AGENDA
TOWN COUNCIL
Tuesday, September 2, 2025
7:00 PM
Town Council Chambers, 505 Silas Deane Highway

A. Pledge of Allegiance

B. Recording of Attendance by Town Clerk

Presentations

Proclamation - Doogie Sandtiger 'Croc King'
Doogie Sandtiger Croc King.docx

Goff Brook Dam Assessments Presentation

Police Department Activity Report

C. Hearings

D. Public Comment

E. Council Reports

F. Council Comments

G. Town Manager's Report

H. Town Clerk Communications

1. Strategic Plan Quarterly Report
   For information only. No action required.
   Strategic Plan FY25 Quarter 4 Report 2025-08-27.pdf

I. Bids

1. Contract Award to Implement the Approved Town of Wethersfield - Automatic Traffic Enforcement Safety Devices Plan
   Recommended Motion: To award a contract to Sitestream LLC., for the installation, maintenance, and related services necessary to implement the approved Town of Wethersfield - Automatic Traffic Enforcement Safety Devices Plan and to authorize the Town Manager to execute any documents to complete the implementation.
   Sitestream Presentation to Wethersfield CT.pdf
   Wethersfield ATESD Plan - Approved 7-15-25 (2).pdf
   CRCOG-RFQ-ATESD-Prequalified-Vendor-List-2024 (2).pdf

J. Consent Agenda

1. Minutes for Approval
   Motion to approve Town Council Regular Meeting Minutes dated August 18, 2025.
   2025-08-18 Minutes (unapproved).pdf

K. Approval of Ordinances and Resolutions

L. Unfinished Business

1. Adoption of the Contract for the Council 4 AFSCME 1303-40 (Physical Services) Union (Tabled 8/18/2025)
   Recommended Motion: Motion to approve the Council 4 AFSCME 1303-40 (Physical Services) Union Contract effective July 1, 2025 - June 30, 2028.
   Highlights of 1303-40 Contract 2025.docx

M. New Business

N. Ordinances and Resolutions for Introduction

1. R25-013 Resolution for Vision Zero Policy Adoption
   For introduction only.
   Vision Zero Resolution 8.27.25_Final.pdf

O. Public Comment

P. Council Comments

Q. Executive Session

R. Adjourn

Meeting Viewing Options
Town Council Livestream
COX channel 16 or Frontier channel 1601
WGTV YouTube Channel - Closed Captioning Available Here

TOWN COUNCIL AGENDA ITEM
Proclamation - Doogie Sandtiger 'Croc King'

DATE: September 2, 2025

DEPARTMENT: Town Clerk

REQUESTED BY: Mayor Lesser

ITEM: Proclamation - Doogie Sandtiger 'Croc King'

ITEM DESCRIPTION:
Please see attached.

TOWN BID/RFP#: **STATE CONTRACT #:**

BID/RFP DATE: **TERM:**

RENEWALS: **TERMS OF RENEWAL:**

COST: **BUDGET SOURCE/AMOUNT:**

JUSTIFICATION:

IMPACT IF NOT APPROVED:

DEPARTMENT HEAD COMMENTS:

TOWN MANAGER COMMENTS:

ACTION REQUIRED:

ATTACHMENTS:
Doogie Sandtiger Croc King.docx

Proclamation
In Celebration of Doogie Lish Sandtiger

WHEREAS, Wethersfield native **Doogie Sandtiger**, also known as 'Croc King', will have his collection of Crocs footwear recognized in the "2026 Guinness Book of World Records"; and

WHEREAS, Doogie currently has Crocs in all shapes, sizes, themes and colors, at last count – over 3,800 pairs; and

WHEREAS, in addition to collecting and displaying Crocs, Doogie is a Social Worker for the Connecticut Department of Children and Families; and

WHEREAS, Doogie began collecting Crocs as a teenager because he grew up in the foster care system and didn't know how to tie his shoes. His love for Crocs stems from a desire to be authentic and comfortable, as well as a personal connection to the brand's "Come as you are" motto. Doggie had faced bullying for wearing Velcro shoes before discovering Crocs.

NOW THEREFORE, on behalf of the Town Council**,** I, Ken Lesser, Mayor of the Town of Wethersfield, do hereby congratulate Doogie Sandtiger on his accomplishments and his service to the greater community. In his words, "[His Crocs collection] bridges that gap between all generations and people from all walks of life, it doesn't matter who you are."

IN WITNESS WHEREOF, I hereunto set my hand and cause the Seal of the Town of Wethersfield to be affixed this 2nd day of September, 2025.

_____

Ken Lesser, Mayor

TOWN COUNCIL AGENDA ITEM
Goff Brook Dam Assessments Presentation

DATE: September 2, 2025

DEPARTMENT: Engineering

REQUESTED BY: Derrick Gregor, Town Engineer

ITEM: Goff Brook Dam Assessments Presentation

ITEM DESCRIPTION:
The Town's consultant, GZA GeoEnvironmental Inc., will present the results of their hazard classification assessments for seven Town-owned dams located along Goff Brook.

TOWN BID/RFP#: **STATE CONTRACT #:**

BID/RFP DATE: **TERM:**

RENEWALS: **TERMS OF RENEWAL:**

COST: **BUDGET SOURCE/AMOUNT:**

JUSTIFICATION:

IMPACT IF NOT APPROVED:

DEPARTMENT HEAD COMMENTS:

TOWN MANAGER COMMENTS:

ACTION REQUIRED:

TOWN COUNCIL AGENDA ITEM
Police Department Activity Report

DATE: September 2, 2025

DEPARTMENT: Police Department

REQUESTED BY: Town Council

ITEM: Police Department Activity Report

ITEM DESCRIPTION:
Bi-monthly police activity update.

TOWN BID/RFP#: **STATE CONTRACT #:**

BID/RFP DATE: **TERM:**

RENEWALS: **TERMS OF RENEWAL:**

COST: **BUDGET SOURCE/AMOUNT:**

JUSTIFICATION:

IMPACT IF NOT APPROVED:

DEPARTMENT HEAD COMMENTS:

TOWN MANAGER COMMENTS:

ACTION REQUIRED:

AGENDA ITEM NO. H.1

TOWN COUNCIL AGENDA ITEM
Strategic Plan Quarterly Report

DATE: September 2, 2025

DEPARTMENT: Capital & Strategic Initiatives

REQUESTED BY: Town Council

ITEM: Strategic Plan Quarterly Report

ITEM DESCRIPTION:
FY25 Quarter 4 Strategic Plan Update

TOWN BID/RFP#: **STATE CONTRACT #:**

BID/RFP DATE: **TERM:**

RENEWALS: **TERMS OF RENEWAL:**

COST: **BUDGET SOURCE/AMOUNT:**

JUSTIFICATION:

IMPACT IF NOT APPROVED:

DEPARTMENT HEAD COMMENTS:

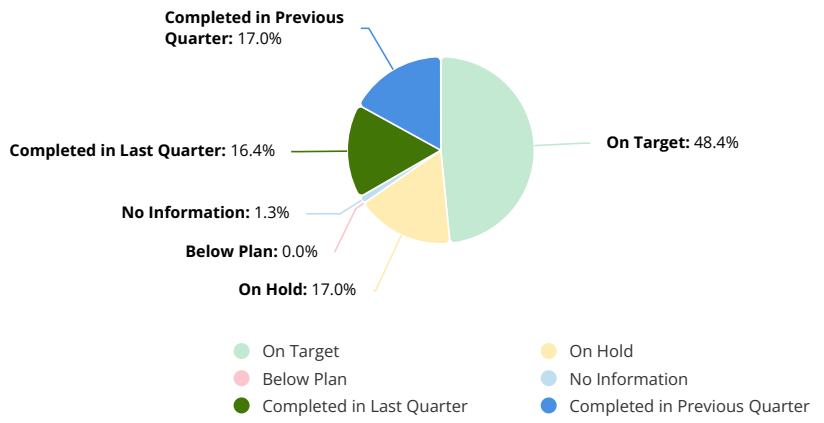
TOWN MANAGER COMMENTS:

ACTION REQUIRED:
For information only. No action required.

ATTACHMENTS:
Strategic Plan FY25 Quarter 4 Report 2025-08-27.pdf

Council Report
Town of Wethersfield

Action Item Status Snapshot
Action Item Status Snapshot



Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
OBJECTIVES **Improve Town Website** Community Cohesion and Vibrancy						
Redesign Town website Community Cohesion and Vibrancy	8/1/23	9/30/25	The new website has launched. There are still some minor changes to be made and regular maintenance.	High	High	High
OBJECTIVES **Create and Implement a Robust Communication Plan** Community Cohesion and Vibrancy						
Create templates and update processes for PSAs for different campaigns Community Cohesion and Vibrancy	5/1/24	12/31/25	PSA's are still in the works but templates are created and defined - no change from last quarter.	Medium	Medium	Medium

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Promote and educate the public on Town services Community Cohesion and Vibrancy	2/27/24	7/31/26	Templates are available for posting about services. There are primary services that are promoted, but not currently all services are spoken to. More information is expected to be rolled out on the website.	Low	Medium	Medium
Identify the basis of a Public Works education campaign Community Cohesion and Vibrancy	2/27/24	12/31/25	Waiting for the Collection seasons to arrive and create PSA's based on their work.	Low	Medium	Medium
~~Hire a Communication Manager/Director~~ Community Cohesion and Vibrancy	2/27/24	7/31/24		Medium	Medium	Medium
Educate the Community that Bonding can be Beneficial for Community Community Cohesion and Vibrancy	2/27/24	12/31/26	No solidified plan in place, but community engagement and interaction are encouraged on social media and in participation at town events. - still on track in same status.	Low	Medium	Low
~~Create social media posting processes and templates~~ Community Cohesion and Vibrancy	5/1/24	6/30/25	Templates and processes have been created and defined. Will adjust as needed but our brand has been defined on social media.	Medium	Medium	Medium
Increase Social Media Presence Community Cohesion and Vibrancy	7/1/24	12/31/34	Facebook followers and engagement has gone up by 1K followers. During the quarter engagement has increased by 35%. Instagram followers increased by 100 and engagement is up 49%. LinkedIn is increasing with job postings. We will be introducing TIKTOK next quarter.	Low	High	Medium
OBJECTIVES **Break Up Psychological and Physical Divide across the Silas-Deane Highway** Community Cohesion and Vibrancy						
Fund and complete safety and planning study of the Silas Deane Highway Community Cohesion and Vibrancy	5/1/23	12/31/27	Held Kick off Meeting with Selected consultant, prepared FHWA qtrly reports, updated scope of work and draft agreement with selected consultant.	High	Medium	High
~~Expand activities and community events beyond Old Wethersfield~~ Community Cohesion and Vibrancy	2/27/24	3/23/25		Low	Medium	Low

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Complete planning study of the Berlin Turnpike Community Cohesion and Vibrancy	1/1/24	12/31/27	This project is currently On Hold. Funding received through the RAISE grant is federal in nature and is currently being held.	Medium	Low	Medium
OBJECTIVES **Highlight the Diversity We Have and Make Town Events More Diverse** Community Cohesion and Vibrancy						
Add additional holiday programming in addition to Christmas to promote diversity Community Cohesion and Vibrancy	1/1/24	12/31/26	Director of Parks & Rec will be invited to Tourism & Cultural Commission meetings where this topic is discussed along with America250 planning.	Medium	Medium	Medium
~~**Begin monthly Council proclamations for months to celebrate diversity**~~ Community Cohesion and Vibrancy	5/1/24	6/30/25	During the Town Council meeting held on June 2, 2025, a proclamation was made for Pride Month. During the Town Council meeting held on May 5, 2025, two proclamations were issued: one recognizing Apraxia Awareness Day on May 14 and another recognizing Bike and Walk Month.	Low	Low	Low
OBJECTIVES **Beautification, Recognition & Community Programs** Community Cohesion and Vibrancy						
~~**Re-engage 501c3 organizations, businesses and schools to invest in community development and beautification**~~ Community Cohesion and Vibrancy	2/1/24	7/1/24		Medium	Medium	Medium
~~**Hold initial meeting to coordinate with beautification groups to improve common areas**~~ Community Cohesion and Vibrancy	1/1/24	12/25/24	During the spring, Town staff met with the Beautification Trust and the Wethersfield Garden Club and coordinated planter maintenance.	Low	Low	Low
FY25 Support a Chamber of Commerce "Welcome Wagon Initiative" Community Cohesion and Vibrancy	7/1/24	7/31/25	In July we will be providing Chamber with an additional box of 50 Calendars and QR Code business cards for both Historic Wethersfield & The Great Elm to include in their new Welcome Box initiative.	Medium	Medium	Medium

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
~~FY25 Support a citizen recognition program~~ Community Cohesion and Vibrancy	7/1/24	6/30/25	The Citizen Recognition Awards were presented during the January 21, 2025 Town Council Meeting. Mayor Lesser shared some background on the awards and the decision-making committee. He then announced the Key to the Town is awarded to Lee Kuckro. He recognized Mr. Kuckro for his, and wife Ann's, contributions to the Town of Wethersfield, including their leadership and dedication toward historic revitalization and preservation. Mayor Lesser presented the Spirit of Wethersfield Award honoring Robert Sharkevich, Sr., known as Sharkey. He recognized Robert's dedication, service and selflessness, that inspired all who knew him. He was the embodiment of this spirit award, putting others before himself. He is a true hero and role model; his spirit will always remain a part of the fabric of this Town.	Low	Low	Low
Reach out to BOE to engage high school students in volunteer opportunities Community Cohesion and Vibrancy	2/27/24	12/31/34	Plan to meet with new Superintendent of Schools as well as Mark Danaher during the summer to plan for 25-26 school year collaboration.	High	High	High
Frank Weston Rose Garden Redevelopment Community Cohesion and Vibrancy	3/15/24	6/30/26	In July of 2024 the Town hired a consultant to design the overall project. During FY25 Q4, staff worked through final design and engineering specs for the project. A public information session was held about the project at the Wethersfield Library. The RFP for the hardscape, drainage, and irrigation installation was posted in June.	High	High	High
Have annual business recognition event (Salute to Business) for FY25 Community Cohesion and Vibrancy	7/1/24	10/31/25	Event is scheduled for October 8, 2025. EDIC is in process of selecting and then notifying award recipients and staff will coordinate program, awards etc. and include recognitions from Tourism & Cultural Commission.	High	High	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Obtain Sustainable CT recertification Community Cohesion and Vibrancy	7/1/24	6/30/26	Due to recent staff changes this project has been on hold.	Low	Medium	Low
OBJECTIVES **Partner with nonprofits/community organizations to support community programs** Community Cohesion and Vibrancy						
~~FY25 Continue partnership with Keane Foundation for afterschool programs~~ Community Cohesion and Vibrancy	7/1/23	6/30/25	Spring 2025 saw the Keane Afterschool Enrichment Programming offer 23 afterschool programs at all 5 elementary schools. A total of 328 students were enrolled and participated in these programs. The Keane Afterschool Enrichment Programs will continue to operate in the 2025-2026 school year, with support from the Keane Foundation. ARPA funding for the programs has been completed.	Medium	Medium	Low
OBJECTIVES **Improve Property Maintenance on Public and Private Gateways** Public Facilities and Infrastructure						
Create a unified Town wayfinding system and consistent gateways Public Facilities and Infrastructure	2/27/24	12/31/25	Town staff updated GIS software to newest version to allow for visualization and location inventory interoperability.	Medium	Medium	Medium
OBJECTIVES **Establish a Facilities and Infrastructure Assessment on Current Use and Future Needs** Public Facilities and Infrastructure						
Conduct a space assessment of Town Hall Public Facilities and Infrastructure	1/1/25	12/31/26	On Hold due to funding.	Medium	High	High
Complete the Mill Woods Master Plan Public Facilities and Infrastructure	8/1/24	12/31/25	Staff have been working with KBA to revise the updated Mill Woods Master Plan.	High	Medium	Medium
OBJECTIVES **Renovate/Build Facilities for Efficiency, Aesthetics, Structure, Safety and Purpose** Public Facilities and Infrastructure						

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Old Academy interior building renovation (30634) Public Facilities and Infrastructure	2/1/24	12/31/28	During the 4th quarter the consulting firm took measurements of the building in order to develop current condition drawings since none existed. An inventory of current furniture was also taken and schematic design concepts are being developed.	High	High	High
~~Replace Police Department HVAC (30547)~~ Public Facilities and Infrastructure	10/16/23	6/30/26	Chiller has been replaced.	High	High	High
Solomon Wells Exterior House Repairs (30444) Public Facilities and Infrastructure	7/1/17	12/31/27	On Hold due to funding. Preliminary discussions have begun regarding the overall usage of the building	High	Medium	High
Tree Replacement (30635) Public Facilities and Infrastructure	10/16/23	12/31/26	Tree replacement and maintenance are ongoing with the Tree Warden. Spring planting are complete.	Medium	Medium	Medium
Replace Silas Deane Middle School chiller and air handler units Public Facilities and Infrastructure	11/1/23	6/30/26	The project is progressing. The contract was awarded to All State Construction, as approved by the Town Council during the April 7th meeting, and is currently in preconstruction activities. Town Council allocated Capital Reserve Funds for the project as approved in the June 2nd meeting.	High	High	High
Library redesign project Public Facilities and Infrastructure	8/1/23	6/30/26	Staff has been working diligently with the architect to move through design selections for the project with the Building Committee. Staff drafted the Construction Manager RFP and will be posting the bid documents early in FY26 - Q1 for solicitation. 100% complete construction documents and specs were completed during this quarter and will be posted as part of the bid documents for the CM.	High	High	High
Renovate the William J. Pitkin Community Center Public Facilities and Infrastructure	5/1/24	12/31/29	Staff received proposed redesign plans regarding the feasibility study for the Community Center. A Community Investment Fund planning application for an addition was submitted at the end of June.	High	High	High
Town Hall/Library 4 season unit (30326) Public Facilities and Infrastructure	7/1/24	7/31/24	The project is currently On Hold pending Energy Service Company review.	Medium	Medium	Medium

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Entirety of Highcrest roof replacement (30910) Public Facilities and Infrastructure	7/1/24	7/31/30	The project is moving forward. A purchase order has been issued to retain Imperial Roofing through the Town contract with Omnia to replace section C of the Highcrest Elementary School roof. This is the final roof section to be completed.	High	Medium	High
Town Hall/Library cooling tower - Architectural/ Engineering drawings & estimate for TH chiller (30317) Public Facilities and Infrastructure	7/1/23	7/31/26		Medium	Low	Medium
~~**Fire House 2 south stair removal**~~ Public Facilities and Infrastructure	5/1/24	5/31/24	Completed in May 2024.	Low	Medium	Low
Physical Services facility code upgrades for female showers and sleeping quarters (30637) Public Facilities and Infrastructure	7/1/24	9/30/25	Project is expected to be completed end of August 2025. Fit out work has been completed, and a unit is in delivery.	High	Medium	Medium
~~**Greenfield Park - Playground Equip (30452)**~~ Public Facilities and Infrastructure	7/1/18	6/30/25	The project was completed this quarter.	Low	Low	Medium
Cove Park Entrance Improvements (30454) Public Facilities and Infrastructure	7/1/24	12/31/25	The RFP was issued and a contractor was awarded for the project. Construction began in June with an anticipated completion date of July 2025.	Medium	High	Medium
Millwoods Park Parking Lot Repair (30446) Public Facilities and Infrastructure	7/1/16	12/31/27	On hold until the Mill Woods Master Plan is developed.	Medium	High	Medium
~~**Nature Center ADA Ramp Repair Phase 1 (30476)**~~ Public Facilities and Infrastructure	3/1/24	12/31/24		High	Medium	Medium
~~**ARPA WHS Softball Field Improvements (30467)**~~ Public Facilities and Infrastructure	7/1/22	3/15/23	Dugouts, scoreboard, and power to the backstop completed in March 2023.	Medium	Medium	Medium

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
~~ARPA WHS Baseball Field Improvements (30468)~~ Public Facilities and Infrastructure	5/1/23	7/31/23	Retainage was just released. Work was to replace the infield and was completed summer 2023.	Medium	Medium	Medium
~~ARPA WHS Field-Press Box Improvements (30472)~~ Public Facilities and Infrastructure	10/1/23	11/30/25	The remainder of the ARPA WHS Field Press Box Improvements project was completed in December. Hartford Fence was hired to install the perimeter fence and gates on Cottone Field. Cost of the project was $61,456. Other projects that were completed as part of this ARPA project were installation of the stairs to access the WHS Cottone press box roof and installation of fence on press box roof; purchase of lumber to repair stairs and flooring of the Esposito press box; and overages from the ARPA WHS Softball Field project.	Medium	Medium	Medium
~~ARPA playground repair & improvements (30473 & 30466)~~ Public Facilities and Infrastructure	5/1/23	9/30/25	The playscape at Greenfield playground has been completed. The remainder of funding has now been used.	Medium	Low	Medium
Emerson Williams Playground (30479) Public Facilities and Infrastructure	7/1/24	8/29/25	Drainage repair work was completed in June. The remainder of the project is expected to be completed in July.	Medium	Low	Medium
Cove Warehouse Restoration Public Facilities and Infrastructure	11/1/23	12/31/27	Staff submitted a funding request request through a Congressional Directed Spending opportunity and are waiting to hear back.	High	High	High
Old Academy cupola restoration/reconstruction (30634) Public Facilities and Infrastructure	5/1/23	12/31/25	A great deal of progress on the project has taken place during FY25-Q4. Numerous pieces were milled/created to replace broken and rotten portions of the cupola. Additionally, the "ceiling" was replaced/restored. It was found that a nest of vermin were living in it, which was properly cleaned out and addressed. Staff also visited the workshop and spoke with restoration specialists regarding the project in June.	Medium	Medium	Medium

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
~~Old Academy roof replacement and chimney repairs~~ Public Facilities and Infrastructure	4/1/23	5/31/24		High	Low	High
~~Renovate the T-Ball field on the Broad Street Green~~ Public Facilities and Infrastructure	9/9/24	6/30/25	The project itself was completed in April and the field was dedicated in June.	Medium	Medium	Medium
Replace Mill Woods Pool filters (Urban Act Grant) (30471) Public Facilities and Infrastructure	4/1/24	6/30/26	The pool filters have arrived. Install is estimated to take place in Fall 2025.	Medium	Medium	Medium
~~Design and install bocce court lights (Urban Act)~~ Public Facilities and Infrastructure	4/1/23	12/31/26	The bocce ball project was completed in June 2025 prior to start of the bocce season, which began on June 19. The courts were also updated as part of this project in addition to the new lighting installation.	Medium	Medium	Medium
Renovate Classic Little League Field (Urban Act Grant) Public Facilities and Infrastructure	4/1/23	12/31/25	The RFP was issued in June 2025 and is expected to be awarded in July.	Medium	Medium	Medium
~~Update flooring and Paint in Pitkin Community Center Lobby~~ Public Facilities and Infrastructure	1/1/25	7/31/25	This project was completed in Q4.	Medium	Medium	Medium
Develop plans for a new pickleball court and construct the court Public Facilities and Infrastructure	4/1/24	6/30/26	Consultants surveyed the proposed location. It was determined by the survey results that the original proposed location is not optimal. Other locations are being assessed .The geotech survey was completed in June for a proposed new location.	Medium	Medium	Medium
OBJECTIVES Modernize Technology and Security Public Facilities and Infrastructure						

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
~~Upgrades to Town Council Chamber- Phase I~~ Public Facilities and Infrastructure	11/27/23	11/10/24	Phase 1 has been completed by vendor Valley Communications. Implemented new TriCaster system that records, streams, and plays videos 24/7 on Cox Channel 16. All 3 cameras were replaced along with a microphone managing system.	High	Medium	High
Upgrades to Town Council Chambers - Phase II Public Facilities and Infrastructure	11/11/24	6/30/27	Project is currently on Hold pending Town Council review and approval of appropriations. Quotes have been received from supplier, Valley.	Medium	Medium	Medium
OBJECTIVES Leverage multi-town and regional shared services Public Facilities and Infrastructure						
Inquire on the feasibility of a regional stormwater utility with CRCOG Public Facilities and Infrastructure	2/27/24	12/31/26	CRCOG has hired a consultant to review options and feasibility for the region. CRCOG has recently circulated a survey to gauge residential interest/ understanding in such a utility.	Low	High	High
Work with CRCOG regarding opportunities for waste collection and disposal services Public Facilities and Infrastructure	5/1/24	12/1/28	Wethersfield was not awarded the Materials Management and Infrastructure grant award. The Solid Waste Infrastructure for Recycling Grant program award is expected to be announced in December 2025.	High	High	High
OBJECTIVES Improve municipal transportation infrastructure Public Facilities and Infrastructure						
Straddle Hill Rd Area Settlement (30133 & 30140) Public Facilities and Infrastructure	4/1/25	11/30/25	Construction has begun and is ongoing.	High	High	High
DEEP Recreational Trails Grant - Hartford to Wethersfield Study (30234) Public Facilities and Infrastructure	9/1/23	12/31/25	A final write-up for the study is expected to be received during the next quarter.	Medium	Medium	Medium

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Wethersfield Infrastructure Improvements (Urban Act/ DECD - 30332) Public Facilities and Infrastructure	3/1/22	12/31/26	Staff has received approval from DECD to use remaining funding for other needs. Project scope, schedules and budgets have been development with 100% of the funds obligated. Staff is working through reimbursement for completed portions of the project.	Medium	High	High
ARPA Traffic Sign Inventory (30139) Public Facilities and Infrastructure	7/1/24	12/31/25	Scope was expanded to include retroreflectivity of critical signs, which is ongoing.	High	High	High
Transportation Alternatives Safe Routes to School Sidewalk Gap Closures and ADA Accessibility Project Public Facilities and Infrastructure	4/1/24	12/31/30	Staff was notified that funding is available now and contracting and design can be pursued. Staff is currently working through contracting for funding with the State.	Medium	Medium	High
LOTCIP Main St Recon & Safety Phases 1 & 2 (#L159-0005 & 0006, 30147 & TBD) Public Facilities and Infrastructure	2/1/23	12/31/27	Staff is awaiting final award of Phase 2 funding and is drafting a RFP for consultant design services.	High	High	High
LoCIP Dix Rd Reconstruction (30146) Public Facilities and Infrastructure	7/1/16	12/31/27	On Hold pending other priorities.	High	High	High
LOTCIP Project Great Meadow Rd Bike/Ped Improvements (Phase 1 & Phase 2: #L159-0003 & 0004) Public Facilities and Infrastructure	5/1/20	7/1/26	Final bid documents are substantially complete. Waiting on final electrical design for lighting.	Medium	High	High
161-215 Main St Parking Lot Improvements Phase 1 Public Facilities and Infrastructure	7/1/22	12/31/27	Project is On Hold until agreements with private property owners can be obtained.	High	High	High
Cove Park Heritage Way Trail Improvements Public Facilities and Infrastructure	9/1/23	1/1/28	On Hold due to lack of funding. Staff is reviewing grant opportunities to submit the construction portion of the project to.	Medium	Medium	Medium
2025 Annual Paving Program Public Facilities and Infrastructure	1/1/25	12/31/25	Planning for the fall program has begun.	High	High	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
~~2025 Annual Pavement Preservation Program (Roads)~~ Public Facilities and Infrastructure	1/1/25	12/31/25	Pavement preservation program is complete.	High	Medium	High
2025 Annual Pavement Marking Program Public Facilities and Infrastructure	1/1/24	12/31/25	2025 Program is underway.	High	Medium	High
2025 Annual Sidewalk Construction and Repair Program Public Facilities and Infrastructure	1/1/24	6/30/35	2025 Program is underway.	High	High	High
Cove Road Stabilization Improvements (30145) Public Facilities and Infrastructure	7/1/24	6/30/26	Survey work to be scheduled.	Medium	Medium	High
581-601 Silas Deane Hwy Parking Lot Reconstruction (Christ the King Church, 30638) Public Facilities and Infrastructure	7/1/24	12/31/26	Phase 1 drainage construction is expected during 2025 with remaining parking lot reconstruction work in 2026.	Medium	Medium	Medium
~~LOTCIP WHR Reconstruction from Jordan Ln to Victoria Rd (Project #L159-0002)~~ Public Facilities and Infrastructure	7/1/20	12/31/24		Low	Low	High
Old Wethersfield Safety Improvements (CCGP & Urban Act) Public Facilities and Infrastructure	1/1/22	6/30/25	DECD is reviewing final closeout paperwork.	Low	Low	Low
~~On-Call Construction Services Contract~~ Public Facilities and Infrastructure	1/1/24	12/31/24	Contract has been awarded to general paving.	High	Medium	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
CTDOT Project Coordination Public Facilities and Infrastructure	7/1/23	6/30/33	**DOT/GWRR to repair pavement profile at Welles Rd crossing and complete Jordan Ln and Hartford Ave crossing replacement:** Project has been completed. **Rte 5/15 Bridges over SDH, Hartford Ave & McMullen Ave (3159-0193):** Meeting with staff will take place on 7/1/25. **Putnam Bridge Rehabilitation (#053-0199)**: DOT expects that bridge deck and other surface repairs will be completed in 2026 and 2027. **Horizontal Curve Warning Signs on Local Roads (#171-0472)**: DOT expects that these improvements at curves along Marsh St and Griswold Rd will be completed in 2025. **Signage and Pavement Markings at Intersections (#171-0488)**: DOT expects that these improvements in various areas will be completed in 2025. **SDH Signal Project (#118-0187)**: DOT has begun working on preparation work at impacted intersections. Installation of new mast arm poles and signals is estimated for 2026. **Prospect St & Wolcott Hill Rd/Griswold Rd (#171-0493)**: DOT expects that these improvements will be completed in 2025 or 2026. **Jordan Ln & Ridge Rd (#171-0471)**: Traffic signal and pedestrian safety improvements are being designed. DOT expects that these improvements will be completed in 2025 or 2026. **Exit 24 Silas Deane Hwy Ramp Improvements**: DOT held meetings with staff and the public to discuss preliminary design. Construction anticipated in 2026 and 2027. **5/15 Bridge Over Berlin Turnpike**: DOT held meetings with staff to discuss preliminary design and public meetings will be scheduled. Construction anticipated in 2026 and 2027.	Low	Low	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Complete Streets reporting development Public Facilities and Infrastructure	7/1/24	6/30/25	On Hold due to other priorities.	Low	Medium	Low
Replace Traffic Signs (30107) Public Facilities and Infrastructure	4/1/25	6/30/27	On Hold until Traffic Sign Inventory (30139) is completed.	High	Medium	High
OBJECTIVES **Improve municipal dam, drainage, culvert and bridge infrastructure** Public Facilities and Infrastructure						
Bell Pond Dam Rehabilitation (30030 Town funds, 30048 State funds) Public Facilities and Infrastructure	4/1/21	12/31/26	Preliminary design is complete. Staff is waiting for direction from DEEP. Additional funding may be required.	High	High	High
Spring St Pond Park & Dam Improvements (30043) Public Facilities and Infrastructure	7/21/20	8/30/28	A project kick-off meeting was held this quarter. Delineation flagging is a top priority to move forward and has been started. A timeline for the project has also been developed. The Master Plan for Spring Street pond will be worked on as well.	High	Medium	High
Town Bridge/Culvert Inspections Phases 1 & 2 (30044) Public Facilities and Infrastructure	2/1/20	12/31/26	Completed first round of inspections on culverts and bridges. Second round not yet scheduled - Not currently a high priority. $30,000 is also required for the inspection and only $14,000 is currently available.	Low	Low	Low
Coppermill Rd Culvert Replacement (30047) Public Facilities and Infrastructure	7/1/24	7/31/25	On Hold due to other priorities.	Medium	High	High
Miscellaneous Drainage Improvements - 291 Silas Deane Highway (30052) Public Facilities and Infrastructure	7/1/25	6/30/27	Waiting for DOT response on preliminary design.	High	High	High
Miscellaneous Drainage Improvements - Cloverdale Circ./Springdale/Sunset (30052) Public Facilities and Infrastructure	7/1/25	6/30/27	On Hold - No funding allocated to project. Study has been completed.	High	High	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Miscellaneous Drainage Improvements - 39 Stockingmill Rd (30052) Public Facilities and Infrastructure	7/1/25	6/30/27	On Hold due to other priorities.	High	High	High
~~**Town Dam Repairs - Mill Woods Park Dam Repair Project (30049-ARPA & 30046)**~~ Public Facilities and Infrastructure	7/1/21	12/31/24		Medium	Medium	Medium
Goff Brook Dams Hazard Class Assessments (30050 ARPA) Public Facilities and Infrastructure	4/1/24	12/31/25	The analysis is substantially complete. Final QA/QC checks are ongoing.	High	Medium	Medium
DEEP Municipal Separate Storm Sewer (MS4) Permit (30020) Public Facilities and Infrastructure	7/1/17	6/30/27	2025 annual report has been submitted to DEEP. DiCoccio Brothers is conducting drainage system cleaning.	Medium	Medium	Medium
OBJECTIVES **Support Other Infrastructure Updates and External Agency and Developer Projects** Public Facilities and Infrastructure						
Utility Project Coordination Public Facilities and Infrastructure	1/1/23	12/31/33	**MDC Goodrich Dr Area Water Main**: Watermain installation and sanitary sewer inspections are complete. We expect that MDC will be paving neighborhood as a joint project with CNG later this year. **MDC Silas Deane Highway Watermain Project**: Construction is underway. **CNG Goodrich Dr Area GM**: Final paving by MDC & CNG anticipated later this year. **FiberOptic Upgrade**: Approx. 90% of residential properties now have access to service. Installation in other areas is ongoing, which is mostly overhead or off-road.	Low	Low	High
OBJECTIVES **Establish and Implement a Program to Assist Property Owners with ADA/Sidewalk/Infrastructure Improvements** Public Safety						

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
~~Establish a pilot program to fund small sidewalk improvements for homeowners that demonstrate need (establish a basis of need)~~ Public Safety	7/1/22	6/30/23		High	Medium	High
FY24 & FY25 Annual Residential Sidewalk Repair Assistance Program Public Safety	7/1/23	9/30/25	Repair work has been scheduled with a contractor.	High	High	High
OBJECTIVES Define Staff Roles/Responsibilities and Make them Easily Recognizable to the Community Public Safety						
Establish an orientation program for new staff Public Safety	10/1/23	6/30/25	Efforts are ongoing to enhance the onboarding process for new employees. OSHA safety policies have been incorporated into onboarding for new staff.	Medium	Medium	Medium
OBJECTIVES Assess public Safety Facilities Public Safety						
Conduct ADA Transition Plan Assessment for right-of-ways (ROWs) and municipal buildings. Public Safety	7/1/24	12/31/27	The State has announced that such plans will be funded through a new program. Staff are awaiting updates.	High	Medium	High
IT door access and security system (50144) Public Safety	7/1/24	6/30/26	The project is currently On Hold pending funding approval.	High	Medium	Medium
OBJECTIVES Assess Staffing Levels Public Safety						
Examine and report on staffing levels and job classifications Public Safety	7/1/24	12/31/25	Reclassification requests for department heads have been completed. The reorganization of Parks and Recreation and Social and Youth Services Departments have been completed. Negotiations with Physical Services have been completed. For Fiscal Year 2026, staff are negotiating Union 818 and 1303-408 AFSCME contracts.	High	High	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
OBJECTIVES **Prioritize and begin implementation of the action steps from the Fire Staffing Study** Public Safety						
Reactivate the Fire Safety Committee and hold consistent monthly meetings Public Safety	4/1/24	6/30/26	Two staff Captains have been promoted and are now overseeing training and safety initiatives. Staff are actively reviewing safety procedures.	High	High	High
~~**Reconfigure the Wethersfield Volunteer Fire Department Training calendar to provide more efficient training for the volunteer firefighters and to better align with OSHA and ISO**~~ Public Safety	7/1/24	6/30/25	The training calendar has been reconfigured and improved. Mondays are training meetings, 1st Monday is administrative. Burns are done at the tri-town training tower in Newington or Windsor Locks (sometimes in Rocky Hill). The department is continuously improving the training calendar while balancing time requirements (constantly reviewing scheduling to constraints). The overall process has been improved and now the project is being considered completed.	High	High	High
Develop a Fire Department Equipment Replacement plan/schedule Public Safety	8/1/25	6/30/27	The project will begin in FY26.	High	High	High
~~**Review and update the existing False Alarm Ordinance**~~ Public Safety	8/15/24	10/15/24		High	High	High
~~**Initiate a Town wide volunteer firefighter recruitment drive for FY25**~~ Public Safety	12/1/24	6/30/25	Ongoing outreach efforts are being implemented, including the use of social media platforms for recruitment.	High	High	High
~~**Develop opportunities for advancement within the Wethersfield Volunteer Fire Department**~~ Public Safety	6/1/23	7/1/25	Administration has developed steps for progression within the department, and continue to encourage staff to pursue education trainings.	High	High	High
Assess the feasibility of partnering with the Newington Volunteer Fire Department on services Public Safety	7/30/25	6/30/28	Wethersfield Volunteer Fire Department staff have attended career fairs, and met with Newington Volunteer Fire Department personnel to discuss and plan strategies.	High	High	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
OBJECTIVES **Focus on Redevelopment Opportunities** Sustainable Public Revenue and Economic Development						
Update code enforcement ordinance on commercial properties to conform to new state code updates Sustainable Public Revenue and Economic Development	2/27/24	12/31/25	New regulations have been proposed and presented to PZC, workshop was held to refine draft regulations and public hearing for adoption is scheduled for the next quarter.	Low	High	Low
Review town ordinances regarding property maintenance enforcement and update Wethersfield ordinances accordingly Sustainable Public Revenue and Economic Development	2/27/24	12/31/25	New regulations have been proposed and presented to PZC, workshop was held to refine draft regulations and public hearing for adoption is scheduled for the next quarter.	Low	Medium	Medium
Explore methods/practices to fill empty storefronts Sustainable Public Revenue and Economic Development	1/1/24	12/31/30	Continue open communications with local property owners, business and real estate brokers Conversations include brainstorming potential tenants, working together with interested tenants, and understanding available spaces. Efforts to date have resulted in: • Fully occupied Goff Brook Plaza, including new construction PAD site (Dutch Point Credit Union) • New building housing Raising Cane's at former Denny's location • Fully occupied Marshall's Plaza • Fresh Market filling 30,000SF vacancy in Wethersfield Shopping Plaza • Redevelopment activity at • 207 Church St • 245 Main St • 657 SDH • 718 SDH • 341 Jordan Lane	High	High	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Develop a more robust, more aggressive engagement/ review of tools for redevelopment Sustainable Public Revenue and Economic Development	1/1/24	12/31/25	RDA Chair along with Economic Development Director and Town Manager have had discussions with experts in this area. We are actively pursuing ideas, opportunities, and options for the RDA to reach it's full potential. RDA regularly looks at potential redevelopment sites and is proactive in reaching out to developers or others as needed.	High	High	High
OBJECTIVES **Review, Explore and Identify Alternative Revenue Streams** Sustainable Public Revenue and Economic Development						
~~Create a town-wide fund to assist with costs for special events~~ Sustainable Public Revenue and Economic Development	2/27/24	6/30/24	During the FY24-25 budget process a fund was created to support special event efforts.	High	Low	Medium
~~Increase staffing and resources to support grant writing~~ Sustainable Public Revenue and Economic Development	1/1/24	2/28/25	The new employee began on 1/6/25 that supports grant applications.	High	Medium	High
Investigate the legality and feasibility of a lodging tax Sustainable Public Revenue and Economic Development	2/27/24	6/30/26	Town attorney will be investigating the feasibility of this.	Low	Medium	Low
Review and potentially increase town fees Sustainable Public Revenue and Economic Development	2/27/24	12/31/25	This initiative has been discussed in the context of newspaper public hearing fees, and application fees. A proposal has not been developed yet.	Medium	High	High
OBJECTIVES **Recognize the 90%/10% Zoning Issue and Move Toward a more Balanced Revenue Stream in All Areas of Decision Making** Sustainable Public Revenue and Economic Development						

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
~~FY25 Develop a group/ process to hold outreach to market the town aggressively to large/ medium companies~~ Sustainable Public Revenue and Economic Development	2/27/24	6/30/25	Discussions with AdvanceCT and MetroHartford Alliance to explore options. The town has very limited open space available for a large scale project but we will look to focus on the 2-3 available sites. Recently prepared presentation for Deputy Mayor for his trip to Japan to hold roundtable discussions focused on initiating partnerships with Nagayo (sister city) companies or other Japanese companies & Wethersfield companies to find synergies and potential partnerships.	Medium	Medium	Medium
OBJECTIVES **Identify and Create Redevelopment for Emergent Sites (DMV, DOL, etc.)** Sustainable Public Revenue and Economic Development						
Prepare the Town for purchase, mixed-use plan development and repurposing of the DMV/ DOL areas Sustainable Public Revenue and Economic Development	2/27/24	12/31/30	There have not been any updates from the State regarding the DMV property.	High	High	High
OBJECTIVES **Create/develop business friendly opportunitites** Sustainable Public Revenue and Economic Development						
Modify zoning to allow for greater business opportunities Sustainable Public Revenue and Economic Development	2/27/24	12/31/26	New zoning regulations were drafted and present to the PZC commission. A workshop was held to review, modify, and draft final regulations. Proposed revisions are scheduled for adoption in the next quarter.	Low	High	Medium
~~FY25 Support business economic development programs (30236)~~ Sustainable Public Revenue and Economic Development	1/1/24	6/30/30	EDIC is working with potential applicants for Facade Program and Tax Incentive Program. Since 2023 the EDIC has approved 12 applications in all 3 major commercial corridors totaling $1,079,162.50. For completed BD&E and the Facade Program projects the ROI is 24%. By June 30, 2025 we anticipate SBIL repayments of over $44,000.	High	High	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
OBJECTIVES **Land/Property Acquisition to Control Development, What Residents do and Where** Sustainable Public Revenue and Economic Development						
Conduct a financial forecast for bonding capacity and develop a 5-year plan to help guide TC priorities Sustainable Public Revenue and Economic Development	2/27/24	6/30/25	Elementary school project costs have been determined and a bonding capacity outlook has been providing by our consultant.	High	High	High
OBJECTIVES **Create Multi-town (Regional) Relationships to Share Service Costs** Sustainable Public Revenue and Economic Development						
Pursue development of a regional animal shelter Sustainable Public Revenue and Economic Development	2/27/24	12/31/30	Staff submitted a funding application through the Urban Act program to support a regional animal shelter with the towns of Glastonbury and Marlborough. The site of the proposed facility would be in Glastonbury. Staff are awaiting a reply regarding a potential funding decision.	Medium	Medium	High
~~FY25 Increased regional collaborations with surrounding municipalities regarding emerging needs and resource sharing (South & Youth)~~ Sustainable Public Revenue and Economic Development	7/1/24	6/30/25	The department will contribute to report on efforts within a similar FY26 initiative. Progress continues to be made as Social and Youth Services maintains regional collaboration with Towns within the CCHD. Staff are gathering information, addressing logistics, and exploring the possibility of expanding partnerships with police departments and utilizing funding from opioid settlement dollars.	Medium	Low	Medium
FY25 Continue outreach and collaboration with local providers, organizations and residents to reach individuals and families in need (Social & Youth) Sustainable Public Revenue and Economic Development	2/1/24	10/19/25	Social and Youth Services continues this work on an ongoing basis, actively working to identify new partnerships and resources. Staff are exploring the expansion and enhancement of service delivery for social programs in collaboration with nonprofits, regional mental health boards, and state boards.	Low	Low	Medium
Support CT Recreational Trails grant award for maintenance equipment Sustainable Public Revenue and Economic Development	1/1/24	12/31/26	During FY25 - Q3 an MOU was signed between all participating parties. Equipment orders were placed, and some has been delivered.	Low	Low	Medium

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
OBJECTIVES **Increase Services Available Online** High Performing Government						
TCLK Land Records Scanning (50141) High Performing Government	7/1/24	12/31/28	The Browser View Application component of the project continues to move forward. Town staff are working with the vendor, and the project is expected to be completed by the next quarter.	Medium	Low	Medium
OpenGov software implementation (50146) High Performing Government	7/1/24	12/31/25	Engineering Department is utilizing software for applications and permits. Planning and Zoning department is ready to go live for public. Building Department configuration is on-going.	High	High	High
OBJECTIVES **Improve Internal Legitimacy** High Performing Government						
Engineering Document Scanning project (50127) High Performing Government	7/1/23	7/31/25	On Hold due to other priorities.	Low	Low	Low
OBJECTIVES **Implement Charter Revisions during 2025** High Performing Government						
Identify and review areas of the Charter that need updates High Performing Government	2/27/24	12/31/25	The Charter Revision Commission finalized its recommendations, and the proposed changes are now published on the website. Staff members are collaborating with the Town Council to prepare the ballot questions for the November election.	High	High	Medium
OBJECTIVES **Foster Strong, Decisive and Accountable Leadership** High Performing Government						

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
~~FY25 Continue supporting training and continuing education opportunities for staff~~ High Performing Government	7/1/24	6/30/25	A Life-Saving Training Workshop was held on June 25th, where AETNA professionals trained staff to assist in emergency situations. A second training session will be offered in the following quarter. Fiscal Year 2026 Departmental training budgets were approved. In FY26 training efforts will continue to be explored, the FY25 project is considered complete.	Medium	Medium	Medium
OBJECTIVES **More Engagement Outside of Council Meetings** High Performing Government						
~~FY25 Continue community engagement through public outreach, with the goal to improve case management services (Social & Youth)~~ High Performing Government	7/1/24	6/30/25	Community engagement efforts were successful during FY25. The department will continue outreach efforts and seeks out additional opportunities. Staff are supporting the renter rebate program and going out into the community to assist participants with program applications, and are planning to continue these efforts with the energy assistance programs in the next quarter. The department has been working to coordinate social media campaigns with partnering institutions to improve outreach and spread information. FY25 community engagement efforts initiative is now considered completed.	Medium	Medium	Medium
OBJECTIVES **Keep up to date with with state and federal mandates** High Performing Government						
Complete the Plan of Conservation and Development High Performing Government	2/1/24	12/31/25	Draft chapters have been developed. Objectives and goals have been presented to the advisory committee and the PZC in draft form. Certain land use mapping has been undergoing additional review for consistency with recently completed plans. Mapping data interoperability issues impacted the schedule of the land use section and mapping.	High	Medium	Low

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Complete Affordable Housing Plan High Performing Government	2/1/24	6/30/25	Application has been drafted and is available for public review. Grant funding reimbursement from the Dept. of Housing has also been initiated. It is the intent to adopt the AFP at the same time as the POCD, or publish as final at the same at minimum.	High	Medium	Medium
~~Assessor's Office to complete property revaluation~~ High Performing Government	10/1/23	7/1/25	Property revaluations have been completed.	High	High	High
OBJECTIVES **Enhance the overall quality of life for residents through various initiatives due to the changing needs in the town, region and state.** High Performing Government						
~~Implement See-Click-Fix~~ High Performing Government	8/1/23	6/30/25	See-Click-Fix has been successfully implemented, and town residents are utilizing the software.	High	High	High
~~FY25 Support new initiatives involving homeless prevention, opioid settlement funding, human trafficking, hoarding/safe homes~~ High Performing Government	7/1/24	6/30/25	Staff continue to respond to emergencies and crises as they arise. The lack of funding and resources statewide makes this work extremely challenging. Staff are collaborating with local leaders to identify potential funding sources, secure the necessary resources, and have enhanced outreach efforts aimed at increasing donations for food insecurity. Businesses and stakeholders have been contributing to the Food Bank, and the Human Rights and Relations Commission has prioritized this issue.	High	High	High
OBJECTIVES **Implement Best Practiced in Terms of Financial Policies in Accordance with Government Finance Officers Association (GFOA)** High Performing Government						
Establish priority based budgeting High Performing Government	9/1/24	12/31/27	The Town implemented a new budget system called ClearGov during FY25 Quarters 2 and 3. ClearGov was used to produce the FY26 budget and budget book. It will support Strategic Plan initiatives and alignment with the budget moving forward, bringing the Town closer to priority based budgeting.	High	High	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Determine a dedicated % of funding for the CIP and CNEF budgets and implement it within the budget process High Performing Government	9/1/24	6/30/26	Pending. This item would require new financial policy adoption, which will need to be discussed and reviewed further.	High	Medium	Medium
OBJECTIVES **Improve and Streamline Internal Processes** High Performing Government						
Canon Printer Installation & Upgrades High Performing Government	1/15/24	6/30/26	99% of the copiers/printers have been placed in their respective departments. A newer driver has been deployed and is working. There are a few departments left to convert over to truly make this project complete.	Medium	Medium	Medium
~~**Implement ClearGov for FY26 budget creation**~~ High Performing Government	9/1/24	6/30/25	ClearGov was implemented successfully for FY26 budget creation.	High	High	High
OBJECTIVES **Improve efficiency of services and processes** High Performing Government						
Implement Library RFID system High Performing Government	10/1/24	7/31/26	Staff scheduled and met with three RFID vendors to review their products. Staff are also reviewing State bid list pricing.	Medium	Medium	High
OBJECTIVES **Support Childhood Learning** Quality Education						
Implement Agricultural Camp for Youth in Grades K-12 Quality Education	1/15/24	12/31/28	The youth agriculture pilot program was successfully launched for grades K-2, with 12 students participating. Curriculum is being written for the 3-5 program for summer of 2026.	Low	Low	Low
OBJECTIVES **Enhance Programming for the Senior Community** Quality Education						
~~**Use ARPA funding to hire additional part-time Senior Center staff that will assist in enhancing programs**~~ Quality Education	7/1/24	12/31/24	Funding has been reallocated for this purpose. Staff was funded through ARPA until 12/31/24. The part-time staff position have been funded through June 30, 2025 through town accounts.	High	Low	High

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
OBJECTIVES **Utilize other Partnerships for Residents with the Library, School District, Park and Recreation Department and Others** Quality Education						
~~For FY25, cross-promote programming for residents with the library, school district, park and recreation department and others~~ Quality Education	7/1/24	6/30/25	Throughout FY25 staff continued to communicate events and cross-promote happenings.	Medium	Medium	Medium
~~FY25 - Collaborate with the Board of Education on the Encore afterschool program at Silas Deane Middle School. Encore focuses on emotional, physical and academic wellness.~~ Quality Education	7/1/24	6/30/25	Program started in October 2024. As of December 2024 - 26 students are currently participating. Program focuses on - Social Emotional Learning/ Wellness, Physical Activity, What I Need/Academic and Family Engagement. Implemented a Pilot - Male Youth Leadership Program (incorporating Basketball) running from Feb - April 2025. The program continued into the quarter and was ended at the end of May. A family engagement evening was hosted and supported by the Social & Youth Services department. A new iteration of the program will start again in September.	Medium	Medium	High
~~FY25 Board of Ed to collaborate with WeHOPE coalition to obtain and utilize data~~ Quality Education	1/1/24	6/30/25	As FY25 comes to a close, the Department is already gearing up for FY26. WeHOPE (Youth Services) will continue to partner with the BOE. The department is preparing for another round of the youth needs assessment survey. Staff met with the Superintendent and received approval from the BOE for the next round. Staff are planning to implement the next survey for grades 7-12 in Novembe.	Low	Low	Low
OBJECTIVES **Establish a Quality and Comprehensive Plan to Upgrade School Facilities** Quality Education						
~~Establish a BOE/TC/Staff committee~~ Quality Education	2/27/24	12/31/24		Medium	Low	Medium

Initiatives	Start Date	End Date	Current Status	Priority	Level of Effort	Level of Impact
Develop the elementary school facilities plan Quality Education	2/1/24	9/30/25	The elementary schools facility plan has been developed. A referendum to rebuilt Highcrest and renovate Webb and Charles Wright has been set for September 16, 2025.	High	High	High
OBJECTIVES **Improve internal processes between BOE and Town leadership** Quality Education						
~~Develop financial policies between the Board of Education and the Town Council~~ Quality Education	2/27/24	6/30/25	The FY25-26 budget was adopted.	High	Medium	High
~~Form a combined subcommittee between the Board of Education and the Town Council~~ Quality Education	12/1/23	6/30/24		Medium	Low	Medium

TOWN COUNCIL AGENDA ITEM

Contract Award to Implement the Approved Town of Wethersfield - Automatic Traffic Enforcement Safety Devices Plan

DATE: September 2, 2025

DEPARTMENT: Town Manager

REQUESTED BY: Frederick Presley, Town Manager

ITEM: Contract Award to Implement the Approved Town of Wethersfield - Automatic Traffic Enforcement Safety Devices Plan

ITEM DESCRIPTION:
The Town Council adopted an Automated Traffic Enforcement Safety Device Ordinance (O24-004) on March 4, 2024. After adoption of the ordinance, public safety staff with support from the Engineering Department and Capital and Strategic Initiatives, worked over several months to develop an ATESD Plan for the Town of Wethersfield (attached) in accordance with the Connecticut Department of Transportation (CONNDOT) Guidelines. Once completed, the plan was presented to the Town Council and a public hearing was held followed by a Council vote (9-0) to approve the plan on May 5, 2025. The Plan was submitted to the CONNDOT for review and approval. The plan was approved by CONNDOT on July 15th of 2025.

The Capital Region Council of Governments (CRCOG) issued a Request for Qualifications (RFQ) for a prequalified list of vendors to implement and maintain ATESD programs. View the full RFQ here. Wethersfield reached out to vendors that responded to CRCOG solicitation, requesting proposals to implement Wethersfield's Approved ATESD Plan. The Town received 3 proposals from the following companies:

- NovoaGlobal
- Sitestream
- Altumint

Members of Police Department Command Staff and the Town Manager's Office reviewed the proposals. Based upon that evaluation, although each company were qualified and could implement the plan, staff felt that Sitestream's proposal provided the most value add for the Town's current and future needs. Staff recommends that the Council approve the Sitestream proposal.

TOWN BID/RFP#: CRCOG RFQ attached **STATE CONTRACT #:**

BID/RFP DATE: **TERM:**

RENEWALS: **TERMS OF RENEWAL:**

COST: Costs breakdown provided in proposal. Monthly fees per device and ticketing services.

BUDGET SOURCE/AMOUNT: Will be funded through the fees collected.

JUSTIFICATION:
Improved public safety is a Strategic Priority of the Town Council's Strategic Plan. The Council and staff have been working to improve public safety on several fronts. Pursuant to the authority granted in Public Act 116, Section 11, of the 2023 Session of the Connecticut General Assembly (the "Public Act"), local municipalities can adopt plans for Automatic Traffic Enforcement Safety Devices. The Council unanimously adopted a local ordinance and directed staff to develop the Wethersfield Automatic Traffic Enforcement Safety Device Plan (Plan). In other localities, this technology has proven to alter driver behavior which results in safer roadways for all. The Plan will initially focus on the Silas Deane Highway and the Berlin Turnpike as these two road have been the location of the most related infractions and serious accidents. The Plan is approved by the Connecticut Department of Transportation for a three year period and must be amended as needed and submitted for reapproval.

IMPACT IF NOT APPROVED:
The Town will continue to experience frequent motor vehicle accidents, injuries and fatalities resulting from unsafe and aggressive driving on our major roadways.

DEPARTMENT HEAD COMMENTS:

TOWN MANAGER COMMENTS:
It has been a major priority of the Town Council and our public safety staff to develop this Plan and have the installation of the speed and red light cameras completed. I highly recommend approval of the motion to award the contract to Sitestream LLC.

ACTION REQUIRED:
Recommended Motion: To award a contract to Sitestream LLC., for the installation, maintenance, and related services necessary to implement the approved Town of Wethersfield - Automatic Traffic Enforcement Safety Devices Plan and to authorize the Town Manager to execute any documents to complete the implementation.

ATTACHMENTS:
Sitestream Presentation to Wethersfield CT.pdf
Wethersfield ATESD Plan - Approved 7-15-25 (2).pdf
CRCOG-RFQ-ATESD-Prequalified-Vendor-List-2024 (2).pdf

sitestream®

Wethersfield, Connecticut



PRESENTATION OF TECHNOLOGY

Automated Traffic Enforcement Safety Device Program

AUGUST 8, 2025

100 Cummings Center, 343-C
Beverly, MA 01915

safer@sitestream.ai (978) 394-0652 sitestream.ai

Frederick Presley, Town Manager
Town of Wethersfield
505 Silas Deane Highway
Wethersfield, CT 06109

August 8, 2025

Re: Automated Traffic Enforcement Safety Device (ATESD) Program

Dear Mr. Presley,

Sitestream welcomes this opportunity to present our Automated Traffic Enforcement Safety Program to the Town of Wethersfield. The material provided in this submittal is designed to give you and your team a thorough understanding of what is involved when implementing a comprehensive ATESD program while answering Wethersfield's most critical traffic challenges.

As automated traffic programs are new to Connecticut, we would like to highlight that Sitestream has won three exciting new programs in your state. While there are many phases required to "turn on" an enforcement program, Sitestream is well underway with the town of Hamden, driving the justification reports and clearing the way for construction to begin. Separately - we are pleased to report – that after a one-day roadside "head-to-head" technical trial with three potential ATESD providers, Sitestream came out on top and has been selected by Stamford as their traffic enforcement partner, focusing mainly on school zone safety. We are knee deep in the details with CTDOT, OSTA and those local stakeholders to spec the most effective and timely programs – to ultimately improve driver behavior.

Throughout their careers, the management team at the helm of Sitestream has rolled out over 60 programs across the US and the Americas. This level of experience is extremely rare – only a handful of folks could make this claim, across the globe. Sitestream is well equipped to answer all of your questions regarding the many elements of ATESD and will ensure a smooth, turn-key program, in compliance with federal, state and local laws.

Wethersfield's aim to enhance public safety is entirely aligned with that of Sitestream: "Our mission is to elevate road safety for drivers and pedestrians in small to medium-sized cities across the U.S. by working closely with communities and employing the latest and most effective safety strategies". Forward thinking stakeholders, like those on your team in Wethersfield, make for the best partners, always keeping safety at the forefront and working toward long-term improvements in driver behavior.

As you delve into the specifics of our presentation, please let us know if you have any questions or require clarification. We are excited to collaborate with Wethersfield and for the opportunity to create safer streets, together.

Sincerely,

Andrew Noble
Founder & President, Sitestream LLC
a.noble@sitestream.ai
978-394-0652



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Company Information



Andrew Noble

Co-founder & President

Andrew Noble, along with the leadership team at Sitestream, is responsible for the implementation of more than 60 camera enforcement programs across the country, resulting in over $500M in critical safety revenue at the local level and immeasurable safety & deterrence benefits.



Kristin Noble

Co-founder & Business Development Manager

Kristin Noble has driven business development and client relations efforts in the photo enforcement industry for nearly 20 years. Front-facing to both our municipal client leadership and citizenry, Kristin helps to drive our delivery of a highly professional and complex service to our municipal partners.

Sitestream team members have designed, built and operated over 60 photo enforcement projects over the last two decades. We know exactly what it takes to deliver a project and to support that project within your community. Wethersfield citizens will be watching. The Town needs to be sure that the chosen vendor is up for the challenge of representing the project in a way that reflects the Town's values. The vendor needs to be engaged not only with the representatives and Town's project professionals, but with the Town's citizens. From in-person updates to high customer service standards, your vendor will be "customer-facing" every day.

Once the deployed systems are approved and running, the vendor must not only perform the complex activities of operating and administering the program to expectations, but continue to provide ongoing justification and performance data throughout the life of each deployment.

Deployment site justification and qualification is an ongoing deliverable, as noted specifically in the guidance. Initial reporting, subsequent reporting, and ongoing compliance activities can be a heavy lift for photo enforcement vendors, and the Town must have confidence that the commitment to these requirements is of the highest priority to the chosen vendor.

The Town expects professionalism, efficiency and commitment to skilled collaboration from its vendor. Sitestream feels that these expectations are what excites us about the prospect of engaging with the Town. A ticket factory is not what the Town expects, nor is it what the Town desires. A partner in the delivery of well-intentioned traffic safety program is the one and only priority.

We're here for your community...











An Important Statement on Technology

Sitestream, here in neighboring Massachusetts, is excited to promote our message of traffic safety through deterrence and technology to the cities and towns of Connecticut, including Wethersfield. Municipal leaders have responded positively to our presentations, and we are energized to begin one of the State's first ATESD programs in Hamden. Understanding that no Connecticut program has actually begun to issue citations, and no citizen has yet to challenge ATESD technology in court, we respectfully caution municipalities to choose their technology wisely. The technology will be challenged, and the chain of evidence will be assessed at a granular level. The following factors in regard to chosen technology are critical:

Legal Certainty

- Metrological traceability through the National Institute of Standards and Technology (NIST), in other words unassailable measurement results.
- Non-repudiation, in other words the assurance of the integrity and origin of data.

Superior Evidence

- Our imaging systems have 3 to 10 times greater resolution over competitor cameras.
- Our highly respected SmartMicro radar detection covers 4-6 lanes, with dual speed verification (speed over distance + doppler).
- Our systems have stood the test of countless civil and criminal prosecution cases around the world.
- Our systems capture late night offenses at intersections & speed zones over 100mph, lending crucial public credibility to our and our municipal partners' programs.

Partnership & Trust

- Committing to a particular technology means full responsibility and liability. The local jurisdiction must have the confidence that technical systems are producing valid and reliable evidence.
- A single successful challenge to inferior technology can damage a whole speed program and public reputation for several years. Second best is a liability!

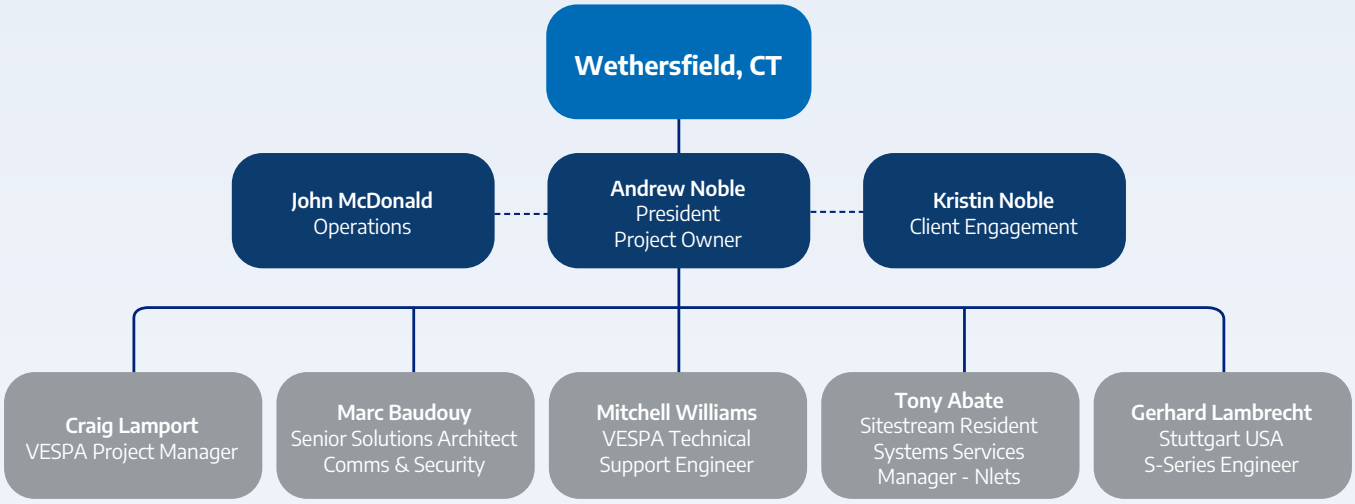
We have chosen our technical suppliers and partners on the basis of these factors. As noted, Sitestream is a systems integrator, with a business model that has allowed us to be extremely flexible and agile with our product and service offerings. I, along with our internal team and technology partners collaborate with leading experts in the fields of detection, photo imaging, and connectivity technology to ensure our solutions benefit from the latest developments and newest features available.

Powered By Nlets Strategic Partner · METAS Federal Office of Metrology · Powered By Nova Nlets Secure Cloud Platform · IACP · LexisNexis · sitestream safeteen™



Project Team

Sitestream's headquarters is located at 100 Cummings Center in Beverly MA. As noted previously Andrew Noble will be the contact for all initial matters pertaining to the program. We have 19 staff in the areas of engineering, operations and administration currently supporting our active programs around the USA. As we begin implementing our new Hamden CT program we are exploring the opening of a Connecticut-based service facility in Newington.



Contractors

Safety at VHB includes a diverse group of leaders who are passionate about saving lives and creating safer transportation systems by embracing a Safe System Approach.

The VHB team is comprised of safety practitioners, planners, data scientists, software engineers, and researchers who work together to develop comprehensive safety programs, plans, and strategies for all road users. With a data-informed approach, we've partnered with more than 100 federal, state, local, and tribal agencies across the United States to establish and advance safety management practices, improve data and analysis capabilities, evaluate projects and programs, conduct research, and develop guides for safer transportation planning and design.



vhb

100 Great Meadow Road Suite 200
Wethersfield, CT 06109
www.vhb.com

"VHB's work helps improve mobility, enhance communities, build resilience and contribute to economic vitality"

– VHB CORPORATE MESSAGE

Implementation Schedule

Project Deliverables & Timeline - Speed & RLC

As specifically noted in the governing law, ATESDs cannot be installed until the municipality's ATESD plan has been approved by CTDOT's Office of the State Traffic Administration (OSTA) and the municipality has met all other requirements of the Act. This reality creates essentially two "projects", the first being an all-hands-on-deck effort to provide the OSTA folks exactly what they expect and require to approve prospective deployment sites.

