



CITY OF NORWALK
Norwalk City Hall
125 East Avenue, PO Box 5125
Room 225
Norwalk, CT 06856-5125
P: 203-854-7791 / F: 203-857-0143

PUBLIC WORKS COMMITTEE of the COMMON COUNCIL

DATE: Tuesday, December 7, 2021

TIME: 7:00 P.M.

PLACE: By Video Conference and Teleconference

To allow public access, anyone may access a meeting by telephone, Zoom, and/or the City of Norwalk YouTube channel. Specific instructions and links can be found at: norwalkct.org/meetings



Members of the public can call in and listen to a meeting. They will not be able to speak or see any of the meeting participants. Each meeting will use a unique Meeting/Webinar ID. Please find the information using the link above.



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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 mcipriano@norwalkct.org to provide written public comment prior to the meeting.

AGENDA

Public Input

Public input (Guests at Committee meetings may speak to any item on the agenda. Comments shall be limited to no more than three (3) minutes per speaker.)

New Business

1. Approve the Minutes of the Public Works Committee Meeting of Tuesday, October 5, 2021.
2. Approve Public Works Committee Meeting Dates for 2022.
3. Authorize the Mayor, Harry W. Rilling to enter into a Subordination Agreement with Head of Harbor South, LLC per terms of the Memorandum of Assistant Corporation Counsel, Darin L. Callahan Dated October 27, 2021.

4. Technical Correction of the Common Council Action September 14, 2021, Item VII.C.4 to add accounts designated for Almstead Tree & Shrub Care Company LLC for the supply and planting of trees and shrubs. Account Numbers 09 21 6030 5777 C0631.
5. Authorize the Purchasing Agent to issue a Sole Source Purchase Order to Cargill for Treated Road Salt for Snow and Ice Control, pricing not to exceed \$87.00 per ton for normal and after-hour deliveries effective for the 2021-22 winter season.

Account No. 01 40 25 5322

6. Technical Correction of the Common Council Action September 14, 2021, Item VII.C.3 to add accounts designated for The Grasso Companies, LLC, 1st Amendment for Project PM2021-1 Pavement Management Program. Account Numbers 09 22 4021 5777 C0021 and 09 22 4021 5777 C0503.
7. Technical Correction of the Common Council Action September 14, 2021, Item VII.C.6 to add accounts designated for Ahneman Kirby, LLC for Project No. 4048 On-Call Surveying Services. Account Number 01 37 50 5258.
8. Technical Correction of the Common Council Action September 8, 2020, Item VII.A.5 to allocate \$300,000 for use on the Storm Sewer Separation Project and accounts designated for M. Rondano, Inc. for Project DRG2020-1 On-Call Drainage Improvements at Various Locations using WPCA Account Number 09 20 4062 5777 C0361.
- 9a. Authorize the Mayor, Harry W. Rilling, to execute an Agreement with Colonna Concrete & Asphalt Paving LLC, for Project DRG2021-1 Dreamy Hollow/Betts Brook Area Drainage, Sanitary Sewer & Water Main Improvements, for an amount not to exceed \$864,505.00 (Base Bid), \$682,815.00 (Alternate 1) and \$5,598,675.00 (Alternate 2).

Account No. 09 21 4021 5777 C0440
09 22 4021 5777 C0440
09 20 4062 5777 C0361
09 22 4062 5777 C0361
09 22 4021 5777 C0021

- 9b. Authorize the Chief of Operations and Public Works, to execute Orders on Contract with Colonna Concrete & Asphalt Paving LLC., for Project DRG 2021-1 Dreamy Hollow/Betts Brook Area Drainage, Sanitary Sewer & Water Main Improvements, for an amount not to exceed \$715,000.00.

Account No. 09 21 4021 5777 C0440
09 22 4021 5777 C0440
09 20 4062 5777 C0361
09 22 4062 5777 C0361
09 22 4021 5777 C0021

10. Authorize the Mayor, Harry W. Rilling, to execute a Fourth Amendment to the Woodard & Curran Agreement dated August 12, 2019, to provide Construction Administration services associated with "Dreamy Hollow/Betts Brook Area – Drainage, Sanitary Sewer, & Water

Main Improvements” construction project in accordance with scope of services Task Order 1F dated December 01, 2021 (copy of included) for a sum not to exceed \$291,400.00.

Account No. 09 19 4027 5777 C0425
09 21 4021 5777 C0440
09 22 4021 5777 C0440
09 18 4062 5777 C0361
09 19 4062 5777 C0361
09 20 4062 5777 C0361
09 22 4062 5777 C0361

11. Authorize the Purchasing Agent to issue a Purchase Order to United Concrete Products Inc. for the pre-cast box culvert for the Rowayton Ave over Keelers Brook Bridge as a Sole Source request for the amount of \$244,130.00 (Proposal) plus \$24,413.00 (10% contingency).

Account No. 09 21 4021 5777 C0315

- 12a. Authorize the Mayor Harry W. Rilling, to execute and Agreement (Sole Source) with FGB Construction Company for Project BR2021-1 Rowayton Avenue over Keelers Brook Bridge for the amount not to exceed \$679,407.00.

Account No. 09 06 4021 5777 C0315
09 21 4021 5777 C0315
09 22 4021 5777 C0315

- 12b. Authorize the Chief of Operations and Public Works, to execute Orders on Contract with FGB Construction Company for Project BR2021-1 Rowayton Avenue over Keelers Brook Bridge for the amount not to exceed \$135,882.00.

Account No. 09 21 4021 5777 C0315
09 22 4021 5777 C0315

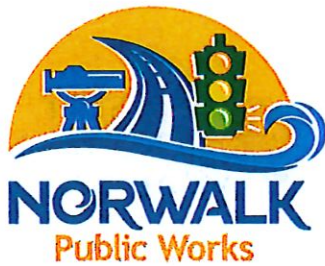
Information / Discussion

- A. Discussion
 - 1. Project Status
 - a. Sediment Removal Contract Update
 - b. Curbs, Sidewalks and Paving
- B. Tree Operations Report and Programming
- C. Monthly Solid Waste Report –September/October 2021
- D. Food Scrap Drop-Off Report
- E. Executive Session – New Canaan/Ponus Avenue

Adjournment

Next Meeting:

Tuesday, January 4, 2022
Public Works Committee
7:00 P.M. Location TBD



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**CITY OF NORWALK
PUBLIC WORKS COMMITTEE
OCTOBER 5, 2021**

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

STAFF: Anthony Carr, Chief of Operations and Public Works; Vanessa Valadares, Principal Engineer; Chris Torre, Superintendent of Operations; Jessica Paladino, Waste Systems Manager; Ralph Kolb, Wastewater Treatment Manager

OTHER: Alan Huth, SNEW; Elizabeth Suchy, Attorney at Carmody Torrance Sandak & Hennessey LLP; Stephen Santacroce, Rose Tiso & Co., LLC

The meeting was called to order at 7:02 p.m. A quorum was present.

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Chairman Tsiranides called to order the public works committee meeting on Tuesday, October 5, 2021. He stated that the meeting is being done by video conference. He announced all the committee members by name and each member responded for attendance. A quorum was present.

PUBLIC HEARING

PUBLIC HEARING TO INCREASE THE FEE FOR PROPOSED ADJUSTMENTS TO THE PUBLIC WORKS RATES AND FEES SET BY THE DEPARTMENT OF OPERATIONS AND PUBLIC WORKS FEE SCHEDULE AS PER ATTACHED.

There was no public participation for the public hearing. Chairman Tsiranides closed the public hearing at 7:05p.m.

PUBLIC INPUT

PUBLIC INPUT (GUESTS AT COMMITTEE MEETINGS MAY SPEAK TO ANY ITEM ON THE AGENDA. COMMENTS SHALL BE LIMITED TO NO MORE THAN THREE (3) MINUTES PER SPEAKER.)

Ms. Liz Suchy thanked the Chair and the Department of Public Works. She said the application that has come before them for their action relates to an extension of a sewer line on Bouton Street to serve a five (5) lot approved re-subdivision of property at 174, 176 and 176 ½ Bouton Street. The Planning Commission approved the re-subdivision in July and the map was recorded. She said that each lot would eventually be 6250 square feet and developed with single family dwelling on each lot. It is to be served by City and sewer water, but they need to have a sewer line extended. The WPCA approved the extension last month and the next two (2) steps are Planning Commission for 8-24 Review and then final action by the Council. She said on the line as well are Stephen Santacroce and Manny Silva who are the project engineers with Rose Tiso & Co., LLC in case anyone needs to hear from them or want further information or a more in-depth presentation. She turned it over to Mr. Santacroce for more details of this proposal if they so desire.

Chairman Tsiranides thanked Ms. Suchy and stated that if Mr. Santacroce would like to speak now that would be fine and reminded him of the three (3) minute timeline to speak on the item.

Mr. Santacroce asked if he could share his screen.

Chairman Tsiranides stated while the share screen option is getting ready, they will continue with the public participation and get back to him. Chairman Tsiranides asked the secretary to read the email received into the record.

My name is Stacey Pellegrino. I've been a Norwalk resident in the Ponus Avenue/Cornwall Road neighborhood for over 50 years. During storm events, the waterway that runs behind my property at 1 Cornwall Road becomes overloaded from storm runoff and inflow. Over the years, more and more overflows are occurring which create large, sudden volumes of overload and flooding to properties all along the waterway causing extensive flood damage. (see attached). The current system does not allow for adequate or controlled water flow. The backup of water is extreme. It has become a nuisance and too costly to continually clean up and restore my property. The recent clean-up effort to this waterway seems to have been ineffective. I ask for your urgent attention

and to remedy to this ongoing problem. Thank you in advance for your attention to this matter. Respectfully submitted, Stacey N. Pellegrino 1 Cornwall Road Norwalk, CT 06850.

Chairman Tsiranides asked the secretary to send all the Committee Members the photos from Ms. Pellegrino. He announced the next public participation speaker to the floor.

Ms. Michele Jakab from 19 Glendenning Street. She said their family have been living there for 12 years and she is also calling to talk about the storm drainage system. They have been having issues for years with flooding and it is expensive. Ms. Jakab said they have been battling with insurance companies and they keep getting dropped. She said they have done all they can on their end, and it is very expensive to prevent the flooding, but the City water keeps backing up into their property. She said a lot of her neighbors are having the same issue. She said besides the few storms they have been getting, even with the regular storms they would get a few inches of water and they just can't take it anymore. Ms. Jakab said they are grateful for Anthony Carr and Tom Keegan who have reached out and put them on the agenda. She said this is the first time they have gotten a response from the City, and they are happy to hear it is being addressed and discussed. She wanted to inform everyone that they are experiencing flooding and they are asking that item #9 on the agenda for Glendenning Street be included in the study.

Chairman Tsiranides thanked Ms. Jakab for calling in and asked her to stick around because they will discuss that in further detail. He mentioned that he stopped by her house during the last flood as his house flooded as well. He said they all sympathize, and they know that it has been an ongoing problem. He thanked Mr. Carr and his crew for working on the flooding so diligently and trying to come up with different remedies.

Stephen Santacroce from Rose Tiso & Co., LLC went through the plan for the Committee and gave an overview of what they are seeking approval for. He shared his screen which depicted plans for the Bouton Street Development. He showed the subdivisions with proposed single-family homes that will be connecting to a proposed sewer extension. He showed the Committee where the sewer manhole was located. They are proposing to extend the sewer within Bouton Street out to the property line on the south side of the property. He showed them the profile view of the proposed sewer and explained how it would work. He showed where the proposed manholes would be located. Through the profile view, Mr. Santacroce explained where the pvc pipe and the proposed manholes would be located as well.

Chairman Tsiranides thanked everyone for participating during public input. Public input was closed at 7:16p.m.

NEW BUSINESS

1. APPROVE THE MINUTES OF THE PUBLIC WORKS COMMITTEE MEETING OF TUESDAY, SEPTEMBER 7, 2021.

There was no report on this item.

****MR. LIVINGSTON MOVED THE ITEM**

****MS. SMYTH ABSTAINED**

****MOTION PASSED UNANIMOUSLY WITH ONE (1)
ABSTENTION**

- 2. APPROVE THE MINUTES OF THE SPECIAL JOINT MEETING PUBLIC WORKS COMMITTEE AND PLANNING COMMISSION MEETING OF TUESDAY, SEPTEMBER 13, 2021.**

There was no report on this item.

****MS. SMYTH MOVED THE ITEM**

****MR. TSIRANIDES ABSTAINED**

****MOTION PASSED UNANIMOUSLY WITH ONE (1)
ABSTENTION**

- 3. APPROVE TO INCREASE THE FEE FOR PROPOSED ADJUSTMENTS TO THE PUBLIC WORKS RATES AND FEES SET BY THE DEPARTMENT OF OPERATIONS AND PUBLIC WORKS FEE SCHEDULE AS PER ATTACHED.**

Chairman Tsiranides stated that the last time the fees were increased were approximately seven (7) years ago.

Mr. Carr answered correct, April 8, 2014. He stated the price increases are associated with their GIS pricing, specifically the reproduction of large prints which is basically larger than 11x17, smaller prints, GIS maps, and a shape file. Those prices fall into GIS which relies on the Engineering and under the Operations Component of Public Works. He said under special events, the increases will be for the barrels and barricades which are provided to different vendors. It would also cover missing and the replacing of barrels and barricades. He said GIS falls under engineering and the barrels, barricades and the drums fall under operations. He reviewed some of the price increases for the Committee.

****MR. LIVINGSTON MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

- 4. APPROVE THE PROPOSED SANITARY SEWER EXTENSION AT 174 – 176 BOUTON STREET TO PROVIDE SANITARY SEWER SERVICE FOR 5 PARCELS. THROUGH TECHNICAL ANALYSES, IT WAS CONFIRMED THAT THE CITY'S SANITARY SEWER COLLECTION SYSTEM AND WASTEWATER TREATMENT PLANT CAN ACCOMMODATE THE ADDITIONAL SANITARY SEWER FLOW GENERATED FROM THE PROPOSED CONNECTIONS. THE PROPOSED SANITARY SEWER EXTENSION SHALL BE CONSTRUCTED IN ACCORDANCE WITH DPW AND WPCA SANITARY SEWER PERMIT PROCESS AND SANITARY SEWER MAIN EXTENSION POLICY (ADOPTED JULY 7, 2021) AND BE REFERRED BACK TO THE WPCA BOARD FOR FINAL ACCEPTANCE.**

Mr. Carr reported on this. DPW and WPCA Staff reviewed and recommended approval of the project to the WPCA Board. WPCA Board acted, opened, and closed the public hearing and there wasn't any comment. This action was concurrently sent to the Planning Commission for an 8-24 Review and the DPW Committee which would then go to full Council and hopefully get approved. He said it goes to the full Council because any of the sewer extensions is by City Ordinance. He explained that the any extension of the City's infrastructure is subject to the approval of the Mayor and Common Council as the voting body. He said it goes to Common Council first and then back around to the WPCA for final acceptance upon construction. He said those parcels don't exist there and there are no other homes that the project would serve other than the proposed five (5) parcels and the proposed five homes (5) that would be receiving the sanitary sewer.

Ms. Young asked for a timeline on Bouton Street. She said that Bouton Street is extremely tight and asked if there will be a need to leave equipment near or in the street, will the residents on and around Bouton Street Area be given notice prior to the work being done and will there be a need for traffic detours.

Ms. Valadares answered that this is a private project and so she does not have a timeline of when they will start. They are only approving the plans for the extension of the sewer. She said it depends on the contractor which could be right or away or take a year. Usually, after the plans are approved then they will have the timeline otherwise they would have to go through the approval process again. She said that they project may start next year. She said because they have not issued an encroachment permit yet, it is unknown what they are planning to do in regards to closure but when the contractor comes in for the encroachment permit, they will have to submit a plan that shows what they are going to do with the work and detours if any. She said the rule that DPW Permits usually follow is that they do not allow street closure, they must do alternate lane unless it is very sporadic, they will allow closure. They allow the closure when there is not enough room to perform the work and keep one (1) safety lane of traffic moving through. She said she cannot answer that until the encroachment permit has been issued.

Chairman Tsiranides asked Ms. Valadares to relay Councilmember Young's concerns to Ms. Suchy and the contractor.

Ms. Valadares responded yes.

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

5. APPROVE THE PROPOSED SANITARY SEWER EXTENSION AT 238 WEST ROCKS ROAD TO PROVIDE SANITARY SEWER SERVICE FOR THE ST. GEORGE GREEK ORTHODOX CHURCH AND POTENTIAL 12 PARCELS ADJACENT TO THE PROPOSED EXTENSION. THROUGH TECHNICAL ANALYSES, IT WAS CONFIRMED THAT THE CITY'S SANITARY SEWER COLLECTION SYSTEM AND WASTEWATER TREATMENT PLANT CAN ACCOMMODATE THE ADDITIONAL SANITARY SEWER FLOW GENERATED

FROM THE PROPOSED CONNECTIONS. THE PROPOSED SANITARY SEWER EXTENSION SHALL BE CONSTRUCTED IN ACCORDANCE WITH DPW AND WPCA SANITARY SEWER PERMIT PROCESS AND SANITARY SEWER MAIN EXTENSION POLICY (ADOPTED JULY 7, 2021) AND BE REFERRED BACK TO THE WPCA BOARD FOR FINAL ACCEPTANCE.

Mr. Livingston asked when a third party puts in the drains, who checks to make sure they are right in terms of the incline.

Ms. Valadares said that before plans go before any of the boards, the staff must review the plans. She said this plan has already been approved by DPW Staff as well as the WPCA Staff. They only recommend Board approval after they work the plan. She said there was some back and forth so they could adjust the drawings the way they thought it would be necessary and then they present to the WPCA Board. The internal staff reviews those drawings.

Mr. Livingston asked if there is someone who checks that the pipes are laid down properly.

Ms. Valadares said that would fall under DPW. She explained how the encroachment permit works. She said once it is approved the contractor will be responsible and must apply for the encroachment permit with DPW because the work is happening on the right-of-way. At that time the contractor would also schedule an inspection so they can confirm the work is done. She said someone will be onsite to spot check because they will not always have someone there. After that, the contractor will have to submit as builds that it was built by a proposed plan.

Ms. Smyth asked about the 12 parcels and wanted to know where those parcels are located on the map.

Ms. Valadares began to explain the guidelines with WPCA. She stated that they thought it would be best to inform everyone in the neighborhood about the sanitary sewer extension in their neighborhood. She then stated that those 12 parcels are adjacent to or along the proposed line. She said on Bouton Street, theoretically there will be no neighbor that will need to be connected to that system. She said they have checked all the properties where the extension is being proposed around the sewer. In the case of West Rocks, there will be 12 parcels that will have the opportunity to hook up to sewer if they desire. She explained the location based on the backup drawings. She reiterated that the WPCA has approved, now DPW must approved then it will go to the Planning Commission to approve for the 8-24 then to the full Council for approval and once that is approved it will go back to the WPCA for final acceptance.

Chairman Tsiranides asked if there was any public participation at the public hearing.

Ms. Valadares responded no.

Mr. Carr added that there will be additional inspections. DPW does only milestone inspections of important components of the project.

****MR. LIVINGSTON MOVED THE ITEM**

****MR. TSIRANIDES ABSTAINED**

****MOTION PASSED UNANIMOUSLY WITH ONE (1)
ABSTENTION**

6. **AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A FIFTH AMENDMENT TO THE AUGUST 28, 2007, AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES BETWEEN THE CITY OF NORWALK AND A. DICESARE ASSOCIATES, P.C., REGARDING THE EAST AVENUE RECONSTRUCTION PROJECT, FOR AN AMOUNT NOT TO EXCEED \$95,000.00 IN ACCORDANCE WITH THE ATTACHED SCOPE OF SERVICES DATED SEPTEMBER 27, 2021.**

**ACCOUNT NO. 09 12 4021 5777 C0471
 09 22 4021 5777 C0471**

Mr. Carr said that the approval of the fifth amendment is for construction administration which is the review of RFI's which is the request of information, addendums, field changes, and submittals during construction for the advanced utilities project. This is the project that is currently underway on East Avenue.

Ms. Valadares added that this is a construction administration fee from A. Dicesare who is the consultant on the design of the East Avenue Roadway Improvement Project. They are the overseers of the construction associated with a portion of the advanced utilities project between Four Point Street and Olmstead. She said those fees reflect that and they need to do a couple of revisions on the right-of-way maps, shop drawings reviews and RFI's as well.

****MR. LANGELLA MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

7. **AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO WASTEQUIP, FOR THE PURCHASE AND INSTALLATION OF ONE (1) COMPACTOR AT THE NORWALK TRANSFER STATION, FOR A SUM NOT TO EXCEED \$233,565.67 THROUGH SOURCEWELL AWARDED CONTRACT # 040621-WQI, CITY OF NORWALK ID #97613.**

**ACCOUNT NO. 09 15 4031 5777 C0515
 09 16 4031 5777 C0515
 09 21 4031 5777 C0515
 09 22 4021 5777 C0798**

Mr. Carr said that the Transfer Station owned by the City of Norwalk and operated by City Carting under their contract, expires in June of 2023. There are three (3) compactors located

inside of the Transfer Station. Two of the compactors were replaced in 2014 and 2015, which are referred to as number one (1) and number two (2). The third compactor was built and installed when the Transfer Station was constructed in 1987. The third compactor is about 33 years old. Over the past few years, the third compactor has been more down than up. That doesn't necessarily hamper the operation. He said the issue is that the compactor is not fully functional, and the parts are obsolete, and to standardize the other two (2) compactors, the third compactor has exceeded its usefulness and is not considered an asset to the Department of Public Works or even City Carting. He said the problem with having a third compactor down puts a strain on the other two (2) and not sharing the load equitably across the board. Mr. Carr mentioned that when they requested this item several years ago the price was \$165,000.00 and now its \$233,000.00.

Mr. Livingston asked how this relate to the work that is being done at the Transfer Station right now.

Ms. Valadares said they should be finished with the tipping floor soon.

Mr. Livingston asked if the compactor sits on that floor.

Ms. Paladino said that the compactor sits below the floor. She said the floor repair is the concrete repair on the tipping floor. The installation of the third compactor wouldn't be done until after the tip floor work is finished. There is also a lead time on new compactors that's in the range of 16 weeks which is an extended lead time, and they are not looking to do the construction of the compactor replacement until early next year.

Mr. Torre added that by the way of history the compactors were put in when the transfer station was changed from an incinerator transfer station to the transfer station that they have today. He said it wasn't a new construction in 1987, it was just changed in 1987. He added that a few weeks back, one (1) of the compactors went down and it took some time before it could be fixed leaving them with only one (1) working compactor which made the line to get into the transfer station all the way around Butler Street. Mr. Torre stated the need for the third compactor is the difference between leaving trash on the transfer station floor over the weekend or getting rid of it the same day.

****MR. LANGELLA MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

8A. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE AN AGREEMENT WITH DEERING CONSTRUCTION INC., FOR PROJECT RD2021-2 CONCRETE CURB AND SIDEWALKS AT VARIOUS LOCATIONS, FOR AN AMOUNT NOT TO EXCEED \$2,591,861.35.

