



Department of Public Works | 860.584.6125

MEMORANDUM

DATE: June 11, 2024

TO: Mayor Jeffrey Caggiano
Board of Public Works

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

**RE: DPW - SHRUB ROAD SIDEWALK/TRAFFIC CALMING PROJECT
UPDATE**

The Department of Public Works continues to finalize sidewalk and traffic calming measures on Shrub Road. **The City's consultant, AI Engineers, presented plans to the Board of Public Works consisting of the following:**

1. **SIDEWALK WIDTH/ POLE BORDER:** Concrete sidewalks, 5 ft. wide, installed on the north side of Shrub Rd, 3 ft. from the face of the curb. The sidewalk will extend on Shrub Road, Cricket Hill to Jerome Ave, and will include the section on Jerome Ave from Shrub Rd to Stevens St.
2. **PIGEON HILL OFF STREET PARKING:** Installation of three roadside parallel parking spaces east of the Pigeon Hill open space driveway. Along the parallel parking spaces (60 ft), Shrub Road would be widened 10 ft.
3. **JEROME AVE/ SHRUB RD STOP SIGN:** Installation of a stop sign in the north bound lane of Jerome Ave at the intersection of Shrub Road to facilitate the installation of a crosswalk.
4. **SIDEWALK LOCATION - SEYMOUR PARK:** Sidewalks within Seymour Park are proposed off the roadway, to limit impact to the park. Work includes a 10 ft. wide pedestrian bridge across Freeman Brook.
5. Painted islands along the roadway center line (two areas of roadway):
 - a. **ENVIRONMENTAL LEARNING CENTER – SHERWOOD RD ISLAND:** In the area of the Environmental Learning Center east to Sherwood Rd. installation of an 8 ft. painted (non-raised) island. As presented by AI Engineers, the island requires widening along a portion of the Environmental Learning Center property frontage 7 ft. In order to save trees, the City is agreeable to locating the sidewalks further from the roadway,



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outside the Shrub Road right of way. However, the roadway widening associated with the painted island would require the removal of a 36-inch diameter oak tree located east of the Environmental Learning Center driveway, and 30-inch diameter pine tree located approximately 150 ft. east of the driveway. Both trees are within the City's right of way, however, the Environmental Learning Center has expressed a strong desire to save both trees.

- b. **TRAFFIC CALMING:** The Environmental Learning Center has expressed concern regarding the effectiveness of the painted islands as a traffic calming measure, and have requested to have the islands removed from the project. A copy of AI Engineers' traffic calming presentation presented at the 12/7/22 public information session is available on the Department's website (Path: DPW Department, Divisions, Engineer, Shrub Road Sidewalks, Shrub road traffic calming study) and at the link below:

<https://ct-bristol2.civicplus.com/DocumentCenter/View/38741/Shrub-Road-Traffic-Calming-Study?bidId=>

- c. **PIGEON HILL/OAK HILL ROAD ISLAND:** In the area along the Pigeon Hill open space parcel, east past the Oak Hill intersection, extending 150 ft east of Oak Hill Drive. The islands, as proposed by AI Engineers, consist of an 8 ft painted island west of Oak Hill Drive, and a 6 ft island east of Oak Hill Drive. As a result of the proposed islands, the north side of Shrub Road would be widened by approximately 3.5 ft along the length of the islands. Although the plans presented by AI Engineers result in the widening of the north side of the road along the length of the islands, it should be noted that all work is within the City's right of way, or on City-owned property.
 - d. **ROADWAY WIDENING:** Along the 4,600 ft. length of Shrub Road where sidewalks are proposed, approximately 3,275 ft. of the roadway (71%), will have NO widening. In accordance with AI presented plans, roadway widening will be 650 ft. along the Environmental Learning Center and 675 ft. in the area of Oak Hill Road.
6. **TREE REMOVAL:** The proposed plan includes the removal of trees to install sidewalks (approx. 34 for length of sidewalks on Shrub Rd & Jerome Ave). As part of the project, the City will meet with effected property owners and offer new trees to replace the removed/cut trees. In addition, in accordance with State Statue each tree will be posted and a hearing conducted (if required).
 7. **LANE WIDTH:** Reduce lane width to 10 ft. (length of Shrub Road).



