

**CITY OF NORWALK
PUBLIC WORKS COMMITTEE
DECEMBER 1, 2020**

ATTENDANCE: George Tsiranides, Chairman; Barbara Smyth; Tom Keegan; Manny Langella; Tom Livingston; Darlene Young (7:13); George Theodoridis

STAFF: Anthony Carr, Chief of Operations and Public Works; Vanessa Valadares, Principal Engineer; Mike Yeosock, Assistant Director of Transportation; Drew Berndlmaier, Senior Civil Engineer; Chris Torre, Superintendent of Operations; Darin Callahan, Assistant Corporation Counsel, Steven Kleppin, Director of Planning & Zoning, Jessica Casey, Chief of Community and Economic Development; Paul Sotnik, Senior Civil Engineer

OTHERS: David Heuvelman, Common Council Member; Kadeem Roberts, Common Council Member

The meeting was called to order at 7:04 p.m. A quorum was present.

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Members of the public who wish to provide public comment are encouraged to submit those via email in advance of the meeting. For these comments to be read into the record, they should be submitted at least three hours in advance of the meeting start time. Please email Monique Cipriano at to provide written public comment prior to the meeting.

Mr. Tsiranides called to order the Public Works Committee meeting on Tuesday, December 1, 2020. He stated that the meeting is being done by video conference. He announced all of the Committee Members by name and each member responded for attendance. A quorum was present. Mr. Tsiranides gave instructions on how the public comment will be addressed. Public comments via email or zoom video conferencing. Mr. Tsiranides began the meeting with the Public Input.

PUBLIC INPUT

There was no public input.

NEW BUSINESS

1. APPROVE THE MINUTES OF THE PUBLIC WORKS COMMITTEE MEETING OF TUESDAY, NOVEMBER 3, 2020.

There was no report on this item

****MR. LIVINGSTON MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

2. APPROVE THE 2021 MEETING DATES FOR PUBLIC WORKS COMMITTEE.

Mr. Livingston said that if and when they go back to live, they will but it says they are all video but he hopes they understand that doesn't necessarily have to be the case hopefully.

Chairman Tsiranides replied he agrees with Mr. Livingston but he thinks for now everyone was airing on the side of possible COVID going forward but yes as soon as we have the ability to go live they will. He said as far as the dates themselves, he knows there was a little bit of question about having a meeting on Election Day, obviously it is going to happen again and come November that would be a decision as long as there is nothing pressing or something in the media that needs to be met or voted on that day then they will have a meeting as far as he is concerned. September 7th is the day after Labor Day, he doesn't think anyone has anything going on that they wouldn't be able to make that meeting. He assumes that the rest of the dates are fine. He said if there are light agendas, they will cancel a meeting with plenty of notice to the public.

****MS. SMYTH MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

3A. AUTHORIZE THE MAYOR HARRY W. RILLING TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY FOR THE FOLLOWING TRANSACTION PER THE JOINT MEMORANDUM OF JESSICA CASEY, STEVE KLEPPIN, ANTHONY CARR, AND VANESSA VALADARES DATED NOVEMBER 24, 2020:

I. FOR THE CITY OF NORWALK TO CONVEY THE FOLLOWING EASEMENTS TO SONO TOD, LLC FOR CONSIDERATION OF ONE TWENTY-NINE THOUSAND TWO HUNDRED AND THIRTY-THREE DOLLARS AND 00/100 CENTS (\$129,233.00):

