condition at Time of Crash | Seatbelt Use | **Airbag Deployment** | Ejection Status and Injuries | Driver Actions | Driver Distraction

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Airbag Deployment



	Drivers		Passengers		Other		Grand Total	
Airbag Deployment	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People
Not Deployed	3,074	83.46%	827	74.17%	3	100.00%	3,904	81.32%
Deployed - Front	208	5.65%	24	2.15%			232	4.83%
Deployed - Combination	210	5.70%	66	5.92%			276	5.75%
Deployed - Side	45	1.22%	7	0.63%			52	1.08%
Deployed - Curtain	24	0.65%	7	0.63%			31	0.65%
Deployed - Other	3	0.08%					3	0.06%
Unknown or Not Applicable	119	3.23%	184	16.50%			303	6.31%
Grand Total	3,683	100.00%	1,115	100.00%	3	100.00%	4,801	100.00%

These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Condition at Time of Cra.. | Seatbelt Use | Airbag Deployment | **Ejection Status and Injuries** | Driver Actions | Driver Distraction | Pedestrians

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Ejection Status and Restraint Use

2 — 4,069

Ejection Status	Unknown	None Used-Motor Vehicle Occupant	Shoulder and Lap Belt Used	Shoulder Belt Only	Lap Belt Only	Restraint Used, Type Unknown	Child Restraint Systems Used	Not Applicable	Other
Not Ejected	331	53	4,069	52	11	13	188	65	15
Unknown or Not Applicable	2							4	

Ejection Status and Injury Status by Person Type (Excluding Null Values)

		Drivers		Passengers		Other		Grand Total	
Ejection Status	Injury Status	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People
Not Ejected	Fatal Injury (K)	4	0.11%	1	0.09%			5	0.10%
	No Apparent Injury (O)	3,188	86.56%	962	86.12%	3	100.00%	4,153	86.47%
	Possible Injury (C)	225	6.11%	78	6.98%			303	6.31%
	Suspected Minor Injury (B)	231	6.27%	69	6.18%			300	6.25%
	Suspected Serious Injury (A)	29	0.79%	7	0.63%			36	0.75%
Unknown or Not Applicable	Fatal Injury (K)	2	0.05%					2	0.04%
	No Apparent Injury (O)	2	0.05%					2	0.04%
	Suspected Minor Injury (B)	2	0.05%					2	0.04%
Grand Total		3,683	100.00%	1,117	100.00%	3	100.00%	4,803	100.00%

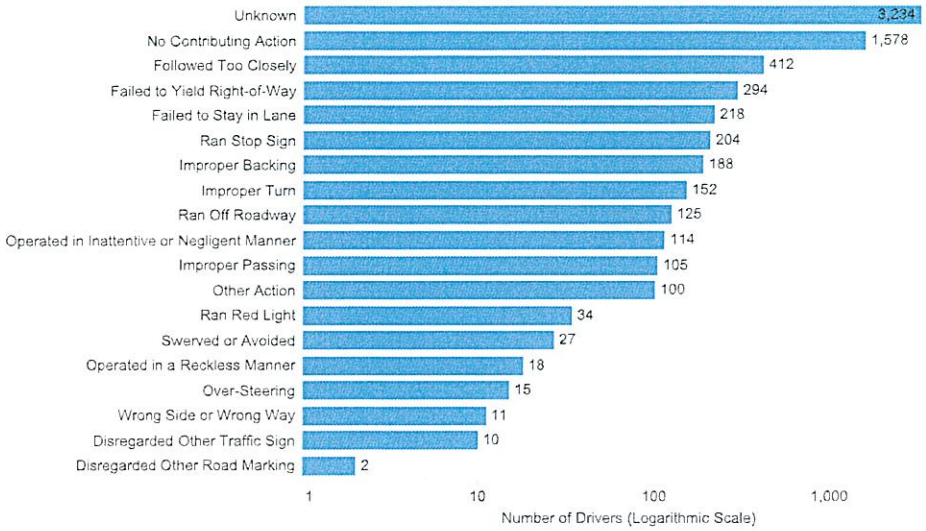
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Seatbelt Use | Airbag Deployment | Ejection Status and Injuries | **Driver Actions** | Driver Distraction | Pedestrians | Motorcycle Crashes

Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

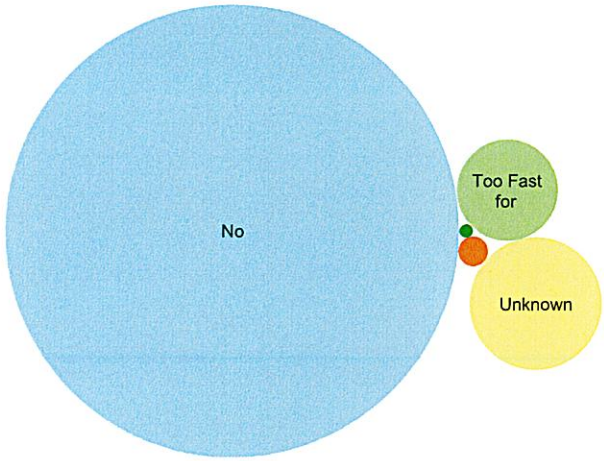
Drivers' First Actions



First Action - Driver	Count of People	% of Total People
No Contributing Action	1,578	42.85%
Followed Too Closely	412	11.19%
Failed to Yield Right-of-Way	294	7.98%
Failed to Stay in Lane	218	5.92%
Ran Stop Sign	204	5.54%
Improper Backing	188	5.10%
Improper Turn	152	4.13%
Ran Off Roadway	125	3.39%
Operated in Inattentive or Negligent Manner	114	3.10%
Improper Passing	105	2.85%
Other Action	100	2.72%
Unknown	76	2.06%
Ran Red Light	34	0.92%
Swerved or Avoided	27	0.73%
Operated in a Reckless Manner	18	0.49%
Over-Steering	15	0.41%
Wrong Side or Wrong Way	11	0.30%
Disregarded Other Traffic Sign	10	0.27%
Disregarded Other Road Marking	2	0.05%
Grand Total	3,683	100.00%

Speed Related

	Count of People	% of Total People
No	3,226	87.59%
Unknown	278	7.55%
Too Fast for Conditions	162	4.40%
Exceeded Speed Limit	14	0.38%
Racing	3	0.08%
Grand Total	3,683	100.00%



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Collision Analysis Safety Tables

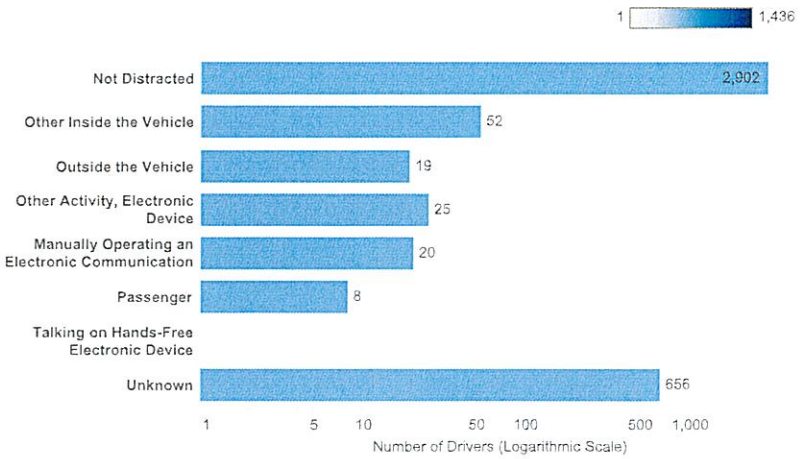
Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Driver Distraction by Driver's First Action

	Driver Distracted By							
Driver Actions	Not Distracted	Manually Operating an Electronic Communicati..	Talking on Hands-Free Electronic Device	Other Activity, Electronic Device	Passenger	Other Inside the Vehicle	Outside the Vehicle	Unknown
No Contributing Action	1,436	1		1	1		1	138
Ran Off Roadway	77	1	1	2		5		39
Failed to Yield Right-of-Way	227			1		2		64
Ran Red Light	22	1				2		9
Ran Stop Sign	148			1	1	2		52
Disregarded Other Traffic Sign	8			1				1
Disregarded Other Road Marking	2							
Improper Turn	109	2		2		2	3	34
Improper Backing	145					1		42
Improper Passing	82					2		21
Wrong Side or Wrong Way	8							3
Followed Too Closely	279	8		3	3	19	10	90
Failed to Stay in Lane	149	2		6	1	7	2	51
Operated in a Reckless Manner	6							12
Operated in Inattentive or Negligent Manner	59	3		7	1	6		38
Swerved or Avoided	24						1	2
Over-Steering	14							1
Other Action	70	2		1	1	4	2	20
Unknown	37							39

Distracted Driving

Driver Distracted By	Count of People	% of Total People
Not Distracted	2,902	78.79%
Manually Operating an Electronic Communication	20	0.54%
Talking on Hands-Free Electronic Device	1	0.03%
Other Activity, Electronic Device	25	0.68%
Passenger	8	0.22%
Other Inside the Vehicle	52	1.41%
Outside the Vehicle	19	0.52%
Unknown	656	17.81%
Grand Total	3,683	100.00%