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8. SHRUB ROAD at JEROME AVE – PAVEMENT WIDTH: The pavement width on the eastern end of Shrub Rd will be narrowed. The curb along 479 Shrub Rd will be moved out in order to save trees along the property frontage. A 3 ft. pole border will be maintained.

In response to concerns from the Shrub Road property owners, in particular the Environmental Learning Center, the Department of Public Works has reviewed and investigated modifications to AI Engineers design plans. A summary of the proposed revisions is as follows:

- i. ENVIRONMENTAL LEARNING CENTER – SHERWOOD RD ISLAND: **Decrease width of painted island** in area of Environmental Learning Center from 8 ft. to 4 ft. As a result of the 4 ft. island reduction in the proposed island, the roadway widened on the north side will be reduced to 1 ft. 9 inches in the area of the 34-inch diameter oak tree and **the 34-inch diameter oak tree WILL NOT be removed.** It should be noted that to save the 34-inch oak the Environmental Learning Center must grants the City an easement to install the sidewalk in back of (north) of the oak tree. The roadway widening in the area of the 30-inch diameter pine tree will be reduced to 2 ft. 4 inches, however since the 30-inch diameter pine tree is currently within 4.4 ft. off the roadway and is a higher elevation than the road the **proposed plan requires the removal of the 30-inch diameter pine tree.**

The BPW is advised that both 34-inch oak tree and 30-inch pine tree are within the City's Shrub Road right of way and the sidewalks can be installed as designed by AI Engineers across the Environmental Learning Center without an easement. With that said, DPW recommends obtaining an easement from the Environmental Learning Center to allow the oak tree to be saved. The City hired an arborist who reported that both the oak and pine tree in question are healthy, and digging close to the tree will impact the tree.

In order to save the oak tree, a portion of Shrub Road (650 ft.) will be widened on the south side of Shrub Road. This will be the only section of Shrub Road that will be directly impacted on the south side of Shrub Road. However, the widening will be limited to a distance varying from 2 ft. to approximately 10 inches. All proposed work on the south side will be within the City's Shrub Road right of way. As a result of the reduction in the proposed painted island, the proposed work will be more than 3 ft. from the oak tree and be limited to a depth of 12 inches.



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- ii. PIGEON HILL/OAK HILL ROAD ISLAND: **Decrease width of painted island from 8 ft. to 4 ft.** in the area west of located 575 ft. west of the Oak Hill intersection (area of 332 Shrub Road) and extending 100 ft. east of the Oak Hill Road intersection. The reduction in the island width reduces the Shrub Road widening from to 5 ft. No widening was, or is currently, proposed on the south side of Shrub Road. The proposed widening does require a retaining wall approximately 3 ft. high at the corner of Oak Hill and Shrub Road (409 Shrub Road, however an easement is not required).
- iii. TREE REMOVAL/REPLANTING: The project will include the City supplied and installation of trees on properties where the removal of trees is required (34 trees).
- iv. POSTED SPEED LIMIT REDUCTION: Public Works is coordinating with Bristol Police Traffic Unit to reduce the speed limit from 30 MPH to 25 MPH. The reduction requires the approval of the Connecticut Office of Traffic Administration (OSTA). If approved new speed limit signage will be installed (4 signs).
- v. PAINTED ISLAND DRIVEWAY ACCESS: The proposed painted island will include dashed pavement marking (12 ft.) wide in areas adjacent to residential driveways.
- vi. AI ENGINEERING DESIGN: Items 1, 2, 3, 4, 6, 7&8 of AI Engineers design referenced above to part of design.