- (1) A DRIVEWAY EASEMENT, APPROXIMATELY 7,424 SQ. FT., AS DEPICTED IN THE EASEMENT MAP DEPICTING PROPOSED DRIVEWAY EASEMENT OVER LAND OF THE CITY OF NORWALK, 30 MONROE STREET, PREPARED FOR SONO TOD, LLC, 1 CHESTNUT STREET, NORWALK, CONNECTICUT, SCALE 1" - 20 FT., DATED NOVEMBER 24, 2020, WILLIAM W. SEYMOUR & ASSOCIATES, P.C., REVISED TO INCLUDE THE 328 SQ. FT. OF 1 CHESTNUT STREET TO FIRST BE CONVEYED FROM SONO TOD, LLC TO THE CITY OF NORWALK AUTHORIZED IN AGENDA ITEM 3.III;
- (2) A RAMP EASEMENT, APPROXIMATELY 759 SQ. FT., AS DEPICTED IN THE EASEMENT MAP DEPICTING PROPOSED RAMP EASEMENT OVER LAND OF THE CITY OF NORWALK, 30 MONROE STREET, PREPARED FOR SONO TOD, LLC, 1 CHESTNUT STREET, NORWALK, CONNECTICUT, , SCALE 1" - 20 FT., DATED NOVEMBER 24, 2020, WILLIAM W. SEYMOUR & ASSOCIATES, P.C.;
- (3) A SIDEWALK EASEMENT, APPROXIMATELY 2,129 SQ. FT. PLUS 179 SQ. FT., AS DEPICTED IN THE EASEMENT MAP DEPICTING PROPOSED SIDEWALK EASEMENT OVER LAND OF THE CITY OF NORWALK, 30 MONROE STREET, PREPARED FOR SONO TOD, LLC, 1 CHESTNUT STREET, NORWALK, CONNECTICUT, SCALE 1" - 20 FT., DATED NOVEMBER 24, 2020, WILLIAM W. SEYMOUR & ASSOCIATES, P.C.; AND

II. FOR SONO TOD, LLC TO CONVEY THE FOLLOWING EASEMENT TO CITY OF NORWALK FOR CONSIDERATION OF ONE DOLLAR (\$1.00): A SIDEWALK EASEMENT, APPROXIMATELY 656 SQ. FT. PLUS 183 SQ. FT., AS DEPICTED IN THE EASEMENT MAP DEPICTING PROPOSED SIDEWALK EASEMENT GRANTED TO THE CITY OF NORWALK, 30 MONROE STREET, OVER LAND THE LAND OF SONO TOD, LLC, 1 CHESTNUT STREET, NORWALK, CONNECTICUT, SCALE 1" - 20 FT., DATED NOVEMBER 24, 2020, WILLIAM W. SEYMOUR & ASSOCIATES, P.C.

III. FOR THE CITY OF NORWALK TO ACQUIRE FEE SIMPLE TITLE FROM SONO TOD, LLC, IN AND TO APPROXIMATELY 328 SQ. FT. OF LAND OF 1 CHESTNUT STREET, AS DEPICTED IN THE COMPILATION PLAN DEPICTING CONVEYANCE PARCEL TO BE CONVEYED TO THE CITY OF NORWALK BY SONO TOD, LLC, 1 CHESTNUT STREET, NORWALK, CONNECTICUT, SCALE 1" - 20 FT., DATED NOVEMBER 24, 2020, WILLIAM W. SEYMOUR & ASSOCIATES, P.C.

3.B. 8-24 REFERRAL – DEPARTMENT OF PUBLIC WORKS – CONVEYANCE OF EASEMENTS SONO TOD, LLC OVER PORTIONS OF 30 MONROE STREET AND ACQUISITION OF EASEMENT AND LAND FROM SONO TOD, LLC OVER PORTION OF 1 CHESTNUT STREET PER THE JOINT MEMORANDUM OF JESSICA CASEY, STEVE KLEPPIN, ANTHONY CARR, AND VANESSA VALADARES DATED NOVEMBER 24, 2020, REPORT AND RECOMMENDATIONS.

REFERRAL OF ITEM 3A TO THE PLANNING COMMISSION FOR A REPORT AND RECOMMENDED ACTION PURSUANT CONN GEN. STAT. § 8-24.

