



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, January 7, 2020
TIME: 7:00 P.M.
PLACE: Norwalk City Hall, 2nd Floor, Room 231

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, December 3, 2019.
2. Authorize the Mayor, Harry W. Rilling, to execute an amendment to the original Agreement(s) with H.W. Lochner for Design and Coordination Services dated September 29, 2016 in connection with Walk Bridge Program (State Project Nos. 301-0176, 301-0188, 0301-0181, 301-0187, 102-297, 301-0180) for a total sum not to exceed \$201,318.77.

Account No. 100% State Reimbursable

3. Approve the Fourth Taxing District property extensions through September 30, 2019 as per the list dated December 27, 2019.

Information / Discussion

A. Discussion

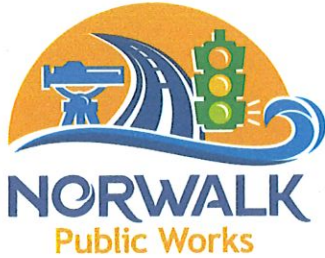
1. Sediment Removal Contract
2. Heavy Pipe Cleaning Contract
3. Waste Management / Diane Lauricella

Upcoming Projects

Adjournment

Next Meeting:

Tuesday, February 4, 2020
Public Works Committee
7:00 P.M. Room 231, Norwalk City Hall



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**CITY OF NORWALK
JOINT MEETING
PUBLIC WORKS COMMITTEE and
RECREATION, PARKS & CULTURAL AFFAIRS COMMITTEE
December 3, 2019**

- ATTENDANCE:** George Tsiranides, Chairman; Darlene Young; Tom Livingston, Barbara Smyth; Tom Keegan, George Theodoridis; Manny Langella; John Kydes (7:29pm); Kadeem Roberts (7:33pm)
- STAFF:** Anthony Carr, Chief of Operations and Public Works; Nick Roberts, Director of Recreation & Parks; Drew Berndlmaier, Senior Civil Engineer; Paul Sotnik, Senior Civil Engineer; Vanessa Valadares, Senior Civil Engineer; Michael Yeosock, Assistant Director of Transportation
- OTHERS:** Brian Smith, Robinson & Cole LLP, Attorney for Gardella Brothers Limited Partnership; Scott Ross, Landwise

The meeting was called to order at 7:00 p.m. A quorum was present.

PUBLIC INPUT

Ms. Diane Lauricella welcomed the new members. She stated she wanted to applaud the following. She began with the North River Valley Trail. She sat in on several meetings over the years and she is very interested in this project because it has to do with the Norwalk River. She stated after several years of suggesting this, she is very pleased at the staff and department heads that they have seen fit to begin the process of utilizing electric cars. She would like to see that expedited as soon as possible and she is hoping they get a better deal as time goes on and they take advantage of any rebates that might be possible. She thanked them and welcomed them aboard.

NEW BUSINESS

- 1. APPROVE THE MINUTES OF THE PUBLIC WORKS COMMITTEE MEETING OF TUESDAY, OCTOBER 1, 2019.**

There was no discussion on this item.

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

****MR. KEEGAN, MR. LANGELLA, MR. THEODORIDIS AND
MS. SMYTH ABSTAINED**

****MOTION PASSED WITH FOUR ABSTENSIONS**

2. APPROVE THE 2020 MEETING DATES FOR PUBLIC WORKS COMMITTEE.

There was no discussion on this item.

****MR. TSIRANIDES MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

3. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE AN AGREEMENT BETWEEN THE CITY OF NORWALK AND SOUTHPORT ASSOCIATES, PC, FOR PROFESSIONAL ENGINEERING SERVICES FOR THE DESIGN OF THE HISTORIC STREET LIGHT SYSTEM ON WALL STREET, FOR A SUM NOT TO EXCEED \$16,800.00

ACCOUNT NO. 01 40 30 5258

Mr. Carr stated they received a grant for 1.5 million to reconstruct the streetscape improvement on East Wall Street between Brook and Main. As part of those improvements they are going to start placing historic lighting and in an effort to future plan, East Wall Street Corridor would be developed later through private improvements or City projects and they are paying a consultant to analyze all the lighting in that corridor. He said they are going to standardize the lighting in the corridor.

Mr. Tsiranides asked if there would be additional lighting.

Mr. Sotnik replied probably a decrease in the number of poles because some of the poles would be higher and the arms would be out over the road and 20ft high with a 6ft arm. He said it would be the West Avenue Style street lights. The cover heads that Eversource currently has with the metal poles would come down and be replaced. It looks like a decrease but that is still to be determined based on the engineering analysis.

Mr. Carr stated the analysis will tell you how many lights you need.

Ms. Smyth asked how long the analysis is expected to last and asked for an approximate idea of when the work will begin.

Mr. Carr responded the work could begin immediately following, hopefully approval tonight, recommendation for approval, council approval.

Mr. Livingston asked about the consultant that was picked out. He asked if the consultant was a sole source provider because he provided services in the past on the same topic.

Mr. Carr answered yes. He said this consultant actually has all of the record mapping information and lighting requirements along that corridor.

Mr. Sotnik said that the consultant designed the West Avenue/Belden Avenue historic street lights and there is a lighting contactor cabinet over at the intersection of West Avenue and Wall Street. The contractor has all of those records and maps and if they go with someone else that would have to be recreated and researched by someone else which they would have to pay for.

Mr. Livingston said he doesn't object to it but wanted to know if they would get locked into someone by doing this. He continued saying when comparing consultants for this, do they look at what someone else's startup costs would be.

Mr. Carr said the consultant had the information. Food for thought was work could be done efficiently and quicker because they know the system and what the challenges are.

Mr. Livingston asked if they have been happy with the consultant.

Mr. Carr responded yes, they have had no issues. He said that the particular consultant has worked continuously in this area.

Mr. Livingston said it is not that much money and it may be worth going back and looking at others to see what they would charge to do this project and get up to speed. He asked if that would be more than the \$16,800.

Mr. Sotnik said that the consultant would have to do all the research of the existing conditions out there for the facilities that are there so they could tie into those facilities. This contract is for \$16,800.00 not to exceed but is billed on an hourly basis and the hourly basis is about the same as other engineering companies but should be less hours than it would normally be with a totally new engineering firm.

Mr. Langella added that if it is hourly billed and comparable to others then it makes sense.

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

****MOTION PASSED UNANIMOUSLY**

- 4. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A LEASE AGREEMENT (FILE NO. 102-119-03A) WITH THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION AT NO MONTHLY COST FOR THE PURPOSE OF CONSTRUCTING A PORTION OF STATE PROJECT 102-350 NORWALK RIVER VALLEY TRAIL – PHASE 2.**

Mr. Yeosock said there is 190ft of trail that is not covered under the access agreement with the State so they need a lease for it. They have worked with the Corporation Counsel and State on this and did a Phase I Environmental Study and everything seemed to be clear. Corporation Counsel is amiable to them signing the lease.

Mr. Tsiranides asked Mr. Yeosock to tell everyone where the trail is located.

Mr. Yeosock stated that the Trail runs from Union Park to New Canaan Avenue at Northeast Utilities Power Plant. He said that this piece is off of Riverside Avenue in between Riverside and Route 7.

Mr. Livingston said that he understands that they didn't move forward before because Corporation Counsel was concerned with the legal liability for environmental matters.

Mr., Yeosock answered correct. The terms have not changed.

Mr. Livingston then asked if that was why Phase I was done.

Mr. Yeosock replied yes and now they are comfortable with them moving forward with this.