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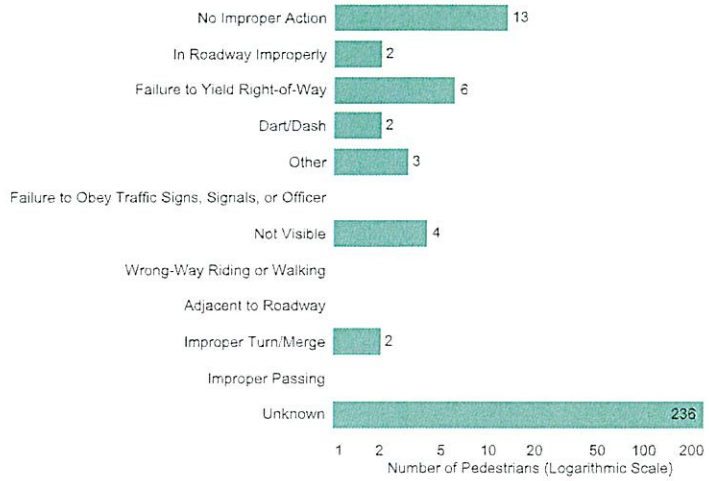
Collision Analysis Safety Tables

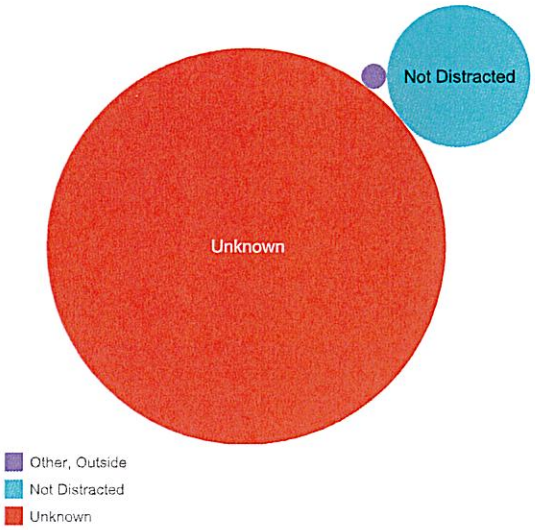
Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Pedestrian Circumstances at the Time of the Crash



Circumstances At Time of Crash	Count of People	% of Total People
No Improper Action	13.0	4.78%
In Roadway Improperly	2.0	0.74%
Failure to Yield Right-of-Way	6.0	2.21%
Dart/Dash	2.0	0.74%
Other	3.0	1.10%
Failure to Obey Traffic Signs, Signals, or Officer	1.0	0.37%
Not Visible	4.0	1.47%
Wrong-Way Riding or Walking	1.0	0.37%
Adjacent to Roadway	1.0	0.37%
Improper Turn/Merge	2.0	0.74%
Improper Passing	1.0	0.37%
Unknown	236.0	86.76%
Grand Total	272.0	100.00%

Pedestrians Distraction



Distracted By (group)	Count of People	% of Total People
Not Distracted	31.0	11.40%
Other, Outside	1.0	0.37%
Unknown	240.0	88.24%
Grand Total	272.0	100.00%

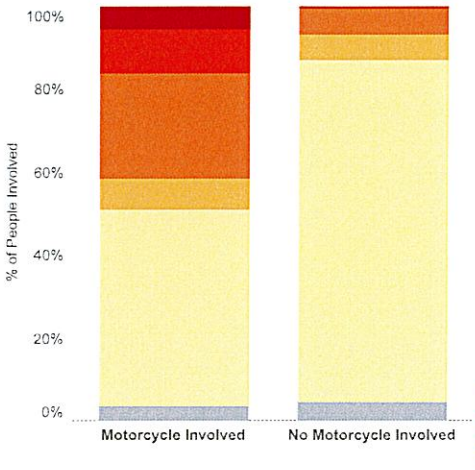
These data are exempt from discovery or admission under 23 U.S.C 409. Data Extracted 5/1/2025

Collision Analysis Safety Tables

Airbag Deployment | Ejection Status and Injuries | Driver Actions | Driver Distraction | Pedestrians | **Motorcycle Crashes** | Work Zones Crashes

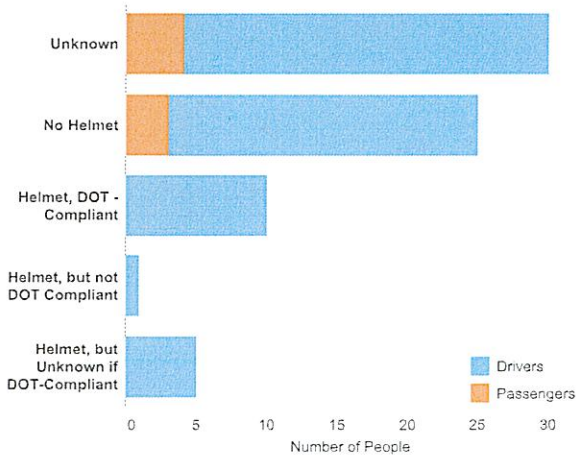
Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

Injuries Resulting from Motorcycle Crashes



	Motorcycle Involved		No Motorcycle Involved		Grand Total	
Injury Status	Count of People	% of Total People	Count of People	% of Total People	Count of People	% of Total People
Fatal Injury (K)	3	5.45%	5	0.10%	8	0.16%
Suspected Serious Injury (A)	6	10.91%	35	0.70%	41	0.81%
Suspected Minor Injury (B)	14	25.45%	307	6.12%	321	6.33%
Possible Injury (C)	4	7.27%	306	6.10%	310	6.11%
No Apparent Injury (O)	26	47.27%	4,135	82.42%	4,161	82.04%
Unknown	2	3.64%	229	4.56%	231	4.55%
Grand Total	55	100.00%	5,017	100.00%	5,072	100.00%

Helmet Use of Riders in Motorcycle Crashes



Helmet Use	Fatal Injury (K)	No Apparent Injury (O)	Possible Injury (C)	Suspected Minor Injury (B)	Suspected Serious Injury (A)	Grand Total
No Helmet	2	4	1	7	4	18
Helmet, DOT - Compliant		2	2	4	1	9
Helmet, but not DOT Compliant					1	1
Helmet, but Unknown if DOT-Compliant	1	1	1	2		5
Unknown		19		2	1	22
Grand Total	3	26	4	14	6	53

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Collision Analysis Safety Tables

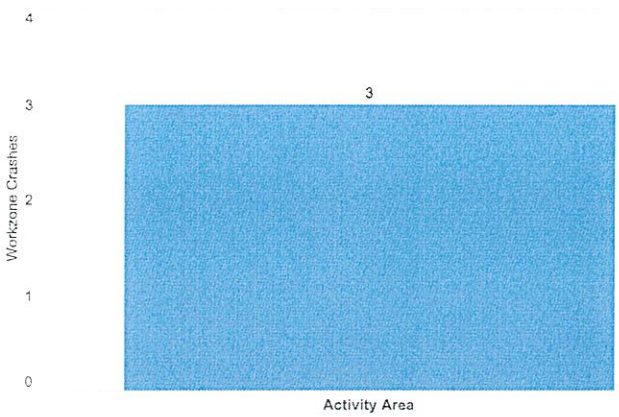
Queries Selected: Town: *Bristol*, Date (Year:*All* or *1/1/2022* to *4/30/2025*), Severity: *All*, Route Class: *Local*, Road Number: *All*, Local Road Name: *All*, Mile Markers: *-1* to *117.36*

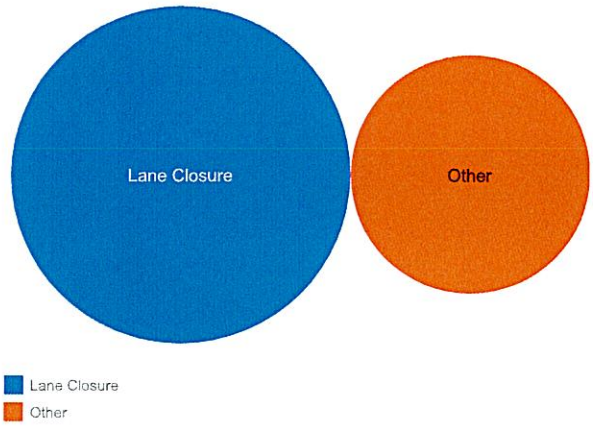
Location Relative to Work Zone (*Excluding Null and Non-Work Zone Crashes*)

	Crashes	% of All Crashes
Not a Work Zone	2,147	99.86%
Activity Area	3	0.14%
Grand Total	2,150	100.00%

Type of Work Zone (*Excluding Null and Non-Work Zone Crashes*)

	Crashes	% of All Crashes
Not a Work Zone	2,147	99.86%
Lane Closure	2	0.09%
Other	1	0.05%
Grand Total	2,150	100.00%





Workzone Related	Crashes	% of All Crashes
No	2,147	99.86%
Yes	3	0.14%
Grand Total	2,150	100.00%

Worker Presence	Crashes	% of All Crashes
Not a Work Zone	2,147	99.86%
Yes	3	0.14%
Grand Total	2,150	100.00%

Law Enforcement Presence	Crashes	% of All Crashes
Not a Work Zone	2,147	99.86%
No	1	0.05%
Yes	2	0.09%
Grand Total	2,150	100.00%