The Town had the foresight and capability to prepare a number of ATESD Justification Reports prior to selecting a program vendor. OSTA's confirmation of these initial sites allows Sitestream to present our "Phase 2" – essentially our post-ATESD acceptance Project Timeline. Program design, permitting & buildout can begin essentially upon contract acceptance.

Our Project Manager will be accountable for Sitestream deliverables to be confirmed in our initial Implementation Plan. He will report directly to the Town's designated Project Manager, and will also coordinate activities with our local installation contractor. This partner subcontractor will be chosen with the approval of Town officials.

Project deliverables and their status will be known and communicated to Wethersfield officials through periodic updates given by our Project Manager. Through this approach, project successes are shared, and any perceived operational issues are identified and communicated early in the delivery cycle, and will be actioned to ensure minimal impact on the delivery.

DELIVERABLE	PARTICIPANTS	1	2	3	4	5	6	7	8	9
Technology Procurement										
Assess prospective installations for system requirements	Sitestream; Stuttgart; Wethersfield Engineering (WED); Suppliers									
Coordinate delivery of hardware technology with suppliers										
Coordinate delivery of required signage										
Assign site-specific delivery of technology to contractors										
Coordinate usage of existing street furniture with oversight parties										
Coordinate warehousing for supplemental systems & materials										
Installation Permits, Plans & Drawings										
Define permits & plan requirements per ATESD Report parameters	OSTA; CTDOT; Local Traffic Authority; Construction Contractor; Eversource									
Work with contractors to procure permitting per enforcement type										
Coordinate availability & schedules with WED & agencies										
Coordinate scheduling of installation plans with contractors										
Physical Installations										
Assign site-specific construction manager for teams	WED; Construction Contractor; Eversource; Sitestream									
Coordinate build schedules with team leaders and contractors										
Finalize construction protocols, approvals & site report requirements										
Construct power-delivery infrastructure for mains installations										
Configure Power & Comms boxes deployments										
Provide weekly status reports to oversight departments										
Ensure compliance sign-off for deployment site signage										
Coordinate build completion sign-off activities with departments										
Communications & Telemetry										
Coordinate vehicle registration acquisition requirements & activities	Sitestream; Modern Networks; FirstNet; Nlets; WED									
Procure prioritized cellular SIMS and assign to ATESD										
Determine telecommunications carrier for ATESD installations										
Establish scheduling for required calibrations & data porting										
Perform communications dry-runs to each deployment device										
Ensure thresholds & timing for speed enforcement deployments										
Software Development										
Set meeting schedule for invested agencies	Sitestream; Invested IT & Finance departments									
Create Wethersfield-specific workflows and integrations										
Determine interface requirements for court & invested agencies										
Coordinate integrations between Wethersfield IT & Nlets engineers										
Design/Compose program-specific notices & citations										
Testing										
Design User Acceptance Testing documentation	Sitestream									
Coordinate instance testing with software developers, & Municipality										
Finalize technology & communications with invested parties										
Training										
Compose training guides & material	Wethersfield Officials; Local Authority; Local Court; Traffic Authority; Sitestream									
Establish test instance for Municipality & internal development team										
Perform Traffic Authority approval testing										
Perform Admin & Management training for invested agencies										
Awareness										
Liaise with Municipal officials around PA materials & approach	Sitestream; Wethersfield Officials									
Design/Compose physical & online PA & education materials										
Announce project completion date and forthcoming warning period										

KEY PERSONNEL LISTING



Andrew Noble

a.noble@sitestream.ai

Industry expert and proven leader of sales, management, and operational teams. Directs short and long-term strategies, manages P/L, budgets, reporting and auditing. Designs and implements operational strategies for client safety enforcement programs and works closely with legal teams to ensure contract compliance and optimized program performance.

2022 – Present	Co-Founder & President, Sitestream LLC
2005 – 2021	Co-Founder & President, Sensys Gatso USA
2004 – 2005	Director, Global Sales Development, General Electric Security



Kristin Noble

k.noble@sitestream.ai

With more than 15 years in the automated traffic safety space, Kristin is skilled in content marketing, presentations, branding, outreach, business development efforts, as well as the operational efficiencies of managed service programs. In addition, she is effective in client relationships, training and sustaining key business partnerships

2022 – Present	Co-Founder & Business Development Director, Sitestream LLC.
2008 – 2021	Marketing Director, Sensys Gatso USA

John McDonald

j.mcdonald@sitestream.ai

Effective business operations and business development professional skilled in contracts administration; business compliance; sales and finance support; project leadership and customer service management. Excellent verbal and written communication skills with extensive issue resolution experience. Notary Public.

2024 – Present	Business Operations & Development, Sitestream LLC
2023 – 2024	Customer Operations Consultant, Zeptive Incorporated
2010 – 2023	Proposal Manager / Project Manager, Sensys Gatso USA
2000 – 2009	Senior Contracts Administrator, Parametric Technology

Gerhard Lamprecht

g.lamprecht@sitestream.ai

Three decades of leadership in technical design and manufacture of advanced speed & intersection enforcement systems. Compiled technical guidelines for criminal prosecution using multi target, multi lane, trajectory radar. Member - International Organization of Legal Metrology Committee; designed new standards for automated speed prosecution. Deployed and operated more than 400 mobile camera systems.

Techology & Services Provided

Deployed Speed & Red Light Enforcement Technology - Model S

The Model S is a fully self-controlled speed and red light enforcement unit with an amazingly small footprint and extremely low power requirements. Note that all zone configurations and camera adjustments can be made locally in the field on the LED screen on the rear of the unit. Alternatively, all configurations and camera adjustments can also be made remotely via PC 24/7/365. The use of low-intensity white flash for speed event capture will be entirely directed by Wethersfield officials.

Detection
- 4D HD Tracking Radar
- Accelerometer + Gyro detect radar attitude
- 0.3 MPH speed verified accuracy

Optical
- 5 – 48 Megapixel high speed camera
- 8 Megapixel video camera

Processing
- 8 Core CPU
- Built-in Cryptographic engine
- Dual 32-bit Radar processor

Local Setup Interface
- 5.6” LCD touch screen
- Remote control over WiFi & LTE

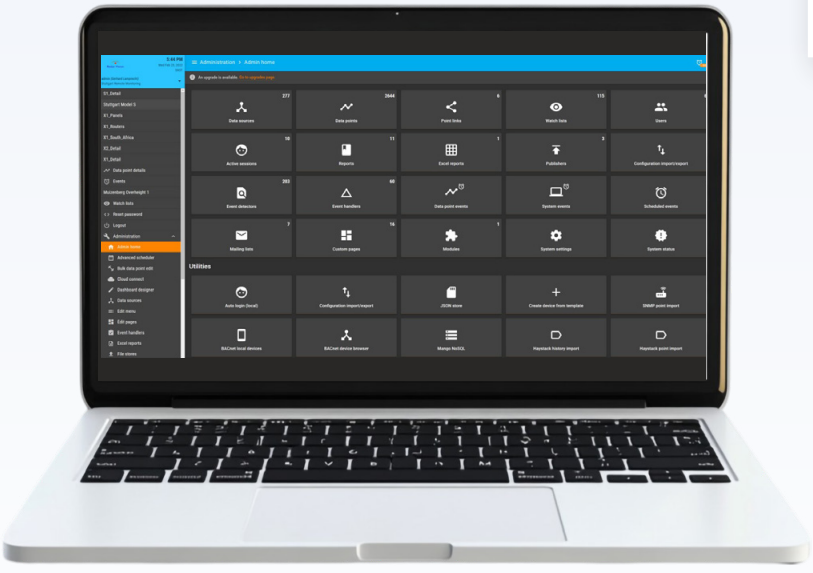
Built-in Interfaces
- Wifi, Bluetooth, GPS, LTE
- 915MHz Wireless Flash

Physical Specifications
- Operating temperature: -10 to 140 °F
- Weight: 3.5 lbs
- Speed: 0 – 250mph
- Simultaneous tracked vehicles: 0 - 253
- Range: 1 - 575ft

Incredible power, tiny footprint



Remote access to all system configurations



Fixed school zone deployment with integrated beacon



MODEL S FEATURES



- Industry's most compact form-factor
- **Can mount onto existing street poles**
- Extreme low-power consumption
- Integrated infrared flash
- Realtime passage data for all vehicles
- Realtime offense uplink to backoffice
- Ability for officers to view scene in real time
- Ability for officers to view live 4D radar

Live, active 4D radar intersection imagery



Technically Speaking

The Model S system uses a 77GHz Beam Steering and Beam Forming radar sensor. This is the most advanced radar technology for automated enforcement, and it provides the highest level of accuracy and vehicle separation. The radar is a 77GHz Digital Beam Steering radar, but also allows Digital Beam Forming, which is not available in other sensors. This feature allows the sensor to electronically switch between antennas, which reduces interference and increases accuracy. The vehicle separation performance is also 3X better than 24GHz sensors due to the fact that the available bandwidth is 3X greater. The radar also allows high speed operation up to 250mph (approaching) while other sensors typically operate up to 200mph.

The Model S system architecture makes use of Machine Vision Global Shutter cameras ranging from 5 Megapixel to 48 Megapixel. These cameras are triggered in the hardware, and thus the delay between detecting the vehicle speed and the image is in the range of 3 microseconds whereas with ordinary cameras this could be as much as 20ms. The vehicle position in the image at 100mph can vary by as much as 6ft. Consistent positioning in multi-lane enforcement provides a mechanism to remove doubt whether the system assigned the correct lane number if there is more than one vehicle in the image. Having the offender always in the center of the image adds real credibility to the offense record. Additionally, the global shutter precision of exposure also allows precise control of the flash units during low-light & night operation. This reduces the amount of energy and brightness in the sight of drivers.

Every image contains a digital fingerprint that only that specific model can generate, which is a cryptographic representation of every pixel in the image as well as the meta-data such as speed, lane, position and so on. This provides proof that no data has been tampered with. Since this data is encoded into a JPG image, the complete offense record as well as the non-repudiation mechanism is built into the JPEG image. This means that even a copy of an image transferred via text or email will be provable in a court of law as the original evidence.

CONSTRUCTION IMAGES

Solar powered & mains powered

















Enforcement Timing & Control

We feel that the single most impactful mistake photo enforcement vendors make involve improper school zone captures based on enforcement timing. For example, even a cursory Google search of current school-zone speed enforcement programs uncovers dozens of examples of enforcement cameras improperly-timed to the presence of students. The subsequent false violations generated and mailed reflect poorly on all parties responsible for the operation of the program.

Unlike a red light enforcement program that operates 24/7/365, school zone enforcement requires much more system flexibility and finesse. Sitestream approaches the issue of proper enforcement timing through both the internal camera system as well as the school zone flasher beacon when possible. We worked directly and quickly with our engineers to employ a secondary timing verification between the enforcement system and the school-zone flasher beacon - making the beacon the primary controller of enforcement, in complement with the camera system's internal calendar. In short, we have built a vendor-agnostic, easily customizable operational framework that allows any advanced set of technologies to be integrated into the whole. The result is a more robust offering.



Camera + Beacon-based school zone system scheduling utility

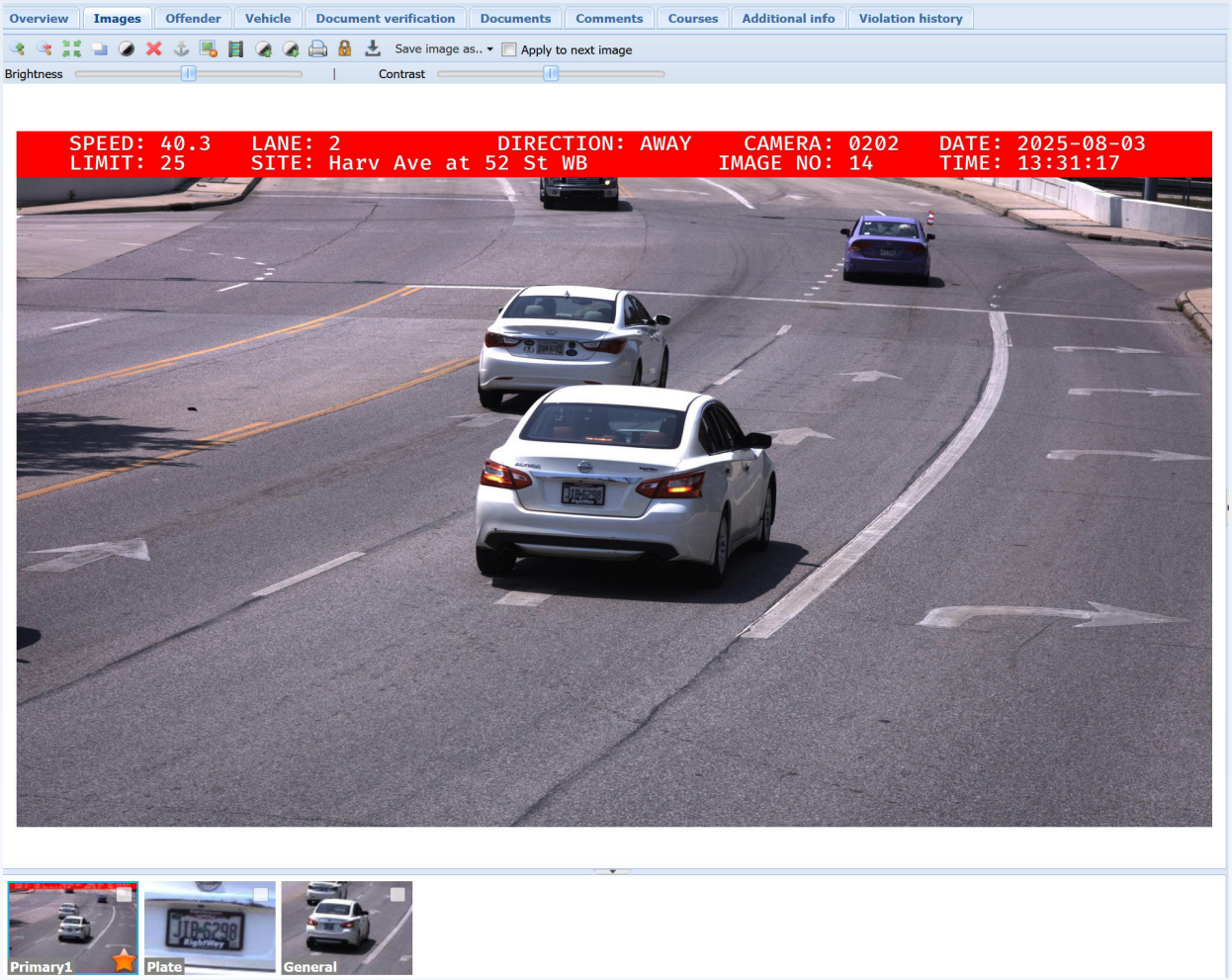


Backoffice-based school zone system scheduling utility

EVIDENCE

Speed & Intersection RLC Evidence Output

Based on business rules thresholds for speed & red light enforcement, violation parameters including vehicle speed and in-session deployment timing parameters are programmed in to the installed systems. For vehicles meeting those thresholds & parameters, the system will capture imaging and telemetric information to create an "Event". These events are automatically enhanced with a make/model/color identification. These events are fed continuously to our secure data servers, and presented to the user in a Pre-Approval workspace in our VESPA backoffice software. **Violation events that the system identifies as previous captures are automatically classified as Level 2 events with the proper fine level.** The events will follow a specific pre-processing procedure that includes a quality assurance examination, and application of business rules to assess the event to violation. All record elements are presented within this Event workspace for review and assessment.



SPEED: 36.7 LANE: 3 DIRECTION: AWAY CAMERA: 0202 DATE: 2025-08-06
LIMIT: 25 SITE: Harv Ave at 52 St WB IMAGE NO: 13 TIME: 11:15:37

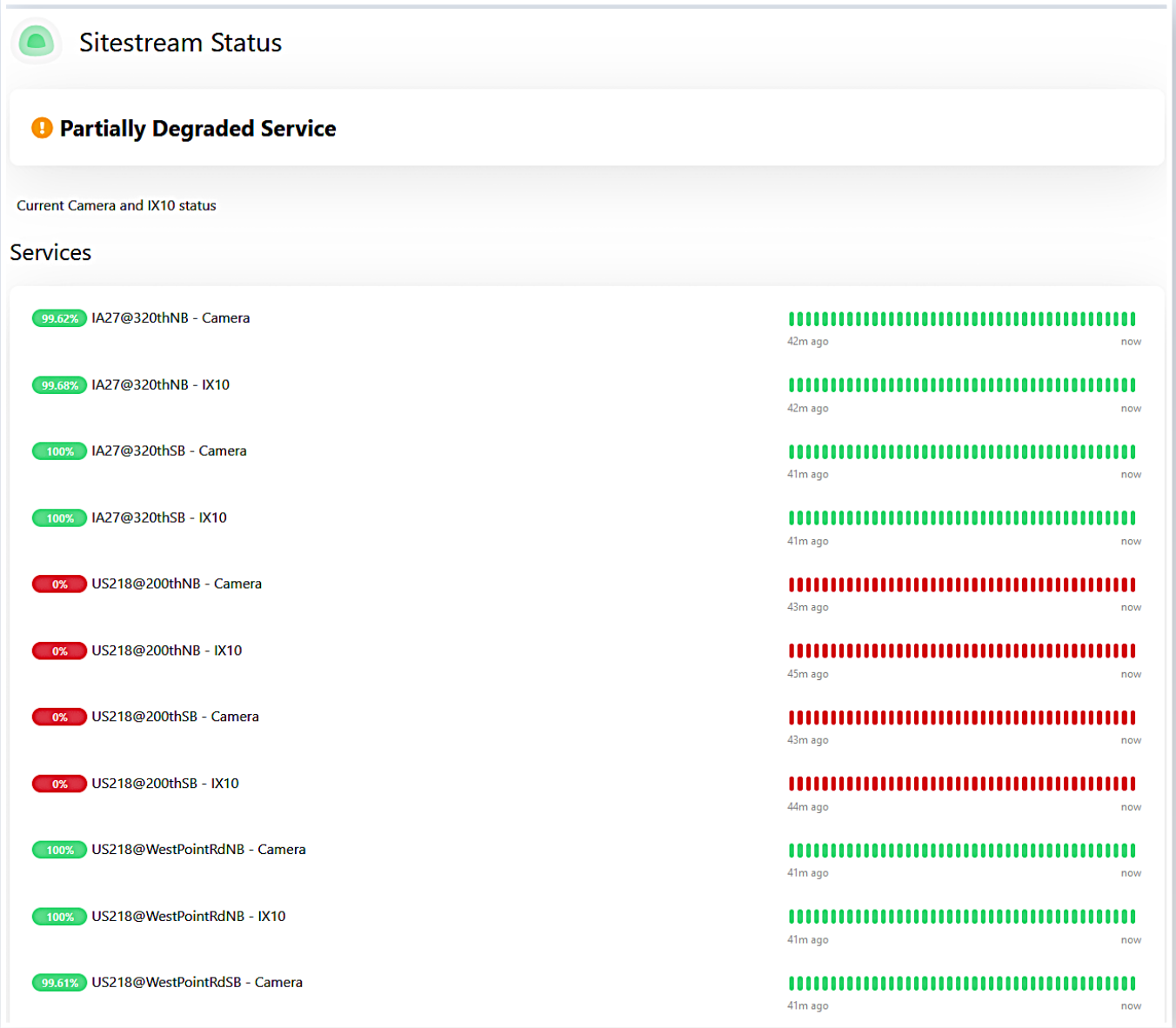
Data Fields Options Include:

- Violation type (speed/RLC)
- Camera identification
- Camera location
- Vehicle speed threshold
- Vehicle speed
- Vehicle license plate crop
- Vehicle make, model & color
- Vehicle distance-from-camera
- Image frame #
- Image name (primary, secondary, plate)
- Vehicle type (size)
- Event date & time
- Amber/red/green time (for RLC)
- Previous capture notifications

Telemetry

All deployed systems are monitored by Sitestream in real time for operability and communication, and are viewable in our Status Portal. Both the actual camera systems as well as the communications devices are monitored for uptime and operability. The example status report indicates a brief cellular service issue with an active camera deployment. Enforcement remains in effect as traffic data and enforcement events are saved to the internal SSD until offload to the backoffice.

Real-time System Status Portal



Traffic Statistics

The enforcement system provides statistics regarding all passing vehicles, regardless of whether the unit is in enforcement mode or statistics mode. For each vehicle that passes the "trigger line" within the system's detection range, a statistical record - a "log line" is generated with the following fields of data including:

- GPS location
- Timestamp
- Lane number
- Lane name
- Vehicle speed
- Vehicle category

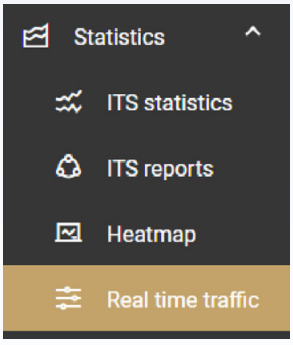


Plate Capture - Difficult Scenarios

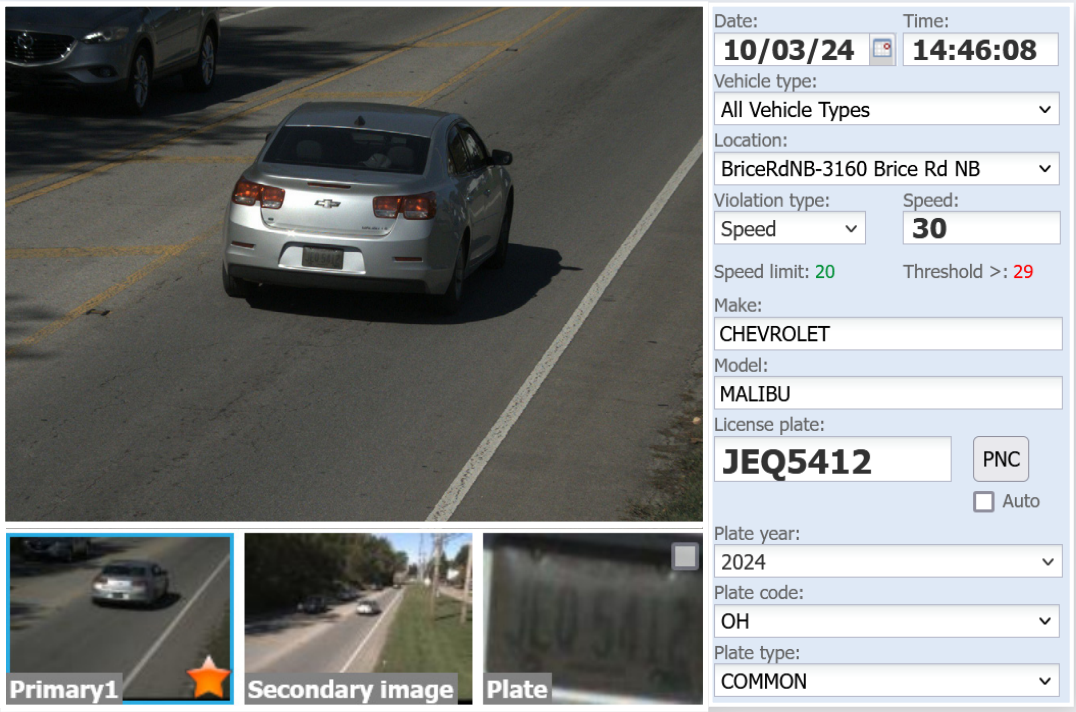
To follow is a series of plate captures that the Sitestream system makes with regularity. Snowy conditions and rainy conditions effect neither the radar enforcement nor the imaging capabilities of our system. The camera shroud and placement angle protects the lens from weather and direct sunlight, while the highly sensitive low-light imager captures fully legible plate characters with little or no visible light.





License Plate Covers

Heavily tinted plate covers are no problem for the advanced imaging capabilities of the system.



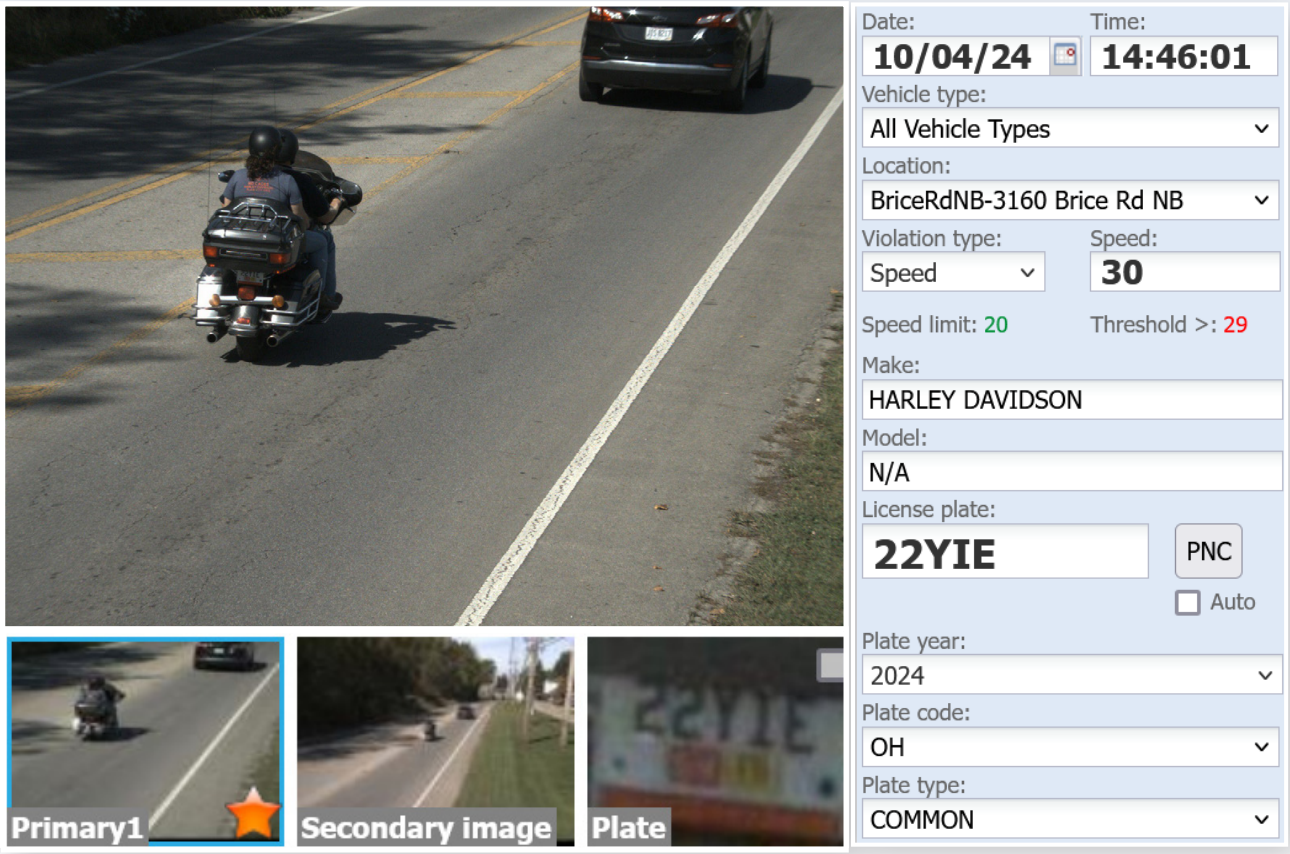
Additional Plate Captures





Motorcycle Plates

These tiny plates can be extremely difficult to capture for many photo enforcement systems. Not ours...



MAINTENANCE

Model S Designed for Uptime

The Model S Speed & RLC enforcement systems are fully wireless. All internal components are installed, connected, wired and tested before leaving the factory. Servicing of the equipment is simple and straightforward. To maximize system uptime, a malfunctioning unit will be swapped out for a new unit. Our systems meet a wide range of operating temperature due to the internal temperature controls within the unit.

In case of an accident or loss of power at the enforcement zone, retention of events is not affected. Any violation events that occurred prior to the loss of power will be retained for weeks on the enforcement system without need for a redundant power source.

All school-zone speed enforcement systems will employ a flasher-beacon activation system. This allows the beacon to determine system uptime for enforcement, eliminating the possibility of speeding events being created outside of the school session.

Uptime

Sitestream employs both an automated and manual system of controls to maximize the operational uptime of each deployed enforcement unit. Our units communicate their status via cellular modems on a real-time basis, ensuring operability well beyond the requirements of the program.

Northeast weather will affect electronic equipment. System health and condition are being constantly assessed by internal systems and Sitestream QA technicians. Periodic visual examinations of each system will occur at intervals specified by program officials. The ability to access live views of our deployed systems enable quality checks for system readiness and performance in real-time.

Response Time

Initial response to equipment malfunctions will occur within a 24-hour period due to our proximity. For issues that are not serviceable remotely, our local employee or subcontractor will be dispatched to the enforcement site immediately. If the technician determines the cause of the failure resides in the hardware, the unit will be replaced.

Ongoing Quality Control

Each enforcement unit is self-checked daily. Additionally, real time visual assessments for image quality are made each morning to confirm imaging & detection functionality. Focus issues, blockage issues and detection parameter issues are identified and resolved. Any ongoing issues that would effect data gathering quality are noted and re-mediated by our technical team.

Camera Access

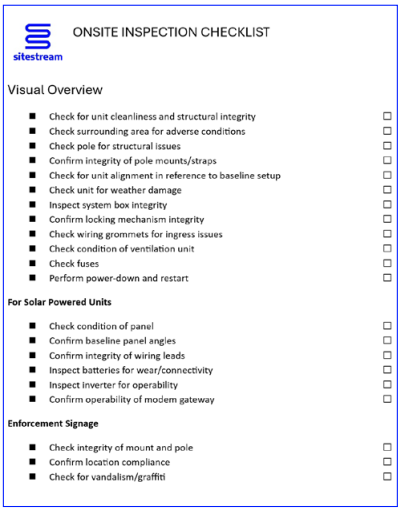
Our units present a live view of each enforced location allowing for a constant view of the traffic stream. Lighting and focus adjustments can be made on an ongoing basis to ensure maximum evidence-gathering capability.

Detection Calibration & Re-Certification

Each detection unit will undergo a yearly factory re-certification by a local, independent qualified testing facility. These re-certifications can be performed during off-school hours for our school zone systems to ensure minimal enforcement disruption. Additionally, our SmartMicro radar unit receives periodic calibrations with the EKTSDG (Electronic K-band Target Simulator Doppler Generator), a handheld, portable moving target simulator for K-band radar sensors. Utilities include:

- Alignment of sensors in the field at the time of installation
- Field or lab calibration and year-by-year inspection of sensors
- General functional testing of sensors in the field or in the lab

This device was specifically developed to work with SmartMicro sensors. It is capable of simulating a moving target in static distances of up to 100 meters, and can for instance be placed within a speed enforcement zone or close to a stop line of an intersection to check the alignment of one or multiple radar sensors.



ONSITE INSPECTION CHECKLIST

sitestream

Visual Overview

- Check for unit cleanliness and structural integrity ☐
- Check surrounding area for adverse conditions ☐
- Check pole for structural issues ☐
- Confirm integrity of pole mounts/straps ☐
- Check for unit alignment in reference to baseline setup ☐
- Check unit for weather damage ☐
- Inspect system box integrity ☐
- Confirm locking mechanism integrity ☐
- Check wiring grommets for ingress issues ☐
- Check condition of ventilation unit ☐
- Check fuses ☐
- Perform power-down and restart ☐

For Solar Powered Units

- Check condition of panel ☐
- Confirm baseline panel angles ☐
- Confirm integrity of wiring leads ☐
- Inspect batteries for wear/connectivity ☐
- Inspect inverter for operability ☐
- Confirm operability of modem gateway ☐

Enforcement Signage

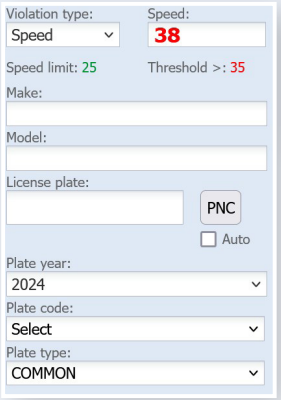
- Check integrity of mount and pole ☐
- Confirm location compliance ☐
- Check for vandalism/graffiti ☐

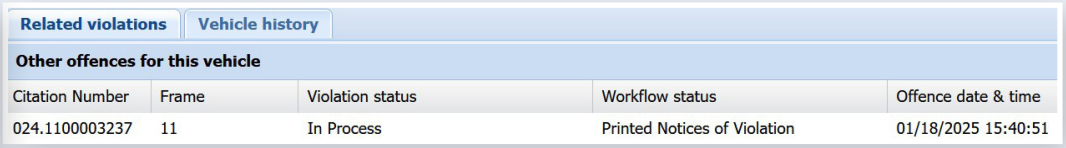
Periodic Inspection Checklist

Sitestream Registration Check

The back-office processing vendor Sitestream is an Nlets Strategic Partner for nationwide registration look-ups, and we utilize the secure Nlets Nova Cloud for both application and data hosting. Event Processors enter plate information from the event image evidence (or the ALPR functionality embedded in the camera system, as directed by business rule) and "run" the license plate through our interface with the Nlets database. This process is performed for in-state as well as out-of-state records. Our system parses the returned data fields and inserts the registrant's owner information into the event record. Processors confirm the returned information for visual accuracy (vehicle matching) in preparation for officer review. Note the input form for registration checking below.

If an error is received during lookup, the backoffice has been developed to display a user-friendly error message to the user, and any more detailed errors in the Error Log which is available to an administrator. If the back-office does not receive a registered owner record from the appropriate source for a particular registration plate, the back-office can be configured to automatically retry within 24 hours. The back-office has a similar integration already in place that can retry the lookup service within X number of hours for Y number of times until such time as a response is received or it is manually flagged to a user for review. Note that repeat offenders are recognized at the early processing stage for proper assessment of fines:





Customizable Plate Search Box

Nova Overview

Nova is the Nlets' Secure Cloud Platform providing Infrastructure-as-a-Service cloud features Sitestream. Nova is uniquely positioned to offer Sitestream secure and robust hosting for all of our photo enforcement clients.

Nova Access to the Nlets Message Switch & Network

Upon auditing and acceptance of Sitestream as a client, the Nlets Security Team provided connectivity across our entire network. Virtual Machines, Virtual Networking, and Virtual Firewalls, customized to our specifications, were designed and implemented. Features include a Virtual Router that supports Network Address Translation and Site-to-Site VPN connectivity. Firewall features include stateful access control lists for securing our Virtual Machines and network.

Other features include Traffic Scanning, Anomaly Tracking, an Intrusion Detection System, and agentless anti-virus for our Virtual Machines. The Public cloud is available for any Internet-facing Virtual Machines that require inbound internet connectivity. The Private cloud is available for any Virtual Machines that process and store CJIS data. Onsite backups allow backup management of our Virtual Machines within the Nova environment.

Citation Processing System
VESPA Backoffice

As a browser-based software solution, VESPA was designed to provide a single source back-office solution for the processing and management of road traffic violations. VESPA benefits include:

- Web-based, end-to-end software designed to manage and preserve the evidence chain
- Hardware-agnostic import and delivery of event images, video & metadata
- Flexible workflows
- Concise, intuitive workspaces that accommodate every user at any level of proficiency
- Embedded national registered owner database connection
- Powerful data reporting modules
- Robust management reporting templates

Backoffice Overview

Our camera systems work efficiently to maximize the uptime for all active units and scales easily to meet any evolving technical requirements. The back-office system receives, compiles, and delivers data from these flexible input configurations to VESPA, our comprehensive workflow management software and user interface. VESPA automatically constructs violations, manages the lifecycle of violations, and drives the violation fine collection process, all guided by the rules of evidence and business process. VESPA is a user-friendly interface that serves as a workspace palette and a database management system for all agencies that have investment in the proper administration of this important safety program.

Received Data

As the system captures images, video, and travel data - our system is interfaced to receive the external violation evidence and required logging and metadata from the field. For vehicle passages that meet threshold logic for infractions, the system will upload and collate these particular data sets and an offense “Event” package is created.

Data Analysis

Event packages that are transmitted to the VESPA system are assessed by the system logic. Data is further assessed for the basic elements of a violation as defined by the Town and statute. A check is run to see if the captured plate has been previously cited, and if so a tiered system of fine amounts based on recapture is applied.

Data Qualification

Qualified “Events” are saved to storage for processing and redundant reference. Within the VESPA back-office system, quality control technicians assess events for visual quality and business logic. These qualified events are cycled to the Approval Officer Queue for final assessment and eventual approval, rejection, or cancellation per business rule.

Notice Creation Overview

An approved violation notice is physically created by the system and applied to the violator record within the “documents tree” as an indexed PDF. The generated notices, in PDF form, inspected for quality and routed to our in-house Print Server and queued for mailing.

Notice Management

The system will log every activity associated with the violation within the VESPA record. System recapture logic, based on business rules, will determine the requirement for a warning or payable notice, and ultimately each live violation will follow a violation lifecycle and eventual disposition. Records can be accessed or linked to reporting systems; to regional courts or locally-based payment systems at any stage of the active citation process.

Notice Disposition

All violation notices will cycle to a program disposition. Per business rules, dismissed/ non-issued events and citations are purged at this point. Processed notice records will be available for timed storage, data reporting and extraction, and cycling to invested agencies for further consideration, including Collections, Quality Management oversight systems, etc. Each invested agency will employ an interface developed and deployed by Sitestream based on the requirements of the program.

These interfaces will allow for periodic and annual program performance reporting as per business rules.

Integration Flexibility Overview

Maximum interface flexibility was one of the most important characteristics we emphasized during the software development phase of our VESPA solution. We utilized common architectural elements and standard file formatting to allow for a seamless complement to existing legacy resources.

VESPA is a customizable, web-based solution. Our consultants and software developers will work with Wethersfield IT to create an end-to-end map of the desired process flow prior to actual implementation, utilizing the Business Process Model and Notation (BPMN) standard. We will identify areas of the process that require interface and integration with your legacy systems and invested party subsystems, and work with your program officials to configure and customize the VESPA backoffice to your exact specifications.

Did You Know?

Speeding was a factor in 29% of all US traffic fatalities in 2022

- → That's **12,151** fatalities or **33** people per day
- → CT tallied **368** of those, equaling more than one per day

National Safety Council , 2022
Connecticut Transportation Safety Research Center at the University of Connecticut.



Violation Overview Screen

Each approved violation record employs a concise overview screen, giving the user a quick summary snapshot details and statuses, including where the violation resides in its lifecycle. In the sample to the left this speed violation resides in Internal Verification status and will soon be routed to the Review by Officer Queue.

Event Workspace

The screen shot below is an example of a new event that is presented to our backoffice for review. This event is “off the street” - and enters the workspace exactly as shown, with all required data associated with the vehicle image, scene image, license plate crop and video strip. For this particular client we have enabled the ALPR and Make/Model/Color features of the system to expedite pre-processing of the event. This is an optional feature. Virtually no lighting or contrast adjustments are required in this particular event, however the user as well as the approval authorities in Wethersfield are provided with a suite of tools should they determine any image adjustments may be necessary.

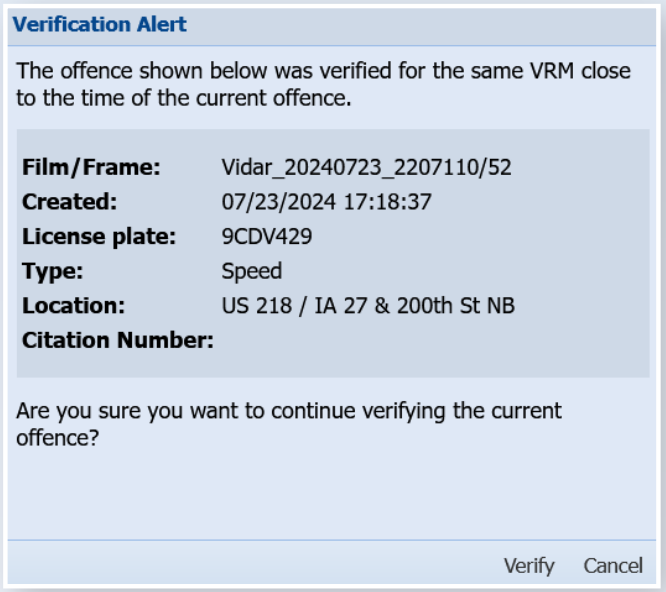


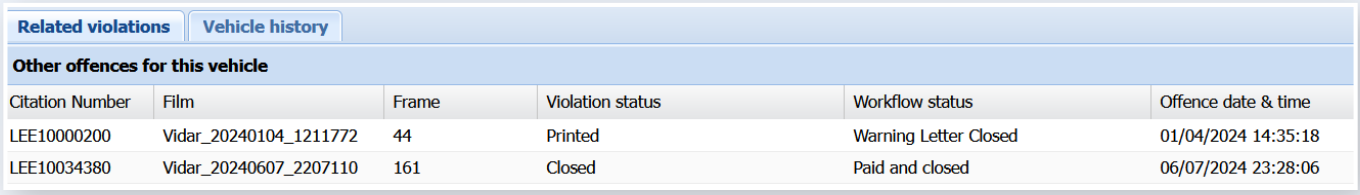
The evidence set also includes a system ID with most recent calibration date code; capture time to the hundredth of a second; violation type (speed); measured speed, speed limit and threshold speed; workflow status; and databar programmed to the requirements of the client. The pre-processor determines if all quality parameters have been met, and would activate an Nlets request to retrieve the registered owner information. The system is designed to instantly determine if the license plate had a previous violation under disposition via a Notification Alert. If all quality parameters had not been met, the pre-processor would choose a rejection reason from the managed list. The rejected event would enter a QA queue for manager assessment and follow-up with our technical team if necessary. If the pre-processor determines the event meets assignment criteria, the record would be routed to an Approval Queue where a sworn Wethersfield officer or designated authority would then determine if the violation event should be moved to Citation status.



Repeat Offenders

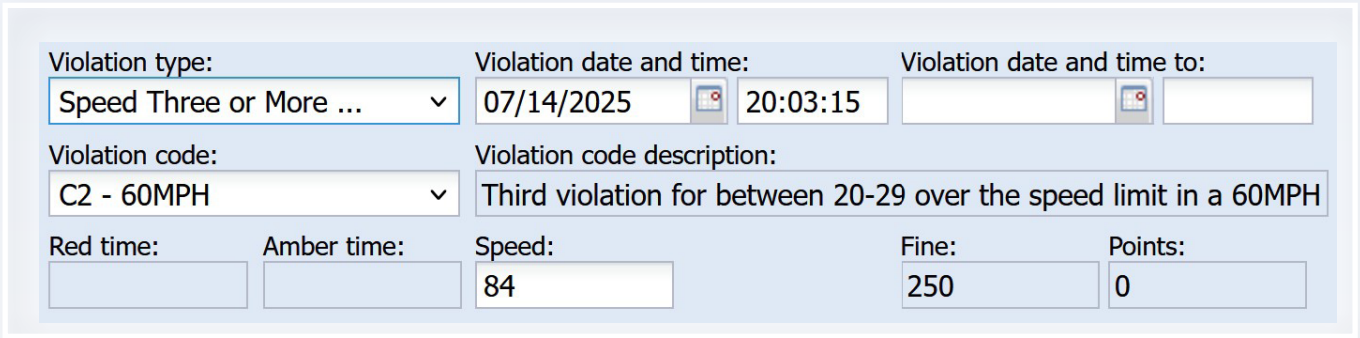
Our system employs a number of methods to identify repeat offenders - a critical element of the Wethersfield program. State law defines two levels of speeding and RLC offenses - initial and repeat - with different fine level associations. A system must accurately provide our processors with the ability to distinguish between initial and subsequent violations committed by the registered owner while ensuring that State-mandated data retention rules are strictly adhered to. The customizable function Violation Alert provides a window pop-up when the pre-violation event is recognized as being subsequent to an already-processed violation. This allows the Town to create a business rule defining how often a registered owner can be cited over a period of minutes, hours or days. Additionally, upon clear identification of the new offender previously issued citations history is presented to both the Sitestream processor as well as the Approval Authority in the Related Violations tab to ensure that repeat offender history is presented for consideration.

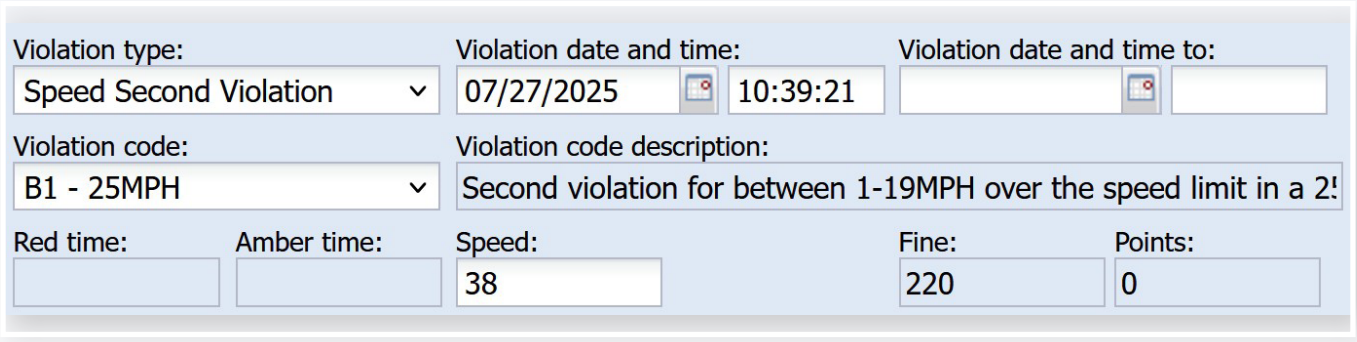




Citation Number	Film	Frame	Violation status	Workflow status	Offence date & time
LEE10000200	Vidar_20240104_1211772	44	Printed	Warning Letter Closed	01/04/2024 14:35:18
LEE10034380	Vidar_20240607_2207110	161	Closed	Paid and closed	06/07/2024 23:28:06

Multiple Citation Record Tracking





Outgoing & Incoming Documents Tree

Within each citation record resides a tab named Documents that holds and identifies all sent and received correspondence for that specific citation record. Document are tagged with type, status and direction (sent or received) - providing program personnel with a citation lifecycle snapshot. The above example represents a first and second notice mailing followed by a received payment. The example below represents a first noticed followed by an approved Transfer of Liability request, followed by a subsequent first notice mailing to the second party, and finally concluding in a payment by check from that second party. The following example includes a first notice citation, followed by an undeliverable returned mail piece (with fully scanned "Nixie" envelope) followed by a subsequent first notice citation issued after authorized address research efforts, followed by a second Phase 2 reminder notice, followed by a citizen online payment with auto-generated receipt to the citizen. Note the "Pending Verify" status of the payment receipt, indicating a one-day verification period (today) before closing the record.

Overview | Images | Offender | Vehicle | Document verification | **Documents** | Comments | Courses | Additional info | Violation history

Formal documents

Doc ref	Name	Created date	Type	Direction	Document status
65319		06/28/2024 01:28:29	Notice of Violation	Out	Pending Reply
79325		08/11/2024 12:29:57	Notice of Final Determination	Out	Pending Reply
87969	EAN Services 21731.pdf	10/07/2024 10:27:19	Scanned Check	In	Scanned

Overview | Images | Offender | Vehicle | Document verification | **Documents** | Comments | Courses | Additional info | Violation history

Formal documents

Doc ref	Name	Created date	Type	Direction	Document status
76658		08/01/2024 07:44:51	Notice of Violation NEW 2024	Out	Pending Reply
78971	Griswold TOL 31135.pdf	08/09/2024 09:37:37	Transfer of Liability	In	Verified
81953		08/21/2024 11:15:38	Subsequent Notice of Violation NEW 2024	Out	Pending Reply
86189	Lakewood Toyota 31135.pdf	09/17/2024 10:02:13	Scanned Check	In	Scanned

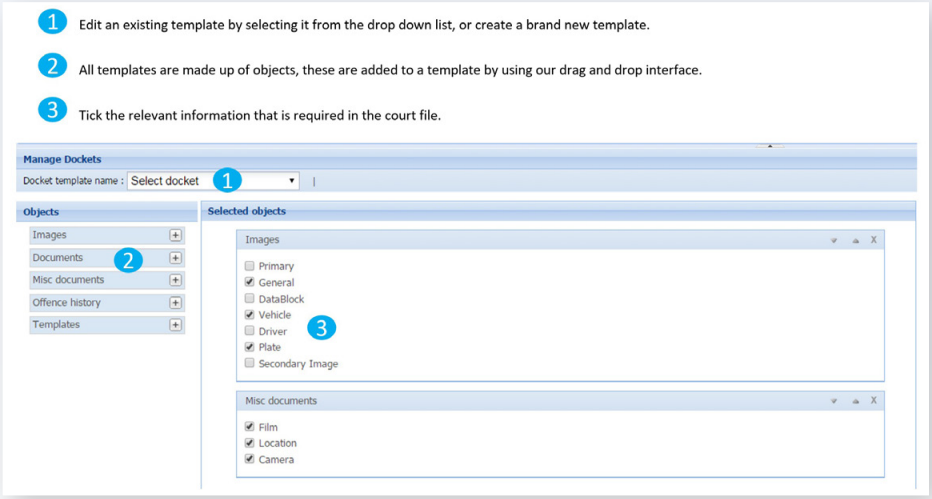
Overview | Images | Offender | Vehicle | Document verification | **Documents** | Comments | Courses | Additional info | Violation history

Formal documents

Doc ref	Name	Created date	Type	Direction	Document status
71494		07/25/2024 09:14:51	Notice of Violation NEW 2024	Out	Pending Reply
78768	Young RTS Nixie LEE 29226.pdf	08/09/2024 08:21:45	Mail return	In	Scanned
81938		08/21/2024 11:15:38	Subsequent Notice of Violation NEW 2024	Out	Pending Reply
87851		10/02/2024 11:29:51	Notice of Final Determination NEW 2024	Out	Pending Reply
88036	PaymentReceipt	10/09/2024 11:57:57	Reply letter	In	Pending Verify

Hearing & Docket Management

Each cited citizen will have the option to be heard regarding their citation. Initial Hearings as well as subsequent Court proceedings can be conducted utilizing a combination of our Event Workspace and our Docket Manager functionality. Images, Video, Calibration Reports, Citation Correspondence, Customer Service Correspondence and all material deemed relevant by the local Hearing Manager and presiding Court will be packaged for electronic access or, if requested, physical access.



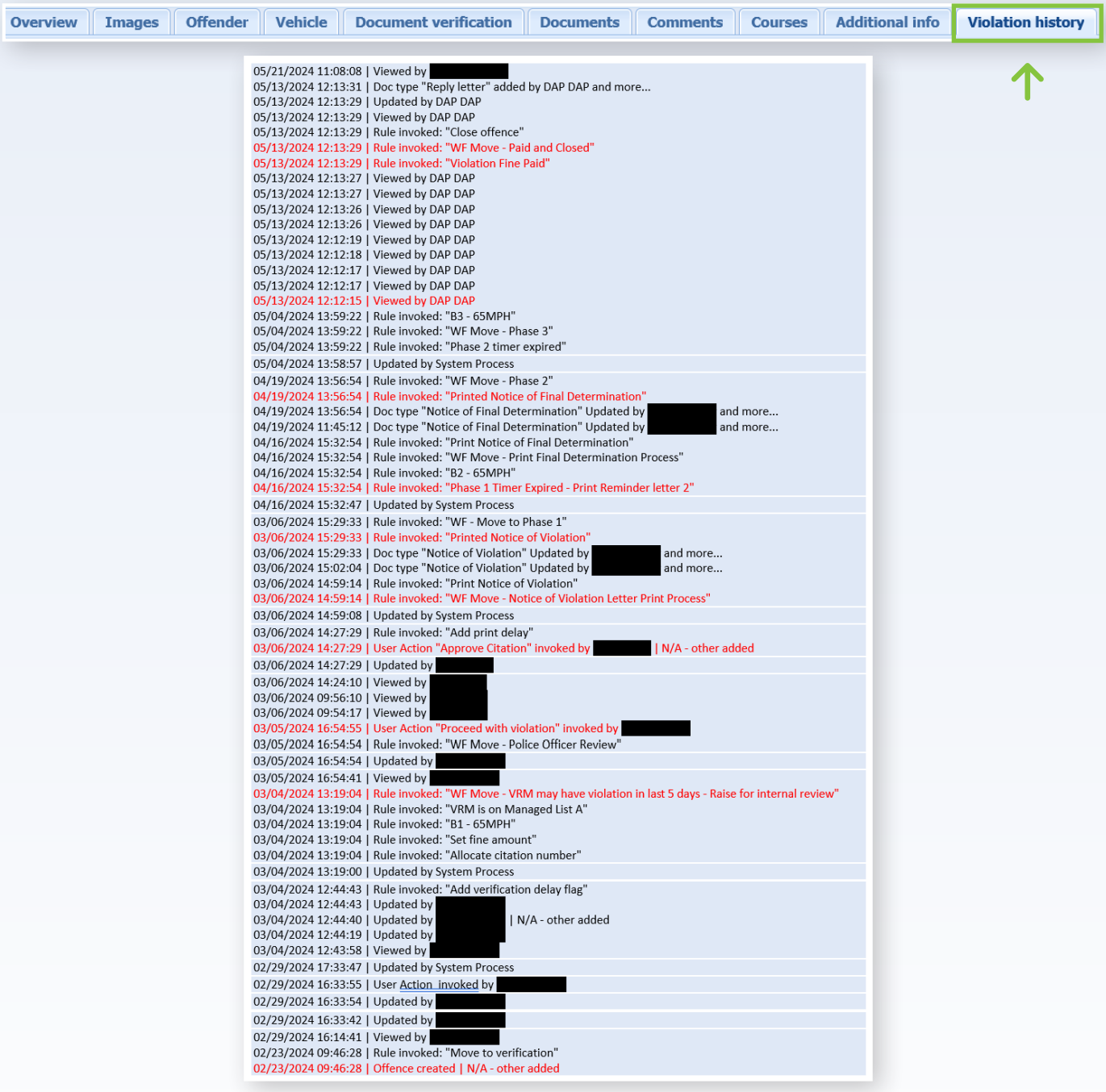
Audit History

For audit and transparency every “touch” of the violation lifecycle is captured. In the example provided below personal names have been redacted. The system can also utilize user titles in lieu of personal names.

Each violation record contains a complete audit trail of administrative and operational history throughout the lifecycle of a violation. This is located in the Violation History tab within each record. Wethersfield program managers can chose which audit elements are loggable and viewable according to individual user responsibility levels.

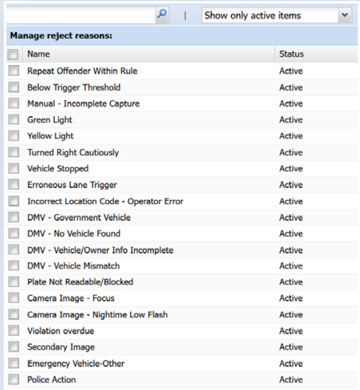
Starting from the bottom of the history list the offense is created, “Rules” relating to workflows and citation ageing are invoked and presented; view actions and updates to the record are logged; and citizen portal visits and actions are logged (represented by the acronym DAP, which is our Citizen View & Payment Portal).

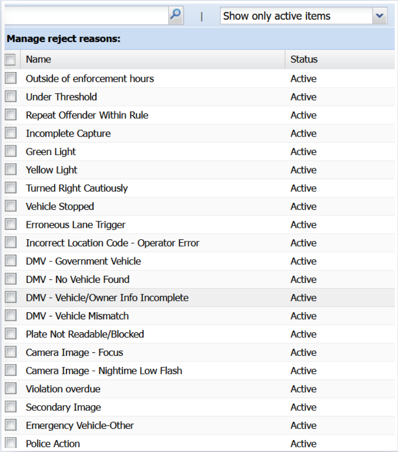
Essentially every “touch” of the violation lifecycle is captured. In the example provided below personal names have been redacted. The system can also utilize user titles in lieu of personal names.



Rejection List Management & Reporting

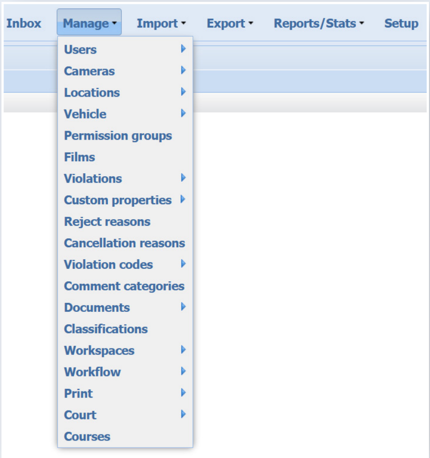
Program rejection reasons are managed by Sitestream and reported to local Program Managers. These data items are critical for measuring technical program performance of both speed and intersection enforcement systems, and serve as a QA feature for our internal quality management team. In the examples below, additional rejection reasons were added to the list on the right to reflect any possible trends of vehicles being improperly detected outside of established school zone hours of enforcement.

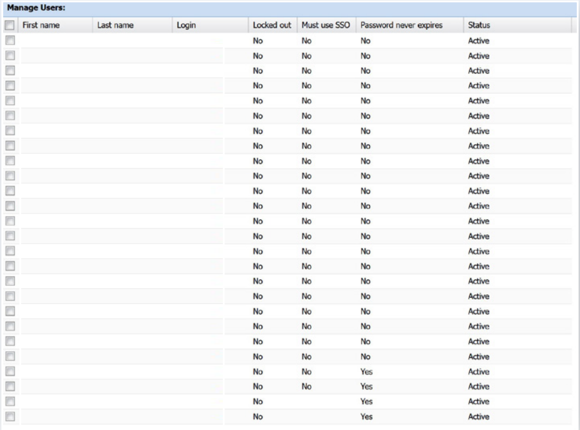




Advanced Program Management

Virtually every administrative function available in our backoffice solution is managed and controlled in real time by Sitestream and your authorized program managers, not by developer teams or outside software vendors that feel dense bureaucracies are the answers to every issue or change order. Any heavy development work is performed up front during program design, allowing operators and managers to move quickly as the program requires.





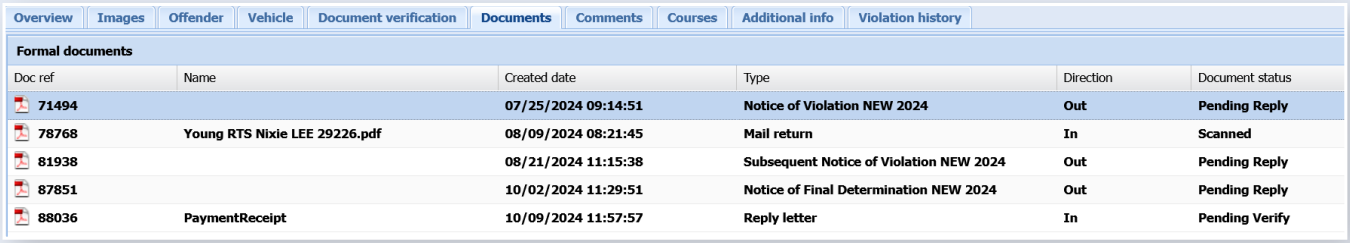
User Management

The Manage Users feature allows for a quick overview of each user's current login and responsibility status.

Permission Groups
Sitestream admin
Administrators
SiteStream Verifier
Police Department Verifier
Court
Reports
Services
Customer Service
New events workspace
Import / TOLS / Cancellations

Integrated Correspondence Templates

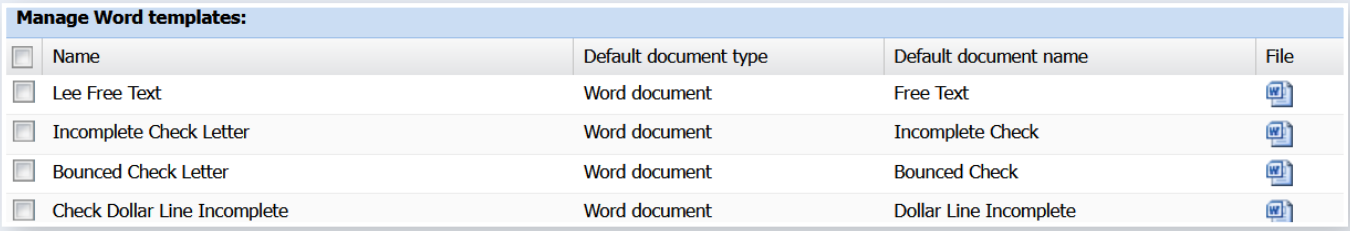
Appropriate and timely communication with citizens regarding their citation issues is a critical "customer-facing" element of any turnkey enforcement deliverable. Our backoffice developers have designed integrated Microsoft templates that are launched from a citizens violation record. By routing MS Word & MS Outlook correspondence directly from a citizens violation record, this correspondence instantly is saved and logged to the particular violation record, and in the case of MS Word correspondence, directly sent to an automated print queue for first class mail preparation.



Overview | Images | Offender | Vehicle | Document verification | **Documents** | Comments | Courses | Additional info | Violation history

Formal documents

Doc ref	Name	Created date	Type	Direction	Document status
71494		07/25/2024 09:14:51	Notice of Violation NEW 2024	Out	Pending Reply
78768	Young RTS Nixie LEE 29226.pdf	08/09/2024 08:21:45	Mail return	In	Scanned
81938		08/21/2024 11:15:38	Subsequent Notice of Violation NEW 2024	Out	Pending Reply
87851		10/02/2024 11:29:51	Notice of Final Determination NEW 2024	Out	Pending Reply
88036	PaymentReceipt	10/09/2024 11:57:57	Reply letter	In	Pending Verify



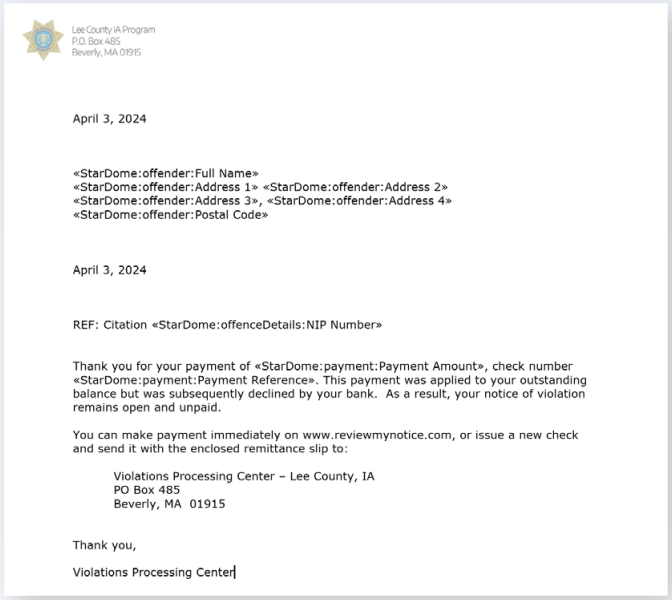
Manage Word templates:

Name	Default document type	Default document name	File
Lee Free Text	Word document	Free Text	
Incomplete Check Letter	Word document	Incomplete Check	
Bounced Check Letter	Word document	Bounced Check	
Check Dollar Line Incomplete	Word document	Dollar Line Incomplete	

Automated Correspondence Template

Included is an example of an automated correspondence template for use in a bounced check payment scenario.

Note all contact and citation details are auto-filled, allowing our customer service folks to communicate quickly and accurately to the cited citizen. Wethersfield officials and the Courts rely on our appropriate and documented correspondence with cited citizens. The template is enabled with existing field values direct from Nlets and our VESPA backoffice and routed to our fulfillment queue, with a record of this correspondence added to the "Formal Documents" tab within the citizens violation record, time-stamped and labeled.



Lee County IA Program
P.O. Box 485
Beverly, MA 01915

April 3, 2024

«StarDome:offender:Full Name»
«StarDome:offender:Address 1» «StarDome:offender:Address 2»
«StarDome:offender:Address 3», «StarDome:offender:Address 4»
«StarDome:offender:Postal Code»

April 3, 2024

REF: Citation «StarDome:offenceDetails:NIP Number»

Thank you for your payment of «StarDome:payment:Payment Amount», check number «StarDome:payment:Payment Reference». This payment was applied to your outstanding balance but was subsequently declined by your bank. As a result, your notice of violation remains open and unpaid.

