



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 4, 2018
TIME: 7:00 P.M.
PLACE: Norwalk City Hall, 2nd Floor, Room 225

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 2, 2018.
2. Approve the Minutes of the Public Works Committee and Recreation, Parks and Cultural Affairs Committee Joint Meeting of Tuesday, October 2, 2018.
3. Approve the 2019 Monthly Meeting Dates.
4. Approve the Fourth Taxing District property extensions through September 30, 2018 as per the list dated October 24, 2018.
5. Authorize the Mayor, Harry W. Rilling, to execute a 2nd Amendment with the Norwalk Transit District for design plans by Stantec, Inc. for State Project 102-350 Norwalk River Valley Trail – Phase 2 for an amount not to exceed \$9,800 (scope of services dated November 14, 2018 attached).

Account No. 09 16 4021 5777 C0407

6. Authorize the Mayor, Harry W. Rilling, to execute an Amendment to extend the existing Agreement with Susan Prosi Johnson dated December 15, 2017 for the provision of

Consultant Services for Walk Bridge Program Management for a period of one (1) year through December 14, 2019 with two one year renewals subject to budget availability and written authorization of the Director of Public Works.

Account No. 01 40 30 5258

7. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Freeman Companies, for Professional Engineering Services for the Inspection and Evaluation of City-Owned Bridges 20 Feet or Less in Length, for a sum not to exceed \$251,200.00.

Account No. 09 06 4021 5777 C0315

09 09 4021 5777 C0315

09 14 4021 5777 C0315

8. Acknowledge the receipt of the application for the abandonment/discontinuance of a portion of Stevens Street beginning at the easterly boundary of the City property located at 340 West Avenue (Tax Lot 1-8-15-0) and heading west to the westerly boundary of the City property located at 350 West Avenue (Tax Lot 1-8-39-0) as depicted on a map prepared by Ryan and Faulds Land Surveyors, A Redniss & Mead Company entitled "Property Survey Abandonment Map Of A Portion Of Stevens Street, Norwalk, Connecticut," dated October 4, 2018, at a scale of 1" = 20' on file in the Department of Public Works indicating said portion of Stevens Street to be abandoned and incorporated into the existing City properties located at 340 West Avenue and 350 West Avenue.
9. Schedule a Public Hearing of Necessity for the abandonment/discontinuance of a portion of Stevens Street beginning at the easterly boundary of the City property located at 340 West Avenue (Tax Lot 1-8-15-0) and heading west to the westerly boundary of the City property located at 350 West Avenue (Tax Lot 1-8-39-0) as depicted on a map prepared by Ryan and Faulds Land Surveyors, A Redniss & Mead Company entitled "Property Survey Abandonment Map Of A Portion Of Stevens Street, Norwalk, Connecticut," dated October 4, 2018, at a scale of 1" = 20' on file in the Department of Public Works indicating said portion of Stevens Street to be abandoned and incorporated into the existing City properties located at 340 West Avenue and 350 West Avenue. The Public Hearing of Necessity shall be conducted in order to hear all parties interested in commenting on the necessity of the proposed abandonment and to take such action on said application for abandonment that the Committee may deem advisable. The Public Hearing is scheduled for the January 2019 Public Works Committee Meeting (date to be determined and advertised) at 7:00 P.M. in Room 225, 2nd floor in Norwalk City Hall, 125 East Avenue, Norwalk, CT.
10. Refer the abandonment/discontinuance of a portion of Stevens Street beginning at the easterly boundary of the City property located at 340 West Avenue (Tax Lot 1-8-15-0) and heading west to the westerly boundary of the City property located at 350 West Avenue (Tax Lot 1-8-39-0) as depicted on a map prepared by Ryan and Faulds Land Surveyors, A Redniss & Mead Company entitled "Property Survey Abandonment Map Of A Portion Of Stevens Street, Norwalk, Connecticut," dated October 4, 2018, at a scale of 1" = 20' on file in the Department of Public Works indicating said portion of Stevens

Street to be abandoned and incorporated into the existing City properties located at 340 West Avenue and 350 West Avenue to the Planning Commission for a CGS 8-24 review.

11. Authorize the Mayor, Harry W. Rilling, to execute an Amendment to the Vanasse Hangen Brustlin, Inc. (VHB) Contract to provide plant and field testing, coring, asset management resurvey, and administrative reporting for Project PM2018-1 Pavement Management Program, for a sum not to exceed \$60,000.00.

Account No. 09 18 4021 5777 C0021

12. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and AECOM, for on-call engineering and infrastructure inspections on an as-needed basis in an amount not to exceed \$20,000.00.

Account No. 100002365

Account No. 09 14 4021 5777 C0315

Account No. 09 16 4021 5777 C0232

Information / Discussion

A. Discussion

1. The Maritime Aquarium Functional Replacement
2. Drainage Issues Status
3. Chief of Public Works & Operations Status
4. LOTCIP Grant Applications

B. Customer Service Report October 2018 and November 2018

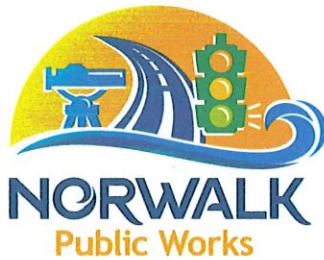
C. Monthly Solid Waste Report – September 2018 and October 2018

1. Transfer Station Third Quarter Report 2018
2. Bulky Collection Report

Upcoming Projects

Next Meeting:

Tuesday, January 1, 2019
Public Works Committee Meeting
7:00 P.M.
Room 225, Norwalk City Hall



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**CITY OF NORWALK
PUBLIC WORKS COMMITTEE
OCTOBER 2, 2018**

- ATTENDANCE:** John Igenri, Chairman; Thomas Livingston; Doug Hempstead; George Tsiranides; Eloisa Melendez; Michael Corsello; Travis Simms
- STAFF:** Lisa Burns, Principal Engineer; Paul Sotnik, Senior Engineer; Vanessa Valadares, Senior Engineer; Susan Prosi, Walk Bridge Program Manager
- OTHERS:** Ester Cosolati; Angelo Dipasquale; Karima Daniel; Lou D'Acunto; Diane Lauricella; Debra Goldstein; Lisa Brinton Thomson; Steve Bartush (Shellfish Commission); John Kydes; Maryann Capasso.; Libby; Pete Johnson; Esther Stefanidis; Rocco Chipetta

The meeting was called to order at 7:05 p.m. A quorum was present.

PUBLIC INPUT

Mr. Igenri welcomed everyone and went over the public input item on the agenda. He informed all of those signed up to speak that they have three (3) minutes and will receive a 30 second warning of when their time is up. He asked that everyone be respectful of the speaker and not call out any comments. He introduced the first speaker.

Ms. Ester Cosolati of 19 Silwen Lane in the Wolfpit area said that she has had it after 45 years. She said that 25 years ago she was connected to three (3) homes all in a row. She and her husband decided to get an engineer, an attorney and had an excavator come in and put in a bigger pipe and cut themselves off from the other two (2) houses, one on the left and one on the right. She said that they are still getting flooded. She said that \$10,000 25 years ago was a lot of money. Ms. Cosolati said that her house is below street level it goes downhill. She said that on Tuesday there was so much water that she cut through her neighbor's house to see how much water was back there and it was flooded. She said that she was pumping out water and recycling it pumping it back in. She said that something has to be done. She said that she has blisters on her feet from wet boots 3 ½ hours going in and out checking the pump to ensure it doesn't get clogged. She

wants to know what is going to happen. She said that they do not live in a flood zone and they can't get flood insurance. She said that she has flood insurance but they will not cover it unless there is a hurricane and everyone is under water. She asked the Committee what should they do. She said that they pay taxes on property that they can't use half the time. She said that they should freeze their taxes if they can't do anything about the flooding. Ms. Cosolati said that enough was enough, she is 71 ½ years old and her husband is 76 and she is the one out there 3:30am or 10:00pm making sure that the weather men were wrong. She reiterated that they should do something about it or freeze their taxes.

Mr. Angelo DiPasquale of 7 Saddle Road, Norwalk resident for 7 ½ years, said he addressed this Committee and the Common Council seven (7) years ago and nothing was done. He said that he has held the Common Council personally responsible if something happens to him and his family. He said that it continues to happen not just the houses but the streets too. He said that his house gets flooded with rain like this. He said that he is worried about his family and their house because it could be flooded. Mr. DiPasquale made a statement that everyone there at the meeting is worried about their house being flooded right now. He said that countless amount of times he spent money and effort, everything you can imagine that could be done. He said that he has sent pictures and emails and has even been called a liar by a council member. He said that the old common council member and the old director called him a liar because he told them that the sewage was coming out in front of his house. He said that he is tired of sewage coming in front of his house and he knows that it is all about dollars and cents. Mr. DiPasquale said that the water is not going down. He said that he is tired of hearing about the 100 year storms. He said that it is happening every other week. He said that they have the power to do something about it. He mentioned a study being done about this that cost about \$350,000 or whatever it was. He said that they know what the problem is and they have the answers but they choose not to do anything about it. He said that it still smells and this is not just about money it is also a health issue. He said that the water also damages the house foundation.

Ms. Karima Daniel 21 Surrey Drive. She said that water comes in her house from just one inch of rain. She said that they purchased their home 2 ½ years ago and was never informed of any problems with flooding from previous owners or anyone. She said that it has been really bad. She said that right now her house is already flooding. She said that the storm drain is already ¾ filled so there is nowhere for the water to go. She said they flooded in June and it wasn't covered so it cost them \$20,000 to get their house livable. She said that they finally finished paying it off on Monday and then on Tuesday they got two (2) feet of water inside their house. She said that the storm drain is located in her backyard and the water was very high back there. She said that she asked an engineer and was told that the water is supposed to come from her storm drain and then her neighbor said that something was wrong and so her husband went out to look and the storm drain was bubbling onto her property. She said that they haven't recovered from last Tuesday and they are flooding again right now. She said that all the water from Surrey comes down into their house. She said that they have purchased sub pumps and dehumidifiers but doesn't know what else to do. She said that the sub pump could have saved the house from getting (five) 5 feet of water but outside of her house is at least (five) 5 feet of water. Ms. Daniel said that she is very frustrated and wants to know what the City is going to do.

Mr. Lou D'Acunto of 13 Saddle Road. He said that he has been addressing a flooding issue since he moved into his house. He said that they finally got the City to do some work in their backyard

about 15 years ago replacing piping that was sunk over the years. He said that he understands that the area is a soft area however the City did provide permits for the builders to build so the sins of the past are now the Committee's. He said that there was a study done by Milone and MacBroom and they outlined a whole set of problems about the drainage with costs, etc. He said that it was decided that it wouldn't be done. He stated that it is not fair that the Committee can go home to a dry house but they can't. He said that for 26 years he has seen many heavy storms come in and in the past years the water is not disappearing so fast. He said that he has seen water disappear within 45 minutes which he finds acceptable but if the water doesn't leave for four (4) to five (5) hours and everyone is pumping their water into the street which is not going into their houses but coming into his house and his neighbor houses, it's not fair. He said that there was a time when the water would flow through from the road into the pond. The pond has since been silted in from the use of sand and salt over the years. Mr. D'Acunto said that the pond has no wetland value now. He said that the neighbors fill the pond with debris. He mentioned that he has spoken with DPW workers and was told that people dump into that pond and now there is no place for the water to go. He said that he has checked during the last few storms and it is plugged up. He said that Milone and MacBroom did a study and has a solution so if the Committee doesn't want to go with that they should get another engineer. He said that he doesn't understand why he has to come to them begging to have their properties dry. He said that since they do not live on the water they do not get flood insurance and their homeowner's policy don't cover it either. He asked the Committee what they are supposed to do and make sure they get the problem fixed.

Diane Lauricella began with the flooding issue. She asked the Committee to ask the staff to provide every storm water and related studies and check for grants and loans. She said that other towns and cities are doing it. She said that Norwalk does not have a flooding and erosion control board. She said that the City would be able to get more grants if they had one. She said that under former Mayors Esposito and Moccia, they had discussed doing so but it never happened. She said that DPW is the flooding and erosion control board but that causes a problem as they have so many other things to consider. She said that they should have a separate flood and erosion control board that could focus on the people's needs. Ms. Lauricella begged the Committee to table item #2 on the agenda related to the Eversource application or vote no. She said that this needs to slow down because there is a lot of information missing. She said that it seems like the staff was given a directive to fast track this item. She said that she doesn't think this is the best way to handle this as there are still issues as to where you want it underground. She said that they shouldn't make the same mistake as when they purchased the Police Station and it was a polluted site that cost more than anticipated. She said that in this case the State is buying the polluted site and there are other options and alternatives then going underground. Ms. Lauricella said that she would also like to address the waste and recycling item #C. She asked the Committee to consider having the recycling contract go out to bid. She said that under Mayor Moccia the recycling contract never went out to bid and it shows from the lack of education and the recycling has not been increasing as other cities. She asked the Committee to allow the selection of the new Public Works Director be a transparent process. She suggested having some citizens on the committee when selecting the new director.

Ms. Deborah Goldstein stated that she wants to address item #2 on the agenda relating to Eversource. She said that she wanted to talk about the process. She said that everyone received a letter today with all of the objections from the Third Taxing District. She said that there is some confusion, the application to the CSC for the site and the application to the CSC for declaratory

ruling of no need of certificate of environmental compatibility and public need. She said that it is Eversource's intent to file for that. She said that this project did not get environmental betting under the walk bridge project because by State Law that the way this project is defined it is a project of independent utility. She said that they would say that it is because of the Walk Bridge but will never tell you that it is part of the Walk Bridge because it is not. She said that this is one of the last things that they try to check off and what Eversource does when they want these declaratory rulings for the certificate of no environment compatibility. She said that they go around and get the approvals ahead of time and submit them all together so the CSC can believe that everyone is in agreement. Ms. Goldstein stated that the EA said the Walk Bridge would have to go through the environmental process. She said that they were told by DOT and EA that they would have to do it and now they are telling us that they do not have to do it and this is an environmentally concerning area adjacent to the shellfish beds which is a huge economic and ecologic resource. She said that it would behoove them not to release the no objection letter and make it easy to get the CSC to make a declaratory ruling so that there is a chance that there is proper environmental ruling on this project. She said that the area has had a lot of manufacturing going on and there is dumping underneath Vets Park and don't quite know what is under there and now to go under there with a horizontal drill and introduced more chemicals in an environmental sensitive area. She urged the Committee to take the extra time to understand the difference between the application to the project and application to the declaratory ruling and the fact that they are doing this the other way around because it makes it easy.

Ms. Lisa Brinton Thomson said that she has heard the neighbors complain about the flooding in the City. She said that they have infrastructure problems and budget problems in the City. She said that she is here to talk about item #2 on the agenda and slow down the vote and look for alternative sites. She said that it is her understanding that the City is disregarding some of the concerns of the Harbor Commission and Shellfish Commission. She feels that the City is not being properly compensated for this project. She mentioned the rebuilding of the IMAX and other things. She said that the City has infrastructure, sewer and DPW issues. She said that it is her understanding that they went with the underground wiring because they didn't want wires overhead but there are train wires are overhead and based on the size and proposed lighting it would look like a Christmas tree. She said that she would like them to be cautionary about the decision. She said that they should look at some mix use and build up their investments and do what is right for the City.

Mr. Steve Bartush (Shellfish Commission) stated that at a previous meeting they were told that ultimately the decision would be theirs and he hopes that the Committee makes a wise decision.

Ms. Maryann Capasso of 5 Surrey Drive. She said that she is tired and doesn't have a lot of money. She said that every time this happens the insurance won't pay and the City is not interested. She said that she received an invoice today for \$5,000 not to replace anything but just for the construction and cleanup. She asked the Committee to do something.

Ms. Libby of Surrey Drive. She said that she lived on Surrey Drive all her life. She said that they never had anything like this problem. She said that the water is coming up through the storm drain. She said that the people that live in that area are now where the water is going instead of where it's supposed to go. She said that everyone that is flooded is because the storm drain is coming up then going down the driveways and into the houses. She said that they are not supposed to be

where the water is supposed to go. She said that the storm drain is supposed to collect the water and go where it is supposed to go away from their homes but it is not doing that. She said that this area is not a flood zone and her land is even and never had anything like this before. She said that the water flow is going in five (5) directions the wrong way. She said that she does not have the money and the insurances are not going to cover this. She said she is fed up and does not want the run around.

Pete Johnson of 46 Gregory Boulevard said that he noticed the cleaning of the street drains but he doesn't see them anymore. He said that the storm drain in front of his house is full. He suggested to the Committee that they have someone go out and clean out all of the storm drains. He said that the debris is supposed to go to the bottom of the pit and the pit is full so where does the debris go besides clogging the pipe and who will empty it. He said that one of the biggest problems is maintenance.

Esther Stefanidis of 27 Surrey Drive. She made reference to the pictures posted on the screen stating that the Committee only sees the outside but they should see the inside of what the houses look like right now. She said that everything is destroyed from the water coming in the house. She described the water as muddy dirty water. She said that it is very costly losing your personal items.

Mr. Rocco Chipetta 19 Surrey Drive stated that he has been flooded before but not to the severity of September 25, 2018. He said his entire basement was under water about two (2) feet of water in his backyard. He said that he had people come in and they had to take two (2) feet of sheetrock including other side boards and there is still water, there are five (5) or six (6) dehumidifiers going and fans running and still have wet boards which could cause mold and we can't get it repaired until you finally fix the problem. He said if they repair it and it happens again he doesn't have the money. He said that an adjuster came out yesterday and gave an estimate of at least \$25,000 worth of damage not only to his house he also lost his car that was sitting in the garage with two (2) feet of water. He said that something has to be done and fast. He said he can't even sell his house and he wants out in the worst way.

Mr. Rocco Chipetta also submitted a letter to the Chairman of the Public Works Committee, John Igneri, dated October 2, 2018 which is attached to the meeting minutes.

Mr. John Kydes made a comment about the flooding issue. He said that he understands that the Committee has been inundated with complaints. He said that he also flooded but these people get flooded with just an inch of rain. He said that since there is a study out there he would be personally advocating that the Milone and MacBroom study receives funding during the next budget cycle.

NEW BUSINESS

1. APPROVE THE MINUTES OF THE PUBLIC WORKS COMMITTEE MEETING OF TUESDAY, SEPTEMBER 4, 2018.

There was no discussion on this item.

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

****MR. CORSELLO AND MR. SIMMS ABSTAINED**

****MOTION PASSED UNANIMOUSLY WITH TWO (2) ABSTENTION**

2. Authorize the Mayor, Harry W. Rilling, to send a letter on behalf of the City of Norwalk indicating no objection to Eversource's Army Corp of engineer's Section 408 permit application for relocation of their 115kV transmission lines under the Norwalk River related to Walk Bridge Replacement (CTDOT Project #301-0176).

