



**SPECIAL MEETING
BOARD OF ALDERMEN
S T R E E T C O M M I T T E E M E E T I N G
TUESDAY, OCTOBER 9, 2012
AT SHELTON CITY HALL, ROOM 104
54 HILL STREET, SHELTON, CT
AT 6:00 P.M.**

PLEDGE OF ALLEGIANCE/CALL TO ORDER

Chairman Alderman McPherson on Tuesday, October 9, 2012 called the Special Meeting of the Board of Aldermen Street Committee to order at 6:00 P.M. in Room 104, of Shelton City Hall and led the group in a pledge of allegiance to the flag.

Present

Alderman McPherson, Chairman

Alderman Kudej

Alderman Farrell

Also Present

Paul DiMauro, Public Works Director

Alderman Anglace

Alderman Finn

Alderman Simonetti

Before Mr. DiMauro made his presentation, Chairman Alderman McPherson asked to hold all further questions and comments for all committee members after the presentation was completed.

*Chairman Alderman McPherson also reminded committee members that there was not a public portion because it was considered a Special Meeting.

1. ROAD RECONSTRUCTION & RESURFACING REPORT- PAUL DIMAURO

I basically did a recap of the 2011-2012 program that the city completed, whereas completing it now, which constituting a \$4 million dollar bond issue that was approved in 2010 and the \$1 million dollar appropriation that we received in the current budget year. It would be \$5 million dollars that was expended in the past two years. I will give you another recap in reclamation of paving: 4.92 miles for milling and paving, we did 26.79 miles and the crack sealing was 12.37 miles. Many of the roads that were crack-sealed were also chip-sealed after afterwards from the crack-seal. Some of the roads were crack-sealed or chip-sealed.

In addition, we will be doing 1.2 miles of Ripton Road being done with a 2 coated, micro seal surfacing. It will be the first time in two years that we are using it. It is a smooth surface, it does interfere with traffic a little bit more than chip sealing, but it is something that we will be trying on Ripton Road; which we did crack seal in its entirety past Ripton Road, part of Longtree and up to Mohegan Road. I want to make a statement because there's has been a question of how do we arrange people get all the services with outside contractors, our bid. We have two years in a row now, Cosciello, has been the lowest bidder for milling and pavement services. They hire their own milling contractor and they perform all the other work themselves under the bid that the City Engineer puts out each year, and is awarded by price.

The Seymour Sealing does our chip sealing and they are on state bid. I did come to you as a board to ask for a waiver to upgrade to a different material, because we use a material that is much better than what the normal oil on the state bid. It also allows us to use a quarter inch stone that binds in tighter; especially in residential areas you do not get as much feedback on loose stones and that type of thing. We had one problem this year and that was on Long Hill Avenue. The problem was that we had a tremendous amount of dust because with this product, you can reuse the stone, etc. There was too much dust in that mixture and next year we will know how to control that, making sure that that does not happen. We used larger stone on roads like Long Hill Avenue, Beardsley Road and Coram Road that we used chip sealing and the three-eighths stone. Whereas in residential neighborhoods like in my own neighborhood, we pretty much saved those roads by just doing the chip sealing and this particular type of

material allowed us to sweep much faster. The sweeping took forever because we put too much stone down this time, but normally we can sweep in 24 hours. The one drawback that I saw in the program this year was that the contractors did not have enough sweepers following them fast enough to sweep the stone off the roads. It will not happen again. They will be equipped to be able to complete the removal of the stone in a faster manner and to inconvenience the public that much less. However, the roads that were done were excellent. Pine Rock was completed this year in its entirety and the half that was done last year was completed this year. We will not be able to do that with other material. When you see the numbers on here, you see a relationship of what has been done by reclamation and paving as it was, opposed to what it was done with chip sealing. You can never do the whole city with just paving. Trust me, you cannot come up with enough money to do it that way. So I will give you a copy of the list and I want you to know that all purchases were done on city-approved procedures and requirements. That would also mean following state bid prices, which is allowable in other communities' bid price.

Alderman Finn: What is the difference between that micro-thin material that was used on Ripton Road and chip sealing?

Paul DiMauro: It is mixed onsite, and it is more of a sand mix. You need stone in it so you are not going to build any rigidity on it. I know especially on hilly roads and all, I like using the chip seal because it gives you better traction in the wintertime, especially with the larger stone like on Long Hill Avenue and those type of areas. I also think aesthetically, the trap rock is a much more attractive-looking road. The towns of Fairfield and Easton have used it exclusively. It is the way to go if you want to maintain the road, keeping the crack sealed and not allowing water to seep in to create potholes. My counterpart in Easton does it exclusively with just chip sealing, when I only used to do around 20 miles of chip sealing. By doing chip sealing exclusively, he does not have one pothole that he has to seal in the springtime.

Alderman Finn: What the life expectancy of this micro surfacing material?

Paul DiMauro: That is something that I want to see. I don't believe in other statistics but I think it would be the same as what chip sealing would be. It should range from 5 to 7 years but it all depends. That is another issue and I am glad that you brought that up. I had people ask me the reason for chip sealing Long Hill Avenue; it was just paved a few years ago. I got news for you, that is why I did it.

It was paved a few years ago; it was starting to scab when they were taking chunks out of the depth of what they paved. It was not adhering to the original pavement, water is getting into a crack and right underneath the seal of the paving that was done, it would peel off and there would be sections of bumps all the way through. We went through, put a sealing coat down and then patched in all those areas and crack-sealed through all the major cracks. The material that we used for chip sealing will fill in a lot of the cracks. Whereas the micro surfacing will not do that; you have to make sure that you fill every single crack because if you don't, that stuff is paper-thin and it will crack right through. Whereas, the oil penetrates deeper than the stone gets poured in; it seals the stone nice and smoothly. With heat and traction it will stay in a lot better.