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

****MOTION PASSED UNANIMOUSLY**

- 5. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE AN AGREEMENT WITH VHB, INC. FOR THE DESIGN OF ADAPTIVE SIGNALS ON WEST AVENUE FOR AN AMOUNT NOT TO EXCEED \$30,000.00.**

ACCOUNT NO. 09 20 4120 5777 C0232

Mr. Yeosock said that they received a grant from the State of Connecticut, a Safety Grant to do adoptive signals from Maple Street up to Cross Street. The grant pays for improvements but the City is responsible for the design work. They had an on-call solicitation a few months ago and they selected VHB as the best company to provide this work. The adoptive signals work faster and adjust faster to the traffic changes and that would make it safer.

Mr. Tsiranides asked if they would adapt to the way the traffic flows and adjust.

Mr. Yeosock responded yes and it can be timed as things change. He gave examples, such as school releasing at different times or a factory, the lights could be timed to adjust to those things or when traffic patterns are unpredictable.

Mr. Tsiranides stated that they have already implemented something like that on West Avenue by the Mall.

Mr. Yeosock concurred and added on West Avenue from Gardner Street up to the Mall area.

Mr. Tsiranides stated being on the road multiple times, he has seen the difference. The traffic isn't backing up as bad as it used to be. He asked Mr. Yeosock how he feels about the progress.

Mr. Yeosock said they have seen it work a lot better. He said it has lost communication one (1) or two (2) times but you can notice the difference.

Ms. Young stated that when it loses communication the traffic is awful and she does not know why that happens.

Mr. Yeosock said that if something in the area happens like a power outage, they could lose communication.

Ms. Young asked how they are notified if something goes wrong.

Mr. Yeosock responded that it is a new system and they are learning it and getting a better handle on it now.

Ms. Hebert added there would be a total of 14 adaptive signal lights.

Mr. Livingston asked about the timing and the cost.

Mr. Yeosock responded in regards to the timing, they would have to hire a consultant because there is not a lot of infrastructure so this could be done relatively fast.

Mr. Livingston asked about the cost.

Mr. Yeosock said they pay 100% of actual construction cost which is like close to \$400,000. He said they would probably start very late next year or early the year after.

Ms. Smyth asked Mr. Yeosock if he foresees, along with better traffic flow, possibly slowing traffic down in that area. She said the traffic is very fast in that area and it has a lot of pedestrians.

Mr. Yeosock said that one (1) of the benefits is safety improvements and getting the traffic to flow a certain way.

****MR. THEODORIDIS MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

- 6a. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO ENTER INTO AN AGREEMENT WITH NATIONAL WATER MAIN CLEANING COMPANY FOR CLEANING EXISTING DRAIN SYSTEMS AT VARIOUS LOCATIONS (PROJECT DRG 2019-1) FOR AN AMOUNT NOT TO EXCEED \$468,800.00.**

**ACCOUNT NO. 09 15 4027 5777 C0440
 09 17 4027 5777 C0440
 09 18 4027 5777 C0440
 09 19 4027 5777 C0425
 09 20 4027 5777 C0302**

- 6b. AUTHORIZE THE CHIEF OF OPERATIONS AND PUBLIC WORKS TO EXECUTE ORDERS ON CONTRACT WITH NATIONAL WATER MAIN CLEANING COMPANY FOR CLEANING EXISTING DRAIN SYSTEMS AT VARIOUS LOCATIONS (PROJECT DRG 2019-1), FOR A SUM NOT TO EXCEED \$46,880.00.**

**ACCOUNT NO. 09 15 4027 5777 C0440
 09 17 4027 5777 C0440
 09 18 4027 5777 C0440
 09 19 4027 5777 C0425
 09 20 4027 5777 C0302**

Mr. Carr stated this contract is for heavy pipe cleaning and sediment removal for sewer storm systems at various locations around the City and this should help with the flooding issues as well.

Mr. Livingston asked how this fits in with what the overall program does.

Mr. Carr said they are looking at it in three (3) prongs of the flood study. The first study is for long term improvements, that is the first initiative. The second initiative is the maintenance, clearing of channels and removal of dirt and the third initiative is sediment removal.

Mr. Livingston said that Mr. Carr had given them a list from various locations for projects, are those locations the same for this.

Mr. Carr said those areas and spelled out in the contract.

Mr. Berndlmaier said they have sections that they know had roots in them from before in the Friendly Pond area on Surrey Drive. The highway crew went out to Andrews Field but the equipment was limited so they were not able to get all the sediment out of that size pipe. This is to hit all the areas that their crews have a hard time getting a thorough cleaning of larger sized pipes.

Mr. Livingston asked if they have identified all the problem areas and if this would cover all of them.

Mr. Berndlmaier responded no. He said they have about six (6) areas identified in the contract, and many are in the same areas of the drainage study they have going on and/or where they have sediment removal from watercourse systems. He said they do not want to remove sediment from a watercourse and have sediment inside a pipe system come back into the watercourse so they want to get all the sediment out of pipe systems and make sure that it doesn't wash into the watercourse once they get all the permitting required from Army Corp. to get the sediment out of the watercourse. It is a two prong attack of maintenance of each of the areas that they know they have really heavy problems with flooding.

Ms. Young asked what parts of town.

Mr. Berndlmaier said they have Surrey Drive, Andrews Field, Orchard Hill Golf Course, North Taylor Avenue, West Cedar, Scribner, Bouton Street there is a culvert that is hard to get to, Hunter's Lane there are issues inside a culvert that they want to get cameras in there but it is a larger size pipe. He said anything that is outside of the realm of what their crews can do will get done through this contract.

Mr. Livingston asked when it will be done.

Mr. Berndlmaier said upon approval it usually takes a few weeks. He said he is not sure about any weather restrictions so as soon as they are able to begin work, possibly January as long as there are no weather restrictions.

Ms. Young said that on Water Street where the new development is happening, the past few weeks the water has been rising and she does not believe it has to do with high tide. She wanted to know if that water issue was brought to their attention.

Mr. Carr asked for the location.

Ms. Young said that it is in front of the FD Rich building and the new Soundview.

Mr. Berndlmaier said that is a known tidal area. He said he is unsure if there were high tides this week. It is a common area where water comes up during high tides.

Ms. Young said it occurred last Wednesday and the Wednesday before that.

Mr. Tsiranides asked if that had anything to do with pipe cleaning.

Mr. Berndlmaier said no it has nothing to do with that. He said if there was a pipe cleaning issue it would be a chronic area during rain storms and it wouldn't drain.

Ms. Young said that the flow of the water now is actually because of the development and is now flowing toward Concord Street. It has not typically gone that far. She said with the development of Soundview, the raise and the level (height/grade) water is now going to Concord Street almost up to the church.

Mr. Berndlmaier said he would look into it by speaking with developer and permit department.

Mr. Tsiranides asked when was the last time there was thorough cleaning of the pipes.

Mr. Berndlmaier responded the heavy pipe cleaning contracts are done every couple of years.

****MS. YOUNG MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

7. **AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO GENGRAS FORD LLC, FOR THE PURCHASE OF TWO (2) 2020 FORD PLUG-IN HYBRID ELECTRIC CARS FOR A SUM NOT TO EXCEED \$60,191.72.**

**ACCOUNT NO. 09 18 6030 5777 C0486
 09 20 4031 5777 C0313**

Mr. Tsiranides said that we have spoken about this in the past and it is good to see it happening.

Mr. Carr said the two (2) cars would be used at the Operations Center, one (1) by the WPCA and the other by solid waste program manager. They will be stored and charged at the Operations Center.

Mr. Tsiranides asked if they need to set up a charging station for the cars.

Mr. Carr responded no, he said they could back feed the electrical tower from the Operations Center. He said they spoke to Alan Lo from facilities about this. He said basically they could be charged using an outlet. The difference between an outlet charge and a charging station is that with a charging station it charges faster.

A discussion ensued about electric cars and hybrid vehicles.