Mr. Chairman stated that this item came before them several months ago and it started off as a right of entry and now they are moving on the easement portion of it. He said they have tonight, Mr. Carr, Ms. Valadares and Ms. Casey that can speak to this and they have some pictures and layouts they can see.

Mr. Carr gave an overview of how they got to this point. He stated the developer had approached the City for this project and the parcel that they are constructing, the developer needs access to store their equipment and actually construct the work. They had to cross and utilize a City owned property which cannot be accessed by a private entity like the contractor by means of an encroachment permit which is strictly for the right of way. They had to, at the time, prepare their right of entry agreements to allow the developer, private entity, non-City entity, to cross the City property and also use that area to stage construction equipment and materials. That is the reason for the right of entry agreement versus an encroachment permit which again is for work within the right of way. They needed the right of entry agreements in order to obtain their foundation permit because they cannot construct their building foundation without crossing City property and without staging and storing their construction vehicles. Over the last few months the City has been working with the developer to advance the project to what you see before tonight which now results in numerous easements, driveway easements, ramp easements, and sidewalk easements. He turned it over to Ms. Casey.

Ms. Casey reported on this. She shared her screen. She began with the first easement which is the 7,424 square feet of City property at 30 Monroe Street. She said the subject is the driveway to the train station parking lot. She mentioned the site plan was in everyone's packet, the same as the one on her screen. Ms. Casey mentioned the shaded area on the plan and explained that it depicts the entrance of the development or the entrance to the Railroad Place Train Station, SoNo Train Station. It is the access for the second level of parking that is in the Chestnut St. area. She gave some background. She said they have a development with 122 residential units, 5,600 square feet of retail space and 11,000 square feet of office space. It is proposed at Monroe and Chestnut. They have begun work on the foundation permit and they have been working with all the City Departments to be able to advance to this stage in the game. Ms. Casey said that this easement is for the entrance off of Monroe which will allow residents and workers, so this is where the access to the second level of parking will come for the development itself. She said in May they were talking about two (2) levels of parking, the first level of parking is accessed off of Chestnut Street, she showed it on her shared screen by way of her cursor, and the second level of parking is actually accessed through this proposed driveway easement, which brings them to the egress/ingress point of the second level of

the garage. She clarified that the first easement of 7,424 square feet is the driveway she showed by sharing her screen and using her cursor to point it out.

Mr. Livingston said to be clear, he said many people, including himself think of that as a road but it is not a road it is really a driveway into that lot, correct.

Ms. Casey answered yes. She said originally when they started looking at the project there were discussions about actually turning this particular Railroad Place access point into a road. At that particular point in time they determined that they would like to eventually transfer that into a road, create a road, but they don't have a master plan for the whole entire area including the larger parking lot for the SoNo Train Station. She continued if they were to create a road today then they may not take into consideration the future development coming down the road and so they should really look at the area as a master plan in total to be able to determine what the configuration of that road looks like. The reason for the easements and the reason for actual right of way entry that you approved in May is because this is not a roadway, this is actually a parcel. A City owned parcel. If it was a roadway, it would be a different application, they would be asking for a curb cut instead of an easement but because it is a City owned parcel and that is the reason for the actual easement.

Mr. Livingston asked since they do not have a master plan, are they preserving enough flexibility or are they just not concerned that this would be an issue later on or they could have done something else with this street.

Ms. Casey responded that they don't know what is going to happen but they do know that there is potential enough for opportunity in that area. She thinks that the plan they see before them really takes that into consideration. She said an example of that is part of what they are going to be talking about is that Spinnaker has agreed to a number of improvements that they talked about previously in May, \$250,000 worth of streetscape improvements, sidewalk improvements and part of that is widening the mouth of Railroad Place where it meets Monroe so that the right hand traffic turning actually flows a lot easier. That configuration that is in front of them takes that into consideration, not only the traffic for the residential apartments but also getting the buses in and out easier, as well as the commuter parking. Ms. Casey went back to the second easement.