Mr. Corsello said that based on the conversation tonight he cannot support this. He said that there was a meeting in this room and Eversource gave a presentation and various officials and Harbor Management and the Shellfish Commission were present. He said that there was a discussion about compromises and Eversource was to get back to Harbor Management and the Shellfish Commission but that never happened. He said that there are some real environmental concerns and he would like to see some environmental study and if passing this along with no objection is going to circumvent an environmental study, if that is true, then he would not be able to support it. He said that if there are some renovations to the docks that need to be put in and we need the permission from Eversource and under what circumstances do they grant it, perhaps Corporation Counsel should take a look at the language of the right of way or easement they would be given and see what rights they have to deny the City the ability to repair their own docks. He said there are a lot of unanswered questions and he cannot support it. He would like to table the item.

Mr. Igneri said that it is his understanding that they are not approving the construction but to go forward with the application.

Mr. Corsello said that he moves to table the item.

Ms. Melendez asked Mr. Corsello to withdraw his motion so they could continue to discuss the item.

Mr. Corsello withdrew his motion to table the item as a courtesy to his fellow councilman.

Mr. Igneri asked Ms. Burns if the Committee would be agreeing to the construction plans if they agree to item #2.

Ms. Burns responded that they are agreeing to allow them to submit an application to the Army Corp of Engineers.

Mr. Igneri asked if that application is approved by the Corp does that mean they can go forward with construction.

Mr. Burns replied no because they would still need DEEP permit which is from land use and water resources, structures, dredging and fill. She described the permits they would need. She said that the Harbor Commission and Army Corp., the State Department and Shellfish have to consult on that permit.

Mr. Igneri asked if at some point they will come back to Committee for approval.

Ms. Burns answered no.

Mr. Livingston asked if they are excusing Eversource from an environmental impact study by saying this is ok.

Ms. Burns said that she has no knowledge of that.

Mr. Livingston said that it seems like they are not really clear on what the environmental impacts are or the restrictions on the docks if any.

Ms. Burns said that there are no restrictions on the docks and there is no easement needed. She said that the easement is from the City to Eversource to be in the park.

Mr. Livingston asked if it limits what anyone could do with the docks.

Ms. Burns replied no.

Mr. Corsello stated that when Eversource was asked that same questions the response was that they would need Eversource's permission.

Ms. Burns said that she doesn't recall that the same way. She said that with any utility working across that corridor you will need to know where they are so you don't hit them.

Mr. Corsello then asked about the easement that you grant is actually larger than the conduit itself.

Ms. Burns interjected saying there is no easement in the river. She said that none of the pipes in the river have easements.

Mr. Corsello said that he recalls at the meeting in July that they were asked the very specific question as to whether or not Eversource's permission would be needed and the response to that was yes.

Ms. Melendez asked if they could get that confirmed by the Corporation Counsel to Mr. Corsello's point. She said that she has concerns and would like clarification on paper stating what can and cannot be done. She feels that would be the only way she would be comfortable with this.

Mr. Igneri asked what the repercussion are if this is not approved.

Ms. Burns answered that it takes the application a minimum of one year to get the Army Corp approval to go under the river. She said that they need to be under construction by November 2019 because they could only go under the river for construction between November and February.

Mr. Igneri asked if we approve it in November then it goes to the Council in November it would still be approved in November then it goes to them and they could still have their one (1) year correct.

Ms. Melendez said that it says in the presentation that Eversource could submit alternatives.

Ms. Burns replied that they would have to weigh the risks, the more it is delayed the less opportunity it is to have an underground option.

Mr. Livingston said that it should be fairly easy to clarify the easement issue and not take an entire month.

Ms. Burns agreed.

Mr. Livingston said that they should also clarify the environmental issue as well.

Ms. Burns asked them to define the environmental issues.

Mr. Livingston asked who is looking at this from an environmental standpoint.

Ms. Burns responded the DEEP.

Mr. Corsello said that then he would like the DEEP to weigh in on this prior to the Committee voting. He said that they are basically agreeing to authorize the Mayor to submit a letter stating that there will be no adverse impact no objection.

Ms. Burns interjected no objection to submit an application to the Army Corp. only. She said that the Army Corp is the sole body. The DEEP is the one that issues the structure of dredging the fill permit. She said that the permit may be denied.

Mr. Livingston said that he wants to know how this affects environmentally. He said he would like it in writing of what they are doing.

Mr. Corsello stated that there is a very vibrant shellfish industry.

Ms. Burns said that it is no different from the horizontal directional drill that was already approved for south of the Strofollino Bridge or the open cut. She said that she would have thought there would be more concerns about the open cut and its impact on water quality but that was already passed and the 408 application is moving forward.

Ms. Melendez stated that she doesn't like feeling rushed on a project. She said that she just want to be sure they get all the information. She asked why it feels like if they don't do it now it won't happen. She wanted to know if this should have begun a lot earlier in advance and why does it seem like the Harbor Commission cannot receive more information about the project. She said that she is really concerned about their options and the time sensitivity.

Mr. Igneri asked about the implications of not doing this in a timely manner.

Ms. Burns answered that at the end of July 2018 all of the Common Council Members and Department Heads were invited to a meeting about this project and Eversource gave a presentation. She said that at the end of the presentation, Eversource couldn't even finish their presentation because the meeting was sidetracked. She said that after the meeting Eversource told her that if they don't have the support of the City and no one is speaking out on behalf of this project they will have no choice but to go aerial. She said that this item was pulled off of the Public Works Committee agenda for the August 2018 meeting. She said that this has been in discussion since August 2017.

Mr. Hempstead said that he has two (2) issues, environmental they don't want it above ground. He said that how it goes underground affects the future and present dock situation. He asked how they can get Eversource and DEEP in the room or whatever the controlling agent is, on what environmental studies need to be done and discuss what the City would like as well. He also asked what they need to do for an easement or if they even need an easement. He asked do they consider the docks part of the river. He said that they need to get more information.

Mr. Igneri asked if it is possible to get Eversource to a meeting before next Tuesday.

Ms. Burns replied that Eversource is planning to come next Tuesday.

Mr. Igneri asked if Eversource could come on Thursday afternoon.

Ms. Burns asked why is the environmental issues focused on Eversource and not the other lines to the North.

Mr. Livingston said that meeting with Eversource is nice but he said that they have established some credibility issues and would like to see something in writing rather than them telling us everything is great. He said that he doesn't think they need them to come in and speak but rather clarify some of these questions and if there are any restrictions in writing.

Ms. Burns said clarify easements and maintenance.

Mr. Corsello said that he is very surprised to hear that they were unhappy with the meeting in July because he thought it was a good meeting. He said that he would like Corporation Counsel to review anything put in writing. He said that he was disturbed by the threat made that they would go aerial. He said that it would be less expensive to initially install but if they have to make repairs to overhead wires in the long term may become more expensive to repair.

Ms. Burns said that ultimately it is the Connecticut Siting Council that makes the decision.

Mr. Corsello said that he doesn't believe realistically they ever planned to put it overhead.

Mr. Igneri asked if it is possible to get a letter from them addressing these issues.

Ms. Burns said that she wants to understand all of the issues. She said that she needs specifics on the environmental issues, maintenance and easements.

Mr. Livingston wants to know what are they doing environmentally and if not, why aren't they concerned. He asked who is looking at this environmental side of this. He is concerned about the whole project.

Mr. Hempstead asked if they are technically authorizing them to skip the environmental part of the project. He said that when statements are made like that what exactly is it saying, we need clarity.

Mr. Igneri asked Ms. Burns if she had the issues they want to address.

Ms. Burns replied easements, maintenance, what environmental reviews have they already conducted or plan to conduct. She asked when they would like this information.

Mr. Igneri said before Tuesday.

Mr. Corsello made a motion to table the item until they have an opportunity to review the appropriate backup materials.

Mr. Igneri asked the Committee if they receive the response and is comfortable with the response are they alright with the Chairman putting this item on the Council agenda.

Mr. Corsello answered that it is the Chairman's prerogative to do it however he still will not be able to answer that.

****MR. IGNERI MOVED THE ITEM**

****MR. CORSELLO MADE A MOTION TO TABLE ITEM UPON FURTHER REVIEW**

****MOTION TO TABLE UPON FURTHER REVIEW PASSED UNANIMOUSLY**

3. Authorize the Mayor, Harry W. Rilling, to execute a 3rd Amendment to the June 5, 2017 Contract with Tighe & Bond, Inc., to provide professional engineering services relative to investigating deficiencies and options for the portion of the Norwalk Levee located south of the Perry Avenue Bridge, adjacent to the Norwalk River for a sum not to exceed \$8,000 for additional survey information to confirm the crest elevation as requested by the USACOE as part of their 2018 Routine Inspection.

ACCOUNT NO. 09 15 4027 5777 C0440

There was no discussion on this item.

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

****MR. SIMMS ABSTAINED**

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

4. Authorize the Mayor, Harry W. Rilling, to execute the Second Supplemental Agreement between the City of Norwalk and AECOM, for extra engineering services required in conjunction with the Rehabilitation of the James Street Bridge over the Silvermine River – CTDOT Project 102-320 for an amount not to exceed \$37,290. Fed Share 80%, City 20%.

ACCOUNT NO. 09 18 4021 5777 C0496

09 19 4021 5777 C0496

09 19 4021 5799 C0496

There was no discussion on this item.

****MR. HEMPSTEAD MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

MR. IGNERI MADE A MOTION TO SUSPEND THE RULES AND ADD ITEM #5 TO THE AGENDA:

****MR. TSIRANIDES MOVED THE MOTION TO SUSPEND THE RULES**

****MOTION PASSED UNANIMOUSLY**

5. **AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO GABRIELLI TRUCK SALES OF CONNECTICUT, LL FOR THE PURCHASE OF ONE (1) 2020 MAK GR42FR PLOW TRUCK FOR A SUM NOT TO EXCEED \$231,864.00.**

Mr. Igneri said that the funds for this item were previously approved. He said that this is an opportunity to receive a plow truck at a good price.

Mr. Livingston asked was already planned.

Ms. Burns responded yes. She said that normally it would be two (2) trucks but they got a garbage truck and a plow truck.

Mr. Corsello asked if this was the plow truck they discussed when they talking about the garbage truck.

Ms. Burns responded yes.

Mr. Simms said that he was a little hesitant about the truck and the price of the truck but since this was previously approved he will support it.

ACCOUNT NO. 09 19 4031 5777 C0313

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

Information / Discussion

A. Discussion

B. Customer Service Report

1. September 2018

There was no discussion on this item

2. Flooding Impacts Report from September 25, 2018 Storm

Mr. Igneri commented on the Flood of September 25, 2018. He said that the rain was horrible. He said that in Stamford the sewer lids were blowing out and this storm has been a serious storm throughout the State. He said that the flow of water from the WWTP was over 100 million gallons that day when normally it's approximately 13 million gallons.

Ms. Burns showed a map to the Committee of the complaints received that day. She said that there were 66 customer services calls, 15 manholes blew off and needed to be replaced. She said that there was 5.34 inches of rain that day. She said on June 28, 2018 there were 2.35 inches of rain in 30 minutes. She described both storms and their impacts. She said that there was a huge intensity and duration in June that caused flooding Statewide with bridges and dams washed out. She said that she has been in and out of the Saddle Road and Surrey Drive neighborhoods with maintenance and operations and a little more with engineering so I am aware of some of their issues. She said that many lost cars. Ms. Burns said that the tanks were overtopping due to so much water.

Mr. Corsello said that although this was an extraordinary storm, this particular neighborhood seems to have problems with the drain over flowing and there is a study out there and are you familiar with the study.

Ms. Burns said that the study is a concept plan from 2013/14

Mr. Corsello asked what a concept plan is.

Ms. Burns said that it is a very high level preliminary plan. She explained what a preliminary plan is. She said that there are a lot of neighborhoods that have issues.

Mr. Corsello said that this has been known about and there is a study about it for quite some time.

Ms. Burns said this has been an issue since 2004. She continued to show the Committee pictures of man hole covers that blew off, one on West Avenue.

Mr. Livingston asked if the Department has a position on this.

Ms. Burns said that they have already implemented portions of the study.

Mr. Livingston asked if she would give an update on this issue at the next meeting.

Mr. Tsiranides asked if there is anything that could be done on a federal or state level.

Ms. Burns said that there would need to be a declaration for that to happen.

Mr. Igneri asked Mr. Sotnik if it was time to meet again with this group.

Mr. Sotnik responded that he met with them last week. He said that one of the biggest problems with the storm drainage in that area is there is about ½ mile length of pipe the study was referring to replacing with almost no vertical grade difference. He said that there is six (6) inches over ½ mile so the pipes are dead flat. To put in new larger pipes to handle these types of storm flows would require digging Friendly Pond deeper. Since it is all wetlands, it's not going to provide a lot of benefit since the deeper pond will fill up due to the high ground water in the wetlands. The combination of all of these issues makes this area a very tough area to do work to solve this type of drainage problem. He said here there is no vertical difference to install the pipe and have it operate by gravity. He said that there isn't a lot that can be done out there. He said based on the Milone and MacBroom Study some of the existing are capable of handling 10 year storm flows, they should be designed for a 25 year storm. He said the storm we had on June 28th was a 300 year storm and if they had installed the pipes in accordance with the recommendations of the Milone and MacBroom Study, it would have still flooded the area upstream and also flooded Friendly Pond, moving the area of flooding downstream.

Mr. Igneri asked if the pond could be dredged.

Ms. Burns replied that it had been.

Mr. Sotnik said that whole area was a swamp and probably would have never been built on today, but in the 50's and 60's it was normal to build houses in filled wetland areas. He said that the inlet to the pond and the bottom of the pond are at fixed elevations and if we were to put bigger pipes in, we would need to lower the invert of the pond to get the vertical elevation difference that is necessary. That would require digging out the bottom of the pond to make it deeper, but because it is a swamp, the groundwater is just going to percolate back up. Ms. Sotnik gave an example to the Committee.

Mr. Hempstead said that if there is no resolution to this issue maybe the City should make an offer. He said that there was funding for dredging all the ponds but never did it.

Ms. Burns said that all the ponds were dredged back in 2007 by McVac.

Mr. Hempstead asked about specific ponds.

Ms. Burns said that some of those ponds are private so the City is not responsible.

Mr. Hempstead said that there are easements for some of those ponds that the City is supposed to maintain the ponds. He said that the City has ignored some of these issues for 50 years. He said Woods Pond has silted over and Rowayton Pond as well. He said that they should put together an effective plan for this issue and what he heard was that this is happening more frequently than not.

Mr. Livingston asked about the storm basins and the City's policy on cleaning them.

Ms. Burns said that there were areas identified in the watercourse maintenance as hot spots and the others were not funded. She said that there is a maintenance program with the resources that they have. She said that any time there is at least ½ inch of rain predicted, staff would go out and make sure the grates are cleared. She said that there is another round of watercourse maintenance that needs to be defined. Ms. Burns stated that there is a maintenance program in place and they do the best they can with the staff they have in place. She said that the study is a bit outdated and they have found other issues that Milone and MacBroom missed.

Mr. Igneri asked if the houses could be raised.

Mr. Sotnik said that yes you can but the problem would be the roads. He explained the problem with the roads.

Ms. Melendez asked for the number of properties that are affected year round.

Mr. Sotnik said that on Saddle Road its probably 6 properties. He said that there are different situations with the flooding, the numbers are subject to change.

Mr. Igneri asked to schedule a meeting to discuss that particular area.

Mr. Simms feels that the Committee needs to try and find a solution for that issue.

C. Monthly Solid Waste Report – August 2018

1. Bulky Collection Report –2018

There was no discussion on this item

2. Annual Municipal Recycling Report FY 2018

There was no discussion on this item

Upcoming Projects

Next Meeting: Tuesday, November 6, 2018
Public Works Committee Meeting
7:00 P.M.
Room 225, Norwalk City Hall

****MR. TSIRANIDES MOVED TO ADJOURN**
****MOTION PASSED UNANIMOUSLY**

There was no further business and the meeting was unanimously adjourned at 8:41 p.m.

Respectfully submitted,

Monique Cipriano
Executive Assistant
Public Works Department



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

**CITY OF NORWALK
PUBLIC WORKS COMMITTEE AND RECREATION,
PARKS AND CULTURAL AFFAIRS JOINT MEETING
MINUTES
OCTOBER 2, 2018**

- ATTENDANCE:** John Igneri, PW Chairman; Thomas Livingston, PWC; Doug Hempstead, PWC; Eloisa Melendez, PWC; Mike Corsello (5:37p.m.) PWC; George Tsiranides (5:47p.m.) PWC; Travis Simms (6:29p.m.) PWC; John Kydes, Rec & Parks Chairman; Barbara Smyth, Rec & Parks; Chris Yerninides, Rec & Parks
- STAFF:** Lisa Burns, Principal Engineer; Paul Sotnik, Senior Engineer DPW; Vanessa Valadares, Senior Engineer DPW; Susan Prosi, Walk Bridge Program Manager; Ken Hughes, Park Superintendent
- OTHERS:** Peter Johnson, Steve Bartash, John Pinto, Jackie Lightfield, Susan Sweitzer, Tony Mobilia, Brenda Penn-Williams, Adam Bovilsky, Sienna Desanto, John Romano, Diane Lauricella, Joe Perella, Debora Goldstein, Steve Kleppin, Steven Rust, Bruce Beinfield, Eric Rains

The meeting was called to order at 5:40 p.m. A quorum was present.

Mr. Igneri made a motion to suspend the rules for the Joint Committee to elect a chairperson.

****MR. LIVINGSTON MOVED TO ELECT JOHN IGNERI AS
CHAIRMAN
MOTION PASSED UNANIMOUSLY

Mr. Igneri stated as Chairman of the Joint Committee meeting addressed the public with instructions regarding public input/participation.

The Committee discussed the public participation item on the Agenda. Committee members stated that public participation is always at the beginning of the meeting and the question and answers are for the committee members only.

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The Mayor interjected that perhaps the public had not had a preview of the latest information so at the end of the presentation from Ms. Burns they may have questions and it may be better to have the presentation first and then have public participation after.

A discussion ensued on the process. It was determined to have those who signed up to speak do so and the others will speak/ask questions after the presentation.