Mr. Carr stated that BET just approved a special appropriation request for the procurement of 10 hybrid vehicles for pool cars. He said there is no charge for a hybrid but you need to charge for electric. They are revamping the pool car system so these 10 cars will replace 10 out of the 16 pool cars they have.

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

8. **OVERVIEW OF PROPOSED EASEMENT AGREEMENT ACROSS PORTIONS OF CALF PASTURE BEACH IN FAVOR OF GARDELLA BROTHERS LIMITED PARTNERSHIP FROM THE CITY OF NORWALK.**

Mr. Brian Smith, Attorney with Robinson & Cole representing the Gardella Limited Partnership. He congratulated the new members and the ones that were re-elected. He went over some background information for the new members. He stated that this is an unusual situation. He said it is not just the City of Norwalk giving an easement to the Gardella's because in 1922, the predecessor to the Gardella's gave Calf Pasture Beach Park to the City. When they gave the 33 acres that comprise the park now, they reserved a right of way along the North and Western portions of the park that sort of run along the

existing Gardella properties now. They reserved the right of way within the area of the park and that was almost 100 years ago. They also imposed restrictions on usage within the park by the City. Mr. Smith said a number of those items become relevant to what they are doing today. Now almost 2020, almost 98 years since this was conveyed, but over time things have changed so they are trying to find the easement location. He said the easement location has always been there but not well defined and vague but it has been used by its predecessors from time to time. About two (2) years ago, the Gardella Brothers realized the need to enhance their existing marina and some other development they hoped to do in the future so they wanted to make certain where the easement rights are with the City because they want to exercise their rights to have access that they always had since 1922. There were four (4) lots at the time and still four (4) lots at the border of the property. Mr. Smith began to show a map on the smart board of the area and explained the lots. He said they are trying to clarify the easement. In 2017, negotiations began and they were directed to work with the Corporation Counsel to come up with an agreement on how to define where it is and the access points and what benefits accrued to the City and to the Gardella's and clarify the already existing easement. This is something they are trying to clarify for everyone's benefit. Mr. Smith said when they presented the easement agreement that he, Brian McCann and another attorney that represent the Gardella's worked out the agreement and submitted it formally to the Common Council, sent to Planning Commission for an 8-24 on June 18th, it was approved with some commentary. These joint committees met on August 6th and then there was further discussion and the hope was to come back in October but further discussion ensued and now they are before the committee. He said that Scott Ross from Landwise will tell them about the details.

Brian McCann, Assistant Corporation Counsel added that the committee's predecessors charged them to look at different options. They wanted to know if there were different alternatives to the plan they presented. He said that a former committee member questioned, why does that need to be, specifically in the area (he referred to the map on the smartboard) there were some criticism about why did the easement need to widen so much in that area and the short answer is that the easement would need to capture both lanes of traffic as they exist today which is depicted on the plan. One of the things that the City engineers and the Gardella's engineers did was look to see if there was some way to redesign or reconfigure that road. The new plan takes those two (2) lanes of traffic and tries to condense them to bring the easement closer to the Gardella property line, in other words reducing the encroachment onto City property, keeping it to a minimal.

Mr. Livingston asked why any change had to be made at all. Why aren't those roads adequate as they exist today?

Mr. McCann answered the road surface certainly does need some work. He said they were just reacting to the sentiment of Council. He referred to the smartboard to show a slide of the area where the easement is. He said that there were concerns about how wide it was in that area. The engineers looked at it and didn't find the need for the turnaround anymore and came up with alternative design. The alternative design was to abandon that little portion where the two (2) roads separate from each other and to

reestablish an easterly out lane of traffic, closer to the inbound lane of traffic. He said that the staff realized after more careful thought that the surface of the road really does need to be redone and if there was ever a time to redesign a road, it is a good time now.

Mr. Smith said that the major concern for the Gardella's is the access points from their property onto whatever the road the City is designing because that is a right that they always had and now they want to exercise that right. That is one of the things they are most concerned with.

Ms. Valadares said that one (1) of the reasons is because they want access to the road and that is why the generation of these other maps are to be considered. She said that they have to manage traffic, not only to the park but also to their property. They have the right to have three (3) curb cuts into the road and that is what triggered all of this reconfiguration of the road. Everyone tried to accomplish keeping traffic totally independent from whoever would access their property and the park and that was the goal. There was a first drawing that came back to the Committee in August and those had comments so they designed a second drawing.

Ms. Smyth added that some of the concerns were public wear and tear on the beach road and the loss of parking.

Mr. Tsiranides said added traffic and large trucks moving through there during construction.

Mr. Carr said that there was that corridor also that had safety concerns with pedestrians migrating along the interior of the park.

Mr. Roberts added the interior part of the park along where the open lawn is so traffic would possibly come through the middle of the park.

Ms. Valadares said that they have to have access when the park is closed.

Mr. Scott Ross of Landwise went over some of the things that were discussed at the last meeting. He said at the conclusion of the last meeting there were a number of questions that were raised. When the Gardella's were looking at the access points in the easement agreement, they just wanted to connect wherever the City wanted the road. He said their view wasn't to tell the City where to put the road. They worked with the existing road and felt that they could work with it just where it is or if the City wanted to move it then they will work with that too. At the last meeting other issues were raised so maybe now is the time for the City to think about what is the best location for that road, what is the best way to get the parking into the lot without taking up so much of the parkland then there was a question about overflow parking. Right now the overflow parking happens between the existing road and the property line. They took a look at that with staff and for the last three months since this has been going on, the City took the first try at it and came up with some alternatives and they had a work session with the Mayor and others. They began to push and pull to see what might work best. They came up with a few

alternatives. Alternative A (refers to the smartboard) was the simple leave everything where it is and just provide three (3) access points to the Gardella's off the existing road. They did add a turnabout down near the coast guard station. So that the Parks Department could close the gate at this point and not allow traffic to go beyond it and if that is the case you would not be allowed to use this turnaround (referring to smart board) you would have to have another turn around at that location. Traffic would go all the way down and the three (3) access points will pull off from it, everything else would remain the same as it is now. Estimates for probable costs is about \$25,000. The driveways themselves would be the Gardella's expense as they would like to build those to connect to the road. The cost of the driveway is clearly the expense of the Gardella's. Alternative B is generated out of the City's engineering department. It basically switched the traffic flow, then the traffic switched lanes, explained the traffic flow on the smartboard. He said it is not to scale it would have to be larger and when it gets bigger it begins to encroach the beach and Shady Beach and then the traffic would flow and feed into the parking lot. It is going in a clockwise instead of a counterclockwise direction. This could be confusing but the City wanted to look at this idea. This is the most expensive solution they looked at. Alternative C is proposing to pick up the existing crosswalk of Calf Pasture Beach Road as you come south and continue all the way through the park. He explained it on the smartboard. He said if you abandon a section of the road and move it over, it recaptures parkland and everyone thought it was a better use of the property and reduce the footprint of the road. The big change is the entrance. He described how it would work to the Committee Members. He said that the section of roadway does not need to be abandoned. He said that cars line up and park along the property boundary.

Mr. Kydes said that when this was presented to them many years back, it was presented as a large scale development that the Gardella's are hoping to move forward. He asked if they were talking about the current usage or what's coming in regards to traffic.

Mr. Ross replied current. There is no proposal yet for anything else.

Mr. Kydes said that he saw plans for a major development a couple years back.