You can make payment immediately on www.reviewmynotice.com, or issue a new check and send it with the enclosed remittance slip to:

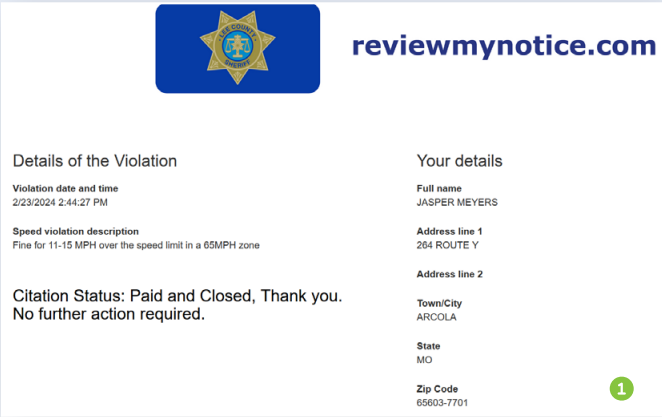
Violations Processing Center – Lee County, IA
PO Box 485
Beverly, MA 01915

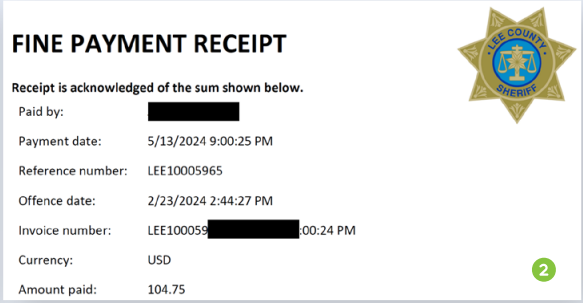
Thank you,

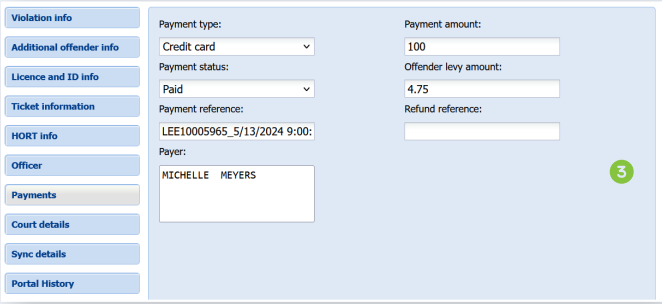
Violations Processing Center

Citizen Payments

The large majority of cited citizens choose to pay their citation shortly after receiving their first notice in the mail. We have observed that 75-80% of citizens make their payment through our on-line portal. The balance pay via checks or money orders, which are managed by Sitestream internally and deposited by hand daily. Portal visitors pay their citation and receive the status message below, and are offered a physical receipt to be sent via email or SMS. Our VESPA awaits a short verification period before posting the payment into their violation record and creating a Paid and Closed disposition.





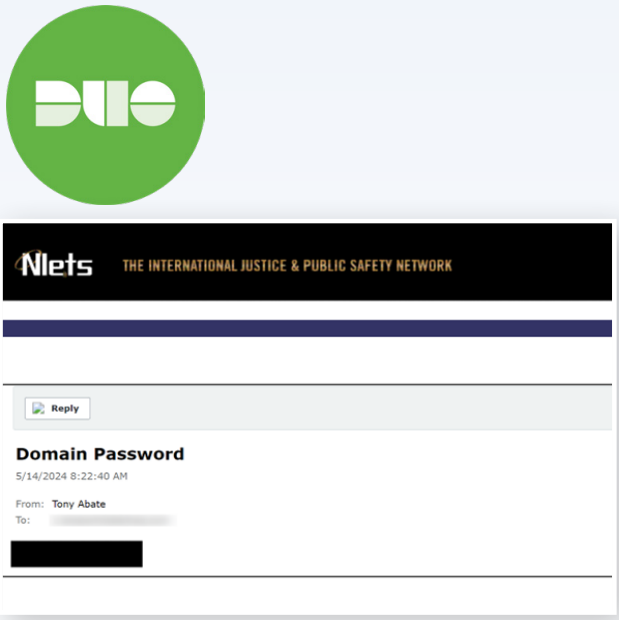


1. Citation Disposition Page - Online
2. Printable / email-able payment receipt
3. VESPA Final Disposition - Paid Window

Multi-Factor Authentication

Our VESPA backoffice software system, as well as all program data - both non-private and PII, is hosted by and resides on Nlets Nova Cloud servers. As a company we wanted to ensure our client customers, as well as cited citizens, of the highest level of security available in the automated photo enforcement industry. We have it.

Since the actual web-accessed backoffice is within the Nlets network, we require our program partners and clients to follow the Nlets user authentication protocols. New users will be invited into the Nlets Domain, and will be provided with a set of MFA credentials to access the program application and data. Once new authorized users have been through the initial sign-up process on DUO and downloaded the DUO app onto their mobile device, they are ready to log into the VESPA backoffice application using MFA.

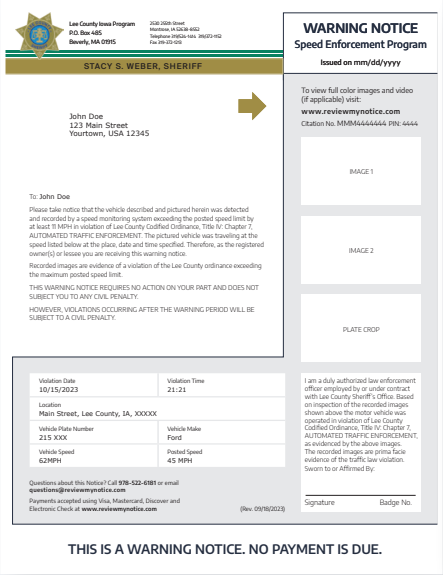


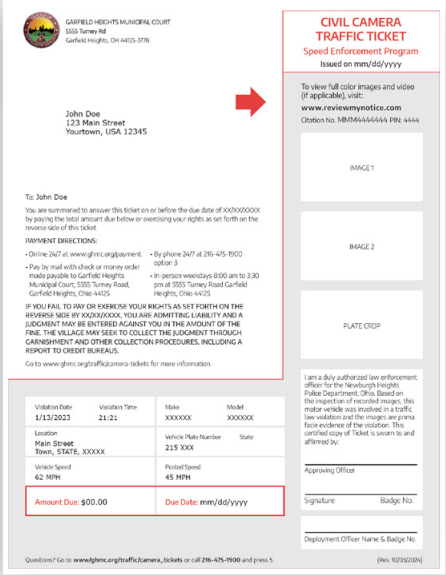
Operations & Administration

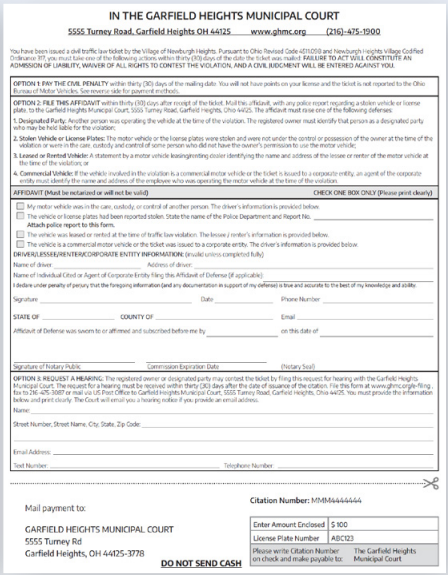
Citation Creation & Mailing

Upon approval of Speed, RLC and Stop Arm events into citation, status changes are logged, and the physical creation of a citation notice is automated. The notice PDF base documents are pre-constructed and receive the active, dynamic data from VESPA in preparation for construction. The physical notice is generated and becomes part of the citation record. Concurrently, the VESPA PDF-generator workflow pushes a physical citation to a fulfillment queue where it awaits printing and in-house mailing. The VESPA system can also direct notice output to email recipients and any associated agency system upon request. Citation designs are completely customizable for each municipality - your logo, your language, your look and feel. All citations & citizen correspondence are sent via first class mail. Desired awareness material will be added upon request.

1. Customized warning notice
2. Customized live program notices
3. Rear citation page directions & remittance







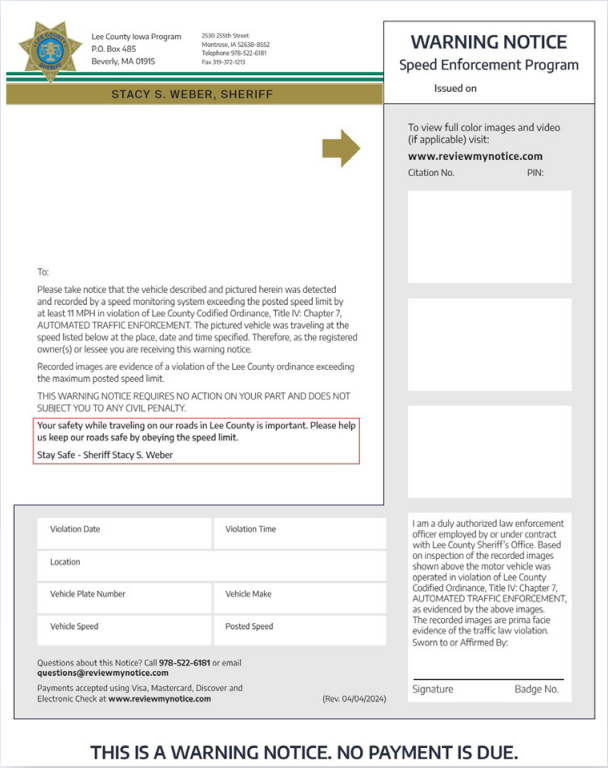
All citations are clearly laid out, giving color guided directions.

Did You Know?

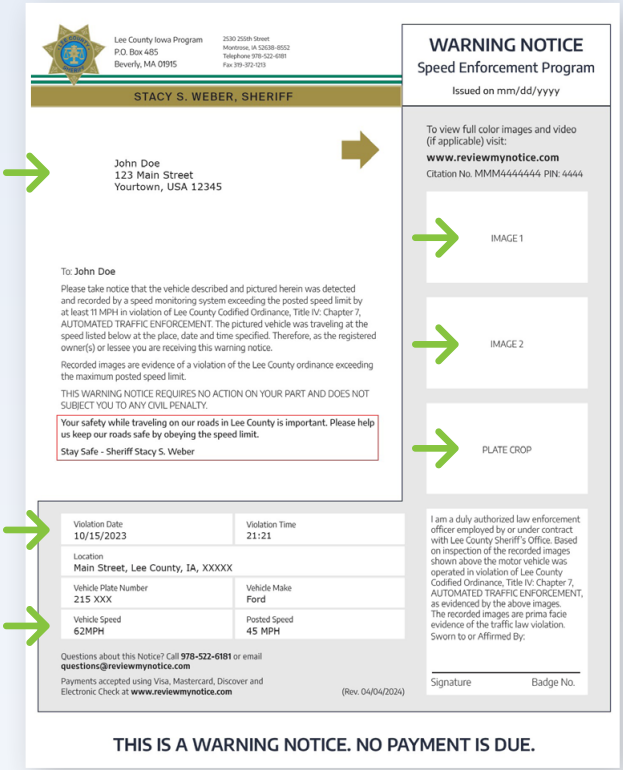
"A Nixie is a name given by the United States Postal Service to mail which is undeliverable. Derived from "nix" English slang for the German nichts "nothing" and "ie" an item or a thing"

Citation Template Integrity

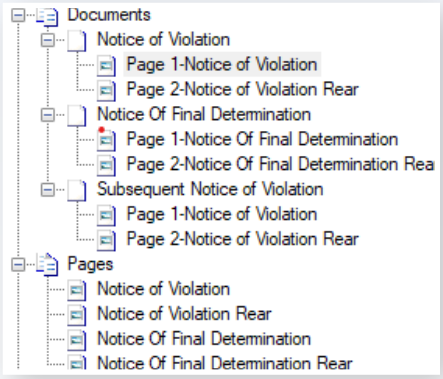
Our back-office programs employ the use of a fixed and variable structure into each citation template. The fixed structure of the client-specific citation awaits variable data from the violation record. Fields such as citation number, plate, name & address, fine (level 1 or level 2), violation images, posted and measured speed, approval officer name & signature, etc. are embedded into the appropriate template and converted to PDF form for fulfillment. This business process development work is performed by our development team in the program buildout stage of the program. The flexibility of our process allows for an expedited rollout of program-specific citation correspondence.



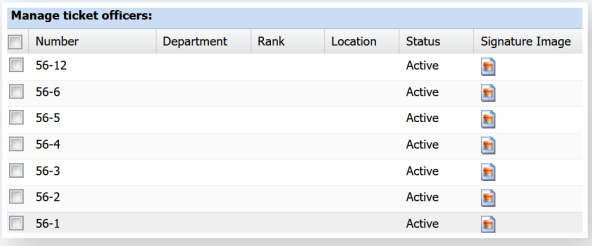
Warning Template - Fixed Information



Warning Template - Variable Information



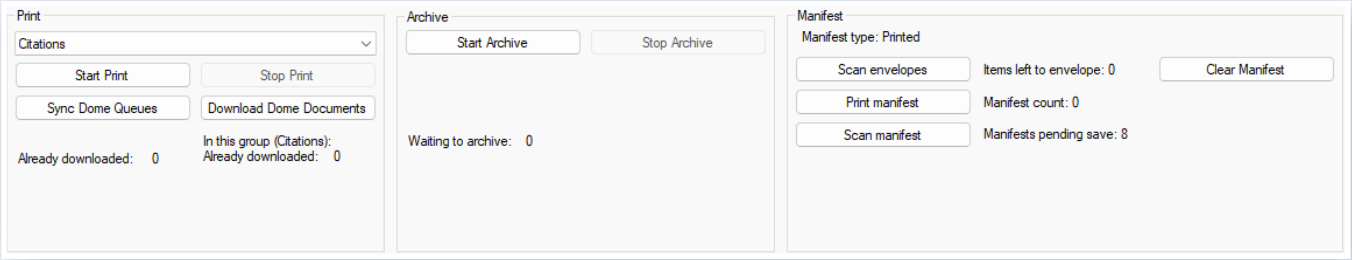
Notice design tool



Officer signature table

Print Server

Our customized in-house print server allows Sitestream to keep full control over all fulfillment activities. Batches of physically printed initial and subsequent citations are logged with full indexing of citation ID, date, time and quantity. These Manifest reports are logged to provide fast reference to mailing activity. Manifest reports are made available to all Sitestream clients upon request. All individually produced citations are visually inspected prior to entering the first-class mail stream. Additionally, Certificates of Mailing are available to all clients.



sitestream

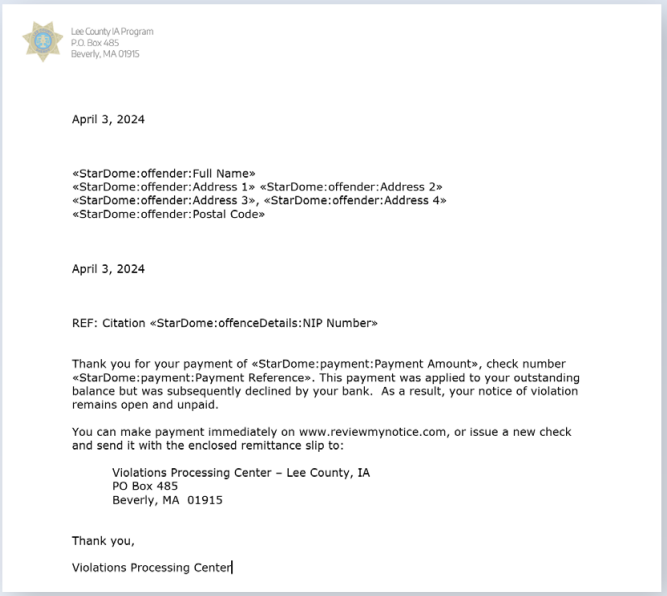
BATCH ID 2801

DATE 2/21/25

Sequence ID	Client ID / Citation #	Document Type	Date Printed
648200	024.1100004520	Subsequent Notice of Violation	2/21/2025 2:31 PM
648201	024.1100002560	Subsequent Notice of Violation	2/21/2025 2:31 PM
648202	024.1100005972	Notice of Violation	2/21/2025 2:31 PM
648203	024.1100005975	Notice of Violation	2/21/2025 2:31 PM
648204	024.1100005986	Notice of Violation	2/21/2025 2:31 PM
648205	024.1100005987	Notice of Violation	2/21/2025 2:31 PM
648206	024.1100005990	Notice of Violation	2/21/2025 2:31 PM
648207	024.1100005993	Notice of Violation	2/21/2025 2:31 PM
648208	024.1100006037	Notice of Violation	2/21/2025 2:31 PM
648209	024.1100006000	Notice of Violation	2/21/2025 2:31 PM
648210	024.1100006001	Notice of Violation	2/21/2025 2:31 PM
648211	024.1100006002	Notice of Violation	2/21/2025 2:31 PM
648212	024.1100006004	Notice of Violation	2/21/2025 2:31 PM
648213	024.1100006005	Notice of Violation	2/21/2025 2:32 PM
648214	024.1100006006	Notice of Violation	2/21/2025 2:32 PM

Subsequent & Follow Up Correspondence

Defined workflows determine the timing and composition of subsequent notices beyond the initial mailing. Importantly, the powerful VESPA backoffice allows for Sitestream client managers to compose correspondence templates for virtually any scenario within the citation lifecycle. Our templates can automate correspondence for underpayments, overpayments, bounced checks, and any other standard and non-standard citizen correspondence. Additionally, our automations can create formal demand letters with aggregated citation lists and accumulated fines. Any correspondence scenario can be automated, fulfilled, logged, reported, and incorporated directly into the citizens record with this functionality.



Lee County IA Program
P.O. Box 485
Beverly, MA 01915

April 3, 2024

«StarDome:offender:Full Name»
«StarDome:offender:Address 1» «StarDome:offender:Address 2»
«StarDome:offender:Address 3», «StarDome:offender:Address 4»
«StarDome:offender:Postal Code»

April 3, 2024

REF: Citation «StarDome:offenceDetails:NIP Number»

Thank you for your payment of «StarDome:payment:Payment Amount», check number «StarDome:payment:Payment Reference». This payment was applied to your outstanding balance but was subsequently declined by your bank. As a result, your notice of violation remains open and unpaid.

You can make payment immediately on www.reviewmynotice.com, or issue a new check and send it with the enclosed remittance slip to:

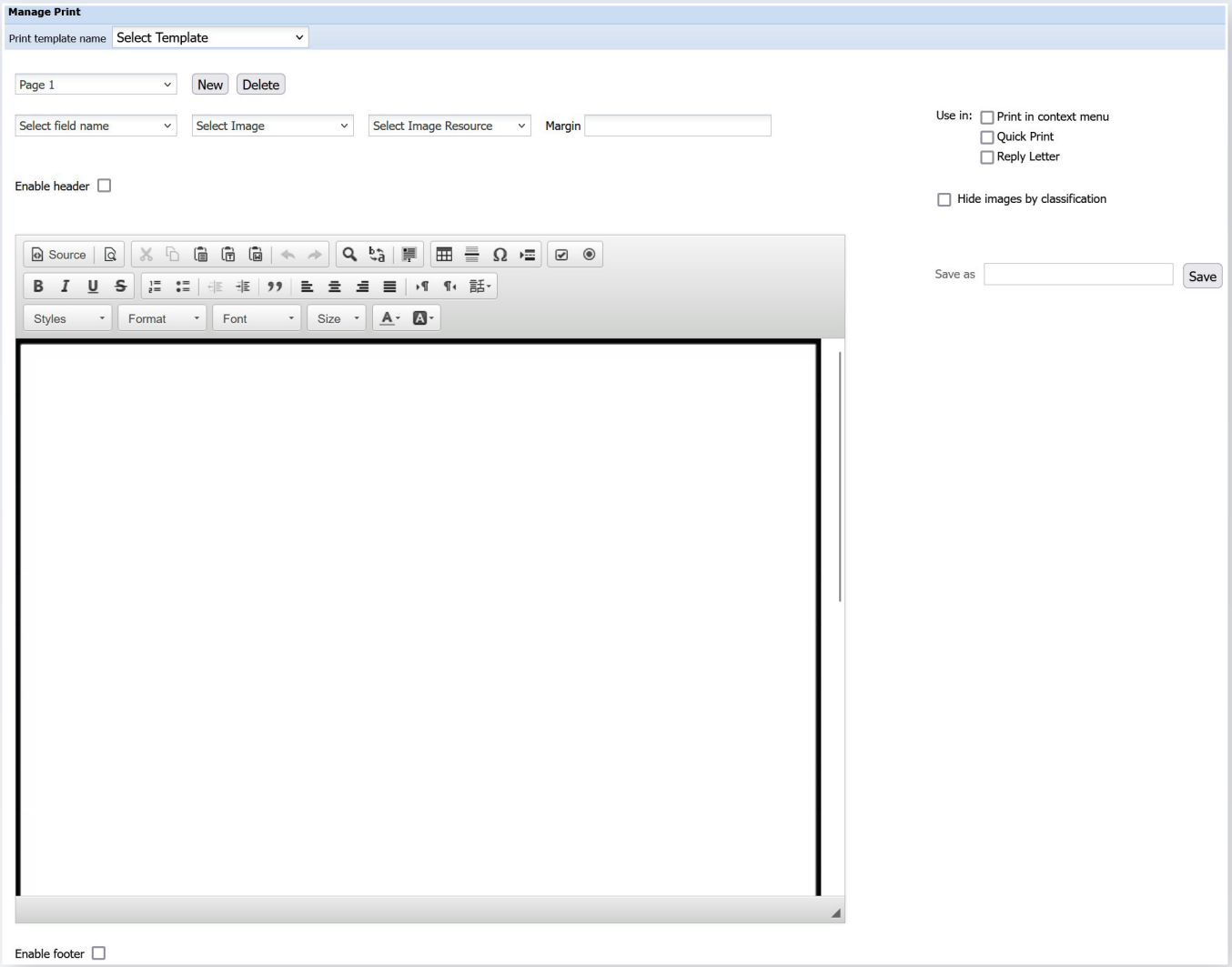
Violations Processing Center – Lee County, IA
PO Box 485
Beverly, MA 01915

Thank you,

Violations Processing Center

Correspondence template with field inserts

Template creation and automation utility



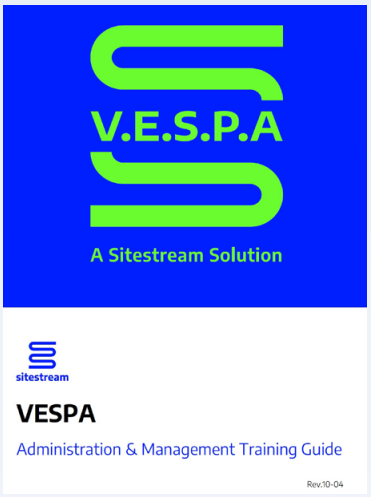


Client Training

All training will be delivered by Sitestream to Wethersfield staff at their convenience onsite as an included deliverable. Standard classroom training on the various modules of VESPA has been structured to be conducted in one day, resulting in minimal interruption to staff operations. Courseware and training guides are presented to each individual trainee for ongoing reference. As new program personnel are brought onboard to the program, additional training will be provided.

Subject: Event Processing

- Interface overview
- System Navigation
- "Workload" organization
- Event assessment & Classification
- Approval/Rejection guidelines
- Notes & attachments



BackOffice Software Overview

A comprehensive presentation of our VESPA administrative back-office solution centered around familiarity with the system software, general navigation and window control, workload management, simple querying and filtering, violations assessment, image enhancements, report generation, scheduling and violations business rules compliance. Tailored for police review personnel and appropriate program administrators and managers.

Subject: Program & Revenue Management

- Terminology & requirements
- Managing financial reports
- Creating ad hoc reports
- Queries and filters
- Compliance documentation

Customer Service

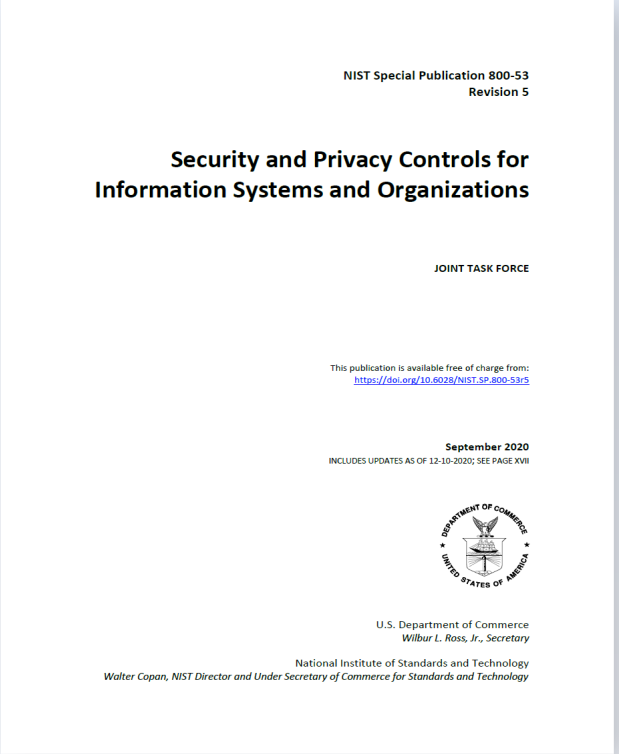
Sitestream delivers program-specific telephone support lines with multi-lingual services for all active full-service programs. Our operators manage citizen questions and payments. All interactions are placed into the audit history of the specific violation record. Call center activity is recorded per business rule, and these interactions are made available to authorized program managers as directed. As with all program data, statute-based retention rules will apply.

In-house Call Center

- Specifically trained team members
- Multilingual operators available
- Calls recorded for quality purposes



Security Controls



NIST Special Publication 800-53
Revision 5

Security and Privacy Controls for Information Systems and Organizations

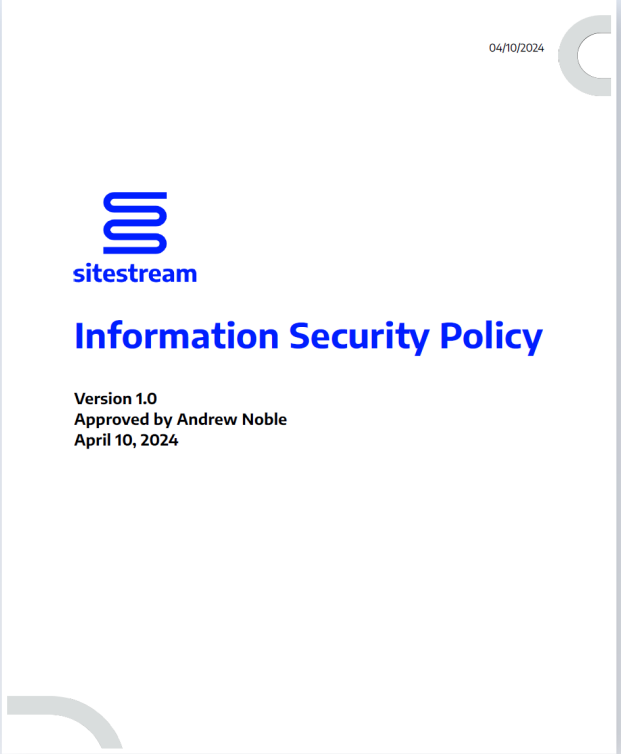
JOINT TASK FORCE

This publication is available free of charge from:
https://doi.org/10.6028/NIST.SP.800-53r5

September 2020
INCLUDES UPDATES AS OF 12-10-2020; SEE PAGE XVII

U.S. Department of Commerce
Wilbur L. Ross, Jr., Secretary

National Institute of Standards and Technology
Walter Copan, NIST Director and Under Secretary of Commerce for Standards and Technology



04/10/2024

sitestream

Information Security Policy

Version 1.0
Approved by Andrew Noble
April 10, 2024

What is Nlets Nova?

"As the International Justice & Public Safety Network, we are uniquely positioned to offer Nova, the Nlets Secure Cloud Platform, as our most modern solution for the law enforcement community. Nova is Nlets' premier cloud service for the criminal justice community. With leading technology and unparalleled customer support, Nova stands toe-to-toe with leading industry providers while catering directly to those who support officers on the street. To remain ahead of the curve with global security standards, Nlets aligned itself with the stringent FBI – CJIS policies, standards, and guidelines."

Features:

- 24x7x365 protection of our facility and data center with state-of-the-art commercial video surveillance and security.
- Two-factor authentication required for building and data center access.
- Regular security awareness training for all Nlets employees.
- An extensive pre-employment background investigation for all new employees; including a 10-print based state of residency and national criminal history record check.
- Triennial audits by the FBI CJIS Division.

Quality and Performance

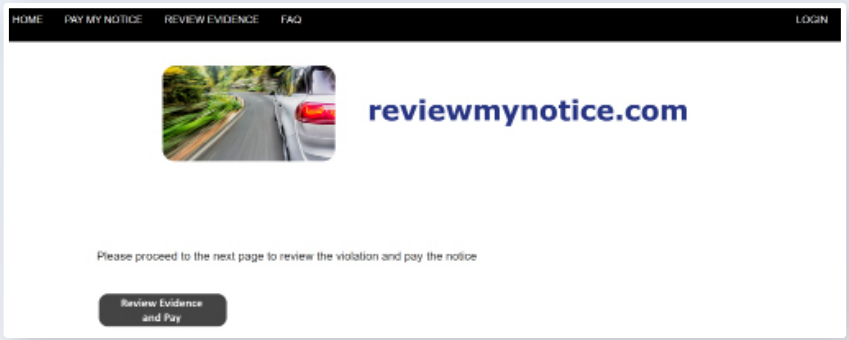
- Multiple Internet Service Provider carrier networks provided into our hosting center.
- Segregation of virtualized hosting customer environments
- Connection to Nova from on premise co-located hardware.
- Configure guest level protections including firewall, intrusion detection and agentless anti-malware.

Citizen Online Portal

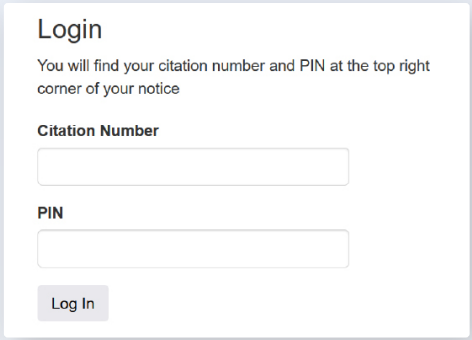
Citizens who have received a citation from the Town may visit our online viewing & payment portal designed specifically for the program. Portal availability is 24/7. The portal is clear and intuitive – useful for all citizens regardless of technical proficiency. Cited citizens can log in securely with two pieces of information - their citation number and 4-digit PIN. The PIN is sent to the offender with the original citation notice. Once logged in the cited citizen can review the citation material, request a local hearing on the citation, or pay the citation. Payment transactions are managed through a secure gateway. Receipts are provided to the paying party, and funds are directed to a dedicated program account.

Cited party may:

- View images, video and data specifics for the citation.
- Citation transfer request functionality per program rule.
- Request a local hearing.
- Pay the fine and generate a receipt.
- Offload event images and data.
- Access local and state statutes.



Payment Portal Landing Page



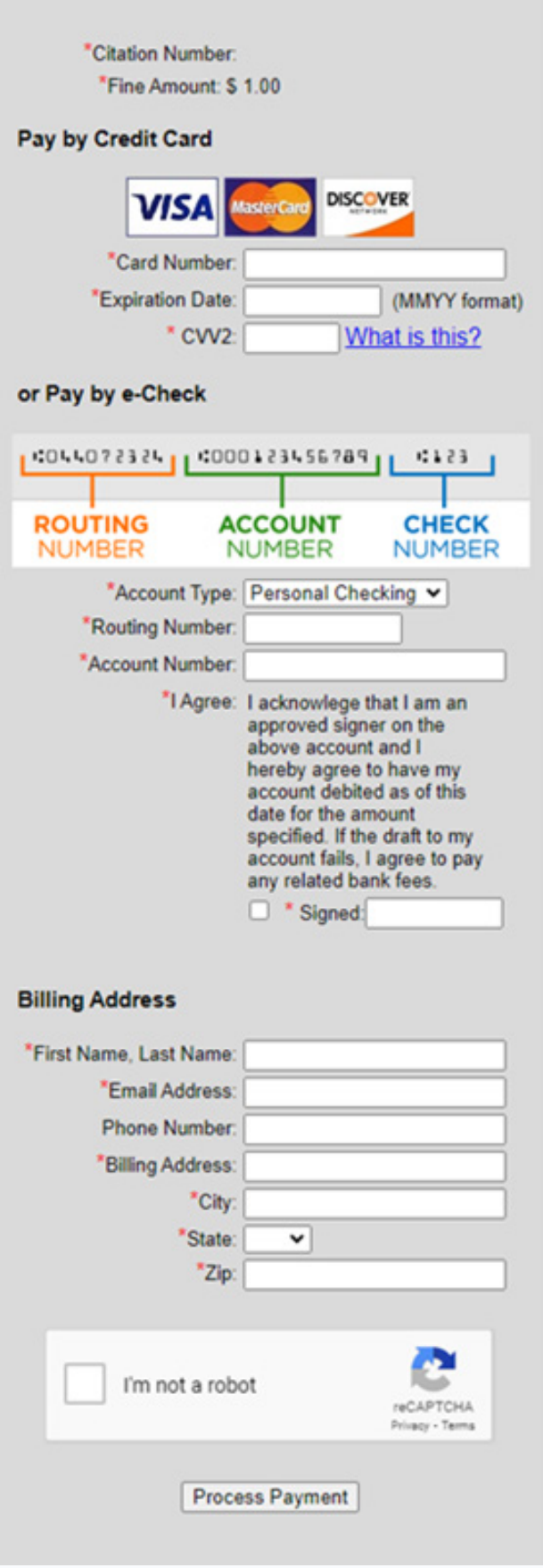
Login Credentials Needed for Access

Collections & Escalations

Sitestream partners with a number of industry specialists to follow through with delinquent citizens who fail to meet their obligation to the Town. Our collections partners work with hundreds of cities across the country to design and implement revenue recovery programs using the tools that are only available to government agencies. Statistically, our partners find upwards of 40% of non-payers at a different address than the one associated with the vehicle. Although every driver is responsible for keeping their contact information current, it is not uncommon for people to move without updating their registered address. Initial collection letters to corrected addresses can sometimes be the first time the person may become aware of the citation. If the person does not respond to partner's letters within 30 days, these partners can begin initial phone-calling efforts and the account is simultaneously submitted to the appropriate agencies per direction of the Town.

Fact Witness

Industry experts Andrew Noble and Gerhard Lamprecht will be made available upon request of the Town and local courts. It has been our experience in many automated photo enforcement programs that over time industry witness testimony becomes "Judicial Notice", declaring technical and operational testimony as factual and no longer subject to a formal presentation of evidence. In cases challenging automated enforcement programs, fact-based testimony about how the equipment and related services are actually performed will be delivered by Mr. Lamprecht or an equally qualified member of the Sitestream team.



Forms of Payment

Our custom designed online payment portal was designed to offer citizens the ability to pay their fines in a number of ways. In addition to physical check and money order payments, citizens may use credit/debit cards as well as e-checks. Some citizens will take advantage of the lower convenience charge associated with an e-check (less than a postage stamp.) Upon completion of these electronic transactions, Sitestream does not store any personal account information beyond the final four digits of the payment method, strictly used for reference purposes.

Cashiering

Sitestream shall install a requisite number of payment stations or kiosks at designated locations to enable citizens to pay down outstanding citations and supplemental fees associated with the program. Our online portal communicates with our backoffice in real time, enabling instant receipting and record updating for the citizen.

Did You Know?

"Connecticut drivers aren't only the best — they're the best by a long shot. Nutmeggers ranked 50th in citations, 50th in DUIs, 49th in speeding tickets and 45th in accidents.

QuoteWizard called the numbers **"the best we've ever seen."**

Program Reporting

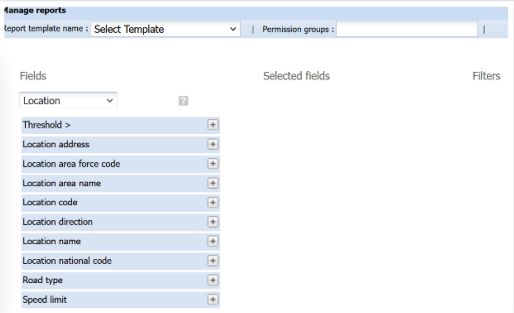
Internal and external stakeholders can be assigned authorizations to access the entire reports section, or to generate specific reports only from pre-determined templates. For more advanced ad-hoc statistics, Sitestream has configured easily understandable views to extract and compare any data held within the underlying SQL tables underpinning the VESPA data tables. This data can be easily accessed and transferred to view as .csv or spreadsheets and spreadsheet templates with pre-constructed report outputs.

The out-of-the-box reporting features of the VESPA back-office are user-friendly and powerful. The reports below display deployed location characteristics and cited vehicles sorted by Zip Code. Fields are simply dragged and dropped into a Selection area and filters are applied to generate the desired output. Also included on the next page is a customized filter/query that generates a monthly report for use by our County client's website as a public update.

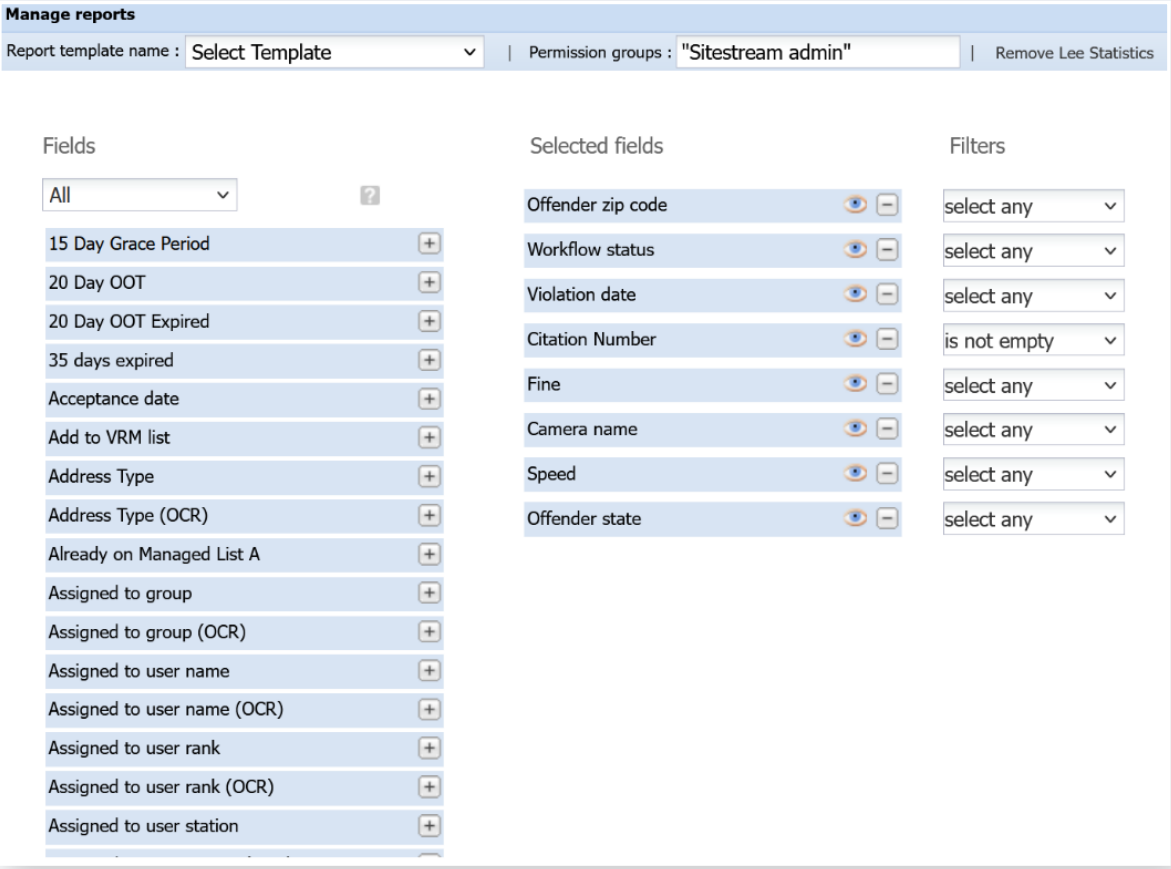
1 Choose the saved report template



2 Choose from dozens of available datapoints



3 Modify your field selections



“

“We’d bet a Fenway Frank that our VESPA reports can outperform any other solution.

Each attribute of a violation can be reported on. As an extreme example; if you want to know how many people called Peter were caught speeding at 14mph over the speed limit and they paid using a credit card ending in the number 3; we can give you that...in seconds!”

Andrew Noble, Sitestream



SLOW DOWN

STACY S. WEBER, SHERIFF

AUTOMATED TRAFFIC ENFORCEMENT
UPDATE –June 2024

Speed Camera Location	#Citations Issued	MPH over 11-15	MPH over 16-20	MPH over 21-25	MPH >26	Highest Speed m.p.h.
1	1000	855	109	29	7	95
2	x	x	x	x	x	x
3	x	x	x	x	x	x
4	694	617	72	5	x	89
5	705	570	109	19	7	92
6	76	73	3	x	x	82

Total Citations Issued in June: 2475
Total # Citations Paid in June: 2782
Total Fines Paid in June: $300,450

Camera Enforcement Locations

1	IA 27 & 320th (NB) / #1211758
2	IA 27 & 320th (SB) / #1211772
3	US 218 / IA 27 & 200th (SB) / #2206830
4	US 218 / IA 27 & J40 (W. Point Rd) (SB) / #1211637
5	US 218 / IA 27 & 200th (NB) / #2207110
6	US 218 / IA 27 & J40 (W. Point Rd) (NB) / #1211607

Violations by State

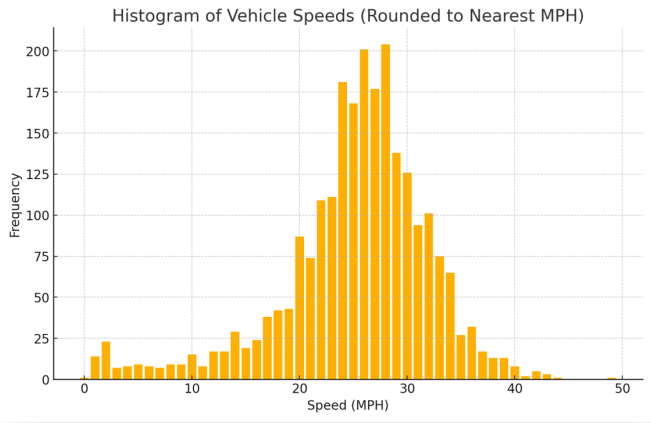
State	Total
IA	891
MO	471
IL	258
WI	52
MN	279
All Other States	524
Total	2475

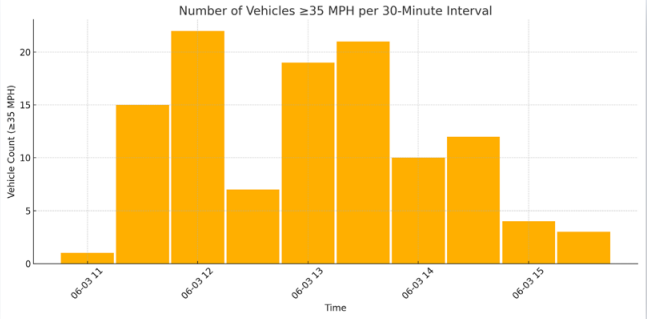
SAMPLE

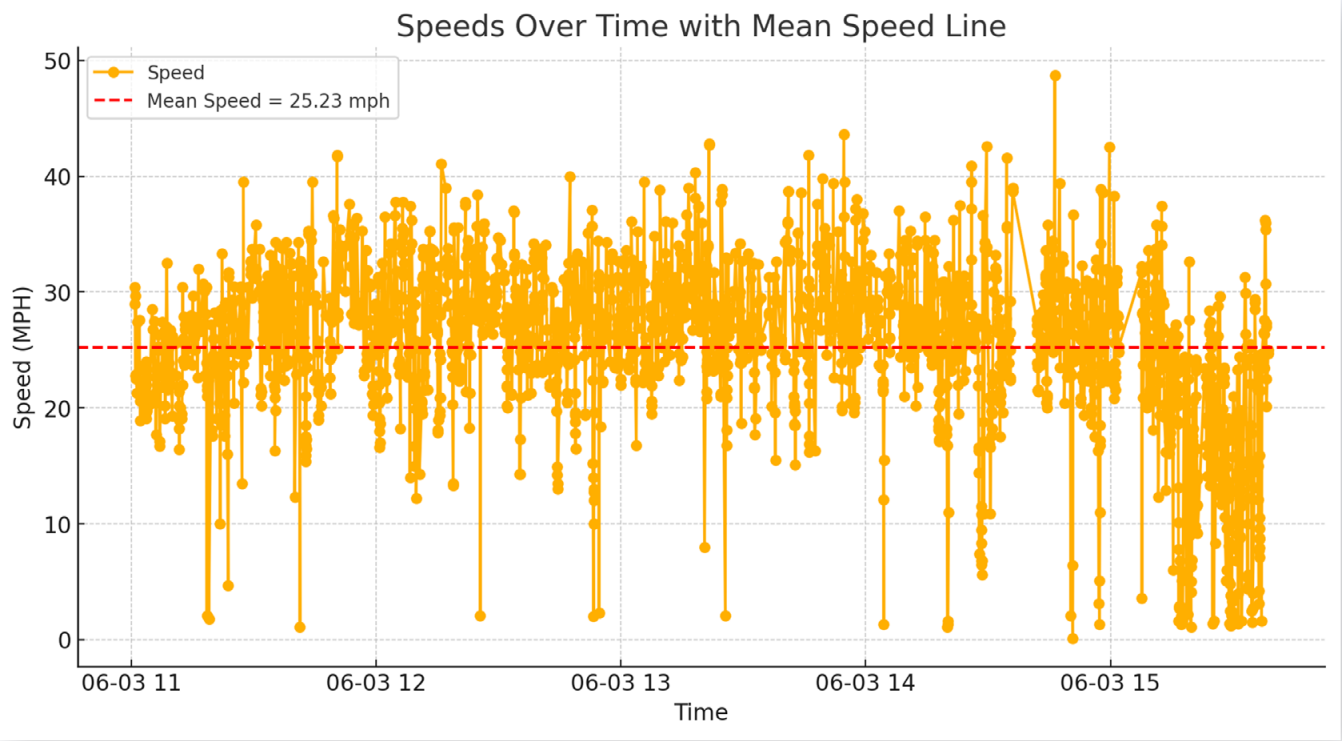
Reports - Graphs

Any item of program data recorded, as well as program statistics, operational metrics & performance, financial / accounting analyses, and violations disposition history can be presented in report form. Data can be presented in tabular form in Excel along with graphical outputs per Wethersfield request. Training will be provided.

Parameter	Value
Start time	11:00:47
End time	15:38:41
Elapsed time	4:27:54
85th Percentile Speed	31.5 MPH
Number of offenders	114
Harsh braking events	Not Setup
Illegal lane-change events	Not Setup



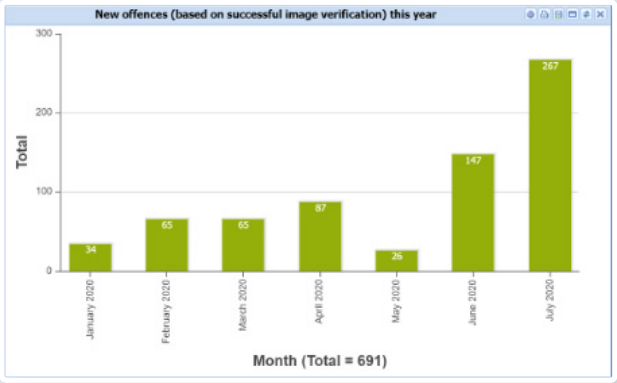


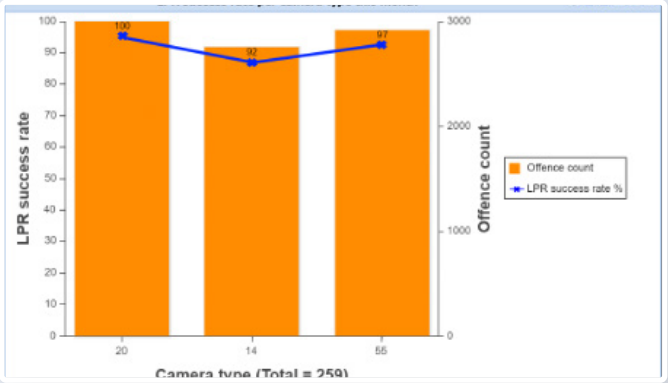


Dashboard – Charts

VESPA will allow users to pin charts and graphs to their own dashboard. This will give users an overview of the system performance and data in real time.

Charts and graphs are interactive can be pinned to a user's dashboard.





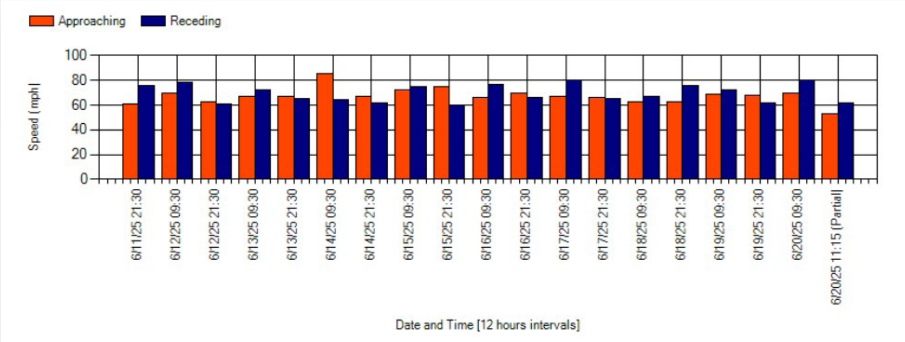
VESPA dashboards allow a user to filter down and refine custom dashboards to fit their needs. Using the filter tools along the top of the dashboards, users can further refine and customise the graph parameters to display information they require. For example this could be information on a certain group of verifiers.

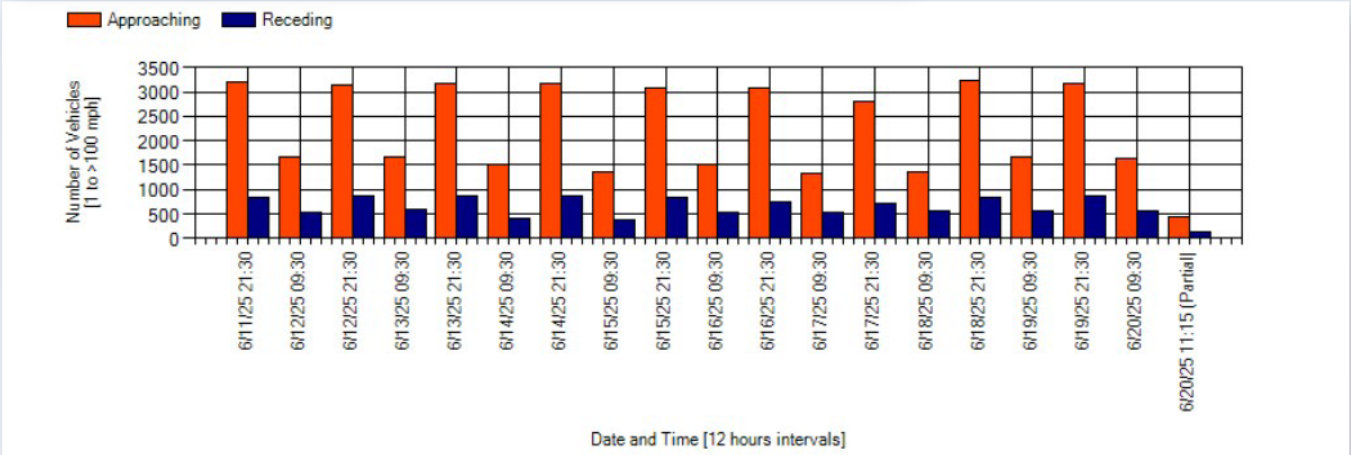


Analysis Reports

Periodic and comparison reporting will be critical for the CT-DOT & OSTA representatives to assess driver behavior over time. As noted the Sitestream systems collect traffic statistics of all passing vehicles regardless of enforcement parameters. This will give invested agencies an overview of the system performance and data in real time.

Charts and graphs are interactive can be pinned to a user's dashboard.





Approaching Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	35 mph	Pace Speed	36 to 45 mph	Speed	36 to 45 mph	46 to 55 mph	56+ mph	Total
# At/Under Limit	13774	# In Pace	68	Volume	33733	8095	419	42247
# Over Limit	42247	% In Pace	0.12%	Percent	60.21%	14.45%	0.75%	75.41%
Average Speed	39 mph							
85th % Speed (weighted)	45 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	35 mph	Pace Speed	36 to 45 mph	Speed	36 to 45 mph	46 to 55 mph	56+ mph	Total
# At/Under Limit	6892	# In Pace	14	Volume	9642	2483	123	12248
# Over Limit	12248	% In Pace	0.07%	Percent	50.38%	12.97%	0.64%	63.99%
Average Speed	37 mph							
85th % Speed (weighted)	44 mph							



References

Michael J. Cannon
Chief of Police/Village Administrator

Village of Hunting Valley
38251 Fairmount Blvd.
Hunting Valley, OH 44022
440-247-7324 Office
mcannon@huntingvalley.net
Program Inception: July 2025
Systems Deployed: 9
Ongoing Buildout

John Majoy
Police Chief

Newburgh Heights OH
3801 Harvard Avenue
Newburgh Heights, Ohio 44105
jmajoy@newburgh-oh.gov
Phone: (216) 641-2117
Program Inception .....November 2024
Systems.....5 + 2 Under Construction
Citations Issued 40k

Delano "Bud" Bauchmoyer
Police Chief

Brice OH
5990 Columbus Street
Brice, Ohio 44105
BricePD@outlook.com
Phone: (614) 864-8591
Program Inception: October 2024
Systems: 4
Citations Issued: 10k

Stacey Webber
Lee County Sheriff – Ret.

Lee County Iowa
2530 255th Street
Montrose, IA 52639
Phone: (319) 372-1152
Program Inception: December 2023
Currently Paused – Statewide Review
Systems: 6
Citations Issued: 30k

Pricing Details

The Sitestream solution is offered as an all-inclusive, turnkey deliverable. All proposed services deliverable to Wethersfield as described including all justification research & composition, labor, materials, supplies, subcontracting costs, installations, maintenance, training, fulfillment, integrations, public outreach, required State reporting, software licensing, integration / interface development and any other specified requirements.

Sitestream pricing will remain the same throughout the initial term of any agreement. Renewal pricing after the initial term would be subject to changes in the Consumer Price Index or equivalent as published by the Bureau of Labor Statistics.

We feel very strongly that the enforcement technology we have proposed will detect and capture more violations than any other considered vendor, which will directly translate into higher safety improvements and contributions to eliminate roadway fatalities from your streets. Coupled to our near real-time processing of offenses through to citation issuance, Sitestream will deliver the highest levels of transparency and reporting to the Town, the State and your residents. Additionally, the Sitestream program delivers unequalled access to non-violation traffic data and an impressive capability to interface with existing IT systems and Town departments.

We gratefully submit:

Pricing for the ATESD Program

Either:

- For each camera system installed onto existing Town infrastructure (such as a light pole) – there will be a fixed monthly cost of $1,500 billed in arears.
- For each camera system installed onto new infrastructure constructed by Sitestream – there will be a fixed month ly cost of $2,000 billed in arears.

In addition to:

- For each of the first 50,000 (fifty thousand) paid citations during the program term, there will be a charge of $15.00. For each of the second batch of 50,000 paid citations, the charge will be reduced to $12.50 per citation and for the third and subsequent batches of 50,000 paid citations, the charge will be further reduced to $10.00 per citation.

What's in the Box

- ✓ All technology - Constructed, Installed, Configured
- ✓ Fixed-speed camera units as required
- ✓ Fixed red-light enforcement units as required
- ✓ All operational costs from Day One - Zero up-front costs for the Town
- ✓ Full integrations with DMV, Payment, & Customer Service subsystems
- ✓ Unlimited user accounts with Town-controlled access
- ✓ Full program reporting to the Town to ensure statutory compliance
- ✓ Audit trails and transparency throughout the program – front to back!
- ✓ Guaranteed violations processing timeline
- ✓ 72-hour response time to determine plan; replace or repair
- ✓ Fully automated interface to Town's IT systems
- ✓ Optional USPS Certificates of First Class Mailing
- ✓ Safeteen Program - Socially conscious partnership where one percent of Sitestream revenue is given back to Wethersfield for teenage drivers' education

Additional Offerings

SoundVue™ Noise Enforcement Solution

Sitestream, as a systems integrator, is able to work with a number of highly advanced partners, and integrate seamlessly with their solutions to our flexible backoffice. This allows us to offer not just speed and red light enforcement technologies, but highly specialized and valuable solutions like the SoundVue Automated Noise Enforcement System.

Proper traffic management of inappropriately noisy vehicles, from your local residents' point-of-view, is a quality-of-life issue. A key element of this management is vehicle noise abatement. With the enactment of CT Gen Stat 22a-67 the State has recognized the issue and quantified a fair policy that balances the reality of destination traffic with the rights of local residents. The SoundVue system from Intelligent Instruments uses advanced algorithms and AI to automatically detect excess noise from road vehicles.

SoundVue captures precision noise level, clear audio and visual data and saves this evidence data to a secure webserver in the cloud. Data is then sent for review and possible action against offending drivers.

This system is widely recognized as the best available automated noise abatement solution in the world today.

NYC SoundVue system deployment



Primary Features

- Single pole solution – affixes to existing street furniture
- Second generation system launched in NYC 2023
- Precision audio recording with accurate noise level detection
- Bi-directional video capture with built-in ALPR
- Auto deletion if trigger threshold not met
- Email push notifications or auto-upload to Sitestream

Features & Specifications

Performance Standards

- Conforms with IEC 61672-1: 2013 Class 1

Clock

- Continuous synchronization with UTC
- High performance RTC chip with battery backup

Communications

- 4G dual SIM capability

Microphone

- Repolarized free-field 1/2" microphone

Camera System

- Dual high performance CMOS camera sensors

Storage System

- High-capacity solid state storage on device
- Secure online cloud storage

Calibration

- Calibration history stored on instrument

Measuring Range

- Single high dynamic range

Power

- Mains (110 or 230 V)

Weight

- 11 kg including mounting system
- Bi-directional video capture with built-in ALPR
- Auto deletion if trigger threshold not met
- Email push notifications or auto-upload to Sitestream

"RBKC's experience of working with Intelligent Instruments has been an absolute pleasure. Their team of skilled professionals are not only knowledgeable in their field but also dedicated to providing the highest level of service and support. Intelligent Instruments took the time to understand the borough's unique problems and needs and developed a tailored solution that exceeded our expectations. I cannot recommend Intelligent Instruments highly enough for any business seeking innovative enforcement options and exceptional customer care."

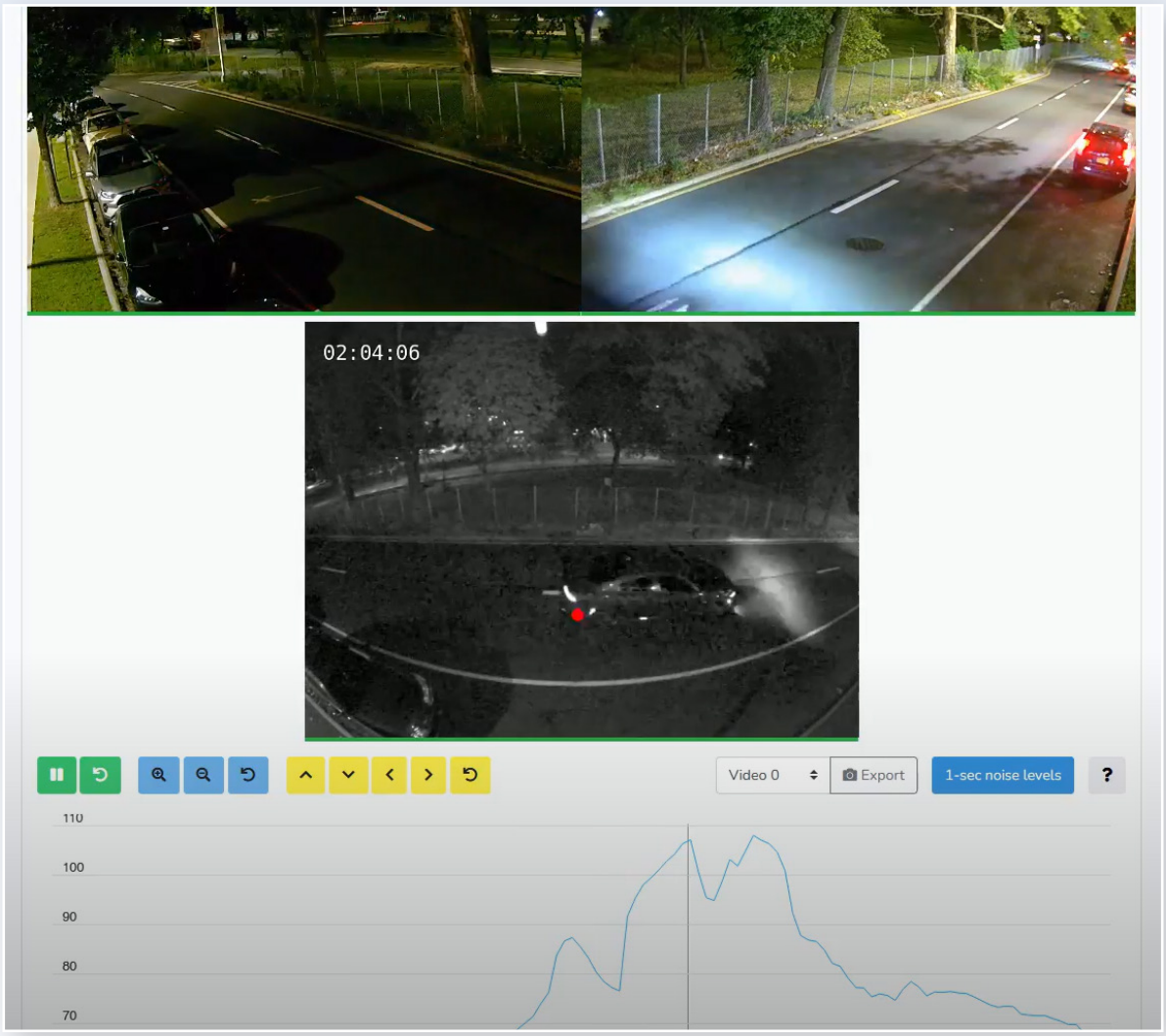
Councillor Cem Kemahli
- Lead Member for Planning and Public Realm

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

Noise Abatement Evidence Output

Based on business rules thresholds for noise abatement enforcement, violation parameters & evidence elements including multiple vehicle images (approaching & receding); event video with target marking (to eliminate ambiguity); audio capture; graphical representation of decibel measurements, and license plate images are captured and packaged as an Event. For vehicles meeting ordinance-based thresholds & parameters, the system will save the Event internally.

These events are fed continuously to our secure data servers, and presented to the user in a Pre-Approval workspace in our VESPA backoffice software. Here the events will follow a specific pre-processing procedure that includes a quality assurance examination, and application of business rules to assess the event to violation. All record elements are presented within this Event workspace for review and assessment.



Noise Abatement Evidence Set

Above is a representation of the "Evidence Set" showing the synced video streams and decibel level measurements at each point in time throughout the Event. Two vehicle images with an associated license plate crop and associated details are presented on the citation notice.

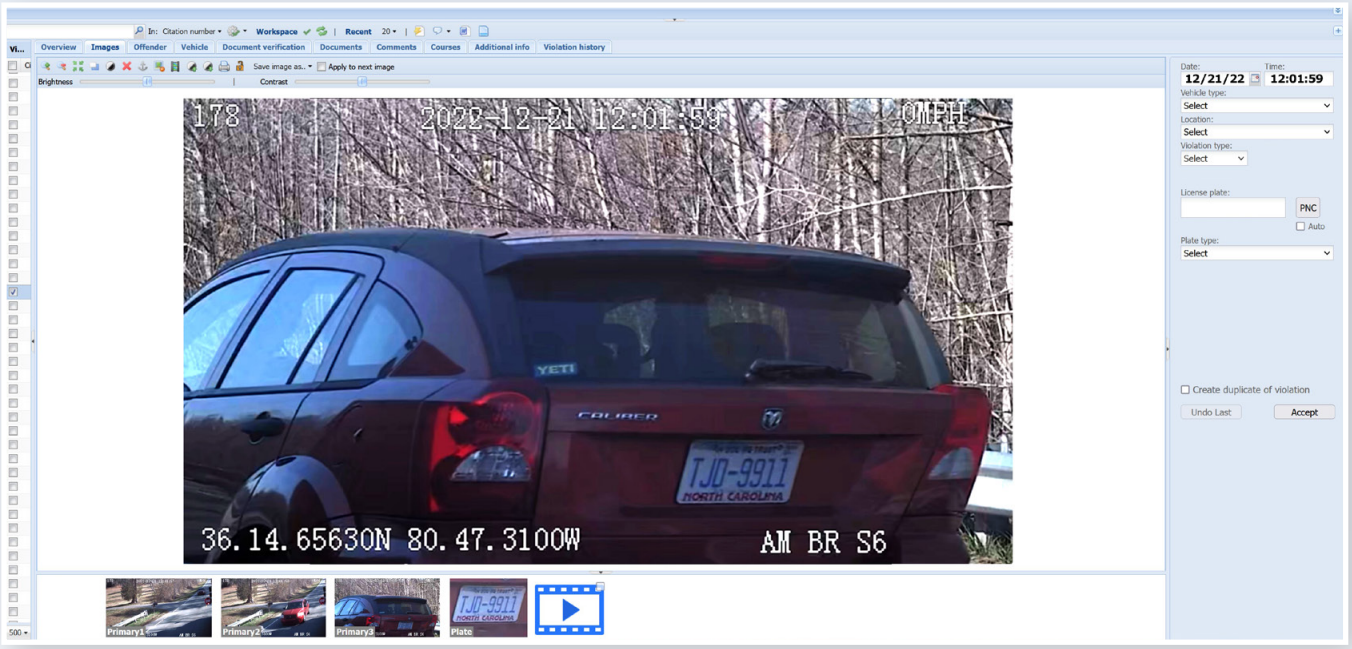
This evidence information will be available for all cited citizens to review on our payment portal. **As of this date, the Sound Vue system has never lost a case in any court jurisdiction.**

School Bus Stop-Arm Enforcement

The exclusive partnership between Sitestream and Safety Vision began with a simple shared mission - to elevate road safety and make every School Bus Stop risk-free so our students can safely access their schools. The founders of Sitestream have decades of automated photo enforcement experience, and the founders of Safety Vision have delivered **tens of thousands** of camera systems to towns and districts all over the country. Our solution is the best offerings of two companies that are committed to student safety. Our collaboration brings a world class camera and software platform which blends seamlessly with the VESPA backoffice violation and citation issuance software, creating a fully managed, turn-key solution that offers school districts a fresh path to school bus stop-arm enforcement.

