

ALL COMMON COUNCIL ACTIONS TAKEN AT THIS MEETING TO APPROVE EXPENDITURES AND CONTRACTS OR TO ACCEPT BIDS AND OTHER PROPOSALS REQUIRING THE EXPENDITURE OF CITY FUNDS ARE SUBJECT TO THE AVAILABILITY OF FUNDS

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



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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 Donna King at dking@norwalkct.org to provide written public comment prior to the meeting.

I. ROLL CALL

II. ACCEPTANCE OF MINUTES

Regular Meeting: October 12, 2021

III. PUBLIC PARTICIPATION

IV. MAYOR

A. RESIGNATIONS AND APPOINTMENTS

MAYOR'S REMARKS:

V. COUNCIL PRESIDENT

A. GENERAL COUNCIL BUSINESS:

1. Discussion regarding litigation titled, City of Norwalk and City of Norwalk Redevelopment Agency vs. ILSR Owners, LLC and Wall St Opportunity Fund, LLC, which is currently pending in the Stamford-Norwalk Judicial District at Stamford.

EXECUTIVE SESSION

B. CONSENT CALENDAR:

VI. REPORTS: DEPARTMENTS, BOARDS AND COMMISSIONS

A. CORPORATION COUNSEL

1. Authorization to Settle Claim: City of Norwalk v. Old Republic Surety Company (bond claim for Project No. 3989)
EXECUTIVE SESSION

VII. COMMON COUNCIL COMMITTEES

A. RECREATION, PARKS AND CULTURAL AFFAIRS COMMITTEE

1. Authorize the Mayor, Harry W. Rilling, to execute an Agreement between the City of Norwalk and Race Coastal Engineering for Professional Engineering Services for the Design and Permitting for the Replacement of the Veterans Memorial Park Public Marina Docks, for a sum not to exceed \$95,898.00.

Account No. 0922-6030-577- C0367.

2. Authorize Purchasing Agent, Sharon Conners, to execute a Purchase Order with M. E. O'Brien & Sons for the Oyster Shell Park Playground, poured in place surfacing for a sum not to exceed \$75,320.00.

Account No. 0922-6030-5777-C0364.

B. FINANCE AND CLAIMS COMMITTEE

1. Accept and Approve the Report of the Claims Committee Dated: October 14, 2021
2. For informational purposes only: Narrative on Tax Collections Dated: October 14, 2021.
3. For informational purposes only: Monthly Tax Collector's Report Dated: September 2021
4. Resolution: Approve a Special Capital Appropriation in the amount of \$650,000 to repair damage to the Rowayton Avenue Bridge over Keeler Brook and authorize the issuance of general obligation bonds or notes of the City in an amount not to exceed \$650,000 to finance said capital appropriation. Capital Project #0921-4021-5777-C0315.

C. ORDINANCE COMMITTEE

1. Approve the following revisions/amendments to the following City Code sections:
 - Chapter 112 Trees and Shrubs, Sections 112-1, 112-2, 112-3, 112-4, 112-5, 112-6, 112-7, 112-8, 112-9, 112-10, 112-11, 112-12, 112-13, 112-14, and 112-15.

D. PUBLIC WORKS COMMITTEE

- 1a. Authorize the Mayor, Harry W. Rilling, to execute any and all documents necessary to convey permanent construction and maintenance easements of 5,564± sq. ft. and 257± sq. ft. as show on the 10 Water Street Map. See enclosed Memorandum of Assistant Corporation Counsel. Darin L. Callahan dated October 22, 2021.
- 1b. Referral of item 1.a. to the Planning Commission for a Report and Recommended Action pursuant Conn Gen. Stat. § 8-24.
- 1c. Authorize the Mayor, Harry W. Rilling, to execute any and all documents necessary to convey temporary construction and access easement of 4,258± sq. ft. as show on the 4 Water Street Map. See enclosed Memorandum of Assistant Corporation Counsel. Darin L. Callahan dated October 22, 2021.
- 1d. Referral of item 1.a. to the Planning Commission for a Report and Recommended Action pursuant Conn Gen. Stat. § 8-24.
- 1e. Authorize the Mayor, Harry W. Rilling, to execute any and all documents necessary to convey three permanent wetland mitigation easements of 8,022 sq. ft., 6,838 sq. ft., and 4,009 sq. ft. each, together with three temporary access easements of 6,871 sq. ft., 2,022 sq. ft., and 15,315 sq. ft. each, and a temporary 7,014 sq. ft. construction easement as show on North Water/Crescent Street Map. See enclosed Memorandum of Assistant Corporation Counsel. Darin L. Callahan dated October 22, 2021.
- 1f. Referral of item 1.a. to the Planning Commission for a Report and Recommended Action pursuant Conn Gen. Stat. § 8-24.

IX. MOTIONS POSTPONED TO A SPECIFIC DATE

X. SUSPENSION OF RULES

XI. ADJOURNMENT

**COMMON COUNCIL
NORWALK, CONNECTICUT**

**OCTOBER 12, 2021
VIA TELECONFERENCE**

**ALL COMMON COUNCIL ACTIONS TAKEN AT THIS MEETING TO
APPROVE EXPENDITURES AND CONTRACTS OR TO ACCEPT BIDS AND
OTHER PROPOSALS REQUIRING THE EXPENDITURE OF CITY FUNDS
ARE SUBJECT TO THE AVAILABILITY OF FUNDS**

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Mayor Rilling called the meeting to order at 7:33 p.m. and led the Assembly in reciting the Pledge of Allegiance.

I. ROLL CALL

Ms. King called the Roll.

At Roll Call the following Common Council members were present:

City of Norwalk
Common Council
October 12, 2021
Page 1
Via Teleconference

Council at Large: Mr. Gregory Burnett Ms. Dominique Johnson
 Mr. Nicholas Sacchinelli Ms. Barbara Smyth

District A: Mr. David Heuvelman Mr. Kadeem Roberts

District B: Ms. Darlene Young Ms. Diana Revolus

District C: Mr. John Kydes

District D: Mr. George Tsiranides Mr. Tom Keegan

District E: Mr. Thomas Livingston Ms. Lisa Shanahan

At Roll Call there were thirteen (13) Common Council members present and two (2) absent Mr. Langella and Mr. Theodoridis). A Quorum was present.

Also present were Mayor Harry Rilling, City Clerk, Donna King and Corporation Counsel, Mario Coppola.

II. ACCEPTANCE OF MINUTES

Regular Meeting: September 28, 2021

**** MS. SHANAHAN MOVED TO APPROVE THE MINUTES AS
SUBMITTED**

**** MOTION PASSED UNANIMOUSLY**

III. PUBLIC PARTICIPATION

No members of the public wished to speak his evening.

IV. MAYOR

A. RESIGNATIONS AND APPOINTMENTS

RESIGNATIONS: There were none this evening.

APPOINTMENTS: There were none this evening.

REAPPOINTMENTS: There were none this evening.

MAYOR'S REMARKS:

Mayor Rilling announced that Sept. 15 to Oct. 15, 2021 is Hispanic Heritage Month. It celebrates the Hispanic community's culture and contributions to our city. In addition, September 15th is Independence Day for several Hispanic countries.

More than 68% of Norwalk residents of all ages are fully vaccinated, making Norwalk one of the highest fully vaccinated populations of any large city in CT. COVID-19 vaccines continue to be offered to the community. For more information, visit norwalkct.org/vaccine.

Starting October 13, 2021, free COVID-19 testing will be held at Veteran's Park – five days a week - instead of Roton Middle School. For the latest schedule and updates, visit norwalkct.org/testing. On October 16, 2021, a gun buyback event will be held at the Norwalk Police Department. Collected firearms will be disassembled, melted down and transformed into gardening tools.

The Mayor congratulated the Health Department for receiving the Family & Children's Agency's William O. Murphy Family Strengthening Award.

Chief of Staff, Laoise King and City Chiefs gave a presentation about the \$39 million Norwalk is receiving from the American Rescue Plan and gave an overview of their plans for the various projects. A copy of the presentation will be sent to the Common Council members. Mayor Rilling thanked the team for their presentation and said that the plan is meant to be flexible and fluid.

Lastly, Mayor announced that today, he received, with regret, City Clerk, Donna King's retirement and thanked her for her service to the City. Several Common Council members echoed the Mayor's sentiments.

V. COUNCIL PRESIDENT

A. GENERAL COUNCIL BUSINESS:

Mr. Sacchinelli announced that this evening's Consent Calendar would be read by Mr. Tsiranides.

B. CONSENT CALENDAR:

**** MR. TSIRANIDES MOVED THE FOLLOWING CONSENT CALENDAR:**

VI.A.1, VII.A.1, VII.A.2, VII.B.1, VII.B.4, VII.B.5, VII.B.6A, VII.B.6B, VII.B.9, VII.B.10, VII.C.1, VII.C.2, VII.C.3A, VII.C.3B, VII.C.4, VII.C.5A, VII.C.5B, VII.D.1, VII.D.2

VI. REPORTS: DEPARTMENTS, BOARDS AND COMMISSIONS

A. CORPORATION COUNSEL

1. AUTHORIZATION FOR DISCUSSION: SETTLEMENT: NIKKA TURNER V. CITY OF NORWALK BOARD OF EDUCATION.

EXECUTIVE SESSION

VII. COMMON COUNCIL COMMITTEES

A. COMMUNITY SERVICES AND PERSONNEL COMMITTEE

1. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO ACCEPT GRANT FUNDS FROM THE RITTER FOUNDATION AND PER AND ASTRID HEIDENREICH FAMILY FOUNDATION IN THE AMOUNT OF \$50,000 EACH TO SUPPORT THE FAMILY NAVIGATOR PROGRAM FOR THE PERIOD OCTOBER 1, 2021 THROUGH SEPTEMBER 30, 2022.

2. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE ANY AND ALL AGREEMENTS, DOCUMENTS, INSTRUMENTS, OR AMENDMENTS AS MAY BE NECESSARY TO IMPLEMENT THE FAMILY NAVIGATOR PROGRAM GRANT FOR THE PERIOD OCTOBER 1, 2021 THROUGH SEPTEMBER 30, 2022.

B. PUBLIC WORKS COMMITTEE

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

4. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A FIFTH AMENDMENT TO THE AUGUST 28, 2007 AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES BETWEEN THE CITY OF NORWALK AND A. DICESARE ASSOCIATES, P.C., REGARDING THE EAST AVENUE RECONSTRUCTION PROJECT, FOR AN AMOUNT

**NOT TO EXCEED \$95,000.00 IN ACCORDANCE WITH THE
ATTACHED SCOPE OF SERVICES DATED SEPTEMBER 27, 2021.
ACCOUNT NO. 09 12 4021 5777 C0471
09 22 4021 5777 C0471**

**5. AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE
ORDER TO WASTEQUIP, FOR THE PURCHASE AND INSTALLATION
OF ONE (1) COMPACTOR AT THE NORWALK TRANSFER STATION,
FOR A SUM NOT TO EXCEED \$233,565.67 THROUGH SOURCEWELL
AWARDED CONTRACT # 040621-WQI, CITY OF NORWALK ID #97613.
ACCOUNT NO. 09 15 4031 5777 C0515
09 16 4031 5777 C0515
09 21 4031 5777 C0515
09 22 4021 5777 C0798**

**6A. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE
AN AGREEMENT WITH DEERING CONSTRUCTION INC., FOR
PROJECT RD2021-2 CONCRETE CURB AND SIDEWALKS AT
VARIOUS LOCATIONS, FOR AN AMOUNT NOT TO EXCEED
\$2,591,861.35, WITH AN OPTION TO EXTEND FOR TWO (2)
ADDITIONAL TERMS OF ONE (1) YEAR EACH.
ACCOUNT NO. 09 22 4021 5777 C0021
09 22 4021 5777 C0318
09 22 4021 5777 C0503**

**6B. AUTHORIZE THE CHIEF OF OPERATIONS AND PUBLIC WORKS
TO EXECUTE ORDERS ON CONTRACT WITH DEERING
CONSTRUCTION INC., FOR PROJECT RD2021-2 CONCRETE CURB
AND SIDEWALKS AT VARIOUS LOCATIONS, FOR AN AMOUNT NOT
TO EXCEED \$259,186.14.
ACCOUNT NO. 09 22 4021 5777 C0021
09 22 4021 5777 C0503
09 22 4021 5777 C0318**

**9. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A
SECOND AMENDMENT TO THE ORIGINAL AGREEMENT(S) WITH
H.W. LOCHNER FOR DESIGN AND COORDINATION SERVICES
DATED SEPTEMBER 29, 2016 IN CONNECTION WITH WALK BRIDGE
PROGRAM (STATE PROJECT NOS. 201-0176, 301-0188, 301-0187, 102-
297, 301-180) FOR A TOTAL SUM NOT TO EXCEED \$260,179.49 –
STATE'S SHARE. ACCOUNT NO. 100% STATE REIMBURSABLE 09 18
4062 5799 C0613**

10. AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO FREIGHTLINER OF HARTFORD, EAST HARTFORD, CT. FOR THE PURCHASE OF ONE (1) 2023 M2 106 FREIGHTLINER PLOW TRUCK FOR A SUM NOT TO EXCEED \$176,474.20. ACCOUNT NO. 09 22 4031 5777 C0313

C. LAND USE AND BUILDING MANAGEMENT COMMITTEE

1. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A LOCATION AGREEMENT WITH BH PHONE COMPANY FOR THE FILMING AND PRODUCTION OF MR. HARRIGAN'S PHONE AT THE LOCKWOOD MATHEWS MANSION MUSEUM.

2. AUTHORIZE THE HISTORICAL COMMISSION TO EXECUTE CHANGE ORDERS ON CONTRACT WITH PINNACLE DESIGN BUILD, LLC FOR THE MILL HILL JAIL AND BARN SITE ACCESSIBILITY ALTERNATION PROJECT – PHASE 2 BY INCREASING THE CHANGE ORDER ALLOWANCE FROM \$33,464.54 TO \$57,000.00 ACCT. #09196310 5799 C0374, 09196310 5777 C0430 AND 09216310 5777 C0521

3A. AUTHORIZE THE PURCHASING DEPARTMENT TO ISSUE PURCHASE ORDER(S) TO VISTA HIGHER LEARNING FOR DIGITAL LICENSING FOR MIDDLE AND HIGH SCHOOLS ONLINE CURRICULA MATERIALS AND TEXTBOOKS FOR A TOTAL NOT TO EXCEED \$152,425.00. ACCT. #09215010-5777-C0609

3B. AUTHORIZE A CONTINGENCY ALLOWANCE IN THE AMOUNT NOT TO EXCEED \$8,000 IN THE EVENT OF ORDER ADJUSTMENTS.

4. AUTHORIZE THE OFFICE OF BUILDING MANAGEMENT TO EXECUTE A CHANGE ORDER ON CONTRACT WITH GUARDIAN SERVICE INDUSTRIES INC. TO PROVIDE PROJECT MANAGEMENT AND LABORS NECESSARY TO IMPLEMENT PHASE I OF THE MIDDLE SCHOOL BATHROOM RENOVATION PROJECT FOR THE SUMMER OF 2021 FOR AN ADDITIONAL AMOUNT NOT TO EXCEED \$22,000.00. FUNDS ARE AVAILABLE IN CAPITAL BUDGET ACCOUNT #09225010 5777 C0807

5A. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE AN AGREEMENT WITH GLOBAL HILL CONSTRUCTION CORP. CT, FOR THE RENOVATION OF RESTROOMS LOCATED IN THE

GROUND FLOOR OF THE HEALTH DEPARTMENT BUILDING FOR A TOTAL NOT TO EXCEED \$31,869.00. FUNDS ARE AVAILABLE FROM ACCOUNT #0921 7100 5777 C0645

5B. AUTHORIZE THE OFFICE OF BUILDING MANAGEMENT TO ISSUE CHANGE ORDERS ON THE CONTRACT FOR A TOTAL NOT TO EXCEED \$3,186.00

D. PLANNING COMMITTEE

1. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE ALL DOCUMENTS TO INCREASE THE CONTRACT AMOUNT FOR MARKETING SERVICES BETWEEN THE CITY OF NORWALK AND DORENBURG KALLENBACH ADVERTISING, LLC, FIFTY THOUSAND DOLLARS (\$50,000) TO EXECUTE AN ECONOMIC DEVELOPMENT FOCUSED MARKETING CAMPAIGN AND WEBSITE. ACCOUNT. NO. 0921 3780 5777 C0781

2. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A CONTRACT WITH STUDIO 162, LLC (LAUREN CLAYTON) TO COMPLETE TWO MARTIN LUTHER KING, JR. CORRIDOR ART INSTALLATIONS IN A TOTAL AMOUNT NOT TO EXCEED \$26,500. ACCOUNT NO. 0921 1450 5777 C0792

**** MOTION PASSED UNANIMOUSLY BY ROLL CALL VOTE (MR. BURNETT; MS. JOHNSON; MR. SACCHINELLI; MS. SMYTH; MR. HEUVELMAN; MR. ROBERTS; MS. REVOLUS; MS. YOUNG; MR. KYDES; MR. KEEGAN; MR. TSIRANIDES; MR. LIVINGSTON; MS. SHANAHAN)**

VII. COMMON COUNCIL COMMITTEES

B. PUBLIC WORKS COMMITTEE

**** MR. TSIRANIDES MOVED TO APPROVE THE PROPOSED SANITARY SEWER EXTENSION AT 174 – 176 BOUTON STREET TO PROVIDE SANITARY SEWER SERVICE FOR 5 PARCELS. THROUGH TECHNICAL ANALYSES, IT WAS CONFIRMED THAT THE CITY'S SANITARY SEWER COLLECTION SYSTEM AND WASTEWATER TREATMENT PLANT CAN ACCOMMODATE THE ADDITIONAL SANITARY SEWER FLOW GENERATED FROM THE PROPOSED CONNECTIONS. THE PROPOSED SANITARY SEWER EXTENSION SHALL BE CONSTRUCTED IN ACCORDANCE WITH DPW AND**

WPCA SANITARY SEWER PERMIT PROCESS AND SANITARY SEWER MAIN EXTENSION POLICY (ADOPTED JULY 7, 2021) AND BE REFERRED BACK TO THE WPCA BOARD FOR FINAL ACCEPTANCE.

Mr. Carr gave an overview of the process and added that the staff have no objection to his. There is no downstream impact from this project or impact to the Waste Water Treatment Plan from this project.

Attorney Liz Suchy represented the applicant and said they will abide by any requirements. The materials will be stored in an area that is reasonably near the site and will be secured. Ms. Revolus requested that no equipment be left overnight and that the road will not be obstructed.

**** MOTION PASSED UNANIMOUSLY**

Due to a potential conflict of interest, Mr. Kydes and Mr. Tsiranides recused themselves from voting on the following item.

**** MR. LIVINGSTON MOVED TO APPROVE THE PROPOSED SANITARY SEWER EXTENSION AT 238 WEST ROCKS ROAD TO PROVIDE SANITARY SEWER SERVICE FOR THE ST. GEORGE GREEK ORTHODOX CHURCH AND POTENTIAL 12 PARCELS ADJACENT TO THE PROPOSED EXTENSION. THROUGH TECHNICAL ANALYSES, IT WAS CONFIRMED THAT THE CITY'S SANITARY SEWER COLLECTION SYSTEM AND WASTEWATER TREATMENT PLANT CAN ACCOMMODATE THE ADDITIONAL SANITARY SEWER FLOW GENERATED FROM THE PROPOSED CONNECTIONS. THE PROPOSED SANITARY SEWER EXTENSION SHALL BE CONSTRUCTED IN ACCORDANCE WITH DPW AND WPCA SANITARY SEWER PERMIT PROCESS AND SANITARY SEWER MAIN EXTENSION POLICY (ADOPTED JULY 7, 2021) AND BE REFERRED BACK TO THE WPCA BOARD FOR FINAL ACCEPTANCE.**

**** MOTION PASSED UNANIMOUSLY**

**** MR. TSIRANIDES MOVED TO AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A THIRD AMENDMENT TO THE WOODARD & CURRAN AGREEMENT DATED AUGUST 12, 2019, TO PROVIDE ON-CALL PROFESSIONAL ENGINEERING SERVICES FOR THE STORM DRAINAGE SYSTEM EVALUATION IN ACCORDANCE WITH SCOPE OF SERVICES TASK ORDER 1G "STORM SEWER HYDROLOGIC/HYDRAULIC STUDY" ON GLENDENNING STREET**

DATED SEPTEMBER 30, 2021 (COPY OF INCLUDED) FOR A SUM NOT TO EXCEED \$191,000.00.

ACCOUNT NO. 09 18 4027 5777 C0440

09 21 4021 5777 C0440

09 22 4021 5777 C0440

Mr. Tsiranides said that it has been very hard for the residents in Norwalk. He added that he is very familiar with Glendenning Street. He said the City is paying attention. Mr. Keegan thanked his colleagues for listening to the residents who have been adversely impacted for a number of years.

**** MOTION PASSED UNANIMOUSLY**

**** MR. TSIRANIDES MOVED TO AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A THIRD AMENDMENT TO THE WOODARD & CURRAN AGREEMENT DATED AUGUST 12, 2019, TO PROVIDE ON-CALL PROFESSIONAL ENGINEERING SERVICES FOR THE STORM DRAINAGE SYSTEM EVALUATION IN ACCORDANCE WITH SCOPE OF SERVICES TASK ORDER 1H "STORM SEWER HYDROLOGIC/HYDRAULIC STUDY" ON GLENWOOD AVENUE DATED SEPTEMBER 30, 2021 (COPY OF INCLUDED) FOR A SUM NOT TO EXCEED 201,500.00.**

ACCOUNT NO. 09 18 4027 5777 C0440

09 21 4021 5777 C0440

09 22 4021 5777 C0440

Mr. Tsiranides said they know the strain the residents and the community are under. He thanked Mayor Rilling and the staff.

Ms. Revolus asked if they paid attention to land displacement. Ms. Valdares, Principal Engineer explained they have a manual for every new construction project and in that manual is a drainage plan. Every new construction is required to hold water on the property and every parcel has to hold water up to a 100 year storm.

**** MOTION PASSED UNANIMOUSLY**

**** MR. TSIRANIDES MOVED TO approve the revisions to the City of Norwalk Department of Public Works Standard Detail Drawing – "Historical Lights, Light Poles, Light Pole Foundations and Conduit Trenching": a) incorporating the new proposed 40 Watt, 2700 Kelvin "William & Mary" style, Dark-Sky compliant fixture that South Norwalk Electric and Water is proposing within the Second Taxing District; b) for the other districts all new ornamental lightning fixtures should be Dark-Sky compliant with**

lumen levels not to exceed recommended IES standards of 2700 Kelvin or 3000 Kelvin for color temperature.

Mr. Tsiranides reviewed the project and said that it was being funded by SNEW. There is no cost to the City of Norwalk. Mr. Huth, CEO and General Manager of SNEW reviewed the scope of the project and said the existing lighting needed to be replaced.

Mr. David Westmoreland, Chair, SNEW said the lights will make a huge difference in South Norwalk. The lighting will be improved, but will not reduce the amount of light on the street. Various Councilmembers spoke in support of this project.

**** MOTION PASSED UNANIMOUSLY**

IX. MOTIONS POSTPONED TO A SPECIFIC DATE

There were none this evening.

X. SUSPENSION OF RULES

There were none this evening.

XI. ADJOURNMENT

**** MS. YOUNG MOVED TO ADJOURN**

**** MOTION PASSED UNANIMOUSLY**

There was no further business, and the meeting was unanimously adjourned at 9:45 p.m.

ATTEST: _____
Donna King, City Clerk



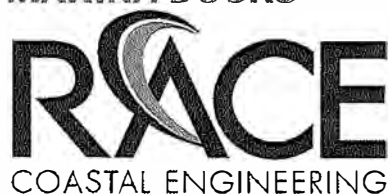
REQUEST FOR PROPOSAL #4154

ELECTRONIC DUE: SEPTEMBER 17, 2021 2:00 PM

HARD COPY DUE: SEPTEMBER 21, 2021 2:00 PM

CITY OF NORWALK

**DESIGN AND PERMITTING FOR REPLACEMENT
OF VETERAN'S MEMORIAL PARK PUBLIC
MARINA DOCKS**



PROPOSAL RESPONSE PREPARED BY:

RACE Coastal Engineering, LLC
611 Access Road
Stratford, CT 06615
P. (203) 377-0663
F. (203) 375-6561
www.racecoastal.com

CONTACT:

Devin Santa, PE, SECB
RACE Coastal Engineering
(203) 377-0663
devin@racecoastal.com

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CITY OF NORWALK
REQUEST FOR PROPOSAL #4154

DESIGN AND PERMITTING FOR REPLACEMENT OF
VETERAN'S MEMORIAL PARK PUBLIC MARINA DOCKS

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Per RFP, "The selected Firm will NOT be required to provide testing equipment neces-sary to complete this project. During project estimation provide an anticipated test-ing schedule."	
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CITY OF NORWALK RFP #4154

**DESIGN AND PERMITTING FOR REPLACEMENT OF VETERAN'S MEMORIAL
PARK PUBLIC MARINA DOCKS**

SECTION B: EXECUTIVE SUMMARY

RACE
COASTAL ENGINEERING

Section b – Executive Summary

RACE Coastal Engineering (RACE) looks forward to the opportunity to work with the City of Norwalk to replace Veteran's Memorial Park Public Marina. **RACE** is an award-winning, professional engineering firm with the single purpose of providing specialty coastal engineering consultation. **RACE** has a 20-plus year business history of success providing a full range of professional engineering services, including marina studies, marina planning and design, regulatory permitting, coastal modeling, hydrographic surveys, pier and bulkhead inspections, dredging design, preparation of opinion of probable costs, and construction administration.

RACE's designs have been recognized with awards by the Connecticut Society of Civil Engineers, American Council of Engineering Companies (ACEC), American Shore and Beach Preservation Association and the American Society of Landscape Architects.

RACE has the qualifications and experience to expand the City's recreational access at Veteran's Memorial Park and improve the safety of the facility.

Brief History of RACE Coastal Engineering

RACE Coastal Engineering, LLC (formerly known as Roberge Associates Coastal Engineers, LLC (**RACE**)) was founded in 1999 under the name of founder John C. Roberge, PE, LLC with the professional mission ...“To provide responsive, quality coastal engineering services to clients, while maintaining the highest standards of excellence and integrity.” The company originally operated as a sole proprietorship under the name of John C. Roberge, PE, LLC until 2004 when the name changed to Roberge Associates Coastal Engineers, LLC to reflect our expanding growth of professional engineers. **RACE's** coastal engineering, hydrographic surveying, and marine structure design business continues to grow and in the first decade of our history, **RACE's** reputation as a regional industry leader was firmly established.

Devin Santa, PE joined the firm in 2001. In 2004, he assumed a Principal/Member role when the firm was renamed to Roberge Associates Coastal Engineers, LLC and since then was informally called **RACE** by clients and staff. In 2016, Roberge Associates Coastal Engineers Principals embraced its nickname “**RACE**” and renamed the firm **RACE Coastal Engineering**. Also in 2016, Azure Dee Sleicher, PE, ENVSP, joined the leadership team as Manager of Coastal Engineering and became Principal/Member in 2018.

Company Structure

RACE is a Connecticut licensed, award-winning Professional Engineering firm (PEC. 0001181) and is in good standing with Connecticut's Secretary of State's Office (Business ALEI 0630876). The **RACE** Team is led by Devin Santa, PE, Principal / President and Azure Dee Sleicher, PE, Principal / Vice President, Coastal Engineering. Founder John Roberge, PE maintains Senior Consultant and mentor status. Project Managers, Matthew Rakowski, PE, Steven Sternberg, PE and Jill Pietropaolo, PE round out the leadership team and are supported by a number of engineers, technical professionals and office staff.



RACE is committed to providing equal employment opportunities without regard to race, creed, color, national origin, sex, age, physical and learning disability, mental disorder, marital status, sexual orientation, citizenship status, ancestry, genetic information, veteran status, religion or any other basis protected by applicable federal, state or local laws.

Key Personnel

Our in-house personnel maintain significant expertise in structural, coastal and geotechnical engineering disciplines, as well as thorough knowledge of the regulatory process. With 14 people on staff, including 10 Engineers – seven of whom are licensed Professional Engineers and five also hold advanced degrees specific to Coastal Engineering, **RACE** is well structured with experience and depth to design solutions that are resilient and cost-effective while reducing environmental impacts and providing long term performance.

We have become experts in our field, not only through advanced degrees and credentials, but by having a 20+ year history of delivering successful projects. Many of our clients are long-term and repeat clients, such as the City of Norwalk and the Town of Greenwich, CT. Please feel free to contact Mr. Ken Hughes, Superintendent of Parks and Public Property, City of Norwalk, at (203) 854-7814 and Mr. Brian Kerzner, Superintendent of Marine Facilities, Town of Greenwich at (203) 496-6166. Such relationships and successful project completion are founded upon building trust, showing respect and gaining consensus, not only with the management at the municipal offices, but the individual facility operators, users and even the regulators at the State and Federal agencies who issue the permits for the projects.

