

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, February 2, 2021

TIME: 7:00 P.M.

PLACE: By Video Conference and Teleconference

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



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



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

AGENDA

Public Input

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

New Business

1. Approve the Minutes of the Public Works Committee Meeting of Tuesday, January 5, 2021.
2. Approve the Title VI - Complaint Procedure as the official policy for the City of Norwalk.
3. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and AI Engineers, Inc. for Project D.P.W. 2021-1 On-Call Engineering Services. The Agreement is for a period of one (1) year, billable on an hourly basis, for a sum not to exceed \$50,000.00, with an option to extend for two (2) additional terms of one (1) year each.

Account No. 01 40 30 5258

09 21 4021 5777 C0021	09 20 4021 5777 C0617
09 21 4021 5777 C0234	09 21 4021 5777 C0617
09 21 4021 5777 C0315	09 20 4027 5777 C0643
09 21 4021 5777 C0440	09 21 4027 5777 C0643
09 19 4021 5777 C0471	09 21 6030 5777 C0365
09 20 4021 5777 C0471	09 19 6030 5777 C0367
09 21 4021 5777 C0471	09 15 6030 5777 C0546
09 17 4021 5777 C0526	09 20 6030 5777 C0657
09 19 4021 5777 C0617	09 21 6030 5777 C0321

4. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Weston & Sampson Engineers, Inc. for Project D.P.W. 2021-1 On-Call Engineering Services. The Agreement is for a period of one (1) year, billable on an hourly basis, for a sum not to exceed \$50,000.00, with an option to extend for two (2) additional terms of one (1) year each.

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09 21 4021 5777 C0471	09 15 6030 5777 C0546
09 17 4021 5777 C0526	09 20 6030 5777 C0657
09 19 4021 5777 C0617	09 21 6030 5777 C0321

5. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Tighe & Bond, Inc. for Project D.P.W. 2021-1 On-Call Engineering Services. The Agreement is for a period of one (1) year, billable on an hourly basis, for a sum not to exceed \$50,000.00, with an option to extend for two (2) additional terms of one (1) year each.

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09 15 6030 5777 C0546
09 20 6030 5777 C0657
09 21 6030 5777 C0321

6. Authorize the Mayor, Harry W. Rilling, to execute any and all documents necessary to acquire an easement at 473 Connecticut Avenue for purposes of constructing, operating, maintaining, repairing and replacing a pump station.
7. Approve the East Norwalk Village District Standards as part of the City of Norwalk Department of Public Works Standard Detail Drawing.

Information / Discussion

A. Discussion

1. Project Status

- a. Sediment Removal Contract Update
- b. Dreamy Hollow Drainage System Improvements Update

B. Monthly Solid Waste Report – December 2020

Upcoming Projects

Adjournment

Next Meeting:

Tuesday, March 2, 2021
Public Works Committee
7:00 P.M. Location TBD



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125 East Avenue, PO Box 5125
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**CITY OF NORWALK
PUBLIC WORKS COMMITTEE
JANUARY 5, 2021**

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

STAFF: Anthony Carr, Chief of Operations and Public Works; Vanessa Valadares, Principal Engineer; Drew Berndlmaier, Senior Civil Engineer; Darin Callahan, Assistant Corporation Counsel, Paul Sotnik, Senior Civil Engineer

OTHERS: David Heuvelman, Common Council Member; Diane Lauricella

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

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Mr. Tsiranides called to order the Public Works Committee meeting on Tuesday, January 5, 2021. He stated that the meeting is being done by video conference. He announced all of the Committee Members by name and each member responded for attendance. A quorum was present. Mr.

Tsiranides gave instructions on how the public comment will be addressed. Public comments via email or zoom video conferencing. Mr. Tsiranides began the meeting with the Public Input.

PUBLIC INPUT

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.)

Mr. Tsiranides opened public input and went over the public input item on the agenda. He informed all of those signed up to speak to keep their comments to three (3) minutes or under. He asked if there was anyone that wanted to speak.

Mr. Manzi replied yes Diane Lauricella.

Diane Lauricella began by saying good evening and how are all of you. She said it is a whole new year with positive changes in the City. She said she appreciate the opportunity to speak about a few items on the agenda. She reviewed the minutes from last month and she thanked Tom Livingston for asking the questions about the possibility of electric vehicles and hybrids for the one (1) request. She said she knows they are working towards adding vehicles to the fleet, however, she suggests to this particular Committee and the Council itself, request across the board to every Department and every Agency that they look at how to build out the electric charging station infrastructure. There will be monies and grants available, there have been in the past to add, so that they can actually not use as many gas powered and diesel powered SUV's and like trucks that other towns are doing. She asked that they consider setting policy and make sure that the Purchasing Department understands this and have it come from the Mayor's Office and staff would be directed as such. Ms. Lauricella said she has a quick question she would love to see answered during this meeting about the Walk Bridge Easement offers related to compensatory easements. She wants to know if in the review in what amount of money would be fair and paid to the City, whether there were any scientist or biologist involved. There is a specialty called ecosystem service values that have been utilized in evaluating when wetlands and forest lands and tidal wetlands are taken out of service, they provide value that can be quantified. She said there is a woman by the name of Denise Savageo that she will send to Mr. Carr, others and Alexis Cherichetti, because she is an environmental economist and for many years she was the Greenwich Conservation Commission Director. Ecosystems service value of the tidal wetlands in this particular item may bear additional valuation in the favor of the City. She said she doesn't know if the Shellfish Commission and the Harbor Commission were asked to help provide that kind of evaluation and wants to know if that had been included. She said she wasn't sure if Laoise King and others involved in the process had that kind of knowledge and she is not saying she expects them to but would also would expect them to find someone to assist with this. She continued with the hazardous waste clean harbors contract, she said of course some of you know that she was the person, when she was a member of the League of Women Voters, that created and initiated the household hazardous waste collection day in the 80's and when Bill Collins was the Mayor. She is very pleased that this has become a fabric of the City. She said it helps reduce fires and poisonings in homes, etc. She feels that a much more aggressive way of advertising this and the paint care program is needed because then some of the costs of holding a fixed household hazardous waste collection day system would be pulled out. She said there was a nice flyer in the packet about the paint care program that allows people to drop off at various paint stores and not a lot of people know about that. Without creative outreach and advertising, the City is taking on more costs than they should. She said the whole point of this was that one (1) day they would have a place to put those toxins and with education they would purchase less toxic materials therefore

reducing the high costs of this particular collection day, if anyone would like to mention or discuss that the lack of educational materials, she thinks it would make the difference. It costs the City more when there is not educational materials. She was trying to find the actual contract with City Carting in regards to the yard waste hauling. She said it wasn't in the packet unless she skipped over it. She said as the Coordinator for the Norwalk Zero Waste Coalition, they would be against the current process for taking yard waste because they fully would expect to have a detailed discussion and unfortunately the whole year went by where they could have had a discussion about reducing the cost of hauling the yard waste. She said the yard waste could be reduced by educating the public about some people having backyard composting. She said to her knowledge there is no return of any of the composted material back to the citizens or the parks. She looks forward to the discussion of Item 7 and since there was no document in the packet, she asks that the item is tabled until there could be a little more information about City Carting taking another waste stream away.

NEW BUSINESS

1. **APPROVE THE MINUTES OF THE PUBLIC WORKS COMMITTEE MEETING OF TUESDAY, DECEMBER 1, 2020.**

There was no discussion on this item.

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

2. **RE-AUTHORIZE THE CONVEYANCE OF COMPENSATORY MITIGATION EASEMENTS TO THE STATE OF CONNECTICUT CONCERNING 185 LIBERTY SQUARE AND 15 & 60 SOUTH SMITH STREET (ITEMS VII, C, 2 AND 3 ON THE SEPTEMBER 22, 2020 COMMON COUNCIL AGENDA) AS PERMANENT EASEMENTS.**

Mr. Callahan reported on this item. He reminded them that he came before the Committee regarding three (3) easements, which two (2) are the topic for tonight, 15 & 60 South Smith Street and 185 Liberty Square. He said they are compensatory easements. The unrelated easement is the ingress and egress construction easement at 30 Monroe St. When he originally came before the Committee, there was a memorandum that he provided in the back up and he explained that DOT was requesting permanent compensatory easements and mitigation expense. They discussed whether they should be permanent or temporary and he said he really never received an explanation of the necessity for permanent versus temporary. It was DOT's position that they needed to be permanent. After that discussion it was approved that they become temporary easements. He said after it went through the Common Council approval process, he submitted a draft easement for DOT to review and there were some exchanges in email and ultimately he spoke with some people at DOT at the high echelon of the agency and they again reaffirmed that their position was they needed to be permanent easements. There wasn't much more of an explanation given but it was clear at that point that the course DOT intends to follow is eminent domain if it can't be resolved. He brought it back to the Committee to at least have an opportunity to reconsider the approval.

Ms. Valadares added that as part of their permitting, they need to keep that as a permanent easement because they will be required to maintain that wetland forever and they don't want that to change hands and then they will not be able to maintain the wetlands.

Mr. Livingston said it doesn't seem like they have much choice, either they approve it or DOT will do it anyway.

Mr. Callahan answered yes, he believes so. Ultimately, they have eminent domain and that process is a bifurcated process that allows the party asserting eminent domain, in this case the State, to acquire title and rather quickly at the inception of the litigation. It becomes an argument regarding evaluation.

Mr. Livingston said he would like to understand more about the why. He understands that they didn't tell him much but it makes it harder for them.

Ms. Valadares said the explanation she received was as part of their permitting, they also have to maintain some wetlands as they are in the remediation process and they have to maintain it pretty much forever so that's why that has to be permanent.

Mr. Livingston asked if they are talking about two (2) easements.