Chairman Tsiranides asked if the access would be open on either end, they will come in on the Monroe side they go through the front of the train station, southbound side, and end up on Henry Street Extension correct.

Ms. Casey responded correct. She explained that they would come in on Monroe and then they would take a left through the SoNo Train Station parking lot and come out to Henry Street.

Chairman Tsiranides asked if it would hamper any traffic in that area.

Ms. Casey responded no, it is not anticipated to impact any traffic.

Mr. Heuvelman asked the Chairman if he could ask a question. He was given permission and asked if this was being built to a standard that if they wanted to turn it into a street at

some point, they will not be limiting themselves because of the way that they're doing their development.

Ms. Casey said that is her understanding and they have been talking a lot with DPW obviously they have been at the table for all of the discussions. She said that has not come up as a concern or an issue, if anything they have incorporated more of the City's standard into the mouth of where the SoNo Train Station from Monroe Street to be able to ensure that the traffic could move smoothly through there.

Mr. Heuvelman asked if they have done their due diligence to know that moving forward to turn it into a street, that they are not hampering themselves.

Ms. Casey responded she believes so, yes and asked Ms. Valadares to confirm.

Ms. Valadares said that they are really not building this road. The only portion that they are doing is the one that they're going to convey to us that is the right turn. She said actually that driveway is existing and the only thing that they are requesting as part of the approval from DPW, is that they are going to build an overlay in the area they will be working on. As of now they are just going to keep the conditions as existing. In the future if for whatever reason they bring that road to a public road, they would have to get some kind of study to see what they have there and maybe they will need to bring that to a different level. She said it would not be impossible so if it has the width that they need which is more important plus they are limited on the other side because it's the State's right of way but as of now they are not really building the road. The only thing that they're going to build is that right lane and the other one they're going to just move an overlay based on their specifications.

Mr. Heuvelman said that is what he was driving at, that they will be maintaining the width to be able to build a road to turn it into a public road at some point if need be.

Ms. Valadares said actually, there is a little bit of a shrinking. She asked Ms. Casey to point to the end of the driveway area, the ramp that goes to the building on the screen to show the Committee. Ms. Valadares continued that is kind of the whole wave and then when they get to the building, that part the curve is already out but they have enough wave and at the bottom they are getting total second lane so they can make the right turn.

Ms. Casey moved on to the second easement from the memo stating it is an easement of 759 square feet and it is the ramp ingress/egress easement specifically for the second level garage access. She showed the shaded areas and said it is where the drive, where railway place would then connect into the actual development. She said if they were to look at it from the rendering standpoint, she shared her screen to show them where the 759 square feet would be. The third easement, shared her screen, 2,129 square feet plus 179 square feet which is the shaded parts she pointed to. She said that is for landscaping purposes and she shared her screen to show the landscaping areas. She said finally the last paragraph in the memo speaks to a conveyance of the sidewalk easement. That is the Spinnaker owned parcel and she pointed to the area stating that is the square footage of 328 square feet that Spinnaker would convey to the City. She said this is last piece of what the Chairman read.

Ms. Casey said there are a few things going on, first is the driveway into Railroad Place into the SoNo Train Station which is the permanent easement, ramp easement which is

also a permanent easement, third piece is the sidewalk easement which is the landscaping piece and then the last easement is the sidewalk piece that she showed. The goal and objective would be, the permanent easements would allow residents to access the second level of parking into the Spinnaker Building, One Chestnut, which includes the driveway and the ramp and the other pieces speak to the landscaping and the sidewalk construction that Spinnaker has agreed to as part of the project. The work that they will be doing is the \$250,000 worth of sidewalk improvements and sidewalk construction, in addition to the landscaping throughout the project itself. She said if they were to switch back to the rendering, she shared her screen, she said that is from the project from the corner of Monroe and Chestnut. She said to the right is where the entrance would be for the vehicle traffic to get up to the second level of parking and also to get up to the SoNo Train Station. She showed them what they are asking Spinnaker to do and what they agreed to do as part of the site plan approval is to do the landscaping that really activates Monroe and activates Chestnut to be able to allow for a better connectivity from SoNo/Washington Area, 19 Day and Washington Village up to the actual train station itself. She said not only are you seeing the residential, office and retail piece of this, they are also seeing the connectivity piece and bringing these easements forward, it speaks to the access for the residents to get to parking and the pedestrians to be able to get to the train station as well.