**ACCOUNT NO. 09 22 4021 5777 C0021
09 22 4021 5777 C0318
09 22 4021 5777 C0503**

8B. AUTHORIZE THE CHIEF OF OPERATIONS AND PUBLIC WORKS, TO EXECUTE ORDERS ON CONTRACT WITH DEERING CONSTRUCTION INC., FOR PROJECT RD2021-2 CONCRETE CURB AND SIDEWALKS AT VARIOUS LOCATIONS, FOR AN AMOUNT NOT TO EXCEED \$259,186,14.

ACCOUNT NO. 09 22 4021 5777 C0021
 09 22 4021 5777 C0503
 09 22 4021 5777 C0318

Mr. Carr stated that Public Works issues this contract every year and the key thing to remember is that the contract is tied to their pavement management program. He said the pavement management program is broken up into quadrants so once every four (4) years the roads are evaluated based on their pavement condition index which is just a grade. That grade really drives the sidewalks and the curb that they will be replacing in subsequent years. He said there are different contracts but are linked together. He gave examples of work being done in the Spring. He said they follow the pavement management program.

Ms. Valadares added that they are looking for a second contractor to start the work and they will get to the paving hopefully next year. She said there will be times that they will have different contractors working on sidewalks in different parts of town because one (1) is related to the current work that was awarded and the other is for the new fiscal year. She named some of the streets they will be working on. She said they have an extensive list that is based on their paving forecast for the next year. She explained that some lists are very large and may not be able to complete all of them so they would be moved to another calendar year, also if there are utility issues or other projects in the area, the streets could be moved to the next calendar year. She said they try to include all the streets that they are considering for sidewalks in the scope for the next season. She said that gives them mobility in case they have some conflicts that may need to be addressed with the contractor.

Chairman Tsiranides stated that Deering won the bid for this contract, and he realizes they have been using Deering a lot. He asked if they had any input regarding their scope of work and/or comments.

Ms. Valadares said that they support Deering, and they were the ones that had the same contract last year, this year Grasso's has the contract. She said that Deering completed most of the sidewalk around First Street. They had to put Second Street out to bid and was able to get the work done this year by Grasso. In the same neighborhood, there were two (2) different contractors working on sidewalks. She said they are supportive of both contractors being awarded.

Mr. Livingston said since the contracts are tied to the paving, should the contracts be on the same basis as the Grasso contract is a three (3) year contract or at least multiply years with additions.

Ms. Valadares answered it used to be that way and found that having two (2) separate bids gets more aggressive prices and it allows them more mobility on which areas they want to work on.

Mr. Livingston asked about the length of the project.

Ms. Valadares answered usually it is a year.

Mr. Livingston asked if the length of the Grasso Contract was a year with extensions.

Ms. Valadares said yes it was for the paving contract. She said they must put the scope of what they are going to bid. It is not an open contract without them knowing what areas they are going to work on but Grasso's contract for paving has the option to extend. Grasso's contract for sidewalks does not.

Mr. Livingston asked is it because you don't know far enough in advance.

Ms. Valadares said she doesn't believe they added that portion to the sidewalk contract otherwise it would have shown on the language. She said it was not on this, but they will have it on the next one.

****MR. LIVINGSTON MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

- 9. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A THIRD AMENDMENT TO THE WOODARD & CURRAN AGREEMENT DATED AUGUST 12, 2019, TO PROVIDE ON-CALL PROFESSIONAL ENGINEERING SERVICES FOR THE STORM DRAINAGE SYSTEM EVALUATION IN ACCORDANCE WITH SCOPE OF SERVICES TASK ORDER 1G "TEST WATERS" ON GLENDENNING STREET DATED SEPTEMBER 30, 2021 (COPY OF INCLUDED) FOR A SUM NOT TO EXCEED \$191,000.00.**

ACCOUNT NO. 09 18 4027 5777 C0440

09 21 4021 5777 C0440

09 22 4021 5777 C0440

Chairman Tsiranides stated that everyone is aware of the storm and rain increase and there has been a lot of issues. He said that this and Glendenning have been ongoing for many years for these residents, and he is happy to finally see it come forth with even though its just a study, it is something moving forward in this area.

Mr. Carr reported on this. He said following Tropical Storm Elsa and Ida and having their own historic and problematic flooding database and since he started, he has been contacted by several residents on Glendenning Street about the flooding issues. Woodard and Curran were aware, and they were going to include this month earlier in scope but unfortunately, they had to change directions with one of their other assignments. He said they recognize and

understand that has been a problematic area before even Tropical Storm Elsa or any of those storms. He said that this predates his tenure with the City, but his staff knows the area well. Glendenning is one of many that are in the database and there is a number that surfaced after Elsa and Ida. The other areas include the Bouton Street Area, Heather's Lane, Glenwood, and several other areas such as Powderhorn, Flintlock, and Mayberry. The areas either experienced chronic flooding or flooding from the tropical storms. They have taken a holistic look at the City with the help of Woodard and Curran and some other consultants. He said when he started in 2019, that is one of the things he set out to do. The studies are expensive and that does not include the recommendations and findings from the study to a full design which is also known as construction bid documents. This is just a study to analyze the area and determine the problem, preferred solutions and what they can afford. The flood study for the Dreamy Hollow area began in 2019 and they are happy that at the end of the month the project will be bid for construction. They hope the same thing for the New Canaan/Ponus Avenue area is almost finished and will be designed over the winter, spring and summer and bid next fall. He said it is not just a matter of an extended storm sewer because there could be issues downstream as well so they must be sure there are no issues either way and the system may not be able to handle the flow. The studies are very important because they will be the basis of everything that they are going to do moving forward. Mr. Carr said that there will be more studies coming in which may be from a different consultant. He said they understand there is a problem on Glendenning, and this is the first step toward fixing it. He explained the process to the Committee.

Mr. Keegan stated that Mr. Carr knows and he has been communicating regularly with different residents from different parts of the City with what has been happening over the last couple of months with flooding and he said he is fully supportive of any efforts to remediate the flooding issue. He thanked Mr. Carr and his team. He said he thinks the residents of the City recognize that this is a lengthy process and that they want to figure this out and he is behind it 100%.

Chairman Tsiranides thanked Mr. Carr and his team for working hard on this. He said he appreciate the process even though it is not an immediate answer solution which is a little frustrating. He knows firsthand how it feels to lose things in a flood. He said they want to do it right and not bandage the issue. He has apologized to the residents for not having an immediate solution but that they are working on it.

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

- 10. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A FOURTH AMENDMENT TO THE WOODARD & CURRAN AGREEMENT DATED AUGUST 12, 2019, TO PROVIDE ON-CALL PROFESSIONAL ENGINEERING SERVICES FOR THE STORM DRAINAGE SYSTEM EVALUATION IN ACCORDANCE WITH SCOPE OF SERVICES TASK ORDER 1H "TEST WATERS" ON GLENWOOD AVENUE DATED SEPTEMBER 30, 2021 (COPY OF INCLUDED) FOR A SUM NOT TO EXCEED \$201,500.00.**

ACCOUNT NO. 09 18 4027 5777 C0440
09 21 4021 5777 C0440
09 22 4021 5777 C0440

Mr. Carr reported on this. He stated that hydrologic and hydraulic are fancy engineering terms. Hydrologic is a study of how water behaves over the surface typically a land mass and hydraulic is the behavior of water in a closed conduit like a pipe or an open channel in a drainage ditch. Glenwood Avenue is another area where there were about four (4) or five (5) properties that were impacted starting from 17 Glenwood up to about 23 Glenwood and were noted on our customer service and DPW observations. He said this system is a little more complicated. It is an approximate of 240 acres drainage area or watershed that drains this Glenwood Avenue Area, and it goes over land via pipes. In the backyard of several of these properties, there are pipes that are going to buildings, and they are exposed to open watercourses then they are piped again. That drainage is all on private property then flows into their infrastructure which is then tied to Clinton Avenue then it goes south to ConnDot storm sewer system which they recently upgraded. There are a couple of components there within 240 drainage area where its not just looking at five (5) homes, it is understanding the constrictions both on the private side and any constrictions on the City side and potentially bottlenecking on the State's storm sewer system. He is not suggesting that there is a bottleneck there but could be and that is the point of the study. The services would include the analysis and the stormwater modeling but inside those costs are also potential survey work or field inspection that they will need to get done as well. The Engineering and Operations Staff have been phenomenal. They have gone out to many areas to see what can be fixed in-house or with their on-call drainage contractor. They have almost completed their field investigations and they have begun giving assignments to their consultants such as Woodard and Curran, Tighe and Bond and others. There may be a few more task orders for this in the next few months.

Chairman Tsiranides stated that he is happy to see this coming forward with a reputable engineering firm and hopefully they will see actions sooner than later and help with the flooding issues.

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

- 11. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A SECOND AMENDMENT TO THE ORIGINAL AGREEMENT(S) WITH H.W. LOCHNER FOR DESIGN AND COORDINATION SERVICES DATED SEPTEMBER 29, 2016 IN CONNECTION WITH WALK BRIDGE PROGRAM (STATE PROJECT NOS. 201-0176, 301-0188, 301-0187, 102-297, 301-180) FOR A TOTAL SUM NOT TO EXCEED \$260,179.49 – STATE'S SHARE.**

ACCOUNT NO. 100% STATE REIMBURSABLE
09 18 4062 5799 C0613

Ms. Valadares reported on this. She stated that H.W. Lochner is the consultant for WPCA for all the sewer related design and construction administration for all the affected sewer that will be done under the Walkbridge Program. She said it is a municipality utility and they are allowed to receive a 100% reimbursement. The City has a master agreement with the State DOT and that is the reason they need to go through this process and approve with the authorized letter from DOT so they can go through the channels to continue awarding the design. The second amendment is extremely good for the City and will apply to a force main sewer line from Veterans Park going up to Four Point Street. The original design was just the gravity line but then when they went through how they would do the construction on that area, they realized that if it was a force main it would be easier to install because there will be a small pipe and it could be installed not as deep. That will give them more State on the right-of-way on the road and they are also going to have the Eversource high tension lines also running up there plus the new drainage coming down. They proposed to the State if they would consider paying for an upgrade of the extension of a force main and with that, they would have to upgrade their sewer pump station which is located on the Veteran's Park. She said now that they have the approval, they will have the consultant design that on behalf of the City. She said that this would be the design for the force main as well as the upgrade of their sewer pump station.

Chairman Tsiranides asked as this is being completed will there be the input of the Public Works Department.

Ms. Valadares said that after construction this would be awarded under the Walk Bridge Program and DOT and their inspector would oversee the installation. She said they would be the liaison. They will not incur any expenses related to that besides the construction administration. As part of the contract with Lochner, they put hours for site inspection that is covered by the State as well.

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

- 12. AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO FREIGHTLINER OF HARTFORD, EAST HARTFORD, CT. FOR THE PURCHASE OF ONE (1) 2023 M2 106 FREIGHTLINER PLOW TRUCK FOR A SUM NOT TO EXCEED \$176,474.20.**

ACCOUNT NO. 09 22 4031 5777 C0313

Mr. Carr reported on this. He said that this freightliner is a plow truck that is going to be the first of three (3) replacements for their 1995 Ford L9000s. Their heavy-duty plow truck fleet is composed of primarily Mack trucks which is the standard that the Superintendent of Operations migrated towards over the last recent years. He said they have primarily Mack, some Sterlings and some older L9000s. This is a special plow truck and will be their first heavy duty V-plow truck so basically it would allow them to better negotiate and get through tight streets more efficiently, faster, better operations and better safety. This would be designated for Route 25 and Rowayton. He explained that v-plows are typically used for

smaller areas like sidewalks. He said the blade looks like a v and pushes the snow to different sides and gets into smaller/narrow areas. This is the first heavy duty v plow they would have. He said they have 26 plow outs and nine (9) additional spare trucks to for a total of 35 plow out at any given time during the snowstorm. He said that does not include light duty plows or plows on pickup trucks. 26 of the plows are the newer best trucks and then they have the nine (9) spares that they would circulate when needed.

Mr. Livingston said that Mr. Carr noted that they primarily use Mack trucks and asked if he foresees any issues with switching manufacturer in terms of replacement parts and service.

Mr. Carr said that Freightliners are still a very good brand. He said Mack, Volvo, Freightliner are all very good. He said Freightliners are more reasonably priced at Mac quality without the cost. He said they last a long time.

Mr. Torre said they are not switching from Mack to Freightliner. He said the v-plow heavy-duty trucks aren't compatible with Mack trucks yet. He said it is not just Rowayton however, that is the route they are going to put it in to see how it works because it is one (1) of the smaller routes in the City and one (1) of the tightest as well. The hydraulics for the v-plow do not line up with the hydraulics for the Mack trucks. The Freightliner is the next best option. The State of Connecticut DOT standardized truck is the Freightliner. He said they can receive parts quickly with Freightliner and have investigated that prior to considering purchase.

Mr. Livingston said that he is sure they did, and he was only commenting because he knows that they work with and should take every ounce of their existing trucks and wondered if that affected anything. He said he understands what they are doing, and he thanked him.

Mr. Torre said the Kossuth area off Lexington is very tight in the winter when you're trying to plow. Cottage Street in East Norwalk is also tight when plowing. He said eventually they would like to get three (3), four (4) or five (5) of those trucks in those tighter routes. He said those trucks would step up their game.

Chairman Tsiranides asked about the lifespan for those trucks.

Mr. Torre responded that the truck that is being replaced is a 1995 L9000 and they keep their trucks until they are dead. They never sell or trade in a truck that is drivable, and they will use it for scrap metal until it is no good anymore.

Chairman Tsiranides asked if approved, when would they expect delivery.

Mr. Torre responded as soon as possible.

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

- 13. APPROVE THE REVISIONS TO THE CITY OF NORWALK DEPARTMENT OF PUBLIC WORKS STANDARD DETAIL DRAWING – “HISTORICAL LIGHTS, LIGHT POLES, LIGHT POLE FOUNDATIONS AND CONDUIT TRENCHING”: A) INCORPORATING THE NEW PROPOSED 40 WATT, 2700 KELVIN "WILLIAM & MARY" STYLE, DARK-SKY COMPLIANT FIXTURE THAT SOUTH NORWALK ELECTRIC AND WATER IS PROPOSING WITHIN THE SECOND TAXING DISTRICT; B) FOR THE OTHER DISTRICTS ALL NEW ORNAMENTAL LIGHTNING FIXTURES SHOULD BE DARK-SKY COMPLIANT WITH LUMEN LEVELS NOT TO EXCEED RECOMMENDED IES STANDARDS OF 2700 KELVIN OR 3000 KELVIN FOR COLOR TEMPERATURE.**

Mr. Alan Huth of SNEW gave the Committee background on the project. He stated South Norwalk Electric and Water has been providing electric lighting for the City of South Norwalk since 1892. They have approximately 1800 cobra head style lights and about 400 ornamental fixtures which include fixtures on the new developments of Raymond/Day where the old Washington Village was. They recently completed replacing all their cobra head style overhead fixtures to a full cut-off type fixture which is dark style compliant, and the color temperature is warm. He said they had a lot of good positive feedback on their traditional overhead high pole lights. Now it was time to replace the ornamental low pole style lights and they received quite a bit of kickback and complaints to some of the brighter, the glare that some of the fixtures are producing, both new and old. Mr. Huth said this project that is fully funded by SNEW to replace these lights and is expected to dramatically reduce glare, improve safety and the overall appearance of South Norwalk.

Chairman Tsiranides reiterated that the cost would be funded by SNEW. He then said moving forward with LED versus what they use now, which is?

Mr. Huth said the old pole tops, their standard was 150-watt high pressure sodium that gives you that orange glow which is 2200 kelvin. The City spec lights that have been interspersed in some of those projects are 80-watt fixtures, they are LED but they're 80 watts and they are not dark sky compliant, and the color temperature is 4,000 and above. He said what they have now is a mixture of various colored and output lights from 4,000 and above color temperature all the way down to 2200 with that old high-pressure sodium. It is a hodgepodge mix of multiple colors, multiple intensities, and this project is intended to reduce light pollution and glare and have everything look the same. He said they are very excited about this project.

Ms. Valadares added that there are two components to this item. The first is proposing to change the fixtures. She wanted to let them know that they are not the round fixtures that they are used to seeing but more of a straight shape which can be viewed on the design in the backup. She said if this gets approved, that would be part of the standard for the whole South Norwalk and Cedar Street district for all the ornamental lights. She said the other component of this item is a request for dark sky compliant and they are going to have a different color standard with a range between 2700 kelvin and 3000 kelvin depending on the area for the other ornamental lights that is out of this new district. She said the idea is that they are not going to go out and replace all of them, as of now the City does not have the budget for that

but they may reach out to some of the electrical companies that are in other districts to see if they have any interest in or changing those existing bulbs. In the future for any new development that will be supplying new ornamental fixtures will also have to provide dark sky compliant and with a different color temperature.

Chairman Tsiranides asked for an explanation of dark sky compliant.

Mr. Huth explained that for decades now there been movements to install dark sky compliant lighting in the municipal installations. Essentially it prevents or helps to reduce light pollution and glare by placing the light where it's needed on the ground as opposed to up into the air and into apartments and bedrooms. It concentrates the light output where it's needed as opposed to spreading it out across the entire globe, for example globe type fixtures. He said dark sky and full cutoff fixtures have become standard now and the City should be following. He said it makes for a much more pleasant nighttime lighting environment in the City. He said a perfect example of how not to do lighting is to go to Calf Pasture Beach at night. He said those fixtures blind you and because of the light one cannot see the Long Island Sound as the light shines in your face and not on the ground. Light up the pathway is kind of the idea behind dark sky compliant.

Chairman Tsiranides asked if the Historic Commission or any other commission/committees involved get a chance to weigh in on those fixtures and give any feedback and are they ok with said fixtures.

Mr. Huth responded yes.

Ms. Valadares stated since this request is from SNEW, the City did not reach out to anyone. She said that would be up to SNEW to reach out to them. They are just making sure that they would be able to implement that as part of their standard by putting in front of the Committee for approval.

Chairman Tsiranides thanked Mr. Huth for joining them. He asked if it's going to be less electrically used as well.

Mr. Huth said yeah, they are really excited about this. He said they are going from a 150-watt fixture to a 40-watt fixture and that is the environmentally sound thing to do.

Chairman Tsiranides asked Mr. Carr and Ms. Valadares if this item will go in front of the full Council.

Ms. Valadares responded yes.

Chairman Tsiranides stated that this will go in front of the full Council and if there are any other neighborhood associations with question or concerns, they just like to address those in advance.

Mr. Huth responded that he understood. He said they have discussed this with their own internal board and commission at great length. He said this project has been going on for over a year.

Chairman Tsiranides stated that better lighting helps especially in the South Norwalk Area and going forward with LED cost efficient is the way of the future and a good idea.

Mr. Livingston said Ms. Smyth and Ms. Young and himself had a walk through with Dave Westmoreland and he showed them all the fixtures and told them how he came about finding the appropriate historic fixtures. Mr. Westmoreland used to be Chair of the Historical Commission and is very much still involved.

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

INFORMATION / DISCUSSION

A. DISCUSSION

1. PROJECT STATUS

a. SEDIMENT REMOVAL CONTRACT UPDATE

Ms. Valadares reported on this. She said the project is almost complete. They are waiting for the materials for 264 West Cedar Street that should arrive on Monday and should be done within two (2) weeks. Other remaining punch list items from the original scope is complete.

Mr. Carr added that the sediment removal from the waterways it's not a flood mitigation measure, it is maintenance. The reason and theory behind it are if you are maintaining all the waterways, you will eventually get rid of all the sediment and eventually improve hydraulic capacity and flow, He said that some areas in the City are more clogged than others. The ongoing maintenance eventually led to a larger broader effort where if you keep cleaning each of those segments, it improves the flow but also buys time so instead of the watercourse filling up three (3) feet in a half an hour, it could fill up six (6) feet in an hour and a half. That doesn't change the volume of water you're getting if you're in a low spot and it doesn't redirect or divert water away from a flooding area, but it does help the water to move through quicker so that other drops of water don't accumulate or combine peak flows together. He said so when water droplets a, b and c can get downstream quicker and not combined with water droplets d, e and f, there would obviously be a reduction in water elevation inside the channel which avoids over topping which avoids water coming out to people's lands and property. He said it is not a flood mitigation measure it is purely just maintenance.

b. BETTS BROOK / DREAMY HOLLOW ESTATES AND NEW CANAAN/PONUS AVENUE FLOOD MITIGATION IMPROVEMENTS

Mr. Carr reported on this. This study is comprised of 400 acres, and it started the summer of 2019, and they had the first public forum in November 2019, and they are pleased to say that it is a construction project that includes drainage improvements and sanitary sewer improvements which are critical. He said a lot of the areas where the sanitary sewer overflows are related to stormwater but are also related to back pitched sanitary sewer pipes which means they flow the opposite way, and they don't/can't go uphill. He said there are sags or bellies in the pipe which obviously impact flow or sanitary sewage especially where grease and debris could accumulate. He said there are a lot of issues in there with the sanitary sewers so rather just looking at just the drainage, they felt it was the opportune time to include the sanitary sewer improvements. There are also watermain improvements in the area and a small portion of gas main improvements as well due to the relocation to accommodate their proposed utilities. Mr. Carr stated that it is really a sanitary sewer and drainage improvement project. He said they are pleased to say from the hard work of Woodard and Curran, especially his staff, they will be bidding out the project in late October and they are waiting for a final construction cost estimate. The project may be a little high in cost because they are including sanitary sewer improvements and water main improvements which was not in the original scope but they realized early on they needed to improve both of those, more so the water is getting improved only because it is in the way of their drainage and storm sanitary sewer but they will be using various funding sources so there will be a cost sharing between the WPCA capital fund project and also engineering capital fund. He explained the bid process.

Ms. Smyth asked if there would be any funding from the State since Rte 123 is a State road.

Mr. Carr answered that Woodard and Curran are looking into additional funding sources. He said they still must coordinate with the State and let them know about the plans. He said their improvements would have to go underneath route 123 and it's going to require some level of coordination and approval from ConnDOT to basically put new storm pipes across their road. He said they have had high level preliminary discussions with them, and they seemed to be onboard. He said he does not know if they would get State funding for this, but he will pass along to Woodard and Curran. In the meantime, they are looking into FEMA and DEP grants to offset the expenses with as much revenue they could possibly find.

c. CURBS, SIDEWALKS AND PAVING

Ms. Valadares reported on this. She discussed the paving program. She said they are milling West Rocks between St. Mary's and Cannon and Hemlock and Butternut. In between that area, the First Water District has a project and they have begun the test pits so as soon as that is completed it will be paved and then they will close those two (2) sections. Then they will move to Soundview with Hadik, Cliff and Aviation which may be the last streets paved this year. Hadik

must be reclaimed and may take a bit longer. If everything goes well, they may be able to complete the block on Woodward but if they can't get to it, it will be done in the Spring. On sidewalks, they are still on Center Avenue Area. The second crew is back and is working on West Rocks where they had to put in a couple of ADA ramps so they could pave and then move to Rowayton Avenue and then maybe Elmwood. She named the locations the first crew is working on. The on-call drainage contractor is ahead of the sidewalk crew. She said there is on-call drainage they are doing in-house to alleviate some flooding on Crest Street this week and then move to the Plymouth area where they found a couple of combined sewers with storm that they are going to disconnect will be an improvement to the City. Once they finalize drainage, they can finish the sidewalk.