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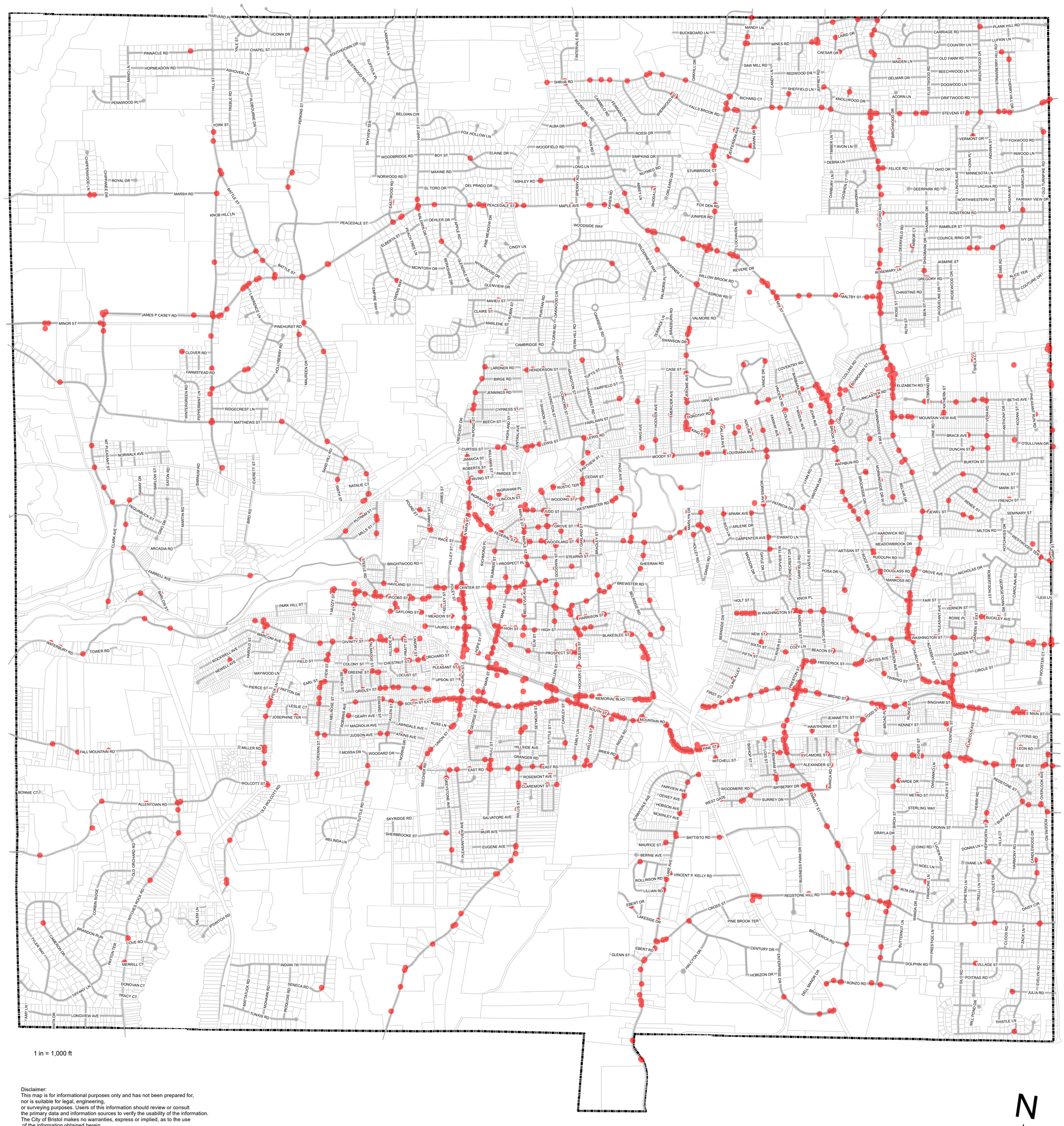
Crash Data 2022-2025
City Streets
Bristol, Connecticut



1 in = 1,000 ft

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.

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Department of Public Works | 860.584.6125

MEMORANDUM

DATE: May 28, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works
FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: **DPW DRAFT COMPLETE STREET POLICY**

Please find enclosed a draft Complete Street Policy for review and approval. As indicated in the policy, Complete Streets is an approach to planning, designing, and building streets that enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The primary concept is that streets should not be designed merely for vehicles. Rather, consideration should be given to all potential users of City streets.

The Complete Street Policy establishes the framework to incorporate Complete Streets processes and roadway standards into City projects. Although the Department of Public Works will be the lead City department implementing Complete Streets, full integration will include City Land Use boards, the Commission of Disability, ECD, Police, Fire, Parks and the Senior Center. The policy also requires an internal committee comprised of the Director of Public Works, City Engineer, City Planner, and ECD Executive Director to ensure Complete Street implementation and execution. The policy also establishes oversight by the Board of Public Works, and requires the creation of a City Bicycle Committee to develop a Bicycle Facility Plan. Full implementation of Complete Streets will require revisions to the City's Street Ordinance, along with revisions to the City's Zoning and Planning regulations.

Complete Streets does not require sidewalks, bike lanes, traffic calming, or streetscape elements on all City streets. However, it does require a review prior to City projects that necessitate that other users and street elements are evaluated and considered, along with documenting the decision process. A primary goal of Complete Streets is to shift away from prioritizing vehicle speed and travel time. A checklist of Complete Streets items that shall be evaluated as part of the Complete Street process is attached.

The Department of Public Works supports Complete Streets and sees implementation of Complete Streets as a means to improve roadway safety. It should also be noted that approval and implementation of Complete Streets has been a condition of a number of State and Federal roadway grants, including the Community Conductivity funding. Time will be required to fully establish and implement Complete Streets in order to work with the various City and Community

Boards, Commissions, and City Departments. However, to move forward the Department of Public Works requests the following Board of Public Works Action:

> **Approve the proposed Complete Street Policy as presented by the Department of Public Works**

If approved, the Department of Public Works will establish the internal committee of the Director of Public Works, City Engineer, City Planner, representative of the DPW Engineering Division, and the City's ECD Executive Director to proceed with implementing Complete Streets. The representative of the DPW Engineering Division will be Anthony Lorenzetti, P.E. The committee may be expanded with time, to include members of City Land Use Boards, Commission on Disabilities, and representatives of the Senior Center.

It should be noted that the draft Complete Street policy is based, in part, on the Complete Street policies from West Hartford Connecticut and Riverside California.

A link to a complete street guidebook prepared by NVCOG is provided provided below:

NVCOG Complete Streets Guidebook 100124 FINAL

As indicated above, the approval of a Complete Streets policy is becoming a condition in a number of State grants. Pending State bill SB 1377 increases funding for Complete Streets. On a Federal level, grant funding for alternate vehicles such as bicycles paths are being de-prioritized. See link to article regarding federal funding/ prioritizes.

https://usa.streetsblog.org/2025/03/12/breaking-u-s-dot-orders-review-of-all-grants-related-to-green-infrastructure-bikes

However, the availability of Federal discretionary grant funds for a Connecticut municipalities is anticipated to be very low.

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

CITY OF BRISTOL COMPLETE STREET POLICY

1.0 SCOPE

Complete Streets is an approach to planning, designing, and building streets that enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. This approach also emphasizes the needs of those who utilize multi-modes of transportation, mostly in City areas with low-income levels and the highest housing and population density.
An objective of the Complete Street policy is to maximize City investments in areas where existing multi-model roadway infrastructure is required, due to lack of long-term investment, and is needed due to high population density. With that said, the Complete Street policy will be incorporated into ALL Department of Public Works project to ensure that all modes of transportation and needs of all residents are met.

While Complete Streets is a **process** and **approach** to street design, there is no singular design prescription for Complete Streets. Each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

The March 2022 USDOT and FHWA Report to Congress Entitled "Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges," defines Complete Streets as "Complete Street is safe, and feels safe, for everyone using the street. The Infrastructure, Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), Section 11206, defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."

The report also states: "Building Complete Streets encompasses planning, designing, constructing, maintaining, and operating roadways and public rights-of-way with all users in mind to make the transportation network safer. In principle, Complete Streets are multimodal and provide safe access for all roadway users. In practice, it is not always possible to accommodate all modes in a single street due to right-of-way constraints, so a practical approach to Complete Streets also focuses broadly on building Complete Networks to provide connectivity for different modes of travel. Complete Networks may use parallel routes to facilitate access that variously prioritizes different modes throughout an area while ensuring the safety of all roadway users. Creating Complete Streets also requires safety data analysis and safety countermeasure identification and implementation. "In summary the report states that: "Complete Streets provide users with essential access to the transportation network, regardless of mode choice, access, or connectivity, determines how easily people can move throughout the transportation system. At its simplest level, network connectivity addresses how travelers can move safely and easily from place to place. Safety and comfort for those who use transit, walk, bike or roll are integral to the objective of providing connections and access for those who choose to use those modes."

The City of Bristol Planning commission is required by statute to develop a Plan of Development every 10 years to act as a blue print for the city. The 2015 Plan of Conservation and Development chapter 13 addresses the future transportation needs of the city. Section 13.2 lists the Overall Transportation System Goals. The first goal is to provide a comprehensive and integrated system to best meet the needs of Bristol residents, businesses, and visitors. Other overall goals of the plan are vehicular, pedestrian, bicycle circulation, and transit. These items are expressed more thoroughly as policies in section 13.3. Section 13.3.1 Comprehensive System, promotes a "Complete Streets" approach to ensure that local roadways are designed to accommodate multiple modes of transportation (motor vehicles, pedestrians, bicycles, public

transit, etc.) where and when appropriate." The development a of a Complete Streets Policy will make the City Eligible for Future Community Connectivity Funding that is being administered by The State of Connecticut Department of Transportation (CTDOT), and help the city to incorporate Complete Street Elements in state funded projects.

2.0 VISION – GOAL

This Complete Streets policy shall be considered as an integral component of the project design for all City owned public street right of ways including sidewalks and pathways. The transportation network shall be safe, accessible, comfortable, accommodating, and welcoming to all users including pedestrians, people with mobility challenges, cyclists, motorists, commercial vehicles, and emergency vehicles.

A Complete Streets approach will encourage non-motorized modes of transportation and a Complete Streets culture that promotes an inter-connected community, healthy living, and a thriving City.

Specific benefits include the following:

i. Makes roads safer through development of separate pedestrian and cyclist facilities where possible, that will improve safety and increase capacity for vulnerable users.

ii. Enables healthier lifestyle choices by providing an expanding variety of safer and convenient walking and bicycling options;

iii. Expands or completes the network of safe walking and bicycling routes to schools, parks, and other community services;

iv. Encourages Economic Development;

v. Provides for uniformity from project to project and from state to city streets;

vi. Potentially reduces vehicular traffic volumes and improved air quality;

vii. To make the roadway and street environment safer and more inviting by reducing the frequency and severity of vehicular, bicycle, and pedestrian-related accidents.