A copy of concerns provided to the Department by a resident of Sherwood Rd can be found on the City's website at (Departments, Public Works, Divisions, Engineer, Shrub Road Sidewalks, Resident Comments) and the link below:

Resident Comments

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

The Department has revised the plans to limit the impact of the AI Engineers proposed islands. DPW's plans reduce the roadway widening and clarify the location of sidewalks and trees to be removed. A copy of the plans depicting DPW's proposed revision is provided on the City's website at (Departments, Public Works, Divisions, Engineer, Shrub Road Sidewalks, Shrub Road 6 13 24 plan) and the link below:

DPW Proposed Plans (Revisions to AI Engineer Plans)

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

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



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The Department of Public Works has also received concerns from residents associated with the proposed 5 ft. sidewalks. 3 ft. pole border (distance between face of curb and front of walk) and a 2 ft. shoulder width (distance from white fog/edge line to face of curb). The installation of 5 ft. sidewalks with a 2 ft. shoulder is consistent with the CT DOT recommendation for roads classified as minor urban arterials, such as Shrub Road. The 3 ft. pole border is consistent with City ordinance requirements and provide a snow storage area during winter conditions. The proposed sidewalks will require the relocation of a number of utility poles located within the pole border, however, the poles are located within the City's road right of way and will be relocated at no cost to the City.

The proposed concrete sidewalks will cross each driveway on the north side of the Shrub Road. Therefore, as part of the project, a section of new driveway will be installed approx. 15 from the back of the new sidewalk section. The grade of the existing driveway at 55 & 465 Shrub Road will be maintained, the sidewalks will match the existing grades. All mailboxes will be reset/re-installed as part of the project.

To construct the sidewalks, an easement is required from New Britain Water to install sidewalks south of the bridge on Jerome Ave. Easements from Environmental Learning Center and the City of Bristol Parks Department (if approved) will limit the number of trees removed from within the City's right of way. In accordance with City Ordinance 21-27, the City reserves the right to grade on property for the purpose of constructing sidewalks.

Approval of the proposed stop sign on the north bound lane of Jerome Ave at the Shrub Road intersection is pending Police Traffic Authority approval, and the City has obtained approval from the City Inland Wetland Commission for work proposed in the area of Freeman Brook (application 2000). Although the south side of Shrub Road from Falls Brook Road to Sherwood Road has storm drainage (catch basins), the north side of Shrub Road from Falls Brook Road to Round Hill currently does not have storm drainage. The section of road is curbed, however there appears to be areas of spill offs east of the Nature Center. As part of the sidewalk project the installation of new curbing will be investigated, therefore gutter flow analysis is required and additional catch basin may be installed. It should be noted that current flow drains to Freeman Brook. The inclusion of drainage may result in increased engineering cost and need for an Inland Wetland permit modification. If storm drainage is installed on the north side of Shrub Road west of Sherwood Rd, in the area across the Environmental Learning Center, DPW would recommend crossing Shrub road to install storm drainage to eliminate potential damage to the 34 inch oak street.



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Approval of the plans is required from the CT DOT and NVCOG, therefore, additional revisions may be required. The Department anticipates construction in 2025, however, approval by the CT DOT is required, and it is imperative that plans revisions are finalized to prevent delays. The current plans are consistent with the previously plans presented at the public information meetings, therefore DPW is not proposing an additional public presentation. **The Department will directly contact each property owner where sidewalks will be installed across their property to review the specific plans (property owners on the north side of Shrub Road) along with southern property owners located adjacent to the proposed painted island.**

In order to finalize the design, the Department of Public Works request the following Board of Public Works action:

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

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

SHOCKING CHANGES PLANNED FOR SHRUB ROAD!

FOR REASONS NOT MADE PUBLIC THE CITY WANTS TO ENLARGE SHRUB ROAD!