RACE's Principals, Devin Santa, PE, President & Person-in-Charge (CT P.E.N. 0021424), and Azure Dee Sleicher, PE, Vice President of Coastal Engineering, will be actively involved in all elements of the Replacement of Veteran's Memorial Park Public Marina Docks. Mr. Santa is a licensed Professional Engineer, Hydrographer, and USCG 100-ton Near Coastal Master Licensed Boat Captain. Ms. Sleicher brings extensive experience in analysis, design and permitting of waterfront parks and private and public marina facilities. Ms. Sleicher has 20 years of experience with the regulatory requirements of the USACE, CT DEEP and numerous Connecticut cities and towns.

Mr. Matthew Rakowski, P.E. (RACE) will be the Project Manager for the Replacement of Veteran's Memorial Park Public Marina Docks. Mr. Rakowski has significant professional experience with numerous municipal and public park projects including managing the **Veteran's Park Boat Ramp and Floating Docks Project** that was completed in 2017. Mr. Rakowski worked with the City on layout alternatives to provide the maximum amount of berthing area, acquired permits, designed and compiled construction documents for the improvement of the 58,200 sf parking lot, replacement of the timber pile supported boat ramp and the pile supported concrete boat ramp and the replacement of the existing floating dock facility.

Mr. Rakowski will lead a **RACE** team of structural, coastal and regulatory engineers, specifically **Steven Sternberg, PE, Jill Pietropaolo, PE, Matthew Williams, PE** and **Suzy Bradford, EIT**. Their resumes and GSA 330s follow in this proposal.

The **RACE** team will be complemented by **Mr. Donald Peterson, PE**, Chief Executive Officer of The Peterson Engineering Group. Experienced in the disciplines of electrical, fire protection,



plumbing and energy management, Mr. Peterson will be designing the electrical improvements and plumbing connections as necessary for the project.

Mr. Lawrence Posson, PLS, Director of Surveying with **Redniss & Mead** (Stamford, CT), will perform a partial site survey at Veteran's Park as well as provide benchmarks within the vicinity of the project. Mr. Posson has over thirty years' experience in the land surveying profession. Mr. Posson's experience includes mapping and processing for local, state and Federal agency permits including Planning & Zoning, Conservation Commission, Army Corps of Engineers and Department of Energy and Environmental Protection.

Tom Hardiman of Hardiman Company & Associates, a professional and highly experienced test boring contractor, will be collecting soil borings for this project. Soil data and samples collected from Mr. Hardiman will provide the basis for the float anchor design.

Key Qualities and Experience with Similar Current Projects

RACE has a long history of working with Connecticut municipalities to protect and improve their waterfront and related facilities. We have worked with every coastal municipality in Fairfield County and we have an in-depth understanding of how each project will interact with the local coastal environment and how that environment will have an impact on the project. **RACE** has designed numerous public waterfront facilities and are familiar with the required ADA-compliant components for such facilities including ramps, walkways and railings.

We specialize in waterfront structures and providing clients with the skills and expertise to bring a project from start to finish. We assist our clients through the following stages of a project:

- Site Investigations
- Concept Development
- Preliminary Design
- Regulatory Permitting
- Final Design
- Bidding
- Construction Administration
- Project Closeout

RACE completed, from initial planning and design through permitting and construction, the City of Norwalk's new Veteran's Memorial Park Boat Ramp and Floating Docks Project. The new design provides increased water depths at the toe of the boat ramp, maximum amount of berthing area, enhanced parking, and upgraded utilities. **RACE** assisted the City in acquiring permits, completing design, preparing specifications, bidding, and construction administrative services for the parking lot improvements, replacement of the deteriorated timber pile supported boat ramp and the replacement of the existing floating dock facility.

We pride ourselves in maintaining comprehensive knowledge of regulatory statutes applicable to coastal projects. We have extensive experience working with environmental analysts at federal, state and local levels.



To fully support our coastal and structural engineering design activities, **RACE** maintains current and industry standard computer design and modeling software. Software applications maintained by **RACE** are utilized for:

- Coastal Engineering; including, wave prediction, wave transformation, wave runup and overtopping, littoral processes, sediment transport, and structural loading
- Structural Engineering; including, structural analysis, structural design, member properties
- Geotechnical Engineering; including, bulkhead design, retaining wall design, and axial and lateral pile analysis
- Hydrographic Surveying; including, pre-planning, survey navigation, and data processing
- General Civil Engineering; including, land development, volume computations, and drafting

As far as preparation of engineering estimates for construction (OPCs), **RACE** maintains a database of project bid, material costs and production rates based on past projects that is used as an initial baseline. **RACE** will then “build” the project on paper, determining material quantities and latest costs for materials with location-specific construction wages and equipment rates. Marine construction is unique for its many challenges in the field, including but not limited to, material and equipment access (e.g., barge-based work), tide and weather dependency, unforeseen underwater conditions, etc. **RACE**’s experience on marine projects and understanding of the challenges contractors face allows us to determine production rates more accurately in the development of both OPCs and construction schedules.

Understanding of Project Requirements

RACE is intimately familiar with the facilities and the shoreline of Norwalk, CT and has provided our coastal engineering expertise on projects critical to the City and to the residents and businesses in the City. As previously discussed, **RACE** has worked closely with the Recreation and Parks Services Department on the design, regulatory approval, and related construction for the Veterans Memorial Park Boat Ramp, Floating Docks and Visitors Dock facilities. Additionally, **RACE** has performed professional engineering services for the City of Norwalk’s Captain William Clark Pier, Veteran’s Park Commercial Pier, Veteran’s Park Dredging, and Rowayton Docks.

RACE understands the requirements for replacing Veteran’s Memorial Park Public Marina Docks. Not only are we professional engineers and designers but we are waterfront enthusiasts as well. We work on the water, we play on the water and we understand the shoreline and related challenges from both an end-user and professional standpoint. This understanding allows us to best serve our clients in the development of recreational boating facilities. We will draw upon 20-plus years of our extensive resume of waterfront projects, boating experience and our direct experience with the City for successful execution of this project. **RACE** is fully prepared and highly experienced to perform site investigations through construction administration for this project.

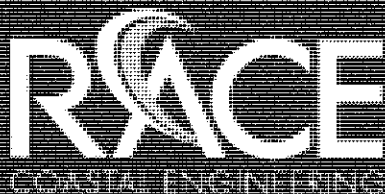




CITY OF NORWALK RFP #4154

**DESIGN AND PERMITTING FOR REPLACEMENT OF VETERAN'S MEMORIAL
PARK PUBLIC MARINA DOCKS**

SECTION C: SCOPE OF SERVICES



Section c – Scope of Services

Per the RFP, RACE understands that the Marina shall be designed to incorporate the following features:

- Two (2) separate Public Marinas of approximately 25 slips each to replace the existing.
- Slips shall be able to accommodate nineteen (19) feet long boats.
- A minimum of four (4) slips shall accommodate twenty (20) foot long boats.
- Jet ski docking on the North Public Marina parking lot docks.
- Approximately half of the total slips at the North Public Marina shall have jet ski slips and the other half shall be for small boats/dinghies.
- The new docks shall have power pedestal stations with water and electric power (200 amp single phase).

The following paragraphs identify the specific Scope of Services to be provided. **RACE's** Scope of Services will include the following tasks and subtasks as identified by the City:

Task 1 – Preliminary Design (30%) Work

- 1.1 Project Kick-off Meeting with City
- 1.2 Document Existing Conditions
 - Topographic and Bathymetric Survey
 - Existing Condition Review
 - Geotechnical Investigations
- 1.3 Concept Evaluation
 - Consider reuse of the existing piles and/or structures as appropriate
 - Perform evaluations of Code requirements and required regulatory permits
- 1.4 Prepare Opinion of Probable Cost (OPC)
- 1.5 Prepare Design, Permitting and Construction Schedule

Task 2 – 60% Design Work

- 2.1 Develop 60% Plans
- 2.2 Design Review Meeting with City
- 2.3 Prepare Permit Applications
 - Pre-application coordination
 - CTDEEP Structures, Dredging and Fill & USACE Individual Permit & Section 408 Coordination
 - City of Norwalk Coastal Site Plan Review
- 2.4 OPC Updates
- 2.5 Schedule Updates

Task 3 – Semi-Final Design and Permitting (90%) Work

- 3.1 Develop Semi-Final Design Plans, Details and Specifications
- 3.2 Design Review Meeting with City



- 3.3 OPC Updates
- 3.4 Schedule Updates

Task 4 – Final Design (100%) Work

- 4.1 Final Construction Drawings, Specifications for Bid & Bid Form
- 4.2 OPC Updates
- 4.3 Schedule Updates
- 4.4 Attend the Pre-Bid Walk-Thru
- 4.5 Assist City with RFI and Addenda
- 4.6 Bid Review
- 4.7 Pre-Construction Meeting

Task 5 – Construction Administration Services as Requested by the City

- 5.1 Perform construction administration support services as needed:
 - Shop Drawing and Submittal Reviews
 - Construction Schedule Review
 - Review of Schedule of Values and Applications for Payments.
 - Review of Requests for Information (RFI's)
 - Bi-weekly Project Progress Meetings
 - Twelve (12) site visits including the final Punch List inspections and follow-up visits.
- 5.2 Perform Project/Permit Closeout

The Scope of work identified below are considered *Basic Services* and are based on information provided in the RFP. It shall be understood by the Client that conditions may be revealed during the course of the project that were unknown during preparation of this proposal. Such conditions may require *Additional Services* to be performed. **RACE** would coordinate with the Client during the project to assess any additional scope of work and fees if required.

TASK 1 – PRELIMINARY DESIGN (30%) WORK

Task 1.1 – Project Kick-off Meeting with City

Upon receiving Notice to Proceed, **RACE** will prepare a Project Management Plan for this project and perform an internal kick-off meeting with the Project Team. The Project Management Plan (“PMP”) is a critical tool for providing a holistic understanding of the project requirements and constraints to the Project Team prior to initiation of the work. The PMP will identify roles, responsibilities and budget for each Team member. The PMP will be a living document, amended as necessary during the project, that identifies schedule, scope, budget, contacts, and risks associated with this project.

The **RACE** Project Manager will also have a preliminary kick-off meeting with the City officials and other project stakeholders as necessary to review the project. During this meeting, **RACE** will collect any additional site information to be provided by the City, including, but not limited to, historic topographic survey maps, feasibility reports, regulatory permits, condition reports, geotechnical data, and related documents that may be available. Specific design criteria, deliverable format requirements, scheduling, and related issues will also be discussed.



RACE Deliverable: Meeting Minutes

Task 1.2 – Document Existing Conditions

RACE will review the Client provided design documents from the last construction, historic topographic survey maps, feasibility reports, regulatory permits, condition reports, geotechnical data, and related documents that may be available.

- **Topographic and Limited Bathymetric Survey**

RACE will utilize the services of Redniss & Mead (“R&M”), a local survey and civil engineering firm with over sixty years of experience, to provide professional land surveying services required of this project. R&M will perform field survey and prepare a partial survey plan of the eastern portion of the park.

R&M will prepare an Existing Conditions Survey that will serve as the basis for the new design and permits. The survey will include a T-2 topographic survey with one-foot contours and spot elevations. The survey will include the intertidal area down to mean low water line (MLW), existing shoreline structures, the State Coastal Jurisdiction Line (CJL), high tide line (HTL) and mean high water line (MHW). Water depths at the end of each finger dock will also be recorded to determine bathymetry. Coastal resources including tidal wetland vegetation that will impact the design and permitting will also be identified. The survey will utilize a horizontal datum of CT NAD 83, and a vertical datum of NAVD88. Accessible above ground and below ground utilities will be recorded showing their positions, inverts, pipe sizes, type of materials, overhead wires, service ties, etc. The building and parking areas will also be included.

RACE Deliverable: Site Survey

- **Existing Condition Review (Above water)**

In conjunction with the physical survey described above, **RACE** will perform a supplementary field investigation which will include a condition assessment of the existing piers, docks and associated structures (pilings, etc.) by a Licensed Professional Engineer and a Field Technician/Engineer with extensive experience with coastal structures. **RACE** will perform an above water investigation (during low tide) to document conditions and identify elements that must be replaced, can be rehabilitated, or may remain. The above water inspection will be performed by a two-person team led by a Professional Engineer licensed in the State of CT over the course of one (1) day.

RACE will take photographs and measurements, and notes to identify conditions of various elements which will be used to annotate and supplement the Existing Condition Survey and inform the design phase.



RACE Deliverable: Annotated Site Plan with Condition Notes

- **Geotechnical Investigations**

Geotechnical data is critical to the design of the marina anchor pilings. **RACE** will prepare a soil boring plan and coordinate with a specialty drilling contractor to perform the borings. It is anticipated that four borings be obtained over the course of 3 days with a barge-mounted drill rig.

RACE will witness the soil test boring operations which will provide an opportunity to make necessary changes to the program prior to demobilization of equipment. Typical drilling operations call for sampling of the borings at 5-ft intervals or at each observed change in the characteristics of an exposed material strata.

Samples will be retrieved from the test borings, using standard split spoon (ASTM D 1586). Two (2) Shelby Tube samples (ASTM D 1587) will be obtained if cohesive sediments are found. Portions of the split spoon samples will be retained for subsequent laboratory testing. The Shelby tube samples, considered to be undisturbed, will be retained for more definitive laboratory analysis, including, but not necessarily limited to determination of shear strength, assessment of the Atterberg Limits and other properties as may be required.

RACE Deliverable: Boring logs and results of any lab testing

Task 1.3 – Concept Evaluation

Based upon the findings made during Tasks 1.1 and 1.2, discussions with the Client regarding waterfront access needs, the design guidelines of the regulatory agencies, and constraints such as the adjacent Federal Anchorage, **RACE** will prepare and provide the Client up to three (3) conceptual plan view layouts (10% level design) of proposed floating dock systems to accommodate the vessel types and sizes as listed in this RFP. The concepts will consider re-use of existing piles or structures as may be appropriate. The concept design provides overall dimensions of structures, material choices, and approximate quantities of primary components. Specific details and technical specifications are excluded from the design at the concept level. Drawings will be prepared in 24"x36" format.

*At present time, it is unknown whether the existing timber access piers are suitable for re-use. **RACE's** labor budget excludes design of new access piers and associated infrastructure such as shoreline headwalls that may be required for new piers. The need for new or repairs to existing piers will be determined in Phase 1.2. Additional design effort may be required if the piers require repair or replacement which will be considered Additional Services. A budget will be developed in coordination with the City if this is required.*

RACE will develop an Opinion of Probable Cost (OPC) for the proposed project (each marina section and total combined). The OPC will include estimates for materials, labor and equipment based on quantity take-offs from the concept design plans. In providing an OPC for any construction work, it shall be understood by the Client that **RACE** has no control over the cost or availability of labor, equipment, materials, market conditions, or the Contractors method of pricing. Any OPC provided by **RACE** is made on the basis of professional judgment and experience. **RACE** makes no warranty, express or implied, that any bids or negotiated cost of the Work will not vary from the OPC provided.



RACE will prepare a design, permitting and construction schedule for the proposed project. The permitting requirements/implications of each concept will be evaluated and discussed.

RACE will provide the concept plans, OPC and schedule information in a memo format to the City for review and comment prior to advancing to Task 2.

RACE Deliverable: Concept Plans, Summary Memo with OPCs and Schedule

TASK 2 – 60% DESIGN WORK

Task 2.1 – Develop 60% Plans

RACE will incorporate the City’s comments on the concepts and advance the selected alternative to 60% design stage which will begin to include other project components such power pedestal information and electrical needs, anchor pile design, and other standard details. **RACE** Coastal Engineers will perform an environmental analysis to determine wind, wave and current loads on the dock systems that the anchor piles must resist and perform pile analysis based on the geotechnical information.

RACE will update the OPCs (Task 2.4) and the project design, permitting and construction schedule (Task 2.5) as part of this process.

RACE Deliverable: 60% Design Plans, Updated OPC and Schedules

Task 2.2 – Design Review Meeting

RACE will attend a design review meeting with the City at the completion of the 60% set before advancing to permitting and the next design milestone.

RACE Deliverable: Meeting Minutes

Task 2.3 – Prepare Permit Applications

The proposed project will be subject to review and require permits from the CT Department of Energy and Environmental Protection (CT DEEP), the U.S. Army Corps of Engineers (USACE), and the City of Norwalk.

The CT DEEP and USACE application is typically undertaken in a three-step process that involves coordination with CT DEEP and other agencies to develop a mutually agreeable concept prior to actual submittal of the application and follow-up during their final review.

- **State and Federal Permit Pre-Application Coordination**

Once a preferred design is selected by the Client, **RACE** will coordinate with CT DEEP and other agencies in advance of actual permit application submission. At present time, a Structures, Dredging and Fill (SDF) permit is anticipated to be required by CT DEEP. If the



proposed site improvements could be permitted under a Certificate of Permission (COP) application, **RACE** will advise the City and proceed with the COP instead of the SDF.

RACE will prepare a preliminary “pre-application” package to be sent to the following agencies for review:

- State of Connecticut Department of Agriculture / Bureau of Aquaculture
- U.S. Army Corps of Engineers
- Norwalk Harbor Management Commission
- Norwalk Shellfish Commission
- DEEP Natural Diversity Database Program (BNR)

As part of this Phase, **RACE** will prepare a permit application drawing package in the required 8.5”x11” format for the proposed improvements that will include vicinity maps, tax assessor’s maps, existing and proposed plan view with typical cross-sections of the proposed structures.

This pre-application package includes a comment form that must be completed by that agency and included in the application package. The site is located in an area listed by the State of CT with the potential to contain State and Federal Listed Species and Significant Natural Communities. Therefore, the project will require a review by the Bureau of Natural Resources (BNR). This agency will review the proposed activities for impacts to any known extant populations of Federal or State Endangered, Threatened or Special Concern Species that occur in the vicinity of this property. The results of this review must be included in the application. Preparation of this submittal is included under this task. Additional studies that may be required as a result of the BNR’s review are excluded from *Basic Services*.

Prior to filing the final SDF permit application, a notice in the local newspaper must be published. **RACE** will prepare the public notice and submit it to a local newspaper. A notarized copy of the public notice must be submitted to the Mayor’s Office. Additionally, notification letters must be sent to property owners within 500 feet of the proposed site. Proof of these submissions must be included in the application. **RACE** will prepare and submit the notices to the neighbors.

RACE anticipates one (1) site meeting with CT DEEP and City stakeholders during the pre-application process.

- **Preparation of State and Federal Permit Applications**

RACE will update the permit sketches based on comments received during the pre-application process, and prepare the forms, photographs, and narratives required for a Structures, Dredging and Fill Application to CT DEEP and an Individual Permit for the USACE. **RACE** has assumed a desktop Essential Fish Habitat (EFH) study and Endangered Species Act (ESA) coordination will be required by the USACE. Additional studies such as benthic habitat analysis or in-situ field studies are excluded from the *Basic Services*. The USACE will also require coordination under Section 408 due to proximity of the existing/proposed docks to the Federal Anchorage. **RACE** has recent and similar



experience in Section 408 permitting in Bridgeport Harbor.

Attendance at public meetings or review sessions by **RACE** staff, unless specifically noted, with the regulatory agencies is not a part of the *Basic Services* provided as a part of this proposal. Such attendance, approved by the Client, will be considered as *Additional Services* and invoiced at the approved rates shown as a part of this agreement.

- **Application Follow-up Services**

Subsequent to submittal of the permit application, **RACE** will respond to reasonable requests from the regulatory agencies concerning clarification or modification of the submitted applications. Included in the *Basic Services* of this Agreement are twelve (12) hours of professional services for this effort.

Fees and Other Additional Costs

Permit application fees start at \$660 and additional fees are assessed on a square foot basis of project impact area; to be determined by **RACE** using guidance provided by CT DEEP after the design is developed. **RACE** will inform the Client of the required fee calculation. All permit application fees will be the responsibility of the Client and must be included with the initial permit application materials.

For projects greater than 5,500 square feet (SF), the application fee is \$3,550 plus \$0.10/SF for each square foot in excess of 5,500. The approximate area of the existing docks is 45,000 SF. $45,000 - 5,500 = 39,500$. $39,500 * 0.10 = \$3,950$. $\$3,950 + \$3,550 = \$7,500$. Municipalities receive a 50% discount on application fees. Approximate application fee to CT DEEP = \$3,750.

Upon completion of their review and if it is determined that the proposed activities are consistent with their requirements, DEEP will publish a public notice in a local newspaper indicating that the DEEP intends to issue a permit. The DEEP will send the Applicant (Client) an invoice for the cost of the legal notice. **RACE** will not receive this invoice and it is understood that the Client will submit payment directly to the CT DEEP.

Once the CT DEEP permit is obtained, the permit "Appendix B" must be submitted to the City Clerk's office to be filed on the Land Records. **RACE** anticipated City staff can perform the land record filing.

- **City of Norwalk Coastal Site Plan Review**

It is anticipated that the proposed project will be subject to review by the Norwalk Planning & Zoning Commission for compliance with the Coastal Area Management Act (CAM) under the Coastal Site Plan Review process. It is anticipated that this local process will be managed by the City and that **RACE** will provide necessary drawings, forms, narratives, flood zone impact assessment, coastal resource impact assessment, and related engineering services in support of the City's coordination of this process. **RACE** will attend 2 meetings/hearings with the City to support the process.



It shall be understood by the Client that RACE has no control over regulatory authorities having jurisdiction, statutes, or site conditions that a permit application may be subject to. Any opinion of eligibility for authorization of any proposed structure or activity is made on the basis of professional judgment and experience. RACE makes no warranty, express or implied, that a proposed structure or activity, in whole or portion thereof, will be authorized by those agencies having jurisdiction.

RACE Deliverable: Copies of Permit Applications and Agency Correspondence

TASK 3 – SEMI-FINAL DESIGN AND PERMITTING (90%) WORK

Task 3.1 – Develop Semi-Final Design Plans, Details and Specifications

RACE will address comments from the City and advance the “60%” design to a “90%” package of plans, details and technical specifications. The design will incorporate comments and revisions resulting from the regulatory review process. These drawings will include, but not necessarily be limited to: a cover sheet; narrative specifications; sedimentation and erosion controls; plan showing the limits of construction and existing conditions; proposed plan; and typical sections and appropriate details for construction. The drawings will show the existing site conditions, including topography, structure locations, utilities (power pedestals and electric panel upgrades, etc.), landscape features, design water surface elevations, flood zone boundaries and Base Flood Elevations, and related information that will be important for construction of the improvements.

The draft technical specifications will identify materials and construction related information. Performance specifications will be provided for items not specifically designed by RACE such as the floating docks, hardware, gangways, etc. General conditions and front-end “boiler-plate” specifications shall be provided by the City for inclusion in the package. RACE will review the City’s specifications for any conflicts with the technical specifications prepared under this task.

RACE will update the OPC (Task 3.3) and construction schedule (Task 3.4) as part of this submission.

RACE Deliverable: Construction Drawings and Specifications at 90%, OPC and Schedule

Task 3.2 – Design Review Meeting

RACE will submit the draft package to the City for review and comment and attend a meeting to review the package and comments prior to finalizing them for bid purposes.

RACE Deliverable: Meeting Minutes

TASK 4 – FINAL DESIGN (100%) WORK

Task 4.1 – Final Construction Drawings, Specifications & Bid Form

RACE will incorporate any remaining City comments into the final drawing and specification package which will be ready for bid. Drawings will be prepared in AutoCAD format and provided to



the City in print, CAD and PDF formats. Specifications will be provided in Word and PDF formats. The drawing package will be signed and sealed by a Professional Engineer licensed in the State of CT. **RACE** will also prepare a Form of Bid. **RACE** will prepare a final OPC and construction schedule (Tasks 4.2 and 4.3).

RACE Deliverable: Construction Drawing, Specifications, Bid Form (PDF, Word and .dwg formats)

Bid Assistance (Tasks 4.4 - 4.7)

RACE will assist the City on as needed basis during the bid process. As part of this phase, **RACE** will:

- Prepare for and attend a pre-bid meeting
- Answer requests for information from bidders in accordance with the requirements in the bid documents
- Prepare addenda and provide electronically to City for distribution to bidders
- Review and respond to contractor recommendations for substitutions or proposed alternate equipment, materials or methods
- Review and evaluate the bids and contractors' qualification
- Provide written summary and recommendation for award
- Attend a pre-construction meeting with the selected contractor

RACE Deliverable: Documentation as Indicated Above (PDF format)

TASK 5 – CONSTRUCTION ADMINISTRATION SERVICES AS REQUESTED BY THE CITY

This Scope of Services is based on an assumed construction duration of **3 months** (actual construction time on site) and includes an estimated allowance of **134 hours of service**. It shall be understood by the City that there are numerous factors outside the control of **RACE** that may dictate total fees for **RACE** services during the construction phase. These factors include, but are not limited to, contractor performance and contractor schedule. The scope outline and fee estimates included herein are based on our experience with dock construction projects within the Long Island Sound Basin. The scope and fees are subject to variation due to the outside factors outside the control of **RACE** noted above.

RACE will provide engineering services during construction on an “as-needed” basis to assist during the construction phase of this project. These services typically include:

- **Shop Drawing and Submittal Review:** **RACE** will prepare and maintain a record of submittals and their status for use by the City. **RACE** will review submittals by the construction contractor for conformance to the project specifications. These items include but are not limited to material certifications, construction equipment, and construction methodologies specified in the Construction Drawings. In addition, **RACE** will respond to construction contractor Requests for Information (RFIs) during the course of the project.



- **Review Payment Requests:** RACE will review the Schedule of Values and Applications for Payment submitted by the construction contractor. The review will be performed to verify that the Work completed and material stored to date has been done in accordance with the project specifications. RACE will review change orders submitted by the construction contractor for conformance.
- **Project Meetings and Management:** RACE will administer and attend project progress meetings. For purposes of this Agreement, it is assumed that meetings will be held on a bi-weekly basis over a 12-week construction period for a total of (6) meetings. RACE will prepare the meeting agenda and prepare meeting minutes for distribution. The meeting agenda will include review of progress of the work since the previous meeting, including submittals, identify problems that impede progress, and review work to be performed over the next two weeks. This sub task also includes general project management and coordination between City and Contractor during the construction phase.
- **General Construction Review:** Prior to construction, RACE will identify items that will require review and acceptance. RACE will rely on the construction contractor to provide advance notification of when items scheduled to be reviewed are visible and when activities scheduled to be witnessed are to occur. A Field Report will be prepared to document the observations of each visit. The Field Report will identify the general activities of construction prime contractor and sub-contractors. The Field Reports will include a description and location of project non-compliance items and corrective measures to be taken if necessary. Per the RFP, twelve (12) site visits including the final punch list inspection have been budgeted.
- **Project Close-Out:** Upon Final Completion of the Work, RACE will perform a Final Review with the Client. "As-built" record drawings prepared by a licensed land surveyor will be required to be submitted by the contractor as part of the construction contract. RACE will utilize the record drawings and submit to the appropriate regulatory agencies to close out Local, State, and Federal permits, as applicable.

RACE Deliverable: Meeting Minutes, Field Reports, Correspondence





CITY OF NORWALK RFP #4154

**DESIGN AND PERMITTING FOR REPLACEMENT OF VETERAN'S MEMORIAL
PARK PUBLIC MARINA DOCKS**

SECTION E: PROJECT APPROACH AND SCHEDULE

RACE
COASTAL ENGINEERING

e. Project Approach and Schedule

RACE Coastal Engineering, LLC (“RACE”) has successfully worked with the City of Norwalk on previous projects involving design, permitting and construction phase services for waterfront structures, including our work on the launch ramp and docks on the west side of Veteran’s Park. We are intimately familiar with the Park, the City’s process and requirements and those of the regulatory agencies who maintain jurisdiction over the proposed improvements. **RACE** has provided a detailed Scope of Services in Section 2. A summary of our general project approach to work with the City through an interactive, collaborative design process follows:

1. Project Kick-off Meeting

Upon receiving Notice to Proceed, **RACE** will prepare a Project Management Plan for this project and perform an internal kick-off meeting with the Project Team. The **RACE** Project Manager will also have a preliminary kick-off meeting with the City officials and other project stakeholders as necessary to review the project. During this meeting, **RACE** will collect any additional site information to be provided by the City, including, but not limited to, historic topographic survey maps, feasibility reports, regulatory permits, condition reports, geotechnical data, and related documents that may be available. Specific design criteria, deliverable format requirements, scheduling, and related issues will also be discussed. These initial meetings help set the tone for consensus building, not only for the **RACE** design team but the City and stakeholders, so that the project goals and expectations are clear for all parties.