Complete Streets are necessary to promote an integrated and balanced transportation network. Complete Streets strive to provide the best possible blend of service, mobility, convenience, and safety while reinforcing a positive social, economic, and environmental influence.

Complete Streets shall be a vital component of the City's transportation network and contribute directly to the health, safety, economic vitality and quality of life in the City. Through implementation of Complete Streets principles, the transportation network in the City will be safe, accessible, comfortable, and convenient for all transportation users.

Implementing a Complete Street policy shall ensure all people can comfortably travel to and from their destinations safely, in a reasonable amount of time, in a cost-effective manner. A Complete Streets policy is both about prioritizing the most vulnerable users of the transportation system (people walking, rolling,

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and biking), and fostering a paradigm shift away from prioritizing speedy car travel. The Complete Street policy shall ensure City roadways complement and enhance the surrounding land use and neighborhood character and accommodate all users, including drivers, bicyclists, pedestrians and transit patrons, older residents, children, and persons with mobility impairments.

3.0 EQUITY – PRIORITIZATION OF UNDERSERVED COMMUNITIES

There are populations and communities within our City that face higher transportation burdens and experience greater barriers to accessing resources and opportunities, as well as disenfranchised populations, and communities that have traditionally been underrepresented in City planning and decision-making processes. These populations include low-income individuals, people of color, senior residents, children, youth, people with disabilities, and people living in households without access to a private automobile. Each of these groups are either at higher risk of injury or death while walking or biking, and are more likely to walk, bike, or use public transit than the population as a whole. Therefore, this population needs to be considered specifically when improving the transportation environment. To begin to address these inequities, the City shall incorporate equity criteria into the project prioritizing process and developing an inclusive community engagement process to reach our most vulnerable users and underrepresented populations. It is important to incorporate equity criteria when evaluating maintenance in order to maintain accessibility for everybody, including the most vulnerable users.

All users and all transportation modes shall benefit from Complete Streets improvements.

The City of Bristol's ADA Transition plan prioritizes the Downtown District of the City and access to municipal facilities. The Downtown District is an economically disadvantaged area prioritized for new accessible sidewalk facilities. The City is utilizing Community Connectivity funding through (CTDOT) for pedestrian improvements in the Downtown District, Federal Hill, and West End, along with Bristol Housing Authority properties in the Lillian Road, Vance Drive, and other areas.

4.0 CHOOSING COMPLETE STREET PROJECTS - APPLIES TO ALL PROJECTS AND PHASES

A strong and effective Complete Streets policy starts to reshape the process by which projects are chosen for funding and advancement. An objective of the Complete Street Policy shall be to reduce the focus on prioritizing vehicle level of service (how many cars can be moved through a corridor), or account for potential impacts to vehicle travel time, while ignoring the more holistic impacts of improving access to jobs and services. The City's Complete Street policy shall establish the following project criteria priorities:

a. Safety
b. Mobility
c. Pedestrians
d. Cyclists (within reestablished priority zones)
e. Motor Vehicles

We recognize that all modes of transportation cannot always have separate code compliant accommodations within every publicly owned right of way due to physical restraints. However, the overall goal is for all users to safely and conveniently use the transportation system. The City shall establish criteria to encourage funding prioritization for Complete Streets implementation with at least the following principles in mind:

i. Connectivity— connecting existing infrastructure to existing infrastructure and creating additional connections to community assets (including but not limited to: businesses, schools, community centers, city halls, medical facilities, parks, voting locations, and libraries).
ii. Multimodality— implementing projects that expand infrastructure for modes of transportation other than the car.
iii. Economic Development— proposed project supports broader efforts to enhance economic development. In addition to these criteria, the City shall work to gather community input on projects being considered to determine which projects should be developed first.

An important aspect of this Complete Streets policy is to ensure that City bicycle riders feel safe traveling within and throughout the City. The City currently lacks defined bicycle routes for convenient and easily accessible transportation through and around the City. To address this, the Board of Public Works shall establish a City Bicycle Advisory Committee, and the Committee shall develop a Bicycle Facility Plan. Such Plan shall be presented to the Board of Public Works no later than nine (9) months from the adoption of this Complete Streets Policy, and shall be reviewed and/or updated every three years.

5.0 EXCEPTIONS

Each project shall be approached as an opportunity to improve the safety and accessibility of the street and public right of way for all users.

However, exceptions shall be made if any of the following criteria will render Complete Streets improvements unworkable:

a. Where specific users are prohibited by law from using the ROW (e.g. pedestrians and bicyclists within a limited access highway). However, exclusion of certain users on particular ROW's shall not exempt projects from accommodating other permitted users;

b. Cost is disproportionate to the current need or projected future need for Complete Streets improvements, or unusual circumstances, such as where natural features (e.g. steep hills, ledge, flood plains, wetlands) make it very costly or impossible to accommodate all modes, or funding is not available;

c. There is an absence of current and future need with an Average Daily Traffic (ADT) of 1000 or less and is more than a mile from neighborhoods, schools, or points of interest.

d. Emergency repairs, such as a water main leak, that require an immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on the severity of the repairs, opportunities to improve multimodal access should still be considered where possible.

e. Transit accommodations are not required where there is no existing or planned transit service.

f. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.

g. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

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Requested exceptions shall be evaluated initially by the Director of Public Works in consultation with the City Engineer or City Planner, and then presented at a regularly scheduled Board of Public Works meeting for action.

Notwithstanding the above, in accordance with the Connecticut General Statutes, as amended, where a transportation project includes state or federal transportation funding, the determination of the applicability of the exception request must be made by the Board of Public Works. Once the Bicycle Facilities Plan is adopted by the Board of Public Works, any recommendation for an exception to this policy that is objected to when concerning the Bicycle Facilities Plan, shall be brought to the Board of Public Works. All granted exceptions shall be posted to the City's Department of Public Works website. Where exceptions are granted, parallel accommodations for the category of users excluded shall be considered on alternate routes within the transportation system.

6.0 MANDATORY COORDINATION BETWEEN AGENCIES

A Complete Street is defined as a street that meets the needs of all users: motor vehicles, pedestrians, cyclists, and including populations of low-income individuals, people of color, senior residents, children, youth, people with disabilities, and people living in households without access to a private automobile. In order to meet their needs, it is imperative that the Complete Street policy includes outreach programs to receive input from the organizations within the City representing the various communities and City Departments such as the following:

1. Senior Center
2. Veterans Strong
3. Commission on Disability
4. Parks Department and Youth Services
5. Economic Community Development

The Complete Street policy also recognizes that all streets within the City are not under the jurisdiction of the City. The State of Connecticut highway system includes CT Route 69, 72, 6, and 229 within the City. Although the City does not have authority over state roads, and requires permits to work on said roads, the City's Complete Street policy shall require the Department of Public Works to provide input and recommendations to the State of Connecticut to perform and construct state roadway projects within the City in accordance with the City's Complete Street policy.

In addition, there are private roads, typically constructed to support private developments such as condominiums or private unit developments. Although private, these roads require approval by the City's Zoning Commission or Planning Commission, therefore coordination of the land use commissions shall be included in this policy to ensure private property developments are constructed in accordance with City Complete Street requirements. It is anticipated that compliance with City Complete Street policies will require revisions to City Zoning and Planning Commission regulations. In accordance with this policy, the Department of Public Works shall review all applicable Zoning and Planning Commission regulations. Within two years of adoption of this policy, the Department of Public Works shall submit any and all required regulation revisions to the Zoning and Planning Commissions for review and approval.

7.0 ADOPTION OF DESIGN GUIDANCE DOCUMENTS AND STANDARDS

Complete Streets is not just a set of projects, it's a holistic approach and process to the transportation system, which by definition, applies to all kinds of projects. Implementing Complete Streets requires more than just isolated projects here and there. It requires building a *complete network* of streets that are safe for all users. With that said, current City roadway design standards shall be reviewed and will require

anticipated modifications and revisions to implement Complete Streets best practices design standards. As such, this policy shall require a complete review and revisions to City current roadway design standards. Complete Street design standards shall comply with and be part of the following design standards:

All Complete Streets improvements within public ROWs shall conform to the following standards. Of the following list, AASHTO and MUTCD are considered the definitive design guides for changes within the State ROW. Because Complete Streets design is an evolving field, the latest edition of these standards shall be referenced for design guidance:

1). City of Bristol Roadway Design Standards

2). CT DOT Highway Design Manual, and supplements, including City of Bristol approved modifications

3). U.S. Access Board - Accessible Public Rights-of-Way Accessibility Guidelines 4). CT DOT Standard Specification Form 819, and supplements, including City of Bristol approved modifications

5). CT DOT Traffic Control Signal Design Manual

6). American Association of State Highway and Transportation Officials (AASHTO)

A Policy on Geometric Design of Highways and Streets ("Green Book")

7). AASHTO Guide for the Development of Bicycle Facilities

8). AASHTO Guide for the Planning, Design and Operations of Pedestrian Facilities

9). ASSHTO Guide on Achieving Flexibility in Highway Design

10). ASSHTO Guide on Geometric Design of Transit Facilities on Highways and Streets

11). Connecticut Department of Transportation (CTDOT)

Comprehensive Pedestrian Safety Strategy

12). Federal Highway Administration (FHWA)

Manual on Uniform Traffic Control Devices (MUTCD)

13). FHWA Lighting Handbook

14). FHWA Achieving Multimodal Networks

15). FHWA Bikeway Selection Guide

16). FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects

17). Institute of Transportation Engineers (ITE)

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

18). National Association of City Transportation Officials (NACTO)

Urban Bikeway Design Guide

The City of Bristol is committed to applying Complete Streets principles to all transportation and roadway projects. Each project shall be approached as an opportunity to improve the safety and accessibility of the transportation network for all users.