Ms. Valadares said they are talking about the wetlands easement on South Smith Street. She said it is the little area that they need to keep that wetland. On those two (2) areas, they are going to plant some tidal wetlands that was approved by Conservation and DEEP but also part of the easement is that they really need to maintain that long term. That is the reason the easement needs to be permanent so they can continue to maintain it. One (1) of the questions they had was if that was a prime location for the City because it is near the water and in the future switching hands but they are saying no they really need to keep that as wetlands as part of the permitting for the bridge. She said when there is some disturbance, they also have to add more wetlands. There are a few areas they are doing that and this is where they need a permanent easement because they need the access to be able to maintain it.

Mr. Livingston asked if that is for both of the easements or just one (1) of them.

Ms. Valadares said it is for three (3) of them.

Mr. Livingston said he thought they were approving two (2) tonight.

Ms. Valadares said that is why they put the three (3) of them back.

Mr. Livingston said he thought one (1) of them, they gave them what they wanted.

Ms. Valadares replied yes that was Monroe Street access for the South Norwalk Train Station.

Mr. Livingston said but the other two (2) we put a condition on which didn't work apparently, but are you saying that both of those are required for the wetland.

Ms. Valadares said yes for the permitting. She said it is all wetland related to this. They will not build anything on that. She said to clarify, the reason they are taking the easement is to maintain the wetland.

Mr. Livingston asked if that was in the easement agreement to maintain it.

Ms. Valadares said it is on their permit for them to be able to permit the work for the bridges they need to do this wetland mitigation and maintain it.

Mr. Carr asked Ms. Valadares to clarify for the Committee that as part of the wetland mitigation it is tied into the Walk Bridge Program right under the permit but they are not actually disturbing those wetlands or damaging them it is only to improve them.

Ms. Valadares said they are actually improving the wetlands in those areas. Conservation got involved and they were able to identify some areas where they could improve the wetlands. Conservation and DOT had some conversations about locating some areas where they had to locate some areas where they had to improve the wetlands and those are the areas that they came to an agreement. She completed a walk through probably over a year ago of those areas with Conservation and DOT and they all agreed that those areas would be used for mitigation. The only change is that those areas have to be a permanent easement because they need to maintain that permanently.

Mr. Carr reiterated that there is no disturbance to the wetlands but an improvement above and beyond what's existing.

Chairman Tsiranides stated to clarify it is solely the wetlands, the part that is exposed during low tide. Is that correct.

Ms. Valadares answered yes. The reason for the easement is that they need access through the City's property to access the wetland mitigation as well.

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

3. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO ENTER INTO A TEMPORARY RIGHT OF ENTRY AGREEMENT WITH THE DEPARTMENT OF TRANSPORTATION TO ENTER OVER A CERTAIN PORTION OF 10 N WATER STREET FOR CONSTRUCTION ACCESS, STORAGE OF MATERIALS AND EQUIPMENT STAGING PURPOSES IN CONNECTION WITH PROJECT 0301-176 – WALK BRIDGE REPLACEMENT.

Ms. Valadares report on this. She said two (2) to three (3) years ago the Committee approved an easement that is under the bridge and behind the Aquarium in favor of DOT. That map has to be revised because that area will be changed a little bit. After doing some constructability with the project they realized they needed a little more construction easement area in order to be able to have more safety while they build the project and then there will also be a permanent easement due to some of the changes to the project. The map is being revised and they will

be compensated for it accordingly. There is an appraisal going on as well as a map revision. That will come back in a few months, meanwhile the City would like them to begin some of the work in the area that can be done before and they would like them to start doing some of the prep demolition of the IMAX. The Imax is supposed to be demolished this year, the City has asked them now with the opening of the new 4D movie theater that they give the Imax to DOT and then they can start doing some demolition. During the Spring, they can complete surveys if they need to abate anything. They were okay with their request but in order for them to do that, a Right of Entry Agreement is needed since their map now will not be included in the area that is needed. They told them that they could give them a temporary Right of Entry Agreement to this area so they can try to expedite some of that work while the map is not ready so that is the reason this item is in there. They do not have the language for the Right of Entry Agreement, the Legal Department will speak with them and work on the details about the Right of Entry Agreement but it will be a temporary Right of Entry until the easement comes back for approval.

Mr. Livingston asked if any consideration been given to the loss of parking spots.

Ms. Valadares responded yes. She said they worked it out with them and the Parking Authority is in agreement, the Parking Authority preferred that instead of taking the spaces as an easement and be compensated once, they prefer to get paid every time that those spaces are being taken. In the long term, there won't be too many spaces taken but they may need to take block of spaces for instance if they need to move a crane in there. She said if there is some bad weather forecast and they need to have the boom down, they would use the parking lot for that. The Parking Authority will be able to close those spaces and have some notification and charge accordingly. She said it is the same thing that they would do if you're blocking space in the City, if you need to put a dumpster and block a space, the Parking Authority would charge for that. It was agreed that instead of an easement and lose those spaces for x amount of time, and they may not even use it, they decided that the best thing for the whole area should be on a daily basis as needed.

Mr. Livingston asked how long would the easement be for.

Ms. Valadares responded the easement will be a permanent easement. She hadn't seen the revised map but it changes the line of where that easement was towards the parking lot because of where the cables are being installed for the bridge.

Mr. Livingston refereed back to the parking and noted that there is problems with parking on Washington Street, they are potentially taken away 10 to 12 spaces for the restaurant owners and the like down there, is not good news. He said from looking on the map blocked out in pink.

Ms. Valadares said that is just so they can go and store some material if they need to. She said if they need to take those spaces as part of a permanent easement that will be appraised to the City.

Mr. Livingston said that it is not a matter of money to the City as much as it is the parking for the businesses and if anyone has thought about where these people can go. He said it may not

be an issue now with COVID but that depends on how long this thing goes on. He feels it is something they should think about.

Ms. Valadares said that there are future plans for the whole area in general that the City is thinking about including adding a couple of spaces on the street as well. This area may go through a major renovation after the whole project is complete. As of now, they don't have any plans and she is unsure how long those spaces will be gone and they will be reimbursed to the City,

Mr. Livingston asked why do they want them to take it down now versus later.

Ms. Valadares responded because now it would be less disruptive to take time to start the work at the IMAX and have some of the demolition done before Summer or after instead of during.

Mr. Livingston said he doesn't feel he has enough information on this now because he doesn't understand the parking.

Chairman Tsiranides agreed with Mr. Livingston. He said he would like to know more information on the timeframe because his understanding was once the IMAX came down they would utilize space so that they wouldn't lose the parking spaces. He said he passed that on to Mike Harding who is the Chairman of the Parking Authority to get his input on that because he would know better than him other than seeing it firsthand, Mr. Harding is more responsible on parking and could get all the data of the usage of those spaces. He said he would be interested in getting more information on those spaces once the IMAX comes down and everything transitions to that location and those parking spaces get freed up again.

Ms. Valadares said as of now they will only close those spaces as needed. She said the map and what they need versus a Right of Entry and not the final map is not in front of the Committee. She said she is happy to get back to them and the only thing she want to make them aware of is if they do not go through with the Right of Entry there is a chance they will have some work on the demolition of the IMAX during the Summer months that they were trying to avoid.

Mr. Livingston said he is not opposed to this but need more information on the timing. He thinks that if they are potentially losing these spaces for five (5) years or five (5) months is a big difference. He would like to know that. He is willing to move forward with this if they can get the information by the time the Council votes on it but he is not comfortable not knowing that.

Chairman Tsiranides asked if they could get a tighter timeline of the spaces that would be used.

Ms. Valadares responded yes, she will try to get something in writing for the Committee.

Mr. Callahan asked if that was in reference to the Right of Entry or the future permanent easement.

Mr. Livingston said he is looking at the map and he sees those parking spots covered and it looks like 12 or more and needs to understand if they could potentially lose up to 12 spots for some extended period of time and he doesn't know how long. He understands it is only as needed but it could be assumed that some of them will be needed. He would like to know how long because he knows the project will go on for a long time and if it is going to be for five (5) years, what is the plan.

Ms. Valadares responded that the Right of Entry would be temporary and will be until the final map is finalized. The map in the packet is a preliminary map so they are not approving that map yet, they are just approving a Right of Entry to the area where they will do some construction and staging is what they are asking for as part of the Right of Entry. In regards to the parking spaces, she was informed that they will be taking spaces on a daily basis as needed. The goal is not to really close the parking lot. She will ask that they put that in writing.

Mr. Livingston asked if the Right of Entry is to cover the parking spaces and not the easement.

Mr. Callahan asked Ms. Valadares if the pink shaded area the area that corresponds with the requested Right of Entry.

Ms. Valadares responded the pink shaded area is for both because they need to be able to have access to that so if they need to move any equipment there, they would be able. She said after they have an easement they don't need to ask for permission. If they need to move a crane to be able to access that, they will not be able to do any work until the map is finalized. She said this is a preliminary map so she assumes that both would be similar, the Right of Entry and the permanent easement for constructionism and whatever that will be. The map will be very similar. They are just trying to gain access through the City's property.

Ms. Smyth asked if this was time sensitive and if they should be talking about tabling this to the next meeting or just get the information to them before the vote.

Ms. Valadares said she can get back to them tomorrow and see if she can get an answer to clarify the parking spaces for the Right of Entry.

Ms. Young asked if they get that information and they still have questions, are they going to still take it to the next Council meeting or should they just say they want more information and wait until the next meeting to discuss it, is that possible or not.

Ms. Valadares said she would leave that decision to the Committee to decide. She said they approached the State to see if they would be willing to begin working on the IMAX so there aren't anyone working on it during the Summer months. Hopefully, they would be out of COVID by the Summer months and the Aquarium would be just completing a major renovation, the restaurants will be willing to have their customers back and they don't want to have a major demolition in that area. She said when the City and the Aquarium approached the State, they asked them if there is something they can do to anticipate their schedule and they responded that they would look into it but they do not have the easements to do it. They said they need a Right of Entry to allow them to start doing some work. If this is approved by next week, they will probably can get someone on site to start inspections the week after that.

