



John L. Salomone
Town Manager

TOWN OF NEWINGTON

131 CEDAR STREET
NEWINGTON, CONNECTICUT 06111

MAYOR STEPHEN WOODS

NEWINGTON TOWN COUNCIL **Conf. Room L-101 (Lower Level) – Town Hall** **131 Cedar Street**

AGENDA
August 13, 2013
7:00 P.M.

-
- I. PLEDGE OF ALLEGIANCE
 - II. ROLL CALL
 - III. PUBLIC PARTICIPATION – IN GENERAL (**In Person/Via Telephone**)
 - IV. REMARKS BY COUNCILORS
 - V. CONSIDERATION OF OLD BUSINESS (**Action May be Taken**)
 - A. Town Hall/Community Center Architect Selection
 - B. Consideration of Canceling the August 27, 2013 Town Council Meeting
 - C. Grant Funding, Garfield Street Reconstruction
 - VI. CONSIDERATION OF NEW BUSINESS (**Action May Be Taken Only by Waiving the Rules.**)
 - A. Senior and Disabled Center Roof Replacement/Canopy Project (**Action Requested**)
 1. Approve Final Plans and Cost Estimates
 2. Authorize the Project to Proceed to Bid
 - B. Senior and Disabled Center Economic Security Screening Program
 - C. Discussion: Blight Ordinance Protocol and Update
 - VII. RESIGNATIONS/APPOINTMENTS (**Action May Be Taken**)
 - A. Town Plan and Zoning Commission
 1. Accept Resignation of David Lenares – Full Member
 2. Accept Resignation of Frank Aieta – Alternate
 3. Appoint Frank Aieta as a Full Member
 4. Appoint Domenic Pane as an Alternate
 - B. Appointments to Boards and Commissions
 1. Affordable Housing Monitoring Agency
 2. Balf-Town Committee
 3. Building Code Board of Appeals
 4. Central Connecticut Health District Board of Directors
 5. Newington Commercial Façade Easement Rehabilitation Loan Program Committee

Phone: (860) 665-8510 Fax: (860) 665-8507
townmanager@newingtonct.gov
www.newingtonct.gov

6. Clem Lemire Artificial Turf PBC
7. Committee on Community Safety
8. Conservation Commission
9. Development Commission
10. Downtown Revitalization Committee
11. Employee Insurance and Pension Benefits Committee
12. Environmental Quality Commission
13. Board of Ethics
14. Fair Rent Commission
15. Firehouse Expansion Project Building Committee
16. Housing Authority Board of Directors
17. Human Rights Commission
18. Library Board of Directors
19. NHS Track Renovations Project Building Committee
20. Open Space Committee
21. School Improvements Project Building Committee
22. Standing Insurance Committee
23. Tri-Town Community Access Cable Committee
24. Vehicle Appeals Board
25. Youth-Adult Council (Mayoral Appointment)
26. Zoning Board of Appeals

VIII. TAX REFUNDS (**Action Requested**)

IX. MINUTES OF PREVIOUS MEETINGS (**Action Requested**)

- A. Regular Meeting, July 9, 2013
- B. Regular Meeting, July 23, 2013

X. WRITTEN/ORAL COMMUNICATIONS FROM THE TOWN MANAGER, OTHER TOWN AGENCIES AND OFFICIALS, OTHER GOVERNMENTAL AGENCIES AND OFFICIALS AND THE PUBLIC

XI. COUNCIL LIAISON/COMMITTEE REPORTS

XII. PUBLIC PARTICIPATION – IN GENERAL (**In Person/Via Telephone**)
(3 MINUTE TIME LIMIT PER SPEAKER ON ANY ITEM)

XIII. REMARKS BY COUNCILORS

XIV. EXECUTIVE SESSION RE: COLLECTIVE BARGAINING

XV. ADJOURNMENT



John Salomone
Town Manager

TOWN OF NEWINGTON

131 CEDAR STREET
NEWINGTON, CONNECTICUT 06111

OFFICE OF THE TOWN MANAGER

MEMORANDUM

To: Newington Town Council
From: John Salomone, Town Manager
Date: July 19, 2013
Re: Town Hall Architect Selection

At the July 15, 2013 Town Hall Building Committee, the committee recommended Kaestle Boos to be appointed the architects of the Town Hall renovation project. Attached, please find the request for proposal from the architect. The architect's proposal was the lowest cost received and generally, the committee was pleased with the presentation and scope of the services presented.

The minutes of the meeting have not been completed as of the writing of this memo, but will be forwarded to the Town Council prior to Tuesday's nights Council meeting. The Committee recommended by a vote of 5 to 1 for the Council to approve the appointment of Kaestle Boos as the project architect.

If the Council concurs, the attached resolution will appear on the August 14 Town Council agenda for consideration.

Attach.

TOWN OF NEWINGTON

TOWN HALL RENOVATION PROJECT BUILDING COMMITTEE

SPECIAL MEETING MINUTES

July 15, 2013

LOWER LEVEL CONFERENCE ROOM L101, TOWN HALL

- I. Call to Order –the meeting was called to order at 5:33 PM by Chairperson McBride.
- II. Roll Call – Members present: Scott McBride, Chairperson; Myra Cohen; Beth DelBuono; Sharon Braverman; Jen Win-Johnson and Bill DeBlasio. Others present: Members of the public; Lou Jachimowicz, Chief Finance and Operations Officer; and Jeff Baron, Director of Administrative Services.
- III. Public Participation – None.
- IV. Approval of Prior Meeting Minutes – Mrs. Cohen made a motion that the minutes of the July 1, 2013 meeting be approved as presented. A second to the motion was provided by Mr. DeBlasio. The motion passed unanimously.
- V. Project Architect Interviews –Three firms were interviewed by the Committee. Fee proposals were received from all three and had been distributed via e-mail prior to the interview. A printed copy of the fee proposals and a fee analysis was distributed by Mr. Baron. The three firms interviewed are Amenta/Emma Architects of Hartford, Jacunski Humes Architects of Berlin, and Kaestle Boos Associates of New Britain. Representing Amenta/Emma Architects: Tony Amenta, Ed Widofsky, Robert Larson, and Larry Jones (BVH Integrated Services); representing Jacunski Humes Architects: Al Jacunski, Brian Humes, and Carl Frey (BVH Integrated Services); and representing Kaestle Boos Associates: Dave King, Freddie Khericha, Ben Monroe, Jim Sperry and Doug Lajoie (Consulting Engineering Services). Each opened with a presentation about their firm, which was followed by a series of prepared questions that were asked of all three firms by Mr. Baron, which were followed in turn by specific questions from the Project Building Committee members.
- VI. Recapitulation and Discussion of Firms Interviewed – Committee members' impressions of each firm and each firm's fee proposal were discussed. Many members preferred Kaestle Boos Associates, because of their experience and their substantially lower fees. Mrs. Cohen favored Amenta/Emma Architects, because of the time they spent and the comments they made about the Town Hall. Mrs. Braverman made a motion that the Town Hall Renovations Project

Building Committee recommend to the Newington Town Council that Kaestle Boos Associates of New Britain be appointed as the Project Architect, based on Kaestle Boos Associates' response to the Town's RFP, their interview this evening and their fee proposal, for a pre-referendum fee of \$51,067.50 and for post referendum fees of 5.5% of construction costs for the Community Center and 6% of construction costs for the Town Hall. A second to the motion was made by Mr. DeBlasio. A roll call vote of the Committee members present was taken, as follows: Mrs. Cohen, No; Mrs. DelBuono, Yes; Mrs. Braverman, Yes; Mr. DeBlasio, Yes; Mrs. Win-Johnson, Yes; Mr. McBride, Yes. The motion passed by a vote of 5 Yes to 1 No.

- VII. Any Other Business Pertinent to the Committee – It is anticipated that the Town Council will take action on the Committee's recommendation at their August 13th meeting. Mr. Baron will contact Downes Construction to see if there is any activity for the Committee that would warrant an August meeting, and follow up via e-mail to Committee members. The first Monday in September is Labor Day, so the anticipated September meeting date would be September 9th.
- VIII. Public Participation – None.
- IX. Committee response to public participation – None.
- X. Adjournment – the meeting adjourned at 9:45 PM.

Respectfully submitted,

Jeff Baron

Jeff Baron
Director of Administrative Services

AGENDA ITEM: VA

DATE: 8-13-13

RESOLUTION NO.

RESOLVED:

Pursuant to the recommendation of the Town Hall Renovation Project Building Committee, the firm of Kaestle Boos Associates of New Britain, CT is hereby selected to provide architectural services for the Town Hall/Community Center project, said services to be provided based on their fee proposal of \$51,067 for pre-referendum architectural services.

BE IT FURTHER RESOLVED:

That the Town Manager, John L. Salomone, on behalf of the Town of Newington, is hereby authorized to negotiate an Agreement to employ the firm of Kaestle Boos Associates of New Britain, CT to provide architectural services for this project.

MOTION BY: _____

SECONDED BY: _____

VOTE: _____

AGENDA ITEM: V.B.

DATE: 8-13-2013

RESOLUTION NO. _____

RESOLVED:

That the Newington Town Council hereby alters its meeting schedule by canceling its regular meeting scheduled for August 27, 2013.

MOTION BY: _____

SECONDED BY: _____

VOTE: _____



John Salomone
Town Manager

TOWN OF NEWINGTON

131 CEDAR STREET
NEWINGTON, CONNECTICUT 06111

OFFICE OF THE TOWN MANAGER

MEMORANDUM

To: Newington Town Council
From: John Salomone, Town Manager
Date: August 9, 2013
Re: Garfield Street Grant

The Town Council has discussed the Garfield Street Urban Systems Grant application at the July 9 and 23 meetings. The item was tabled at the July 23 meeting and will be on the August 13 agenda for further discussion and possible consideration.

Included in this packet are all materials that the Council has discussed and/or requested regarding this item, including the original application, site renderings, accident map, traffic studies and other items pertaining to the application.

Attach.

AGENDA ITEM: V.C.

DATE: 8-13-13

RESOLUTION NO. _____

WHEREAS, the Capital Region Council of Governments has solicited municipal projects in order to distribute \$22,500,000 million in Federal funding that is expected to be available for road improvement projects through the Federal Surface Transportation Program; and

WHEREAS, Garfield Street is eligible for funding under this program.

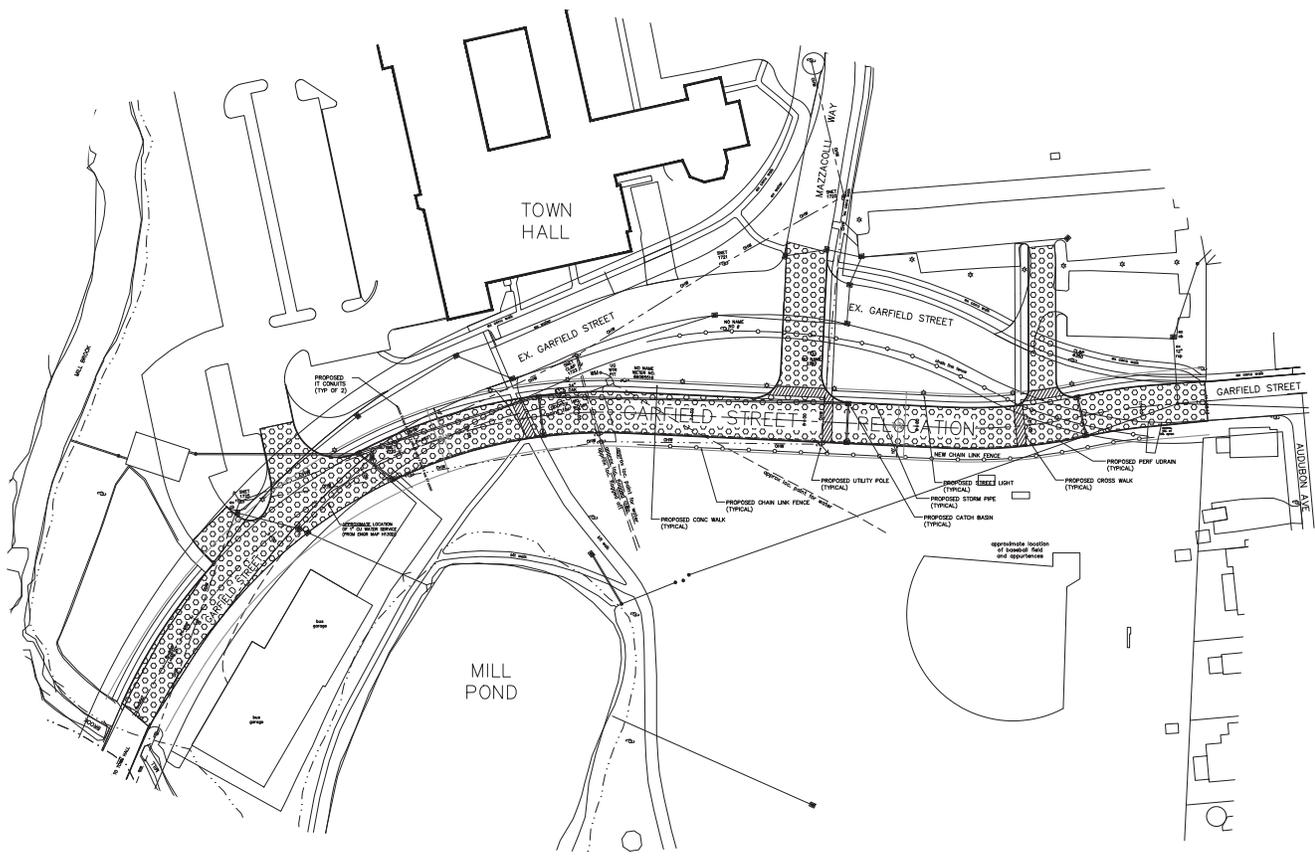
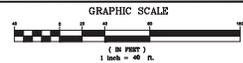
NOW, THEREFORE, BE IT RESOLVED that, the Newington Town Council hereby authorizes the Town Manager, John Salomone to submit an application for funding up to the amount of \$2,500,000 to the CRCOG Transportation Committee to Reconstruct Garfield Street from the Garfield Street Bridge east toward Audubon Ave; and

BE IT FURTHER RESOLVED that, should funding for said plan be approved, the Newington Town Council will fund 10% of the design, ROW and construction costs of this project of \$250,000 as required by project guidelines.

MOTION BY: _____

SECONDED BY: _____

VOTE: _____



REVISIONS:

TOWN OF NEWINGTON
ENGINEERING DEPARTMENT

**PLAN FOR THE RELOCATION OF
GARFIELD STREET**

TOWN OF NEWINGTON (D.P.W.)
101 CEDAR STREET
NEWINGTON, CT 06111

DATUMS:

COORDINATE	NAD 83
VERTICAL	NAVD 83
FEET	112.84
PROJECT	
DATE	
BY	07/19/2014
DRAWN	JAS
CHECK	
DATE	
SHEET	1 OF 1
SCALE	1" = 40'

C:\pwworkspace\2014\2014_07_19\2014_07_19_Town_Hall_Plan\2014_07_19.dwg 07/19/2014 10:25:45 AM

Garfield Street MV Accidents 2008-2013

Legend - Data Source
Newington Police

Year, Type, Time

-  2008, Evading, AM
-  2008, Property, AM

-  2009, Evading, AM
-  2009, Injury, PM
-  2009, Property, PM

-  2010, Property, AM
-  2010, Injury, PM
-  2010, Property, PM

-  2011, Property, AM
-  2011, Evading, PM
-  2011, Property, PM

-  2012, Injury, AM
-  2012, Property, AM
-  2012, Injury, PM
-  2012, Property, PM

-  2013, Property, AM
-  2013, Property, PM

Prepared by
Information Technology
GIS Services
131 Cedar St
Newington, CT
Printed: 08/08/2013



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Home Event Units Paging Manual Times Person I-Message Misc WebCallTaker SSM LogOut

Events

EventId	Case Id	Status	Location	Disposition	Type	Create Date/Time	Update Date/Time	Close Date/Time	Primary Unit	History
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C200912422	I20091996	CLOSED	123 GARFIELD STREET :@MILL POND PARK :@MILL POND PARK	C Case	MVAEvading	05-30-2009 07:04:16	05-30-2009 07:21:16	05-30-2009 07:21:16	102	History
C201101196	I20110192	CLOSED	159 GARFIELD STREET :@NEWINGTON BUS GARAGE	C Case	MVAEVADING	01-20-2011 17:18:03	01-20-2011 18:08:00	01-20-2011 18:08:00	305	History
C201113581	I20112085	CLOSED	123 GARFIELD STREET :@MILL POND PARK	A Arrest	MVAEVADING	06-30-2011 19:20:02	06-30-2011 20:24:57	06-30-2011 20:24:57	305	History

1

Total Records: 4

[Grid Prefs](#)

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Tue Apr 23 08:29:17 EDT 2013

EVADING ACCIDENTS



Home Event Units Paging Manual Times Person I-Message Misc WebCallTaker SSM LogOut

Events

EventId	Case Id	Status	Location	Disposition	Type	Create Date/Time	Update Date/Time	Close Date/Time	Primary Unit	History
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C200921849	I20093410	CLOSED	WILLARD AVENUE & GARFIELD STREET	A Arrest	MVAInJURY	09-10-2009 17:46:29	09-10-2009 18:26:25	09-10-2009 18:26:25	308	History
C200928603	I20094608	CLOSED	WILLARD AVENUE & GARFIELD STREET	C Case	MVAInJURY	12-09-2009 15:05:28	12-09-2009 15:37:10	12-09-2009 15:37:10	205	History
C201002690	I20100400	CLOSED	WILLARD AVENUE & GARFIELD STREET	C Case	MVAInJURY	02-05-2010 13:29:58	02-05-2010 14:27:14	02-05-2010 14:27:14	203	History
C201017523	I20102773	CLOSED	WILLARD AVENUE & GARFIELD STREET	C Case	MVAInJURY	08-15-2010 16:49:54	08-15-2010 18:04:47	08-15-2010 18:04:47	309	History
C201215457	I20122338	CLOSED	WILLARD AVENUE & GARFIELD STREET	C Case	MVAInJURY	07-17-2012 13:01:26	07-17-2012 13:33:49	07-17-2012 13:33:49	203	History
C201220824	I20123012	CLOSED	WILLARD AVENUE & GARFIELD STREET	C Case	MVAInJURY	09-12-2012 10:09:41	09-12-2012 10:51:40	09-12-2012 10:51:40	203	History

1

Total Records: 7

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Tue Apr 23 08:28:41 EDT 2013

INJURY ACCIDENTS



Home Event Units Paging Manual Times Person I-Message Misc WebCallTaker SSM LogOut