Periodic maintenance activities, such as re-striping and re-surfacing, which have potential to allow for low-cost improvements, e.g. “road diets” that narrow the vehicle travel lanes and provide space for the addition or widening of bike and pedestrian lanes, shall be considered. This means that small and routine tasks, not just the larger construction and reconstruction projects, provide opportunities to implement Complete Streets. Many small, low-cost improvements will, when thoughtfully implemented over time, create a much friendlier and safer environment for everyone.

Traffic Signal timing adjustments can be used to improve pedestrian safety.

Preventive maintenance activities, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, pothole filling, water, sewer and drainage, or other utility installation or repairs taking place without any other tangible improvements, illumination addition, signing only, landscaping, guiderail installation and repair, traffic signal repairs, do not mandate Complete Streets Improvements. To the maximum extent possible, however, provisions for safe access shall be made for all modes of transportation during maintenance activities.

Roadway and Transportation improvement projects, such as road widening and intersection improvements, shall be thoroughly evaluated for Complete Streets improvements, and are subject to the exception criteria outlined in the following section.

8.0 COMMITMENT TO PROACTIVE LAND USE PLANNING

Land use context and flexibility shall be considered relative to potential Complete Streets improvements. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

It is the intent of this Policy that the City will endeavor to incorporate Complete Streets policies into the zoning regulations, subdivision regulations, the Plan of Conservation & Development, and all other relevant planning and regulatory documents to help support the community's Complete Streets vision. Additionally, the Planning & Zoning Commissions are encouraged to review all private development proposals with the goal of helping facilitate the community’s Complete Streets vision. All City projects that have land use considerations shall consider how such actions may impact the community’s Complete Streets vision. Biking and walking facilities to City owned facilities including schools and parks, shall be prioritized.

The endeavor to support the City’s Complete Streets Policy and principles shall also necessitate a greater consideration for how transportation intersects with broader land use decisions. As a result, all new or revised land use policies, plans, zoning ordinances, and other documents shall be required to specify how they will support Complete Streets. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historic, and environmental resources while improving accessibility and promoting a sense of place.

9.0 Jurisdiction

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This Complete Streets Policy shall apply to all City owned streets and land within public ROWs. All Complete Streets improvements must be coordinated between all relevant City of Bristol departments such as Public Works, Police, Fire, Economic Development, Mayor's Office, Parks Recreation and Youth, Water, Emergency Management, Public Health, and Senior Services. In particular, the Police Department is the designated Legal Traffic Authority for the City and therefore plays a critical role in evaluating, supporting, and potentially permitting Complete Street components.

All new private development projects, which propose improvements within the public ROW, shall be encouraged to comply with this Complete Streets policy. The issuance of all Department of Public Works permits shall be contingent upon meeting the Complete Streets requirements. Private development projects proposing work within the City's roadway right of way shall be reviewed for consistency with the Complete Street policy as part of the approval process.

Owners of private streets and ways shall also be encouraged to adhere to this policy.

The State of Connecticut Department of Transportation (CTDOT) controls several principal transportation corridors within the City. The City shall work cooperatively with CTDOT to plan and implement Complete Streets improvements within these ROWs.

Public Act PA 09-154 and the CTDOT Complete Streets Policy shall be applied to all planning, design, construction and major maintenance within State controlled ROWs.

Utility companies operate within City and State ROWs. Their planning, construction, and major maintenance can create both opportunities and barriers to Complete Streets improvements. The City shall coordinate with utility companies to ensure that utility projects and Complete Streets improvements are coordinated wherever possible.

The City shall also coordinate Complete Streets planning and construction with transit agencies, the NVCOG (Naugatuck Valley Council of Governments), and adjacent municipalities to facilitate effective application of resources.

10. Performance Measurement

Measurement of Complete Streets improvements will require periodic and sustained evaluation to measure progress and effectiveness. The Department of Public Works will complete a yearly review of performance measures and report said measures to the Board of Public Works each calendar year. The measurement of all Complete Streets improvements for the previous calendar year are to include the following:

a) Funding: Total dollar amount spent on Complete Street Improvements

1. Total funds
2. Town funds
3. Grant funds or other source
4. Roadway Infrastructure Improvement Fund expenditures

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b) Sidewalks/Pedestrian/Transit Improvements:

1. Linear feet of sidewalks replaced or new and other pedestrian accommodations built by the city

2. Linear feet of sidewalk built by others

3. Number and description of crosswalks installed or improved, include Rectangular Rapid Flashing Beacons (RRFB'S)

4. Number and description of Americans with Disabilities Act (ADA) accommodations installed or improved

5. Number and description of public or private transit accessibility improvements installed or improved by type and number

c) Bicycling Improvements:

1. Linear feet of bicycle lanes, routes, or trails built by width and type

2. Number and description of bicycle parking facilities installed

d) Traffic Calming:

1. Number and description of traffic calming measures implemented

2. Number of new traffic control signs/signals installed that assist with the Town's Complete Streets policies

e) Maintenance Activities:

1. Description of Maintenance Activities of existing Complete Streets facilities

f) User and Crash Data:

1. Motor vehicle, bicycle and pedestrian crash data

g) Exceptions:

1. Number of Exceptions requested and approved, including Board of Public Works approval dates.

h) Lighting

1. Number of street lights added/removed or modified

i) Mass Transit Route

1. Mass transit routes servicing City (additions/modifications, including bus stops)

j) Number of Community Engagements, including summary of action.

11. **City Implementation Plan**

The implementation of Complete Streets will require cooperation and collaboration between many stakeholders on a regular basis. The City will take the following steps to facilitate the process:

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a) The City will develop an ordinance establishing complete streets, establishing the Department of Public Works as the implementors of Complete Streets. Said ordinance shall be completed ten (10) months from adoption of ordinance.

b) The Board of Public Works shall oversee implementation of the Complete Streets policy with quarterly reports from the Board of Public Works.

c) The Director of Planning and the Planning & Zoning Commissions shall review and propose revisions to all appropriate land use regulations to support the implementation of Complete Streets.

d) The Director of Public Works and City Engineering shall establish necessary procedures to ensure the application of Complete Streets principles at the earliest design stage.

e) The City shall encourage staff professional development in the area of Complete Streets through attendance at seminars, conferences, and workshops. An annual budget will be established for training.

f) The City shall actively promote public information and education and solicit feedback about Complete Streets from the community using outreach strategies that make use of both electronic media and print media.

g) The Department of Public Works shall prepare a Complete Street Evaluation checklist. Each Department of Public Works project shall be subject to completion of the Complete Street checklist. The checklist shall address community engagement.

h) Within twelve (12) months of adoption of this policy, the Department of Public Works shall prepare and submit for approval from the Board of Public Works Complete Street design guidance standards.

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_____ Complete Streets Checklist

Objectives
The _____ Complete Streets Policy adopted on _____ requires the provision safe access for all users by providing a comprehensive, integrated, connected multi-modal network of transportation option throughout _____.

This checklist is intended to assist the _____ in achieving its objectives for complete streets.

Project Name:_____**Date:** _____

Project Location / Limits: _____

Project Description: _____

Instructions: For each box checked, please provide a brief description for how the item is addressed, not addressed, or not applicable and include supporting documentation.

Street Classification (identify street or streets within the project area)
Principal arterial ☐ Minor arterial ☐ Mixed use collector ☐ Mixed use locale ☐ Residential collector ☐ Residential locale ☐ Special use street ☐

EXISTING CONDITIONS				
Item to Be Addressed/ Checklist Consideration	**YES**	**NO**	**N/A**	**Required Description**
Existing Motor Vehicle Operations				
Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/congestion or access?	☐	☐	☐	
Existing Bicycle & Pedestrian Operations				
Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users?	☐	☐	☐	
Do bicycle and pedestrian accommodations exist? (see page __ for examples)	☐	☐	☐	
Has the existing bicycle and pedestrian suitability or level of service been identified?	☐	☐	☐	
Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?	☐	☐	☐	
Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?	☐	☐	☐	
Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?	☐	☐	☐	
Is there a higher than normal incidence of bicyclist/pedestrian crashes within the study area?	☐	☐	☐	
Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected/provided?	☐	☐	☐	
Existing Transit Operations				
Do transit facilities exist within the study area, including bus and train stops/stations?	☐	☐	☐	
Is the project area on a transit route? (CT Transit Service Routes)	☐	☐	☐	
Is the transportation facility within two miles of "park and ride" or other transit node?	☐	☐	☐	
Are there bicycle racks, shelters, or parking for transit riders available?	☐	☐	☐	

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Existing Access and Mobility				
Are there any existing access or mobility considerations, including ADA compliance?	☐	☐	☐	
Do connective opportunities exist with schools, hospitals, senior care or community centers or persons with disabilities within project area?	☐	☐	☐	
Are there gaps inhibiting continuous access between schools, hospitals, senior care, or community centers or persons with disabilities within project area?"	☐	☐	☐	
Existing Truck/ Freight Operations				
Are there existing concerns within the study area, regarding truck/freight safety, volumes, or access?	☐	☐	☐	
Project Area Context				
Are there prominent landmarks, recreation, shopping, employment center, cultural centers or other key destinations that offer opportunities to connect this site?	☐	☐	☐	
Have you identified the predominant land uses and densities within the study area, including any historic districts or special zoning districts?	☐	☐	☐	
Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?	☐	☐	☐	
Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, and public spaces?	☐	☐	☐	
Are there existing street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?	☐	☐	☐	
Existing Plans				
Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area? Examples include (but are not limited to): • Safe Routes to School Plans • Municipal, Regional, or State Transportation Plan • Municipal, Regional and State Bicycle-Pedestrian Plans • Sidewalk Inventories • Mapped Greenways, Recreational Trails, Cross State Bike Routes • Transit Orientated Development Plans	☐	☐	☐	
Please list and/or describe planning or policy documents addressing bicyclist, pedestrian, transit, or truck/ freight use for the project area. Examples can include: _____ Plan of Conservation and Development; _____ State, regional, or local Bicycle-Pedestrian Plan; _____ Regional and State Plans of Conservation and Development; _____ CTDOT Mapping of Cross State Bike Routes (ADD LINK); _____ State, regional, or local mapping of greenways/ recreational trails; _____ CT Transit locations (add link); _____ Transportation Committee Bicycle/ Pedestrian Priority Network; _____ Mapped bike routes and transit stops, on Google Earth; _____ Truck/ freight routes.				