PUBLIC INPUT

Peter Johnson said he looked at the drawings and nothing has changed. He said Eversource lied about going underneath the Milford ramps and did it without permission. He said that he is on the Norwalk Shellfish Commission and this isn't going to happen till November and they want them to make decisions and sign off on things before then. Mr. Johnson said they are pushing for this before they can review it and they haven't made a decision. He said they showed 10 options that they could go anyway you want but they chose the shortest way and if they go under the cable, you will never be able to move those pilings unless you get permission from Eversource. He said that they said that at their last meeting and he hopes that the Mayor doesn't sign anything yet until they go through everything.

Susan Sweitzer said she is speaking on behalf of the Norwalk Redevelopment Agency. She said she wanted to clear up what her understanding of the design of the utility relocation is. She would like to comment on the concept of the above ground installation opposed to an underground installation. She stated that the Redevelopment Agency for almost 50 years has been working in the South Norwalk Area to relocate utilities underground for two (2) reasons. She said that the first reason is aesthetics, the utilities would be an unattractive streetscape and secondly, equally important, is safety because the utilities were also vulnerable to accidents, etc. She said they have relocated utilities to all of these adjacent street, not yet on Elizabeth Street, but recently working on Raymond & Day Streets for that purpose. She thinks the utility relocation is part of the street improvement and infrastructure improvements have contributed hugely to the private investments that have occurred in that South Norwalk Area. She would like the Committee to consider that when they deliberate on the project. She is sure there is a design that can be resolved that would satisfactorily relocate the utilities underground. She submitted a letter from a business owner on Elizabeth Street that would directly be impacted by this project.

Brenda Penn-Williams stated that she is in favor of the underground lines as they minimize power outages.

Adam Bovilsky, Executive Director of the Norwalk Housing Authority, thanked the Committee Members for giving them the opportunity to speak today. He said this issue of putting powerlines above ground or underground is something of great importance to the Norwalk Housing Authority. He said they raised this issue at their meeting last week and there was a strong consensus from their board members that putting powerlines underground is critical to the South Norwalk Community. Mr. Bovilsky said that the Norwalk Housing Authority is in the process of a \$150 million redevelopment of Washington Village. He said in order to keep it sustainable it requires them to mix low income, affordable and market rate units all together. He said if the market rate

units can't be rented at a high rate then that makes the entire project less sustainable. Mr. Bovilsky stated that it is pretty clear that the high voltage powerlines can be an eye sore and may bring down the value of the apartment. He said that they are talking about a very dense population as well as a low income and moderate community and it is important that they consider not putting such an eye sore in such a community that often feels put upon by the city and for individuals that live next to industrial zones or more urban areas. He said that the Norwalk Housing Authority is in favor of putting in underground utilities.

Sienna DeSanto on behalf of Trinity Financial said that they have been selected to partner with the Norwalk Housing Authority to redevelop Washing Village back in 2015. She gave background information on Trinity Financial. She said that they design building and reposition communities. She said that in their experience the market ability of a home as well as the comfort it provides to its residents can be greatly impacted by the surrounding infrastructure. She said that they strongly urge the Committee to consider the adverse impact of overhead lines will have on the full neighborhood and put them underground.

John Romano of 179 East Rocks Road and Vice Chairman of the Harbor Commission. He said that he has heard that underground is the preferred way. He said that their only issue is the location that it is taken. He said they sat down with the Mayor and had a discussion and Eversource kept pushing and pushing looking for sign offs and letters to be sent to the Siting Council and Army Corp. He said that he is advocating to slow down the process and cancel or table this item for discussion and approval. He said that the reality is Eversource is less than forthcoming, made promises and asked for sit downs and meetings. He said they never talked about above ground at all. He said that Susan Prosi never communicated with the Harbor or Shellfish Commissions about this meeting, learned about it accidentally. He said that they are supposed to meet with Eversource but it keeps getting cancelled and the last communication was maybe November or December. He said that they are against the route that they want to take. He said they spent a lot of money putting in new docs and there is more work to be done. Mr. Romano said that the direction they are going to in is directly under the new City docks that they got a \$900,000 grant for from the Maritime Commission. He said that they asked Eversource to come up with alternatives. He said he is asking the Committee to table the item.

Diane Lauricella said that part of the discussion should be about process. She said as a former Harbor Management Commission member, they created a Harbor Management Plan in order to ensure that all boards and commissions that in any way be related to any actions in Norwalk related to the Harbor. She said that the Shellfish Commission and the Harbor Commission has not satisfactorily first signed off and gotten their questions answered before it goes before the Common Council is something she doesn't think is something the City should act upon and it should be tabled until that is done. She said that she is in favor of the underground powerlines but she doesn't feel they should be placed anywhere South of the Strofollino Bridge because it is well known that there is oil that has been left in the ground. She said that it was discovered when they tried to elevate Water Street years ago. Ms. Lauricella asked why would you aggravate or begin a bigger problem than you have now. She doesn't think Eversource should be allowed to do any construction within that area. She said that she would like to see and so should the Committee, what the environmental impacts that were done by Eversource and their consultants. She also said

that they need to know what the economic impacts are on each of the alternatives that have not been clarified by Eversource.

Deborah Goldstein speaking on behalf of the Third Taxing District. She said that on the second page of the presentation, there is a statement that is not truthful about the lines solely provides all the power. She said that environmental contamination by disturbing this part might in fact impact your shellfish business for the entire City, it might impede all of the recreational uses in the harbor and/or sound. She said that the choice isn't whether it's above or underground, it's which direction to put them in. She said that it cost more to put in underground. She said that contamination is very possible.

Steve Kleppin said that for purely aesthetic reasons and also for impacts on other properties he thinks it's important that the utilities do go underground. He said he looked at the plans and having them overhead would be a big negative in the long term. He said that he recommends that the utilities go underground.

Bruce Bienfield said he is an architect in South Norwalk for over 30 years involved in a number of projects in South Norwalk and through that time period he has gained to understand the historic fabric of South Norwalk is probably its greatest asset for attracting people to its neighborhood. He said the path above ground that has been designated as a possible option for the utilities goes right through the middle of the historic district and it would have an extremely negative impact on that district. He said he is currently working on a project on the corner of South Main Street and Elizabeth Street for the Clarke Company and they indicated to him today that if the high power lines go down Elizabeth Street in front of their project their interest in pursuing that option would be significantly diminished. Mr. Bienfield said for a number of reasons that the above ground option he is against.

Eric Rains said that the economic devastation that will come if the overhead option is pursued literally begins today. He said that when you start looking at that significant operations within not only South Norwalk but within the City who are making decisions today about the future of the City based on this topic and imagine the snowball effect of what transpires after today. He said that he lives in South Norwalk and his business is in South Norwalk, he is with different agencies in the City but there as a resident, and he express his sincere of what would begin to happen to the decades of effort that has gone into making South Norwalk such a viable part of Norwalk as it becoming and can be. Mr. Rains said that the effect of this isn't only on South Norwalk it's a Norwalk and if an entity like Norwalk fails, we all fail. He said he appreciates the Harbor Commission's comment that they are not here to say no to the underground but its route so if there is enough information to focus on the route and take the overhead component off the table the businesses he deals with would definitely feel better about the decisions you are making in South Norwalk.

Mr. Igneri thanked everyone for their participation and closed the public participation item from the agenda.

NEW BUSINESS

1. PRESENTATION ON THE EVERSOURCE HIGH TOWER LINE RELOCATION RESULTING FROM THE WALK BRIDGE CONSTRUCTION.

Mr. Igneri introduced Ms. Burns as the presenter and asked everyone to hold their questions until after the presentation. He made a statement that it is nice to have a consensus from everyone in the room to have the utilities underground is what he is getting from the speakers. He said that they are trying to find the best alternative to do that.

Ms. Burns introduced herself as the Principal Engineer for the Department of Public Works. She thanked the Mayor, Public Works Committee and Recreation, Parks and Cultural Affairs for calling this joint meeting together to brief the Common Council and the public on the Walk Bridge High Tower removal status. She said that this is a staff briefing not an Eversource presentation. She informed them that she is the point person for this presentation and that there are other staff members present that may be able to answer questions during the Q & A as well. She said that his effort has been a collaboration of all City Agencies, Departments and Stakeholders. She said that the High Towers need to be removed in order to facilitate the construction of the Walk Bridge, the two (2) High Towers that were on the cover slide are in the way and the crane cannot move around with those there. She continued that they need to be removed by 2020, that is the commitment that Metro North put on those towers with their communication and signal cables need to be off those towers at that time and Eversource needs to meet a commitment to be off those towers with their two (2) 115k volt transmission lines which provide power to the Third Taxing District, East Norwalk through CMAC so Eversource provides the power through a cooperative but they are the actual power company that provides the power to East Norwalk and Southwestern Connecticut. She said that there are several regulatory and permit approvals that are required for this project. She said that she appreciates the Harbor Management Commission and the Shellfish Commission and their input into the process. Ms. Burns said that any of these relocations whether its Eversource or Metro North, temporary or permanent signal relocations underneath the river, would both require deep land use and water resources permit which is a structure, dredging and fill permit, so there will be consultation with the Harbor Management Commission through that process also with the Army Corp, State of Connecticut Department of Agriculture and the Shellfish Commission. Also to construct these lines, deep stormwater pollution and control plan needs to be provided under the construction permit for both the Metro North and the Eversource Lines. The Army Corp of Engineers permit that is required, in August of 2018 the Common Council approved the Metro North lines being relocated under the river. She said that means that the Common Council approved the Mayor to send a letter to the Army Corp that says the City has no objection to Department of Transportation (DOT) submitting their application to the Army Corp. that is all the authorization entailed. Eversource needs the same letter to submit their application to the Army Corp of Engineers. In addition to those permits, Eversource lines also need to go to the Siting Council. The 50% of the relocation of these lines is paid through the Connecticut DOT and the Federal Highway Administration but Eversource is responsible for paying the other 50% and to Eversource that means the rate payers. A particular importance is the cost to the rate payers and its impact to the rate payers. As noted in the comment period the public input period overhead options are significantly less expensive than the underground options. She said that the action that

is before the Public Works Committee is the same letter just dealing with the Army Corp. the Mayor sends a letter saying no objection to Eversource submitting their application and the application may not even be approved but it's to keep the process moving forward. The other permits that are required do require input from the Harbor Management Commission, Shellfish Commission and Agriculture in addition to Army Corp. and that would be the DEEP structure, dredging and fill permit which is not before this body. She gave some background. She said back in the Spring of 2016 the DOT commissioned their own engineer, HNTV, to examine routing options on behalf of Eversource without really Eversource's input. In June/July of 2016 she walked the routes with DOT and their consultants and pointed out a lot of issues. The City's input didn't really get into that report. DOT's engineer prepared a report with seven (7) options to reroute the lines which were largely overhead being the less expensive option for the DOT. Back in July of 2016 the City made extensive comments on the draft report. The City was really concerned that DOT eliminated the social impacts on parks, businesses, property, residents and the environment. On August of 2016, DOT issued a final report and it was not substantially different from the previous report. Some of the issues of social, environmental and community impacts, in some extent were addressed in the report. The City doesn't feel it was addressed adequately. These are the options that the DOT's engineer came up with. She showed and explained the PowerPoint presentation of the high towers and possible relocations both overhead and underground all north of the Strofollino Bridge. After the report came out with all the aerial relocations the City decided to go directly to Eversource and began a dialogue on routing options. In September of 2016 the Mayor's development team met with Eversource on the routing options and preferences and those concerns about the social impacts. The preferred option discussed was the underground option and they looked at the underground options that DOT had with Eversource. Eversource then began working on a preliminary underground route and at that time the Parks Department and Harbor Commission were briefed. The criteria given with the southern route was to have the least amount of park impact and the least amount of impact on development of future properties. She explained how the engineers design the project and the process and time it takes to get an actual design. The first proposal was to underground off of the poles behind 25 Van Zant Street and go underground into Veteran's Park as close to the ROW line of the State road as possible. There would be a horizontal directional drill under the river and rising back between 70 Water Street and 90 Water Street. She defined rising to the Committee. Went over pictures of map depicting the river bottom and horizontal directional drill. In Fall of 2017 Eversource revamped their engineering design in anticipation of the third quarter 2018 Connecticut Siting Council application which would take 3 to 4 months and a fourth quarter Army Corp. which takes 12-18 months and the Army Corp. application only applies to the river crossing. In late February and Early March, the Harbor Management Commission met with City Officials and their Consultants and sent correspondence to the City about their concerns related to the proposed Eversource relocation alignment lines. In March 2018 in response to the Harbor Management Commission's concerns the City requested that Eversource redesign the route not to impact the docks so the design would go below the dock pilings and deeper under the Norwalk River and in March of 2018 Eversource collaborated with Race Engineering are the dock designers and construction resident engineer and worked together on a new design alignment and profile. In the Spring of 2018, Race Engineering and the Parks Department reviewed the alignment. In June 2018 Eversource completed its redesign that goes below the pile bottoms which is also consistent with the Parks masterplan. So for every 1 foot to go deeper into the river, the pits have to go back

15 feet so that pulled the pits further back towards the entrance of Goldstein's Place and the Vets Park entrance. It traveled the same alignment and landed again between 70 and 90 Water Street along as close as it could be on the property line so those two parcels could be developed at the conclusion of the project and then continued down along Elizabeth Street and rising back behind the police station. There was discussion brought up in the Spring about a different direction crossing the river and it was deemed not feasible. She described what the line looks like and how deep it would be in the river with slides. She showed the group a picture of the Vets Park Masterplan and how it envisions lining up with the Goldstein's Place with the Vets Park entrance although right now they are skewed and there is a good chance through the Walk Bridge Project that there will be a new traffic signal at this location because behind Liberty Square that is where the State has taken property for construction staging. As they proceed forward, subject to Connecticut Siting Council, concurrence on costs has agreed to restore this area to be consistent with the Vets Park Master Plan. Elizabeth Street is the only street that does not have underground utilities because the current infrastructure down Elizabeth Street is very old and most likely in the way of these very big duct banks that Eversource needs to put in to relocate the transmission lines. They have been talking about working with them collaboratively to reconstruct Elizabeth Street with underground utilities, not just the high towers but the ones there now also and do a road reconstruction project at the conclusion of the project. There are a lot of encumbrances already on the Norwalk River of utilities crisscrossing the River. There is an existing Frontier cable and electrical cable by the Sheffield Apartments, there are very large sewer syphons a 42in and 36in, old abandon sewers with flood pipes, she pointed out the syphon facility duct which is a major facility for the waste water treatment plant, it has six (6) huge tag gates on it at 60 in, substantial infrastructure as far as implementation and control, this is an example of something built over something that needs to be maintained and its critical infrastructure. That syphon carried 50million gallons of sewage in the last storm for something built over. Ms. Burns discussed the Walk Bridge area on the North Side. She said that there are some existing communication cables and on the South Side there is a water line which is the main water line covering the Beach area from SNEW it actually goes under the dock on North Water Street. Showed the Committee the docks and where the major communication line for the City is located. The communication line for the City is a fiber communication and has the City's traffic fiber as well. Showed the new Walk Bridge to the Committee and explained what it is. Things are built over utilities on the water all of the time. It is going to take at least a year to get Army Corp permit by 2019 if the utilities are going underground. Construction can only occur between November and February by the Army Corp. Application needs to be in by the earlier part of this fourth quarter. The Council Action for the next meeting is to send a letter on behalf of Norwalk indicating no objection to the Army Corp. submitting a permit application for relocation of the lines under the Norwalk River and if it is not approved, Eversource is obligated to the DOT to submit something to be off the high towers by 2020. The aerial depictions included in the presentation are the same pictures that were available back in the end of July and the Harbor Management Team was there had a briefing meeting. They worked on it a little more to get more views as she shows the Committee more photos.

Mr. Igneri thanked Ms. Burns for the presentation. He said it seems that everyone is going in the same direction, underground which is good for the City. He said that the Council is making the decision and they are only authorizing the Mayor to enter into an agreement or sign documents to get things done so if they can work together and not confuse Eversource, they will get you

information. Mr. Igneri asked the Committee Members if they had any questions on the presentation.

John Romano said that it was a great presentation. He said there is one (1) objection and that was at the meeting Eversource told them that they would go down 40ft and not 30ft that was on the original plan, their problem isn't the depth it's going through their docks. He asked what kind of mitigation or safeguards are being put in and if we are sending letters to the Army Corp. are there any provisions in that. He said that they have a Harbor Management Plan and Harbor Management Consultants and they are advocating for the City of Norwalk and the use of the Harbor. He said they feel that this will be an impediment later down the line and wants to know if this will go before the Siting Council. Mr. Romano said that it is putting them at a critical scenario where there could be adverse effects on the future use.

John Pinto asked to make a correction on a slide, item #3 Eversource routing, he read the memo. He said that the Commission never made that statement or said to go deeper under the river. He said that he has letters objecting to anything going in, around or underneath those pilings. He said what Eversource wants to do will devalue the City's property. Mr. Pinto said now they would be limited on future design and building in that area.

Jackie Lightfield said that she is concerned about the vaults. She asked about a 20ft long pipe or part of a vault going to be 0ft or sea level and 10ft tall and wants to know where that particular vault is located and if it is above or below ground.

Ms. Burns answered that the vaults during construction, the activities will occur above ground. She said when the construction concludes they will be at grade level and there will be access points big manholes.

Jackie Lightfield asked that according to the standards of electrical, utilities and marine environment being relocated underground there is some specific maintenance that needs to be done on a regular basis with access to the vaults, has Eversource spoken to what the maintenance schedule would be and what the access around the vaults would be whether it is restricted or chain link fence around it.

Ms. Burns replied no. Eversource completes maintenance at least once a year.

****MR. LIVINGSTON MOVED TO ADJOURN**
****MOTION PASSED UNANIMOUSLY**

There was no further business and the meeting was unanimously adjourned at 6:55 p.m.