One of the main things that needs to be done is abatement before they start the demolition of it but the State can only work after all the paperwork is in place that is the reason for the Right of Entry. Ms. Valadares said that although it is showing the blocked spaces, they may be blocked just when they need to use it. She said she understands the question and cannot answer that right now in regards to how many days those spaces will be blocked. The idea is that the spaces would not be blocked for that many because there is a daily cost associated to it. The main thing is more access to it. When they build the bridge, there will be a whole platform that will be built along the river, that is how they will do the construction and the docks will be one of the first things they are going to do and so change and move south of the river and that is one of the reasons why they need access to complete those changes before they can really start any work.

Mr. Heuvelman stated that Ms. Valadares mentioned that she does not know where the permanent easements will be as of yet and asked if they are looking at the same area in pink.

Ms. Valadares responded yes. She said it is probably the same one and that they are calling it preliminary because they have just finalized with the survey and need to make sure that is what it is but it is just showing as a construction easement. There may be a permanent easement just up to the parking lot. She said as of now, she doesn't think they are taking any of the parking lot.

Mr. Heuvelman said that was his question, if the permanent easement is going to impact that parking lot.

Ms. Valadares responded not that she is aware. She has not seen a map that shows any taking from the parking lot. There will be a new configuration with the new docks and all that but they were really not planning to take the lot.

Mr. Chairman said if they are doing this to hurry up the demolition and free up that space where the IMAX is for utilizing that location for future construction and not taking away parking spaces during the Summer months makes sense to him. He said right now with COVID being what it is, they are not that busy downtown and he doesn't see that parking lot ever full. He said now would be the best time to do it with the understanding and hope that maybe by the Summer more people will be out and that tends to be the more trafficking busy time of year for that area. If they could free that space up and get ahead of the project may be a good way to go. He said there are a lot of questions and concerns and he has no problem tabling this item to the next Committee meeting or they could pass it forth to the Common Council and hope to get answers before the meeting and if they don't and they are not satisfied with it they can always table at that time.

Mr. Livingston said that he agrees that this is a good move on the City's part, he just wants to know what they are approving and they have thought it through so he is okay with going to the Common Council and tabling it there if need be.

Ms. Valadares reiterated that she will reach out to the State and ask them to clarify the parking spaces, if they will be taking now the Right of Entry and for how long and eventually the

easement later. During the Right of Entry she will find out how many spaces will be affected and for how long.

Mr. Chairman responded yes put together those answers preferably before the Common Council meeting next week.

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

****MOTION PASSED UNANIMOUSLY**

4. **AUTHORIZE THE CHIEF OF OPERATIONS & PUBLIC WORKS, TO EXECUTE ORDERS ON CONTRACT WITH DEERING CONSTRUCTION, INC., TO PROJECT PM 2019-1, PAVEMENT MANAGEMENT PROGRAM, FOR AN AMOUNT NOT TO EXCEED \$500,000.**

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

Mr. Carr stated the reason for this request is during construction of their annual paving for this year, DPW encountered unforeseen conditions with the roadway in the Cove and Fifth Street Area. That excludes Second Street because they have not finished that street yet. The unforeseen conditions are the road slopes were relatively, extremely flat and this required extra grading from Deering Construction to achieve the proper pitch in the road and improve the drainage. They wanted to reduce or mitigate any ponding or standing water. There were numerous storm sewers that they discovered that were in serious disrepair which were replaced by Deering Construction on a time material basis. A few months ago, the Committee and Council approved an on-call general drainage contract that they now have a contractor retained that will do that work next year in advance of the paving. They are still working to optimize and make their processes more efficient but the relatively flat road grades required additional grading, the storm sewer and additional ADA handicap ramps were installed. In that whole area there were a multitude of things. In the future to help mitigate this, they also have the on-call surveying contractor, professional services contract, in advance of their paving program, if there are areas they feel need to be surveyed, that work would be completed in advance to avoid contractor change orders during construction. Unfortunately, at that time, they didn't have the on-call surveying or on-call drainage contract in place. Those are mechanisms that will improve their overall pavement program. In the future the intent is to fix the drainage before, survey the area, get survey to engineering, review it and determine if any of those field adjustments need to be made prior to construction. They will try to mitigate those change orders by having the work, design, and surveys done in advance instead of working it out in the field. This will not eliminate change orders but it will certainly reduce the number of change orders. He said this paving contract is up and they will be rebidding the pavement management program contract this Summer.

Mr. Berndlmaier stated that they have paved a lot of other streets. He said they wanted to pave as much as possible before the close of the year. He reiterated that they did not anticipate how much they may have been expending late in the contract. A lot of the expenditures were also on roads that were paved so it wasn't like they went over budget in one (1) location, it is just that they did more work than what they were anticipating. He said they were ahead of what

their spending availability was before they realized how much they may go over on those change orders, changes in grade, that they could not just stop and not fix them before winter otherwise the plows or pedestrians would have difficulty managing the new ADA ramps and everything they had installed there.

Mr. Livingston said that the roads look great. He asked if this amount comes from the annual budget for paving. He wants to know what the source of those funds are and if it is part of the annual budget, why would they need to improve it.

Mr. Carr responded that the paving is paid for out of two (2) separate items typically the annual paving program budget and curbs and sidewalks. They basically lump that money together because they typically do not pave roads unless they do the curbs and sidewalks first. The pool of money is generally combined between curbs and sidewalks and paving.

Ms. Valadares added drainage. She said that they bid their paving management program on a calendar year and they fund it on a fiscal year, so that gives them a bit of flexibility on money because they are able to use money from two (2) fiscal years, that is why both accounts are there. She said the bids are prepared and put out in January. The contract is on board by the beginning of the construction year which runs through to December. Sometimes they are unable to complete everything by then so they extend the contract. The original agreement was for 3.75 and they are asking for 500 on the change order which brings them to 4.25 and they are usually around 4 on paving.

Mr. Livingston asked where the extra 500 is coming from.

Ms. Valadares said that they also have other accounts that they use, like drainage.

Mr. Livingston said so the money is harvested from various accounts.

Mr. Berndlmaier stated that they are just pulling the 500 from the paving account. He said the money is available but they do not have authorization to use that account.

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

****MOTION PASSED UNANIMOUSLY**

- 5. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE AN AGREEMENT BETWEEN THE CITY OF NORWALK AND TIGHE & BOND, INC. FOR PROJECT D.P.W. 2020-1 CONSTRUCTION INSPECTION/OBSERVATION SERVICES. THE AGREEMENT IS FOR A PERIOD OF ONE (1) YEAR, BILLABLE ON AN HOURLY BASIS, FOR A SUM NOT TO EXCEED \$325,000.00, WITH AN OPTION TO EXTEND FOR TWO (2) ADDITIONAL TERMS OF ONE (1) YEAR EACH.**

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

**ACCOUNT NO. 09 06 4021 5777 C0234
ACCOUNT NO. 09 07 4021 5777 C0234
ACCOUNT NO. 09 21 4021 5777 C0234**

ACCOUNT NO. 09 04 4021 5777 C0234

ACCOUNT NO. 09 22 4021 5777 C0302

ACCOUNT NO. 09 06 4021 5777 C0315
ACCOUNT NO. 09 21 4021 5777 C0315
ACCOUNT NO. 09 22 4021 5777 C0315

ACCOUNT NO. 09 20 4021 5777 C0643
ACCOUNT NO. 09 21 4021 5777 C0643
ACCOUNT NO. 09 22 4021 5777 C0643

ACCOUNT NO. 09 22 4021 5777 C0318
ACCOUNT NO. 09 18 4027 5777 C0440
ACCOUNT NO. 09 21 4021 5777 C0440
ACCOUNT NO. 09 22 4021 5777 C0440

ACCOUNT NO. 09 21 6030 5777 C0658

ACCOUNT NO. 09 21 6030 5777 C0659

ACCOUNT NO. 01 40 30 5258

Mr. Carr stated they are very comfortable with Tighe and Bond. In the backup it shows that they were not the cheapest or expensive consultant but what the selection panel encountered was that the most expensive consultant was more expensive and did not have the requisite number of years of experience. He described the consultants' years of experience and explained why Tighe and Bond was chosen. Based on qualifications, Tighe & Bond's experience was most prudent and beneficial for the City. This contract is for the oversight of their annual paving program. The consultant physically watch the contractor install the paving. DPW Engineers are there as well but sometimes they are bouncing between jobs and even more so now with them being short staffed. There is also another Tighe and Bond staff member that is a rover and basically bounce to various capital improvements projects throughout the City, from drainage to athletic fields. They will have one (1) person dedicated to the paving program and kind of a half a person that will manage and oversee other various projects to assist engineering throughout the year. The amount was increased to 325 due to the half person. He said it is a one (1) year contract with two options to renew which they would likely do. Tighe and Bond had the best inspectors on that proposal.

Mr. Sotnik stated that when they interviewed the people that were going to be doing the work, they requested the actual inspectors that would be assigned to the project, attend the interviews so they would be able to question them as well. That was how they were able to decipher some of the experience Mr. Carr mentioned. He said that cheaper would have cost them more in the long run because they would have had to keep them up to speed.