2. Document Existing Conditions

RACE will utilize the services of Redniss & Mead (“R&M”) to provide professional land surveying services required of this project. R&M will perform field survey and prepare a partial survey plan of the eastern portion of the park that will serve as the basis for design and permit plans.

RACE will complement our knowledge of the site with an above-water (during low tide) site inspection to verify and further document the current conditions of the docks, access piers and accessory structures and to identify and quantify deterioration and damage, items that can be reused, etc.

RACE will also prepare a soil boring plan and coordinate with a specialty drilling contractor to perform soil borings in the water. The geotechnical data will be critical in the analysis and design of anchor piles.

3. Design Development, Specifications, OPCs and Schedule

Based upon the findings made during Tasks 1.1 and 1.2 (see below table), discussions with the Client regarding waterfront access needs, the design guidelines of the regulatory agencies, and constraints such as the adjacent Federal Anchorage, **RACE** will prepare and provide the Client up to three (3) conceptual plan view layouts (10% level design) of proposed floating dock systems to accommodate the vessel types and sizes as listed in this RFP. **RACE** will then work collaboratively with the City to advance the selected design to “60%”, “90%” and “Final” milestones with



specifications, OPCs, schedule updates and meetings with the City at those various intervals. At these meetings we will walk through our design process, provide rationale for choices made and listen and act appropriately to the feedback offered by the City and project stakeholders before advancing to the next milestone.

4. Preparation of Regulatory Permit Applications

The proposed project will be subject to review and require permits from the CT Department of Energy and Environmental Protection (CT DEEP), the U.S. Army Corps of Engineers (USACE), and the City of Norwalk. **RACE** provides particular expertise in the assessment and preparation of regulatory permit applications for coastal projects and, specifically, marina and dock projects in Connecticut. **RACE** has prepared more than two hundred (200) other permit applications over the past decade and we maintain working relationships with regulatory staff professionals at the USACE and CT DEEP. **RACE** will take the lead in preparing and managing the regulatory permit efforts including the anticipated Section 408 coordination with the USACE due to project proximity to the Federal Anchorage.

5. Bid Assistance

RACE will assist the City on as needed basis during the bid process. As part of this phase, **RACE** will:

- Participate in a pre-bid meeting
- Prepare addenda and RFIs
- Review and evaluate the bids and contractors' qualification
- Provide summary and recommendation for award
- Attend a pre-construction meeting with the selected contractor

6. Construction Administration Services

It is anticipated that **RACE** will provide engineering services during the construction of the proposed site improvements on an as-needed basis to see the project through successful completion. These services will include:

- Shop Drawing and Submittal Review
- Review Payment Requests
- Project Meetings and Management
- General Construction Review
- Project / Permit Close-Out



Task	Description	Est. Labor Hours ⁽⁸⁾	Est. Start	Est. Completion
Task 1	Preliminary Design (30%) Work	81.5	November 1, 2021	January 14, 2022
1.1	Kick-off Meeting ⁽¹⁾		November 1, 2021	November 5, 2021
1.2	Document Existing Conditions ⁽²⁾		November 8, 2021	December 31, 2021
1.3	Concept Evaluation, OPC and Schedule		December 1, 2021	January 14, 2022
Task 2	60% Design Work	188.5	January 24, 2022	September 30, 2022
2.1	Develop 60% Plans, OPC and Schedule		January 24, 2022	February 18, 2022
2.2	Design Review Meeting		February 21, 2021	February 25, 2022
2.3	Prepare Permit Applications ⁽³⁾		January 24, 2022	September 30, 2022
Task 3	Semi-Final Design and Permitting (90%) Work	48	October 1, 2022	November 4, 2022
3.1	Develop Semi-Final Design Plans, OPC and Schedule ⁽⁴⁾		October 1, 2022	October 28, 2022
3.2	Design Review Meeting		October 31, 2022	November 4, 2022
Task 4	Semi-Final Design and Permitting (90%) Work	54	November 7, 2022	January 30, 2023
4.1	Final CD's, Specifications and Bid Package		November 7, 2022	December 2, 2022
4.2	Bid Process ⁽⁵⁾		December 5, 2022	February 28, 2023
Task 5	Construction Administration Services as Requested by the City⁽⁶⁾	134	March 1, 2023	May 26, 2023
TOTAL PROJECT DURATION⁽⁷⁾		506	November 1, 2021	May 26, 2023

NOTES:

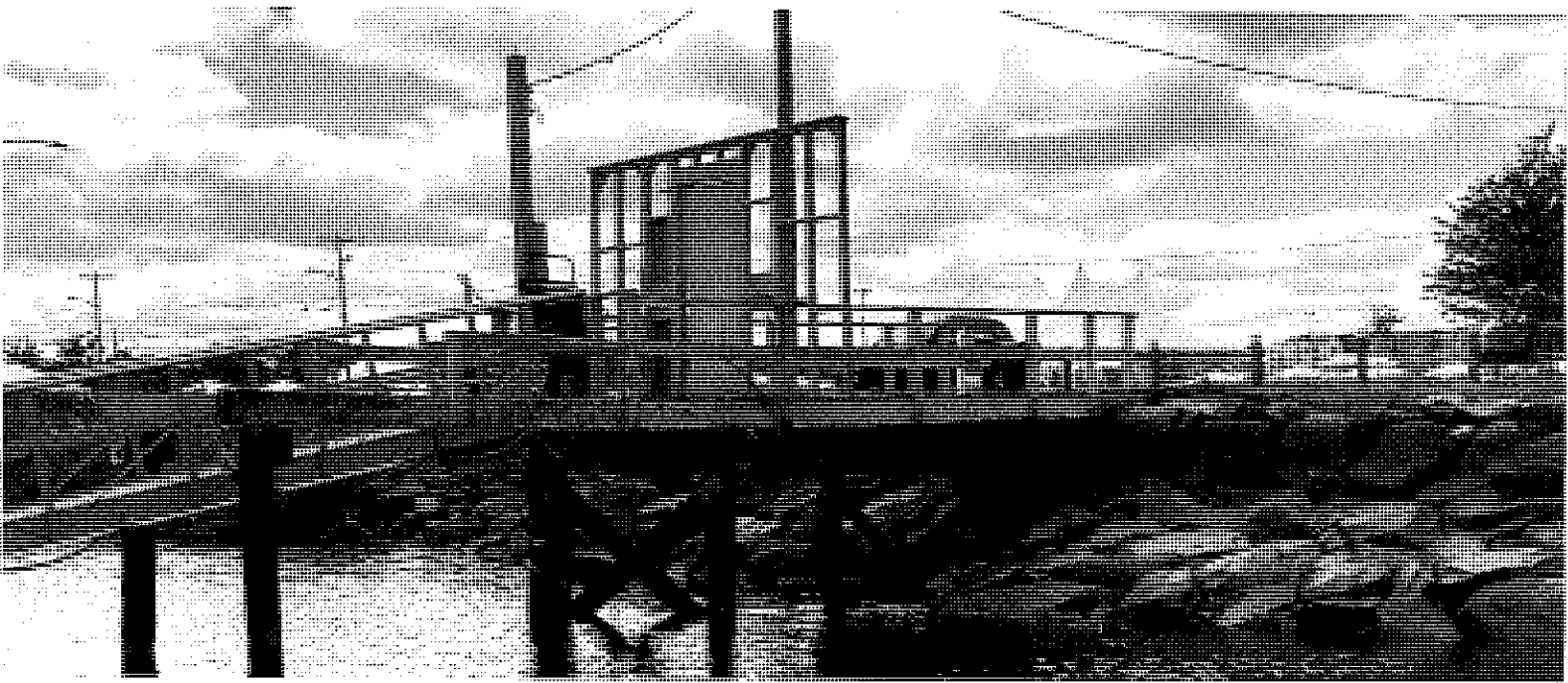
1. RACE has availability to commence this project immediately upon receiving Notice to Proceed (NTP), expected first week of November 2021 for scheduling purposes.
2. Site data collection, survey and borings are tide and weather dependent.
3. CT DEEP Structures, Dredging and Fill permit applications have no statutory timeline for agency review and response. It has been RACE's experience that the entire review process including pre-application coordination through public notice and permit issuance can take



approximately 6 to 12 months or more. RACE has conservatively allocated a 9 month review in the schedule.

4. Start date for Task 3 is set for after permits are issued so that agency comments can be incorporated per the RFP request. Task 3 could advance sooner than permits, but at risk to the Client for potential design changes that may come from the regulatory approvals.
5. Includes time for City to award contract to selected contractor.
6. Construction phase is anticipated to take a total of approximately 3 months to complete. Construction schedule will be dependent upon material availability and manufacturers lead times.
7. Entire project could be shortened based on the regulatory review timeframe. If the work could be COP-eligible, the duration could be shortened to allow a fall 2022 construction. However, it is unlikely that the schedule could permit marina up and running for the 2022 summer season.
8. RACE Labor hours only. Subconsultants' fees have been provided as lump sums to RACE.





CITY OF NORWALK RFP #4154

**DESIGN AND PERMITTING FOR REPLACEMENT OF VETERAN'S MEMORIAL
PARK PUBLIC MARINA DOCKS**

SECTION F: TESTING

Per RFP #4154: "The selected Firm will NOT be required to provide testing equipment necessary to complete this project. During project estimation provide an anticipated testing schedule."



CITY OF NORWALK RFP #4154

DESIGN AND PERMITTING FOR REPLACEMENT OF VETERAN'S MEMORIAL
PARK PUBLIC MARINA DOCKS

SECTION H: OTHER INFORMATION

RACE
COASTAL ENGINEERING

**STATE OF CONNECTICUT
DEPARTMENT OF CONSUMER PROTECTION**

This is your certificate of registration for your records. Such certificate shall shown to any properly interested person on on request. Do not attempt to make any changes or alter this certificate in any way. Questions regarding this certificate can be emailed to the Occupational & Professional Licensing Division at dcp.occupationalprofessional@ct.gov.

In an effort to be more efficient and Go Green, the department asks that you keep your email information with our office current to receive correspondence. All renewal notifications and certificates will only be emailed to your last reported email on record. You can update your email, address or print a duplicate certificate by logging into your account with your User ID and Password at www.elicense.ct.gov.

Mailing address:

RACE COASTAL ENGINEERING LLC
611 ACCESS RD
STRATFORD, CT 06615-7360

Email on file to be used for receiving all notices from this office:

DEVIN@RACECOASTAL.COM





RACE SUMMARY

WHO IS RACE?

RACE Coastal Engineering, a licensed professional engineering firm in the State of Connecticut, was founded in 1999 with the single purpose of providing specialty coastal engineering consultation and design to clients throughout the Northeast. These services have included more than 1,500 waterfront projects including 50+ dredging projects over the past 20 years. RACE brings a holistic approach to projects using our in-house coastal, geotechnical and structural expertise along with our extensive regulatory and construction phase experience to effectively address every facet of a project.

RACE STAFF

RACE's multi-disciplinary staff of 14 employees, including 8 Professional Engineers licensed in 13 states, maintain expertise in Coastal, Structural and Geotechnical engineering and are supported by USCG licensed captains, ACSM certified hydrographers, and professional office staff. The RACE professionals are intimately familiar with the requirements for proper structural restoration, the preparation of required regulatory permit applications, the preparation of construction drawings and specifications, as well as engineering services during the construction phase of the work. RACE also provides in-house hydrographic surveying services and mapping in support of many of our shoreline stabilization, structural rehabilitation and dredging projects. The range of our company experience and our size provides our clients with qualified staff for all phases of the project while also allowing for direct interaction with the RACE Leadership Team.

SERVICES

RACE has worked with private clients, commer-

cial industries and municipalities throughout the Northeast to perform studies, perform inspections, develop designs, obtain permits, prepare construction documents, produce Opinions of Probable Cost (OPC's) and provide engineering services during construction for engineering projects including:

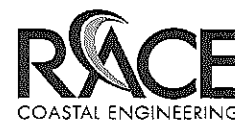
- Dredging and Dredged Material Management
- Waterfront/Coastal Structure Rehabilitation
- Marina Planning and Design
- Coastal Planning and Harbor Management
- Breakwaters and Wave Protection Structures
- FEMA Compliance, Flood Studies
- Sand By-passing/Back-passing at Tidal Inlets
- Environmental Permitting
- Municipal Wharf Facilities Infrastructure
- Beach Nourishment & Dune Restoration
- Coastal Resource Management
- Waterfront Recreational Structures
- Flood & Erosion Control Structures
- Resiliency and Green Infrastructure

HYDROGRAPHIC SURVEYS

RACE provides specialized hydrographic surveying and sampling services in-house. We have performed hundreds of hydrographic surveys in support of dredging, waterfront structure inventories and mapping, beach nourishment and shoreline monitoring, marina and mooring field planning, inlet and navigation channel shoaling, and our sediment transport studies. RACE provides a one-stop shop for data collection, processing and related engineering services, all of

Our mission is to enhance quality of life, experience, property & infrastructure by providing responsive solutions where water meets land.

RACE expertise embraces modern coastal engineering practices that are supported by a broad range of engineering disciplines including geotechnical and structural engineering as well as regulatory expertise. Our full-range of professional services include: coastal engineering, shoreline restoration and protection, inspections and rehabilitation of existing structures, design and planning of new marine structures, environmental permitting, hydrographic surveys, dredging planning and design, and marine construction administration.



which are supervised and reviewed by our very own ACSM certified hydrographer. To support our hydrographic surveys and dredging projects, RACE maintains multiple survey vessels with custom instrument enclosures, each of which carry the latest in depth recording and positioning technology.

DREDGING PLANNING & ENGINEERING

RACE provides a complete package of dredging engineering services designed to maintain safe navigation and operations in Federal Channels, ports, terminals, and marinas while complying with regulatory agency requirements. RACE considers coastal processes that may impact navigational and vessel berthing activities and designs programs to minimize overall impacts while maximizing productive outcomes. We provide management of dredged material disposal in conjunction with regulatory agencies and propose repurposing of material when applicable for beach nourishment, sand by-passing or back-passing.

COASTAL ENGINEERING / MODELING EXPERTISE

RACE has staff with advanced degrees or certifications specific to coastal engineering and maintains state-of-the-art computer and mathematical numerical tools to model coastal and offshore wave environments, storm water levels, sediment transport, and shoreline changes.

RACE staff are well versed in the use of numerical modeling tools for hydraulic, hydrodynamic, and coastal engineering assessments. RACE utilizes these models to determine the applicable design conditions and environmental response in order to develop practical design solutions.

STRUCTURAL DESIGN EXPERTISE

RACE has staff with expertise in structural and/or geotechnical engineering to perform inspection, analysis and design of waterfront structures as well as the rehabilitation of existing structures. Our design experience includes timber, steel, concrete, aluminum composite, and stone structures. Our engineers are well versed on the latest codes and standards and tools and software for structural analysis in support of the design of piers, docks, bulkheads, boat ramps and other earth retaining structures.

RACE was honored in 2017 by the American

Council of Engineering Companies (ACEC) at the state and national level for our innovative approach to the bulkhead design at the Steelpointe Harbor site in Bridgeport, CT.

GEOTECHNICAL ENGINEERING

RACE provides geotechnical engineering expertise to round out our structural and coastal engineering capabilities in order to provide a complete design package from the ground up. Our geotechnical engineering services include review of site geotechnical properties and conditions, soils and subsurface hydraulics analyses, retaining wall and bulkhead design, pile foundation design, earthworks, slope design and repair, and levee assessment. RACE maintains the latest geotechnical software applications required for design and analysis. Our staff are also experienced in the field during site data collection and construction phases including management of subsurface investigations and borings, subgrade preparation, controlled placement of fill, well installation, and shallow and deep foundations.

REGULATORY SUPPORT

RACE has extensive experience with marine permitting at Federal, State and local levels. RACE's regulatory specialists, utilizing the knowledge, experience, and professional relationships built through decades in the local industry, streamline the regulatory/permitting process by working closely with owners, our designers, and the regulatory agencies for positive project outcomes. From project initiation, our team of specialists will perform the tasks required to successfully obtain Federal, State, and local permits.

Our understanding of the environmental regulations and guidelines, as well as our relationships with the CT DEEP, US Army Corps of Engineers and other agencies provides a complete package for our clients. RACE has successfully combined expertise in coastal engineering, coastal processes and design of waterfront structures with our understanding of the regulations to design and permit hundreds of projects that are not only appropriate for the marine environment that they are located in, but with attention to minimizing impacts to natural resources consistent with the goals of the agencies.

CONSTRUCTION PHASE SERVICES

RACE's many years of experience in the

AWARDS

2020 AMERICAN SHORE & BEACH PRESERVATION ASSOCIATION (ASBPA)

America's Best
Restored Beach Award

2020 AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS - NEW YORK (ASLA NEW YORK)

New York Merit Award
for Residential Design

2019 AMERICAN COUNCIL OF ENGINEERING COMPANIES (ACEC)

Connecticut
Engineering
Excellence Award

National Recognition
Award

2017 AMERICAN COUNCIL OF ENGINEERING COMPANIES (ACEC)

50th Anniversary
Engineering Excellence
Awards

National Recognition
Award

Connecticut
Engineering
Excellence Award

2017 NEW YORK CITY HALL 34TH ANNUAL DESIGN AWARDS

Special Recognition
Award

CONTINUED.....



design of marine structures and inspection of marine construction provides an excellent foundation to develop an understanding of construction techniques and constraints, and of the important role of quality assurance in the construction of marine structures. Our professional team of construction phase specialists can handle all components of a complete construction support system and understand the complex relationship between owner, construction manager, engineer, and contractor; we work closely with all parties to attempt to prevent problems from arising and to solve those issues that may occur.

MARINA PLANNING AND DESIGN

RACE lives, works and plays on the water. Our staff is comprised of boaters who not only understand marina planning and design from an academic standpoint, but from a practical, end-user perspective as well. RACE provides solutions to the complex planning, engineering, and regulatory challenges related to the improvement or maintenance of public and private marina facilities.

FEMA FLOOD HAZARD EVALUATION AND COMPLIANCE

RACE has extensive experience providing engineering design consultation and regulatory services related to FEMA flood hazard zone evaluation, mapping and compliance for both existing and proposed structures for private, commercial and public infrastructure. We provide site specific evaluation of coastal flood hazard zones in accordance with FEMA's current guidelines, policies and specifications. When projects must be sited in a flood zone, RACE can assess the design with respect to the requirements of the National Flood Insurance Program and local zoning authorities and provide evaluation of impacts and recommendations for compliance. RACE is able to determine flood loads and engineer the foundation and framing elements of buildings for flood zone compliance.

RESILIENCY AND GREEN INFRASTRUCTURE

Flooding, erosion and wind hazards caused by hurricanes, coastal storms, rising sea level, and other weather and climate-related events and phenomena are the primary coastal hazards that lead to economic losses and damage to property in developed coastal

areas. RACE helps protect our clients from these losses by developing extensive mitigation plans and strategies to minimize these types of impacts while building in resiliency. Our coastal, structural and geotechnical engineers are effective and creative in applying knowledge of mathematics and science to create holistic, practical and constructible solutions to hazard mitigation that reduce risk and accelerate recovery from storms, as well as prepare for future sea level rise and climate change. Our resiliency experience includes nature-based infrastructure such as beach enhancement, dune creation, hybrid living shorelines and marsh creation and restoration.

THE RACE DIFFERENCE

SOLE FOCUS ON WATERFRONT PROJECTS

RACE's sole dedication to waterfront projects means our clients are getting an unparalleled combination of coastal, structural, geotechnical, and dredging expertise required to successfully complete their projects.

SPECIALIZED COASTAL ENGINEERING EXPERIENCE

RACE prides itself on the credentials and capabilities of our in-house coastal engineers. Having provided coastal engineering services throughout the Northeast, RACE understands the dynamics of the region, the variability and vulnerability of the shoreline and associated facilities, and the steps to be taken to insure a successful project in this sensitive environment.

RECOGNIZED EXPERTS BY STATE AND FEDERAL AGENCIES

RACE staff have decades of experience working directly with the staff and within the statutes, policies and guidelines of the Federal, State, and local regulatory agencies. Several RACE staff members have been formally recognized as experts in our field by regulatory analysts in the context of public hearings and have been solicited for technical guidance in the development of new guidelines.

LOCAL AND RESPONSIVE

Our local knowledge afforded by years of experience living, working and playing in the area, our company size and location provides our clients with sufficient qualified staff and rapid response for all phases of their projects while also allowing for direct interaction between the Client and company Principals.

AWARDS (CONT'D)

2015 CONNECTICUT SOCIETY OF CIVIL ENGINEERS (CSCE)

8th Annual
Achievement in
Civil Engineering
(ACE) Awards
Structural ACE Award
of Merit

2014 CONNECTICUT SOCIETY OF CIVIL ENGINEERS (CSCE)

7th Annual
Achievement in
Civil Engineering
(ACE) Awards
Sustainability
ACE Award
Construction
Award of Merit





2

M.E. O'BRIEN & SONS, INC.
17 Trotter Drive - P O Box 718 / Medway MA 02053
508-359-4200 (phone) / 508-533-6342 (fax)
SDO Certified WBE (MA Only)

QUOTATION

Date: November 20, 2020

Page 1 of 2

Job: Oyster Shell Park

Location: Norwalk, CT

Salesman: Peter Wallace, CPSI / Phone: 508-906-1628 / Fax: 203-805-4265
Peter.Wallace@obrienandsons.com

Attention: Ken Hughes / khughes@norwalkct.gov

We are pleased to offer our quotation on the following for the above subject job:

CT DAS State Contract Pricing 17PSX0081
2021 Pricing

<u>QTY</u>	<u>DESCRIPTION</u>	<u>TOTAL</u>
A. PlayBound Poured-in-Place by Surface America		
Prices are based on materials and installation of materials only as per the description below.		
• 3,500 sq/ft at a 3-1/2" thick system; thicknesses are subject to a nominal variation. • 50% black, 50% standard color, speckled mix. • Standard aromatic binder is included.		
Total		\$56,000.00 Less 3% \$54,320.00
B. Site Prep Services		
• Remove and dispose of all existing rubber and stone base • Supply, install and compact new 6" stone base using processed aggregate stone. New pad will cover 3,500 sq/ft. • Prevailing wage rates are NOT included		
Total Installation		\$21,000.00
<u>Total Project Price</u>		<u>\$75,320.00</u>

Continued...

Re: Oyster Shell Park
Norwalk, CT
November 20, 2020

Page 2 of 2

Date: _____ Signature of Approval: _____
PO# (if any): _____ Printed Name: _____
Tax Exempt ID #: _____ Total Amount \$: _____
Bill to name/dept: _____
Bill to address: _____
Ship to name/dept: _____
Ship to address: _____
24-hr. before delivery Contact Name & Phone #: _____

****PLEASE READ – IMPORTANT NOTES – PLEASE READ****

- Quote is based on information at the time of bid/request. Any changes, updates, addenda, etc. may require quote to be revised.
- Contractor/Customer is responsible for quantity, color, and product confirmation.
- Prices based on quantities listed. Any change to quantities may impact prices quoted.
- M.E. O'Brien & Sons is NOT responsible for plan take-offs. All quantities, square footages, thicknesses, etc. are the responsibility of the purchaser. Confirm and double check quantities quoted. It is the responsibility of the purchaser to approve/purchase items "per plan".
- Prices are quoted for 2021, are firm for 30 days only and are subject to review thereafter.
- Prices are for materials only unless otherwise noted.
- Prices do NOT include off-loading, lift-gate (lift-gate is an additional charge) or inside delivery.
- Prices do NOT include sales tax, resilient surfacing, assembly or installation.
- If installation is included, M.E. O'Brien & Sons is NOT responsible for buried underground hazards including, but not limited to: ledge, unsuitable bearing soils, unmarked utilities, boulders, construction debris and any other conditions beyond our control. Additional cost will be required to rectify these situations.
- Standard manufacturer's design, colors, specifications, and construction apply.
- If ordered, inspect entire delivery carefully, making note on delivery receipt of ANY damage so a freight claim can be filed if damage is discovered after opening package(s).
- Retainage does not apply.
- Returns must be made within 30 calendar days of receipt of order. Customer is responsible for re-stocking fee plus shipping charges (to and from) for all returned items. Custom products are NOT returnable.
- Our terms are: Net 30 days.
- Allow 3 to 5 weeks for delivery of materials after receipt of order and architectural approval if required.

If we can be of further assistance, please do not hesitate to contact us. Thank you!

AGENDAOCTOBER 14TH 2021CLAIMS COMMITTEE MEETING

REFUNDS PROCESSED CLAIMS COMMITTEE

APPROVED BY TAX COLLECTOR

PAY TO:BILL No & AMOUNT REFUNDEDREASON**MOTOR VEHICLE**

ACAR LEASING LTD	19-MV-300521 \$252.33	PRORATION
	19-MV-300736 \$85.34	PRORATION
	19-MV-300728 \$690.17	PRORATION
	19-MV-300497 \$43.91	PRORATION
ACAR LEASING LTD	19-MV-300570 \$26.34	PRORATION
	20-MV-300303 \$326.85	PRORATION
	20-MV-300604 \$705.52	PRORATION
ACAR LEASING LTD	20-MV-300419 \$72.39	PRORATION
ALBERTELLI RICHARD J	20-MV-301480 \$15.99	PRORATION
ALONZO-MOLINA MARTHA A	20-MV-301840 \$74.34	PRORATION
ATENCIO-MARTINEZ HEINER J	20-MV-303530 \$8.23	PRORATION
	20-MV-303531 \$11.54	PRORATION
	20-MV-303532 \$15.99	PRORATION
	20-MV-303533 \$48.53	PRORATION
BANEGAS-BANESGAS MARIA ANABEL	20-MV-304353 \$111.15	PRORATION
BARTOLO PATRICIA ANN	20-MV-304777 \$20.93	PRORATION
BOOTHROYD EMILY S	20-MV-306622 \$697.39	PRORATION
BROWN ALLEN	20-MV-307408 \$18.79	PRORATION
BUELLESBACH DANUTA	20-MV-307801 \$40.52	PRORATION
CAB EAST LLC	19-MV-308694 \$106.64	PRORATION
	20-MV-308559 \$713.38	PRORATION
CARLUCCI LEONARD G	20-MV-309970 \$14.68	PRORATION

AGENDA**OCTOBER 14TH 2021****CLAIMS COMMITTEE MEETING****REFUNDS PROCESSED CLAIMS COMMITTEE****APPROVED BY TAX COLLECTOR**

<u>PAY TO:</u>	<u>BILL No & AMOUNT REFUNDED</u>	<u>REASON</u>
CATALAN FIDEL	20-MV-310674 \$17.33	PRORATION
	20-MV-310672 \$13.29	PRORATION
COLE DAVID P	19-MV-313568 \$88.31	PRORATION
	20-MV-313070 \$96.66	PRORATION
CORBO CHARLES ROBERT	20-MV-313885 \$10.76	PRORATION
DAIMLER TRUST	20-MV-315249 \$475.68	PRORATION
	20-MV-315311 \$786.17	PRORATION
DEFREITAS BRIAN THOMAS	20-MV-316370 \$12.22	PRORATION
DEVINE BROTHERS INC	20-MV-317226 \$374.04	PRORATION
DICKSON TALMADGE JR	20-MV-317556 \$11.45	PRORATION
DIEHL PORTER WILSON	20-MV-317586 \$18.34	PRORATION
ENGLISH FREDERICK M	20-MV-319921 \$54.23	PRORATION
EUROWORKS BUILDER LLC	20-MV-320485 \$20.14	PRORATION
FERNANDEZ CECILIA D	20-MV-321259 \$73.64	PRORATION
FERNANDEZ JAMES ANTHONY III	20-MV-321263 \$61.79	PRORATION
GILMAN LESTER CHARLES III	20-MV-325245 \$20.26	PRORATION
	20-MV-325246 \$668.08	PRORATION
GRANDISON EDEN R	20-MV-327648 \$126.42	PRORATION
GREENE KERRY	18-MV-327890 \$383.77	PRORATION
GRIFFITH INDIRA L	17-MV-406256 \$47.36	PRORATION
	18-MV-327747 \$67.90	PRORATION
HEFFERNAN JOHN DIETRICK	20-MV-328362 \$10.29	PRORATION
HERNANDEZ LUIS	20-MV-328725 \$29.19	PRORATION
HONDA LEASE TRUST	20-MV-329727 \$457.46	PRORATION