Mr. Ross said that this is part of the background. He said that the Gardella's did a lot of work putting their property into a master plan both how the marina ought to be used, they need to understand how the circulation works. They did a master plan for the marina and then the question was there is surplus land associated with that when you make the marina footprint more efficient, there is a need to pay for the \$25million of infrastructure, new bulk head, new docks, club, new service facility, they recently put in a new lift, they are putting in the bulk head now. Part of that revenue is going to come from the reuse of the surplus land and that is what you may be referring to. He said that they looked at a number of schemes to see how that could be used, how much traffic, what the impacts would look like and they have done that. The first phase is to get the marina reconfigured so that it works in anticipation of reusing the surplus land. They have given it a lot of thought.

Mr. Kydes said a lot of people here are new and have not seen this or been involved. Some of the members are not familiar with the history. He said it was quite an extremely large development with hotels. In retrospect to see how much traffic could be going through the beach in comparison to what they are thinking about now.

Mr. Ross said that this is hypothetical. He said they looked at what it would be if they took the existing zoning for the property and put the marina on it. The marina stays where it is but it is upgraded.

Mr. Kydes said originally they proposed that the marina was going to move where the Belle Island used to be on the other side of the property, is that no longer the plan.

Mr. Ross showed a conceptual plan on the smartboard. He explained the plan to the Committee. He said that it is lacking amenities at the moment. He said that it becomes more of a waterfront club facility. It is a better layout for boating. He said that people are going to the different destinations on the marina and they are all coming through the operating boat yard to get there. It is very dangerous and a lot of traffic.

Mr. Tsiranides asked with the conceptual plan, are they proposing closing the existing entrance and utilizing the new ones.

Mr. Ross said no that one (1) will stay. He said there is a lot of conflict with all the traffic coming in. He said that this marina is one (1) of the largest on the Long Island Sound.

Mr. Tsiranides asked with this proposal, the existing entrance will not be closed but will be suggested that people take the new exit and entrance.

Mr. Ross said yes that is the point.

Mr. Tsiranides said currently everyone that is going to the boatyard or the restaurants are going to be on beach road.

Mr. Ross said they are trying to get people not to have to drive through an active boatyard. He said there are liability issues and the equipment has gotten bigger as well. It is about organizing, access and circulation and letting people get to the public areas without going through the boatyard itself. He said that some of these things need to be worked out. Referring to the smartboard, Mr. Ross said that it is conceivable that the right would be marina access only, it doesn't have to be but that is the way it is conceived now. It allows the Gardella's to monitor because right now they cannot turn anyone away that comes on their property.

Mr. Kydes asked if there is a traffic study on this.

Mr. Ross said they can't do a traffic study without knowing what the program is. They asked the engineers, VHB are the engineering consultant on the project. He said they don't know what the uses are but they would like to get a feel for the amount of traffic

and have a sense of what that means. He said that the capacity of the roadway is very significant. There is not a capacity problem based upon the zoning program of the site. For today's usage and for what the Gardella's need for the marina is that there is no change in use. Same number of trips are happening as they have historically they would just be distributing into the site in a different location. Mr. Ross said Alternative C has been worked on with the staff at Recreation and Parks trying to get it to work more efficiently than it does now and their traffic consultant (VHB) and working with DPW, they all felt that Alternative C is conventionally straightforward, easy to wayfind and you will not get lost.

Mr. Livingston asked if there was a slide to depict the difference between that, an overlay of what exist today and what is being proposed.

Mr. Ross said that it is the exact same. He said there is no change in the width at all. He said that the median gets converted into a left turn lane and a through lane.

Mr. Livingston said he thought he heard that to reduce the size of the easement, maybe they get closer to the fence but that is not what is happening here.

Mr. Ross answered no, they are not rebuilding or reconfiguring the road.

Mr. Carr interjected in one (1) spot you are so can you show the new road. A small portion of the road will be reconstructed so that would be new road, that is the only portion of the access that is new.

Mr. Ross said that there was another discussion point with Planning. He said two (2) years ago, they discussed the continuation of the bike and pedestrian paths all the way down to the coast guard station because it just fizzles at that point. There is a crosswalk, and they liked the idea of maintaining that strip of the bike path and pedestrian way that is landscaped all along that edge and that is the program use as far as the City was concerned. That raised a question about overflow parking. He showed on the smartboard where parking could be extended for additional overflow parking. That depends on where the City wants it to go.

Mr. Carr asked if the curb cuts exist today.

Mr. Ross showed him where the curb cuts are.

Mr. Carr said so two (2) out of the three (3) curb cuts exist today.

Mr. Ross replied yes. He said there is no median opening but that is why the curb cuts are proposed where they are. The spacing makes a lot of sense, it works for how the property might be developed, and it provides best access for the existing uses and it just so happen to be curb cuts there. He said that the curb cuts have been used over the years. The Gardella's use those curb cuts, mostly for security reasons, have kept it locked most of the time because it is a way for people to get in without paying. He said they have a

common issue with the City that they need to work together on in terms of keeping the parking where it needs to go. He said that Alternative C seems to be the most straight forward and achieves most of the objectives the City was trying to do. The easement agreement has or requires the Gardella's to pay \$125,000 which was earmarked toward road improvements then it became park improvements. That is a contribution the Gardella's are making to get the deal.

Mr. Carr said there was also \$50,000.00.

Mr. Ross said there was a \$50,000 payment that would happen if underground utilities were extended. It was just a fee for the underground utilities. A total of \$175,000 mentioned in the easement agreement.

Mr. Carr asked Mr. Ross to speak on the circulation for residents and non-residents.

Mr. Ross began to explain the circulation regarding parking for residents and non-residents. The Committee members pulled out the map from their packet as Mr. Ross explained the circulation. He said that everyone makes the same turn but once you turn you go to the right if you're a resident or the left if you are not.

Mr. Roberts said that residents would still be able to go around to get to the parking by the sea wall as well.

Mr. Ross said by moving the exit to a different location and preventing that as a drive-thru, also begins to segregate the lot a bit if one was inclined to making one part resident only and the other part resident and non-resident or it could be segregated by how you stripe the lot.

Mr. Carr asked if the traffic would be circulated to the middle. It is also important that an emergency exit could be opened as secondary during high volumes.

Mr. Ross said it could be open and closed as part of an operational issue but the day to day traffic would not be driving through there. He explained what they are trying to do. He said if you go down to the loop now, the tendency is to drive straight through and that should be discouraged. So now someone has to weave through a parking lot if they want to get through which the incentive to just do the loop and go back has been increased. It could also be controlled by signage.

Mr. Roberts said that it essentially adds two (2) more exits to the park which could be used for special events/4th of July. The gate could be opened where they currently go out, you could have exit gates in the middle of the property. He said the layout encourages people to go back around the loop if they are parked by the ball field or auxiliary station along the sea wall so it adds exit points and it is better circulation.

Mr. Carr said it reduces that cut through.

Mr. Roberts answered correct.

Mr. Ross said that is where they began to focus their attention and they spent some time pricing this scheme as well, bundled them all up and sent those alternatives. The context of this study is focusing on the access because it's something that's important now to the Gardella's to operate the marina. If things work out in years ahead, there will be other proposals about how some of the surplus land could be used. He said it is all speculative.

Mr. Kydes asked what is done when the beach is closed for access.

Ms. Valadares answered they have the gates.

Mr. Roberts said they are relocating the gates to where the emergency exit is currently and there will be a gate there, exit right out of the parking lot will have a gate, there will be a gate at the entry point and down at the bottom. There will be a total of four (4) sets of gates and they will be secure and they will still have access to the restaurants after hours as well. That is why the bump out turnaround is important down there so if there is any large vehicles or trucks coming after hours they could bump and turn around right there.

Mr. Kydes asked if someone could park on the Gardella property and walk right to the park.

Mr. Roberts answered yes they could walk over but vehicle access no.

Mr. Kydes asked if that was an issue.

Mr. Roberts said that is how it has always been. We don't have a six foot fence to keep people out and it is considered public access so we can't restrict them. Vehicles we could charge for parking.