SAFETY VISION

Backoffice review workspace for stop-arm violation



Observer Series DVRs





October 20-24, 2025,
is National School Bus Safety Week

www.trafficsafetymarketing.gov/safety-topics/school-bus-safety

The Observer Series DVRs with Foresight PRO Software

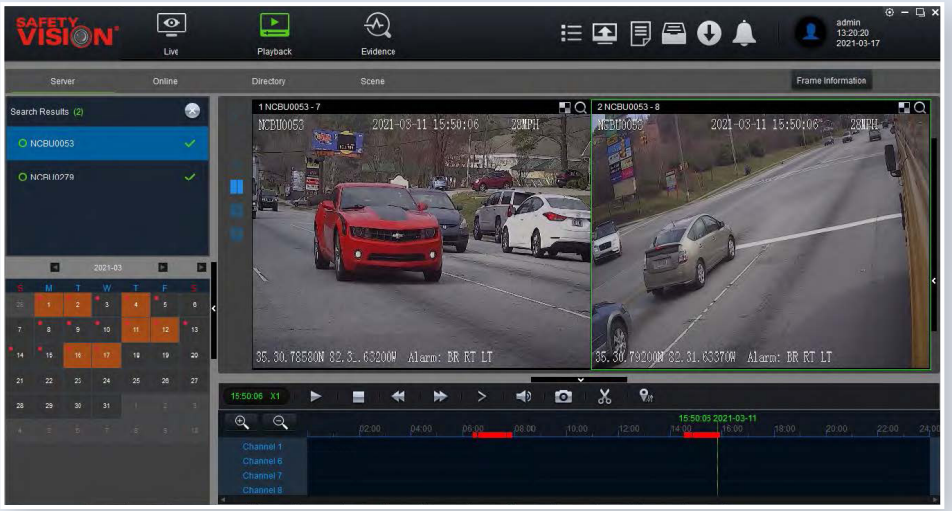
This School Bus Video Recording Suite provides high-quality digital video performance with storage and retention, IP communication capabilities and data retrieval processes. This solution is designed to collect video, audio, GPS and Meta-data in vehicle applications that record to a secured local storage device residing in the vehicle's DVR. All data that is collected is created, filed and archived based on the date and time of the recordings using the internal DVR clock. All data residing in the secured DVR storage device, can be retrieved manually or wirelessly using IP Protocol of either 802.11 or cellular broadband networks. Evidence video and metadata for external stop-arm photo enforcement will be securely offloaded to the VESPA web-based backoffice solution as evidence of violation.

- ✓ Date & Time stamped recordings
- ✓ Watermarking of Vehicle ID, GPS Coordinates, Date, Time and vehicle signals
- ✓ Storage retention using date/time for overwriting oldest files
- ✓ Simultaneously synchronized video review from all attached cameras
- ✓ Video Recordings at clear 1080p & 720p resolution settings
- ✓ Digital location, displayed in a Map Window, with vehicle route, speed and alarm
- ✓ Secured storage with video encryption
- ✓ 12 Volt Inputs and Outputs for recording sensors, triggers and sending alerts
- ✓ Communication over IP Protocol to higher and adjacent systems using local 802.11 networks or cellular broadband carrier service
- ✓ Visual display of system performance on Event Marker
- ✓ Foresight PRO Video Viewing Software for local or wireless retrieval, viewing, saving and sharing of data
- ✓ Event Marking (Panic Button, Excessive Speed, Inertia & Stop Arm passing) expediting the retrieval of incidents that need to be reviewed
- ✓ System Health Status and Reporting
- ✓ iPhone & Android App for systems with WiFi and Cellular connectivity

SV-EXTx-1080x External Cameras



Image sensor	1/2.8" Sony 2.13M pixels CMOS
Resolution	1920 × 1080
Sync system	Inter-sync
Scanning system	Progressive scanning
Focal length	4mm (8, 12, 16mm optional)
Field of view	H: 88° V: 49° (4mm) H: 42° V: 24° (8mm) H: 29° V: 16° (12mm) H: 22° V: 13° (16mm)
IR distance	10 – 15m
Minimum illumination	0 lux (with IRs)
Auto adjustments	White Balance, Electronic Shutter
Gamma correction	0.55
IP rating	IP67
Power requirement	DC12V ± 10%
Power consumption	230mA/DC12V (IRs on)
Operating temperature	4°F – 131°F (-20°C – 55°C)
Dimensions	2.28 × 3.76 × 2.0in (57.8 × 95.6 × 50.8mm)





Program Launch & Operations Timeline - School Bus Stop Arm

Upon notice to proceed, Safety Vision installation teams will finalize inventory to make sure the components necessary to complete the job are in house and begin compiling hardware based on the contract specifications for the District. Upon receipt of the required inventory, Safety Vision installation teams will deliver the completed, tested, and fully functional system within the parameters of the contract.

Initially, the Safety Vision and Sitestream project team will work together with the designated project leaders at the District to outline an implementation schedule that meets the District's operational availability. Once the implementation schedule has been defined and approved, our team will allocate the required number of technicians to perform the installations in the proposed timeframe. A recommended installation schedule is included below.

Installation and Testing Timeline

*** Please Note: This is an estimated start date and subject to change. The installation timeline is based on our teams executing approximately 45 vehicles each per week.**

A. Stop-arm systems Planning and Procurement

B. Hardware technology and supplemental materials delivery

C. Project Kick-Off Meeting

D. Onsite Kick-Off first articles

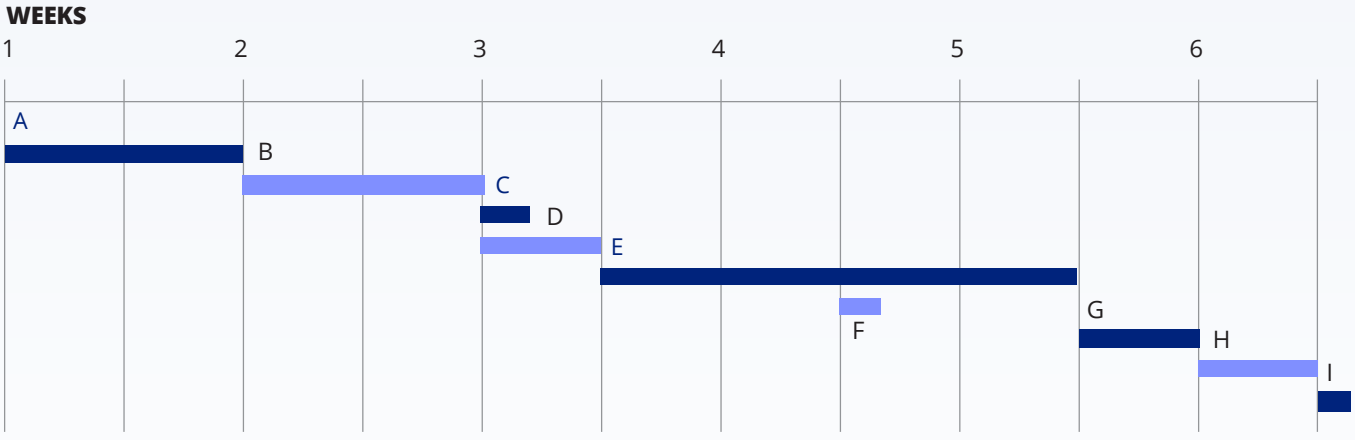
E. Physical build-out and upfit of first phase of vehicles

F. Mid-Project deliverables meeting

G. Full fleet operational testing - functionality & communications

H. Software, end-user, and system maintenance training

I. Deployment Kick-Off meeting



Stop-Arm Camera Installation Kickoff

Our objective is to categorize the same make and models of vehicles to start. For efficiency purposes, alike makes and models are grouped and assigned for reasons of efficiency. Part of the lead technician's responsibilities is to manage the QA/QC process. Processes includes pre/post signoff sheets for the installations, the configuration spread sheet (in .xml format) and the signoff sheet. The signoff sheet includes configurations, model and serial numbers, IP/MAC addresses and snapshot of each camera installed to ensure proper views. The purpose of this procedure is to document deficiencies that are found during inspection prior to the installation of equipment. It will also serve to document any deficiencies that are found during post installation inspection of the vehicle for the same criteria. Time will be allocated to provide a "golden sample" for each type of vehicle. The involvement of District officials will be crucial to this section. Installation training (if needed) and guides will be documented at this point, and copies will be distributed to District personnel for future reference.

Installation will be accommodated to ensure minimal disturbance of student transportation vehicles. An indoor bay for installation is requested (maybe required if weather is not optimal). Also required are power outlets so technicians may charge drill batteries and other electric tools. Involvement from District officials will involve content input for pre/post inspections sheets. Vehicles will be completed prior to typical morning rollout time.

Software and hardware training sessions for both the operations and maintenance personnel will be accommodated for different shifts and reps. Our project manager will track all events and milestones from the date of Notice to Proceed, to the point of System Acceptance through a web-based project delivery tracker. All assignments are assigned to Safety Vision / Sitestream internal personnel or District responsibility. The project manager edits the tasks, assignments, duration, dates and status of completion on a weekly basis.

Our team will install a "first article" prototype in order to establish mounting locations, camera views and DVR configurations. All equipment and components, including wiring and cabling, will be installed according to the specifications described in the bid document. We will work closely with District officials to determine the installation parameters, and provide installation training if needed.

Upon approval of the prototype, our installation teams will begin the installation of the remaining vehicles - configured in the same manner as the prototype(s). As vehicles are completed, our on-site Project Manager will provide the District with a sign-off sheet including images of each camera, serial numbers and a summary of work performed. Comparison to previously determined installation parameters will be verified. A walkthrough of each vehicle for final approval with be performed. As systems are completed, our team will compile and submit a weekly list of completed installations to the District.

Installation Completion Procedures

- The first installation will be the template for all remaining installations moving forward.
- District officials authorized to provide approval will be required to review and inspect all aspects of the first installation and note any corrections required. If requirements are within the scope, notification must be communicated back to the project manager who will review the requirement and notify parties of the findings.
- If the District agrees with the first installation, the technician will provide a completed "Installation Acceptance Form" (IAF). The District and technician will both sign the document.
- All remaining installations will match the initial installation and will have its own completed IAF completed and signed by both the District and technician.

Once all installations are complete, all material, tools etc. will be removed from the premises. The warranty period will begin once the installation is approved.





Stop-Arm Enforcement Summary of Deliverables

TECHNOLOGY

- Full suite of Safety Vision HD internal and IP external video cameras
- Safety Vision Observer 4112 HVR VMS
- GPS antenna, event marker, communication antenna, modem, power harness, sensor attachment, and required mounting, cabling & power accessories

BACKOFFICE & PROCESSING

- Sitestream VESPA - a turnkey, front-to-back software platform that securely receives and assimilates evidence imaging and metadata
- NLETS secure data hosting
- Customized citation design and fulfillment management
- Secure citizen portal for violation videos and payments

SUPPORTING SERVICES

- Direct customer service and support
- Initial and ongoing program training
- Hearings & adjudication coordination
- Public awareness support & program advocacy
- Payments management and collections

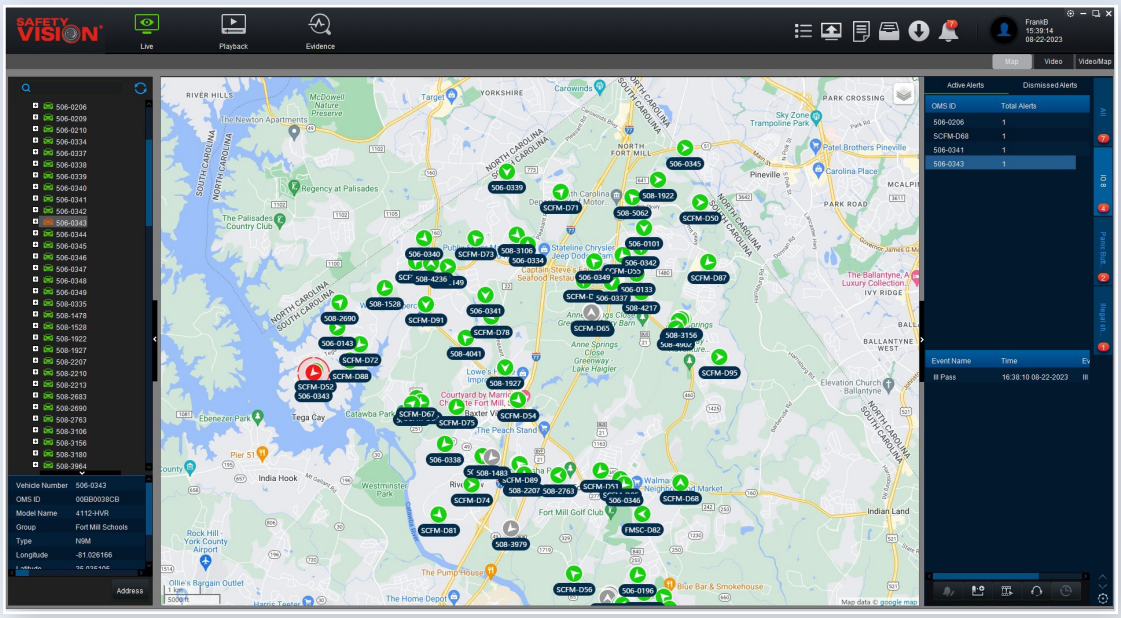
System and Services Support

Sitestream & Safety Vision pride ourselves on customer service and support throughout the program lifecycle. Safety Vision's US based technical support resides at their corporate headquarters in Houston, TX. Sitestream's technical support resides at our headquarters in Beverly, MA. Support staff is highly trained and knowledgeable about all our product lines, and readily available to help the District resolve any problems that arise after the systems have been installed.

Technical support department is operational Monday-Friday from 7:00am-6:00pm CST. Response is typically within one hour of receiving the call. Support is achieved but not limited to phone, web, email, and remote computer log in. Upon request, we can also offer on-site service contracts. These services can be performed by a trained local contractor agreed upon by us and District officials.

Buncombe County NC 240-bus buildout





Fleet Screen Status Flags

Operations Overview

Each upfitted bus will include two event markers. The main event marker is for Student Safety and marking internal events on the bus. This marker will create alarm files for only cameras residing on the bus using a 5-minute pre and post mark setting, thus creating a 10-minute alarm file. The second event marker is a stand-alone red momentary push button that marks the external cameras and windshield camera when the driver witnesses a motorist passing a stopped school bus. This marker is configured for 10 seconds before the marker is pressed and 20 seconds afterwards, thus creating a 30 second video clip. Motorists passing a stopped School Bus takes place in moments and does not require a long duration of time and this will keep the data packet to a minimum. Considering the external cameras need to capture details of the vehicle, license plate and the overtaking of the school bus, these cameras are recording at both higher frame rate and resolutions. Additionally, the Fleet screen allows for a comprehensive overview of each bus's alarm status.

Data Management

This School Bus Video Recording Suite provides high-quality digital video performance with storage and retention, IP communication capabilities and data retrieval processes. This solution is designed to collect video, audio, GPS and Meta-data in vehicle applications that record to a secured local storage device residing in the vehicle's DVR. All data that is collected is created, filed and archived based on the date and time of the recordings using the internal DVR clock. All data residing in the secured DVR storage device, can be retrieved manually or wirelessly using IP Protocol of either 802.11 or cellular broadband networks. Evidence video and metadata for external stop-arm photo enforcement will be securely offloaded to the VESPA web-based backoffice solution as evidence of violation.

- Date & Time stamped recordings
- Watermarking of Vehicle ID, GPS Coordinates, Date, Time and vehicle signals
- Storage retention using date/time for overwriting oldest files
- Simultaneously synchronized video review from all attached cameras
- Video Recordings at clear 1080p & 720p resolution settings
- Digital location, displayed in a Map Window, with vehicle route, speed and alarm
- Secured storage with video encryption
- 12 Volt Inputs and Outputs for recording sensors, triggers and sending alerts

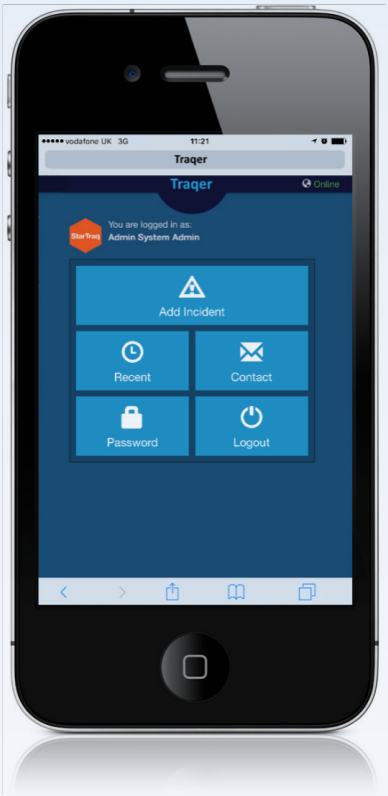
MOBILE APPLICATION FOR OFFICER ISSUED TICKETS

Mobile Solution – Officer Issued Tickets

Sitestream utilizes a mobile ticketing application that allows enforcement officers to use the latest mobile handheld technology to capture, upload and print a ticket for any violation from any location. Built using the latest web-app technology, our app is the smart choice for mobile ticketing. VESPA also interfaces this app, allowing offenses to be imported into your backoffice.

Features

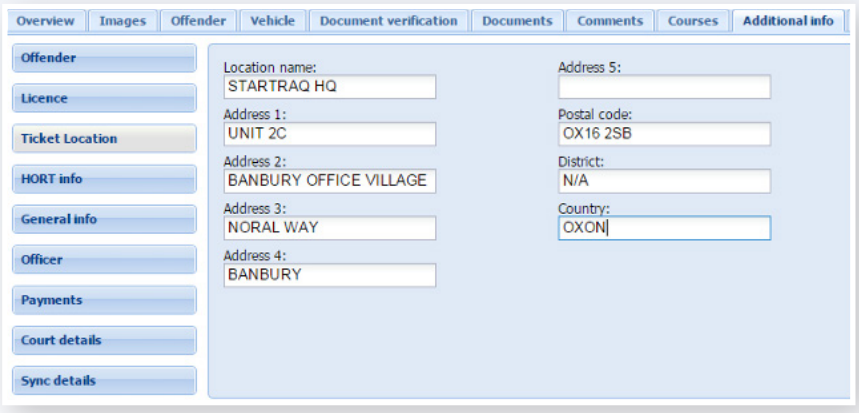
- Menu driven mobile ticketing app
- Process any traffic violation
- Process other violations including environmental offences
- Geo tagging and reverse geo tagging to pinpoint location of a violation
- Postcode lookup for offender details
- Hardware independent
- Can work with existing VESPA back office system
- Use in-built camera to gather evidence
- Bluetooth printing to portable printer
- Hosting options available



Benefits

- Eliminates errors and costs associated with manual ticketing
- Automatically transfers data to the back office resulting in no lost records
- Reduces processing time
- Reduces labour costs of processing paper tickets
- Allows officers to spend more time on patrol
- Minimal deployment costs

The VESPA backoffice contains an extra tab called additional info, used by officers and verifiers to add extra information on officer issued tickets.



sitestream safeteen

Sitestream - Safeteen

Safeteen is a community safety program funded from Sitestream revenue specifically aiding teenage drivers and their pursuit of professional drivers education.

According to the CDC, motor vehicle crashes are the leading cause of death for U.S. teens. Teen motor vehicle crashes are preventable, and proven strategies can improve the safety of young drivers on the road.

Teens who do not enroll in a driving school are...

75% more likely to violate rules and get a ticket

24% more likely to be involved in fatal accidents or death

16% more likely to get into accidents

According to drive-safely.net



Program benefits

- 1% of Sitestream program revenue remitted back to Wethersfield twice per year
- Host community administers the program as it chooses for its teenage drivers that reside within the community
- Funds must be used for drivers educational purposes only
- No catches, no strenuous conditions and no maximum limits on program funding
- Possibility of lower insurance premiums after teens have completed a drivers education course

100% Sitestream Funded → **Safer Teenage Drivers**


smart data
safer people
sitestream®
safer@sitestream.ai
(978) 394-0652
sitestream.ai

Town of Wethersfield Connecticut

Automated Traffic Enforcement Safety Device

Municipal Plan



Town of Wethersfield ATESD Municipal Plan
Mayor Kenneth Lesser
Submitted/Prepared By: Town Manager Frederick J. Presley
Date: July 14, 2025

Town of Wethersfield

505 SILAS DEANE HIGHWAY
WETHERFIELD, CONNECTICUT 06109

Joseph Ouellette
Executive Director- State Traffic Administration
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Dear Joseph Ouellette,

Please accept this comprehensive Automated Traffic Enforcement Safety Device (ATESD) Municipal Plan for the Town of Wethersfield. Wethersfield's ATESD plan aligns with Connecticut Public Act 23-116 and the Connecticut Department of Transportation's traffic safety goals and initiatives to improve roadway and pedestrian safety. The plan aims to reduce dangerous conditions within our community and specifically at the four selected locations. These conditions contribute to traffic collisions, serious injuries, and deaths involving pedestrians, bicyclists, motorists, and vulnerable roadway users on Wethersfield's roads.

In preparation of this Municipal Plan town staff have followed the recommended guidelines and completed the required traffic assessments. These efforts helped determine the roadway locations that would benefit the most from automated traffic enforcement. The justification, traffic assessment data, and methodology for each site selection are attached. For each area, you will note additional imagery and relevant information that identifies the intended site locations of the ATESDs. This Town of Wethersfield ATESD Municipal Plan contains all the required elements.

We hope you agree that this plan is equitable and will likely improve traffic safety at the proposed locations, thus warranting approval. However, we acknowledge this is a Town of Wethersfield collaboration with the Connecticut Department of Transportation. We value your input and look forward to any feedback from the Office of the State Traffic Administration regarding revisions needed before permitting these critical ATESD devices. Please let us know if there are any questions we may answer or additional documentation we may provide.

Sincerely,

Kenneth Lesser
Mayor
Town of Wethersfield
505 Silas Deane Highway
Wethersfield, CT 06109

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A. Site Selection Justification ..... **28.**

B. Roadway Image and Site Signage Locations ..... **29.**

C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data ..... **31.**

D. Speed Data ..... **33.**

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A. Site Selection Justification ..... **35.**

B. Roadway Image and Site Signage Locations ..... **36.**

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Town of Wethersfield Code of Ordinance
Part II: General Legislation, Chapter 157 Vehicle and Traffic, Article VI
Automated Traffic Enforcement Safety Device
2024-03-04

§ 157-22 Use of automated traffic enforcement safety devices authorized.
Pursuant to the authority granted in Public Act 116, Section 11, of the 2023 Session of the Connecticut General Assembly (the "Public Act"), [1] the Town of Wethersfield (the "Town") hereby authorizes the use of automated traffic enforcement safety devices at locations within school zones, pedestrian safety zones, and other places within the boundaries of Wethersfield, Connecticut, provided that the locations of such devices will be identified in a plan submitted to and approved by the Connecticut Department of Transportation. *[1] Editor's Note: See C.G.S. § 14-307c.*

§ 157-23 Definitions.
The following words, terms, and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE
A device designed to detect and collect evidence of alleged traffic violations by recording images that capture the number plate, date, time, and location of a motor vehicle that exceeds the posted speed limit by 10 or more miles per hour or fails to stop such vehicle when facing a steady red signal on a traffic control signal.

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE OPERATOR
A person who is trained and certified to operate an automated traffic enforcement safety device.

NUMBER PLATE
Any sign or marker furnished by the Commissioner of Motor Vehicles on which is displayed the registration number assigned to a motor vehicle by the Commissioner.

OWNER
Any person holding title to a motor vehicle or having the legal right to register the same.

PEDESTRIAN SAFETY ZONE
An area designated by the Office of State Traffic Administration or the traffic authority of the Town pursuant to C.G.S. § 14-307a.

PERSONALLY IDENTIFIABLE INFORMATION
Information created or maintained by the Town or a vendor that identifies or describes an owner and includes, but need not be limited to, the owner's address, telephone number, number plate, photograph, bank account information, credit card number, debit

card number, or the date, time, location, or direction of travel on a highway.

SCHOOL ZONE
An area designated by the Office of State Traffic Administration or the traffic authority of the Town pursuant to C.G.S. § 14-212b.

TRAFFIC AUTHORITY, TRAFFIC CONTROL SIGN, AND TRAFFIC CONTROL SIGNAL
Shall all have the same meanings as provided in C.G.S. § 14-297.

VENDOR
A person who provides services to the Town under this article; operates, maintains, leases, or licenses an automated traffic enforcement safety device; or is authorized to review and assemble the recorded images captured by an automated traffic enforcement safety device and forward such recorded images to the Town.

§ 157-24 Vendors.
The Town may enter into agreements with vendors for the design, installation, operation, or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates, or maintains an automated traffic enforcement safety device, the vendor's fees may not be contingent on the number of citations issued or fines paid pursuant to this article.

§ 157-25 Operation of automated traffic enforcement safety devices.
All automated traffic enforcement safety devices shall be operated by an automated traffic enforcement safety device operator.

§ 157-26 Violations.
A. The owner of a motor vehicle commits a violation of this article if the person operating such motor vehicle:
(1) Exceeds the posted speed limit by 10 or more miles per hour and such operation is detected by an automated traffic enforcement safety device; or
(2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an automated traffic enforcement safety device.
B. Automated traffic enforcement safety devices shall be used solely for identifying violations of this article.
C. For the first 30 days after a location is equipped with an operational automated traffic enforcement safety device, the owner of a motor vehicle that allegedly violates this article that is detected by such device shall receive a written warning instead of a citation.

§ 157-27 Citations.
A. Whenever an automated traffic enforcement safety device detects and produces recorded images of a motor vehicle allegedly committing a violation of this, article, a sworn member or employee of the Town's Police Department, or an employee of the Town as designated by the traffic authority, shall review and approve the recorded images provided by such device. If, after such review, the member or employee determines that there are reasonable grounds to believe that a violation occurred, the member or employee may issue, by first-class mail, a citation to the owner of such

motor vehicle.
B. A citation under this article shall include the following:
(1) The name and address of the owner of the motor vehicle;
(2) The number plate of the motor vehicle;
(3) The violation charged;
(4) The location of the automated traffic enforcement safety device and the date and time of the violation;
(5) A copy of or information on how to view, through electronic means, the recorded images that captured the alleged violation;
(6) A statement or electronically generated affirmation by the member or employee who viewed the recorded images and determined that a violation occurred;
(7) Verification that the automated traffic enforcement safety device was operating correctly at the time of the alleged violation and the date of the most recent calibration check performed pursuant to the Public Act;
(8) The amount of the fine imposed and how to pay such fine; and
(9) The right to contest the violation and request a hearing pursuant to C.G.S. § 7-152c.
C. In the case of an alleged violation involving a motor vehicle registered in Connecticut, the citation shall be sent by first-class mail not later than 30 days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the Department of Motor Vehicles. In the case of an alleged violation involving a motor vehicle registered in another jurisdiction, the citation shall be sent by first-class mail not later than 30 days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration.
D. A citation shall be invalid unless mailed to an owner not later than 60 days after the alleged violation.

§ 157-28 Penalties for offenses.
A. The Town shall impose a fine against the owner of a motor vehicle that commits a violation of this article.
B. The fine for a first violation of this article shall be $50. The fine for each subsequent violation of this article shall be $75. These fines shall be imposed against the owner of the motor vehicle committing a violation of this article.
C. Payment of a fine and any associated fees may be made by electronic means.
D. A reasonable fee, not to exceed $15, may be imposed for the costs associated with the electronic processing of the payment of a fine.
E. Any funds received by the Town from fines imposed pursuant to this article shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements, or paying the costs associated with the use of automated traffic enforcement safety devices within Wethersfield, Connecticut.

§ 157-29 Appeals.
Any owner issued a fine for violating the provisions of this article may, within 10 days of the receipt of the fine, appeal, in writing, to a citation hearing officer in accordance with Chapter 73, Article I, Citation Hearing Procedure, of the Town Code and C.G.S. § 7-152c.

§ 157-30 Defenses.
The defenses available to the owner of a motor vehicle that is alleged to have

committed a violation of this article shall include, but are not limited to, any one or more of the following:
A. The operator was driving an emergency vehicle in accordance with the applicable provisions of C.G.S. § 14-283.
B. The traffic control signal was inoperative, which is observable on the recorded images.
C. The violation was necessary for the operator to comply with an order or direction from a law enforcement officer, which is observable on the recorded images.
D. The violation was necessary to allow the passage of an authorized emergency vehicle, which is observable on the recorded images.
E. The violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in C.G.S. § 7-294a, and had not yet been recovered prior to the time of the violation.
F. The automated traffic enforcement safety device was not in compliance with the calibration check required pursuant to the applicable provisions of the Public Act.

§ 157-31 Disclosure of personally identifiable information.
A. No personally identifiable information shall be disclosed by the Town or a vendor to any person or entity, including any law enforcement unit, except where the disclosure is made in connection with the charging, collection, and enforcement of the fines imposed pursuant to this article.
B. No personally identifiable information shall be stored or retained by the Town or a vendor unless such information is necessary for the charging, collection, and enforcement of the fines imposed pursuant to this article.
C. The Town or a vendor shall destroy all personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of this article not later than 30 days after any fine is collected or the resolution of a hearing conducted for the alleged commission of such violation, whichever is later.
D. Any information and other data gathered from automated traffic enforcement safety devices shall be subject to disclosure under the Freedom of Information Act, as defined in C.G.S. § 1-200, except that no personally identifiable information may be disclosed.

§ 157-32 The Public Act.
To the extent of applicability, the provisions in the Public Act that are necessary to further and/or effectuate this article are hereby incorporated and adopted in toto[??], herein.

§ 157-33 Severability.
If any section, subsection, sentence, clause or phrase of this article is for any reason held to be invalid or unconstitutional by any decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this article.

§ 157-34 Repealer.
All ordinances, bylaws, orders, resolutions, or parts thereof inconsistent herewith are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed to revive any ordinances, bylaws, orders, resolutions, or parts thereof heretofore repealed.

ATESD OVERALL PROGRAM – REQUIRED DOCUMENTS

B. Plan Approval Public Hearing/Meeting Minutes

On Monday, April 7, 2025, the Town made the Wethersfield Automated Traffic Enforcement Safety Device Municipal Plan available to the public on the Town's website. The plan was included in the Town Council Agenda under the section "Ordinances and Resolutions for Introduction," along with a link to the electronic version of the plan. A notice of the public hearing was posted in the Town Council Agenda for May 5, 2025, and distributed by the Town Clerk. The ATESD Municipal Plan public hearing took place during the regularly scheduled Town Council Meeting on May 5, 2025, providing an opportunity for citizen input. The Town Council unanimously approved the municipal plan.

AGENDA
TOWN COUNCIL
Monday, April 7, 2025
7:00 PM
Town Council Chambers, 505 Silas Deane Highway

A. Pledge of Allegiance

B. Recording of Attendance by Town Clerk

Presentations

Kid Mayor Announcement

Senior Citizen Advisory Committee Update

Police Department Activity Report

C. Hearings

D. Public Comment

E. Council Reports

F. Council Comments

G. Town Manager's Report

H. Town Clerk Communications

I. Bids

1. Silas Deane Middle School Chiller and Air Handler Project Contract Award
   Recommended Motion: Motion to award a contract to All State Construction, Inc. for the amount of $1,661,000.00 to complete the Silas Deane Middle School Chiller and Air Handler Project and to authorize the Town Manager to execute any and all related documents.
   2025-14 - SDMS HVAC Renovations_bid results.pdf
   Allstate bid.pdf

2. Replacement of Pitkin Community Center Carpet Flooring (Lobby and Hallway) Contract
   Recommended Motion: Motion to award the contract to Barall & Konover Floors (B&K) for the removal of existing flooring and installation of new LVT flooring and toe kick molding at the Pitkin Community Center.
   3.24.25 - Pitkin Community Center LVT Proposal.pdf

3. Drainage System Cleaning and Inspection Contract Award
   Motion to authorize the contract award to DiCioccio Bros. from Newington for an amount up to $250,000 to complete required drainage system cleaning and inspection work for the duration of the contract, and to authorize the Town Manager to execute any and all related agreements and amendments.
   BID RESULTS 2025-19 Drainage System Cleaning & Inspections.pdf

J. Consent Agenda

1. Resignations from Boards & Commissions
   Motion to approve the resignation of Cynthia Clancy from the Charter Revision Commission.
   Motion to approve the resignation of Gabriel Zagaja from the Youth Advisory Board.
   2025-04-07 RESIGNATIONS.doc

2. Appointments to Boards & Commissions
   Motion to approve the appointment of Scott Wands, 4 Avalon Place, to the Charter Revision Commission for the term 4-7-2025 to *until completion.
   Motion to approve the appointment of Margaret Gustafson, 182 Amherst Street, to the Youth Advisory Board for the term 4-7-2025 to 6-30-2026.
   Motion to approve the appointment of Lucia Novak, 334 Ridge Road, to the Youth Advisory Board for the term 4-7-2025 to 6-30-2025.
   2025-04-07 Appointments.docx

3. Historic Documents Preservation Program Grant
   Motion to authorize the Town Manager to submit the Historic Documents Preservation Program Grant application and accept the grant award.
   grantguidelines-hdpp-fy26.pdf

4. State Matching Grant Program for Elderly and Disabled Demand Responsive Transportation (Dial-A-Ride Expansion Grant)

   Motion to authorize the Town Manager to apply for and accept a State Matching Grant for Elderly and Disabled Demand Responsive Transportation (Dial-a-Ride Expansion Grant) in the amount of $27,303 for Wethersfield and $82,220 total and to sign a Memorandum of Understanding with the Towns of Newington and Rocky Hill to provide a Tri-Town Medical Transportation Service.

5. Minutes for Approval
   Motion to approve Town Council Regular Meeting Minutes dated March 17, 2025.
   2025-03-17 Minutes (unapproved).pdf

K. Approval of Ordinances and Resolutions

L. Unfinished Business

1. Capital Reserve Fund Projects
   For discussion and possible Council action.
   Bldg_Security_Quotes_2-13-25.docx
   MVB3x_system_Memo.doc
   MVB3X_Proposal_48_Unit_Trailer_-_01_08_25.pdf
   AST_-_Modular_Vehicle_Barrier_System_Brochure__1_.pdf

M. New Business

1. FY25 Budget Transfer - Use of Unexpended Police Salaries for CIP/CNEF Projects
   Recommended Motion: Motion to approve a Fiscal Year 2024-2025 budget appropriation transfer from 420-Police to 950 - Transfers CIP/CNEF of $2,178,316.

2. Allocation of Funds to Tilcon Connecticut Inc. and General Paving & Construction Corp. for the Reconstruction of Silo Drive, Hayrake Drive and Haystack Road
   Recommended Motion: Motion to allocate $400,000 and $800,000 from CNEF Pavement Maintenance and local capital improvement accounts to Tilcon Connecticut Inc. and General Paving and Construction Corp., respectively, for the reconstruction of Silo Drive, Hayrake Drive and Haystack Road, and to authorize the Town Manager to issue purchase orders, and to execute any and all related change orders and amendments.
   2025-04-07 Silo-Haystack-Hayrake Recon-Supplemental Info.pdf

N. Ordinances and Resolutions for Introduction

1. R25-003 Acceptance of Belcher Road Right-of-Way Extension
   No action required. For introduction only.
   2025-04-07 BelcherRd ROW Extension-Acceptance_Supplemental Info.pdf
   R25-003 Draft RES Belcher Rd ROW.doc

2. R25-004 Resolution to Name the T-Ball Field on the Broad Street Green in Honor of Judy and Richard M. Keane
   For introduction only. No action required at this time.
   R25-004 Draft Res Naming T-Ball Field.doc

3. R25-005 Resolution Approving the Wethersfield Automated Traffic Enforcement Safety Devices Municipal Plan
   For introduction only. No action required at this time.
   Town of Wethersfield Automated Traffic Enforcement Safety Device (ATESD) Municipal Plan.pdf
   R25-005 Approving Weth Automated Traffic Enforcement Safety Devices Plan.draft.docx

O. Public Comment

P. Council Comments

Q. Executive Session

1. Discussion of Possible Sale or Acquisition of Property

R. Adjourn

Meeting Viewing Options
Town Council Livestream
COX channel 16 or Frontier channel 1601
WGTV YouTube Channel

AGENDA
TOWN COUNCIL
Monday, May 5, 2025
7:00 PM
Town Council Chambers, 505 Silas Deane Highway

A. Pledge of Allegiance

B. Recording of Attendance by Town Clerk

Presentations

Kid Mayor Announcement
Kid Mayor-Charlie Fudacz.pdf

Proclamation to Recognize Apraxia Awareness Day, May 14, 2025
MAY-Apraxia Awareness Day.docx

Proclamation for Bike & Walk Month May 2025
MAY-Bike Walk Month May 2025.docx

C. Hearings

1. R25-003 Acceptance of Belcher Road Right-of-Way Extension
   For Public Hearing.
   2025-04-07 BelcherRd ROW Extension-Acceptance_Supplemental Info.pdf
   R25-003 Draft RES Belcher Rd ROW.doc
   CGS8-24 Referral - Butler.pdf

2. R25-004 Resolution to Name the T-Ball Field on the Broad Street Green in Honor of Judy and Richard M. Keane
   For Public Hearing
   R25-004 Draft Res Naming T-Ball Field.doc

3. R25-005 Resolution Approving the Wethersfield Automated Traffic Enforcement Safety Devices Municipal Plan
   For Public Hearing
   Town of Wethersfield Automated Traffic Enforcement Safety Device (ATESD) Municipal Plan.pdf
   R25-005 Draft Res Approving Weth Automated Traffic Enforcement Safety Devices Plan.docx

D. Public Comment

E. Council Reports

F. Council Comments

APPROVED
WETHERSFIELD TOWN COUNCIL
REGULAR MEETING MINUTES

The Wethersfield Town Council held a Regular Meeting on May 5, 2025 at 7:00 p.m. from the Council Chambers of the Town Hall, 505 Silas Deane Highway, Wethersfield, Connecticut.

Mayor Lesser called the Meeting to order.

A) Pledge of Allegiance led by Kid Mayor Charlie Fudacz

Presentations

Kid Mayor Announcement

Mayor Lesser invited Charlie Fudacz to read his winning essay. Photos were taken.

PRESENT: Rich Bailey, Shelley Carbone, Cindy Clancy, Miki Duric, Jane Roets, Emily Zambrello, Brianna Timbro, Matthew Forrest, and Ken Lesser

ABSENT: None.

ALSO PRESENT: Frederick Presley, Town Manager, Susan I. Schroeder, Town Clerk, Kid Mayor Charlie Fudacz, Webb Elementary School, Rob O'Connor, Kevin Sullivan, Bike/Walk Wethersfield, David Elder, Town Planner.

B) Recording of Attendance by Town Clerk

Councilor Timbro arrived a few minutes late.

Proclamation to Recognize Apraxia Awareness Day, May 14, 2025

Proclamation for Bike & Walk Month May 2025

Mayor Lesser introduced Mr. O'Connor and Mr. Sullivan, and recognized the great work the Bike/Walk Wethersfield Committee has done since its inception in 2017. He highlighted a Bronze Level Bicycle-Friendly Community award bestowed recently on Wethersfield.

Mr. Sullivan said a few words of appreciation for Mr. Presley and Mayor Lesser attending the bike event, and then provided updates on the committee.

Mr. O'Connor spoke about the event, and noted there were over 150 people on bikes. He shared information about the developing Bike Safe Walk Safe program that their organization is bringing to the schools, to enhance safety for our children.

C) Hearings

C.1) R25-003 Acceptance of Belcher Road Right-of-Way Extension

APPROVED
WETHERSFIELD TOWN COUNCIL
REGULAR MEETING MINUTES

Mr. Presley explained this first public hearing for the easement required on the end of Belcher Road.

Mayor Lesser opened the public hearing. With no speakers, the hearing was closed.

C.2) R25-004 Resolution to Name the T-Ball Field on the Broad Street Green in Honor of Judy and Richard M. Keane

Mr. Presley and Mayor Lesser spoke briefly on the naming of the T-ball field in honor of Judy and Richard Keane.

Mayor Lesser opened the public hearing. With no speakers, the hearing was closed.

C.3) R25-005 Resolution Approving the Wethersfield Automated Traffic Enforcement Safety Devices Municipal Plan

Mr. Presley exolained this resolution regarding the traffic safety devices plan, and described the areas where the 10 cameras would be placed.

Mayor Lesser opened the public hearing.

Bob Woodward, 456 Middletown Avenue was called to speak. He asked if these intersections will be marked advising that cameras are in place.

Mr. Presley responded that there will be signage posted, and the cameras will also be registered with common GPS applications.

Mayor Lesser asked for further public comment. With no other speakers, the hearing was closed.

D) Public Comment

Robin Bourassa, 248 Dale Road was called to speak. She thanked the Council for the time put in on the budget. She questioned several items in the budget. First was the proposed ELL director in the BOE budget. She said the actual number of ELL students is approximately 400, and that number has been overstated in reports. Rather than funding a new management position, she felt the money would be better used to fund security for the schools. Also, she stated it would be better to delay the school referendum 5-6 weeks, and combine it with the November election in order to save election expenses.

Judy Tacey, 212 Middletown Avenue was called to speak. She is concerned about the revaluation, and her anticipated tax bill in July. She feels that all town departments should make cuts to control the budget increase. Several items she identified for budget reduction include: cutting the BOE survey monkey license, instituting a hiring freeze, and not renaming/restructuring current positions with associated pay increases. Also, don't spend money on a Highcrest roof, only to have it torn down soon after.

Robert Young, 20 Coppermill Road was called to speak. He thanked the Town Clerk's office for putting the photos from the tennis court in the minutes from a few weeks ago. He said that it was wrong to use asphalt as

APPROVED
WETHERSFIELD TOWN COUNCIL
REGULAR MEETING MINUTES

Vote: All Councilors present, including the Chairperson voted. The motion passed 9-0-0.

K.2) R25-004 Resolution to Name the T-Ball Field on the Broad Street Green in Honor of Judy and Richard M. Keane

Deputy Mayor Forrest reflected that Richard Keane had been his Little League baseball coach. This honor is very appropriate and fitting, and he is happy to support it.

Councilor Carbone was also supportive of naming the field for both of the Keanes.

Mayor Lesser said he calls Judy Keane the fairy godmother of Wethersfield, for all the wonderful things she does for our children. He is glad that we can honor Richard Keane's memory, too.

Matthew Forrest motioned: **"TO NAME THE T-BALL FIELD ON THE BROAD STREET GREEN IN HONOR OF JUDY AND RICHARD M. KEANE."** seconded by Jane Roets.

Vote: All Councilors present, including the Chairperson voted. The motion passed 9-0-0.

K.3) R25-005 Resolution Approving the Wethersfield Automated Traffic Enforcement Safety Devices Municipal Plan

Councilor Zambrello asked if the locations were for red light and speed cameras, which was confirmed by Mr. Presley.

Councilor Carbone repeated the question, and then sought confirmation that one camera performs both functions.

Mr. Presley responded that it involves two devices on the same pole. To Councilor Carbone's follow-up question, he stated we are approving this plan, and it goes to CT DOT for approvals. We can amend the plan at any time, with another public hearing and another plan to CT DOT.

Deputy Mayor Forrest stated that this is a positive change for residents' quality of life.

Councilor Timbro asked about the timeline for the approval.

Mr. Presley said 2-4 weeks.

Mayor Lesser noted this was one of the first initiatives of this Council. There were 3 fatalities on the Silas Deane Highway in 2024. We need to make our roads safer. This process has taken some time, but is the next step and we're making good progress. Speeding is at the top of the complaint list from residents. He thanked all for their work to move this forward.

Matthew Forrest motioned: **"TO APPROVE R25-005 - WETHERSFIELD AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES MUNICIPAL PLAN."** seconded by Cindy Clancy.

APPROVED
WETHERSFIELD TOWN COUNCIL
REGULAR MEETING MINUTES

Vote: All Councilors present, including the Chairperson voted. The motion passed 9-0-0.

L) Unfinished Business

L.1) Capital Reserve Fund Projects

Mr. Presley mentioned that there is approximately $2.3M for Capital Reserve Funds. We have requests for $100K of funds for consulting fees for the Financial Resilience Committee, $30K for the government history project, and $76,715 for a new Animal Control vehicle.

Mayor Lesser reminded all that these were the old ARPA funds, now in Capital Reserve.

Councilor Carbone thought several of the requests seemed insensitive at this time, as we go through the budget process. One of the past projects of Resilience Committee, the Brown Barrel project, is appreciated by many, but is costing us money, not saving money. She suggested the ACO vehicle could be discussed as part of the budget, not voted on tonight. The government history project is insensitive at this time. We are proud of our town's history, but with people struggling to make ends meet, this is not necessary.

Deputy Mayor Forrest spoke about the government history project. We have been working for the last 3 years on bringing a display to fruition so we can tell the history of our town, to be used to teach our children and citizens about the history of the town.

Councilor Timbro didn't think that we are in a position to do this history project. Delaying this would be the prudent thing for right now.

Councilor Duric said that the ACO vehicle is a tool that is needed by the new ACO to perform the job. The consulting fee is important for decisions on energy savings so we don't make a mistake. It's a good investment if it helps to save us money and become more energy efficient. We need to pay experts to help us determine the right projects.

Councilor Carbone asked for clarification on the motion.

Mr. Presley stated that the $100K request is strictly for the energy projects consultant. This would be a best-practices action.

Councilor Carbone questioned which department budget would this come under, and several related questions.

Mr. Presley replied that Resilience Committee is a Council subcommittee, and as such, that expense would come under the Town Manager department. Right now, it will go under a line item that Finance has already established for these projects. The work that will come up is challenging. Any funds not used will roll over to the general fund. If Council cuts the consultant number to $50K, we'll use that and ask for more, as needed.

Councilor Carbone recalled that the police also asked for the ACO vehicle. She asked if that was more appropriately handled through the budget.

Town of Wethersfield

505 SILAS DEANE HIGHWAY
WETHERSFIELD CONNECTICUT 06109

CERTIFICATION OF COUNCIL ACTION

RESOLUTION R25-005

I, Susan I. Schroeder, Town Clerk of the Municipality of Wethersfield, do hereby certify that a public hearing was held, followed by a Motion of Approval at a regular meeting of the Town Council held and convened on the 5th day of May, 2025, at which a constituted quorum of the Wethersfield Town Council was present and acting throughout. It has not been amended or changed and remains in effect.

Deputy Mayor Forrest motioned to, **"TO APPROVE R25-005 - WETHERSFIELD AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES MUNICIPAL PLAN."** seconded by Councilor Clancy.

All Councilors present, including the Chairperson voted. The motion passed 9-0-0.

In furtherance of this motion, Frederick J. Presley, the Town Manager is duly authorized to enter into and sign said contracts on behalf of the Town of Wethersfield. Frederick J. Presley currently holds the title of Town Manager and has held that office since May 9, 2022. The Town Manager is further authorized to provide such additional information and execute such other documents as may be required by the state or federal government in connection with said contracts and to execute any amendments, rescissions, and revisions thereto.

IN WITNESS THEREOF, the undersigned has affixed her signature and the corporate seal of the town this 6th day of May 2025.

Susan I. Schroeder, Town Clerk

ATESD OVERALL PROGRAM – REQUIRED DOCUMENTS

C. Regional Transportation Safety Plan

Please reference this link for the complete Capital Region Council of Governments (CRCOG) Regional Transportation Safety Plan.

The Regional Transportation Safety Plan (RTSP) for the Capital Region was developed by the Department of Transportation (DOT) in collaboration with the Council of Governments (COG) and the 38 regional municipalities. This plan serves as a roadmap aimed at reducing fatal and injury crashes. The RTSP aligns with the Connecticut Strategic Highway Safety Plan (SHSP), which outlines the state's approach to achieving the same objective.

The finalized plan was adopted in 2020, and amended in July 2022 and July 2023.



TOWN OF WETHERSFIELD

2016 U.S. Census Population Estimate: 26,195
Area: 12 square miles
Population Density: 2,113 per square mile
2016 Vehicle Miles Traveled (VMT): 346,691,235
2016 VMT per Capita:13,235
Setting: Suburban
Date of Meeting with Town: February 1, 2019
Town and Regional Representatives: Derrick Gregor (Town Engineer), Kathy Bagley (Director-DSYS), Donald Crabtree (Town PD), Peter Gillespie (Town Planner), Devon Lechtenberg (CRCOG), Cheryl Assis (CRCOG)
Data-Identified High Frequency Crash Corridors: CT-99-Silas Deane Highway (from CT-3-Maple Street to Town Line Road)
Data-Identified High Crash Intersections: CT-99-Silas Deane Highway and CT-175-Wells Road; CT-314-Berlin Turnpike and Nott Street
Bike and Pedestrian Crash Totals: 23
Total Number of Crashes Involving Injuries or Fatalities, 2015-2017: 460



Source: VN Engineers

Overview

Wethersfield is bordered by Hartford to the north, Rocky Hill to the south, Newington to the west and across the Connecticut River by East Hartford on the northeast and Glastonbury to the east.

Town Input

From 2015-2017, there were four fatal crashes in Town. Three of the four fatal crashes involved pedestrians. The town concurred that the dark conditions in these areas along with pedestrians crossing at unmarked locations were factors in these fatal crashes.

Silas Deane Highway
This is a high volume, four-lane corridor with a high number of crashes. There are many commercial and retail locations along the roadway.

Silas Deane Highway and Church Street
This is a high volume, signalized, four-way intersection. CTDOT moved crosswalks away from the intersection which concerns the Town because this may increase pedestrian crashes from right turns on red. The crosswalks are set so far back that motorists are not as likely to look for pedestrian before turning. This is especially disconcerting because this intersection is adjacent to several schools. A crossing guard is stationed at this intersection for school arrival and dismissal.

A171

CT-99 (Silas Deane Highway) and Maple Street
This is a signalized four-way intersection with high volume, significant commuter traffic to and from Putnam Bridge, and a cluster of crashes. The Town said that they are more concerned about this intersection than Silas Deane Highway and Wells Road.

CT-99 (Silas Deane Highway) and Mill Street
This a signalized four-way intersection with exclusive pedestrian phase. Town said that because this is a popular commercial area and has high pedestrian usage, the signals should be redone to optimize timing. There were two pedestrians fatal crossing at mid-block.

CT-175 (Wells Road) and Goff Road
CTDOT is updating the traffic signals at this intersection. There is a through-left lane and exclusive right lane for the westbound Wells Road approach to Goff Road. The left turn in the eastbound lane on Wells Road at Goff Rd needs a left turn pocket. Goff Road is used as a cut through. This intersection is congested given it is along a key east-west corridor.

CT-314 (Jordan Lane) and Wolcott Hill Road
This is a confusing, four-way, stop controlled intersection given the overpass of CT-15 with a cluster of crashes. When there is congestion or a crash on I-91, motorists use Silas Deane Highway and Wolcott Hill Road as a cut through.

Nott Street and Wolcott Hill Road
This is a skewed stop-controlled intersection with Wolcott Hill Road which splits around Francis Green, creating two intersections with Nott Street. It is near Charles Wright Elementary School which has a high percentage of walkers.

Wolcott Hill Road
The Town said that the LOTCIP funded improvements on Wolcott Hill Road north of Jordan Lane will include full road reconstruction, bike lanes, and pedestrian crossing improvements.

Pedestrian and Bike Plan
The Town is developing a town-wide bike and pedestrian plan with public input. Cyclists commute to Hartford along Wolcott Hill Road which has bike lanes north of Victoria Road.

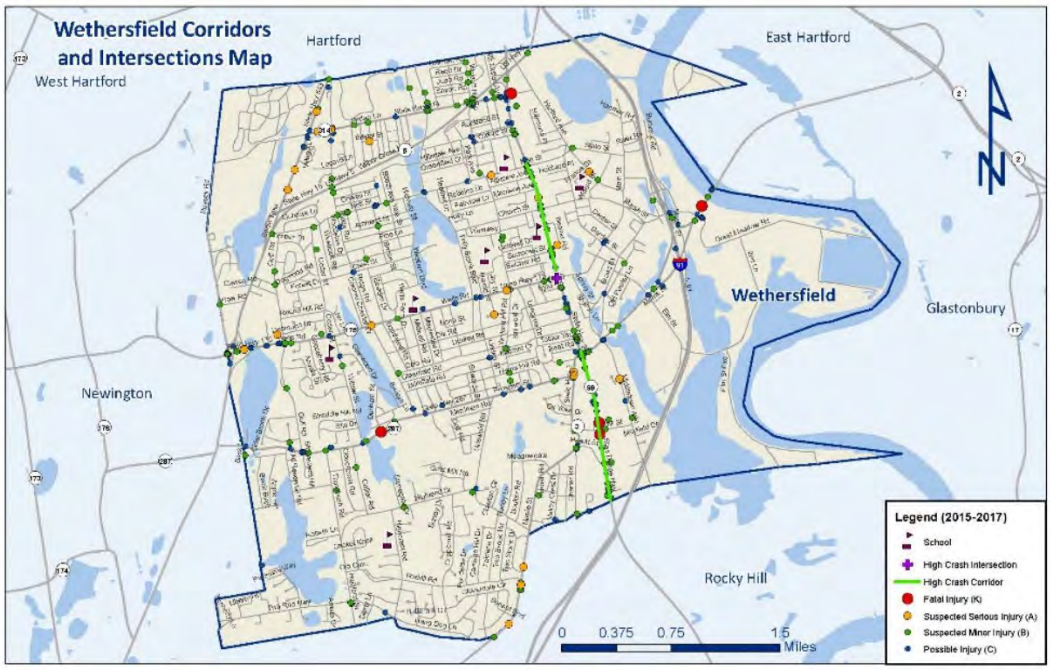


Source: VN Engineers

Wethersfield Total Crashes by Severity

Crash Severity	2015	2016	2017
Fatal Injury (K)	2	2	4
Suspected Serious Injury (A)	13	8	4
Suspected Minor Injury (B)	70	65	52
Possible Injury (C)	82	81	77
Total Injury Crashes	167	156	137

A172



A173

Field Site Inventory

CT-314 (Jordan Lane) at Wolcott Hill Road

The intersection of Jordan Lane and Wolcott Hill Road is a skewed, unsignalized intersection under a raised section of US-5/CT-15 via a bridge of approximately 450 feet. All approaches are under stop control with the northbound markings providing a shared left and through lane and an exclusive right-turn lane, and the southbound markings providing a shared right and through lane with an exclusive left-turn lane. Due to the bridge piers within the footprint of the intersections and the skew, the intersection can be confusing with sight line obstructions from the bridge piers and the intersection skew. Recent intersection improvements have included median separation of the Wolcott Hill Road approaches and pedestrian crosswalk improvements.

Recommendation:

- The presence of the bridge piers significantly restricts further geometric improvements at this location. Consider augmenting lighting under the bridge which may improve sight distances at night.
- Investigate a roundabout.

Nott Street and Wolcott Hill Road

This intersection is a skewed, four-way stop-controlled intersection with Wolcott Hill Road in a primarily residential neighborhood. Wolcott Hill Road has two two-way legs that are stop-controlled at Nott Street. There is a grassy median in the center.

Left turns are prohibited from the western leg of Wolcott Hill Road onto Nott Street.

There are sidewalks along all approaches and there are crosswalks with advanced crossing signs. This intersection is near Charles Wright Elementary School which has many designated walkers. The speed limit is posted at 30 MPH.

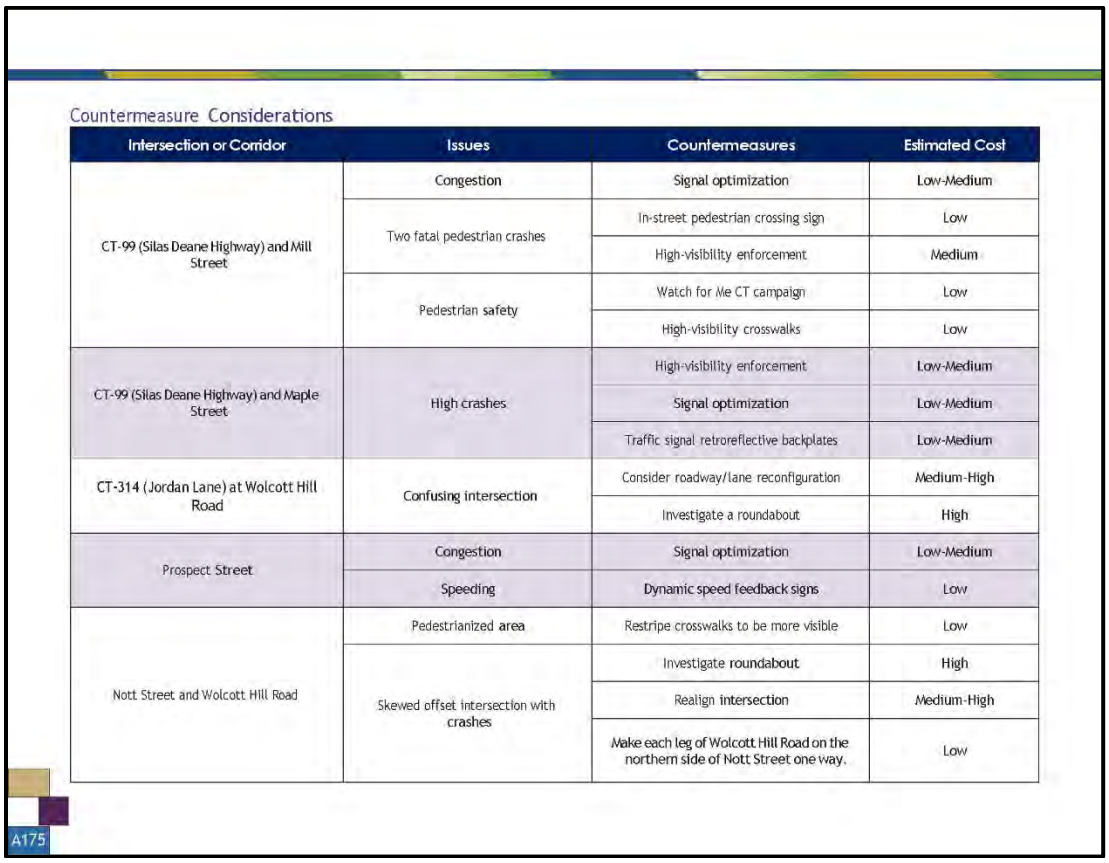
Recommendations:

- Realign skewed intersection.
- Make each leg of Wolcott Hill Road on the northern side of Nott Street one way.
- Investigate a roundabout combined with median and predstrian crossing islands.
- Restripe crosswalks.


Jordan Lane and Wolcott Hill Road


Nott Street at Wolcott Hill Road looking west

A174


Countermeasure Considerations
Intersection or Corridor
Issues
Countermeasures
Estimated Cost
CT-99 (Silas Deane Highway) and Mill Street
Congestion
Signal optimization
Low-Medium
Two fatal pedestrian crashes
In-street pedestrian crossing sign
Low
High-visibility enforcement
Medium
Pedestrian safety
Watch for Me CT campaign
Low
High-visibility crosswalks
Low
CT-99 (Silas Deane Highway) and Maple Street
High crashes
High-visibility enforcement
Low-Medium
Signal optimization
Low-Medium
Traffic signal retroreflective backplates
Low-Medium
CT-314 (Jordan Lane) at Wolcott Hill Road
Confusing intersection
Consider roadway/lane reconfiguration
Medium-High
Investigate a roundabout
High
Prospect Street
Congestion
Signal optimization
Low-Medium
Speeding
Dynamic speed feedback signs
Low
Nott Street and Wolcott Hill Road
Pedestrianized area
Restripe crosswalks to be more visible
Low
Skewed offset intersection with crashes
Investigate roundabout
High
Realign intersection
Medium-High
Make each leg of Wolcott Hill Road on the northern side of Nott Street one way.
Low
A175

ATESD OVERALL PROGRAM – REQUIRED DOCUMENTS

D. General Municipal Data

i. Number of Traffic Stops Conduct

ii. Equity Data

iii. Qualified Census Tract Information

Wethersfield, Connecticut – Traffic Stop History

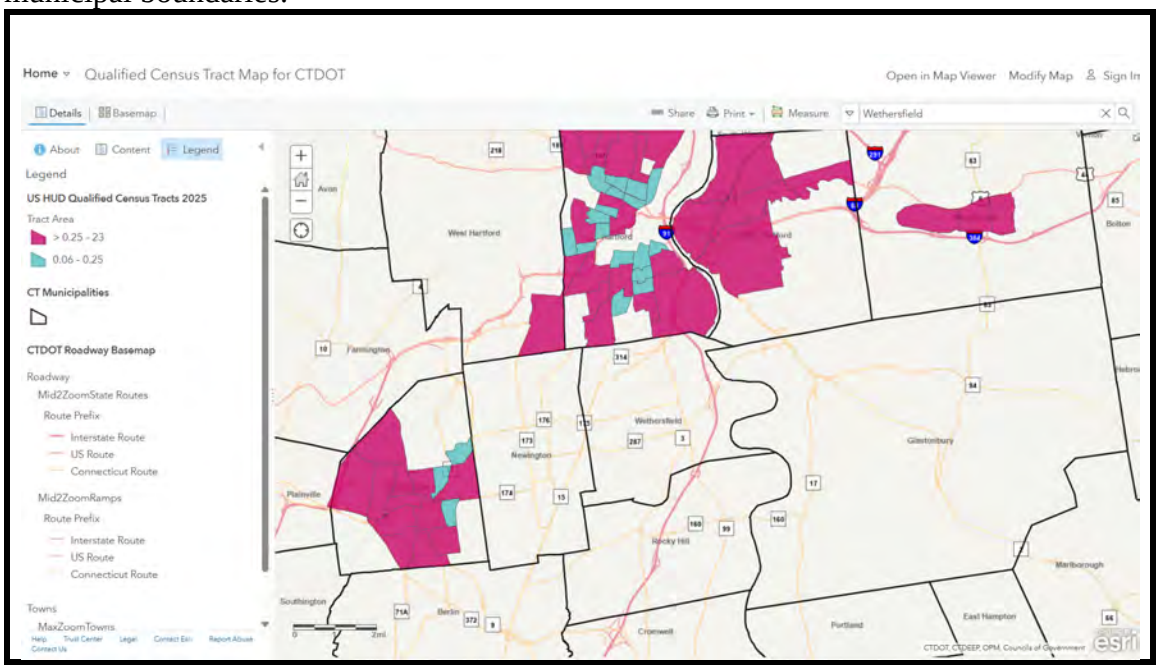
Year	Number of Traffic Stops	% Speed Related
2018	3,150	15.84
2019	2,980	16.47
2020	980	23.97
2021	1,258	28.29
2022	2,811	16.11
Town of Wethersfield – Municipal Police Department Institute for Municipal and Regional Policy		

Wethersfield, Connecticut – Census Data

Municipal Poverty Rate = 5.8%
% Of Occupied Housing Units with Vehicles = 94.4%
United States Census Bureau, American Community Survey, 2023, 5-Year Estimates

Wethersfield, Connecticut – Qualified Census Tracts

The United States Department of Housing and Urban Development defined "Qualified Census Tracts" as having 50 percent of households with incomes below 60% of the Area Median Gross Income or having a poverty rate of at least 20%. The Town of Wethersfield, located in Hartford County, has zero Qualified Census Tracts within its municipal boundaries.