AGENDA

OCTOBER 14TH 2021

CLAIMS COMMITTEE MEETING

REFUNDS PROCESSED CLAIMS COMMITTEE

APPROVED BY TAX COLLECTOR

<u>PAY TO:</u>	<u>BILL No & AMOUNT REFUNDED</u>	<u>REASON</u>
	20-MV-329940 \$68.03	PRORATION
HONDA LEASE TRUST	20-MV-329593 \$239.96	PRORATION
	20-MV-329963 \$156.79	PRORATION
	20-MV-330213 \$48.05	PRORATION
HONDA LEASE TRUST	20-MV-329739 \$90.45	PRORATION
	20-MV-330238 \$372.55	PRORATION
	20-MV-330328 \$791.23	PRORATION
	20-MV-330451 \$269.91	PRORATION
HONDA LEASE TRUST	20-MV-330207 \$81.11	PRORATION
HYUNDAI LEASE TITLING TRUST	20-MV-331464 \$41.74	PRORATION
HYUNDAI LEASE TITLING TRUST	20-MV-331165 \$236.33	PRORATION
HYUNDAI LEASE TITLING TRUST	20-MV-331258 \$171.17	PRORATION
HYUNDAI LEASE TITLING TRUST	19-MV-332849 \$260.69	PRORATION
JACOBS TERRENE S	20-MV-332151 \$148.07	PRORATION
JP MORGAN CHASE	20-MV-SEE ATTACHED \$3,309.90	PRORATION
JP MORGAN CHASE	20-MV-333391 \$357.16	PRORATION
JP MORGAN CHASE	20-MV-334923 \$242.39	PRORATION
	20-MV-333733 \$394.28	PRORATION
	20-MV-333882 \$331.82	PRORATION
	20-MV-334346 \$427.73	PRORATION
JP MORGAN CHASE	20-MV-333344 \$374.04	PRORATION
	20-MV-333764 \$87.81	PRORATION
	20-MV-333787 \$375.99	PRORATION
	20-MV-334258 \$492.65	PRORATION

AGENDA

OCTOBER 14TH 2021

CLAIMS COMMITTEE MEETING

REFUNDS PROCESSED CLAIMS COMMITTEE

APPROVED BY TAX COLLECTOR

<u>PAY TO:</u>	<u>BILL No & AMOUNT REFUNDED</u>	<u>REASON</u>
JP MORGAN CHASE	19-MV-335307 \$432.42	PRORATION
	20-MV-334057 \$497.47	PRORATION
JUSZCZYK KEWIN OLAF	20-MV-334477 \$12.55	PRORATION
KAPLAN HOWARD	20-MV-800443 \$16.95	PRORATION
KAYE PHILIP BRYCE	20-MV-334877 \$98.10	PRORATION
LEBLANC ALFRED LAWRENCE	20-MV-337626 \$452.71	PRORATION
LUBIN HUBERT	20-MV-341193 \$57.12	PRORATION
LUGO NELIDA	19-MV-341313 \$52.47	PRORATION
MAPPA PASQUALE W	20-MV-340669 \$11.95	PRORATION
MCCORMACK KIMBERLY A	20-MV-342101 \$33.61	PRORATION
MCKEITHEN MELISSA KAY	20-MV-342442 \$121.07	PRORATION
	20-MV-342441 \$97.29	PRORATION
MENENDEZ-SALGUER GLENDY Y	20-MV-343215 \$7.89	PRORATION
	20-MV-343214 \$13.01	PRORATION
METHE CAROL A	20-MV-343392 \$25.26	PRORATION
NISSAN INFINITI LT	20-MV-347048 \$327.52	PRORATION
	20-MV-347611 \$65.07	PRORATION
NISSAN INFINITI LT	20-MV-347146 \$224.48	PRORATION
	20-MV-347605 \$146.09	PRORATION
NISSAN INFINIT LT	19-MV-348755 \$175.46	PRORATION
	19-MV-349169 \$436.54	PRORATION
	20-MV-347544 \$448.93	PRORATION
	19-MV-349579 (\$24.06+\$2.89)= \$26.95	PRORATION

AGENDA

OCTOBER 14TH 2021

CLAIMS COMMITTEE MEETING

REFUNDS PROCESSED CLAIMS COMMITTEE

APPROVED BY TAX COLLECTOR

<u>PAY TO:</u>	<u>BILL No & AMOUNT REFUNDED</u>	<u>REASON</u>
	20-MV-347353 \$172.08	PRORATION
OCAMPO JACQUELINE	20-MV-348226 \$20.90	PRORATION
ONETTO-WINDER MARTI	20-MV-348757 \$29.33	PRORATION
ORELLANA-CABRERA GLENDA YAHAIRA	20-MV-348872 \$53.81	PRORATION
PATINO-COLORADO THOMAS R	20-MV-350440 \$26.38	PRORATION
PINTI MARIO D	20-MV-351858 \$10.88	PRORATION
RANIERI JAMES R	20-MV-353677 \$11.54	PRORATION
ROBINSON BARBARA JOY	20-MV-355141 \$36.87	PRORATION
SANDOVAL LEONEL	20-MV-357634 \$38.57	PRORATION
SANTOS ROSA MARIBEL	20-MV-357925 \$23.67	PRORATION
SASSERON-OLIVEIRA RENATA	20-MV-358049 \$346.90	PRORATION
SCHNABEL KELLY JACKSON	20-MV-358380 \$69.98	PRORATION
SMITH GREGORY NASON	20-MV-360366 \$62.40	PRORATION
STOLARSKI EDWARD THOMAS	20-MV-361702 \$26.81	PRORATION
TALLMAN CLARK F JR	20-MV-362522 \$15.45	PRORATION
TEIXEIRA DEOLIVEIRA WALACE	20-MV-362933 \$78.94	PRORATION
TEMAL-HERNANDEZ CARMELINA	20-MV-362995 \$13.01	PRORATION
TOBY ANGIE	19-MV-366340 \$387.63	PRORATION
	20-MV-363728 \$392.41	PRORATION
TORRES COLLENE FRASHURE	20-MV-364012 \$36.90	PRORATION
TORRES MARK ANTHONY	20-MV-364065 \$126.37	PRORATION
TOYOTA LEASE TRUST	19-MV-367327 \$67.67	PRORATION
	19-MV-367486 \$557.22	PRORATION
	20-MV-364371 \$128.14	PRORATION

AGENDA

OCTOBER 14TH 2021

CLAIMS COMMITTEE MEETING

REFUNDS PROCESSED CLAIMS COMMITTEE

APPROVED BY TAX COLLECTOR

<u>PAY TO:</u>	<u>BILL No & AMOUNT REFUNDED</u>	<u>REASON</u>
	20-MV-364392 \$61.97	PRORATION
TOYOTA LEASE TRUST	20-MV-364329 \$319.93	PRORATION
	20-MV-364685 \$479.64	PRORATION
	20-MV-364789 \$548.52	PRORATION
	20-MV-364880 \$672.4	PRORATION
	20-MV-365079 \$560.80	PRORATION
TOYOTA LEASE TRUST	20-MV-364542 \$247.75	PRORATION
TOYOTA LEASE TRUST	20-MV-364246 \$255.00	PRORATION
	20-MV-364306 \$601.97	PRORATION
	20-MV-364528 \$361.82	PRORATION
	20-MV-364633 \$83.78	PRORATION
	20-MV-364911 \$230.45	PRORATION
	20-MV-364938 \$90.52	PRORATION
TOYOTA LEASE TRUST	19-MV-367252 \$51.10	PRORATION
	20-MV-364430 \$599.29	PRORATION
	19-MV-310950 \$120.28	PRORATION
	20-MV-364432 \$105.03	PRORATION
USB LEASING LT	20-MV-366252 \$242.88	PRORATION
USB LEASING LT	20-MV-366215 \$58.47	PRORATION
USB LEASING LT	20-MV-366326 \$292.24	PRORATION
VAULT TRUST	20-MV-SEE ATTACHED \$7,533.38	PRORATION
VAULT TRUST	20-MV-367165 \$223.69	PRORATION
	20-MV-367301 \$562.27	PRORATION

AGENDA

OCTOBER 14TH 2021

CLAIMS COMMITTEE MEETING

REFUNDS PROCESSED CLAIMS COMMITTEE

APPROVED BY TAX COLLECTOR

<u>PAY TO:</u>	<u>BILL No & AMOUNT REFUNDED</u>	<u>REASON</u>
	20-MV-367309 \$264.85	PRORATION
	20-MV-367321 \$302.84	PRORATION
VAULT TRUST	20-MV-367285 \$620.09	PRORATION
VERROCHI SUSAN WYARD	20-MV-368023 \$40.49	PRORATION
VINCENT PAM	20-MV-368316 \$10.33	PRORATION
VW CREDIT LEASING LTD	20-MV-SEE ATTACHED \$1588.08	PRORATION
VW CREDIT LEASING LTD	20-MV-368622 \$362.86	PRORATION
	20-MV-368742 \$125.28	PRORATION
	20-MV-368857 \$556.39	PRORATION
	20-MV-368879 \$262.50	PRORATION
	20-MV-368964 \$486.77	PRORATION
VW CREDIT LEASING LTD	20-MV-368724 \$74.31	PRORATION
VW CREDIT LEASING LTD	20-MV-368699 \$251.02	PRORATION
VW CREDIT LEASING LTD	20-MV-371769 \$411.38	PRORATION
WILCOX TAYLOR J	19-MV-372995 \$246.71	PRORATION
WILBERG KENNETH STUART	20-MV-370114 \$23.24	PRORATION

PERSONAL PROPERTY

COLLINS FUNERAL HOMES INC	18-PP-200694 \$49.94	COC AUDIT
	19-PP-200664 \$51.30	COC AUDIT
	20-PP-200666 \$51.30	COC AUDIT

AGENDA

OCTOBER 14TH 2021

CLAIMS COMMITTEE MEETING

REFUNDS PROCESSED CLAIMS COMMITTEE

APPROVED BY TAX COLLECTOR

PAY TO:

BILL No & AMOUNT REFUNDED

REASON

REAL ESTATE

CORELOGIC

24 SADDLE RD

5-16-126-0

20-RE-109356 \$3,507.26

OVER/DUP PYMT

CORELOGIC

6 SWALE RD

3-22-S0-0

20-RE-124524 \$6,741.81

OVER/DUP PYMT

JUDY BIRNEY

163 SILVERMINE AVE

5-45-4-0

20-RE-102851 \$3,720.19

PAID IN ERROR

SPECIAL REQUESTS

CORELOGIC

224 MAIN AVE

1-103-4-4

20-RE-600004 \$10,636.43

OVER/DUP PYMT

<u>GL YEAR</u>	<u>BILL NO.</u>	<u>REG</u>	<u>VIN</u>	<u>PRORATE DATE</u>	<u>REFUND</u>
2018	335011	AC21240	JF1GPA567G8236115	03/06/20	\$ 152.23
2018	334778	AJ90257	3MZBN1L30HM131599	10/20/20	\$ 299.48
2019	334920	AH04678	JF2GPABC1HH215442	05/24/21	\$ 242.39
2019	335764	AK23927	4S3BNAH64H3055425	12/21/20	\$ 60.92
2019	335581	AL65560	SALCR2BG3HH679339	04/09/21	\$ 48.73
2019	335351	AG45949	JF2GPABC7G8321277	03/05/21	\$ 223.80
2019	335734	AH04749	4S3GTAB6XH3701829	03/03/21	\$ 62.95
2019	335579	AM04773	JM3KFBCL6H0208525	06/08/21	\$ 77.96
2019	335200	AK71195	4S4BSENC6J3201271	03/31/21	\$ 51.22
2019	335274	AH74634	SALVP2BG9HH174856	10/20/20	\$ 153.28
2019	335554	AH14221	JM3KE4BY9G0898474	10/23/20	\$ 281.26
2019	335960	AN71064	JF2SJABC8JH561859	02/04/21	\$ 290.80
2019	335642	AM12556	JF2SJAJC8JH483424	10/02/20	\$ 44.69
2019	335307	AJ41567	JM3KFBDL5H0102033	09/10/21	\$ 423.42
2020	800477	AN71197	4S3GTAT6XJ3735953	08/25/21	\$ 73.09
2020	333579	AM76651	JM3KFBBM3J0312874	09/01/21	\$ 293.03
2020	334057	AN61434	JF2GTALC4JH335641	09/10/21	\$ 497.47
2020	334207	AU12150	4S3GTAA63K3736706	08/25/21	\$ 33.18
			TOTAL		\$ 3,309.90

VAULT TRUST

BILL #	PLATE #	VIN#	AMOUNT
20-367100	AM03257	1C4PJMLB6JD508502	\$ 408.74
20-367110	AY12256	1C4RJFBG7JC335029	\$ 220.52
20-367114	AU09576	1C4RJFBG4KC539479	\$ 499.29
20-367154	AK68850	1C4HJWDG3HL646783	\$ 424.99
20-367157	AL26592	1C4HJWEG1HL701911	\$ 411.88
20-367169	AN27390	1C4PJMDN1KD150638	\$ 247.46
20-367180	AF86584	ZASFAKNN5J7B90935	\$ 558.70
20-367220	AL78016	ZASFAKBN9J7B82311	\$ 409.33
20-367237	AN27460	1C4RJFBG3JC297055	\$ 386.08
20-367257	AT07014	ZARFANAN7K7598781	\$ 227.81
20-367260	AM23731	ZASFAKNN0J7B82645	\$ 391.04
20-367280	AL26554	1C4RJFAG3HC919309	\$ 480.61
20-367294	AF02789	ZARFAEEN9H7555238	\$ 188.75
20-367297	AL78025	ZASFAKAN7J7B72961	\$ 237.68
20-367306	AP16021	1C4PJMDN5KD167555	\$ 247.46
20-367307	AR84865	JA4AT5AA0KZ002937	\$ 101.18
20-367320	AJ14071	1C4HJWEG9HL640162	\$ 529.85
20-367325	AT60378	ZARFANBN1K7603181	\$ 529.06
20-367326	AT05259	1C4PJMDX4KD386881	\$ 144.35
20-367345	AK01055	1C4HJWEG6HL620466	\$ 647.82
20-367361	AM99416	1C4PJMDXXKD121236	\$ 240.78
TOTAL			\$ 7,533.38

VW CREDIT LEASING LTD

BILL #	PLATE #	VIN#	AMOUNT
20-368847	AM22669	WA1A4AFY1J2102869	\$ 661.01
20-368622	AL95000	3VV0B7AX8JM016719	\$ 362.86
20-368957	AL42673	3VWB67AJ8HM411174	\$ 288.98
20-368815	AA57431	3VV2B7AXXJM133680	\$ 204.99
20-369003	AM26081	3VWB67AJ2JM208948	\$ 204.86
20-369043	AN85634	3VV2B7AX8JM133788	\$ 122.91
20-369023	237YMJ	WA1ANAFYXJ2181083	\$ 105.33
			\$ 1,950.94



CITY OF NORWALK, DEPARTMENT OF FINANCE
Tax Collector's Office

P: 203-854-7731 / F: 203-854-7770

125 East Avenue Room 105
Norwalk, Connecticut 06851
www.norwalkct.org

To: Mayor Harry Rilling; Board of Estimate and Taxation; Finance & Claims Committee
From: Lisa Biagiarelli, Tax Collector
Date: October 8, 2021
Re: Narrative for September 2021 Tax Collector's Report

As of the end of September 2021, representing the first three months of the fiscal year, we collected nearly \$188 million against our \$350 million adjusted levy, or **53.63%**. We also collected **50.47%** of our sewer use levy, more than \$8 million, and **79.51%** of the Industrial Pretreatment Program (IPP) fee billing on behalf of the WPCA.

Compared with the prior fiscal year, we ended the month of September 2021 ahead with regard to taxes (3.52%), sewer use (0.89%), and the IPP fee (12.11%). This follows the trend of the first two months of this fiscal year. Again, recall that last year was an odd year; it isn't meaningful to make comparisons, since last year, the City gave taxpayers until October 1 to pay what normally is payable by August 1.

With regard to prior years' collections, through the end of September 2021, we show a net collection more than \$2.5 million since July 1, 2021. This amount is approaching \$1 million more than what we collected during the first quarter of the prior fiscal year, and is attributable to the tax sale that is scheduled for October 18, 2021.

We continue to make progress toward the sale, which is a week from this coming Monday. As of today, we have collected in excess of **\$7.5 million** since November 2019 on properties originally slated for tax sale. We have fewer than 30 properties remaining in the sale. This sale was put on hold in the spring of 2020 due to COVID 19, and has been rescheduled several times. **More than 220 of the accounts have since been paid in full.**

Information on the tax sale, as well as a brief synopsis of the bidding process, can be viewed online here [City of Norwalk Tax Sale 2021 \(arcgis.com\)](http://City of Norwalk Tax Sale 2021 (arcgis.com))

This website provides information about the properties, including recent photographs; allows users to download field cards with property information; and shows the locations of the properties on a map, among other features. I am grateful to the city I.T. Department for providing me with this website / application, which is unique among Connecticut municipal taxing entities. It is useful, customer friendly, and comprehensive.

We have also posted display boards in the lobby of City Hall with photographs of the properties and other information in order to publicize the sale. A series of six legal notices concerning the sale has been published in the newspaper. We continue to do mailings in compliance with the state laws governing tax sales. The tax sale is a public auction. Anyone who is interested is welcome to attend. More information, as well as details and instructions on applicable COVID-19 compliance, will be provided next week. The Tax Collector's office will close at 2 pm on Monday, October 18, in order to move our operations to the Concert Hall and prepare for the sale.

Our budgeted collection goals for the recently concluded fiscal year, as well as for the new fiscal year ending 2022, are both predicated on the infusion of revenue generated by the tax sale. Maintaining high current and back tax collection rates promotes budgetary stability and allows the Board of Estimate and Taxation to set lower

mill rates for all taxpayers. A higher current collection rate enables less of an allowance for “uncollectible” taxes, and correspondingly lower mill rates.

We issued delinquent notices, called “demand” notices, at the beginning of last month, to accounts with balances due on the July 2021 installment. Our next billing will occur next month, in November 2021, when we issue notices for the second installment, which will be due January 1, 2022 and payable by February 1, 2022.

I hope to get the second installment bills in the mail by the second week of December, but need to coordinate with the Office of the Assessor to work according to their schedule. They are involved with motor vehicle pricing and other details that affect pro-rated supplemental motor vehicle bills for vehicles newly registered after October 1, 2020 – those vehicles are billed on January 1, 2022. The Assessor’s office relies on the state DMV to supply information to them. All of these factors potentially affect when we will be able to mail our second installment bills. I will keep everybody up to date on our progress and on any potential issues.

Our office is still short staffed, as we still have a vacancy in our cashier position. We have been working with the Personnel and Labor Relations department, and since last month’s report we have interviewed a number of candidates. We anticipate filling that position within the next several months. Our hours remain **Monday through Friday, from 8:30 am to 4 pm**. No appointment is needed, and we do not close for lunch. We also continue to offer other payments options, including on line payment, pay-by-phone, and paying by mail.

We expect our tax sale to begin at 4 pm after interested bidders are registered. Bidder registration begins at 3 pm. All of you are welcome to attend, if only to see how they operate. You are free to come and go, and there are usually other spectators. If there are any questions about the sale or any of our operations, please reach out to me.

**TAX COLLECTOR'S REPORT
SEPTEMBER 2021**

FISCAL YEAR 2021-2022 (2020 GRAND LIST)	ORIGINAL LEVY	ADJ. TAX COLLECTIONS JUN 21 - SEP 21	COLLECTION %	CORRECTED LEVY*	CHANGE IN LEVY	COLLECTION %
AUTOMOBILE-REGULAR	\$21,672,160.18	\$18,551,598.46	85.60%	\$21,459,640.34	(\$212,519.84)	86.45%
PERSONAL PROPERTY	\$22,966,731.64	\$12,110,457.93	52.73%	\$23,004,792.96	\$38,061.32	52.64%
REAL ESTATE	\$308,716,745.40	\$157,161,812.59	50.91%	\$305,776,474.44	(\$2,940,270.96)	51.40%
TOTAL TAX	\$353,355,637.22	\$187,823,868.98	53.15%	\$350,240,907.74	(\$3,114,729.48)	53.63%
 SEWER USE	 \$16,488,685.00	 \$8,257,816.57	 50.08%	 \$16,362,837.00	 (\$125,848.00)	 50.47%
IPP FEE	\$187,000.00	\$151,070.51	80.79%	\$190,000.00	\$3,000.00	79.51%

FISCAL YEAR 2020-2021 (2019 GRAND LIST)	ORIGINAL LEVY	JUN 20 - SEP 20				
AUTOMOBILE-REGULAR	\$20,760,190.24	\$16,068,385.27	77.40%	\$20,553,524.16	(\$206,666.08)	78.18%
PERSONAL PROPERTY	\$20,000,411.00	\$9,886,399.36	49.43%	\$19,993,574.86	(\$6,836.14)	49.45%
REAL ESTATE	\$310,928,205.46	\$149,512,661.64	48.09%	\$309,628,167.94	(\$1,300,037.52)	48.29%
TOTAL TAX	\$351,688,806.70	\$175,467,446.27	49.89%	\$350,175,266.96	(\$1,513,539.74)	50.11%
 SEWER USE	 \$16,883,967.00	 \$8,371,670.88	 49.58%	 \$16,884,710.89	 \$743.89	 49.58%
IPP FEE	\$200,500.00	\$135,822.28	67.74%	\$201,500.00	\$1,000.00	67.41%

TAX DIFFERENCE 2020 G.L. vs. 2019 G.L. INCREASE/(DECREASE)	\$1,666,830.52	\$12,356,422.71	3.26%	\$65,640.78	(\$1,601,189.74)	3.52%
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SEWER DIFFERENCE 2020 G.L. vs. 2019 G.L. INCREASE/(DECREASE)	(\$395,282.00)	(\$113,854.31)	0.50%	(\$521,873.89)	(\$126,591.89)	0.89%
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IPP DIFFERENCE 2020 G.L. vs. 2019 G.L. INCREASE/(DECREASE)	(\$13,500.00)	\$15,248.23	13.04%	(\$11,500.00)	\$2,000.00	12.11%
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BACK TAXES COLLECTED	FISCAL YR 2021-2022 (JUL 21 - SEP 21)	FISCAL YR 2020-2021 (JUL 20 - SEP 20)	CUR YR vs. PRIOR YR INC/(DEC)
PRIOR TAXES	\$1,436,802.50	\$1,112,838.81	\$323,963.69
PRIOR SEWER USE FEE	\$115,241.62	\$65,130.05	\$50,111.57
PRIOR IPP FEE	\$6,791.12	\$3,000.00	\$3,791.12
TOTAL PRIOR TAX, SEWER & IPP	\$1,558,835.24	\$1,180,968.86	\$377,866.38
 CURRENT INTEREST	 \$249,916.17	 \$0.00	 \$249,916.17
PRIOR INTEREST	\$570,173.02	\$312,428.05	\$257,744.97
SEWER USE FEE INTEREST	\$37,646.25	\$13,460.95	\$24,185.30
IPP FEE INTEREST	\$2,911.73	\$672.39	\$2,239.34
TOTAL INTEREST COLLECTED	\$860,647.17	\$326,561.39	\$534,085.78
 PRIOR LIEN FEE	 \$7,251.54	 \$5,378.29	 \$1,873.25
CURRENT LIEN FEE	\$0.00	\$0.00	\$0.00
TOTAL LIEN FEE COLLECTED	\$7,251.54	\$5,378.29	\$1,873.25
 MISC FEES COLLECTED	 \$80,887.39	 \$18,834.93	 \$62,052.46
 TOTAL PRIOR TAX, ALL INTEREST & ALL FEES	 \$2,507,621.34	 \$1,531,743.47	 \$975,877.87

* CORRECTED LEVY INCLUDING CERTIFICATES OF CORRECTION

SECTION C
OTHER BUSINESS

City of Norwalk, Board of Estimate & Taxation
September 13, 2021

1. Special Capital Appropriation for Rowayton Avenue over Keeler Brook Bridge Replacement Project.



CITY OF NORWALK
Henry M. Dachowitz
Chief Financial Officer
hdachowitz@norwalkct.org

Mobile: 516-728-4991
Office: 203-854-7870
125 East Avenue, PO BOX 5125
Norwalk, CT 06856-5125

MEMORANDUM

Date: August 30, 2021

To: Harry Rilling, Mayor
The Members of the Board of Estimate & Taxation
The Members of the Planning Commission
The Members of the Common Council

From: Henry Dachowitz, Chief Financial Officer 

Re: Special Capital Appropriation for the Rowayton Avenue over
Keeler Brook Bridge Replacement Project:

Attached is a request from the Department of Public Works for a Special Capital Appropriation in the amount of \$650,000 for the repair of the Rowayton Avenue Bridge over Keeler Brook.

This repair represents unforeseen replacement of bridge/culvert failure due to the high intensity wind and rainfall during the July 9, 2021 Tropical Storm Elsa.

The Finance Department recommends the approval of this Special Appropriation request.

ACTION REQUESTED:

-  1. RESOLUTION : Approve a special capital appropriation in the amount of \$650,000 to repair damage to the Rowayton Avenue Bridge over Keeler Brook and authorizing the issuance of \$650,000 general obligation bonds of the City to meet said capital appropriation. Capital Project #0921-4021-5777-C0315.



CITY OF NORWALK
Office of the Mayor

P: 203-854-7701/ F: 203-854-7939

125 East Avenue, PO BOX 5125
Norwalk, CT 06856-5125

MEMORANDUM

Date: August 30, 2021

To: The Members of the Board of Estimate & Taxation
The Members of the Planning Commission
The Members of the Common Council

From: Harry Rilling, Mayor *Harry W. Rilling*

Re: Special Capital Appropriation for the Rowayton Avenue over
Keeler Brook Bridge Replacement Project:

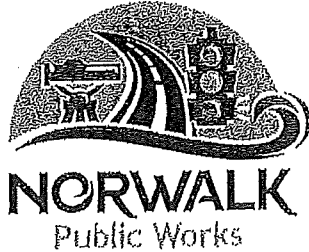
Attached is a request from the Department of Public Works for a Special Capital Appropriation in the amount of \$650,000 for the repair of the Rowayton Avenue Bridge over Keeler Brook.

This repair represents unforeseen replacement of bridge/culvert failure due to the high intensity wind and rainfall during the July 9, 2021 Tropical Storm Elsa.

The Chief Financial Officer and the Department of Public Works have provided all the necessary information for the Bridge Replacing and the necessary funding in the attached documents.

ACTION REQUESTED:

- Approved*
1. RESOLUTION : Approve a special capital appropriation in the amount of \$650,000 to repair damage to the Rowayton Avenue Bridge over Keeler Brook and authorizing the issuance of \$650,000 general obligation bonds of the City to meet said capital appropriation. Capital Project #0921-4021-5777-C0315.



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

MEMORANDUM

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

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

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

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

DATE: August 27, 2021

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

SUPPORTING DOCUMENTATION

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

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

BACKGROUND

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

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

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

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

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

The Freeman memorandum states the following:

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

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

CONCLUSION

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

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

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

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

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

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

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

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

Your consideration to this matter is greatly appreciated.

MEMORANDUM

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

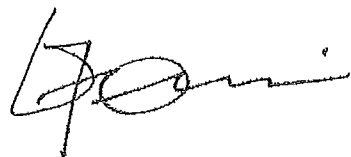
From: Dennis M. Quint, PE
Manager of Bridge Engineering

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

Date: July 20, 2021

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

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



General Overview

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

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

Bridge Description

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

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

Site Conditions

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

- There is a longitudinal crack on the pavement along the center of the road directly above bridge. The crack is estimated to be approximately 1" – 2" wide by approximately 10'-15' long. The pavement along the north side of the crack exhibits an elevation differential of $\frac{1}{4}" \pm - \frac{1}{2}" \pm$ at the widest section of the crack.
- The north side of the pavement shows signs of settlement, which has sloped more than normal. This is also visually apparent along the north bituminous concrete curb where it exhibits a "sag" or settlement located above the bridge.
- There is a 4'± deep scour hole at the Inlet of the bridge. The scour is estimated to be full width of the channel (from abutment to abutment) and approximately 10' long inside the bridge.
- The toe of the stone masonry foundation on both sides of stone masonry arch bridge within the limits of the scour are missing and appears to have been undermined and washed out. Some remnants of the northwest foundation can be seen to have settled into the scour hole.
- As a result of the washed-out foundation, the bottom section at the northwest corner of the stone masonry arch failed and collapsed into the channel and settled into the scour hole. This section of the stone masonry arch is visually observed to be partially supported.
The bridge shows signs of settlement along this section. Some backfill material is exposed and there are signs of subsidence of backfill material.
A vertical crack between stones was observed at the northwest fascia, right above where a section of the stone masonry arch fascia is missing.
- The opposite northeast section of the stone masonry arch is intact but the foundation appears to be missing, or at least the toe of the foundation is missing. The stone masonry along this section appears to be stable.
- There is a 2"± gap between the stone masonry arch fascia and the stone masonry cap. While it was not measured during the 2019 inspection, this gap appears to have increased since the last bridge inspection.