This is our first one we have done so we will see. It is supposed to be okay; I checked it out in Fairfield and looked at what they did there and it looked good and acceptable and they were happy with it. They were not happy with other processes, so they were trying other companies. We are going to try this to stretch the dollar. If you notice even now the state is not going curb to curb. On Route 8, they milled and paved only the travel portion; they did not do the gutters or anything so there are always combinations to stretch the dollar. Our biggest problem in their wisdom is Planning and Zoning wanted 30 to 40 foot roads in industrial and commercial areas. Easton has 26-foot roads, but they make them put in 4 inches. We do 30-foot roads and put in 4 inches. I rather have a 24-foot road with 4 inches of asphalt rather than 3 and wider. You should not be building parking lots in the suburbs. Each 1 or 2 acres of land should be able to support the cars out there, yet we have many of our roads during the winter we have to navigate around cars because of the condition of the terrain, etc. We should require them to park off the street. We didn't learn our lesson Downtown and now in the suburbs of the community so I would rather have 4 inches of asphalt with a 30-foot road any day of the week. Now, put that into your repairs cost, maintenance cost- there would be another 12-13% roads that we still have to do because of the width alone that is not traveled. You do not travel the entire 30-feet in traffic; 26-feet is more than adequate to travel in. Except for connector roads, arterial roads, like I would say in your ward, Alderman Finn, Longfellow should be a 30-foot road; it's a wide road and you want to make sure that there's enough room. All the other roads that have dead-ends, cul-de-sacs, they are like skating rinks. There is a lot of asphalt for no reason.

Alderman Finn: Correct me if I am wrong, but the reasons for the wide turns are for school buses.

Paul DiMauro: School buses should not go into dead ends. That is why they were not done originally. At that time Alderman Finn, if you remember, school buses were not going into cul-de-sacs when they were first put in. In fact if you really want to go back further, we put in sidewalks on Ripton Road, Mohegan Road and on Long Hill Avenue so children can safely walk to school. The only ones now that use the sidewalks are the joggers and the walkers and certainly not the children, because they cannot walk that distance after school.

So, what I gave you was a breakdown of what was done in 2011 and 2012, by category. The only thing on the front sheet that is not on there is the micro surface of 1.2 miles that will be done on Ripton Road. They already have cancelled three times and I am not so sure when they will be starting that, so I just keep putting dates in there. We will be facing some tough weather and that is when you start missing days around this time of year. We finished Monroe; we did a little on Willoughby Road and that adjacent street which we will be making runs here and there. We are moving onto Booth Hill, between Mohegan and those connecting, arterial roads that have not received any attention as of yet. We will be milling the bad sections ourselves and repairing those and time permitting; we will overlay that section in house. Everything that we will be doing here and out will be done in house. Remember when you funded the new equipment for us, we were able to buy a first class paver, a first class roller and a tacking coat for us to tack down before we pave. We have a trailer that picks up the tacking. We are doing our own crack sealing now. A road like Prospect Avenue, we did ourselves.

Alderman Finn: They did a good job.

Paul DiMauro: They did a very good job. They did as good as any contractor I have seen. Compare that to the roads like Geissler Drive and other roads that were done by outside contractors; but it is time. Hearing what we are doing now, our trucks are all single axle. It was one thing when Beard was operating the asphalt plant but now that has been taken away from us, and it is too long of a haul to Bridgeport for our trucks to do any major paving. So a road like Prospect Avenue, where we are going to use a lot of asphalt, we contract and go out for bid for delivering of material. We could have used state bid, but we went back out for bid and we are buying it for less. We have O & G delivering the asphalt to us to feed our men which gives us 5 more men to use for other ground or other services or other work, rather than running trucks back and forth. Only for small projects we will be doing a tight area and if we can't put it down fast enough, we will do it that way.

Alderman Finn: Also in conjunction with all the roadwork you are doing with the paving, how are you addressing roads with catch basins?

Paul DiMauro: As we go through and do a road like that we are not going to come back and pave and repair the basin. Ninety-nine percent of the time we miss something once in a while, like everybody does. We are inspecting catch basins, repairing catch basins. If the top needs to be changed, it is being changed at that time. They also can address those problems that have been lingering for a resident like a dip in the road, or a puddle that is accumulating; hopefully we can eliminate that at the same time, if brought to our attention.

Alderman Finn: On Meadow Street as you are heading up towards the EMS building and the police station, they put in a brand new catch basin there. However, the old catch basin is still there and there is a tree growing out of it.

Paul DiMauro: The old catch basin is still there? With those kind of complaints, I would rather you call me. I have onsite people that go and take care of that but I have that message passed on and make sure it gets done. Send me an email and I will follow up on the status. I would rather have contact through the Mayor's office like we are supposed to do, but for incidental things like that, I don't mind receiving a telephone call or an email, but for all major requests we need to follow certain procedures. That is basically it, but for the comparisons for the cost of doing the various processes, you will see that chip sealing is by far, the most economical option to maintain. However, with saying that, there are just some roads that you need to pave. There is nothing you can do about it like the traffic, or that sort of thing.

Alderman Finn: What about the street that is off of Shelton Avenue?

Paul DiMauro: Beaconhill. Yes, we did that whole area. Once we go into a neighborhood, whenever possible, if we can group an area and we can complete it, so we do not have to send a truck back in, we would be better off. I would rather work from Trumbull, in and from Monroe, in and that is the way I would set up my priorities to start from the furthest point out then in because unfortunately, our Highway Department is located at the worst possible location, located at one other end of town.

Alderman Finn: Beaconhill Terrace was done all the way through Shelton Avenue down to 82, the last house on the street?