Events

Eventid	Case Id	Status	Location	Disposition	Type	Create Date/Time	Update Date/Time	Close Date/Time	Primary Unit	History
C200807903	I20081487	CLOSED	64 GARFIELD STREET	C Case	MVAProp	04-23-2008 10:57:15	04-23-2008 11:57:24	04-23-2008 11:57:24	201	History
C200810256	I20081864	CLOSED	GARFIELD STREET & WILLARD AVENUE	A Arrest	MVAProp	05-21-2008 07:36:08	05-21-2008 08:26:51	05-21-2008 08:26:51	201	History
C200811767	I20082081	CLOSED	WALSH AVENUE & GARFIELD STREET	C Case	MVAProp	06-06-2008 15:41:22	06-06-2008 16:22:22	06-06-2008 16:22:22	305	History
C200812940	I20082247	CLOSED	WILLARD AVENUE & GARFIELD STREET	C Case	MVAProp	06-19-2008 15:09:13	06-19-2008 15:57:51	06-19-2008 15:57:51	203	History
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C200814908	I20082535	CLOSED	GARFIELD STREET & WALSH AVENUE	C Case	MVAPROP	07-11-2008 14:02:35	07-11-2008 14:37:31	07-11-2008 14:37:31	203	History
C200822233	I20083743	CLOSED	206 GARFIELD STREET @NEWINGTON BUS GARAGE @NEWINGTON BUS GARAGE	D Detail Completed	MVAProp	10-09-2008 11:09:22	10-09-2008 11:43:54	10-09-2008 11:43:54	206	History
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C200900522	I20090085	CLOSED	159 GARFIELD STREET @NEWINGTON BUS GARAGE	C Case	MVAProp	01-08-2009 09:00:13	01-08-2009 10:16:11	01-08-2009 10:16:11	201	History
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C201015092	I20102368	CLOSED	WILLARD AVENUE & GARFIELD STREET	C Case	MVAPROP	07-14-2010 12:28:48	07-14-2010 12:51:49	07-14-2010 12:51:49	205	History
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C201019618	I20103105	CLOSED	WILLARD AVENUE & GARFIELD STREET	A Arrest	MVAPROP	09-12-2010 12:32:09	09-12-2010 13:10:59	09-12-2010 13:10:59	203	History
C201020757	I20103325	CLOSED	GARFIELD STREET & WALSH AVENUE	C Case	MVAPROP	09-28-2010 13:41:12	09-28-2010 14:17:08	09-28-2010 14:17:08	203	History
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C201106935	I20111369	CLOSED	GARFIELD STREET & WILLARD AVENUE	A Arrest	MVAPROP	05-04-2011 14:25:00	05-04-2011 15:05:06	05-04-2011 15:05:06	201	History
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C201115307	I20112344	CLOSED	GARFIELD STREET & MILL STREET	C Case	MVAPROP	07-21-2011 11:07:44	07-21-2011 11:31:52	07-21-2011 11:31:52	203	History
C201120850	I20113249	CLOSED	GARFIELD STREET & WILLARD AVENUE	A Arrest	MVAPROP	09-30-2011 22:00:48	09-30-2011 23:10:50	09-30-2011 23:10:50	305	History
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C201214848	I20122263	CLOSED	WILLARD AVENUE & GARFIELD STREET	C Case	MVAPROP	07-10-2012 15:12:11	07-10-2012 16:16:21	07-10-2012 16:16:21	203	History
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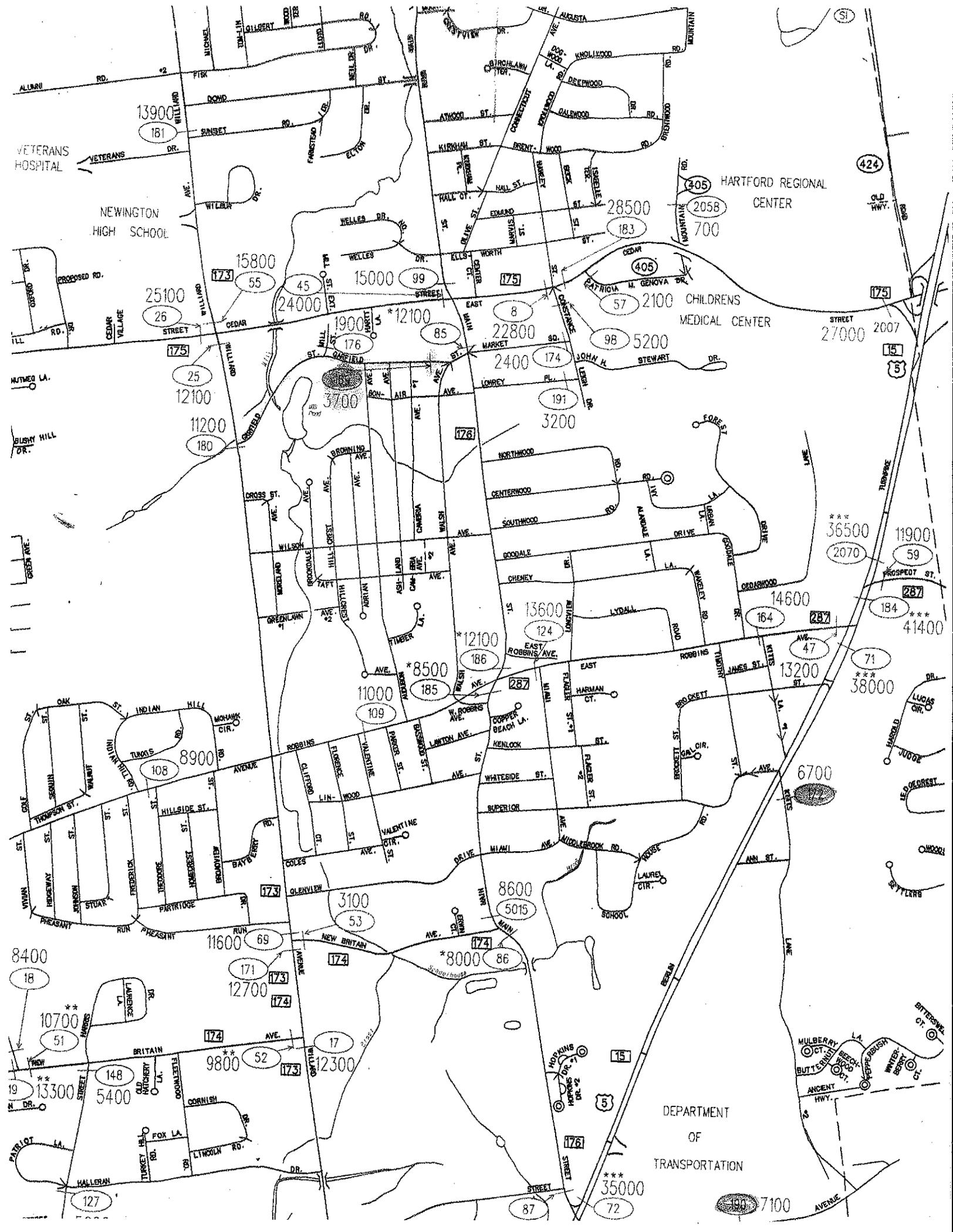
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PROPERTY DAMAGE ACCIDENTS

[Save Query](#)

Tue Apr 23 08:20:24 EDT 2013



VETERANS HOSPITAL

NEWINGTON HIGH SCHOOL

HARTFORD REGIONAL CENTER

CHILDRENS MEDICAL CENTER

DEPARTMENT OF TRANSPORTATION

13900
181

15800
173

15000
99

28500
183

2058
700

25100
26

12100
25

11200
180

19000
176

12100
85

22800
8

2100
57

5200
98

2400
174

3200
191

3700
176

27000
2007

36500
2070

11900
59

41400
184

14600
164

13200
47

38000
71

11000
109

8500
186

13600
124

13200
47

6700
172

8900
108

3100
53

8600
5015

8000
86

8400
18

10700
51

13300
19

5400
148

127

11600
69

12700
171

9800
52

12300
17

35000
72

7100
190

127

127

127

127

Cars vs. Speed

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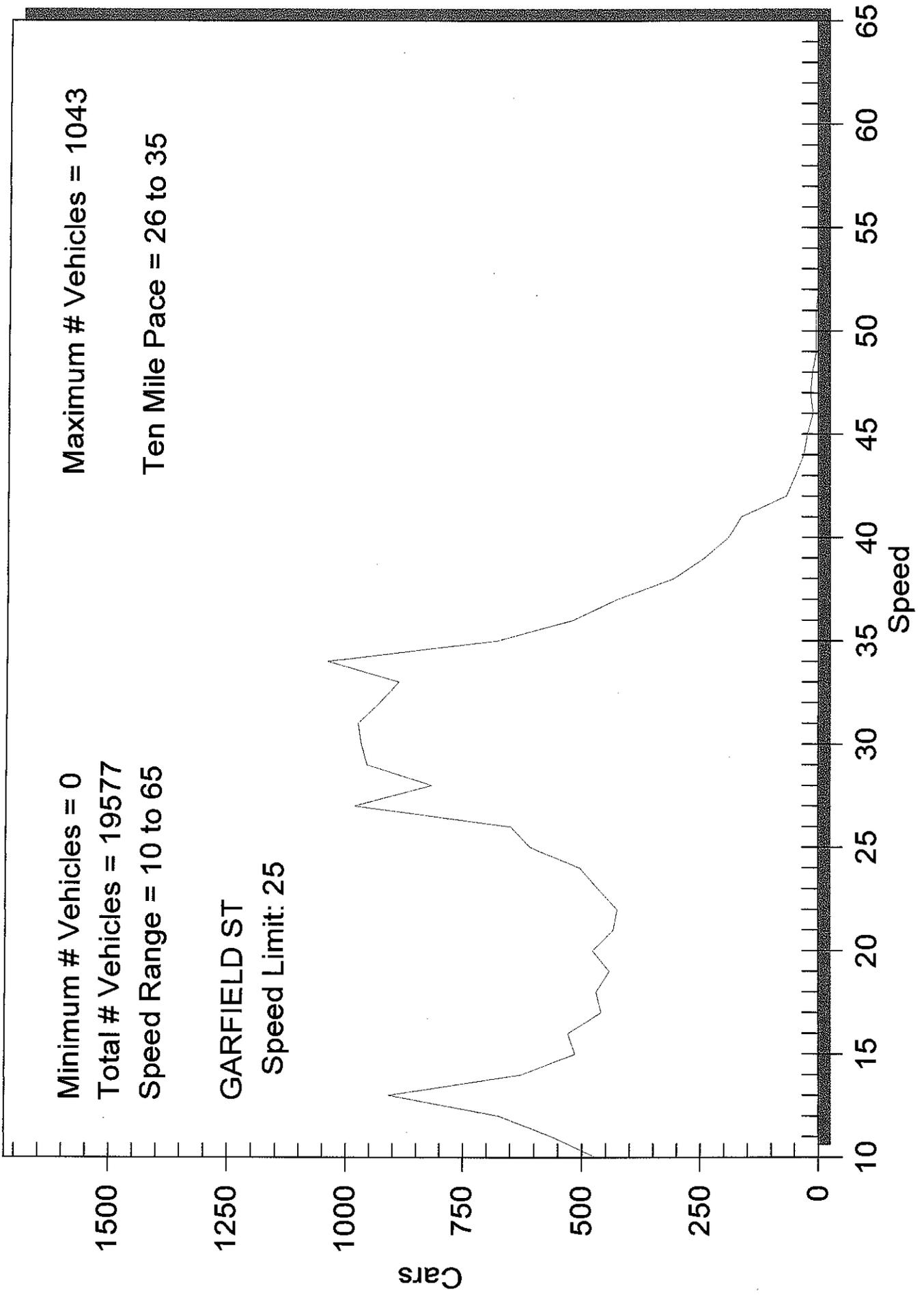
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Total # Vehicles = 19577
Speed Range = 10 to 65

Maximum # Vehicles = 1043

Ten Mile Pace = 26 to 35

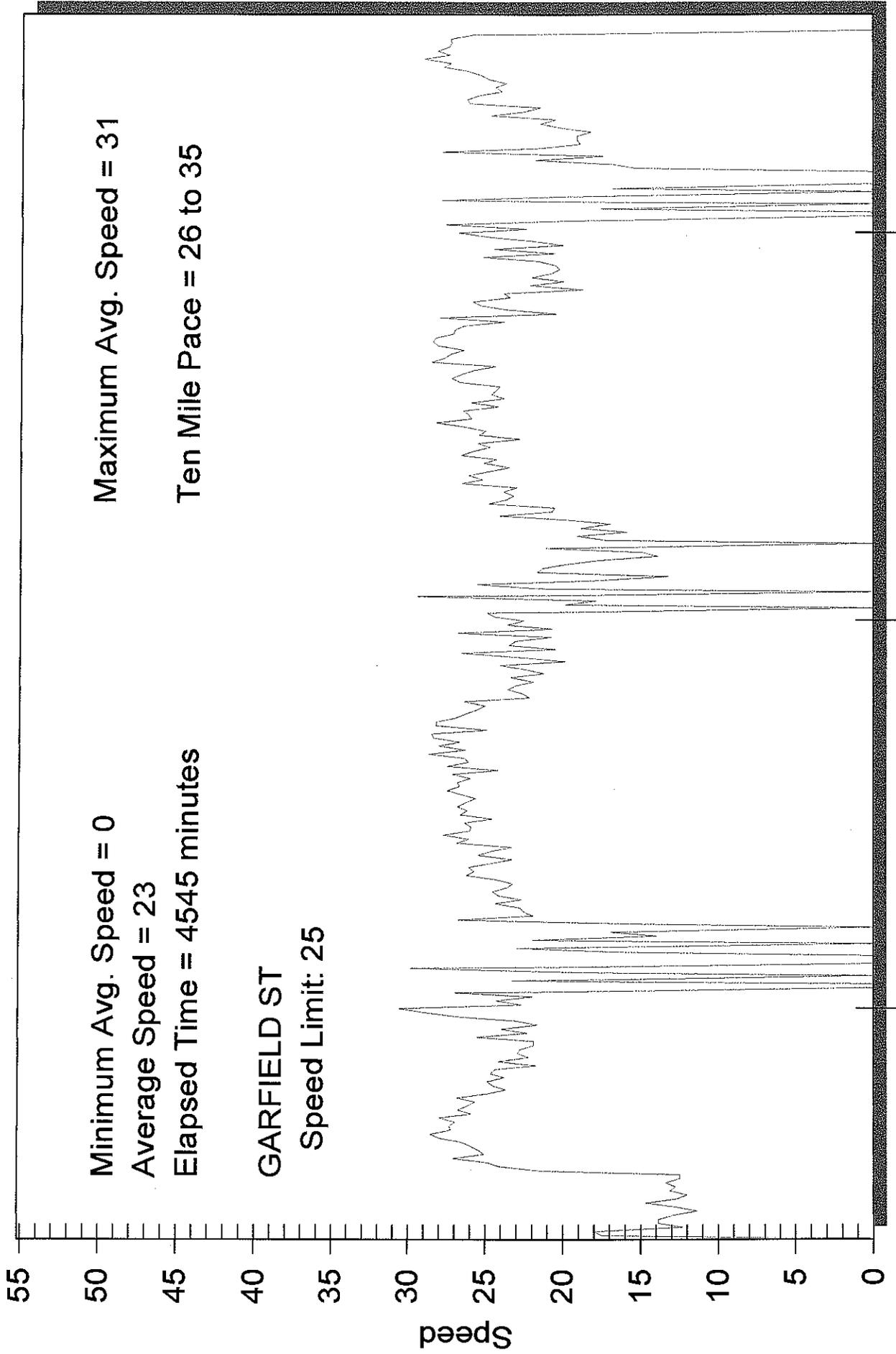
GARFIELD ST

Speed Limit: 25



Speed vs. Time

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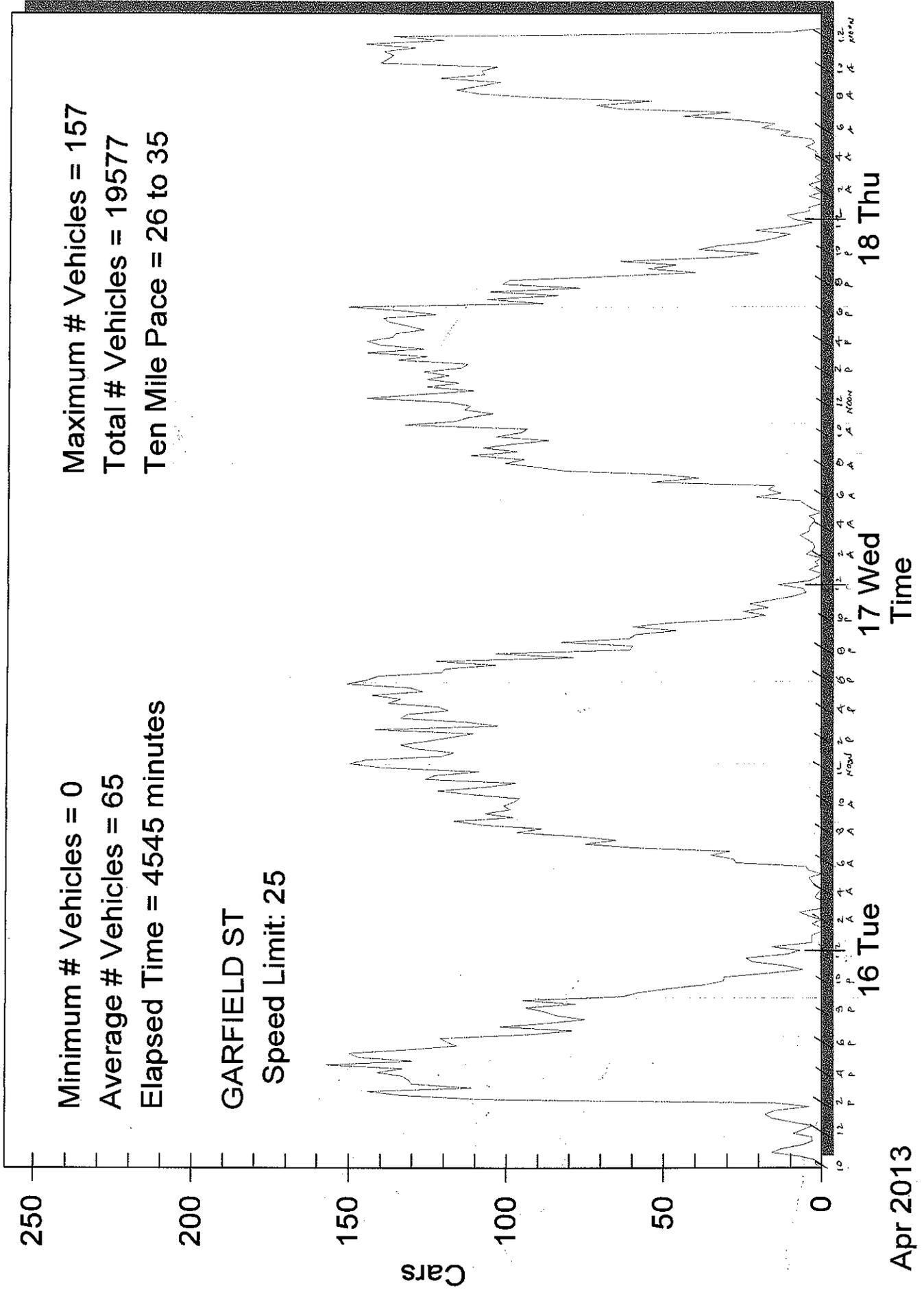
Cars vs. Time

FILENAME: <1B00058.DAT>

Minimum # Vehicles = 0
Average # Vehicles = 65
Elapsed Time = 4545 minutes

Maximum # Vehicles = 157
Total # Vehicles = 19577
Ten Mile Pace = 26 to 35

GARFIELD ST
Speed Limit: 25



STEALTH SURVEY SUMMARY

<GARFIELD ST>

<>

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

TIME	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00
VEH.	0	2	2	7	16	13	6	3	3	9	6	3	10	16	18	15	4	15
AVG.	0.0	17.5	18.0	12.3	13.9	13.8	12.8	11.3	12.7	14.7	12.7	12.0	13.1	12.8	13.4	12.5	12.5	21.5
TIME	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30
VEH.	109	133	144	111	130	131	133	141	133	157	130	147	150	131	116	119	121	92
AVG.	24.1	24.9	27.1	25.1	25.4	25.9	26.5	28.0	28.5	27.2	27.3	27.0	28.0	25.9	26.8	26.2	25.7	26.8
TIME	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00
VEH.	79	102	86	75	84	88	94	78	95	63	58	48	37	31	31	17	6	12
AVG.	24.8	23.7	24.5	24.9	23.8	24.7	24.4	21.8	24.2	22.2	22.9	22.8	21.9	21.9	25.6	22.3	24.0	21.7
TIME	23:15	23:30	23:45	00:00	00:15	00:30	00:45	01:00	01:15	01:30	01:45	02:00	02:15	02:30	02:45	03:00	03:15	03:30
VEH.	22	24	11	7	16	3	3	3	0	0	3	0	4	7	0	0	0	2
AVG.	23.1	26.8	28.9	30.6	22.7	24.3	22.0	27.0	0.0	0.0	23.3	0.0	18.8	29.9	0.0	0.0	0.0	16.5
TIME	03:45	04:00	04:15	04:30	04:45	05:00	05:15	05:30	05:45	06:00	06:15	06:30	06:45	07:00	07:15	07:30	07:45	08:00
VEH.	1	0	2	3	4	0	4	5	27	28	35	29	59	75	65	77	97	89
AVG.	23.0	0.0	22.0	14.0	17.0	0.0	15.5	26.8	22.0	22.6	22.8	24.4	22.7	24.2	24.6	23.6	23.3	24.4
TIME	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
VEH.	108	117	98	107	99	101	98	96	111	122	106	97	126	123	109	140	150	145
AVG.	26.3	25.8	26.1	24.7	23.3	25.5	24.7	23.3	26.9	26.1	27.7	26.1	26.0	26.4	24.6	26.7	26.2	26.8
TIME	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00
VEH.	121	117	129	134	125	118	111	142	103	113	134	132	119	122	138	134	143	127
AVG.	26.3	25.7	26.6	27.5	26.7	26.9	26.0	27.2	24.2	27.5	26.2	26.4	28.7	26.4	28.1	26.7	28.4	28.6
TIME	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30
VEH.	131	151	145	141	121	120	104	123	79	104	61	60	83	61	59	46	60	49
AVG.	25.0	28.3	28.2	27.0	26.3	25.6	25.1	26.5	22.3	22.7	23.6	23.1	22.0	23.5	21.3	22.5	24.2	20.0
TIME	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	00:00	00:15	00:30	00:45	01:00	01:15	01:30	01:45	02:00
VEH.	26	18	25	17	23	16	9	5	6	14	4	1	0	4	1	2	0	5
AVG.	22.9	26.7	20.6	23.6	23.1	20.9	26.9	20.8	23.7	22.6	24.5	25.0	0.0	20.0	18.0	29.5	0.0	21.8
TIME	02:15	02:30	02:45	03:00	03:15	03:30	03:45	04:00	04:15	04:30	04:45	05:00	05:15	05:30	05:45	06:00	06:15	06:30
VEH.	3	2	3	5	7	4	4	3	2	4	0	3	5	7	21	13	17	15
AVG.	25.7	18.0	13.3	21.8	21.4	20.0	17.8	14.0	15.0	21.3	0.0	17.3	19.2	16.0	19.0	17.1	19.9	24.2
TIME	06:45	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00
VEH.	54	39	51	82	91	101	95	112	97	108	99	87	104	96	94	133	117	113
AVG.	20.9	20.7	24.9	23.8	23.3	24.0	23.1	26.7	25.3	26.2	24.9	23.6	25.2	24.4	26.7	25.9	24.8	25.6
TIME	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30
VEH.	105	114	112	119	145	129	111	126	116	126	119	127	115	113	135	126	145	127
AVG.	22.9	25.5	25.1	26.5	28.3	26.0	26.2	26.6	24.3	26.1	23.9	24.8	24.5	24.2	26.8	27.3	26.7	25.9
TIME	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00
VEH.	141	145	137	136	127	132	138	140	123	134	151	89	107	84	106	77	102	100
AVG.	24.5	28.6	27.8	27.4	26.6	28.2	28.6	28.4	27.2	27.1	26.5	23.9	28.1	20.6	23.8	25.5	26.0	23.6

<GARFIELD ST>

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POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