As per https://ctdot.maps.arcgis.com/home/webmap/viewer.html?webmap=50eb6d797a9a4850894354520a8428ac

CONNECTICUT

STATE OF CONNECTICUT
OFFICE OF THE STATE TRAFFIC ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE
NEWINGTON, CT 06111
Email: DOT.OSTA@ct.gov

CTDOT CONNECTICUT TRANSPORTATION

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE (ATESD)
MUNIPICAL SELF-CERTIFICATION

I, THE UNDERSIGNED Kenneth Lesser, hereby certify that I have read Sections 14-307b through 14-307h of the General Statutes of Connecticut concerning municipal use of Automated Traffic Enforcement Safety Devices (ATESD). I understand that the requirements associated with implementation of an ATESD program include, but are not limited to, the following:

- The municipality cannot install an ATESD until its ATESD Plan has been approved by CTDOT's Office of the State Traffic Administration (OSTA).
- That the municipality shall develop a public awareness campaign to educate the public concerning ATESDs and that the campaign be implemented at least 30 days ***before*** the first ATESD is operational.
- The municipality may enter into agreements with vendors for the design, installation, operation or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates, or maintains an automated traffic enforcement safety device, the vendor's fee may ***not*** be contingent on the number of citations issued or fines paid.
- For the first 30 days the ATESD is operational, only a written warning can be issued by the municipality. After 30 days, the municipality may establish a fine not more than fifty dollars for a first violation and not more than seventy-five dollars for a second or subsequent violation.
- The municipality may impose a reasonable fee, not to exceed fifteen dollars, for the costs associated with the electronic processing of the payment of any such fine.
- Any funds received by a municipality from fines imposed shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements, or paying the costs associated with the use of automated traffic enforcement safety devices in the municipality.
- The municipality shall ensure each ATESD undergoes an annual calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check.

Signature of Chief Elected Official

2/13/25 - Wethersfield
Name of Municipality

3/3/25
Date

Equal Opportunity Employer

Wethersfield Police Department Red Light Camera Study

Town of Wethersfield
Wethersfield Police Department
250 Silas Deane Highway Wethersfield, CT 06109 October 9, 2024

Town of Wethersfield
Wethersfield Police Department
250 Silas Deane Highway Wethersfield, CT 06109

October 9, 2024

To: Rafael Medina, III Chief of Police

From: Richard Holton, III
Support Services Bureau Commander Re: Red Light Camera Study

Chief Medina,

After studying the accident data maps throughout the Town from January 1, 2023, to October 7, 2024, I have identified two (2) locations on the Silas Deane Highway and two (2) locations on the Berlin Turnpike to place red light traffic cameras.
During the studied period, there were 1,282 motor vehicle accidents. Out of those accidents, there were 208 Evading Accidents, 783 accidents without injuries, 111 accidents with injuries, and 180 accidents on private property. Note: We do not take enforcement action on private property accidents unless they are evaded.

Actual Call Type	Count
MVA EVADING	208
MVA NO INJURIES	783
MVA PRIVATE PROPERTY	180
MVA WITH INJURY	111
Total	**1,282**

Enforcement action taken:

Enforcement Action	Accident Count
Arrest	64
Infraction	208
No Action	809
Verbal Warning	61
Written Warning	469
Total	**949**

Town of Wethersfield
Wethersfield Police Department
250 Silas Deane Highway Wethersfield, CT 06109

Silas Deane at Maple Street and Wells Road



MVA EVADING MVA NO INJURIES MVA PRIVATE PROPERTY MVA WITH INJURY

Arrow Road & Berlin Turnpike



MVA EVADING MVA NO INJURIES MVA PRIVATE PROPERTY MVA WITH INJURY

Town of Wethersfield
Wethersfield Police Department
250 Silas Deane Highway Wethersfield, CT 06109

Driver Actions 1	Accident Count
	390
Disregarded Other Road Markings	3
Disregarded Other Traffic Sign	9
Failed to Keep in Proper Lane	127
Failed to Yield Right-of-Way	121
Followed Too Closely	231
Improper Backing	61
Improper Passing	17
Improper Turn	49
No Contributing Action	743
Operated Motor Vehicle in Inattentive,Careless,Negligent, or Erratic Manner	86
Operated Motor Vehicle in Reckless or Aggressive Manner	13
Other Contributing Action	98
Over-Correcting/Over-Steering	2
Ran Off Roadway	11
Ran Red Light	23
Ran Stop Sign	29
Swerved or Avoided Due to Wind,Slippery Surface, Motor Vehicle,Object,Non-Motorist in Roadway,etc.	5
Unknown	31
Total	**954**

I also looked at Traffic violation data from that time frame. During that time frame, 8,511 traffic stops were conducted. Nineteen (19) were for equipment violations, fifty-three (53) were for criminal offenses, and eight thousand four hundred thirty-nine (8,439) were for hazardous violations

Town of Wethersfield
Wethersfield Police Department
250 Silas Deane Highway Wethersfield, CT 06109

Enforcement action taken:

Intervention Disposition Code	Racial Profile Row Count
INFRACTION TICKET	977
MISDEMEANOR SUMMONS	244
NO DISPOSITION	44
UNIFORM ARREST REPORT	23
VERBAL WARNING	6,786
WRITTEN WARNING	437
Total	**8,511**

Based on historical data and the heat maps for that time, most of our accidents and motor vehicle violations occur on the Silas Deane Highway and the Berlin Turnpike. Specifically, they are clustered around the intersections of Silas Deane Highway and Maple Street, Wells Road, and Silas Deane Highway, as well as the area from Arrow Road to Nott Street on the Berlin Turnpike.

Silas Deane Highway at Wells Road and Maple Street



MVA EVADING MVA NO INJURIES MVA PRIVATE PROPERTY MVA WITH INJURY

Town of Wethersfield
Wethersfield Police Department

250 Silas Deane Highway Wethersfield, CT 06109

Berlin Turnpike at Arrow Road and Nott Street



MVA EVADING MVA NO INJURIES MVA PRIVATE PROPERTY MVA WITH INJURY

After reviewing this data, I have identified the following intersections for placing Red-light traffic cameras.

Silas Deane Highway at Maple Street (all four ways).
Silas Deane Highway at Wells Road, 1 Northbound and 1 Southbound on the Silas Deane Highway.
Berlin Turnpike at Arrow Road, 1 Northbound and 1 Southbound.
Berlin Turnpike at Nott St and 5/15 off-ramp, 1 Southbound and 1 Northbound.

I. Proposed ATESD SITE #1: CT Route 99 at CT Route 3; All four directions

A. Site Selection Justification

This ATESD permit request covers Site #1, which will have a multidirectional ATESD placement at the intersection of CT Route 99, the Silas Deane Highway, and CT Route 3, Maple Street. The ATESD systems equipment will be mounted on town-owned poles for specific use with the ATESD and include pole-mounted cabinets.

The Town selected this location due to the high rate of motor vehicle accidents, speed-related traffic stops, and the intersection's frequent use as a pedestrian crossing area. Connecticut Route 99 is a high-volume, four-lane corridor with open sightlines that connects Wethersfield to Hartford to the North and Rocky Hill to the South. The wide, straight, multi-lane roadway encourages excessive speeding in a complex environment, including numerous driveways, turning movements, and pedestrians. There have been three recorded fatalities on the Silas Deane Highway, one in July of 2022 and two in November of 2023. The speed limit along the Silas Deane Highway is 35 mph, but traffic counts reported speeds of up to 76 mph. The land along CT Route 99 is zoned for multiple uses, and there are frequent conflicts for vehicle ingress and egress to businesses and parking lots, as well as motorists making left turns across several lanes of oncoming traffic. Specifically, the Capital Region Council of Governments (CRCOG) Regional Transportation Safety Plan states, "This is a signalized four-way intersection with high volume, significant commuter traffic to and from the Putnam Bridge, and a cluster of crashes," which is supported by the Wethersfield Police Department's accident report. The location has been identified as a high-injury and high-risk intersection in the regional transportation safety action plan. Additionally, the ATESD site is 1.2 miles from Silas Deane Middle School and Corpus Christi School, which presents a significant safety concern for school buses and other traffic related to the two schools.

From May 17, 2025, to May 23, 2025, the average daily traffic on Connecticut Route 99, just north of Coleman Road, was 20,159 vehicles, with speeds recorded at up to 76 miles per hour. The 2025 ADT counts on Route 3, east of the intersection, were 9,302, and the ADT southwest of the intersection was 5,231, with reported speeds of greater than 70 mph on Route 3.

According to the Connecticut Department of Transportation’s Connecticut Crash Database, at least 37 accidents occurred at the proposed ATESD location at the intersection of CT Route 99 and Maple Street between January 2020 and December 2024. The traffic control signal location is listed among the intersections on the CT Red Light Evaluation tool. Of the 26 listed crashes from 2020 to 2023, 34.62% were red-light crashes.

The Town of Wethersfield believes that implementing an Automated Traffic Enforcement Safety Device on Connecticut Route 99 at the intersection of Maple Street will reduce motor vehicle speeds, deter motor vehicle operators from running red lights, decrease motor vehicle accidents, and enhance roadway safety.

I. Proposed ATESD SITE #1: CT Route 99 at CT Route 3; All four directions

B. Roadway Image and Site Signage Locations

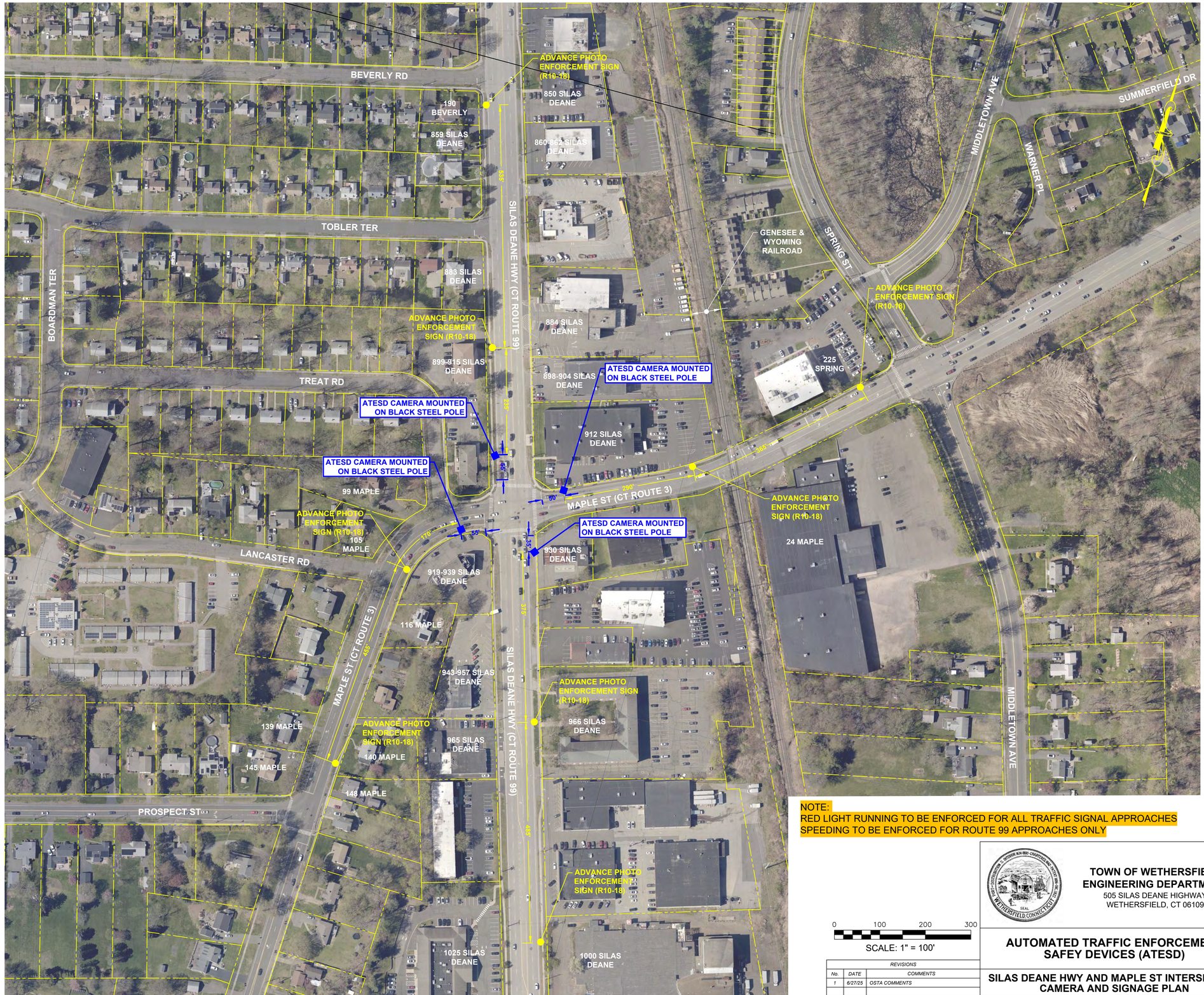
Four (4) Cameras: Multi-Directional



Silas Deane Hwy & Maple St. (4 Cameras)



R10-18 SIGN (36" x 24")



NOTE:
RED LIGHT RUNNING TO BE ENFORCED FOR ALL TRAFFIC SIGNAL APPROACHES
SPEEDING TO BE ENFORCED FOR ROUTE 99 APPROACHES ONLY

0 100 200 300

SCALE: 1" = 100'

REVISIONS		
No.	DATE	COMMENTS
1	6/27/25	OSTA COMMENTS

DWG FILE: Traffic Cams.dwg

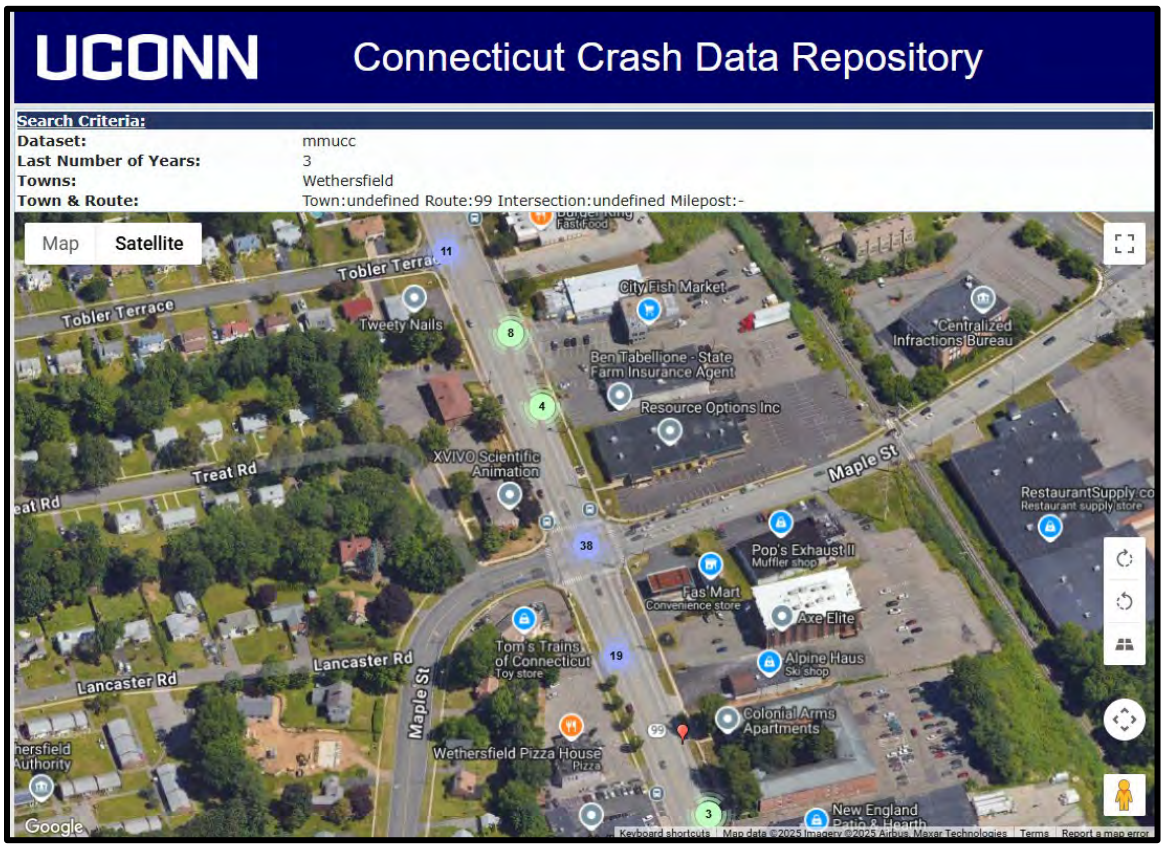
TOWN OF WETHERSFIELD
ENGINEERING DEPARTMENT
505 SILAS DEANE HIGHWAY
WETHERSFIELD, CT 06109

AUTOMATED TRAFFIC ENFORCEMENT SAFEY DEVICES (ATESD)

SILAS DEANE HWY AND MAPLE ST INTERSECTION CAMERA AND SIGNAGE PLAN

DRAWN BY:	LC	DATE:	03/21/25	Sheet No.
CHECKED BY:	DG	SCALE:	1" = 100' OR AS NOTED	1 of 4
APPROVED BY:	DG			

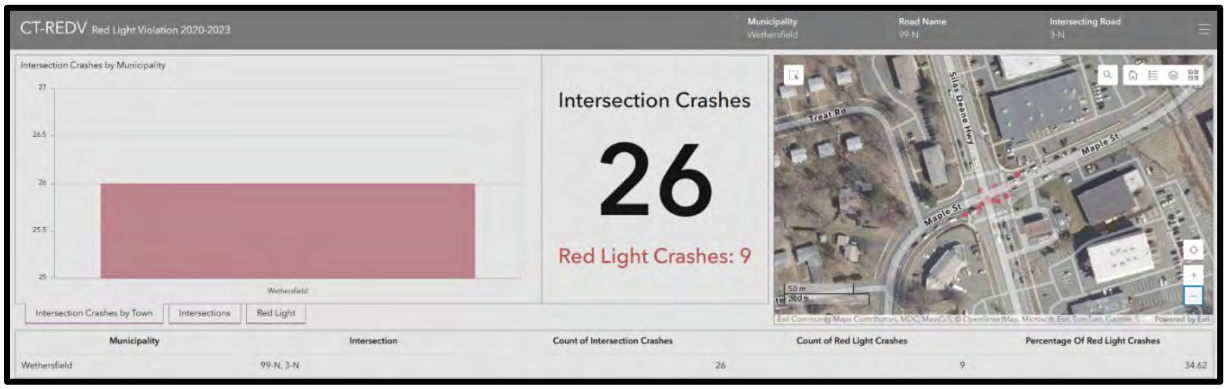
I. Proposed ATESD SITE #1:
CT Route 99 at CT Route 3; All four directions
C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data



(UConn Repository Crash Bubble Map)



(CT DOT ADT MAP)



(CT-REDV MAP & CRASH DATA)

Date	DOT Case Number	Case Identifier	Most Severe Injury	Manner of Collision	Violation of 14-229	Red Light Related
8/16/2020 6:52 PM	3231543	2000010300	Possible Injury	Angle	Yes	Driver Ran Red Light
11/13/2021 12:37 AM	3371381	2100017184	Possible Injury	Angle	Yes	Driver Ran Red Light
11/9/2021 7:09 PM	3373044	2100016878	No Apparent Injury	Sideswipe, opposite direction	Yes	Driver Ran Red Light
12/2/2021 5:14 PM	3381074	2100018328	No Apparent Injury	Angle	Yes	Driver Ran Red Light
3/6/2023	3523518	2300006068	No Apparent Injury	Front to Rear	Yes	Driver Ran Red Light
10/2/2023 8:00 PM	3583757	2300029330	Suspected Minor Injury	Angle	Yes	Driver Ran Red Light
10/4/2023 3:53 PM	3583758	2300029521	No Apparent Injury	Angle	Yes	Driver Ran Red Light
10/17/2023 4:05 PM	3598473	2300030852	No Apparent Injury	Angle	No	Driver Ran Red Light
12/12/2023	3606917	2300037023	Possible Injury	Other	Yes	Driver Ran Red Light

Connecticut Crash – Department of Transportation

Route 99 at Maple Street

Crash ID	Date	Roadway	Intersecting Road	Crash Specific Location
641592	2020-01-15T18:47:00	99-N	3-N	Intersection
644810	2020-01-31T02:30:00	99-N	3-N	Intersection-Related
654906	2020-02-19T21:52:00	99-N	3-N	Intersection-Related
692442	2020-06-15T17:04:00	99-N	3-N	Intersection
701782	2020-07-22T13:03:00	99-N	3-N	Intersection-Related
702948	2020-07-21T16:33:00	99-N	3-N	Intersection-Related
713141	2020-08-16T22:52:00	99-N	3-N	Intersection
737996	2020-10-31T22:10:00	99-N	3-N	Intersection-Related
773023	2020-12-15T20:40:00	99-N	3-N	Intersection
791917	2021-02-12T20:15:00	99-N	3-N	Intersection-Related
797865	2021-03-19T21:13:00	99-N	3-N	Intersection-Related
802163	2021-04-05T17:11:00	99-N	3-N	Intersection
819053	2021-06-02T19:25:00	99-N	3-N	Intersection
822107	2021-06-16T20:26:00	99-N	3-N	Intersection
822108	2021-06-16T22:13:00	99-N	3-N	Intersection
869283	2021-11-13T05:37:00	99-N	3-N	Intersection
870946	2021-11-09T12:09:00	99-N	3-N	Intersection
878976	2021-12-02T22:14:00	99-N	3-N	Intersection
879427	2021-12-11T06:09:00	99-N	3-N	Intersection
883971	2021-12-23T22:12:00	99-N	3-N	Intersection
922391	2022-04-01T00:22:00	99-N	3-N	Intersection
926426	2022-04-07T18:10:00	99-N	3-N	Intersection
977129	2022-09-27T20:29:00	99-N	3-N	Intersection-Related
1004066	2022-12-03T18:23:00	99-N	3-N	Intersection-Related
1020176	2023-01-20T22:41:00	99-N	3-N	Intersection-Related
1029073	2023-03-01T16:00:00	99-N	3-N	Intersection
1037573	2023-03-04T01:18:00	99-N	3-N	Intersection
1051986	2023-05-16T13:43:00	99-N	3-N	Intersection
1089856	2023-09-23T23:45:00	99-N	3-N	Intersection
1091547	2023-10-03T00:00:00	99-N	3-N	Intersection
1091548	2023-10-04T19:53:00	99-N	3-N	Intersection
1106271	2023-10-17T20:05:00	99-N	3-N	Intersection
1114715	2023-12-13T00:22:00	99-N	3-N	Intersection
1149921	2024-04-16T12:19:00	99-N	3-N	Intersection
1173599	2024-06-27T12:59:00	99-N	3-N	Intersection

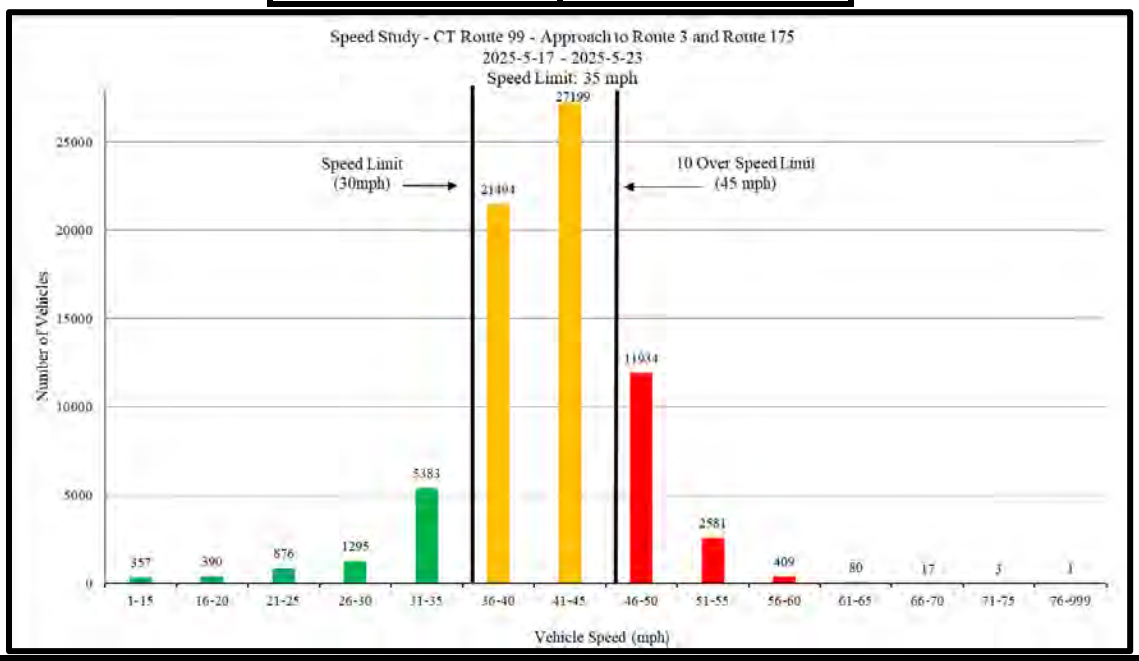
I. PROPOSED ATESD SITE: CT Route 99 at Route 3

i. Speed Data CT Route 99

The Town of Wethersfield is currently the recipient of, and has initiated, a corridor study of the Silas Deane Highway through a federally funded Safe Streets and Roads for All grant, collaborating regionally with neighboring municipalities Rocky Hill and the Capitol Region Council of Governments. Automated Traffic Recorders collected northbound and southbound transportation data on the Silas Deane Highway, at Coleman Road between Maple Street and Wells Road, from May 17, 2025, through May 23, 2025.

Speed Limit -- 35 mph	Pace Speed Range (10 mph) -- 36-45
50th Percentile Speed – 41 mph	Average Speed – 41 mph
85th Percentile Speed – 46 mph	Total Vehicles – 72,019

Speed Range	Number of Vehicles
0 -35	8,301
36-45	48,693
45+	15,025



CT Route 99 NB	Average Daily Traffic	# Vehicles over 10+ mph	% Vehicles Over 10+ mph
Monday	10,121	1,924	19%
Tuesday	8,119	1,783	22%
Wednesday	10,448	2,251	22%
Thursday	10,759	2,299	21%
Friday	10,894	2,360	22%
Saturday	10,251	2,051	20%
Sunday	11,427	2,357	21%

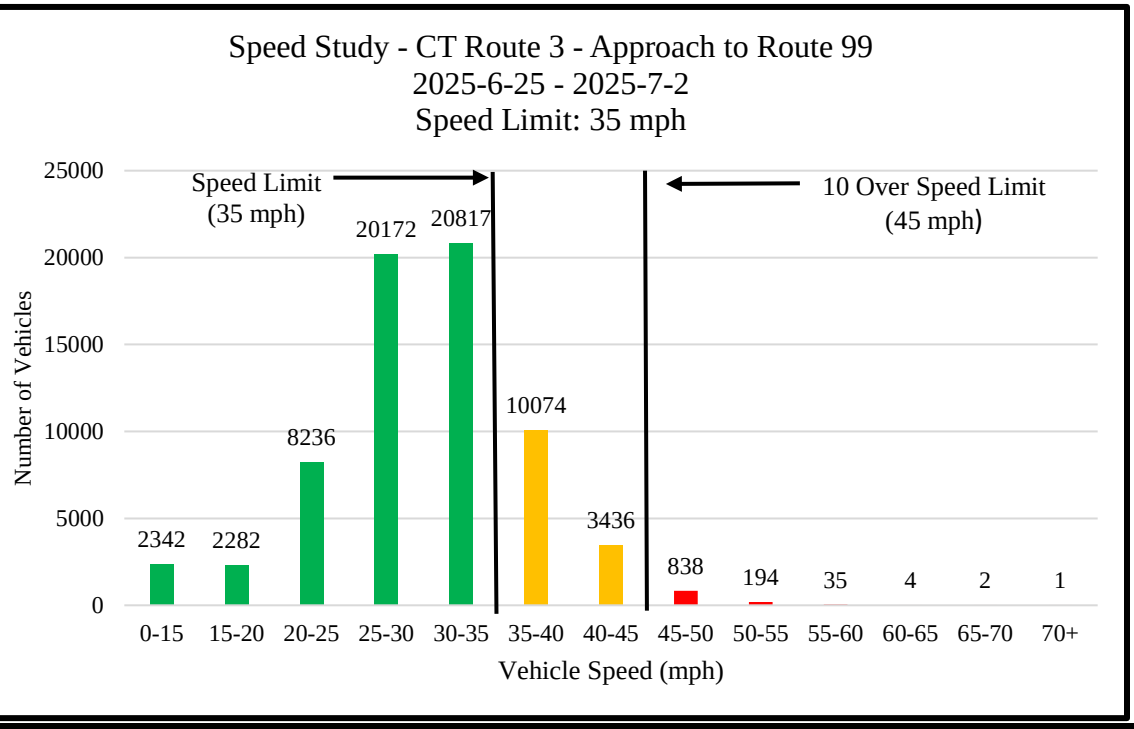
I. PROPOSED ATESD SITE: CT Route 99 at Route 3

i. Speed Data Route 3

In collaboration with the UCONN T2 Center, Wethersfield collected transportation data on Route 3 west of Spring Street from June 25, 2025 to July 2, 2025.

Speed Limit – 35 mph	Pace Speed Range (10 mph) – 36-35 mph
50th Percentile Speed – 29 mph	Average Speed – 30.5 mph
85th Percentile Speed – 36 mph	Total Vehicles – 68,433

Speed Range	Number of Vehicles
0 -35	53,849
36-45	13,510
45+	1,074



CT Route 3	Average Daily Traffic	# Vehicles over 10+ mph	% Vehicles Over 10+ mph
Monday	9,431	153	1.5%
Tuesday	9,515	96	1.4%
Wednesday	12,763	197	1.5%
Thursday	9,858	134	1.9%
Friday	9,907	149	2.2%
Saturday	9,132	170	1.6%
Sunday	7,827	174	1%

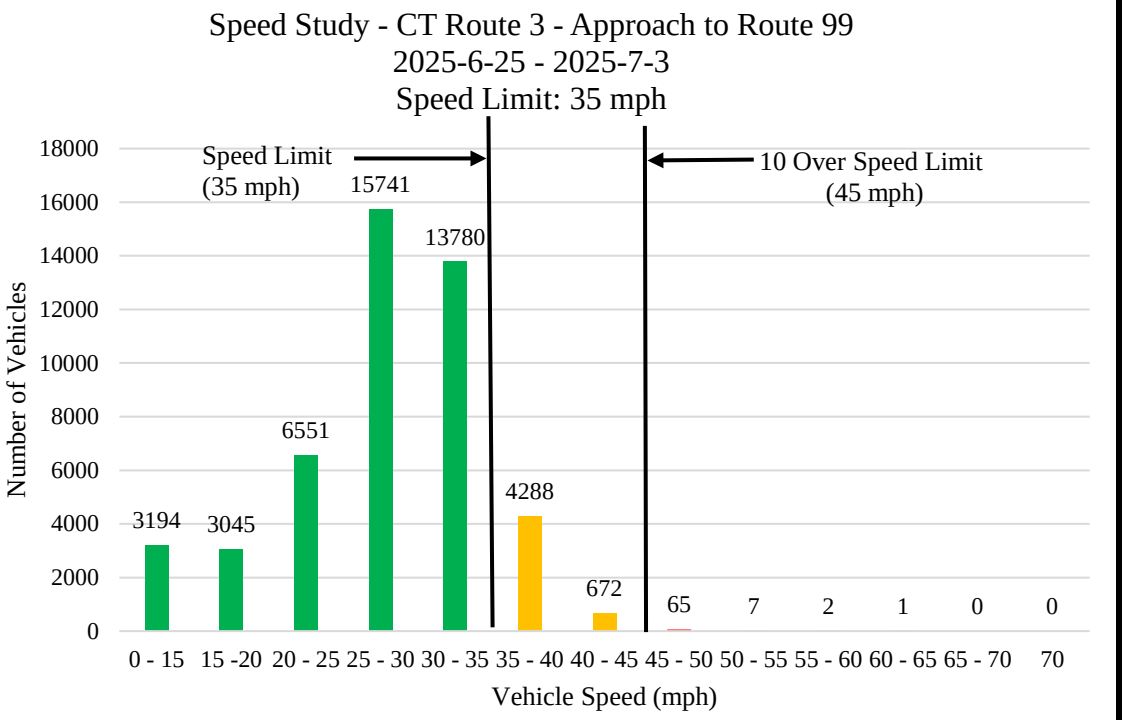
I. PROPOSED ATESD SITE: CT Route 99 at Route 3

i. Speed Data Route 3

In collaboration with the UCONN T2 Center, Wethersfield collected transportation data on Route 3, southwest of Lancaster Road, from June 25, 2025, to July 3, 2025.

Speed Limit – 35 mph	Pace Speed Range (10 mph) – 25-34 mph
50th Percentile Speed – 28 mph	Average Speed—27.7 mph
85th Percentile Speed – 32 mph	Total Vehicles – 47,076

Speed Range	Number of Vehicles
0-35	42,311
36-45	4,960
45+	75



CT Route 3	Average Daily Traffic	# Vehicles over 10+ mph	% Vehicles Over 10+ mph
Monday	5,770	761	13%
Tuesday	5,881	580	10%
Wednesday	7,428	335	4.5%
Thursday	5,827	525	9%
Friday	6,104	557	9.1%
Saturday	5,352	657	12.3%
Sunday	4,662	592	12.7%

II. Proposed ATESD SITE #2: CT Route 99 at Wells Road

A. Site Selection Justification

The Town selected this location due to the high rate of motor vehicle accidents, speed-related traffic stops in the area, the intersection's frequent use of a pedestrian crossing, and the intersection's proximity to Silas Deane Middle School and Corpus Christie School.

Connecticut Department of Transportation categorizes Route 99 as an urban minor arterial, with land developed on both sides of the roadway for retail, office, and residential use. The straight, vast, four-lane configuration fosters an environment of speeding, and the diverse land use has created a high volume of unsignalized driveways scattered on both sides of the road. Frequently, there are five lanes, with dedicated turn lanes at intersections, and pedestrians must cross approximately sixty feet from one side of the road to the other. High rates of speeding motorists and red light running endanger pedestrians' ability to cross the street safely. The speed limit along CT Route 99 is 35 mph but traffic counts reported vehicles travelling more than 76 mph. The location has been identified as a high-risk intersection in the regional transportation safety action plan.

CT DOT Average Daily Traffic (ADT) volume for Route 99, north of Route 175, was 18,500 in a 2024 study. Route 175, west of Savage Road, had an ADT volume of 10,100 vehicles, according to a 2025 Department of Transportation report, while east of Spring Street, the ADT was 3,600 vehicles.

Furthermore, the Wells Road intersection is less than one mile from the Silas Deane Middle School and Corpus Christie School, posing potential safety concerns for school buses and pedestrians. According to the Connecticut Department of Transportation's Connecticut CRASH database, at least three accidents occurred at the proposed ATESD location at the intersection of CT Route 99 and Wells Road between January 2020 and December 2024. The traffic control signal location is on the list of intersections on the CT Red Light Evaluation tool, and of the eight listed crashes from 2020-2023, 25% were red light crashes.

The Town of Wethersfield believes implementing an Automated Safety Traffic Enforcement Safety Device on Connecticut Route 99 at the intersection of Wells Road will reduce motor vehicle speeds, mitigate motor vehicle operators from running red lights, reduce motor vehicle accidents, and improve roadway safety.

II. PROPOSED ATESD SITE #2:
CT Route 99 at Wells Road

B. Roadway Image of Site with Signage Location

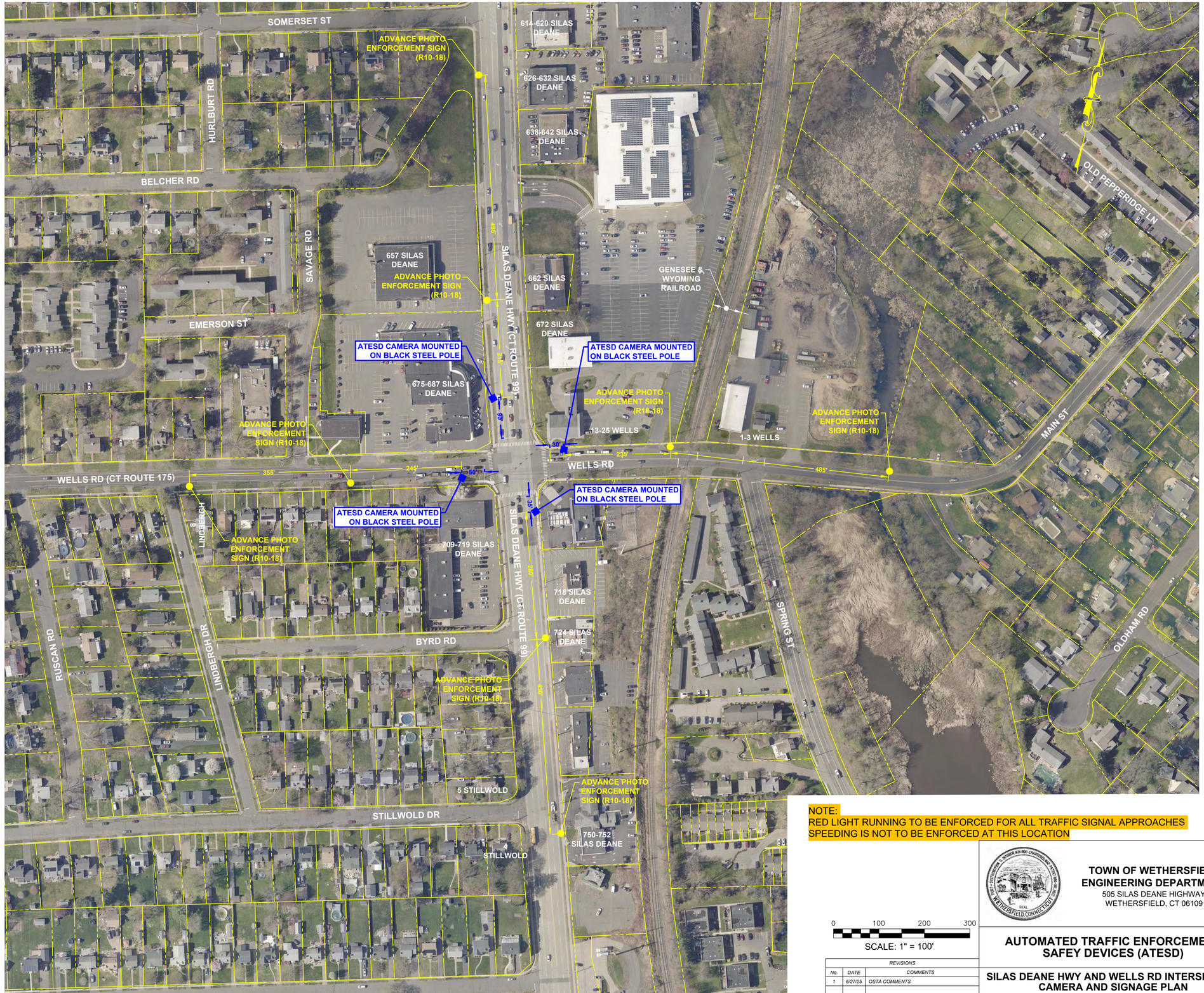
Two (2) Cameras – North and South



Silas Deane Hwy. & Wells Road (2 Cameras, North & South)



R10-18 SIGN (36" x 24")



NOTE:
RED LIGHT RUNNING TO BE ENFORCED FOR ALL TRAFFIC SIGNAL APPROACHES
SPEEDING IS NOT TO BE ENFORCED AT THIS LOCATION

0 100 200 300

SCALE: 1" = 100'

REVISIONS		
No.	DATE	COMMENTS
1	6/27/25	OSTA COMMENTS
DWG FILE: Traffic Cams.dwg		

TOWN OF WETHERSFIELD
ENGINEERING DEPARTMENT
505 SILAS DEANE HIGHWAY
WETHERSFIELD, CT 06109

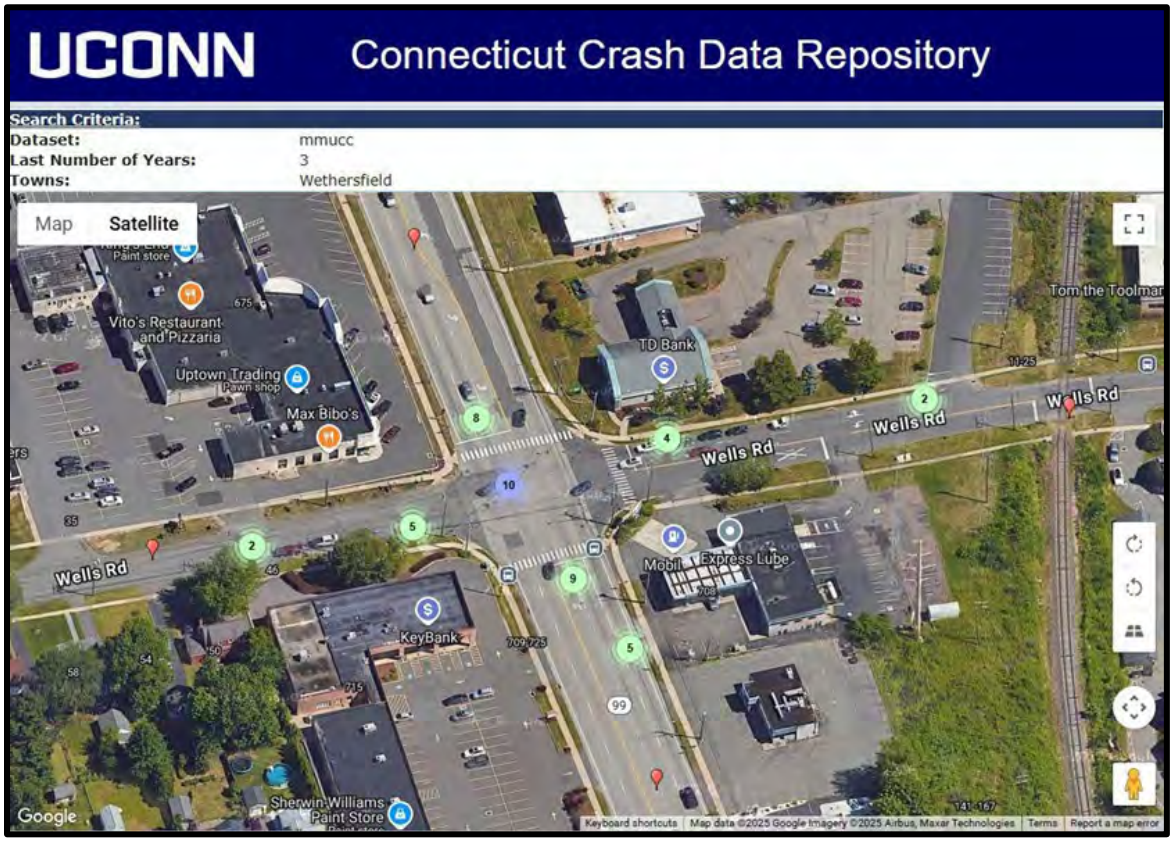
AUTOMATED TRAFFIC ENFORCEMENT SAFEY DEVICES (ATESD)

SILAS DEANE HWY AND WELLS RD INTERSECTION CAMERA AND SIGNAGE PLAN

DRAWN BY:	LC	DATE:	03/21/25	Sheet No.
CHECKED BY:	DG	SCALE:	1" = 100' OR AS NOTED	2 of 4
APPROVED BY:	DG			

II. PROPOSED ATESD SITE #2:
CT Route 99 at Wells Road

C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data

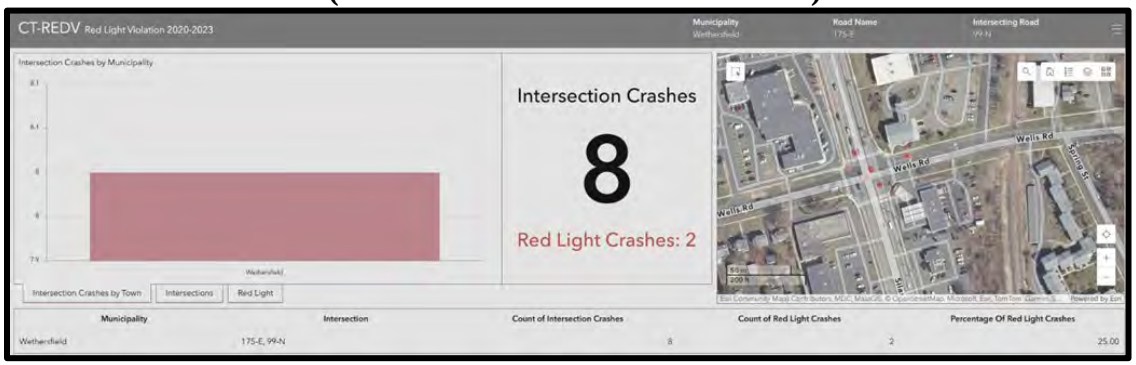


(UConn Repository Crash Bubble Map)



(CT DOT ADT MAP)

(CT-REDV MAP & CRASH DATA)



Date	DOT Case Number	Case Identifier	Most Severe Injury	Manner of Collision	Violation of 14-229	Red Light Related
6/22/2021 3:23 PM	3328378	2100008509	No Apparent Injury	Angle	Yes	Driver Ran Red Light
11/18/2023 9:39 AM	3598922	2300034489	No Apparent Injury	Angle	Yes	Driver Ran Red Light

Connecticut Crash – Department of Transportation

CT Route 99 at Wells Road

Crash ID	Date	Roadway	Intersecting Road	Crash Specific Location
773024	2020-12-16T22:18:00	99-N	175-E	Intersection-Related
988252	2022-10-28T18:30:00	99-N	175-E	Intersection
984466	2022-10-19T20:21:00	Wells Road	Silas Deane Highway	Intersection Related

II. Proposed ATESD SITE: CT Route 99 at Wells Road

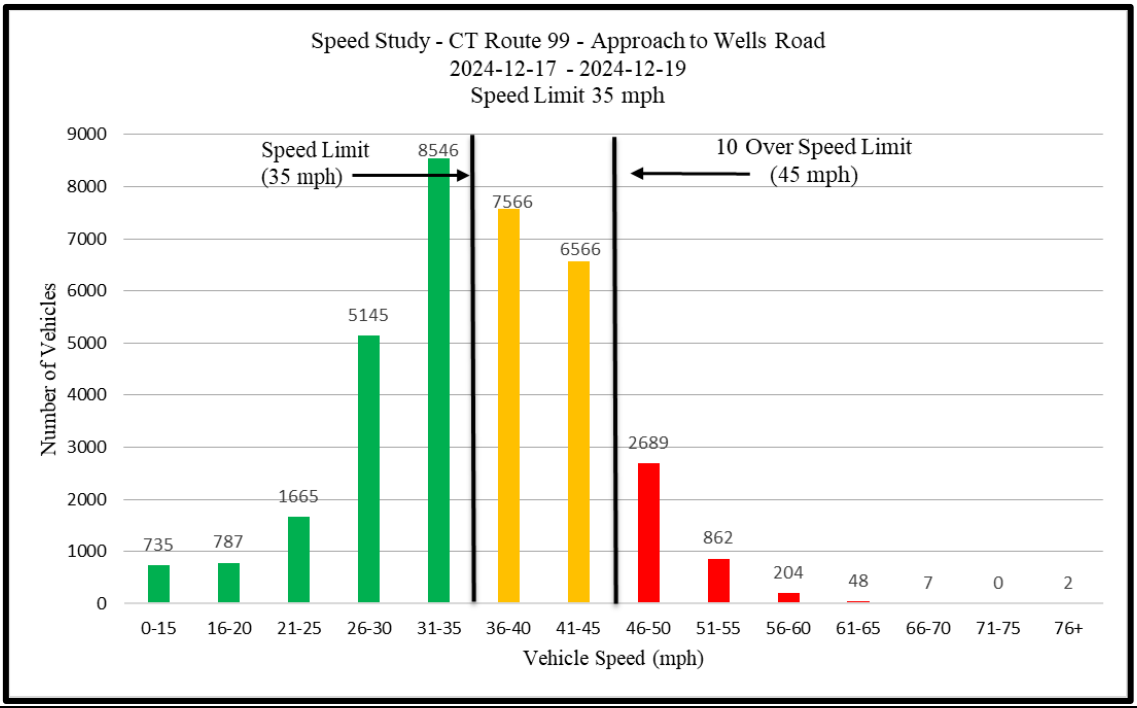
i. Speed Data Route 99

The posted speed limit on the Silas Deane Highway is 35 mph. The Connecticut Department of Transportation collected transportation data at coordinates 41.106118, -72.66153, just north of Route 175, from 11:00 a.m. on Tuesday, December 17, 2024, to 9:00 a.m. on Thursday, December 19, 2024. The combined northbound and southbound study sample size was 34,822 motor vehicles.

Combined Northbound and Southbound

Speed Limit -- 35 mph	Pace Speed Range (10 mph) -- 30-39
50th Percentile Speed – 35.7 mph	Average Speed – 36 mph
85th Percentile Speed – 44.1 mph	Total Vehicles – 34,822

Speed Range	Number of Vehicles
0 -35	16,878
36-45	14,132
45+	3,812



CT Route 99/Wells Road	Average Daily Traffic	# Vehicles over 10+ mph	% Vehicle Over 10+ mph
Tuesday	12,816	1,185	9%
Wednesday	18,507	2,051	11%
Thursday	3,499	576	16.%

II. Proposed ATESD SITE: CT Route 99 at Wells Road

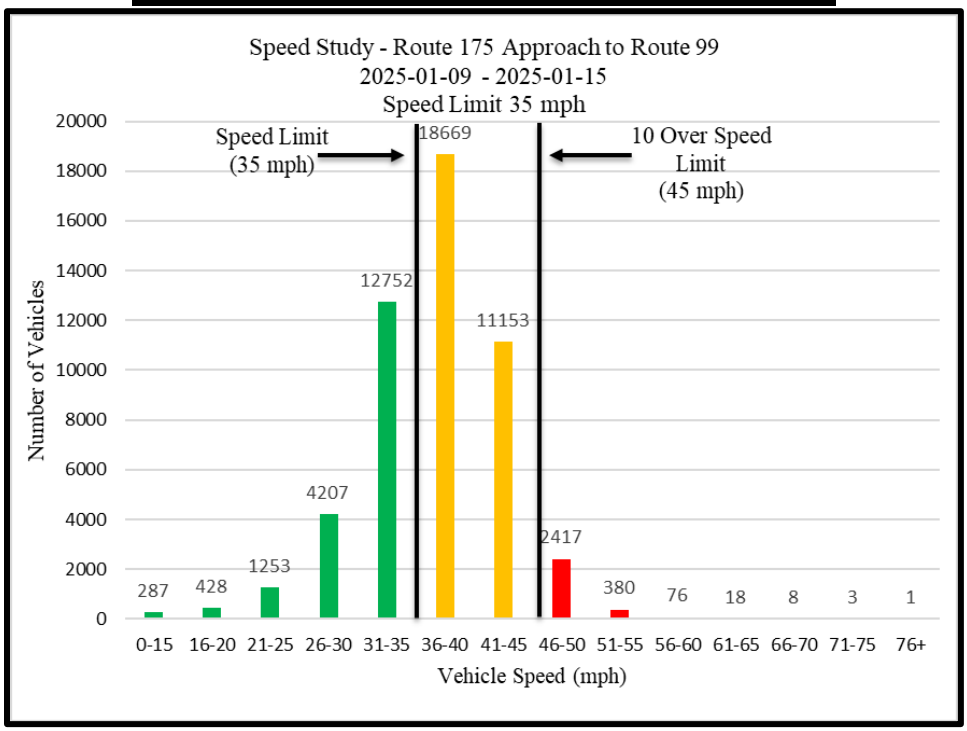
i. Speed Data Route 175

The posted speed limit on Route 175, also known as Wells Road, is 35 mph. The Connecticut Department of Transportation collected transportation data at 41.705281, -72.663384, just west of Savage Road, from 1:00 p.m. on January 9, 2025, to 12:00 p.m. on January 15, 2025. During this period, a total of 51,652 vehicles were recorded in the combined eastbound and westbound study sample.

Combined Eastbound and Westbound

Speed Limit – 35 mph	Pace Speed Range (10 mph) – 33-42
50th Percentile Speed – 37.8 mph	Average speed – 37 mph
85th Percentile Speed – 43.3 mph	Total Vehicles – 51,652

Speed Range	Number of Vehicles
0-35	18,927
36-45	29,822
45+	2,903



CT Route 175/CT Route 99	Average Daily Traffic	# Vehicles Over 10+ mph	% Vehicles Over 10+ mph
Thursday	5,295	275	5.2%
Friday	9,918	538	5.4%
Saturday	8,146	484	5.9%
Sunday	6,706	503	7.5%
Monday	8,714	411	4.7%
Tuesday	9,484	467	4.9%
Wednesday	3,389	225	6.6%

III. PROPOSED ATESD SITE #3: Berlin Turnpike at Arrow Road

A. Site Selection Justification

This ATESD permit request covers Site #3, which will have a bi-directional ATESD placement at the Berlin Turnpike and Arrow Road Intersection, capturing northbound and southbound traffic. The ATESD systems equipment will be mounted on town-owned poles for specific use with the ATESD and include pole-mounted cabinets.

The Town selected this location due to the high rate of motor vehicle accidents, speed-related traffic stops, and high volume of use on the significant state roadway. The Berlin Turnpike is a critical 11-mile corridor connecting New Haven and Hartford counties, offering abundant opportunities for commerce and economic development. The Turnpike is classified as an auto-centric, median-separated principal arterial. Additionally, there have been multiple fatalities and suspected serious injuries along the Berlin Turnpike in Wethersfield.

Route 15, south of Arrow Road, had an ADT volume of 38,400 vehicles, according to a 2025 Department of Transportation report, whereas the Route 15 SB off-ramp to SSR 424 in 2025 was reported as 6,300. Most of the roadway consists of two to three travel lanes in both directions combined with high volumes of traffic traveling at a high rate of speed, making this a crucial location to place an ATESD. According to the Connecticut Department of Transportation's Connecticut Crash database, at least 23 accidents occurred at the proposed ATESD location at the Berlin Turnpike and Arrow Road intersection between January 2020 and December 2024.

Moreover, the ADT volume count for the Berlin Turnpike at this intersection, reported by CT DOT, is approximately 33,600-40,300. The Traffic control signal location is on the list of intersections identified by the CT Red Light Intersection Evaluation Tool. Of the 11 reported crashes from 2020 to 2023, 36.36% were red light crashes. The location has been identified as a high-risk intersection in the regional transportation safety action plan.

The Town of Wethersfield believes that implementing an Automated Traffic Enforcement Safety Device on the Berlin Turnpike at Arrow Road will reduce motor vehicle speeds, deter motor vehicle operators from running red lights, decrease motor vehicle accidents, and enhance roadway safety.

III. PROPOSED ATESD SITE #3
Berlin Turnpike at Arrow Road
B. Roadway Image of Site with Signage Locations

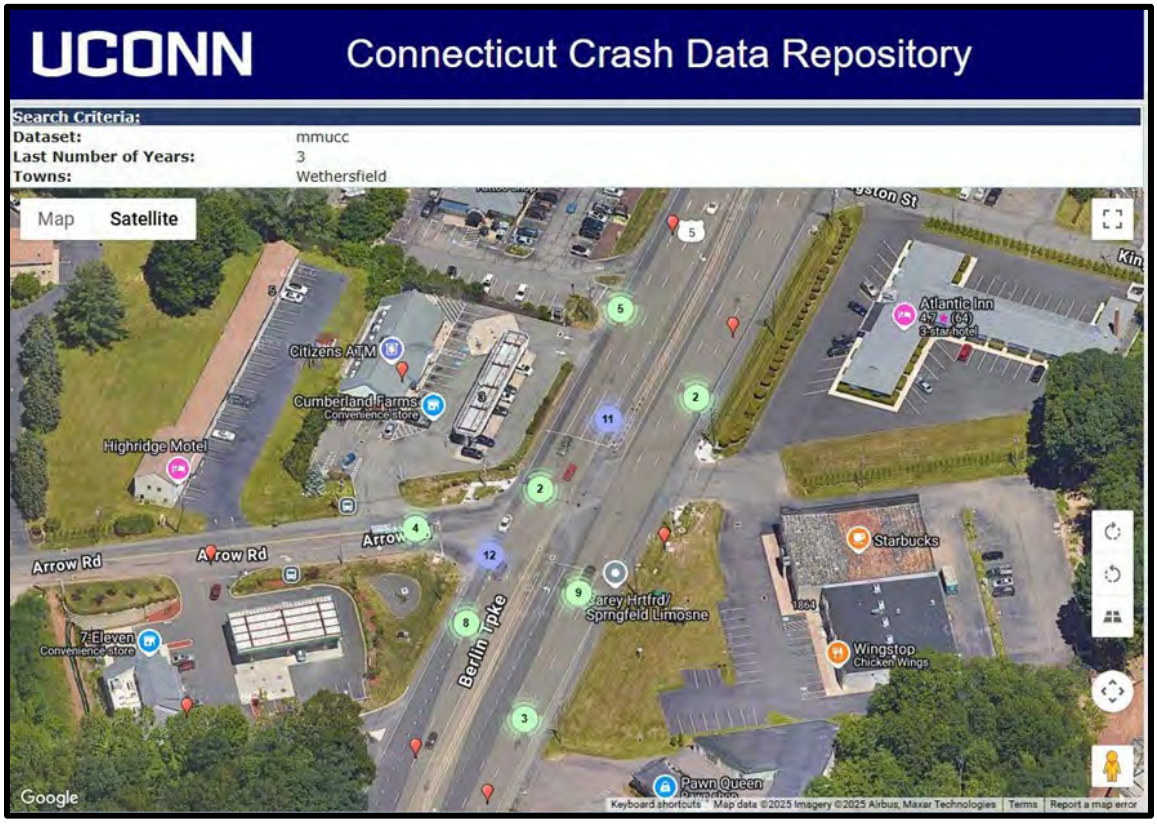
Two (2) Cameras – North and South



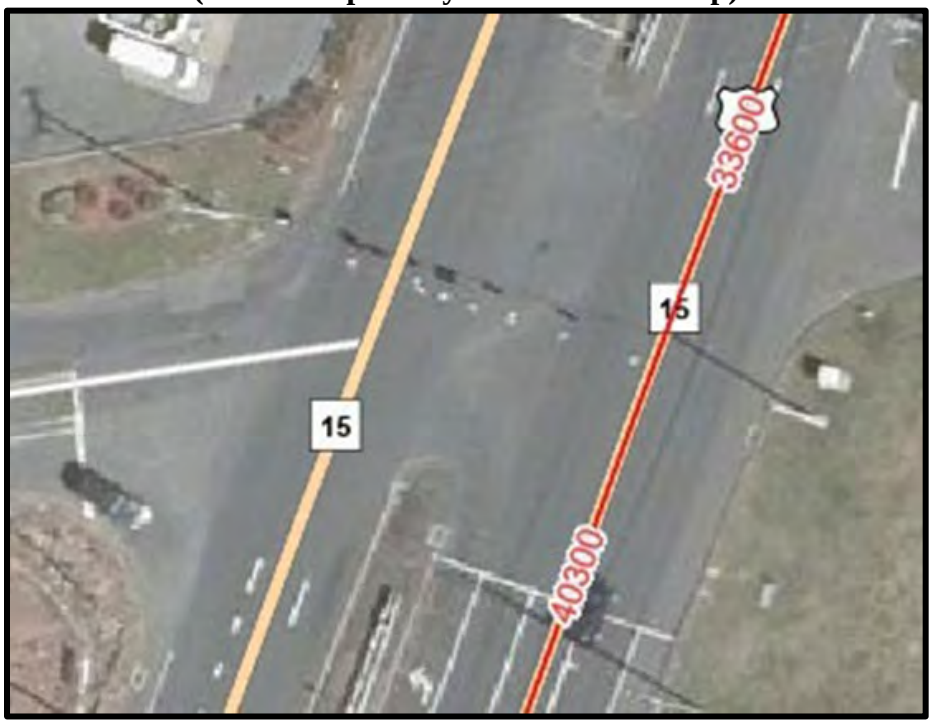
Berlin Turnpike & Arrow Road (2 cameras, north & south)

III. PROPOSED ATESD SITE #3:
Berlin Turnpike at Arrow Road

C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data



(UConn Repository Crash Bubble Map)



(CT DOT ADT MAP)



R10-18 SIGN (36" x 24")

NOTE:
PENT ROAD CONSISTS OF TWO DRIVEWAYS THAT ENTER ONTO BERLIN TURNPIKE. NO CAMERAS ARE RECOMMENDED FOR THIS ROADWAY.



NOTE:
RED LIGHT RUNNING TO BE ENFORCED FOR ALL TRAFFIC SIGNAL APPROACHES
SPEEDING TO BE ENFORCED FOR U.S. ROUTE 5/15 APPROACH ONLY

0 100 200 300

SCALE: 1" = 100'

REVISIONS		
No.	DATE	COMMENTS
1	6/27/25	OSTA COMMENTS
DWG FILE: Traffic Cams.dwg		

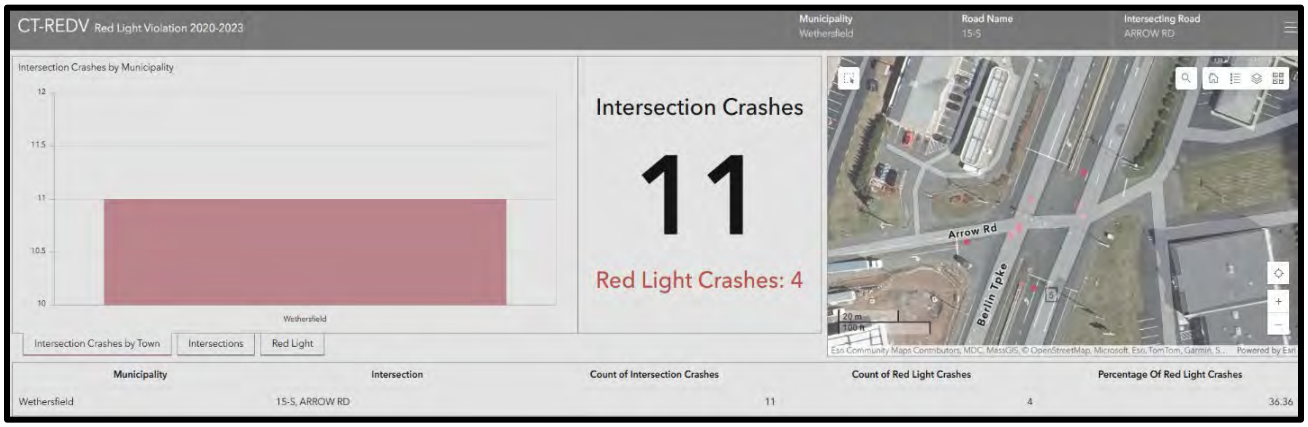
TOWN OF WETHERSFIELD
ENGINEERING DEPARTMENT
505 SILAS DEANE HIGHWAY
WETHERSFIELD, CT 06109

AUTOMATED TRAFFIC ENFORCEMENT SAFEY DEVICES (ATESD)

BERLIN TURNPIKE AND ARROW RD INTERSECTION CAMERA AND SIGNAGE PLAN

DRAWN BY:	LC	DATE:	03/21/25	Sheet No.	4 of 4
CHECKED BY:	DG	SCALE:	1" = 100' OR AS NOTED		
APPROVED BY:	DG				

(CT-REDV MAP & CRASH DATA)



Date	DOT Case Number	Case Identifier	Most Severe Injury	Manner of Collision	Violation of 14-229	Red Light Related
10/1/2021 7:41 PM	3355743	2100014218	Suspected Minor Injury	Angle	Yes	Driver Ran Red Light
8/29/2021 7:08 PM	3369154	2100012219	Suspected Serious Injury	Angle	No	Driver Ran Red Light
9/13/2022 9:11 PM	3468974	2200019412	Suspected Minor Injury	Angle	Yes	Driver Ran Red Light
10/30/2020 3:40 PM	3256910	2000013800	Possible Injury	Angle	Yes	Driver Ran Red Light

Connecticut Crash – Department of Transportation

Berlin Turnpike at Arrow Road

Crash ID	Crash Date	Roadway	Intersecting Roadway	Crash Specific Location
655741	2020-02-20T11:54:00	15-S	ARROW RD	Intersection
662367	2020-02-25T11:15:00	15-S	ARROW RD	Intersection-Related
752800	2020-10-30T19:40:00	15-S	ARROW RD	Intersection
753267	2020-10-29T19:56:00	15-S	ARROW RD	Intersection-Related
756419	2020-11-13T01:16:00	15-S	ARROW RD	Intersection
758500	2020-11-11T13:42:00	15-S	ARROW RD	Intersection
785191	2021-01-27T00:52:00	15-S	ARROW RD	Intersection-Related
798675	2021-03-23T18:54:00	15-S	ARROW RD	Intersection-Related
830535	2021-07-13T22:34:00	15-S	ARROW RD	Intersection-Related
853642	2021-10-01T23:41:00	15-S	ARROW RD	Intersection
867055	2021-08-29T23:08:00	15-N	ARROW RD	Intersection
897877	2022-01-17T15:59:00	15-S	ARROW RD	Intersection-Related
899356	2022-01-25T18:29:00	15-S	ARROW RD	Intersection-Related
950967	2022-07-08T13:53:00	15-S	ARROW RD	Intersection-Related
972811	2022-09-14T01:11:00	15-S	ARROW RD	Intersection
979202	2022-10-03T14:47:00	15-S	ARROW RD	Intersection
985603	2022-10-23T04:02:00	15-S	ARROW RD	Intersection
1068635	2023-07-11T21:04:00	15-S	ARROW RD	Intersection
1090593	2023-02-20T00:55:00	15-S	ARROW RD	Intersection
1109090	2023-10-28T03:02:00	15-S	ARROW RD	Intersection
1121394	2024-01-04T17:23:00	15-S	ARROW RD	Intersection-Related
1145067	2024-03-21T14:40:00	15-S	ARROW RD	Intersection
1168419	2024-06-13T19:57:00	15-S	ARROW RD	Intersection

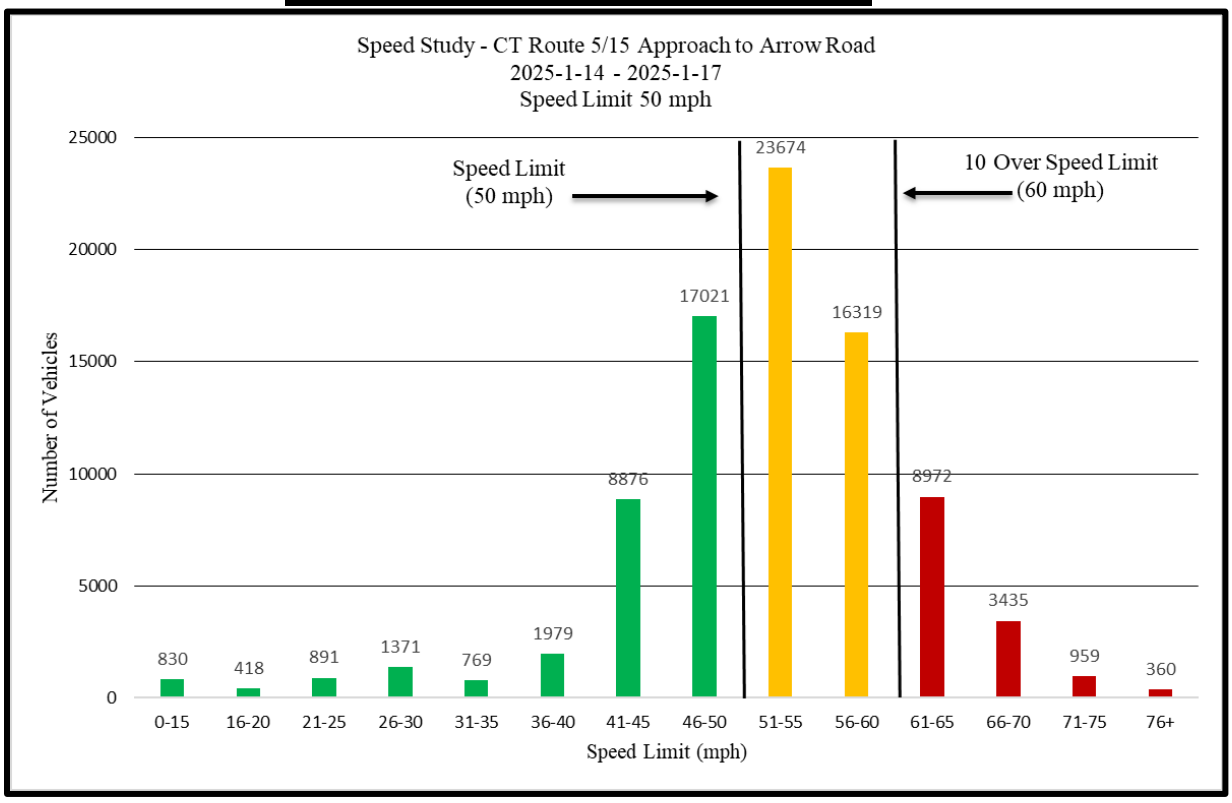
III. PROPOSED ATESD SITE #3: CT Route 5/15 at Arrow Road

i. Speed Data

The posted speed limit on the Berlin Turnpike is 50 mph. The Connecticut Department of Transportation collected transportation data at coordinates 41.698265, -72.704373, on approach to Arrow Road, from 11:00 a.m. on Tuesday, January 14, 2025, to 9:00 a.m. on Friday, January 17, 2025. The combined sample size for northbound and southbound vehicles was 85,874.