Paul DiMauro: Everything was done on Beaconhill and the adjoining streets. I believe Beaconhill Terrace, the surrounding streets and Longfellow were the two largest expenditures in both years and those were the two biggest expenditures in dollars in those two years. They needed it. Those areas receive a lot of traffic even though Beaconhill and Longfellow eventually become dead ends; so it warranted that type of expenditure. If I was to go and look at another neighborhood and I had complaints like: "Why did you chip seal Dome Drive and the other?" Well, there were some others and I was able to cut and patch. We skid-paved two years ago. We have a skid-paver that you put arms on it. It is not a regular paver, but it has two arms, each 20-foot long so when we want to go and level the road, we can actually go in the high spots and fill in the low spots. We are not trying to make the roads look like Coram and all 45 mile per hour roads. People that complain and say that that road is not smooth enough; remember these are 25 mile per roads. If I put a blindfold on you and put you in the back seat going 25 miles per hour, you are going to say that the road feels smooth. However, when you drive 55 miles per hour, it is not going to feel very smooth because you are not supposed to be driving that fast. Whether it is Coram or the crossroads- even East Village Road has more traffic on it now then ever before.

Alderman Finn: It surely does, it gets a lot of traffic once you get to East Village Park and further down.

Paul DiMauro: Even straight going into Hubbell in that direction, all you get is neighbors complaining that kids are flying by- it is not just kids, adults too!

Alderman Simonetti: We have a person at the corner of East Maple and East Village, Daria Kuzozsky, because the road is being rebuilt, they are going into her yard. Can we get some kind of steel fencing there?

Paul DiMauro: I think that was being talked about when the state was doing the road. I think that was the one that the state would not allow or, or wouldn't fund it.

Alderman Finn: Bob Kulacz put a guardrail near their house on Meadow Street, that wouldn't take away from their house. Maybe it would look better with a type of wooden fencing.

Paul DiMauro: No, we do not have wooden ones that we took down. We don't have steel ones that we took down because we used them all; but there are two ways of doing it: with steel, if you get the type that rusts up and rusting, then they look natural afterwards. I think that is a more attractive one; I don't think the

wooden type is what it is knocked up to be. It is not supposed to be aesthetically pleasing but if you look at I don't see how it is going to look better. I prefer the rusted one that has a rusting material- those last forever and you do not have to maintain it that much.

Alderman Finn: I understand what she is going through because all of these people are taking shortcuts. We have to talk to her to see what is able to fit around her house. That is the same thing on Longfellow and East Village Road- there are trees there and everyone cuts across.

Paul DiMauro: I have one situation where a fellow on Ripton Road has a legitimate cause. On Ripton Road, just before Walnut Tree Hill, inside the cars constantly veer off there and that is where I would consider to put a guardrail up there. I am not worried about someone's lawn being chewed up, I am worried about a car going off, and heading towards the house. That's where a guardrail should be used; I mean the rest of it should come up with other means, whether it is bushes, an uneven surface that they cannot drive across. There should be some other method, instead of putting up a guardrail just for the sake of people driving on the grass.

Alderman Simonetti: Anyone know about Birdseye? It needs a lot of work up there. When do you think you will reach that area?

Paul DiMauro: If you give me five million dollars bond issue and I am sure. The arterial roads alone, if you did just the remaining arterial roads alone in the city that have not been touched in a few years; you can blow through five million dollars if you do milling and reconstruction. You are going to spend a million dollars. Am I going to do that? No. We get the money that took 20 miles that will be done, not all with paving, not all with cutting. Some of those arterial roads i.e. Birdseye would be considered to be done with a skid pave first, and then a chip seal. It doesn't warrant to me the expenditure of rebuilding it up with asphalt and any of that nature and for the section of Booth Hill, I do not think there is a reason to do that. We have to stretch the dollar as much as we can. We came a long way if you look at the 37-38 miles that were done in two years, not counting the crack sealing and the roads between maintenance and the roads that get redone. We had some pretty good bank with our buck and that is not counting the monies that were put up the year before. This is not the work that was done in 2010. This is not for Constitution Boulevard, which was done with other monies. All we paid for out of our bonding money was the last section going up to Route 8 from Long Hill; that little section that we did. The other work that was done was done under a

different grant. That was handled by Engineering and that is why I do not have those numbers in front of me; I can get those numbers for you.

Alderman Simonetti: Are you showing any of yours that are dangerous like that? I am talking about Birdseye where it goes in front of cow pastures and there is a dip there that is covered with water and people do not see it. They just run into it.

Paul DiMauro: Please understand that years ago, I used to run up to these roads and run a grater down, make run-offs whenever I wanted to and it was fine. You have houses built here and there and no one wants water to go into their yard. One of the roads in White Hills located on one of the crossover roads- it was blocked off because there was a pipe there for years. If I had to dig up someone's field or someday, someone's house to be able to outlet the water, where is it all supposed to go? We have that situation in Pine Rock all over that place. I have that situation on Hillside Avenue that I am trying to engineer now. One time, all the water used to run all the way down Hillside Avenue, now it starts part of a good section of Coram Avenue, runs down into Hillside, now partly all the way down Crescent Street. It used to go into the woods and that whole area, and Stanley knows what I am talking about and what has been built there. Everyone doesn't want the water to go into their yard, but unfortunately, we cannot make it go anywhere else and that makes it more difficult on roads like Birdseye.

Alderman Finn: The place on the flat section, down by DeMarco's house where you have the wetlands over there and you can't stop it.

Paul DiMauro: Before I spend any serious money on a road like Birdseye, we are certainly going to address any water conditions. We do that as a matter of course. The only one that I didn't do a lot on was Merrill Road. We tried to put all the water off to the sides as much as we could but that road needed something. If there's a detour, that is the only way the fire trucks can go out that way, you have to have that road open to safely travel.