Respectfully submitted,

Monique Cipriano
Executive Assistant
Public Works Department

October 2, 2018
Public Works Committee and
Recreation, Parks and Cultural Affairs
Joint Meeting Minutes
Page 8 of 8

Public Works Committee
2019 Meeting Dates
1st Tuesday of the Month

Tuesday	January 1, 2019	7:00pm	Room 225 (Cancelled)
Tuesday	February 5, 2019	7:00pm	Room 225
Tuesday	March 5, 2019	7:00pm	Room 225
Tuesday	April 2, 2019	7:00pm	Room 225
Tuesday	May 7, 2019	7:00pm	Room 225
Tuesday	June 4, 2019	7:00pm	Room 225
Tuesday	July 2, 2019	7:00pm	Room 225
Tuesday	August 6, 2019	7:00pm	Room 225
Tuesday	September 3, 2019	7:00pm	Room 225
Tuesday	October 1, 2019	7:00pm	Room 225
Tuesday	November 5, 2019	7:00pm	Room 225
Tuesday	December 3, 2019	7:00pm	Room 225



CITY OF NORWALK
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Norwalk, CT 06856-5125

MEMORANDUM

TO: Public Works Committee of the Common Council

FROM: Paul L. Sotnik, P.E. - Senior Civil Engineer, D.P.W. *P.L.S.*

CC: Lisa Burns, P.E. – Interim Director of Public Works

REF: 4th Taxing District Extension Information

DATE: October 24, 2018

The extension of the 4th Taxing District is done as per Section 1-17 of Article II, Taxing Districts of the City Charter and Special Acts, as well as Chapter 94 of the City Ordinance. The 4th Taxing District is the sewered portion of the 5th Taxing District. The 4th Taxing District therefore, does not have a fixed boundary and can potentially change every year. The 1st, 2nd, 3rd, 5th, and the 6th Taxing Districts all have fixed boundaries. Properties that are in the 5th Taxing District usually have subsurface sewage disposal systems (septic systems) and do not have access to the City sanitary sewer system. Parcels in the 5th Taxing District that have access (even though not physically connected) to the City sanitary sewer system along the frontage of the property are eligible to be taken into the 4th Taxing District. In cases where the City sanitary sewer system is not accessible along the frontage of their property, some property owners will choose to run their sewer lateral to the nearest City sanitary sewer. This would also make the property eligible to be taken into the 4th Taxing District. In summary, either access to, or connection to the City sanitary sewer system makes a property in the 5th Taxing District eligible to be taken into the 4th Taxing District.

When the access to (through a sanitary sewer system extension project), or connection to the sewer system is completed by September 30 of one year, the parcels are taken into the 4th district, and added to the Grand list for the tax bills that are due on July 1st of the following year. If you have access to, or connection to the sewer system is completed on/or after October 1st of one year, the parcels are taken into the 4th district, and added to the Grand list for the tax bills that are due on July 1st of the second following year (twenty-one months later). When taken into the 4th Taxing District, the property also becomes eligible for City garbage collection. There is an

increase in the mill rate between the 4th Taxing District and the 5th Taxing District. This difference in the mill rate is intended to cover the cost of the garbage collection. The cost of processing the sewage at the City Waste Water Treatment plant for parcels in all of the Taxing Districts in the City is covered by the Water Pollution Control Authority (W.P.C.A.) sewer user fee that was instituted for fiscal year 2002 - 2003. The cost of garbage collection is already included in the mill rate for the 1st, 2nd, 3rd, and the 6th Taxing Districts.

Property owners who cannot receive City garbage collection due to accessibility of the parcel (say on a private road, residential condominium complexes, or residential cooperative units) and have to use a private garbage disposal company, are eligible to apply for an exemption at the office of the Tax Assessor (with proper documentation on or before April 15 prior to the ensuing fiscal year) and will be credited the portion of the mill rate in the 4th Taxing District that is specifically for garbage collection. That is 0.732 mills for fiscal year 2018 - 2019. They will then be put into the Taxing District called the 4N. This exemption also applies to the 1st, 2nd, and 3rd Taxing Districts.

CITY OF NORWALK

FINAL TAX RATES FOR JULY 1, 2018-2019

ROUNDED TO NEAREST XX.XXX MILLS

(2017 Grand List)

SERVICE DIST	sewered 1ST	2ND	sewered 3RD	sewered 4TH	5TH	6TH	sewered 6th 7TH	non-3rd 8TH	non-1st 9TH	M.V.
GARBAGE	0.732	0.732	0.732	0.732			CONVERTED	CONVERTED	CONVERTED	
5TH DIST	22.918	22.918	22.918	22.918	22.918	22.918	TO	TO	TO	
FIRE DIST	2.955	2.955	2.955	2.955	2.955	2.955	6TH DIST.	3RD DIST.	1ST DIST.	
6TH DIST						1.276	THESE DISTRICTS NO LONGER USED			
STREET LIGHTS				0.057	0.057					
2018-19 (2017 G.L.)	26.605	26.605	26.605	26.662	25.930	24.194				30.499
2018-19 No Garbage	25.873	25.873	25.873	25.930						
% CHANGE	3.5940%	3.5940%	3.5940%	3.5578%	3.6205%	3.7835%				3.9502%
2017-18 (2016 G.L.)	25.682	25.682	25.682	25.746	25.024	23.312				29.340
2017-18 No Garbage	24.960	24.960	24.960	25.024						
% CHANGE	0.9354%	0.9354%	0.9354%	0.9528%	0.9236%	1.6128%				1.4979%
2016-17 (2015 G.L.)	25.444	25.444	25.444	25.503	24.795	22.942				28.907
2016-17 No Garbage	24.736	24.736	24.736	24.795						
% CHANGE	0.2877%	0.2877%	0.2877%	0.2871%	0.3440%	0.3938%				0.3541%
2015-16 (2014 G.L.)	25.371	25.371	25.371	25.430	24.710	22.852				28.805
2015-16 No Garbage	24.651	24.651	24.651	24.710						
% CHANGE	1.3178%	1.3178%	1.3178%	1.3147%	1.5702%	1.9041%				1.9971%
2014-15 (2013 G.L.)	25.041	25.041	25.041	25.100	24.328	22.425				28.241
2014-15 No Garbage	24.269	24.269	24.269	24.328						

FY 2018-19 Sewer Use Fees

Residential
Commercial
Flow

\$352.00 * per residential unit/apartment/condominium

\$506.00 ** w/ up to 110,000 gallons of usage

various *** commercial & mixed use properties w/over 110,000 gallons of f usage - \$506.00

*In-law Unit/

Accessory adds 1/2 the base rate- \$176 to the

\$352 = \$528

plus \$9.11 per 1,000 gallons in excess of 110,000 gallons

FY 2018-19 Industrial Pretreatment

(IPP Fees)

Registration

Application

Fee

\$200

Base

Administration

Fee

\$250

High Strength

Surcharge

Fee

\$250

Non-

Compliance

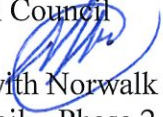
Fee

\$500

Norwalk Water Pollution Control Authority									
2018 Grand List Update									
Date: 10/24/18									
Date WPCA Connection Paid	SNUM	Parcel Location	DBL	Existing Sewer District	Commercial/ Residential	Finished No. of Units	Description		
7/24/2014	2	Caryns Way	5-21-406-A	5N	Residential	1	1-Family		
7/24/2014	2	Caryns Way	5-21-406-B	5N	Residential	1	1-Family		
7/24/2014	3	Caryns Way	5-21-106-A	5N	Residential	1	1-Family		
7/24/2014	3	Caryns Way	5-21-106-B	5N	Residential	1	1-Family		
7/24/2014	4	Caryns Way	5-21-405-A	5N	Residential	1	1-Family		
7/24/2014	4	Caryns Way	5-21-405-B	5N	Residential	1	1-Family		
7/24/2014	6	Caryns Way	5-21-404-A	5N	Residential	1	1-Family		
7/24/2014	6	Caryns Way	5-21-404-B	5N	Residential	1	1-Family		
5/21/2018	247	Highland Ave	5-80-215-0	5N	Residential	1	1-Family		



Department of Transportation, Mobility and Parking

To: Members of the Public Works Committee
Members of the Common Council
From: Michael Yeosock, P.E. 
Re: Amendment to contract with Norwalk Transit District for Design of Project 102-350
Norwalk River Valley Trail – Phase 2
Date: November 29, 2018

The Norwalk Transit District oversees, on the City's behalf, a design contract with Stantec Consulting Services, Inc. for the design of State Project 102-350 Norwalk River Valley Trail – Phase 2. Due to additional design and mapping requirements requested by the State of Connecticut Department of Transportation, Stantec Consulting Services, Inc. has asked for additional compensation. City staff has reviewed this request and agree. As a result, the contract with the Norwalk Transit District needs to be revised to include the additional work and compensation.



November 14, 2018

Michael M. Yeosock, PE
Assistant Principal Engineer
City of Norwalk
125 East Avenue
Norwalk, CT 06856

RE: Extra Work No. 3
NRVT Trail Realignment
Project No. 102-350

Dear Mr. Yeosock:

Per our recent discussion with your office, we hereby submit this proposal for extra work for the Norwalk River Valley Trail (NRVT). The need for this work is in response to requests from CT DOT for the completion task for 100% Construction Documents that fall outside of our original contract.

Our work included the following:

1. Sub-station easement and access investigation (\$1,500)
 - Involved site investigation and file research at City Hall for existing easement maps and review of approvals and meeting minutes.
 - Coordination correspondence for this task.
 - Coordination with Eversource real estate group to inquire about easements on file.
2. Development of draft ROW Plans
 - As part of the maintenance easement between the City of Norwalk and the CT DOT, we were asked by the City to review and transcribe the existing CT DOT ROW lines on our existing design plans for the length of the proposed trail section.
 - Prepared and delivered a hard copy review set for Paul Holmes.
 - Coordination and correspondence for this task.
3. Additional Utility Coordination Site Meeting
 - At the request of Xiuyun Cai of CT DOT we attend an additional site coordination meeting with CT DOT and the utility companies. This was based on DOT's request to re-review the impacted utilities.
 - Coordination and correspondence for this task.
4. Traffic Comment Responses
 - As a result of the re-alignment and the resubmission of PD (30%) we were instructed by CT DOT not to respond to the original comments from CT DOT (including traffic comments). After submission of SFD, DOT requested we go back and respond to the original PD traffic comments and include them in 100% Bid Documents.



November 14, 2018
Mr. Michael Yeosock P.E.
Page 2 of 3

Reference: Extra Work No. 3 NRV Trail Realignment Project No. 102-350

5. ROW Plans

- Per the request of DOT, the ROW Plans developed in Task 2 shall be finalized to CT DOT standards and included in the 100% Bid Documents Submission.

6. Maps for Lease Agreement

- CT DOT has requested we develop one (1) Lease Agreement map for the crossing of existing CT DOT property not within the ROW.
- Plan to be developed by Stantec and reviewed and signed by licensed surveyor.
- Mylar to be provided.

Total Fee:

Based on the tasks the proposed fee is as follows:

Task 1	\$1,500
Task 2	\$3,000
Task 3	\$1,500
Task 4	\$1,200
Task 5	\$600
Task 6	\$2,000
Total	\$9,800

Thank you for your consideration of our proposal. Should you need any additional information, please do not hesitate to contact me.

Regards,
STANTEC CONSULTING SERVICES INC.


Jeffrey Olszewski, PLA, ASLA
Associate
Phone: 203-495-1645
jeff.olszewski@stantec.com


Philip J. Katz, P.E.
Associate
Phone: 203-495-1645
philip.katz@stantec.com



November 14, 2018
Mr. Michael Yeosock P.E.
Page 3 of 3

Reference: Extra Work No. 3 NRV Trail Realignment Project No. 102-350

By signing this proposal, City of Norwalk authorizes Stantec to proceed with the additional services herein described and will be bound by the previously authorized *Agreement by and Between the City of Norwalk, the Norwalk Transit District and Stantec Consulting Services, Inc.* for the provision of engineering and landscape architecture design services for the Norwalk River Valley Trail-Phase 2, Norwalk, CT dated August 28, 2015. All fees noted herein will be paid for by the City of Norwalk.

Accepted and agreed to for the City of Norwalk by:

Signature

Name (please print)

Title (please print)

Date



CITY OF NORWALK
Paul L. Sotnik, P.E.
Senior Civil Engineer
psotnik@norwalkct.org
P: 203-854-7891 / F: 203-857-0143
Norwalk City Hall
125 East Avenue, P.O. Box 5125
Norwalk, CT 06856-5125

MEMORANDUM

TO: Lisa Burns, P.E. - Principal Engineer

FROM: Paul L. Sotnik, P.E. - Senior Civil Engineer *PLS*

CC: Vanessa Valadares, P.E. - Senior Engineer

REF: Inspection and Evaluation of City-Owned Bridges 20 Feet or Less in Length
Project BR2018-2
Consultant Selection

DATE: November 20, 2018

As you are aware, the City of Norwalk received ten (10) Qualification Statement packages from engineering firms for the above referenced project. Following a review of the submissions, the City's Consultant Selection Panel consisting of you, Vanessa Valadares, P.E. and I shortlisted three (3) firms to provide a presentation of qualifications and specifics as to how they would approach this project. The Panel conducted the interviews on November 7, 2018. Based upon the results of those interviews, the panel has recommended that Freeman Companies be offered a contract for Professional Engineering Services for the Project. I have negotiated a scope of services with them in which they will be compensated for work performed based upon their hourly billable rates, for a sum not to exceed \$251,200.00.

Therefore, I would like to request that the following item be included on the agenda for the December 4, 2018 meeting of the Public Works Committee of the Common Council for approval.

- 1.) Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Freeman Companies, for Professional Engineering Services for the Inspection and Evaluation of City-Owned Bridges 20 Feet or Less in Length, for a sum not to exceed \$251,200.00.

Account No. 09 06 40210 5777 C0315
Account No. 09 09 40210 5777 C0315
Account No. 09 14 40210 5777 C0315

If you have any questions, please do not hesitate to contact me.

November 19, 2018

Mr. Paul Sotnik, PE
Senior Civil Engineer, Project Manager
Department of Public Works
City of Norwalk
125 East Avenue
Norwalk, Connecticut 06856-5125

Reference: **Project:** **Inspection and Evaluation of City-Owned Bridges Under 20-feet or Less in Length**
Department of Public Works
City of Norwalk, Connecticut
Freeman Project No. 2018-0817

Sites: **Various Locations**
Norwalk, Connecticut

Dear Mr. Sotnik:

FREEMAN COMPANIES, LLC, referred to below as the “**Consultant**”, is pleased to submit this Proposal to the **City of Norwalk, Department of Public Works**, referred to below as the “**Client**” relative to the above-referenced Project. The Consultant will generally provide **Bridge Inspection and Structural Evaluation Services, Scour Analyses, Material Testing, Maintenance and Protection of Traffic Design Services, Inventory of Structures, Bridge Preservation, and Asset Management**.

ABOUT FREEMAN COMPANIES

Freeman Companies, LLC specializes in bridge/structure engineering and inspection, transportation and traffic/safety engineering, hydrologic and hydraulic engineering, construction engineering and inspection, contractor support services, geotechnical engineering, land surveying, environmental sciences, civil engineering, landscape architecture, hazardous building materials services, utilities engineering, and owner's representation for projects in the governmental, educational, commercial, industrial, institutional and infrastructure markets.

The firm is a certified Disadvantaged Business Enterprise (DBE), Minority Business Enterprise (MBE), Small Business Enterprise (SBE) and SAM-Active, Federal US SBA 8(a) professional consulting enterprise. Freeman Companies is a growing, Black American owned small business, driven by our promise to clients and owners to **Elevate Your Expectations**. This promise has led the company to retain nearly all of its clients through repeat business and to grow a robust roster of new clientele. An innovative “integrated design approach” offers multiple complementary and coordinated land development services through a single provider, enabling sustainable, high quality land development in the most cost-effective and time-responsive manner possible. This approach has resulted in the firm's steady growth in new revenue, markets, employees, and professional service capabilities since the firm's inception in 2009.

PROJECT DESCRIPTION

The project consists of the inspection and structure evaluation of twenty-seven (27) City-owned and maintained, non-NBIS (National Bridge Inspection Standards) bridges, are ≤ 20-feet in length and are located on various streets within the city of Norwalk, Connecticut. This project also includes preparation of Maintenance and Protection of Traffic (MPT) plans (where necessary), Material Testing services (where necessary), and Scour Analysis of the City-owned bridges (where necessary), Inventory of Structures, Bridge Preservation services (where necessary), and Asset Management assistance.

PROJECT UNDERSTANDING AND ASSUMPTIONS

The Consultant has prepared this Proposal based upon the following understanding of your needs and circumstances, which have affected the Scope of Services.

- The location of the project is located on various streets in Norwalk, Connecticut, which is referred to below as the “Sites”;
- The project consists of the visual and hands-on inspection and structural evaluation of twenty-seven (27) City-owned and maintained bridges that are ≤ 20-feet in length;
- The Consultant's services will generally consist of the inspection, documentation, condition assessment, and structural evaluation of existing conditions of the subject bridges. This includes compiling available historical record data such as record plans, historical repair and maintenance, reports of previous inspections, and load rating analysis of the subject bridges;
- The Consultant will prepare Bridge Inspection and Structural Evaluation Reports for the subject bridges, which would include recommendations for rehabilitation, reconstruction, repair and maintenance of the subject bridges;
- The Consultant will meet with the Client to discuss the City processes and to understand project expectations and other required services pertaining to and related to this project;
- The Client will provide project requirements to the Consultant prior to beginning work; and
- Additional geotechnical information such D-50 channel bed particle size analysis will be required to perform Scour Analysis of the bridges.

CLIENT RESPONSIBILITIES

The Client is responsible for providing the following information or other items to the Consultant. Delays in providing, or omissions in, such information or items will likely result in Additional Services. The Consultant may use such information in performing its services and is entitled to rely upon the accuracy and completeness thereof. Unless specifically stated in the Scope of Services set forth below, the Consultant will not independently verify such information and is not liable for any errors or omissions. The information and other items to be provided by the Client, or other consultants acting on behalf of the Client, are:

- Historical records of and other documents pertaining to the subject bridges such as as-built or record plans, records of flooding, pictures, prior inspection reports, historical rehabilitation and maintenance records that the Client might have pertaining to the subject bridges;
- Digital CADD files of Survey Map for the sites, if available;
- Police traffic protection, if needed and as necessary;
- Lawful access to the Sites (this will include necessary rights to gain access to the subject bridges). This also includes clearing bushes, vegetation or debris, and wildlife if and as needed to provide safe access to the Sites;

A. SCOPE OF SERVICES

The professional Services to be provided are more specifically described the Basic Services below. The Consultant will perform the following phases of Basic Services in relation to the subject Sites:

1. **Bridge Inspection and Structure Evaluation**
2. **Maintenance and Protection of Traffic**
3. **Material Testing**
4. **Preliminary Scour Analysis**
5. **Structure Inventory & Asset Management**
6. **Bridge Preservation**
7. **Hydrologic, Hydraulic & Scour Analyses and Scour Mitigation**

8. Topographic and Property Survey

9. Public Hearing / Public Information Meeting

INSPECTION AND CODING GUIDELINES, STANDARDS AND REFERENCES

The Consultant will perform the tasks described in the Basic Services below based on the following guidelines and standards:

- Connecticut Department of Transportation (CTDOT) Bridge Inspection Manual, 2001 Edition up to and including 2004 Revisions;
- Federal Highway Administration (FHWA) National Bridge Inspection Standards (NBIS) Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, 1995 Edition
- CTDOT Bridge Design Manual, 2003 Edition, up to and including 2011 Revisions
- CTDOT Highway Design Manual, 2003 Edition up to and including 2013 Revisions
- American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) Bridge Design Specifications, 8th Edition
- AASHTO Standard Specifications for Highway Bridges, 17th Edition
- AASHTO Manual of Bridge Evaluation (MBE), 3rd Edition
- Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition up to and including 2012 Revisions
- Hydraulic Engineering Circular (HEC) 18, Evaluating Scour at Bridges, 5th Edition

BASIC DESIGN SERVICES

The Consultant proposes to provide the Client with the following services in accordance with the Scope of Services, Hourly Billing Rates (Appendix B) and Statement of Terms and Conditions (Appendix C), which are made part of this Agreement. The specific tasks that the Consultant will perform as part of the Basic Services in relation of the Sites are as follows:

1. Bridge Inspection and Structure Evaluation.

- 1.1 Structure Inventory and Data Collection. The Consultant will search, collect, and compile available historical information pertaining and related to the subject bridges including but not limited to record plans, rehabilitation and reconstruction plans, previous inspection reports, load rating analysis, and historical repair and maintenance records. Some, if not all of these documents will be provided by the Client prior to the inspection.