Mr. Carr said that they did encounter eight (8) catch basins that collect storm sewer that were tied into the sanitary sewer. He said a connection to the storm sewer, or a pipe catch basin to sanitary sewer is known as an inflow source. Infiltration is typically from groundwater and inflows from everything other than groundwater. He said the theory is that by eliminating those eight (8) catch basins that are collecting rainwater, you're going to have that much rainwater not going to the wastewater treatment plant which helps and supports the City's ongoing initiative with reidentifying and removing as many sources of inflow and infiltration as possible throughout the sanitary sewer collection system.

B. TREE OPERATIONS REPORT AND PROGRAMMING

Mr. Torre went over the report.

Mr. Carr said they have not forgotten to add the new plantings column to the list but will have it for the next meeting.

Mr. Livingston gave a shout out to Mr. Carr's team and TMP because the trees on Wilton Avenue fantastic. He said people should drive by and see them.

C. MONTHLY SOLID WASTE REPORT –AUGUST 2021

Mr. Carr reported on this. He said the numbers trend towards pre-covid conditions. MSW which is garbage/municipal solid waste there is a decline of 6.1%. Curbside collection has a 6.5% decline. For total tonnage out from the City to the Transfer Station total tonnage, which is attributed to more people going back to work, curbside recycling collection has gone down 4.5% but the transfer station collection has gone up by 8.5%. They are down by 4% compared to last year. The revenue is up approximately 3.5% when compared to last year.

Mr. Livingston asked if that reflects the new tipping fees.

Mr. Carr responded yes, and it was effective July 2021.

D. TROPICAL STORM IDA SPECIAL BULKY COLLECTION REPORT

Mr. Carr reported on this. He thanked Mr. Torre and Ms. Paladino and their crew. He said they had 26 staff deployed throughout the City on September 15th and 16th for a special flood damage bulky collection from Ida. They had 12 drivers, 12 laborers and two (2) operators and that doesn't include the managerial staff. He said they had about 260 collections or pick-up points, collected 39 tons of bulky waste and collected about five (5) tons of metal. He said they didn't collect toilets, sheetrock, or construction debris because there are a lot of logistics and permit restrictions from Connecticut DEEP.

Chairman Tsiranides thanked Mr. Carr and his crew for implementing the special bulky collection pick-up as quickly as they did.

E. FOOD SCRAP DROP-OFF REPORT

Mr. Carr reported on this. He said they analyzed last fiscal year's numbers and approximately 35% of all the food scrap composting was delivered to the transfer station last year and approximately 65% was delivered to the Rowayton Community Center. This year, which only has two (2) months to start, the transfer station has collected approximately 31% of the tonnage and the Rowayton Community Center has collected approximately 69%. This year's split is like what they finished with last fiscal year. The staff has confirmed that the third location which has not been implemented yet because they are waiting on notification from the State to find out if they received the \$15,000 grant for Connecticut, Recycle CT, which would subsidize and help pay for the third location that will be added to the food scrap drop-off program. The third location may be Cranberry Park. They are going to work with Recreation & Parks about the logistics. Although there were a few locations suggested, they felt Cranberry park would be the most efficient for the third pick-up point. The \$15,000 grant funding is for the expansion of the program and that is why they haven't begun the third location.

F. ROWAYTON AVENUE BRIDGE REPLACEMENT STATUS

Ms. Valadares reported on this. She said they are making a lot of progress. The contractor is finishing up the design and now he's just confirming the hydraulics of the new proposed covert. She said they are making sure that what they use to replace that bridge will not affect the hydraulics. They are meeting the existing conditions exactly. She said the proposed cover box will be able to handle the same amount of water as before. She said that is very important to them because they don't want any flooding related to a change on the bridge. They received approval from the Conservation Committee and now they have a municipal level of approval for the bridge replacement. They are waiting on DEEP and the Army Corps approval and until then they do not have a final design, they can submit to DEEP, but they will have a meeting with them next week. They have been speaking with a bridge contractor to engage as an emergency repair and said they would be able to get the materials very fast because they are very well known in the industry. The contractor gave them a quote on the proposed cover that they are initially considering and should have an estimate by the end of the week. She said they may not begin until around Thanksgiving and they expect at least eight (8) weeks of work. All of this is considering that all the permits will go well so the only issue that is not clear yet is whether they will get the permits from DEEP and Army Corps.

Mr. Livingston asked what they put on the surface since the asphalt plants are closed.

Ms. Valadares answered that the contractor can get hot asphalt from New York.

Mr. Torre added that Mt. Vernon usually stays open all year round.

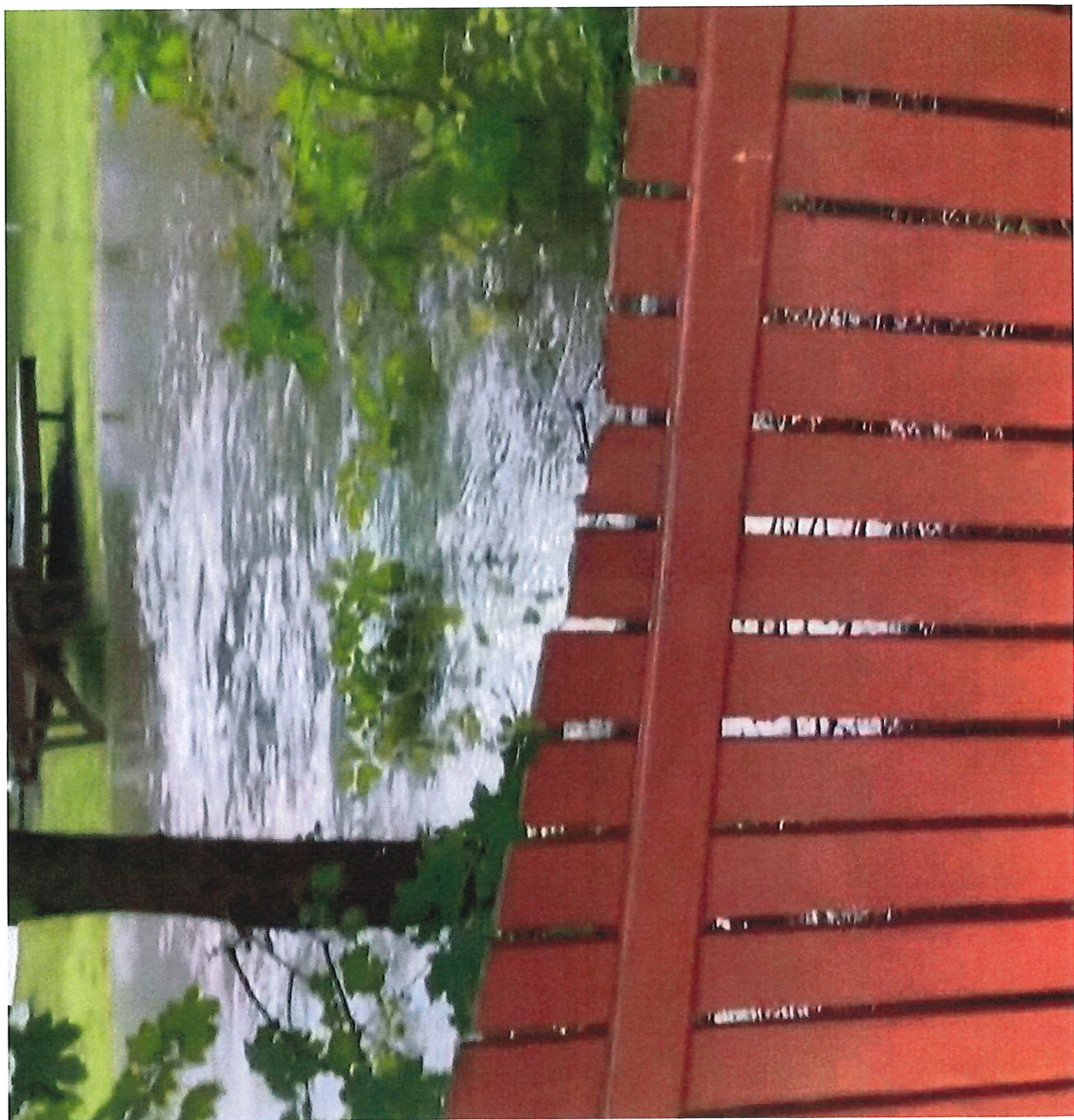
ADJOURNMENT **MR. KEEGAN MOTIONED TO ADJOURN**
MOTION PASSED UNANIMOUSLY
MEETING ADJOURNED AT 9:00P.M.

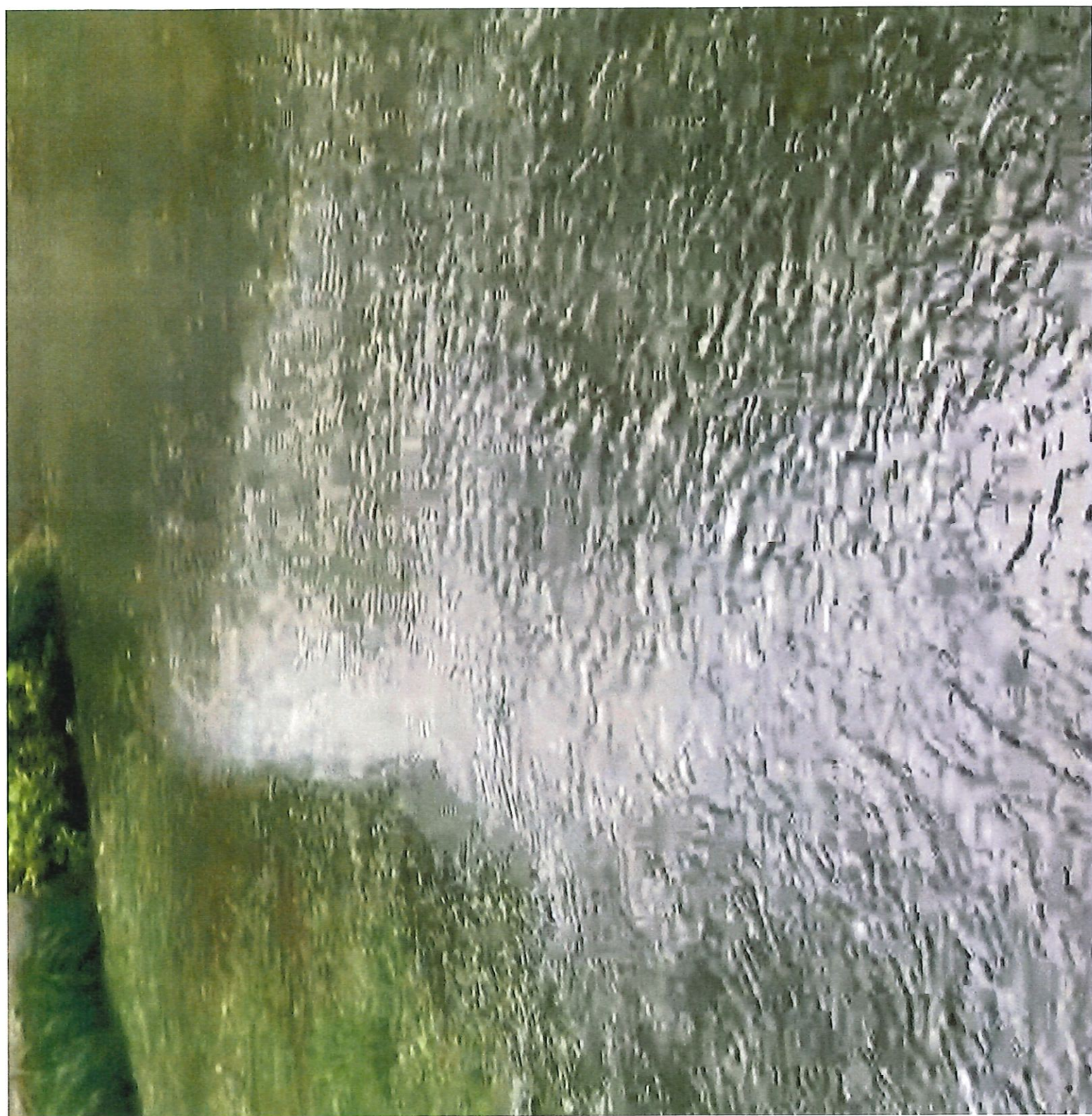
NEXT MEETING: **TUESDAY, NOVEMBER 2, 2021**
PUBLIC WORKS COMMITTEE
7:00 P.M. LOCATION TBD













**Public Works Committee
2022 Meeting Dates
1st Tuesday of the Month**

***Unless stated otherwise**

Room 231 once we return to in-person meetings

Tuesday	January 4, 2022	7:00pm	Video Conference
Tuesday	February 1, 2022	7:00pm	Video Conference
Tuesday	March 1, 2022	7:00pm	Video Conference
Tuesday	April 5, 2022	7:00pm	Video Conference
Tuesday	May 3, 2022	7:00pm	Video Conference
Tuesday	June 7, 2022	7:00pm	Video Conference
Tuesday	July 5, 2022	7:00pm	Video Conference
Tuesday	August 2, 2022	7:00pm	Video Conference
Tuesday	September 6, 2022	7:00pm	Video Conference
Tuesday	October 4, 2022	7:00pm	Video Conference
Tuesday	November 1, 2022	7:00pm	Video Conference
Tuesday	December 6, 2022	7:00pm	Video Conference

2

Memorandum

To: Planning Committee
Members of the Common Council
Mayor Harry W. Rilling

From: Darin L. Callahan, Assistant Corporation Counsel
Ann Catino, Outside Environmental Counsel (Halloran & Sage)

Cc: Mario Coppola, Corporation Counsel
Steven Kleppin, Director of Planning and Zoning

Date: October 27, 2021

Re: Request by Head of the Harbor South, LLC concerning the City of Norwalk's Certificate of Special Permit, #8-14SP

Head of the Harbor South, LLC ("HOTH"), in accordance with Section 22a-133o of the Connecticut General Statutes ("C.G.S."), has applied for an Environmental Land Use Restriction ("ELUR") upon land it owns at 1 Smith Street ("Subject Property") as a mechanism for complying with environmental laws in lieu of other abatement activities. In order for HOTH to satisfy the statutory and regulatory requirements for issuance of an ELUR by the Department of Energy and Environmental Protection ("DEEP"), HOTH must first obtain a subordination agreement¹ from any and all encumbrancers (e.g. - easement holders) holding an interest in the Subject Property.

(b) (1) No owner of land may record an environmental land use restriction on the land records of the municipality in which such land is located unless he simultaneously records documents which demonstrate that each person holding an interest in such land or any part thereof, including without limitation each mortgagee, lessee, lienor and encumbrancer, irrevocably subordinates such interest to the environmental land use restriction, provided the commissioner may waive such requirement if he finds that the interest in such land is so minor as to be unaffected by the environmental land use restriction. The commissioner shall waive the requirement to obtain subordination agreements for any interest in land that, when acted upon, is not capable of creating a condition contrary to any purpose of such environmental land use restriction. An environmental land use restriction shall run with land, shall bind the owner of the land and his successors and assigns, and shall be enforceable notwithstanding lack of privity of estate or contract or benefit to particular land.

Conn. Gen. Stat. § 22a-1330(b)(1).

On December 3, 2015, the City of Norwalk ("City") approved Special Permit Number #8-14SP with certain conditions, including Condition 13 which provides "[T]hat the City retains the right to place public access signed as needed"² ("Condition 13"). Because this retained right could result in an installation with a *subsurface foundation*, DEEP has determined that Condition 13 is an encumbrance requiring

¹ A subordination agreement is an agreement to alter the natural priority of interests in land such that a prior-in-right interest holder's interest in land becomes subject to a subsequent-in-right interest holders interest in land by an agreement commonly referred to as a "subordination agreement."

² The Special Permit was recorded on December 7, 2015 in Volume 8272, Page 155 of the Land Records for the City of Norwalk.

subordination under Conn. Gen. Stat. § 22a-1330(b)(1). As such, HOTH is requesting that the City enter into a subordination agreement so that they may meet their ELUR application requirements.

I, in coordination with the City's Environmental Counsel (Ann Catino), the Public Works Department (Anthony Carr, Vanessa Valadares) and the WPCA (Ralph Kolb), worked with HOTH representatives on a similar request pertaining to an easement the City has on the Subject Property which was approved by the Common Council on its March 9, 2021 Agenda. We would use an agreement of similar form and substance used to subordinate said easement, a copy of which I have attached hereto as Exhibit 1 as a sample. This agreement includes provisions which allows the subordinating party to recover certain costs it incurs in complying with the terms of the ELUR together with an appropriate indemnification provision in favor of the City.

Based on the forgoing, we are recommending the following:

AUTHORIZE THE MAYOR, HARRY W. RILING TO ENTER INTO A SUBORDINATION AGREEMENT WITH HEAD OF THE HARBOR SOUTH, LLC PER TERMS OF THE MEMORANDUM OF ASSISTANT CORPORATION COUNSEL, DARIN L. CALLAHAN DATED OCTOBER 27, 2021.

EXHIBIT 1

SUBORDINATION AGREEMENT

The CITY OF NORWALK, a municipal corporation located in the County of Fairfield, State of Connecticut, having a principal office in Norwalk, Connecticut ("Norwalk"), is a holder of an General Utility Easement and Public Access Easement (hereinafter referred to as collectively as the "Easements"; the area identified in the Easements is hereinafter referred to as the "Easement Area") from Head of the Harbor South, LLC ("HOTH") to Norwalk reserved by deed dated December 7, 2015 and recorded December 7, 2015 in Volume 8272 at Page 143 of the Norwalk Land Records (the "Deed"). As referred to in this Agreement, the term "General Utility Easement" shall have the meaning ascribed in the Deed, but only to the extent that said easement was reserved in the Deed for the benefit of the City, and in no event to the extent that it was reserved for the benefit of any public utility company or other utility service provider; and the term "Public Access Easement" shall have the meaning ascribed in the Deed.

HOTH ("Land Owner") is the owner of certain land that the Land Owner acquired pursuant to a Deed located at 125 East Avenue, Norwalk, Connecticut (the "Land"), which Land is subject to, and burdened by, the Easements.

Norwalk has been advised that the Land Owner will be recording a Declaration of Environmental Land Use Restriction and Grant of Easement granted by the Land Owner to the Commissioner of the Energy and Environmental Protection of the State of Connecticut in the Norwalk Land Records ("Grant") and Norwalk agrees for itself, its successors and assigns, in consideration of the Land Owner's agreements in this Subordination Agreement, that subject to the other terms and conditions in this Subordination Agreement, the Easements are hereby modified to make the Easements subject and irrevocably subordinate to said Grant and to the rights, covenants, restrictions and easements created by and under said Grant (collectively, the "Grant Interest"), but only with respect to that portion, if any, of the Easement Area that is actually located within the Subject Area (as defined and described in the Grant) so that Norwalk agrees to be bound by and to comply with the provisions of the Grant subject to the terms and conditions set forth herein, notwithstanding that the Easements were recorded prior to the Grant or this Subordination Agreement. After recording the Grant and this Agreement, Land Owner agrees to provide copies of the recorded documents to Norwalk and note the volume and page numbers in the spaces below and return same to Norwalk.

Notwithstanding anything to the contrary contained in this Subordination Agreement, the Land Owner, on its behalf and on behalf of its successors and assigns, acknowledges and agrees, as a covenant on and against the Land running with the Land, that this agreement by Norwalk to subordinate its Easements to the Grant is further conditioned upon the following: (1) that any expense incurred by

Norwalk as a result of compliance with the Grant, the Grant Interests or with this Subordination Agreement or otherwise in connection with this Subordination Agreement (including but not limited to any expenses incurred by Norwalk in the enforcement of, or interpretation of, this Subordination Agreement) or as a consequence of the Easements being subordinate to the Grant and the Grant Interests, shall be borne entirely by the Land Owner, its successors and assigns, and shall be due and payable from same to Norwalk immediately upon demand by Norwalk; and (2) that the Land Owner, its successors and assigns, each agrees to defend, indemnify, reimburse and hold harmless Norwalk from and against any and all costs, expenses, fees (including but not limited to attorneys', consultant and expert fees), liabilities, penalties, fines, claims, losses, obligations, orders, suits or damages (collectively, "Costs") arising out of, or in connection, with (i) the Grant; (ii) the Grant Interests, (iii) this Subordination Agreement, and (iv) any and all environmental conditions present in, on or under the Land unless such Costs are solely caused by Norwalk's intentional misconduct or gross negligence.

Further, notwithstanding anything to the contrary contained in this Subordination Agreement, with respect to compliance with paragraph 4 of the Grant, Norwalk has been advised by the Department of Energy and Environmental Protection ("DEEP") that DEEP considers a failure or imminent failure of it sanitary sewer line located within the Easement Area, including, without limitation, the full or partial collapse or blockage of said sanitary sewer line located therein or other unplanned event or condition that impacts Norwalk's ability to fulfill its public service obligations and requires the repair or replacement of the sanitary sewer line or other equipment located within the Easement Area to be an emergency under paragraph 4 of the Grant, and therefore, Norwalk reserves the right to perform such emergency work. Norwalk agrees to use commercially reasonable efforts to attempt to notify Land Owner of any such emergency work within ten (10) days of the completion of such work, and Norwalk and Land Owner agree to cooperate in fulfilling Land Owner's obligations under said paragraph 4.

Land Owner, on its behalf and that of its successors and assigns, further acknowledges and agrees that nothing contained in this Subordination Agreement shall affect any other easement or easement right that Norwalk may hold including any that involve Land Owner property.

Notwithstanding anything to the contrary contained in this Subordination Agreement, if the Land Owner fails to timely perform any obligation imposed on the Land Owner under this Subordination Agreement within 30 days of Land Owner's receipt of a written notice of default from DEEP or Norwalk (including but not limited to the Land Owner's obligation hereunder to timely reimburse and indemnify Norwalk from any Costs) and if Land Owner has not cured such default or has no valid defense to the alleged default which Land Owner has asserted and is pursuing, within said 30-day period, then Land Owner agrees that any time after

the expiration of said 30-day cure period Norwalk has the right to seek whatever remedy may be available to Norwalk either in law or equity, as well as to recover from Land Owner Norwalk's reasonable costs and expenses of enforcing Land Owner's obligations under this Subordination Agreement (including but not limited to attorneys', consultants, and expert fees incurred by Norwalk).

All notices required or permitted hereunder shall be sent via certified mail return receipt requested or nationally recognized overnight courier service as follows, provided that if Land Owner is no longer the owner of the Land then Norwalk shall be entitled to send such notice to the then current owner of the Land using the address for said current owner provided by the tax assessor of the municipality in which the Land is located:

To City of Norwalk:

City of Norwalk, Law Department
125 East Avenue, Norwalk, CT 06851
Attn: Corporation Counsel

To Land Owner:

Head of the Harbor South, LLC
1 Smith Street, Bldg B, Suite 101
Norwalk, CT 06851

With Copy to:

City of Norwalk, Dept. of Public Works
125 East Avenue, Norwalk, CT 06851
Attn: Chief of Operations and Public Works

City of Norwalk, Mayor's Office
125 East Avenue, Norwalk, CT 06851
Attn: Harry W. Rilling

Land Owner understands, acknowledges and agrees that this Subordination Agreement is being provided by Norwalk without any representations, covenants or warranties of any kind.