Mr. Livingston asked Ms. Casey to go back to the rendering on the railroad and she shared her screen. He said he can't tell if the two (2) curbs lined up. From his perspective it was hard to see.

Ms. Valadares stated that the easement map shows that they are aligned. They began to discuss curb more in detail as Ms. Casey shared her screen of the easement map. Ms. Valadares stated that they have not approved the drawings yet. She said DPW will comment on that and request a change of radius so there is not a bump out.

Mr. Livingston asked so it will all align.

Ms. Valadares replied yes. She explained how it is a parking space for parallel parking and the car will protect the curb. Once DPW gets all the drawings for approval, they will comment on those types of things. She said the rendering is not showing existing on the other side. Although it does not align with the curb it is aligning with the parallel parking they have there.

Mr. Heuvelman asked about the easements. He asked if granting any of those easements puts the City into any issue if they do choose to turn that into a public roadway at some point.

Mr. Callahan replied that he does not perceive any issue to the extent that there is any concern. He said it can be addressed right in the draft of the easement document itself. He said it may actually be in there, there were a lot of iterations to this. One of the iterations made reference to the easement that the driveway easement would extinguish if the driveway became a public road. If that somehow made it out of there, they could include it back in.

Mr. Heuvelman said he is curious how that mechanism would work if they chose to turn it into a public roadway, how the sidewalk easements, landscaping easements, the

driveway easements would all conform at that point and whether or not they are putting themselves in an exposure position to not be able to turn it into a roadway and Spinnaker being able to say they have easements on this.

Mr. Callahan stated that he had not approached it from that perspective. He said it wasn't part of what he was asked to look at. He doesn't have an answer at the moment. To the extent that there were any encumbrances over the land, the City ultimately has the power of eminent domain, so there's no insurmountable impediment to making it a public roadway. He said it wasn't the way they looked at it. He said they divided and separated the easements into three (3) different easements. The first was drawn out as just the driveway area and it is originally mapped out as the driveway and the ramp area. It made more sense to divide it out in the event that the actual driveway became a public road. He said he didn't take that deep of a dive into it.

****MS. SMYTH MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

Chairman Tsiranides stated that this item will be referred to the Planning Commission and will come before the full Council meeting following that.

4. **AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO GENGRAS FORD, LLC, PLAINVILLE, CT FOR THE PURCHASE ONE (1) 2020 FORD ESCAPE FOR A PRICE NOT TO EXCEED \$23,873.80.**

ACCOUNT NO. 09 20 4120 5777 C0650

Mr. Carr reported on this item. He said this is a replacement vehicle for TMP. He said that DPW's fleet coordinates with each department and they have a rolling stock program or list of what vehicles need to be replaced. This particular replacement vehicle is for TMP for the Traffic Signal Technician. He said it is an Escape and not a typical sedan because there is equipment that needs to be brought out to the field during various maintenance activities.

Mr. Livingston asked if they looked at a hybrid version.

Mr. Carr responded no but it is something they could look at.

Mr. Livingston said he thought they were trying to move to hybrids.

Mr. Carr responded yes for the pool vehicles. They are starting off with just the pool vehicles and staff vehicles for the rotation of the fleet.

Mr. Livingston asked if there was a reason they were not looking at hybrids for this and asked if they cost more money.