TIME	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	00:00	00:15	00:30
VEH.	68	40	55	46	64	30	20	39	33	21	15	10	21	10	3	9	11	4
AVG.	24.0	18.9	22.3	20.1	22.2	20.9	20.4	20.6	21.8	25.3	20.7	24.6	20.2	22.1	25.0	26.9	22.5	27.8

TIME	00:45	01:00	01:15	01:30	01:45	02:00	02:15	02:30	02:45	03:00	03:15	03:30	03:45	04:00	04:15	04:30	04:45	05:00
VEH.	4	0	0	4	0	2	4	0	2	0	0	0	0	2	1	2	5	2
AVG.	20.0	0.0	0.0	17.8	0.0	28.0	20.3	0.0	17.0	0.0	0.0	0.0	0.0	15.5	17.0	22.0	17.6	28.0

TIME	05:15	05:30	05:45	06:00	06:15	06:30	06:45	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30
VEH.	3	13	10	19	15	26	44	29	64	72	54	92	110	117	110	103	122	108
AVG.	21.7	19.1	19.3	19.3	18.4	20.3	21.7	20.7	24.8	22.8	21.7	26.2	26.4	25.6	24.1	24.6	23.9	25.0

TIME	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15
VEH.	109	104	141	139	137	140	130	146	121	137	11	0	0	0	0
AVG.	25.5	26.3	27.9	27.5	29.2	27.5	28.3	27.6	27.4	27.5	26.0	0.0	0.0	0.0	0.0

TOTAL VEHICLES = 19577

MINIMUM SPEED = 10

MAXIMUM SPEED = 64

AVERAGE SPEED = 25.50

50th PERCENTILE = 27

85th PERCENTILE = 34

TEN MILE PACE = 26 to 35

END OF REPORT

STEALTH SURVEY DETAILS

<GARFIELD ST>

<>

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
10:00	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10:30	0	4	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	4	3	2	2	0	0	2	0	0	1	0	0	0	0	2	0	0	0	0	0
11:00	2	3	4	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0
11:15	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	3	0	2	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0
12:15	2	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	3	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
13:00	3	0	4	3	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:15	2	4	3	2	2	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0
13:30	4	3	2	1	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
13:45	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	2	1	1	1	1	0	0	0	0	0	0	2	1	0	1	0	0
14:15	4	4	2	4	7	0	3	3	5	5	4	3	4	2	0	5	5	6	9	4
14:30	5	4	5	6	5	3	4	2	6	3	0	6	1	2	3	2	4	13	4	6
14:45	2	5	3	6	4	2	2	6	3	1	6	0	3	3	6	2	2	7	5	6
15:00	4	1	4	4	3	5	1	3	2	2	4	2	3	3	7	7	5	9	3	4
15:15	2	5	9	9	4	1	3	2	4	4	3	2	1	3	2	2	4	5	7	6
15:30	1	2	5	6	5	0	5	7	3	4	3	2	1	2	3	4	6	5	6	10
15:45	0	3	3	5	4	4	1	1	1	5	3	3	2	2	3	8	7	7	7	8
16:00	1	4	1	6	1	1	3	2	4	0	1	6	1	4	5	2	6	7	9	7
16:15	2	3	3	0	0	1	1	3	4	0	5	2	1	5	4	4	5	7	4	10
16:30	2	3	4	1	3	2	3	1	4	4	3	1	2	4	6	5	6	10	12	12
16:45	2	1	3	4	3	4	4	3	2	5	1	1	2	1	3	3	7	10	7	8
17:00	6	4	2	7	5	2	2	2	1	1	0	3	2	4	3	5	5	9	6	6
17:15	3	4	2	3	5	1	6	1	1	2	0	2	3	2	4	7	3	9	4	11
17:30	3	7	3	6	6	2	1	4	2	1	5	3	0	2	1	5	3	7	5	5
17:45	2	3	6	1	3	3	2	2	4	1	4	2	3	0	4	3	2	8	3	7
18:00	1	1	6	5	4	5	0	2	1	3	4	0	2	4	1	6	6	4	8	7
18:15	2	1	2	5	4	4	8	4	0	3	2	3	3	5	4	3	5	4	7	8
18:30	5	1	0	3	4	0	0	3	2	4	1	2	2	2	3	1	2	4	2	4
18:45	2	0	2	3	4	2	2	2	2	5	4	2	5	0	4	5	2	1	3	4
19:00	4	4	5	8	1	3	2	1	4	1	3	5	3	1	5	5	3	6	6	2
19:15	3	2	4	5	5	4	5	4	1	3	0	1	1	0	2	3	1	2	3	6
19:30	0	4	3	4	2	5	1	4	1	0	3	1	1	2	1	2	2	5	3	3
19:45	4	5	3	7	1	2	3	0	2	3	6	1	2	1	0	3	1	4	4	4
20:00	4	2	3	5	1	2	2	0	2	5	2	2	4	4	1	3	6	6	4	3
20:15	3	3	2	8	3	1	1	4	4	5	2	3	4	1	3	6	1	1	4	3
20:30	4	4	6	6	6	3	2	1	3	1	2	3	1	3	1	1	0	2	1	5
20:45	2	3	4	7	1	2	3	3	3	0	1	3	3	1	3	3	8	5	11	5
21:00	3	2	2	6	1	0	0	2	2	4	1	4	4	2	2	6	6	2	2	3
21:15	2	2	1	3	3	4	2	1	3	2	2	0	1	1	1	0	1	5	5	4
21:30	0	0	3	5	3	2	4	0	2	1	3	2	1	0	1	0	1	3	1	3
21:45	1	1	0	5	2	1	3	2	1	1	2	2	2	1	1	0	1	4	1	2
22:00	3	1	0	2	2	2	2	0	0	2	0	2	1	1	0	0	2	1	2	2
22:15	0	1	1	2	0	3	0	1	0	3	1	1	2	1	1	0	1	0	1	0

STEALTH SURVEY DETAILS

<GARFIELD ST>

<>

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
22:30	0	1	1	0	1	0	1	1	1	1	1	1	0	0	0	2	0	1	1	0
22:45	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
23:00	3	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1
23:15	1	2	1	1	0	1	1	0	1	1	2	0	1	0	0	0	0	0	0	1
23:30	1	2	1	1	1	0	1	2	0	0	2	0	0	2	0	0	1	0	0	1
23:45	0	1	0	0	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0	0
00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
00:15	0	0	3	0	0	0	0	0	2	1	0	0	0	3	0	1	1	2	0	0
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
04:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:45	2	1	2	2	0	0	0	1	0	2	0	0	3	3	1	2	0	0	1	2
06:00	2	2	0	2	2	1	1	1	1	0	0	0	1	1	0	0	0	3	2	3
06:15	0	3	2	2	1	2	2	1	2	1	2	2	0	0	0	1	0	2	1	0
06:30	0	0	2	3	0	2	1	0	0	0	0	2	1	0	4	0	1	0	2	0
06:45	1	4	2	4	4	1	1	4	1	3	4	3	4	1	1	0	0	2	1	2
07:00	0	2	1	5	7	6	2	1	0	2	5	2	1	2	2	3	2	3	5	4
07:15	5	3	1	1	1	1	0	1	6	5	2	2	2	1	3	2	2	0	1	2
07:30	2	4	1	5	5	2	3	3	5	4	1	0	4	0	2	3	3	3	2	1
07:45	5	3	5	14	2	3	2	4	3	1	2	2	1	3	0	2	3	4	2	6
08:00	5	5	4	3	5	4	1	1	5	1	3	3	1	4	0	0	2	4	1	5
08:15	3	2	4	3	3	5	2	1	2	3	3	2	2	2	4	4	5	5	5	1
08:30	2	5	3	5	2	7	2	2	1	0	0	0	7	3	4	4	5	9	2	7
08:45	1	0	3	6	3	4	5	1	0	1	4	1	1	3	3	2	4	5	3	5
09:00	3	4	5	7	5	3	4	4	2	2	3	2	1	5	3	1	4	6	1	2
09:15	0	3	8	7	4	5	7	1	3	4	3	2	4	4	0	2	3	1	2	2
09:30	3	3	6	6	3	1	1	0	2	3	2	2	2	3	3	3	6	2	5	6
09:45	3	3	3	6	6	5	4	0	5	2	2	2	1	1	1	1	3	0	5	2
10:00	2	5	6	7	2	3	3	1	3	3	2	4	0	2	3	4	8	6	4	1
10:15	3	3	4	4	3	3	1	2	1	3	2	5	0	2	1	1	2	6	3	6
10:30	3	4	2	6	2	6	6	0	1	5	2	2	2	2	3	2	7	3	0	9
10:45	1	2	1	2	2	5	2	1	3	2	1	2	5	2	1	2	8	7	4	2

STEALTH SURVEY DETAILS

<GARFIELD ST>

<>

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
11:00	0	6	4	2	3	2	4	4	1	4	1	2	2	2	1	1	2	2	1	2
11:15	6	6	1	3	0	2	2	2	3	2	5	2	2	6	6	5	2	4	6	3
11:30	0	2	2	5	8	0	5	4	0	2	2	1	2	1	5	4	5	11	6	8
11:45	4	1	4	9	1	4	2	5	2	1	2	2	4	4	4	1	3	11	2	6
12:00	0	3	5	4	5	2	3	3	3	2	3	4	4	2	2	2	7	10	7	9
12:15	3	4	3	6	8	2	2	1	3	4	4	2	2	5	5	3	3	13	6	6
12:30	1	5	2	11	2	1	3	2	2	1	3	2	3	2	2	4	2	10	11	14
12:45	0	3	3	6	4	3	3	4	0	3	1	2	5	2	1	9	2	8	1	8
13:00	1	2	4	6	2	4	2	4	6	0	3	2	1	2	4	2	5	6	4	13
13:15	2	3	10	2	1	4	1	2	5	0	5	3	3	1	3	1	5	2	4	10
13:30	3	4	5	2	1	0	2	6	2	0	2	2	3	1	3	2	0	14	8	7
13:45	1	2	7	5	4	6	2	1	1	1	2	3	3	4	1	0	6	9	5	4
14:00	1	1	5	6	4	1	4	1	1	0	3	2	5	4	4	4	2	5	5	4
14:15	4	2	4	6	4	1	3	2	1	1	2	2	4	0	2	3	3	5	11	6
14:30	1	4	5	8	3	1	1	2	0	3	3	1	2	1	3	4	3	9	11	7
14:45	2	3	4	8	5	3	2	3	2	1	4	0	1	2	4	5	7	8	5	3
15:00	4	2	3	2	2	1	2	3	0	4	0	3	1	0	2	2	6	6	6	8
15:15	2	0	3	9	3	2	3	2	5	1	3	1	4	5	6	6	7	10	4	4
15:30	2	4	4	3	8	4	2	2	2	0	3	1	2	5	5	6	8	4	4	3
15:45	1	3	2	2	1	0	3	1	0	2	2	2	2	2	4	4	7	2	7	9
16:00	4	3	3	4	2	4	1	3	3	3	1	2	3	5	4	8	4	2	3	8
16:15	1	1	2	6	2	2	7	5	1	0	2	1	2	0	1	6	4	7	6	6
16:30	1	2	5	3	0	6	4	5	1	3	3	4	1	4	4	5	7	8	6	6
16:45	1	4	4	3	2	6	1	1	5	3	1	2	1	2	2	4	5	6	7	11
17:00	2	3	2	6	0	2	0	1	1	1	2	2	2	3	2	4	5	9	6	9
17:15	4	3	8	10	6	3	5	0	3	0	2	1	2	4	1	6	3	10	3	2
17:30	2	4	2	3	1	5	4	3	2	3	1	2	2	4	3	7	1	5	11	3
17:45	2	3	2	4	4	1	3	1	0	4	4	1	1	2	5	4	1	11	6	13
18:00	0	3	7	5	2	3	3	1	0	0	6	3	3	4	1	7	7	11	2	6
18:15	0	3	4	5	5	3	1	3	5	2	1	3	3	3	2	8	2	5	4	6
18:30	2	3	1	8	9	4	3	2	3	3	1	4	2	1	1	2	2	6	5	7
18:45	4	4	4	2	4	4	4	0	2	2	2	3	2	4	3	2	4	8	5	5
19:00	1	3	4	6	2	2	3	6	3	3	7	1	0	0	5	3	4	4	6	4
19:15	2	3	5	5	2	2	7	4	2	2	2	0	2	3	3	3	4	7	4	4
19:30	1	4	5	3	6	3	5	4	4	4	4	3	4	5	5	5	5	4	5	3
19:45	4	2	3	2	0	0	2	3	0	3	1	3	2	2	2	3	2	3	1	7
20:00	2	0	4	1	4	3	2	5	2	2	1	4	3	1	0	1	1	3	2	2
20:15	2	0	3	4	7	3	4	2	9	2	2	3	4	3	3	1	4	1	6	6
20:30	2	7	2	0	4	2	3	3	4	0	1	1	2	1	1	2	0	3	1	0
20:45	1	3	5	5	3	2	2	1	3	1	2	4	3	2	1	1	1	1	2	6
21:00	2	2	1	5	2	2	2	1	0	3	2	1	0	3	0	1	1	1	3	2
21:15	2	0	2	1	2	3	3	1	3	1	1	3	1	0	2	6	1	5	5	3
21:30	4	1	2	5	3	5	3	4	2	0	1	5	2	1	1	0	1	0	0	0
21:45	1	0	0	1	1	1	1	3	1	3	2	0	0	2	2	0	0	1	0	1
22:00	0	0	0	0	0	1	0	2	1	2	1	0	0	1	0	0	3	0	0	0
22:15	0	2	1	1	2	0	2	0	2	4	0	1	0	0	2	0	2	2	1	0
22:30	0	1	1	0	0	1	1	0	1	0	0	1	0	1	1	0	1	1	0	4
22:45	1	1	0	3	1	1	1	0	0	3	2	0	1	0	0	0	0	0	1	1
23:00	1	0	0	2	3	0	1	0	1	1	1	0	1	0	0	0	0	1	0	1
23:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	2	0	0

STEALTH SURVEY DETAILS

<GARFIELD ST>

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POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
23:30	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
23:45	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
00:00	0	1	1	1	2	0	0	0	0	1	0	2	0	0	0	1	0	1	0	0
00:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
02:30	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
02:45	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0
03:30	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:15	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	2	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:45	2	2	2	1	2	1	0	1	0	0	0	2	1	1	1	0	0	1	1	0
06:00	1	2	1	1	1	0	0	1	1	0	0	0	3	0	0	2	0	0	0	0
06:15	1	2	1	1	1	2	0	1	0	0	3	0	0	0	1	0	0	0	0	0
06:30	0	0	0	2	3	0	0	0	1	0	1	0	0	1	0	2	0	0	0	0
06:45	2	5	3	3	4	2	2	3	2	2	3	0	4	1	0	3	0	2	0	0
07:00	0	1	1	5	1	3	4	1	5	2	1	1	2	2	1	2	0	1	0	1
07:15	0	3	1	4	1	2	1	0	2	4	0	4	0	1	0	3	2	2	2	3
07:30	4	4	5	4	5	1	0	3	2	2	0	1	3	2	2	2	3	5	4	6
07:45	7	4	3	2	2	2	2	3	2	1	8	3	3	2	4	4	6	1	4	5
08:00	4	1	5	9	5	3	5	2	3	1	0	0	3	4	3	5	7	3	3	3
08:15	0	2	9	5	5	2	1	4	3	3	2	2	3	4	9	3	4	4	4	5
08:30	4	3	6	3	1	2	4	2	4	2	3	2	2	2	2	2	5	5	4	6
08:45	2	4	4	4	7	2	2	3	1	1	4	4	0	2	1	0	6	4	3	4
09:00	1	1	5	7	1	2	1	4	1	6	2	4	0	2	2	2	4	5	7	4
09:15	2	3	7	7	3	0	7	2	1	1	1	1	1	2	3	5	7	3	5	4
09:30	5	5	5	4	4	3	2	1	2	2	7	3	0	0	3	4	1	2	4	3
09:45	2	2	1	8	6	3	3	4	2	1	1	1	2	2	2	3	1	7	7	6
10:00	2	5	4	3	4	4	3	4	0	1	0	3	5	3	2	4	2	12	4	4
10:15	2	5	1	4	4	1	0	1	2	0	1	3	0	3	3	4	2	7	4	3
10:30	1	4	2	8	4	4	3	2	4	1	9	3	4	4	1	7	3	7	5	7
10:45	2	3	3	5	6	2	6	3	2	1	3	4	2	2	6	6	6	7	5	5
11:00	6	3	5	4	0	2	3	2	5	1	5	1	1	0	7	4	3	7	3	7
11:15	2	6	3	6	2	5	3	4	4	4	3	3	2	6	4	8	2	4	7	4
11:30	4	0	2	4	2	5	7	4	1	7	1	4	0	1	4	5	5	5	6	6
11:45	6	5	1	5	4	3	1	2	0	2	0	5	3	1	3	8	3	10	8	4

STEALTH SURVEY DETAILS

<GARFIELD ST>

<>

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
12:00	3	1	5	2	2	3	4	2	3	2	1	0	1	6	4	4	4	9	8	8
12:15	0	3	1	3	2	1	1	1	2	2	1	2	5	6	6	3	6	12	13	11
12:30	3	0	5	9	4	2	4	2	6	2	5	4	4	4	2	0	5	7	5	2
12:45	5	1	2	2	4	4	2	1	1	1	2	4	4	1	5	3	4	7	6	5
13:00	3	1	5	7	6	2	3	5	2	1	6	3	2	1	1	2	0	5	3	4
13:15	7	3	4	4	7	2	2	3	4	3	1	5	2	1	3	4	5	5	8	7
13:30	1	6	5	3	2	2	4	1	5	0	3	4	2	4	2	6	7	10	5	5
13:45	2	7	5	6	5	7	1	3	4	5	4	1	6	3	2	2	4	5	3	6
14:00	1	5	1	4	2	4	4	1	7	6	4	3	4	10	3	6	6	3	4	8
14:15	2	2	5	5	6	4	4	6	3	3	1	1	4	1	3	1	5	7	8	7
14:30	5	2	8	5	3	4	4	1	2	2	1	1	2	2	5	8	7	4	4	5
14:45	3	4	1	3	2	2	2	1	3	5	2	2	4	6	7	2	5	5	9	10
15:00	3	3	2	4	4	2	4	3	2	1	0	2	5	2	3	4	6	6	5	8
15:15	2	1	3	7	5	4	4	4	3	3	4	2	5	5	2	5	6	7	6	10
15:30	1	3	5	4	5	4	5	3	6	2	2	1	1	6	2	6	5	5	9	3
15:45	3	5	6	5	4	2	7	1	7	4	8	3	3	3	4	6	7	2	4	10
16:00	0	1	3	8	2	0	2	5	1	2	2	2	0	1	2	3	4	8	10	13
16:15	2	1	3	7	6	1	1	2	1	2	1	2	3	4	3	4	2	11	3	8
16:30	3	4	2	5	1	5	2	4	2	4	0	1	5	4	4	1	2	5	3	8
16:45	1	2	3	5	3	1	1	7	3	3	1	1	4	5	2	3	7	6	6	7
17:00	3	2	2	5	0	2	3	2	3	1	4	4	4	1	1	5	1	7	3	8
17:15	2	0	2	9	2	3	2	1	1	0	7	1	2	1	3	1	3	7	5	10
17:30	2	2	3	5	3	0	1	2	3	5	2	3	1	4	4	1	8	7	6	6
17:45	3	5	2	0	4	3	2	2	3	2	2	3	1	2	6	3	3	6	5	10
18:00	3	2	4	5	6	6	1	3	3	2	1	2	2	3	0	6	4	4	3	4
18:15	1	4	5	5	3	3	4	4	6	3	3	1	3	1	4	6	9	7	9	7
18:30	3	2	2	10	3	1	7	2	2	1	4	1	2	0	1	2	3	10	4	3
18:45	0	1	3	2	2	3	2	2	0	2	5	3	1	5	2	3	7	5	4	7
19:00	4	5	6	5	3	4	4	5	3	6	2	1	2	2	5	3	3	2	1	4
19:15	2	6	6	8	3	4	2	3	2	3	1	2	3	6	1	2	2	5	2	8
19:30	0	0	5	3	1	3	0	4	4	0	3	4	1	4	1	2	4	4	2	3
19:45	0	2	1	3	2	4	4	4	5	1	3	0	1	2	3	4	3	7	13	9
20:00	0	7	7	6	3	3	2	3	5	2	3	2	1	5	4	4	4	4	2	2
20:15	2	3	3	3	1	2	2	4	0	1	3	2	1	2	3	6	2	4	2	5
20:30	2	0	9	5	0	1	3	1	2	2	0	0	0	3	0	4	1	1	0	0
20:45	4	1	1	4	2	3	3	1	1	5	1	3	3	1	2	1	1	0	2	0
21:00	4	1	2	7	2	1	0	1	2	2	4	1	0	1	4	1	2	3	0	2
21:15	3	2	5	2	1	2	4	3	4	4	2	0	1	4	1	0	4	3	3	3
21:30	1	2	1	2	2	1	2	3	0	1	2	1	1	3	1	0	0	0	0	1
21:45	1	0	0	5	0	1	1	2	0	1	0	1	1	1	0	0	0	1	0	1
22:00	0	0	1	4	5	2	4	2	1	1	2	0	2	1	1	2	2	1	1	3
22:15	3	1	1	2	1	2	1	3	0	2	0	3	0	0	0	0	0	1	7	0
22:30	0	2	0	0	0	0	2	1	1	1	2	0	0	1	0	1	0	0	0	0
22:45	0	0	2	2	1	0	1	1	0	2	0	0	0	1	0	1	0	0	0	2
23:00	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1
23:15	2	0	2	2	0	2	1	0	2	0	0	2	2	1	0	0	1	1	0	0
23:30	0	3	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	0
23:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	1	0
00:15	0	0	1	1	0	0	2	1	0	0	1	0	0	1	0	0	0	0	0	0