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

6. **AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE AN AGREEMENT WITH CLEAN HARBORS ENVIRONMENTAL SERVICES, INC. FOR PROJECT 4079 HOUSEHOLD HAZARDOUS WASTE COLLECTION FOR A SUM NOT TO EXCEED \$30,000. 00.**

ACCOUNT NO. 01 40 42 5258

Mr. Carr stated that the contract includes seven (7) Southwestern Fairfield County Communities, Darien, Greenwich, New Canaan, Norwalk, Stamford, Westport, and Wilton. Annually, they hold an event to collect household hazardous waste, in 2021, the event will be held on August 28, 2021 from 8am to 2pm at Norwalk High School. This information will be on the website and it is also in the packet for supporting documentation. The purpose of this event is to get rid of household hazardous waste like solvents, degreasers, transmission fluid, lighter fluid, oil and latex paints. There is a what's in and what's out list. The vendor is very

reputable and they have a lot of history in the surrounding communities. He said staff will be present at the facility to identify what falls under paint care and what's acceptable under paint care and what is not. Mr. Carr asked Ms. Paladino to address Ms. Lauricella's concern and provide an overview about paint care and how it works.

Ms. Paladino stated that paint care is a program in Connecticut that accepts certain paint products as a product stewardship program so those products are accepted back to paint care and paid for paint care for their disposal or recycle so the price per household that the City of Norwalk would be paying for household hazardous waste would not include any paint care approved products. Those products would be paid for directly by paint care. Clean Harbors would have to execute a separate contract paint care in order to be paid for those items. In the past, the City of Norwalk and the surrounding communities have not participated with paint care and due to COVID only one (1) event happened in 2020 and from what she understood, the staff was able to identify based on the markings on the containers whether they were paint care products or not. Any item that comes in from a resident that does not have proper markings would be assumed to be household hazardous waste, even if it is the standard latex paint, there is no way identify it without doing chemical tests. So those would have to be paid for as household hazardous waste and that is why they ask residents to bring their items in their original container.

Mr. Livingston asked how it would be advertised.

Ms. Paladino said it would be put in the newspaper, different broadcast programs like Channel 12, The Hour and Nancy on Norwalk. She said if residents have a suggestion on how to further announce the program, she is happy to hear them. She will put the word out anyway they can.

Mr. Carr said they will also include putting it on the City's website and the Communications Director can put out a press release as well.

Ms. Young said that she believes there are some creative ways to get the information out like the Second Taxing District mailers, if you get copies to them, they could insert them in their mailers and reach the homes and maybe even the school system, although the kids are not in school now.

Mr. Carr agreed and said that is a good idea.

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

****MOTION PASSED UNANIMOUSLY**

7. **AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE AN AGREEMENT WITH CITY CARTING, INC. FOR PROJECT 4077 TRANSPORTATION & DISPOSAL OF YARD WASTE MATERIALS FOR A SUM NOT TO EXCEED \$275,000. 00.**

ACCOUNT NO. 01 40 42 5299

Mr. Carr stated this contract is a three (3) year contract with two (2) one (1) year extensions which will make it a five (5) ½ year contract. The contract is for the second half of this fiscal year plus three (3) years. This contract is for the collection of yard waste materials which include brush, leaves, logs and stumps, woodchips and storm/disaster debris which is a very important item which we know from the August 4th storm event. City Carting was less in cost. During the August 4th tropical storm, City Carting was extremely responsive. There were 10 to 12 trailers coming in and out of their Operations Center and Yard Waste Site. They were trying to keep up with the removing of everything and most of those trucks were City Carting trucks. City Carting handles their waste stream for garbage and recycling but they were clearly the lower bidder and they were extremely responsive during the storm events and that is when you really need a vendor to step up when you are in a pinch like that. He said it gives him comfort and should give the Council and the residents comfort to know that if there is another storm like that they could give a call, email or meet on site and explain what they need and not have to worry about the disposal. He asked Ms. Paladino if this item was separated out from the contract.

Ms. Paladino answered correct. She said in the past it was awarded to one (1) contractor so there was one (1) contract but since there were two (2) rfp's, they will be awarded to two (2) separate contractors.

Mr. Carr said that City Carting, if approved, will take over the contract that DW currently has and if you look at item #8, DW Transport and Leasing is the current contractor for items seven (7) & eight (8).

Mr. Chairman recognized that City Carting did come through during the last storm which they had a lot of debris and they showed up very quickly with the clean-up. He said it wasn't just their trucks, it was also homeowners. They were lucky enough to keep the compost site open so they can dispose of it all. He said they did a great job when they were in a bind.

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

****MOTION PASSED UNANIMOUSLY**

8. **AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE AN AGREEMENT WITH D.W. TRANSPORT & LEASING, INC. FOR PROJECT 4078 TRANSPORTATION & DISPOSAL OF STREET SWEEPINGS / CATCH BASIN GRIT, EXCAVATED MATERIALS AND BROKEN STRUCTURAL CONCRETE FOR A SUM NOT TO EXCEED \$150,000. 00.**

ACCOUNT NO. 01 40 42 5299

Mr. Carr stated that there was only one (1) bidder for this contract and the previous item that was just approved, there was two (2) bidders. This contract scope of work includes removal of street sweeping from the street sweepers, catch basin grit and all the materials taken out of the catch basins, excavated material which could be silt, these are the items that are typically covered. He said those are two (2) very important contracts to have for public works.

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

****MOTION PASSED UNANIMOUSLY**

INFORMATION / DISCUSSION

A. DISCUSSION

1. PROJECT STATUS

a. SEDIMENT REMOVAL CONTRACT UPDATE

Mr. Carr reported on this. Four (4) out of five (5) waterways have been cleaned and removal of sediment which was Hunters, June, Lloyd, and Friendly, the last location is Keelee. Keelee will also be by West Cedar and will be the most challenging. Next month they will provide to the Committee the total volume of sediment removed from the five (5) waterways. The projects have gone seamless with very few hiccups. The residents are very happy and they received very little to no complaints. He said they have not seen any more flooding fortunately so they believe this will have a positive impact on the overall storm sewer now. These are more maintenance items and are not looked at as simple fix or a silver bullet to flooding but the cumulative effect of cleaning out the waterways will be a great improvement to the overall storm sewer system. There will still be flooding and ponding but nonetheless it will help move the water faster from point A to point B. Mr. Carr stated that they removed approximately 1400 tons of sediment. During the August 4th storm, they collected about 2,600 tons of storm debris so they removed about half the volume or weight of tonnage that they did for the tropical storm with the storm debris as they just did for the sediment removal so 1400 tons of sediment removal versus 2,600 tons of storm debris.

b. DREAMY HOLLOW DRAINAGE SYSTEM IMPROVEMENTS UPDATE

Mr. Carr reported on this. Woodard and Curran are continuing with their design documents. They recently employed a geotechnical contractor to work with three (3) residents on private property to obtain soil borings so they could better understand the characterization of the soil below. This is important because the Friendly Pond Area is built on a very organic mucky peat, not really the best soil available for construction so to ensure there are no issues during construction, Woodard and Curran are doing their due diligence to find out what type of soil conditions are below the surface so they could most appropriately design their storm sewers. This means that instead of throwing the pipe in the ground, if the soil is very unstable or weak there may need to be some special support below the pipe which could be extra stone piles or corkscrews driven to the ground that provides support to hold up a pipe. Residents have been very cooperative. They are obtaining the entry agreements.

Mr. Sotnik said that he met and delivered the entry agreements two (2) weeks ago and he is waiting for them to return the executed documents.

Mr. Carr said that Woodard and Curran asked them if they received the signed agreements. He said the worst case is the residents don't let them on their property. Woodard and Curran designs conservatively which may be a little more expensive during construction but he prefers they design conservatively than under design and have more field changes during construction. They anticipate contractor bidding in Summer 2021 and are looking forward to a shovel in the ground by late Summer early Fall of 2021. That work may not begin again until the fall, working from September to December then starting back again in Spring 2022. This is for the Friendly Pond/Dreamy Hollow area, which is a 400 acre drainage area. The focus is to start the improvements there and then continue the second flood study of the New Canaan/Ponus Avenue watershed. After these two (2) studies are complete, they will begin other flood studies within the City. He said every two (2) years, they will complete a design and investigation one (1) year and the construction the second year. He said they decided to do this every two years to slow down spending and allows the capital improvement program to fund what they need to do because they are not small fixes but are rather multi-million dollar fixes each time and you may not even solve all of the problems. Once they are done with Friendly Pond, they will begin to identify other areas in the City as well.

B. MONTHLY SOLID WASTE REPORT – NOVEMBER 2020

Mr. Carr reported on this. He said the recycling numbers are up from last year. The MSW numbers are also up which is likely due to COVID and the holidays. He said compared to last year they are much higher but compared to the beginning of the pandemic they are trending a little bit lower.

C. SNOW REMOVAL

Mr. Carr reported on this. He gave kudos to Chris Torre and Nick Roberts on the snow removal cleanup for the 12/16-12/18 snowstorm. He gave statistics on the storm. He said that between 12/16 to the evening of 12/18, they received eight (8) to ten (10) inches of snow. They used 450 tons of salt, they projected using 500 to 750. They have over 5000 tons of salt left in the shed. They spent about \$50,000 in overtime and that was from Wednesday night at 5:30pm to Thursday night at 6:30pm when the truck started coming in and early Friday morning there was a sidewalk crew there for parks. Total operational hours was about 32 hours. Operations and Parks collaborated to work on the sidewalks and clean up the sidewalks in the schools, City Hall and even the right of way so he was very impressed to see that. He said it helps to share resources. He said that both sides of the fence made it work but were short staffed due to retirements but they made it work. There were a few complaints about plowing people in and a few about not coming down the road. Mr. Carr said that he explained to the residents that the first pass they see might not be the prettiest but it's just to make the road safe and passable for emergency vehicles. He said it will not be black to the pavement all the time especially based on the snowfall and temperatures but the first pass is just to allow emergency vehicles to get through the roadway. He said there is always room for improvement and they are doing their best. He explained to the Committee some of the complaints. He said that space becomes a challenge and they received complaints from residents stating that the plow drivers were pushing snow from one driveway to the next. They try to move the snow along the curb line and then out to the intersections but it is not always a possible task especially when there are cars parked in the way. There were seniors with special needs that needed to get

out so there were complaints about how they pushed the snow from one place to the next but that was the reason for that and they ended up moving it anyway. When there is 10 inches of snow it is difficult to place the snow in certain locations and they are sensitive to people with special needs so when dispatch calls about those individuals we send a crew out there.