Chairman Alderman McPherson: Are there any questions for Paul with regard to the presentation?

Chairman Alderman McPherson: When do the asphalt plants close? Late November?

Paul DiMauro: There is no set date; it all depends on the weather.

Chairman Alderman McPherson: As long as we have good weather we can continue to go.

Paul DiMauro: Yes, and if we need another source and if we need a small amount made, we can do that.

Alderman Finn: Last year they were able to get a lot done.

Chairman Alderman McPherson: We had good weather last year; however, this year we keep getting rain and more rain.

Paul DiMauro: We are also going to be getting a material that uses the milling and it's a coal process, where they mix it with oil and let it sit, and we are going to try it out in the winter months on some dead end roads like Oak Valley Road. I might even try if the weather holds up for us, even though the plants will not be open, we can mill those ourselves and bring in this type of material. If you go down to the transfer station on a frequent basis, we put a ramp for where the metals have to go. That ramp is built out of the millings that came off the roads and all we did was put the millings down and compacted it. It holds up pretty darn good, so I wouldn't be afraid to plow on top of that. For something like Oak Valley and the connector road between Birdseye and Walnut Tree Hill... it packed like heck. What we will do is take the millings and run them through a screen and get the bigger pieces out. Once the bigger pieces are out, it will be golden. It will be as tight as can be. It will not go anywhere.

Alderman Finn: When you go and mill these roads with the asphalt, will you have the machine onsite?

Paul DiMauro: Yes that is the process that I am talking about. They would set up a location that we can work at and we would take all the millings together, save them and screen them all to an equal size and mix oil with it and run it through, store it and make a stockpile out of it. As long it is covered, you can use it anytime you want; just dig into it and you can actually pave with it. You can actually put it through with the paver.

Alderman Finn: It is like what they do in Washington D.C.?

Paul DiMauro: Absolutely. I don't really like the system because I went down to see it in Fairfield and the public works director and I looked at each other and it just doesn't work. They tried to do it in a place where they can mill, feed it oil in

front of the paver and do it all, as one piece, and it was too erratic and not steady enough, we were getting too many big chunks in between. It was not good. The millings have to be run through a screening plant to really size them properly and that type of thing; then you can add your oil to it and actually pave with it. You would then use that as a bottom base and a wear surface on top with two coats of chip seal, or two inches of asphalt. You can do a process like that to build up a road. We are still trying different combinations in order to find the most cost effective type on various roads.

Alderman Simonetti: I know in New York they use chip seal on other roads and put in glass.

Paul DiMauro: I thought of glass thirty-five years ago when we crushed a bunch of glass and put it in, but for what purpose? Glass is like sand and the worst thing I ever did was make glass part of the recycling stream; I shouldn't have. It should've been forced to return it the vendor or manufacturer. It never should have been put in with the recycling. It tears the heck out of the inside of the recycling trucks and truthfully it's sandpaper. It breaks up, they are all broken, and they tear up all of the trucks and there is no market for it. Nobody wants to buy broken glass because it is all mixed with different colors. It should all go back like milk. We took the milk bottles back, reused them and washed them. All bottles should go back. We took that out of the waste stream and now the burn plants are going crazy because that was a great BTU value. We only put a deposit on it to raise money in Connecticut.

Alderman Kudej: The areas that were not touched not on the list, when we can start...?

Paul DiMauro: There are a lot of roads that are not on that list.

Alderman Kudej: Originally roads that have high volume—we should be addressing the safety issues.

Paul DiMauro: That is what we are doing. There are some roads that still need some attention of course. We could not tackle all of them, but I think we have tackled a lot of them. We still wanted to go in, but sometimes the temperatures went against us. We wanted to go in, to do some skid paving to prepare for more roads for next year's chip sealing, for instance roads like Plaskon Drive, which needs some attention, and we are aware of them. We would love to get in and do it now if the temperatures work. If we get more warm days, we will be out and do

more. That Booth Hill that we are talking about, we are about to do some cutting and milling and patching in, but if we don't get warm temperatures then I do not want to take a chance overlaying it and having it peel off the next year.

Alderman Kudej: The weather is a big factor in all of our stuff.

Paul DiMauro: Also, unfortunately, there is only so much time. I think we had a great blend this year. We did a lot more in house this year than we ever had and we have done a tremendous amount.

Alderman Kudej: I think there has been a significant improvement. Some of the people are not happy with the chip sealing; however, it is better than it was.

Paul DiMauro: The process will be more full proof next year. I got caught short sided and the schedule was moved up without my knowledge.

Alderman Simonetti: I would like to compliment you crew: Highways and Bridges for the wonderful job they have done.

Paul DiMauro: Thank you.

Chairman Alderman McPherson: Another thing too, is that Paul talks a lot about saving a road with the program that he has established. We actually done quite a bit with that, and the last three years, I think there has been a tremendous amount that was done saving the roads and where we need to be with the roads. We have come far from where we were in the past.

(Alderman Farrell departs at this time).

Alderman Anglace: What I am doing tonight is that we have a referendum question. You are asking the taxpayers to approve five million dollars for roads, and I am here to find out what the justifications are and to put this in perspective, so people could make an informed decision. I am not interested on what happened down the corner from here, on that street, or on this culvert. I am interested in putting this in a proper prospective. So far, we have appropriated and spent nearly all of it: \$6,554,000. We have achieved one-quarter of the roads in the city. On that basis, we are looking to spend \$26,000,000 to do the whole city. People have to know this; people complain all the time about the condition of the roads. It is going to cost money. When you put it in perspective and dealing

with asphalt products, and gasoline is selling for \$4.00 a gallon, it is going to cost money so people have to know this and we have to put this in the proper prospective. Paul has told you how many roads were being done. How the money was spent was a whole different story. I have four printouts here that account for all the money that was spent. Practically all of it was spent and it was detailed on where it was spent, who was paid, etc. So, there is not question in the fact that it was spent. We knew he spent the money and what he has spent it on. Where the money was spent and how the money was spent is clear; it is all detailed. Paul has shown us which roads he did and people can see the things that are getting done and things are happening okay. We are spending taxpayer's money to address the roads.