The covenants and obligations imposed on the Land Owner in this instrument shall be covenants and obligations that run with the land and are binding on the Land Owner, its successors and assigns, and inure to the benefit of Norwalk, its successors and assigns.

This Subordination Agreement is governed by the laws of the State of Connecticut without resort to any conflict of law principals that would result in the application of the law of any state other than the State of Connecticut.

WITNESS the execution hereof under seal this 29th day of April,
2021.

Signed and delivered in the presence of:

**HEAD OF THE HARBOR
SOUTH, LLC**

Alan Webber
Witness

Alan Webber
Print Name

Patricia R. Jurgielewicz
Witness

Patricia R. Jurgielewicz
Print Name

Michael Discala
BY: Michael Discala
It's Member
Duly Authorized

STATE OF CONNECTICUT)
) ss. Norwalk April 29, 2021
COUNTY OF FAIRFIELD)

On this 29 day of April, 2021, before me, the undersigned officer,
personally appeared, Michael Discala, who acknowledged himself to be a Member of
Head of the Harbor South, LLC, and that as such Member, being authorized so to
do, executed the foregoing instrument for the purposes therein contained, by signing
the name of the corporation as the free act and deed of said corporation.

In Witness Whereof, I hereunto set my hand and official seal.

Patricia R. Jurgielewicz
Notary Public
My Commission Expires:

PATRICIA R. JURGIELEWICZ
NOTARY PUBLIC
MY COMMISSION EXPIRES MAY. 31, 2022

Signed and delivered in the presence of:

CITY OF NORWALK

Sally Johnson
Witness

Harry W. Rilling
BY: Harry W. Rilling
It's Mayor
Duly Authorized

Sally Johnson
Print Name

Irene T. Dixon
Witness

Irene T. Dixon
Print Name

STATE OF CONNECTICUT)
COUNTY OF FAIRFIELD) ss. Norwalk 22nd of June, 2021

On this 22nd day of June, 2021, before me, the undersigned officer, personally appeared, Harry W. Rilling, who acknowledged himself to be the Mayor of the City of Norwalk, and that as such Mayor, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the municipal corporation as the free act and deed of said municipal corporation.

In Witness Whereof, I hereunto set my hand and official seal.

Irene T. Dixon
Notary Public
My Commission Expires:

ELUR recorded in the Norwalk Land Records at Volume ____ Page ____ on
_____, 2021

IRENE T. DIXON
NOTARY PUBLIC
State of Connecticut
My Commission Expires
December 31, 2021

Subordination Agreement recorded in the Norwalk Land Records at Volume ____
Page ____ on _____, 2021.

COMMON COUNCIL
NORWALK, CONNECTICUT

ACTION
7:30 PM EST

SEPTEMBER 14, 2021
VIA TELECONFERENCE

09 21 4021 5777 C0234
09 22 4021 5777 C0234
09 21 4021 5777 C0302
09 22 4021 5777 C0302
09 21 4021 5777 C0315
09 22 4021 5777 C0315
09 21 4021 5777 C0318
09 22 4021 5777 C0318
09 21 4021 5777 C0503
09 22 4021 5777 C0503
09 21 4021 5777 C0440
09 22 4021 5777 C0440
09 21 4021 5777 C0471
09 22 4021 5777 C0471
09 21 6030 5777 C0365
09 22 6030 5777 C0365
09 20 6030 5777 C0657

AUTHORIZED

3. Authorize the Mayor, Harry W. Rilling, to execute the 1st Amendment to the April 13, 2021 Agreement between the City of Norwalk and The Grasso Companies, LLC, for Project PM2021-1, Pavement Management Program, for an amount not to exceed \$1,000,000.00.

Account No. 09 20 4021 5777 C0021
09 21 4021 5777 C0021
09 21 4027 5777 C0302
09 20 4021 5777 C0503
09 21 4021 5777 C0503
09 20 4021 5777 C0649
09 21 4021 5777 C0318
03 00 00 2602

AUTHORIZED

4. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Almstead Tree & Shrub Care Company LLC for the supply and planting of trees and shrubs for an amount not to exceed \$130,000 per year. The Agreement is for a period of three (3) years, with an option to extend for two (2) additional terms of one (1) year each.

Account No. 09 22 4021 5777 C0233
09 22 6030 5777 C0370
09 22 4120 5777 C0649

AUTHORIZED

5. Authorize the Mayor, Harry W. Rilling, to execute any and all documents related to State Project 102-364 West Avenue Traffic Adaptive Signal Project:



DEPT OF FINANCE
Purchasing Department
NONCOMPETITIVE PROCUREMENT JUSTIFICATION FORM

DATE: 10/15/21

DEPARTMENT: DPW

Procurement by non-competitive proposals may be used only when the award of a contract is infeasible under informal competitive Quotations (§3-204), Informal Competitive Request for Proposals (§3-205), seal bids, or competitive proposals and at least one of the following circumstances applies:

Check One:

☐	The item is available only from a single source (justification is attached). The provisions of this regulation apply to all sole source procurements unless emergency conditions exist as defined by Purchasing Guideline on Emergency Procurements
☐	After solicitation of a number of sources, competition is determined inadequate (record of source contacts and/or attempts to obtain pricing is attached)
☐	The compatibility of equipment, accessories, or replacement parts is of paramount consideration
☐	The item/service is available on a Cooperative Purchasing Agreement (please provide the organization name, quote and the contract/agreement number)
☐	The public exigency or emergency for the requirement will not permit a delay resulting from competitive solicitation (documented emergency contingency is attached). Please forward this form and supporting documentation within 48 hours of the Emergency
☒	Other, please explain: Please see attached memo

TOTAL COST: 348,000 MUNIS Account: 014025-5322

VENDOR: Cargill

Purchasing Agent Signature	The Purchasing Agent		Department Head Signature
Sharon Conners Digitally signed by Sharon Conners Date: 2021.10.14 14:40:04 -04'00'	X	Supports	<i>Chris Torre</i>
Purchasing Agent Name		Does Not Support	Department Head Name
Sharon Conners	X	Single Source Requires Common Council Authorization (in excess of \$20,000.00)?	<i>Chris Torre</i>
Date 10/14/2021			Date 10/14/21

JUSTIFICATION:

Please see attached memo

ANY OTHER VENDORS CONTACTED FOR PRICING? (Please attach quotes): _____

Vendor 1: _____

Vendor 2: _____

EMERGENCY: Explain in detail the nature of the emergency



CITY OF NORWALK
Chris Torre
Superintendent of Operations
ctorre@norwalkct.org
P: 203-854-3203 / F: 203-854-3224
15 South Smith Street
Norwalk, CT 06855

Scope:

We recommend Cargill as a sole source provider for treated rock salt for the 2021-2022 winter season.

Treated salt describes a mixture of Sodium Chloride deicing salt Type "A" crushed rock salt treated with Magnesium Chloride, Sodium Gluconate, Xanthan Gum, and a Colorant Blend. The liquid treatment is intended to enhance the performance of the deicing rock salt over untreated salt by reducing corrosiveness, improving low temperature performance, reducing bounce and scatter, preventing clumping and salt pile freezing, and enhance flow ability. Cargill uses Xanthan Gum to bind the chemical composite of its Clearlane treated salt product as opposed to molasses used by Magic salt and other similar treated salt products. Xanthan gum keeps treated salt from leaching during storage and allows us to pre-load our trucks, keeping them in a heated garage which increases our response time for winter weather events.

In addition, a major concern for our winter maintenance operations is making sure we have deicing product available. Cargill provides nationwide production and distribution capabilities with two major distribution hubs in our region. Lastly, Cargill Clearlane has the highest rating out of all major treated salt products in corrosive resistance, which doesn't affect the cars on the road, but does affect the equipment that handles and distributes the materials, saving on fleet maintenance costs. Our experience with Cargill as our treated salt provider has been very positive; this would be our fourth winter season using Cargill as our treated salt provider if approved. There is a three percent cost increase for the 2015-2016 winter season compared to last year pricing for Cargill's Clearlane product.

Resolution:

Authorize the Purchasing Agent to issue a Sole Source Purchase Orders to Cargill for Treated Road Salt for Snow and Ice Control, pricing not to exceed \$87.00 per ton for normal and after-hour deliveries effective for the 2021-2022 winter season.

Account # 014025-5322



Salt, Road Safety
24950 Country Club Blvd, Suite 450
North Olmsted, OH 44070

Tuesday, October 12, 2021

Billing Information		Shipping Information	*Contact Information	
Account Number	1500028673	2500027733	Attn:	Chris Torre
Name	City of Norwalk	City of Norwalk	Title	
Address 1	125 East Ave	15 S Smith St	Phone	
P O Box			Fax	
City State Zip	Norwalk, CT 06851-5702	Norwalk, CT 06855-1017	Mobile	
County			e-mail	
*PLEASE VERIFY THAT ALL CONTACT INFORMATION IS CORRECT. IF CHANGES ARE REQUIRED PLEASE NOTE THEM ON THE NEXT PAGE.				

Cargill, Incorporated Deicing Technology Business Unit ("Cargill") is pleased to submit the following quote for your DEICING SALT needs for the 2021/2022 season.

Price Basis Per Ton

Product	Delivered (Standard Truckload)	Estimated Tons	Terminal
100012763 – ClearLane® enhanced deicer	\$87.00	5,000	2AKL Mount Marion
THE PRODUCT QUOTED IN THIS AGREEMENT IS INTENDED FOR BULK DEICING USE ONLY.			

PLEASE SIGN AND RETURN THIS QUOTE LETTER TO OUR ATTENTION **WITHIN FIVE (5) BUSINESS DAYS** FROM DATE OF LETTER. WE CANNOT UPDATE YOUR ACCOUNT FOR THIS YEAR WITHOUT THE SIGNED QUOTE LETTER. THIS PRICE QUOTE LETTER DOES NOT CONSTITUTE AN ORDER. ORDERS MUST BE PLACED BY CALLING CUSTOMER SERVICE AT 800-800-SALT (7268). ORDERS BEING PLACED FOR PICKUP MAY NOT BE AVAILABLE FOR 24 HOURS FROM THE TIME THE ORDER IS PLACED.

TERMS AND CONDITIONS –

- Provided this Price Quote Letter is signed and returned **within five (5) business days** from the Date, Cargill agrees to hold the quoted prices firm from October 12, 2021 through April 30, 2022. Notwithstanding the foregoing, the prices contained in this Price Quote Letter are contingent on Customer's adherence to these Terms and Conditions and the attached Terms and Conditions of Sale, including, but not limited to, Customer's compliance with the Customer account's payment and credit terms stated below.
- The Estimated Tons figure is an estimate of the total quantity of each Product(s) to be purchased by Customer under this Price Quote Letter. Customer is not obligated to purchase a minimum percentage of the Estimated Tons. Cargill is not obligated to sell Customer any quantity of the Estimated Tons.
- Cargill's obligation to sell Product(s) is SUBJECT TO PRODUCT AVAILABILITY. Cargill has the right to (i.) decline, or suspend shipments of, any Customer order placed under this Price Quote letter or (ii) terminate this Price Quote Letter if, at any time, Cargill encounters Product shortages due to commitments to other customers. In addition, Cargill reserves the right to decline, or suspend shipments of, any Customer order placed under this Price Quote Letter for any reason(s) relating to: Conditions at any Cargill terminal/production facility, weather conditions, or any other reason that may affect Cargill's ability to accept orders.
- Estimated delivery time three to seven business days after release of an order. This quote assumes that Product will be delivered from or picked up at the terminal set forth above. Sourcing of products from another Cargill facility is subject to availability and additional fees that may be applied to your account. Cargill's sale of Product is expressly conditional upon these Terms and Conditions and Customer's acceptance of the attached Terms and Conditions of Sale. Any terms which may exist on the Customer's standard purchase order (or similar forms) and which alter or are inconsistent with the terms and conditions will be of no legal force or effect and will not govern the transaction contemplated by this Price Quote Letter.
- By accepting, Customer agrees that this Price Quote Letter (including the Terms and Conditions and the attached Terms and Conditions of Sale) constitutes the entire understanding between Cargill and Customer and supersedes all other prior agreements or quotations, whether written or oral, between Cargill and Customer with respect to the Product(s). Any individual signing this Price Quote on behalf of Customer represents and warrants that they have full authority to do so, and that the transaction described herein is consistent with any applicable procurement regulations.

Payment Terms	NET 30	Credit Limit	ESTABLISHED
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Payment terms & credit limits are subject to change.

Thank you for the opportunity to be of service. We are looking forward to supplying your salt needs.

Cargill, Incorporated Salt, Road Safety Amanda Knaus District Manager Amanda_Knaus@cargill.com 440-590-6518 - p 952-367-1482 - f	Accepted
	Signature:
	Name:
	Title:
	e-mail:

Confidential - This document is intended only for the named recipient (i.e., Seller) and contains confidential information. Anyone other than the Seller is not permitted access to this information. Any dissemination or distribution of this information is a breach of the terms and conditions of this document. If you have received this document in error, please advise CDT by reply e-mail / mail at the address above, and delete this document and any email related thereto

Pg 1 of 2



MEMORANDUM

TO: Anthony Carr, P.E. – Chief of Operations & Public Works

FROM: Mateo Arias – Junior Engineer

CC: Vanessa Valadares, PE – Principal Engineer
Drew Berndlmaier, PE – Senior Engineer

REF: Public Works Committee Agenda Item – Project PM 2021-1 Pavement Management Program

DATE: November 3, 2021

I would like to request that the following items be included on the agenda for the December 7, 2021 Public Works Committee meeting.

1. Technical Correction of Common Council Action of September 14, 2021, Item VII.C.3 to add account numbers 09 22 4021 5777 C0021 and 09 22 4021 5777 C0503
- a. Authorize the Mayor, Harry W. Rilling, to execute the 1st Amendment to the April 13, 2021 Agreement between the City of Norwalk and The Grasso Companies, LLC, for Project PM2021-1, Pavement Management Program, for an amount not to exceed \$1,000,000.00.

Account No.	09 20 4021 5777 C0021
	09 21 4021 5777 C0021
	09 21 4027 5777 C0302
	09 20 4021 5777 C0503
	09 21 4021 5777 C0503
	09 20 4021 5777 C0649
	09 21 4021 5777 C0318
	03 00 00 2602
	<u>09 22 4021 5777 C0021</u>
	<u>09 22 4021 5777 C0503</u>

6

**COMMON COUNCIL
NORWALK, CONNECTICUT**

**ACTION
7:30 PM EST**

**SEPTEMBER 14, 2021
VIA TELECONFERENCE**

09 21 4021 5777 C0234
09 22 4021 5777 C0234
09 21 4021 5777 C0302
09 22 4021 5777 C0302
09 21 4021 5777 C0315
09 22 4021 5777 C0315
09 21 4021 5777 C0318
09 22 4021 5777 C0318
09 21 4021 5777 C0503
09 22 4021 5777 C0503
09 21 4021 5777 C0440
09 22 4021 5777 C0440
09 21 4021 5777 C0471
09 22 4021 5777 C0471
09 21 6030 5777 C0365
09 22 6030 5777 C0365
09 20 6030 5777 C0657

AUTHORIZED

3. Authorize the Mayor, Harry W. Rilling, to execute the 1st Amendment to the April 13, 2021 Agreement between the City of Norwalk and The Grasso Companies, LLC, for Project PM2021-1, Pavement Management Program, for an amount not to exceed \$1,000,000.00.

Account No. 09 20 4021 5777 C0021
09 21 4021 5777 C0021
09 21 4027 5777 C0302
09 20 4021 5777 C0503
09 21 4021 5777 C0503
09 20 4021 5777 C0649
09 21 4021 5777 C0318
03 00 00 2602

AUTHORIZED

4. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Almstead Tree & Shrub Care Company LLC for the supply and planting of trees and shrubs for an amount not to exceed \$130,000 per year. The Agreement is for a period of three (3) years, with an option to extend for two (2) additional terms of one (1) year each.

Account No. 09 22 4021 5777 C0233
09 22 6030 5777 C0370
09 22 4120 5777 C0649

AUTHORIZED

5. Authorize the Mayor, Harry W. Rilling, to execute any and all documents related to State Project 102-364 West Avenue Traffic Adaptive Signal Project:

WHEREAS, the City of Norwalk has initiated a project to upgrade traffic signals on a portion of West Avenue and Belden Avenue to traffic adaptive signals; and

WHEREAS, the City of Norwalk has published a news release, mailed a copy of the news release to required officials and agencies, and mailed a notification letter to abutting property owners, announcing the proposed transportation safety project known as State Project 102-364 West Avenue Traffic Adaptive Signal Project; and

WHEREAS, the construction phase will be funded utilizing 90% Federal Funds and 10% municipal funds; and

WHEREAS, a 30 day public comment period was provided to allow interested parties to voice their concerns; and

WHEREAS, no concerns have been raised by the residents or from the public during the comment period;

Now, therefore, be it resolved by the governing body of the City of Norwalk, find that State Project 102-364 West Avenue Traffic Adaptive Signal Project is in the best interest of the City of Norwalk, and will provide for the convenience and safety of the traveling public.

AUTHORIZED

6. Authorize the Mayor, Harry W. Rilling, to execute an Amendment to the September 8, 2020 Agreement between the City of Norwalk and Ahneman Kirby, LLC. for Project No. 4048 On-Call Surveying Services. The Amendment is to extend the Agreement for a period of one (1) year at a sum not to exceed \$150,000.00 with an option to extend for one (1) additional term for one (1) year.

Account No. 09 22 4021 5777 C0302
09 22 4021 5777 C0315
09 22 6030 5777 C0365
09 22 6030 5777 C0367
09 18 4021 5777 C0599
09 21 4021 5777 C0659
09 21 4021 5777 C0234
01 40 30 5258

AUTHORIZED

D. FINANCE AND CLAIMS COMMITTEE

1. Accept and Approve the Report of the Claims Committee Dated: August 12, 2021 **APPROVED**
2. For informational purposes only: Narrative on Tax Collections Dated: August 12, 2021. **ACCEPTED**
3. For informational purposes only: Monthly Tax Collector's Report Dated: July 2021 **ACCEPTED**
4. Authorize the Mayor, Harry W. Rilling execute any and all agreements and other documents necessary to apply for and accept the grant award of \$50,818.18 from the FY 2020 FEMA Assistance to Firefighters Grant Program, funds to be used for physical fitness equipment to enhance firefighter health and safety. City Match Responsibility 10% of Grant Award. Account No.013120-5269. **AUTHORIZED**

- 3a. Authorize the Mayor, Harry W. Rilling, to execute an Agreement with Safety Markings, Inc. for Project TMP 2020-2 Proposed Pavement Marking, Symbols and Legends at Various Locations for a sum not to exceed \$128,935.00.

Account No. 09 18 4021 5777 C0562
09 19 4021 5777 C0562
09 20 4121 5777 C0562
09 18 4021 5777 C0598
09 19 4121 5777 C0598
09 20 4121 5777 C0598

AUTHORIZED

- 3b. Authorize the Chief of Operations and Public Works to Execute Orders on the Contract with Safety Markings, Inc. for Project TMP 2020-2 Proposed Pavement Markings, Symbols and Legends at Various Locations for a sum not to exceed \$12,893.00.

Account No. 09 18 4021 5777 C0562
09 19 4021 5777 C0562
09 20 4121 5777 C0562
09 18 4021 5777 C0598
09 19 4121 5777 C0598
09 20 4121 5777 C0598

AUTHORIZED

4. Authorize the Mayor, Harry W. Rilling, to execute a Fourth Amendment to the August 28, 2007 agreement for Professional Engineering Services between the City of Norwalk and A. DiCesare Associates, P.C., regarding the East Avenue Reconstruction Project, for an amount not to exceed \$91,000.00 in accordance with the attached scope of services dated July 27, 2020.

Account No. 09 11 4021 5777 C0471
09 12 4021 5777 C0471
09 19 4021 5777 C0471
09 20 4021 5777 C0471
09 21 4021 5777 C0471

AUTHORIZED

- 5a. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and M. Rondano, Inc. for project DRG2020-1 On-Call Drainage Improvements at Various Locations for a sum not to exceed \$954,320.00.

Account No. 09 10 4027 5777 C0302
09 20 4027 5777 C0302
09 21 4027 5777 C0302
09 18 4021 5777 C0021
09 19 4021 5777 C0021

COMMON COUNCIL**NORWALK, CONNECTICUT****ACTION****7:30 PM EST****SEPTEMBER 8, 2020****VIA TELECONFERENCE**

09 20 4021 5777 C0021

09 19 4021 5777 C0318

09 21 4021 5777 C0318

AUTHORIZED

- 5b. Authorize the Chief of Operations and Public Works, to execute orders on the contract with M. Rondano, Inc. for project DRG2020-1 On-Call Drainage Improvements at Various Locations for a sum not to exceed \$95,500.00.

Account No. 09 10 4027 5777 C0302

09 20 4027 5777 C0302

09 21 4027 5777 C0302

09 18 4021 5777 C0021

09 19 4021 5777 C0021

09 20 4021 5777 C0021

09 19 4021 5777 C0318

09 21 4021 5777 C0318

AUTHORIZED

6. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Ahneman Kirby, LLC for On-Call Surveying Services. The Agreement is for a period of one (1) year at a sum not to exceed \$120,000.00 with an option to extend for two (2) additional terms for one (1) year each.

Account No. 09 10 4027 5777 C0302

09 20 4027 5777 C0302

09 21 4027 5777 C0302

09 18 4021 5777 C0021

09 19 4021 5777 C0021

09 20 4021 5777 C0021

09 19 4021 5777 C0318

09 21 4021 5777 C0318

09 06 4021 5777 C0315

09 20 4027 5777 C0643

01 40 30 5258

AUTHORIZED

7. Authorize the Mayor, Harry W. Rilling, to execute a Maintenance Agreement between the City of Norwalk and Metropolitan Reality Associates, LLC for the maintenance of the fence installed on the existing retaining wall within the City Right-of-Way along the length of the frontage of the property located at 1 Bates Court adjacent to Dr. Martin Luther King, Jr. Drive.

AUTHORIZED

8. Authorize the Mayor Harry W. Rilling, to execute the Gift Letter in order to demonstrate formal acceptance of the gift of the Fence from the Lockwood Mathews Mansion Museum.

AUTHORIZED**B. HEALTH AND PUBLIC SAFETY COMMITTEE**

- 1a. Authorize the Mayor, Harry W. Rilling, to execute any and all documents necessary to apply for and accept grant funds from the Department of Justice under the FY2020 Edward Byrne Memorial Justice Assistance Grant, in the amount of \$33,741.00.

AUTHORIZED

To allow public access, anyone may access a meeting by telephone, Zoom, and/or the City of Norwalk YouTube channel. Specific instructions and links can be found at www.norwalkct.org/meetings.



Members of the public can call in and listen to a meeting. They will not be able to speak or see any of the meeting participants. Each meeting will use a unique Meeting/Webinar ID. Please find the information using the link above.



Members of the public who wish to provide "live comments" will need to register in advance and use the Zoom meeting platform. All participants will be muted upon entering the meeting. To speak, click the "raise your hand indicator" and you will be called on by the host of the meeting during the public comment section. Please find the information using the link above.



Members of the public who wish to view the meeting, but are not participating, can view a live stream on the City of Norwalk YouTube channel. This stream is delayed by approximately 20 seconds. Please find the information using the link above. The meeting recording and minutes will be posted on the City of Norwalk website within seven (7) days after the meeting.