Ms. Young asked if this would require additional staff when talking about additional gates.

Mr. Roberts said no they would be able to operate. They are going to ask for additional staffing because they have been reduced the last two (2) years in their budget but it will not be a significant cost or increase due to those improvements.

Mr. Ross said it is an issue when people park on the Gardella property and walk over. He said at any given night in the summer, you could find people parking in their lot and then climbing the fence. The Gardella's tried towing and calling the police but if you tow the wrong car it is a problem. When you have full access to the public all through the property it is hard to say you can't park here and go to the park next door. He said additional access points will help.

****MR. TSIRANIDES MOVED TO ENTER INTO EXECUTIVE SESSION**

****MOTION PASSED UNANIMOUSLY**

Executive session began at 8:26p.m.

EXECUTIVE SESSION

DISTRIBUTION OF ATTORNEY-CLIENT COMMUNICATION AND DISCUSSION OF GARDELLA PROPOSED EASEMENT AGREEMENT WITH CORPORATION COUNSEL.

Executive Session ended at 9:08p.m.

ADD'L NEW BUSINESS ITEM

- 9. DISCUSS PROPOSED EASEMENT WITH GARDELLA BROTHERS LP. DISCUSSION ITEM ONLY: PUBLIC HEARING TO FOLLOW AT THE TUESDAY, JANUARY 7, 2020 JOINT MEETING PUBLIC WORKS COMMITTEE AND RECREATION, PARKS & CULTURAL AFFAIRS COMMITTEE OF THE COMMON COUNCIL.**

Mr. Tsiranides stated that during executive session, no action was taken and no votes were made, they were just there for discussion. He said there were a couple of questions and concerns that were passed down to Mr. McCann and he will send them to the Gardella's within the next couple of days.

Mr. McCann said that he will work with Mr. Smith and do his best to express the desires and concerns of the joint committees and try to come up with some revised language that reflects those concerns and report back.

Mr. Smith asked when the information would need to be brought back to Committee.

Mr. Tsiranides said before the next meeting, a week before which is December 30, 2019. He made a motion to have a public hearing at the next joint meeting with Public Works Committee and Recreation, Parks and Cultural Affairs of the Common Council on January 7, 2020 at 7:00p.m., Room 231.

****MR. TSIRANIDES MOVED TO HAVE A PUBLIC HEARING AT THE NEXT JOINT MEETING WITH PUBLIC WORKS COMMITTEE AND RECREATION, PARKS AND CULTURAL AFFAIRS OF THE COMMON COUNCIL ON JANUARY 7, 2020 AT 7:00P.M., IN ROOM 231.**

****MOTION PASSED UNANIMOUSLY**

Information / Discussion

A. Discussion

1. Drainage Project Status

There was no discussion on this item

2. Sediment Removal Contract

There was no discussion on this item

3. Flood Study Public Forum

- a. Dreamy Hollow Estates / Friendly Pond Area 11/20/19
- b. New Canaan / Pond Avenue 11/21/19

Mr. Carr said that the flood studies for Dreamy Hollow and New Canaan areas will be completed in January 2020. The consultant had given them preliminary budget information to include for the upcoming capital budget process. There will be an increase in their watercourse maintenance and drainage capital projects. These projects would most likely have to be phased so they will begin with Dreamy Hollow/Friendly Pond area in 2021 and in New Canaan/Pond Avenue 2022. The increase is due to the results from the flood studies.

Upcoming Projects

Adjournment

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

There was no further business and the meeting was unanimously adjourned at 9:12 p.m.

Next Meeting:

Tuesday, January 7, 2020
Public Hearing followed by:
Joint Meeting with Public Works Committee & Recreation, Parks &
Cultural Affairs Committee of the Common Council
7:00 P.M. Room 231, Norwalk City Hall



**Norwalk Water
Pollution Control
Authority**

www.wpcanorwalk.org

December 12, 2019

Mr. Craig Wallace, Utility Engineer
State of Connecticut Department of Transportation
Utilities Section
2800 Berlin Turnpike
P.O. BOX 317546
Newington, CT 06131-7546

Subject: Walk Bridge Program: Project Nos. 301-176, 301-188, 301-181, 301-187, 102-297, 301-180 & 301-189: Agreement Between City of Norwalk and H.W. Lochner, Inc.

Dear Mr. Wallace:

I am writing to you, because on August 31, 2017, the City of Norwalk Water Pollution Control Authority (WPCA) entered into an agreement with the State of Connecticut Department of Transportation, in conjunction with the July 11, 2017 agreement that the City of Norwalk entered into with H.W. Lochner, Inc. for engineering services to be provided for the above noted project; which was approved, and not permitted to exceed the reimbursable amount of \$102,689.89, without additional State DOT approvals being obtained.

Since the inception of the agreement between the City of Norwalk WPCA and the State of Connecticut DOT, the approved reimbursable amount is nearing exhaustion, because of unforeseen changes that have occurred from the initial project design. In order for H.W. Lochner, Inc. to continue to provide engineering services to WPCA in correlation with the associated project, the WPCA is requesting additional reimbursable funds from the State DOT in the amount of \$201,318.77; which will increase the total in requested funds to the amount of \$304,008.66.

In summary, the request for additional funds is being made for the following reasons associated with H.W. Lochner, Inc.:

- For continuation to review and provide comments on submissions.
- For continuation to attend scheduled meetings.
- Changes to the existing alignment of Fort Point Street, which will require the existing sanitary sewer infrastructure to be relocated in conjunction with the alignment.
- To develop plans, specifications and estimates for Advanced Utility Relocation related work.
- To conduct field inspections.

Attached, and for your review, please find the H.W. Lochner, Inc. fee proposal for additional work associated with advanced utility work in support of the City of Norwalk WPCA for the Walk Bridge Railroad Program administered by the Connecticut Department of Transportation.

Please contact me if you have any questions or concerns, and, or, require additional information pertaining to the request.

Thank you in advance for your assistance and understanding.

Sincerely,

A handwritten signature in cursive script that reads "Christopher Cavaliere".

Christopher Cavaliere
Junior Engineer

Enclosures

cc: Anthony Carr, PE, CFM, LTJG, US Coast Guard, Chief of Operations and Public Works
Ralph Kolb, Sr. Environmental Engineer, WPCA
Vanessa Valadares, Sr. Civil Engineer, DPW Engineering

LOCHNER



December 10, 2019

Anthony R. Carr, PE, CFM
LTJG, US Coast Guard
Chief of Operations and Public Works
Public Works Department
125 East Avenue
Norwalk, CT 06856

H.W. Lochner, Inc.
55 Hartland Street
Suite 401
East Hartford, CT 06108

T 860.760.5840
F 860.760.5841

hwlochner.com

Subject: **On-Call Utility Engineering Services**
City of Norwalk DPW/WPCA
State Project No. 301-501/501A
Advanced Utility Contract for Walk Bridge Program

Dear Chief Carr:

As requested by your office, we are enclosing our fee proposal for additional work associated with advanced utility work in support of the City's Water Pollution Control Authority (WPCA) for the Walk Bridge Railroad Program administered by the Connecticut Department of Transportation. Lochner has worked toward the original scope contained in our July 11, 2017 agreement, however the nature of the work has increased as detailed in the attached scope, requiring additional fees. The following is enclosed for your review:

- Fee Proposal with Direct Expenses
- Revised Scope, dated December 10, 2019
- Certified Payroll

We understand the City's process for approving this extra work as well as the conditional reimbursement by the State of Connecticut. If you have any questions or require additional information, please do not hesitate to contact the undersigned at your convenience.