The next concern as a taxpayer is going to be: if I am going to approve this \$5,000,000, is this going to impact my taxes? And what is the best estimate, best approach? What we have done in our debt service schedule is addressing all the school buildings first, and some of those school buildings will be an off debt service schedule, so we will not have a big nut to pay, and this \$5,000,000 cannot be spent in one year. It is just physically impossible. I can see if you spend it in two years, and weather conditions will dictate on how much will get done. I think the impact on my taxes is not going to be an immeasurable impact. If you look at the debt service, it is a big number that is coming off. In the next couple of years, when the voters approve \$5,000,000 we do not spend it; it will take us a couple of years to spend it down. In the meantime, take bond anticipation notes and pay the interest on them, so there is no immediate impact on the taxes. That bond anticipation note interest is not going to have an impact on the mill rate. So, those are the things that are on the minds of taxpayers. Paul has shown how many roads, but in the schedule I got run off, you will see every penny that was spent and who or what it was spent for. That is what the taxpayers are asking us to show and that is what we are obliged to do! This is not our money this is their money. They have every right to know what it was spent for, and when they go into that voting booth to vote on the question we have asked them, they need to have as much information as they can. That is the key. We are trying to provide information to the people that are going to vote on this thing. I think that pretty much covers on the points that I wanted to make.

Paul DiMauro: John, if you looked at what I gave you tonight, this is representative of the \$5,000,000 expenditure, which is the same amount of what we are asking for in November. We can expect the same balance of work to be done: i.e. reclamation, milling, chip sealing, a combination of somewhat that was consistent of what is here; it could change a bit. If we put too much reclamation in, we won't get the chip sealing, we won't cover as many roads. We will reduce the

amount of roads. If we are going to spend \$20 square per yard as opposed to \$2 per square yard, you are certainly not going to get the coverage.

The other thing that I wanted to point out was basically that \$5,000,000 would give us a comfortable blend of both in house and contracting work. The only way that I would spend more than that, that is if I would do more outside contracting.

Alderman Anglace: The first allocation was on August 14, 2008, when we appropriated \$2,000,000. Of that \$2,000,000, \$1,994,379 was spent. Then, on March 26, 2009, we appropriated \$34,000. I don't remember the specifics on that, but all that \$34,000 was spent. It is here for what it was spent for. The next one was on August 12, 2010 we appropriated \$4,000,000. Of that \$4,000,000, \$3,596,954 was spent.

Paul DiMauro: Let me correct one thing: you are looking at journals that were paid bills. I look at encumbrances and my encumbrances are like a checkbook to know what I still have to pay.

Alderman Anglace: I will clarify with what I am saying. That is exactly right; encumbrances are not reflected in here. This is only paid bills by the city and we know what money was spent of what was appropriated, and on September 9, 2010, we appropriated another \$500,000 and of that \$500,000, \$497,389 was spent.

Paul DiMauro: If I may interject on the \$500,000; the \$500,000 was for equipment and for paving.

Alderman Anglace: Correct, that was Board of Aldermen bonding.

Paul DiMauro: That was when we were able to purchase the paver, the new roller, the tack machine, and all the things that are allowing us now to save three months of work. There is a misstatement saying that we spent too much on roads. It was for equipment and there are always ancillary costs involved when you are doing paving. We have to have traffic control; we have to have all the other nice things too, like the ancillary costs that are out there so we are paying for traffic control, which we are warranted to use police. We use our own people when we can. If we have to, we can contract out for other services that you must pay for along with that particular work.

Alderman Anglace: The last one was \$40,000, on which we appropriated on August 12, 2011. That \$19,384 was spent, so you did put the money to good use.

Most of this was on bond anticipation notes. Now, we are paying 2% interest or something like that. So when this all turns over, so ultimately bond it because it is spent. We will have to be bonding it shortly.

Paul DiMauro: John, what I did not add, as for your review, I had a map prepared by color code to show what work was done and what roads were done. If you want to take more time, you can look and I think it is a pretty good idea to keep it in the main hallway so the residents can see it. That map is representative what we did over the past two years and you can visualize the areas that are not colored in. You can see the main travel areas in the city have had some treatment. For instance, the state came down and did 108; we picked up the rest from Coram, Center Street, Kneen Street and actually into Hillside so we have continuity of travel. This year we completed the rest of Coram with chip seal, so now if you travel all the down through Coram and out to 110, you are on a newly surfaced road.

Alderman Anglace: You bring up another point that I want to elaborate on. Our job is to get out the public about what this means and what the realities are. We talk about chip seal. Why do we do chip sealing? If probably from what the numbers I saw and I could be wrong; but my guess is that it costs us four or five times more to do the same amount of road milling and paving, when we can do chip sealing.

Paul DiMauro: How about ten times the amount.

Alderman Anglace: So, how long does chip sealing last?

Paul DiMauro: Six years.

Alderman Anglace: So we have a six-year extension on the roads. There are no guarantees when you mill and pave. In some places in the city where those roads were put in with that, they are already deteriorating. The point is that our money will go a lot farther.

Alderman Kudej: We are getting a lot more with chip sealing. People still look at the pave and ask why can't this be paved? We need to cover as many roads as we possibly can.