STEALTH SURVEY DETAILS

<GARFIELD ST>

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POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
00:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
00:45	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
04:45	0	1	1	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	1	0	0	2	0	2	2	1	0	1	1	0	0	0	0	1	0	0
05:45	2	1	1	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0
06:00	0	2	4	1	1	0	1	1	0	1	1	1	1	0	0	1	0	1	0	0
06:15	0	1	1	1	1	4	0	0	1	1	1	1	0	0	0	0	1	0	1	0
06:30	0	1	1	3	3	1	2	0	1	1	4	0	0	0	1	1	0	3	0	0
06:45	0	3	1	2	2	4	2	3	3	2	2	1	3	1	0	0	0	3	1	1
07:00	2	2	2	2	1	2	2	1	0	1	2	1	0	0	0	1	1	1	0	2
07:15	2	3	3	2	2	2	0	1	1	1	2	2	2	4	3	3	3	2	4	0
07:30	1	2	6	6	7	0	2	2	3	3	0	2	2	0	1	3	2	5	3	1
07:45	2	1	2	6	2	1	1	3	4	5	0	1	1	1	2	3	1	3	5	2
08:00	4	1	3	6	2	3	6	0	1	3	4	1	2	3	4	2	0	1	3	3
08:15	3	3	4	4	3	3	3	0	2	3	2	6	5	1	3	2	2	3	4	4
08:30	3	2	3	3	10	1	4	4	3	5	2	3	3	3	4	2	4	6	5	4
08:45	5	3	2	6	4	3	6	2	3	2	4	5	1	4	5	2	4	6	5	6
09:00	3	2	6	4	5	6	6	1	2	6	3	3	2	1	1	2	2	1	2	4
09:15	3	3	4	4	7	7	2	4	4	1	5	6	4	3	3	4	1	11	6	6
09:30	4	8	5	2	2	0	4	3	5	2	0	3	1	6	2	4	2	6	2	7
09:45	3	3	2	7	3	1	0	5	4	4	0	4	3	4	5	2	3	3	4	5
10:00	1	1	4	6	6	1	3	2	2	0	1	1	4	2	6	6	3	4	8	7
10:15	5	2	1	3	1	4	3	2	3	0	8	1	2	1	5	5	3	9	5	5
10:30	2	1	4	4	4	3	3	4	0	4	2	3	1	1	5	3	3	8	5	10
10:45	1	2	0	2	4	4	2	1	0	2	0	5	2	3	5	3	5	9	7	5
11:00	3	1	5	5	2	4	4	0	1	2	2	7	1	3	3	3	5	8	8	10
11:15	4	1	4	2	4	2	1	1	1	2	2	3	2	4	4	4	7	8	6	4
11:30	4	2	1	5	2	4	3	0	1	2	5	2	4	3	4	5	7	12	5	5
11:45	1	3	3	3	2	5	3	1	3	2	3	5	1	0	5	2	2	6	5	4
12:00	1	1	0	7	3	4	5	4	1	1	4	2	5	2	2	5	2	8	5	14
12:15	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	2	0
VEH.	470	562	673	908	628	515	530	460	471	443	478	435	427	467	506	610	651	984	819	958
%ILE	2	5	8	13	16	19	21	24	26	28	31	33	35	38	40	43	47	52	56	61

STEALTH SURVEY DETAILS

<GARFIELD ST>

<>

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	8	4	3	5	1	3	1	2	0	0	0	0	0	0	1	0	1	0	0
14:30	4	8	6	5	13	6	3	2	0	1	0	0	0	0	0	0	0	1	0	0
14:45	4	9	8	7	15	7	3	6	4	0	3	1	1	1	0	0	1	0	0	0
15:00	3	1	8	4	6	3	2	3	1	0	1	3	0	0	0	0	0	0	0	0
15:15	4	6	7	6	7	5	4	1	2	4	1	3	1	0	1	0	0	0	0	0
15:30	11	6	6	5	3	2	1	6	4	2	2	3	0	0	0	0	0	0	0	0
15:45	5	10	12	12	4	6	3	1	1	0	1	1	0	0	0	0	0	0	0	0
16:00	15	4	8	5	12	6	2	3	4	5	2	2	2	0	0	0	0	0	0	0
16:15	10	6	6	10	7	9	6	4	3	5	2	0	0	1	0	0	0	0	0	0
16:30	13	9	7	9	14	6	3	6	2	0	0	0	0	0	0	0	0	0	0	0
16:45	9	3	4	7	9	4	4	4	2	0	3	3	1	2	0	1	0	0	0	0
17:00	14	8	5	13	7	4	7	4	3	3	1	2	0	1	0	0	0	0	0	0
17:15	6	10	10	9	10	11	9	5	3	1	0	1	1	0	0	0	0	0	0	0
17:30	10	7	4	11	8	7	5	3	1	2	2	0	0	0	0	0	0	0	0	0
17:45	10	5	5	4	7	6	4	2	3	1	2	2	1	1	0	0	0	0	0	0
18:00	4	10	7	10	7	1	3	3	1	0	2	1	0	0	0	0	0	0	0	0
18:15	11	6	4	1	3	4	0	6	3	1	3	1	0	0	1	0	0	0	0	0
18:30	6	10	7	5	7	1	3	2	4	0	0	1	0	1	0	0	0	0	0	0
18:45	4	2	3	3	0	4	3	2	1	1	0	0	1	0	0	0	0	1	0	0
19:00	4	5	5	2	4	3	2	3	1	0	0	1	0	0	0	0	0	0	0	0
19:15	4	2	1	2	6	3	3	3	3	1	0	2	0	0	1	0	0	0	0	0
19:30	4	3	7	5	1	0	1	1	1	2	1	1	0	1	0	0	0	0	0	0
19:45	7	3	2	1	5	3	1	3	1	1	0	0	0	0	0	0	0	1	0	0
20:00	2	1	4	5	7	1	3	1	0	2	0	0	0	1	0	0	0	0	0	0
20:15	5	3	4	3	6	2	0	1	3	0	2	0	1	1	1	0	0	0	0	0
20:30	6	3	5	4	2	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
20:45	2	4	4	6	5	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0
21:00	0	2	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	6	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	2	1	2	3	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
22:00	1	0	1	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
22:15	1	1	1	1	1	0	1	1	1	0	2	1	0	0	0	0	0	1	0	0

STEALTH SURVEY DETAILS

<GARFIELD ST>

<>

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
22:30	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
23:00	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	2	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	1	0	0	1	3	0	2	0	0	1	0	1	0
23:45	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	2	0	0	0	0
00:00	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0
00:15	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	2	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15	3	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
06:30	0	4	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	2	1	1	3	2	0	3	0	1	0	1	1	0	0	0	0	0	0	0
07:00	2	0	4	3	2	0	3	1	1	0	2	0	0	0	0	0	0	0	1	0
07:15	5	3	1	3	1	3	1	0	2	1	3	0	0	0	0	0	1	0	0	0
07:30	1	4	3	0	3	4	2	2	1	1	2	0	0	1	0	0	0	0	0	0
07:45	1	1	4	5	6	4	2	1	1	1	2	1	0	1	0	0	0	0	0	0
08:00	5	1	5	0	3	2	1	3	6	3	0	0	0	1	1	0	0	0	1	0
08:15	10	4	3	6	2	7	3	2	1	3	1	4	0	0	0	1	0	0	0	0
08:30	9	4	7	5	6	8	2	0	4	1	0	0	0	1	0	0	0	0	0	0
08:45	9	6	3	7	6	3	1	3	2	2	0	0	0	1	0	0	0	0	0	0
09:00	3	5	4	3	4	5	4	2	2	2	1	3	1	0	0	0	1	0	0	0
09:15	1	8	3	3	5	6	4	3	0	1	0	0	0	0	0	0	0	0	0	0
09:30	4	6	4	3	7	3	4	2	3	0	0	1	2	0	0	0	0	0	0	0
09:45	8	4	6	3	7	5	4	5	0	0	0	1	0	0	0	0	0	0	0	0
10:00	4	5	4	4	4	2	0	1	0	1	1	1	0	0	0	0	0	0	0	0
10:15	8	5	6	9	11	6	4	1	0	0	2	3	0	1	0	0	0	0	0	0
10:30	6	3	7	8	11	6	5	4	2	1	2	0	0	0	0	0	0	0	0	0
10:45	5	8	6	3	6	4	6	3	3	1	1	1	2	0	0	2	0	0	0	0

STEALTH SURVEY DETAILS

<GARFIELD ST>

<>

POSTED SPEED LIMIT: <25>

SURVEY STARTED: <2013/04/15 09:44>

FILENAME: 1B00058.DAT

MIN SPEED ALLOWED <10> MAX SPEED ALLOWED <65>

	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
23:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	1	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
06:45	2	4	1	0	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0
07:15	0	2	1	0	1	3	4	2	0	1	2	0	0	0	0	0	0	0	0	0
07:30	1	3	3	3	3	8	0	2	0	0	1	0	0	0	0	0	0	0	0	0
07:45	1	9	3	1	1	1	2	0	0	3	1	1	0	0	0	0	0	0	0	0
08:00	4	5	0	7	2	2	2	4	1	3	0	2	0	0	0	0	0	0	0	0
08:15	3	4	4	2	4	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0
08:30	5	2	8	1	6	5	1	6	4	2	3	0	2	0	1	1	0	1	0	0
08:45	3	2	7	4	6	4	3	2	2	2	4	0	0	0	0	0	0	0	0	0
09:00	4	6	12	7	6	1	1	6	0	1	1	1	0	1	0	0	0	0	0	0
09:15	2	7	1	2	7	3	3	4	0	1	1	0	0	1	2	0	0	0	0	0
09:30	2	3	1	7	3	0	3	4	0	0	0	1	0	0	0	1	0	0	1	1
09:45	7	4	4	7	10	1	1	5	0	1	0	0	0	0	0	0	0	0	0	0
10:00	3	3	2	2	4	4	3	2	1	1	0	0	0	0	1	0	1	0	0	0
10:15	5	5	6	6	6	5	5	2	2	1	0	1	0	0	0	0	0	0	0	0
10:30	11	7	3	11	6	2	2	0	1	1	0	0	1	0	0	0	0	0	0	0
10:45	5	4	4	5	7	3	6	3	0	0	0	1	0	0	0	0	0	0	0	0
11:00	4	4	5	4	10	7	1	4	1	1	2	1	0	0	0	0	0	0	0	0
11:15	5	5	1	1	4	3	1	1	0	1	0	0	1	0	0	0	0	0	0	0
11:30	7	4	3	2	8	5	2	1	7	0	0	0	0	1	0	1	0	0	0	0
11:45	7	9	1	4	5	4	1	2	2	0	0	0	0	2	1	0	0	0	0	0

STP-Urban

Phase 2 Application Guidelines

Town: Town of Newington

Street: 131 Cedar Street

Route No.: Rte 175

Project Title: Garfield Street

Contact Person: Chris Greenlaw

Phone Number: 860-665-8570

Each proposal must include the following:

- Resolution of the Town Council**
- Completed Application Parts 1, 2 and 3 for Capital Improvement Projects**
- Completed Application Parts 3 and 4, and your own cost estimate for Studies or other Nontraditional Projects** (an electronically fillable version of Part 4 is available on CRCOG's website)

General requirements:

- Roadway Reconstruction project cost cannot exceed \$2,500,000 total** (\$2,000,000 federal share); **\$3,500,000 total** (\$2,800,000 federal share) **for City of Hartford projects**
- Pavement Rehabilitation/Stand-Alone Sidewalk project cost cannot exceed \$1,000,000 total** (\$800,000 federal share)
- Bicycle/ Pedestrian project costs cannot exceed \$700,000 total** (\$560,000 federal share)
- Roads must be on the Federal-Aid system** (with the exception of off-road trails)
(Check your federal functional classification map or call Robert Aloise at 860-522-2217 x214)
 - Urban areas: federal functional classification of *collector* or higher
 - Rural areas: federal functional classification of *minor collector* or higher
- Return 3 copies of this completed application to CRCOG by 4:00 p.m. on Wednesday, July 17, 2013**

Return to: Jennifer Carrier
Director of Transportation
CRCOG
241 Main St.
Hartford, CT 06106

Part 1:

Project Description Guidelines

Each proposal must be fully and clearly defined. At a minimum the applicant must supply the following materials for each proposal:

I. Written Description of Proposed Improvement

Provide a brief written description of the proposed improvement and why it is needed.

(From Application cover letter)

Garfield Street provides for the main (only) access to the Town Hall as a collector between (2) state routes with a third state route embracing the north side of our campus (please refer to figure #1). Our Town Hall (or campus), while housing the Board of Education and Police Department, is a geographic hub, with adjacent neighbors notably as, but not limited to: the Senior Center Housing Authority, Library and Mill Pond Park, with Garfield Street as the axis connecting to our viable Central Business District (C.B.D.). The C.B.D. encompasses the “Constitution Market” with its recently reconstructed streetscape project (Market Square) and various businesses. Garfield Street acting as a nexus, incorporates the Town Hall campus with regional significance (and associated events) and the C.B.D. with its host of events. An improved Garfield Street directly connecting the C.B.D. with two State Routes is a perceived benefit to the economic viability of the area.

Our project specifically outlines the benefit of an improved relocated roadway with provisions (sight line, walks, crosswalks and lighting) to enhance vehicle and pedestrian safety. A newly constructed roadway provides a structural and geometric improvement to this important “Collector” roadway. Special note: Garfield Street surrounded by Town of Newington property on either side of the R.O.W., therefore no takings or R.O.W. issues exist.

II. Project Location Map

Indicate the general location of the project on a suitable map. (an 8 ½” x 11” sheet is adequate)

Please refer to “Figure #1” attached

III. Preliminary Project Plans

Preliminary project plans, drawn at a scale of 1" = 100 feet or larger, should be submitted. The following items should be depicted on the plan or plans.

- All proposed improvements
 - drainage
 - culverts
 - sidewalks
 - traffic signals, etc.
- Existing edge of pavement
- Proposed new edge of pavement
- Project limits
- Existing property lines
- Proposed new property lines
- Utilities

This plan should be considered as a "conceptual" or "sketch" plan in which a high degree of accuracy is not required. An adequate base map for the plan would be your town assessor's maps (usually available on an air photo base at 1" = 100 feet) or an MDC quadrangle map (1" = 200 feet) enlarged to 1" = 100 feet.

The Engineering department has provided Preliminary Progress plans resultant of a compilation of mapping (file) augmented with traditional field survey. This design data was incorporated and further developed utilizing our Autocad software. We've developed both preliminary horizontal and vertical geometry (test borings conducted), provided both existing and a proposed drainage system (complete with detention, underground storage), both existing and proposed lighting (met with CLP & ATT representatives), plotted existing utilities per CBYD mark out, proposed cross walks, concrete walks, trees and other related appurtenances. Important note: The quantity estimate is supported by both calculations and areas generated from the software. Please note: Please refer to the attached plans depicting the Project limits (+/- 1000 feet roadway). The project is unique for the fact that Town of Newington land flanks both sides of the R.O.W., therefore takings and/or R.O.W. issues are not a factor.

IV. Preliminary Cross-Section

Provide one or more typical cross-sections (not to scale) depicting the following:

1. Pavement width (federal guidelines require at least 30 feet)
2. Sidewalk location and width
3. Utility pole placement
4. Snow shelf location and width
5. Right-of-way lines

Please refer to Figure #2, "typical Cross Section"

V. Roadway Data

Provide the following information:

1. Traffic volumes: daily and peak hour
Daily Traffic volume: 6,526
Peak hour volume: 8:00am to 6:00pm
2. Speed data: posted speed, average vehicle speed, 85th percentile speed
Posted Speed: 25 mph
Avg. Speed: 25.5 mph
85th Percentile Speed: 34 mph
3. Accident data (including pedestrian and bicycle accident data): latest 3 years available
See attached report
4. Local design standards
Design to coincide with Town standards: Existing width = 36 ft to remain; Arterial road with posted speed of 25 mph to remain.

***Please refer to the traffic count data (performed 2013) attached.

VI. General

Provide the following information:

1. Any reports or engineering studies – conducted borings – refer to attached Figure #3
2. Any news articles or public comments on the problem or project

VII. Additional Questions

In addition to the basic materials requested above, the applicant should answer the questions below which are intended to address basic issues about existing conditions, project management, impacts on private property, utilities, wetlands, etc. You may provide your answer in the space provided below or submit separate answer sheets.

(a) Functional Classification

Indicate the functional classification of the road as designated for the Federal-Aid system¹.

Urban Areas	Rural Areas
<input type="checkbox"/> Principal Arterial	<input type="checkbox"/> Principal Arterial
<input type="checkbox"/> Minor Arterial	<input type="checkbox"/> Minor Arterial
<input checked="" type="checkbox"/> Collector	<input type="checkbox"/> Major Collector
<input type="checkbox"/> Local (not eligible)	<input type="checkbox"/> Minor Collector
	<input type="checkbox"/> Local (not eligible)

(b) Design

1. *Has any survey or design work already been done?*

A preliminary field investigation has been completed for planning purposes. A limited topographic (traditional) field survey has been conducted and utilized in development of the "Autocad" design of the plans. Additionally, test borings were conducted and file maps incorporated to assist with the design and base mapping. To reiterate both calculations and software measurements were utilized in the development of the estimate. With this amount of design preparedness, we elected to take the credit of 15 % for minor items and derived the corresponding (anticipated) construction cost value of 16%.

2. *Will the design be done by town forces or by a consulting firm?*

Design will be completed by a consulting firm.

(c) Rights-of-Way

1. Existing ROW (feet): 60 feet
Proposed ROW (feet): 60 feet
(50 feet is the minimum allowed in most federal projects)

¹ <http://www.ct.gov/dot/LIB/dot/Documents/dpolicy/policymaps/fcl/pdf/fclpdf.pdf>

2. Generally describe the nature and extent of the ROW impacts (e.g. 10-15 strip takes, 1 total)

The Town owns property on both sides of the road thereby negating the need for appraisals and mapping for taking. However; a new R.O.W. (right-of-way) map will need to be produced to delineate the new R.O.W alignment of the road.

3. If you anticipate that there will be ROW impacts, please supply the following:

- a. a copy of the zoning map for the area, and
- b. a copy of the assessor's map for the project area (including the parcel numbers)

N.A.

4. How many takings will result in nonconforming lots that will require a zoning variance?
N.A.

5. Do you anticipate any problems obtaining the zoning variance? N.A.

6. How many families and/or businesses will be displaced ? None

(d) Pavement

1. Existing pavement type and width:

Bituminous; 36 feet wide

2. Will existing pavement be left as is, overlaid, reconstructed or recycled?

Existing pavement will be recycled.

3. Proposed new pavement structure. Describe type & depth of each course including the base.

A typical DOT estimated pavement section is:

collectors	arterials	
3"	4"	HMA 0.5 inch
4"	5"	HMA 1.0 inch
12"	12"	Suitable subbase

(e) Utilities

1. *List all utilities and their owners within the project area*

(gas, water, sewer, electric, telephone, cable TV, etc.) and indicate whether underground or overhead. Gas-CNG (Connecticut Natural Gas), Water & Sewer-MDC (The Metropolitan District), Electricity-CL&P (Connecticut Light & Power), Phone-ATT/SNET (American Telephone & Telegraph, Southern New England Telephone), Cable TV-Cox Communications

2. *If any of these utilities are likely to be affected by the project, please explain the nature and extent of the impact.*

Overhead utility wires will be relocated to new relocated poles. Water meter pit will be relocated out of the R.O.W. but remain on Town of Newington property.

3. *Are there any plans to expand or improve existing utilities within the next five years?*

No plans at this time.

(f) Storm Water Drainage System and Under Drains

Explain any existing storm water drainage problems, including any ponding or erosion issues, or deficiencies in inlet or culvert capacity. If you propose to modify, replace, or install a system, please indicate the nature and extent of improvements. Provide a rough estimate of the improvements needed (e.g. length of new storm sewer pipe, number of new catch basins, etc.)

New CB's: 9 +/-, 15" HDPE: 580' lf +/-, 12" HDPE: 182' lf +/-, underground storage: 20 +/-, hydrodynamic separator: 1. A preliminary drainage analysis was conducted to assist in the development of the system including the underground storage. Please refer to the attached design plans for drainage system alignment and underground storage location.

(g) Culverts, Bridges & Other Crossings

Identify any existing crossings that are likely to be modified (e.g. extended), rehabilitated, or replaced as part of the project. Indicate the type of improvement needed and the reason for it. If any existing crossings have inadequate hydraulic capacity, please indicate:

N.A.

(h) Railroad Grade Crossings

Identify any existing at-grade crossings and indicate if any modifications are needed.

N.A.

(i) Sidewalks

Provide a rough estimate of the number of linear feet of sidewalk to be replaced or constructed. Specify the type of material and whether or not the sidewalk fills a gap or connects pedestrian destinations.

New 5' concrete sidewalks: 1,140' lf +/-, will connect Mazzoccoli Way to the relocated Garfield Street. These walks will also allow pedestrians access from the relocated road to: Library, Town

Hall, Board of Education, Police Department, Mill Pond Park and ultimately to Senior housing, Housing Authority, Senior Center and CT Transit bus stops.

What percentage of the above is for "replacement" of existing sidewalk?

Approximately 50 % is being replaced because of the re-location of the roadway.

