

Town of Plymouth
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Capital Improvements Committee
Municipal Facilities Committee
Telephone: (860) 585-4001
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Minutes

December 19, 2011

Call to Order: Chairman Rodney Houle called the December 19, 2011, Joint Meeting of the Capital Improvements Committee Meeting and the Municipal Facilities Committee to order at 6:05 p.m., in the Assembly Room, Town Hall.

Roll Call: Present were Municipal Facilities Committee Member William Allread, Capital Improvements Committee Member George Castle, Municipal Facilities Committee Member William Hawley, Chairman Capital Improvements Committee/Municipal Facilities Committee Rodney Houle, Municipal Facilities Committee Member Carl Johnson, Municipal Facilities Committee Member John Pajeski, Municipal Facilities Committee Member Lou Santos, Capital Improvements Committee Member Matthew Tellier, Municipal Facilities Committee Member Ann Tuleja, and Municipal Facilities Committee Member Lynn White. Also present were Director of Finance David Bertnagel, Director of Public Works-Town Engineer, Anthony Lorenzetti, and Town Council Liaison DiAnna Schenkel.

Fire Exits Notification

Chairman Houle noted the Fire Exits for the record.

Pledge of Allegiance

Chairman Houle led the Capital Improvements Committee, the Municipal Facilities Committee, and the Public Audience in the Pledge of Allegiance.

Bonding Package Discussion

Rodney Houle stated that the Capital Improvements Committee had been meeting to get the ball rolling again for a future Bonding Proposal, noting that the previous proposal (19.5 million) had been too large and had scared many people who were misinformed and thought the proposal would raise their taxes. He further stated that both Committees had listened to the public's input and that the Capital Improvements Committee had decided to tackle the Town's infrastructure in the new Bonding Proposal.

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Bonding Package Discussion Cont'd.

Referencing the handout (see attachment) Rodney Houle stated that the Capital Improvements Committee, along with the Public Works Director and the Board of Finance representatives, had come up with a \$9.8 million Bonding Proposal strictly for infrastructure for the Town of Plymouth.

Rodney Houle stated that Anthony Lorenzetti had the \$30,000.00 Road Pavement Management Study that showed all of the Town roads which needed improvements of what type of road they were; i.e. Routine Maintenance, Preventive Maintenance, (Mill and Overlay) Structural Maintenance, and Base Rehabilitation. He further stated that there was \$20 million dollar worth of necessary road improvements and that figure included the 82 miles of Town roads.

Rodney Houle stated that this new Bonding Proposal (Phase One) would begin the infrastructure work and that the Committees would revisit the Town buildings and the Town departments at a later date.

Rodney Houle stated that the \$9.8 million Bonding Proposal was broken down as follows: \$1.6 million for the North Main Street Bridge, \$0.4 million for the Bemis Street Design and Pequabuck River Study, \$3.0 million for Seymour Road and \$4.8 million for Road Maintenance/Repairs.

Rodney Houle stated that there would be a 32.4 percent reimbursement to the Town once the North Main Street Bridge work began.

When questioned by Ann Tuleja, Rodney Houle stated that the North Main Street Bridge had been built in 1931 (with an addition) and had some walkway improvements done in 1977.

Rodney Houle stated that Anthony Lorenzetti had extensive, in-depth information for the \$3.0 million Seymour Road Project, which included architectural engineering, plans, elevations, etc.

When questioned by Ann Tuleja, Rodney Houle stated that the \$3.0 million included all of the necessary roadwork on Seymour Road and would provide some preventative maintenance to provide some siltation control for Lake Winfield. He further stated that the lake, itself, would be revisited down the road, as well.

Rodney Houle stated that the \$4.8 million for Road Maintenance/Repairs was broken down on page two (see attachment) and covered under the Preliminary Pavement Management System.

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Bonding Package Discussion Cont'd.

Rodney Houle stated that this information had been provided by the software, which came with the \$30,000.00 Road Pavement Management Study.

Rodney Houle stated that he wanted Anthony Lorenzetti to review the information this evening so that the Capital Improvements Committee and the Municipal Facilities Committee could begin discussion for the rebuilding of the Town (dams, roads, bridges, etc.)

Rodney Houle stated that he wanted the Capital Improvements Committee and the Municipal Facilities Committee members to go back to their boards, groups, etc., and let the people know “why and what” the Committees were planning to do with the new \$9.8 million dollar Bonding Proposal.

Rodney Houle stated that he wanted the members to help everyone understand the proposal and noted that the taxes would not go up a single dollar through the Bonding Proposal.

Anthony Lorenzetti stated that the Town had received correspondence from the State of Connecticut’s Department of Transportation (DOT) in 2009, resulting from a Bridge Report, recommending that the Town hire a Consultant because of the poor condition of the North Main Street Bridge.

Anthony Lorenzetti read the DOT letter into the record, noting that the necessary work was described as being critical, and was part of the overall report received on Town bridges over 20 feet in length. He further stated that the Town of Plymouth had ten such bridges.