In the event that the Client does not have this information in their possession, a condition assessment will be performed during the inspection to document the structure's existing features and configuration. The Consultant will include in the inspection report information and observations gathered during the field inspection.

- 1.2 Screening and Preliminary Assessment. The Consultant will review all available record documents that were gathered pertaining to the subject bridges and appurtenant structures and will perform an initial screening noting in particular deteriorations and deficiencies that were observed and noted in previous inspection reports.

The Consultant will perform pre-inspection visits to the Sites to determine and assess accessibility and access requirements (or identify impediments for a safe access) and traffic management requirements. The Consultant will report to the Client its observations and findings accordingly. The Consultant will perform a cursory visual investigation of the structure, and visually confirm and/or verify the existing condition of the bridge and appurtenant structures based on previously documented deteriorations and deficiencies as noted in previous inspection reports. The Client shall be responsible for ensuring safe access to areas of the structure where investigation and confirmation of existing conditions are required. The Consultant will also note visible deteriorations and deficiencies that may need detailed inspection and further structure evaluation.

1.3 Bridge Inspection, Condition Assessment, and Structure Evaluation.

Bridge Inspection Schedule. The Consultant will plan the inspection task in a timely manner and will factor into the schedule the potential for schedule delays such as inclement weather and/or high-water levels, tides and water velocities. Priority will be given to bridges that require traffic control / traffic management and/or police protection and bridges that would require vendor supplied equipment such as remote video inspection services. Although not anticipated, Freeman will develop detour plans approved by the City in the event a road closure is necessary to complete the bridge inspection.

Vendor Quotations (Direct Costs). If and where necessary, the Consultant will gather and solicit quotes from vendors for services such as, but not limited to:

- Traffic control devices;
- Access equipment;
- Water craft; and
- Remote video survey.

The Consultant will solicit proposals from at least three vendors for each ancillary service to ensure fair and competitive pricing. The need for these services will be identified and determined during the screening and preliminary assessment phase and the Consultant will gather these proposals at that time so that in the event that these services are deemed necessary, they are readily available without potentially delaying the scheduled inspection. The Consultant will communicate these needs to the City on a case-by-case basis.

Bridge Inspection. The Consultant will perform a visual and hands-on inspection of the subject bridges in accordance with the National Bridge Inspection Standards (NBIS) Recording and Coding Guide and the CTDOT Bridge Inspection Manual. This will consist of visual and hands-on inspection of the bridges to determine, assess, and record their current physical conditions and gather any information necessary to ascertain and evaluate the bridges' functional and structural efficiency including utilities that may pass through or over the bridges.

Exposed concrete surfaces will be tapped with a hammer to identify areas and limits of unsound or delaminated concrete. Concrete surfaces will be visually inspected for cracks and surface deficiencies, which will be noted in the inspection reports.

If at any time during the inspection process the Consultant observes any critical defect(s) or signs of structural distress that could be affecting the structural integrity of the subject bridge or the safety of the public that may pass over the bridge, the Client will be notified immediately. It shall be the Client's responsibility to ensure that the proper preventative measures and corrective actions are undertaken accordingly.

The field inspection and evaluation will include the following:

- Inspection and evaluation of Bridge Superstructure;
- Inspection and evaluation of Bridge Substructure;
- Evaluation of Bridge and Pedestrian Railings and Parapets;
- Evaluation of Approach Roadway and Embankment Protection;
- Inspection and evaluation of Approach Embankment within 100-feet of each structure for Scour and Erosion.

The Consultant will review and evaluate the observed deteriorations and deficiencies noted during the field inspection. The Consultant will evaluate the effects of the noted deterioration and determine how it impacts the structural stability and safe operation of the subject bridges.

1.4 Deliverables – Inspection Documentation and Bridge Inspection Reports. The Consultant will document its observations taken during the bridge inspection and will prepare a bridge inspection report for each bridge. The Consultant will evaluate the condition of each bridge based on documented field observations and summarize the findings in the report.

The Consultant will document its observations and findings during the visual inspection and will include its field notations in the inspection reports. The Consultant will fill out CTDOT Bridge Inspection BRI-18 and Structure Inventory BRI-19 Forms to record and document the observed conditions, deteriorations and deficiencies of each bridge. Photographs will be taken of the bridge to document visible deteriorations. The report will also include sketches with field notes and photographs taken during the field inspection.

A report narrative discussing the existing condition, observations and field findings will be prepared, which will be used as background information and will form the basis for the assignment of appropriate condition rating for the bridge's primary components. Previous inspection reports, whenever available, will be used as reference and benchmark in determining and evaluating the progress of observed deterioration.

The Consultant will include in the report a summary of the condition assessment and its findings on the bridge evaluations. The bridge evaluation will include brief description of recommendations for maintenance and rehabilitation that addresses observed deterioration and safety improvements on observed deficiencies noted during the field inspection.

The Consultant will submit draft reports to the Client for review. The Consultant will incorporate one (1) round of reasonable review comments and submit final Inspection and Structure Evaluation Reports to the Client accordingly.

- 1.5 Kick-off and Coordination Meetings. Upon award of the contract, the Consultant will schedule and conduct a kick-off meeting with the Client and the Client's project team. The purpose of this meeting is to discuss coordination and communication protocols between the Consultant and the Client's project team, to understand the Client's policies, procedures and processes, and to understand project expectations. The Consultant will conduct progress and coordination meetings to discuss the schedule and the progress of the project. The Consultant anticipates a total of three (3) meetings for this task.

1.6 Additional Services:

Load Rating Analysis. Where the observed deteriorations are deemed critical to the safe operation and service life of the structure, the Consultant may recommend that the City perform a structural evaluation and load rating analysis of the bridge while taking into consideration the structural effect and long-term impacts of these deterioration to the bridge's affected primary components. The load rating analysis would also determine the vehicle load restrictions or postings in the event that the bridge does not have sufficient capacity to carry the statutory legal loads that are mandated by the State. These load rating analyses can be performed and provided by the Consultant upon the direction of the City and can be provided as additional services.

2. **Maintenance and Protection of Traffic.** The Consultant will assess and determine the need for traffic protection and traffic management during the Screening and Preliminary Assessment phase. Maintenance and protection of traffic (MPT) will be supplemented with traffic control signs in conformance with the MUTCD and the City of Norwalk (City) standard traffic control patterns. Where required by City policies, police protection will be provided by and coordinated with the Client. Where required, the Consultant will retain the services of traffic management contractor to provide and install traffic control signs accordingly.

It is anticipated and assumed that the bridge inspection operation will not require temporary partial or full roadway closure. As authorized by the Client, the Consultant will design and prepare MPT plans for the Site. In addition, a detour plan will be prepared if temporary full roadway closure is required.

3. **Material Testing.** The Consultant will investigate, test, and evaluate material performance of bridge components based on the structural integrity and durability of the bridge component's material where necessary. An appropriate method of destructive or non-destructive testing / evaluation will be determined based on the need to determine the material's properties and based on observed deterioration. Results of the material testing and evaluation will be used in the structural evaluation of the bridge

component's structural and material integrity. This task may include taking core samples from the subject bridge's component in question.

The Consultant will retain the services of a material testing contractor to take core sample and perform the appropriate tests (i.e. petrographic, chloride content, and compression test for concrete) and analyze the sample material. The primary objective of the material testing is to determine the quality, strength, and material composition of the bridge component, which could impact its durability and its structural load carrying capacity. Material testing and analyses will determine and provide the following information:

- Determine the concrete's compressive strength;
- Determine any chemical and physical irregularities of the concrete material;
- Determine presence or evidence of chemical attack and determine if concrete was exposed to corrosive elements for some time;
- Identify reactive aggregates if any is present;
- Determine presence of alkali-aggressive reaction or sulfate attack;
- Determine presence of chloride, sulfate & alkali contents in concrete that could lead to corrosion of steel reinforcement.

Results of the material testing and investigation will be included in the Inspection and Structure Evaluation Report.

- 4. Preliminary Scour Analyses.** At the Client's direction and where necessary, the Consultant will perform a preliminary scour analysis for the City-owned bridges that are identified as scour susceptible and bridges that were observed during field inspection to have scour and erosion of the approach embankment. The scope of work as identified below describes the general nature of the task required to perform a preliminary scour analysis.

The Consultant will obtain published record data for flow rates at each bridge and utilize these flows in combination with known geometric data and using engineering judgement for additional input parameters, a preliminary HEC-RAS hydraulic model will be developed. This model will be used to determine preliminary scour depths and provide the Client with an overall order of magnitude of the scour conditions.

5. Structure Inventory and Asset Management.

Structure Inventory. The Consultant will work with the Client in developing an Inventory of Structures that summarizes findings and observations gathered during the bridge inspection. The inventory of structures will be a database of City-owned bridges that would include but not be limited to the structure's age, size, location, type of structure, and safety features as well as condition ratings of the bridge components that were inspected. The inventory of structures would include a brief summary of structure deteriorations and deficiencies and would provide appraisal and condition assessment of the bridge's components as well as appraisal and assessment of the channel conditions. The inventory of structures would also include brief descriptions of recommended repairs and rehabilitation that addresses the deteriorations and deficiencies that would lead to the improvement of the bridge component's condition ratings.

Asset Management. The Consultant will assist the Client in organizing information from the Structure Inventory for its fiscal planning and for the appropriate allocation of funds for immediate and future Bridge Preservation (see Additional Alternate Services section below) projects.

The Consultant will provide assistance to the Client in the management of these assets by prioritizing the bridges through evaluation of the existing conditions and field observations taken during the inspection. The Consultant will also provide assistance in identifying sources of state and federal funding that could supplement the Client's funding for the recommended repairs and rehabilitation and would assist the Client in applying for these funding.

- 6. Bridge Preservation.** As directed and authorized by the Client, the Consultant will assist the Client in developing its Bridge Preservation Program, which would include proposed maintenance and development of bridge repair and rehabilitation plans

that would address observed deterioration and deficiencies that would extend the service life of the bridge. This also includes proposed improvements for sub-standard traffic and pedestrian safety features.

The Consultant will prepare a Scope of Services that specifically identifies and describes engineering tasks specific to the subject structure and specific to the proposed repair, rehabilitation, and reconstruction including scour mitigation and scour countermeasures. Upon the Client's direction, the Consultant will provide engineering services for bridge preservation, rehabilitation and/or reconstruction of a bridge. This task includes all required phases of engineering and construction including but not limited to land survey, geotechnical engineering, hydraulic engineering, wetlands delineation, environmental and regulatory permit applications, roadway, traffic and bridge design, bidding phase services, construction administration and construction inspection.

7. Hydrologic, Hydraulic, & Scour Analyses and Scour Mitigation. As directed and authorized by the Client, the Consultant will perform the following tasks in relation to the scour study for a subject bridge:

Hydrologic and Hydraulic Analysis. The Consultant will perform a site specific hydrologic and hydraulic analysis/study based on existing conditions. A modified hydrologic analysis will be required to determine the required storm event flow rates. Where available, the FEMA storm event flow rate will be utilized as a basis and will be verified using industry standards (e.g. USGS StreamStats) to develop the flow rates.

An existing hydraulic analysis will then be developed using Consultant developed hydrologic data. The model/analysis will be further developed from the preliminary scour analysis to reflect the existing site conditions of the subject bridge based on actual survey data of the stream cross sections up and downstream of the bridge and bridge opening geometry. The results of the hydraulic analysis model will be directly entered into calculating the estimated scour depths for the various storm events.

The hydrologic and hydraulic analyses developed for the subject structure, based on field verified information, will be for the sole purpose of determining scour susceptibility of the subject bridge.

Scour Analysis. A full scour analysis will be performed to determine and evaluate the subject structure's susceptibility to scour. The Consultant will take samples of the channel bed material and perform D-50 Particle Size Analysis, which will be used in the full scour analysis. The Consultant will use the latest version of HEC-18 to assess scour based on existing conditions. The Consultant will develop a Scour Analysis Report, which will summarize the hydrologic and hydraulic analyses, the estimated scour depth for various storm events and recommended scour mitigation / scour protection for the subject bridge. The recommendations for scour mitigation/protection will be prepared and submitted to the Client for review and approval.

Survey. The Consultant will perform land survey field work, and calculations to survey ten (10) hydraulic channel cross-sections, five (5) cross-sections upstream and five (5) cross-sections downstream of the subject bridge, will be surveyed.

Scour Mitigation Plan. The Consultant will prepare a scour mitigation plan and develop scour protection details in accordance and in conjunction with the results of the scour analysis.

Deliverables. The deliverable for this effort will include a Scour Analysis Report that will summarize the hydrologic and hydraulic analyses, the estimated scour depth for the various storm events and recommended scour mitigation / scour protection for the subject bridge. The Scour Analysis Report will be prepared and submitted to the Client for review and approval.

Scour mitigation and scour protection plans will be prepared and submitted to the Client for review and approval. The scour mitigation and scour protection plans will include construction details, water handling, and sequence of construction.

Note: Applications for environmental and other regulatory permits required for the scour mitigation is not included in this scope and is assumed to be performed by the Client.

8. Topographic and Property Survey. If and as directed and authorized by the Client, the Consultant will provide the following land surveying services in conjunction with and as required by work associated with the Bridge Preservation program and the Scour Analysis and Scour Mitigation:

8.1 Right of Way and Topographic Survey. The Consultant will perform research, field work, and calculations to prepare a right-of-way and topographic survey of the Site. The survey will be in accordance with the Regulations of Connecticut State Agencies and the "Standards for Surveys and Maps in the State of Connecticut" adopted by the Connecticut Association of Land Surveyors. The survey baseline, right of way lines, control, and existing conditions survey will conform to horizontal accuracy Class A-2 and topographic features will conform to topographic accuracy Class T-2. Off roadway property lines will be depicted to Class D. The survey will depict buildings, bridges, structures, roadways, curbing, sidewalks, walls, parking areas, signs, means of ingress/egress, contours, delineated wetlands, and easements of record. Contours will be depicted at one-foot intervals and supplemented with spot grades where applicable. Utilities will be compiled and plotted from available record information and visible surface evidence.

8.2 Wetlands Delineation. If and as required by the subject Bridge Preservation and/or Scour Mitigation work, the Consultant will have a Certified Soil Scientist evaluate and determine wetland limits according to Connecticut Department of Environmental Protection (State) and ACOE (Federal) requirements for use in the Inland Wetlands and ACOE permits.

Upon completion of the fieldwork, flagged and delineated limits of wetlands will be surveyed. A Draft Wetland Identification and Delineation Report will be prepared and submitted. This report will detail and document the intent, methods, and results of the filed investigation, as well as quantify, by type, the amount of wetland communities on-site.

8.3 Hydraulic Cross Sections. If and as required by the subject Bridge Preservation and/or Scour Mitigation work, the Consultant will perform field work and calculations to survey a total of ten (10) hydraulic cross sections, five (5) cross sections upstream and five (5) cross sections downstream of the subject bridge, will be surveyed.

9. Public Hearing / Public Information Meeting. If and as directed by the Client, the Consultant will prepare for and attend a public hearing / public information meeting and will provide the following services associated with this task:

9.1 Coordination. The Consultant will assist the Client in the preparation of legal advertisements, press releases, etc. of the scheduled public hearing / public information meeting.

9.2 Presentation Documents. The Consultant will prepare colored renderings of the proposed construction work and other appropriate graphics for the presentation at the meeting.

9.3 Attend Public Hearing / Public Information Meeting. The Consultant will attend one (1) meeting and present the proposed construction work and other aspects of the project to the public. Appropriate personnel employed by the Consultant shall be present at the meeting to discuss the various project aspects (i.e., traffic control during construction, realignment issues, structural issues, etc.).

9.4 Address Public Comments. Following the public information meetings/public hearings, the Consultant will coordinate and collaborate with the Client in addressing comments and issues raised by the public.

SUPPLEMENTAL SERVICES

The following services are not included as part of this Agreement. These services, as well as other services not listed below, may be required based upon the conclusions derived from the performance of the proposed services. If required, these services will be performed for an additional fee to be paid on an hourly basis in accordance with the attached Fee Schedule, or for a fee to be negotiated upon definition of the Scope of Services required:

- Bridge Load Rating Analysis;
- Easement Mapping;

- Field studies of threatened and endangered or special species, the presence of historic and archeological resources, investigations of contaminated soils, cultural and natural resource services, environmental services and other investigations required for regulatory permits;
- Traffic studies and analysis;
- Design and preparation of any Site Plan;
- Utility coordination;
- Subsurface utility engineering to locate underground utilities;
- Services not specifically listed in the Scope of Services;

SCHEDULE

At the request of the Client, the Consultant will begin performance of the above services on the date when written authorization is received. Work will proceed at a schedule that is mutually agreed upon by the Consultant and Client. The schedule will be subject to the timely delivery of information promised by the Client, and is exclusive of Client, Project Team and Local/State/Federal agency review of interim projects and submittals. Scheduled fieldwork is based upon the entire Project site being accessible and that weather, and site conditions, will allow the Consultant and/or Sub-consultant personnel to perform the required work within a reasonable time. Therefore, during the winter months (November 1st to April 1st), and/or during other extreme weather conditions, the Consultant reserves the right to delay, suspend, or postpone any field procedure that may adversely affect the mapping detail/field observations, or if said conditions exhibit an unsafe working environment.