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PROPOSED DESIGN				
Item to Be Addressed/ Checklist Consideration	**YES**	**NO**	**N/A**	**Required Description**
Complete Streets Design				
Bicyclist accommodations?	☐	☐	☐	
Pedestrian accommodations?	☐	☐	☐	
Access and Mobility accommodations?	☐	☐	☐	
Transit accommodations?	☐	☐	☐	
Truck/ freight accommodations?	☐	☐	☐	
Streetscape Elements?	☐	☐	☐	

Bike Facilities:	
Off-roadway bike accommodations	☐ Yes ☐No ☐NA
Dedicated bike lane	☐ Yes ☐No ☐NA
Shared-use lane	☐ Yes ☐No ☐NA
Shoulder	☐ Yes ☐No ☐NA
Acceptable actuated traffic signal bike detection, including turn lanes	☐ Yes ☐No ☐NA
Do signals allow adequate minimum green time for bicyclist to safely cross intersection	☐ Yes ☐No ☐NA
Signage and pavement markings specific to proposed bike facilities	☐ Yes ☐No ☐NA
Bicycle safe inlet grates	☐ Yes ☐No ☐NA
Bicycle parking, eg. Bike racks, bike lockers	☐ Yes ☐No ☐NA
Transit Facilities:	
Transit shelters	☐ Yes ☐No ☐NA
Bus turnouts	☐ Yes ☐No ☐NA
Standing pads	☐ Yes ☐No ☐NA
Has CDTA been contacted?	☐ Yes ☐No ☐NA
Access and Mobility Facilities:	
Adequate sidewalk or paved path	☐ Yes ☐No ☐NA
Acceptable consideration/provision for accessible pedestrian traffic signal features	☐ Yes ☐No ☐NA
Curb ramps, including detectable warning surface	☐ Yes ☐No ☐NA
Acceptable slope and cross-slope for driveway ramps, sidewalks, crossings)	☐ Yes ☐No ☐NA
Have conflicts been reduced between pedestrian, bicyclists, and motor vehicles (access management)?	☐ Yes ☐ No ☐ NA

Pedestrian Facilities:	
Sidewalks on both sides of the street onon	☐ Yes ☐No ☐NA
Striped, crosswalks	☐ Yes ☐No ☐NA
Geometric modifications to reduce crossing distances such as curb extensions (e.g. bulb-outs)	☐ Yes ☐No ☐NA
Acceptable provision for pedestrian traffic signal features (e.g. ped. buttons)	☐ Yes ☐No ☐NA
Pedestrian signage for crossing & wayfinding	☐ Yes ☐No ☐NA
Safety islands/medians on roadways with two or more traffic lanes in each direction	☐ Yes ☐No ☐NA
Enhanced supplemental pedestrian treatments at uncontrolled marked crossings	☐ Yes ☐No ☐NA
Connectivity:	
Are there proposed connections to other bike paths, pedestrian facilities, or transit facilities?	☐ Yes ☐No ☐NA
Are there proposed connections to any key destinations listed on page 1?	☐ Yes ☐No ☐NA
Are there proposed connections to neighborhoods?	☐ Yes ☐No ☐NA
Streetscape Elements:	
Are streetscape elements proposed such as landscaping, street trees, planters, buffer strips, etc?	☐ Yes ☐No ☐NA
Pedestrian-level lighting	☐ Yes ☐No ☐NA
Public seating or benches	☐ Yes ☐No ☐NA

Design Standards and Guidelines				
Design meets guidelines such as described below for bicycle/pedestrian/bus/transit facilities?	☐ Yes	☐No	☐NA	Describe

- **CNU/ITE (Congress for the New Urbanism / Institute of Transportation Engineers) manual for "Context Sensitive Street Design"; CNU/ITE Designing and Urban Walkable Thoroughfare; •Urban Bike Way Design Guide published by the National Association of City Transportation Officials (NACTO); AASHTO A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011; AASHTO Guide for the Development of Bicycle Facilities, 4th Edition (2012); AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition; Manual on Uniform Traffic Control Devices (2009); NACTO Urban Street Design Guide (2012); Planning Complete Streets For An Aging America", Jana Lynott, et. al., AARP Public Policy Institute, (2009); Highway Capacity Manual (2010); Public Right-of-Way Accessibility Guide(PROWAG); Connecticut Department of Transportation Highway Design Manual; ADA Standards for Accessible Design (2010).**

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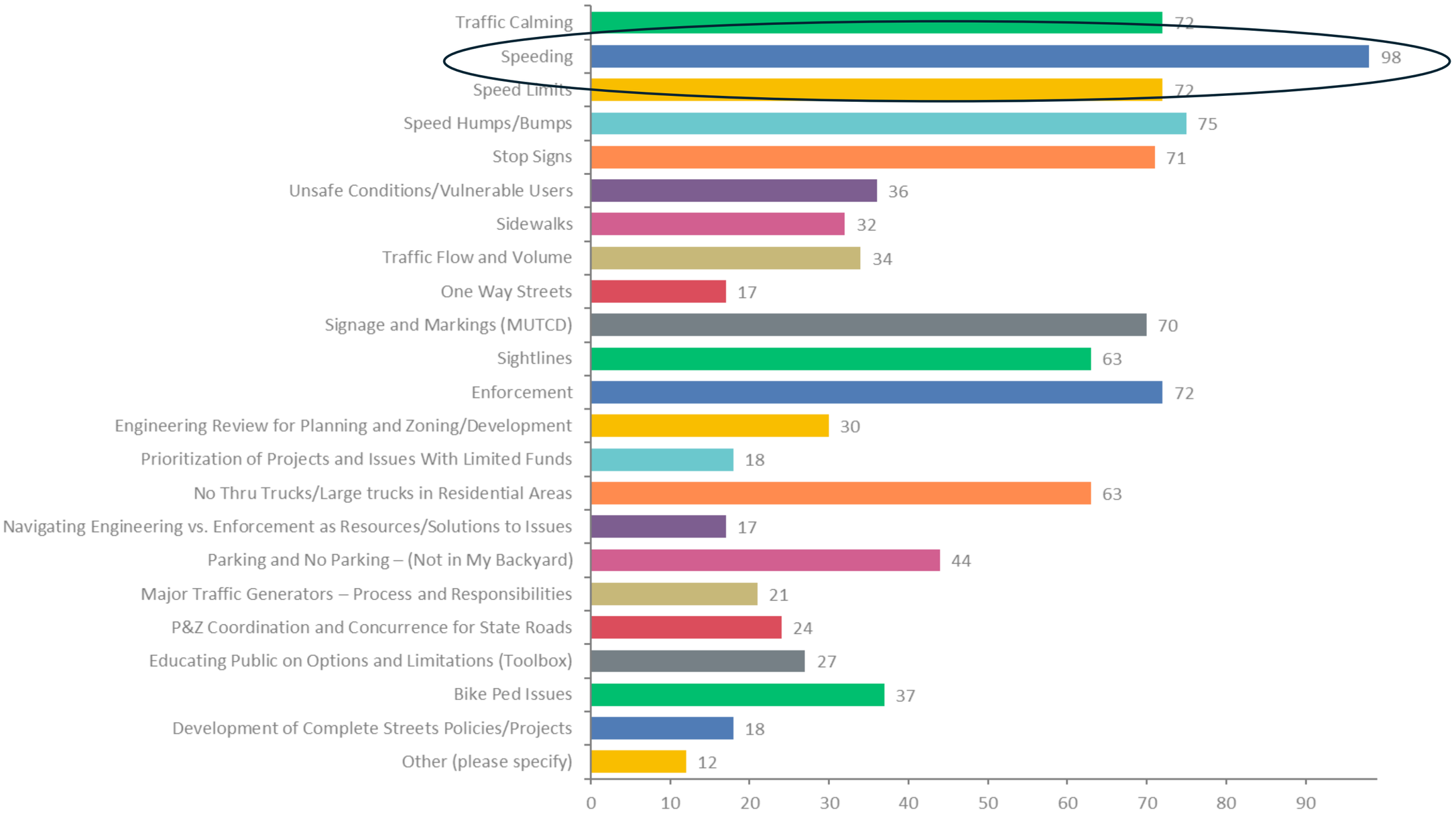
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Other (please specify) 12
0
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Department of Public Works | 860.584.6125

MEMORANDUM

DATE: May 30, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works
FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: BPW – BOARD OF PUBLIC WORKS - CITY MS4 STEERING COMMITTEE – SUMMARY OF MS4 REGULATIONS & STORM WATER TESTING

The Department of Public Works oversees the administration of the Connecticut General Permit for the Discharge of Stormwater from Small Municipal Separate Storm Sewer Systems ("MS4 Permit"), Federal Clean Water Act ("CWA") Permit No. CTR030042. The permit objective is to protect water quality and achieve the water quality established in Federal Clean Water Act. The BMPs measures to achieve these measures are in the Stormwater Management Plan, and are organized into six categories of Minimum Control Measures:

1. Public education and outreach
2. Public participation
3. Illicit discharge detection and elimination ("IDDE")
4. Construction stormwater management
5. Post-construction stormwater management
6. Pollution prevention and good housekeeping

Pursuant to the permit, the Department of Public Works is required to address each MS4 BMP permit component on a yearly basis. As the BPW MS4 Committee is aware, the City has been notified and responded to an EPA audit request for MS4 compliance. A portion of the response was provided by the Water & Sewer Department, and DPW provided information relating to MS4 storm water.