Anthony Lorenzetti stated that the \$1.6 million dollar figure was the estimated result by a Consulting Engineer and that it was a two-span bridge. He further stated that the Town had the obvious issue of maintaining traffic across it and felt the Town would want to keep the bridge open, especially with the school nearby.

Anthony Lorenzetti stated if the Town ignored the repair work on the bridge, the Town would lose the grant monies and that at some point in the near future, there would be low ratings on the bridge and the Town would have to close that section of the road down.

When questioned by Ann Tuleja, Anthony Lorenzetti stated that the numbers were firm and were presently sitting with the State of Connecticut. He further stated that the number would escalate with time.

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Bonding Package Discussion Cont'd.

Anthony Lorenzetti stated that there were two design projects, Bemis Street and the Pequabuck River Study. He further stated that people would like to see Bemis Street fixed and that there were geometric concerns (bad site lines, areas need correcting, etc.) and that a proper design would be required. He further stated that there should be public sidewalks on at least one side of the street because it was a main road.

Ann Tuleja stated that the public has come to the Police Commission on a regular basis and told the Commission that the neighborhoods have changed in the Bemis Street area and that they wanted sidewalks because of the speed of the traffic.

Anthony Lorenzetti stated that the section of Bemis Street being presently discussed was from High Street to Route 72. He further stated that the other section of Bemis Street, near Middle Pond, would need some work done because the pond "overtops" and causes flooding in the area and that he was hoping to get some grant monies for it.

Anthony Lorenzetti stated that the Pequabuck River Study would address the Beach Avenue/Beach Avenue Culvert issue, noting that it had been on the books for years because it floods at least a couple times per year. He further stated that the Pequabuck River controlled this area and that he wanted to examine the hydraulics of the river through a study at least down to Main Street. Anthony Lorenzetti stated that if this Study were not performed it would be hard to control the flooding on Beach Avenue and noted that there was still brick debris in the river from when the Eagle Lock building had burned down many years ago.

Anthony Lorenzetti stated that the Board of Finance had given the Public Works Department monies to begin preliminary design work for Seymour Road. He further stated that Milone & MacBroom had done the design work and that anyone interested could see the design, noting that it was not the final design, but that it was adequate enough to begin the project.

When questioned by Carl Johnson if there was pipe buried, etc., in the Plan of Development, Anthony Lorenzetti stated that they were looking at a section that did not have sewers (by Ridge Road) noting that it was the Western side of Harwinton Avenue. He further stated that the preliminary estimate was \$2.5 million and would include fixing Seymour Road from where the DOT Project ended by the condos and all the way to Harwinton Avenue. Anthony Lorenzetti stated that it would include tying in drainage from Bernice Road, Kimman Drive and Ridge Road. Anthony Lorenzetti stated that in addition, there would be a couple of water quality ponds that would be put in on both sides of the road (at Lake Winfield) to treat any of the runoff before it went into the lake, in an effort to correct some of the deficiencies.

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Bonding Package Discussion Cont'd.

Anthony Lorenzetti stated that sidewalks were proposed on the entire eastern side of the street and would be connected to the sidewalks on Route 6, which would extend to the corner by the high school.

Anthony Lorenzetti stated that the \$3.0 million would include property acquisition and any additional engineering.

Anthony Lorenzetti stated that the current site line on Ridge Road allowed 16 miles per hour for traffic and the goal would be to make it safer. He further stated that there would be traffic-calming mechanisms (at the bottom of Lake Winfield) to prevent speeding in the area.

Anthony Lorenzetti stated that the 2010, \$30,000.00 Pavement Management Study, had been commissioned by the Board of Finance (see attachment) and stated that the maps had been generated through an analysis of the Study.

When questioned by William Allread, Anthony Lorenzetti stated that PCI represented the Pavement Conditioning Index.

Rodney Houle stated that copies of the Pavement Management Study had been previously distributed and requested that Anthony Lorenzetti explain to both Committees how the \$7 million dollars for Phase I would be utilized.

Rodney Houle requested that Anthony Lorenzetti explain the design work for major roads such as Bemis Street and Seymour Road. Rodney Houle stated that the Study would provide everyone with the necessary road information to get the job done.

Anthony Lorenzetti stated that the Pavement consulting firm came in and evaluated the pavement conditions of all the roads in town using a scoring system, noting the lowest number would be a 30. Anthony Lorenzetti stated that it was GPS compatible.

Anthony Lorenzetti stated that they had examined various maintenance strategies for roads and explained/detailed the types of road repair available (reconstructing road, pavement reclamation, milling and overlay, chip sealing and micro-surfacing). Anthony Lorenzetti stated that the report showed the figures for the various types of repair.

Anthony Lorenzetti stated that the different options for repairs had been based upon the PSI (pavement condition index) was detailed in a letter within the document he had distributed.

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Bonding Package Discussion Cont'd.

Anthony Lorenzetti stated that the software, which came with the Pavement Management Study, allowed the Town to look at difference scenarios, which were based upon funding availability. Anthony Lorenzetti stated that information on how different scenarios would change the priorities at the top of the listing within the packet.

Anthony Lorenzetti stated that using the software, the Town could run the scenarios though the software and vary how much was put in from year to year; a lengthy discussion followed. Anthony Lorenzetti stated that whatever dollar figure the Town comes up with could be run through the software for different scenarios to help be as efficient as possible.