Mr. Chairman said that they did a great job. He said he toured the streets with Chris Torre during the storm and after because he did get a lot of phone calls and to share with the Council Members. He said when he gets calls he tells everyone that he will take a call from a constituent that has problems with the snow but the best thing to do is call the City customer service number because a work order is put together and the issue will be resolved and it helps the City to be able to track it also. When he was out with Mr. Torre, eight (8) to 10 inches is a lot of snow and he had a hard time clearing his own driveway and when you go to other neighborhoods when there is not a good space to push any of the snow and then there are private plow drivers that tend to put the snow back in the street even though they aren't supposed to. He said he has pictures. Residents complaining that many of the roads had not been cleared and that wasn't the case. The problem was the private plow trips going out there and pushing the snow into the road again after it had been cleared. There is always room for improvement but given the situation, they did really well with what they were given.

D. PERSONNEL

Mr. Carr reported on this. He said following the retirement vacancies, Personnel did a fantastic job working with operations and parks and they have successfully filled through various offer letters and promotions and daisy chains which is a promotion when somebody vacates a position, one (1) person moves up to one (1) and the other person was up from the bottom. Operations did fill 11 positions and two (2) driver positions, so they will have 13 new people to train. Parks also filled all five (5) of their positions that resulted from the vacancies which include one (1) equipment operator, three (3) drivers and one (1) laborer. Some staff transferred over from Operations to Parks and other staff were promoted internally within Parks. Their personnel and roster changes are basically finished for Operations and Parks. He thanked Personnel and Ray Burney, Chris Torre and Nick Roberts for working through that. The Junior Engineering positions have not been filled yet but they are confident since they have the on-call surveying contract in place they are advertising right now for the junior engineer and they have the construction observation contract. Although they are short staffed they are confident that they could bridge that gap to hold off on failing the junior engineers like they discussed with the administration.

Ms. Valadares agreed with Mr. Carr.

Mr. Livingston asked how many open positions are there.

Ms. Valadares responded five (5) in engineering.

Mr. Livingston said it is amazing they can do what they do with five (5) open engineering positions.

Mr. Carr said they have excellent staff. He said they are the most committed, dedicated groups of professionals that he has seen. He said there are a lot of intricacies behind the scene and at the end of the day, they make it look polished and that is a great testament to the great work that Mr. Sotnik, Mr. Berndlmaier, Ms. Paladino, Ms. Valadares and everyone else that's on the call and supports this department and himself, the Mayor and the Council. He said if they didn't have the talent level in the department, probably not as much would get done. They take a step back and reflect on the work and if processes don't work, they could admit to those and they improve on them.

Mr. Livingston gave kudos to Mr. Carr and his department.

Mr. Carr thanked him and his staff.

Mr. Chairman thanked them as well.

Mr. Berndlmaier gave a shout out to the supporting staff as well. He said their junior assistant engineers have been putting in a lot of tough work. He thanked them for the acknowledgement.

Mr. Sotnik said that one (1) of the biggest people that is the glue that keeps everything together in our department is Monique, she keeps everything going or we would be lost.

Ms. Young agreed and thanked her too.

Mr. Carr said Monique gets my back and protects me and always gives me a heads up and I don't even have to ask her for anything because before it is a thought in my mind, she's already proactively done it and supports me. She is awesome to work with, thinks outside the box and puts in every effort for what she needs to do. He thanked her again. He said he is fortunate to have the admin and technical staff that he has.

UPCOMING PROJECTS

ADJOURNMENT **MR. LANGELLA MOTIONED TO ADJOURN.
MOTION PASSED UNANIMOUSLY.
MEETING ADJOURNED AT 8:25P.M.**

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

Title VI Complaint Procedure

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the City of Norwalk (the "Norwalk") may file a Title VI complaint by completing and submitting Norwalk's Title VI Complaint Form. Norwalk investigates complaints received no more than 180 days after the alleged incident. Norwalk will process complaints that are complete.

For complaints related to Federal Highway Administration (FHWA) funded programs, the Norwalk will immediately forward the complaint to the Connecticut Department of Transportation (CTDOT).

Complainants may also file a complaint directly with CTDOT:

Connecticut Department of Transportation
Office of Contract Compliance
Attn: Title VI Coordinator
2800 Berlin Turnpike
Newington, CT 06111

Complainants may also file a Title VI complaint with the FHWA:

FHWA Office of Civil Rights
1200 New Jersey Avenue, SE
8th Floor E81-105
Washington, DC 20590

For complaints related to Federal Transit Administration (FTA) funded programs:

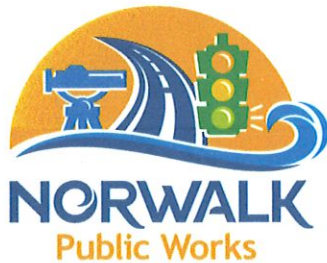
Once the complaint is received, Norwalk will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by our office. Norwalk will notify the Connecticut Department of Transportation's Title VI Coordinator of any Title VI complaints filed, within 10 business days of receipt.

Norwalk has 120 days to investigate the complaint. If more information is needed to resolve the case, Norwalk may contact the complainant. The complainant has 10 business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 10 business days, Norwalk can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member, or any

other action will occur. If the complainant wishes to appeal the decision, she/he has 30 days after the date of the letter or the LOF to do so.

A person may also file a complaint directly with the Connecticut Department of Transportation, Office of Contract Compliance, Attn: Title VI Coordinator, 2800 Berlin Turnpike, Newington, CT 06111; or directly with the Federal Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.



CITY OF NORWALK
Vanessa Valadares, P.E.
Principal Engineer
vvaladares@norwalkct.org
P: 203-854-7902 / F: 203-857-0143
Norwalk City Hall
125 East Avenue, P.O. Box 5125
Norwalk, CT 06856-5125

MEMORANDUM

TO: Anthony R. Carr, P.E., CFM - Chief of Operations and Public Works

FROM: Vanessa Valadares, P.E. - Principal Engineer

CC: Paul L. Sotnik, P.E. - Senior Civil Engineer
Drew Berndlmaier, P.E. - Senior Civil Engineer
Aaron Ho, E.I.T. - Assistant Civil Engineer

REF: On-Call Engineering Services Consultants Selection
RFQ – City Project 4019, D.P.W. Project DPW2021-1

DATE: January 27, 2021

As you are aware, the City of Norwalk received thirteen (13) 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 Paul Sotnik, P.E., Drew Berndlmaier, P.E., Aaron Ho, E.I.T. and I shortlisted six (6) firms to provide a presentation of qualifications and specifics as to how they would approach this project. The Panel conducted the interviews along with Sharon Conners, Purchasing Agent on January 27, 2021. Based upon the results of those interviews, the panel has recommended that three (3) Firms, AI Engineers, Inc., Weston & Sampson Engineers, Inc. and Tighe & Bond, Inc., be offered contracts for the On-Call Engineering Services for the above referenced Project. We 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 \$50,000.00 for each of the three (3) Firms.

Therefore, I would like to request that the following items be included on the agenda for the February 2, 2021 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 AI Engineers, Inc. for Project D.P.W. 2021-1 On-Call Engineering Services. The Agreement is for a period of one (1) year, billable on an hourly basis, for a sum not to exceed \$50,000.00, with an option to extend for two (2) additional terms of one (1) year each.

- 2.) Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Weston & Sampson Engineers, Inc. for Project D.P.W. 2021-1 On-Call Engineering Services. The Agreement is for a period of one (1) year, billable on an hourly basis, for a sum not to exceed \$50,000.00, with an option to extend for two (2) additional terms of one (1) year each.
- 3.) Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Tighe & Bond, Inc. for Project D.P.W. 2021-1 On-Call Engineering Services. The Agreement is for a period of one (1) year, billable on an hourly basis, for a sum not to exceed \$50,000.00, with an option to extend for two (2) additional terms of one (1) year each.

Account No.

01 4030 5258

0921 4021 5777 C0021

0921 4021 5777 C0234

0921 4021 5777 C0315

0921 4021 5777 C0440

0919 4021 5777 C0471

0920 4021 5777 C0471

0921 4021 5777 C0471

0917 4021 5777 C0526

0919 4021 5777 C0617

0920 4021 5777 C0617

0921 4021 5777 C0617

0920 4027 5777 C0643

0921 4027 5777 C0643

0921 6030 5777 C0365

0919 6030 5777 C0367

0915 6030 5777 C0546

0920 6030 5777 C0657

0921 6030 5777 C0321

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



NORWALK PLANNING COMMISSION

125 East Avenue
Norwalk, Connecticut

MEMORANDUM

January 19, 2021

TO: Common Council

FROM: Bryan Baker, Principal Planner

SUBJECT: 8-24 Referral #01-21 - Norwalk WPCA - 473 Connecticut Avenue - Proposed new Keeler Brook Sewage Pump Station and easement agreement with Eversource

At their January 13, 2021 meeting, the Planning Commission made the following decision:

BE IT RESOLVED by the Norwalk Planning Commission that 8-24 Referral 8-24 Referral #01-21 - Norwalk WPCA - 473 Connecticut Avenue - Proposed new Keeler Brook Sewage Pump Station and easement agreement with Eversource be **APPROVED** subject to the following reasons:

1. To implement the Plan of Conservation and Development goal that *"Norwalk's infrastructure and public facilities are resource-efficient, well-maintained, cost-effective, sustainable and resilient"* (Chapter 4: Public Facilities, Infrastructure & Services, pg. 219); and
2. To implement the Plan of Conservation and Development policy to *"Support resource-efficiency and cost-effectiveness through coordinated planning and maintenance"* (Chapter 4: Public Facilities, Infrastructure & Maintenance, pg. 208); and

BE IT FURTHER RESOLVED that notice of this action be forwarded to the Common Council.