Very Truly Yours,

LOCHNER

Date: 2019.12.10
11:35:07-05'00'

Stephen A. Wexell, P.E.,
Associate Vice President

Enclosures

cc: Mr. Ralph Kolb

Utility Projects 301-501/501A --Walk Bridge Program
City of Norwalk DPW/WPCA Scope – Additional Funding Scope
On-Call Engineering Services for Sanitary Sewer Coordination, Protection and Support and Relocation
Revised December 10, 2019

Description of Work

The City of Norwalk Department of Public Works (DPW)/Water Pollution Control Authority (WPCA) has contracted with HW Lochner (Lochner) to provide on-call engineering services for various tasks associated with the coordination, design, protection and support, inspection and other work associated with the relocation and replacement of the sanitary sewer infrastructure impacted by the proposed construction of the projects that comprise the Walk Bridge Program. This scope of work is intended to supplement the original scope with the City of Norwalk, dated June 28, 2016.

Work Tasks

Each of the Walk Bridge Corridor Projects is set up as an individual Task Order (TO-). The following tasks will be performed, with additional effort beyond the original scope described.

TO-1 - State Project 301-176: Walk Bridge Project

1. Review of Documents and Site Investigations
 - Review and provide comments on submissions.
 - Inspecting/Monitoring test pit operations, if requested.
 - Review of construction submittals.
2. Meetings and Coordination
 - Attend additional meetings and coordinate with Department and Program as needed.
 - Existing control house – additional coordination needed to determine sewer connection from control house to North Water Street. WPCA to assist in dye testing or tracing, if dye testing is inconclusive. Work also includes coordination and review of the proposed sewer connection plan and fees for increased burden.
 - Coordination with Department and Eversource regarding proposed duct bank along Elizabeth Street, crossing Water Street with potential impacts to 48" sewer interceptor. Coordination will be necessary on the east side of the river along Fort Point Street. This work may require the Eversource Contractor to perform pre and post construction video inspection, or submit an emergency bypass pumping plan, depending on the scope of potential impacts to the 48" sewer. Review of any required Contractor submittals is included under this task.
 - Coordination with Department and Designer regarding proposed storm drainage and proposed utilities (including MNR duct banks) on North Water Street with potential impacts to 54" sewer interceptor.
 - Overall coordination with the Project is covered under this task.
3. Plans, Specifications and Estimates (PS&E) for Protection and Support and Potential Replacement of Sanitary Sewer
 - Develop PS&E for protection and support for 54" sewer interceptor (design need pending coordination with proposed storm drainage and utilities on North Water Street).

4. Field Inspection for support and protection of sanitary sewer facilities.

TO-2 - State Project 301-188: Osborne Avenue Bridge (301-501)

1. Review of Documents and Site Investigations
 - Review and provide comments on submissions.
 - Inspecting/Monitoring test pit operations, if requested.
 - Review of construction submittals.
2. Meetings and Coordination
 - Attend additional meetings and coordinate with Department and Program as needed.
 - Additional coordination needed to determine if combined sewers in the area can be separated.
3. Plans, Specifications and Estimates (PS&E) for Protection and Support and Replacement of Sanitary Sewer
 - Develop PS&E for replacement of 12" VC sewer on Osborne Ave, including sewer bypass plans, specifications and estimate.
4. Field Inspection for installation, support and protection of sanitary sewer facilities.

TO-4 - State Project 301-187: East Avenue Bridge (301-501)

1. Review of Documents and Site Investigations
 - Review and provide comments on submissions.
 - Inspecting/Monitoring test pit operations.
 - Review of construction submittals.
 - Providing a scope of work, including proposed locations, for a flow monitoring program for the purpose of estimating bypass pumping needs. The flow monitoring work will be performed by the Contractor to support their bypass pumping design.
2. Meetings and Coordination
 - Attend additional meetings and coordinate with Department and Program as needed.
 - Additional coordination needed to determine if combined sewers in the area can be separated.
 - Coordination with utilities and Designer to ensure there are no conflicts between the sanitary sewer and the relocated gas main, duct banks, water main and storm drainage.
3. Plans, Specifications and Estimates (PS&E) for Protection and Support and Replacement of Sanitary Sewer
 - Develop PS&E for replacement of 12" and 15" VC sewer on East Avenue, including sewer bypass plans, specifications and estimate.
4. Field Inspection for installation, support and protection of sanitary sewer facilities.

TO-7 - State Project 301-189: Fort Point Street Bridge (301-501A)

1. Review of Documents and Site Investigations
 - Review and provide comments on submissions.
 - Inspecting/Monitoring test pit operations.
 - Review of construction submittals.
2. Meetings and Coordination
 - Attend additional meetings and coordinate with Department and Program as needed.

- Additional coordination needed for sanitary sewer connection from proposed Walk Bridge Control House.
 - Coordination with utilities and Designer to ensure there are no conflicts between the proposed sanitary sewer and the relocated utilities and storm drainage.
3. Plans, Specifications and Estimates (PS&E) for Protection and Support and Replacement of Sanitary Sewers.
 - Develop PS&E for relocation of the 36" sewer interceptor, 14" force main and 12" sewer, including sewer bypass plans, specifications and estimate.
 4. Field Inspection for Installation, support and protection of sanitary sewer facilities.

H. W. Lochner, Inc.
55 Hartland Street
East Hartford, CT 06103

Consultant's Proposal Summary

Revised December 12, 2019

City of Norwalk Department of Public Works/WPCA
On-Call Engineering Services

Norwalk River Railroad (Walk) Bridge Corridor Projects
Advanced Utility Contract 301-501/501A

ITEM OF WORK	TOTAL HOURS	TOTAL PAYROLL	BF&O PERCENT	PROFIT PERCENT	TOTAL FEE
Task Order 1 - SPN 0301-0176 Walk RR Bridge	400	\$ 18,797.68	161.89%	8.50%	\$ 53,413.73
Task Order 2 - SPN 0301-0188 Osborne Bridge	248	\$ 11,711.52	161.89%	8.50%	\$ 33,278.36
Task Order 3 - SPN 0301-0181 CP243	0	\$ -	161.89%	8.50%	\$ -
Task Order 4 - SPN 0301-0187 East Avenue Bridge	344	\$ 15,474.00	161.89%	8.50%	\$ 43,969.47
Task Order 5 - CPN 102-0297 East Avenue Roadway	0	\$ -	161.89%	8.50%	\$ -
Task Order 6 - SPN 0301-0180 Danbury Branch Dockyard	0	\$ -	161.89%	8.50%	\$ -
Task Order 7 - SPN 0301-0189 Fort Point Street Bridge	536	\$ 23,702.64	161.89%	8.50%	\$ 67,351.21
On-Call Engineering Services TO-1 to TO-7	1,528	\$ 69,685.84			\$ 198,012.77
Estimated Direct Costs					\$ 3,306.00
TOTAL COST					\$ 201,318.77

ESTIMATED DIRECT COSTS:				
ITEM	Quantity	Unit Cost	Unit	Amount
MILEAGE	5700	0.58		\$ 3,306.00
POSTAGE, EXPRESS MAIL				
REPRODUCTION				
FLOW METER VENDOR SERVICES				\$ -
				\$ -
				\$ -
				\$ -
Total				\$ 3,306.00


 Date: 2019.12.13
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**City of Norwalk Department of Public Works
On-Call Engineering Services
Norwalk River RR (Walk) Bridge Corridor Projects**