Speed Limit – 50 mph	Pace Speed Range (10 mph) – 51-60
50th Percentile Speed – 54.8 mph	Average Speed – 52 mph
85th Percentile Speed – 63.4	Total Vehicles 85,874

Speed Range	Number of Vehicles
0-50	32,155
41-60	39,993
60+	13,726



CT Route 314	Average Daily Traffic	# Vehicles over 10+ mph	% Vehicles Over 10+ mph
Tuesday	19,658	2,690	13.68%
Wednesday	29,741	4,685	15.75%
Thursday	29,822	4,912	16.47%
Friday	6,653	1,439	21.62%

IV. PROPOSED ATESD SITE #4: Berlin Turnpike at Nott Street

A. Site Selection Justification

This ATESD permit request covers Site #4, which will have a bidirectional ATESD placement at the Berlin Turnpike and Nott Street Intersection, capturing northbound and southbound traffic, and one at the 5/15 off-ramp. The ATESD systems equipment will be mounted on town-owned poles for specific use with the ATESD and include pole-mounted cabinets.

The Berlin Turnpike is a high-volume, major state route with multiple travel lanes that pose a serious risk of speeding and motor vehicle accidents. The Turnpike stands out as one of the region's highest crash corridors, and the auto-centric design and high vehicular speeds combined with a scarcity of sage pedestrian, bicycle, and transit infrastructure have proven a deadly combination. The Capital Region Council of Government (CRCOG) identified the Nott Street intersection as a high-crash intersection in the Regional Transportation Safety Plan. Excessive curb cuts in the Corridor, many with long pedestrian crossing distances represent potential conflict points that create increased risk for pedestrian/vehicle crashes that are more likely to result in fatal or serious injuries. The Connecticut Department of Transportation, through the Connecticut Crash Database, reports that at least 17 accidents occurred at the proposed ATESD location of the Berlin Turnpike and Nott Street between January 2024 and December 2024.

The Connecticut Department of Transportation reports that the 2025 Average Daily Traffic (ADT) count for Route 15, south of Nott Street, was 18,100, with multiple recorded speeds of more than 75 miles per hour, while Route 919, south of Nott Street, was reported to have an ADT count of 6,500 in a 2025 Department of Transportation Study. Subsequently, a 2022 study reported Route 15-S had an ADT count of 16,000 vehicles. Nott Street, designated as a "Major Collector" by the Department of Transportation, had an Average Daily Traffic (ADT) count of 3,400 just west of Laconia Road in 2025.

The Traffic control signal location is identified on the CT Red Light Intersection Evaluation Tool, and of the 14 recorded crashes from 2020-2023, 35.71% were red light crashes. The location has been identified as a high-risk intersection in the regional transportation safety action plan.

The Town of Wethersfield believes that implementing an Automated Traffic Enforcement Safety Device on the Berlin Turnpike at Nott Street and the 5/15 off-ramp will reduce motor vehicle speeds, mitigate motor vehicle operators from running red lights, and improve roadway safety.

IV. PROPOSED ATESD SITE #4:
Berlin Turnpike at Nott Street

B. Roadway Image of Site with Signage Locations

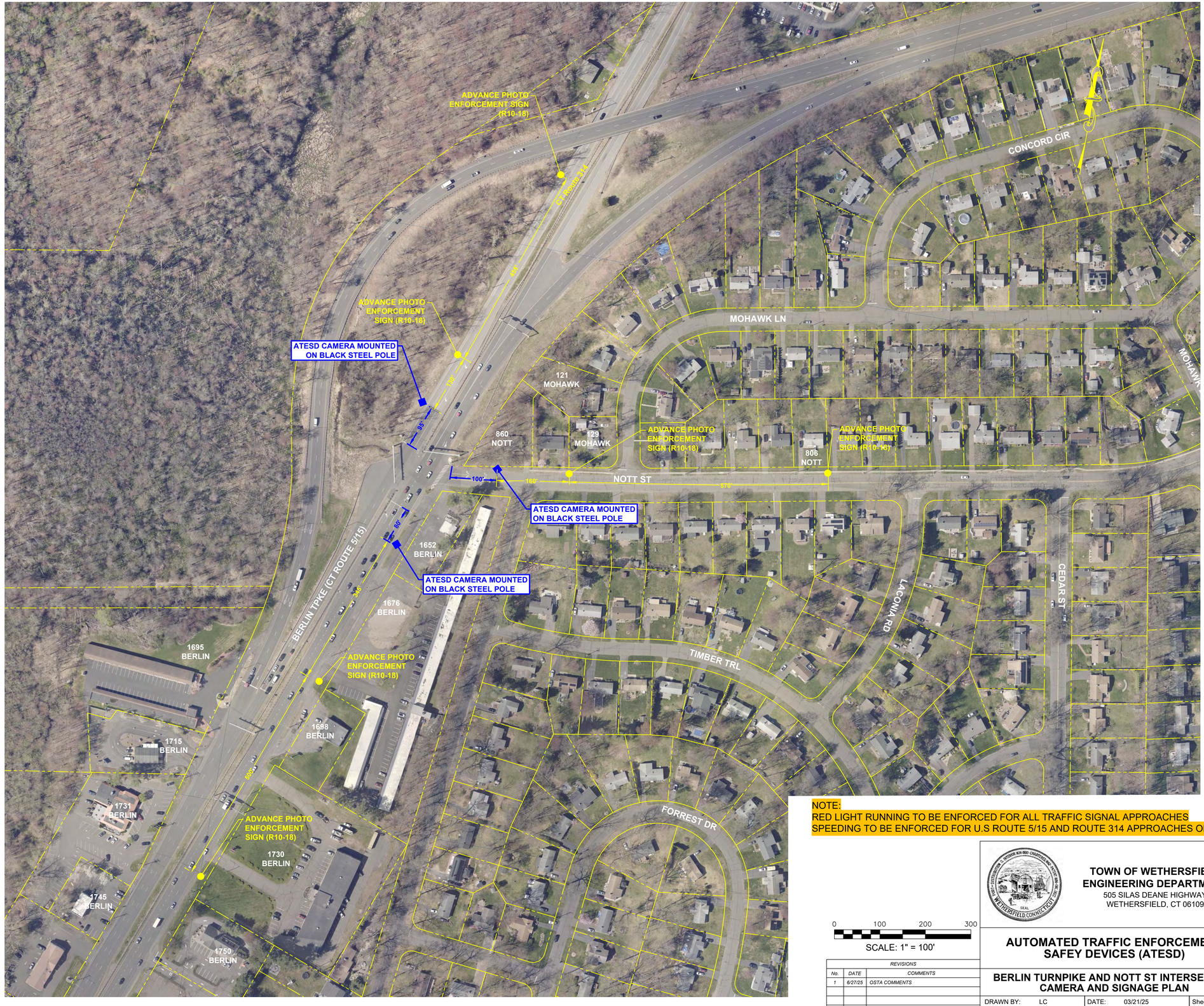
Two (2) Cameras – North and South



Nott St & Berlin Turnpike (2 cameras, North and South)



R10-18 SIGN (36" x 24")



NOTE:
RED LIGHT RUNNING TO BE ENFORCED FOR ALL TRAFFIC SIGNAL APPROACHES
SPEEDING TO BE ENFORCED FOR U.S ROUTE 5/15 AND ROUTE 314 APPROACHES ONLY

0 100 200 300

SCALE: 1" = 100'

REVISIONS		
No.	DATE	COMMENTS
1	6/27/25	OSTA COMMENTS

DWG FILE: Traffic Cams.dwg

TOWN OF WETHERSFIELD
ENGINEERING DEPARTMENT
505 SILAS DEANE HIGHWAY
WETHERSFIELD, CT 06109

AUTOMATED TRAFFIC ENFORCEMENT SAFEY DEVICES (ATESD)

BERLIN TURNPIKE AND NOTT ST INTERSECTION CAMERA AND SIGNAGE PLAN

DRAWN BY:	LC	DATE:	03/21/25	Sheet No.
CHECKED BY:	DG	SCALE:	1" = 100' OR AS NOTED	3 of 4
APPROVED BY:	DG			

IV. PROPOSED ATESD SITE #4:
Berlin Turnpike at Nott Street

C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data

(UConn Repository Crash Bubble)

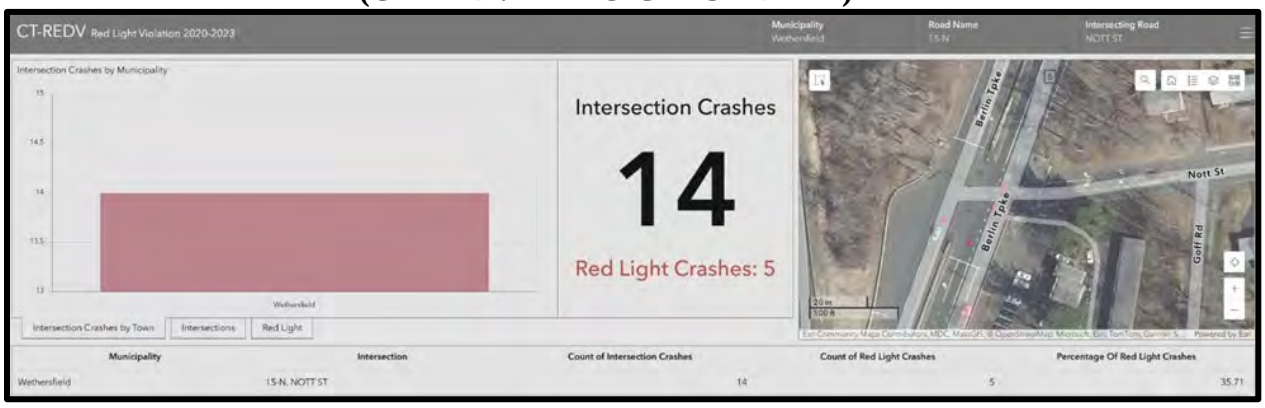


(CT DOT ADT MAP)





(CT-REDV MAP & CRASH DATA)



Date	DOT Case Number	Case Identifier	Most Severe Injury	Manner of Collision	Violation of 14-229	Red Light Related
5/28/2020 6:17 PM	3202971	2000006193	Possible Injury	Angle	Yes	Driver Ran Red Light
4/18/2021 5:03 PM	3309810	2100005160	No Apparent Injury	Angle	Yes	Driver Ran Red Light
6/26/2021 6:42 PM	3329394	2100008756	No Apparent Injury	Angle	Yes	Driver Ran Red Light
12/26/2020 8:01 PM	3387246	2100020033	Suspected Minor Injury	Angle	Yes	Driver Ran Red Light
3/27/2023 2:47 PM	3530440	2300008159	Possible Injury	Angle	No	Driver Ran Red Light

Connecticut Crash – Department of Transportation
Berlin Turnpike and Nott Street

Crash ID	Crash Date	Roadway	Intersecting Roadway	Crash Specific Location
812055	2021-05-09T14:55:00	15-N	NOTT ST	Intersection-Related
826301	2021-06-26T22:42:00	15-N	NOTT ST	Intersection
855550	2021-10-07T15:16:00	15-N	NOTT ST	Intersection
872573	2021-11-10T15:21:00	15-N	NOTT ST	Intersection-Related
885148	2021-12-27T01:01:00	15-N	NOTT ST	Intersection
931694	2022-04-20T16:48:00	15-N	NOTT ST	Intersection-Related
942799	2022-06-09T15:47:00	15-N	NOTT ST	Intersection
949433	2022-06-25T10:47:00	15-N	NOTT ST	Intersection
993483	2022-11-11T23:09:00	15-N	NOTT ST	Intersection
995833	2022-11-17T12:47:00	15-N	NOTT ST	Intersection
1036254	2023-03-27T18:47:00	15-N	NOTT ST	Intersection
1066886	2023-07-11T17:27:00	15-N	NOTT ST	Intersection
1080157	2023-08-18T22:45:00	15-N	NOTT ST	Intersection
1081543	2023-08-30T01:16:00	15-N	NOTT ST	Intersection
1102637	2023-11-06T23:08:00	15-N	NOTT ST	Intersection-Related
1103896	2023-11-10T18:11:00	15-N	NOTT ST	Intersection
1195472	2024-08-29T16:24:00	15-N	NOTT ST	Intersection

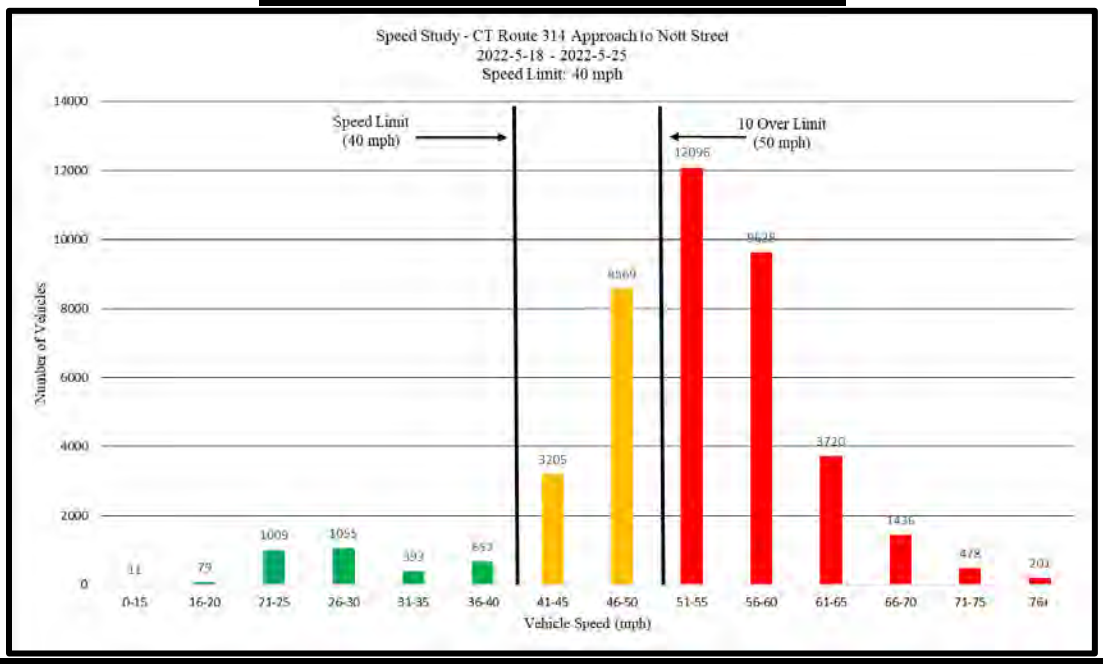
PROPOSED ATESD SITE #4: CT Route 314 at Nott Street

i. Speed Data Route 314

The posted speed limit on CT Route 314 is 40 miles per hour. The Connecticut Department of Transportation collected transportation data at coordinates 41.713053, -72.697974, on approach to Nott Street from 11:00 a.m. on Friday, March 18, 2025, to 1:00 p.m. on Friday, March 25, 2025. The combined east/west sample size was 87,709 vehicles.

Speed Limit – 40 mph	Pace Speed Range (10 mph) – 51-60
50th Percentile Speed – 53.9 mph	Average Speed – 52 mph
85th Percentile Speed – 61.3 mph	Total Vehicles – 42,537

Speed Range	Number of Vehicles
0-40	48,044
41-50	29,579
50+	13,939



CT Route 314	Average Daily Traffic	# Vehicles over 10+ mph	% Vehicles Over 10+ mph
Friday	5,017	3,205	63.88%
Saturday	5,741	3,631	63.24%
Sunday	5,189	3,476	66.98%
Monday	5,955	4,009	67.32%
Tuesday	5,997	4,022	67.06%
Wednesday	6,001	3,936	65.58%
Thursday	5,701	3,347	58.70%
Friday	2,936	1,933	65.83%

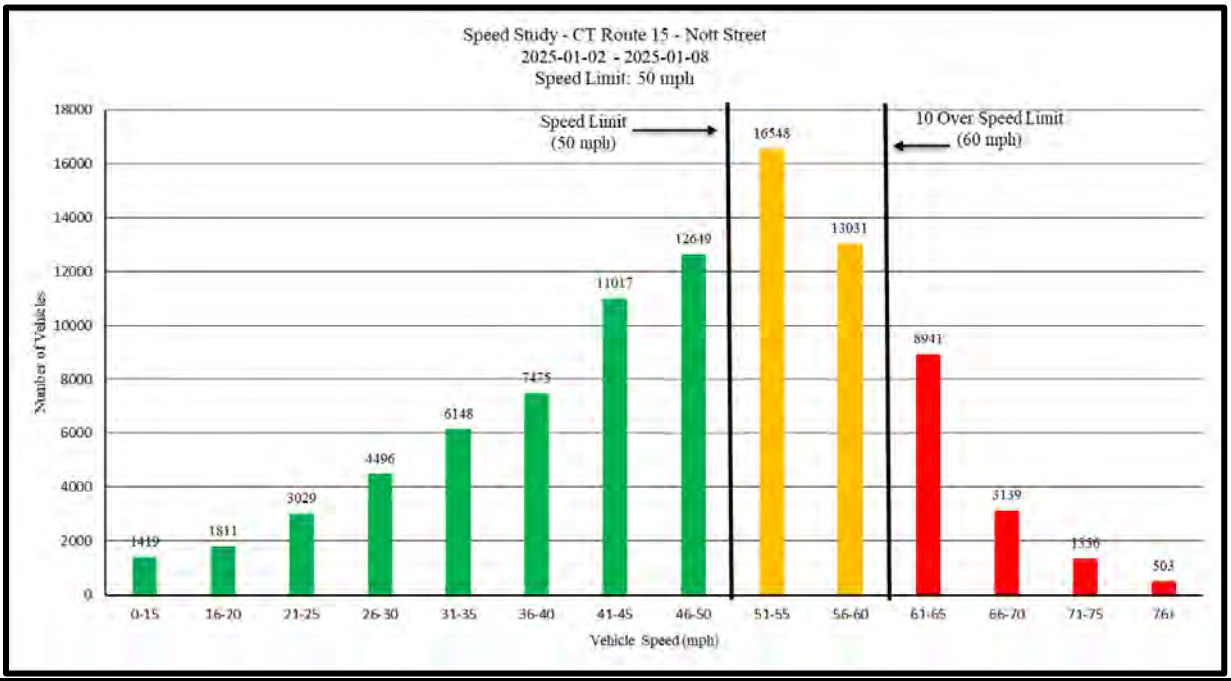
PROPOSED ATESD SITE #4: CT Route 5/15 at Nott Street

i. Speed Data Route 5/15

The posted speed limit on the Berlin Turnpike is 50 mph. The Connecticut Department of Transportation collected transportation data at coordinates 41.709453, -72.699659, just South of Nott Street, from noon on Thursday, January 2nd, 2025, to 9:00 a.m. on Wednesday, January 8, 2025. The study sample size was 91,562 motor vehicles.

Speed Limit -- 50 mph	Pace Speed Range (10 mph) -- 41-50
50th Percentile Speed – 51 mph	Average Speed – 48 mph
85th Percentile Speed – 61.9 mph	Total Vehicles – 91,562

Speed Range	Number of Vehicles
0 -50	48,044
51-60	29,579
60+	13,939



CT Route 15	Average Daily Traffic	# Vehicles over 10+ mph	% Vehicles Over 10+ mph
Thursday	9,209	1,133	12.30%
Friday	17,102	2,439	14.26%
Saturday	14,609	2,442	16.72%
Sunday	12,561	2,413	19.10%
Monday	16,350	2,607	15.94%
Tuesday	17,171	2,220	12.93%
Wednesday	1,201	14	1.16%

V. Wethersfield and ATESD Location Speed Data

The Connecticut Racial Profiling Prohibition Project, in collaboration with CT Data Collaborative and the UCONN Institute for Municipal and Regional Policy, records and publishes raw traffic stop data for each police district in the state as part of the Connecticut Racial Profiling Prohibition Data Project. First enacted in 1999, Connecticut's anti-racial profiling law, The Alvin W. Penn Racial Profiling Prohibition Act, prohibits any law enforcement agency from stopping, detaining, or searching motorists when the stop is motivated solely by considerations of race, color, ethnicity, age, gender, or sexual orientation (Connecticut General Statutes Sections 54-11 and 54-1m). A five-year analysis of Wethersfield Municipal Police Department traffic stops from 2018 to 2022 revealed high-volume speed-related stops, particularly at the four proposed ATESD locations. Wethersfield Police Officers conducted 2,034 speed-related traffic stops throughout the town. 1,143 speed-related stops were performed on the Silas Deane Highway and Berlin Turnpike, with subtotals of 912 and 231, respectively, which accounts for over 56% of all speed-related stops on those two major roadways. The statute code identification is 14-218(a) and 14-219.

Silas Deane Highway: Speed-Related Traffic Stops at Proposed ATESD Locations

Year	Speed Related Traffic Stops	CT Route 99/ Maple St	CT Route 99/ Wells Rd
2018	202	16	23
2019	135	32	24
2020	108	18	22
2021	206	17	22
2022	261	21	41
Totals	**912**	**104**	**132**

Connecticut Racial Profiling Prohibition Project (CTRP3) and CTData Collaborative, UCONN Institute for Municipal and Regional Policy

Over the past five years, the data reflects 104 speed-related traffic stops conducted at the proposed ATESD location at Silas Deane and Maple Street, averaging over twenty (20) stops annually. Similarly, at the proposed ATESD location at Silas Deane and Wells Road, records indicate 132 speed-related traffic stops over the same period, averaging over twenty-six (26) stops a year. This data underscores the urgent need for action to address the prevalence of motor vehicles traveling at excessive speeds at these proposed ATESD locations, engaging us all in the mission for safer roads. The Town of Wethersfield expects that the use of Automated Traffic Enforcement Safety Devices on the Silas Deane Highway at the Maple Street and Wells Road intersection will reduce speeds and keep roadway users safe.

Berlin Turnpike: Speed-Related Traffic Stops at Proposed ATESD Locations

Year	Speed Related Traffic Stops	Berlin Turnpike/ Arrow Rd	Berlin Turnpike/ Nott St
2018	31	5	3
2019	36	7	5
2020	29	6	5
2021	71	26	6
2022	64	11	10
Totals	**231**	**55**	**29**

Connecticut Racial Profiling Prohibition Project (CTRP3) and CTData Collaborative, UCONN Institute for Municipal and Regional Policy

The speed-related data from the proposed ATESD locations at Berlin Turnpike and Arrow Road and Berlin Turnpike and Nott Street is significant. Wethersfield police officers conducted fifty-five (55) speed-related traffic stops at Arrow Road, averaging eleven (11) stops a year. At Nott Street, twenty-nine (29) speed-related traffic stops were conducted over the five-year timeframe, averaging more than five (5) stops per year. This data highlights the frequency of motor vehicles traveling at excessive speeds at these proposed ATESD locations. The Town of Wethersfield expects that the use of Automated Traffic Enforcement Safety Devices on the Berlin Turnpike at the Nott Street and Arrow Road intersection will reduce speeds and keep roadway users safe.

Wethersfield ATESD Municipal Plan Contact Information

Mayor Kenneth Lesser Wethersfield Town Hall 505 Silas Deane Highway Wethersfield, CT 06109
Town Manager Frederick J. Presley Wethersfield Town Hall 505 Silas Deane Highway Wethersfield, CT 06109
Police Chief Rafael Medina III Wethersfield Police Department 250 Silas Deane Highway Wethersfield, CT 06109

MOVEMENT DIAGRAM

	NONE	PRE-EMPT 2		PRE-EMPT 4	PRE-EMPT 3		PRE-EMPT 5	RAILROAD PRE-EMPTION	(PRE-EMPT NO.1)
NTOR	PHASE 1	PHASE 2	⑥ PHASE 3 ①	⑤⑥PHASE 4 ②	PHASE 5	PHASE 6	⑥ PHASE 7 ①	⑤⑥PHASE 8 ②	R.R. TRACK CLEAR	R.R. HOLD

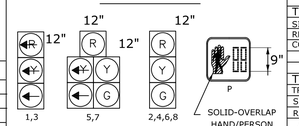
FACE #	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	◀R	←	◀Y	◀R	◀R	R	R	◀R	R	R	◀R	R	R	◀R	R	R	◀R	R	R	◀R	R	R	◀R	R	R	◀R	R	R
2	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R
3	◀R	←	③	④	←	◀Y	◀R	◀R	R	R	◀R	R	R	◀R	R	R	◀R	R	R	◀R	R	R	◀R	R	R	◀R	R	R
4	R	R	R	R	G	G	G	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R
5	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	← R	◀Y	R	R	R	R	R	R	R
6	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
7	R	R	R	R	R	R	R	← R	◀Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
P	OFF	←									D.W.	→		W/Ø	←					D.W.	→					D.W.	→	
	⑳										←	YIELD																

INTERVALS																												
MIN GRN	5			4			4			6			20			7 ⑦	ACCESSIBLE	4			5			29			20		
WALK																23 ⑧	PEDESTRIAN												
PED CLR																	SIGNAL												
VEH EXT	2			1			2			2								1			1.5								
MAX 1	7			25			28			30			60					20			40			29			㉒		
MAX 2	7			25			28			30			60					20			40			29			㉒		
YELLOW		3.0			3.0			3.0			3.0			4.0			4.0			3.0			3.0			4.0		
RED			1.0			1.0			1.0			1.0			1.2		0.0			1.0			1.0			1.2		
ADD INI																												
MAX INT																	COUNTDOWN											
TBR																	PEDESTRIAN											
TTR																	SIGNAL											
MIN GAP																												
MODE	NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			MAX RECALL			NON-LOCK		NON-LOCK			NON-LOCK			ON/OMIT			ON/OMIT		
INI START													THIS PHASE																

ENERGY BY	STATE	ADDRESS #	
MAINT LEVEL	1	SERVICE POLE	SNET #2412
UNMETERED SERVICE			

INTERSECTION # 159-203

SIGNAL FACES



ALL INDICATIONS HAVE L.E.D. LAMPS.

FACES 1 & 3 HAVE TUNNEL VISOR ON "◀R "

PRE-EMPTION SETTINGS

	PRE-EMPT NO.1	PRE-EMPT NO.2	PRE-EMPT NO.3	PRE-EMPT NO.4	PRE-EMPT NO.5
PRIORITY	YES	NO	NO	NO	NO
DET LOCK	NO	YES	YES	YES	YES
DELAY	0	0	0	0	0
ALT MIN GRN	NO	5	5	5	5
ALT YELLOW	4	4	4	4	4
ALT RED	2	2	2	2	2
ALT PED CLR	0	23	23	23	23
TRACK CL GREEN	29	N/A	N/A	N/A	N/A
TRACK CL YELLOW	3	N/A	N/A	N/A	N/A
TRACK CL RED	1	N/A	N/A	N/A	N/A
HOLD GREEN	20*㉒	15	15	15	15
HOLD YELLOW	4	3	4	3	3
HOLD RED	1.2	1	1.2	1	1
HOLD PHASE	R,R, HOLD	2	5	4	8
EXIT PHASE	4+7	5	5	4+8	4+8
EXIT CALL	NONE	NONE	NONE	NONE	NONE

OFFICE RECORD
REVISION # 26

TIR # N/A	SM # N/A
SIGNAL REVISED: 11/9/2017	
REPLACED PEDESTRIAN SIGNAL WITH ACCESSIBLE AND COUNTDOWN UNDER PROJECT NO. 171-372	

REVISION #27

TIR# N/A	SM# N/A
TRAFFIC DESIGN: GRP	ELECTRICAL DESIGN: N/A
SIGNAL REVISED: 11/22/2017	
REVISED TIMINGS TO ADDRESS CLOSURE OF MIDDLETOWN AVENUE AS A RESULT OF MDC PROJECT.	

REVISION #28

TIR# N/A	SM# N/A
SIGNAL REVISED: 07/18/2023	
LOOPS REPLACED WITH CAMERAS AND REVISED MODES FOR PHASE 3 AND 5 BY TRAFFIC SIGNAL LAB.	

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF WETHERSFIELD
ROUTE 99 (SILAS DEANE HWY.)
AT ROUTE 3 (MAPLE ST.)

REV # 26	TRAFFIC	ELECTRICAL
	DATE	DATE
ENGINEER		
DRAWN BY		
CHECKED BY		3/16
SUBMITTED BY		
APPROVED BY		
DATE		

BL Companies — ARCHITECTURE ENGINEERING ENVIRONMENTAL LAND SURVEYING

DETECTORS *

IDENT	SIZE (WXL) *	TYPE	MODE
D1	8' X 40'	VIDEO 360	PRESENCE
D2	8' X 40'	VIDEO 360	PRESENCE
D3	11' X 70'	VIDEO 360	PRESENCE
D4	8' X 40'	VIDEO 360	PRESENCE
D7	8' X 40'	VIDEO 360	PRESENCE
D8	11' X 70'	VIDEO 360	PRESENCE
D8A	SEE PLAN	VIDEO 360	PRESENCE
SD5, SD5A	10' X 20'	VIDEO 360	PRESENCE
SD5B, SD5C	10' X 20'	VIDEO 360	PRESENCE

*LOCATION AND SIZE OF DETECTION ZONES ARE APPROXIMATE.

PROGRAM			COORDINATION TYPE - CLOSED LOOP														PERMIS PERIOD		SYSTEM LOC	TECHNICAL NOTES
FUNCTION	T I M E	DAYS	CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS Ø1	Ø2	Ø3	Ø4	SEC / % Ø5	Ø6	Ø7	Ø8	Ø	SEC	MASTER	STANDARD OVERLAP SKIP FEATURES APPLY
FLASH	⑲															159-209	① PHASES 3&7 DRIVE ARROW INDICATIONS ONLY FOR FACES 5&7
	SEE TECH NOTES															159-203	② PHASES 4&8 DRIVE G,Y,R INDICATIONS FOR FACES 5&7
																159-204	③ TO BE ◀Y IF Ø5 IS NEXT.
																159-219	④ TO BE ◀R IF Ø5 IS NEXT.
																159-220	⑤ Ø4 CHECK TO CALL Ø8, Ø8 CHECK TO CALL Ø4.
																159-221	⑥ Ø3+Ø7 DUAL ENTRY, Ø4+Ø8 DUAL ENTRY.
																159-222	⑦COUNTDOWN ONLY DURING PEDESTRIAN CHANGE INTERVAL.
																159-243	⑧PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.
																	TIMINGS SHOWN REFLECT FREE OPERATION.
																	SEE CONSTRUCTION NOTES SECTION FOR MORE TECHNICAL NOTES.

LEGEND:

R	RED	◀R	RED ARROW
Y	YELLOW	◀Y	YELLOW ARROW
G	GREEN	←	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

GENERAL NOTES:
SEE SEPARATE PLAN FOR SIGNING AND PAVEMENT MARKINGS.
EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT IS OWNED AND MAINTAINED BY THE TOWN OF WETHERSFIELD.

(S) BAR TYPE CROSSWALK - STATE MAINTAINED

(W) 30" X 30" CONCRETE HANDHOLE

(L) VIDEO DETECTION BY USE OF VIDEO 360 CAMERA.

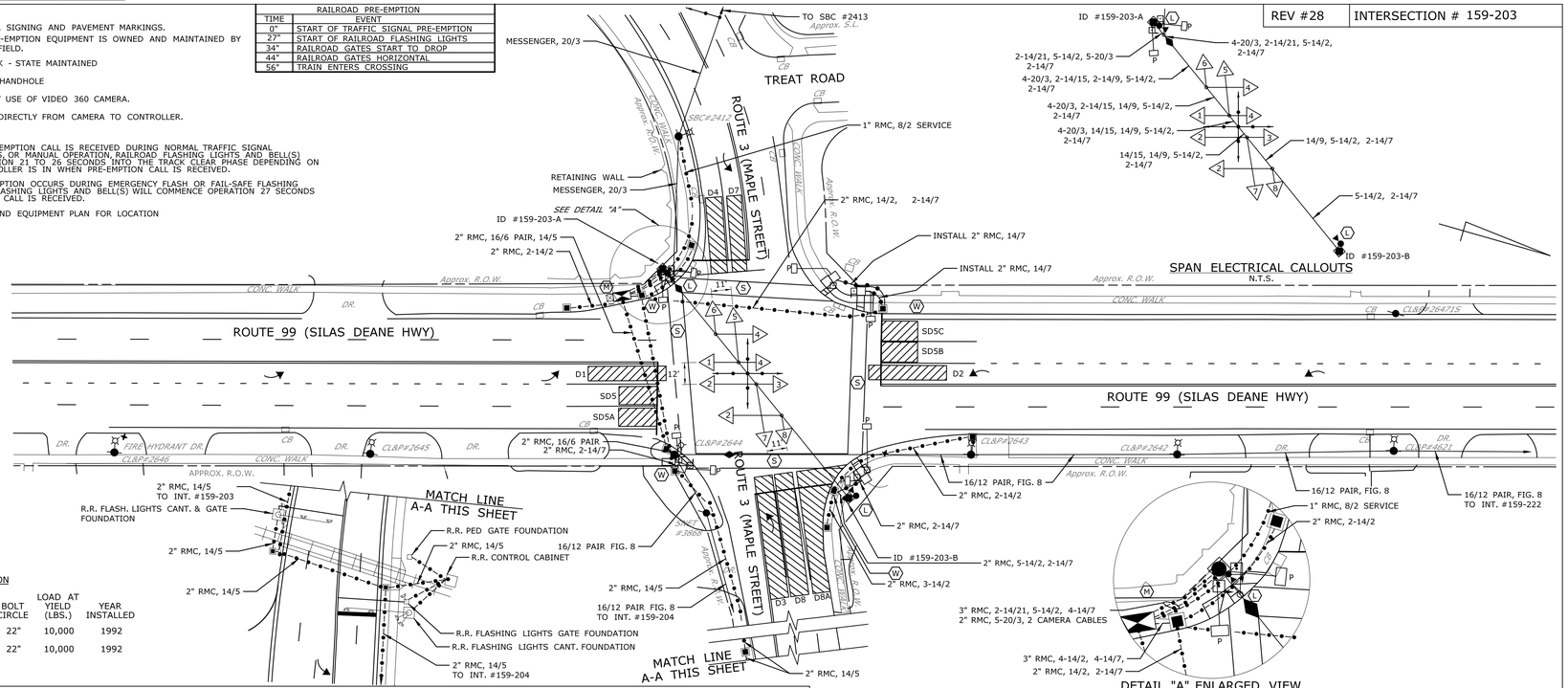
(M) CAT-5e CABLE RUN DIRECTLY FROM CAMERA TO CONTROLLER.

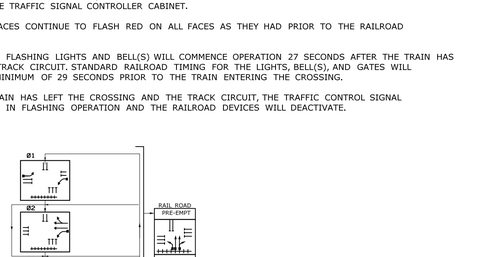
RAILROAD NOTES:
WHEN A RAILROAD PRE-EMPTION CALL IS RECEIVED DURING NORMAL TRAFFIC SIGNAL CONTROLLER OPERATIONS, OR MANUAL OPERATION, RAILROAD FLASHING LIGHTS AND BELL(S) WILL COMMENCE OPERATION 21 TO 26 SECONDS INTO THE TRACK CLEAR PHASE DEPENDING ON WHICH INTERVAL CONTROLLER IS IN WHEN PRE-EMPTION CALL IS RECEIVED.

WHEN RAILROAD PRE-EMPTION OCCURS DURING EMERGENCY FLASH OR FAIL-SAFE FLASHING OPERATION, RAILROAD FLASHING LIGHTS AND BELL(S) WILL COMMENCE OPERATION 27 SECONDS AFTER THE PRE-EMPTION CALL IS RECEIVED.

SEE RAILROAD DEVICE AND EQUIPMENT PLAN FOR LOCATION OF RAILROAD DEVICES.

RAILROAD PRE-EMPTION	
TIME	EVENT
0"	START OF TRAFFIC SIGNAL PRE-EMPTION
27"	START OF RAILROAD FLASHING LIGHTS
34"	RAILROAD GATES START TO DROP
44"	RAILROAD GATES HORIZONTAL
56"	TRAIN ENTERS CROSSING

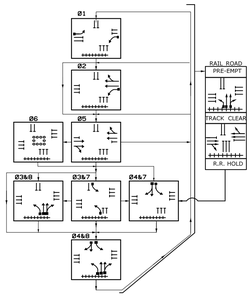




SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	LOAD AT YIELD (LBS.)	YEAR INSTALLED
159-203-A	32'	22"	10,000	1992
159-203-B	32'	22"	10,000	1992

SCALE 1" = 40'



INTERNAL CLOSED LOOP DETECTOR CHART	
DETECTOR I.D.	DETECTOR #
D1	17
D2	18
D3	19
D4	20
D7	23
D8	24
D8A	25
SD5	26
SD5A	27
SD5B	28
SD5C	29

NO.	DATE	INIT.	DESCRIPTION

REVISIONS

C:\Users\roldann\State of Connecticut\DOT Division of Traffic Engineering - Asset - Signal Plans\159-203\028_P1_TR_ASSET_159-203.dgn

AREA OF DETECTION

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTRIAN SIGNAL FACE
- DIRECTIONAL ARW. FOR PUSH BUTTON
- PROPOSED CONTROLLER
- TRAFFIC SIGNAL FACE
- PEDESTRIAN PUSH BUTTON & SIGN
- PEDESTAL MOUNTING
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTOR
- OPTICAL DETECTOR
- SD SYSTEM DETECTOR
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- SIDEWALK RAMP
- SONIC DETECTOR
- GUY WIRE
- LOOP DETECTOR
- MAGNETIC DETECTOR
- CABLE CLOSURE

DRAWN BY :	KL/MS
DESIGNED BY :	YL
DATE PLOTTED :	6/25/2024

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF WETHERSFIELD
ROUTE 99 (SILAS DEANE HWY.)
AT ROUTE 3 (MAPLE ST.)

REV #28	INTERSECTION # 159-203

TECHNICAL NOTES CON'T.

9. MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 6 PEDESTRIAN CLEARANCE INTERVAL.

10. TRAFFIC SIGNAL TO IMMEDIATELY ADVANCE OUT OF COMPUTER CONTROLLED COORDINATED OPERATION UPON RECEIPT OF RAILROAD PRE-EMPTION CALL.

11. CONTROLLER SHALL IMMEDIATELY ADVANCE OUT OF ANY GREEN, INCLUDING MIN GREEN, INTO CLEARANCE INTERVALS GOING TO PRE-EMPTION, AND THEN GO DIRECTLY TO R.R. TRACK CLEAR PHASE DURING RAILROAD PRE-EMPTION.

12. WHEN RAILROAD PRE-EMPTION OCCURS DURING THE CLEARANCE INTERVAL OF ANY PHASE, THE CONTROLLER TO DROP NEXT PHASE CALL, FINISH TIMING THE CLEARANCE INTERVALS GOING TO PRE-EMPTION, AND THEN GO DIRECTLY TO R.R. TRACK CLEAR PHASE.

13. PEDESTRIAN PHASE TO IMMEDIATELY ADVANCE OUT OF THE WALK AND PED CLEARANCE INTERVAL INTO THE CLEARANCE INTERVAL. TIMINGS GO TO RAILROAD PRE-EMPTION AND THEN GO DIRECTLY TO R.R. TRACK CLEAR PHASE DURING RAILROAD PRE-EMPTION.

14. CONTROLLER TO RETURN TO PHASE 4 & 7 AFTER RAILROAD PRE-EMPTION.

15. ANY CHANGE IN THE CLEARANCE INTERVALS DENOTED ON THIS PLAN MAY REQUIRE A MODIFICATION IN THE RAILROAD TRACK CIRCUIT.

16. RAILROAD PRE-EMPTION SHALL RECEIVE A HIGHER PRIORITY THAN EMERGENCY VEHICLE PRE-EMPTION.

17. EMERGENCY VEHICLE PRE-EMPTION TO BE INOPERATIVE DURING RAILROAD PRE-EMPTION AND FAIL SAFE/EMERGENCY FLASHING OPERATION.

18. POLICE BOX MANUAL CONTROL SHALL BE ABLE TO BE PRE-EMPTED BY RAILROAD CIRCUIT. THE POLICE BOX MANUAL CONTROL SHALL REMAIN INOPERATIVE FROM THE TIME A RAILROAD PRE-EMPTION CALL IS RECEIVED UNTIL THE CONTROLLER LEAVES THE R.R. HOLD PHASE AND RETURNS TO PHASE 4 & 7 GREEN.

19. TRAFFIC SIGNAL SHALL NOT BE PLACED ON PROGRAMMED FLASH.

20. CONTROLLER TO REMAIN IN FLASHING OPERATION UPON RECEIPT OF A PRE-EMPTION CALL. RAILROAD DEVICES TO ACTUATE 27 SECONDS AFTER PRE-EMPTION CALL IS RECEIVED.

21. THE CONTROLLER SHALL BE A "MENU DRIVEN" TYPE WITH INTERNAL RAILROAD PRE-EMPTION.

22. INTERVAL TO BE DETERMINED BY PRESENCE OF TRAIN.

23. TIMINGS SHOWN REFLECT FREE OPERATION.

24. ACTUAL COORDINATION INFORMATION TO BE DETERMINED BY THE CLOSED LOOP LOCAL COORDINATION UNIT.

RAILROAD OPERATIONAL NOTES

RAILROAD PRE-EMPTION (NORMAL OPERATION)

1. TRAIN ENTERS TRACK CIRCUIT, RAILROAD PROVIDES IMMEDIATE PRE-EMPTION CIRCUIT TO THE TRAFFIC CONTROL SIGNAL CONTROLLER CABINET.

2. THE TRAFFIC SIGNAL CONTROLLER IMMEDIATELY ADVANCES THE SEQUENCE TO THE R.R. TRACK CLEARANCE PHASE VIA THE PROPER YELLOW AND RED CLEARANCE INTERVALS.

3. THE RAILROAD FLASHING LIGHTS AND BELL(S) WILL COMMENCE OPERATION 21 TO 26 SECONDS INTO R.R. TRACK CLEAR PHASE, DEPENDING UPON WHAT INTERVAL THE TRAFFIC SIGNAL CONTROLLER IS IN WHEN THE PRE-EMPTION CALL IS RECEIVED. STANDARD R.R. TIMING FOR LIGHTS, BELL(S), AND GATES WILL COMMENCE OPERATION A MINIMUM OF 29 SECONDS PRIOR TO THE TRAIN ENTERING THE CROSSING.

4. THE TRACK CLEARANCE PHASE WILL TERMINATE AND THE TRAFFIC SIGNAL CONTROLLER WILL HOLD IN THE PRE-EMPTION HOLD PHASE.

5. WHEN THE TRAIN HAS LEFT THE CROSSING AND THE TRACK CIRCUIT, THE RAILROAD DEVICES WILL DEACTIVATE AND THE TRAFFIC CONTROL SIGNAL SHALL RETURN TO NORMAL OPERATION, PHASE 4 & 7.

RAILROAD PRE-EMPTION (FAIL/SAFE FLASHING OPERATION)

1. TRAIN ENTERS THE TRACK CIRCUIT, RAILROAD PROVIDES IMMEDIATE PRE-EMPTION CIRCUIT TO THE TRAFFIC SIGNAL CONTROLLER CABINET.

2. THE SIGNAL FACES CONTINUE TO FLASH RED ON ALL FACES AS THEY HAD PRIOR TO THE RAILROAD PRE-EMPTION.

3. THE RAILROAD FLASHING LIGHTS AND BELL(S) WILL COMMENCE OPERATION 27 SECONDS AFTER THE TRAIN HAS ENTERED THE TRACK CIRCUIT. STANDARD RAILROAD TIMING FOR THE LIGHTS, BELL(S), AND GATES WILL COMMENCE A MINIMUM OF 29 SECONDS PRIOR TO THE TRAIN ENTERING THE CROSSING.

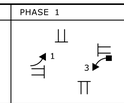
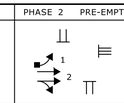
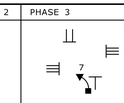
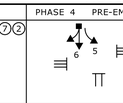
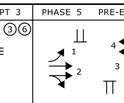
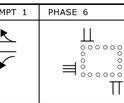
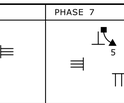
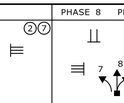
4. WHEN THE TRAIN HAS LEFT THE CROSSING AND THE TRACK CIRCUIT, THE TRAFFIC CONTROL SIGNAL SHALL REMAIN IN FLASHING OPERATION AND THE RAILROAD DEVICES WILL DEACTIVATE.

TOWN:	PROJECT NO.
WETHERSFIELD	
DRAWING TITLE: TRAFFIC CONTROL SIGNAL LAYOUT	DRAWING NO.
	SHEET NO.

REV # 28 | INTERSECTION # 159-203

Border Version 11/08/10

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2 PRE-EMPT 2	PHASE 3	PHASE 4 PRE-EMPT 3	PHASE 5 PRE-EMPT 1	PHASE 6	PHASE 7	PHASE 8 PRE-EMPT 4
NONE								

FACE #		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
	1	Y	← R	← R ④	← R ⑤	← G	◄Y G	G	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
	2	Y	R	R	R	G	G	G	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
	3	Y	← R	◄Y R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
	4	Y	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
	5	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	← R	◄Y R	R	R	R	R
	6	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R
	7	R	R	R	R	R	R	R	← R	◄Y R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R
	8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R
	P	OFF	←						DW								►	WØ	←			DW				►
																YIELD	POINT									

INTERVALS																										
	MIN GRN	4			4			4			5			10			7 ⑧ 22 ①	ACCESSIBLE PEDESTRIAN SIGNAL		4			5				
	WALK																									
	PED CLR																									
	VEH EXT	0.5			0.5			1.5			2									1.5			2.0				
	MAX 1	6			15			6			30			35						6			30				
	MAX 2	6			15			6			30			35						6			30				
	YELLOW		3.0			3.0			3.0			4.3			4.2			4.0			3.0			4.3			
	RED			1.0			1.0			1.0			3.1			2.2			0.0	COUNTDOWN PEDESTRIAN SIGNAL			1.0			3.1		
	ADD INIT																											
	MAX INIT																											
	TBR																											
	TTR																											
	MIN GAP																											
	MODE	NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			MAX RECALL			NON-LOCK			NON-LOCK			NON-LOCK				
	INT START													THIS PHASE														

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' X 6'	3	DELAY 2"
D2	6' X 6'	3	DELAY 2"
D3	6' X 6'	3	PRESENCE
D4	6' X 6'	3	PRESENCE
D5	6' X 6'	3	PRESENCE
D7	6' X 6'	3	DELAY 2"

SYSTEM LOC MASTER 159-209
159-203
159-222
159-221
159-204
159-220
159-243
159-219

COORDINATION TYPE: CLOSED LOOP

PROGRAM FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	NONE				
	SEE TECH NOTES				

TECHNICAL NOTES

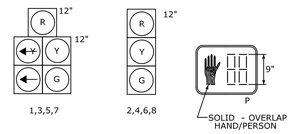
- STANDARD OVERLAP SKIP FEATURES APPLY
- TIMINGS SHOWN REFLECT FREE OPERATION.
- ACTUAL COORDINATION INFORMATION TO BE DETERMINED BY THE CLOSED LOOP LOCAL COORDINATION UNIT.
- ① COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.
- MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 6 PEDESTRIAN CHANGE INTERVAL.
- ② PHASES 3 & 7 DRIVE ARROW INDICATIONS ONLY FOR FACES 5 & 7.
- ③ PHASES 4 & 8 DRIVE G,Y,R INDICATIONS FOR FACES 5 & 7.
- PHASE 7 ON TO CALL PHASE 8.
- ④ TO BE ◄Y R, IF Ø5 NEXT.
- ⑤ TO BE R, IF Ø5 NEXT.
- ⑥ Ø4 CHECK TO CALL Ø8, Ø8 CHECK TO CALL Ø4.
- ⑦ Ø3 + Ø7 DUAL ENTRY, Ø4 + Ø8 DUAL ENTRY.
- ⑧ PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.

OFFICE RECORD

REV # 24 TIR # N/A SM # 101159 SIGNAL REVISED: 1/7/2019

REVISED TIMINGS UNDER STATE PROJECT NO. 171-398.

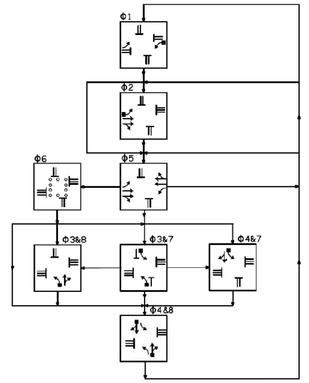
SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 4
PRIORITY	NO	NO	NO	NO
DET. LOCK	YES	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	5	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	22	22	22	22
HOLD GREEN	15	15	15	15
HOLD YELLOW	4.2	3.0	4.3	4.3
HOLD RED	2.2	1.0	3.1	3.1
HOLD PHASE	5	2	4	8
EXIT PHASE	5	5	4,8	4,8
EXIT CALL	NONE	NONE	NONE	NONE



CLOSED LOOP DETECTOR CHART

DETECTOR	LOCAL DETECTOR	SYSTEM DETECTOR
D1	LD1	SD1
D2	LD2	SD2
D3	LD3	SD3
D4	LD4	SD4
D5	LD6	SD6
D7	LD5	SD5

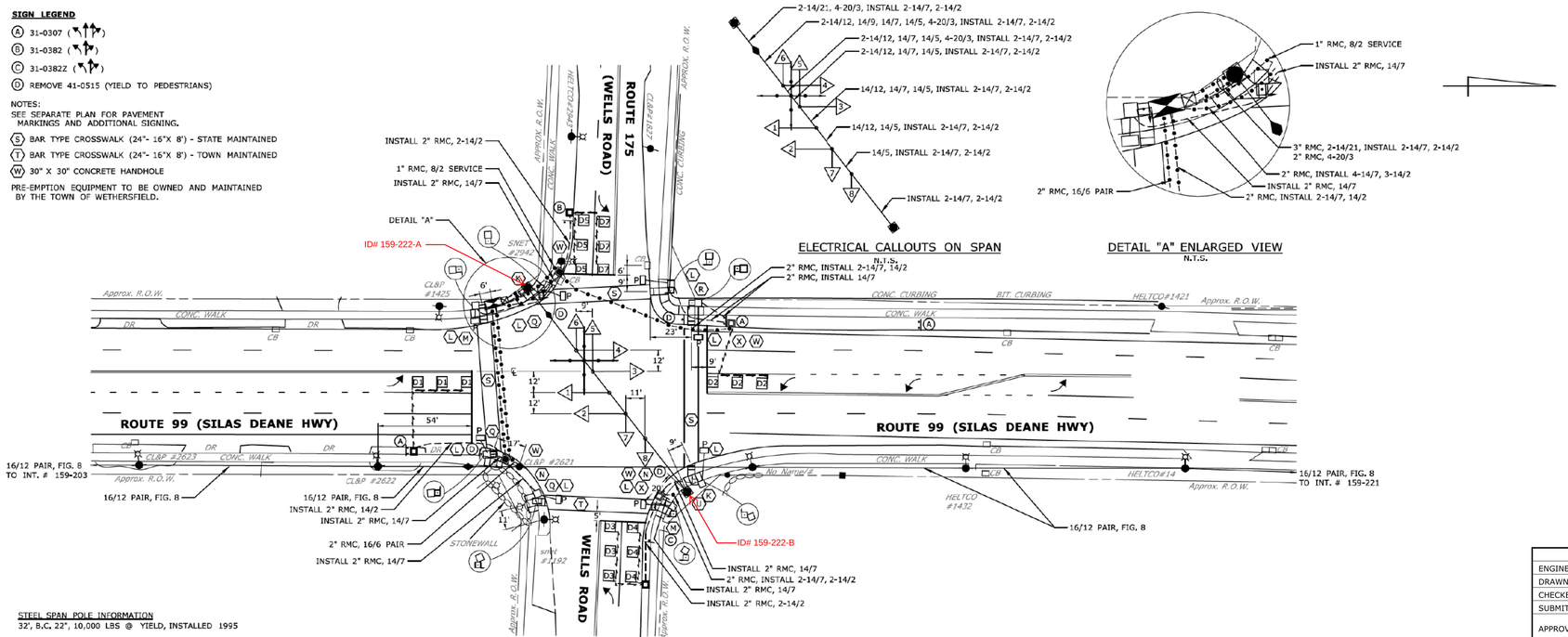
SIGN LEGEND

- (A) 31-0307 (◄ ↑ ►)
- (B) 31-0382 (◄ ↑)
- (C) 31-0382Z (◄ ↑)
- (D) REMOVE 41-0515 (YIELD TO PEDESTRIANS)

NOTES:
SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.

- (S) BAR TYPE CROSSWALK (24"- 16"X 8') - STATE MAINTAINED
- (T) BAR TYPE CROSSWALK (24"- 16"X 8') - TOWN MAINTAINED
- (W) 30" X 30" CONCRETE HANDHOLE

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF WETHERSFIELD.



STEEL SPAN POLE INFORMATION
32', B.C. 22", 10,000 LBS @ YIELD, INSTALLED 1995

ELECTRICAL CALLOUTS ON SPAN

DETAIL "A" ENLARGED VIEW
N.T.S.

NO.	DATE	REVISION DESCRIPTION			

LEGEND:

R	RED	PROPOSED WOOD SPAN POLE	TRAFFIC SIGNAL FACE	PROPOSED CONTROLLER	SIDEWALK RAMP
Y	YELLOW	EXISTING WOOD SPAN POLE	PEDESTRIAN SIGNAL FACE	EXISTING CONTROLLER	CABLE CLOSURE
G	GREEN	PROPOSED STEEL SPAN POLE	DET. LEADS IN SAW CUT	LOOP DETECTOR	WIRELESS SENSOR
◄R	RED ARROW	EXISTING STEEL SPAN POLE	PROPOSED RMC (RIGID METAL CONDUIT)	SYSTEM DETECTOR	WIRELESS RECEIVER
◄Y	YELLOW ARROW	PROPOSED UTILITY POLE	EXISTING RMC (RIGID METAL CONDUIT)	MAGNETIC DETECTOR	WIRELESS TRANSMITTER
◄—	GREEN ARROW	EXISTING UTILITY POLE	AUXILIARY TERMINATION CABINET	OPTICAL DETECTOR	GUY WIRE
WØ	WALK/ PED. CLR	PEDESTAL MOUNTING	AUXILIARY EQUIPMENT CABINET	VIDEO DETECTOR	PROPOSED HANDHOLE
D.W.	DON'T WALK	PEDESTRIAN PUSH BUTTON & SIGN	VIDEO DETECTION ZONE	AUDIO DETECTOR	EXISTING HANDHOLE
FL.	FLASHING	DIRECTIONAL ARW. FOR PUSH BUTTON			

DATE PLOTTED : 2/25/2019 \\DOT-SDCENG07V\CTDOT_Projects$\0171-0398\Traffic\3 - FINAL DESIGN\Wethersfield - 159\159-222\TR_MSH_TCS_159_222_024.dgn

SCALE 1" = 40'

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 99 (SILAS DEANE HWY) AT
ROUTE 175 (WELLS RD) AND WELLS RD

TOWN: **WETHERSFIELD**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO. 171-398

DRAWING NO.

SHEET NO.

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV # INTERSECTION #159-222

ENERGY BY - TOWN	ADDRESS #000
MAINT LEVEL 1	SERVICE POLE - SNET 2942
	UNMETERED SERVICE

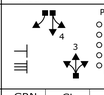
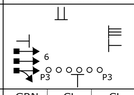
Tighe&Bond
www.tighebond.com
213 Court Street
Suite 1100
Middletown, CT 06457
(860) 704-4760

CLEARANCE INTERVALS DESIGNED BY: TIGHE & BOND

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

Dana C Huff
I agree to the specified portions of this document
2017.07.17 13:01:15 -04'00'

MOVEMENT DIAGRAM

NTOR	PHASE 1 PRE-EMPT 1	PHASE 2 PRE-EMPT 2	PHASE 3	PHASE 4	PHASE 5 PRE-EMPT 2	PHASE 6 PRE-EMPT 1	PHASE 7	PHASE 8	
NONE									

		FLASH	PHASE 1 GRN	PHASE 1 CL	PHASE 1 CL	PHASE 2 GRN	PHASE 2 CL	PHASE 2 CL	PHASE 3 GRN	PHASE 3 CL	PHASE 3 CL	PHASE 4 GRN	PHASE 4 CL	PHASE 4 CL	PHASE 5 GRN	PHASE 5 CL	PHASE 5 CL	PHASE 6 GRN	PHASE 6 CL	PHASE 6 CL	PHASE 7 GRN	PHASE 7 CL	PHASE 7 CL	PHASE 8 GRN	PHASE 8 CL	PHASE 8 CL	GRN	CL	CL
FACE #	1	~~R~~	←	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~				~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~									
	2	Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R									
	3	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R									
	4	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R									
	5	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~				~~R~~	~~R~~	~~R~~	←	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~									
	6	Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R									
	P1	OFF	◄ DW		►	◄ DW		►				WØ	◄ DW	►	◄ DW		►	◄ DW		►									
	P2	OFF	◄ DW		►	WØ	◄ DW	►				◄ DW		►	◄ DW		►	◄ DW		►									
	P3	OFF	◄ DW		►	◄ DW		►				◄ DW		►	◄ DW		►	WØ	◄ DW	►									
						◄ YIELD PT.													◄ YIELD PT.										

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
MIN GRN	5	15		7	5	15			
WALK		7 (1)		7 (1)		7 (1)			
PED CLR		13 (2)		33 (2)		9 (2)			
VEH EXT	1.5	2.5		2.0	1.5	2.5			
MAX 1	19	77		20	19	77			
MAX 2	17	60		19	17	60			
YELLOW	4.1	5.0		3.2	3.8	5.0			
RED	4.7	1.5		2.6	3.0	1.5			
ADD INIT									
MAX INIT									
TBR									
TTR									
MIN GAP									
MODE	NON-LOCK	MIN. RECALL	OFF	NON-LOCK	NON-LOCK	MIN. RECALL	OFF	OFF	OFF
INIT START		THIS PHASE				THIS PHASE			

ACCESSIBLE PEDESTRIAN SIGNAL WITH 4 SEC LPI

COUNTDOWN PEDESTRIAN SIGNAL

DETECTORS

IDENT	DETECTOR NO.	SIZE (WXL)	TYPE	MODE
D1	17	6' X 70'	VIDEO 360	PRESENCE
D2A	18	6' X 40'	VIDEO 360	PRESENCE
D2B	25	6' X 40'	VIDEO 360	PRESENCE
D2C	26	6' X 40'	VIDEO 360	PRESENCE
D2D	49	30' x 190'	RADAR	PRESENCE
D3	19	10' X 40'	VIDEO 360	8" DELAY
D4A	20	6' X 50'	VIDEO 360	PRESENCE
D4B	27	SEE PLAN	VIDEO 360	8" DELAY
D5	21	6' X 70'	VIDEO 360	PRESENCE
D6A	22	6' X 40'	VIDEO 360	PRESENCE
D6B	28	6' X 40'	VIDEO 360	PRESENCE
D6C	29	6' X 40'	VIDEO 360	PRESENCE
D6D	50	30' x 190'	RADAR	PRESENCE
SB-SD2	51	30' X 10'	RADAR	PULSE
EB-SD4	52	20' X 10'	RADAR	PULSE
NB-SD6	53	30' X 10'	RADAR	PULSE
NB-L	30	6' X 6'	VIDEO 360	PULSE
NB-T1	31	6' X 6'	VIDEO 360	PULSE
NB-T2	32	6' X 6'	VIDEO 360	PULSE
NB-TR	33	6' X 6'	VIDEO 360	PULSE
SB-L	34	6' X 6'	VIDEO 360	PULSE
SB-T1	35	6' X 6'	VIDEO 360	PULSE
SB-T2	36	6' X 6'	VIDEO 360	PULSE
SB-TR	37	6' X 6'	VIDEO 360	PULSE
EB-LT	38	6' X 6'	VIDEO 360	PULSE
EB-R	39	10' X 6'	VIDEO 360	PULSE
WB-LTR	40	10' X 6'	VIDEO 360	PULSE

SYSTEM LOC

MASTER CENTRAL	
007-209	093-247
093-224	093-228
093-227	093-234
093-255	159-210
093-201	159-248
093-245	159-249
093-229	159-228
093-248	

COORDINATION TYPE: ADAPTIVE

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS
FLASH	NONE	
	SEE TECH NOTES	

CYCLE	OFFSET SEC	OFFSET %

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

(1) PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.

(2) COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.

(3) CONCURRENT PED PHASE ONLY COMES IN WHEN ACTUATED BY PUSHBUTTON.

TIMINGS SHOWN REFLECT FREE OPERATION.

ACTUAL COORDINATION INFORMATION TO BE DETERMINED BY THE COORDINATION SYSTEM.

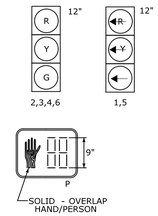
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

OFFICE RECORD

REV # 16 TIR # N/A SM # N/A SIGNAL REVISED: 3/23/2023

REPLACED SIGNAL EQUIPMENT, REVISED TIMINGS, UPGRADED PEDESTRIAN ACCOMMODATIONS, AND INSTALLED FIBER OPTIC INTERCONNECT UNDER PROJECT NO. 0007-0250.