If you are submitting a stand-alone sidewalk project, identify the pedestrian user (i.e. elementary school children).

(j) Parks, Cemeteries, Historic Structures

Identify any parks, cemeteries, or historic structures that are likely to be affected by the project.

This proposed project will enhance pedestrian accessibility to Mill Pond Park from Garfield Street and the adjacent Town Hall. Of note, our park has regional significance as it hosts our annual Extravaganza event, high school baseball and travel soccer. Other activities include staging for annual running events.

(k) Wetlands

Identify any wetlands that are likely to be affected by the project (Locate them on a map if that is more appropriate)

No improvements associated with this project will impact the wetlands at this time, however the 100' Upland Review Area" encompasses a current portion of the roadway.

(l) Hazardous or Contaminated Sites

Identify any known or suspected sites that are likely to be affected by the project. If the project includes work in the vicinity of a gas station or other facility with underground storage tanks, the locations should be identified. (Locate them on a map if that is more appropriate).

The former Town highway garage and current Board of Education bus garage is located at the westerly end of the proposed project. We've consulted with the Fire Marshall and he has indicated no knowledge or historical data of any tanks and/or remediation efforts. Pursuant to this information, please note that we have reduced the "Environmental Consideration" factor to a lower percentage.

(m) Traffic Signals

Identify any intersections where traffic signals will need to be modified, replaced, or installed. If it is an old signal you should consider replacement rather than modification in your cost estimate. Indicate who is responsible for maintenance, ownership, and electrical cost. **N.A.**

(n) Curbing

Provide a rough estimate of the number of linear feet of new curbing to be installed. Specify the type of curbing.

If you are going to reuse existing granite curb, please indicate. Concrete Curbing: approx. 2,062’
If

(o) Retaining Walls

If you anticipate using retaining walls, please provide a rough estimate of the height, length, and type of materials. N.A.

(p) Transit, Pedestrians, and Bicyclists

Identify existing Transit, Pedestrian and Bicycle usage in the project area, any area generators (schools, employers, recreational areas, etc.), and any transit stops in or near the project. Indicate if the area is identified in CRCOG’s or the Municipality’s bike or pedestrian plans, if the project is on the CRCOG bike network², and how the project will affect bike suitability as categorized on CTDOT’s Bicycle Map³.

CT Transit Bus Stop at Town Hall & Senior Center.

Although the current proposal does not designate an exclusive “Bike Lane”, the roadway R.O.W. coupled with Town of Newington ownership on either side could facilitate the design and implementation of a dedicated bike lane.

Generator	Yes	No	TBD	Generator	Yes	No	TBD
Residential Areas (R)	x			Shopping Centers (M)	x		
Parks (P)	x			Hospitals/Clinics (H)		x	
Recreational Areas (RA)	x			Employment Centers (E)		x	
Churches (C)		x		Government Offices (G)	x		
Schools (S)		x		Local Businesses (B)	x		
Libraries (L)	x			Industrial Plants (I)		x	
Existing Bicycle Trails (BP)		x		Bus Routes (BR)	x		
Planned Bicycle Trails (PBP)		x		Public Trans. Facilities (T)			x
Existing Sidewalks (SW)	x			Other (O)			x

Include a map or location plan to illustrate the respective generator(s) using the letter codes identified above.

Identify if the proposed project supports the region’s transit system and, if it is supportive, explain why.

Indicate if the proposed project supports bicycle mobility and safety and, if it is supportive, explain why. To reiterate, although no exclusive bike lane is shown, the road width proposed at 36’ wide will allocate a 6’ foot shoulder on either side to facilitate bike traffic.

² http://www.crcog.org/transportation/bicycle/bp_plan.html

³ www.ctbikemap.org/bikemap.html

Describe if the project closes any gaps in any existing system, or provides any unique or primary access between important destinations, such as: across a natural or manmade barriers; into or out of developments or employment center; or between communities or other significant destinations such as a university campus or recreational facility) The existing road (as currently constructed) hinders “barrier” pedestrian access between the Town Hall campus and the Mill Pond Park complete with recreational facilities. Our proposal depicts dedicated access points incorporating crosswalks as a traffic calming initiative. The intent is to utilize pavers to clearly define the crossing areas for both vehicular and traveling public. Better defining the crosswalks will enhance the safety for the children participating in the Park & Recreation Summer Camp.

(q) Environmental Justice

Identify if the project is within the environmental justice target area.

N.A.

Explain how this project could potentially benefit low income and/or minority neighborhoods.

N.A.

(r) Stakeholder Information

Provide a list of homeowners, business owners and community groups that may be affected or have concerns / inputs regarding the proposed project. Indicate if the any stakeholders have been contacted regarding the project and if there is any local stakeholder or public support.

Stakeholder Name	Role <small>(e.g. community group, homeowner)</small>	Phone No.
Bruce Till	Parks & Rec Director	860-665-8666
Richard Mulhall	Police Chief	860-665-6220
Lisa Masten	Library Director	860-665-8730
Lou Jachimowicz	Board of Education	860-665-8640

(s) Safety and Security

Identify if the project is on an emergency evacuation route and/or serves an emergency shelter.

We’ve been informed (via Fire Marshall) that Town Hall is not an emergency evacuation route, however the Town Hall (Police Department) serves as the Emergency Operations Center (E.O.C.) as needed for Weather and or other events as deemed necessary.

(t) School Zone Safety

Identify if the project will address safety concerns in a school zone, and if so, explain how.

N.A.

(u) Green Infrastructure

Identify if the project will incorporate any green infrastructure initiatives, and if so, explain.

N.A.

(v) **Leverages other Finances**

Identify if the project has any existing financing in place. Identify the funding source, amount, and if additional STP-Urban funding will result in full funding of the project.

Part 2:

Cost Estimating Guidelines

All proposals for CRCOG's STP-Urban Program must include a cost estimate based on the general procedures provided below.

In order to develop a program of projects that we can finance within the limits of available funds, we must receive project cost estimates that are reasonably accurate and not subject to significant increases upon completion of design. Therefore, we are requiring the following:

1. **Detailed Estimate Required.** All estimates must be developed from a detailed list of construction contract items, estimated quantities of those items, and unit prices based on recent bid prices for similar projects. The sample cost data supplied in this document are in **English units**, however, a town may prepare its quantity and cost estimate using **Metric units**.
 - *Individual Unit Costs.* The recommended unit prices included in these guidelines are based on average unit prices for road improvement projects awarded by the Connecticut Department of Transportation (CTDOT). If a town chooses to use a different set of unit prices it must document that the prices are based on recent bids for projects that are similar in nature and scale. (pages 14 & 15)
 - *Composite Costs.* Some composite costs are included to simplify the cost estimating procedure. You may choose to use the composite costs in lieu of individual items and quantities. The composite costs are on page 16.
2. **Include Itemized Cost Sheet with Application.** An itemized cost estimate sheet must be included as part of the proposal.
 - A town may substitute its own cost estimating form for the list of contract items included in the guidelines.
3. **Use Specified Cost Factors.** All estimates must include the specified factors for minor items, inflation, contingencies, incidentals, and trafficperson hourly rates.
 - *Minor Items (30% or less):* Minor items include materials and services not normally identified *early* in the design process. If a town has completed some design work and has developed a detailed list of items, and good estimates of quantities, the town may reduce the minor item factor from 30 percent to 15 percent. A town that has final plans available may reduce this factor to 0 percent. If less than 30 percent is used, justification must be provided. If structure costs are estimated with composite items, then Minor Items are not to be applied to the structure costs.
 - *Inflation (4% per year – assume 4 years)*
 - *Contingencies (10%)*

- *Incidentals (25% - 30%):* Incidentals include construction survey, construction inspection, redesign necessitated by problems found in the field, materials testing, & miscellaneous items. On small projects (less than \$1,000,000) use 30 percent. On large projects (over \$1,000,000) use 25 percent.
- *Trafficperson :* In many instances this item is largely underestimated. During the estimating process, Towns need to first determine who will be on site during construction (Police Officers or Uniformed Flaggers) and how long their services will be needed. In some cases, town ordinances dictate who controls construction project traffic. The estimated hours need to be multiplied by the following rates: State, Town (City) Police Officer - \$75 per hour; Uniformed Flagger - \$55 per hour.

Example: Assume a construction duration of 5 months (100 days) and a need for 1 Police Officer and 1 Flagger.

Police Officer: $(100 \text{ days}) \times (8 \text{ hrs/day}) \times (\$75/\text{hr}) = \$60,000$

Flagger: $(100 \text{ days}) \times (8 \text{ hrs/day}) \times (\$55/\text{hr}) = \$44,000$

Total Trafficperson Cost = \$104,000

4. Lump Sum Items.

Environmental Considerations – Often times environmental contamination and treatment is overlooked or underestimated. Controlled materials handling and disposal are just a couple of the items that need to be considered when estimating projects. If you identified know or suspect sites under item (I) – Hazardous or Contaminated Sites on page 6 you must include the ‘Environmental Considerations’ multiplier in your estimate. If you are confident that there is no evidence of past or present contaminants, you do not need to include the environmental multiplier.

Cost Summary: PE, ROW, & Construction Costs

TOWN: Newington
 PROJECT: Garfield Street

1. Traditional Roadway Project on "Local" Road

	COST	Federal Share		State Share		Local Share	
Design ^(A)	304,973	243,978	80%	30,497	10%	30,497	10%
R.O.W. ^(E)			80%		10%		10%
Construction ^(B)	1,906,079	1,524,863	80%	190,608	10%	190,608	10%
TOTAL	2,211,052	1,768,841	---	221,105	---	221,105	---

2. Traditional Roadway Project on "State" Road

	COST	Federal Share		State Share ^(C)		Local Share ^(C)	
Design ^(A)			80%		20%		0%
R.O.W. ^(E)			80%		20%		0%
Construction ^(B)			80%		20%		0%
TOTAL			---		---		---

3. Pavement Rehabilitation / Stand-Alone Sidewalk Projects

	COST	Federal Share		State Share		Local Share	
Design			0%		0%	----	100%
R.O.W. ^{(D)(E)}			80%		0%		20%
Construction ^(B)			80%		0%		20%
TOTAL			---		---		---

^(A) Typically 16 to 20% of Construction Costs (10% to 12% for Design, 6% to 8% for CTDOT Oversight)

^(B) Enter Construction Cost from line 17 of construction cost summary sheet (page 13).

^(C) Minimum State Share shall be 10%. On State roadways, CTDOT may increase the State Share to 20% to absorb a portion of (or all of) the traditional 10% Local Share.

^(D) Stand-Alone Sidewalk Projects only.

^(E) Include additional 10% for CTDOT Right-of-Way Administrative Costs.

Cost Summary: PE, ROW, & Construction Costs

TOWN: Newington
 PROJECT: Garfield Street

1. Traditional Roadway Project on "Local" Road

	COST	Federal Share	State Share	Local Share
Design ^(A)	344,798	275,838	80%	34,480
R.O.W. ^(E)			80%	
Construction ^(B)	2,154,990	1,723,992	80%	215,499
TOTAL	2,499,788	1,999,830	---	249,979

2. Traditional Roadway Project on "State" Road

	COST	Federal Share	State Share ^(C)	Local Share ^(C)
Design ^(A)			80%	20%
R.O.W. ^(E)			80%	20%
Construction ^(B)			80%	20%
TOTAL			---	---

3. Pavement Rehabilitation / Stand-Alone Sidewalk Projects

	COST	Federal Share	State Share	Local Share
Design			0%	0%
R.O.W. ^{(D)(E)}			80%	20%
Construction ^(B)			80%	20%
TOTAL			---	---

- (A) Typically 16 to 20% of Construction Costs (10% to 12% for Design, 6% to 8% for CTDOT Oversight)
- (B) Enter Construction Cost from line 17 of construction cost summary sheet (page 13).
- (C) Minimum State Share shall be 10%. On State roadways, CTDOT may increase the State Share to 20% to absorb a portion of (or all of) the traditional 10% Local Share.
- (D) Stand-Alone Sidewalk Projects only.
- (E) Include additional 10% for CTDOT Right-of-Way Administrative Costs.

Cost Summary: PE, ROW, & Construction Costs

4. Bicycle/Pedestrian Projects

Funding of off-road bike, pedestrian, or mutli-modal trails is eligible under this STP-Urban category. Wholesale streetscape projects and sidewalk rehabilitation projects are not considered eligible at this time. A project's streetscape elements such as benches and decorative lighting may be deemed non-participating and require local funding.

	COST	Federal Share	State Share	Local Share
Design ^(A)		80%	0%	20%
R.O.W. ^(E)		80%	0%	20%
Construction ^(B)		80%	0%	20%
TOTAL		---	---	---

^(A) Typically 16 to 20% of Construction Costs (10% to 12% for Design, 6% to 8% for CTDOT Oversight). Municipalities have the option of fully funding design costs in order to fully allocate the limited federal funding towards right-of-way and construction phases.

^(B) Enter Construction Cost from line 17 of construction cost summary sheet (page 13).

^(E) Include additional 10% for CTDOT Right-of-Way Administrative Costs.

Cost Summary: Construction Costs

Newington

Town: _____

Project: Garfield Street

1.	Construction Items (from your itemized estimate)		806,388
<i>Lump sum items (estimate as % of line 1 using percentages suggested below)</i>			
2.	Clearing & grubbing	2%	16,128
3.	Mobilization	7%	56,447
4.	Maintenance & Protection of Traffic (not including Trafficperson)	4%	32,256
5.	Construction Staking	1%	8,064
6.	Environmental Considerations (See page 10)	8%	64,511
7	Minor Items (30% or less. See page 9)	15%	120,958
8.	Total Contract Items (Sum of lines 1 thru 7)		1,104,752
9.	Contingencies (10 % of line 8)	10%	110,475
10.	Contract items & contingencies (Add lines 8 & 9)		1,215,227
11.	Inflation (16% of line 10 - 4% per year for 4 years)	16%	194,436
12.	Contract items with contingencies and inflation (Add lines 10 & 11)		1,409,663
13.	Incidentals (30% of line 12; 25% for projects over \$1,000,000)	25%	352,416
14.	Trafficperson (See page 10)		144,000
15.	Utilities (enter only if on State roads or MDC)		0
16.	Railroad force account		0
17.	TOTAL CONSTRUCTION COST (sum of lines 12 thru 16)		1,906,079

Cost Summary: Construction Costs

Newington

Town: _____

Project: _____

Garfield Street

1.	Construction Items (from your itemized estimate)		920,298
<i>Lump sum items (estimate as % of line 1 using percentages suggested below)</i>			
2.	Clearing & grubbing	2%	18,406
3.	Mobilization	7%	64,421
4.	Maintenance & Protection of Traffic (not including Trafficperson)	4%	36,812
5.	Construction Staking	1%	9,203
6.	Environmental Considerations (See page 10)	8%	73,624
7.	Minor Items (30% or less. See page 9)	15%	138,045
8.	Total Contract Items (Sum of lines 1 thru 7)		1,260,809
9.	Contingencies (10 % of line 8)	10%	126,081
10.	Contract items & contingencies (Add lines 8 & 9)		1,386,890
11.	Inflation (16% of line 10 - 4% per year for 4 years)	16%	221,902
12.	Contract items with contingencies and inflation (Add lines 10 & 11)		1,608,792
13.	Incidentals (30% of line 12; 25% for projects over \$1,000,000)	25%	402,198
14.	Trafficperson (See page 10)		144,000
15.	Utilities (enter only if on State roads or MDC)		0
16.	Railroad force account		0
17.	TOTAL CONSTRUCTION COST (sum of lines 12 thru 16)		2,154,990

For supplemental cost estimating information, see CTDOT website:

http://www.ct.gov/dot/lib/dot/documents/dcontractdev/ESTIMATING_ENGLISH.pdf

Individual Construction Items & Prices

	Unit	Cost/unit
1. PAVEMENT		
HMA (0.25 inch to 1.0 inch) <100 tons	ton	120.00
HMA (0.25 inch to 1.0 inch) 100 - 1,000 tons	ton	100.00
HMA (0.25 inch to 1.0 inch) >1,000 tons	ton	70.00
Subbase	C.Y.	30.00
Processed aggregate base	C.Y.	35.00
Rolled gravel base	C.Y.	30.00
Formation of subgrade	S.Y.	3.00
Cut pavement - bituminous	L.F.	2.00
Cut pavement - concrete	L.F.	5.00
Material for tack coat	GAL.	2.00
Milling of Bit. Concrete 0-4"	S.Y.	5.00
Reclamation (10" Maximum Depth)	S.Y.	8.00
Pavement Recycling (4" Maximum Depth)	S.Y.	6.75
Removal of concrete pavement	S.Y.	11.00
2. EARTHWORK		
Earth excavation - less than 500 cy	C.Y.	15.00
Earth excavation - 500 to 2,500cy	C.Y.	12.00
Earth excavation - 2,500 to 5,000cy	C.Y.	10.00
Earth excavation - more than 5,000 cy	C.Y.	8.00
Rock excavation - less than 500 cy	C.Y.	60.00
Rock excavation - 500 to 2,500cy	C.Y.	50.00
Rock excavation - 2,500 to 5,000cy	C.Y.	40.00
Rock excavation - more than 5,000 cy	C.Y.	30.00
Borrow - less than 500 cy	C.Y.	30.00
Borrow - 500 to 5,000cy	C.Y.	20.00
Borrow - more than 5,000 cy	C.Y.	15.00
3. DRAINAGE		
Catch basin	EA.	2,500.00
Double grate catch basin	EA.	4,000.00
Complex basin (CM-2)	EA.	5,200.00
Catch basin top	EA.	650.00
Reset Catch basin	EA.	900.00
Manhole (new)	EA.	2,700.00
Manhole (reset)	EA.	600.00
Abandon Manhole or Catch basin	EA.	1,500.00
Class "A" concrete	C.Y.	900.00
Bedding material (< 100 cy)	C.Y.	40.00
Bedding material (100-1,000 cy)	C.Y.	30.00
Bedding material (>1,000 cy)	C.Y.	20.00
Riprap	C.Y.	75.00
Trench excavation (0'-4' deep)	C.Y.	10.00
Trench excavation (0'-10' deep)	C.Y.	12.00
Trench excavation (0'-15' deep)	C.Y.	15.00

Trench excavation (0'-20' deep)	C.Y.	18.00
Rock in trench excavation	C.Y.	100.00
Paved ditch	S.Y.	50.00
Sedimentation control system	L.F.	5.00
Sedimentation Chamber (10'x4')*	EA.	35,000.00
Sedimentation Chamber (13'x7')*	EA.	40,000.00
Sedimentation Chamber (18'x12')*	EA.	50,000.00
12" R.C. pipe	L.F.	45.00
15" R.C. pipe	L.F.	45.00
18" R.C. pipe	L.F.	55.00
24" R.C. pipe	L.F.	65.00
30" R.C. pipe	L.F.	80.00
36" R.C. pipe	L.F.	110.00
42" R.C. pipe	L.F.	120.00
48" R.C. pipe	L.F.	150.00
24" R.C. culvert end	EA.	1,000.00
30" R.C. culvert end	EA.	1,300.00
36" R.C. culvert end	EA.	1,500.00

4. GUIDE RAIL

Metal beam rail (type R-B 350)	L.F.	25.00
Metal beam rail (type R-B 350) - End Anchorage	EA.	1,000.00
Metal beam rail (type R-B 350) - Bridge Attachment (trailing end \$700 ea.)	EA.	2,500.00
Three-cable guide railing (I-beam post)	L.F.	12.00
Merritt Parkway Guiderail (local roads only)	L.F.	60.00
Anchorage	EA.	1,000.00
Precast conc. median or Jersey barrier (21" X 45")	L.F.	100.00
Precast conc. median or Jersey barrier (30" X 45")	L.F.	120.00
Temporary precast conc. barrier (24" X 32")	L.F.	40.00

5. OTHER ITEMS

Bituminous concrete curbing (if new, consider adding pavement)	L.F.	5.00
Concrete curbing	L.F.	27.00
Granite curbing	L.F.	30.00
Reset granite curbing	L.F.	21.00
Cut concrete sidewalk	L.F.	5.00
Concrete sidewalk	S.F.	10.00
Concrete sidewalk(stamped/dyed)	S.F.	20.00
Brick sidewalk	S.F.	25.00
Concrete paving brick	S.F.	22.00
Bituminous concrete sidewalk	S.Y.	34.00
Bituminous concrete driveway	S.Y.	40.00
Sodding	S.Y.	10.00
Turf establishment	S.Y.	2.00
Furnish & place topsoil	S.Y.	5.00
Traffic signals - new (\$225,000 if part of a city system)	EA.	110,000.00
Traffic signals- modification (\$80,000 if major modification)	EA.	30,000.00
Temporary Signalization (\$35,000 if not at existing signal)	EA.	3,500.00
Street lighting	L.F.	45.00

* Required per Stormwater Phase II General Permit (see DEP/DOT guidelines)

Selected Composite Items & Prices

1. PAVEMENT

(unit prices include HMA, tack coat, and formation of subgrade; excavation not included and must be calculated separately)

Arterial composite pavement cost: 4" HMA 0.5 inch on 6" HMA 1.0 inch on 14" Subbase in earth (in 20" rock)

Collector composite pavement cost: 3" HMA 0.5 inch on 6" HMA 1.0 inch on 10" Subbase in earth (in 20" rock)

unit	<4,000	4,000 - 40,000 SF	>40,000 SF
S.F.	9.50 (12.25)	8.00 (9.75)	6.75 (8.00)
S.F.	7.75 (10.75)	6.50 (8.50)	5.50 (7.00)

Overlay:
2" HMA 0.5 inch with tack coat (min. overlay)

unit	<8,000 SF	8,000 - 80,000 SF	>80,000 SF
S.F.	1.60	1.30	1.10

Overlay:
3" HMA 0.5 inch with tack coat (structural)

unit	<5,000 SF	5,000 - 50,000 SF	>50,000 SF
S.F.	2.40	2.00	1.6

Overlay:
4" HMA 0.5 inch with tack coat (structural expressway)

unit	<4,000 SF	4,000 - 40,000 SF	>40,000 SF
S.F.	3.10	2.60	2.10

2. STRUCTURES

- Bridges - New (per sq. ft. of deck area)
- Bridges - Deck rehabilitation (per sq. ft. of deck area)
- Bridges - Deck replacement (per sq. ft. of deck area)
- Bridges - New superstructure-including deck (per sq. ft. of deck area)
- Bridges - Removal of superstructure over roadway
- Bridges - Removal of superstructure over water or rail
- Concrete Modular Walls / Mechanically Stabilized Earth Walls (sf estimate of exposed face)
- Cast-in-place concrete wall (sf estimate of exposed face)
- Precast box culverts (Estimate per sq. ft of top face; Length X Width)

unit	unit price
S.F.	380.00
S.F.	100.00
S.F.	130.00
S.F.	180.00
S.F.	55.00
S.F.	75.00
S.F.	60.00
S.F.	100.00
S.F.	210.00

3. DRAINAGE

(Unit prices include surface runoff and CB's; doesn't include cross culverts or sedimentation chambers)

- Compact Urban Area - Full Drainage Improvement (total cost / area of pavement)
- Suburban Area - Full Drainage Improvement (total cost / area of pavement)
- Suburban Area - Upgraded Drainage & Rural Drainage (total cost / area of pavement)

unit	unit price
S.F.	6.60
S.F.	4.40
S.F.	2.20

Part 3:

Project Rating Information

Part 3 outlines the *rating information* an applicant must provide for each proposal. The data will be used to rate your project on the basis of the predetermined criteria. Please provide full documentation for each of the criteria listed below.