**Task Order 1 - SPN 0301-0176 Walk RR Bridge
COST ESTIMATE SUMMARY (LABOR) - November 2019**

	H.W. LOCHNER, INC.						
	SENIOR PROJECT MGR.	SENIOR STR. ENGR	STRUCT. ENGINEER	SENIOR CIVIL ENGR	CIVIL ENGINEER	JR. ENO/ TECH.	LOCHNER TOTALS
Task Order 1 - SPN 0301-0176 Walk RR Bridge							
1 Review of Documentation & Site Investigations				24	80	80	184
2 Meetings and Coordination	8			40	40	24	112
3 Plans, Specifications and Estimate				8		8	16
4 Field Inspection				8	40	40	88
SUBTOTAL, TO-1	8	0	0	80	160	152	400
TOTAL HOURS	8	0	0	80	160	152	400
Hourly Rate	\$ 107.79	\$ 76.39	\$ 49.57	\$ 73.71	\$ 43.72	\$ 33.18	
Total Direct Salary	\$ 862.32	\$ -	\$ -	\$ 5,896.80	\$ 6,995.20	\$ 5,043.36	\$ 18,797.68
B,F & O	161.89%	161.89%	161.89%	161.89%	161.89%	161.89%	
Profit	8.50%	8.50%	8.50%	8.50%	8.50%	8.50%	
TOTAL COST	\$ 2,450.29	\$ -	\$ -	\$ 16,755.80	\$ 19,876.91	\$ 14,330.74	\$ 53,413.73

**City of Norwalk Department of Public Works
On-Call Engineering Services
Norwalk River RR (Walk) Bridge Corridor Projects**

**Task Order 2 - SPN 0301-0188 Osborne Bridge
COST ESTIMATE SUMMARY (LABOR) - November 2019**

	H.W. LOCHNER, INC.						LOCHNER TOTALS
	SENIOR PROJECT MGR.	SENIOR STR. ENGR	STRUCT. ENGINEER	SENIOR CIVIL ENGR	CIVIL ENGINEER	JR. ENG/ TECH.	
Task Order 2 - SPN 0301-0188 Osborne Bridge							
1 Review of Documentation & Site Investigations							0
2 Meetings and Coordination	8			24			32
3 Plans, Specifications and Estimate				8	40	40	88
4 Field Inspection				8	80	40	128
SUBTOTAL, TO-2	8	0	0	40	120	80	248
TOTAL HOURS	8	0	0	40	120	80	248
Hourly Rate	\$ 107.79	\$ 76.39	\$ 49.57	\$ 73.71	\$ 43.72	\$ 33.18	
Total Direct Salary	\$ 862.32	\$ -	\$ -	\$ 2,948.40	\$ 5,246.40	\$ 2,654.40	\$ 11,711.52
U,F & O	161.89%	161.89%	161.89%	161.89%	161.89%	161.89%	
Profit	8.50%	8.50%	8.50%	8.50%	8.50%	8.50%	
TOTAL COST	\$ 2,450.29	\$ -	\$ -	\$ 8,377.90	\$ 14,907.68	\$ 7,512.49	\$ 33,278.36

City of Norwalk Department of Public Works
On-Call Engineering Services
Norwalk River RR (Walk) Bridge Corridor Projects

Task Order 3 - SPN 0301-0181 CP243
COST ESTIMATE SUMMARY (LABOR) - November 2019

	H.W. LOCHNER, INC.						
	SENIOR PROJECT MGR.	SENIOR STR. ENGR	STRUCT. ENGINEER	SENIOR CIVIL ENGR	CIVIL ENGINEER	JR. ENG/ TECH.	LOCHNER TOTALS
Task Order 3 - SPN 0301-0181 CP243							
1 Review of Documentation & Site Investigations							0
2 Meetings and Coordination							0
3 Plans, Specifications and Estimate							0
4 Field Inspection							0
SUBTOTAL, TO-3	0	0	0	0	0	0	0
TOTAL HOURS	0	0	0	0	0	0	0
Hourly Rate	\$ 107.79	\$ 76.39	\$ 49.57	\$ 73.71	\$ 43.72	\$ 33.18	
Total Direct Salary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B,F & O	161.89%	161.89%	161.89%	161.89%	161.89%	161.89%	
Profit	8.50%	8.50%	8.50%	8.50%	8.50%	8.50%	
TOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

City of Norwalk Department of Public Works
On-Call Engineering Services
Norwalk River RR (Walk) Bridge Corridor Projects
Task Order 4 - SPN 0301-0187 East Avenue Bridge
COST ESTIMATE SUMMARY (LABOR) - November 2019

	H.W. LOCHNER, INC.						
	SENIOR PROJECT MGR.	SENIOR STR. ENGR.	STRUCT. ENGINEER	SENIOR CIVIL ENGR.	CIVIL ENGINEER	JR. ENG/ TECH.	LOCHNER TOTALS
Task Order 4 - SPN 0301-0187 East Avenue Bridge							
1 Review of Documentation & Site Investigations					8	8	16
2 Meetings and Coordination	8			40	16	16	80
3 Plans, Specifications and Estimate					40	40	80
4 Field Inspection				8	80	80	168
SUBTOTAL, TO-4	8	0	0	48	144	144	344
TOTAL HOURS	8	0	0	48	144	144	344
Hourly Rate	\$ 107.79	\$ 76.39	\$ 49.57	\$ 73.71	\$ 43.72	\$ 33.18	
Total Direct Salary	\$ 862.32	\$ -	\$ -	\$ 3,538.08	\$ 6,295.68	\$ 4,777.92	\$ 15,474.00
B,F & O	161.89%	161.89%	161.89%	161.89%	161.89%	161.89%	
Profit	8.50%	8.50%	8.50%	8.50%	8.50%	8.50%	
TOTAL COST	\$ 2,450.29	\$ -	\$ -	\$ 10,053.48	\$ 17,889.22	\$ 13,576.49	\$ 43,969.47

**City of Norwalk Department of Public Works
On-Call Engineering Services
Norwalk River RR (Walk) Bridge Corridor Projects**

**Task Order 5 - CPN 102-0297 East Avenue Roadway
COST ESTIMATE SUMMARY (LABOR) - November 2019**

	H.W. LOCHNER, INC.						
	SENIOR PROJECT MGR.	SENIOR STR. ENGR	STRUCT. ENGINEER	SENIOR CIVIL ENGR	CIVIL ENGINEER	JR. ENG/ TECH.	LOCHNER TOTALS
Task Order 5 - CPN 102-0297 East Avenue Roadway							
1 Review of Documentation & Site Investigations							0
2 Meetings and Coordination							0
3 Plans, Specifications and Estimate							0
4 Field Inspection							0
SUBTOTAL, TO-3	0	0	0	0	0	0	0
TOTAL HOURS	0	0	0	0	0	0	0
Hourly Rate	\$ 107.79	\$ 76.39	\$ 49.57	\$ 73.71	\$ 43.72	\$ 33.18	
Total Direct Salary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
B,F & O	161.89%	161.89%	161.89%	161.89%	161.89%	161.89%	
Profit	8.50%	8.50%	8.50%	8.50%	8.50%	8.50%	
TOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**City of Norwalk Department of Public Works
On-Call Engineering Services
Norwalk River RR (Wall) Bridge Corridor Projects**

**Task Order 6 - SPN 0301-0180 Danbury Branch Dockyard
COST ESTIMATE SUMMARY (LABOR) - November 2019**

	H.W. LOCHNER, INC.						
	SENIOR	SENIOR	STRUCT.	SENIOR	CIVIL	JR. ENG/	LOCHNER
	PROJECT MGR.	STR. ENGR	ENGINEER	CIVIL ENGR	ENGINEER	TECH.	TOTALS
Task Order 6 - SPN 0301-0180 Danbury Branch Dockyard							
1 Review of Documentation & Site Investigations							0
2 Meetings and Coordination							0
3 Plans, Specifications and Estimate							0
4 Field Inspection							0
SUBTOTAL, TO-6	0	0	0	0	0	0	0
TOTAL HOURS	0	0	0	0	0	0	0
Hourly Rate	\$ 107.79	\$ 76.39	\$ 49.57	\$ 73.71	\$ 43.72	\$ 33.18	
Total Direct Salary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D.F. & O	161.89%	161.89%	161.89%	161.89%	161.89%	161.89%	
Profit	8.50%	8.50%	8.50%	8.50%	8.50%	8.50%	
TOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