Anthony Lorenzetti stated that the goal of the software was to end up with the highest overall PSI, which would be the overall grade of all the roads in Town. Anthony Lorenzetti stated that this report was for pavement rehabilitation and that if road-widening and/ geometric improvements were made; it would be above well above and beyond the numbers shown. He further stated that the roads were looked at as segments, not the entire length of the road.

Anthony Lorenzetti stated that the software itself had generated the road listing and therefore no one could say that there had been any personal selection on anyone's part.

Anthony Lorenzetti stated that they had pulled Beach Avenue, Seymour Road and Bemis Street, West Harwinton Avenue (by Burr Road in Plymouth), Maple Avenue (Terryville) and a portion of Allentown and Town Line Road, a piece of South Main Street which had recently been worked on/completed, and North Main Street Bridge, out of the equation because they had work being done separately from the other roads.

Anthony Lorenzetti explained the differences and reasoning for base Rehabilitation, Mill and Overlay, Preventative Maintenance and Routine Maintenance.

Anthony Lorenzetti explained the repair options for the PCI in detail and explained some crossover techniques, noting there could be a combination of different things for different roads.

Anthony Lorenzetti stated that the software took traffic usage into consideration when it generated the listing.

Rodney Houle stated that both Committees would be involved with the work from the start to the finish and would be meeting on a monthly basis to stay ahead of everything.

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Bonding Package Discussion Cont'd.

Rodney Houle stated that David Bertnagel, Director of Finance, had received an Achievement Award/Certificate for Excellence for Financial Reporting Excellence from the Government Finance Officers Association (GFOA). He further stated that this award was an historic achievement for the Town and that the Town of Plymouth was now being rated on the same level with the large City of Bristol. Rodney Houle stated that was an amazing achievement for both David Bertnagel and a small Town such as Plymouth.

David Bertnagel stated that the previous \$19.8 million dollar Bonding Proposal had fit within the mature bonding plan (or retiring debt) but had failed to pass. He further stated that in 2012, the Town had roughly \$1.4 million coming off (in interest/principal) the debt service in the current budget. David Bertnagel stated that the "bucket" was filled at \$3.3 million and would drop down to \$1.9 million in 2012. He further stated that we want to fill the bucket back up, keeping the debt service level at \$3.3 million, and that the \$9.8 million Bonding Proposal would help achieve this plan. David Bertnagel stated that the Town could review the terms of the bond, i.e. going from the standard 20-year bond to a 17-year bond, thus reducing the interest rate. He further stated that gravitating from something less than the norm would be looked at favorably because the Town would be paying principal back faster. David Bertnagel stated that the \$3.3 million dollars had already been built into the mill rate and if we let it go away, it would drop down and be absorbed into other departments, and now the chances of getting other projects approved would be slimmer because people would be afraid of taxes going up. David Bertnagel stated that the \$60 million dollar worth of projects on the books would have to be addressed at some point in time and that was why the listing had been prioritized.

David Bertnagel stated that the market would be favorable for approximately another year, but that it could get volatile when it gets close to elections. He further stated that every time Congress decides not to pass a stimulus package, the stock market drops 400 points and the next day they agree and the stock market rises 500 points, etc., and that this type of seesawing affects the bonding rates.

David Bertnagel stated that once the economic climate stabilizes the interest rates would go up again and so at this point in time the Town still had the opportunity to go out for bonding with its excellent credit rating.

When questioned by Ann Tuleja, David Bertnagel (hypothetically speaking) stated that if the proposal was approved for bonding at Referendum in March, the bonds could be issued by April and that the cost factor would depend on the interest rates, length of bond term, and other factors. He further stated that he estimated the issuance cost to be at \$55,000.00 for \$9.8 million dollars; a brief discussion followed.

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Bonding Package Discussion Cont'd.

Rodney Houle stated that the Town of Thomaston had a 10 million dollar Road Bonding currently in progress and that the City of Bristol had a huge Bonding Project also currently in place. Rodney Houle stated that the neighboring towns have all seen that this was the correct idea/way to fix roads.

Rodney Houle stated that the next joint meeting of the Capital Improvements Committee and the Municipal Facilities Committee would be on January 9, 2012, at 6:00 p.m.

Acceptance of 2012 Calendar

Rodney Houle reviewed the 2012 Meeting Calendars (see attachments) for the Capital Improvements Committee and the Municipal Facilities Committee.

Ann Tuleja made a motion, seconded by John Pajeski, to accept the Municipal Facilities Committee's 2012 Meeting Calendar as presented. This motion was approved unanimously.

George Castle made a motion, seconded by Matt Tellier, to accept the Capital Improvements Committee's 2012 Meeting Calendar, as presented. This motion was approved unanimously.

Adjournment

There being no further business of the Capital Improvements Committee, Carl Johnson made a motion, seconded by Lynn White, to adjourn at 7:25 p.m. This motion was approved unanimously.

Respectfully Submitted,

Recording Secretary

Attachments (on file in the Town Clerk's Office)