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

As a result of the MS4 review, there is a need to perform sampling and testing of City storm drainage outfalls. Not all outfalls require testing, only outfalls to impaired water must be tested. In Bristol, the Pequabuck River and Coppermine Brook are classified as impaired. To comply with the MS4 regulations, 41 of the 92 storm drainage outfalls to the referenced waters must be tested by DPW in 2025. The testing must be performed during a storm event when the outfall is discharging. The testing must occur within the first six hours of a storm, and a "qualifying" storm consists of a rain event that proceeds a dry period of at least 72 hours. The intent is to obtain a storm water sample during the first "flush" associated with the runoff of a storm event. Each sample shall be tested for E. Coli, total phosphorus, and turbidity. Analysis for E. Coli and total phosphorus will be performed by a certified laboratory. Turbidity tests will be performed by DPW Engineering inspectors, using a turbidity meter in the field at the time of sampling. The estimated testing cost to analyze 41 samples is $3,000 and the required turbidity meter is $1,100. Funding for the testing meter will be provided through the RIF fund (City appropriation of $150,000). Once sampling of the 42 outfalls is completed in 2025, sampling requirements will be reduced to 6 samples each year.

To assist the Department of Public Works in implementing the storm water sampling, the Department procured the services of BL Company Inc. to prepare a Stormwater Sampling Plan, including training of DPW Engineering staff. Links to the sampling plan, overall outfall map, and storm drainage location maps is provided below:

BL Storm Water Sampling Plan:

https://www.bristolct.gov/DocumentCenter/View/49365/Stormwater-sampling-plan

Overall Storm Drainage Outfall Map:

https://www.bristolct.gov/DocumentCenter/View/49366/Outfalls-map

Storm Water Drainage Location Maps:

https://www.bristolct.gov/DocumentCenter/View/49364/wet-sample-locations

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In addition, please find the links below:

CT DEEP MS4 Permit & Training Information:

https://nemo.uconn.edu/ms4/

City's 2024 annual report prepared by the Department of Public Works

https://ct-bristol2.civicplus.com/1053/Municipal-Separate-Storm-Sewer-System-MS

EPA audit request, along with the latest Department of Public Works and Sewer Department response:

https://blcompanies.files.com/f/a72bf25ca201562f

It should be noted that there are new CT DEEP proposed regulations for MS4 Storm Water. Therefore, there may be revisions to the testing program currently being implemented by the Department. In addition to City MS4 stormwater permit for discharge from City Streets, the Department has similar permits and requirements for Industrial MS4.

The DPW Engineering Division will provide a presentation to the Board at its June 12, 2025 meeting outlining CT DEEP MS4 Permit requirements.

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

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

May 22, 2025

Mr. Raymond Rogozinski
City of Bristol Public Works Office
111 North Main Street
Bristol, Connecticut 06010

Re: City of Bristol Stormwater Sampling Plan
BL Companies Project No. 2300149

Dear Mr. Rogozinski,

BL Companies, Inc. (BL Companies) has prepared a Stormwater Sampling Plan for the City of Bristol, as noted in the Supplemental Response to Environmental Protection Agency (EPA) Request for Information Pursuant to Section 308 of the Clean Water Act. The City of Bristol operates under the Connecticut Department of Energy and Environmental Protection (CTDEEP) National Pollutant Discharge Elimination System General Permit for the Discharge of Stormwater from Small Municipal Separate Storm Sewer Systems (MS4 Permit), effective October 1, 2023. This Stormwater Sampling Plan will include screening and/or sampling outfalls that discharge to impaired waters with the goal of identifying the six (6) outfalls containing the highest concentrations of contaminants of concern (i.e. E. coli, phosphorus, and/or turbidity) for subsequent annual sampling and reporting.

1.0 Wet Weather Sampling

According to the MS4 permit, regulated MS4s that discharge to impaired waters must create an inventory of all outfalls that discharge to impaired waters, after which the permittee must screen these outfalls for the pollutant(s) identified as the pollutant(s) of concern for the impairment. The City of Bristol currently contains two (2) impaired waterbodies, the Pequabuck River and Coppermine Brook. Along these impaired waterbodies, 101 outfalls owned by the City of Bristol have been mapped. According to the Environmental Protection Agency (EPA), all portions of the impaired waterbodies through Bristol are impaired with the bacteria *E. coli* and “other pollutants of concern”, which is identified through the turbidity of water samples. In addition, 38 outfalls discharge to a section of the Pequabuck River impaired with phosphorus.

To comply with the MS4 Permit, at least half of the 101 outfalls discharging to impaired waters must be sampled during periods of wet weather. Samples collected from each outfall must be analyzed for the pollutant of concern for the impairment of the waterbody to which the outfall discharges. The data collected from wet weather screening and sampling will be used to identify the six (6) outfalls containing the highest concentrations of pollutants of concern for subsequent annual wet weather analysis.

1.1 Wet Weather Sampling Procedure

Stormwater samples will be collected from each selected outfall during any rainstorm that produces discharge from the outfalls and that occurs at least 48 hours after any previous rainstorm that produced discharge from the outfalls. Grab samples collected within the first six (6) hours of discharge will be deemed sufficient. Runoff events resulting from snow or ice melt alone cannot be used to meet these monitoring requirements. However, monitoring may be conducted during a rain event that may include insignificant amounts of snow or ice melt. Observation and sampling details are to be recorded on an outfall monitoring record (attached).

Stormwater samples are to be collected in laboratory-supplied bottle ware designated for each analyte (bacteria and phosphorus). A portable field turbidity meter may be utilized for analysis of turbidity. Turbidity readings shall be taken at the outfall and in-stream immediately upstream or otherwise outside the influence of the outfall. The following contaminant concentrations would qualify the outfalls for follow-up investigation per Section 6 (i)(1)(D) of the MS4 Permit:

- E. coli >235 coliforms/100 milliliters (mL) for swimming areas and >410 coliforms/100 milliliters (mL) for all others
- Total phosphorus >0.3 milligrams/Liter (mg/L); and/or
- Turbidity from outfall >5 nephelometric turbidity units (NTU) above in-stream turbidity.

A BL Companies Project Scientist will cross-train City of Bristol employees in wet weather sampling procedures prior to the initial sampling event.

1.2 Inventory of Outfalls Discharging to Impaired Waters

A total of 101 outfalls have been identified as discharging to the Pequabuck River and Coppermine Brook in Bristol, which are considered impaired waterbodies. The following is an inventory of the identified outfalls. Pollutants of concern were adapted from the University of Connecticut (UCONN) Center for Land Use Education and Research (CLEAR) Connecticut Nonpoint Education for Municipal Officials (NEMO) Program interactive MS4 map. Please note that “other pollutants of concern” refers to turbidity.

Outfall ID	Impaired Waterbody	Pollutant(s) of Concern
5251	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5249	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5247	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5244	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5256	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5241	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5238A	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5232	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus

Outfall ID	Impaired Waterbody	Pollutant(s) of Concern
5228	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5230	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
6244	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5215	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
6248	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5212	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
11461	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
4532	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
4527	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
4948	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
4886	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
4943	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
4545	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5342	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5341	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
5344	Pequabuck River	Bacteria, Other pollutants of concern
5346	Pequabuck River	Bacteria, Other pollutants of concern
5312	Pequabuck River	Bacteria, Other pollutants of concern
5318	Pequabuck River	Bacteria, Other pollutants of concern
5391	Pequabuck River	Bacteria, Other pollutants of concern
5328	Pequabuck River	Bacteria, Other pollutants of concern
5472	Pequabuck River	Bacteria, Other pollutants of concern
5493	Pequabuck River	Bacteria, Other pollutants of concern
5498	Pequabuck River	Bacteria, Other pollutants of concern
5502	Pequabuck River	Bacteria, Other pollutants of concern
7543	Pequabuck River	Bacteria, Other pollutants of concern
7539	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7672	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7690	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7718	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7662	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7618	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7643	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7393	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7391	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7379	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7869	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7291	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7761	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7295	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
7794	Pequabuck River	Bacteria, Other pollutants of concern, Phosphorus
11434	Coppermine Brook	Bacteria, Other pollutants of concern
3113	Coppermine Brook	Bacteria, Other pollutants of concern
3115	Coppermine Brook	Bacteria, Other pollutants of concern
11431	Coppermine Brook	Bacteria, Other pollutants of concern
3117	Coppermine Brook	Bacteria, Other pollutants of concern
3157	Coppermine Brook	Bacteria, Other pollutants of concern
2653	Coppermine Brook	Bacteria, Other pollutants of concern
2628	Coppermine Brook	Bacteria, Other pollutants of concern
9605	Coppermine Brook	Bacteria, Other pollutants of concern

