

# MINUTES

## WATERTOWN TOWN COUNCIL SPECIAL TOWN MEETING

### WATERTOWN HIGH SCHOOL LECTURE ROOM MONDAY, JANUARY 4, 2010, 7:15 P.M.

**PRESENT:** Elaine Adams  
Richard DiFederico  
Katherine Duplissie  
Richard Fusco  
Linda Masayda  
Raymond Primini, Chairman  
Paul Rinaldi  
MaryAnn Rosa  
Thomas Winn

**ABSENT:** None

**OTHERS PRESENT:** Chuck Berger, Town Engineer

#### 1. Convene Special Town Meeting

Mr. Primini, Chairman, Called the Special Town Meeting to Order at 7:15 p.m.

**MOTION:** (Ms. Rosa, sec. Mr. Winn) to nominate Raymond Primini for Moderator of the Special Town Meeting.

**Discussion:** **Mr. Primini:** Are there any other nominations? Are there any other nominations? Are there any other nominations?

MOTION PASSED UNANIMOUSLY

**MOTION:** (Ms. Rosa, sec. Mr. Winn) to nominate Lynn LaForme for Secretary of the Special Town Meeting.

**Discussion:** **Mr. Primini:** Are there any other nominations? Are there any other nominations? Are there any other nominations?

MOTION PASSED UNANIMOUSLY

Mr. Primini, Moderator, read aloud the Call of the Meeting as follows:

WARNING AND NOTICE  
TOWN OF WATERTOWN, CONNECTICUT  
SPECIAL TOWN MEETING  
January 4, 2010

The legal voters of the Town of Watertown and those entitled to vote in Town Meetings are hereby WARNED AND NOTIFIED of a Special Town Meeting to be held on Monday, January 4, 2010 at 7:15 p.m. at the Watertown High School Lecture Room, 324 French Street, Watertown, Connecticut to consider appropriating \$681,667 from the Capital Projects Fund for funding a capital account for the French Street pavement rehabilitation project. Funds to be reimbursed through the Connecticut Department of Transportation as part of the American Recovery and Reinvestment Act of 2009.

Dated in Watertown, Connecticut this 23rd day of December, 2009.

---

Charles Frigon, Town Manager

RETURN OF  
WARNING AND NOTICE  
TOWN OF WATERTOWN, CONNECTICUT  
SPECIAL TOWN MEETING  
January 4, 2010

I hereby certify that on December 23, 2009, I left a duplicate copy of the attached WARNING AND NOTICE of a Special Town Meeting of the Town of Watertown, Connecticut, to be held on January 4, 2010 with Virginia Russo, Assistant Town Clerk.

I further certify that on December 24, 2009 I caused a copy of said Warning and Notice to be published in the TOWN TIMES Newspaper, which has a substantial circulation in said Town.

I further certify that on December 23, 2009, I caused to be set upon the signpost nearest the office of the Town Clerk and all other places with signposts designated by the Town, a written copy of said Warning and Notice signed by me as Town Manager.

I further certify that all the above acts were done at least five (5) days before the holding of the Special Town Meeting on January 4, 2010.

Dated at Watertown, Connecticut this 23<sup>rd</sup> day of December, 2009.

---

Charles Frigon, Town Manager

**TOWN CLERK'S CERTIFICATION**  
**AS TO WARNING AND RETURN OF WARNING**

I hereby certify that the attached WARNING AND NOTICE of the foregoing RETURN OF WARNING are duly recorded in the records of the Town of Watertown, Connecticut and that Charles Frigon. was the Town Manager of the Town of Watertown on the date the WARNING and RETURN OF WARNING were signed.

Dated at Watertown, Connecticut this 23rd day of December, 2009.

---

Virginia Russo, Assistant Town Clerk

**MOTION:** (Ms. Duplissie, sec. Ms. Rosa) I move to authorize the appropriation of \$681,667 from the Capital Projects Fund for funding a capital account for the French Street pavement rehabilitation project. Funds to be reimbursed through the Connecticut Department of Transportation as part of the American Recovery and Reinvestment Act of 2009.

**Discussion:** **Mr. Berger:** Good evening; happy new year. I'm the Town Engineer and if the Chairman and Council would like, and the public would like, I'll give a brief overview of the project. The French Street Paving Rehabilitation Project was one of about 25 projects that the Town of Watertown initially submitted under the program a little over a year ago. As the guide was developed and as the Regional Planning Agency began to see how many projects were in the region and what kind of dollar amounts might be available, the number of projects that the Town of Watertown actually submitted got narrowed down to 8 projects. Those 8 projects, we completed the designs last February, we completed the preliminary design I should say, and submitted them through the Council of Governments to the Department of Transportation. Through the selection process, which I wasn't part of, but the French Street milling and paving project was selected as the project that the Town of Watertown would receive funding for, it was the best candidate sitting within the project guidelines and within the available funds that the Town of Watertown was allocated.

The project will consist of milling and paving French Street from beginning to end, from Main Street to Buckingham Street, about 7,800 feet. We are going to replace the bituminous concrete curbing on one side of the road as well as the traffic signal loop detectors that are installed at the High School entrance as well as at Main Street and at Buckingham Street. We will also be milling and paving about 10 feet into each of the side streets, we will replace all of the line striping, crosswalk striping, and things of that nature.