C. COMPENSATION

The Consultant will provide the Proposed Services based on the menu of services listed below and described in the Scope of Services. The Client retains the right to choose or reject any combination of items from the service menu. The Consultant will provide each Phase below for the itemized Estimated or Fixed Fee set forth below. Fees will be billed monthly on the basis of percentage completion. Payment is due within 30 (thirty) days of invoice date.

C-1. Fees for Proposed Services

<u>Item</u>	<u>Basic Design Services</u>	<u>Labor</u>	<u>Expenses</u>
1	Bridge Inspection and Structure Evaluation ^{1, 2, 8}	\$ 43,600	\$ 20,000 ⁸
2	Maintenance & Protection of Traffic ^{1, 3}	\$ 10,000	\$ 5,000 ³
3	Material Testing ⁴	\$ 3,000	\$ 12,000 ⁴
4	Preliminary Scour Analysis ^{1, 5}	\$ 20,000	\$ 800
5	Structure Inventory & Asset Management ⁷	\$ 10,400	\$ 500
6	Bridge Preservation ^{1, 6} (<i>per bridge</i>)	\$ 50,000	\$ 1,500
7	Hydrologic, Hydraulic & Scour Study and Scour Mitigation ^{1, 6} (<i>per bridge</i>)	\$ 50,000	\$ 1,500
8	Topographic and Property Surveys ⁹	\$ 15,400	\$ 3,000
9	Public Hearing / Public Information Meeting ^{1, 10}	\$ 4,000	\$ 500
Sub-Total		\$ 206,400	\$ 44,800
Grand Total		\$ 251,200	

Notes:

1. Fee is Hourly-Not-to-Exceed and Expenses are estimated.
2. Estimated fee is based on an inspection of twenty-seven (27) City-owned Bridges.
3. Applies only if determined to be required during bridge inspection operation. Expenses are estimated and includes vendor supplied traffic control devices. Applies to twenty-seven (27) bridges.
4. Fee is a budget and applies only if and when required for structural evaluation. Expenses assumes six (6) bridges requiring material testing.
5. Fee is a budget estimated based on eight (8) bridges. Fee may vary depending on available information required to perform the preliminary analysis.
6. Fee is a budget and required only if and as directed and authorized by the Client. Fee is estimated for one (1) bridge. A scope & fee specific to the subject bridge will be prepared accordingly.
7. Fixed Fee for twenty-seven (27) bridges.
8. Expenses are estimated, which includes mileage, remote video access & visual inspection (where necessary), and diver / subcontractor for underwater inspection (where necessary). Video remote access & visual inspection includes clearing of obstruction and cost of permit applications, fees, and police assistance / protection. Expenses assumes 10± bridges requiring remote video access.
9. Fee is a budget estimated for 2 bridges and required only if and as directed and authorized by the Client.
10. Fee is based on preparation and attendance of one (1) public hearing / public information meeting.

C-2. Reimbursable Expenses

All out-of-pocket expenses including routine copies and printing, first class postage, routine local and long distance telephone service, facsimile transmission and receipt, sub-consultants contracts, mileage, travel expenses, multi-set or large volume copying and printing, binding, overnight delivery service, postage, hosted third party conference calls and application fees and related expenses required for agency or Client submissions are reimbursable expenses. The Client will pay Reimbursable Expenses to the Consultant at cost plus ten percent (10%) for administration and overhead.

C-3. Hourly Billing Rates (See Appendix B)

C-4. Fee Protection

The Fee shall remain in effect for Services provided within six months of the date this Agreement was issued. Hourly Billing Rates shall remain in effect for work done during the calendar year. Consultant adjusts its Hourly Billing Rates on January 1, 2020.

D. TERMS AND CONDITIONS (See Appendix C)

Freeman Companies, LLC, welcomes the opportunity to provide these services and looks forward to working with you to bring the Project to a successful reality.

Sincerely,



Rohan A. Freeman, PE, LS
President

APPENDIX B: 2019 CITY OF NORWALK HOURLY RATES

ENGINEERING

• Principal Engineer	\$225
• Manager of Engineering	\$190
• Project Manager	\$190
• Bridge Inspection Team Leader	\$145
• Project Engineer	\$105 - \$145
• Staff Engineer	\$80 - \$100
• Bridge Inspector	\$85
• Senior CAD Drafter	\$75
• CAD Drafter	\$65
• Administrative Assistant	\$60

ENVIRONMENTAL AND HBMI SERVICES

• Manager of Environmental Services (LEP)	\$160
• Environmental Professional (LEP)	\$125 - \$140
• Environmental Professional	\$105 - \$115
• Staff Environmental Scientist	\$75 - \$95
• Administrative Assistant	\$60
• Hazardous Building Materials Manager	\$125
• Asbestos Consultant – Project Designer	\$95
• Asbestos Consultant – Management Planner	\$90
• Lead Risk Assessor	\$90
• PCB / Lead Inspector	\$90
• Asbestos Consultant – Site Inspector	\$90
• Asbestos Consultant – Project Monitor	\$75

LANDSCAPE ARCHITECTURE

• Manager of Landscape Architecture	\$175
• Project Manager	\$130 - \$160
• Project Landscape Architect	\$110 - \$125
• Staff Landscape Architect	\$100
• Administrative Assistant	\$60

CONSTRUCTION ENGINEERING & INSPECTION

• Resident Engineer	\$175
• Chief Inspector	\$140 - \$165
• Inspector	\$90 - \$125

LAND SURVEYING

• Survey Manager	\$150
• Licensed Land Surveyor	\$110
• Crew Chief	\$100
• Transit Person	\$75
• Rod Person/Technician	\$70
• 2-Person Field Survey Party	\$165 *
• 1-Person Field Survey Party	\$110 *
• 2-Person Field Survey Party (Union)	\$205
• 1-Person Field Survey Party (Union)	\$120
• CAD Drafter	\$80
• Administrative Assistant	\$60

EXPENSES

Direct expenses shall be billed at cost, plus 10% markup. Direct expenses include cost of transportation, delivery, printing, telecommunications, presentation graphics, project supplies, soil and water testing, subsurface exploration contractors, special consultants, and other costs directly applicable to the individual project.

Mileage – \$ 0.545 per Mile (2018 Rate); Copies - 0.50 Cents per SF

* The fee does not include contingency for reimbursable expenses, traffic police or easement drawings.

* Premium rates apply for overtime, night and weekend hours.

APPENDIX C: TERMS AND CONDITIONS

The terms and conditions set forth herein are incorporated, by reference, in the Proposal for Services. This Proposal contains clauses that limit Consultant's liability to Client and require Client to indemnify Consultant for some claims and damages. The Proposal should be reviewed carefully, and Client may choose to consult with an attorney. **Freeman Companies, LLC, ("Consultant")** and Client agrees as follows:

Section 1. Services:

- a. Consultant shall provide Client with the "Services" set forth in the Proposal for Services ("Proposal") with respect to the property identified in the Proposal (the "Site"), under the terms and conditions set forth herein. Consultant's Services will be performed on behalf of Client and solely for the exclusive use for the purposes set forth in the Proposal and for no other purpose. Client acknowledges that Consultant's Services will include decisions which are based upon limited data, professional judgment and time and budgetary constraints imposed by Client rather than upon scientific certainties. Client, in accepting Consultant's Proposal, acknowledges the inherent risks to Client and its property associated with the work described in the Proposal and with underground work in general. Consultant shall perform Services in accordance with generally accepted practices of like professionals undertaking similar services on behalf of any project or on behalf of any prospective Client. Client acknowledges that other qualified persons and entities are available to carry out the proposed Services.
- b. **Limitation of Services.** Client agrees that such Services shall be rendered without any other warranty, expressed or implied, and, subject to all other limitations herein contained. Consultant shall be responsible only for such injury, loss or damage as is caused by the sole negligence or willful misconduct of Consultant, its employees, agents or representatives.
- c. **Confidentiality of Services Rendered.** Consultant will not disclose information regarding the Proposal, Consultant Services or its Report, except 1) to Client, or 2) parties designated by Client. Information which is in the public domain or which is provided to the Consultant by third parties is excepted from the foregoing undertaking.

Section 2. Billing and Payment:

- a. Client will pay Consultant for Services performed in accordance with the rates and charges set forth in the Proposal. Invoices for Consultant's Services will be submitted on a periodic basis, or upon completion of Services, as specified in the proposal to client. All invoices will be due and payable on receipt. Invoice balances remaining unpaid for thirty (30) days after invoice date will bear interest from invoice date at 1.5 percent per month or at the maximum lawful interest rate, if such lawful rate is less than 1.5 percent per month. If Client fails to pay any invoice in full within thirty (30) days after invoice date, Consultant may, at any time and without waiving any other rights or claims against Client and without thereby incurring any liability to Client, elect to terminate performance of Services upon ten (10) days prior written notice by Consultant to Client. Notwithstanding any termination of Services by Consultant for non-payment of invoices, or for reasons set forth in Section 9, Client shall pay Consultant in full for all Services rendered by Consultant to the date of termination of Services plus all interest, termination costs and expenses incurred by Consultant and related to such termination. Client shall be liable to reimburse Consultant for all costs and expenses of collection, including reasonable attorneys' fees. Consultant's non-exercise of any rights or remedies, whether specified herein or otherwise provided by law, shall not be deemed a waiver of any such rights or remedies, nor precludes Consultant from the exercise under this instrument, or at law.
- b. If the above described Services are discontinued for any reason other than those described in 2(a), all Services performed to date shall be compensated at the rates set forth in the Fee Schedule of the Proposal for Services.

Section 3. Insurance: Consultant represents that its staff is protected by Worker's Compensation insurance within statutory limits and that Consultant has coverage under Public Liability and Property Damage insurance policies. Certificates for any such policies shall be provided to Client upon written request. In no event shall Consultant be liable or responsible for any loss, damage, or liability, including but not limited to fire and explosion beyond the amounts, limits, or conditions of such insurance. In addition, Consultant shall in no event be liable or responsible for any such loss, damage or liability excluded from coverage of insurance.

Section 4. Right and Entry: Client hereby grants to Consultant or represents and warrants (if the Site is not owned by Client) that permission has been duly granted for a Right of Entry from time to time, by Consultant, its agents, staff, consultants, and contractors

or subcontractors, upon the Site for purpose of performing and with the right to perform all acts, studies, and research, including without limitation the making of test boring and other soil compilings, pursuant to the Scope of Services. Should Client not own the Site, Client warrants and represents by acceptance of the Proposal that it has authority and permission of Site Owner and any site occupant to grant Consultant this right of entry. Consultant may require evidence of such authority in a form reasonably satisfactory to Consultant.

Section 5. Subsurface Explorations:

- a. Normal Disturbance – Client acknowledges that the use of exploration equipment may affect, alter or damage the terrain, vegetation and buildings, structures, improvements and equipment at, in or upon the Site. Client accepts the fact that this is inherent to Consultant's work and will not hold Consultant liable or responsible for any such reasonable effect, alteration, or damage, and will defend the Consultant and indemnify it against damage claimed by any party on account thereof. The costs of restoration of the Site because of any such damage will not be calculated nor included in Consultant's fees.
- b. Subterranean Structures – Consultant will exercise a reasonable degree of care in seeking to locate subterranean structures in the vicinity of proposed subsurface explorations at the Site. Consultant will contact public utilities and review available plans, if any, provided by public utilities and public agencies and plans and information about the Site provided by Client. So long as Consultant observes such standard of care, Consultant will not be responsible for any damage, injury or interference with any subterranean structure, pipe, tank, telephone cables etc. or any other element or condition if not called to Consultant's attention prior to commencement of work or which is not shown, or accurately located, on any plans furnished to Consultant by Client or by any other party, public or private.

Section 6. Samples: Consultant will dispose of all soil, rock, water and other samples thirty (30) days after submission of Consultant's initial report. Client may request, in writing, that any such samples be retained beyond such date, and in such case Consultant will ship such samples to the location designated by Client, at Client's expense. Consultant may upon written request arrange for storage of samples at one of Consultant's offices, at mutually agreed storage charges. Consultant will not give Client prior notice of intention to dispose of samples.

Section 7. Construction Services:

Design Without Construction Services. Client understands and agrees that if Consultant's services under this Agreement include engineering design and do not include Construction-Related Services, then Client:

1. Assumes all responsibility for interpretation of the construction Contract Documents.
2. Assumes all responsibility for construction observation and review.
3. Waives any claims against Consultant that may be in any way connected thereto.

For purposes of this Agreement, Construction-Related Services include, but are not limited to: construction observation; review of the construction contractor's technical submittals; review of the construction contractor's progress; or other construction-phase services.

In accordance with the scope of services under this Agreement, Consultant will provide personnel to observe the specific aspects of construction stated in the Agreement and to ascertain construction is being performed, in accordance with the approved construction Contract Documents.

- A. Consultant cannot provide its opinion on the suitability of any part of work performed unless Consultant's personnel make measurements and observations of that part of the construction. By performing construction observation services, Consultant does not guarantee the contractor's work. The contractor will remain solely responsible for the accuracy and adequacy of all construction or other activities performed by the contractor, including: means and methods of construction; supervision of personnel and construction; control of machinery; false work, scaffolding, or other temporary construction aids; safety in, on, or about the job site; and compliance with OSHA and construction safety regulations and all other applicable federal, state, or local laws or regulations.
- B. In consideration of any review or evaluation by Consultant of the various bidders and bid submissions, and to make recommendations to Client regarding the award of the construction Contract, Client agrees to hold harmless and indemnify

Consultant for all costs, expenses, damages, and attorneys' fees incurred by Consultant as a result of any claims, allegations, administrative proceedings, or court proceedings arising out of, or relating to any bid protest or such other action taken by any person or entity with respect to the review and evaluation of bidders and bid submissions or recommendations concerning the award of the construction Contract. This paragraph will not apply if Consultant is adjudicated by a court to have been solely negligent or to have actually engaged in intentional and willful misconduct without legitimate justification, privilege, or immunity; however, Client will be obligated to indemnify Consultant until any such final adjudication by a court of competent jurisdiction.

- a. Construction Site Safety – Consultant, by entering into this Contract with Client does not undertake any liability or responsibility for the development, supervision, or enforcement of any job or site safety requirements; nor for any failure of any contractor, subcontractor, or other third person or entity, present on the Site to comply with the Occupational Safety and Health Act of 1970 (Federal OSHA), or with any regulations or standards promulgated thereunder, or with any state, county, or municipal law, regulations, or ordinance of similar import or intent.
- b. Consultant will not be responsible for any contractor's or subcontractor's compliance with the provisions of any Contract nor for the observation or supervision of any contractor's or subcontractor's use of personnel, machinery, equipment, safety precautions or procedures.

Section 8. Documents: All documents, including original drawings, estimates, specifications, field notes and data are and shall remain the sole and exclusive property of the Consultant as instruments of service. The Client may, at his expense, obtain record prints of drawings, in consideration which the Client will use them solely in connection with the above described project and not for the purpose of making subsequent extensions or enlargements thereto. Consultant will retain all pertinent documents for a period of three (3) years following the submission of Consultant's final report to Client.

Contract Documents:

1. The actual signed and sealed hardcopy construction Contract Documents including stamped drawings, together with any addenda or revisions, are and will remain the official copies of all documents.
2. All documents including drawings, data, plans, specifications, reports, or other information recorded on or transmitted as Electronic Files are subject to undetectable alteration, either intentional or unintentional, due to transmission, conversion, media degradation, software error, human alteration, or other causes.
3. Electronic Files are provided for convenience and informational purposes only and are not a finished product or Contract Document. Consultant makes no representation regarding the accuracy or completeness of any accompanying Electronic Files. Consultant may, at its sole discretion, add wording to this effect on electronic file submissions.
4. Client waives any and all claims against Consultant that may result in any way from the use or misuse, unauthorized reuse, alteration, addition to, or transfer of the Electronic Files. Client agrees to indemnify and hold harmless Consultant, its officers, directors, employees, agents, or subconsultants, from any claims, losses, damages, or costs (including reasonable attorney's fees) which may arise out of the use or misuse, unauthorized reuse, alteration, addition to, or transfer of Electronic Files.

Section 9. Unforeseen and Unanticipated Occurrences: If during performance of Services, any unforeseen conditions or occurrences are encountered which, in the judgment of Consultant, significantly affect or may affect the Services or the recommended scope of Services, Consultant will promptly notify Client thereof. Subsequent to that notification Client and Consultant agree to pursue one of the following options:

- a. The original scope of Services may be modified to the mutual satisfaction of the parties, and the estimate of charges, including budget estimates and fees, revised to include study of the previously unforeseen conditions or occurrences, such revision to be in writing and signed by the parties and incorporated herein;
- b. Consultant shall have the right to suspend its work immediately and terminate the work described in the Proposal, effective on the date specified by Consultant in writing. Client shall remain liable for and shall pay all fees and charges incurred under the provisions of the Proposal through the date of termination, notwithstanding Client and Consultant not having reached a new, mutually satisfactory, revision of their agreement.

Section 10. Public Responsibility: Client acknowledges that the Client or the Site owner as the case may be, is now and shall remain in control of the Site for all purposes at all times. Consultant does not undertake to report to any Federal, State, county or local public agencies having jurisdiction over the subject matter any conditions existing at the Site from time to time which may present a potential

danger to public health, safety or the environment. Client, by acceptance of the Proposal, agrees that Client will timely notify each appropriate Federal, state, county and local public agency, as required by law, of the existence of any condition at the Site, which may present a potential danger to public health, safety or the environment.

Section 11. Limitation of Professional Liability:

- a. **Consultant Obligation for Successful Claim.** In recognition of the risks, rewards and benefits of the subject project available to the Client and the risks and total fee of the Consultant, the Consultant and the Client have agreed that the Consultant's total liability to the Client for any and all injuries, claims, losses, expenses or claims expenses, including claims by Client against Consultant for indemnification and/or contribution due to third party claims against Client, arising out of this agreement from any cause or causes shall not exceed the aggregate sum of \$50,000 or Consultant's aggregate fee for Services rendered on the subject project, whichever is lesser. Such causes include but are not limited to Consultant's alleged breach of contract, breach of warranty, strict liability, or negligent acts, errors or omissions.
- b. **Consequential Damages.** Under no circumstances shall Consultant be liable to Client for any consequential damages, including but not limited to loss of use or rental, loss of profit or cost of any financing however caused including Consultant's fault or negligence.
- c. **Client Obligation for Unsuccessful Claim.** In the event that Client makes a claim against Consultant, at law or otherwise for any alleged error, omission or act arising out of the performance of Consultant's Services, and Client fails to prove such claim upon final adjudication, then Client shall pay all costs incurred by Consultant in defending itself against the claim, including, without limitation, court costs, and other claim-related expenses, including, without limitation, costs, fees, and expenses of experts.