Paul DiMauro: There is a difference between paving and chip sealing. Chip sealing is a maintenance tool. It gives you a new wear surface and it also seals

the road so water does not penetrate. The same people that are complaining about that, that are buying a 4 or 5 gallon tubs of black paint and painting that on their driveways. Some are happy about doing that, so it has nothing to do with a new wear surface. All that is, is putting a slick thing on top that is not sealing the cracks. You are wasting your money if you are not putting a sealer on it. You are wasting your money because the water will still go down into the cracks and it is going to come up as a pothole. That is what causes potholes.

Alderman Kudej: The thing that I worry about the most is if we have a bad winter with a lot of frost. Last year we had a very decent winter. The year before played habit and it destroyed many roads. I am going to be interested to see how the roads hold up.

Paul DiMauro: We have gone through the cycles of chip sealing, paving and all of that in the winter cycles. We have done this before; it is not new. Years back, we did not do pothole fixing; we did not have to when roads are maintained. Easton, for example, doesn't do pothole repairs but they are on a regular schedule. You have to be on a regular schedule getting there. We are getting there, we are there now on a good percentage with our roads, and we are going to continue to do that. It just takes time, effort and money. I think we are on the right path.

Chairman Alderman McPherson: Paul, I think this map is a real tool for people to see.

Alderman Anglace: The voters in this town are not going to come in and look at this map. We have to get the message out to them through the minutes, through the website...

Chairman Alderman McPherson: I was just going to say the website, through the media.

Paul DiMauro: The map could be put on the website.

Chairman Alderman McPherson: On some of these media outlets they can take a little miniature version and help us get the message out for all the work that was done.

Alderman Anglace: I would take the Street Committee to get the information out to the people.

Paul DiMauro: John, another thing that I would like to add is that we have been criticized before in the past and we will get criticized for this referendum by some that will say what roads will be finished with \$5,000,000. I don't think we want to be in a bidding war with one neighborhood and another, with what roads are going to be done. You have to trust that we going to do this in a professional manner. I sit with the Engineering Department, Highways Department.

Alderman Anglace: You have to explain to your rationale on how to select which roads will be done. Who is involved and how to fund it, is what the public wants to know.

Paul DiMauro: Exactly, and you all know that I sit with the City Engineer, the Assistant City Engineer and the two individuals at the Highway Department that make up my staff for roads. We sit; review- I get input from the Engineering office and from Highways, with the experience they are having with certain roads. I look at all of them together and then we collectively decide which roads will be done. It is done through a matter of: though I may need to do a particular road that needs work, it is so far gone. I may just have to patch it another year and go out with the same money and save four roads and not let them get into the \$20 category. I can still do them with \$3 or \$4 and still save them. So what is better: to do 4,5 or 6 times the amount of roads and to save a bunch of subdivision roads with that method or to only go and fix that one road that we know that is in poor shape; but it is already gone and I can't save it anymore, anyway. So that is the rationale for that, but anyway it is done with a professional manner, without any political input. With all due respect to all of you, I know you get a lot of heat from your constituents but trust that we are doing the best job that we possibly can for everybody in the city, not just for one neighbor. You will see us out there doing dead end roads, and saying why are they doing a dead end road? That was the one that should be done this year and what does it affect: Two, three or four people? It still has to be done because it is an investment. One of the largest investments with the city is your road system, your infrastructure. You have to maintain it, to keep it up, and we try to do it in the most cost efficient way.

Alderman Simonetti: Who else in the Highway Department goes and sits with you?

Paul DiMauro: George Stachowicz, who is the road maintainer and Ray Chrzanowski, who has been around the longest out of the bunch. He is on the machines and everything else.

Alderman Simonetti: My last comment is clear up to say that we spent \$26,000,000 on doing the high school, so with that, I think you did a great job!

Chairman Alderman McPherson: I have nothing further. If you have nothing anything further, I will offer adjournment.

ADJOURNMENT

Chairman Alderman McPherson made a motion to adjourn the special meeting of the Street Committee meeting. The motion was seconded by Alderman Kudej. A voice vote was taken; all were in favor and motion passed 3-0.

Meeting adjourned at 6:57p.m.

Respectfully Submitted;

Brittany Gannon
Brittany Gannon



City of Shelton

October 9, 2012
Public Works Department
54 Hill Street
Shelton, CT 06484

Pavement Rehabilitation 2011/12

The attached List are the roads that were completed or expected to be completed by the Public Works Department utilizing the Four (4) Million Dollar Bond Issue (approved 2010) and the One (1) Million dollar appropriation in the current budget for Pavement Rehabilitation. Also submitted is a map which indicates by color what type of work was done on the various roads. The map also shows the arterial roads which are in need of rehabilitation at an estimated cost of Five (5) Million Dollars.

The following is a summary of mileage by category:

Reclamation/Paving	4.92
Mill/ Paving	7.88
Chip Sealing	26.79
Crack Sealing	12.37

The services of outside contractors and materials used for work performed by City forces were secured using the City approved purchasing procedures and requirements.

We are currently preparing a priority list of roads that would be included on next year's program in anticipation of the passage of the Bond issue being voted on.