Structural Evaluation

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

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

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

Repair and Reconstruction Alternatives

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

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

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

Advantages:

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

Disadvantages:

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

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

Advantages:

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

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

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

Disadvantages:

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

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

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

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

Advantages:

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

Disadvantages:

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

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

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

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

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

Advantages:

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

Disadvantages:

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

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

Action Items

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

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

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

Recommendations

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

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

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

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

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

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

FREEMAN

COMPANIES

				Inspected by:	
Featured Facility:	Bridge No. 102-009			Inspected by:	D. Quin
	Rowayton Ave over Keelers Brook Norwalk, CT			Date Inspected:	07/14/21

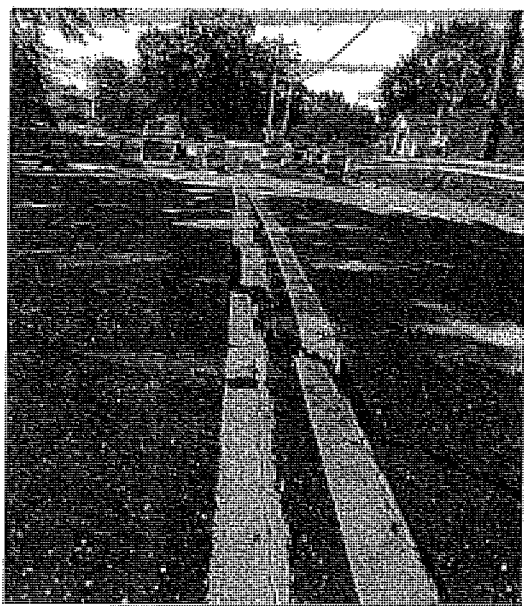


Photo # 1:
Formation of 10'-15' x 2"± wide crack on pavement along center of road above the limits of the bridge.

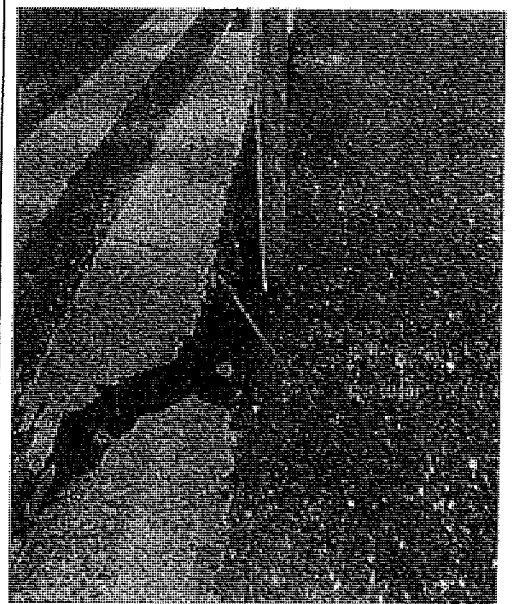


Photo # 2:
Approx. up to ½" elevation differential south sides of the pavement crack.

FREEMAN

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				Inspected by:	
Featured Facility:	Bridge No. 102-009			Inspected by:	D. Quin
	Rowayton Ave over Keelers Brook Norwalk, CT			Date Inspected:	07/14/20

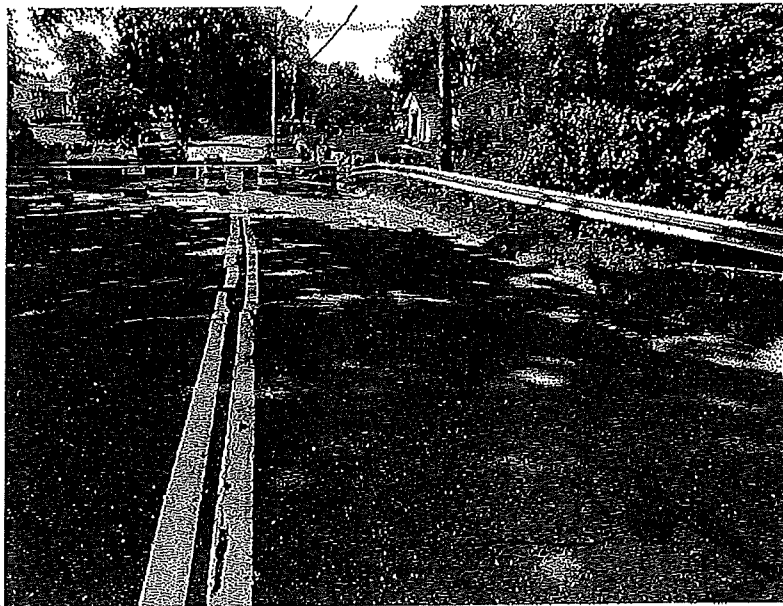


Photo # 3:
Note the "sag" along the north bituminous concrete curb.

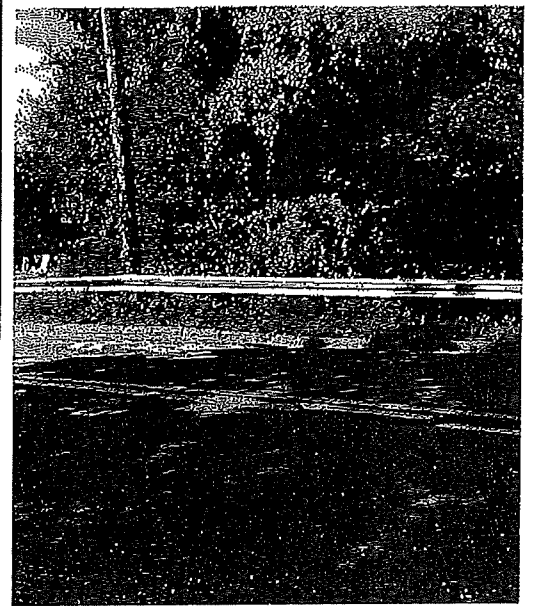


Photo # 4:
View from the south side of road of notice north pavement. Also note the noticeable along the north side of the pavement crack.

FREEMAN COMPANIES

				Inspected by:	
Featured Facility:	Bridge No. 102-009			Inspected by:	D. Quin
	Rowayton Ave over Keelers Brook Norwalk, CT			Date Inspected:	07/14/20

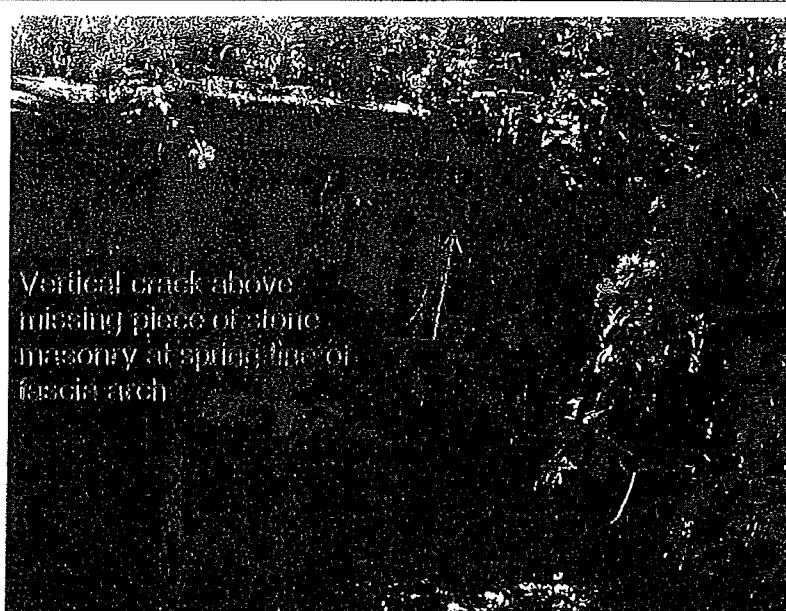


Photo # 5:

Collapsed section of the stone arch located at the northwest corner of the bridge. Note that the fascia arch is hanging mid-air unsupported, which has resulted in a vertical crack above where a stone masonry is missing.

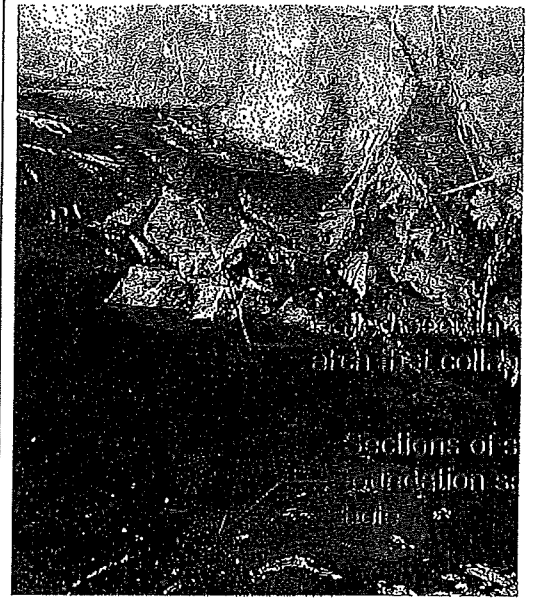


Photo # 6:

Closer view of collapsed section. Note some masonry foundation settling into the scour.

FREEMAN COMPANIES

				Inspected by:	
Featured Facility:	Bridge No. 102-009	Inspected by:		D. Quin	
	Rowayton Ave over Keelers Brook Norwalk, CT	Date Inspected:		07/14/20	

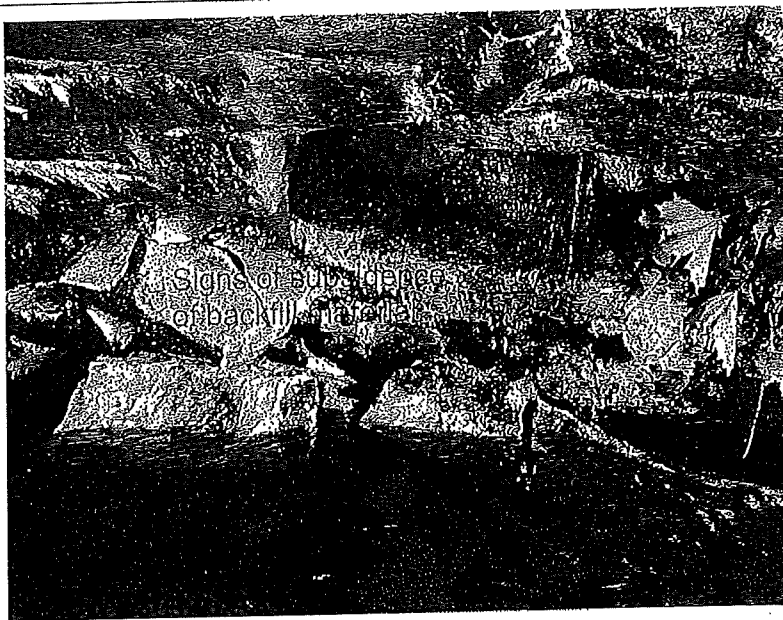


Photo # 7:
Northwest collapsed section of stone masonry arch. Note signs of subsidence of backfill material.

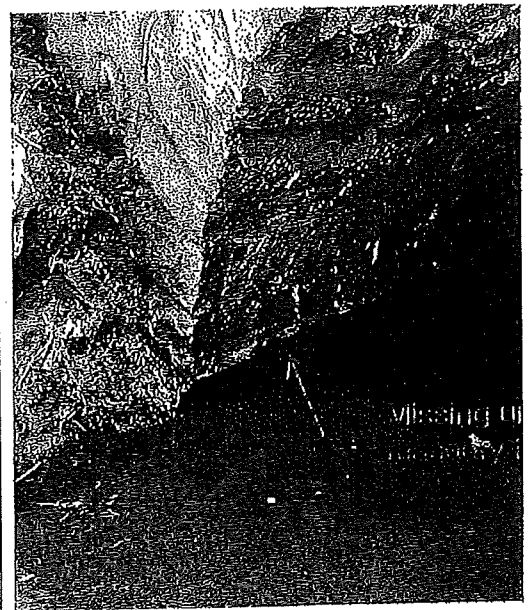


Photo # 8:
Northeast section of the stone masonry arch. Masonry foundation up to approximately 10 feet appears to have settled into the soil.

FREEMAN COMPANIES

				Inspected by:	
Featured Facility:	Bridge No. 102-009			Inspected by:	D. Quin
	Rowayton Ave over Keelers Brook Norwalk, CT			Date Inspected:	07/14/20

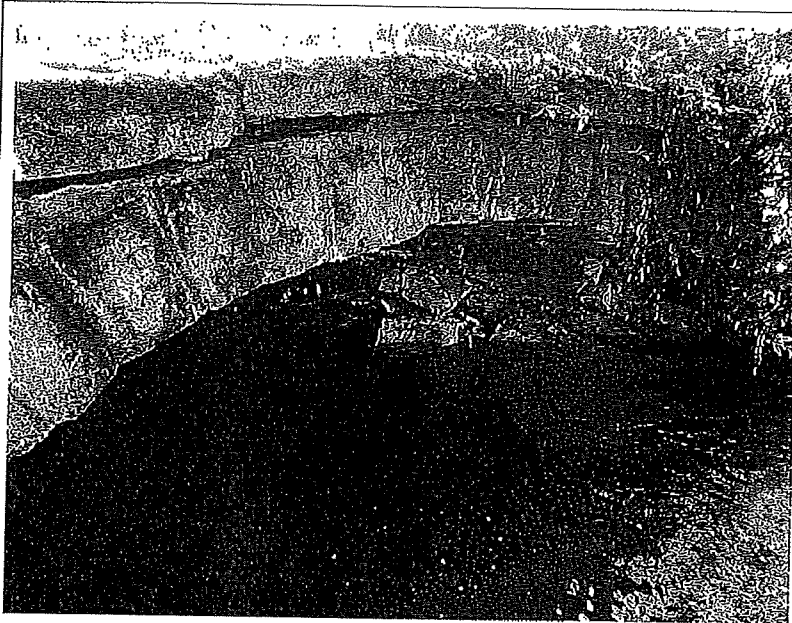


Photo # 7:

North elevation view of the bridge. The fascia arch exhibits a gap approximately 2" wide between the fascia arch and the stone cap. Note the scour hole located just under inlet of the bridge.

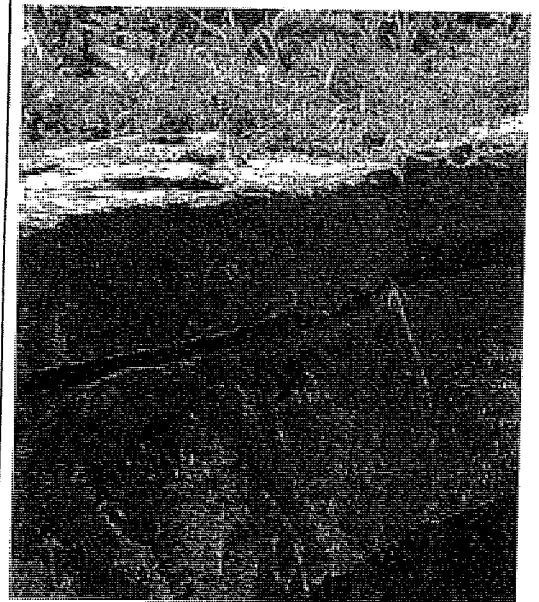


Photo # 8:

A closer view of the gap between the fascia arch and the stone cap. This gap appears to have increased since the last inspection in 2018.

FREEMAN

COMPANIES

				Inspected by:	
Featured Facility:	Bridge No. 102-009			Inspected by:	D. Quin
	Rowayton Ave over Keelers Brook Norwalk, CT			Date Inspected:	07/14/20

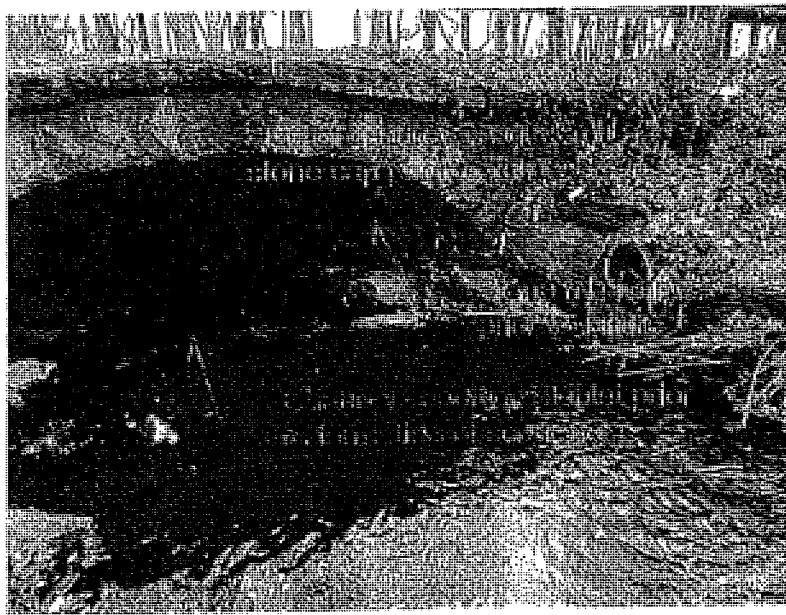


Photo # 7:

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

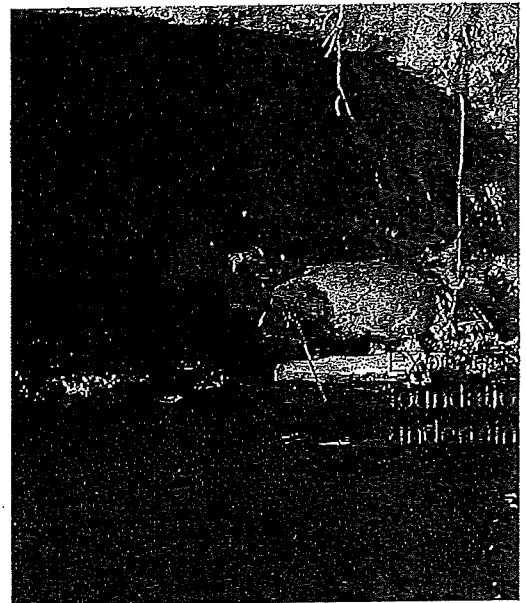


Photo # 8:

A closer view of the northwest section of arch taken during a site visit in January 2021. *This photo is only.*

FREEMAN COMPANIES

				Inspected by:	
Featured Facility:	Bridge No. 102-009			Inspected by:	D. Quin
	Rowayton Ave over Keelers Brook Norwalk, CT			Date Inspected:	07/14/20

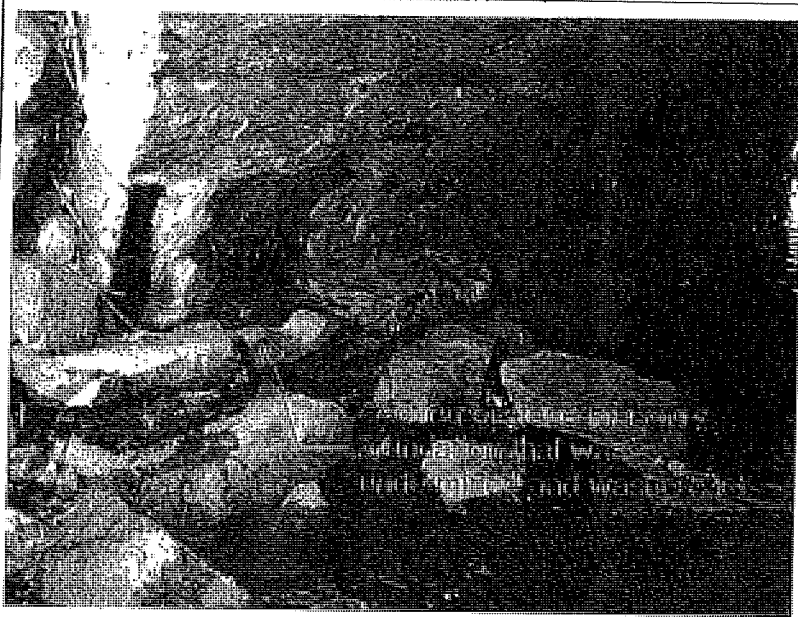


Photo # 7:

Photo of the northeast section of the stone masonry arch taken during the 2018 inspection. Photo shows the exposed foundation that was recently undermined and washed-out. *This photo is shown for reference only.*

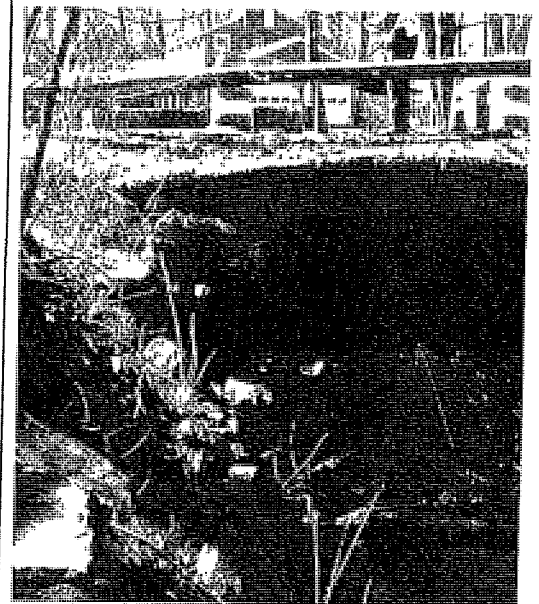
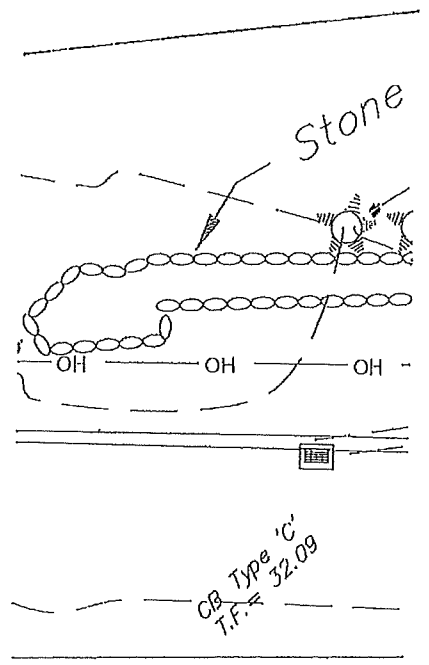


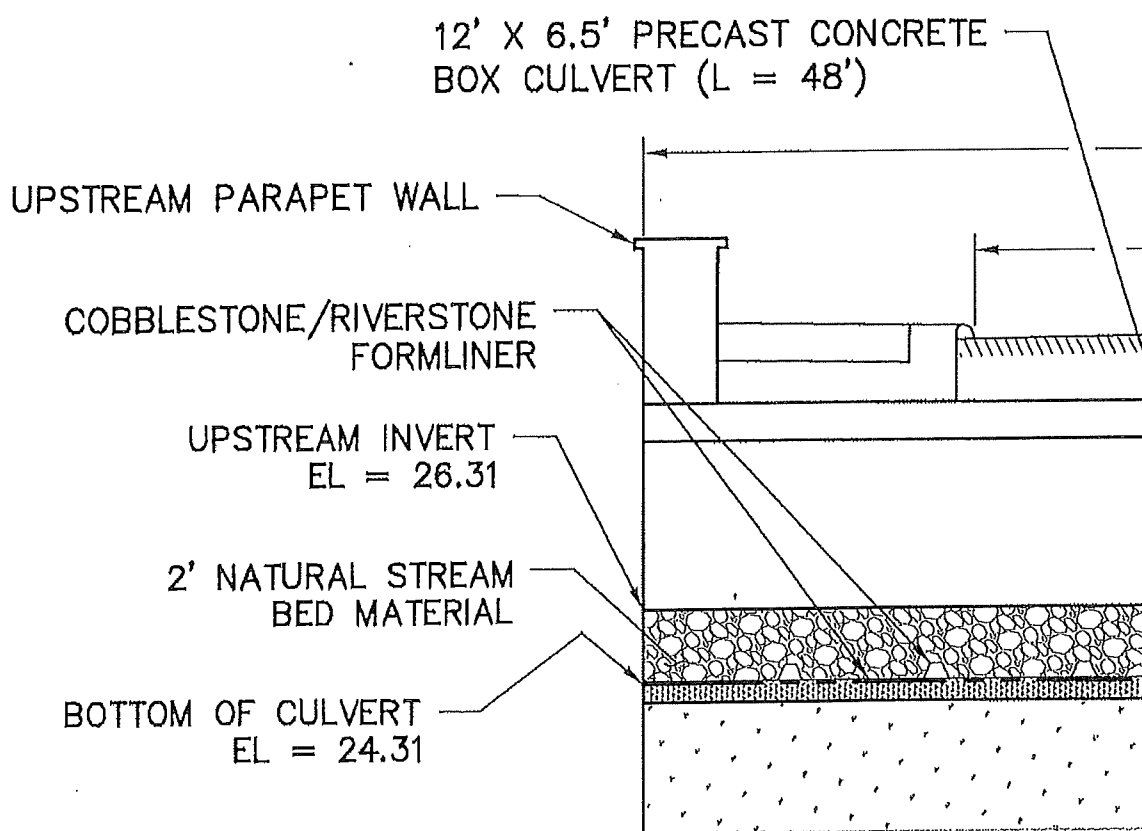
Photo # 8:

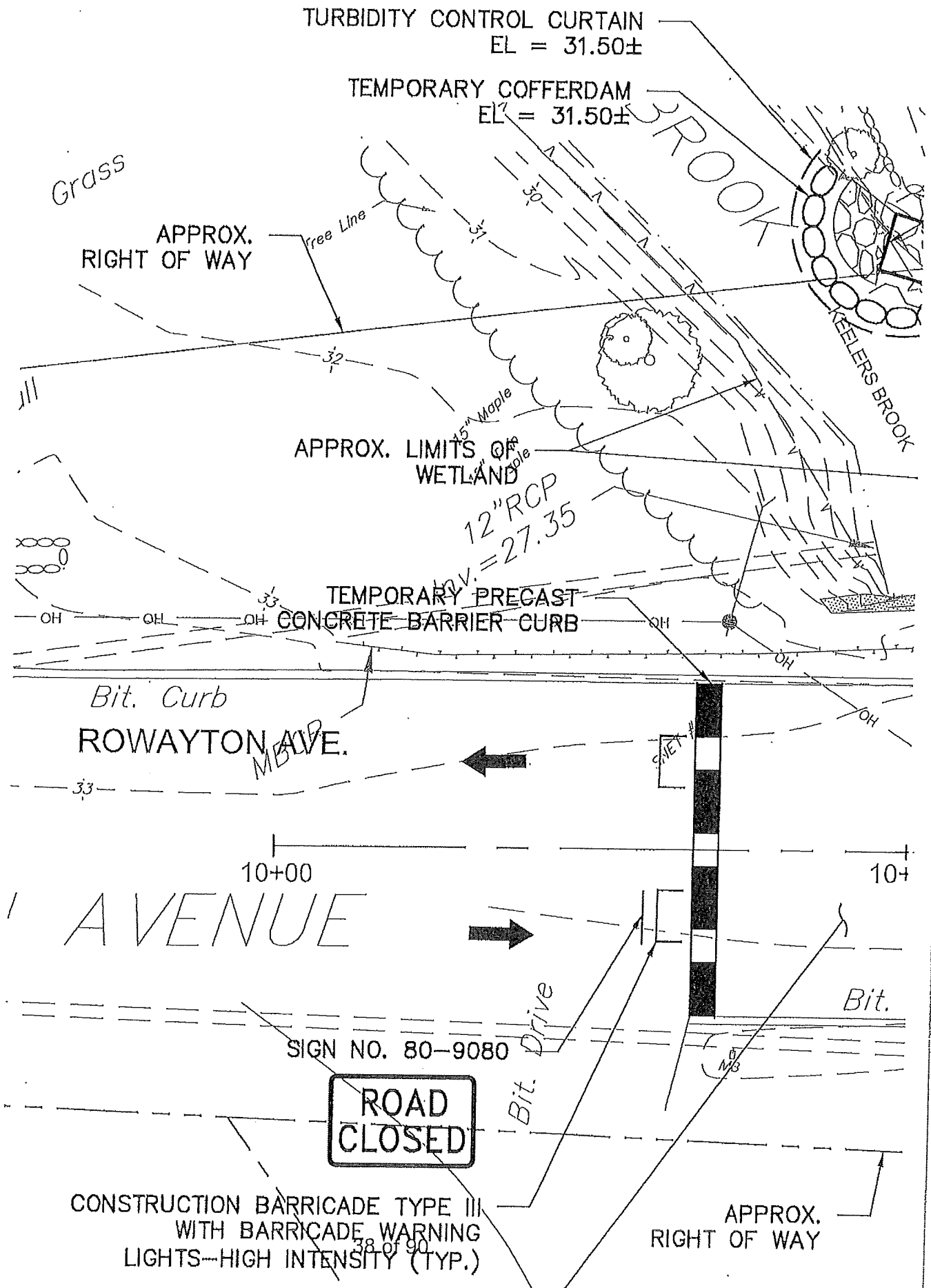
North elevation view of the bridge taken inspection. This photo shows the visible channel at the inlet at the time. *This photo is shown for reference only.*

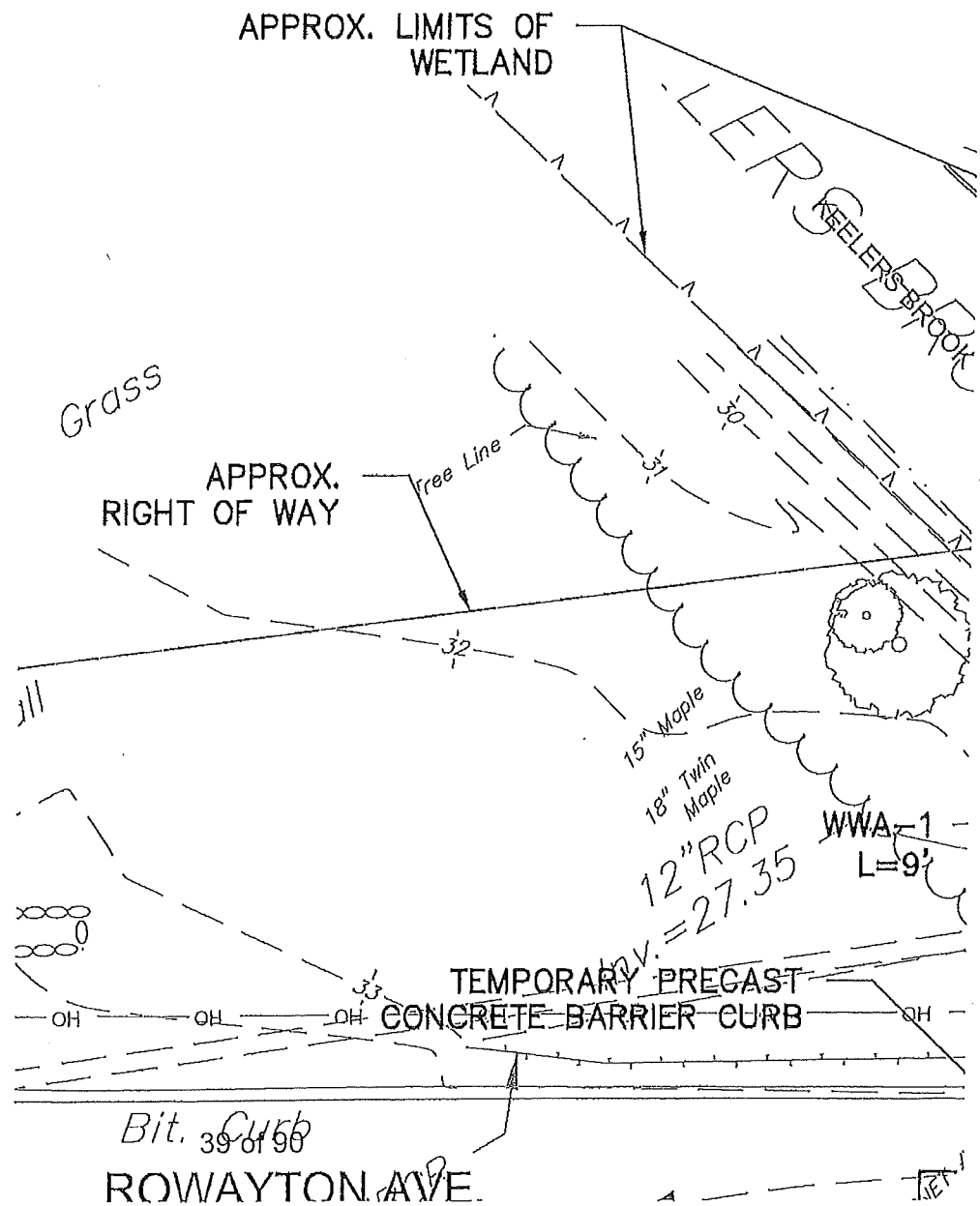
— Hedgerow



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Chapter 112. Trees and Shrubs

§ 112-1. Purpose.