Section 12. Delays: In providing the referenced Services and absent any fault on the part of the Consultant, its employees or agents, the Consultant shall not be responsible for delays.

Section 13. Amendment of Agreement: This agreement may be amended only in writing signed by the Client and the Consultant.

Section 14. Choice of Laws/Jurisdiction: The agreement between Consultant and Client as set forth in the Proposal and in these Terms and Conditions shall be governed by and enforceable in accordance with the laws of the State of Connecticut. Any dispute resulting in legal action shall be adjudicated within the jurisdiction of the State of Connecticut.

Section 15. Severability: In the event that any provisions of this agreement shall be deemed invalid or unenforceable, the other provisions herein shall remain in force and effect and binding upon the parties hereto.

Section 16. Indemnification: The Client agrees to hold harmless and indemnify the Consultant from and against all claims, damages, awards and costs of defense arising out of delays in the Consultant performance resulting from events beyond the Consultant control. Whereas job-site safety conditions are the sole responsibility of the Contractor, the Client agrees to hold harmless and indemnify the Consultant from and against all claims, damages, awards and costs of defense arising out of claims relating to job-site safety.

Section 17. Termination: This agreement may be terminated by either party upon five (5) days written notice, by mutual consent, or in the event of persistent failures of performance of material terms and conditions of this agreement by the other party through no fault of the termination party. The Consultant shall then be paid for the services completed up to the time of the termination.

Section 18. Alternative Dispute Resolution: Client and Consultant agree that they shall first submit any and all unsettled claims, counterclaims, disputes, and other matters in question between them arising out of or relating to this Agreement to non-binding mediation in accordance with the Construction Industry Mediation Rules of the American Arbitration Association, effective as of the date of this agreement. The Client and the Consultant further agree to include a similar mediation provision in all agreements with independent contractors and consultants retained for the Project and to require all independent contractors and consultants also to include a similar mediation provision in all agreements with their subcontractors, subconsultants, suppliers and fabricators, thereby providing for mediation as the primary method for dispute resolution among the parties to all those agreements.



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone:

August 2, 2018

The Honorable Harry Rilling
Mayor
City of Norwalk
125 East Avenue
P.O. Box 5125
Norwalk, Connecticut 06856-5125

Dear Mayor Rilling:

Subject: Inspection of Municipal Bridges Under 20 Feet in Length
State Project No. 170-3330

The Department of Transportation (Department) has completed field screening of municipally-owned bridges that are 20 feet or less in span length. No further inspections are planned and the field screening information for each bridge is enclosed. The reports are also available via the Department's ProjectWise database. Please contact Ms. Julie Annino by e-mail at Julie.Annino@ct.gov for log-in information. All structures that were screened were rated in two categories; "Satisfactory or Better" or "Fair or Worse". The following structures are rated in the Fair or Worse category, were inaccessible for screening due to requiring confined space entry procedures, or require divers to perform the inspection:

Bridge No. 102008, Park Street over Betts Pond Brook
Bridge No. 102009, Rowayton Avenue over Keelers Brook
Bridge No. 102013, West Cedar Street over Keelers Brook
Bridge No. 102014, Primrose Court over Keelers Brook
Bridge No. 102015, Grist Mill Road over Stream
Bridge No. 102016, Wall Street over Betts Pond Brook (downstream end is underground – requires confined space entry procedures)
Brookhill Lane over Woods Pond Brook
Wilson Avenue over Stream (mostly underwater - divers required for inspection)
Scribner Avenue over Keelers Brook
Bonnybrook Road over Holy Ghost Fathers Brook
Bonnybrook Trail over Holy Ghost Fathers Brook
Geneva Road over Stream
Comstock Hill Avenue over Hams Pond Brook

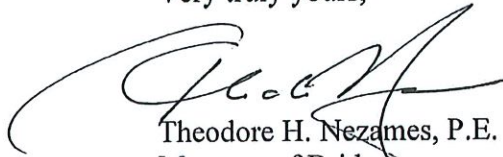
It is advised to retain the services of a qualified Consultant Engineering firm to fully inspect all of the structures. Any bridge issues detected during the inspections should be corrected and preservation activities through a regular routine maintenance program are encouraged.

Please see the FY 2017 Local Bridge Program Manual, which can be retrieved from the Local Bridge Program webpage at www.ct.gov/dot/localbridge for possible funding eligibility.

It is the Department's belief that serious bridge problems can be prevented or minimized by timely corrective action. The State process of inventory and inspection in no way relieves the Town of its responsibility for bridge maintenance in accordance with Section 13a-99 of the Connecticut General Statutes.

If you have any questions concerning these structures, please contact Mr. David Tassavor, of the Department's Bridge Safety and Evaluation section, at (860) 594-3170.

Very truly yours,

A handwritten signature in black ink, appearing to read 'T. Nezames', with a large, sweeping flourish extending to the left.

Theodore H. Nezames, P.E.
Manager of Bridges
Bureau of Engineering and Construction

Enclosures

Bridge No.	Location	Deck	Superstructure	Substructure	Channel	Culvert	Structural Evaluation	Water Adequacy	Concerns	
102001	Allen Road Over Betts Pond Brook	N/A	N/A	N/A	Fair/Worse	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Possible misalignment between box culvert sections	Red - Needs attention ASAP
102002	Cannon Street Over Betts Pond Brook	N/A	N/A	N/A	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Topside asphalt is in bad condition. Cracking, settlement and raveling to the end of sawmill road (SE approach corner).	Green - Moderate damage
102003	Dry Hill Road Over Stream	N/A	N/A	N/A	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Moderate issues with topside, underside and channel.	
102004	Field Street Over Stony Brook	N/A	N/A	N/A	Fair/Worse	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Topside and underside of the bridge needs attention ASAP. See DOT screening report for full details.	
102006	Glover Avenue Over Stream	N/A	N/A	N/A	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Topside, underside and channel need attention ASAP. See DOT screening report for full details.	
102008	Park Street Over Betts Pond Brook	N/A	N/A	N/A	Fair/Worse	Fair/Worse	Fair/Worse	Satisfactory/Better	Topside, underside and channel needs attention.	
102009	Rowayton Avenue Over Keelers Brook	Satisfactory/Better	Satisfactory/Better	Fair/Worse	Satisfactory/Better	Fair/Worse	Fair/Worse	Satisfactory/Better	Underside of the bridge needs attention.	
102010	Seaview Avenue Over Tidal Mill Road	N/A	N/A	N/A	Fair/Worse	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Topside, underside and channel needs attention.	
102011	Thistle Road Over Stony Brook	N/A	N/A	N/A	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Moderate issues with topside, underside and channel.	
102012	Woodchuck Lane Over Keelers Brook	N/A	N/A	N/A	Fair/Worse	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Moderate issues with topside, underside and channel.	
102013	West Cedar Street Over Keelers Brook	N/A	N/A	N/A	Fair/Worse	Fair/Worse	Fair/Worse	Satisfactory/Better	Moderate issues with topside, underside and channel.	
102014	Primrose Court Over Keelers Brook	N/A	N/A	N/A	Fair/Worse	Fair/Worse	Fair/Worse	Satisfactory/Better	Topside, underside and channel needs attention.	
102015	Primrose Court Over Keelers Brook	N/A	N/A	N/A	Satisfactory/Better	Fair/Worse	Fair/Worse	Satisfactory/Better	Underside of the bridge needs attention.	
102016	Wall Street Over Betts Pond Brook	N/A	N/A	N/A	Fair/Worse	N/A	N/A	Satisfactory/Better	Moderate issues with the topside pavement.	
N-56	Brookhill Lane Over Woods Pond Brook	N/A	N/A	N/A	Satisfactory/Better	Fair/Worse	Fair/Worse	Satisfactory/Better	Moderate issues with underside of the bridge.	
N-54	E. Rocks Road Over Woods Pond Brook	N/A	N/A	N/A	Fair/Worse	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Underside and channel of the bridge needs attention.	
N-512	Geneva Road Over Stream	N/A	N/A	N/A	Fair/Worse	Fair/Worse	Fair/Worse	Satisfactory/Better	Moderate issues with underside and channel of the bridge.	
N-53	Saddle Road Over Stream	N/A	N/A	N/A	Fair/Worse	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Underside and channel of the bridge needs attention.	
N-58	Scribner Avenue Over Keelers Brook	N/A	N/A	N/A	Satisfactory/Better	Fair/Worse	Fair/Worse	Satisfactory/Better	Topside and underside of the bridge needs attention.	
N-51	Tulip Tree Lane Over Stream	N/A	N/A	N/A	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Topside, underside and channel need attention.	
N-57	Wilson Avenue Over Stream	N/A	N/A	N/A	Satisfactory/Better	N/A	N/A	Satisfactory/Better	Underside and channel of the bridge needs attention.	
N-513	Comstock Hill Avenue Over Harts Pond Brook	N/A	N/A	N/A	Fair/Worse	Fair/Worse	Fair/Worse	Satisfactory/Better	Underside and channel of the bridge needs attention.	
N-511	Bonnybrook Road Over Holy Ghost Fathers Brook	N/A	N/A	N/A	Fair/Worse	Fair/Worse	Fair/Worse	Fair/Worse	Topside, underside and channel needs attention	
N-510	Bonnybrook Road Over Holy Ghost Fathers Brook	N/A	N/A	N/A	Fair/Worse	Fair/Worse	Fair/Worse	Fair/Worse	Topside, underside and channel needs attention.	
N-55	Bayberry Lane Over Woods Pond Brook	N/A	N/A	N/A	Fair/Worse	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Topside, underside and channel needs attention.	
N-52	Algonquin Road Over Stream	N/A	N/A	N/A	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Satisfactory/Better	Topside, underside and channel needs attention	



CITY OF NORWALK
Paul L. Sotnik, P.E.
Senior Civil Engineer
psotnik@norwalkct.org
P: 203-854-7891 / F: 203-857-0143
Norwalk City Hall
125 East Avenue, P.O. Box 5125
Norwalk, CT 06856-5125

MEMORANDUM

TO: Lisa Burns, P.E. - Principal Engineer

FROM: Paul L. Sotnik, P.E. - Senior Civil Engineer *P.L.S.*

REF: Items To Be Included On December 4, 2018 Public Works Committee Agenda

DATE: November 29, 2018

I have three items that I am requesting to have included on the agenda for the December 4, 2018 Public Works Committee meeting. I have listed the three items below.

- 1.) Acknowledge the receipt of the application for the abandonment/discontinuance of a portion of Stevens Street beginning at the easterly boundary of the City property located at 340 West Avenue (Tax Lot 1-8-15-0) and heading west to the westerly boundary of the City property located at 350 West Avenue (Tax Lot 1-8-39-0) as depicted on a map prepared by Ryan and Faulds Land Surveyors, A Redniss & Mead Company entitled "Property Survey Abandonment Map Of A Portion Of Stevens Street, Norwalk, Connecticut," dated October 4, 2018, at a scale of 1" = 20' on file in the Department of Public Works indicating said portion of Stevens Street to be abandoned and incorporated into the existing City properties located at 340 West Avenue and 350 West Avenue.
- 2.) APPROVAL/AUTHORIZATION

Schedule a Public Hearing of Necessity for the abandonment/discontinuance of a portion of Stevens Street beginning at the easterly boundary of the City property located at 340 West Avenue (Tax Lot 1-8-15-0) and heading west to the westerly boundary of the City property located at 350 West Avenue (Tax Lot 1-8-39-0) as depicted on a map prepared by Ryan and Faulds Land Surveyors, A Redniss & Mead Company entitled "Property Survey Abandonment Map Of A Portion Of Stevens Street, Norwalk, Connecticut," dated October 4, 2018, at a scale of 1" = 20' on file in the Department of Public Works indicating said portion of Stevens Street to be abandoned and incorporated into the existing City properties located at 340 West

Avenue and 350 West Avenue. The Public Hearing of Necessity shall be conducted in order to hear all parties interested in commenting on the necessity of the proposed abandonment and to take such action on said application for abandonment that the Committee may deem advisable. The Public Hearing is scheduled for the January 2019 Public Works Committee Meeting (date to be determined and advertised) at 7:00 P.M. in Room 225, 2nd floor in Norwalk City Hall, 125 East Avenue, Norwalk, CT.

3.) REFERRAL

Refer the abandonment/discontinuance of a portion of Stevens Street beginning at the easterly boundary of the City property located at 340 West Avenue (Tax Lot 1-8-15-0) and heading west to the westerly boundary of the City property located at 350 West Avenue (Tax Lot 1-8-39-0) as depicted on a map prepared by Ryan and Faulds Land Surveyors, A Redniss & Mead Company entitled "Property Survey Abandonment Map Of A Portion Of Stevens Street, Norwalk, Connecticut," dated October 4, 2018, at a scale of 1" = 20' on file in the Department of Public Works indicating said portion of Stevens Street to be abandoned and incorporated into the existing City properties located at 340 West Avenue and 350 West Avenue to the Planning Commission for a CGS 8-24 review.

If you have any questions, please do not hesitate to contact me.

CONNECTICUT
AVENUE



MEMORANDUM

TO: Elisabeth O. Burns, P.E. – Principle Engineer
FROM: Wilber Giron, E.I.T. – Junior Engineer
CC: Drew Berndlmaier, P.E. – Senior Civil Engineer
REF: Public Works Committee Agenda Item
DATE: November 30, 2018

I would like to request that the following items be included on the agenda for the December 4, 2018 Public Works Committee meeting:

1. Authorize the Mayor, Harry W. Rilling, to execute an Amendment to the Vanasse Hangen Brustlin, Inc. (VHB) Contract to provide plant and field testing, coring, asset management resurvey, and administrative reporting for Project PM2018-1 Pavement Management Program, for a sum not to exceed \$60,000.00.
 - a. Account No. 09 18 4021 5777 C0021

Relating to VHB's work:

The plant and field testing includes 4,775 tons and some additional coring to verify density penalties. The asset management resurvey covers 65 miles of roadway. VHB's 2018 Remaining Fee Proposal shows a total of \$71,745 to cover services. Invoice #30 had a remaining contract balance of \$12,610.62 which would require an approval of \$59,134.38 by the Common Council.

2018 Remaining Fee Proposal

In response to your request for a remaining fee estimate, VHB will provide pavement inspection, plant and field quality assurance, infrastructure/asset management services for the remainder 2018 calendar year. The proposed fees will remain constant for the remaining term ending December 31, 2018. Fees (unless otherwise noted) include all overtime, holiday, travel time, mileage, testing, laboratory, equipment rental, postage, phone and miscellaneous direct expenses. For the remaining anticipated construction program, we offer the following fee estimate.

Task 1 - Roadway Quality Assurance:

- 1) Plant quality assurance testing.
Estimate is based on proposed PM 2018 remaining tonnage
Estimate - 4,775 tons x \$1.85/ton = \$ 8,833.75
Estimate - 0 tons x \$3.60*/ton (*days with under 200tons produced) = \$0
- 2) Pavement density determination by coring, per street (test strip of each pavement type, plus any streets that result in a penalty).
Estimate - 10 streets x \$1150.00/street = \$ 11,500.00
- 3) Field paving inspection and monitoring will be provided daily.
Estimate - 4,775 tons x \$1.95/ton = \$ 9,311.25
Estimate - 0 tons x \$3.85*/ton (*days with under 200 tons produced) = \$0

Task 2 - City Street Evaluations:

NONE

Task 3 - Infrastructure Asset Management/GIS Services:

- 1) Administration and Support of the Pavement Management System (PMS) - VHB will provide up to 40 hours of support to assist in the administration, management and maintenance of the City's PMS. These services will include data entry of construction and resurfacing information that will take place under the City's 2018 4R Program, data verification of current and previously entered pavement condition data, updates to the PMS system configuration, and making edits to pavement segmentation and GIS linework at the City's request.

Under this task, VHB will also provide technical support services related to the City's RoadManagerGPMS™ software. Support topics may include installation and troubleshooting, integration of the PMS with other City systems, as well as assistance with the usage of all features of the program. These services may be provided via phone, email, or on-site visits. This task will include an annual work session at the City's offices to update the City's Master Paving Spreadsheet.