City of Norwalk Department of Public Works
On-Call Engineering Services
Norwalk River RR (Walk) Bridge Corridor Projects
Task Order 7 - SPN 0301-0189 Fort Point Street Bridge
COST ESTIMATE SUMMARY (LABOR) - November 2019

	H.W. LOCHNER, INC.						
	SENIOR PROJECT MGR.	SENIOR STR. ENGR.	STRUCT. ENGINEER	SENIOR CIVIL ENGR.	CIVIL ENGINEER	JR. ENG/ TECH.	LOCHNER TOTALS
Task Order 7 - SPN 0301-0189 Fort Point Street Bridge							
1 Review of Documentation & Site Investigations					16	16	32
2 Meetings and Coordination	8			40	24	24	96
3 Plans, Specifications and Estimate				24	80	80	184
4 Field Inspection				8	108	108	224
SUBTOTAL, TO-7	8	0	0	72	228	228	536
TOTAL HOURS	8	0	0	72	228	228	536
Hourly Rate	\$ 107.79	\$ 76.39	\$ 49.37	\$ 73.71	\$ 43.72	\$ 33.18	
Total Direct Salary	\$ 862.32	\$ -	\$ -	\$ 5,307.12	\$ 9,968.16	\$ 7,565.04	\$ 23,702.64
B,F & O	161.89%	161.89%	161.89%	161.89%	161.89%	161.89%	
Profit	8.50%	8.50%	8.50%	8.50%	8.50%	8.50%	
TOTAL COST	\$ 2,450.19	\$ -	\$ -	\$ 15,080.22	\$ 28,324.59	\$ 21,496.11	\$ 67,351.21

LOCHNER

CERTIFICATION

Company Name: H. W. Lochner, Inc.

Project Description: On-Call Engineering Services

WALK Bridge Corridor Projects, Sanitary Sewer Infrastructure

Project No. SPN 301-176;301-180;301-181;301-187;301-188;301-189

Core ID No.

The listed hourly rates are the actual hourly rates paid to the following individuals to be utilized on the subject project as of June 29, 2019.

PERMANENT EMPLOYEE* YES/NO	CLASSIFICATION	EMPLOYEE NAME	ACTUAL HOURLY RATE	ACTUAL AVERAGE** HRLY. RATE
Yes	Sr. Project Manager	Richard Bray	111.47	107.79
Yes	Sr. Project Manager	Tim Wilson	104.11	
Yes	Sr. Civil Engineer	Stephen Wexell	78.74	73.71
Yes	Sr. Civil Engineer	Thomas Borden	68.68	
Yes	Civil Engineer	Andrew Robinson	40.03	43.72
Yes	Civil Engineer	Stephen Spear	40.64	
Yes	Civil Engineer	Erin Wilkinson	40.58	
Yes	Civil Engineer	Carl Verge	41.21	
Yes	Civil Engineer	Ryan Allard	56.12	
Yes	Sr. Struct. Engineer	Brian Byrne	77.46	76.39
Yes	Sr. Struct. Engineer	David Geissert	81.93	
Yes	Sr. Struct. Engineer	Dan Minturn	69.79	
Yes	Struct. Engineer	Karen Harley	53.43	49.57
Yes	Struct. Engineer	Harry Martindale	52.33	
Yes	Struct. Engineer	David Miroslaw	46.62	
Yes	Struct. Engineer	Dan Horvath	45.89	
Yes	Jr. Engr./Technician	Chris van Olden	36.50	33.18
Yes	Jr. Engr./Technician	Cheryl Rich	34.32	
Yes	Jr. Engr./Technician	Jack Speer	31.45	
Yes	Jr. Engr./Technician	Angelika Zygo	31.82	
Yes	Jr. Engr./Technician	Kevin McDyer	31.79	

I, Richard Bray, certify that the above actual hourly rates are correct and other factual unit costs supporting the compensation contained within the submitted fee proposal are accurate, complete and current. I further agree that the proposed agreement shall contain a provision that the original contract price and any additions thereto shall be adjusted to exclude any significant sums by which the Commissioner determines the contract price was increased due to inaccurate, incomplete or noncurrent wage rates and other factual unit costs. All such contract adjustments shall be made during the life of the contract or within one year following the end of the contract.

* A permanent employee is defined as receiving paid leave and all other company benefits.

** office average of actual hourly rates of all individuals per classifications.



Richard A. Bray, Vice President

10/30/2019

date

H. W. Lochner, Inc.
55 Hartland Street, Suite 401
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CITY OF NORWALK
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MEMORANDUM

TO: Public Works Committee of the Common Council

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

CC: Anthony Carr, P.E., C.F.M. – Chief of Operations and Public Works

REF: 4th Taxing District Extension Information

DATE: December 27, 2019

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 0.566 mills for fiscal year 2019 - 2020. 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, 2019-2020

ROUNDED TO NEAREST XX.XXX MILLS

(2018 Grand List)

SERVICE DIST	sewered 1ST	2ND	sewered 3RD	sewered 5th 4TH	5TH	6TH	sewered 6th 7TH	non-3rd 8TH	non-1st 9TH	M.V.
GARBAGE	0.566	0.566	0.566	0.566			CONVERTED	CONVERTED	CONVERTED	
5TH DIST	20.230	20.230	20.230	20.230	20.230	20.230	TO	TO	TO	
FIRE DIST	2.519	2.519	2.519	2.519	2.519	2.519	6TH DIST.	3RD DIST.	1ST DIST.	
6TH DIST						1.165	THESE DISTRICTS NO LONGER USED			
STREET LIGHTS				0.049	0.049					
2019-20 (2018 G.L.)	23.315	23.315	23.315	23.364	22.798	21.395				30.543
2019-20 No Garbage	22.749	22.749	22.749	22.798						
% CHANGE	-12.3661%	-12.3661%	-12.3661%	-12.3697%	-12.0787%	-11.5690%				0.1443%
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						
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						
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						
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						
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 2019-20 Sewer Use Fees

Residential

Commercial

Flow

*In-law Unit/ Accessory adds 1/2 the base rate- \$180 to the \$360 = \$540

\$360.00* per residential unit/apartment/condominium

\$515.00** w/ up to 110,000 gallons of usage

various*** commercial & mixed use properties w/over 110,000 gallons of usage - \$515.00 plus \$9.30 per 1,000 gallons in excess of 110,000 gallons

FY 2019-20 Industrial Pretreatment

(IPP Fees)

Registration Application Base Administration

Fee \$200 Fee \$250 Fee \$250

High Strength Surcharge

Fee \$250

Non-Compliance

Fee \$500

Norwalk Water Pollution Control Authority									
2019 Grand List Update									
Date: 12/27/19									
Date WPCA Connection Paid (Or Access To Sewer)	Street Number	Parcel Location	DBL	Existing Sewer District	Commercial/ Residential	Finished No. of Units	Description		
9/9/2019	1	Charcoal Road	5-81-266-0	5N	Residential	1	1-Family		
7/1/2019	241	Highland Avenue	5-80-213-0	5N	Residential	1	1-Family		
7/1/2019	243	Highland Avenue	5-80-25-0	5N	Residential	1	1-Family		
10/3/2019	245	Highland Avenue	5-80-214-0	5N	Residential	1	1-Family		
9/17/2019	2	James Street	5-47-63-0	5N	Residential	1	1-Family		
1/18/2019	43	King Street	5-3B-126-0	5N	Residential	1	1-Family		