French Street was last reconstructed in the late 1980's. It does meet current safety standards for horizontal and vertical alignment. The drainage system is in good condition. There are some catch basin tops that will need to be replaced which will be done by Public Works. The pavement is beginning to deteriorate, there is moderate cracking occurring throughout its length.

One of the major features of French Street is the bridge over Steele Brook. When this project was first conceived, the Department of Transportation encouraged us, in addition to milling the pavement in that area, was to mill down even further in repairing some membranes that sit on top of the bridge decking. That was part of the first submittal to the Department of Transportation. Upon further review both with the Department of Transportation, and discussion during the design process, that portion of the project has been removed and we will not be replacing membranes, just be milling and paving an inch and a half on the bridge deck over Steele Brook. In the notice we will be reimbursed 100% of the cost up to a maximum of \$681,667. Our current cost estimate is \$666,982 and that does not include all in house construction, inspection as well as testing, which we'll have to hire out and that will also be reimbursed 100% from this money. The Town will bid the project out and will pay the contractor and submit reimbursement to the Department of Transportation with an estimated turnaround time within 30 days. The schedule calls for, the Federal money must be obligated by March 2, 2010. Our target date for advertising is February 17, 2010 and we hope to construct in the Spring or early Summer of this year. The project will be short term in duration. Following the milling of the street, the contract documents currently call for it to be paved within 7 days of completing of the milling so it will be a short duration project cause it's a heavily used road so we want to get in and get out as soon as we can.

**Mr. Fusco:** After we pay this, we take the money out of our capital funds, we pay this and then the State reimburses us within 30 days?

**Mr. Berger:** Yes.

**Mr. Fusco:** That's the process, there's no . . . the reason I'm bringing this up is we're taking the money out of our capital funds and we're losing interest on it, and then we're just putting the money back. Is that the procedure that we have to follow?

**Mr. Berger:** Yes. It has to be reimbursed. We have to pay the contractor up front. I did speak to the Department of Transportation today to find out what the process was and what their estimated turnaround time was and according to them they've done a very good job of streamlining the process, it's currently going shorter than that timeframe, but what they are saying publicly to all of the towns is they will reimburse us within 30 days. We will have a check . . . .

**Mr. Fusco:** Okay (inaudible).

**Ms. Adams:** As with any of these projects, it's not anything new that we have to put the money up front (inaudible) reimbursement, that's been the standard operating procedure forever probably (inaudible) State funded projects.

**Mr. Berger:** That's my understanding as well of all our programs; when State money is involved, rarely do we get a check up front.

**Richard Wick, Northfield Road, Watertown, CT 06795**

**Mr. Wick:** What happens if the total cost exceeds the amount we're talking about tonight?

**Mr. Berger:** We are capped at the amount we are talking about tonight. There will be no, at this point in time, there will be no further federal money that will come to us for that. If the project does go over budget we would have to look for other sources of money, whether they be through the LOCIP Program or some other, I think the Director of Public Works would look to other sources, state or federal, before we looked to the Town for any overrun, which we don't expect at this point. We are about \$20,000 or \$30,000 under what the cap is right now, with contingency of 10% and incidentals of 10% so really there is a 20% cushion built into our cost estimate. The paving costs, we don't know what they're going to be this coming year, that's the biggest number here is what the per ton cost is going to be. Our estimate reflects what we paid last year for milling and paving. In speaking with the Department of Transportation today, they are encouraged that the projects that are currently going out to bid under this program, that's not to say it's going to happen for us, but they're seeing a 10% to 15% below engineer's estimate. There is no guarantee that's going to happen but we are capped at that amount. If it does come in over that, we'll have to address it.

**Ms. Duplissie:** Chuck, (inaudible) why you didn't use, decided to take the membranes off of this project for the bridge?

**Mr. Berger:** It got to be very expensive. The more the bridge design folks at the Department of Transportation began to look at what they wanted us to do there, it became very expensive and the bridge is currently rated in fair condition, it's not something that's critical and needs to be done now, it would have been nice since we were doing work on the road to do it now, but certainly the Department of Transportation inspects the bridge for the Town and I'm not sure how often, but on a regular basis, and they will continue to monitor it.

When and if it deteriorates to the point where it has to be replaced, there will be very neat cut lines, joints that we'll be able to go in, it will be an inconvenience to the traveling public, it would have been nice if we could have done it all in one shot, but it got complicated and expensive and because of the timeframe involved and the dollar amount involved in this project, it was a mutual decision between the Department of Transportation and the Town.

**Ms. Duplissie:** (Inaudible.)

**Mr. Berger:** No, it was there before that timeframe, I don't have the date that it was constructed, I'm sorry.

**Mr. Wick:** The more I listen, the more things come to mind. Given the uncertainty of the cost of asphalt and the fact that it's tied to oil, I'm assuming the Town has the power to do this, you might want to consider buying (inaudible) in the oil market just to lock in the cost of this (inaudible), assuming it's passed tonight.

MOTION PASSED UNANIMOUSLY

Special Town Meeting Adjourned at 7:29 p.m.

Respectfully submitted,

Raymond F. Primini, Moderator

Approved: \_\_\_\_\_  
Lynn M. LaForme, Clerk