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 Dilene Byrd at dbyrd@norwalkct.org to provide written public comment prior to the meeting.

**CITY OF NORWALK
WATER POLLUTION CONTROL AUTHORITY VIA ZOOM VIRTUAL
VIDEOCONFERENCE AND TELECONFERENCE
REGULAR MEETING
October 18, 2021**

Attendance: Darren Oustafine, Chairman
Lewis Clark, Vice Chairman
John Igneri
John Bove
John Flynn
Thomas Keegan
George Tsiranides

Staff: Anthony Carr, Chief of Operations and Public Works
Chris Torre, Superintendent of Operations
Ralph Kolb, WPCA Senior Environmental Engineer

Others: John Marcin, Project Manager, SUEZ
Matthew Brown, Asst. Project Manager, SUEZ
Attorney Mathew Todaro, Verrill Dana, LLP

1. CALL TO ORDER

Mr. Oustafine called the meeting to order at 5:30PM.

**2. EXECUTIVE SESSION TO DISCUSS DRAFT CONSENT ORDER, SEWER
APPEALS AND CONNECTION FEES.**

**** MR. IGNERI MOVED TO ENTER INTO EXECUTIVE SESSION.
THE MOTION PASSED UNANIMOUSLY.

Executive session began at 5:51PM
Executive session ended at 6:19PM
There were no motions made and no votes were taken.

**3. APPROVE THE MINUTES FROM WPCA MEETING HELD ON SEPTEMBER 20,
2021. (COPY INCLUDED)**

**** MR. KEEGAN MOVED TO APPROVE THE MEETING MINUTES AS
SUBMITTED.
** THE MOTION PASSED UNANIMOUSLY.**

**4. AUTHORIZE THE ALLOCATION OF \$300,000 TO THE DEPARTMENT OF
PUBLIC WORKS FOR USE ON THE STORM/SEWER SEPARATION PROJECT
BEING ADMINISTERED BY THE DEPARTMENT OF PUBLIC WORKS UNDER THE
SEPTEMBER 8, 2020 AGREEMENT BETWEEN THE CITY OF NORWALK LAND M.
RONDANO, INC. FOR PROJECT DGR 2020- ON CALL DRAINAGE
IMPROVEMENTS AT VARIOUS LOCATIONS.**

ACCOUNT NO. 09204062-5777-C0361

Mr. Kolb said that the WPCA has done this in the past for the Wilton Avenue area and the intent of this is to issue a purchase order to Rondano, Inc. to be managed by DPW for when the contractor installs the storm drain at various locations. He said the two locations in particular that are critical for the WPCA are Plymouth Avenue and Ohio Avenue because currently there is either minimal or no storm drainage, and the eight catch basins that are located on those roads are connected to the city's sanitary sewer so during moderate to heavy wet weather events the system starts to surcharge due to the additional flow. He said as part of the project the catch basins will be disconnected from the sanitary sewer and once these two streets have been done there may be one other location that the contractor and DPW will be looking at. Mr. Oustafine asked if the city and WPCA will be splitting the cost. Mr. Kolb said the cost will be shared and the WPCA will be paying for the work on Plymouth Avenue and Ohio Avenue due to the separation from the sanitary sewer. Mr. Ignneri asked where the storm water will go after the separation. Mr. Kolb said DPW will have Ronano install new storm pipes and connect them to the new storm drain system and will discharge to the receiving water body.

Mr. Oustafine asked if the WPCA had contributed to eliminating and separating a combined system in the past. Mr. Kolb said "yes" in the area of Wilton Avenue and there was a cost sharing.

Mr. Flynn joined the meeting at 6:27PM

**** MR. BOVI MOVED TO APPROVE THE ITEM.**

**** THE MOTION PASSED UNANIMOUSLY.**

5. CONTRACT OPERATIONS REPORT:

a. SUEZ Monthly Operating Report-September 2021 (copy included)

Mr. Marcin reported and said there was a significant impact last month due to the storms on September 1st and September 2nd and had a total of 7.51 inches on rain over a 24-hour period and led to a lot of flash flooding and significant increases in flows at the Wastewater Treatment Plant. At 10:00AM on September 1st we had exceeded the 30 MGD limit and activated Outfall 002 for 25 ½ hours until 11:30PM on September 2nd and the system performed very well during the event and presented the highlights. He said that during the event we had 100% reliability of the mechanical systems and all of the pumps and all of the pump stations ran and there were no failures and the pumps at the wastewater treatment plant ran at 100% during the entire storm with no issues. He said the Ann Street syphon was again activated for this event for two hours and 20 minutes during the peak of the storm and had SSO's at the same locations we had seen during the July event.

Mr. Marcin said the team was able to complete .8 miles of sewer cleaning and almost three miles of TV inspections along with three miles of critical hot spot inspections. The IPP program continued with 28 inspections during the month, and we continue to receive septage from Stamford wastewater treatment plant during their construction. He said the

nitrogen performance numbers were very good but due to the high flows during the month ended up with monthly average of 590 pounds which is still well below the permit limits, but increased the running average slightly to 507 pounds per day.

b. Dewatering Equipment (centrifuge) and Odor Control Project Update

Mr. Marcin reported that the mechanical installation of the scrubber is complete, and the electricians are finalizing the final electrical hook up's and control system balancing this week and will be turning the unit on early next week in the odor control and solids handling building.

c. Orchard Street Sanitary Sewer Improvements Update

Mr. Marcin provide an update on the Orchard Street lining project and said it is a fairly complex project and there are a lot of details in the bypass pumping and want to be extra careful and be sensitive to the residents, and have also identified a few small excavations that will be performed ahead of time to make the bypass pumping go smoother and are scheduled and will happening soon. He said the final step is to put together the traffic control plan and review it with DPW engineering staff and will them discuss an implementation schedule.

Mr. Marcin provided an update of the merger between Veolia and SUEZ and said there has been a lot of good progress and are on schedule for a mid-December early January transition and it will expand our regional resources and will provide further updates as we get closer.

Mr. Keegan left the meeting at 6:42PM.

6. REPORTS

a. FY 21/22 Revenues/Expenditures MUNIS Report (copy included)

There was no discussion.

b. Discussion on WPCA Projects:

1) Collection-Sanitary Sewer System Rehabilitation- Various Locations

Mr. Kolb reported and said last month it was reported that the lining on Smith Street went well and was completed at the end of August. He said that AJ Penna is doing some point repair work, and Green Mountain is doing CCTV work on the sections of pipe that will soon be lined and are hoping to finish out the contract by the end of this calendar year.

2) Collection- Dreamy Hollow Area

Mr. Kolb reported and said Woodard and Curran is doing a major design and will be installing major drainage in the Dreamy Hollow area for DPW and will be going out to bid shortly. He said there is also a sanitary sewer component because where the drainage is going the sanitary sewer will need to be relocated and he and Chief Carr have been working with Woodard and Curran on the design of the sanitary sewer and capacity analysis to ensure that any replacement of the sanitary sewer is designed with sufficient pitch and capacity for the area.

3) Collection- Belden and Burnell Blvd. Gravity Sewer

Mr. Kolb reported and said that A. Vitti Construction had started the project last week and will be redirecting the flow from underneath the buildings at the Yankee Doodle Garage and the adjoining building and the work should be completed within 30 days.

4) PS- Five Mile, Old Trolley Way, Karen Dr., and Woodward Ave. Rehabilitation

Mr. Kolb reported and said the Kovacs Construction contract has been ongoing and they have 360 days to complete all of the work and we have a monthly meeting with the team.

5) WWTP- Aeration Tanks Electrical Infrastructure Improvements (copy included)

Mr. Kolb reported and said the project is going out to bid within the next couple of weeks and will be moving all of the low and high voltage electrical above the walking path, and once the work is completed SUEZ will be installing additional BNR analysis equipment to help optimize the wastewater treatment plant process.

c. Sewer Use Bill/ Appeals/Adjustments Update

1. Discussion on the Maritime Aquarium sewer use charge

Mr. Carr said it was determined that the best course of action would be for Verrill Law to provide a legal opinion on what is considered a fee versus a tax and the user is requesting a hardship for their sewer charge on the July 2020 invoice and the January 2021 invoice in the amount of approximately \$45,000.

Attorney Todaro said it is more accurate from the language of the statute both at the state level as well as the local code to use the term “charge” and there is a process in

the city code for an entity that is potentially appealing a charge and the process is laid out on the WPCA website where someone who can obtain the forms and file the appeal with the WPCA and can be heard either by the Director of Public Works or the WPCA Board, and any appellant has the right to appeal that decision to the Superior Court. He said the best fit is to run the request through the appeal process and recommend that they complete the sewer use appeal form and the WPCA can proceed to process the appeal just as they would any other appeal and at the hearing, they will have an opportunity to present their request and members of the public can weigh in on the appeal and the WPCA board will render a decision at some point.

Mr. Igneri asked if the appeal is due to Covid-19 and the impacts to the attendance at the Maritime Aquarium. Attorney Todaro said "yes". Mr. Igneri said there were many Federal and State grants available for organizations such as the Maritime Aquarium and asked if they had received any of those grants. Attorney Todaro said that would be a good question that could be asked of a representative of the aquarium if they decide to request an appeal of those charges. Mr. Igneri said the city has also announced that we have received Federal and State grants and questioned if they may qualify for those as well. Mr. Igneri said during this period the Maritime Aquarium had installed a new tank for the seals and would like to see the comparison in their bill to earlier years for the same time frame. Mr. Kolb said that he has the water data that can be provided to the board but will now reach out to the Maritime Aquarium and ask if they want to submit a formal appeal. Mr. Oustafine requested that the water data be sent to the board prior to the next meeting. Mr. Tsiranides requested that staff ask a representative from the Maritime Aquarium if they had received any of the relief funds that were allocated, and if they have a grant writer who is also looking into additional funding opportunities.

Mr. Tsiranides left the meeting at 7:05PM.

2) Appeal Status

Mr. Kolb said the appeal status to date is \$125,049.

Mr. Oustafine asked if the WPCA is making money on the septage fees. Mr. Kolb said it fluctuates but \$175,000 is the anticipated revenue that will be collected this fiscal year and to date have collected just over \$19,000 but there is a lag in the reporting.

d. Information Copies: None

7. ADJOURNMENT

**** MR. FLYNN MOVED TO ADJOURN.**

**** THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 7:08PM.

Respectfully submitted,

Dilene Byrd



MEMORANDUM

TO: Anthony Carr, P.E. – Chief of Operations & Public Works
FROM: Drew Berndlmaier, P.E. – Senior Engineer
CC: Vanessa Valadares, P.E. – Principal Engineer
REF: Public Works Committee Agenda Item – DRG 2021-1: Dreamy Hollow / Betts Brook Area Drainage, Sanitary Sewer & Water Main Improvements
DATE: December 1, 2021

Today the Bid Opening was held for Project # DRG 2021-1; Dreamy Hollow / Betts Brook Area Drainage, Sanitary Sewer & Water Main Improvements.

Although we only had one bidder (Colonna Concrete & Asphalt Paving, LLC), their bid prices are comparable to our Engineer's Estimate and I've only received positive reviews so far, from the references that I've been able to reach. The four references who have provided feedback so far are the Cities of New London and Bridgeport, the Town of Waterford and Connecticut DOT (the State).

Colonna Concrete & Asphalt Paving, LLC has performed several contracts over many years for New London, including a \$5M+ project that included storm and sanitary work. The work performed for Bridgeport was a \$4.5M streetscape project. The work for the Town of Waterford (\$2M+) is just getting started, but relations are good and CT DOT was more than satisfied with the contractor on a \$3.1M project in Stratford, CT.

This contractor has also performed a \$5.8M project for the Town of Trumbull.

Because of this, I am recommending that we award this contract, Project # DRG 2021-1; Dreamy Hollow / Betts Brook Area Drainage, Sanitary Sewer & Water Main Improvements, to Colonna Concrete & Asphalt Paving, LLC.

Authorize the Mayor, Harry W. Rilling, to execute an Agreement with Colonna Concrete & Asphalt Paving LLC., for Project DRG 2021-1 Dreamy Hollow/Betts Brook Area Drainage, Sanitary Sewer & Water Main Improvements, for an amount not to exceed \$864,505.00 (Base Bid), \$682,815.00 (Alternate 1) and \$5,598,675.00 (Alternate 2).

Account No.

09 21 4021 5777 C0440
09 22 4021 5777 C0440
09 20 4062 5777 C0361
09 22 4062 5777 C0361
09 22 4021 5777 C0021

9a & 9b

Authorize the Chief of Operations and Public Works, to execute Orders on Contract with Colonna Concrete & Asphalt Paving LLC., for Project DRG 2021-1 Dreamy Hollow/Betts Brook Area Drainage, Sanitary Sewer & Water Main Improvements, for an amount not to exceed \$ 715,000.00.

Account No.

09 21 4021 5777 C0440

09 22 4021 5777 C0440

09 20 4062 5777 C0361

09 22 4062 5777 C0361

09 22 4021 5777 C0021

DRG 2021-1 Dreamy Hollow Bid Results

	Engineer's Estimate	Colonna Concrete & Asphalt Paving, LLC
	Total Cost	Total Cost
Base Bid	\$ 890,008.75	\$ 864,505.00
Alternate 1	\$ 665,527.50	\$ 682,815.00
Alternate 2	\$ 5,070,965.00	\$ 5,598,675.00

Project Number : DRG2021-1

Project Name : DREAMY HOLLOW/BETTS BROOK AREA DRAINAGE, SANITARY SEWER & WATER MAIN IMPROVEMENTS

Items	Description	Quantity	Apparent Low Bidder		Second Bidder		Third Bidder		Engineering's Estima	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
0107090A	RESTORATION OF PRIVATE PROPERTY	1	\$60,000.00	\$60,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00
0201001A	CLEARING AND GRUBBING	1	\$50,000.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00
0202522	REMOVAL OF BITUMINOUS CONCRETE TYPE PAVEMENT	380	\$10.00	\$3,800.00	\$0.00	\$0.00	\$0.00	\$0.00	\$27.00	\$10,260.00
0204151A	WATER HANDLING	1	\$20,000.00	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$90,000.00	\$90,000.00
0304002	PROCESSED AGGREGATE BASE	80	\$50.00	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50.00	\$4,000.00
0406171A	HMA SUPERPAVE 0.50" (12.5) LEVEL 2	200	\$200.00	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$120.00	\$24,000.00
0506017A	RETAINING WALL - PRECAST BLOCK	1	\$25,000.00	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$68,000.00	\$68,000.00
0507632	PRECAST MANHOLE RISER	10	\$1,000.00	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$800.00	\$8,000.00
0507769	ALTER EXISTING CATCH BASIN/MANHOLE	3	\$1,500.00	\$4,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00	\$3,000.00
0507771	RESET CATCH BASIN	1	\$1,000.00	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$750.00	\$750.00
0507781	RESET MANHOLE	2	\$1,200.00	\$2,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$750.00	\$1,500.00
0601158A	10' X 5' PRECAST CONCRETE BOX CULVERT	20	\$3,000.00	\$60,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000.00	\$40,000.00
0601163A	8' X 4' PRECAST CONCRETE BOX CULVERT	180	\$1,900.00	\$342,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,400.00	\$252,000.00
0686230.18	18" HIGH DENSITY POLYETHYLENE PIPE - 0' - 10' DEEP	40	\$70.00	\$2,800.00	\$0.00	\$0.00	\$0.00	\$0.00	\$220.00	\$8,800.00
0703010	STANDARD RIPRAP	20	\$100.00	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$120.00	\$2,400.00
0814009A	RESET BELGIUM BLOCK PLANTER CURB	30	\$50.00	\$1,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40.00	\$1,200.00
0815001	BITUMINOUS CONCRETE LIP CURBING	105	\$15.00	\$1,575.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.50	\$787.50
0922001A	BITUMINOUS CONCRETE SIDEWALK	30	\$50.00	\$1,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$55.00	\$1,650.00
0944003A	FURNISHING AND PLACING TOPSOIL	430	\$10.00	\$4,300.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.50	\$3,225.00
0950019A	TURF ESTABLISHMENT - LAWN	430	\$6.00	\$2,580.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.50	\$1,505.00
0970006A	TRAFFICPERSON (MUNICIPAL POLICE OFFICER)	1	\$75,000.00	\$75,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00
0970007A	TRAFFICPERSON (UNIFORMED FLAGGER)	250	\$30.00	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60.00	\$15,000.00
0971001A	MAINTENANCE AND PROTECTION OF TRAFFIC	1	\$40,000.00	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00
0975004A	MOBILIZATION AND PROJECT CLOSEOUT (MAX 3% OF BID)	1	\$15,000.00	\$15,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$26,700.00	\$26,700.00
1210104	4" DOUBLE YELLOW EPOXY RESIN PAVEMENT MARKINGS	60	\$10.00	\$600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.25	\$75.00
1210124	24" WHITE EPOXY RESIN PAVEMENT MARKINGS	15	\$30.00	\$450.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.75	\$56.25
1300001A	SUPPORT OF EXISTING UTILITY POLES	1	\$10,000.00	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00
1301904	TEMPORARY WATER BY-PASS	1	\$30,000.00	\$30,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$24,000.00	\$24,000.00
1400000A	TEST PIT EXCAVATION (SANITARY SEWER)	4	\$1,000.00	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,250.00	\$5,000.00

Project Number : DRG2021-1

Project Name : DREAMY HOLLOW/BETTS BROOK AREA DRAINAGE, SANITARY SEWER & WATER MAIN IMPROVEMENTS

Items	Description	Quantity	Apparent Low Bidder		Second Bidder		Third Bidder		Engineering's Estima	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1401242	8" DUCTILE IRON PIPE (SANITARY SEWER)	60	\$150.00	\$9,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,050.00	\$63,000.00
1401662	SANITARY MANHOLE (4' DIA.) 0' TO 10' DEEP	10	\$1,000.00	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,250.00	\$12,500.00
700.1C	8" DUCTILE IRON PIPE (WATER MAIN)	80	\$150.00	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250.00	\$20,000.00
700.2	8" DUCTILE IRON GATE VALVE	6	\$2,000.00	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,100.00	\$12,600.00
			\$864,505.00		\$0.00		\$0.00		\$890,008.75	

Apparent Low Bidder : Colonna Concrete and Asphalt Paving, LLC

Second Bidder :

Third Bidder :

Project Number : DRG2021-1 ALT 1

Project Name : DREAMY HOLLOW/BETTS BROOK AREA DRAINAGE, SANITARY SEWER & WATER MAIN IMPROVEMENTS - ALTERNATE 1

Items	Description	Quantity	Apparent Low Bidder		Second Bidder		Third Bidder		Engineering's Estima	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
0201001A	CLEARING AND GRUBBING	1	\$44,000.00	\$44,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00
0202522	REMOVAL OF BITUMINOUS CONCRETE TYPE PAVEMENT	2,800	\$5.00	\$14,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$27.00	\$75,600.00
0204151A	WATER HANDLING	1	\$30,000.00	\$30,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00
0304002	PROCESSED AGGREGATE BASE	70	\$50.00	\$3,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50.00	\$3,500.00
0406172A	HMA SUPERPAVE 0.375" (9.5) LEVEL 2	60	\$200.00	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$140.00	\$8,400.00
0507001A	TYPE "C" CATCH BASIN	1	\$4,500.00	\$4,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00
0507632	PRECAST MANHOLE RISER	10	\$1,000.00	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$800.00	\$8,000.00
0507769	ALTER EXISTING CATCH BASIN/MANHOLE	1	\$1,500.00	\$1,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00
0601163A	8' X 4' PRECAST CONCRETE BOX CULVERT	200	\$1,900.00	\$380,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,400.00	\$280,000.00
0686230.15	15" HIGH DENSITY POLYETHYLENE PIPE - 0'-10' DEEP	50	\$65.00	\$3,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200.00	\$10,000.00
0814009A	RESET BELGIUM BLOCK PLANTER CURB	25	\$50.00	\$1,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40.00	\$1,000.00
0815001	BITUMINOUS CONCRETE LIP CURBING	75	\$15.00	\$1,125.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.50	\$562.50
0944003A	FURNISHING AND PLACING TOPSOIL	690	\$10.00	\$6,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.50	\$5,175.00
0950013	EROSION CONTROL MATTING	30	\$30.00	\$900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.00	\$60.00
0950019A	TURF ESTABLISHMENT - LAWN	690	\$6.00	\$4,140.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.50	\$2,415.00
0970007A	TRAFFICPERSON (UNIFORMED FLAGGER)	75	\$30.00	\$2,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60.00	\$4,500.00
0971001A	MAINTENANCE AND PROTECTION OF TRAFFIC	1	\$40,000.00	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00
0975004A	MOBILIZATION AND PROJECT CLOSEOUT (MAX 3% OF BID)	1	\$15,000.00	\$15,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19,965.00	\$19,965.00
1301904	TEMPORARY WATER BY-PASS	1	\$30,000.00	\$30,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$24,000.00	\$24,000.00
1400000A	TEST PIT EXCAVATION (SANITARY SEWER)	1	\$1,000.00	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,250.00	\$1,250.00
1401642	SERVICE LATERAL (SANITARY SEWER)	2	\$3,000.00	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,500.00	\$5,000.00
1401662	SANITARY MANHOLE (4' DIA.) 0' TO 10' DEEP	10	\$1,000.00	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,250.00	\$12,500.00
1401663	SANITARY MANHOLE (5' DIA.) 10' TO 20' DEEP	10	\$1,200.00	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,500.00	\$15,000.00
1401980	8" PVC PIPE (SANITARY SEWER)	110	\$150.00	\$16,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300.00	\$33,000.00
700.1C	8" DUCTILE IRON PIPE (WATER MAIN)	100	\$150.00	\$15,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250.00	\$25,000.00
700.2	8" DUCTILE IRON GATE VALVE	6	\$2,000.00	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,100.00	\$12,600.00
800.01	WATER SERVICES	40	\$150.00	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100.00	\$4,000.00
			\$682,815.00		\$0.00		\$0.00		\$665,527.50	

Project Number : DRG2021-1 ALT 1

Project Name : DREAMY HOLLOW/BETTS BROOK AREA DRAINAGE, SANITARY SEWER & WATER MAIN IMPROVEMENTS - ALTERNATE 1

Items	Description	Quantity	Apparent Low Bidder		Second Bidder		Third Bidder		Engineering's Estima	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount

Apparent Low Bidder : Colonna Concrete and Asphalt Paving, LLC

Second Bidder :

Third Bidder :