1. Structural Improvement: Pavement, Drainage, Bridge/Culvert (15 points)

The structural improvement rating provides an indication of the extent to which the project will help correct or reduce a structural problem with a road, a bridge, or a culvert. A town must provide documentation of: (1) the existing structural problems, and (2) how the proposed project will correct the problem. The town should provide any available deficiency ratings such as the town's own pavement condition inventory or the State's ratings on local bridges. Photographs would also be helpful. The town should also describe how the project will address each of the deficiencies it identifies.

For pavement projects, please attach core or test pits data to provide a representative sample of the existing roadway conditions. If varying pavement conditions exist along roadway indicating the possibility of different pavement conditions, a core/test pit should be performed in each roadway section. Pavement thickness and type, subbase thickness and type, and the presence of fines and/or groundwater should be noted.

CRCOG staff will review the documentation on each project. They will then rate each project based on their professional judgment, the general criteria listed below, and the town's documentation.

General criteria: (indicate existing conditions & conditions after improvement)

Roadway Pavement:	pavement condition rating (e.g., good, fair, poor)
Roadway Drainage System:	adequacy of subsurface drainage system (water in base?) adequacy of surface drainage system (icing or ponding?)
Bridges & Culverts:	bridge condition rating (super structure, deck) hydraulic capacity (adequate for 25, 50, or 100 year flood?)

When assigning a project rating, staff will consider the range of existing problems (pavement, drainage, and culvert/bridge), the severity of the problems, and the degree to which the problem will be reduced.

2. Traffic Improvement: Flow, Safety, & Geometrics (15 points)

The traffic improvement criterion provides an indication of whether or not the proposed project will help improve traffic flow, traffic safety, or roadway geometrics. The applicant must provide documentation of: (1) the nature and severity of the existing problems, and (2) how the problems will be corrected by the proposed project. CRCOG staff will review the documentation and determine whether the improvement qualifies as major, moderate, minor, or none.

Long straight-aways and large radius curves result in highway driving scenarios (ie higher speeds and increased inability to accommodate pedestrians as well as turning vehicles). Many Town facilities

are adjacent to the section of road under consideration; baseball field, park, walking trail, library, town hall offices, board of education offices, bus garage, police department and parking lots affiliated with these areas. By providing the selected geometry drivers will become more aware of not only negotiating the route but also have slowed sufficiently to allow for increased reaction time for turning vehicles and pedestrians in the areas of the nearby facilities. The addition of the new street lighting and sidewalks will also benefit drives as well as pedestrians and enhance safety in the vicinity of the nearby facilities.

Points to address in documentation:

	Existing Problem	Proposed Improvement	Appropriate Criteria
Traffic Flow	Is there an existing congestion problem? What is the severity of the problem?	Will the proposal reduce the congestion problem? To what degree will it reduce it?	Level-of-service (LOS) before & after the proposal is implemented. Highway Capacity Manual procedures recommended but not required.
Traffic Safety	How many accidents occurred in the last 3 years ? Provide accident records, summary of accident types, <u>or</u> collision diagrams.	How many of those accidents would the proposed project have eliminated (3 years)?	Expected accident reduction over a 3-year period.
Roadway Geometry	Are there any geometric deficiencies on the road? Examples: excessive grade, substandard width, excessive horizontal curvature, poor sight line, improper super elevation. Describe the problems & their severity.	Will the proposed project correct the problem and to what degree?	Indicate degree of improvement in appropriate measure such as: expected improvement in sight distance, or increase in design speed from 25 to 35 mph.

3. Traffic Volume or Transit Ridership (15 points)

This criterion provides a general indication of the number of people who benefit from the proposed project. Measurement method is dependent on the type of project proposed. For roadway improvement projects, the applicant must supply data on either the annual average daily traffic (AADT) or the peak hour volume of traffic (PHV). For transit projects, the applicant must supply data on the number of transit riders who will benefit from the project. For projects other than road or transit improvements, the applicant must provide some other estimate of the number of people who will benefit and give an explanation of how the estimate was prepared. Submit documentation on one of the following:

1. ADT,
2. PHV,

3. Transit Riders

When using ADT, the score is calculated by the following formula:

$$\text{Score} = \text{ADT}/12,000 \times 15$$

(where ADT = Average Daily Traffic, and the maximum ADT that will be considered is 12,000)

4. Regional Significance (15 points)

Regional significance provides an indication of how widespread or localized the *transportation* benefits of the project are. The applicant must describe the area of impact of the project. For example, does the project benefit only a very small area, an entire town, multiple towns, or most of the region? A proposal can also receive rating points if it helps improve access to regional **public** facilities such as hospitals, colleges, and airports; on an evacuation route; or to an emergency shelter.

The applicant should provide documentation on (1) the size of the area that benefits from the proposed project, and (2) information on any regional **public** facilities that benefit from the proposed project. The documentation should demonstrate how the area or regional facilities benefit.

CRCOG staff will review the documentation and determine whether the project qualifies as regional, subregional, townwide, or localized.

The facilities in the area of this project are not only utilized by the entire town for business, enlightenment and pleasure, but also from adjacent town areas (ex: CCSU students, adult and youth sports leagues)

5. Other Benefits (6 points)

Proposals can receive up to six extra points if the proposed project has any of the benefits listed below.

Environmental & Historic Preservation (maximum 2 points)

If the project will have a positive environmental impact, or will serve to advance recognized historic preservation goals of the community, the project is eligible for additional points. When considering environmental benefits, CRCOG staff will consider a wide range of potential environmental improvements such as air quality, water quality & flow, wetlands mitigation, open space improvements, etc.

Economic Development (maximum 2 points)

Projects that help the economic development goals of the community will receive additional points.

School Zones (maximum 2 points)

Projects that assist in addressing vehicular, pedestrian, or bicycle safety in school zones.

6. Municipally Owned Arterial or Collector Road (10 points)

A proposal will be awarded 10 extra points if the project is located on an arterial or collector road that is owned by the municipality (as versus State ownership). This urban collector road and adjoining property is owned by the Town of Newington and provides access between State Routes 173 and 176.

7. Sustainability (17 points)

Proposals can receive up to 17 extra points if the proposed project has any of the benefits listed below.

 Traffic Calming (maximum 3 points)

If the project will have a positive effect on reducing vehicular travel speeds, altering driver behavior and/or reducing the negative effects of automobile use, the project is eligible for additional points. When considering traffic calming benefits, CRCOG staff will evaluate a wide range of potential traffic calming improvements such as speed humps, reduced lane width, streetscaping elements, or other measures appropriate to the type of street. Proposals should indicate the severity of the existing problem and the degree to which the proposed improvements will reduce the problem.

 Transit Supportive (maximum 3 points)

If a proposal benefits the region's transit system or transit users it can receive up to an extra three points. Proposals should indicate if bus shelters are being proposed or if sidewalks to bus stops are being improved or installed. The proposed sidewalk network will allow transit users to more safely traverse from bus stop on Cedar Street (Rte 175) to town facilities in and around Mill Pond Park.

 Pedestrian Supportive (maximum 3 points)

Proposals that improve pedestrian mobility and/or safety will receive up to three additional points. Proposals should indicate pedestrian measures that are being proposed such as new sidewalks, crosswalks, or pedestrian traffic signal equipment and how the measures will improve pedestrian safety. New sidewalks, crosswalks and street lights will increase driver awareness and provide pedestrians improved access and safer passage to nearby facilities.

 Bicycle Supportive (maximum 3 points)

If the project helps to improve the mobility and safety of bicyclists, or helps achieve the goals of the Regional Bicycle Plan, it can receive up to an extra three points. Proposals should indicate how bicycle provisions (i.e. pavement striping to provide exclusive bicycle lane) will advance the vision of safety, convenience and improved linkages. Considerations should be given to the viability of reducing vehicle lane widths (for example from 12' to 11'), where appropriate, to provide additional shoulder width for cyclists.

 Green Infrastructure (maximum 5 points)

If the project includes the implementation of new technologies and methodologies that reduce environmental impacts associated with transportation infrastructure, it can receive up to an extra five points. These new initiatives seek to reduce stormwater runoff and associated pollutants, promote the use of recycled materials, bring natural elements into streets, reduce "heat island" effects, and improve the access and accommodations for pedestrians and bicycles.

Possible use of LID (Low Impact Development) techniques with sidewalks and the addition of street trees.

Green Streets strategies include the use of permeable pavement, bioslopes and bioswales, bioretention cells, and vegetated filter strips to reduce and filter stormwater runoff. Additional strategies to reduce environmental impacts include use of reclaimed or recycled pavements and integration of natural elements into streets. Additional strategies to reduce environmental impacts include use of in-place reclaiming of existing pavements for use as a road granular base on lower-volume roads, partial depth cold-in-place recycling of pavements up to 8,000 ADT, use of reclaimed asphalt pavement (RAP) into hot-mix-asphalt, warm-mix asphalt (WMA) technology, and integration of natural elements into streets.

8. Derived from Corridor Study (4 points)

A proposal will be awarded up to four extra points if the project is the result of a recommendation from a corridor study initiated through CRCOG.

9. Environmental Justice (8 points)

A proposal will be awarded up to eight extra points if the proposed project benefits low income and/or minority neighborhoods. A map of the environmental justice target areas reflecting 2010 census data is attached to this document.

10. Leverages other Finances (5 points)

A proposal will be awarded up to five extra points if the proposed project leverages other finances. Leveraging other finances is defined as using STP-Urban funds to supplement other existing funds to fully fund a project. The number of points awarded will depend on how complete the planning or design processes are. To receive points, the existing funding must be secure and cannot be in the form of an earmark. With difficult financial times expected, multiple funding sources will offer great flexibility towards completion of projects.

It is up to each applicant to provide a description and explanation of how they meet any of these criteria. CRCOG staff will review each application and determine the number of points warranted for the benefits described by the applicant.

Rating Criteria (Nontraditional; Bicycle and Pedestrian; Pavement Rehabilitation / Stand-Alone Sidewalk Project):

Since the proposed project rating system might not be well suited to rating nontraditional, bicycle and pedestrian projects, pavement rehabilitation projects, and stand-alone sidewalk projects, CRCOG staff will evaluate these project using selected rating criteria listed below.

Nontraditional projects will be evaluated on an individual basis. Projects that demonstrate air quality benefits and environmental justice goal advancement will be given special consideration. CTDOT is currently in the process of updating their policies for initiating studies. It is anticipated that up to two (2) selected studies will be forwarded to CTDOT each October for review, approval, and initiation.

Pavement rehabilitation projects will be evaluated on, but not limited to, the following criteria: structural deficiencies including existing roadway issues, pavement deficiencies, and above surface drainage issues (such as ponding); traffic volumes based on average daily traffic (ADT) or peak hour volume of traffic (PHV); regional significance including how widespread or localized the benefits of the project are; whether the project was derived from a corridor study; and project location in relation to environmental justice areas. In support of complete streets, considerations should be given to the viability of reducing

vehicle lane widths (for example from 12' to 11'), where appropriate, to provide additional shoulder width for cyclists.

Bicycle and Pedestrian projects and Stand-alone sidewalk projects primarily rated on their ability to improve bicycle and pedestrian mobility and safety. These projects will be evaluated, but not limited, to the following criteria: the user (i.e. elementary school children, handicap individuals, teenagers, commuters), whether or not the improvement fills a gap or connects destinations, right-of-way impacts, safety benefit to the community, and the effectiveness in providing alternatives to driving. Whether or not the project was derived from a corridor study, and addresses environmental justice issues will also be considered.

PART 4 – STUDY SCREENING (for Studies Only) **Date of Submittal**

Project Title / Agency / Project Number

Regional Ranking

Project Sponsor

Signature

Date (MM/DD/YYYY)

Project Contact (Representative from Project Sponsor) and Commitment Statement

The Project Contact must be a representative of the Project Sponsor's agency. The Project Contact will act as the project manager. The Project Contact will be the primary person to which correspondence, inquiries and project coordination will be directed regarding the application and subsequent project if funds are awarded.

First Name

Title

Last Name

Street Address

Telephone No.

Division/Office

Facsimile No.

CT Municipality

Email Address

Zip Code

Signature of Project Contact

Date (MM/DD/YYYY)

Project Location

Briefly describe the project location. (500 Characters or Less) - Provide GIS Mapping If available

Indicate the start (and end, if linear) of the project limits. Also provide the corresponding longitude/latitude coordinates in decimal degrees, if available.

START

Start Pt Longitude

Start Pt Latitude

END

End Pt Longitude

End Pt Latitude

Identify the municipality(ies) having boundaries encompassing the project location.

Primary CT Municipality

Municipality(ies)

Connecticut Department of Transportation
STP-Urban Pavement Rehabilitation/Sidewalk Guidelines

General Principles

The STP-Urban program is not a town-aid or sub-allocation program. It is a program intended to address regional priorities. Metropolitan Planning Organizations (MPOs) should select proposed projects based on the merit of the project. The proposed projects should have the highest regional priority, not simply local priority, and shall address issues and deficiencies identified in the region's long range transportation plan.

Use of STP-Urban Funds for Pavement Rehabilitation

Under certain circumstances, pavement rehabilitation projects will be considered for funding through the STP-Urban program. However, this can only occur if certain guidelines are followed by the MPO and the outlined criteria are met.

Pavement Rehabilitation Criteria

General

Pavement rehabilitation is considered a roadway improvement that is distinctly different from pavement resurfacing. Resurfacing typically involves installation of a new wearing surface of 1-2 inches (25-50 mm) with minimal pretreatment of the existing surface. Pavement rehabilitation requires more extensive pretreatment, evaluation of the existing pavement structure and a designed overlay.

Criteria

In order for a project to be considered under these guideline, it must address the following requirements:

- **Geometric and Safety Improvements**

No rehabilitation project will be approved unless it is demonstrated that the existing geometric and safety conditions meet the minimum standards specified in the applicable American Association of State Highway and Transportation Officials (AASHTO) standards. If the project does not meet the minimum standards, the sponsor shall request the appropriate waivers from The Connecticut Department of Transportation (Department). Waiver requests will be reviewed by the Department and approved on a case by case basis. Waivers are not automatic.

- **Pavement Structure**

Site specific evaluations will determine if a designed overlay with pretreatment of the existing pavement structure, or total replacement of the pavement structure, including subbase, is warranted. The designed pavement structure must meet the minimum life expectancy of 15 years.

To qualify as rehabilitation, a project shall result in substantial structural improvement. The current AASHTO Guide for Design of Pavement Structures will be used to determine the new pavement depth.

- **Drainage**

The adequacy of the existing drainage system shall be demonstrated.

Restrictions on Pavement Rehabilitation

No Reimbursement for Design Costs

Municipalities will not be reimbursed for the cost of designing pavement rehabilitation projects.

No State Match

For pavement rehabilitation projects, municipalities will be required to provide the full non federal share (20 percent) of the cost of right-of-way and construction. No state match will be provided for pavement rehabilitation projects.

15 Year Life Expectancy

The pavement rehabilitation project shall have a 15-year design life expectancy. The pavement design will be reviewed by the Department's Pavement Management Unit.

15 Percent Cap

The MPO will be allowed to allocate a maximum of 15 percent of its annual STP-Urban funds to pavement rehabilitation projects. No carryover from the previous year will be allowed in this computation. This cap is not intended to be a set-a-side for pavement rehabilitation projects. This cap applies to municipally owned qualifying roads. This will be monitored through the TIP process by each region. Proposed STP-Urban Place pavement rehabilitation projects will be reviewed by the Department's Project Concept Unit.

Scope Restriction

Projects accepted as pavement rehabilitation projects should be limited to pavement improvement work between curb lines to assure the most effective use of funds. Improvements outside the curb lines, such as sidewalk replacement and curb replacement, are expensive and should not be considered part of a pavement rehabilitation project. Exceptions, such as the Americans with Disabilities Act (ADA) requirements and other safety issues will be considered.

Eligible Roadways

Pavement rehabilitation projects using STP-Urban funds will be primarily restricted to arterial roadways, although the need for some flexibility to accommodate certain collector roads is recognized and will be addressed on a case-by-case basis by the region and the Department.

Town Responsibilities

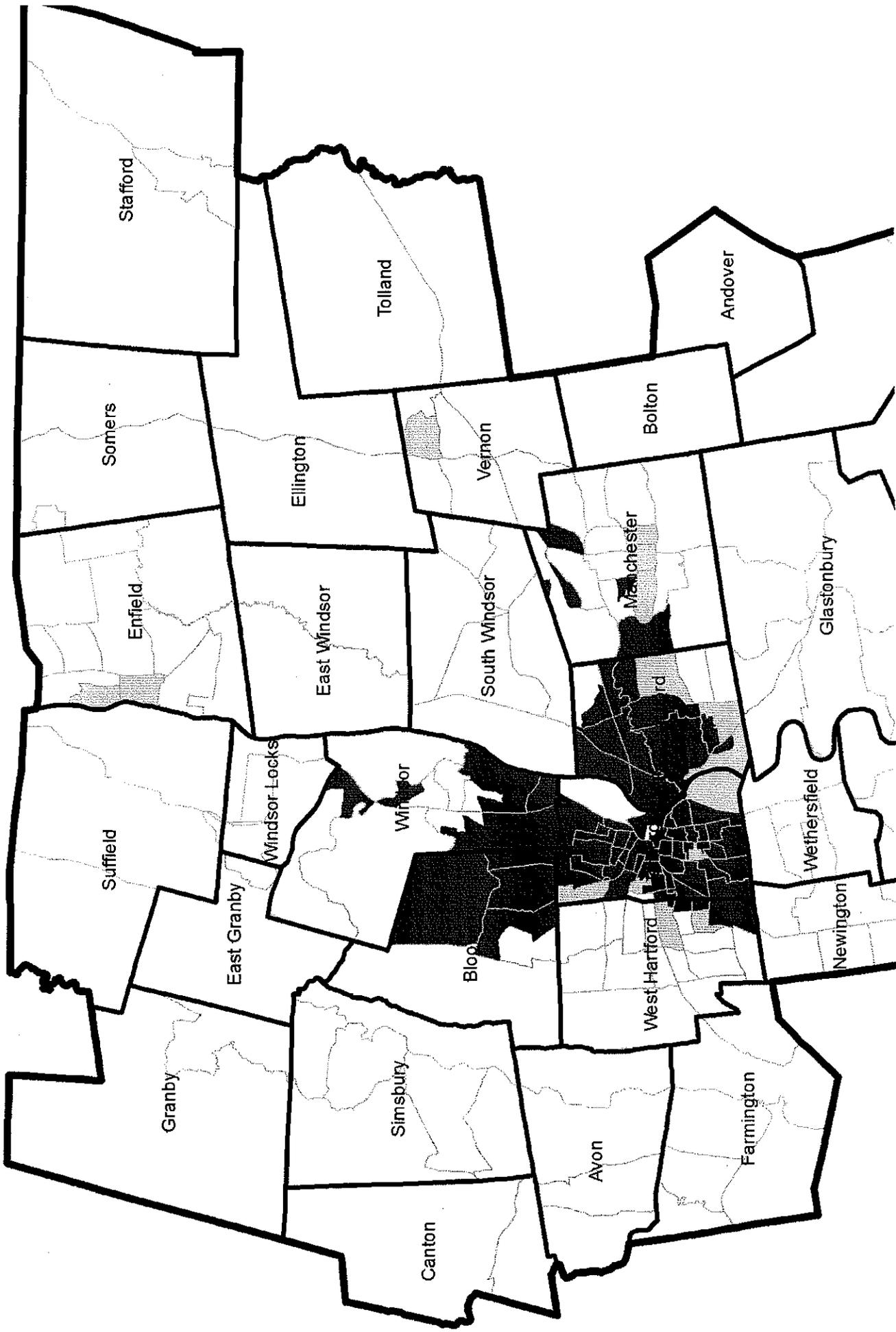
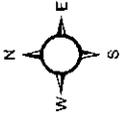
The town will be responsible for providing inspection and record keeping, as further stipulated in Section IV of the December 6, 1994 "Guidelines and Procedures to Municipalities for Project Development Under 1991 ISTEA STP-Urban Funds".