Mr. Carr responded yes, hybrids are an average three (3) to five (5) thousand dollars more.

****MR. LANGELLA MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

- 5A. **AUTHORIZE THE MAYOR, HARRY W. RILLING, TO ENTER INTO AN AGREEMENT WITH DEERING CONSTRUCTION, INC FOR STATE PROJECT 102-350 NORWALK RIVER VALLEY TRAIL – PHASE 2 FEDERAL AID PROJECT NO. PEDS(222) FOR AN AMOUNT NOT TO EXCEED \$2,924,135.11.**

FEDERAL TA GRANT

**ACCOUNT NO. 09 16 4021 5777 C0407
09 17 4021 5777 C0407
09 17 4021 5796 C0407
09 04 4021 5777 C0234
09 06 4021 5777 C0234
09 07 4021 5777 C0234
09 21 4021 5777 C0234
09 21 3750 5777 C0777**

- 5B. **AUTHORIZE THE CHIEF OF OPERATIONS AND PUBLIC WORKS TO EXECUTE ORDERS ON THE CONTRACT WITH DEERING CONSTRUCTION, INC. FOR STATE PROJECT 102-350 NORWALK RIVER VALLEY TRAIL – PHASE 2 FEDERAL AID PROJECT NO. PEDS(222) FOR AN AMOUNT NOT TO EXCEED \$292,413.50.**

FEDERAL TA GRANT

**ACCOUNT NO. 09 16 4021 5777 C0407
09 17 4021 5777 C0407
09 17 4021 5796 C0407
09 04 4021 5777 C0234
09 06 4021 5777 C0234
09 07 4021 5777 C0234
09 21 4021 5777 C0234
09 21 3750 5777 C0777**

Chairman Tsiranides stated that they have seen this once before and now they are getting to the construction part of the project. He said it is great to see it moving along.

Mr. Carr reported on this. He said this is the Norwalk River Valley Phase Two and is a federally funded project through the Transportation Alternatives or TA for short. It is a federal grant program, 80% match meaning the federal government gives them 80% of the construction costs and the local/city funds account for 20%. The project is approximately, 1 ¼ miles, from Union Park to New Canaan Avenue by the Eversource substation. This is referred to as the missing link which there is an existing trail that runs along the Norwalk River and comes out at Broad Street and this segment of the River Trail will now connect that missing link of the River Valley Trail. This is for construction and the grant is specifically going towards the construction costs. None of the funding they are receiving from the federal government, and it's administered through the State i.e. CONNDOT, none of that funding is going toward design, it is strictly going toward construction. It is a 80/20 split, federal to local and it is part of TA Federal Grant Program.

Mr. Yeosock asked if anyone had any questions.

Mr. Livingston asked about the timing of the project.

Mr. Yeosock replied they are looking to begin in April and it is an eight (8) month project so they should be finished by September/October.

Mr. Livingston asked if he was worried about costs and if they have enough money for the project.

Mr. Yeosock replied yes there is enough money for now. He said what they are looking at is one (1) item that is rather expensive so they are looking for alternatives for that possibly.

Mr. Carr asked Mr. Yeosock if that was the retaining wall type.

Mr. Yeosock replied that it is the pedestrian rail.

Mr. Livingston asked if that would hold up the project.

Mr. Yeosock replied no, there is enough money to cover the project. He said they are just looking at some cost savings that the State and the City will save on.

****MR. LIVINGSTON MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

- 6. AUTHORIZE THE MAYOR HARRY W. RILLING TO EXECUTE A TWO-YEAR EXTENSION TO THE APRIL 2019 AGREEMENT FOR PAVEMENT MANAGEMENT AND CONSULTING SERVICES BETWEEN THE CITY OF NORWALK AND VANASSE HANGEN BRUSTLIN, INC. (VHB) FOR AN ANNUAL SUM NOT TO EXCEED \$250,000.00 PER YEAR.**

**ACCOUNT NO. 09 20 4021 5777 C0021
 09 21 4021 5777 C0021
 09 22 4021 5777 C0021**

Chairman Tsiranides stated that this is part of their annual pavement management program and they have been using this company for several years.