- ***BRISTOL CITY PLANS ARE CONSIDERING THE FOLLOWING:***
- *Construction along the entire 1 mile road*
- *Destruction and filling of wetlands*
- *Widening the road pavement by 3 feet or more*
- *Adding a 4 to 6 foot central paved median in several places*
- *Construction of 1 mile of 5 foot wide concrete sidewalk*
- *Perhaps 6 elaborate technically complex stormwater runoff collection systems*
- *Additional road widening to accommodate parallel parking of dozens of cars*
- *Digging out a thirty foot gash into Pigeon Hill at the nature preserve*
- *Taking by force if necessary land from neighboring properties for roadway and easements*
- *Daylighting the roadway by cutting down a hundred trees or more*
- *Conversion of 1 to 3 acres of protected natural open space into asphalt and cement*
- *Entire project will cost tax payers about 2 million dollars*

THESE PLANS ARE OUTRAGEOUS AND MUST BE STOPPED!

- ***THESE ILL CONCEIVED BAD IDEAS WILL CAUSE FAR MORE HARM THAN GOOD:***
- *Automobiles will drive faster*
- *More traffic will choose to use the road*
- *Automobile noise and pollution will increase*
- *More automobile accidents will occur*
- *More nature preserve wildlife will be killed*
- *The roadway and surrounding area will become much hotter in Summer*
- *Toxins asbestos, PFOA, PFOS, and tire particulates will go into the drinking water aquifer*
- *All hell will break loose when intense rain events overwhelm the limits of the runoff system*
- *Flood prone homes downstream will be worse off during 200, 500, and 1000 year rain events*
- *Shrub road property values will decline*
- *Per Bristol law adjacent property owners must maintain the side walk in good condition*
- *Per Bristol law adjacent property owners must keep the side walk clear of vegetation and snow*
- *Per Bristol law adjacent property owners are liable for injuries due to poor sidewalk condition*

DO NOT SQUABBLE OR BICKER OVER THIS OR THAT PART OF THE PLAN. OVERALL THIS IS A HORRIBLE PLAN. LETS STAND UP AND STOP IT ALL.

DO NOT OVERLOOK THE REAL CONCERNS THAT PIGEON HILL NEIGHBORHOOD HAS:

- *Automobiles drive too fast*
- *Too many drivers are passing through that do not live here*

DEMAND TRAFFIC CALMING MEASURES TO KEEP PIGEON HILL SAFE:

- **25 MILE PER HOUR SPEED LIMIT**
- **3 WAY STOP SIGN AT OAK HILL DRIVE**
- **ADD TRAFFIC CALMING LANE CHOKERS IN 2 OR 3 LOCATIONS**

JOIN THE STOP IT ALL EMAIL LIST BY WRITING TO STOPITALL66@GMAIL.COM

Shrub RD Construction

From: Erik Madsen (emadsen2004@yahoo.com)

To: jeq3333@gmail.com

Date: Friday, May 17, 2024 at 10:50 AM EDT

What is the purpose of this project of road widening and sidewalk construction?

- Is it to spend 2 Million dollars?
- Is it to increase the speed of traffic?
- Is it to increase Automobile noise?
- Is it to lower property values?
- Is it to create more direct runoff in the streams and brooks?
- Is it to create jobs or business for construction companies?
- Is it to follow through on a consultant's recommendation in a 100 page report?
- Is it to protect pedestrians from the dump truck traffic from the gravel mining at Pigeon Hill that never happened?
- Is it to destroy one acre of natural habitat?
- Is it to cause basement flooding in homes down stream?
- Is it to cut down the historic 150 year old white oak in front of the nature center that preexisted the creation of Shrub RD?
- Is it to cut down the evergreens along the nature center field planted as seedlings by George Libby the Trail Manager of the Southern Tunxis Trail Crew?
- Is it to cut down dozens of trees that draw up ground water, create shade, create oxygen we breath, consume Carbon Dioxide, and that lessen noise pollution?
- Is it to have more and faster traffic euthanize the wildlife conserved in the nature center, park, and open space?
- Is it to do this project because once you said you are going to do it you cannot stop?