Use of STP-Urban Funds for Sidewalk Construction

Projects providing for the construction of new sidewalks will also be considered for funding through the STP-Urban program as stand-alone projects if they satisfy generally accepted AASHTO standards and warrants. The new sidewalk must be constructed on a STP eligible roadway and must provide a safety benefit to the community. It can be a new sidewalk where none has existed before or a new segment of walkway constructed to fill in the gaps in an existing sidewalk system. Park benches, ornamental lighting and other enhancement type elements of such projects will not be funded under this program. The design must comply with ADA and all other federal requirements for such projects, and the sidewalks should be constructed to meet AASHTO standards. Replacement of an existing sidewalk due to its age and condition is considered a maintenance activity and is not eligible for funding.

As in the case of pavement rehabilitation projects, there will be no reimbursement for the cost of designing sidewalk construction projects. The municipalities will be required to acquire and provide the full non-federal share (20 percent) of the cost of any right-of-way acquisition, as well as the 20 percent matching share for construction. The town will be responsible for providing inspection and record keeping for the project and the maintenance of the sidewalk will be the responsibility of the town. If the exclusive sidewalk project falls within the state right-of-way, the municipality will enter into an agreement with the state in perpetuity, clearly stating that the municipality is fully responsible for all liability, maintenance, and snow and ice removal related to the sidewalks.

The STP funds for sidewalk projects will fall under the 15 percent cap that is allowed for pavement rehabilitation projects. That is, an MPO may pursue a combination of new sidewalk and pavement rehabilitation projects for up to 15 percent of its annual funding allocation, but not 15 percent for each activity.





John Salomone
Town Manager

TOWN OF NEWINGTON

131 CEDAR STREET
NEWINGTON, CONNECTICUT 06111

OFFICE OF THE TOWN MANAGER

MEMORANDUM

To: John Salomone, Town Manager
From: Jeff Baron, Dir. of Administrative Services
Date: August 01, 2013
Re: Sr. & Disabled Center Roof project

The Senior and Disabled Center Roof Replacement Project Building Committee met on July 30 and voted to recommend that the Town Council accept the final plans, specifications, cost estimate and budget for the roof replacement and canopy work at the Center. These were also referred to the Commission on Aging and the Disabled, as the requesting agency, for their review and comment. The plans, specifications and cost estimate were developed by the Project Architect, Kaestle Boos Associates.

The plans and specifications call for a very small amount of lead paint and asbestos abatement and replacement of over 25,300 square feet of roof. Replacement activity consists of removing the existing roof membranes and replacing them with a new EPDM system. Improvements to the drainage and flashing will be installed, along with railings, ladders and walk pads for safety. A twenty year warranty is called for. The project also includes construction of a new canopy for the east wing Dial A Ride entrance that would extend out beyond where the clientele will step off the van or bus on their way into or out of the Center. The canopy will be of structural steel with Tuscan columns. Underneath the canopy there will also be a heated walkway and a handrail, both intended to reduce the number and severity of slips and falls.

The Committee presents these documents to the Town Council and requests that the Town Council approve them and authorize the Committee to proceed with the construction of the project by securing competitive bids. Please ask that the Town Council place this item on their agenda for the August 13th meeting, and request that the Council waive its rules to both discuss and take action to authorize proceeding to bid on that date. Issuing a bid in mid-August will accommodate the schedule for this project, which is tight. The Committee is looking to have construction activity started by October 1 in order to have the roof replacement completed by mid-to-late November. Given the current condition of the roof, it is not advisable to push this work off until spring.

The minutes of the Committee's July 30th meeting, along with the project cost estimate and the project budget, are attached. The plans and specifications will be made available in this office upon request.

SPECIAL MEETING MINUTES

SENIOR AND DISABLED CENTER ROOF REPLACEMENT PROJECT BUILDING COMMITTEE

July 30, 2013

Town Hall Conference Room L100

- I. Call to Order – The meeting was called to order at 5:30 PM by Chairperson Castelle.
- II. Roll Call - Members present: Clarke Castelle, Chairperson; Myra Cohen, Dave Nagel, Karen Brecher and Bill Demaio. Others present: David King, Richard Kirby, and Bob Sabinsky, Kaestle Boos Associates; and Jeff Baron, Director of Administrative Services.
- III. Public Participation – None.
- IV. Approval of Prior Meeting Minutes – Mr. Nagel made a motion that the minutes of the July 16, 2013 meeting be tabled. A second to the motion was made by Mrs. Cohen. The motion passed unanimously.
- V. Hazardous Materials – Mr. Baron reported that the test results were received from EnviroMed, the Town’s hygienist for the project. 47 tests were taken for the presence of lead. Lead paint was only found in “actionable levels” on the glass block white metal window casing. 63 tests were taken for asbestos. Only four were determined to be at levels greater than one per cent. The areas that tests indicated abatement was needed were on the old tar attached to the brick wall metal above the custodial room in the east wing, and in the vertical ends of the masonry glass block caulk at the west wing. Abatement will be included in the specifications. Mr. Kirby reported that the estimated cost for the abatement work was \$2,500, plus testing and monitoring costs.
- VI. Discuss and Take Action on Plans, Specifications and Budget – Kaestle Boos Associates presented and discussed their drawings and specifications. There was also a revised rendering of the new canopy. The revisions show the canopy extending to the wall over to the auditorium door, the hand rail on the left as one faces the building (with the assumption that the side the sliding door opens on will be switched from its current orientation), and less brick at the base of the Tuscan columns. The bench is not shown in the rendering but space is allowed for it under the canopy. The location of two handicapped parking places will be changed to accommodate the drive through portion of the canopy. The Committee requested that the plans be modified to call for a slope from the parking spots up to the level of the sidewalk to allow for

wheelchair accessibility. This will be included as an add alternate bid item on the bid form. The bid form also needs to include a separate item for the canopy. The plans call for heating underneath the sidewalk under the canopy. Kaestle Boos Associates also presented a cost estimate with a construction subtotal of \$689,297. Mr. Baron had presented a project budget via e-mail in advance of the meeting. Mr. Baron presented a project schedule at the meeting, based on being out to bid the week of August 14th. It calls for construction at the end of the normal roofing season, from September 30 through November 15. Canopy construction may extend beyond that date. A modification has been filed with the State Fire Marshal as the canopy will be adding to the square footage of the building.

Mr. Demaio made a motion that the Committee accept the final plans, specifications, cost estimate and project budget as presented, that the Committee refer them to the Commission on Aging and the Disabled for their review and comments, and that they also be presented to the Newington Town Council for its approval and for authorization to proceed with the construction of the project by securing competitive bids. A second to the motion was made by Mr. Nagel. The motion passed unanimously by a vote of 5 YES to 0 NO.

- VII. Any Other Business Pertinent to the Committee – Mr. Baron was directed to provide two sets of the canopy rendering to Dianne Stone at the Senior and Disabled Center. The Committee agreed to meet on September 3rd at 5:30 PM.
- VIII. Public Participation – None.
- IX. Response to Public Participation – None.
- X. Adjournment – the meeting adjourned at 6:10 PM.

Respectfully submitted,

Jeff Baron

Jeff Baron
Director of Administrative Services

TOWN OF NEWINGTON

SENIOR AND DISABLED CENTER ROOF REPLACEMENT AND CANOPY

PROPOSED PROJECT BUDGET

JULY 2013

APPROPRIATIONS

<u>Account</u>	<u>Account Number</u>	<u>Amount</u>
Sr. & Disabled Roof Replacement with Extension	31160-88401	\$755,500
Senior & Disabled Entrance Canopy	30640-88226	\$ 35,000
Senior & Disabled Donations Expenses	20651-87918	<u>\$ 15,000</u>
Total		\$805,500

ANTICIPATED EXPENDITURES

<u>Item</u>	<u>Amount</u>
Construction	\$690,000
Architectural Fees	\$ 25,000
Hazardous Materials Abatement	\$ 21,500
Contingency (10%)	<u>\$ 69,000</u>
Total	\$805,500

July 30, 2013

Mr. Robert Korpak
Director of Facilities Management
Newington Town Hall
131 Cedar Street
Newington, CT 06111

Re: Reroof and Related Work at the
Senior Center
Newington, CT

Per your request, the following cost estimate for the above referenced project.

Summary of Work:

The Newington Senior Center roofs contain 25,377 sq. ft. The scope of work is to remove the existing roof membranes down to the deck and replace with a new 1/4 per foot sloped, EPDM system with a 20 year warranty. In addition the project will include a new 1088 sq. ft. entry canopy to be erected on the east elevation of the facility.

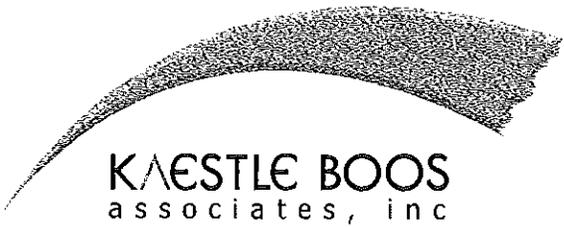
COST ESTIMATE

Description	Quantity	Cost/Unit	Amount
<i>Division 01</i>			
General Conditions			\$ 45,000.00
<i>Division 02</i>			
Existing Conditions			
• Asbestos Abatement			\$ 2,500.00
• Remove Existing Roof	25,377 sq. ft.	\$ 0.75	\$ 19,032.00
• Remove Existing Sidewalk	500 sq. ft.	\$ 4.50	\$ 2,250.00
• Excavation at New Canopy	60 cu. yd.	\$ 8.00	\$ 480.00
• Back fill	60 cu. yd.	\$ 22.00	\$ 1,320.00
<i>Division 03</i>			
Concrete			
• New Heated Concrete Slab	204 sq. ft.	\$ 10.00	\$ 2,040.00
• Cast in Place Concrete (footings & piers)	12 cy	\$ 500.00	\$ 6,000.00

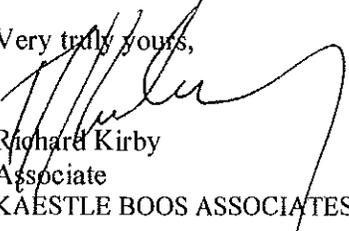


KAESTLE BOOS
associates, inc

Description	Quantity	Cost/Unit	Amount
Division 04			
Masonry			
• Brick at Base of Columns	48 sq. ft.	\$ 80.00	\$ 3,840.00
Division 05			
Metal Fabrication			
• Structural Steel	3.83 tns	\$ 3,230.00	\$ 12,370.00
• Metal Roof Deck	1,000 sq. ft.	\$ 2.00	\$ 2,000.00
• Light Gauge Framing at Canopy	162 lf	\$ 10.00	\$ 1,620.00
• Perimeter Guard Rails	15 lf	\$ 150.00	\$ 2,250.00
• Safety Rail at Hatch	1 un	\$ 1,200.00	\$ 1,200.00
• Ladders	3 un	\$ 1,500.00	\$ 4,500.00
Division 06			
Woods, Plastics, and Composites			
• EFIS	1,620 sq. ft.	\$ 10.00	\$ 16,200.00
• Canopy Soffit	536 sq. ft.	\$ 8.00	\$ 4,288.00
• Prefabricated Column Covers	6un	\$ 7,000.00	\$ 42,000.00
Division 07			
Thermal & Moisture Protection			
• New EPDM membrane	26,465 sq. ft.	\$ 15.50	\$ 410,207.00
• New Hatch	1un	\$ 2,500.00	\$ 2,500.00
• Walk Pads	2,560 lf	\$ 5.00	\$ 12,800.00
• Metal Fascia	1,590 lf	\$ 15.00	\$ 23,850.00
• Aluminum Gutter	180 lf	\$ 45.00	\$ 8,100.00
• Aluminum Downspout	48 lf	\$ 25.00	\$ 1,200.00
Division 22			
Plumbing			
• Additional Roof Drains	3un	\$ 3,500.00	\$ 10,500.00
• New Drains at Canopy	3un	\$ 2,000.00	\$ 6,000.00
• New Gas Lines	240 lf	\$ 30.00	\$ 7,200.00
Division 23			
Mechanical			
• New Duct at MAU	7 ft.	\$ 150.00	\$ 1,050.00
• Rotate MAU Exhaust Fan 90°	1 un		\$ 5,000.00



Description	Quantity	Cost/Unit	Amount
Division 24			
Electrical			
• New Canopy Lights	13 un	\$ 350.00	\$ 4,550.00
• New Electric Circuit for Canopy (including heated sidewalk)	1		\$ 4,000.00
Division 31			
Earthwork			
• Site Clearing			\$ 500.00
• Earth Moving (excavation at island)			\$ 2,500.00
Division 32			
Exterior Improvements			
• Steel Bollards	2 un	\$ 750.00	\$ 1,500.00
• Handicap Parking Signs	5 un	\$ 500.00	\$ 2,500.00
• No Parking Signs	2 un	\$ 500.00	\$ 1,000.00
• Asphalt Paving	250 sq. ft.	\$ 6.00	\$ 1,500.00
• Line Marking			\$ 1,000.00
• Concrete Paving	600 sq. ft.	\$ 5.00	\$ 3,000.00
• Plants (compact inkberry)	3 un	\$ 150.00	\$ 450.00
Division 33			
Utilities			
• Storm Drains (12" PVC)	65 lf	\$ 100.00	\$ 6,500.00
• Cast Iron Boot	1 un	\$ 500.00	\$ 500.00
• Existing Utility Protection/Relocation			\$ 2,500.00
Subtotal			\$ 689,297.00
Contingency 10%			\$ 68,929.00
Professional Fees			\$ 25,000.00
TOTAL BASE BID			\$ 783,226.00
Hazardous Material Abatement			\$ 2,500.00

Very truly yours,

 Richard Kirby
 Associate
 KAESTLE BOOS ASSOCIATES, INC.

AGENDA ITEM: VI.A.1.

DATE: 8-13-13

RESOLUTION NO. _____

RESOLVED:

Pursuant to Chapter 8, Article X, Section 8-45 (H), Project Building Committees, of the Newington Code of Ordinances, the Newington Town Council hereby approves the final plans and cost estimates for the Senior and Disabled Center Roof Replacement Project for the Newington Senior and Disabled Center building as reviewed by the Town Council and as approved by Senior and Disabled Center Roof Replacement Project Building Committee.

MOTION BY: _____

SECONDED BY: _____

VOTE: _____

AGENDA ITEM: VI.A.2.

DATE: 8-13-13

RESOLUTION NO. _____

RESOLVED:

That the Newington Town Council hereby authorizes the Town Manager to proceed with the bidding process for construction services related to the Senior and Disabled Center Roof Replacement Project.

MOTION BY: _____

SECONDED BY: _____

VOTE: _____



John Salomone
Town Manager

TOWN OF NEWINGTON

131 CEDAR STREET
NEWINGTON, CONNECTICUT 06111

OFFICE OF THE TOWN MANAGER

MEMORANDUM

To: Newington Town Council
From: John Salomone, Town Manager
Date: August 09, 2013
Re: Senior Center Economic Security Screening Program

Senior and Disabled Center Director Dianne Stone will be in attendance at the August 13 Council meeting to discuss the attached memorandum and information about the National Council on Aging's EconomicCheckUp™ program. The Senior and Disabled Center has been selected to participate in this project, which will provide funding, technical assistance and training for this program. Please see the attached materials for more information and program details.

If the Council concurs with the Town's participation in this project, a resolution will be placed on an upcoming agenda for consideration.

Attach.

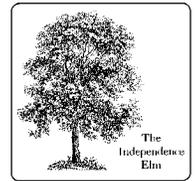


John Salomone
Town Manager

TOWN OF NEWINGTON

120 Cedar Street Newington, Connecticut 06111

Senior and Disabled Center



Dianne Stone
Director

Memorandum

To: John Salomone
From: Dianne Stone
Date: August 05, 2013
Re: Economic Security Screening – New opportunity

With the generous support of The Retirement Research Foundation, the National Council on Aging (NCOA) is launching a program to test EconomicCheckUp™ (ECU), a comprehensive person-centered screening tool for improving the economic well-being of older adults. Based on our past success, we have been selected to participate in this project.

As a participant, we will use EconomicCheckUp™ to screen at least 100 low-income older adults. During the program period, NCOA will provide selected organizations services such as, but not limited to: a grant of \$1,000; technical assistance and training when recruiting volunteers to screen seniors; and the support of a network of peer providers including an online community and library of resources. This project will not require additional resources from the Town as it will be incorporated into our Information and Referral Center functions. Below is a brief description of the project.

EconomicCheckUp™ is a one-stop website for older adults, caregivers, and professionals wishing to better understand the financial situation and solutions that are most appropriate for an older adult experiencing economic hardship. After the older adult completes a simple electronic questionnaire, EconomicCheckUp™ identifies programs and benefits that could save money, highlights ways to cut expenses, and recommends a concrete plan to achieve greater economic security. This tool is innovative in assessing older adults' economic security on a community level and in providing customized recommendations for increasing the economic security of older adults.

The feedback and insight garnered during the testing will be used to help improve EconomicCheckUp™. In a broader sense, the findings will help identify the best mix of services and supports older adults need to move from economic distress to some measure of economic security.

Enclosed is the Grantee Agreement for review and signature.

Phone: (860) 665-8778 Fax: (860) 667-5835
srcenter@newingtonct.gov
www.newingtonct.gov

First in State of Connecticut
Fully Accredited by the National Institute of Senior Centers



Grantee Agreement

This Agreement is entered into by The National Council on the Aging Inc., hereinafter referred to as NCOA, and **Newington Senior and Disabled Center**, hereinafter referred to as GRANTEE. The GRANTEE agrees to operate the project in accord with all clauses and exhibits included herein. This Agreement is contingent, in its entirety, on GRANTEE'S strict conformance with the terms of this Agreement.

GRANTOR		GRANTEE	
National Council on Aging 1901 L Street, NW, 4 th Floor Washington DC 20036		Newington Senior and Disabled Center 1901 N. Market St. Wilmington, DE 19802	
GRANTEE GRANT PERIOD	August 1, 2013 – December 31, 2013		
Funds Awarded			\$1,000.00
Method of Payment	<input checked="" type="checkbox"/> Cost Reimbursement Per Payment Schedule III.B	<input type="checkbox"/> Advance Payment	
<i>Approved for by:</i>		<i>Approved for GRANTEE by:</i>	
<i>NAME Donna Whitt</i>		<i>NAME</i>	
<i>TITLE Chief Financial Officer</i>		<i>TITLE</i>	
<i>SIGNATURE</i>		<i>SIGNATURE</i>	
<i>DATE</i>		<i>DATE</i>	

WITNESSETH

WHEREAS, the GRANTEE, an independent contractor, has agreed to provide services as detailed below; NCOA and the GRANTEE desire to enter into an agreement whereby NCOA will distribute funds received under its grant to the GRANTEE in exchange for said services.

That NCOA and the GRANTEE acting by and through their representatives have collectively agreed and by execution hereof are bound to the mutual obligations and to the performance and accomplishments of the tasks and provisions hereafter described.

I. PURPOSE

A. Project Objectives

The GRANTEE understands and agrees that the purpose of the Agreement is to test EconomicCheckUp with adults 55+. The GRANTEE will work collaboratively with NCOA to implement and utilize EconomicCheckUp to address the holistic needs of at least 100 economically vulnerable older adults and participate in a focus group or one-on-one calls to discuss their findings, impressions, and recommendations regarding the tool.

B. Special Assurances

- 1) GRANTEE agrees to use its best efforts to comply with this Agreement.
- 2) In the event that GRANTEE is unable to perform such services in a manner consistent with this Agreement, GRANTEE agrees to immediately notify NCOA of such, in writing.

II. GRANTEE RELATIONSHIP

A. Legal Authority

The GRANTEE warrants that it is in compliance with all applicable state and federal requirements and standards and that it possesses the legal authority pursuant to any proper, appropriate and official motion, resolution or action passed or taken, giving the GRANTEE authority to enter into this Agreement, receive the funds authorized by this Agreement, and to perform the services the GRANTEE has obligated itself to perform under this Agreement.

The person or persons signing and executing this Agreement on behalf of the GRANTEE, or representing themselves as persons authorized to sign and execute this Agreement on behalf of the GRANTEE, do hereby warrant and guarantee that they have been fully authorized by the GRANTEE to execute this Agreement on behalf of the GRANTEE and to validly and legally bind the GRANTEE to all terms, conditions, performances and provisions herein set forth.

NCOA shall have the right to suspend or terminate this Agreement if there is a dispute as to the legal authority of either the GRANTEE or the person executing this Agreement. The GRANTEE shall be totally liable for return or reimbursement to the NCOA for all monies received if the Agreement is suspended or terminated.

B. Independent Contractor

Each of the parties is an independent contractor and neither party is, nor shall be considered to be, an agent, distributor or representative of the other. Neither party shall act or represent itself, directly or by implication, as an agent of the other or in any manner assume or create

any obligation on behalf of, or in the name of, the other. Neither party has authorization to enter into any contracts, assume any obligations or make any warranties or representations on behalf of the other party. Nothing in this Agreement shall be construed to establish a relationship of co-partner or joint venture between the parties. NCOA shall not be responsible and shall have no obligation to GRANTEE, the employees of GRANTEE or any governing body to withhold Federal, State, or local income tax, or NCOA's employee portion of FICA or other payroll taxes, and other taxes relating from any individual assigned by BDT to provide services under this Agreement; GRANTEE shall indemnify, defend and hold NCOA harmless from all liabilities, costs and expenses, including without limitation reasonable attorneys' fees resulting from all third party claims brought against NCOA for any FICA, FUTA, or SUI contributions and any other payroll taxes or any claims of any nature, by GRANTEE or other resources providing the Services under this Agreement.