Mr. Livingston asked about hiring.

Mr. Carr stated that they actually promoted their Junior Engineers up to Assistant Engineers and Permanent Engineer so they are very excited about that. He said the postings have not been released yet from personnel for the Junior Engineers. They will have a Senior Civil Engineer starting after the holidays and that person will be replacing Ms. Valadares old position so they will have a third Senior Civil Engineer to assist Mr. Berndlmaier and Mr. Sotnik with the workload. He said other than that, they have not received the authorization yes and they haven't had the posting placed out for Junior Engineer from Personnel but they have worked with them to fill a lot of the other

positions in Operations and currently in Parks. He said that was a primary concern as they go into fall and the winter operations.

Mr. Livingston said that he remembered that they didn't have the manpower.

Ms. Valadares said that perhaps Mr. Livingston is referring to the inspection and they have an RFP out for that and that is for their pavement management consulting. She said this is a three (3) year contract that the Committee approved so VHB completes an evaluation of the City roads and that helps them base their five (5) year forecast so a portion of that is for that plus quality control while they are paving. She said they got this contract with VHB last year with a two (2) year extension.

Mr. Livingston said so this is not something that would have been in house anyway.

Ms. Valadares replied correct.

Mr. Berndlmaier said that they are at the asphalt plant testing the asphalt before that goes out. They also test compaction in the field with nuclear devices whenever we pave. They also provide the software that allows them to generate that five (5) year forecast on an annual basis. He said they evaluate 25% of their streets each year over a course of four (4) years so that no street hasn't been evaluated within for any more than four (4) years at a time. That is how they get their pavement condition index and their means of measuring how they are doing with paving, which ones need work which ones need pavement preservation techniques versus hard paving. He said although they ask not to exceed \$250,000 a year, last year they only spent about \$100,000 for 2019. They are not overspending, they are underspending what their expectations are. He said they are obligated as part of the contract to update the schedule of fees and account numbers as they become available.

Chairman Tsiranides asked if they have had any problems with them falling behind or slacking on the schedule with the COVID slow down.

Mr. Berndlmaier stated that all of their consultants have been extremely helpful, particularly because of COVID.

Ms. Valadares stated that when they justify to the residents which road they are paving, it is not only based on their own judgement, there is a whole program behind it. She thinks it is very important why certain streets are paved and others may be paved in the next year due to the study.

****MR. LANGELLA MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

INFORMATION / DISCUSSION

A. DISCUSSION

1. PROJECT STATUS

a. SEDIMENT REMOVAL CONTRACT UPDATE

Mr. Carr reported on this. They have completed three (3) out of the five (5) watercourses; Friendly Road, Lloyd Road and Hunters Lane. They will be moving to June and Keelee next. They could work through the winter unless there is a major blizzard. Engineering did an incredible job obtaining all the permits from Army Corps and CT. DEEP. He said it is a good project and it is going very well, no major issues and it is on schedule and within budget.

b. DREAMY HOLLOW DRAINAGE SYSTEM IMPROVEMENTS UPDATE

Mr. Carr reported on this. He said this is the flood study that was commissioned for Dreamy Hollow Estate, Friendly Pond Area. The Consultant is progressing with their design and the documents should be out in the winter of 2021 with construction to start in Summer of 2022. That project is estimated at 3 ½ million dollars construction cost and anticipate that it will come in lower but it is a very conservative estimate based on the level of progress of the plans as the plans get more detailed and they go from 60% to 90% stage then the 100% is when the consultant will do a final construction cost estimate so they will know what to expect before the project is put out to bid. He said if the bids came back higher, they would re-evaluate and perform some value engineering to ensure there are improvements completed that do matter. They do not expect to be over budget.