6

PROPOSED SEWER EASEMENT METES AND BOUNDS DESCRIPTION

BEGINNING AT A POINT ALONG THE SOUTHERLY LINE OF CONNECTICUT AVENUE. SAID POINT BEING THE COMMON CORNER OF LAND NOW OR FORMERLY THE CONNECTICUT LIGHT AND POWER COMPANY AND VIRGINIA AND RAYMOND FAMILY LP.;

THENCE N47°34'25"E A DISTANCE OF 21.89' ALONG THE SOUTHERLY LINE OF CONNECTICUT AVENUE;

THENCE THE FOLLOING COURSES ACROSS LAND NOW OR FORMERLY OF THE CONNECTICUT LIGHT AND POWER COMPANY

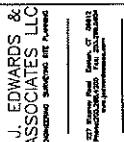
S07°28'52"E A DISTANCE OF 51.24';

N84°28'55"E A DISTANCE OF 10.00';

S05°31'06"E A DISTANCE OF 80.35';

S84°28'54"W A DISTANCE OF 42.29' TO A POINT ALONG THE COMMON LINE OF NOW OR FORMERLY THE CONNECTICUT LIGHT AND POWER COMPANY AND VIRGINIA AND RAYMOND FAMILY LP;

THENCE N00°45'43"E A DISTANCE OF 119.13' ALONG THE COMMON LINE OF NOW OR FORMERLY THE CONNECTICUT LIGHT AND POWER COMPANY AND VIRGINIA AND RAYMOND TO THE POINT AND PLACE OF BEGINNING;



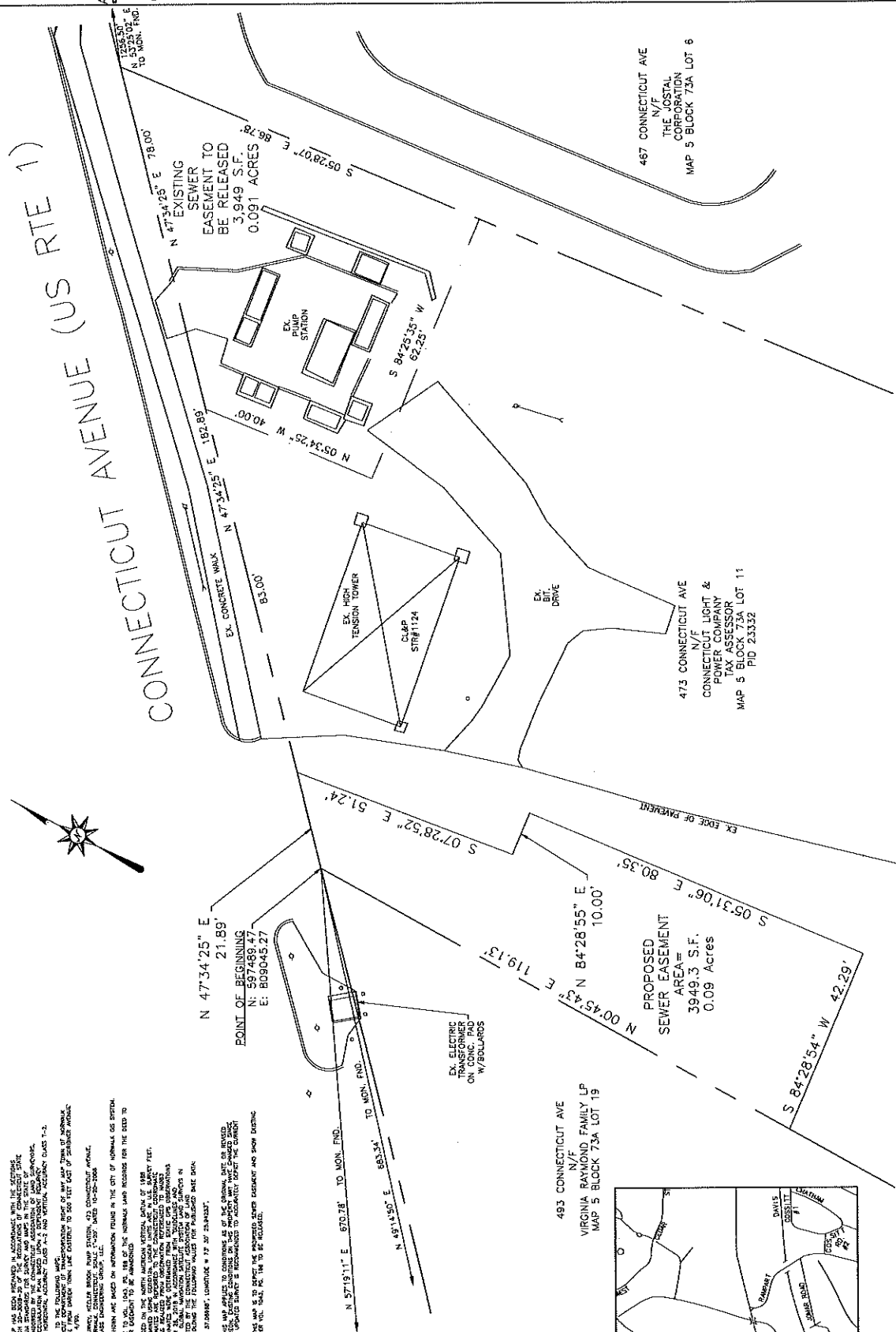
KEELER BROOK PUMP STATION
NORWALK, CONNECTICUT

REV	DATE	DESCRIPTION
1	10/23/18	EXPENSE
2	12/04/18	EXPENSE

DATE: SEP. 19, 2019
PROJECT #: 2826
DRAWING FILE: 2626-PE
DRAWN BY: IE
SCALE: 1"=10'

TITLE
SEWER
EASEMENT
MAP
CONNECTICUT
AVENUE

SHEET NUMBER
SE-1



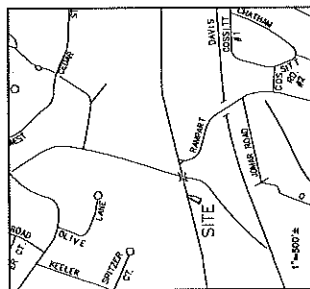
LEGEND



PROPERTY LINE
PROPOSED EASEMENT LINE
EXISTING EASEMENT LINE
EXISTING UTILITY POLE W/ GUY WIRE

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

THIS MAP IS NOT VALID UNLESS EMBOSSED WITH THE SEAL OR AFFIXED WITH THE LOG STAMP OF THE SECRETARY.



1458N ETWAKES 1 S No. 70308

EXISTING SEWER EASEMENT METES AND BOUNDS DESCRIPTION

BEGINNING AT A POINT ALONG THE SOUTHERLY LINE OF CONNECTICUT AVENUE. SAID POINT BEING THE COMMON CORNER OF LAND NOW OR FORMERLY THE CONNECTICUT LIGHT AND POWER COMPANY AND VIRGINIA AND RAYMOND FAMILY LP.;

THENCE N47°34'25"E A DISTANCE OF 83.00' ALONG THE SOUTHERLY LINE OF CONNECTICUT AVENUE TO THE TRUE PLACE OF BEGINNING;

THENCE ALONG THE SOUTHERLY LINE OF CONNECTICUT AVENUE N47°34'25"E A DISTANCE OF 78.00' TO THE NORTHWEST CORNER OF LAND NOW OR FORMERLY THE JOSTAL CORPORATION;