C. Lobbying

By accepting this Agreement, the signer hereby certifies, to the best of his or her knowledge and belief, that:

- 1) GRANTEE will not attempt to influence any member of Congress, State or local legislator to favor or oppose any legislation or appropriation with respect to this agreement.
- 2) Grant funds shall not be used for publicity or propaganda purposes, for the preparation, distribution, or use of any kit, pamphlet, booklet, publication, radio, television, or film presentation designed to support or defeat legislation pending before the Congress or state and local legislatures.
- 3) Grant funds shall not be used to pay the salary or expenses of any grant or contract recipient, or agent acting for such recipient, related to any activity designed to influence legislation or appropriation pending before the Congress or state and local legislatures.

D. Scope of Agreement

That this written instrument constitutes the entire agreement by the parties hereto concerning the work and services to be performed hereunder, and any prior or contemporaneous, oral or written agreement which varies from the terms hereof shall be void.

That the provisions of this agreement are severable and if for any reason a clause, sentence, paragraph or other part of this agreement shall be determined to be invalid by a court, federal agency, board or commission having jurisdiction over the grantee subject matter thereof, such invalidity shall not affect other provisions which can be given effect without the invalid provision. Provided, however, that NCOA retains the right to revoke this Agreement in its entirety, at NCOA'S discretion, in the event of non-compliance by GRANTEE or if NCOA has a reasonable basis for believing the GRANTEE is not or will not be carrying out the project as specified herein.

E. Reporting Requirements

- 1) GRANTEE will provide two written and/or oral reports to the National Council on Aging regarding the functionality, user and client experience when using the Economic Checkup tool. The first report will be submitted prior to the conversion of ECU to direct to consumer version, approximately September 30, 2013 and the second report will be submitted on December 31, 2013.

F. Indemnification

Each party shall indemnify, defend and hold harmless the other for all liabilities, costs, claims and expenses, including, without limitation, reasonable attorneys fees, arising from third party claims brought against the other party for personal injury or death or damage to real property or intangible or tangible personal property to the extent caused by the negligent acts or omissions of the indemnifying party, provided, however, if there also is fault on the part of the other party or any entity or individual indemnified under this Agreement or any entity or individual acting on an indemnified party's behalf, the foregoing indemnification shall be administered on a comparative fault basis.

G. Subcontractors

GRANTEE shall not subcontract or delegate any work under this Agreement to any third party except with NCOA's prior written consent and approval of the agreement with the subcontractor. NCOA shall provide its consent or withhold its consent by notice to GRANTEE within 10 calendar days after notice from GRANTEE of the subcontractor and the proposed agreement. Failure of NCOA to respond to a request for consent from GRANTEE shall be deemed to be NCOA's approval of the subcontractor and the agreement. GRANTEE shall be responsible for the performance of any subcontractors, subsidiary or affiliated companies and shall be liable for and indemnify, defend and hold NCOA harmless for such subsidiary, affiliated company or subcontractor's misuse or misappropriation of any Confidential Information or breach of the terms of this Agreement or the subcontractor's agreement with GRANTEE.

III. GENERAL ADMINISTRATIVE PROVISIONS

A. Period of Performance

The term of this Agreement shall be for the period of August 1, 2013 through December 31, 2013.

B. Total Funds Awarded

NCOA will provide two (2) installments of funds over the year grant period.

- 1) NCOA will make an *initial payment* of \$500 upon execution of this document by GRANTEE and NCOA officials.
- 2) The *final payment* of \$500 will be processed provided that the GRANTEE has submitted and received approval of final report.

GRANTEE will be compensated per the payment schedule shown on Page 1 of this Agreement. Payments will be distributed via check to the grantee only after receipt of this agreement, signed by both parties, and a completed W-9 form. It is understood and agreed that in no event shall the total distribution of grant funds made by NCOA to GRANTEE during the term of the Agreement exceed the amount designated on Page 1.

C. Agreement Termination

That the performance of work under this Agreement may be terminated by NCOA in accordance with this Clause in whole or in part:

1) Termination for Cause

NCOA or the GRANTEE may terminate this Agreement when it has been determined that the other party has failed to provide any of the services specified within this Agreement. If the GRANTEE fails to perform in whole or in part the terms of this Agreement or fails to make sufficient progress so as to endanger performance, NCOA will notify the GRANTEE of such unsatisfactory performance in writing. The GRANTEE has ten (10) working days in which to respond with a written plan acceptable to NCOA for correction of deficiencies. If the GRANTEE does not respond within the appointed time with appropriate plans, NCOA shall serve a Notice of Termination on the GRANTEE which will become effective within thirty (30) days after receipt.

2) Termination for Convenience

Either NCOA or GRANTEE may request a termination for convenience. Either party shall give a thirty (30) day advance notice, in writing, of the effective date of such a termination. The GRANTEE shall be entitled to receive just and equitable compensation for any allowable services satisfactorily performed hereunder through the date of termination.

3) Notice of Termination

Whenever for any reason NCOA shall determine that such termination is necessary, any such termination shall be effective by delivery to the GRANTEE of a Notice of Termination specifying whether termination is for cause or for the convenience of NCOA, the extent to which performance of work under the Agreement is terminated, and the date upon which such termination becomes effective. Upon such termination of this Agreement, NCOA will determine the amount due the GRANTEE, or otherwise, such sum will in no event exceed the face value of this Agreement.

In the event of a partial termination, the portion of the fee which is payable with respect to the work under the continued portion of the Agreement shall be equitably adjusted by agreement between the GRANTEE and NCOA, and such adjustment shall be evidenced by a modification to this Agreement.

IV. MISCELLANEOUS

A. No Advertising/Publicity

Neither party shall, without the prior written consent of the other, use in advertising, publicity, on the internet or otherwise the names, trade names, service marks, trade dress or logo of the other party or any of its affiliates or refer to the existence of this Agreement in any press releases, advertising, web sites or materials distributed or made available to prospective customers or other third parties.

B. Successors and Assigns

GRANTEE shall not assign, transfer or delegate any of the rights or obligations under this Agreement without the prior written consent of NCOA. This Agreement and all of its provisions shall inure to the benefit of and become binding upon the parties and the successors and permitted assigns of the respective parties.

C. Survival

Any provision of this Agreement which by its nature must survive termination or expiration in order to achieve the fundamental purposes of this Agreement shall survive any termination or expiration of this Agreement.

D. Confidential Information

This Agreement shall apply to all confidential and proprietary information disclosed by each party to the other including, but not limited to, data relating to a party's products, equipment, inventions, discoveries, trade secrets, secret processes, knowledge databases and proposals which access knowledge databases, financial data, personnel records, patient records, medical records, health information, test results, proprietary computer programs, marketing information, and any other similar information which is (a) clearly marked to indicate its confidential or proprietary status, if disclosed by one party to the other in written, graphic, recorded, photographic or any machine readable form, or (b) by its nature proprietary or non-public, even if not marked and regardless how it is disclosed. A party's Confidential Information shall include Confidential Information of a party's contractors, agents, and vendors.

"Confidential Information" shall not include information which (a) was already known to either party prior to the time that it is disclosed to such party hereunder; (b) is in or has entered the public domain though no breach of the Agreement or other wrongful act of either party; (c) has been rightfully received from a third party without breach of this Agreement; (d) has been approved for release by written authorization of either party; or (e) is required to be disclosed pursuant to the final binding order of a governmental agency or court of competent jurisdiction, provided that NCOA has been given reasonable notice of the pendency of such an order the opportunity to contest it.

Both parties agree that they will be deemed to be in a fiduciary relationship of confidence with respect to the Confidential Information disclosed to it by the other party. Both parties

agrees to hold the other's Confidential Information in strict confidence and not to disclose such information to any third party, or to use it for any purpose other than that contemplated by the parties at the execution of this Agreement. Both parties agrees that it will employ all reasonable steps to protect the Confidential Information from unauthorized or inadvertent disclosure, including without limitation all steps that it takes to protect its own information that it considers proprietary. Either party may disclose the other's Confidential Information only to those employees having a need to know and only to the extent necessary to enable the parties to adequately perform their respective responsibilities.

No copies of the Confidential Information shall be made by either party except as may be necessary to perform services relating to the Confidential Information. If requested by NCOA, GRANTEE agrees to destroy any Confidential Information.

D. Governing Law

This Agreement shall be governed by, and construed in accordance with, the laws of the District of Columbia without giving effect to choice of law principles. Any action brought under or in relation to this Agreement shall be brought in a State or Federal court with venue in the District of Columbia.



John Salomone
Town Manager

TOWN OF NEWINGTON

131 CEDAR STREET
NEWINGTON, CONNECTICUT 06111

OFFICE OF THE TOWN MANAGER

MEMORANDUM

To: Newington Town Council
From: John Salomone, Town Manager
Date: August 8, 2013
Re: Blight Ordinance Protocol and Update

There will be an item on the August 13 agenda to update the Council on Blight Ordinance protocol and to provide the Council with a statistical update of blight complaints.

At the writing of this memorandum, there are six properties that are being cited and fined for blighted conditions, meaning that no effort was made on the part of the property owners to rectify their properties during the warning period as determined by the Blight Enforcement Officer. Per §8.B.(4) of the Blight Ordinance, the Town Manager must give these property owners 10-days notice prior to being placed on a published blight list. Although enforcement measures are in progress for all six properties, the Town Attorney has recommended that the Town Manager wait until the citations have expired prior to sending the 10-day notice of placement on the blight list. All six citations expire on various dates in August; therefore, any properties not rectified by the citation expiration date will immediately be placed on 10-day notice and if necessary added to an official blight list to be distributed to the Council for discussion at the September 10 meeting. Properties placed on the blight list will continue to be fined until the blighted condition is rectified and further action such as liens, legal action and Town remediation may be taken as necessary. Please note that property owners have the right to appeal a citation within 10 days of receipt.

Per Councilors' requests at the agenda setting meeting, please see the below general statistics regarding blight complaints. The Town Manager's office processes new complaints and/or updates to existing complaints on a daily basis. Due to the fluid nature of this process, the Council will also receive up-to-date and detailed information during the August 13 Council meeting.

General Statistics

- Total blight complaints received since August 17, 2012 (effective date of Ordinance): 67
- Number of complaints received since May 1, 2013: 37
- Number of complaints currently active: 29
- Number of complaints closed: 38

Closed Complaints (38)

- Number of complaints inspected and found not to be blight: 10
- Number of complaints enforced under zoning code: 5
- Number of complaints in which the blighted condition has been rectified: 23

Open Complaints (29)

- Number of complaints inspected and found not to be blight but are being monitored for potential issues in the future: 4
- Number of complaints that have been inspected and received a written warning: 19
- Number of the 19 warned properties that are in the process of rectifying the blighted condition and are in regular contact with the Blight Enforcement Officer: 9
- Number of properties in which the warnings have expired and are being cited and fined for violation of the Blight Ordinance: 6

- Number of open complaints for overgrown grass and vegetation only: 11 (4 in citation)
- Number of open complaints for junk or debris only: 2
- Number of open complaints for structural issues only: 3
- Number of open complaints for a combination of overgrown vegetation and/or junk and/or structural issues: 13 (2 in citation)

(Statistics current as of 8/8/13)



John Salomone
Town Manager

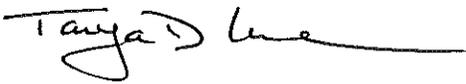
TOWN OF NEWINGTON

131 Cedar Street Newington, Connecticut 06111

Office of the Town Clerk

Tanya D. Lane MMC
Town Clerk

Memorandum

To: John Salomone, Town Manager
From: Tanya Lane, Town Clerk 
Date: July 24, 2013
Re: Resignation: David Lenares—Town Plan and Zoning Commission

I am attaching a copy of the email communication received in the Town Clerk's office today from David Lenares who is resigning from the Town Plan and Zoning Commission—effective as of June 24, 2013. Mr. Lenares was serving a term from 12/13/11 – 11/30/15.

Pursuant to §601 of the Newington Charter, the Town Council is the appointing authority.

Lane, Tanya D.

From: neal.forte [neal.forte@yahoo.com]
Sent: Wednesday, July 24, 2013 9:48 AM
To: Lane, Tanya D.
Subject: Fw: Fwd: my resignation

Hi Tanya please let me know that you got this.
Thanks
Neal

Sent via the Samsung GALAXY S84 Active™, an AT&T 4G LTE smartphone

----- Original message -----

From: Neal Forte <neal.forte@yahoo.com>
Date: 07/17/2013 9:28 AM (GMT-05:00)
To: tlanc@newingtonct.gov
Cc: bottalico3@cox.net
Subject: Fw: Fwd: my resignation

Hi Tanya, how are you doing?
This is Dave Lenares' resignation from tpz.
Any questions give me a call.
860-883-7801
Have a good one.
Neal Forte

----- Forwarded Message -----

From: David Lenares <djlpm@aol.com>
To: neal.forte@yahoo.com
Sent: Tuesday, June 25, 2013 1:54 PM
Subject: Fwd: my resignation

-----Original Message-----

From: David Lenares <djlpm@aol.com>
To: uconn98 <uconn98@cox.net>
Sent: Mon, Jun 24, 2013 12:19 pm
Subject: Fwd: my resignation

-----Original Message-----

From: David Lenares <djlpm@aol.com>
To: CRoberts-Diaz <CRoberts-Diaz@NewingtonCT.Gov>; cminor <cminor@newingtonct.gov>; caanest <caanest@cox.net>; chall <chall@prudentialct.com>
Sent: Mon, Jun 24, 2013 10:46 am
Subject: my resignation

Dear Friends,

Unfortunately due to scheduling and other commitments , I, effective immediately, must resign from the Newington TPZ. I enjoyed my time serving this commission and have been honored by making friends with all of you. I wish you all nothing but the very best as I know you all will keep Newington in your best interests.

RECEIVED & RECORDED IN
NEWINGTON TOWN RECORDS
2013 JUL 24 P 12:58
BY Tanya D Lane
TOWN CLERK

X

Thank you again, I was humbled to have served with each and every one of you.

Respectfully,
David Lenares



John Salomone
Town Manager

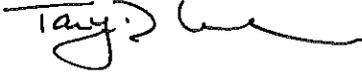
TOWN OF NEWINGTON

131 Cedar Street Newington, Connecticut 06111

Office of the Town Clerk

Tanya D. Lane MMC
Town Clerk

Memorandum

To: John Salomone, Town Manager
From: Tanya Lane, Town Clerk 
Date: July 18, 2013
Re: Resignation: Frank Aieta—Town Plan Zoning Commission Alternate

I am attaching a copy of the letter of resignation received in the Town Clerk's office today from Frank Aieta who is resigning as an Alternate on the Town Plan and Zoning Commission—effective today. Mr. Aieta was serving a term from 12/13/11 -11/30/15.

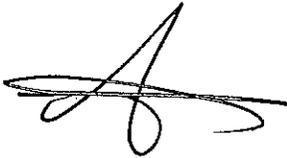
Pursuant to §601 of the Newington Charter, Town Council is the appointing authority.

FRANK L. AIETA
595 Church Street
Newington, Connecticut 06111
Tel: 860-666-2569
Fax: 860-666-3547

July 18, 2013

Newington Town Clerk

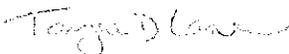
I hereby resign my alternate position on the Newington Town Plan & Zoning Commission, effect today Thursday July 18, 2013.



FRANK L. AIETA

RECEIVED & RECORDED IN
NEWINGTON LAND RECORDS

2013 JUL 18 A 11: 06

BY 
TOWN CLERK

AGENDA ITEM: VIII.A.3.

DATE: 8-13-13

RESOLUTION NO. _____

RESOLVED:

That the Newington Town Council hereby makes the following appointment:

Town Planning and Zoning Commission

7 members/ 3 alternates
4 yr term

Name	Address	Party	Term	Replaces
MEMBER: Frank Aieta	595 Church Street	R	Immed. – 11/30/15	D. Lenares (resigned)

MOTION BY: _____

SECONDED BY: _____

VOTE: _____

AGENDA ITEM: VIII.A.4.

DATE: 8-13-13

RESOLUTION NO. _____

RESOLVED:

That the Newington Town Council hereby makes the following appointment:

Town Planning and Zoning Commission

7 members/ 3 alternates
4 yr term

Name	Address	Party	Term	Replaces
ALTERNATE: Domenic Pane	638 Church Street	R	Immed. – 11/30/15	F. Aieta (Appointed to Full Member 8-13-13)

MOTION BY: _____

SECONDED BY: _____

VOTE: _____

AGENDA ITEM: VIII.

DATE: 8-13-13

RESOLUTION NO. _____

RESOLVED:

That property tax refunds in the amount of \$5,845.67 are hereby approved in the individual amounts and for those named on the "Requests for Refund of an Overpayment of Taxes," certified by the Revenue Collector, a list of which is attached to this resolution.

MOTION BY: _____

SECONDED BY: _____

VOTE: _____

TAX REFUNDS – August 13, 2013

Carlos M. Guzman 65 Mountford Street, 2 nd Floor Hartford, CT 06114-1755	\$15.64
Toyota Motor Credit Corp. 19001 S. Western Avenue Attn: Product Operations WF 21 Torrance, CA 90509	\$137.14
Lorraine Soria 3490 Hemlock Farms Lords Valley, PA 18428	\$62.55
Diane E. Lisitano 120 Piper Brook Avenue Newington, CT 06111	\$16.61
Nathan Ouellette 699 Cypress Road Newington, CT 06111	\$141.25
Tawel Wojmapewster 58 Timothy Street Newington, CT 06111	\$445.26
Holly Thi Nguyen 3347 Tara Leighton Avenue N. Las Vegas, NV 89031	\$101.26
Nicholas Dicioccio 331 Tremont Street Newington, CT 06111	\$10.33
Richard or Virginia Jablonski 201 Judd Avenue Newington, CT 06111	\$14.69
VW Credit Leasing LTD 1401 Franklin Boulevard Libertyville, IL 60048	\$430.13
Vend Lease Company Inc. 8100 Sandpiper Circle #300 Baltimore, MD 21236	\$464.09
Helen A. Flanagan 20 Pebble Court Newington, CT 06111	\$38.41
Jeffrey Mickelson 4 Colonial Drive East Lyme, CT 06333	\$513.93
Jeffrey or Linda Mickelson 4 Colonial Drive East Lyme, CT 06333	\$396.16
USB Leasing LT 1850 Osborn Avenue Oshkosh, WI 54902	\$137.11
Walter Turner 97 Fifth Street Newington, CT 06111	\$17.38

Henry Chrzanowski 52 Butler Avenue Southington, CT 06489	\$160.24
Helen or Peter Moller 29 Lexington Circle Newington, CT 06111	\$63.56
Kristen Staron 532 Cypress Road Newington, CT 06111	\$17.38
Joel Stamilio 16 Berkeley Circle Newington, CT 06111	\$65.95
Scott Tremblay 11 Knoll Lane Rocky Hill, CT 06067	\$214.87
Terence Tinnirella 65 Highgate Road Newington, CT 06111	\$91.46
Oscar Pagani 335 Churchill Drive Newington, CT 06111	\$32.25
Johnny Acuna 65 Constance Leigh Drive Newington, CT 06111	\$67.73
Brian Tompkins or Yvette Lumor 645 Congress St., Unit 301 Portland, ME 04101	\$126.64
Bhadresh Shah 109 Coronado Drive Newington, CT 06111	\$18.36
Gary or Rosemary Bosse 52 Brace Road Newington, CT 06111	\$42.78
Kate Griffin 51 Sunset Road Newington, CT 06111	\$61.65
Hyundai Lease Titling 210 Commerce Ste. 100 Irvine, CA 92602	\$243.65
Nissan Infiniti – LT Tax Operations P.O. Box 650214 Dallas, TX 75264-0214	\$211.10
Nissin Infiniti – LT Tax Operations P.O. Box 650214 Dallas, TX 75264-0214	\$100.62
Yasmine Breland 4253 58 th Ave. Apt. T1 Bladensburg, MD 20711	\$48.26
Richard Goodwin 111 Howard Street Newington, CT 06111	\$82.66
Ashlee Taylorlove-Kailas 148 Main Street Newington, CT 06111	\$117.27

Debra Szaraburak 38 Johnson Street Newington, CT 06111	\$178.06
Denise Lambros 210 Cedarwood Lane Newington, CT 06111	\$21.86
Paula or Tina Bouchard Jr. 327 Tremont Street Newington, CT 06111	\$102.61
Sebastian Vassello 6 Allison Way Rocky Hill, CT 06067	\$144.92
The Brickman Group LTD 769 No. Mountain Road Newington, CT 06111	\$357.49
Janet Cunningham 283 Candlewyck Drive Newington, CT 06111	\$19.78
Jennifer Hopkins 417 Main Street Newington, CT 06111	\$104.72
Sebastion Miano 1250 Willard Avenue Newington, CT 06111	\$30.43
Norbert Ruskys or Diane Ruskys 58 Winslow Drive Newington, CT 06111	\$73.51
Toyota Motor Credit Corporation 19001 S. Western Avenue Attn: Product Operations WF 21 Torrance, CA 90599	\$103.92
Total	\$5,845.67