Project Number : DRG2021-1 ALT 2

Project Name : DREAMY HOLLOW/BETTS BROOK AREA DRAINAGE, SANITARY SEWER & WATER MAIN IMPROVEMENTS - ALTERNATE 2

Items	Description	Quantity	Apparent Low Bidder		Second Bidder		Third Bidder		Engineering's Estima	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
0201001A	CLEARING AND GRUBBING	1	\$150,000.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00
0202522	REMOVAL OF BITUMINOUS CONCRETE TYPE PAVEMENT	7,735	\$5.00	\$38,675.00	\$0.00	\$0.00	\$0.00	\$0.00	\$27.00	\$208,845.00
0204151A	WATER HANDLING	1	\$200,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00
0304002	PROCESSED AGGREGATE BASE	1,720	\$50.00	\$86,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50.00	\$86,000.00
0406172A	HMA SUPERPAVE 0.375" (9.5) LEVEL 2	1,400	\$200.00	\$280,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$140.00	\$196,000.00
0507001A	TYPE "C" CATCH BASIN	10	\$4,500.00	\$45,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$850.00	\$8,500.00
0507022	TYPE "C" CATCH BASIN DOUBLE GRATE - TYPE II	5	\$6,000.00	\$30,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,270.00	\$6,350.00
0507632	PRECAST MANHOLE RISER	50	\$1,000.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$800.00	\$40,000.00
0507769	ALTER EXISTING CATCH BASIN/MANHOLE	15	\$1,000.00	\$15,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00	\$15,000.00
0507771	RESET CATCH BASIN	12	\$1,000.00	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$750.00	\$9,000.00
0507781	RESET MANHOLE	5	\$1,200.00	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$750.00	\$3,750.00
0601082A	5' X 4' PRECAST CONCRETE BOX CULVERT	1,390	\$1,500.00	\$2,085,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,390,000.00
0601163A	8' X 4' PRECAST CONCRETE BOX CULVERT	140	\$1,900.00	\$266,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,400.00	\$196,000.00
0601463A	5' X 3' PRECAST CONCRETE BOX CULVERT	290	\$1,500.00	\$435,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$720.00	\$208,800.00
0601464A	6' X 5' PRECAST CONCRETE BOX CULVERT	30	\$1,900.00	\$57,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,600.00	\$48,000.00
0686230.15	15" HIGH DENSITY POLYETHYLENE PIPE - 0'-10' DEEP	240	\$65.00	\$15,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200.00	\$48,000.00
0686230.18	18" HIGH DENSITY POLYETHYLENE PIPE - 0' - 10' DEEP	60	\$70.00	\$4,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$220.00	\$13,200.00
0702000	FURNISH TIMBER PILES	6,420	\$30.00	\$192,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45.00	\$288,900.00
0702004A	REINFORCED CONCRETE PILE CAP	445	\$350.00	\$155,750.00	\$0.00	\$0.00	\$0.00	\$0.00	\$900.00	\$400,500.00
0702025	DRIVING TREATED TIMBER PILES	6,420	\$30.00	\$192,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45.00	\$288,900.00
0702059A	OBSTRUCTION DRILLING AND REMOVAL	1	\$20,000.00	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00
0814009A	RESET BELGIUM BLOCK PLANTER CURB	390	\$50.00	\$19,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40.00	\$15,600.00
0815001	BITUMINOUS CONCRETE LIP CURBING	390	\$15.00	\$5,850.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.50	\$2,925.00
0922001A	BITUMINOUS CONCRETE SIDEWALK	150	\$50.00	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$55.00	\$8,250.00
0944003A	FURNISHING AND PLACING TOPSOIL	1,075	\$10.00	\$10,750.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7.50	\$8,062.50
0950019A	TURF ESTABLISHMENT - LAWN	1,075	\$6.00	\$6,450.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.50	\$3,762.50
0970007A	TRAFFICPERSON (UNIFORMED FLAGGER)	1,500	\$30.00	\$45,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60.00	\$90,000.00
0971001A	MAINTENANCE AND PROTECTION OF TRAFFIC	1	\$200,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00
0975004A	MOBILIZATION AND PROJECT CLOSEOUT (MAX 3% OF BID)	1	\$100,000.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$133,370.00	\$133,370.00

Project Number : DRG2021-1 ALT 2

Project Name : DREAMY HOLLOW/BETTS BROOK AREA DRAINAGE, SANITARY SEWER & WATER MAIN IMPROVEMENTS - ALTERNATE 2

Items	Description	Quantity	Apparent Low Bidder			Second Bidder			Third Bidder			Engineering's Estima		
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Unit Price	Amount	Amount
1210124	24" WHITE EPOXY RESIN PAVEMENT MARKINGS	40	\$30.00	\$1,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.75	\$150.00	\$150.00
1301904	TEMPORARY WATER BY-PASS	1	\$200,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00	\$45,000.00
1400000A	TEST PIT EXCAVATION (SANITARY SEWER)	20	\$1,000.00	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,250.00	\$25,000.00	\$25,000.00
1401642	SERVICE LATERAL (SANITARY SEWER)	45	\$2,500.00	\$112,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,500.00	\$112,500.00	\$112,500.00
1401662	SANITARY MANHOLE (4' DIA.) 0' TO 10' DEEP	150	\$1,000.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,250.00	\$187,500.00	\$187,500.00
1401980	8" PVC PIPE (SANITARY SEWER)	2,440	\$100.00	\$244,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300.00	\$732,000.00	\$732,000.00
700.1C	8" DUCTILE IRON PIPE (WATER MAIN)	430	\$150.00	\$64,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250.00	\$107,500.00	\$107,500.00
700.2	8" DUCTILE IRON GATE VALVE	6	\$2,000.00	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,100.00	\$12,600.00	\$12,600.00
800.01	WATER SERVICES	420	\$150.00	\$63,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100.00	\$42,000.00	\$42,000.00
			\$5,598,675.00			\$0.00			\$0.00			\$5,070,965.00		

Apparent Low Bidder : Colonna Concrete and Asphalt Paving, LLC

Second Bidder :

Third Bidder :

PROFESSIONAL SERVICES TASK ORDER

Task Order 1F
December 1, 2021

Exhibit A: Scope of Work

DESCRIPTION OF WORK

Per Task Order 1E, Woodard & Curran (W&C) has completed the "Dreamy Hollow/Betts Brook Area – Drainage, Sanitary Sewer, & Water Main Improvements" Plans and Specifications. The project will implement various mitigation measures to reduce the frequency, extents, and/or duration of flooding in the area, as well as replace components of the sanitary sewer and water systems that are aged and deteriorating. The project is currently out to bid.

With this Task Order, W&C will provide Bid Phase and Construction Administration Services for the project. The following details the additional scope of work.

SCOPE OF WORK:

This Task Order is to provide Construction Administration services associated with "Dreamy Hollow/Betts Brook Area – Drainage, Sanitary Sewer, & Water Main Improvements" construction project. It is anticipated that the project will be bid in the fall of 2021 and will commence construction in early 2022. The additional services that are to be provided by W&C are described in more detail below.

TASK 1 – CONSTRUCTION ADMINISTRATION SERVICES

W&C understands the City will provide overall administration of the Construction Contract and will provide full time daily onsite inspection services, and final inspection and acceptance of all construction. W&C will provide the following Construction Administration services in support, when requested by the City or as required by the Contractor's actions (i.e., issuance of RFIs, submittals, etc.):

- A. Contract Award Support: In support of the City Contract Award process, W&C will provide a Conformed Contract Document (Plans and Specifications, incorporating any addenda from the Bid Process) for inclusion in the contract between the City and the Contractor.
- B. Preconstruction Meeting: W&C will prepare for and attend the preconstruction meeting. At this time, it is assumed the meeting will be in person, at a location provided by the City. The City will prepare meeting agenda and meeting minutes.
- C. Project Meetings and Site Visits: W&C will attend construction meetings. These meetings are assumed to include a two-hour meeting and a one-hour site visit. For estimating purposes, we have assumed that they will be biweekly for the first two months; and then monthly until project completion. The total duration of construction is assumed to be 12 months, which equates to fourteen meetings. In addition, we have assumed a Sr. Technical Manager may be required for approximately 50% of the total time allocated to site visits. Senior technical personnel will only attend site visits if needed, and when requested or approved by the City. W&C will prepare meeting minutes and provide to the City and contractor in PDF format.
- D. Working Drawings/Submittal Review: Upon receipt of Working Drawings/Submittals, W&C will review and make the appropriate/necessary notations on each received submittal copy. W&C will return all "reviewed" copies to the Contractor with carbon copy to the City via an emailed PDF. For estimating purposes, forty separate submittal/work drawing reviews have been assumed at an estimated average of 8 hours per submittal.

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- E. Requests for Information (RFI) Review: Upon receipt of RFIs, W&C will review and provide a written response to the RFI. W&C will transmit the response to an RFI in electronic, PDF format to the Contractor with carbon copy to the City.
- F. Substantial Completion Punchlist Walk Thru: W&C will accompany the City and other utility representatives to complete a substantial completion punchlist walk-thru. W&C will compile a list of deficiencies or corrections to be made by the contractor prior to acceptance of the improvements. A PDF copy of this list will be provided to the City and the contractor.
- G. Office Construction Administration Support – W&C will provide on-call office support when requested by the City for construction administration. Examples of this may include contractor change order review, or consultation related to the general administration of the contract (general conditions). For estimating purposes, we have included a T&M allowance of \$10,000.
- H. On-call Technical Support – W&C will provide on-call technical support when requested by the City to assist with engineering or construction questions not otherwise included in the contractor submittal or RFI processes. This would include office consultation of technical staff. For estimating purposes, we have included a T&M allowance of \$10,000.

At the City's request, we have assumed levels of effort for each task generally described in the scope of work above. The attached worksheet details the assumed levels of effort for key staff, using the attached 2021 W&C rates, and the corresponding fees per task.

ASSUMPTIONS

The following represents W&C's understanding of items that need additional clarification and/or assignment of responsibility for work.

1. The City will be the prime administrator of the contract. The scope of work described above is a general description of the services that W&C may provide in support to the City but is not all inclusive. The fee amounts per task are estimates only and may change depending on the level of effort that the City and the project requires for each task.
2. All tasks will be billed on Time & Materials Basis up to the total Not to Exceed Amount indicated below. Work/services beyond the Total NTE shall only be provided to the City upon the receipt written City approval/authorization.
3. Design changes and any revisions to the specifications and plans during construction are not included in this proposal and may be provided under separate amendment or contract.
4. City will prepare preconstruction meeting agenda and minutes and provide the location or virtual platform for the meeting.
5. City will coordinate, schedule, and facilitate utility coordination meetings, as necessary.
6. Public notices or meetings will be by others.
7. This proposal does not include preparation of as-builts or record drawings.

COMPENSATION

Woodard & Curran proposes the estimated budgets below to perform the work described above on a Time & Material basis, invoiced monthly based upon the services completed. Monthly invoices will include a summary of services provided during the invoice period.

The deliverable to the City consists of approximately 1,500 total hours at the T&M budget and distribution detailed in the attached Task 1F Fee Estimate Worksheet, independent of construction/project duration. The budgets estimated per task are in the table below:

Task		Estimated Labor Fee	Estimated Expenses	Subtotal
A.	Contract Award Support	9,000	-	9,000
B.	Attend Preconstruction Meeting	2,800	500	3,300
C.	Project Meetings and Site Visits	34,600	4,000	38,600
D.	Working Dwgs/Submittal Review	98,500	-	98,500
E.	RFI Review	49,000	-	49,000
F.	Final Punchlist Walkthru	7,500	500	8,000
G.	Contract Administration Support	50,000	-	50,000
H.	On-call Technical Support	35,000	-	35,000
Estimated Total, Not to Exceed		286,400	5,000	291,400

SCHEDULE

W&C assumes the duration of this task order will be 12-14 months and is prepared to begin work upon written notice to proceed. Note that this estimated timeframe does not guarantee services over this period of time; it is simply an assumed basis of time used to help develop an estimated level of effort based on a T&M based budget. The deliverable to the City consists of approximately 1,500 total hours at the T&M budget and distribution detailed in the attached Task 1F Fee Estimate Worksheet, independent of construction/project duration.

TERMS AND CONDITIONS

The existing Terms and Conditions from the agreement "By and Between City of Norwalk and Woodard & Curran, Inc, for On-call Engineering Services for Storm Drainage Evaluations at Selected Locations" dated August 12, 2019, will remain in effect for this Task Order. The City will provide an "Amendment to Agreement" for execution by W&C and the City.

We appreciate the opportunity to continue to support the City. If you have questions, please do not hesitate to call me directly at 914-960-2836 or via email at acatalano@woodardcurran.com.

Sincerely,

WOODARD & CURRAN, INC.



Anthony Catalano, P.E.
Senior Principal



Steve Lauria, P.E.
Principal

PN 232240.00

Attachments: - Task 1F Fee Estimate Worksheet
 - 2021 Woodard & Curran, Inc. Standard Rate Table

Fee Estimate
Task 1F
Norwalk: Dreamy Hollow Construction Admin Support

Task Description	PIC	Sr PM	Sr TM	PM1	TM1	PE2	E3	Sr. Des.	PA	Total Hrs	Total Labor (rounded)	Expenses	TOTALS
Rate \$	266	\$ 220	\$ 220	\$ 200	\$ 200	\$ 185	\$ 160	\$ 152	\$ 99			\$ 1.10	
1.0 Construction Administration Services													
A. Contract Award Support	2	2	-	12	8	-	-	24	4	52	9,000	-	9,000
Provide Confirmed Contract Documents	Hrs	2	2	12	8	-	-	24	4	52	9,000	-	9,000
B. Attend Preconstruction Meeting	5	5	-	2	-	-	-	-	-	12	2,800	500	3,300
Meeting Prep	Hrs	1	1	1	-	-	-	-	-	3	700	-	700
Meeting Attendance	Hrs	4	4	1	-	-	-	-	-	9	2,100	500	2,600
C. Project Meetings and Site Visits	98	35	35	20	-	-	-	-	14	167	34,600	4,000	38,600
Attend Project Meetings/Site Visits	Hrs	70	35	20	-	-	-	-	-	125	27,100	4,000	31,100
Meeting Agenda and Minutes	Hrs	28	-	-	-	-	-	-	14	42	7,500	-	7,500
D. Working Dwg's/Submittal Review	80	80	80	80	80	80	320	-	5	565	98,500	-	98,500
Working Drawings/Submittal Reviews	Hrs	-	-	80	80	80	320	-	5	565	98,500	-	98,500
E. RFI Review	20	40	40	160	40	-	-	-	10	270	49,000	-	49,000
RFI Review	Hrs	-	-	20	40	160	40	-	10	270	49,000	-	49,000
F. Final Punchlist Walkthru	6	16	-	8	-	-	-	-	8	38	7,500	500	8,000
Walkthru	Hrs	2	8	4	-	-	-	-	-	14	3,100	500	3,600
Punchlist	Hrs	4	8	4	-	-	-	-	8	24	4,400	-	4,400
G. Contract Administration Support	10	100	-	100	-	24	-	-	9	243	50,000	-	50,000
On-call Contract Administration Support	Hrs	10	100	100	-	24	-	-	9	243	50,000	-	50,000
H. On-call Technical Support	4	25	50	25	20	24	24	-	2	174	35,000	-	35,000
On-call Technical Support	Hrs	4	25	50	20	24	24	-	2	174	35,000	-	35,000
TOTAL	27	246	85	267	148	288	384	24	52	1521	286,400	5,000	291,400
Labor Cost	7,182	54,120	18,700	53,400	29,600	53,280	61,440	3,648	5,148				

Municipal Metropolitan

2021 Rate Schedule



Consultant Personnel	
Labor Category	Hourly Rate
I. Support Services	
- Administrative	\$77
- Drafter	\$88
- Project Assistant	\$99
- Procurement Specialist	\$103
II. Professional Services	
- Technician	\$99
- Inspector	\$100
- Technician 2	\$105
- Designer / GIS Analyst / Operations Specialist	\$106
- Staff Engineer 1	\$116
- Scientist 1	\$119
- Geologist 1 / GIS Developer	\$121
- Staff Engineer 2 / Technical Service Specialist 1	\$126
- GIS Analyst 2	\$135
- Designer 2 / Engineer 1 / Resident Engineer / Scientist 2	\$136
- Geologist 2	\$141
- Designer 3	\$144
- Geologist 3	\$146
- Scientist 3	\$147
- Engineer 2	\$148
- Senior Designer	\$152
- Project Geologist / Project Scientist / Technical Service Specialist 2	\$153
- GIS App Developer / Project Management Professional	\$155
- Construction Manager / Engineer 3 / GIS Solutions Analyst / Planner / Project Geologist 2 / Project Technical Specialist 1	\$160
- GIS Manager / Project Engineer	\$169
- Project Scientist 2 / Project Technical Specialist 2	\$170
- Senior Planner	\$173
- Project Engineer 2 / Senior Geologist / Service Manager	\$185
- Project Manager 1 / Senior Technical Leader / Technical Expert 1 / Technical Manager 1	\$200
- Principal Project Manager / Project Manager 2 / Technical Expert 2 / Technical Manager 2	\$208
- Licensed Site Professional / Senior Project Manager / Senior Technical Manager	\$220
- Practice Leader	\$240
- Chief Technologist / Director of Practice / Principal	\$266
This Rate Schedule is confidential and for customer internal use only. W&C reserves the right to adjust billing rates annually.	

Expense Category

Travel¹
Expenses

.56/mile
At Cost Plus 10%

1. Mileage rate will change as the federal allowable rate is modified.
#291



United Concrete Products
173 Church St
Yalesville, CT 06492
Phone: (800) 234-3119
Fax: (203) 265-4941

Quote Number: 46874

Order Date: 12/2/2021

Bill to: NORWALK, CITY OF ACCTS PAYABLE-CITY HALL RM 233 125 EAST STREET NORWALK, CT 06856-5125		Delivery to: ROWAYTON AVENUE OVER KEELERS BROOK NORWALK, CT 06850	
Contact:		Project Manager:	
Phone :	Fax:	Phone :	Fax:
Customer ID: 1252	PO:	ShipVia: N/A	Sales Rep: James D
Terms: NET 30			

Qty	Item	Description	Weight	Unit F/H	Unit Price	TX	Extension
Structure: ☐ BOX CULVERT							
8	BCCust	SKEWED BOX CULVERT 11'-0" SPAN X 7'-0" RISE X 60'-0" LONG CONSISTING OF (8) PRECAST SECTIONS	456,000	\$0.00	\$14,000.00	☒	\$112,000.00
2	BCHEAD	APPROX. HEAVIEST PICK = 57000 LBS. INTEGRAL BOX CULVERT HEADWALLS 14'-3" LONG X 4'-10 1/4" TALL (MAX) X 2' THICK (MAX)	40,000	\$0.00	\$14,000.00	☒	\$28,000.00
2	BCTOE	BOX CULVERT TOEWALLS W/ RETURN 14'-3" LONG X 3' TALL X 12" THICK (MAX)	13,000	\$0.00	\$3,950.00	☒	\$7,900.00
31	BCCust	APPROX. HEAVIEST PICK = 11000 PRECAST RETENTION BLOCKS 1'-0" LONG (MAX) X 1'-0" WIDE (MAX) X 6" TALL (MAX)	2,325	\$0.00	\$155.00	☒	\$4,805.00
APPROX. HEAVIEST PICK = 75 LBS							\$152,705.00
Structure: ☐ WINGWALLS							
5	BCWING	WINGWALLS WITH SOIL ANCHORS 10'-0" LONG (MAX) X 13'-6" TALL (MAX) X 1'- 3" THICK (MAX)	135,000	\$0.00	\$15,825.00	☒	\$79,125.00
4	BCWING	APPROX. HEAVIEST PICK = 27000 lbs. WINGWALLS FOOTINGS 2'-0" TALL X 3'-0" WIDE X 10'-0" LONG (MAX)	40,000	\$0.00	\$3,075.00	☒	\$12,300.00
APPROX. HEAVIEST PICK = 10000 LBS ALTERNATE WINGWALLS W/ SOIL ANCHORS QUOTED.							\$91,425.00

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United Concrete Products
173 Church St
Yalesville, CT 06492
Phone: (800) 234-3119
Fax: (203) 265-4941

Quote Number: 46874

Order Date: 12/2/2021

Total Weight 686,325

Taxable	\$0.00
Non-Taxable	\$244,130.00
Sub Total	\$244,130.00
Tax	\$0.00
Total	\$244,130.00

THIS QUOTATION IS GOOD FOR ONLY 10 DAYS.

PLEASE NOTE: MATERIAL LEAD TIMES (FROM SUPPLIERS) THAT ARE OUTSIDE OF UNITED CONCRETE'S CONTROL MAY IMPACT DELIVERY LEAD TIMES OF PRODUCT.

ALL PRICING BASED ON APPROVAL OF UCP SUBMITTALS.

.....

Quantities/heights provided are approximations and may vary based on actual field conditions. Billings to reflect actual product produced.

BOX CULVERT - INCLUDES:

- * Day-Time Delivery FOB Jobsite to nearest accessible trucking point.
- * 5000 PSI Type III Resistivity Approved SCC Concrete.
- * Load Rating and Design.
- * Galvanized Reinforcing.
- * Galvanized Lifters and Recessed Draw Anchors.
- * Culvert Supplied with Galvanized Connection Hardware - installed in field by Contractor.
- * Wingwalls Supplied with Galvanized Connection Hardware - installed in field by Contractor.
- * Headwalls Cast Integrally
- * Stone formliner finish on (1) Exterior Surface/Side only of Precast Headwalls/Wingwalls.
- * Culvert sections with Exterior Damp-proofing on roof and walls only.
- * PVC Sleeves in Culvert End Sections for Connection to Precast Cutoff Walls (Loose Bars/Grout by Contractor)
- * 4" Weep Holes as Required.

BOX CULVERT - EXCLUDES:

- * Crane / Rigging Services and Off-Loading.
- * Special Sealers, Staining, Colored Concrete
- * Railing Components, Anchors, Etc. - Contractor to Provide Inserts for Guardrail Anchorage
- * Excludes Pins for Setting Toewalls and Flow Dissipators.
- * Excludes Setting/Installation of Retention Blocks - Field Pinning and Grouting Required.
- * Excludes Coatings or Damp-Proofings on Headwalls, Toewalls and Wingwall Components.
- * All Other Materials or Hardware Not Listed On This Quotation.

Please Note:

- Terms and Conditions.
 - All pricing based on approval of UCP submittals.
 - United Concrete must receive a valid tax exemption certificate with order or customer will be responsible for any Sales and/or Use Tax amount due on the project.
 - Net 30 days from delivery pending credit approval.
 - Retainage is not permitted.
 - One Hour Allotted Unloading Time Allowed.
- A fee of \$125.00/HR waiting time will be charged beyond one hour if truck is delayed on site.

Accepted by: _____
(Company)

Approved by: _____
(Authorized signature)



DEPT OF FINANCE
Purchasing Department
NONCOMPETITIVE PROCUREMENT JUSTIFICATION FORM

DATE: 12-02-2021

DEPARTMENT: Public Works

Procurement by non-competitive proposals may be used only when the award of a contract is infeasible under informal competitive Quotations (§3-204), Informal Competitive Request for Proposals (§3-205), seal bids, or competitive proposals and at least one of the following circumstances applies:

Check One:

☐	The item is available only from a single source (justification is attached). The provisions of this regulation apply to all sole source procurements unless emergency conditions exist as defined by Purchasing Guideline on Emergency Procurements
☐	After solicitation of a number sources, competition is determined inadequate (record of source contacts and/or attempts to obtain pricing is attached)
☐	The compatibility of equipment, accessories, or replacement parts is of paramount consideration
☐	The item/service is available on a Cooperative Purchasing Agreement (please provide the organization name, quote and the contract/agreement number)
☐	The public exigency or emergency for the requirement will not permit a delay resulting from competitive solicitation (documented emergency contingency is attached). Please forward this form and supporting documentation within 48 hours of the Emergency
☒	Other, please explain: Sole source procurement to expedite material delivery and avoid adverse impacts to public safety & welfare.