The purpose of this chapter is to protect, preserve and ensure the proper maintenance of trees and shrubs along public streets and rights-of-way, parks and other properties in the City of Norwalk and to provide for new trees and shrubs to be planted for the benefit of present and future generations. Trees and shrubs provide important benefits to the City and its residents, including the beautification of City streets and neighborhoods, the reduction of urban heat islands, an improvement in air and water quality, and the enhancement of property values. Trees and shrubs provide oxygen, impede soil erosion, aid water absorption and the mitigation of stormwater, ameliorate against potential flooding, and absorb CO₂, other pollutants, and breathable particulate matter. Furthermore, trees and shrubs provide shade, screening, privacy, and aesthetic appeal, absorb and lessen impacts from winds, act as natural noise barriers, and support habitat for wildlife.

The intent of this chapter is to maintain and grow ~~the~~ Norwalk's urban forest, maintain trees and shrubs in a healthy condition, protect existing trees and shrubs, and mitigate losses and damage to the City's trees and shrubs.

§ 112-2. Definitions.

As used in this chapter, the following terms shall have the meanings indicated:

ALTER means to take action by removing branches or by filling, surfacing, grading, compacting, channeling or changing the drainage pattern of the soil surrounding any Tree or Shrub in a manner that threatens to diminish the vigor of the Tree or Shrub. The term "alter" does not include normal seasonal Pruning of a Tree or Shrub necessary for normal growth or for the maintenance of sight lines.

ASSESSED VALUE means the dollar value of a Tree or Shrub as determined by the Tree Warden using the most current edition of the 'Guide for Plant Appraisal,' published by the International Society of Arboriculture, Urbana, Illinois.

BEST INTEREST is a determination based on a review of all relevant factors, including, but not limited to, the preservation of Trees and Shrubs, the impact on the streetscape, the maintenance of an effective Tree canopy, the importance of the particular Tree or Shrub, the health of the Tree or Shrub, and the overall impact that the loss of the Tree or Shrub would have on the health, safety, and welfare of the general public and on the City's urban forest.

CITY TREE means any Tree in a Public Place and, depending on the relevant facts, may include a Streetscape Tree.

CITY SHRUB means a Shrub in a Public Place.

DAMAGE means to act in a manner to jeopardize a Tree or Shrub's health or cause its appearance to be defaced. Actions that constitute Damage include but are not limited to: posting bills; hanging streamers and/or decorations; driving any objects into a Tree or Shrub; carving the bark of a Tree or Shrub; digging/excavating/paving and/or parking a motor vehicle within the Drip Line in a way that affects the root system; painting a Tree or Shrub; setting fire to a Tree or Shrub; or allowing harmful substances to come in contact with a Tree or Shrub.

DBH (DIAMETER AT BREAST HEIGHT) means the diameter of a Tree at fifty-four inches above grade as indicated by the United States Forest Service method.

DRIP LINE means a conceptual line along the ground that conforms to the perimeter of the crown of the Tree and projects vertically to the ground.

HAZARDOUS SHRUB means a Shrub that is likely to create hazardous conditions on roadways or sidewalks or to cause imminent danger to the health, safety and/or welfare of the general public, public property, private property or utility wires or other infrastructure.

HAZARDOUS TREE means a Tree that is likely to create hazardous conditions on roadways or sidewalks or to cause imminent danger to the health, safety and/or welfare of the general public, public property, private property or utility wires or other infrastructure.

LAND USE REGULATORY AUTHORITY means any body or authority responsible for the regulation of land use in the City of Norwalk including, but not limited to, the Conservation Commission, the Planning and Zoning Commission and the Zoning Board of Appeals.

LEGACY TREE means any Tree as determined by the Tree Advisory Committee to be of unique and intrinsic value to the general public because of its size, age, historic association, ecological importance or aesthetic value.

MASTER TREE PLAN means a document prepared by the Tree Advisory Committee pursuant to the chapter.

PERSON means any individual, firm, partnership, association, company, trust, corporation, or organization of any kind.

PRUNING (TRIMMING) means to cut off or remove dead or living parts or branches of a Tree or Shrub performed by an arborist licensed in the State of Connecticut.

PUBLIC PLACE means any space owned and/or controlled by the City of Norwalk, including, but not limited to, the Right-Of-Way, property operated or controlled by the Norwalk Board of Education or the Norwalk Housing Authority and any space in a City park.

PUBLIC UTILITY, or language of similar import, means “Public service company” as defined in Connecticut General Statutes § 16-1(a)(3), as the same may be amended from time to time.

REMOVE means to cut down a Tree or Shrub or to take any other action that will, in the sole and absolute judgment of the Tree Warden, cause a Tree or Shrub to die within a five-year period.

REQUIRED TREE means any Tree required to be planted or maintained as part of an approval by any Land Use Regulatory Authority or under the terms of any deed, easement, agreement or other document relating to the sale, lease or other disposition of any property owned by the City or any municipal body or authority.

RIGHT-OF-WAY means the area between the street lines reserved for the street (paved/sidewalk area) and the adjacent property that abuts the City street and is owned and/or controlled by the City of Norwalk.

SHRUB means woody plants, usually branched from the base, generally less than fifteen feet tall when mature.

STREETSCAPE TREE means any Tree or Shrub on public and/or private property with a base that originates, in whole or in part, in the Right-of-Way, and, in the sole and absolute judgment and/or discretion of the Tree Warden, serves as part of the tree line of a street.

STREETSCAPE TREE INVENTORY means a recording of the size, condition, location, and species of all Streetscape Trees and of all planting locations without a Tree that could reasonably accommodate a Streetscape Tree.

TREE means any living woody, self-supporting plant that has a defined stem(s) with a DBH of at least two inches using the United States Forest Service method of determination.

§ 112-3. Tree Warden.

- A. The Chief of Operations and Public Works shall designate a Tree Warden and may designate one or more Deputy Tree Wardens.
- B. The Tree Warden is hereby authorized to administer and enforce this chapter. The Tree Warden shall have the powers, duties and authorization prescribed in the Connecticut Public Shade Tree Statutes, particularly Connecticut General Statutes §§ 23-58, 23-59, 23-60 and 23-65, as the same may be amended from time to time, and those powers and duties as described in this chapter. The Tree Warden shall have full power and authority over all Trees and Shrubs located within Public Places and, to the extent provided herein, on private property.

- C. The Tree Warden shall prepare all permits, procedures, and documents necessary under this chapter and shall maintain accurate records of all activities conducted. Upon request, but no less frequently than annually, the Tree Warden shall provide a report on such activities to the Mayor and the Common Council.
- D. The Tree Warden shall be advised by the Tree Advisory Committee established pursuant to this chapter and shall be an ex officio non-voting member of such committee.
- E. The Tree Warden, or his, her or their designee, shall determine whether any specific plant shall be considered a Tree or Shrub and whether a Tree or Shrub is a Hazardous Tree or Hazardous Shrub, and is hereby authorized to Remove or Prune the same in accordance with this chapter and the Connecticut General Statutes.
- F. The Tree Warden shall determine the Assessed Value of any Tree or Shrub for purposes of this chapter.
- G. The Tree Warden shall conduct or cause to be conducted an assessment of the Tree canopy of Norwalk, which may include a description of the Tree canopy and a description of the extent and condition of Trees in Norwalk, including those on private property, in parks, and other Public Places. This assessment of the Tree canopy may include a Streetscape Tree Inventory. When completed, such assessment shall be available to the public and shall be updated at least every ten years.
- H. The Tree Warden shall have the authority to issue citations for violations of this chapter.
- I. Removal of a City Tree, City Shrub or Required Tree shall be permitted only if authorized by the Tree Warden or his, her or their designee.
- J. The Tree Warden shall recommend a budget for expending the annually available funds in the Norwalk Tree Account pursuant to this chapter.

§ 112-4. Tree Advisory Committee.

- A. The Tree Advisory Committee shall be composed of five members nominated by the Mayor and approved by the Common Council. The Mayor shall designate one of the five members as Chair. Each member of the Tree Advisory Committee shall be appointed for a term of three years, and terms shall be staggered. The terms of the initial members shall be as follows: two members with terms to expire July 1, 2003; one member with a term to expire July 1, 2004; and two members with terms to expire July 1, 2005. Thereafter, the terms for all members shall be for three years commencing on July 2nd. If a member shall for any reason cease to serve as such in advance of the end of his, her or their term, a replacement shall be appointed to complete such term in the manner prescribed in this section. Members shall serve without compensation. The Tree Warden and the Director of Planning and Zoning, or his, her or their designee, shall serve as an ex officio nonvoting members of the Tree Advisory Committee.

- B. The duties of the Tree Advisory Committee shall include, but not be limited to: advising the Tree Warden, the Common Council, and the Mayor on Tree and Shrub-related issues in the City and promoting awareness of Tree and Shrub care, Norwalk's arboreal heritage, and the benefits of an urban forest.
- C. The Tree Advisory Committee shall develop and adopt a Master Tree Plan. The Master Tree Plan shall establish direction for the City's urban forestry program and shall include targets for Tree canopy cover and Tree diversity, including targets for native and hybrid species. It may also reference standards for Tree and/or Shrub planting and Tree and/or Shrub maintenance and include guidelines for specifications relating to Trees and/or Shrubs and Tree and Shrub care and for contract Tree and/or Shrub work. In addition, the Master Tree Plan may outline a broad program for the improvement of the urban forest and may include recommendations for urban forestry activities in specific neighborhoods, along specific streets, and in areas of the City such as Historic Districts. The Master Tree Plan may also include a plan for management of City-owned woodlands, such as those that exist in City parks. The Master Tree Plan may be undertaken as part of other City plans and activities. The Master Tree Plan shall incorporate any study conducted by the Tree Warden and may, at the discretion of the Tree Advisory Committee, include additional studies of the urban forest. The Committee shall review the Master Tree Plan at least every five years and shall amend it as needed. The Master Tree Plan shall be consulted by all City Departments in the course of conducting City business.
- D. The Tree Advisory Committee shall create an annual "State of the Forest" report on changes to the urban forest during the prior year and recommendations of policy and action for the next year. This report may also identify priority locations for planting, so that the City's Tree and Shrub planting will address any arboreal inequities and will give priority to filling in gaps resulting from the absence of Streetscape Trees. The Committee shall present this report to the Mayor and Common Council for their review.

§ 112-5. Legacy Tree Program.

- A. The Tree Advisory Committee shall establish a Legacy Tree Program in order to catalog Legacy Trees in the City, which Program may include and/or be based on the Norwalk Tree Alliance Legacy Tree Program. The public shall be encouraged to give input to the Committee about which Trees should be included in the Program.
- B. The Tree Warden shall keep a record of all Trees designated as Legacy Trees and their locations.
- C. A list of Legacy Trees shall be available to the public at the office of the Tree Warden.

§ 112-6. Planting Trees or Shrubs in Public Places.

- A. To contribute to the urban forest of Norwalk, members of the public shall be encouraged to support the planting of Trees or Shrubs in Public Places and in areas which fill in gaps

in the Tree line in or near the Right-of-Way, provided they follow the procedures outlined in this chapter.

- B. Any Person wishing to plant a Tree or Shrub in a Public Place shall apply in writing for a permit to the Tree Advisory Committee prior to taking such action. The application shall include a Tree and/or Shrub planting and maintenance plan, specifying the size, species and location of all new Trees and/or Shrubs, as well as a plan for the maintenance of the Tree or Shrub for a period of not less than two years from the date such Trees or Shrubs are planted and the Person responsible therefor.
- C. After reviewing such application and conducting a site inspection, the Tree Advisory Committee shall determine whether such action is in the Best Interest of the City's urban forest and shall notify the applicant of the decision in writing within thirty days of receipt of a complete application.
- D. Once such a Tree or Shrub is planted in a Public Place, the Tree or Shrub shall become the property of the City of Norwalk after the maintenance period specified in subsection B. of this section has expired.
- E. The Tree Advisory Committee shall report to the Tree Warden on a quarterly basis the details of all applications approved in accordance with this section, including the size, species and location of all new Trees and Shrubs planted and the Person(s) responsible for the maintenance thereof.
- F. Whenever any Tree or Shrub is planted in any Public Place in violation of this chapter or any permit issued hereunder, the Tree Warden may order the property owner or Person responsible to Remove such Tree or Shrub. If the property owner or Person responsible fails to Remove the Tree or Shrub within a period of thirty days after such order, the Tree Warden shall Remove or cause the removal thereof, or may take such action deemed necessary to rectify such improper planting, and the cost thereof shall be charged to the property owner or the Person responsible for the improper planting.

§ 112-7. Altering or Damaging City Trees, City Shrubs or Required Trees.

- A. No Person shall Alter or Damage a City Tree, City Shrub or Required Tree. No Person shall Prune a City Tree, City Shrub or Required Tree without a permit from the Tree Warden.
- B. Any Person wishing to Prune a City Tree, City Shrub or Required Tree shall apply in writing for a permit to the Tree Warden prior to taking such action. Each application to Prune a City Tree, City Shrub or Required Tree shall be subject to a fee established in accordance with § 90-4, Approval of rates and fees.
- C. After reviewing such application and conducting a site inspection, the Tree Warden shall determine whether such action is in the Best Interest of the City's urban forest and shall

notify the applicant of the decision in writing within thirty days of receipt of a complete application.

- D. Any Person who violates the provisions of this section shall be subject to a fine up to two hundred fifty dollars (\$250.00) per City Tree, City Shrub or Required Tree, per violation. The Tree Warden or his, her or their designee shall have the authority to issue a citation for violations. Notwithstanding the foregoing, if the Tree Warden determines in his, her or their sole and absolute judgment that any Person has Pruned, Altered or Damaged a City Tree, City Shrub or Required Tree so severely that it is not likely to survive, that Person shall replace such Tree or Shrub in accordance with § 112-10, Tree or Shrub replacement, below.

§ 112-8. **Removal of City Tree, or City Shrub or Required TreeRemoval.**

- A. No Person shall Remove a City Tree, City Shrub or Required Tree without a permit from the Tree Warden, except for any removal that has been permitted pursuant to the applicable provisions of Connecticut General Statutes § 23-65. To grant permission to any other Person to Remove a City Tree, City Shrub or Required Tree, the Tree Warden must determine, within thirty days of receiving a complete application, that (1) the Tree and/or Shrub is in poor health or diseased, (2) the Tree and/or Shrub's removal is unavoidable because the Tree and/or Shrub poses a threat to human health, safety, and welfare, or (3) the negative impact on the urban canopy caused by the Tree and/or Shrub's removal can be mitigated.
- B. Any Person wishing to Remove a City Tree, City Shrub or Required Tree shall apply in writing for a permit to the Tree Warden. Such application shall contain written proof that the applicant has notified property owners of land that abuts or is directly across the street from the affected Tree(s) and/or Shrub(s), and the appropriate Land Use Regulatory Authority in the case of a Required Tree, that he, she or they has applied for a Tree and/or Shrub Removal permit by a written notice delivered within three business days of the date of said application. Each application shall be subject to a fee established in accordance with § 90-4, Approval of rates and fees.
- C. After reviewing such application and conducting a site inspection, the Tree Warden shall determine whether removal of the City Tree, City Shrub and/or Required Tree is in the Best Interest of the City's urban forest and shall notify the applicant of the decision in writing within thirty days of receipt of a complete application.
- D. The permit for the removal of any City Tree or Required Tree with a DBH of six inches or more shall be posted by the Tree Warden, or his, her or their designee, on the affected Tree(s) at least ten days prior to such Removal. The ten-day period shall commence from the date of such posting. The Tree Removal posting shall be in the form of a brightly colored sign at least eight and a half inches by eleven inches in bold, clearly printed lettering able to be seen from the street which provides the name, address and phone number of the Tree Warden in the event that there is an objection to the removal of the Tree(s).

- E. Any Person who Removes a City Tree, City Shrub or Required Tree without a permit shall replace the City Tree, City Shrub or Required Tree in accordance with § 112-10, Tree or Shrub replacement, below.

§ 112-9. Protection during construction.

- A. Property owners and other Persons responsible for construction and excavation projects in whole or in part within the Drip Line of any City Tree or Required Tree shall adhere to all relevant provisions of the latest edition of the American National Standards Institute, Inc., Standards for Tree Care Operations—Tree, Shrub, and other Woody Plant Maintenance—Standard Practices (Management of Trees and Shrubs During Site Planning, Site Development, and Construction) for the duration of the construction or excavation project. A copy of these standards shall be available to the public in the Tree Warden’s office.
- B. The Tree Warden or his, her or their designee shall have the authority to issue a citation to a property owner and other Person responsible, in the amount of two hundred fifty dollars (\$250.00) per day, per City Tree or Required Tree affected, for each instance of an action inconsistent with the tree care standards referred to in this section.
- C. Any Person found in violation of this section for which the Tree Warden determines there is substantial danger of Damage to a City Tree or Required Tree shall post a five year bond in the amount of the Assessed Value of such Tree. Such bond shall be forfeited if the Tree Warden determines that the Tree is dead or moribund within the five year period.

§ 112-10. Tree or Shrub replacement~~replacement~~.

- A. A property owner or other Person responsible for the replacement of a City Tree, City Shrub or Required Tree pursuant to this chapter shall follow the provisions of this section.
- B. The acceptable methods of replacement for a City Shrub are:
 - (1) Replacement of the City Shrub with a comparable Shrub, as determined by the Tree Warden in his, her or their sole and absolute judgment, at the location of the City Shrub being replaced or at a different location identified or approved by the Tree Warden; or
 - (2) A payment to the Norwalk Tree Account, established in accordance with this chapter, in the amount of the City Shrub’s Assessed Value.
- C. The acceptable methods of replacement for a City Tree other than a Legacy Tree are:
 - (3) Replacement of the City Tree with a Tree of equal or greater DBH at the location of the City Tree being replaced or at a different location identified or approved by the Tree Warden;
 - (4) An inch-for-inch replacement of the City Tree with a number of replacement Trees with DBH of three inches or more totaling the DBH of the original City Tree at a

location or locations identified or approved by the Tree Warden. For example, if a City Tree with a DBH of twenty-four inches is Removed, it may be replaced with six Trees with DBHs of four inches; or

- (5) A payment to the Norwalk Tree Account, established in accordance with this chapter, in the amount of the Tree's Assessed Value.

D. The acceptable method of replacement for a City Tree that has been designated as a Legacy Tree is:

- (1) Replacement of the Legacy Tree with a number of replacement Trees with DBH of three inches or more totaling four times the DBH of the original Tree at a location or locations identified or approved by the Tree Warden; or
- (2) A payment into the Norwalk Tree Account of four times the Assessed Value of the Legacy Tree.

E. Any replacement Tree planted in accordance with this section must be maintained by the Person responsible for at least a period of five years from the date of planting. The Person responsible, or the property owner if there is no Person responsible, shall replace any Tree that dies during this time period, and such replacement Tree shall be maintained by the Person responsible for at least a period of five years from the date of planting of the replacement Tree.

§ 112-11. Norwalk Tree Account.

A. There is hereby established an account known as the Norwalk Tree Account. Such Account is established under authority of the Connecticut General Statutes for the exclusive purpose of funding activities that implement or promote the purpose of this chapter including, but not limited to, tree canopy and inventory assessments, creation of Master Tree Plans, and other reports consistent with best practices for urban forestry management.

B. The principal of the Norwalk Tree Account shall consist of the following:

- (1) All fines, processing fees, payments in lieu of planting, and other monies collected pursuant to this chapter, other than legal fees and costs collected pursuant to § 112-13, Enforcement, below;
- (2) All gifts and grants from any source, public or private, made to the City and designated for Trees or Shrubs or improvements to the urban forest;
- (3) Any funds from any source designated by the Common Council to be added to the Account; and
- (4) All investment income earned by the Account.

C. Expendable funds in the Account may be spent for the purposes authorized by this section upon recommendation of the Mayor and with the approval of the Common Council. Expenditures may be made as follows:

- (1) All funds received by the Account under subsection B. (1) of this section shall be used only for the purchase and planting of Trees or Shrubs.
- (2) Any restricted funds received by the Account shall be expended in accordance with such restrictions.
- (3) At least half of the remaining unrestricted funds shall be expended for the purchase and planting of Trees or Shrubs.
- (4) All other unrestricted funds may be spent for any activity that is consistent with the purpose of the Account.

D. Any budget proposed by the Mayor or approved by the Common Council, and any appropriation made for the purchase and planting of Trees or Shrubs, must not be reduced, ratably or otherwise, in consideration of any funds in the Account. Expenditures from the Account shall add to and not replace budgets and appropriations which also serve the purposes of the Account.

E. Any remaining investment income shall be held in reserve for future transfer and appropriation.

§ 112-12. Public utilities.

A. The Tree Warden shall monitor the work of all Public Utilities to ensure that such work does not adversely affect any Tree or Shrub in any Public Place. Each Public Utility company proposing to conduct Tree and/or Shrub Alteration or Removal activities in any Public Place shall present an annual work plan to the Tree Warden that includes the following items:

- (1) City Map showing all area(s) designated for Tree and/or Shrub Alteration or Removal work.
- (2) Tree Removal list, identifying all Trees and Shrubs that are proposed for Removal.
- (3) Name and phone number of licensed arborist(s) performing such work.
- (4) Name and phone number of utility contact Person supervising such work.
- (5) Tree and/or Shrub replacement commitment; replacement determined ~~to be at~~ the discretion of the Tree Warden.

- B. Such Public Utility work plan shall be submitted to the Tree Warden at least thirty days prior to the start of any activity by said Public Utility. The Tree Warden shall review, modify and approve such plan within thirty days from date of receipt, unless extended by either party. This section shall not apply to emergency and public hazard work specifically exempted under § 112-14, Exemptions, below.

§ 112-13. Enforcement.

- A. Any Person who violates any of the provisions of this chapter shall be notified by the Tree Warden of the specific violation by certified or registered mail, return receipt requested, or by hand delivery. The notice shall explain the nature of the violation and shall provide a reasonable time period within which compliance must be achieved.
- B. Upon verbal or written notice from the Tree Warden that work is being performed contrary to any provision of this chapter, such work shall be immediately stopped by the Person doing the work. Within seven days of any verbal or written notice, a stop work order shall be provided to the owner of the subject lot, or to the owner's agent, or to the Person doing the work, and the stop work order shall state the conditions under which work is permitted to resume. Any Person who continues work after having been served with a stop work order, except such work as that Person is directed by the Tree Warden or other City officials to perform to remove a violation or unsafe condition, shall be liable for a daily fine established in accordance with § 90-4, Approval of rates and fees per violation, per Tree or per Shrub affected.
- C. Notwithstanding any other provision of this chapter, if the Tree Warden determines that any violation of this chapter was willful, the Person responsible shall be liable for a civil penalty of up to three times the Assessed Value of each affected Tree or Shrub.
- D. Whenever there is reasonable cause to believe that a Person is violating any provision of this chapter, the City may institute a civil action in a court of competent jurisdiction for a mandatory or prohibiting injunction ordering the defendant to either correct or cease the unlawful use of the property.
- E. In addition to any fines hereunder, any Person who is found to have violated any provision of this chapter shall be responsible to the City for any legal fees and costs that may be incurred by the City in the enforcement of this chapter.
- F. Each failure to replace a Tree or Shrub or make a payment into the Norwalk Tree Account or to post and maintain a bond in accordance with this chapter, or to follow any of the provisions of this chapter, shall constitute a separate violation of this chapter for which there shall be a fine established in accordance with § 90-4, Approval of rates and fees. Each day such violation continues shall constitute a separate offense.
- G. The Chief of Operations and Public Works or his, her or their designee, the Tree Warden, and employees of the Department of Public Works are hereby authorized to enforce the provisions of this chapter.

§ 112-14. Exemptions.

This chapter shall not apply to any Alteration or Damage to a Tree or Shrub that has been: (1) ordered or authorized by the Tree Warden or other officials of the City of Norwalk on an emergency basis because the Tree or Shrub is a Hazardous Tree or Hazardous Shrub that represents so immediate a hazard to public safety or structure integrity that Alteration or Damage cannot be deferred and that such Hazardous Tree or Hazardous Shrub cannot be protected, secured, or stabilized by reasonable temporary measures; or (2) otherwise properly permitted and/or authorized in accordance with applicable state law or regulation.

§ 112-15. Appeals of Tree Warden decisions.

Any Person objecting to any decision of the Tree Warden under this chapter may file a written appeal to the Tree Warden who shall schedule a public hearing and shall post a public hearing notice, including the scheduled time, date and location of such hearing, on the affected Tree(s) or Shrub(s), if appropriate. Within three business days of such hearing, the Tree Warden shall render a decision granting or denying such appeal. Any Person aggrieved by the Tree Warden's decision, ~~may~~ appeal such decision within ten days to the Superior Court for the Stamford/Norwalk Judicial District.

MEMORANDUM

**TO: Anthony Car, Chief of Operation and Public Works
Vanessa Valadares, Principal Engineer**

FROM: Darin L. Callahan, Assistant Corporation Counsel

DATE: October 22, 2021

RE: Walkbridge Easement Offers

.....