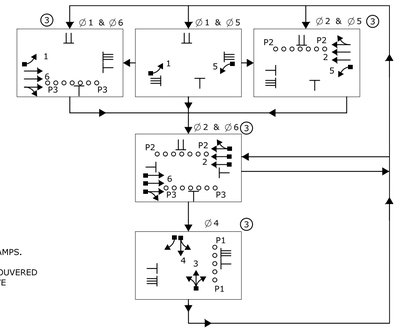
SIGNAL FACES



ALL SIGNAL INDICATIONS HAVE LED LAMPS.

ALL VEHICULAR SIGNAL FACES HAVE LOUVERED BACKPLATES WITH 2" RETRO-REFLECTIVE YELLOW BORDER.

PHASING DIAGRAM



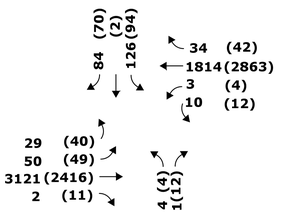
PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	PARENT	PARENT
HOLD GREEN	15	15
HOLD YELLOW	4.1	3.8
HOLD RED	4.7	3.0
HOLD PHASE	1&6	2&5
EXIT PHASE	2&6	2&6
EXIT CALL	NONE	NONE

SEE SHEET 2 FOR PLAN VIEW

FIBER ASSIGNMENT TABLE

BUFFER	STRAND	STRAND #	SPLICE PNT	FIBER PATCH PANEL ASSG	SITE INFO	USAGE
BLU	BLU	1/1	PULLBOX	PPI A1	TO INT 093-247	NETWORK SWITCH Tx
BLU	ORA	1/2	PULLBOX	PPI A2	TO INT 093-247	NETWORK SWITCH Rx
BLU	GRN	1/3	PULLBOX	PPI A3	TO INT 159-248	NETWORK SWITCH Tx
BLU	BRN	1/4	PULLBOX	PPI A4	TO INT 159-248	NETWORK SWITCH Rx
BLU	SLA	1/5	PULLBOX	PPI A5	SPARE	SPARE
BLU	WHT	1/6	PULLBOX	PPI A6	SPARE	SPARE
BLU	RED	1/7	PULLBOX	PPI A7	SPARE	SPARE
BLU	BLK	1/8	PULLBOX	PPI A8	SPARE	SPARE
BLU	YEL	1/9	PULLBOX	PPI A9	SPARE	SPARE
BLU	VIO	1/10	PULLBOX	PPI A10	SPARE	SPARE
BLU	ROS	1/11	PULLBOX	PPI A11	SPARE	SPARE
BLU	AQU	1/12	PULLBOX	PPI A12	SPARE	SPARE



2023 CONSTRUCTION YEAR
TRAFFIC VOLUMES (VPH)
AM (PM) PEAK HOUR

	TRAFFIC DESIGN	ELECTRICAL DESIGN
ENGINEER		
DRAWN BY		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
APPROVED DATE	_/_/_	_/_/_

REV #16 INTERSECTION #159-210

ENERGY BY TOWN	ADDRESS #827
MAINT LEVEL 1	SERVICE POLE CL&P 1756
	UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:

R, Y, G RED, YEL, GRN
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
W/Ø WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING
PTZ CAMERA
ROADSIDE UNIT

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
DETECTION ZONES

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
RADAR DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

VC VIDEO CAMERA CABLE
CABLE CLOSURE
CC CAMERA CABLE
RC RADAR CABLE
RSU-C ROADSIDE UNIT CABLE
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 9/5/2023 D:\Users\mermelstelna\State of Connecticut\0007-0250 - Design\Traffic\Contract_Plans\As Built Plans\Completed\016_TR_ASSET_159-210_SHEET_1.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 5 & ROUTE 15
(BERLIN TURNPIKE)
AT
ARROW ROAD AND PENT ROAD

SCALE 1" = 40'

TOWN: **WETHERSFIELD**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.

DRAWING NO.

SHEET NO. 1

SEE SHEET 1 FOR SIGNAL TIMING INFORMATION

PAVEMENT MARKING NOTES

(S) BAR TYPE CROSSWALK - STATE MAINTAINED.

(T) BAR TYPE CROSSWALK - TOWN MAINTAINED.

STATE TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON U.S. ROUTE 5 AND ALL STOP BARS.

TOWN TO MAINTAIN ALL SIGNS AND ALL OTHER PAVEMENT MARKINGS ON ARROW ROAD AND PENT ROAD.

NOTES

EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN.

(L) DETECTION BY USE OF TWO RADAR DETECTORS AND VIDEO-360° CAMERA ON MAST ARM ID #159-210-A.

(M) ROADSIDE UNIT AND DETECTION BY USE OF VIDEO-360° CAMERA AND RADAR DETECTOR ON MAST ARM ID #159-210-B.

(W) 30" X 30" CONCRETE HANDHOLE. ALL OTHERS TYPE II.

SIGN LEGEND:

(A) 31-0283Z

(B) MAST ARM MTD. 31-0183

(C) MAST ARM MTD. 31-0184

(D) 31-1536

(I) 31-1178 ONE WAY

(J) 31-1120 DO NOT ENTER

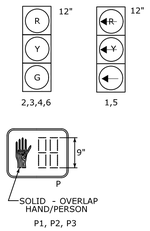
(K) 31-1122 WRONG WAY

(U) 31-1625Z & 31-1626Z BACK-TO-BACK

(X) 31-0117 LEFT LANE MUST TURN LEFT

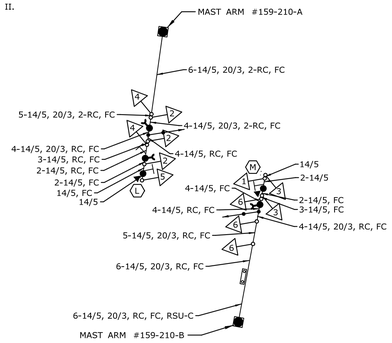
(Y) 31-1625

SIGNAL FACES



ALL SIGNAL INDICATIONS HAVE LED LAMPS.

ALL VEHICULAR SIGNAL FACES HAVE LOUVERED BACKPLATES WITH 2" RETRO-REFLECTIVE YELLOW BORDER.



MAST ARM
ELECTRICAL CALLOUTS
N.T.S.

MAST ARM INFORMATION

ID #	ARM LENGTH	RADAR DETECTOR HORIZONTAL MOUNT	VERTICAL RISER FOR 360° CAMERA	YEAR INSTALLED
159-210-A	80'	6"	10'	2023
159-210-B	80'	6"	10'	2023

	TRAFFIC DESIGN	ELECTRICAL DESIGN
ENGINEER		
DRAWN BY		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
APPROVED DATE	_/_/_	_/_/_

REV #16 — INTERSECTION #159-210

ENERGY BY TOWN | ADDRESS #827
MAINT LEVEL 1 | SERVICE POLE CL&P 1756
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R, Y, G RED, YEL, GRN
◄R RED ARROW
◄Y YELLOW ARROW
◄— GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING
—○ PTZ CAMERA
ROADSIDE UNIT

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
DETECTION ZONES

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
RADAR DETECTOR
OPTICAL DETECTOR
AUDIO DETECTOR
VIDEO DETECTOR

VC VIDEO CAMERA CABLE
CABLE CLOSURE
CC CAMERA CABLE
RC RADAR CABLE
RSU-C ROADSIDE UNIT CABLE
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 9/6/2023 D:\Users\mermelstein\State of Connecticut\0007-0250 - Design\Traffic\Contract_Plans\As Built Plans\Completed\016_TR_ASSET_159-210_SHEET_2.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 5 & ROUTE 15
(BERLIN TURNPIKE)
AT
ARROW ROAD AND PENT ROAD

SCALE 1" = 40'

TOWN: **WETHERSFIELD**

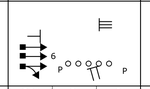
DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.

DRAWING NO.

SHEET NO. 2

MOVEMENT DIAGRAM

	NTOR	PHASE 1 PRE-EMPT 2	PHASE 2	PHASE 3	PHASE 4 PRE-EMPT 1	PHASE 5	PHASE 6 PRE-EMPT 2	PHASE 7	PHASE 8	
	NONE									
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
1	R	~~R~~ ~~Y~~ ~~R~~	~~R~~ ~~R~~ ~~R~~		~~R~~ ~~R~~ ~~R~~	~~R~~ ~~R~~ ~~R~~	~~R~~ ~~R~~ ~~R~~			
2	Y	R R R	G Y R		R R R	R R R	R R R			
4	R	R R R	R R R		G Y R	R R R	R R R			
5	~~R~~	~~R~~ ~~R~~ ~~R~~	~~R~~ ~~R~~ ~~R~~		~~R~~ ~~R~~ ~~R~~	~~Y~~ ~~R~~	~~R~~ ~~R~~ ~~R~~			
6	Y	R R R	R R R		R R R	R R R	G Y R			
P	OFF	DW	DW		DW	DW	W DW			
			YIELD PT.				YIELD PT.			
MIN GRN		5	15		7	5	15			
WALK							1 7			
PED CLR							2 13			
VEH EXT		1.5	2.5		2	1.5	2.5			
MAX 1		17	82		21	17	82			
MAX 2		14	68		28	24	58			
YELLOW		4.0	5.0		3.8	4.0	5.0			
RED		1.7	1.4		1.4	3.3	1.4			
ADD INIT										
MAX INIT										
TBR										
TTR										
MIN GAP										
MODE		NON-LOCK	MIN. RECALL	OFF	NON-LOCK	NON-LOCK	MIN. RECALL	OFF	OFF	OFF
INIT START			THIS PHASE				THIS PHASE			

ACCESSIBLE PEDESTRIAN SIGNAL WITH 4 SEC LPI

COUNTDOWN PEDESTRIAN SIGNAL

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

1. PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL
2. COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL
3. CONCURRENT PED PHASE ONLY COMES IN WHEN ACTUATED BY PUSHBUTTON

TIMINGS SHOWN REFLECT FREE OPERATION.

ACTUAL COORDINATION INFORMATION TO BE DETERMINED BY THE COORDINATION SYSTEM.

PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

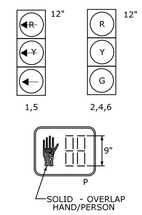
OFFICE RECORD

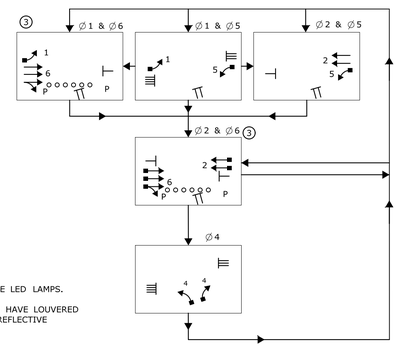
REV # 14 TIR # N/A SM # N/A SIGNAL REVISED: 3/23/2023

REPLACED SIGNAL EQUIPMENT, REVISED TIMINGS, UPGRADED PEDESTRIAN ACCOMMODATIONS, AND INSTALLED FIBER OPTIC INTERCONNECT UNDER PROJECT NO. 0007-0250.

PHASING DIAGRAM

SIGNAL FACES





ALL SIGNAL INDICATIONS HAVE LED LAMPS.

ALL VEHICULAR SIGNAL FACES HAVE LOUVERED BACKPLATES WITH 2" RETRO-REFLECTIVE YELLOW BORDER.

DETECTORS

IDENT	DETECTOR NO.	SIZE (WXL)	TYPE	MODE
D1	17	6' X 70'	VIDEO 360	PRESENCE
D2A	18	6' X 40'	VIDEO 360	PRESENCE
D2B	25	6' X 40'	VIDEO 360	PRESENCE
D2C	49	18' x 190'	RADAR	PRESENCE
D4A	20	SEE PLAN	VIDEO 360	PRESENCE
D4B	26	6' X 40'	VIDEO 360	PRESENCE
D5	21	6' X 70'	VIDEO 360	PRESENCE
D6A	22	6' X 40'	VIDEO 360	PRESENCE
D6B	27	6' X 40'	VIDEO 360	PRESENCE
D6C	28	6' X 40'	VIDEO 360	PRESENCE
D6D	50	18' x 190'	RADAR	PRESENCE
SB-SD2	51	18' X 10'	RADAR	PULSE
WB-SD4	52	18' X 10'	RADAR	PULSE
NB-SD6	53	18' X 10'	RADAR	PULSE
NB-L	29	6' X 6'	VIDEO 360	PULSE
NB-T1	30	6' X 6'	VIDEO 360	PULSE
NB-T2	31	6' X 6'	VIDEO 360	PULSE
NB-TR	32	6' X 6'	VIDEO 360	PULSE
SB-L	33	6' X 6'	VIDEO 360	PULSE
SB-T1	34	6' X 6'	VIDEO 360	PULSE
SB-T2	35	6' X 6'	VIDEO 360	PULSE
WB-L	36	6' X 6'	VIDEO 360	PULSE
WB-R	37	6' X 6'	VIDEO 360	PULSE

SYSTEM LOC

MASTER	CENTRAL
007-209	093-247
093-224	093-228
093-227	093-234
093-255	159-210
093-201	159-248
093-245	159-249
093-229	159-228
093-248	

COORDINATION TYPE: ADAPTIVE

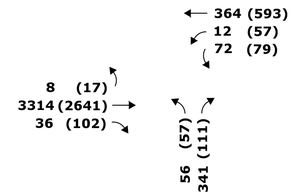
PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS
FLASH	NONE	
	SEE TECH NOTES	

CYCLE	OFFSET SEC	OFFSET %

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	PARENT	PARENT
HOLD GREEN	15	15
HOLD YELLOW	3.8	5
HOLD RED	1.4	1
HOLD PHASE	4	1,6
EXIT PHASE	1,5	2,6
EXIT CALL	NONE	NONE

SEE SHEET 2 FOR PLAN VIEW



2023 CONSTRUCTION YEAR
TRAFFIC VOLUMES (VPH)
AM (PM) PEAK HOUR

FIBER ASSIGNMENT TABLE

BUFFER	STRAND	STRAND #	SPLICE PNT	FIBER PATCH PANEL ASSG	SITE INFO	USAGE
BLU	BLU	1/1	PULLBOX	PPI A1	TO INT 159-249	NETWORK SWITCH Tx
BLU	ORA	1/2	PULLBOX	PPI A2	TO INT 159-249	NETWORK SWITCH Rx
BLU	GRN	1/3	PULLBOX	PPI A3	TO INT 093-247	NETWORK SWITCH Tx
BLU	BRN	1/4	PULLBOX	PPI A4	TO INT 093-247	NETWORK SWITCH Rx
BLU	SLA	1/5	PULLBOX	PPI A5	SPARE	SPARE
BLU	WHT	1/6	PULLBOX	PPI A6	SPARE	SPARE
BLU	RED	1/7	PULLBOX	PPI A7	SPARE	SPARE
BLU	BLK	1/8	PULLBOX	PPI A8	SPARE	SPARE
BLU	YEL	1/9	PULLBOX	PPI A9	SPARE	SPARE
BLU	VIO	1/10	PULLBOX	PPI A10	SPARE	SPARE
BLU	ROS	1/11	PULLBOX	PPI A11	SPARE	SPARE
BLU	AQU	1/12	PULLBOX	PPI A12	SPARE	SPARE

	TRAFFIC DESIGN	ELECTRICAL DESIGN
ENGINEER		
DRAWN BY		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
APPROVED DATE	_/_/_	_/_/_

REV #14 INTERSECTION # 159-228

ENERGY BY TOWN	ADDRESS #830
MAINT LEVEL 1	SERVICE POLE HELT 1974
	UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:

R, Y, G RED, YEL, GRN
R RED ARROW
Y YELLOW ARROW
GREEN ARROW
W/Ø WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING
PTZ CAMERA
ROADSIDE UNIT

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
DETECTION ZONES

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
RADAR DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

VC VIDEO CAMERA CABLE
CABLE CLOSURE
CC CAMERA CABLE
RC RADAR CABLE
RSU-C ROADSIDE UNIT CABLE
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 12/28/2023 D:\Users\mermelstelna\State of Connecticut\0007-0250 - Traffic\Contract_Plans\As Built Plans\Completed\014_TR_ASSET_159-228_SHEET_1.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

U.S ROUTE 5, ROUTE 15, & ROUTE 314
(BERLIN TURNPIKE)
AT
NOTT STREET

SCALE 1" = 40'

TOWN: **WETHERSFIELD**

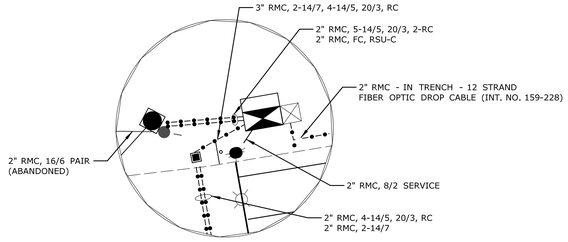
DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.

DRAWING NO.

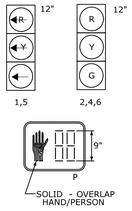
SHEET NO. 1

SEE SHEET 1 FOR SIGNAL TIMING INFORMATION



DETAIL 'A'
N.T.S.

SIGNAL FACES



ALL SIGNAL INDICATIONS HAVE LED LAMPS.

ALL VEHICULAR SIGNAL FACES HAVE LOUVERED BACKPLATES WITH 2" RETRO-REFLECTIVE YELLOW BORDER.

PAVEMENT MARKING NOTES

(T) BAR TYPE CROSSWALK - TOWN MAINTAINED.

STATE TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON U.S. ROUTE 5 AND ALL STOP BARS.

TOWN TO MAINTAIN ALL SIGNS AND ALL OTHER PAVEMENT MARKINGS ON NOTT STREET.

NOTES

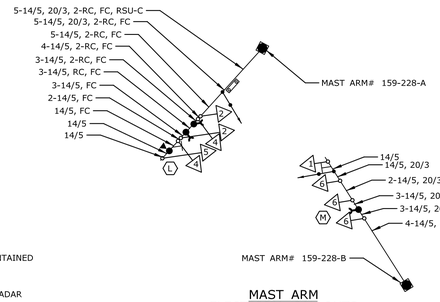
EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN.

(L) ROADSIDE UNIT AND DETECTION BY USE OF VIDEO-360° CAMERA AND RADAR DETECTOR ON MAST ARM ID #159-228-A.

(M) DETECTION BY USE OF RADAR DETECTOR ON MAST ARM ID #159-228-B.

(W) 30" X 30" CONCRETE HANDHOLE. ALL OTHERS TYPE II.

(E) INSTALL CAST IRON HANDHOLE COVER.



MAST ARM
ELECTRICAL CALLOUTS
N.T.S.

DETAIL 'B'
N.T.S.

SIGN LEGEND:

(A) 31-0290Z
(B) MAST ARM MTD. 31-0183
(D) 31-0290Z
(C) 31-1702 NO PEDESTRIAN CROSSING
(F) 31-1536
(I) 31-1121 & 31-0480 BACK-TO-BACK
(J) 31-0120 LEFT LANE MUST TURN LEFT
(K) 31-1121 DO NOT ENTER
(U) 31-0480
(X) 31-1625 TURNING VEHICLES YIELD TO PEDESTRIANS

MAST ARM INFORMATION

ID #	ARM LENGTH	RADAR DETECTOR HORIZONTAL MOUNT	VERTICAL RISER FOR 360° CAMERA	YEAR INSTALLED
159-228-A	80'	6"	10'	2023
159-228-B	80'	6"	N/A	2023

	TRAFFIC DESIGN	ELECTRICAL DESIGN
ENGINEER		
DRAWN BY		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
APPROVED DATE	_/_/_	_/_/_

REV #14 INTERSECTION # 159-228

ENERGY BY TOWN	ADDRESS #830
MAINT LEVEL 1	SERVICE POLE HELT 1974
	UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R, Y, G RED, YEL, GRN
◄R RED ARROW
◄Y YELLOW ARROW
◄— GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING
PTZ CAMERA
ROADSIDE UNIT

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
DETECTION ZONES

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
RADAR DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

VC VIDEO CAMERA CABLE
CABLE CLOSURE
CC CAMERA CABLE
RC RADAR CABLE
RSU-C ROADSIDE UNIT CABLE
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 12/28/2023 D:\Users\mermelstein\State of Connecticut\0007-0250 - Traffic\Contract_Plans\As Built Plans\Completed\014_TR_ASSET_159-228_SHEET_2.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

U.S ROUTE 5, ROUTE 15, & ROUTE 314
(BERLIN TURNPIKE)
AT
NOTT STREET

SCALE 1" = 40'

TOWN: **WETHERSFIELD**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.

DRAWING NO.

SHEET NO. 2

REQUEST FOR QUALIFICATIONS (RFQ)
FOR
AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (ATESD)
PREQUALIFIED VENDOR LIST

Issue Date: **December 18, 2024**

Response Date/Time: **February 5, 2025 (2:00PM EST)**

Response Location: **Electronic Only to amaher@crcog.org**
Anaka Maher
Capitol Region Council of Governments
350 Church Street, 3rd Floor
Hartford, CT 06103

CAPITOL REGION COUNCIL OF GOVERNMENTS

REQUEST FOR QUALIFICATIONS (RFQ)
FOR
AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (ATESD)
PREQUALIFIED VENDOR LIST

I. INTRODUCTION

The Capitol Region Council of Governments (CRCOG) is soliciting responses from qualified and experienced firms or teams (hereto referred to as Vendors) to serve on an "ATESD Prequalified Vendor List" to implement and maintain ATESD programs. CRCOG anticipates selecting multiple Vendors for this list.

Respondents should have experience performing the services relevant to the tasks outlined in Section III: ATESD Program Requirements. Respondents to the RFQ will enter a competitive process to be pre-qualified by CRCOG to contract with municipalities for ATESD Program Implementation. Selected Vendors will appear on a list for a 36-month period, provided the Vendor does not undergo any material changes that could affect its ability to serve member municipalities. If mutually agreed upon by CRCOG and the Vendor, CRCOG reserves the right to extend their term on the list.

Vendors selected will qualify to be retained by any of CRCOG's 38 member municipalities, and/or any of the Capitol Region Purchasing Council's (CRPC) 145 member municipalities. Municipalities are not mandated to contract with CRCOG prequalified Vendors, however the selected Vendors will have already met the procurement requirements for many of CRCOG's and CRPC's municipalities. CRCOG, its member municipalities, and CRPC make no guarantee of a minimum number of assignments associated with this RFQ.

II. BACKGROUND

The Capitol Region Council of Governments (CRCOG) is a voluntary Council of Governments formed to initiate and implement regional programs of benefit to our member municipalities and the region. CRCOG is guided by the chief elected officials of our 38 Metro Hartford municipalities. The mayors, first selectmen and women, and town/city council chairs who make up our governing Policy Board recognize that the future of our individual members is tied to the future of our region. Our members have collaborated for more than 50 years on a wide range of projects to benefit individual municipalities and the region as a whole. CRCOG facilitates the Capitol Region Purchasing Council (CRPC) which functions as a supplemental procurement office and a central clearinghouse for the collection and distribution of purchasing-related information and expertise for its 145 member municipalities.

CRCOG serves the Capitol Region and all our municipalities by:

- Helping members improve governmental efficiency and save tax dollars through shared services and other direct service initiatives;
- Promoting efficient transportation systems, responsible land use and preservation of land and natural resources, and effective economic development;
- Strengthening the Capital City of Hartford as the core of a strong region and as our economic, social, and cultural center;
- Advocating for the region and its member municipalities with the State and Federal governments;
- Strengthening our regional community by helping coordinate regional agencies and programs; and
- Assisting local governments and citizens in articulating, advocating for, and implementing the vision, needs, and values of their regional community.

III. ATESD PROGRAM REQUIREMENTS

Public Act 23-116 (Connecticut General Statute 14-307c) (Exhibit C) allows the use of automated traffic enforcement safety devices (ATESDs) by municipalities. CTDOT has issued "Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan" (Exhibit D) and a guidance document on the conditions that must be met for CTDOT to approve an ATESD system to physically interface into a traffic control signal system (Exhibit E). All Vendors must be familiar with and comply with these laws and regulations. Individual municipalities may have additional requirements.

Vendors should have the ability to implement ATESDs for at least one of the following **two eligible violation types** at the four eligible location types as defined in CTDOT guidance (Exhibit D):

- A vehicle that exceeds the posted speed limit by 10 or more miles per hour (in a school zone, pedestrian safety zone, or other locations approved by OSTA)
- A vehicle that runs a red light

Vendors are also eligible to develop municipal ATESD Plans through this prequalification list. Municipal ATESD Plans must meet the standards in CTDOT's "Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan".

IV. PREPARING A RESPONSE

By submitting a response, respondents represent that they have thoroughly examined and are familiar with the requirements outlined in this RFQ and are capable of performing the work to achieve the objectives of this prequalified list.

CRITICAL DATES

Questions Deadline: January 8, 2025 (2:00PM EST)
RFQ Deadline: February 5, 2025 (2:00PM EST)

MINIMUM REQUIREMENTS

1. The Vendor shall demonstrate their ability to fully implement ATESD programs that meet state guidelines for Connecticut municipalities.
2. The Vendor shall have demonstrated experience implementing/operating successful ATESD programs within the past five (5) years.
3. Exhibit A: CRCOG Equal Employment Opportunity and Minority/Female Business Enterprise Certification Form.
4. Exhibit B: Statement of Conformance with State Requirements

COMPLETENESS AND FORMAT OF RESPONSE

Respondents are requested to prepare a single response document, referred to as a Statement of Qualifications. After the evaluation process, the list of selected Vendors will be posted publicly on the CRCOG website. CRCOG will share Statements of Qualifications of selected Vendors with member municipalities upon their request, however CRCOG will not display this information publicly. Statements of Qualifications shared by CRCOG with member municipalities shall be marked CONFIDENTIAL. Respondents are asked to organize their responses in the order requested, in accordance with the following format:

1. **Cover Letter.** Provide the name, title, phone number, and e-mail address of the desired contact person during the RFQ process.
2. **Services Provided.** Include which of the two eligible violation types (speeding and/or red light running) the Vendor can provide services for, as well as whether they are able to develop ATESD Plans. This section should also detail how services are provided, what equipment is used, and the costs of these services.
3. **Municipal Support.** Provide information on how the Vendor can support a municipality with an ATESD program. This section could include information on the Vendor team structure, equipment maintenance/repair/replacement, municipal customer support, ongoing program analytics and reporting, public outreach/education, and other services provided to municipal clients. This section could also include information on any of the

Vendor's support staff, such as an organizational chart, staff titles, staff resumes, office location(s), etc.

4. **Implementation History.** Provide information on jurisdictions where the Vendor has implemented ATESD programs. For each jurisdiction, it is encouraged to include how long the system has been in operation, how many ATESD cameras are installed, and how many citations have been issued.

5. **Recent Clients and References.** Provide a list of relevant municipal clients the Vendor has provided with ATESD systems over the past five (5) years. Provide at least three (3) clients and their contact information. For each program, please include program location, how long the system has been in operation, how many ATESD cameras are installed, how many citations have been issued, name(s) of primary client contacts and their contact information, including e-mail addresses and telephone numbers. Indicate the Vendor's role for each client (i.e. installation, maintenance, issuance of violations).

6. **Pricing Details**. Provide pricing details for your typical ATESD system, including any annual service escalations. Pricing information should include, if applicable to the services the Vendor provides, a pricing breakdown for each of the services or each bundle of the services provided. The Vendor should indicate what of their costs are a fixed rate and what costs are taken from the per ticket processing fee. CRCOG understands that each situation and municipality has different circumstances that affect pricing. If pricing varies depending on system size (or other known factors), Vendors should provide pricing information for each tier of system. As Connecticut ATESD Plans are approved for a 3-year period, with possible extensions, Vendors are encouraged to provide an option for a 3-year contact period.

7. **Service and Pricing Summary (1-2 pages).** Vendors must prepare a Service and Pricing Summary that includes an explanation of the services offered, the business model, and associated pricing. Vendors are encouraged to use this Summary to outline their general ATESD program approach, including:
    - Available contract duration(s)
    - Any Vendor requirements of the municipality
    - Back Office Services/Violation Processing
    - Pricing

8. **Required Forms.**
    - **Exhibit A: CRCOG Equal Employment Opportunity and Minority/Female Business Enterprise Certification Form**. If there are any subcontractors, please include a form for the prime contractor and each subcontractor.
    - **Exhibit B: Statement of Conformance with State Requirements.**

Only electronic submissions are being accepted in response to this RFQ. Statements of Qualifications should be prepared as a single PDF with a maximum of 40 pages for each response. Statements may be transmitted to amaher@crcog.org or via USB drive mailed to: Anaka Maher, CRCOG, 350 Church Street, 3rd Floor, Hartford, CT 06103.

Statements of Qualifications must be received by CRCOG no later than ***2:00pm EST on February 5, 2025. Statements received after that time or day will not be considered.*** Arrangements for transmission of large files should be made in advance, as technical difficulties in sending or receiving a submission shall not be a valid reason for missing the deadline.

V. TERMS AND CONDITIONS

Questions

General questions should be directed to Anaka Maher, Senior Transportation Planner, at:

Capitol Region Council of Governments
350 Church Street, 3rd Floor
Hartford, CT 06103
E-mail address: amaher@crcog.org

However, **no oral interpretations shall be made to** any respondent as to the meaning of any of the documents. Every request for an interpretation shall be made in writing, addressed and forwarded either to the address above, **or emailed to amaher@crcog.org.** To receive consideration, such questions must be received by 2:00 p.m. on January 8, 2025.

CRCOG staff will arrange an addendum, which shall be made a part of this Request for Qualifications and any resulting contracts, including all questions received as above provided and the decisions regarding each. At least seven (7) days prior to the submission deadline, CRCOG staff will post a copy of any addenda to CRCOG's website, located at: http://crcog.org/rfp-rfq/

It shall be the responsibility of each respondent to determine whether any addenda have been issued and if so, to download copies directly from the agency's website.

Contracting

Selected Vendors will be available to contract directly with the municipalities or CRCOG for specific related tasks. Municipalities are not mandated to contract with CRCOG selected prequalified list Vendors; however, the selected firms will have already met the procurement requirements for many of CRCOG's and CRPC's member municipalities. Selection for this prequalified list will not preclude a Vendor from pursuing other municipal work within the region.

Freedom of Information

Respondents are advised that any and all materials submitted in response to this RFQ shall become the sole property of CRCOG and shall be subject to the provisions of Section 1-210 of the Connecticut General Statutes (re: Freedom of Information).

Incurred Costs

This Request for Qualifications does not commit CRCOG, CRPC, or any of their member municipalities to award a contract or to pay any costs incurred in the preparation of a response to this request. Neither CRCOG nor its member municipalities will be liable in any way for any costs incurred by respondents in replying to this RFQ.

Severability

If any terms or provisions of this Request for Qualifications shall be found to be illegal or unenforceable, then such term or provision shall be deemed stricken and the remaining portions of this document shall remain in full force and effect.

Oral Presentation
Respondents who submit a response to this RFQ may be required to give an oral presentation to CRCOG. This provides an opportunity for the respondent to clarify or elaborate on the response. CRCOG will schedule the time and location of these presentations. Oral presentations are an option of CRCOG and may or may not be conducted.

Subcontracting
Vendors may team as they deem necessary to respond to this RFQ. In their response, the prime Vendor and all subcontractors should be clearly identified along with the responsibilities of each. The successful respondents may utilize the services of specialty, currently unidentified subcontractors on those unforeseen portions of the work that under normal practices are performed by specialty firms.

The successful respondent shall not award any portion of the work to a firm that is not on the selected project team without **prior written approval** of the entity it is contracted with (CRCOG, CRPC, or a member municipality). The acceptance of any and all subcontractors shall reside with the entity the Vendor is contracted with, and their decision shall be final. The successful respondent shall be fully responsible for the performance, finished products, acts, and omissions of their subcontractors and persons directly or indirectly employed thereby.

Compliance with Local, State, and Federal Law
The successful respondent shall comply with additional terms and conditions required by participating municipalities not contained herein. All delivery of services shall comply in every respect with applicable laws of the Federal Government and/or the State of Connecticut.

Acceptance or Rejection by the Capitol Region Council of Governments
CRCOG reserves the right to accept and or reject any or all responses submitted for consideration. Respondents whose responses are not accepted shall be notified in writing.

Amending or Canceling Request
CRCOG reserves the right to amend or cancel this RFQ, prior to the due date and time, if it is deemed to be in its best interest to do so.

Waiver of Informalities
CRCOG reserves the right to accept or reject any and all responses to this Request for Qualifications, or any part thereof, and to waive any informalities and/or technicalities that are deemed to be in its best interest.

Collusion
By submitting, the Vendor implicitly states that the response has not been made in connection with any other competing firm submitting a separate response to this RFQ; is in all respects fair; and has been submitted without collusion or fraud. It is further implied that the firm did not participate in the RFQ development process, had no knowledge of the specific contents of the RFQ before its issuance, and that no employee of CRCOG either directly or indirectly assisted in the Vendor's response preparation.

Termination
CRCOG may terminate a Vendor's status on the prequalified list due to cause, default or negligence on part of the Vendor; or if the Vendor fails, in the opinion of CRCOG, CRPC, or their member municipalities, to meet the general terms and conditions of any resulting contract or to provide a level of service that is deemed to be in the best interest of CRCOG or its member municipalities.

Affirmative Action
The entities participating in this RFQ are equal opportunity employers and require an affirmative action policy from all Vendors as a condition of doing business with CRCOG, CRPC, or their member municipalities, as per Federal Order 11246. By responding to this RFQ, all Vendors agree to this condition of doing business with CRCOG, CRPC, or their member municipalities and should they choose to audit for compliance, the Vendor agrees to cooperate fully.

Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE)
It is the policy of CRCOG to practice nondiscrimination based on race, color, sex, or national origin in the evaluation of this RFQ. All firms qualifying under this solicitation are encouraged to submit. Award of contracts by member municipalities through this prequalification list will be conditioned upon satisfying the requirements described in this RFQ. These requirements apply to all respondents/offerors, including those who qualify as a DBE or SBE. Selection for this prequalified list will not be subject to DBE or SBE requirements.

Insurance
The Respondent shall, at its own expense and cost, obtain and keep in force during the entire transition and contract period the following insurance coverages covering the Respondent and all its agents, employees and sub-contractors and other providers of services, and shall name the member municipality and its employees and agents as an Additional Insured on a primary and non-contributory basis to the Respondent's Commercial General Liability and Automobile Liability policies. These requirements shall be clearly stated in the remarks section on the Respondent's Certificate of Insurance. In addition:

- All policy forms shall be on the occurrence form.
- Acceptable evidence of coverage will be on the ACORD form or a form with the same format.
- All renewal certificates shall be furnished at least 10 days prior to policy expiration.
- Each certificate shall contain a 30-day notice of cancellation.
- Insurance shall be issued by an insurance company licensed to conduct business in the State of Connecticut which has at least an "A-" policy holders rating according to Best Publications latest edition Key Rating Guide.

Required insurance coverage:

- **Professional Liability Insurance** with limits up to $2,000,000 aggregate limit issued on claims made basis for the term of the contract and continuing for two years following the completion of the contract at the Vendor's cost.
- **Comprehensive General Liability Insurance:** Vendor shall, at its own cost and expense, obtain and keep in force during the Term of the Agreement general liability insurance with minimum limits of 1 million per occurrence/ 2 million aggregate and shall name the member municipality and their respective officers, officials, employees, agents, boards, and commissions as Additional Insureds on a primary and non-contributory basis.

There shall be no special limitations on the scope of protection afforded to the member municipality. Vendor shall assume any and all deductibles in the described insurance policies and Vendor's insurer shall have no right of recovery or subrogation against member municipality. These requirements shall be clearly stated in the remarks section on Vendor's Certificate of Insurance. Insurance shall be written with insurance carriers approved in the State of Connecticut and with a minimum Best's Rating of A-and all deductibles, if any, are the sole responsibility of Vendor.

- **Automobile Liability Insurance** including non-owned and hired vehicles in the same limits as indicated above.
- **Workers' Compensation Insurance** at the Connecticut statutory limit including Employers' Liability with limits of $100,000 each accident, $500,000 for each disease/policy limit, and $100,000 for disease for each employee.
- **Excess Liability Umbrella Form** over sections B, C, and D-Employers' Liability with limits up to $4,000,000.

Awarding agencies may require higher insurance limits.

References

Upon request, Vendors shall supply the names of additional customers (preferably municipalities) to interested member municipalities of CRCOG and/or CRPC.

VI. EVALUATION AND AWARD

Responses shall be evaluated by CRCOG after the response deadline. All information will remain confidential until Vendor selections are finalized and the prequalified list is established.

CRCOG anticipates selecting multiple Vendors for the ATESD Prequalified Vendor List. Selections for this list shall be made of respondents deemed to be fully qualified and best suited to provide ATESD services for Connecticut municipalities from among the applicants. Successful candidates will be included on the prequalified vendor list for selection and contracting with any of CRCOG's 38 member municipalities, and/or any of the Capitol Region Purchasing Council's (CRPC) 145 member municipalities.

Evaluation Criteria:

1. Accuracy, overall quality, thoroughness, and responsiveness to the requirements outlined in this RFQ;
2. History of successful implementation of ATESD programs;
3. Ability to provide eligible services for CT ATESD programs;
4. Quality of customer service and ongoing maintenance;
5. Ability to foster public trust in ATESD programs;
6. At its discretion, the Evaluation Committee may also consider pricing.

Selection Process:

1. An Evaluation Committee will evaluate all responses received for completeness and the respondent's ability to meet all requirements outlined in this RFQ.
2. Additional technical information may be requested from any respondent prior to, during, or after interviews (if conducted) for clarification purposes, however, provided information will in no way revise original submitted responses.
3. After reviews of responses, the Evaluation Committee(s) may decide to interview some or all respondents.
4. Based on results of the review of the Statements of Qualifications, interviews (if conducted), and other provided supplemental information, the Evaluation Committee will select the respondent(s) to appear on the prequalified list. The Evaluation Committee shall determine in its sole discretion which respondents are fully qualified and select the respondent(s) to appear on the prequalified list. The selected Vendors will be informed in writing.

EXHIBIT A
CRCOG Equal Employment Opportunity and
Minority/Female Business Enterprise Certification Form

The undersigned certifies that _____ is an Equal
(Name of Company)

Opportunity Employer and is in compliance with federal and State rules and regulations pertaining to Equal Employment Opportunity and Affirmative Action.

_____
(Vendor's Signature)

_____
(Today's Date)

ONLY IF APPLICABLE:
The undersigned certifies that _____ is a
(Name of Company)

Disadvantaged (Minority/Female) Business Enterprise (DBE) and is in compliance with federal and state rules and regulations pertaining to Disadvantaged Business Enterprise designations.

_____
(Vendor's Signature)

_____
(Today's Date)

EXHIBIT B
Statement of Conformance with State Requirements

The undersigned certifies that the services to be provided by _____ will be
(Name of Company)

in conformance with current State of Connecticut requirements pertaining to Automated Traffic Enforcement Safety Devices (ATESDs).

_____
(Vendor's Signature)

_____
(Today's Date)

EXHIBIT C
State of Connecticut:
Substitute House Bill No. 5917
Public Act No. 23-116

Substitute House Bill No. 5917

Public Act No. 23-116

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (*Effective from passage*) The Commissioner of Transportation shall study and make recommendations concerning the advisability of (1) permitting a person riding a bicycle to treat a stop sign as a yield sign and a traffic control signal with a steady red signal as a stop sign, and (2) amending subdivision (3) of subsection (b) of section 14-299 of the general statutes to prohibit a motor vehicle operator from making a right turn when facing a traffic control signal with a steady red signal. Not later than February 1, 2024, the commissioner shall submit the results of such study and the commissioner's recommendations, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation.

Sec. 2. (NEW) (*Effective from passage*) Not later than July 1, 2024, the Commissioner of Transportation shall adopt an intersection control evaluation policy to be used by the Department of Transportation when evaluating the construction of a new intersection or the modification of an existing intersection. Such policy shall (1) provide a decision-making framework to screen intersection alternatives with specific

performance-based criteria in order to identify an optimal solution, (2) require the use of consistent documentation for each evaluation of a new or existing intersection, and (3) be revised as the commissioner deems necessary.

Sec. 3. (NEW) (*Effective from passage*) The Department of Transportation, in consultation with the State Board of Education and the Department of Motor Vehicles, upon receipt of a request by a local or regional board of education, shall award an exemplary "Vision Zero" program distinction to those local and regional boards of education that offer a program that provides students in grades six to twelve, inclusive, with opportunities to learn about the mission of the Vision Zero Council, established pursuant to section 13b-23b of the general statutes, and the importance of practicing safe driving habits and learning pedestrian safety skills. Such opportunities may include, but need not be limited to, classes, extracurricular activities, presentations, symposiums, peer-to-peer education, parent involvement and parenting education and outreach. A local or regional board of education may submit, at such time and in such manner as the Department of Transportation prescribes, a request for such distinction by providing details about such board's program to the department. The Department of Transportation shall make information about the distinction available on the department's Internet web site.

Sec. 4. Subsection (g) of section 51-164n of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(g) If a person elects to plead not guilty and send the plea of not guilty to the Centralized Infractions Bureau in accordance with subsection (d) of this section, such person may subsequently, at a proceeding at Superior Court, reach an agreement with the prosecutorial official as to the amount of the fine to be paid and elect to pay such fine without appearing before a judicial authority. <u>As a part of any such agreement,</u>

the prosecutorial official may require such person to attend a motor vehicle operator safety course that addresses the nature of such infraction or violation and that is offered or approved by the Chief State's Attorney. The amount of the fine agreed upon shall not exceed the amount of the fine established for such infraction or violation. Any person who pays a fine pursuant to this subsection shall also pay any additional fees or costs established for such infraction or violation. Such person shall make such payment to the clerk of the Superior Court and such payment shall be considered a plea of nolo contendere and shall be inadmissible in any proceeding, civil or criminal, to establish the conduct of such person, provided the provisions of this section and section 51-164m shall not affect the application of any administrative sanctions by either the Commissioner of Energy and Environmental Protection authorized under title 26 or the Commissioner of Motor Vehicles authorized under title 14. A plea of nolo contendere pursuant to this subsection does not have to be submitted in writing. Nothing in this subsection shall affect the right of a person who is alleged to have committed an infraction or any violation specified in subsection (b) of this section to plead not guilty and request a trial before a judicial authority.

Sec. 5. Section 14-41 of the general statutes is amended by adding subsection (g) as follows (*Effective January 1, 2024*):

(NEW) (g) The commissioner shall develop, and thereafter revise as needed, a video presentation concerning current state laws that impact motorists, pedestrians and bicyclists and ways to practice safe driving behaviors and reduce transportation-related fatalities and severe injuries. In developing such video presentation, the commissioner may use materials and one or more video presentations developed by a governmental entity, independent contractor or any other party. Upon every other renewal of a motor vehicle operator's license, the commissioner shall require the licensee to watch such video

presentation prior to issuing such license.

Sec. 6. Subdivision (5) of subsection (e) of section 14-36 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(5) The issuance of a motor vehicle operator's license to any applicant who is the holder of a license issued by another state shall be subject to the provisions of **[**sections 14-111c and**]** section 14-111k, as amended by this act.

Sec. 7. Section 14-111k of the general statutes is amended by adding subsection (e) as follows (*Effective January 1, 2024*):

(NEW) (e) Prior to issuing an operator's license to a person who holds an operator's license issued by another jurisdiction, the commissioner shall require such person to watch the video presentation developed pursuant to subsection (g) of section 14-41, as amended by this act, and provide such person with other safe driving training materials.

Sec. 8. (*Effective from passage*) For the purposes of this section, "cannabis", "dispensary facility", "hybrid retailer" and "retailer" have the same meanings as provided in section 21a-420 of the general statutes. The Department of Transportation, in collaboration with the Department of Public Health and one or more local health departments or district departments of health, shall conduct a public awareness campaign about the dangers of operating a motor vehicle under the influence of certain over-the-counter drugs and prescription drugs, with an emphasis on opioids and cannabis. Such campaign shall include, but need not be limited to, outreach to pharmacies, hospitals, substance abuse treatment facilities, dispensary facilities, hybrid retailers and retailers that can communicate information about such dangers to motor vehicle operators who are receiving or purchasing such drugs.

Sec. 9. (*Effective from passage*) When developing the next five-year

transportation capital plan, the Department of Transportation shall examine the proposals from the equity subcommittee of the Vision Zero Council, established pursuant to section 13b-23b of the general statutes, and consider infrastructure that specifically protects vulnerable users of the highways, including pedestrians, bicyclists and persons who have disabilities.

Sec. 10. (NEW) (*Effective October 1, 2023*) For the purposes of this section, sections 11 to 13, inclusive, and sections 16 to 18, inclusive, of this act:

(1) "Automated traffic enforcement safety device" means a device designed to detect and collect evidence of alleged violations of an ordinance adopted under section 11 of this act by recording images that capture the number plate, date, time and location of a motor vehicle that (A) exceeds the posted speed limit by ten or more miles per hour, or (B) fails to stop such vehicle when facing a steady red signal on a traffic control signal.

(2) "Automated traffic enforcement safety device operator" means a person who is trained and certified to operate an automated traffic enforcement safety device.

(3) "Driver", "number plate" and "owner" have the same meanings as provided in section 14-1 of the general statutes.

(4) "Equitable" means efforts, policies, standards, processes and any other functions of government intended to (A) ensure that patterns of discrimination and disparities of race, ethnicity and socioeconomic status, whether intentional or unintentional, are neither reinforced nor perpetuated, and (B) prevent the emergence and persistence of foreseeable future patterns of discrimination or disparities of race, ethnicity and socioeconomic status.

(5) "Pedestrian safety zone" means an area designated by the Office

of the State Traffic Administration or the traffic authority of a town, city or borough pursuant to section 14-307a of the general statutes.

(6) "Personally identifiable information" means information created or maintained by the municipality or a vendor that identifies or describes an owner and includes, but need not be limited to, the owner's address, telephone number, number plate, photograph, bank account information, credit card number, debit card number or the date, time, location or direction of travel on a highway.

(7) "School zone" means an area designated by the Office of the State Traffic Administration or the traffic authority of a town, city or borough pursuant to section 14-212b of the general statutes, as amended by this act.

(8) "Traffic authority", "traffic control sign" and "traffic control signal" have the same meanings as provided in section 14-297 of the general statutes.

(9) "Vendor" means a person who (A) provides services to a municipality under sections 11 and 12 of this act; (B) operates, maintains, leases or licenses an automated traffic enforcement safety device; or (C) is authorized to review and assemble the recorded images captured by an automated traffic enforcement safety device and forward such recorded images to the municipality.

Sec. 11. (NEW) (*Effective October 1, 2023*) (a) Any municipality may authorize the use of automated traffic enforcement safety devices at locations within school zones, pedestrian safety zones and other places in such municipality, provided (1) the municipality adopts an ordinance in accordance with the provisions of this section, and (2) the locations of such devices are identified in a plan approved by the Department of Transportation pursuant to section 17 of this act.

(b) The municipality may enter into agreements with vendors for the

design, installation, operation or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates or maintains an automated traffic enforcement safety device, the vendor's fee may not be contingent on the number of citations issued or fines paid pursuant to an ordinance adopted under this section.

(c) Any ordinance adopted under this section shall specify the following: (1) That an automated traffic enforcement safety device shall be operated by an automated traffic enforcement safety device operator; (2) that the owner of a motor vehicle commits a violation of the ordinance if the person operating such motor vehicle (A) exceeds the posted speed limit by ten or more miles per hour and such operation is detected by an automated traffic enforcement safety device, or (B) fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an automated traffic enforcement safety device; (3) an automated traffic enforcement safety device shall be used solely for identifying violations of the ordinance; (4) for the first thirty days after a location is equipped with an operational automated traffic enforcement safety device, the owner of a motor vehicle allegedly committing a violation of such ordinance that is detected by such device shall receive a written warning instead of a citation, as described in subsection (i) of this section; (5) payment of a fine and any associated fee imposed for a violation of the ordinance may be made by electronic means; (6) a sworn member or employee of the municipality's police department or an employee of the municipality, as designated by the traffic authority, shall review and approve the recorded images before a citation is mailed to the owner of such motor vehicle; and (7) the defenses available to the owner of a motor vehicle allegedly committing a violation of such ordinance, which shall include, but need not be limited to, the defenses listed in subsection (j) of this section.

(d) Any ordinance adopted under this section may: (1) Establish a fine to be imposed against the owner of a motor vehicle committing a violation of such ordinance, provided the amount of such fine is not more than fifty dollars for a first violation and not more than seventy-five dollars for a second or subsequent violation, and (2) impose a reasonable fee, not to exceed fifteen dollars, for the costs associated with the electronic processing of the payment of any such fine. Any funds received by a municipality from fines imposed pursuant to an ordinance adopted under this section shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements or paying the costs associated with the use of automated traffic enforcement safety devices in the municipality.

(e) Any municipality that adopts an ordinance under this section shall also adopt the following: (1) A citation hearing procedure pursuant to section 7-152c of the general statutes, as amended by this act, (2) a comprehensive safety action plan to ensure that the streets located in the municipality safely and conveniently serve road users of all ages and abilities, including pedestrians, transit users, bicyclists, persons using wheelchairs or other assistive devices and motor vehicle operators, and (3) a written policy that meets or exceeds the standards of the model privacy policy and protocol developed pursuant to subsection (a) of section 16 of this act. Such municipality shall also be in compliance with any order made by the Office of the State Traffic Administration pursuant to the provisions of chapter 249 of the general statutes or any regulation adopted pursuant to said chapter by the office regarding a traffic control sign or traffic control signal at a location equipped or proposed to be equipped with an automatic traffic enforcement safety device.

(f) (1) Prior to the operation of an automated traffic enforcement safety device, the municipality shall (A) install at least two conspicuous signs at a reasonable distance in advance of such location, in accordance

with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways, as amended from time to time, notifying motor vehicle operators of such location, and (B) provide notification of such location to persons, firms or corporations that operate a mobile application that is used for navigation purposes or to provide real-time information on motor vehicle traffic. The Department of Transportation shall designate which such persons, firms or corporations shall be notified and provide technical guidance to such municipalities regarding how to provide such notification.

(2) At least thirty days before the date the first automated traffic enforcement safety device becomes operational in the municipality, the municipality shall develop and implement a public awareness campaign to educate the public concerning the importance of obeying speed limits and traffic control signals and the imminent use of automated traffic enforcement safety devices in the municipality at the locations identified in the plan approved by the Department of Transportation pursuant to section 17 of this act.

(g) An automated traffic enforcement safety device operator shall complete training offered by the manufacturer of such device or the manufacturer's representative regarding procedures for setting up, testing and operating such device. The manufacturer or manufacturer's representative shall issue a signed certificate to the automated traffic enforcement safety device operator upon such operator's completion of the training. Such signed certificate shall be admitted as evidence in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act.

(h) The municipality shall ensure each automated traffic enforcement safety device used by such municipality undergoes an annual calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check. Such signed certificate of calibration shall be kept on

file and admitted as evidence in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act.

(i) (1) Whenever an automated traffic enforcement safety device detects and produces recorded images of a motor vehicle allegedly committing a violation of an ordinance adopted under this section, a sworn member or employee of the municipality's police department or an employee of the municipality designated by the traffic authority shall review the recorded images provided by such device. If, after such review, such member or employee determines that there are reasonable grounds to believe that a violation of the ordinance has occurred, such member or employee may issue a citation to the owner of the motor vehicle. The citation shall include the following: (A) The name and address of the owner of the motor vehicle; (B) the number plate of the motor vehicle; (C) the violation charged; (D) the location of the automated traffic enforcement safety device and the date and time of the violation; (E) a copy of or information on how to view, through electronic means, the recorded images described in this section; (F) a statement or electronically generated affirmation by the member or employee who reviewed the recorded images and determined that the motor vehicle violated the ordinance; (G) verification that the automated traffic enforcement safety device was operating correctly at the time of the alleged violation and the date of the most recent calibration check performed pursuant to subsection (h) of this section; (H) the amount of the fine imposed and how to pay such fine; and (I) the right to contest the violation and request a hearing pursuant to section 7-152c of the general statutes, as amended by this act.

(2) In the case of an alleged violation involving a motor vehicle registered in the state, the citation shall be mailed not later than thirty days after the identity of the owner is ascertained to the address of the owner that is in the records of the Department of Motor Vehicles. In the case of an alleged violation involving a motor vehicle registered in

another jurisdiction, the citation shall be mailed not later than thirty days after the identity of the owner is ascertained to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration. A citation shall be invalid unless mailed to an owner not later than sixty days after the alleged violation.

(3) The citation shall be sent by first class mail. A manual or automated record of mailing prepared by the municipality's police department shall be prima facie evidence of mailing and shall be admissible in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act, as to the facts contained in the citation.

(j) The following defenses shall be available to the owner of a motor vehicle who is alleged to have committed a violation of such ordinance adopted under this section: (1) The operator was driving an emergency vehicle in accordance with the provisions of subdivision (1) of subsection (b) of section 14-283 of the general statutes; (2) the traffic control signal was inoperative, which is observable on the recorded images; (3) the violation was necessary in order for the operator to comply with an order or direction from a law enforcement officer, which is observable on the recorded images; (4) the violation was necessary to allow the passage of an authorized emergency vehicle, which is observable on the recorded images; (5) the violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in section 7-294a of the general statutes, and had not been recovered prior to the time of the violation; or (6) the automated traffic enforcement safety device was not in compliance with the calibration check required pursuant to subsection (h) of this section.

Sec. 12. (NEW) (*Effective October 1, 2023*) (a) No personally identifiable information shall be disclosed by the municipality or a vendor to any person or entity, including any law enforcement unit, except where the

disclosure is made in connection with the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted under section 11 of this act.

(b) No personally identifiable information shall be stored or retained by the municipality or a vendor unless such information is necessary for the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted under section 11 of this act.

(c) The municipality or a vendor shall destroy personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of an ordinance adopted under section 11 of this act not later than thirty days after any fine is collected or the resolution of a hearing conducted for the alleged commission of such violation, whichever is later.

(d) Any information and other data gathered from automated traffic enforcement safety devices shall be subject to disclosure under the Freedom of Information Act, as defined in section 1-200 of the general statutes, except no personally identifiable information may be disclosed.

Sec. 13. (NEW) (*Effective October 1, 2023*) (a) Not later than eighteen months following the date an automated traffic enforcement safety device becomes operational in a municipality pursuant to section 11 of this act, the municipality shall submit a report to the Department of Transportation and to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes. Such report shall include, but need not be limited to: (1) The number of violations of sections 14-218a and 14-219 of the general statutes and subdivision (3) of subsection (b) of section 14-299 of the general statutes that occurred at the locations where such automated traffic safety devices were installed prior to the use of such devices; (2) the number of violations where a motor vehicle exceeded the posted speed limit by

ten or more miles that were captured by such devices at such locations; (3) the number of violations where a motor vehicle failed to comply with the provisions of subdivision (3) of subsection (b) of section 14-299 of the general statutes when facing a steady red signal on a traffic control signal that were captured by such devices at such locations; (4) if available, the number and type of related traffic violations and crashes that occurred at each location where an automated traffic safety device was installed prior to such installation and during the use of such devices; (5) the number of violations of sections 14-218a and 14-219 of the general statutes and subdivision (3) of subsection (b) of section 14-299 of the general statutes and related traffic violations and crashes that occurred at locations where such devices were used and at similar locations where such devices were not used; (6) a description of situations where recorded images could not be used or were not used; (7) the number of leased or rented motor vehicles, out-of-state motor vehicles or other vehicles, including trucks, where enforcement efforts were unsuccessful; (8) the amount of revenue from the fines and associated fees retained by the municipality; and (9) the cost to the municipality to use such devices.

(b) Not later than a year after a municipality submits a report pursuant to subsection (a) of this section, and each year thereafter until an automated traffic safety device is no longer operational in the municipality, the municipality shall submit a report to the Department of Transportation and to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes. Such annual report shall include, but need not be limited to, (1) the number of motor vehicles that were subject to one citation, two citations, three citations or four or more citations, (2) in the case of an automated traffic safety device that records images of motor vehicles failing to comply with the provisions of subdivision (3) of subsection (b) of section 14-299 of the general statutes when facing a steady red signal on a traffic

control signal, the number of citations at each location that were issued to motor vehicles making a right turn, proceeding through the intersection and making a left turn, (3) a list of engineering and educational measures undertaken by the municipality to improve safety in locations when automated traffic enforcement safety devices are operational, and (4) data regarding how many citations were issued, how many hearings were requested and the results of any such hearings.

(c) The Department of Transportation shall make any report received pursuant to the provisions of this section available on the department's Internet web site.

Sec. 14. Subsection (c) of section 7-152c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(c) Any such municipality, at any time within twelve months from the expiration of the final period for the uncontested payment of fines, penalties, costs or fees for any citation issued under any ordinance adopted pursuant to section 7-148 or **[**section**]** 22a-226d or section 11 of this act, for an alleged violation thereof, shall send notice to the person cited. Such notice shall inform the person cited: (1) Of the allegations against **[**him**]** such person and the amount of the fines, penalties, costs or fees due; (2) that **[**he**]** such person may contest **[**his**]** such person's liability before a citation hearing officer by delivering in person or by mail written notice within ten days of the date thereof; (3) that if **[**he**]** such person does not demand such a hearing, an assessment and judgment shall be entered against **[**him**]** such person; and (4) that such judgment may issue without further notice. For purposes of this section, notice shall be presumed to have been properly sent if such notice was mailed to such person's last-known address on file with the tax collector. If the person to whom such notice is issued is a registrant, the municipality may deliver such notice in accordance with section 7-148ii,

provided nothing in this section shall preclude a municipality from providing notice in another manner permitted by applicable law.

Sec. 15. (NEW) (*Effective from passage*) The Department of Transportation, in collaboration with the Departments of Education, Motor Vehicles, Public Health, Social Services and Veterans Affairs, shall establish a program to promote the use of seat safety belts among vulnerable communities, as identified by the Department of Transportation, that are less likely to wear a seat safety belt when in a motor vehicle. Such program may include, but need not be limited to, peer-to-peer education and outreach to parents and various community organizations.

Sec. 16. (NEW) (*Effective from passage*) (a) Not later than January 1, 2024, the Department of Transportation shall issue written guidance to municipalities concerning the development of a plan to use automated traffic enforcement safety devices, the submission of such plan and the criteria to be used by the department when evaluating any such plan for approval. Such guidance shall be consistent with the goal of installing automated traffic enforcement safety devices at locations likely to improve traffic safety and ensuring that the distribution of such devices throughout the municipality is equitable. Such guidance shall include the following factors to be considered by the municipality when determining the locations to include in a plan: (1) The history of traffic crashes caused by excessive speeding or the violation of a traffic control sign or traffic control signal at such location, (2) the history of traffic crashes that resulted in the fatality or serious injury of a person at such location, (3) the rate of poverty in such municipality as determined by the five-year estimates of the most recent American Community Survey conducted by the United States Census Bureau, (4) the per cent of occupied housing units with vehicles available as determined by the five-year estimates of the most recent American Community Survey conducted by the United States Census Bureau, (5) the average daily

traffic of such location, (6) the history of traffic stops conducted in the municipality and reported to the Office of Policy and Management pursuant to subsection (h) of section 54-1m of the general statutes, (7) the roadway geometry of any such location, and (8) any other additional information or data as determined by the department. Such guidance shall include a model privacy policy and protocol regarding the privacy, security, collection and destruction of personally identifiable information and other information and data gathered from automated traffic enforcement safety devices and establishing internal audit requirements to ensure compliance with such policy and protocol.

(b) Not later than January 1, 2026, the Department of Transportation shall issue written guidance to municipalities concerning how to evaluate the effectiveness of automated traffic enforcement safety devices and submit a subsequent plan to use such devices together with supporting documentation. Such guidance shall include the factors to be considered when determining whether an automated traffic enforcement safety device at a location improved traffic safety.

(c) The guidance issued pursuant to the provisions of this section shall be revised as necessary and published on the department's Internet web site.

Sec. 17. (NEW) (*Effective October 1, 2023*) (a) (1) A municipality's plan concerning the use of automated traffic enforcement safety devices in the municipality shall identify the proposed locations of such devices and include documentation that such proposed locations comply with the guidelines developed pursuant to subsection (a) of section 16 of this act. The municipality shall conduct a public hearing regarding any such plan prior to submission and, by vote of its legislative body or, in a municipality where the legislative body is a town meeting, by vote of the board of selectman, shall submit such plan to the Department of Transportation, in such form as the department may prescribe.

(2) Not later than sixty days after the date a plan is received by the department, the department shall determine if the plan is likely to improve traffic safety at the proposed locations and the distribution of such devices throughout the municipality is equitable, and shall approve or disapprove the plan, in whole or in part. If the department disapproves any such plan, in whole or in part, the department shall provide a written explanation of the reason for such disapproval and guidance to revise such plan for resubmission. Any such disapproval shall not preclude the submission of a revised plan.

(3) The approval of a municipality's initial plan shall be valid for a period of three years from the date the first automated traffic enforcement safety device becomes operational in the municipality and, thereafter, the approval of any subsequent plan shall be valid for a period of three years from the date of approval.

(b) A municipality operating automated traffic enforcement safety devices pursuant to an approved plan that has not yet expired may submit to the Department of Transportation a modification to such plan to propose the use of such devices at additional locations, in the same manner as described in subdivision (1) of subsection (a) of this section. The department shall approve or disapprove any such modification, in whole or in part, in the same manner as described in subdivision (2) of subsection (a) of this section. The approval of any such modification shall expire on the date the approved plan expires.

(c) (1) A municipality that seeks to continue to use automated traffic enforcement safety devices after such expiration shall submit a subsequent plan to the Department of Transportation for approval. Such subsequent plan may include some or all of the previously approved locations for such devices and propose new locations for such devices. The municipality shall conduct a public hearing regarding such subsequent plan prior to its submission to the department and, by vote of its legislative body or, in a municipality where the legislative body is

a town meeting, by vote of the board of selectman, submit to the department such plan and supporting documentation in accordance with the guidelines issued pursuant to subsection (b) of section 16 of this act. Supporting documentation for any subsequent plan shall include, but need not be limited to: (A) Evidence that the devices used by the municipality at locations identified in a prior plan improved traffic safety, (B) a description of how any proposed new locations comply with the guidelines developed pursuant to subsection (a) of section 16 of this act, and (C) records that the funds received by the municipality from fines imposed pursuant to an ordinance adopted under this section were expended in accordance with the provisions of subsection (d) of section 11 of this act.

(2) Not later than sixty days after the date a subsequent plan and supporting documentation is received by the department, the department shall determine: (A) If the subsequent plan is likely to improve traffic safety at the proposed locations, (B) if the subsequent plan includes a location previously equipped with an automated traffic enforcement safety device, whether the use of such device improved traffic safety at such location, and (C) if the distribution of such devices throughout the municipality is equitable, and shall approve or disapprove the plan, in whole or in part. The department shall not approve any part of a plan that includes a location previously equipped with an automated traffic enforcement safety device unless the department determines the use of such device improved traffic safety at such location.

(d) In no event shall a municipality use, install or operate an automated traffic enforcement safety device unless such use, installation or operation complies with the provisions of a plan approved by the Department of Transportation and the approval of such plan is effective.

Sec. 18. (NEW) (*Effective October 1, 2023*) Not later than February 1, 2024, and annually thereafter, the Department of Transportation shall

submit a report, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, concerning the status of plans submitted by municipalities pursuant to section 17 of this act. Such report shall, at a minimum, (1) list the municipalities that submitted such plans during the previous year, (2) identify which plans the department approved, and (3) identify which plans the department disapproved and provide the reasoning for each such disapproval.

Sec. 19. Subsection (b) of section 14-212b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(b) (1) At the request of the legislative body of a town, city or borough, the Office of the State Traffic Administration may designate as a school zone any part of a state highway that is adjacent to school property or is, in the opinion of said office, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances. At the request of such legislative body, the **[**commission**]** office may revoke any such designation. (2) A local traffic authority may designate as a school zone, and may revoke any such designation, any part of a local highway that is adjacent to school property or is, in the opinion of the local traffic authority, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances.

Approved June 27, 2023

EXHIBIT D
CTDOT "Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan"



Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan

CONNECTICUT DEPARTMENT OF TRANSPORTATION

DATE ISSUED : JANUARY 2, 2024

Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan

Date Issued: January 2, 2024, Connecticut Department of Transportation (CTDOT)

INTRODUCTION

Public Act 23-116 ("Act") authorizes municipalities to use automated traffic enforcement safety devices (ATESDs) at locations within school zones, pedestrian safety zones, and other locations in such municipality pursuant to (1) an ordinance adopted by the municipality in accordance with the Act's requirements and (2) a plan approved every three years by CTDOT. The Act defines an "automated traffic enforcement safety device" as a device designed to detect and collect evidence of alleged violations of the ordinance by recording images that capture the license plate, date, time, and location of a vehicle that (1) exceeds the posted speed limit by 10 or more miles per hour or (2) runs a red light.