Submitted By:

Paul J. DiMauro
Public Works Director

City of Shelton

Department of Public Works

Road Rehabilitation Program 2011-12

Contractor Paving 2012

Street Name	Limits	Ft.	Mi.	Status
Trap Falls Rd		2452	0.47	Completed
Geissler Dr.	(reclamation)	2006	0.38	in progress
Toas St.		0.42	0.42	Completed
Beacon Hill Terrace		2640	0.5	Completed
Oak Hill Ln.		2112	0.4	Completed
Carriage Dr.		1003	0.19	Completed
		<i>total</i>	2.36	Completed

In- House Paving 2012

Street Name	Limits	Ft.	Mi.	Status
Westside Ln.		450	0.09	Completed
Sunrise Circle		3300	0.64	Completed
Hayfield Dr.		844	0.16	Completed
Jefferson St,		1056	0.2	Completed
Madison Ave.		316	0.6	Completed
Saw Mill City Rd.	Walnut Tree Hill Side	1509	0.3	Completed
Peters Ln.		633	0.12	Completed
Thompson St.	Gray St. To Booth Hill Rd.	2217	0.42	Completed
Greenwood Dr.		950	0.18	Completed
Prospect St		1200	0.22	Completed
Old Kings Hwy		300	0.06	Completed
Grandison Place		1214	0.23	Completed
Village Dr.	2 Sections	1700	0.34	Completed
Booth Hill Rd.	Mohegan to Thompson	4100	0.8	In Progress
Monroe Rd.		1584	0.3	Completed
		<i>total</i>	4.66	Completed

Chip Sealing 2012

Street Name	Limits	Ft.	Mi.	Status
Timberlane Dr.		3432	0.65	Completed
Eagle Dr.		2270	0.43	Completed
Heatherhill Dr.		1478	0.28	Completed
Norman Ln.		633	0.12	Completed
Dome Dr.		1214	0.23	Completed
Andrew Dr.		1267	0.24	Completed
Daybreak Ln.		2587	0.49	Completed
Partridge Ln.		1056	0.2	Completed
Shagbark Dr.		1478	0.28	Completed
White Oak Ln.		1795	0.34	Completed
Rugby Rd.		3907	0.74	Completed
Golden Hill St.		633	0.12	Completed
Perch Dr.		1742	0.33	Completed
Nicholdale Ln.		2323	0.44	Completed
Longhill Ave.	Constitution S.to Rt 110	17839	3.37	Completed
Long Hill Cross Rds		6067	1.15	Completed
Coarm Rd.	Hillside to Constitution S.	8448	1.6	Completed
Beardsley Rd.		10850	2.17	Completed
Oronoque Tr.	Totem to Saginaw Tr	1900	0.36	Completed
Pueblo Tr.		422	0.08	Completed
Narragansett Tr		633	0.21	Completed
Shinnacook Tr.		1636	0.31	Completed
Saginaw Tr.		1795	0.34	Completed
Netop Tr.		475	0.09	Completed
Noguchi Tr.		264	0.05	Completed
Orowoc Tr.		633	0.12	Completed
Kanungum Tr.		739	0.14	Completed
Pequot Tr.		633	0.12	Completed
Winibig Tr.		211	0.04	Completed
Wopowog Tr.		1795	0.34	Completed
Navajo Tr.		528	0.1	Completed
Lake Rd		2217	0.42	Completed
Chestnut St.		475	0.09	Completed
Highland Ave.		633	0.12	Completed
Spring St.		369	0.07	Completed
Park St.		897	0.17	Completed
Myrtle St.	Grove To Howe	1300	0.24	Completed
Hillside Ave.	Cresent to Coram	720	0.14	Completed
Cresent St.		686	0.13	Completed
Grove St.	Myrtle to Howe	900	0.17	Completed
		<i>total</i>	<i>17.03</i>	Completed

Skid Paving 2012

Street Name	Limits	Ft.	Mi.	Status
Timberlane Dr.		3432	0.65	Completed
Eagle Dr.		2270	0.43	Completed
Heatherhill Dr.		1478	0.28	Completed
Norman Ln.		633	0.12	Completed
Dome Dr.		1214	0.23	Completed
Andrew Dr.		1267	0.24	Completed
Daybreak Ln.		2587	0.49	Completed
Partridge Ln.		1056	0.2	Completed
Shagbark Dr.		1478	0.28	Completed
White Oak Ln.		1795	0.34	Completed
Rugby Rd.		3907	0.74	Completed
Golden Hill St.		633	0.12	Completed
Perch Dr.		1742	0.33	Completed
Nicholdale Ln.		2323	0.44	Completed
Coarm Rd.	Hillside to Constitution S.	8448	1.6	Completed
Petremont La.		580	0.11	Completed
Long Hill Cross Rds		6072	1.15	Completed
Forest Parkway		3854	0.73	Completed
		<i>total</i>	8.48	Completed

Crack Sealing 2012

Street Name	Limits	Ft.	Mi	Status
Wake Robin		1320	0.25	Completed
Audubon La.		950		Scheduled
Phillips Dr.		3115		Scheduled
Bonito Dr.		1478		scheduled
Curran Ln.		528		scheduled
Long Hill Ave.	Waklee ave to River Rd.	17839	3.37	Completed
Soundview Ave.		12936		scheduled
Waverly Rd.		11088		scheduled
Capitol Ave.		4283		Scheduled
Rock Ridge Rd.		2798	0.53	Completed
Hubbell Ln		1161	0.22	Completed
Lynnwood Dr.		897	0.17	Completed
Lynnwood Ct.		730	0.14	Completed
Sanford Dr.		1531	0.29	Completed
Maler Dr.	Newer Section	1200	0.23	Completed
Emerald Ridge Rd		1161	0.22	Completed
Sylvan Dr.		1636	0.31	Completed
Great Oak Rd		2851	0.54	Completed
Cathy Dr.		2006	0.38	Completed
Farm House Ln		844		Scheduled

Horse Stable Circle		2270		Scheduled
Corn Hill Rd.		844		Scheduled
Laurel Glen Dr.		2112	0.4	In progress
Adams Dr.	North Side	2000	0.04	Completed
Misty Ln.		950	0.18	Completed
Garden Terrace		580	0.11	Completed
Ripton Rd		6336	1.2	Completed
		total	8.58	Completed