The State of Connecticut Department of Transportation (“DOT”) wishes to obtain certain easements over the following City of Norwalk (“City”) owned land: 4 Water Street, 10 Water Street, and areas around N/S Water Street and 7 Crescent Street. The nature of each easement and compensation offered therefor is set forth below followed by the recommended authorization to approve each easement.

It is my understanding that all of these easements herein have been vetted the City’s Department Public Work (“DPW”) and that DPW has determined that they will cause little or no operational impact on the City with the exception of the 4 Water Street easement for which the Common Council already approved preliminary land rights.¹

10 Water Street (DOT File No. 301-176-21A): The DOT has offered **\$780,000.00** for the following easement rights:

- Permanent 5,564 sq. ft. construction and maintenance easement as shown on the 10 Water Street Map (defined in fn. 1 below)² for purposes constructing and maintain the Walk Bridge.
- Permanent 257 sq. ft. construction and maintenance easement as shown on the 10 Water Street Map for purposes constructing and maintain the Walk Bridge.

¹ The 4 Water Street easement is current subject to a right of entry agreement approved by the Common Council to facilitate the demolition of the old IMAX Theater while the documentation (survey, appraisal, etc...) for this easement was being prepared by DOT.

² As used herein, “10 Water Street Map” means the map attached hereto as Exhibit A entitled “TOWN OF NORWALK MAP SHOWING EASEMENT ACQUIRED FROM CITY OF NORWALK BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION WALK RAILROAD BRIDGE REPLACEMENT SCALE 1” =20’ JANUARY 2020 MARK D. ROLFE, P.E. CHIEF ENGINEER – BUREAU OF ENGINEERING AND CONSTRUCTION”, Town No. 102, Project No. 301-176, Serial No. 21A, Sheet 1 of 1.”

Our appraiser (Peter Vimini, MAI) has reviewed the DOT submissions, including, without limitation, the applicable survey and appraisal prepared by the DOT, and has indicated that the compensation offered is fair and reasonable.

Recommended Action:

- 1.a. Authorize the Mayor, Harry W. Rilling to execute any and all documents necessary to convey permanent construction and maintenance easements of 5,564± sq. ft. and 257± sq. ft. as show on the 10 Water Street Map. See enclosed Memorandum of Assistant Corporation Counsel. Darin L. Callahan dated October 22, 2021.
- 1.b. Referral of item 1.a. to the Planning Commission for a Report and Recommended Action pursuant Conn Gen. Stat. § 8-24.

4 North Water Street (DOT File No. 301-176-31A): The DOT has offered **\$46,400** for the following easement rights:

- Temporary 4,258 sq. ft. construction equipment staging and access easement as shown on the 4 Water Street Map (defined in fn. 2 below)³ for purposes demolition of the old IMAX Theater in connection with the Walk Bridge Project.

Our appraiser (David Herbst, MAI) has reviewed the DOT submission, including, without limitation, the applicable survey and appraisal performed by DOT, and has indicated that the compensation offered is fair and reasonable.

Recommended Action:

- 1.a. Authorize the Mayor, Harry W. Rilling to execute any and all documents necessary to convey temporary construction and access easement of 4,258± sq. ft. as show on the 4 Water Street Map. See enclosed Memorandum of Assistant Corporation Counsel. Darin L. Callahan dated October 22, 2021.
- 1.b. Referral of item 1.a. to the Planning Commission for a Report and Recommended Action pursuant Conn Gen. Stat. § 8-24.

N/S Water Street – 7 Crescent Street (DOT File No. 301-176-33A): The DOT has offered **\$139,000** for the following easement rights:

³ As used herein, “4 North Water Street Map” means the map attached hereto as Exhibit B entitled “TOWN OF NORWALK MAP SHOWING EASEMENT ACQUIRED FROM CITY OF NORWALK BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION WALK RAILROAD BRIDGE REPLACEMENT SCALE 1” =20’ JANUARY 2020 MARK D. ROLFE, P.E. CHIEF ENGINEER – BUREAU OF ENGINEERING AND CONSTRUCTION”, Town No. 102, Project No. 301-176, Serial No. 31A, Sheet 1 of 1.

- Permanent 8,022 sq. ft. Wetland Mitigation easement identified as Mitigation Easement No. 1 as shown on Sheet 2 of 3 of the North Water/Crescent Street Map (defined in fn. 3 below)⁴ for purposes the Walk Bridge Project.
- Permanent 6,838 sq. ft. Wetland Mitigation easement identified as Mitigation Easement No. 2 as shown on Sheet 1 of 3, in part, and Sheet 2 of 3, in part, of the North Water/Crescent Street Map for purposes the Walk Bridge Project.
- Permanent 4,009 sq. ft. Wetland Mitigation easement identified as Mitigation Easement No. 2 as shown on Sheet 1 of 3 of the North Water/Crescent Street Map for purposes the Walk Bridge Project.
- Temporary 6,871 sq. ft. access easement identified as Construction Easement No. 1 as shown on Sheet 1 of 3, in part, and Sheet 2 of 3 in part, of the North Water/Crescent Street Map for purposes travel from Water Street to Easement No. 2 in connection with the Walk Bridge Project.
- Temporary 7,014 sq. ft. construction easement identified as Construction Easement No. 2 as shown on Sheet 2 of 3 of the North Water/Crescent Street Map for purposes of storage and laydown of construction materials in connection with the Walk Bridge Project.
- Temporary 2,022 sq. ft. access easement identified as Construction Easement No. 3 as shown on Sheet 2 of 3 of the North Water/Crescent Street Map for purposes pedestrian access to paved pathway and bridge, construction access, and construction of temporary access ramp and removal of stone wall in connection with the Walk Bridge Project.
- Temporary 15,315 sq. ft. access easement identified as Construction Easement No. 4 as shown on Sheet 2 of 3, in part, and Sheet 3 of 3, in part, of the North Water/Crescent Street Map for purposes construction access, pedestrian access and removal/replacement of bollards in connection with the Walk Bridge Project.

Our appraiser (David Herbst, MAI) has reviewed the DOT submission, including, without limitation, the applicable survey and appraisal performed by DOT, and has indicated that the compensation offered is fair and reasonable.

Recommended Action:

⁴ As used herein, “North Water /Crescent Street Map” means the map attached hereto as Exhibit C entitled “TOWN OF NORWALK MAP SHOWING EASEMENT ACQUIRED FROM CITY OF NORWALK BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION WALK RAILROAD BRIDGE REPLACEMENT SCALE 1” =20’ JANUARY 2020 MARK D. ROLFE, P.E. CHIEF ENGINEER – BUREAU OF ENGINEERING AND CONSTRUCTION”, Town No. 102, Project No. 301-176, Serial No. 33A, Sheets 1 through 3.

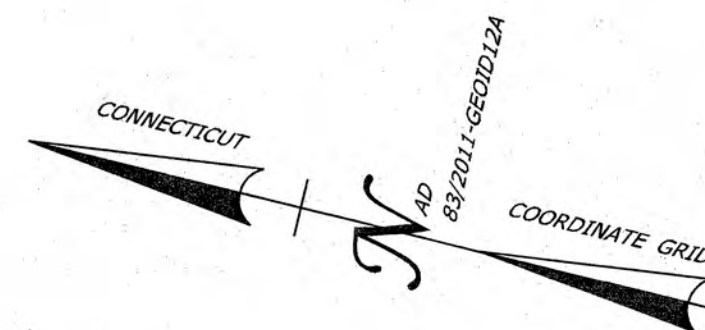
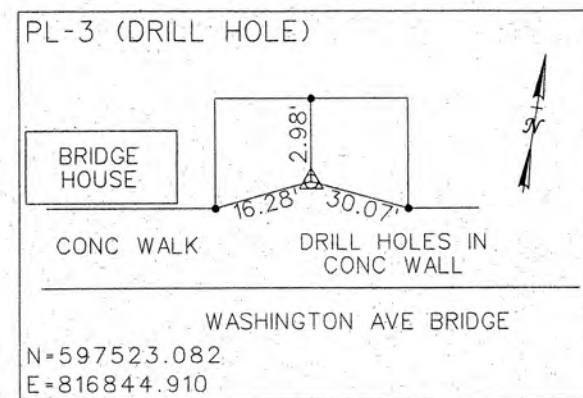
- 1.a. Authorize the Mayor, Harry W. Rilling to execute any and all documents necessary to convey three permanent wetland mitigation easements of 8,022 sq. ft., 6,838 sq. ft., and 4,009 sq. ft. each, together with three temporary access easements of 6,871 sq. ft., 2,022 sq. ft., and 15,315 sq. ft. each, and a temporary 7,014 sq. ft. construction easement as show on North Water/Crescent Street Map. See enclosed Memorandum of Assistant Corporation Counsel. Darin L. Callahan dated October 22, 2021.
- 1.b. Referral of item 1.a. to the Planning Commission for a Report and Recommended Action pursuant Conn Gen. Stat. § 8-24.

If you have any question or concerns, I would be pleased to answer the same at a time of your convenience.

Very best regards,

Darin L. Callahan
Assistant Corporation Counsel

EXHIBIT A



- REFERENCES CONTINUED:

- NOTES:**

1. THIS SURVEY AND MAP HAVE BEEN PREPARED IN ACCORDANCE WITH THE REGULATIONS OF CONNECTICUT STATE AGENCIES, SECTIONS 20-308B-1, 20-308B-2, 20-308B-3, THE "MINIMUM STANDARDS OF ACCURACY, CONTENT & CERTIFICATION FOR SURVEYS AND MAPS," AS AMENDED OCTOBER 26, 2018. IT IS A RIGHT OF WAY SURVEY AND IS INTENDED TO DEPICT THE LIMITS OF THE PROPERTY TRANSACTION FOR THE PROJECT REFERENCED HEREON. THE BASE LINE FROM WHICH THIS PROPERTY TRANSACTION IS REFERENCED CONFORMS TO CLASS A-2 HORIZONTAL ACCURACY.
2. THE FEATURES DEPICTED ARE THE RESULT OF THE GENERAL LOCATION SURVEY FOR THE PROJECT OR AS REFERENCED HEREON.
3. THE PROPERTY AND STREET LINES DEPICTED CONFORM TO CLASS D ACCURACY. THEY HAVE BEEN COMPILED FROM VARIOUS SOURCES AND ARE NOT TO BE CONSTRUED AS NECESSARILY BEING THE RESULT OF A FIELD SURVEY, NOR DO THEY REPRESENT A PROPERTY/BOUNDARY OPINION.
4. ASSUMED STREET LINE WAS USED WHERE THE CITY HAD NO ESTABLISHED STREET LINE. THE CURB LINE WAS USED AS A GUIDE FOLLOWING THE FORMAT USED IN REFERENCE MAPS 5, 6 AND 7.

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

Digitally signed
by Aubrey
Date:
2020.03.02
07:42:23-0500

VOID WITHOUT LIVE SIGNATURE AND EMBOSSED SEAL PLS #18823

TOWN NO. 102

PROJECT NO. 301-176 CHRISTINE E. AUBREY, P.L.S.

SERIAL NO. 21A TITLE MANAGER - SURVEY OPERATIONS

SHEET 1 OF 1 DATE _____

RIGHT OF WAY SURVEY

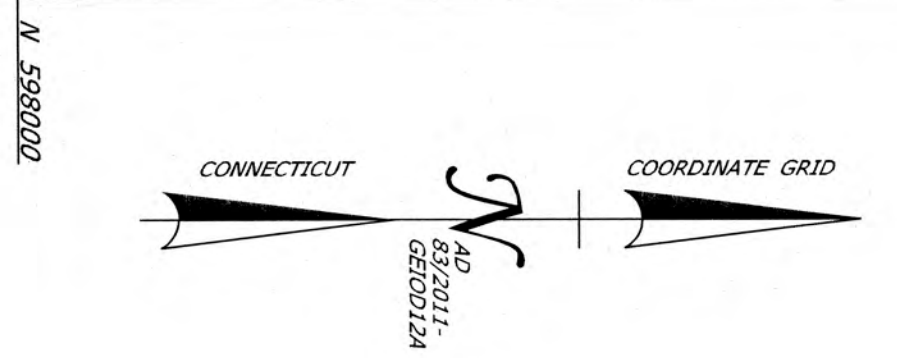
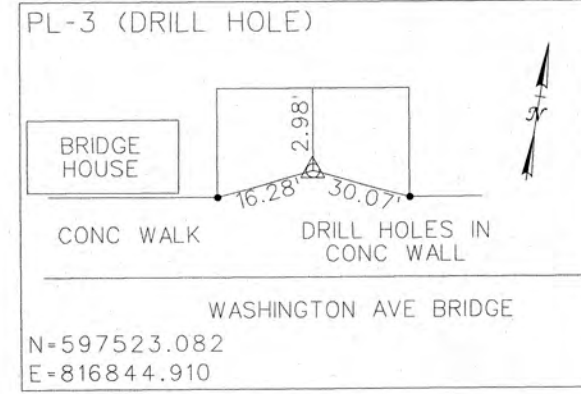
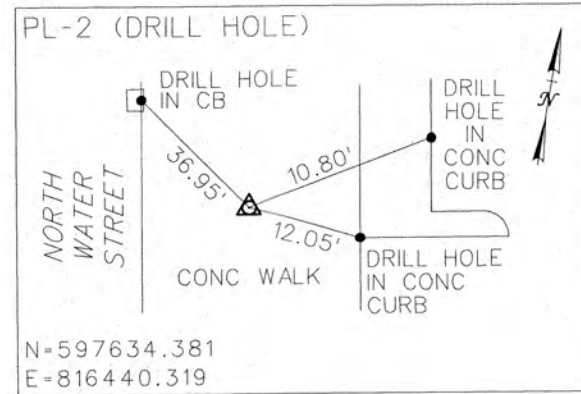
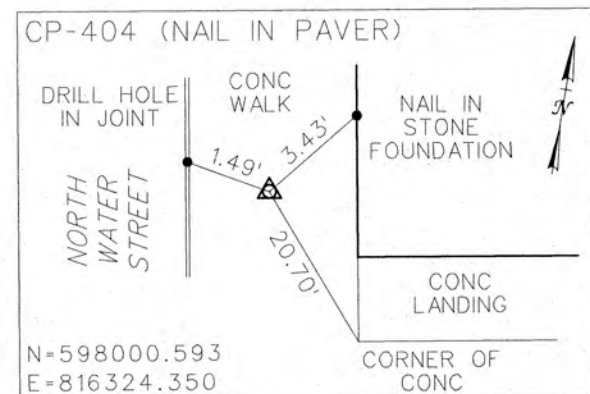
TOWN OF NORWALK
MAP SHOWING EASEMENT ACQUIRED FROM
CITY OF NORWALK

THE STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

WALK RAILROAD BRIDGE REPLACEMENT

SCALE 1"=20' FEBRUARY 202
MARK D. ROLFE, P.E.
CHIEF ENGINEER - BUREAU OF ENGINEERING AND CONSTRUCTION

EXHIBIT B



CITY OF NORWALK

CONSTRUCTION EASEMENT FOR THE PURPOSE OF
CONSTRUCTION EQUIPMENT STAGING AND
ACCESS FOR IMAX DEMOLITION DURING WALK
RAILROAD BRIDGE REPLACEMENT ACQUIRED.
CONSTRUCTION EASEMENT TAKEN UNDER THIS
PARAGRAPH WILL BE RESTORED BY REPAIRING/
REPLACING DAMAGED PAVEMENT/STRUCTURES.
SAID EASEMENT WILL BE EXTINGUISHED UPON
COMPLETION OF THE PROJECT, UNLESS SOONER
EXTINGUISHED BY THE STATE.
EASEMENT AREA = 4,258 ± SQ. FT.

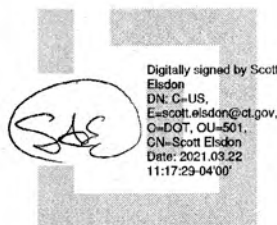
REFERENCES:

1. GENERAL LOCATION SURVEY PROVIDED BY
CONNDOT DISTRICT 3, PROJECT NO. 301-176,
CADD FILE:SV D3_301_0176-Norwalk,
Walk Bridge Replacement, Parcels, GRN, DGN
2. CONNDOT RR VAL MAP 53-61/62-31
3. CONNDOT BRC FILE 7001-000-319
4. CONNDOT BRC FILE (102) 7001-000-319R
5. CONNDOT BRC FILE (102) 7001-000-546
6. CONNDOT BRC FILE 102-126-10
7. CONNDOT BRC FILE 102-126-19
8. CONNDOT BRC FILE (102) 301-176-21
9. CONNDOT BRC FILE (102) 301-176-21A
10. VOL. 134, PG. 564 (EASE.)
11. VOL. 134, PG. 565 (EASE.)
12. VOL. 1315, PG. 137 (WARR.)
13. VOL. 277, PG. 242 (WARR.)
14. VOL. 604, PG. 392 (EASE.)

E 816500

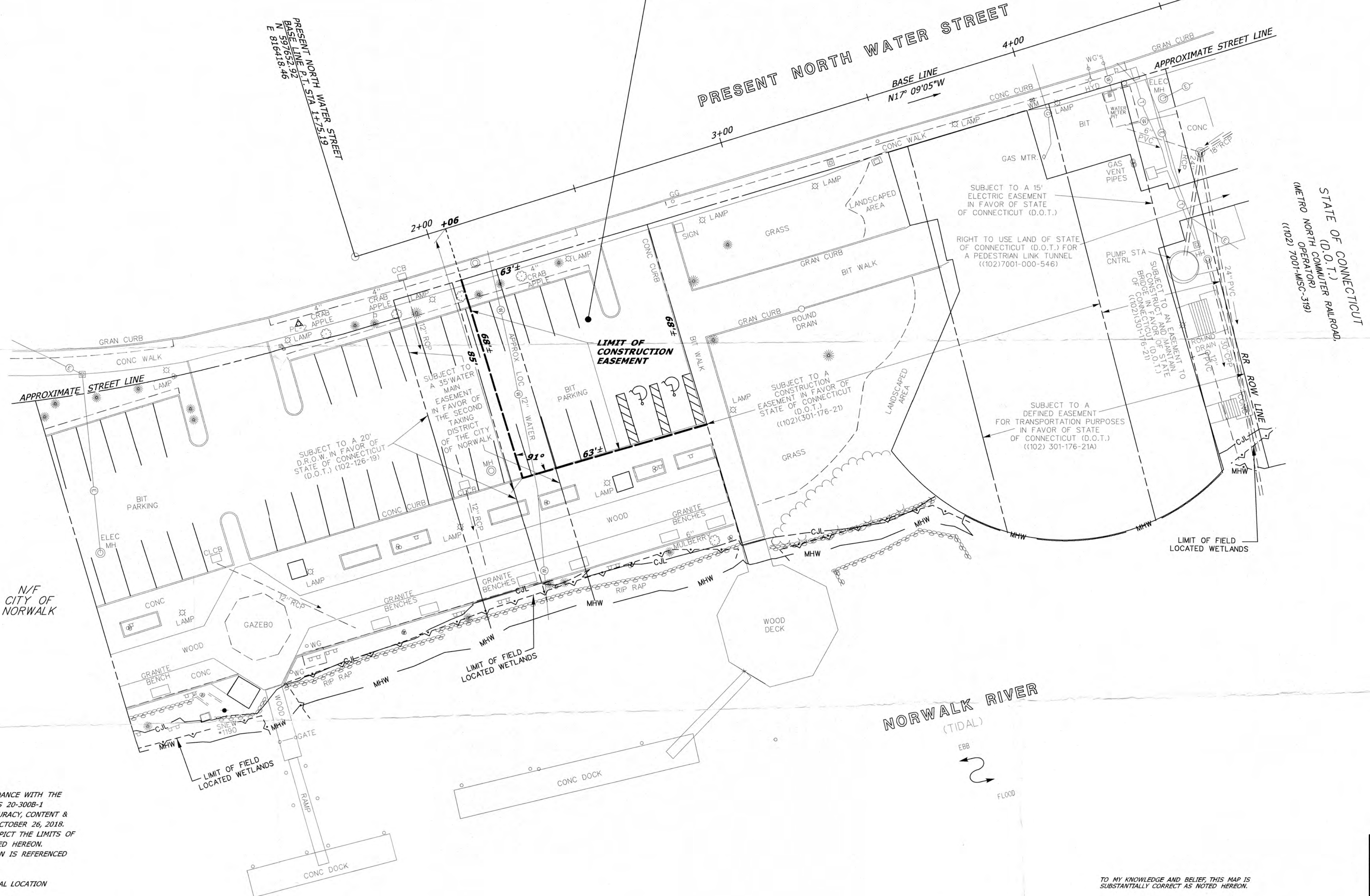
NOTES:

1. THIS SURVEY AND MAP HAVE BEEN PREPARED IN ACCORDANCE WITH THE
REGULATIONS OF CONNECTICUT STATE AGENCIES, SECTIONS 20-300B-1
THROUGH 20-300B-20, THE "MINIMUM STANDARDS OF ACCURACY, CONTENT &
CERTIFICATION FOR SURVEYS AND MAPS," AS AMENDED OCTOBER 26, 2018.
IT IS A RIGHT OF WAY SURVEY AND IS INTENDED TO DEPICT THE LIMITS OF
THE PROPERTY TRANSACTION FOR THE PROJECT REFERENCED HEREON.
THE BASE LINE FROM WHICH THIS PROPERTY TRANSACTION IS REFERENCED
CONFORMS TO CLASS A-2 HORIZONTAL ACCURACY.
2. THE FEATURES DEPICTED ARE THE RESULT OF THE GENERAL LOCATION
SURVEY FOR THE PROJECT OR AS REFERENCED HEREON.
3. THE PROPERTY AND STREET LINES DEPICTED CONFORM TO CLASS D
ACCURACY. THEY HAVE BEEN COMPILED FROM VARIOUS SOURCES AND ARE
NOT TO BE CONSTRUED AS NECESSARILY BEING THE RESULT OF A FIELD
SURVEY, NOR DO THEY REPRESENT A PROPERTY/BOUNDARY OPINION.
4. THE CONSTRUCTION EASEMENT DEPICTED HEREON WILL BE FORMALLY
EXTINGUISHED BY AN AFFIDAVIT THAT WILL BE FILED IN THE PUBLIC LAND
RECORDS.
5. APPARENT STREET LINE WAS USED WHERE THE CITY HAD NO ESTABLISHED
STREET LINE. THE CURB LINE WAS USED AS A GUIDE FOLLOWING THE FORMAT
USED IN TOWN CLERK MAPS 12565 & 12566.



DRAWN BY: JMJ
DATE: 10/25/20
CHECKED BY: KJC
DATE: 12/10/20

F:\file: pws\ndot\proj\ctw\sean\the.com\CT DOT\Documents\010 - Projects - Active\0301-0176-500_Pra_Destqn05_Property_Maps\SV_CS_301-176_031A_PM.dgn



SCALE IN FEET

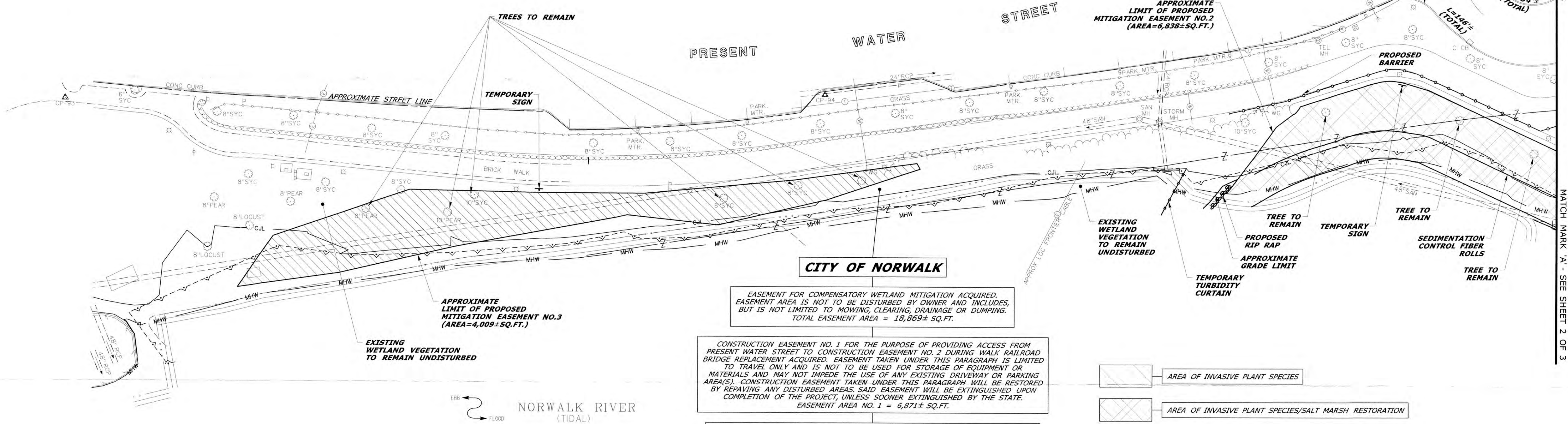
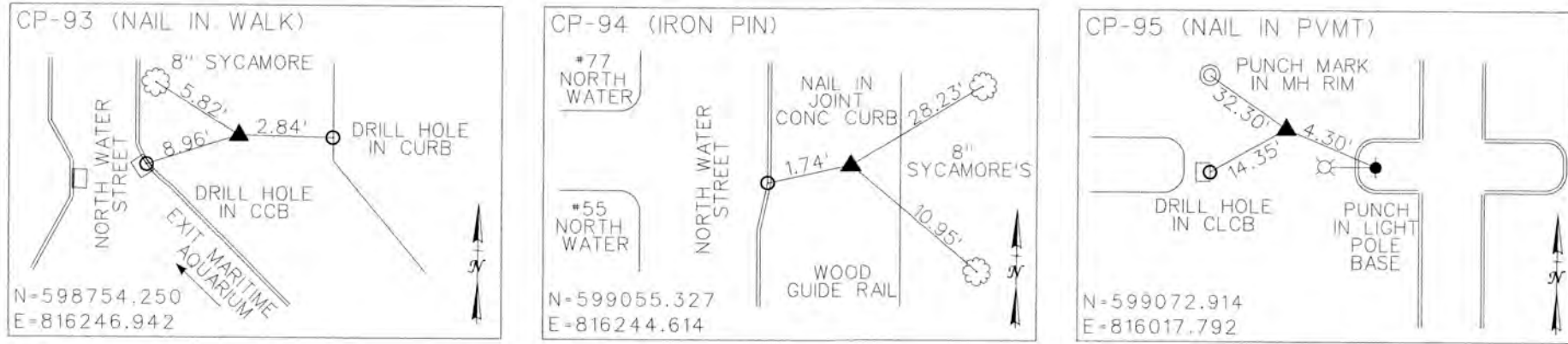
20	0	20	40
DATE	REVISION	REQ. BY	
3/22/21	REV. CONST. EASE.	EF	

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

VOID WITHOUT LIVE SIGNATURE AND EMBOSSED SEAL
TOWN NO. 102
PROJECT NO. 301-176
SERIAL NO. 31A
SHEET 1 OF 1
DATE
TITLE
MANAGER - SURVEY OPERATIONS
CHRISTINE E. AUBREY, P.L.S.
PLS #18823

RIGHT OF WAY SURVEY
TOWN OF NORWALK
MAP SHOWING EASEMENT ACQUIRED FROM
CITY OF NORWALK
BY
THE STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
WALK RAILROAD BRIDGE REPLACEMENT
SCALE 1" = 20'
JANUARY 2021
SCOTT A. HILL, P.E.
CHIEF ENGINEER - BUREAU OF ENGINEERING AND CONSTRUCTION

EXHIBIT C



E 816400

REFERENCES:

1. GENERAL LOCATION SURVEY PROVIDED BY CONNDOT DISTRICT 3. PROJECT NO. 301-176, CADD FILE: SV-D3-301-0176 NORWALK WALK BRIDGE REPLACEMENT PARCELS.GRN.DGN
2. CONNDOT CONSTRUCTION PROJECT NO. 301-176 ENTITLED: "WALK RAILROAD BRIDGE REPLACEMENT"
3. VOL. 233, PG. 574 (EASE.)
4. VOL. 771, PG. 292 (CERT. TAKING)
5. VOL. 708, PG. 479 (DEED)
6. VOL. 238, PG. 200 (EASE.)
7. VOL. 644, PG. 599 (EASE.)
8. VOL. 4737, PG. 38 (EASE.)
9. CONNDOT RAILROAD VAL MAP 58-69-24
10. CONNDOT BRC FILE (102)7001-000-319R
11. CONNDOT BRC FILE (102)7001-000-546
12. CONNDOT BRC FILE (102)301-176-33
13. CONNDOT BRC FILE 102-58-38

NOTES:

1. THIS COMPILATION PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE REGULATIONS OF CONNECTICUT STATE AGENCIES, SECTIONS 20-300B-1 THROUGH 20-300B-20, THE "MINIMUM STANDARDS OF ACCURACY, CONTENT & CERTIFICATION FOR SURVEYS AND MAPS," AS AMENDED OCTOBER 26, 2018. IT CONFORMS TO CLASS D ACCURACY AND IS INTENDED TO DEPICT THE LIMITS OF THE PROPERTY TRANSACTION AS NOTED HEREON. THIS PLAN WAS COMPILED FROM OTHER MAPS, RECORD RESEARCH AND/OR OTHER SOURCES OF INFORMATION. IT IS NOT TO BE CONSTRUED AS HAVING BEEN NECESSARILY OBTAINED AS THE RESULT OF A FIELD SURVEY AND IS SUBJECT TO SUCH CHANGE AS AN ACCURATE FIELD SURVEY MAY DISCLOSE.
2. THE TOPOGRAPHY AND PROPERTY LINE EVIDENCE DEPICTED ARE BASED UPON THE SURVEY/MAPPING DATA AS REFERENCED. UNLESS OTHERWISE NOTED, THESE PROPERTY/BOUNDARY LINES DO NOT REPRESENT THE PROFESSIONAL OPINION OF THE UNDERSIGNED.
3. THE CONSTRUCTION EASEMENTS DEPICTED HEREON WILL BE FORMALLY EXTINGUISHED BY AN AFFIDAVIT WHICH WILL BE FILED IN THE PUBLIC LAND RECORDS.

