

CITY OF BRISTOL – DEPARTMENT OF PUBLIC WORKS POLICY

24.13 ROADSIDE BARRIERS WITHIN THE CITY ROADWAY RIGHT OF WAY

1. Policy Name

24.13 Roadside Barriers within the City's Right of Way installed along City roads.

2. Responsible Division and effective date

Engineering Division and Streets Division of the Public Works Department.

3. Rationale or Purpose

In order to improve roadway safety, the Department of Public Works shall, after completing an engineering review of site roadway conditions, install roadside barriers.

Roadside barriers shall only be installed after completing an engineering evaluation, and determining that installation of a barrier is required in accordance with current roadway standards.

In some cases, roadside barriers are considered to be roadway hazards. As a result, the installation and extent of roadside barriers shall be limited to only barriers required to comply with current standards.

4. Policy Statement

All roadside barriers installed within the City's right of way shall comply with the latest editions of the Connecticut Department of Transportation's Highway Design Manual and/or the U.S Department of Transportation Barrier Guide for Low Volume and Low Speed Roads, excepted as noted and supplemented in this policy.

Guiderails should only be installed when necessary to protect vehicles from an adjacent roadside hazard. Guiderails are installed for the purpose of guiding an errant vehicle back into the roadway and away from a roadside hazard. Guiderails installed for other purposes that are within a roadway clear zone, could constitute a roadside lateral hazard themselves, and as such should not be installed.

All existing roadside barriers not in compliance with this policy shall be removed based on an engineering review and evaluation.

Installation of a roadside barrier shall be limited to CT DOT Metal Beam Rail system. Use of three cable posts and Merritt Parkway roadside barriers shall be prohibited.

Only approved end anchors Type 1 and 2 shall be permitted, unless otherwise approved by the Director of Public Works. Use of bull nose end treatments shall be prohibited on the leading (approach) side of traffic.

5. Scope/Items

- 5.1 **Metal Beam Rail System** – Installation of a roadside barrier along City streets shall consist primarily of metal RBMash rail approved by CT DOT. All metal rail shall be hot dipped galvanized. Installation of self-rusting rail requires the approval of the Board of Public Works, and shall only be installed in rural areas of the City. Curbing, if required for the purpose of controlling roadway storm water runoff, shall be installed within 12-inches of the face of curb. When possible, curbing along roadside barriers shall be installed at a height of 4 inches.
- 5.2 **Existing Three Cable Post Roadside Barrier:** Current existing three cable & post roadside barriers shall remain in place, pending evaluation by the Department of Public Works. However, the long-term goal of the Department of Public Works shall be to replace three cable and post barriers with RBMash Metal Rail barrier.
- 5.3 **Merritt Parkway Roadside Barrier** (metal with wood facing): The Merritt Parkway roadside barrier does not have an approved end treatment, and is primarily used for aesthetic purposes in rural areas. In order to maintain consistency throughout the City and eliminate special treatment for individual properties, the installation of Merritt Parkway Roadside barrier shall be prohibited.
- 5.4 **Roadside Barrier End Treatments:** Approved roadside end treatments shall be limited to CT DOT approved Type 1 (25 ft long) and 2 (12.5 ft long) end treatments. Installation of nose or blunt end treatments shall be prohibited, unless approved by the Director of Public Works or City Engineer.

Due to the requirement of Type 1 and 2 end treatments with termination radius, proper installation may require City acquisition of easements on private property to install end treatment outside the right of way. The Department of Public Works shall negotiate required easements, investigate all available options to limit acquisitions of easements, and offer fair market value for acquisition of required easements. However, if a roadway barrier is required for roadway safety, it shall be the policy of the Board of Public Works to pursue the acquisition of the required easement through condemnation.

- 5.5 **Barrier Warrants:** The need for any and all roadside barriers shall be determined based on the warrants defined and specified in the Connecticut Department of Transportation design manual. The length of the roadside barrier shall be limited to engineering determination, required in accordance with the Connecticut Department of Transportation highway design manual.
- 5.6 **City Repair Cost:** Roadside barriers are classified as a City asset, managed by the Department of Public Works. As such, the Department shall arrange for the repair of all required roadside barriers along City roads in a timely manner. The City shall pursue repair costs from all insured vehicle operators who damage City roadside barriers.
- 5.7 **Barriers to Protect Private Property:** The primary purpose of roadside barriers are to prevent vehicles from leaving roadway clear zone areas, protecting vehicles from hazards within the clear zone. Consideration of roadside barriers to protect private property outside the roadway clear zone will be considered by the Department of Public Works in

consultation with Bristol Police Department. However, no roadside barriers shall be installed to protect private property more than 30 ft from the roadway pavement.

5.8 **Roadside Barrier Screening:** The City does not provide vegetation or fencing to screen the back side of roadside barriers installed within the City's right of way. The City will provide landscaping (if requested by the property owner) for the screening of end treatments installed on private property.

5.9 **Temporary Road Closure:** Road barriers installed for temporary road closures are not subject to the provisions of this policy, however, construction road closures shall be installed in accordance with Federal Highway Administration standards.

6. Definitions

N/A

7. Approval authority: Board of Public Works

The Board of Public Works reserves the right to waive or amend individual components of this policy on an as needed basis.

8. **Approved date:** _____

9. **Review cycle:** Every five years