The Act further requires CTDOT to develop, and revise as necessary, two sets of guidance for municipalities developing ATESD plans and seeking CTDOT approval. The first set of guidance covers initial ATESD plan development and submission and the criteria CTDOT will use when evaluating plans submitted for approval. The Act requires this guidance be consistent with the goals of (1) installing ATESDs in locations where they are likely to improve traffic safety and (2) ensuring that the ATESD distribution throughout the municipality is equitable. (Under the bill, "equitable" means intended to ensure that patterns of discrimination and disparities of race, ethnicity, and socioeconomic status, whether intentional or unintentional, are not reinforced or perpetuated and prevent the emergence and persistence of foreseeable future patterns of discrimination or disparities of race, ethnicity, and socioeconomic status.)

The second set of guidance, which will be issued by CTDOT by January 1, 2026, must instruct municipalities on evaluating ATESD effectiveness and submitting subsequent plans for approval.

Note: ATESDs cannot be installed until the municipality's ATESD plan has been approved by CTDOT's Office of the State Traffic Administration (OSTA) and the municipality has met all other requirements of the Act.

PURPOSE

As required by Section 16 of Public Act 23-116, this guidance addresses ATESD plan development and submission and the criteria CTDOT will use when evaluating ATESD plans for approval. The guidance also restates other requirements of the Act which relate to CTDOT. The Public Act summary, which includes all of the Act's requirements for municipal use of ATESDs, is available here. This guidance provides information on the following:

- The factors a municipality must consider when selecting potential ATESD locations.
- Documentation municipalities must submit to CTDOT to demonstrate that the selected locations will improve safety.
- Limitations on the placement of ATESDs in economically disadvantaged communities.
- The process for municipalities to submit the ATESD plan to CTDOT.
- The OSTA's review and approval process for the ATESD plan, including the criteria to be used by the OSTA when evaluating the plan for approval.
- Duration of the ATESD plan approval.
- Reporting requirements, as required by the Act.
- A model privacy policy and protocol, as required under the Act, regarding the privacy, security, collection, and destruction of personally identifiable information and other data gathered from ATESDs.
- The process by which municipalities should notify the persons, firms, or corporations designated by CTDOT that operate a mobile application that is used for navigation purposes or real-time information on motor vehicle traffic regarding an active ATESD.

I. LOCATION SELECTION AND JUSTIFICATION

CTDOT recommends the Automobile Association of America's "Automated Enforcement Program Checklist" to assist municipalities in following best practices when developing a plan to install and use ATESDs.

1.1. FACTORS TO BE CONSIDERED BY THE MUNCIPALITY

A municipal plan proposing the use of ATESDs must identify the proposed location(s) of such devices. When selecting a location for an ATESD, the municipality must, at a minimum, consider the factors below, which are enumerated in Section 16 of Public Act 23-116. When preparing the written justification explaining how and why an ATESD was selected for installation at each location the municipality should document how these factors were considered:

- The history of traffic crashes caused by speeding or failing to obey a traffic control sign or signal at the location and the history of traffic crashes that resulted in a person's

death or serious injury at the location. CTDOT recommends that municipalities use data from the CT Red Light Intersection Evaluation Tool (CT-REDV) and/or review three years of crash data from the Connecticut Crash Data Repository.

- The average daily traffic (ADT) at the location. Resources for ADT data include Traffic Monitoring Station Viewer and machine counts taken by the municipality. The CT Training and Technical Assistance Center at UCONN has manual traffic counters available for loan to municipalities.
- The history of traffic stops conducted in the municipality and reported to the Office of Policy and Management under the Alvin W. Penn Racial Profiling Prohibition Act (CGS Sections 54-1l and 54-1m).
- The municipality's poverty rate and the percent of occupied housing units with vehicles, as determined by the five-year estimates of the U.S. Census Bureau's most recent American Community Survey.
- The location's roadway geometry.

1.2. REQUIREMENTS FOR ALL LOCATIONS

The municipality must include the following in the ATESD plan submitted to the OSTA for **all** potential ATESD locations:

- **A written justification, with supporting documentation, explaining how and why an ATESD was selected for installation at each location.**

- **A scaled roadway plan or an aerial image showing the location for the ATESD at a traffic control signal, School Zone, Pedestrian Safety Zone, or other location(s).** The plan or aerial image must also show the proposed location of the required two conspicuous signs to be installed on every approach at a reasonable distance in advance of the ATESD. See Attachment A for the details regarding the required signs. **Such required conspicuous signs are only permitted to be installed at locations where the ATESD is currently operational.**

NOTE: A single ATESD location may consist of multiple devices on multiple approaches to properly capture images of license plates at that location.

1.3. REQUIREMENTS BY LOCATION TYPE

1.3.1. Traffic Control Signals

1. If a municipality intends to install an ATESD at a traffic control signal, the submitted ATESD plan must include a **traffic signal control plan showing the roadway geometry, phasing/sequence, and timing for an ATESD at a traffic control signal(s).**

    - At locations where the CTDOT owns the traffic control signal, a copy of the current plan of record can be requested via email at DOT.TrafficEngineering@ct.gov.

- At locations where the municipality owns and maintains the traffic control signal, the municipality must submit a copy of the current plan of record.

2. The following conditions must be met for the OSTA to approve an ATESD at a traffic control signal:

   - There are at least two crashes, over a three-year period, where an operator failed to stop at a red traffic signal indication. Municipalities are encouraged to use the CT Red Light Intersection Evaluation Tool (CT-REDV) which displays the number and location of red-light running crashes.

     - The location selected for an ATESD must appear on the list of intersections from the CT-REDV tool. In cases where there are numerous intersections involving operators running a red light, municipalities are encouraged to select intersection(s) where other countermeasures have already been implemented but have not been effective. The countermeasures include but are not limited to: increasing size of the signal indications from 8 inches to 12 inches, use of LED lamps, use of signal backplates with retroreflective borders, trimming of vegetation that obstruct the view of the signals, coordination with adjacent traffic signals.

     - Traffic control signals that were recently upgraded within the last 12 months or scheduled to be upgraded within the next 12 months may not be good candidates for an ATESD since the crash history associated with the location may not reflect current conditions.

   - The traffic control signal plan of record for the location has been approved by the OSTA.

   - For municipally owned traffic signals, the traffic signal change intervals (e.g. yellow/red/pedestrian clearance timings) **must have already been optimized** in accordance with Chapter 6 in CTDOT's Traffic Control Signal Design Manual. (Note: State-owned traffic signals have already been optimized).

   - The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered and how selected intersections were prioritized in cases where there are numerous intersections involving red-light running crashes.

1.3.2. School Zones

The following conditions must be met for the OSTA to approve an ATESD in a **school zone**:

- The location meets the definition of a school zone pursuant to CGS 14-212b.
- The school zone has been approved by the appropriate statutory authority – either the OSTA or the Local Traffic Authority.
- The school zone signage is consistent with Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).
- The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered. Additional information, if available, may include recommendations from a Road Safety Assessment (RSA), findings from a speed study, and how other speed reduction measures are not feasible or have not been effective.

1.3.3. Pedestrian Safety Zones

The following conditions must be met for the OSTA to approve an ATESD in a **pedestrian safety zone:**

- The location(s) meets the definition of a pedestrian safety zone pursuant to CGS 14-307a;
- The Pedestrian Safety Zone has been approved or established as such by the appropriate statutory authority – either the OSTA or the Local Traffic Authority.
- The Pedestrian Safety Zone signage is consistent with the MUTCD.
- The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered. Additional information, if available, may include recommendations from an RSA, findings from a speed study, and how other speed reduction measures are not feasible or have not been effective.

1.3.4. Other Locations

The following conditions must be met for the OSTA to approve an ATESD in **other location(s):**

- Other locations include, but are not limited to, roadways adjacent to central business districts, community centers, public parks, and hospitals. The length of the segment of roadway for location type should not exceed 0.50 miles.

- The location or roadway segment has a history of speed related crashes or speeding violations.

- The written justification required in Section 1.2 demonstrates that an ATESD will improve safety at that location. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered. Additional information, if available, may include recommendations from an RSA, findings from a speed study, and how other speed reduction measures are not feasible or have not been effective.

1.4. LIMITATIONS ON THE PLACEMENT OF ATESDS IN OR ADJACENT TO ECONOMICALLY DISADVANTAGED COMMUNITIES

- To ensure that the ATESD distribution throughout a municipality is equitable as defined in Public Act 23-116, **CTDOT will not approve more than two ATESD locations within a Qualified Census Tract (QCT)** as designated by the United States Department of Housing and Urban Development. Additionally**, CTDOT will not approve more than one ATESD location within a QCT that is a quarter of a square mile or less in size**. Click here for a map showing the QCTs in CT.

- For the purposes of this section, if a proposed ATESD location is on a road that is a border of two or more QCTs, a municipality may choose one of the QCTs with which to associate the ATESD location. If a proposed ATESD location is on a road that is a border of one or more QCTs and a census tract that is not designated as a QCT, the municipality must choose to associate the location with one of the QCTs.

- The ATESD plan of any municipality that borders a neighboring municipality in which more than 55% of the census tracts are QCTs will be evaluated by CTDOT to ensure that the proposed ATESD locations are not overconcentrated at or near the border of the neighboring municipality. If the ATESD locations are only proposed near the border with the neighboring municipality, it's likely that the ATESD plan will be rejected. Note: As of

January 1, 2024, municipalities where more than 55% of the census tracts are QCTs are Bridgeport, Hartford, New Britain, New Haven, New London, and Windham.

- CTDOT may reject any proposed ATESD locations if it determines that the overall distribution of ATESDs throughout the municipality violates the principles of equity described in Public Act 23-116.

NOTE: A single ATESD location may consist of multiple devices on multiple approaches to properly capture images of license plates at that location.

II. ADDITIONAL REQUIREMENTS

As part of its ATESD plan, a municipality must also include:

1. A copy of the ordinance adopted by the municipality authorizing the use of ATESDs as required by Section 11 of Public Act 23-116.

2. A copy of the notice of the public hearing conducted on the municipality's ATESD plan as required by Section 17(a)(1) of Public Act 23-116.

3. A copy of minutes of the meeting at which the municipality's legislative body or board of selectman voted to approve the ATESD plan as required by Section 17 of Public Act 23-116.

4. A copy of the municipality's Comprehensive Safety Action Plan (CSAP), required by subsection (e) of Section 11 of Public Act 23-116. Per the Act, the plan must "ensure that the streets located in the municipality safely and conveniently serve road users of all ages and abilities, including pedestrians, transit users, bicyclists, persons using wheelchairs or other assistive device and motor vehicle operators." CTDOT will also accept the following as a CSAP, provided it satisfies the requirements of the Act as quoted above:

    a. The section in the Regional Transportation Safety Plan, which was prepared for all nine Council of Governments, that is specific to the municipality.

    b. A municipality's Vision Zero Action Plan.

III. SUBMISSION AND APPROVAL

3.1. SUBMISSON

All ATESD plans (original or revised) must be submitted electronically by the municipality to CTDOT's Office of the State Traffic Administration (OSTA) via email at DOT.OSTA@ct.gov. The OSTA will send an email confirmation acknowledging receipt of the ATESD plan.

3.2. REVIEW AND APPROVAL PROCESS

- *Step 1:*

  The OSTA will determine if the submitted ATESD plan contains the required elements as described in Sections I & II of this guidance. If the submitted ATESD plan is determined to be incomplete, the OSTA will notify the municipality, in writing, what elements are missing or incomplete and what needs to be submitted.

  Note: The statutory 60-day review period does not start until the OSTA confirms, in writing, that the ATESD plan contains all the required elements.

- *Step 2:*

  Once it is determined that the ATESD plan is complete, the OSTA has 60 days to determine (1) if the ATESD plan is likely to improve traffic safety at the proposed location(s) and (2) if the ATESD distribution throughout the municipality is equitable. The OSTA will either approve or reject the ATESD plan in whole or in part. If the ATESD plan is rejected in whole or in part, the OSTA will provide a written explanation of its reasoning, as well as guidance for revising the ATESD plan for resubmission.

IV: DURATION OF THE ATESD PLAN APPROVAL

The municipality's initial ATESD plan is valid for three years after the first device becomes operational. Subsequent ATESD plans are valid for three years from the date of CTDOT approval. Municipalities may submit a modification to the ATESD plan to propose the use of ATESDs at additional locations, provided that the ATESD plan has not expired. It is not necessary for a municipality to submit a modification proposal to terminate the use of an ATESD at a particular location. All modifications to the ATESD plan must follow the same submittal, review, and approval processes as the initial ATESD plan. Approval of any modifications to the ATESD plan expires on the same date the approved ATESD plan expires.

V: REPORTING

5.1 INITIAL REPORT

Not later than 18 months after an ATESD becomes operational, the municipality must submit a report to CTDOT via email at DOT.OSTA@ct.gov and to the joint standing committee of the General Assembly having cognizance of matters related to transportation. The report must include, but need not be limited to, the following elements which are outlined in Section 13 of Public Act 23-116:

1. The number of violations of CGS 14-218a, CGS 14-219, and CGS 14-299(b)(3) that occurred at the locations where such automated traffic safety devices were installed at least 1 year prior to the use of such devices;
2. The number of violations where a motor vehicle exceeded the posted speed limit by ten or more miles per hour that were captured at such locations by an ATESD.
3. The number of violations where a motor vehicle failed to comply with CGS 14-299(b)(3) when facing a steady red signal on a traffic control signal that were captured at such locations by an ATESD.
4. If available, the number and type of related traffic violations and crashes that occurred at each location where an ATESD was installed at least 1 year prior to such installation and during the use of an ATESD.
5. The number of violations of CGS 14-218a, CGS 14-219, and CGS 14-299(b)(3) and related traffic violations and crashes that occurred at locations where an ATESD was used and at similar locations where an ATESD was not used. A similar location is defined as having approximately the same conditions (e.g. traffic control device, functional classificational, number of lanes, speed limit, traffic volumes, etc.).
6. A description of situations where recorded images could not be used or were not used.
7. The number of leased or rented motor vehicles, out-of-state motor vehicles or other vehicles, including trucks, where enforcement efforts were unsuccessful.
8. The amount of revenue from the fines and associated fees retained by the municipality, including the percentage of fines collected from residents and the percentage of fines collected from non-residents.
9. The cost to the municipality to use an ATESD.

5.2 SUBSEQUENT ANNUAL REPORTS

No later than one year after the municipality submits its initial report after the ATESD becomes operational, and every year thereafter until the ATESD is no longer operational in the municipality, the municipality must submit a report to CTDOT via email at DOT.OSTA@ct.gov and joint standing committee of the CT General Assembly having cognizance of matters related to

transportation. At a minimum, the report must include the following elements which are outlined in Section 13(b) of Public Act 23-116:

1. The number of motor vehicles that were subject to one citation, two citations, three citations or four or more citations.
2. In the case of an ATESD that records images of motor vehicles failing to comply with the provisions of subdivision (3) of subsection (b) of Section 14-299 of the CGS when facing a steady red signal on a traffic control signal, the number of citations at each location that were issued to motor vehicles making a right turn, to motor vehicles proceeding through the intersection and to motor vehicles making a left turn.
3. A list of engineering and educational measures undertaken by the municipality to improve safety in locations when an ATESD is operational.
4. Data regarding how many citations were issued, how many hearings were requested and the results of any such hearings.

5.3 COMPLIANCE WITH REPORTING REQUIREMENTS

If a municipality fails to report data on any ATESD location as required by Public Act 23-116, the OSTA will decline to re-authorize such ATESD location once the initial plan has expired.

VI: MODEL PRIVACY POLICY AND PROTOCOL

Pursuant to Public Act 23-116, municipalities that adopt an ordinance authorizing the use of ATESDs, must also adopt a written privacy policy that meets or exceeds the standards of CTDOT's model privacy policy and protocol, as written below:

Personally identifiable information about a person who is alleged, through the aid of an ATESD, to have committed a traffic violation, is protected information, with exceptions noted below. While information and data gathered from ATESDs is subject to disclosure under Connecticut's Freedom of Information Act, no personally identifiable information may be disclosed.

Personally identifiable information ("PII") as defined under section 10 of PA 23-116 includes, but is not limited to, the motor vehicle owner's address, telephone number, license plate numbers, photograph, bank account information, credit card number, debit card number, or the date, time, location, or direction of travel on a highway. No such PII is permitted to be disclosed, stored, or retained by a municipality or an ATESD vendor unless the disclosure is made in connection with, or retention is necessary for, the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted according to the requirements of section 11 of the Act.

Violation data and images should be electronically encrypted at the time of their capture to prevent unauthorized access or tampering. All violation evidence, whether PII or not, should be securely stored and managed according to standard rules and requirements for the security and preservation of legal evidence. Only authorized and trained program staff should have access to

the data. Sensitive personal information such as social security numbers should not be used or linked with names and should never be printed on violation notices mailed to recipients. Furthermore, any identifying data for non-infracting vehicles, such as license plate information, should not be stored.

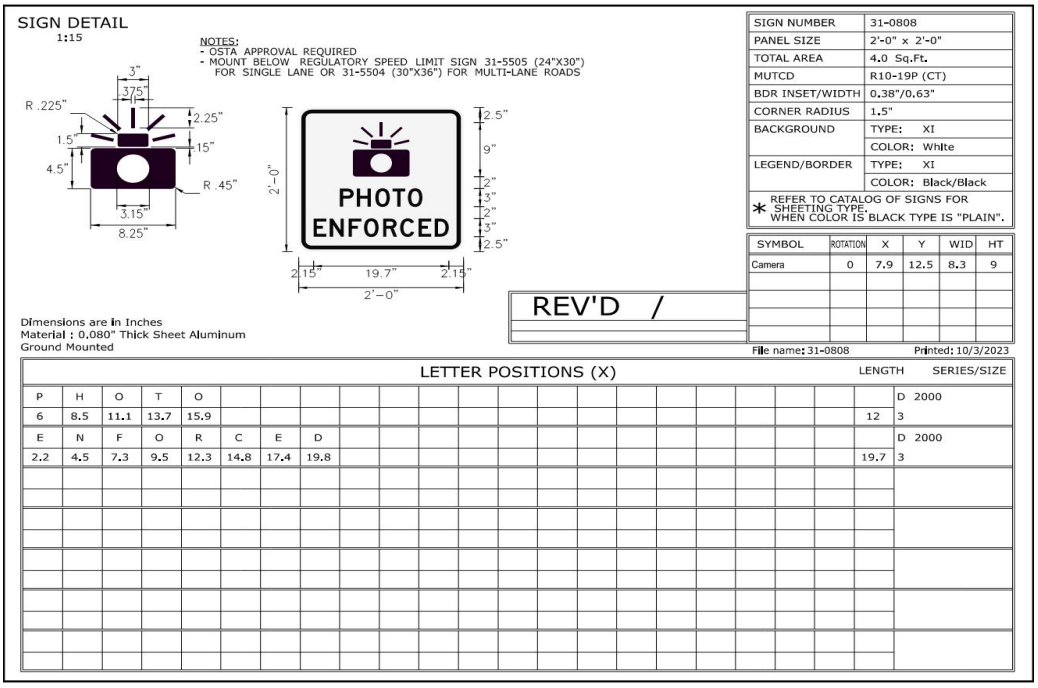
Within 30 days after any fine is collected or there has been a resolution of a hearing conducted for the alleged traffic violation, whichever is later, the municipality or vendor must destroy PII and all other data that specifically identifies a motor vehicle and relates to a violation of the municipal ordinance adopted pursuant to section 11 of the Act.

VII: NOTIFICATION TO OPERATORS OF NAVIGATION APPLICATIONS

Pursuant to Subsection (f) of Section 11 of Public Act 23-116, prior to the in-service operation of an ATESD, the municipality shall provide notification of such location to persons, firms or corporations that operate a mobile application that is used for navigation purposes or to provide real-time information on motor vehicle traffic. Such notification shall include appropriate detail as to the nature and hours of operation of the enforcement device, and how the municipality will support such location-based applications through baseline mapping platforms. CTDOT will designate which such persons, firms or corporations shall be notified and provide technical guidance to such municipalities regarding how to provide such notification. This list of persons, firms, or corporations is subject to change throughout the duration of the approval and, upon request from CTDOT, the municipality shall furnish the applicable information on in-service devices to the newly designated persons, firms, or corporations in a timely manner, not to exceed 30 days from the date the municipality receives notice of such change. The municipality shall provide a copy of such notification to CTDOT pursuant to Section II of this guidance.

Attachment A
(Required Signage)

Sign detail options for “Photo Enforced“ to be installed *below a <u>speed limit sign</u>*



SIGN NUMBER	31-0808
PANEL SIZE	2'-0" x 2'-0"
TOTAL AREA	4.0 Sq.Ft.
MUTCD	R10-19P (CT)
BDR INSET/WIDTH	0.38"/0.63"
CORNER RADIUS	1.5"
BACKGROUND	TYPE: XI
	COLOR: White
LEGEND/BORDER	TYPE: XI
	COLOR: Black/Black

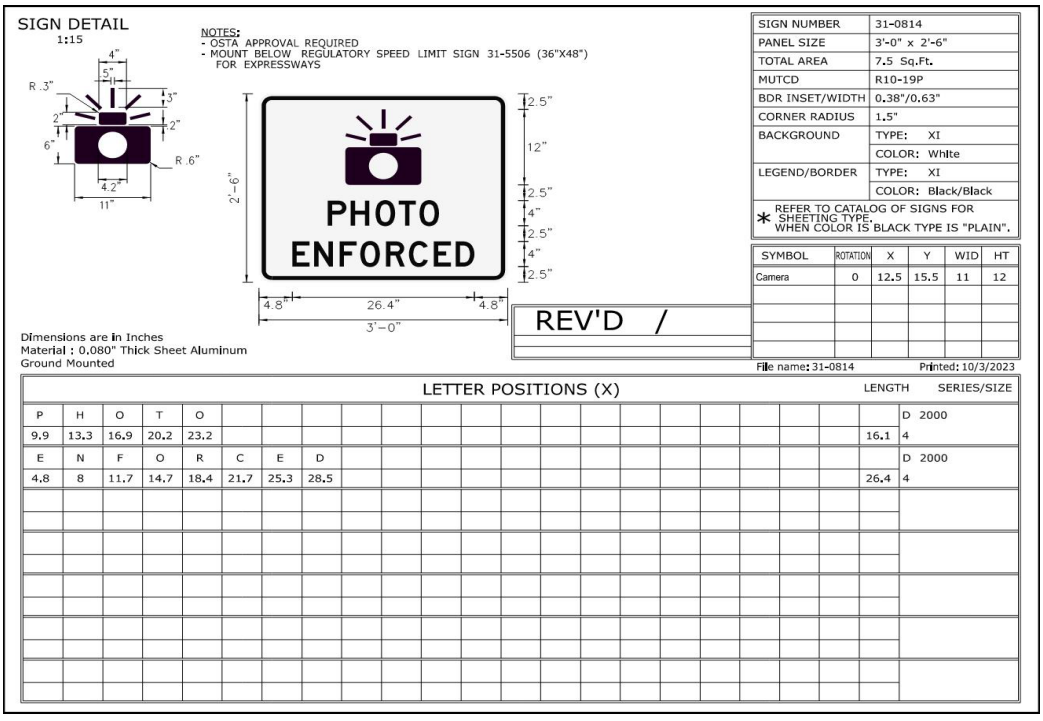
* REFER TO CATALOG OF SIGNS FOR SHEETING TYPE. WHEN COLOR IS BLACK TYPE IS "PLAIN".

SYMBOL	ROTATION	X	Y	WID	HT
Camera	0	7.9	12.5	8.3	9

File name: 31-0808 Printed: 10/3/2023

LETTER POSITIONS (X)

P	H	O	T	O																LENGTH	SERIES/SIZE
6	8.5	11.1	13.7	15.9																12	D 2000 3
E	N	F	O	R	C	E	D														
2.2	4.5	7.3	9.5	12.3	14.8	17.4	19.8													19.7	D 2000 3



SIGN NUMBER	31-0814
PANEL SIZE	3'-0" x 2'-6"
TOTAL AREA	7.5 Sq.Ft.
MUTCD	R10-19P
BDR INSET/WIDTH	0.38"/0.63"
CORNER RADIUS	1.5"
BACKGROUND	TYPE: XI
	COLOR: White
LEGEND/BORDER	TYPE: XI
	COLOR: Black/Black

* REFER TO CATALOG OF SIGNS FOR SHEETING TYPE. WHEN COLOR IS BLACK TYPE IS "PLAIN".

SYMBOL	ROTATION	X	Y	WID	HT
Camera	0	12.5	15.5	11	12

File name: 31-0814 Printed: 10/3/2023

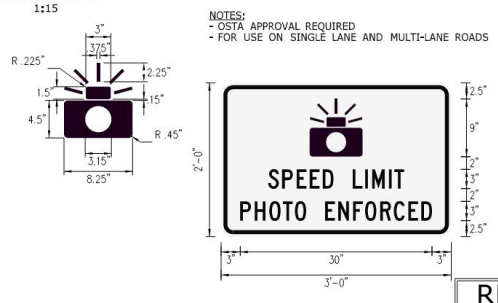
LETTER POSITIONS (X)

P	H	O	T	O																LENGTH	SERIES/SIZE
9.9	13.3	16.9	20.2	23.2																16.1	D 2000 4
E	N	F	O	R	C	E	D														
4.8	8	11.7	14.7	18.4	21.7	25.3	28.5													26.4	D 2000 4

Sign detail options for “Speed Limit –Photo Enforced” *<u>stand alone sign</u>*

SIGN DETAIL

1:15



SIGN NUMBER	31-0813
PANEL SIZE	3'-0" x 2'-0"
TOTAL AREA	6.0 Sq.Ft.
MUTCD	R10-18
BDR INSET/WIDTH	0.38"/0.63"
CORNER RADIUS	1.5"
BACKGROUND	TYPE: XI
	COLOR: White
LEGEND/BORDER	TYPE: XI
	COLOR: Black/Black
* REFER TO CATALOG OF SIGNS FOR SHEETING TYPE. WHEN COLOR IS BLACK TYPE IS "PLAIN".	

SYMBOL	ROTATION	X	Y	WID	HT
Camera	0	13.9	12.5	8.3	9

REV'D /

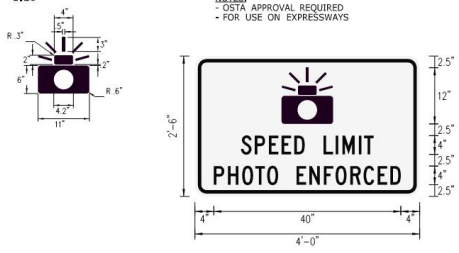
Dimensions are in Inches
Material : 0.080" Thick Sheet Aluminum
Ground Mounted

File name: 31-0813 Printed: 10/3/2023

LETTER POSITIONS (X)																					LENGTH	SERIES/SIZE
S	P	E	E	D		L	I	M	I	T												C 2000
7.4	9.6	11.8	13.9	15.9	17.6	20.6	22.5	23.6	26.3	27.1											21.3	3
P	H	O	T	O		E	N	F	O	R	C	E	D									C 2000
3	5.3	7.5	9.7	11.6	13.3	16.3	18.3	20.6	22.5	24.9	27	29.3	31.3								30	3

SIGN DETAIL

1:20



SIGN NUMBER	31-0820
PANEL SIZE	4'-0" x 2'-6"
TOTAL AREA	10.0 Sq.Ft.
MUTCD	R10-18
BDR INSET/WIDTH	0.63"/0.75"
CORNER RADIUS	1.88"
BACKGROUND	TYPE: XI
	COLOR: White
LEGEND/BORDER	TYPE: XI
	COLOR: Black/Black
* REFER TO CATALOG OF SIGNS FOR SHEETING TYPE. WHEN COLOR IS BLACK TYPE IS "PLAIN".	

SYMBOL	ROTATION	X	Y	WID	HT
Camera	0	18.5	15.5	11	12

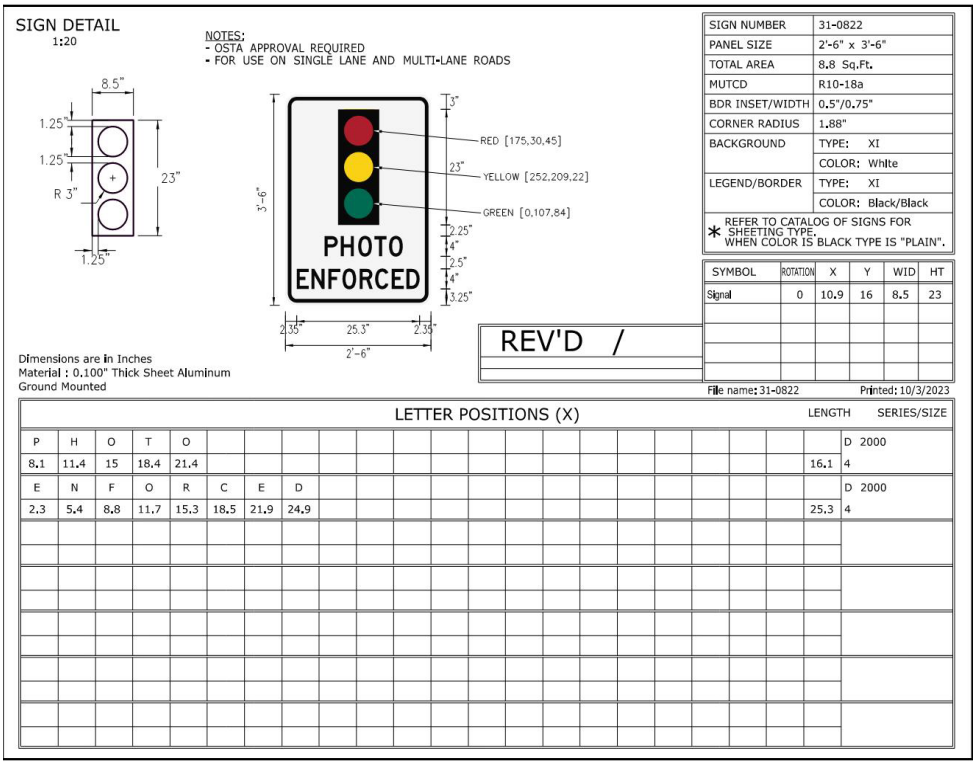
REV'D /

Dimensions are in Inches
Material : 0.100" Thick Sheet Aluminum
Ground Mounted

File name: 31-0820 Printed: 10/3/2023

LETTER POSITIONS (X)																					LENGTH	SERIES/SIZE
S	P	E	E	D		L	I	M	I	T												C 2000
9.9	12.8	15.8	18.5	21.3	23.5	27.5	30.1	31.5	35.1	36.2											28.4	4
P	H	O	T	O		E	N	F	O	R	C	E	D									C 2000
4	7.1	10.1	12.9	15.4	17.8	21.7	24.5	27.6	30.1	33.2	36.1	39.1	41.8								40	4

Sign detail options for “Photo Enforced“ to be installed at a traffic control signal



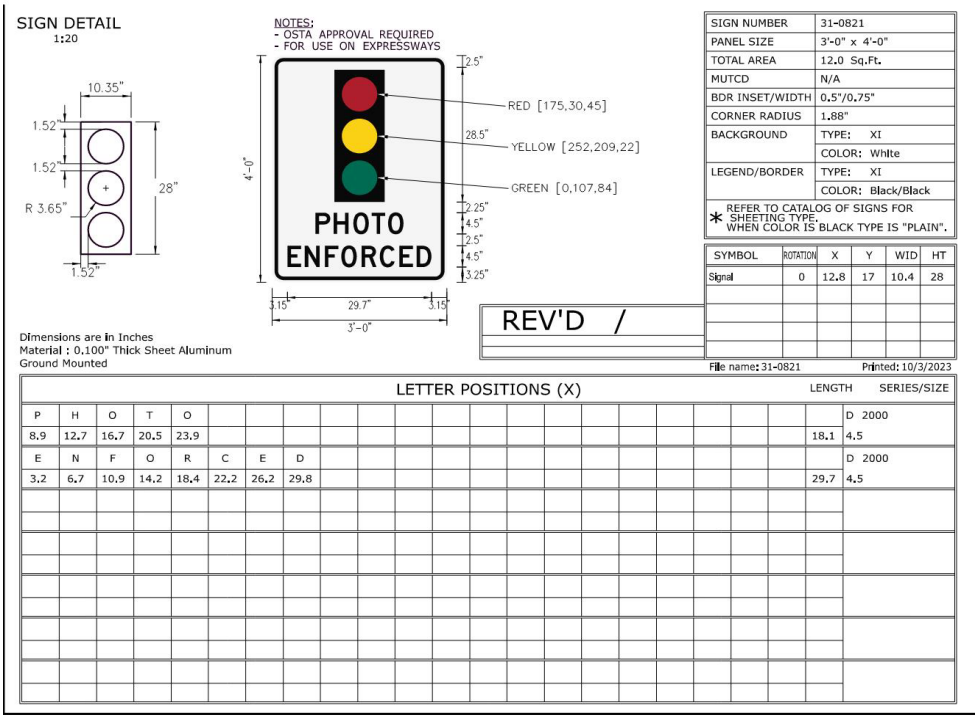


EXHIBIT E

CTDOT: Conditions for CTDOT to approve an Automated Traffic Enforcement Safety Device (ATESD) system to physically interface into a traffic control signal system

The following conditions must be met for CTDOT to approve an Automated Traffic Enforcement Safety Device (ATESD) system to **physically** interface into a traffic control signal system. (A traffic control signal system includes but is not limited to traffic signal cabinet, controller, detection, and conduit systems)

1) ATESD systems shall minimize its impact on traffic control signal system operations and maintenance to the maximum extent of the system, as determined by CTDOT.
2) All components for the ATESD system shall be supplied by the applicant or their contractor.
3) ATESD systems shall be mounted on poles for specific use with the ATESD and include either pole-mounted or ground-mounted cabinets; only items required for a direct communication connection to CTDOT equipment shall be allowed at CTDOT-owned traffic control signal cabinets.
4) All ATESD systems cabling shall be rated to be installed in traffic control signal system conduits carrying signal and power cables with up to 600V.
5) A separate auxiliary box will be installed on the side of the signal cabinet which will provide the ATESD system a controller interface. The auxiliary box will meet CTDOT specifications calling for NEMA 3R Auxiliary Equipment Cabinets (AEC) with the following dimensions: 14"Hx11"Wx11"D.
6) ATESD system components and cables shall be clearly labeled in all junction boxes, handholes, and cabinets.
7) ATESD systems shall interface with the controller on a Synchronous Data Link Control (SDLC) or National Transportation Communications for Intelligent Transportation Systems (ITS) Protocol (NTCIP) level.
8) All work completed within a CTDOT signal cabinet shall be performed or overseen by certified E2 electricians licensed by the State of Connecticut and with previous signal installation experience.
9) The ATESD system manufacturer vendor/representative shall provide a bench test demonstration to CTDOT Traffic Signal Lab personnel upon CTDOT's request. This demonstration shall show all functions of the ATESD system, mounting, equipment, and all CTDOT system interface connections as installed in the field.
10) The Department of Transportation should be provided with 7 days notice prior to relocating the ATESD equipment from, or to a state owned traffic signal as long as all previously stated equipment is installed prior to the relocation.
11) The Department of Transportation reserves the right to disconnect any ATESD equipment during the course of standard maintenance.

TOWN COUNCIL AGENDA ITEM
Minutes for Approval

DATE: September 2, 2025

DEPARTMENT: Town Clerk

REQUESTED BY: Susan Schroeder, Town Clerk

ITEM: Minutes for Approval

ITEM DESCRIPTION:
Approval of 08-18-2025 Regular Meeting Minutes.

TOWN BID/RFP#: **STATE CONTRACT #:**

BID/RFP DATE: **TERM:**

RENEWALS: **TERMS OF RENEWAL:**

COST: **BUDGET SOURCE/AMOUNT:**

JUSTIFICATION:

IMPACT IF NOT APPROVED:

DEPARTMENT HEAD COMMENTS:

TOWN MANAGER COMMENTS:

ACTION REQUIRED:
Motion to approve Town Council Regular Meeting Minutes dated August 18, 2025.

ATTACHMENTS:
2025-08-18 Minutes (unapproved).pdf

Unapproved
WETHERSFIELD TOWN COUNCIL
REGULAR MEETING MINUTES

The Wethersfield Town Council held a Regular Meeting on August 18, 2025 at 7:00 p.m. from the Council Chambers of the Town Hall, 505 Silas Deane Highway, Wethersfield, Connecticut.

Mayor Lesser called the Meeting to order.

A) Pledge of Allegiance led by Councilor Zambrello.

B) Recording of Attendance by Town Clerk

PRESENT: Rich Bailey, Shelley Carbone, Miki Duric, Brianna Timbro, Emily Zambrello, Matthew Forrest (remote via Teams), and Ken Lesser

Jane Roets arrived late at 7:29 p.m.

ABSENT: Cindy Clancy

ALSO PRESENT: Frederick Presley, Town Manager, Susan I. Schroeder, Town Clerk, David Elder, Town Planner, Derrick Gregor, Town Engineer.

Presentations

2021-2024 Complete Streets Report

Mr. Elder and Mr. Gregor presented their report. This Annual Report is required by the Complete Streets Policy. [see attached Presentation]

Mayor Lesser thanked Mr. Elder, Mr. Gregor and Ms. Ragonese for their work on these projects, and noted that such work improves the quality of life for all in Wethersfield.

C) Hearings - NONE

D) Public Comment

Mr. Presley announced that the YouTube Livestream of the meeting was not working, but the meeting could be viewed through the town website Granicus Livestream video.

Johnnie Moore-Dotson, 7 Springdale Road was called to speak. She recognized the positive things that the Council has done around town, including street work, maintenance of playgrounds and athletic fields, support to the library, the explanatory letter in the tax bills, and the opening of more than 40 businesses in town. She also noted how the Council supports the schools and worked with the legislature to obtain the 73% reimbursement rate for the schools project.

Tim Garcia, Sherburne Road was called to speak. He is concerned with the upcoming referendum and the impact on taxes. Further, that another one will follow again in two years. He stated the town's information

page says that all necessary school safety concerns could be remedied for 1/6 of the proposed project cost. He questioned why the referendum is being held in September instead of November.
Crystal Cocola, 62 Kimberly Lane was called to speak. She spoke in favor of the referendum. Strong schools and infrastructure lift all of us. Many speak in favor of this, but it seems that no one wants to pay for it. She stated that if we don't take action now, it will cost more in the future. It is a smart investment and will make things safer for our children.

Robert Young, 20 Coppermill Road was called to speak. He stated that the costs of the referendum will slowly go on for the next 28 years, and this is a lot to tack on to the citizens along with the other costs that we pay for town operations. This will impact our large taxpayers, not just homeowners, and there will be a resultant trickle-down effect to everybody as businesses have to recoup those increases.

Mindy Gold, 405 Ridge Road was called to speak. She was excited about the referendum ahead. The question isn't whether we spend money, but it's how we spend it wisely. Supporting a healthy community is a good investment. She read a letter written by Ben Baldwin, 225 Highcrest Road, in favor of the referendum. His focus was the positive impacts of improved environmental conditions on student performance.

Bob Woodward, 456 Middletown Avenue was called to speak. He stated the referendum date could still be changed to November. If not, he'd like the Board of Ed (BOE) to foot the $20K bill for the referendum. He referenced the growing gap between those that can afford to live here and those that can't, and hopes that both the BOE and the town will cut their budgets to accommodate the residents.

Sally Keating, 109 Church Street was called to speak. She disagrees with those who claim the town hasn't been transparent, and states that Council meetings are streamed live and videotaped for viewing at your convenience, and all Advisory School Building Committee minutes are posted and available. We have been talking about fixes to the schools since 2017. Articles have been in the Rare Reminder, which goes to each household. She reviewed all of the physical problems existing at the elementary schools.

Scott Wands, 4 Avalon Place was called to speak. He mentioned that he has been having conversations with many residents supportive of the referendum. He shared a representative letter from resident Lisa Evans, 147 Dudley Road. Her children are at ages that won't benefit from the school referendum project, but she knows that it is necessary and is urging residents to vote yes.

Diane Fournier, 103 Whippoorwill Way was called to speak. She learned about the school referendum project recently, and began to review all of the documentation from past meetings. She pointed out the costs to taxpayers over time, and said phase 2 is not mentioned on the website. She feels that no matter how much we get from the state, it is not affordable. Until we find a middle ground that works for all, she will vote no.

E) Council Reports

Councilor Zambrello provided a quick update on the Advisory School Building Committee (ASBC). The Webb application was discussed, and funding has been preapproved, pending a successful referendum. The SDMS chiller equipment has been ordered and the portion of the roof where it will be placed has been approved. The explanatory text for the schools referendum is available online now, and will be arriving any day in mail boxes.

Unapproved
WETHERSFIELD TOWN COUNCIL
REGULAR MEETING MINUTES

Mayor Lesser attended the meeting for the Traveling Tribute Wall, which will be here September 10-14. It's a wonderful tribute to our veterans. There will be a ceremony conducted on September 11.

Councilor Bailey requested removing Item J.6 from Consent Agenda for discussion.

F) Council Comments

Councilor Roets reminded everyone that, as school approaches, there are still many fun activities in town. Hamlet was outstanding free theater recently outdoors at the Keeney. This coming weekend is Porchfest and she encourages people to attend this wonderful event for the community.

Councilor Carbone noted that National Night Out was a great event at the Pitkin Center. It is great when the police, other first responders and the public get together and see each other as people. Back-packs and supplies are available from Youth Services for anyone in need.

Mayor Lesser echoed Councilor Carbone's comments re National Night Out. Porchfest runs from 9-5 on Saturday, we typically get close to 5,000 people. Yesterday was the Hartford Foundation Marathon held in Wethersfield, with over 1,100 runners. September 6 is the Chamber of Commerce Cornfest at the Cove.

G) Town Manager's Report

Mr. Presley attended the Capitol Workforce Partners Summer Youth Employment Program graduation. Five students were placed within the town for internships. Students spoke at the ceremony, and it was great to hear how much they got out of the program. He thanked those from Social & Youth Services for all the work they put in to make this program a success. The upcoming referendum explanatory text is available on the town website, and will be mailed to all households in town, over 11K mailers. It must be out by the deadline of August 25. In addition, posters will be printed and posted in many of our public spaces.

Mayor Lesser added his appreciation for the Old Wethersfield Shopkeepers Association for putting on PorchFest.

H) Town Clerk Communications

Ms. Schroeder reported that pproximately 1,800 dog licenses have been issued since June 1. The Mayor and Council pictures Special Project in this Chamber has been completed. Absentee ballots for the Sept. 16 Referendum will be available beginning August 28th. We have already been accepting applications for these absentee ballots.

I) Bids

I.1) Town Investment Grade Audit Agreement

Unapproved
WETHERSFIELD TOWN COUNCIL
REGULAR MEETING MINUTES

Mr. Presley stated that the selection of this group was already approved by this Council. Once the audit has been completed, we will learn what projects can both save energy and upgrade our systems. They guarantee that the money needed to fund the projects will be paid off in generated savings.

Councilor Carbone asked if the audit encompasses the schools, and if it does, should we wait until after the referendum to do this.

Mr. Presley said they will begin with the town buildings first. They can do the High School and SDMS and hold off on the other schools until after the referendum. It could drop the cost if we are not going to include some of the schools; this is based on square footage. He clarified that if we choose not to move forward on any of the recommended projects, we are locked in to the $50K cost of the audit. If we do move forward, the $50K audit cost gets rolled into the return on the first project.

Emily Zambrello motioned: **"TO AUTHORIZE THE TOWN MANAGER TO FINALIZE AND SIGN AN INVESTMENT GRADE AUDIT AGREEMENT WITH ENERGY SYSTEMS GROUP, LLC."** seconded by Miki Duric.

Vote: All Councilors present, including the Chairperson voted. The motion passed 8-0-0.

J) Consent Agenda

J.1) Resignations from Boards & Commissions

Motion to approve the resignation of Scott Wands from the Library Board of Directors.

J.2) Appointments to Boards & Commissions

Motion to approve the appointment of C. Zack Hyde, 10 Hubbard Place, to the Library Board of Directors for the term 8-18-25 to 6-30-26.

J.3) Amplify Grant for Youth Prevention Programs

Motion to authorize the Town Manager to apply to and accept a Local Prevention Council Grant to provide prevention programs for the students in Wethersfield in the amount of $5,342.

J.4) Trees for Communities Grant Program Funding Application

Motion to authorize the Town Manager to submit an application to the Trees for Communities Grant Program administered by Department of Energy and Environmental Protection.

J.5) Budget Reconciliation and Transfers, Fiscal Year 2024-2025

Motion to approve the Fiscal year 2024-2025 budget transfers.

J.7) Minutes for Approval

Motion to approve Town Council Regular Meeting Minutes dated July 21, 2025.

Unapproved
WETHERSFIELD TOWN COUNCIL
REGULAR MEETING MINUTES

Emily Zambrello motioned: **"TO APPROVE THE CONSENT AGENDA ITEMS J.1-J.5 AND J.7."** seconded by Jane Roets.

Vote: All Councilors present, including the Chairperson voted. The motion passed 8-0-0.

J.6) Adoption of the Contract for the Council 4 AFSCME 1303-40 (Physical Services) Union

Emily Zambrello motioned: **"TO APPROVE THE COUNCIL 4 AFSCME 1303-40 (PHYSICAL SERVICES) UNION CONTRACT EFFECTIVE JULY 1, 2025 - JUNE 30, 2028."** seconded by Miki Duric.

Councilor Bailey would like to have this tabled until the HR Director returns in 2 weeks from vacation, and he reviewed his concerns.

Mr. Presley expounded on these concerns, and offered some clarification.

Councilor Bailey again stated he was concerned about this and felt he would like to discuss this with the HR Director.

Vote: Councilor Zambrello withdrew the Motion.

Emily Zambrello motioned: **"TO TABLE THE COUNCIL 4 AFSCME 1303-40 (PHYSICAL SERVICES) UNION CONTRACT EFFECTIVE JULY 1, 2025 - JUNE 30, 2028."** seconded by Rich Bailey.

Vote: All Councilors present, including the Chairperson voted. The motion passed 8-0-0.

K) Approval of Ordinances and Resolutions - NONE

L) Unfinished Business

L.1) Capital Reserve Fund Projects

Mr. Presley reviewed all of the requests with a brief explanation of each.

Councilor Carbone has a concern regarding the parking lot in Old Wethersfield.

Mr. Presley said that the town was awarded $500K from the state to create the OW parking lot. Cooperation from involved landowners has been a bit tricky. a location has been chosen for the lot. A final design would come back to the Council for approval before moving forward.

Councilor Carbone wondered if the Tourism trolley on the list might relieve the need to do the parking lot, or vice versa.

Mr. Presley said that the OW parking problem will not be solved by any one thing. He did note that

expanding the lot behind the Keeney was an option being explored. Alleviating the Center Street issue is one of the goals.

Councilor Carbone requested an update on the pickleball courts, wondering if any of this money should be put toward that.

Mr. Presley replied that a new location has been identified. They are looking to use a traditional asphalt surface; a longer lasting surface will cost more than we have right now. We would still have about $300K left, enough to cover any overage on the pickleball courts.

Mayor Lesser echoed the desire to complete the pickleball courts. The OW parking issue demonstrates the vibrancy in Old Wethersfield. A new parking area, along with the trolley, will help to alleviate this issue. He envisioned opportunities to boost our tourism business with these features. He noted that more room is needed for the Food Bank to expand their capabilities in terms of space and storage.

Councilor Carbone asked for confirmation that any parking plan would go before Planning & Zoning and HDC. Several other related questions went to Mr. Presley for response.

Mr. Presley confirmed that a plan would go before both commissions. The majority of the lot will be a gravel surface to maintain a more natural look. It will take less than half of the community garden space. The plan does serve to separate the Fire Dept. access from the parking access. Ongoing expenses related to the trolley would become a budget line item.

Emily Zambrello motioned: **"TO APPROVE THE ALLOCATION OF ARPA FUNDS HELD IN THE CAPITAL RESERVE FUND FOR THE FOLLOWING RECOMMENDED PROJECTS: MODULAR VEHICLE BARRIER 3X SYSTEM, $38,000; FOOD BANK SUPPLIES, $29,250; COVE WAREHOUSE RENOVATIONS, $225,000; OLD WETHERSFIELD PARKING, $250,000; BASKETBALL COURT REPAIR (OLD RESERVOIR), $25,000; TENNIS COURT REPAIR (STANDISH PARK), $45,000; TOWN HALL CARPETING, $50,000; POLICE DEPARTMENT BMS CONTROLLER UPGRADES, $44,000; PHYSICAL SERVICES TRADES VAN (HVAC TECH), $40,000; MONEY TO COMPLETE TOWN ENERGY AUDIT, $50,000; TROLLEY FOR TOURISM AND CULTURE, $75,000."** seconded by Miki Duric.

Vote: All Councilors present, including the Chairperson voted. The motion passed 8-0-0.

M) New Business

M.1) Charter Revision Ballot Approval

Councilor Carbone sought confirmation that the information has been posted and is otherwise readily accessible so people can be informed. Confirmed by Mr. Presley.

Mayor Lesser reminded the Council and public that this process is required by the state every 10 years, and acknowledged all the hard work of the committee.

Unapproved
WETHERSFIELD TOWN COUNCIL
REGULAR MEETING MINUTES

Emily Zambrello motioned: **"TO PLACE THE RECOMMENDATIONS OF THE WETHERSFIELD CHARTER REVISION COMMISSION, AS APPROVED BY THE WETHERSFIELD TOWN COUNCIL, ON THE NOVEMBER 4, 2025 BALLOT. THE QUESTION SHALL READ: "SHALL THE WETHERSFIELD TOWN CHARTER BE AMENDED AS RECOMMENDED IN THE JULY 1, 2025 FINAL REPORT OF THE CHARTER REVISION COMMISSION, AS APPROVED BY THE TOWN COUNCIL? YES OR NO.""** seconded by Miki Duric.

Vote: All Councilors present, including the Chairperson voted. The motion passed 8-0-0.

N) Ordinances and Resolutions for Introduction - NONE

O) Public Comment

Kristine Kelly Lisella, 37 Belmont Street was called to speak. She wanted to know if the Fire Department had weighed in on the OW parking lot. She feels like the Keeney parking expansion is the better first option, given that it is also the Visitor Center and has restrooms. The firehouse driveway is wide and presents some potential for danger. Main Street events are great, but parking in that vicinity isn't available if the road is closed.

Tom Mazzarella, 600 Wolcott Hill Road was called to speak. He spoke on the special election for the referendum, and wished to get it on the record that he feels it should be done on the November election, saving $20K. The HS referendum did not have a special election day, and passed. He also feels that transparency on the schools project is still lacking, despite all that has been provided. The explanatory text does not mention anything about the phase 2 plans for the final 2 schools, and this is misleading. Further, there are no funds in this bond plan for making Highcrest a livable school for the 10 years it will be used as a swing school. He asked the Council to address these issues following Public Comment.

Robert Young, 20 Coppermill Road was called to speak. He stated that Mr. Mazzarella brought up good points. He agreed about the lack of transparency. He stated the Town Manager should be replaced. He also took issue with the Advisory School Building Committee and its chairperson, who is also a member of the Board of Ed. He expressed concerns about the financial challenges faced by lower-income residents. He will vote no.

P) Council Comments

Councilor Carbone wished to address the residents about changing the date of the referendum, as well as decreasing the number of polling places. Discussions were held among the Council, with the Town Manager and with Bond Counsel. A resolution that included all of these details had been passed by the Council in June, and was sent to the state. To make changes after that, we would have had to send in a new application and start from scratch. She agrees with the resident that spoke about concerns re the money needed for Highcrest School, while it's used as a swing school.

Councilor Zambrello stated that Highcrest is on the CIP list to fund patchwork repairs while the building continues to be used. There are still funds and opportunities to fund repairs. She believes the state isn't going to reimburse for this. The $88M number for bonding has a cushion; we don't necessarily anticipate having to

borrow all of that. Hanmer is being scheduled last because either it or Highcrest, as the biggest projects, would be the final school. Hanmer planning will take additional time due to HDC issues. She noted that there were major mistakes made in the last referendum. We are trying to fix them and do it right this time.

Councilor Carbone questioned if Charles Wright becoming a K-4 made it eligible for the state reimbursement this time.

Mayor Lesser assured that the repairs at Highcrest will be looked at very seriously. Some money was set aside from the CIP funding. Re the date of the referendum, many have called and written him about it. This Council voted to do this because of the magnitude and importance of the need for our schools and our future as a town.

Q) Executive Session - NONE

R) Adjourn

Jane Roets motioned: **"TO ADJOURN"** seconded by Shelley Carbone.

Vote: All Councilors present, including the Chairperson voted. The motion passed 8-0-0.

Meeting Adjourned: 8:54 p.m.

Susan I. Schroeder
Town Clerk

PENDING: APPROVED BY VOTE OF COUNCIL, CONSENT AGENDA (-0-0)
September 2, 2025

Wethersfield Complete Streets Policy

Annual Reporting
2021-2024

Complete Streets Policy Overview

- Adopted in June 2020
- Purpose
  Support the needs of all users of the transportation network by:
  - Providing connections to local and regional destinations through safe, convenient and accessible infrastructure, and
  - Providing guidance to ensure infrastructure improvements for pedestrians, cyclists, transit riders, motorists and persons of all ages and abilities are considered and applied to the extent feasible when developing or redeveloping infrastructure within the public right-of-way as part of private and public projects
- Annual Reporting

Annual Reporting

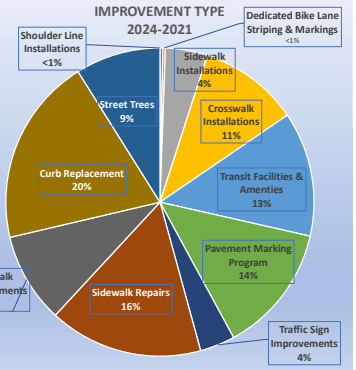
- Reporting years 2021 through 2024 are combined in this year's report,
- At the time the policy was adopted, most of the reporting metrics were not compiled annually; however, that work has now been completed for each of the previous years
- Metrics are now being collected as individual project elements on an ongoing basis to enable annual reporting going forward.

2021-2024 Complete Street Metrics

CRASH BY TYPE & No. of PERSONS INVOLVED

YEAR	2024	2023	2022	2021
Bicycle	0	2	0	2
Pedestrian	1	0	6	2
Motorist	329	338	344	340
Total	330	340	350	344





Completed Projects with Complete Streets Components

- Highland St Pavement Rehabilitation
  Completed in 2022
  $876,200 (LOTCIP)
- New Bike-Ped Signage along Heritage Way Trail
  Completed in 2023
  $8,000 (Block Grant Funds)
- Wolcott Hill Rd Reconstruction
  Completed in 2023
  $3,864,800 (LOTCIP)
- Old Wethersfield Safety Improvements (4 Locations)
  Completed in 2023
  $1,068,000 (CCGP)
- DOT Putnam Bridge Trail Connections
  Completed in 2024
  $8,200,000
- Annual Paving and Pavement Marking Programs (Various Locations)
  Completed 2021-2024
  New crosswalks, sidewalk ramps, curb bump-outs, shoulder lines, traffic signs, etc.

Photos of Complete Street Components


KEENEY CENTER – RAISED, DECORATIVE CROSSWALK AND SIGNS


HEIRLOOM MARKET – CURB BUMPOUTS CROSSWALK AND SIGNS


MAIN ST & HARTFORD AVE –STOP SIGN, CURB BUMPOUTS AND CROSSWALKS


MAIN ST & STATE ST – LARGER ISLAND, STOP SIGN, CURB BUMPOUTS AND CROSSWALKS


GRISWOLD RD AT BIKE TRAIL ACCESS TO MILL WOODS PARK – CROSSWALK AND SIGNS


CHURCH ST – SHOULDER LINE STRIPING

Current Complete Streets Initiatives

- Town Bicycle and Pedestrian Plan
- LOTCIP Heritage Way Trail Improvements along Great Meadow Rd & Marsh St - Phases 1 & 2
  (Construction Funds: $2,864,846)
- LOTCIP Main Street Reconstruction & Safety Improvements – Phases 1 & 2
  (Construction Funds: $8,113,400)
- Transportation Alternatives (TA) Program – Sidewalk Gap Closures Project near Highcrest & Charles Wright Schools
  (Construction Funds: $1,350,000)
- DEEP Recreational Trails Grant – Cove Park Trail Improvements
  (Design Funds: $95,000)
- Community Connectivity Grant Program (CCGP) – Sidewalk Gap Closures Project along Ridge Rd & Thornbush Rd
  (Requested Funds: $675,000)
- CTDOT Projects:
  - Rehabilitation of Bridge Carrying Route 5/15 Southbound over Route 314 w/ new Trail Construction
  - Signing & Pavement Marking Improvements at Unsignalized Municipal Intersections
  - Horizontal Curve Warning Signs on Local Roads
  - Rectangular Rapid Flashing Beacon (RRFB) Installation at Charles Wright School Crosswalk

Questions?

TOWN COUNCIL AGENDA ITEM

Adoption of the Contract for the Council 4 AFSCME 1303-40 (Physical Services) Union (Tabled 8/18/2025)

DATE: September 2, 2025

DEPARTMENT: Human Resources

REQUESTED BY: Erica Robertson, Assistant Town Manager

ITEM: Adoption of the Contract for the Council 4 AFSCME 1303-40 (Physical Services) Union (Tabled 8/18/2025)

ITEM DESCRIPTION:
Approval of the Collective Bargaining Agreement for the Council 4 AFSCME 1303-40 (Physical Services) Union effective July 1, 2025 - June 30, 2028.

TOWN BID/RFP#: **STATE CONTRACT #:**

BID/RFP DATE: **TERM:** 3 years

RENEWALS: Negotiated **TERMS OF RENEWAL:** n/a

COST: **BUDGET SOURCE/AMOUNT:** Various Department Budgets

JUSTIFICATION:
The collective bargaining agreement for the AFSCME LOCAL 1303-40 Union expired on June 30, 2025. The Town and the Union have worked for the last several months to come to a full tentative agreement on a successor contract.

IMPACT IF NOT APPROVED:
The Town and the Union will have to proceed to interest arbitration with the State of Connecticut. This will include a significant cost associated with the arbitration and will have a negative impact on the relationship between the Union and the Town.

DEPARTMENT HEAD COMMENTS:
I recommend approval of this contract. The Union membership voted to approve the contract earlier in this month.

TOWN MANAGER COMMENTS:
I recommend approval of the Contract between the Town of Wethersfield and the AFSCME LOCAL 1303-40 Union.

ACTION REQUIRED:
Recommended Motion: Motion to approve the Council 4 AFSCME 1303-40 (Physical Services) Union Contract effective July 1, 2025 - June 30, 2028.

ATTACHMENTS:
Highlights of 1303-40 Contract 2025.docx

Highlights of 1303-40 Union Contract

Union and Town have come to a full tentative agreement. The Union membership have voted to approve the proposed contract.

Recruitment and Retention –theme of negotiations.

- Recruitment for key positions such as HVAC and other trades and mechanics is a concern. Human Resources has not been able to fill HVAC consistently.
- Classification and Compensation Study recommendations worked into the contract.
- Realignment of staff to Maintainer II level. Parks and Roads in parity.
- Increase probationary period from 3 to 9 months.
- Placement onto new salary schedule will be in lieu of general wage increase and steps for year one of the contract. New salary schedule cost is 3.7% ($97,000).

Other Economic Changes

- General Wage Increase- 7/1/25 Placement on new wage scale in lieu of GWI, 7/1/26 2.00%, 7/1/27 2.00%
- No step increases for FY 26.
- Increase health and dental insurance cost-share in years 2&3 of contract ¼% each year to 17.25%
- Increase Defined Contribution pension contribution to 6.75% on 7/1/27.
- Modest increase in tool allowance for mechanics
- Modest increase in emergency overtime meal allowance

Administrative Changes

- Administrative language changes such as grievance procedure time line increases.
- Sick leave requirements per State of CT added to contract.
- Personal Leave change to 3 days to be inline with other town contracts.
- Procedural changes that have no significant economic impact such as time off increments and funeral leave provision.
- Clean up of old outdated language such as changing Birthday Holiday to Floating Holiday.
- Add language for “no discrimination” and “equal employment opportunities” to contract

TOWN COUNCIL AGENDA ITEM
R25-013 Resolution for Vision Zero Policy Adoption

DATE: September 2, 2025

DEPARTMENT: Capital & Strategic Initiatives

REQUESTED BY: Vlada Ragonese, Director of Capital & Strategic Initiatives

ITEM: R25-013 Resolution for Vision Zero Policy Adoption

ITEM DESCRIPTION:
Vision Zero is a strategy/guiding policy to eliminate traffic fatalities and serious injuries while increasing safety, mobility, and equity. The strategy was first implemented in Sweden in the 1990s and has proven successful across Europe, now gaining momentum in American cities. Vision Zero policies and strategies acknowledge that while people make mistakes, that the roadway network should be designed to ensure that those inevitable mistakes do not result in severe injuries and death.

Key Elements of Vision Zero:
1. Strong and sustainable leadership, collaboration, and accountability among diverse groups of stakeholders which includes; transportation professionals, policy makers, law enforcement, and community members
2. Data collection and thoughtful analysis to understand trends and impacts, especially disproportionate effects on certain populations
3. Prioritization placed on equity, community engagement, and transparency
4. Speed management
5. Goal setting for the purpose of achieving zero traffic deaths and serious injuries

TOWN BID/RFP#: **STATE CONTRACT #:**

BID/RFP DATE: **TERM:**

RENEWALS: **TERMS OF RENEWAL:**

COST: **BUDGET SOURCE/AMOUNT:** N/A

JUSTIFICATION:
The Town of Wethersfield is already working to promote Vision Zero strategies through the planning and implementation of projects. The municipality has been encouraged both by CT DOT representatives and other agencies to consider Vision Zero adoption for this reason. It is also possible that having a Vision Zero policy may look favorably to grant reviewers when applying for state and federal funding.

IMPACT IF NOT APPROVED:
The Town will not adopt the policy.

DEPARTMENT HEAD COMMENTS:
It is recommended the Vision Zero policy be adopted.

TOWN MANAGER COMMENTS:
I recommend approval of the resolution to adopt the Vision Zero Policy to further the extensive work we are doing to make our streets, sidewalks and pathways safer for all of our residents and visitors.

ACTION REQUIRED:
For introduction only.

ATTACHMENTS:
Vision Zero Resolution 8.27.25_Final.pdf

TOWN OF WETHERSFIELD
RESOLUTION IMPLEMENTING THE VISION ZERO INITIATIVE

Whereas, traffic-related fatalities and serious injuries continue to occur at unacceptably high rates across the United States, Connecticut, and municipalities; and

Whereas, over the past ten years, the Town of Wethersfield has experienced a total of 8,531 motor vehicle crashes; and

Whereas, there have been thirty-one total traffic-related fatalities in Wethersfield over the last ten years, of which 35% were pedestrians; and

Whereas, roadway deaths and serious injuries on Wethersfield's streets have altered the lives of and caused significant harm to many of our citizens; and

Whereas, speeding, red-light running, and distracted driving are among the leading causes of motor vehicle crashes; and

Whereas, we, as a community, can no longer accept the premise that death and injury on our streets are inevitable, and therefore must come together to create safer roads for all; and

Whereas, our streets form the foundation of our community, connect our neighborhoods into one Town, and provide mobility to our residents and visitors; and

Whereas, proven countermeasures exist to reduce the frequency and severity of crashes on our streets with a thoughtful and data-driven mix of roadway planning, engineering, policy enforcement, and education; and

Whereas, roadway design incorporating Complete Streets concepts prioritizes reducing speeds, improving and expanding pedestrian and bicycle facilities, and creating safer streets for all users: and

Whereas the Town of Wethersfield is actively working to incorporate technology advances in automation when feasible, and

Whereas, Vision Zero aligns with the Town of Wethersfield Complete Streets Policy by prioritizing our most vulnerable roadway users and encouraging balance among all users of the Town's transportation network; and

Whereas, the Safe Systems Approach is a foundational component of the Vision Zero strategy that integrates and expands upon the concept of planning, engineering, policy enforcement, and education, and takes a systematic and redundant approach to roadway safety; and

Whereas, Vision Zero is a goal to achieve zero roadway deaths and serious injuries on our streets; and

Whereas, a commitment to Vision Zero is a commitment to life and equitable opportunity for the people in the Town of Wethersfield; and

Whereas, Vision Zero goals have been adopted by other cities and states around the country, and recently by the federal government; and

Whereas, the tenets of a Vision Zero commitment are supported in existing plans and policies;

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF WETHERSFIELD THAT:

Adoption of a Vision Zero Initiative Tailored to the Town of Wethersfield. Consistent with the National Safety Council's Road to Zero Coalition, the Town of Wethersfield formally adopts the Vision Zero Initiative with the goal of eliminating traffic fatalities and serious injuries on Wethersfield's roadways by the year 2050.

The Wethersfield Vision Zero initiative and corresponding strategies will be built on the Safe Systems Approach for designing and maintaining transportation infrastructure, and

The Town of Wethersfield prioritizes a commitment to equitable approaches and outcomes, including engagement and investments in traditionally underserved communities and continuation of practicing equitable traffic enforcement; and

The Wethersfield Vision Zero initiative will use a data-driven, comprehensive approach and best practices in planning, engineering, policy enforcement, and education to complete interim steps toward zero deaths.