Estimate - Administration = \$ 6,000.00
(Plus \$500 Direct Expenses) \$ 500.00

- 2) Partial Network Pavement Condition Data Resurvey - VHB will update 25% of the pavement surface condition ratings from the City's 266 miles using the RoadManager rating methodology by a visual walking/driving method. The distress survey will be conducted on those 65 miles of street segments having survey dates prior to 2015 or other requisite condition as requested by the City.
Resurvey Estimate - 65 miles x \$250/mile = \$ 16,250.00

- 3) Budgeting and Reporting - VHB will provide an executive summary report of findings including the current condition status, historic trends in pavement condition, budgeting scenario results and recommendations for the maintenance and rehabilitation of the City's pavement infrastructure.
Estimate - = \$ 6,250.00

Task4 – Consultation and Related Expert Services:

- 1) VHB, when requested, shall furnish services of a qualified consultant staff professional specialist to provide engineering studies, make public presentations, design & monitor HMA pavements, develop HMA materials and specifications, Superpave design & testing, liquid binder quality, budget projections and possibly update the City's utility street cut ordinance, rules and regulations (as per the VHB 2015 Testing Services Schedule).
Estimate UPSET LIMIT – Consultation & Related Expert Services = \$ 13,100.00

Summary of Fees for the remainder of 2018:

2018 Calendar Year

Task 1 - Roadway Quality Assurance:	\$ 29,645.00
Task 2 - City Street Evaluations:	\$ 0.00
Task 3 - Infrastructure Asset Management Services:	\$ 29,000.00
Task 4 – Consultation and Related Expert Services:	<u>\$ 13,100.00</u>
Remaining 2018 Fee	<u>\$ 71,745.00</u>

WestCOG LOTCIP Candidate Projects
Summary of Key Information from Submissions
Updated 11/27/2018

Municipality	Interim ID	Short Description/Title	Other descriptive information	Estimated cost	LOT/CP eligible?	Sponsor priority	Concept plans provided?	CEO letter of commitment?	Cost estimate provided?	Phase(s)	LOT/CP funds requested	Affect State facilities?	Level of plan development	Schedule Final Design	Schedule Start Construction	Subject to 15% limitation?
Bethel	BET1	TOD Corridor Improvement	Sidewalks and ADA improvements to transit services	\$1,392,000	Yes	1	Yes	Yes	Yes	CON	\$1,392,000	Yes - minor	Concept	January 2019	April 2019	Yes
Bethel	BET2	Bench Street Bridge Replacement	Replace bridge (<20 feet) over Sympauk Street	\$2,146,800	Yes	2	No	Yes	Yes	CON	\$2,146,800	No	None	October 2021	April 2022	No
Brookfield	BRK1	US 202 Streetscape Phase 3	Shared use path, crosswalks, streetscaping	\$1,200,000	Yes	1	Yes	Yes (limited)	Yes	ROW, CON	\$1,200,000	Yes - minor	Preliminary	October 2019	May 2020	No
Darien	DAR1	Noroton Ave-Lodge Road Intersection	Geometric and access improvements	\$1,650,000	Yes	1	Yes	Yes	No	ROW? CON	\$1,650,000	No	Concept	October 2019	April 2020	No
New Canaan	NCN1	Talmadge Hill Railroad Station	Parking lot and sidewalk	\$860,000	Yes	1	Yes	Yes	Yes	CON	\$860,000	Yes - land	Concept	April 2019	July 2019	No
New Canaan	NCN2	Richmond Hill Road and Park Street Sidewalks	New and replacement sidewalks along Richmond Hill Road, Park Street	\$1,610,000	Yes	2	Yes	Yes	Yes	CON	\$1,610,000	Yes - minor	Concept	April 2019	July 2019	Yes
New Milford	NMF1	East Street-Elm Street Intersection	Geometric improvement (left-turn lane)	\$722,000	Yes	1	Yes	Yes	Yes	CON	\$722,000	Yes	Concept	December 2019	April 2021	No
New Milford	NMF2	Pumpkin Hill Road-Still River Drive Intersection	Geometric improvement (left-turn lane)	\$614,400	Yes	2	Yes	Yes	Yes	CON	\$614,400	No	Concept	July 2019	September 2019	No
Newtown	NTN1	Main Street Safety	Curb extensions, refuge islands, crosswalks, parking	\$1,070,745	Yes	1	Yes	Yes (limited)	Yes	CON	\$1,070,745	Yes	Concept	January 2020	April 2020	Yes?
Norwalk	NWK1	Main Ave and Connecticut Ave. Mobility Improvements	Sidewalks, crosswalks and transit enhancements	\$1,000,000	Yes	2	Yes	Yes	Yes	CON	\$1,000,000	Yes - minor	Concept	January 2020	April 2020	No
Norwalk	NWK2	East Wall St-Landmark Square Safety	Repurpose roadway, improve and accommodation, drainage	\$1,521,600	Yes	2	Yes	Yes	Yes	CON	\$1,521,600	No	Concept	October 2019	March 2020	Yes?
Norwalk	NWK3	Routes 1 and 136 ADA and Ped Improvements	Sidewalks, crosswalks, curb replacement, ped signals	\$1,698,000	Yes	3	Yes	Yes	Yes	CON	\$1,698,000	No	Concept	February 2020	May 2020	No
Norwalk	NWK4	East Ave-Morris Street Intersection	Signal replacement and pedestrian upgrades	\$618,000	Yes	4	Yes	Yes	Yes	CON	\$618,000	No	Concept	February 2020	May 2020	Yes?
Stamford	STA1	Strawberry Hill Ave-Rock Spring Road Intersection	Signal replacement and pedestrian upgrades	\$2,100,000	Yes	5	Yes	Yes	Yes	CON	\$2,100,000	No	Preliminary	August 2019	April 2020	No
Stamford	STA2	Atlantic Street-Main Street Intersection	Intersection realignment/reconfiguration	\$1,552,000	Yes	1	Yes	Yes	Yes	CON	\$1,552,000	No	Preliminary	November 2019	April 2021	No
Stamford	STA3	360 Degree Video Detection	Curb extensions, bus shuttles, streetcar, raised intersection	\$2,460,400	Yes	2	Yes	Yes	Yes	CON	\$2,460,400	No	Preliminary	April 2019	July 2019	No
Stamford	STA4	Richmond Hill Ave-West Main St-Fairfield Ave	Intersection realignment/reconfiguration, street conversion	\$3,576,000	Yes (mostly)	3	Yes	Yes	Yes	CON	\$3,576,000	Undetermined	Concept	November 2020	April 2021	No
Westport	WEP1	Pedestrian Safety Improvements	Intersection (turn lane, signal) improvements and sidewalks	\$1,310,000	Yes	1	Yes	Yes	Yes	CON	\$1,310,000	Yes	Preliminary	January 2020	April 2020	No
Westport	WEP2	Preservation of five bridges	Repair and preservation of bridges over water courses	\$1,872,800	Yes	1	Yes	Yes	Yes	CON	\$1,872,800	No	Concept	October 2019	April 2020	No
Willim	WLL1	Multi-use facility	Pedestrian and bicycle connection bridge	\$1,402,840	Yes	1	Yes	Special	Yes	CON	\$1,402,840	Minor - resolved	Engineering	Complete	May 2019	No
TOTAL											\$32,896,885					No

LEGEND →

Apply fill color and text and associated explanation to column above

Yes (mostly) Eligibility of work on Richmond Hill Ave undetermined
Yes (limited) Letter indicates an 'up to' amount
Undetermined Possible indirect effect on State facilities/system
Special Design is complete
Amount assuming LOT/CP funding of Right of Way
ROW? CON Proposal unclear: If LOT/CP funding for Right of Way is requested; will seek clarification
Adjusted amount to conform with LOT/CP conventions
Adjusted amount to conform with LOT/CP conventions

DOT may consider project subject to limitation



TO: Public Work Committee
FROM: Connie Blair, Customer Service Manager
SUBJECT: Customer Service Calls and Requests September 28th – November 27th
DATE: November 28, 2018

The Customer Service Center received 1821 service calls with 1552 requests for service related to Public Works. Listed are amounts of requests received in each Public Works category, what number of service requests remain in progress, and the number of requests completed.

Category:	In Progress	Completed	Total
<i>Drainage</i> Catch basin cleaning, and repair, culvert maintenance	18	129	147
<i>Engineering</i> Contractor trench, permit Inspections, paving	112	15	127
<i>Landscaping</i> Tree inspection and removal, tree pruning and cutbacks	9	95	104
<i>Ordinance Enforcement Officer</i> Illegal dumping, illegal signs, sidewalk litter	54	11	65
<i>Road</i> Potholes, curbing, and sidewalk repair	26	142	168
<i>Solid Waste</i> Recycling, and garbage	4	637	641
<i>Bulk and Yard Waste</i>		121	207
<i>Scheduled Bulk Pick up for Dec.</i>	86		
<i>Traffic</i> Signals, signs, sightlines issues	33	60	93
		Public Works Total Request	1552



To: Chris Torre, Superintendent of Operations
 Lisa Burns, Principal Engineer
 Kathryn Hebert, DPW Administrative Services Manager
 Robert Barron, Director of Management & Budgets
 Dilene Byrd, Administrative Assistant

From: Jessica C. Paladino, Waste Programs Manager

Date: October 11, 2018

Re: MSW and Recycling Report - September 2018

MSW Collection and Disposal				
Municipal Solid Waste (MSW)	Previous FY: Sep-17	Current FY: Sep-18	Change	FY 17/18 Cumulative
Curbside tonnage	1,194.17	1,215.77	1.8%	3,955.82
MSW tonnage out	1,916.78	1,941.04	1.3%	6,161.19
Transfer station operating fee	\$66,875.00	\$68,291.67	2.1%	\$204,875.01
Transport and disposal fee	\$168,676.64	\$172,752.56	2.4%	\$548,345.91
Curbside collection fee	\$92,754.75	\$95,537.42	3.0%	\$286,612.26
Total operating costs (less curbside)	\$235,551.64	\$241,044.23	2.3%	\$753,220.92

MSW Consolidated Budget	
FY 17/18 Budget	\$4,045,199.00
Amount expended	\$1,039,833.17
Percent remaining	74.3%

Recycling Collection				
Recycling Collection	Previous FY: Sep-17	Current FY: Sep-18	Change	FY 17/18 Cumulative
Curbside tonnage	709.47	696.81	-1.8%	2,197.63
Transfer station tonnage	46.53	38.56	-17.1%	127.62
Total monthly tonnage	756	735.37	-2.7%	2,325.25
Curbside collection fee	\$90,040.75	\$92,741.92	3.0%	\$278,225.76

Recycling Budget	
FY 17/18 Budget	\$1,112,903.00
Amount expended	\$278,225.76
Percent Remaining	75.0%

MSW and Recycling Revenues				
MSW and Recycling Revenues	Previous FY: Sep-17	Current FY: Sep-18	Change	FY 17/18 Cumulative
Transfer station tip fees	\$31,916.50	\$43,466.15	36.2%	\$120,385.80
Recycling revenue (curbside)	\$12,415.73	\$12,194.18	-1.8%	\$38,458.53
Recycling revenue (T.S.)	\$814.28	\$674.80	-17.1%	\$2,233.35
Total revenues	\$45,146.50	\$56,335.13	24.8%	\$161,077.68

C



To: Chris Torre, Superintendent of Operations
 Lisa Burns, Principal Engineer
 Kathryn Hebert, DPW Administrative Services Manager
 Robert Barron, Director of Management & Budgets
 Dilene Byrd, Administrative Assistant

From: Jessica C. Paladino, Waste Programs Manager

Date: November 28, 2018

Re: MSW and Recycling Report - October 2018

MSW Collection and Disposal				
Municipal Solid Waste (MSW)	Previous FY: Oct-17	Current FY: Oct-18	Change	FY 17/18 Cumulative
Curbside tonnage	1,219.50	1,343.40	10.2%	5,299.22
MSW tonnage out	1,770.18	2,257.10	27.5%	8,418.29
Transfer station operating fee	\$66,875.00	\$68,291.67	2.1%	\$273,166.68
Transport and disposal fee	\$155,775.84	\$200,881.90	29.0%	\$749,227.81
Curbside collection fee	\$92,754.75	\$95,537.42	3.0%	\$382,149.68
Total operating costs (less curbside)	\$222,650.84	\$269,173.57	20.9%	\$1,022,394.49

MSW Consolidated Budget	
FY 17/18 Budget	\$4,045,199.00
Amount expended	\$1,404,544.16
Percent remaining	65.3%

Recycling Collection				
Recycling Collection	Previous FY: Oct-17	Current FY: Oct-18	Change	FY 17/18 Cumulative
Curbside tonnage	695.93	802.30	15.3%	2,999.93
Transfer station tonnage	35.99	46.57	29.4%	174.19
Total monthly tonnage	731.92	848.87	16.0%	3,174.12
Curbside collection fee	\$90,040.75	\$92,741.92	3.0%	\$370,967.68

Recycling Budget	
FY 17/18 Budget	\$1,112,903.00
Amount expended	\$370,967.68
Percent Remaining	66.7%

MSW and Recycling Revenues				
MSW and Recycling Revenues	Previous FY: Oct-17	Current FY: Oct-18	Change	FY 17/18 Cumulative
Transfer station tip fees	\$33,964.60	\$51,091.75	50.4%	\$171,477.55
Recycling revenue (curbside)	\$12,178.78	\$14,040.25	15.3%	\$52,498.78
Recycling revenue (T.S.)	\$629.83	\$814.98	29.4%	\$3,048.33
Total revenues	\$46,773.20	\$65,946.98	41.0%	\$227,024.65



CITY OF NORWALK
Jessica C. Paladino
Waste Programs Manager
jpaladino@norwalkct.org
P: 203-854-3215 / F: 203-854-3224
15 South Smith Street
Norwalk, CT 06855

October 30, 2018

Ms. Paula Guerrero
Bureau of Materials Management & Compliance Assurance
Recycling Office
Department of Energy & Environmental Protection
79 Elm Street, 4th Floor
Hartford, CT 06106-5127

Subject: City of Norwalk
Quarterly Report – 3rd Quarter 2018

Dear Ms. Guerrero:

Enclosed please find the quarterly report for the Third Quarter 2018 (July, August, and September) for the City of Norwalk Transfer Station at 61 Crescent Street, Norwalk CT.

If you should have any questions or require additional information, please feel free to contact me at 203-854-3215.

Very truly yours,

Jessica C. Paladino
Waste Programs Manager

cc: DPW File

CI

MUNICIPAL TRANSFER STATION (TS) QUARTERLY REPORT FORM (9/23/2016 version)

(For **Municipal** Transfer Stations (1) Receiving Solid Waste and/or Recyclables from One Municipality **or** (2) Receiving Solid Waste & Recyclables from Fewer than Four Municipalities with No Scale to Separately Track Amounts Received from Each Municipality)

REPORTING FACILITY	Facility Name: City of Norwalk Transfer Station
	Facility Location - Street: 61 Crescent St.
	Town: Norwalk State: CT Zipcode: 06850 Phone: 203-854-3200

REPORTING QUARTER YEAR: 2018 QUARTER: ☐ 1ST-Jan-Mar; ☐ 2nd Apr-Jun; ☒ 3rd Jul-Sep; ☐ 4th Oct-Dec

Are loads of waste and/or recyclables weighed at the transfer station when received? ☒ Yes ☐ No

(1) If no, please describe method for estimating tonnage reported received: (2) If yes, and this transfer station receives waste and/or recyclables from more than one municipality, are the weights from each municipality weighed and tracked separately when received at the transfer station? ☐ Yes ☒ No If the answer to (2) is yes; please contact Judy Belaval at DEEP (860) 424-3237 to request a multi-town TS quarterly reporting form.

PART 1: QUANTITIES (TONS) OF SOLID WASTE & RECYCLABLES RECEIVED

CT CITY(ies) OR CT TOWN(s) of ORIGIN	City of Norwalk
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Does the MSW tonnage include non-residential waste? ☒ Yes ☐ No;

If Yes – what is your ballpark estimate % of MSW that is non-residential? 25%

TYPE of SOLID WASTE or RECYCLABLE RECEIVED	TONS RCVD this QTR
MSW ¹	6,161.19 Tons
OVERSIZED MSW (e.g. furniture, carpets, etc)	
CONSTRUCTION & DEMOLITION (C&D) WASTE (e.g. dry wall, brick, concrete, lumber, etc.)	
MIX – OVERSIZED MSW/C&D WASTE	
LANDCLEARING DEBRIS (LOGS/STUMPS)	344.74 Tons
SPECIAL ²	
RECYCLABLES – Type: Single Stream Recycling ☒ Res or ☒ NonRes	2,325.25 Tons
RECYCLABLES – Type: Scrap Metal ☒ Res or ☒ NonRes	150.58 Tons
RECYCLABLES – Type: Electronics ☒ Res or ☒ NonRes	44.55 Tons
RECYCLABLES – Type: Tires ☒ Res or ☒ NonRes	3.57 Tons
RECYCLABLES – Type: ☐ Res or ☐ NonRes	

¹ MSW is solid waste from residential, commercial and industrial sources; excluding hazardous, bulky, biomedical, sludge, or scrap metal waste.

² SPECIAL WASTE is any waste other than hazardous or biomedical which requires special handling for safe disposal

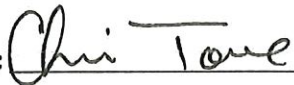
PART 2: QUANTITIES (TONS) of SOLID WASTE and RECYCLABLES TRANSFERRED

TYPE of WASTE or RECYCLABLE TRANSFERRED	DESTINATION Name/Location Of Disposal Facility Receiving Waste Or Recycling Facility Receiving Recyclables	TONNAGE TRANSFERRED OUT THIS QUARTER
MSW	Bridgeport RESCO 6 Howard Avenue, Bridgeport CT	6,161.19 Tons
C&D Waste		
Oversized MSW		
MIX C&D Waste & Oversized MSW		
OTHER – Type: Landclearing (Logs/ Stumps/ Woodchips)	DW Transport & Leasing 140 Route 32 North Franklin, CT	344.74 Tons
RECYCLABLE Type: Single-Stream	City Carting Taylor Reed Facility Taylor Reed Avenue, Stamford CT	2,325.25 Tons
RECYCLABLE Type: Scrap Metal	LaJoie's Auto & Scrap 40 Meadow St, Norwalk CT	150.58 Tons
RECYCLABLE Type: Electronic Waste	Newtech Recycling 600A Apgar Drive, Somerset NJ	44.55 Tons
RECYCLABLE Type: Tires	Empire Tire 1414 Norwich Road, Plainfield CT	3.57 Tons
RECYCLABLE Type:		

PART 3 - CERTIFICATION and SIGNATURE

This document, which is required to be submitted to the Commissioner of the Department of Energy and Environmental Protection, shall be signed by the Permittee or, if Permittee is not an individual, by Permittee's chief executive officer or a duly authorized representative of such officer, as those terms are defined in §22a-430-3(b)(2) of the Regulations of Connecticut State Agencies, and by the individual(s) responsible for actually preparing such document, and each such individual shall certify in writing as follows:

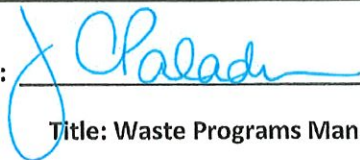
"I have personally examined and am familiar with the information submitted in this document and all attachments thereto, and I certify, based on reasonable investigation, including my inquiry of those individuals responsible for obtaining the information, that the submitted information is true, accurate and complete to the best of my knowledge and belief. I understand that any false statement made in the submitted information may be punishable as a criminal offense under §53a-157b of the Connecticut General Statutes and any other applicable law."

Signature of permittee or duly authorized representative of permittee: 

Date: 10/30/18

Printed name: Chris Torre

Title: Superintendent of Public Works

Signature of person responsible for preparing report: 

Date: 10/30/18

Printed name: Jessica C. Paladino

Title: Waste Programs Manager

Phone #: 203-854-3215

Fax #: 203-854-3224

E-mail Address: jpaladino@norwalkct.org



To: Chris Torre, Superintendent of Operations
Dilene Byrd, Administrative Assistant

From: Jessica C. Paladino, Waste Programs Manager

Date: October 24, 2018

Re: Bulky Collection Report

Calendar Year 2018

Month	Number of Collections	Bulky Weight (Tons)	Metal Weight (Tons)	Plastic Weight (Tons)	NOTES
January	27	0.70	0.52	0.20	Only 3 weeks - Due to snow
February	60	5.43	2.23	0.13	Only 3 weeks - Due to snow
March	69	7.24	6.41	0.36	
April	81	6.43	3.05	0.30	
May	144	10.33	4.38	0.74	
June	163	14.30	2.87	1.00	
July	79	7.32	0.89	0.21	Only 3 weeks - Due to July 4th
August	87	7.11	1.21	0.51	
September	115	11.03	1.50	0.33	
October	101	9.43	1.35	0.29	
November	0	0.00	0.00	0.00	Cancelled
December	0	0.00	0.00	0.00	

Year to Date	926	79.32	24.39	4.07
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