Micro Surfacing 2012

Street Name	Limits	Ft.	Mi	Status
Ripton Rd.		6336	1.2	Mid-September
		total	1.2	

2012 Total miles of Road Improvements 33.83

CHIP SEALING COMPLETED: 2011				
		Ft	Mi	Status
Old Mill Road		422	0.08	Completed
Laurelwood Drive		3274	0.62	Completed
Longview Drive		1056	0.2	Completed
Soundcrest Drive		1637	0.31	Completed
Shadybrook Lane		792	0.15	Completed
Lynne Terrace		3062	0.58	Completed
Cold Spring Circle		3115	0.59	Completed
Sound Ridge Drive		2957	0.56	Completed
Allyndale Court		422	0.08	Completed
Blaho Drive		898	0.17	Completed
Mustang Drive		2112	0.4	Completed
Peachtree Lane		898	0.17	Completed
Falcon Lane		1109	0.21	Completed
Maple Avenue		5702	1.08	Completed
Manhasset Trail		1267	0.06	Completed
Seneca Trail		739	0.14	Completed
Cree Trail		580	0.11	Completed
Oronoque Trail		1900	0.36	Completed
Buddington Road		10560	2	Completed
Ojibwa trail		2956	0.56	Completed
Algonkin Trail		1426	0.27	Completed
Meadow Street		2640	0.5	Completed
Woodsend Avenue		1901	0.36	Completed
Cynthia Lane		1056	0.2	Completed
		total	9.76	Completed

CRACK SEAL COMPLETED: 2011				
		Ft	Mi	Status
Old Dairy Lane			0.52	
Pasture Lane			0.06	
Wheatfield Circle			0.10	
Frans Way			0.12	
Plum Tree Lane			0.21	
Mayflower Lane			0.22	
Canterbury Lane			0.08	
Allyndale Court			0.08	
Blaho Drive			0.17	
Mustang Drive			0.40	
Peachtree Lane			0.17	
Falcon Lane			0.21	
N. Constitution			0.20	
Birdseye Road			0.61	
Mimosa Drive			0.25	
Kohlar Farms Way			0.14	
Summit Ridge			0.25	
		total	3.79	
PAVING COMPLETED:2011				
		Ft	mi	Status
Bona Vista Drive		792	0.15	
Buddington Road	Mill St.to Grace In	2000	0.38	
Coram Avenue	Center to Hillside	3170	0.60	
Cornell Street	Coram to Howe	285	0.05	
David Drive		739	0.14	
East Village Rd.	Lagana to Beardsley	11105	2.10	
Kneen Street	Myrtle to Long Hill	2130	0.40	
Kneen Street	Coram to Interchange 14	120	0.02	
Mary Street.	Shelton Ave. to Jane St.	300	0.06	
Mohegan Road	Booth Hill to Mohegan Rd.	2480	0.47	
Myrtle Street	Howe to Kneen	1700	0.32	
Patricia Lane	350' west of Tower Ln.	350	0.07	
Raymond Lane		528	0.10	
Rugby Road	Drainage Section	400	0.08	
Tower Lane		2164	0.41	
Maple Ave	N.Const. to Leavenworth			
Grove Street	Harvard to Jenyfer	1056	0.20	
		29319	5.56	

2011 Total miles of Road Improvements 19.11

2011-2012 Total miles 52.94

Theresa Adcox

From: John F Anglace [jfanglace@comcast.net]
Sent: Thursday, September 13, 2012 12:32 AM
To: Paul DiMauro
Cc: MARK A. LAURETTI; Eric McPherson

PAUL:

I hope you have had an opportunity to read the letter to the editor from Richard Widomski that appeared in the September 5, 2012 Huntington Herald. As I said when we spoke, I am putting my thoughts in writing to help you address this public relations issue.

Richard asked some pretty fair questions that could also be on the minds of many citizens. Consequently, a well thought out response would be in order. My thought was for you to acknowledge Richard's letter and inform the public that you will make a presentation to the Street Committee at their next meeting (give the date) where you will address his concerns and go beyond that by reporting to the public on the accomplishments and costs associated with the thus far completed street work.

By responding to his letter, you give all interested parties a chance to attend and hear firsthand what was done with the monies allocated since 2008. It will be like holding a Public Information Session on the Street Program. And, following the Street Committee meeting, the minutes will be posted on the City web site providing full public transparency. The meeting will also give you the chance to discuss why we are asking the voters to approve another road referendum question. We have to make the point at this meeting just how much it costs to mill and pave a road. An excellent example is Constitution Drive South which cost some \$6 million in stimulus money to pave a short distance (I'm sure you have the exact numbers). If it cost \$6 million to pave some 2 miles of Constitution, how much would it cost to pave over 200 miles of City streets if only the milling and paving method were to be used? (Obviously, my numbers are illustrative only but the correct numbers will really make our case.) Using this as an example, people will understand the tremendous cost associated with road repaving and realize why we are asking for \$5 million this time around.

More specifically, you can inform them that you will report on the work done in 2011 and thus far in 2012. You will explain what each category of expense is and report on how much was spent in each category:

- Paving by outside contractors
- In-house milling and paving
- Chip Sealing
- Skid paving
- Micro surfacing
- Reclaiming
- Drainage installation
- Culvert repairs
- Crack sealing

I'm sure it will benefit voters to know how much was spent in 2011 and what category of road repair it was spent on.

Some of the emails I have received thus far regarding chip sealing have not been kind. People feel very inconvenienced by the time the loose stones remain on the roads and get dragged into their driveways, keep hitting their cars, etc. The roads have not been swept clean of the loose stone and loose stone remains on the sides of the road. They also report that chip sealing has not produced a smooth road surface and observe that the road preparation work has not filled the holes nor smoothed the road. In fact, in some areas the road preparation made it worse and the chip sealing did not smooth it out.