The disadvantages of road widening and sidewalk construction outweigh the advantages:

- 2 Million dollars is an enormous amount of tax payer money that could be better spent on something else. \$1,000 per linear 3 feet seems too expensive.
- Road widening will cause automobiles to drive faster, thus more accidents and noise.
- Cutting back trees will open up the road corridor and will cause automobiles to drive faster, thus more accidents and noise.
- The sidewalk is on the wrong side of the street! The majority of homes are on the South side. Most people will have to cross Shrub RD twice to use the sidewalk to get to their neighbors house. The increased pedestrian crossing of Shrub RD will mean increased pedestrian automobile accidents.
- The road improvements will draw more automobiles that currently prefer other routes thus creating more traffic, thus more accidents and noise.
- The increased traffic will overwhelm the intersections of Shrub RD and Stevens ST with Jerome AVE.
- Pedestrians trying to get from the sidewalk on Shrub RD to the one on the corner of Stevens ST will have to cross Shrub RD as the sidewalk is on the wrong side of the street. This is very dangerous as north bound traffic turning onto Shrub RD does not stop. If a stop sign is added to Jerome AVE to address this then the nearby intersection at Stevens ST will be backed up and not function.
- More automobiles will overshoot the bottom of Shrub RD and go into Copper Mine Brook.
- The improvements will create an additional one acre of impervious surface water that must be retained from direct runoff into Polkville Brook, Freeman Brook, and Copper Mine Brook up to a 100 year flood.
- There is no place in the existing road corridor to impound this much water unless it is buried beneath the roadway or beneath Seymour Park parking lot.
- More and faster traffic along Shrub RD will decrease property values in the Pigeon Hill Neighborhood.
- Per Bristol ordinance property owners adjacent to the sidewalk must repair the concrete when worn or damaged, clear it of brush, leaves, and snow, and shoulder liability for neglect of maintenance. The city can further impose fines, property liens, or excessively bill for repairs.
- Runoff due to poor engineering or exceeding the 100 year flood calculation will worsen home flooding experience

by home owners down stream.

- This project will consume one acre of natural environmental habitat thus decreasing the effective size of a nature center, park, and open space area.

Better alternatives to this construction project:

- Do nothing. Do not do the project.
- Make a bike and pedestrian lane in the roadway along the south side of Shrub RD.
- Put the sidewalk on the south side of Shrub RD where it is safer and makes more sense, and use a permeable material for the sidewalk.
- Calm traffic on Shrub RD by adding stop signs.
- Calm traffic on Shrub RD by adding 3 or 4 Chokers blocking alternate road lanes completely.
- Calm traffic on Shrub RD by making the road narrower.



City of Bristol
 Department of Public Works
 111 North Main Street
 Bristol, Connecticut 06010
 Tel. 860-584-6125
 Fax 860-584-3838

NO.	DATE	COMMENTS

DESIGN BY:
 DRAFTED BY:
 CHECKED BY:
 SCALE: 1" = 30'
 DATE: 6/13/2024
 PROJECT NO.:

**INSTALLATION OF SIDEWALKS ALONG
 SHRUB ROAD**
 Bristol, Connecticut
ROADWAY PLAN

DRAWING NUMBER:
1



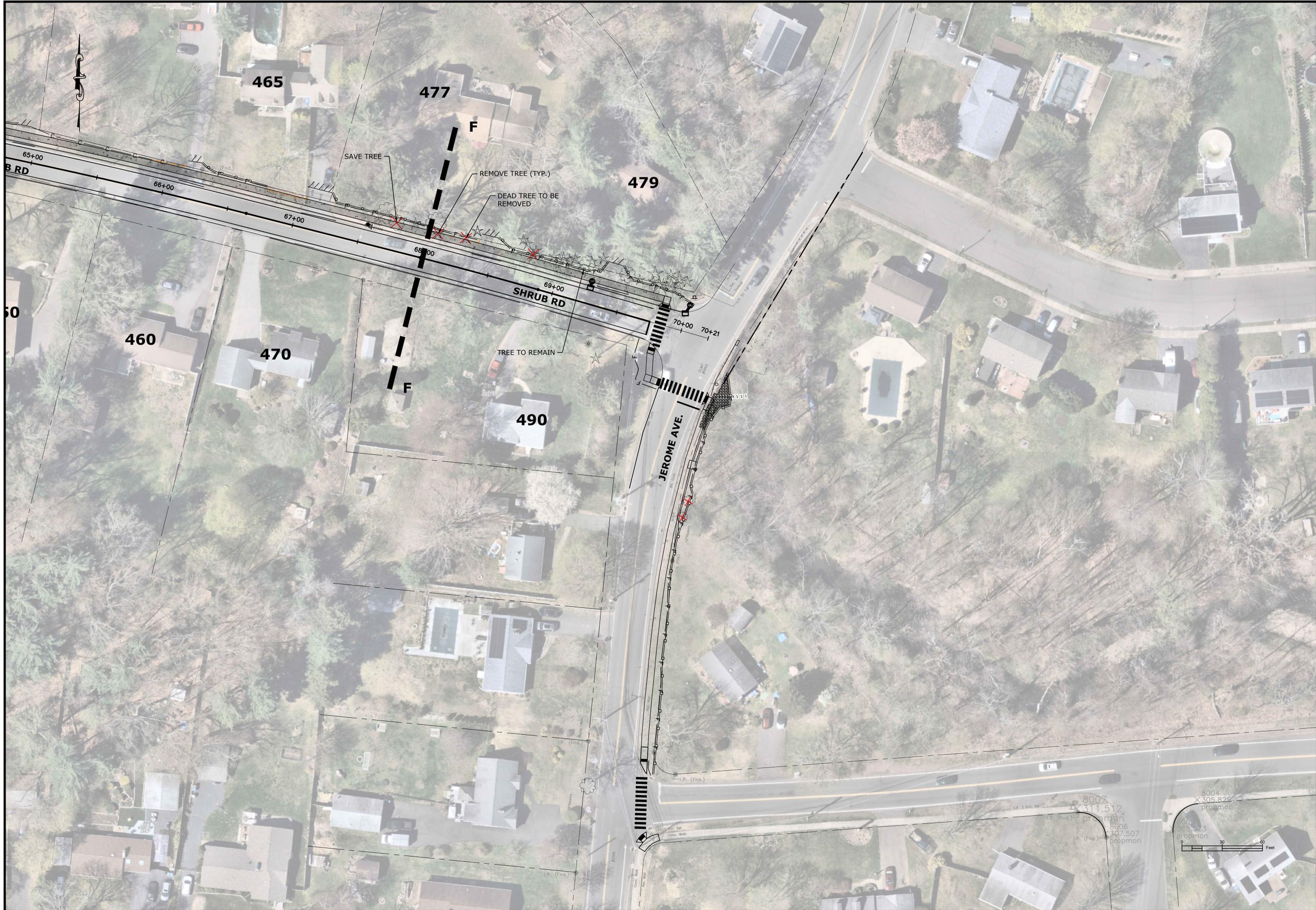
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DESIGN BY:
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 CHECKED BY:
 SCALE: 1" = 30'
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INSTALLATION OF SIDEWALKS ALONG
SHRUB ROAD
 Bristol, Connecticut
ROADWAY PLAN

DRAWING NUMBER:
5



City of Bristol
 Department of Public Works
 111 North Main Street
 Bristol, Connecticut 06010
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 Fax 860-584-3838

NO.	DATE	COMMENTS

DESIGN BY:
 DRAFTED BY:
 CHECKED BY:
 SCALE: 1" = 30'
 DATE: 6/13/2024
 PROJECT NO.:

**INSTALLATION OF SIDEWALKS ALONG
 SHRUB ROAD**
 Bristol, Connecticut
ROADWAY PLAN

DRAWING NUMBER:
7