Outfall ID	Impaired Waterbody	Pollutant(s) of Concern
9522	Coppermine Brook	Bacteria, Other pollutants of concern
2272	Coppermine Brook	Bacteria, Other pollutants of concern
2266	Coppermine Brook	Bacteria, Other pollutants of concern
11303	Coppermine Brook	Bacteria, Other pollutants of concern
1629	Coppermine Brook	Bacteria, Other pollutants of concern
1619	Coppermine Brook	Bacteria, Other pollutants of concern
1611	Coppermine Brook	Bacteria, Other pollutants of concern
11188	Coppermine Brook	Bacteria, Other pollutants of concern
11192	Coppermine Brook	Bacteria, Other pollutants of concern
1575	Coppermine Brook	Bacteria, Other pollutants of concern
11019	Coppermine Brook	Bacteria, Other pollutants of concern
11020	Coppermine Brook	Bacteria, Other pollutants of concern
1336	Coppermine Brook	Bacteria, Other pollutants of concern
9493	Coppermine Brook	Bacteria, Other pollutants of concern
11017	Coppermine Brook	Bacteria, Other pollutants of concern
1723	Coppermine Brook	Bacteria, Other pollutants of concern
1738	Coppermine Brook	Bacteria, Other pollutants of concern
11016	Coppermine Brook	Bacteria, Other pollutants of concern
9433	Coppermine Brook	Bacteria, Other pollutants of concern
1310	Coppermine Brook	Bacteria, Other pollutants of concern
1320	Coppermine Brook	Bacteria, Other pollutants of concern
8026	Coppermine Brook	Bacteria, Other pollutants of concern
9451	Coppermine Brook	Bacteria, Other pollutants of concern
1169	Coppermine Brook	Bacteria, Other pollutants of concern
1172	Coppermine Brook	Bacteria, Other pollutants of concern
10904	Coppermine Brook	Bacteria, Other pollutants of concern
9201	Coppermine Brook	Bacteria, Other pollutants of concern
1182	Coppermine Brook	Bacteria, Other pollutants of concern
615	Coppermine Brook	Bacteria, Other pollutants of concern
9195	Coppermine Brook	Bacteria, Other pollutants of concern
9180	Coppermine Brook	Bacteria, Other pollutants of concern
10901	Coppermine Brook	Bacteria, Other pollutants of concern
9185	Coppermine Brook	Bacteria, Other pollutants of concern
9177	Coppermine Brook	Bacteria, Other pollutants of concern
10896	Coppermine Brook	Bacteria, Other pollutants of concern
1196	Coppermine Brook	Bacteria, Other pollutants of concern
9165	Coppermine Brook	Bacteria, Other pollutants of concern
3641	Coppermine Brook	Bacteria, Other pollutants of concern
3458	Coppermine Brook	Bacteria, Other pollutants of concern
10848	Coppermine Brook	Bacteria, Other pollutants of concern
8889	Coppermine Brook	Bacteria, Other pollutants of concern
8674	Coppermine Brook	Bacteria, Other pollutants of concern
8672	Coppermine Brook	Bacteria, Other pollutants of concern

1.3 Reporting

Results from the impaired waters investigation and monitoring program will be reported in the Annual Report. The report shall include the outfalls screened during the year, the number of outfalls identified for follow-up investigation, the progress of drainage area

investigations, a description of the control measure implementation for the different impairments, identification of the six outfalls to be monitored, and the results of the prioritized outfall monitoring.

2.0 Reliance

This Report is for the exclusive use of and may be relied upon by the Client and its respective successors and assigns: the City of Bristol. No parties or persons other than those identified as authorized users may use or rely on the information or opinions in this Report without the written consent of BL Companies. Notwithstanding delivery of this Report by BL Companies or the Client to any third party, any copy of this Report provided to a third party absent said written consent is provided for informational purposes only. Reliance on this Report by any other person(s) or entity(ies) is strictly at their own risk and BL Companies makes no warranties to person(s) or entity(ies) who use the information provided in this Report.

BL Companies appreciates the opportunity to provide our environmental services to you. Should there be any questions regarding this report, please do not hesitate to contact the undersigned.

Respectfully submitted,
BL Companies

Danielle Whitcomb
Project Scientist I

Joy Kloss, LEP, CHMM
Senior Project Manager

Attachment: Outfall Monitoring Record

Outfall Monitoring Record

(Complete a separate form and add photo for each outfall)

Basin Number/Outfall ID:			
Outfall Physical Location:			
Person Collecting Sample:			
Person Examining Sample:			
Date and Time Sample Collected:			
Date and Time Sample Examined:			
Temperature (ºC):			
Rainfall amount (in)	or	Dryweather	
Nature of Discharge:	Rainfall	Snowmelt	None
Start of Discharge Time:			
Visible Sample Parameter			
Color			
Odor			
Clarity			
Floating Solids			
Settled Solids**			
Suspended Solids			
Oil Sheen			
Foam (gently shake sample)			
Other Obvious Indicators of Pollution			
Field Measurement at Outfall Discharge			
pH			
Temperature (ºC)			
Ammonia (mg/L)			
Surfactants (mg/L)			
Chlorine (mg/L)			
Salinity (ppt)			
Conductivity (µS/cm)			
E.coli (lab sample – col/100 mL)	Was sample taken for lab?		
TN (lab sample – mg/L)	Was sample taken for lab?		
TP (lab sample – mg/L)	Was sample taken for lab?		
Turbidity (portable meter - NTU)			

Observations, concerns, comments, description of pictures taken, culvert size and material:

Name:_____ Title:_____

Date: _____ Signature: _____

Department of Public Works | 860.584.6125

MEMORANDUM

DATE: June 2, 2025 rev 6/4/25

TO: Mayor Jeffrey Caggiano
City Council
Board of Public Works
FROM: Raymond A. Rogozinski, P.E., Director of Public Works

RE: SAFE STREETS AND ROADS FOR ALL – AUTHORIZATION FOR MAYOR TO SIGN GRANT APPLICATION

The Department of Public Works is requesting authorization for the City to submit a Safe Streets and Roads for All grant application to conduct a Transportation Safety Action Plan for the City's municipal and state roads. The purpose of the study is to research crash history within the City and identify roadway sections and potential improvements that can mitigate or eliminate the potential of accidents. The City has had a number of recent crashes involving pedestrians that one of the focal points of the study will be to reduce vehicle pedestrian accidents. The purpose of the plan is to develop strategies and future safety improvements in alignment with a Complete Streets policy for the City.

A future project list will be developed for implementation. The planning study will NOT obligate the City to perform any work or complete any project, however having projects identified within a Safe Streets and Roads for All grant does increase the potential for the City to receive additional grants.

The cost of the proposed Transportation Safety Action Plan is $160,000, if the City receives the grant the grant will provide $128,000. The City's portion of the planning study cost is $32,000. A request to receive funding is a pending Board of Finance action. In order to proceed with the grant, the Department of Public Works request the following City Council action:

Authorize the Mayor to execute a Safe Streets and Roads for All grant and to sign any and all related documents in the amount of $128,000. The total project cost will be $160,000 with a City cost of $32,000, subject to Board of Finance approval.

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

CITY OF BRISTOL
BOARD OF FINANCE AGENDA REQUEST FORM

To: Board of Finance Commissioners

From: __Public Works_____
(Requesting Department)

Date: __June 5, 2025 _____
(Submission Date)

For the __June 24, 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)

X Additional Appropriation $__32,000_____

☐ Transfer from Contingency $_____

☐ Transfer(s) $_____

☐ 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 June 12, 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

1. Reason for request:

See attached memorandum date 6/4/25 to the Board of Public Works

Additional Appropriation:

Account _____

Account No. _____

Account $ _____

Department of Public Works | 860.584.6125

MEMORANDUM

DATE: June 5, 2025

TO: Mayor Jeffrey Caggiano
Board of Public Works
Energy Commission

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

RE: **DPW TREE POLICY – POTENTIAL POLICY REVISION – REMOVAL OF TREES TO INSTALL SOLAR**

The City of Bristol Department of Public Works is responsible to maintain trees located within the City's street right of way, City properties maintained by the Department of Public Works, and trees under the authority of the Director of Public Works or Tree Warden in accordance with the City Charter and CT State Statute Sec 23-59. In accordance with DPW policy and CT State Statute Sec 23-59, it is the City's objective to maintain and protect healthy trees for the benefit of City residents, and to mitigate the risk trees pose to property and persons.

As indicated above, the current policy does not allow the removal of healthy trees, however, the Department has received a number of requests to remove trees for the purpose of installing solar arrays on private homes. The Department recognizes that the use of green energy is beneficial to the environment and solar reduces property owner electrical cost.

The purpose of this memorandum is to request input from both the Board of Public Works and Energy Commission to determine if the Department should allow for the removal of trees to install solar. Consideration factors include the condition of the tree, solar array energy production, and potential savings to the property owner. For the purpose of a potential revision to the current tree policy, it should be assumed that the tree is healthy. If the tree was not healthy and posed a risk, the Department would allow the removal of the tree, irrespective of the potential benefit to the installation of solar panels. With respect to estimated solar energy and cost savings, based on a recent request, approximately 10,000 kWh/year would be produced from a house having a footprint of 1,200 square feet. The estimated savings would be $1,200/year (10,000 kWh x $0.12/kWh).

Therefore, the policy question is whether or not **a healthy tree should be allowed to be removed to produce 10,000 kWh/year, and save the property owner $1,200/yr.** If the Department's policy is revised to remove healthy trees to install solar, the following provisions shall be included in the revised policy:

1. Documentation from a licensed solar installer indicating solar production, energy savings, and the need to remove the tree.
2. No tree shall be removed until solar is installed.
3. Trees subject to this request shall be limited to trees along the property of the owner who is installing solar. Property owners cannot request a removal of a City tree located along the frontage of an adjacent lot.
4. If a contractor is required to remove a City tree, all costs shall be incurred by the property owner requesting the removal of the tree. If the tree can be removed by DPW staff, work will be scheduled to minimize impact to DPW operations.
5. All healthy City trees scheduled for removal shall be posted, and may be subject to a tree hearing in accordance with State Statute 23-59.
6. In accordance with State Statute 23-59, the City Tree Warden shall have sole authority with respect to the removal of trees within the City.

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