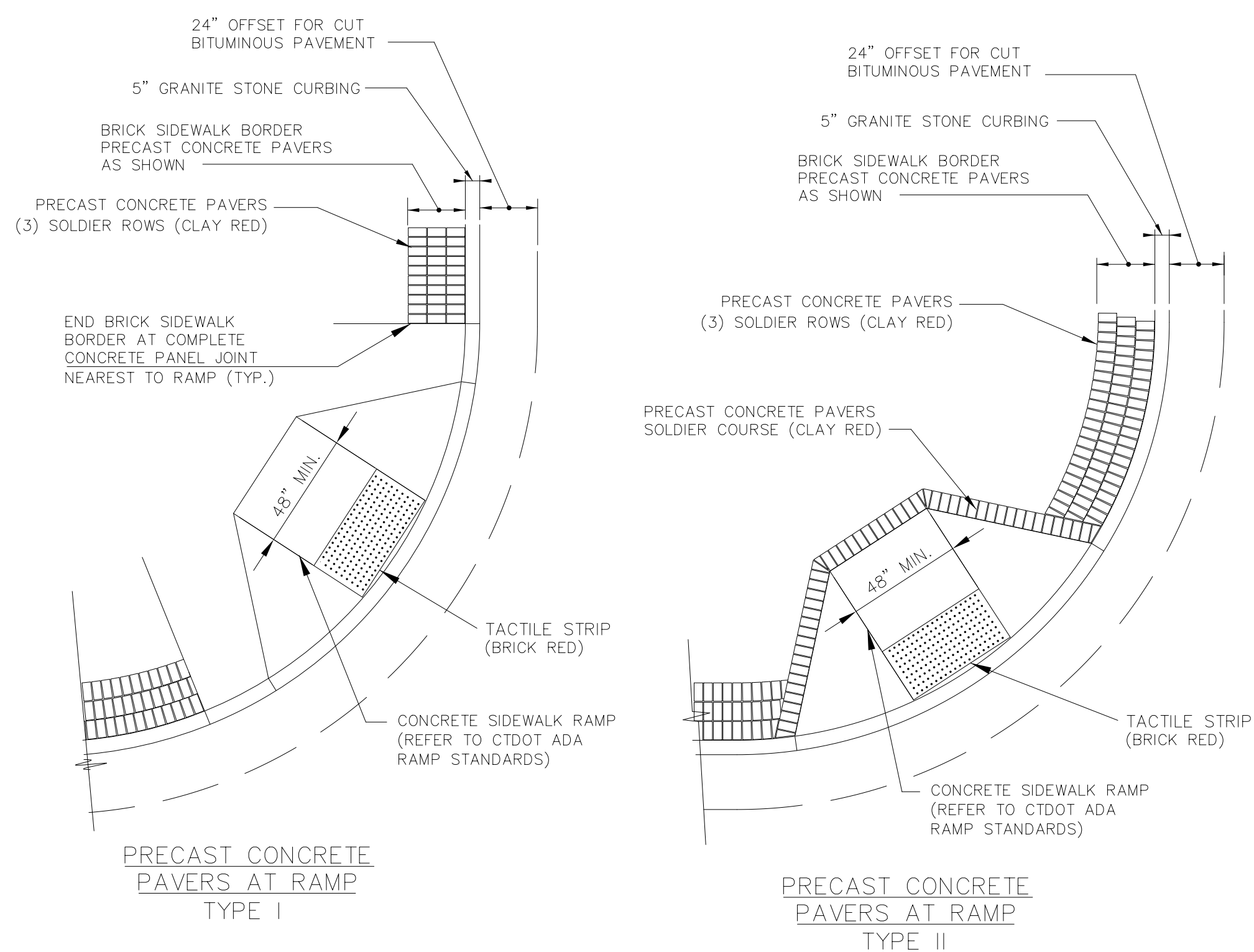
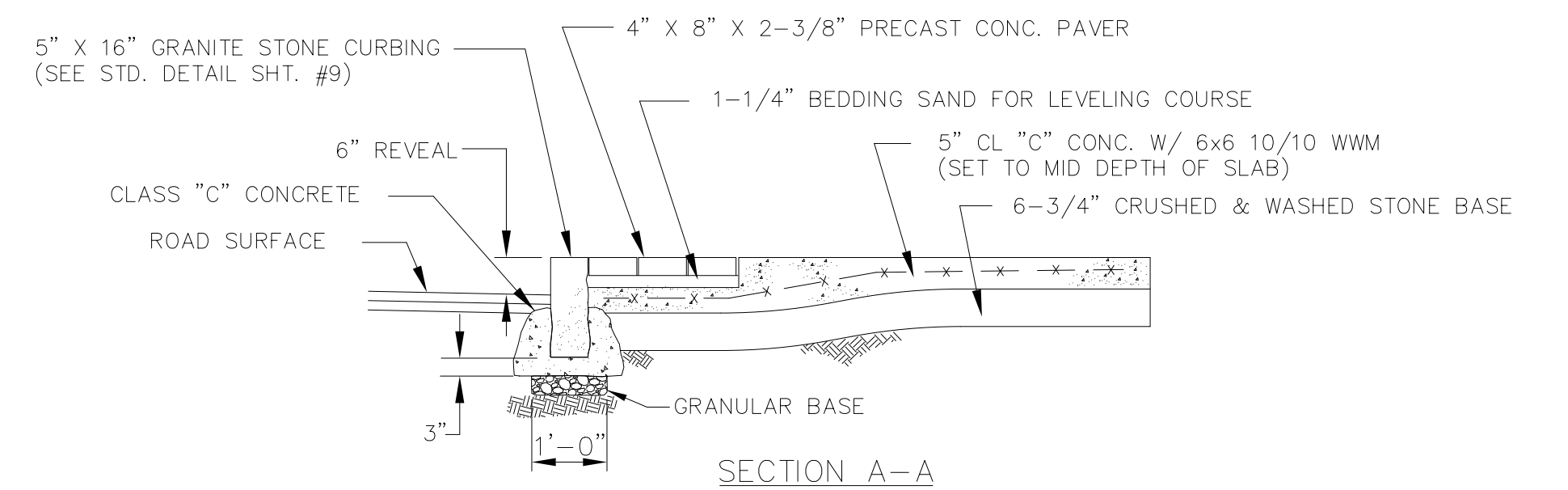
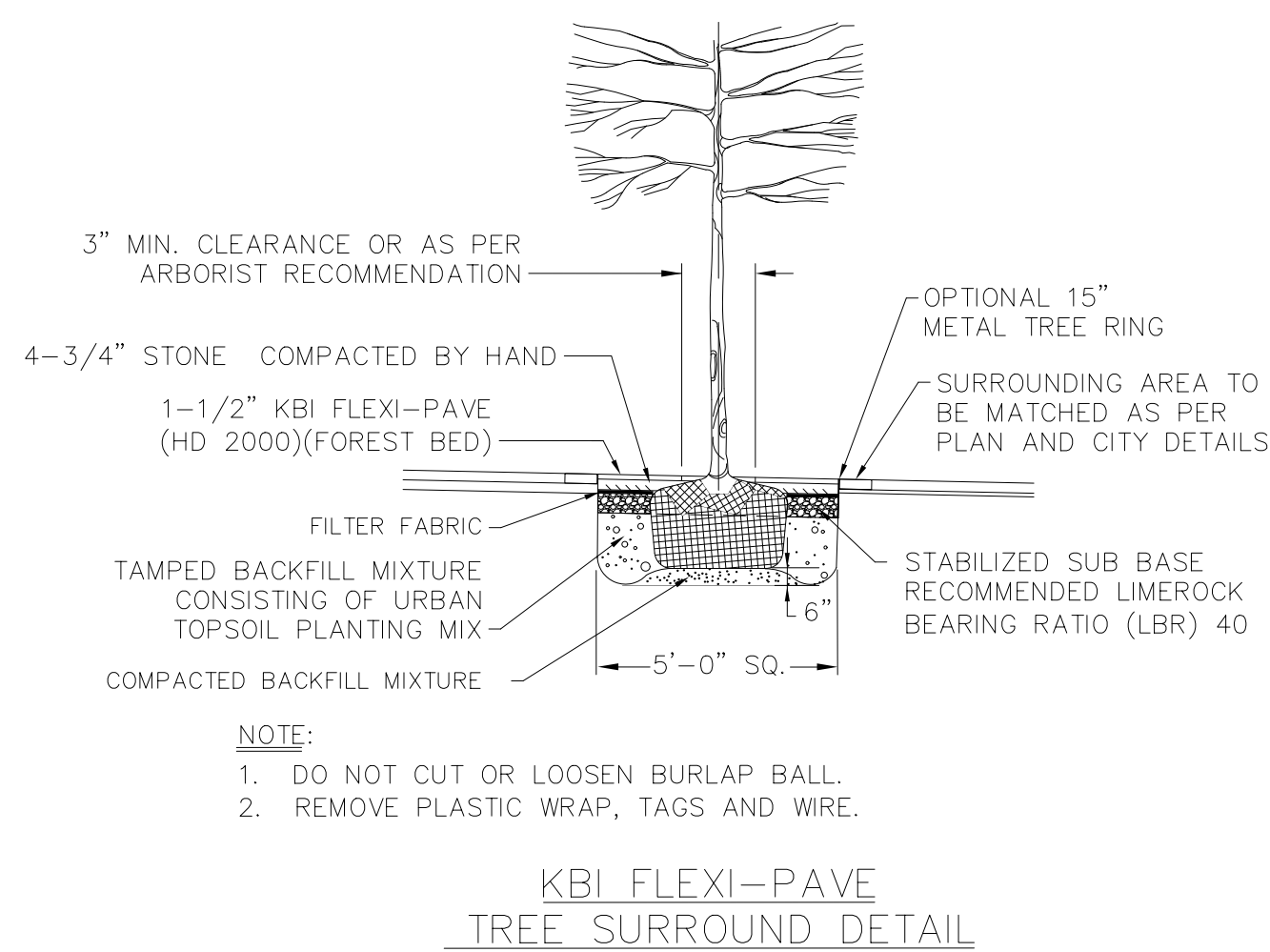
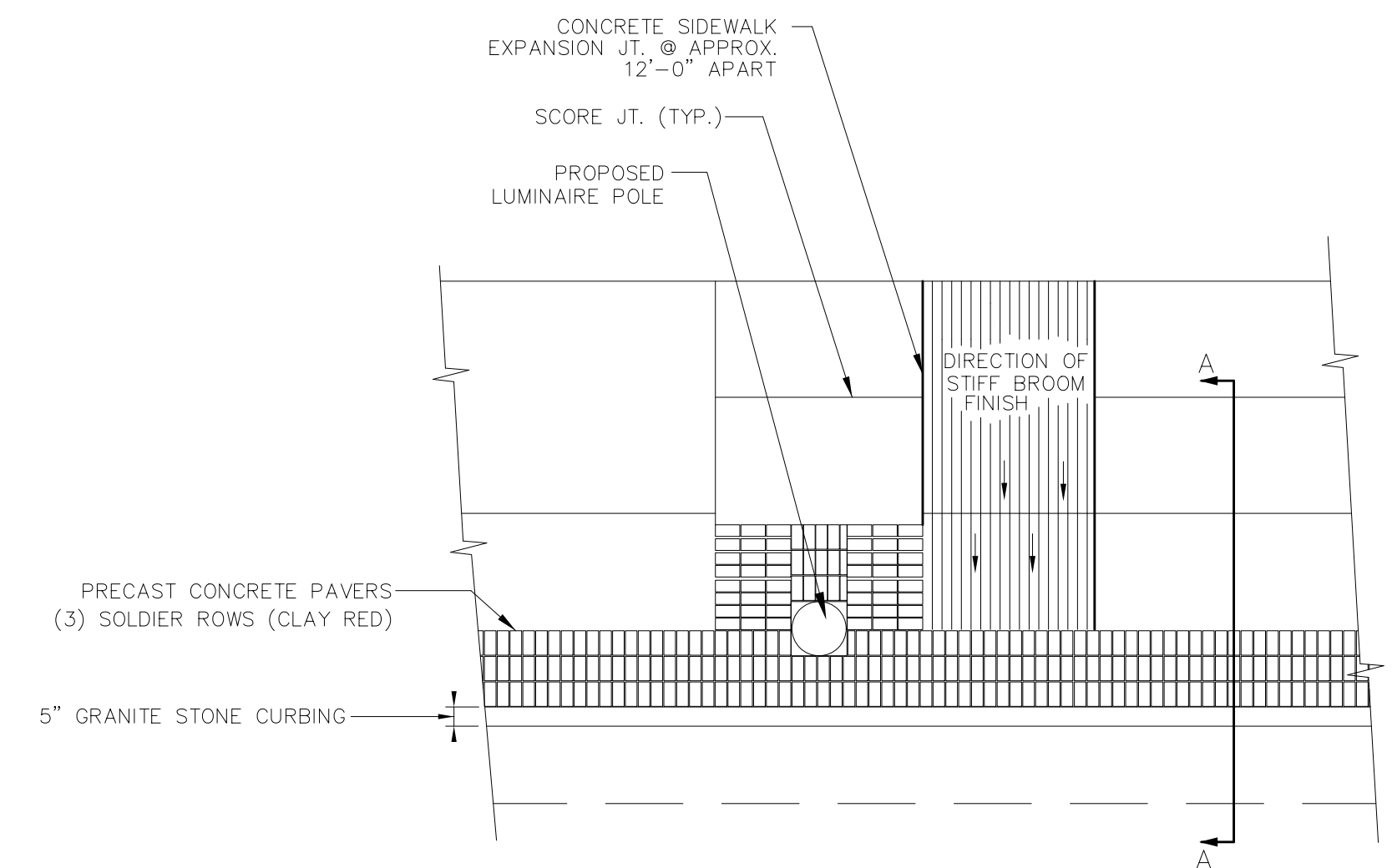
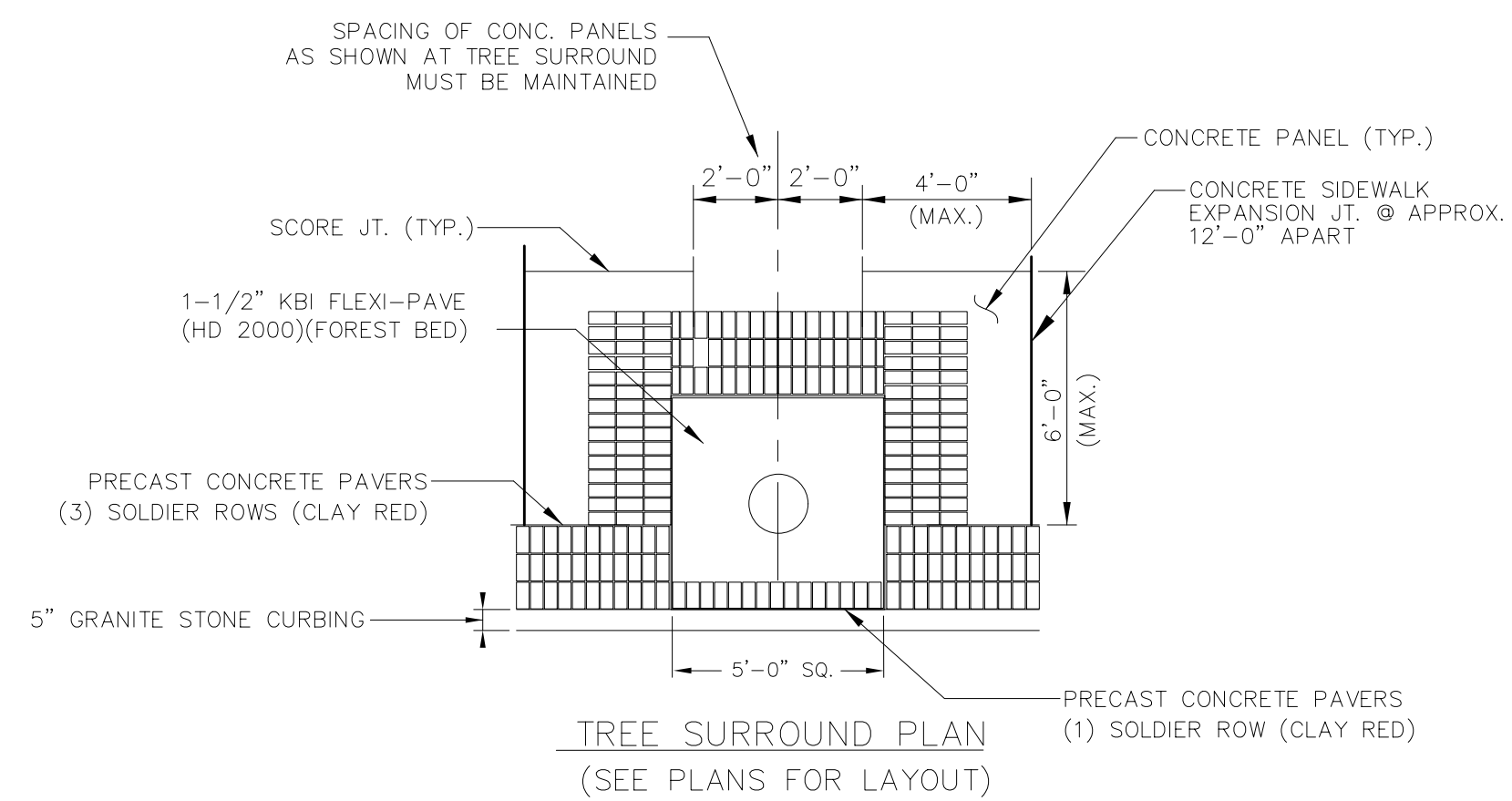
THENCE ALONG THE COMMON LINE OF NOW OR FORMERLY THE CONNECTICUT LIGHT AND POWER COMPANY FORMERLY AND THE JOSTAL CORPORATION
N05°28'07"W A DISTANCE OF 86.78