Chairman Tsiranides stated that they have been doing a great job keeping under budget. He said with all the rain they have been receiving, he has not received any complaints about flooding so whatever is being done is working and helping.

c. DRAINAGE, CURB, SIDEWALK AND PAVING UPDATE (PLEASE SEE SUPPORTING DOCUMENTATION)

Chairman Tsiranides stated that he drives around the City all day long and he has been seeing a lot of roads being paved, sidewalks being redone and curbing.

Mr. Carr reported on this. Qualitatively from all the contracts that this Committee approves and ultimately the Common Council in full and the Mayor executing, he decided to give the Common Council, Public Works Committee and the Mayor a Metrics Update. He took this opportunity to thank his staff for the fantastic work they are doing but also to support it with the following metrics. He gave the highlight of each metric.

In drainage, they have invested about 1.5 million dollars into 25 roads. This drainage is not the M. Rondano Contract that the Committee recently approved, this was work that was performed on a time and material basis from Deering Construction. When they are out there paving and they encounter a problem, or operations or WPCA camera inspected the lines and said okay this storm sewer is rotting, failing or breaking, they replace it before milling or paving the road.

Chairman Tsiranides asked if they could cut down on someone, once the road gets paved and it is nice and brand new, from coming along and start cutting into it, would that help.

Mr. Carr said it would help on the City level but they can't stop a private development from doing that although there is a two (2) year moratorium on any newly paved roads and obviously utility companies. They expect that 1.5 million to shrink and to buy more drainage work for more roads at a lower cost which is why engineering put out that drainage contract.

Mr. Carr said they compared their metrics based on calendar year.

Sidewalks in 2019, they installed 1.3 miles of sidewalk and curbing and they have forecasted to finish this year with 2.9 miles which is 123% increase for curb and sidewalk. That is in part from the great work of his staff and the Mayor and Common Council approving the increase budget for curbs and sidewalks.

Paving 2019, they paved approximately 7.6 miles that is centerline miles that is drawing a line right down the middle of the street no matter how wide the street is. They completed about 42 roads or 42 road segments and 2020 they are forecasted by the end of this year (asphalt plants closed September 18), to pave 9.94 miles and 44 road segments. It is a 5% increase in number of road segments and 30% increase in center miles of roadway and tonnage of asphalt that they put down.

Mr. Livingston said that is really impressive and wants to know what he attribute that to.

Mr. Carr responded they pretty much had the same budget, starting from the top, Mayor and Common Council approving the budget. Change in leadership, took a fresher look on how to do things, brought in his experience, seasoned engineers, a change with the principal engineer, and worked together to see how they could do things better and optimize.

Mr. Livingston said it is very impressive. Mr. Carr and his staff are doing a great job.

Mr. Carr said they work with the consultants and contractors better as well. He said it isn't a coincidence that those numbers went up, that is a testament to the Council and his department.

Ms. Smyth took a moment to commend Mr. Carr and his staff. She said this is exactly the kind of thing they were hoping for with the reorganization to find where they can use those efficiencies and with his expertise, it's really tremendous so well done, thank you.

Chairman Tsiranides thanked Mr. Carr for those numbers and said it is really impressive.

B. MONTHLY SOLID WASTE REPORT – SEPTEMBER/OCTOBER 2020

Mr. Carr reported on this. He stated as compared to the same time last year the total MSW is up 21% due to COVID with everyone being home and recycling has increased

by 60%. Both numbers are up which is no surprise. The recycling revenue is up by 16%.

Mr. Carr said they have requested an increase in their budget for the food scrap program which is doing very well.

Upcoming Projects

Adjournment Chairman Tsiranides moved to adjourn
Motion passed unanimously
Meeting was adjourned at 8:05p.m.

Next Meeting: **Tuesday, January 5, 2021**
Public Works Committee
7:00 P.M. Location TBD