TOTAL COST: \$244,130.00+ MUNIS Account: 09-21-4021-5777-C0315

VENDOR: United Concrete Products, Inc.

Purchasing Agent Signature	The Purchasing Agent	Department Head Signature
Sharon Conners Digitally signed by Sharon Conners Date: 2021.12.02 16:16:38 -05'00'	X Supports	Anthony R. Carr, PE, CFM Digitally signed by Anthony R. Carr, PE, CFM Date: 2021.12.01 15:07:48 -05'00'
Purchasing Agent Name	Does Not Support	Department Head Name
Sharon Conners	Single Source Requires Common Council Authorization (in excess of \$20,000.00)?	Anthony R. Carr, PE, CFM
Date December 2, 2021		Date December 2, 2021

JUSTIFICATION:

United Concrete Products, Inc. ("United Concrete") is a leading concrete product manufacturer and supplier in Connecticut and the Northeast United States. United Concrete was founded in 1954, and is locally situated in Yalesville, CT (<50 miles from the City of Norwalk, CT). United Concrete specializes in standard and custom precast concrete products. Their 73,000 square foot facility expedites concrete product fabrication, especially for municipalities and State agencies.

The Department of Public Works (DPW) direct procurement of the precast concrete box culvert from United Concrete is anticipated to reduce the "Rowayton Avenue Bridge Replacement" project duration by approximately 45 - 60 days. This will enable the Rowayton Avenue Bridge (over Keelers Brook) to open earlier to emergency services (reducing response time) and other vehicular traffic. The reduced project schedule will minimize the potential for a roadway collapse that may obstruct Keelers Brook flow and exacerbate existing flooding conditions.

DPW procurement of the proposed precast concrete box culvert will reduce the "Rowayton Avenue Bridge Replacement" project cost by approximately 20% or \$50,000. If the General Contractor purchases the precast concrete box culvert from the vendor, the City will incur an additional 20% cost for Overhead and Profit (OH&P).

ANY OTHER VENDORS CONTACTED FOR PRICING? (Please attach quotes): No

Vendor 1: N/A

Vendor 2: N/A

EMERGENCY: Explain in detail the nature of the emergency

Please refer to the following memorandums for additional project background:

1. Department of Public Works Memorandum "Special Capital Appropriation Request for the Rowayton Avenue Bridge Over Keelers Brook Replacement Project", dated August 27, 2021.
2. Freeman Companies Memorandum for Bridge No. 102-009 – Rowayton Avenue over Keelers Brook, Re: "Emergency Condition Assessment and Structure Evaluation of Undermined Bridge Foundation", dated July 20, 2021.



DEPT OF FINANCE
Purchasing Department
NONCOMPETITIVE PROCUREMENT JUSTIFICATION FORM

DATE: 12-02-2021

DEPARTMENT: Public Works

Procurement by non-competitive proposals may be used only when the award of a contract is infeasible under informal competitive Quotations (§3-204), Informal Competitive Request for Proposals (§3-205), seal bids, or competitive proposals and at least one of the following circumstances applies:

Check One:

☐	The item is available only from a single source (justification is attached). The provisions of this regulation apply to all sole source procurements unless emergency conditions exist as defined by Purchasing Guideline on Emergency Procurements
☐	After solicitation of a number sources, competition is determined inadequate (record of source contacts and/or attempts to obtain pricing is attached)
☐	The compatibility of equipment, accessories, or replacement parts is of paramount consideration
☐	The item/service is available on a Cooperative Purchasing Agreement (please provide the organization name, quote and the contract/agreement number)
☐	The public exigency or emergency for the requirement will not permit a delay resulting from competitive solicitation (documented emergency contingency is attached). Please forward this form and supporting documentation within 48 hours of the Emergency
☒	Other, please explain: Expedited/emergency contract award to avoid adverse impacts to public safety and welfare

TOTAL COST: \$679,407.00+ MUNIS Account: 09-06-4021-5777-C0315

VENDOR: FGB Construction Company 09-21-4021-5777-C0315 & 09-22-4021-5777-C0315

Purchasing Agent Signature	The Purchasing Agent		Department Head Signature
Sharon Conners Digitally signed by Sharon Conners Date: 2021.12.03 10:53:42 -05'00'	X	Supports	Anthony R. Carr, PE, CFM Digitally signed by Anthony R. Carr, PE, CFM Date: 2021.12.01 15:07:48 -05'00'
Purchasing Agent Name		Does Not Support	Department Head Name
Sharon Conners		Single Source Requires Common Council Authorization (in excess of \$20,000.00)?	Anthony R. Carr, PE, CFM
Date December 2, 2021			Date December 2, 2021

12

JUSTIFICATION:

Based on the following, the Department of Public Works (DPW) recommends sole source contract award of the "Rowayton Avenue Bridge Replacement" project to FGB Construction:

1. Project scope involves emergency/time sensitive work on critical City infrastructure (bridge).
2. Contract cost was reviewed by DPW/Freeman Companies LLC and is competitively priced.
3. Sole source contractor procurement is similar to "design-build" versus traditional "design-bid-build" project delivery and is advantageous to the City as follows:
 - a. Reduced project costs ($\pm 5\% - 10\%$) by City/Contractor collaboration on cost implications of design decisions during the design phases (not during construction).
 - b. Reduced risks from the Contractor's early involvement allowing them to provide their expertise and feedback for more efficient project constructability and schedule.
 - c. Shortened construction schedule since project bid time is eliminated/reduced, and project scheduling/construction can begin before the design is finalized (design is 85% complete).
4. With a sole source award, project completion is anticipated in March/April 2021; public bidding would extend construction completion until Fall 2022 (i.e. ± 6 additional months)
5. The City has additional flexibility if CT DEEP (State) and US Army Corps (Federal) require significant design changes during the regulatory agency permitting phase (in progress). Critical project decisions may be revisited without change orders (i.e. additional cost and time delays) resulting from potential regulatory agency design revisions, requirements, etc.
6. FGB Construction Corp is an extremely qualified and responsible contractor with adequate staff. FGB specializes in bridge/culvert and heavy highway construction.

ANY OTHER VENDORS CONTACTED FOR PRICING? (Please attach quotes): Yes

Vendor 1: Middlesex Corporation = \$1,378,798.00

Vendor 2: PJF Construction Corp = \$1,062,363.20

EMERGENCY: Explain in detail the nature of the emergency

Please refer to the following memorandums for additional project background:

1. Department of Public Works Memorandum "Special Capital Appropriation Request for the Rowayton Avenue Bridge Over Keelers Brook Replacement Project", dated August 27, 2021.
2. Freeman Companies Memorandum for Bridge No. 102-009 – Rowayton Avenue over Keelers Brook, Re: "Emergency Condition Assessment and Structure Evaluation of Undermined Bridge Foundation", dated July 20, 2021.

MEMORANDUM

Attention: Vanessa Valadares, PE
Principal Engineer
Department of Public Works
City of Norwalk

From: Dennis M. Quinit, PE
Manager of Bridge Engineering

Copy: A. Carr, PE, P. Sotnik, PE (Norwalk DPW)
P. Rodrigues, PE (Freeman)

Date: July 20, 2021

Project: Bridge No. 102-009 – Rowayton Avenue over Keelers Brook
FC Project No. 2018-0817

Subject: Emergency Condition Assessment and Structure Evaluation of Undermined
Bridge Foundation



General Overview

The City of Norwalk (City) observed the formation of a longitudinal crack along the center of the road directly over the bridge that carries Rowayton Avenue over Keelers Brook. The crack, which was observed on Wednesday, July 14, 2021, required the closure of the road and traffic was detoured around the site.

The City directed Freeman Companies (Freeman) to perform an emergency condition assessment and structure evaluation of the bridge.

Bridge Description

Bridge 102-009 is a single span bridge that consists of two sections. The north (upstream) half of the bridge consists of 12'± span x 5'± rise grouted stone masonry arch founded on stone masonry while the south (downstream) half consists of an 11.5'± span x 5'± rise corrugated metal arch pipe (CMAP). Freeman performed an inspection and condition assessment in April 2019 and found the bridge to be in satisfactory condition. It was observed at the time that the stone masonry section of the bridge exhibited exposed stone masonry footings with areas of voids while the CMAP section exhibited rusting along the waterline. The channel, which flows from north to south, was also observed at the time to be in stable condition with scour observed along the stone masonry section of the bridge.

The bridge is currently under the City's bridge preservation program where proposed repair and rehabilitation plans are being prepared to address the bridge's deficiencies noted in the inspection report.

Site Conditions

Freeman visited the site on Wednesday, July 14, 2021, at 3:00 PM to assess the present condition of the subject bridge and to ascertain the cause of the observed failure. Freeman noted the following observations:

- There is a longitudinal crack on the pavement along the center of the road directly above bridge. The crack is estimated to be approximately 1" – 2" wide by approximately 10'-15' long. The pavement along the north side of the crack exhibits an elevation differential of $\frac{1}{4}" \pm - \frac{1}{2}" \pm$ at the widest section of the crack.
- The north side of the pavement shows signs of settlement, which has sloped more than normal. This is also visually apparent along the north bituminous concrete curb where it exhibits a "sag" or settlement located above the bridge.
- There is a 4'± deep scour hole at the inlet of the bridge. The scour is estimated to be full width of the channel (from abutment to abutment) and approximately 10' long inside the bridge.
- The toe of the stone masonry foundation on both sides of stone masonry arch bridge within the limits of the scour are missing and appears to have been undermined and washed out. Some remnants of the northwest foundation can be seen to have settled into the scour hole.
- As a result of the washed-out foundation, the bottom section at the northwest corner of the stone masonry arch failed and collapsed into the channel and settled into the scour hole. This section of the stone masonry arch is visually observed to be partially supported.

The bridge shows signs of settlement along this section. Some backfill material is exposed and there are signs of subsidence of backfill material.

A vertical crack between stones was observed at the northwest fascia, right above where a section of the stone masonry arch fascia is missing.

- The opposite northeast section of the stone masonry arch is intact but the foundation appears to be missing, or at least the toe of the foundation is missing. The stone masonry along this section appears to be stable.
- There is a 2"± gap between the stone masonry arch fascia and the stone masonry cap. While it was not measured during the 2019 inspection, this gap appears to have increased since the last bridge inspection.

Structural Evaluation

The stone masonry foundation at the north section of the stone masonry arch was undermined by a large scour hole at the inlet of the bridge. This scour hole was deep and wide enough to undermine the toe of the foundation and caused it to be washed out and which led to the partial collapse of the northwest section of the stone masonry arch. The partial collapse led to the settlement of the arch and, along with subsidence of backfill material, caused the longitudinal crack on the pavement and settlement of the north side of the road.

Tropical Storm Elsa struck Norwalk on the evening of July 8 and continued until mid-day of July 9, 2021, bringing in 6.01" of rainfall within a 24-hour period, 4.30" of which was dumped within a 6-hour period (67% of the rainfall within 25% of a full day), which was estimated to be equivalent to a storm greater than a 25-year storm event. This storm inundated the channel upstream of the bridge (it was reported to the City that the water level reached the garage of an adjacent upstream property). While there is no report of the channel overtopping the roadway, this created a pressure-flow condition at the bridge, which formed as a channel constriction that created a turbulent vortex at the inlet as storm water forces its way through the bridge. This resulted in the formation of a large scour hole at the inlet that eventually undermined and partially washed-out the north section of the arch's foundation.

Based on these observations, the bridge is assessed to be in a **Failed Condition (Condition Rating = 0)**. The bridge is considered structurally deficient, unstable, and structurally inadequate to support normal traffic load. The combined effects of the partial undermining and dislodgement of the stone masonry foundation, which created a partially unsupported section of the stone arch, and the subsidence of backfill material has rendered this bridge to be taken out of service. Furthermore, if unmitigated, the remaining section of the stone arch foundation, which was noted on previous inspection to be exposed, remains susceptible to future additional scour that could potentially result in the failure or collapse of the stone masonry arch section of the bridge. Accordingly, corrective actions need to be taken before the bridge can be opened to traffic.

Repair and Reconstruction Alternatives

The following repair and reconstruction alternatives are corrective measures that would address the bridge's primary structural issues and the channel's scour susceptibility.

Repair Alternatives: The following are repair alternatives that may be considered for this site. These repair solutions are temporary and are assumed to be in conjunction with the eventual full reconstruction of the bridge.

- **Alternative 1 – Temporary Clear-Span Bridge:** This alternative utilizes a prefabricated temporary bridge that spans over the existing bridge. The length of the temporary bridge would be such that its zone of influence would not affect the existing bridge.

Advantages:

- Mobilization and installation could be shorter than the required construction duration to install the Temporary Liner Alternative, thus, allowing the bridge to be opened to traffic sooner.

Disadvantages:

- Requires monthly rental until replacement structure is ready for construction, which could take up to 12 – 24 months.
- Might require vehicle weight restriction depending on the size of the temporary bridge.
- Would require installation or construction of ramp leading up to the temporary bridge, the required footprint of which could impact accessibility to adjacent driveways and intrude into roadway intersection at Rowayton Avenue and Woodchuck Lane.

- **Alternative 2 - Temporary Repair with Bridge Liner:** This alternative utilizes installation/insertion of either a HDPE or corrugated metal pipe liner through the entire length of the bridge or within the limits of the stone masonry arch section. The annulus between the existing bridge and the liner pipe will be grouted allowing the liner pipe to absorb the traffic and bridge loads. Accordingly, the liner structure will be designed to support full traffic loads and conform to current design standards, thus, essentially replacing bridge while allowing the existing bridge to remain in-place. The liner pipe will reduce but will be sized to optimize the existing hydraulic opening.

Advantages:

- Functions as the replacement bridge and allows opening the bridge to traffic without weight restriction.
- Prevents further scour and potential undermining of the remaining stone masonry foundation.
- Can be considered as a permanent solution and as a replacement bridge.

The grouted annulus (space between the existing bridge and the liner) ensures that the liner absorbs all the loads (traffic loads and backfill) while also supporting the existing bridge, thus rendering the existing bridge defunct.

Accordingly, the liner is designed for the appropriate vehicle design loads and conforms to current design and construction standards.

Disadvantages:

- Construction requires installation of a by-pass pipe to maintain channel flow. This would require temporary construction easement from adjacent properties and could potentially impact trees and utility poles adjacent to the bridge.
- Potential lead time for liners could be up to six (6) months.
- Reduces the hydraulic opening of the bridge, which could lead to higher upstream water elevations during large storm events.

Replacement Alternatives: The following are replacement alternatives that may be considered for this site. The replacement solution may or may not be in conjunction with the repair alternatives discussed above (i.e., Alternatives 1 and 2). However, in similar manner as Alternative 2, the following replacement alternatives will both require installation of a by-pass pipe to maintain channel flow.

- **Alternative 3 – Full Structure Replacement (Emulate Existing Hydraulic Capacity):** This consists of the removal and replacement of the bridge "in-kind". The term "in-kind" is used liberally in this instance since it refers to a replacement structure that emulates the hydraulic capacity of the existing bridge. The main objective of this alternative is to minimize adverse impacts upstream and downstream of the bridge. Accordingly, the new structure will be sized and designed to provide a hydraulic opening that closely matches the existing. The replacement structure would also have a bottom component (i.e., four-sided concrete box culvert or corrugated metal arch) for scour protection within the limits of the bridge.

This alternative provides a new bridge (with a service life of 75 years) and is considered a permanent solution. Since the structure is essentially being replaced hydraulically "in-kind", it may simplify acquisition of regulatory permits as it emulates existing conditions. Furthermore, it may be implemented without having to implement the temporary repair assuming that review and acquisition of regulatory permit approvals can be fast-tracked under an emergency reconstruction program.

Advantages:

- Provides a new structure with a service life of 75-years.
- A permanent solution that can be implemented as an emergency repair/reconstruction.
- Replacement structure closely matches existing hydraulic opening and emulates existing channel flow conditions, thus, minimizing adverse impacts upstream and downstream of the bridge.
- May also be implemented sooner than Alternative 4 (this assumes that minimizing adverse impacts upstream and downstream would streamline and reduce review and approval duration of regulatory permit applications).
- The replacement structure mitigates scour within the limits of the bridge.
- Would not require additional analyses and studies to assess downstream impacts.
- Would not significantly impact downstream structures and facilities as well as residential, commercial, and other public properties).
- Minimizes potential for acquisition of temporary and permanent easements.

Disadvantages:

- Replacement bridge maintains the bridge's current hydraulic capacity.

- **Alternative 4 – Full Structure Replacement (Increase Hydraulic Capacity):** This consists of the construction of a replacement bridge that provides increased hydraulic capacity. The main objective of this alternative is to provide a larger bridge crossing to allow more water to pass through the bridge and alleviate potential inundation of the upstream channel. The replacement bridge would also be sized to minimize the potential for pressure flow conditions and would be designed to survive potential future scour. This alternative provides a new bridge (service life of 75 years), conforms to current design standards, and conforms to regulatory permitting agency requirements.

While this alternative could have a structure type like those discussed in Alternative 3, the structure size required to meet hydraulic demands could potentially require a structure with an open bottom. And while open bottom structures are preferred by regulatory agencies, these structure types could require deep foundations that could sustain and would allow the bridge to survive the effects of potential future scour. Furthermore, the larger bridge crossing could potentially require the roadway to be raised to conform to required hydraulic opening.

A larger bridge crossing will allow more water to flow downstream, which could likely increase existing flooding limits and impact downstream properties and facilities. Accordingly, additional hydrologic and hydraulic analyses and a more in-depth study of the impact of a larger bridge crossing will be required in conjunction with this alternative. Subsequently, regulatory agencies would require a more in-depth review and assessment of these impacts and, thus, potentially longer duration for the acquisition of regulatory environmental permit approvals.

Due to anticipated longer duration for the acquisition of regulatory environmental permits, this alternative is assumed to be in conjunction with either of the repair Alternatives 1 or 2, which would allow restoration of service until the replacement bridge is constructed.

Advantages:

- Replacement structure provides a larger hydraulic opening and improves hydraulic capacity allowing more water to flow downstream.
- Larger bridge crossing minimizes potential upstream channel inundation and pressure flow conditions that could lead to scour within the bridge limits.
- Foundation of replacement bridge is designed to sustain and survive effects of potential future scour.
- Provides a new structure with a 75-year service life and conforms to current design standards.

Disadvantages:

- While it is considered an advantage for upstream conditions, allowing more water to flow through the larger bridge crossing would likely have adverse impacts to downstream structures and facilities (i.e., culverts, bridges, and stormwater systems) and properties (residential, commercial, and City and State-owned properties).
- Increased flow through the larger bridge crossing would likely increase existing flooding limits (i.e., areas that currently do not encounter flooding are likely to encounter such with larger replacement bridge).

- Increased channel flow capacity through the bridge would likely result in additional downstream structure/drainage improvements to alleviate the increased flooding and has the potential for temporary and permanent easement acquisitions downstream of the bridge.
- This alternative would require additional hydrologic and hydraulic analyses and an in-depth study on impacts to downstream structures and drainage facilities.
- A larger bridge crossing could complicate regulatory environmental permit applications and require an in-depth agency review to assess the full impacts to the increased flow capacity as opposed to a replacement structure with similar capacity. Furthermore, regulatory agencies would require in-depth review and evaluation of potential impacts to upstream wetlands as a result of lower upstream water elevation.
- This alternative could require an open-bottom structure, which could result in requiring deep foundations for the structure to sustain and survive potential future scour.
- The larger bridge could require raising of the roadway, which could impact adjacent properties and street intersections.
- Design requirements associated with a larger structure would increase construction and lengthen construction duration.
- Requires to be in conjunction with either of the temporary repair Alternatives 1 or 2 (this argument assumes that the service needs to be restored while design for the replacement bridge is being completed and assumes a longer duration for the acquisition of regulatory permits).

Action Items

Based on the above observations and assessment of the structure's condition, we recommend the following action items:

Immediate Action: Close the section of the road where the bridge is located and detour traffic accordingly. Implement corrective actions as noted below.

Corrective Action(s): Implement corrective action that would temporarily or permanently address the bridge's deficiencies and structural instability, and that would allow the road to be safely opened to traffic. Furthermore, address and mitigate the channel's scour susceptibility within the limits of the bridge.

Recommendations

Upon evaluation of the required corrective actions discussed above, and based on cost perspective, it is recommended to implement **Alternative 3 – Full Structure Replacement (Emulate Existing Hydraulic Capacity)**. This alternative would be more economical than the other full structure replacement alternative since it may be implemented without having to implement a temporary repair. This alternative may be appealing not only from a cost standpoint but also for the potential of implementing it as a permanent corrective action under an emergency repair/reconstruction program.

It is noted, however, that this alternative maintains or closely matches the current hydraulic capacity of the existing bridge. It should also be noted that cost arguments for the recommendation of this alternative assumes that replacement Alternative 4 would be implemented in conjunction with repair Alternative 2.

Alternatively, **Alternative 2 – Temporary Repair with a Bridge Liner** in conjunction with **Alternative 4 – Full Structure Replacement (Increase Hydraulic Capacity)** may be considered in lieu of Alternative 3. Implementing Alternative 2 allows the roadway to be safely and temporarily opened back in service without vehicle weight limitations and will serve as the temporary bridge until the permanent replacement bridge is installed. Subsequently, implementing Alternative 4 allows the opportunity to improve and replace the bridge with a structure that is hydraulically adequate.

It is noted, however, that this alternative could potentially require deep foundations and raising of the roadway profile, which could impact adjacent properties and street intersections that would result in increased construction cost and longer construction duration. Subsequently, a larger bridge crossing would require additional hydraulic and hydrologic analyses and more in-depth study of the downstream impacts due to increased flow. Furthermore, this alternative would require an in-depth assessment by regulatory agencies with regards to potential impacts to facilities and properties downstream as well as potential impacts to upstream wetlands.

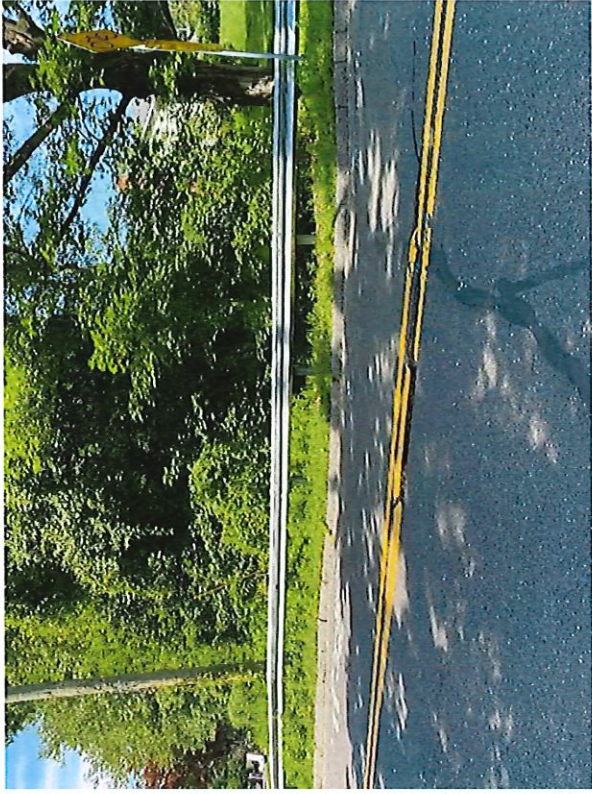
While no cost estimate is performed as of this writing to compare the repair and reconstruction alternatives, it is estimated that Alternative 1 will cost more compared to Alternative 2 (this assumes that either of the repair alternatives are implemented in conjunction with Alternative 4). Furthermore, the potential impact of Alternative 1 to the accessibility of adjacent driveways and potential encroachment into the adjacent street intersection may render this alternative to be prohibitive.