THENCE THE FOLLOWING COURSES ACROSS LAND NOW OR FORMERLY THE CONNECTICUT LIGHT AND POWER COMPANY THE FOLLOWING COURSES:

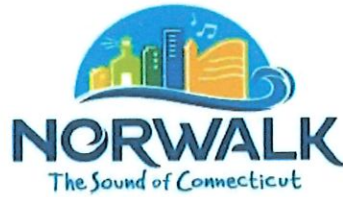
S84°25'35"W A DISTANCE OF 62.25';

N05°34'25"W A DISTANCE OF 40.00';

TO THE TRUE POINT AND PLACE OF BEGINNING;



REVISIONS		DATE	BY	CITY OF NORWALK DEPARTMENT OF PUBLIC WORKS	
				PRECAST CONCRETE PAVERS AT SIDEWALK, CROSSWALK & RAMPS (TYPES I & II)	
APPROVED BY: ANTHONY R. CARR		P.E.# 28018	DATE	EAST NORWALK VILLAGE STANDARDS	
CHIEF OF OPERATIONS AND PUBLIC WORKS					
APPROVED BY: VANESSA N. VALADARES		P.E.# 28346	DATE		
PRINCIPAL ENGINEER OF DESIGN					
DESIGNED BY: COMMITTEE		DRAWN BY: J.P.K.			
CHECKED BY:		CHECKED BY:		DATE: JANUARY, 2021	
				PROJ. # :	
				SCALE : NOT TO SCALE	
				SHEET ____ OF ____	



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

From: Jessica C. Paladino, Waste Programs Manager

Date: January 12, 2021

Re: MSW and Recycling Report - December 2020

MSW Collection and Disposal				
Municipal Solid Waste (MSW)	Previous FY: Dec-19	Current FY: Dec-20	Change	FY 20/21 Cumulative
Curbside tonnage	1,357.04	1,449.77	6.8%	8,379.69
MSW tonnage out	1,878.27	2,163.61	15.2%	13,176.44
Transfer station operating fee	\$69,708.33	\$70,958.33	1.8%	\$425,749.98
Transport and disposal fee	\$170,922.57	\$201,215.73	17.7%	\$1,225,408.92
Curbside collection fee	\$98,403.50	\$101,355.67	3.0%	\$608,134.02
Total operating costs (less curbside)	\$240,630.90	\$272,174.06	13.1%	\$1,651,158.90

MSW Consolidated Budget	
FY 19/20 Budget	\$4,334,268.00
Amount expended	\$2,259,292.92
Percent remaining	47.9%

Recycling Collection				
Recycling Collection	Previous FY: Dec-19	Current FY: Dec-20	Change	FY 20/21 Cumulative
Curbside tonnage	822.51	932.13	13.3%	5,062.28
Transfer station tonnage	35.17	47.01	33.7%	230.44
Total monthly tonnage	857.68	979.14	14.2%	5,292.72
Curbside collection fee	\$95,524.17	\$98,389.92	3.0%	\$590,339.52

Recycling Budget	
FY 19/20 Budget	\$1,180,679.00
Amount expended	\$590,339.52
Percent Remaining	50.0%

MSW and Recycling Revenues				
MSW and Recycling Revenues	Previous FY: Dec-19	Current FY: Dec-20	Change	FY 20/21 Cumulative
Transfer station tip fees	\$37,789.40	\$47,322.85	25.2%	\$272,573.65
Recycling revenue (curbside)	\$14,393.93	\$16,312.28	13.3%	\$88,589.90
Recycling revenue (T.S.)	\$615.48	\$822.68	33.7%	\$4,032.70
Total revenues	\$52,798.80	\$64,457.80	22.1%	\$365,196.25

B