DRAWN BY: KJC

DATE: 12/19/19

CHECKED BY: SAE

DATE: 03/31/20

File: p:\votdot\proj\sean\lra.com\TODOT\Documents\QJD - Projects - Active\Q301-0176\500_Pre_Design\05_Property_Maps\SV_CS_301_176_033A_PM_1.dgn

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

SCALE IN FEET		
20	0	20 40
DATE	REVISION	REQ. BY
11/3/20	REVISED EASE. 1, 2, 3 & 4	D.J.M
01/26/21	TREES/WOOD STRUCT & NOTES	D.J.M

VOID WITHOUT LIVE SIGNATURE AND EMBOSSED SEAL

PLS #18823

TOWN NO. 102

PROJECT NO. 301-176

SERIAL NO. 334

SHEET 1 OF 3

DATE

CHRISTINE E. AUBREY, P.L.S.

TRANS. PRINCIPAL ENGINEER

COMPILATION PLAN

TOWN OF NORWALK

MAP SHOWING EASEMENT ACQUIRED FROM

CITY OF NORWALK

BY

THE STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

WALK RAILROAD BRIDGE REPLACEMENT

SCALE 1"=20'

SCOTT A. HILL, P.E.

MAY 2020

CHIEF ENGINEER - BUREAU OF ENGINEERING AND CONSTRUCTION



EASEMENT FOR COMPENSATORY WETLAND MITIGATION ACQUIRED.
EASEMENT AREA IS NOT TO BE DISTURBED BY OWNER AND INCLUDE
BUT IS NOT LIMITED TO MOWING, CLEARING, DRAINAGE OR DUMPING
TOTAL EASEMENT AREA = 18,869±SQ.FT.

CONSTRUCTION EASEMENT NO. 1 FOR THE PURPOSE OF PROVIDING ACCESS FROM PRESENT WATER STREET TO CONSTRUCTION EASEMENT NO. 1 DURING RAILROAD BRIDGE REPLACEMENT ACQUIRED. EASEMENT TAKEN UNDER THIS PARAGRAPH IS LIMITED TO TRAVEL ONLY AND IS NOT TO BE USED FOR STORAGE OF EQUIPMENT OR MATERIALS AND MAY NOT IMPEDE THE USE OF ANY EXISTING DRIVEWAY OR PARKING AREA. CONSTRUCTION EASEMENT TAKEN UNDER THIS PARAGRAPH WILL BE RESTORED BY REPEATING ANY DISTURBANCE AREAS. EASEMENT WILL BE EXTINGUISHED UPON COMPLETION OF THE PROJECT, UNLESS SOONER EXTINGUISHED BY THE STATE. EASEMENT AREA NO. 1 = 6,871± SQ.FT.

CONSTRUCTION EASEMENT NO. 2 FOR THE PURPOSE OF STORAGE AND LAYDOWN OF CONSTRUCTION MATERIALS DURING WALK RAILROAD BRIDGE REPLACEMENT ACQUIRED. CONSTRUCTION EASEMENT TAKEN UNDER THIS PARAGRAPH WILL BE RESTORED BY REMOVING ANY CONSTRUCTION MATERIALS AND BY PAVING, GRADING AND/OR SEEDING ANY DISTURBED AREAS. SAID EASEMENT WILL BE EXTINGUISHED UPON COMPLETION OF THE PROJECT, UNLESS SOONER EXTINGUISHED BY THE STATE. EASEMENT AREA, NO. 2 = 7,014± SQ.FT.

CONSTRUCTION EASEMENT NO. 3 FOR THE PURPOSE OF PEDESTRIAN ACCESS TO PAVED PATHWAY AND BRIDGE. CONSTRUCTION OF TEMPORARY ACCESS RAMP AND REMOVAL OF STONE WALL AND WOOD FRAME STRUCTURE DURING WALK RAILROAD BRIDGE REPLACEMENT ACQUIRED. CONSTRUCTION EASEMENT TAKEN UNDER THIS PARAGRAPH WILL NOT IMPEDE PEDESTRIAN ACCESS AND WILL BE RESTORED BY REMOVING ANY TEMPORARY APPURTENANCES REPLACING STONE WALL, RESETTING WOOD FRAME STRUCTURE AND BY RAISING AND REPAIRING AND REBARBED AREAS. SAID EASEMENT WILL BE EXTINGUISHED UPON COMPLETION OF THE PROJECT, UNLESS SOONER EXTINGUISHED BY THE STATE.
EASEMENT AREA NO. 3 = 2,022± SQ.FT.

CONSTRUCTION EASEMENT NO. 4 FOR THE PURPOSE OF PROVIDING CONSTRUCTION ACCESS, PEDESTRIAN ACCESS AND REMOVAL/REPLACEMENT OF BOLLARDS DURING WALK RAILROAD BRIDGE REPLACEMENT ACQUIRED EASEMENT TAKEN FROM THE PUBLIC TRAIL RIGHT-OF-WAY. THIS EASEMENT IS NOT TO BE USED FOR STORAGE OF EQUIPMENT OR MATERIALS AND MAY NOT IMPED PEDESTRIAN ACCESS OR THE USE OF ANY EXISTING DRIVEWAY OR DRIVEWAY ACCESS. ANY DAMAGE TO THE EXISTING DRIVEWAY OR DRIVEWAY ACCESS WILL BE RESTORED BY REPAVING ANY DISTURBED AREAS. SAID EASEMENT WILL BE EXTINGUISHED UPON COMPLETION OF THE PROJECT, UNLESS SOONER EXTINGUISHED BY THE STATE.

EASEMENT AREA NO. 4 = 15,315 SQ. FT.

RIGHT TO INSTALL BARRIER ACQUIRED.
RIGHT = $314 \pm$ L.F.

RIGHT TO GRADE AND PLACE RIP RAP ACQUIRED
RIGHT AREA = 16±SQ.FT.

RIGHT TO INSTALL TURBIDITY CURTAIN ACQUIRED
RIGHT = $13 \pm \text{L.F.}$

RIGHT TO INSTALL TEMPORARY SIGNS ACQUIRED.

RIGHT TO REMOVE TREES ACQUIRED.

$$\frac{V \ 58^{69}}{24}$$

...JECT TO A 30'
...IN FAVOR OF
...CT (DOT)
...319R

MATCH MARK 'B-2' - SEE SHEET 3 OF 3

REFERENCES

1. GENERAL LOCATION SURVEY PROVIDED BY CONNDOT DISTRICT 3.
PROJECT NO. 301-176, CAD FILE: SV-03-301.0176-NORWALK.
WALK, BRIDGE, REPLACEMENT, PARCELS, GRN.DGN
2. CONNDOT CONSTRUCTION PROJECT NO. 301-176 ENTITLED:
"WALK RAILROAD BRIDGE REPLACEMENT"
3. VOL. 233, PG. 574 (EASE.)
4. VOL. 771, PG. 292 (CERT. TAKING)
5. VOL. 708, PG. 479 (DEED)
6. VOL. 238, PG. 200 (EASE.)
7. VOL. 644, PG. 599 (EASE.)
8. VOL. 4737, PG. 38 (EASE.)
9. CONNDOT RAILROAD VAL MAP 58-69-24
10. CONNDOT BRC FILE (102)7001-000-319R
11. CONNDOT BRC FILE (102)7001-000-546
12. CONNDOT BRC FILE (102)301-176-33
13. CONNDOT BRC FILE 102-58-38
14. MAP ENTITLED "PROPERTY MAP SHOWING PARCEL TO BE ACQUIRED
FROM: CONNECTICUT DEPARTMENT OF TRANSPORTATION BY: CITY OF
NORWALK, AWW STREET SOUTH NORWALK, CONNECTICUT, SCALE 1"=50';
DATED MARCH 21 2000, REVISED TO 11/21/02
(MAP NO. 12394 N.L.R.)
15. MAP ENTITLED "MAP OF PROPERTY PREPARED FOR E.C.BENEDICT &
CO. AT NORWALK, CONN.," SCALE 1"=50'; DATED 1937
(MAP NO. 1481 N.L.R.)
16. MAP ENTITLED "MAP SHOWING VARIOUS PARCELS OF LAND SITUATED
IN NORWALK, CONNECTICUT, PREPARED FOR THE J. & M. REALTY CO.,
DANBURY, CONNECTICUT," SCALE 1"=60'; DATED 10/25/65, REVISED TO
FEB. 25, 1966
(MAP NO. 7155 N.L.R.)
17. MAP ENTITLED "THE NEW YORK NEW HAVEN & HARTFORD RAILROAD
CO., REAL ESTATE & RIGHT OF WAY DEPARTMENT, LAND IN ~ NORWALK,
CONN., EASEMENT TO BE GRANTED TO CITY OF NORWALK," SCALE 1 IN
= 40 FT., DATED MAY 1920
(MAP NO. 1084 N.L.R.)

1. THIS COMPILATION PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE REGULATIONS OF CONNECTICUT STATE AGENCIES, SECTIONS 20-300B THROUGH 20-300B-20, THE "MINIMUM STANDARDS OF ACCURACY," AND THE CERTIFICATION FOR SURVEYS AND MAPS," AS AMENDED IN 2018. IT CONFORMS TO CLASS C ACCURACY AND IS INTENDED TO DEPICT THE LIMITS OF THE PROPERTY TRANSACTION AS NOTED HEREON. THIS PLAN WAS COMPILED FROM OTHER MAPS, RECORD RESEARCH AND/OR OTHER SOURCES OF INFORMATION. IT IS NOT TO BE CONSTRUED AS HAVING BEEN NECESSARILY OBTAINED AS THE RESULT OF A FIELD SURVEY AND IS SUBJECT TO SUCH CHANGE AS INACCURATE FIELD SURVEY MAY DISCLOSE.

2. THE TOPOGRAPHY AND PROPERTY LINE EVIDENCE DEPICTED ARE BASED UPON THE SURVEY/MAPPING DATA AS REFERENCED UNLESS OTHERWISE NOTED, THESE PROPERTY/BOUNDARY LINES DO NOT REPRESENT THE PROFESSIONAL OPINION OF THE UNDERSIGNED.

3. THE CONSTRUCTION EASEMENTS DEPICTED HEREON WILL BE FORMALLY EXTINGUISHED BY AN AFFIDAVIT WHICH WILL BE FILED IN THE PUBLIC LAND RECORDS.

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

PLS #18823

TOWN NO. 102
PROJECT NO. 301-176 CHRISTINE E. AUBREY, P.L.S.
SERIAL NO. 33A TITLE TRANS. PRINCIPAL ENGINEER
SHEET 2 OF 3 DATE _____

COMPILATION PLAN

TOWN OF NORWALK
MAP SHOWING EASEMENT ACQUIRED FROM
CITY OF NORWALK

BY
THE STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

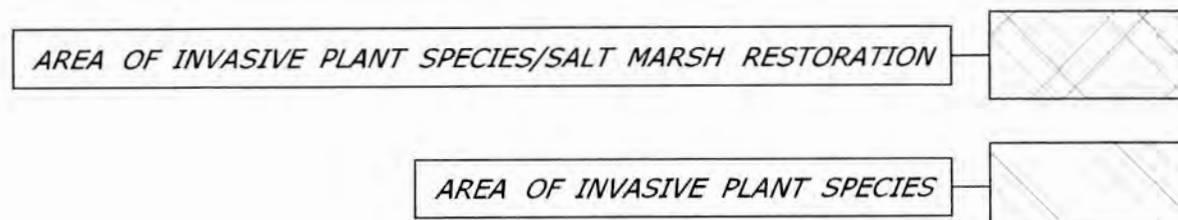
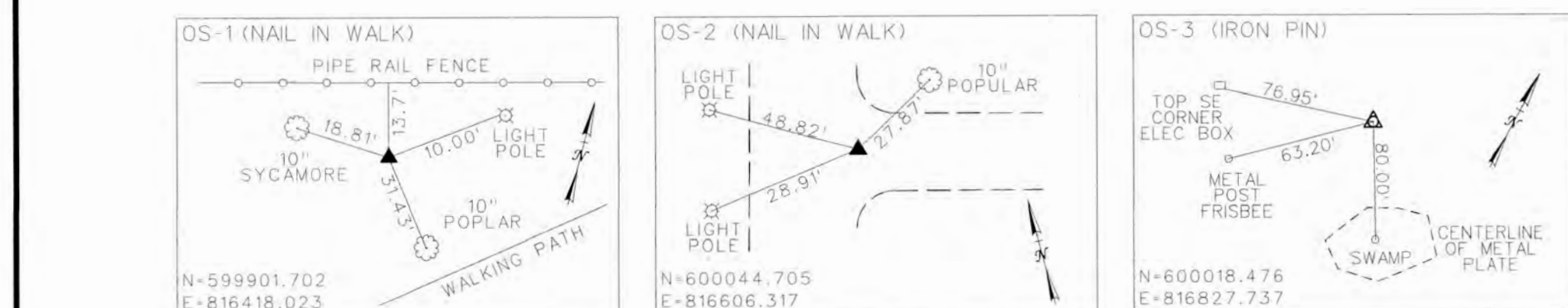
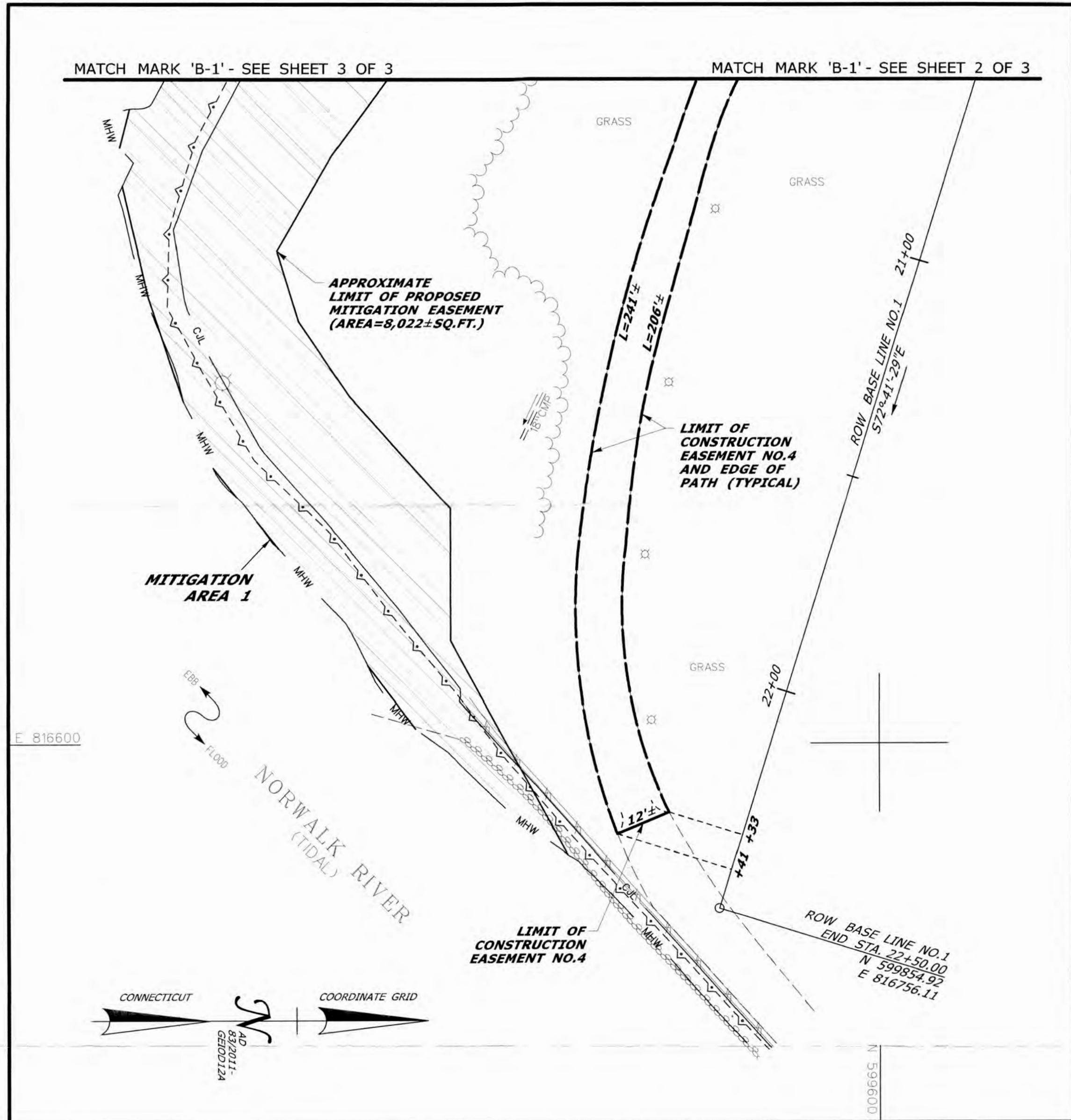
WALK RAILROAD BRIDGE REPLACEMENT

SCALE 1" = 20' MAY 2020

SCOTT A. HILL, P.E.
CHIEF ENGINEER - BUREAU OF ENGINEERING AND CONSTRUCTION

DRAWN BY	KJC
DATE	12/10/19
CHECKED BY	SAE
DATE	03/31/19

File: pw:\ctdot.projectwiseonline.com\CTDOT\Documents\01.0 - Projects - Active\0301-0176\500_Pre_Design\05_Property_Maps\SV_CS_301_I76_033A_PM_2.dgn



REFERENCES:

1. GENERAL LOCATION SURVEY PROVIDED BY CONDOT DISTRICT 3. PROJECT NO. 301-176, CADD FILE: SV.D3.301.0176.NORWALK.WALK.BRIDGE.REPLACEMENT.PARCELS.GRN.DWG
2. CONDOT CONSTRUCTION PROJECT NO. 301-176 ENTITLED: "WALK RAILROAD BRIDGE REPLACEMENT"
3. VOL. 233, PG. 574 (EASE.)
4. VOL. 771, PG. 292 (CERT. TAKING)
5. VOL. 708, PG. 479 (DEED)
6. VOL. 238, PG. 200 (EASE.)
7. VOL. 644, PG. 599 (EASE.)
8. VOL. 4737, PG. 38 (EASE.)
9. CONDOT RAILROAD VAL MAP 58-69-24
10. CONDOT BRC FILE (102)7001-000-319R
11. CONDOT BRC FILE (102)7001-000-546
12. CONDOT BRC FILE (102)301-176-33
13. CONDOT BRC FILE 102-58-38

NOTES:

1. THIS COMPILATION PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE REGULATIONS OF CONNECTICUT STATE AGENCIES, SECTIONS 20-300B-1 THROUGH 20-300B-20, THE "MINIMUM STANDARDS OF ACCURACY, CONTENT, CERTIFICATION FOR SURVEYS AND MAPS," AS AMENDED OCTOBER 26, 2018. IT CONFORMS TO CLASS D ACCURACY AND IS INTENDED TO DEPICT THE LIMITS OF THE PROPERTY TRANSACTION AS NOTED HEREON. THIS PLAN WAS COMPILED FROM OTHER MAPS, RECORD RESEARCH AND/OR OTHER SOURCES OF INFORMATION. IT IS NOT TO BE CONSTRUED AS HAVING BEEN NECESSARILY OBTAINED AS THE RESULT OF A FIELD SURVEY AND IS SUBJECT TO SUCH CHANGE AS AN INACCURATE FIELD SURVEY MAY DISCLOSE.
2. THE TOPOGRAPHY AND PROPERTY LINE EVIDENCE DEPICTED ARE BASED UPON THE SURVEY/MAPPING DATA AS REFERENCED. UNLESS OTHERWISE NOTED, THESE PROPERTY/BOUNDARY LINES DO NOT REPRESENT THE PROFESSIONAL OPINION OF THE UNDERSIGNED.
3. THE CONSTRUCTION EASEMENTS DEPICTED HEREON WILL BE FORMALLY EXTINGUISHED BY AN AFFIDAVIT WHICH WILL BE FILED IN THE PUBLIC LAND RECORDS.

DRAWN BY **KJC**

DATE **12/10/19**

CHECKED BY **SAE**

DATE **03/31/20**

Files: pw:\caddat\pro\tech\wson\ne.com\CTDOT\Documents\010 - Projects - Active\0301-0176-500_Pre_Design\05_Property_Maps\SV_CS_301_0176_033A_PW_3.dgn

CITY OF NORWALK

EASEMENT FOR COMPENSATORY WETLAND MITIGATION ACQUIRED. EASEMENT AREA IS NOT TO BE DISTURBED BY OWNER AND INCLUDES, BUT IS NOT LIMITED TO MOWING, CLEARING, DRAINAGE OR DUMPING. TOTAL EASEMENT AREA = 18,869± SQ. FT.

CONSTRUCTION EASEMENT NO. 1 FOR THE PURPOSE OF PROVIDING ACCESS FROM PRESENT WATER STREET TO CONSTRUCTION EASEMENT NO. 2 DURING WALK RAILROAD BRIDGE REPLACEMENT ACQUIRED. EASEMENT TAKEN UNDER THIS PARAGRAPH IS LIMITED TO TRAVEL ONLY AND IS NOT TO BE USED FOR STORAGE OF EQUIPMENT OR MATERIALS AND MAY NOT IMPEDE THE USE OF ANY EXISTING DRIVEWAY OR PARKING AREA(S). CONSTRUCTION EASEMENT TAKEN UNDER THIS PARAGRAPH WILL BE RESTORED BY REPAVING ANY DISTURBED AREAS. SAID EASEMENT WILL BE EXTINGUISHED UPON COMPLETION OF THE PROJECT, UNLESS SOONER EXTINGUISHED BY THE STATE. EASEMENT AREA NO. 1 = 6,871± SQ. FT.

CONSTRUCTION EASEMENT NO. 2 FOR THE PURPOSE OF STORAGE AND LAYDOWN OF CONSTRUCTION MATERIALS DURING WALK RAILROAD BRIDGE REPLACEMENT ACQUIRED. CONSTRUCTION EASEMENT TAKEN UNDER THIS PARAGRAPH WILL BE RESTORED BY REMOVING ANY CONSTRUCTION MATERIALS AND BY PAVING, GRADING AND/OR SEEDING ANY DISTURBED AREAS. SAID EASEMENT WILL BE EXTINGUISHED UPON COMPLETION OF THE PROJECT, UNLESS SOONER EXTINGUISHED BY THE STATE. EASEMENT AREA NO. 2 = 7,014± SQ. FT.

CONSTRUCTION EASEMENT NO. 3 FOR THE PURPOSE OF PEDESTRIAN ACCESS TO PAVED PATHWAY AND BRIDGE. CONSTRUCTION ACCESS, CONSTRUCTION OF TEMPORARY ACCESS RAMP AND REMOVAL OF STONE WALL AND WOOD FRAME STRUCTURE DURING WALK RAILROAD BRIDGE REPLACEMENT ACQUIRED. CONSTRUCTION EASEMENT TAKEN UNDER THIS PARAGRAPH WILL NOT IMPEDE PEDESTRIAN ACCESS AND WILL BE RESTORED BY REMOVING ANY TEMPORARY APPURTENANCES, REPLACING STONE WALL, RESETTling WOOD FRAME STRUCTURE AND BY PAVING, GRADING AND/OR SEEDING ANY DISTURBED AREAS. SAID EASEMENT WILL BE EXTINGUISHED UPON COMPLETION OF THE PROJECT, UNLESS SOONER EXTINGUISHED BY THE STATE. EASEMENT AREA NO. 3 = 2,022± SQ. FT.

CONSTRUCTION EASEMENT NO. 4 FOR THE PURPOSE OF PROVIDING CONSTRUCTION ACCESS, PEDESTRIAN ACCESS AND REMOVAL/REPLACEMENT OF BOLLARDS DURING WALK RAILROAD BRIDGE REPLACEMENT ACQUIRED. EASEMENT TAKEN UNDER THIS PARAGRAPH IS LIMITED TO TRAVEL ONLY AND IS NOT TO BE USED FOR STORAGE OF EQUIPMENT OR MATERIALS AND MAY NOT IMPEDE PEDESTRIAN ACCESS OR THE USE OF ANY EXISTING DRIVEWAY OR PARKING AREA(S). CONSTRUCTION EASEMENT TAKEN UNDER THIS PARAGRAPH WILL BE RESTORED BY REPAVING ANY DISTURBED AREAS. SAID EASEMENT WILL BE EXTINGUISHED UPON COMPLETION OF THE PROJECT, UNLESS SOONER EXTINGUISHED BY THE STATE. EASEMENT AREA NO. 4 = 15,315± SQ. FT.

RIGHT TO INSTALL BARRIER ACQUIRED. RIGHT = 314± L.F.

RIGHT TO GRADE AND PLACE RIP RAP ACQUIRED. RIGHT AREA = 16±SQ. FT.

RIGHT TO INSTALL TURBIDITY CURTAIN ACQUIRED. RIGHT = 13± L.F.

RIGHT TO INSTALL TEMPORARY SIGNS ACQUIRED.

RIGHT TO REMOVE TREES ACQUIRED.

REMOVE AND REPLACE BOLLARDS AS REQUIRED DURING CONSTRUCTION

ROW BASE LINE NO. 2

END STA. 30+00.00

N 599834.92

E 816756.11

LIMIT OF CONSTRUCTION EASEMENT NO. 4

ROW BASE LINE NO. 2

END STA. 31+00.00

N 599834.92

E 816838.25

14. MAP ENTITLED "PROPERTY MAP SHOWING PARCEL TO BE ACQUIRED FROM: CONNECTICUT DEPARTMENT OF TRANSPORTATION BY: CITY OF NORWALK, ANN STREET, SOUTH NORWALK, CONNECTICUT", SCALE 1"=50', DATED MARCH 21, 2000, REVISED TO 11/21/02 (MAP NO. 12394 N.L.R.)
15. MAP ENTITLED "MAP OF PROPERTY PREPARED FOR E.C. BENEDICT & CO. AT NORWALK, CONN.", SCALE 1"=50', DATED 1937 (MAP NO. 1481 N.L.R.)
16. MAP ENTITLED "MAP SHOWING VARIOUS PARCELS OF LAND SITUATED IN NORWALK, CONNECTICUT, PREPARED FOR THE J. & M. REALTY CO., DANBURY, CONNECTICUT", SCALE 1"=60', DATED 10/25/65, REVISED TO FEB. 25, 1966 (MAP NO. 7155 N.L.R.)
17. MAP ENTITLED "THE NEW YORK NEW HAVEN & HARTFORD RAILROAD CO., REAL ESTATE & RIGHT OF WAY DEPARTMENT, LAND IN ~ NORWALK, CONN., EASEMENT TO BE GRANTED TO CITY OF NORWALK", SCALE 1 IN. = 40 FT., DATED MAY 1930 (MAP NO. 1084 N.L.R.)

SCALE IN FEET

DATE	REVISION	REQ. BY
11/3/20	REVISED EASE 1, 2, 3 & 4	D.J.M.
01/26/21	TREES/WOOD STRUCT & NOTES	D.J.M.

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

VOID WITHOUT LIVE SIGNATURE AND EMBOSSED SEAL

PLS #18823

TOWN NO. **102**

PROJECT NO. **301-176**

SERIAL NO. **33A**

SHEET **3** OF **3**

DATE

TITLE **TRANS. PRINCIPAL ENGINEER**

COMPILATION PLAN

TOWN OF NORWALK

MAP SHOWING EASEMENT ACQUIRED FROM

CITY OF NORWALK

BY

THE STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

WALK RAILROAD BRIDGE REPLACEMENT

SCALE 1"=20'

SCOTT A. HILL, P.E.

CHIEF ENGINEER - BUREAU OF ENGINEERING AND CONSTRUCTION

MAY 2020