Should you have any questions or need further information regarding the condition assessment and structure evaluation, and recommended action items, please feel free to contact us.

Featured Facility:		Bridge No. 102-009			Inspected by:		D. Quinit		
		Rowayton Ave over Keelers Brook Norwalk, CT			Inspected by:		07/14/2021		
					Date Inspected:				

 Photo # 1: Formation of 10'-15' x 2"± wide crack on pavement along center of road above the limits of the bridge.		 Photo # 2: Approx. up to 1/2" elevation differential between the north and south sides of the pavement crack.	
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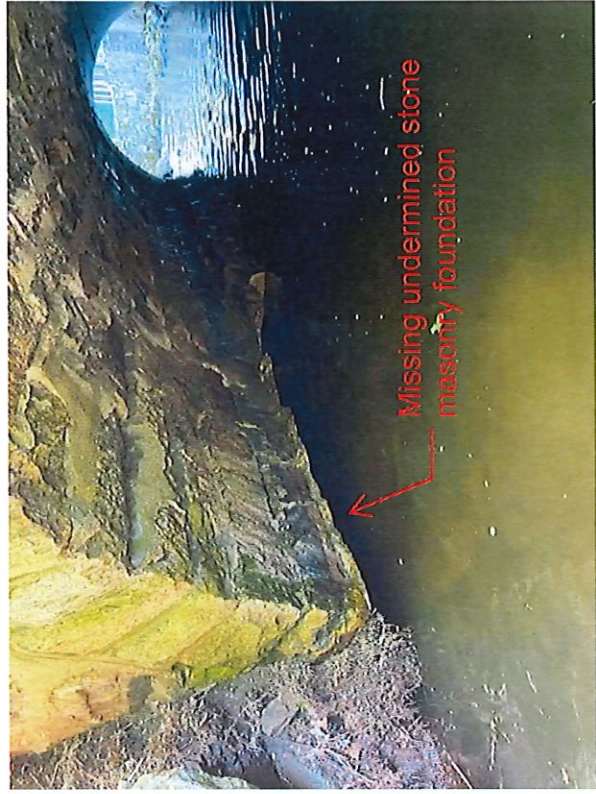
Featured Facility:	Bridge No. 102-009 Rowayton Ave over Keelers Brook Norwalk, CT			
			Inspected by:	D. Qunit
			Date Inspected:	07/14/2021



Note the "sag" along the north bituminous concrete curb.

View from the south side of road of noticeable "sag" in the north pavement. Also note the noticeable surface differential along the north side of the pavement crack.

Featured Facility:	Bridge No. 102-009			
	Rowayton Ave over Keelers Brook Norwalk, CT			
			Inspected by:	D. Quinit
			Inspected by:	07/14/2021
			Date Inspected:	



Northwest collapsed section of stone masonry arch. Note signs of subsidence of backfill material.

Northeast section of the stone masonry arch. Note the missing masonry foundation up to approximately 10' long; stone masonry appears to have settled into the scour hole.

Featured Facility:	Bridge No. 102-009		Inspected by:	D. Quinit	
	Rowayton Ave over Keelers Brook		Inspected by:	07/14/2021	
	Norwalk, CT		Date Inspected:		



Photo # 7:

North elevation view of the bridge taken during a site visit in January 2021. Note the exposed stone masonry foundation. The channel at the inlet also shows no scour at the time this photo was taken. *This photo is shown for reference only.*



Photo # 8:

A closer view of the northwest section of the stone masonry arch taken during a site visit in January 2021. Note the exposed stone masonry foundation. *This photo is shown for reference only.*



CITY OF NORWALK
Anthony R. Carr, PE, CFM
Chief of Operations and Public Works
acarr@norwalkct.org
P: 203-854-7792 / F: 203-857-0143
Norwalk City Hall
125 East Avenue, P.O. Box 5125
Norwalk, CT 06856-5125

MEMORANDUM

TO: Ms. Angela Fogel, Director of Management and Budgets

FROM: Mr. Anthony R. Carr, PE, CFM – Chief of Operations and Public Works 

CC: Mayor Harry W. Rilling
Ms. Laoise King, Chief of Staff
Councilmember George Tsiranides, Public Works Chairman
Mr. Henry M. Dachowitz, CPA, Chief Financial Officer
Ms. Angela Gencarelli, Deputy Director of Management and Budgets
Ms. Vanessa Valadares, PE, Principal Engineer, Department of Public Works
Mr. Paul Sotnik, PE, Senior Civil Engineer, Department of Public Works

RE: Special Capital Appropriation Request for the Rowayton Avenue Bridge Over Keelers Brook Replacement Project

DATE: August 27, 2021

We are respectfully requesting a special capital appropriation of **\$650,000.00** for additional capital funding for the Department of Public Works (DPW) capital project no. **09-21-4021-5777-C0315 "Bridge Repairs"**. This includes construction costs associated with the unforeseen replacement of the Rowayton Avenue Bridge over Keelers Brook. This bridge/culvert failure resulted from the high intensity and short duration rainfall received on July 9, 2021 from Tropical Storm (TS) Elsa. The flooding impacts from TS Elsa resulted in partial bridge deck, masonry arch and abutment failure of the Rowayton Bridge over Keelers Brook observed on July 14, 2021.

SUPPORTING DOCUMENTATION

- Freeman Companies Memorandum for Bridge No. 102-009 – Rowayton Avenue over Keelers Brook, Re: "Emergency Condition Assessment and Structure Evaluation of Undermined Bridge Foundation", dated July 20, 2021.
- Freeman Companies 60% Design Drawing EX-1 "Topographic Survey", dated July 2021
- Freeman Companies 60% Design Drawing HWY-1 "Road Plan", dated August 4, 2021
- Freeman Companies 60% Design Drawing S-2 "Section View", dated August 4, 2021

- Freeman Companies 60% Design Drawing S-3 "Staging Plan", dated August 4, 2021
- Freeman Companies 60% Design Drawing S-4 "Staging Plan", dated August 4, 2021

BACKGROUND

The Rowayton Avenue Bridge over Keelers Brooks (Bridge No. 102-009) is a short span bridge (i.e. less than 20 foot long) constructed in the 1900s and reconstructed in 1966. The bridge consists of two culvert sections that carries Rowayton Avenue over Keelers Brook. The north (upstream) half of the bridge consists of 12'± span x 5'± rise grouted stone masonry arch founded on stone masonry. The south (downstream) half of the bridge/culvert consists of an 11.5'± span x 5'± rise corrugated metal arch pipe (CMAP).

As part of DPW's bridge preservation capital program, the Rowayton Bridge over Keelers Brook was last inspected on April 16, 2019 by Freeman Companies LLC ("Freeman"). The bridge/culvert was deemed to be in satisfactory condition; with no significant structural issues found during this inspection. During Freeman's April 16, 2019 bridge evaluation, the Keelers Brook watercourse channel (which flows from north to south) was also observed to be in stable condition. Prior to TS Elsa, DPW and Freeman Companies, LLC were developing rehabilitation plans to address the bridge's minor deficiencies noted in April 16, 2019 Freeman inspection report.

Tropical Storm Elsa struck the City of Norwalk on the evening of July 8, 2021 and continued until mid-day of July 9, 2021, generating 6.01 inches of rainfall within a 24-hour period, **4.30 inches of which was received by the City of Norwalk within a 6-hour period** (67% of the rainfall within 25% of a full day). TS Elsa was estimated to be equivalent to a storm greater than a 25-year storm event.

On July 14, 2021, DPW was notified of cracking and deterioration of the bridge roadway (decking). DPW visited the site and observed the reported site conditions and recommended temporary closure of the bridge until completion of a structural engineering evaluation. Upon approval from the Traffic Authority, DPW implemented the Rowayton Avenue Bridge full detour (presently in place) on July 23, 2021. Freeman was contacted by DPW and visited the site on Wednesday, July 14, 2021, at 3:00 PM to assess the present condition of the subject bridge, and to ascertain the cause of the observed failure. Please refer to the attached Freeman memorandum for the Rowayton Avenue Bridge observed site conditions and structural evaluation.

Freeman Companies determined the cause of the bridge failure resulted from the flooding impacts of Tropical Storm Elsa, where heavy rains caused excessively high flow and water levels within Keelers Brook. The extremely high water velocity of Keelers Brook experienced in such a short time, washed out backfill material securing the stone foundation of the bridge's arch culvert. The removal (scouring) at the bridge inlet caused partial undermining (washout) of material at the north section of the stone masonry foundation. The partial bridge collapse led to the settlement of the masonry arch and, along with subsidence of backfill material, caused the longitudinal crack on the pavement and settlement of the north side of the road.

The Freeman memorandum states the following:

"...Based on these observations, the bridge is assessed to be in a Failed Condition (Condition Rating = 0). The bridge is considered structurally deficient, unstable, and structurally inadequate to support normal traffic load. The combined effects of the partial undermining and dislodgement

of the stone masonry foundation, which created a partially unsupported section of the stone arch, and the subsidence of backfill material has rendered this bridge to be taken out of service..."

CONCLUSION

The Department of Public Works is respectfully requesting a \$650,000 special capital appropriation for DPW capital project no. **09-21-4021-5777-C0315 "Bridge Repairs"**. This appropriation will be allocated towards construction costs for the Rowayton Avenue Bridge over Keelers Brook Bridge Replacement Project.

Based on the Freeman Companies, LLC design alternative/recommendations and the City's necessity for timely completion of the bridge replacement, the Department of Public Works is recommending a **full structure "in-kind" bridge replacement**. The proposed bridge replacement consists of a 12 foot wide, 6.5 foot high, 48 foot long (final dimensions may vary) concrete box culvert. The future box culvert will also include design aesthetics (e.g. stone form-liner, reconstructed arch section at the top of the culvert, etc.) to preserve the character of the original masonry bridge and neighboring area.

This design alternative is considered an "in kind replacement" to emulate the hydraulic capacity (ability to convey watercourse and/or stormwater flow) of the existing Rowayton Avenue Bridge. The proposed bridge/culvert opening would not be larger than that of the existing Rowayton Avenue Bridge. Additionally, there is no proposed widening of the Keelers Brook channel as part of the proposed full bridge replacement. By maintaining the existing bridge opening and Keelers Brook channel width, watercourse and/or stormwater runoff will not be conveyed downstream any faster than current site conditions. Therefore, existing upstream and downstream infrastructure, structures, properties, etc. would not be adversely affected by the proposed precast concrete box culvert "in-kind" replacement structure.

Please refer to the below regarding the engineering advantages of the recommended "in-kind" replacement bridge structure replacement.

- **Alternative 3 – Full Structure "In-Kind" Replacement (Emulate Existing Hydraulic Capacity)**
 - Provides a new structure with a service life of 75 years.
 - Replacement structure closely matches existing hydraulic opening and emulates existing channel flow conditions, thus, minimizing adverse impacts upstream and downstream of the bridge.
 - The replacement structure mitigates scour (the cause of the current undermining and partial bridge failure) within the limits of the future bridge.
 - Would not require additional drainage analyses and studies to assess downstream flooding impacts.
 - Would not significantly impact downstream structures and facilities as well as residential, commercial, and other public properties.
 - Minimizes potential for acquisition of temporary and permanent easements.
 - Would reduce review and approval duration of regulatory permit applications (i.e. Conservation Commission, CT DEEP and US Army Corps).

Please refer to the following anticipated schedule for the Rowayton Avenue Bridge/Culvert Replacement Project:

- A conceptual site plan was presented by DPW/Freeman Companies, Inc. at the August 10, 2021 Conservation Commission meeting.
 - Approval is anticipated at the September 14, 2021 Conservation Commission (CC) meeting; DPW is coordinating the proposed bridge replacement (precast box culvert) design with Ms. Alexis Cherichetti prior to next CC meeting.
 - Proposed box culvert design shall incorporate a “natural bottom” environmental feature to mimic the upstream and downstream Keelers Brook channel bottom.
- Attached **60% Design Drawings (DD)** were completed on **August 24, 2021**.
 - Plans will be submitted for CT DEEP and US Army Corps regulatory permitting.
 - CT DEEP and US Army Corp permitting efforts are anticipated to be minimized since the proposed bridge is an “in-kind” replacement (i.e. same size/opening). which eliminates need for an upstream/downstream flooding/drainage analysis).
- To facilitate product fabrication/project completion, the 60% DD will be solicited to qualified General Contractor(s) for project pricing on or around **September 1, 2021**.
 - Estimated construction cost = **\$650,000**; scope includes bypass pumping, precast concrete box culvert, bridge deck, curbing, railing, paving, utilities and incidentals).
- **100% Design Drawings** to be provided to the General Contractor by **October 1, 2021**.
- Design, construction, removal of the existing traffic detour and opening of the new replacement bridge to traffic is anticipated to be completed in **approximately 4 – 6 months**.
 - Project start and completion solely depends on fabrication time/availability of the precast concrete box culvert from the supplier.
 - COVID-19 and subsequent impacts to plant operations and an increased demand on supplies have significantly increased lead times for lumber, steel, plastic pipe and concrete structures.

Please refer to the supporting documentation for additional information. If you have any questions, comments, etc. please feel free to contact me.

Your consideration to this matter is greatly appreciated.



To: Anthony R. Carr, Chief of Operations and Public Works
Chris Torre, Superintendant of Operations
Dilene Byrd, Administrative Assistant
Monique Cipriano, Administrative Assistant

From: Jessica C. Paladino, Waste Programs Manager

Date: October 8, 2021

Re: MSW and Recycling Report - September 2021

MSW Collection and Disposal				
Municipal Solid Waste (MSW)	Previous FY: Sep-20	Current FY: Sep-21	Change	FY 21/22 Cumulative
Curbside tonnage	1,357.37	1,320.61	-2.7%	4,045.44
MSW tonnage out ¹	2,198.88	2,410.42	9.6%	6,838.28
Transfer station operating fee	\$70,958.33	\$72,375.00	2.0%	\$217,125.00
Transport and disposal fee	\$204,495.84	\$228,989.90	12.0%	\$649,636.60
Curbside collection fee	\$101,355.67	\$104,396.33	3.0%	\$313,188.99
Total operating costs (less curbside)	\$275,454.17	\$301,364.90	9.4%	\$866,761.60

MSW Consolidated Budget	
FY 20/21 Budget	\$4,473,256.00
Amount expended	\$1,179,950.59
Percent remaining	73.6%

Recycling Collection				
Recycling Collection	Previous FY: Sep-20	Current FY: Sep-21	Change	FY 21/22 Cumulative
Curbside tonnage	808.66	815.13	0.8%	2,286.95
Transfer station tonnage	33.2	30.17	-9.1%	103.07
Total monthly tonnage	841.86	845.30	0.4%	2,390.02
Curbside collection fee	\$98,389.92	\$101,341.67	3.0%	\$294,812.13

Recycling Budget	
FY 20/21 Budget	\$1,180,679.00
Amount expended	\$294,812.13
Percent Remaining	75.0%

MSW and Recycling Revenues				
MSW and Recycling Revenues	Previous FY: Sep-20	Current FY: Sep-21	Change	FY 21/22 Cumulative
Transfer station tip fees	\$42,941.35	\$54,004.66	25.8%	\$155,893.41
Recycling revenue (curbside)	\$14,151.55	\$14,264.78	0.8%	\$40,021.63
Recycling revenue (T.S.)	\$581.00	\$527.98	-9.1%	\$1,803.73
Total revenues	\$57,673.90	\$68,797.41	19.3%	\$197,718.76

1. Due to the repair work on the Norwalk Transfer Station Tip Floor, some vehicles (including City Carting garbage trucks collecting MSW from the 4th Taxing District and AFK garbage trucks collecting from the 6th Taxing District) are tipping at City Carting's Meadow Street Transfer Station. The MSW Tonnage Out (2,410.42) includes the tonnage dumped at City Carting's Meadow Street TS (1,625.49 Tons) and the Norwalk Transfer Station (784.93 Tons).



To: Anthony R. Carr, Chief of Operations and Public Works
Chris Torre, Superintendent of Operations
Dilene Byrd, Administrative Assistant
Monique Cipriano, Administrative Assistant

From: Jessica C. Paladino, Waste Programs Manager

Date: November 12, 2021

Re: MSW and Recycling Report - October 2021

MSW Collection and Disposal				
Municipal Solid Waste (MSW)	Previous FY: Oct-20	Current FY: Oct-21	Change	FY 21/22 Cumulative
Curbside tonnage	1,336.07	1,249.81	-6.5%	5,295.25
MSW tonnage out ¹	2,152.46	1,863.84	-13.4%	8,702.12
Transfer station operating fee	\$70,958.33	\$72,375.00	2.0%	\$289,500.00
Transport and disposal fee	\$200,178.78	\$177,064.80	-11.5%	\$826,701.40
Curbside collection fee	\$101,355.67	\$104,396.33	3.0%	\$417,585.32
Total operating costs (less curbside)	\$271,137.11	\$249,439.80	-8.0%	\$1,116,201.40

MSW Consolidated Budget	
FY 20/21 Budget	\$4,473,256.00
Amount expended	\$1,533,786.72
Percent remaining	65.7%

Recycling Collection				
Recycling Collection	Previous FY: Oct-20	Current FY: Oct-21	Change	FY 21/22 Cumulative
Curbside tonnage	821.34	728.69	-11.3%	3,015.64
Transfer station tonnage	41.62	30.71	-26.2%	133.78
Total monthly tonnage	862.96	759.40	-12.0%	3,149.42
Curbside collection fee	\$98,389.92	\$101,341.67	3.0%	\$396,153.80

Recycling Budget	
FY 20/21 Budget	\$1,180,679.00
Amount expended	\$396,153.80
Percent Remaining	66.4%

MSW and Recycling Revenues				
MSW and Recycling Revenues	Previous FY: Oct-20	Current FY: Oct-21	Change	FY 21/22 Cumulative
Transfer station tip fees	\$48,910.60	\$38,000.30	-22.3%	\$193,893.71
Recycling revenue (curbside)	\$14,373.45	\$12,752.08	-11.3%	\$52,773.70
Recycling revenue (T.S.)	\$728.35	\$537.43	-26.2%	\$2,341.15
Total revenues	\$64,012.40	\$51,289.80	-19.9%	\$249,008.56

1. Due to the repair work on the Norwalk Transfer Station Tip Floor, some vehicles (including City Carting garbage trucks collecting MSW from the 4th Taxing District and AFK garbage trucks collecting from the 6th Taxing District) are tipping at City Carting's Meadow Street Transfer Station. The MSW Tonnage Out (1,863.84) includes the tonnage dumped at City Carting's Meadow Street TS (1,545.87 Tons) and the Norwalk Transfer Station (317.97 Tons).



To: Anthony R. Carr, Chief of Operations & Public Works
Chris Torre, Superintendant of Operations
Dilene Byrd
Monique Cipriano

From: Jessica C. Paladino, Waste Programs Manager

Date: 10/8/21

Re: 2021 Bulky Collection Report

Calendar Year 2021

Month	Date of Collection	Number of Collections	Bulky Weight (Tons)	Metal Weight (Tons)	Plastic Weight (Tons)	NOTES
January	-					No Collection in January
February	-					No Collection in February
March	3/10/2021	53	4.88	1.20	0.32	
April	4/14/2021	95	7.22	2.11	0.13	Truck 408 went down during collection
May	5/12/2021	83	7.50	1.44	0.25	
June	6/9/2021	120	13.53	2.28	0.00	Collection continued 6/10/21
July	7/14/2021	108	13.26	2.58	0.00	Collection continued 7/15/21
August	8/11/2021	74	4.58	1.98	0.00	
September	9/15/2021 9/16/2021	259	38.66	5.28	0.00	Special Collection - Storm Ida
October	10/6/2021	80	9.17	1.60	0.00	
November	-					No Collection in November
December	-					No Collection in December

Year to Date	872	98.80	18.45	0.70
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City of Norwalk
FY 2021-2022
Pilot Food Scrap Drop-Off Program

Date of Collection	Location of Collection	Service Fee	Number of Toters	Weight of Food Scraps (lbs)	Per Toter Fee	Total Collection Cost	Total Monthly Cost	Total Monthly Weight (Lbs)	Total Monthly Weight (Tons)	
7/6/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
7/7/2021	Transfer Station	\$65.00	4	600	\$5.00	\$85.00				
7/13/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
7/13/2021	Transfer Station	\$65.00	4	600	\$5.00	\$85.00				
7/20/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
7/20/2021	Transfer Station	\$65.00	4	600	\$5.00	\$85.00	TS	2,400	1.20	29%
7/27/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00	RCC	6,000	3.00	71%
7/27/2021	Transfer Station	\$65.00	4	600	\$5.00	\$85.00	\$800.00	8,400	4.20	
8/3/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
8/3/2021	Transfer Station	\$65.00	5	750	\$5.00	\$90.00				
8/10/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
8/10/2021	Transfer Station	\$65.00	5	750	\$5.00	\$90.00				
8/17/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
8/17/2021	Transfer Station	\$65.00	5	750	\$5.00	\$90.00				
8/24/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
8/24/2021	Transfer Station	\$65.00	4	600	\$5.00	\$85.00	TS	3,750	1.88	33%
8/31/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00	RCC	7,500	3.75	67%
8/31/2021	Transfer Station	\$65.00	6	900	\$5.00	\$95.00	\$1,025.00	11,250	5.63	
9/7/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
9/7/2021	Transfer Station	\$65.00	6	900	\$5.00	\$95.00				
9/14/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
9/14/2021	Transfer Station	\$65.00	5	750	\$5.00	\$90.00				
9/21/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
9/21/2021	Transfer Station	\$65.00	4	600	\$5.00	\$85.00	TS	3,150	1.58	34%
9/28/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00	RCC	6,000	3.00	66%
9/28/2021	Transfer Station	\$65.00	6	900	\$5.00	\$95.00	\$825.00	9,150	4.58	
10/5/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
10/5/2021	Transfer Station	\$65.00	6	900	\$5.00	\$95.00				
10/12/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
10/12/2021	Transfer Station	\$65.00	6	900	\$5.00	\$95.00				
10/19/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00				
10/19/2021	Transfer Station	\$65.00	6	900	\$5.00	\$95.00	TS	3,000	1.50	33%
10/26/2021	Rowayton CC	\$65.00	5	1500	\$10.00	\$115.00	RCC	6,000	3.00	67%
10/26/2021	Transfer Station	\$65.00	2	300	\$5.00	\$75.00	\$820.00	9,000	4.50	
FY 2021-2022 (July 1, 2021 - June 30 2022)							\$3,470.00	37,800	18.90	
Transfer Station								12,300	6.15	33%
Rowayton Community Center								25,500	12.75	67%
FY 2020-2021 (July 1, 2020 - June 30, 2021)							\$10,340.00	109,350	54.68	
Transfer Station								38,550	19.28	35%
Rowayton Community Center								70,800	35.40	65%

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