

Board of Selectmen
July 16, 2018

THE FOLLOWING MINUTES SUBJECT TO APPROVAL BY THE BOARD OF SELECMTEN

The Board of Selectmen held a regular meeting Monday, July 16, 2018, in the Council Chamber, Newtown Municipal Center, 3 Primrose Street, Newtown. First Selectman Rosenthal called the meeting to order at 7:33p.m.

PRESENT: First Selectman Daniel C. Rosenthal, Selectman Maureen Crick Owen and Selectman Jeff Capeci.

ALSO PRESENT: Finance Director Robert Tait, Director of Public Works Fred Hurley, approximately twenty members of the public and two members of the press.

VOTER COMMENTS: Ryan Knapp, 11 Jeremiah Road, spoke for himself, not on behalf of the Legislative Council. Mr. Knapp thinks the meeting is a step in the right direction and hopes for a commitment to more transparency and better communications. He suggested written policies and would like the road schedules posted online; he would like to know who is doing the work and what the expectations are. Mr. Knapp said that not town owned roads need to be addressed. He would like the work posted and communicate that funds are being spent under highest and best use. **Jill Previs**, 20 Chimney Swift Drive, asked about the criteria to get on the road list, saying her road is dangerous and falling apart. **Scott Rutter**, 15 Clapboard Ridge Road, asked if numbers would be reviewed. **Tony Filiato**, 24 Washbrook Rd. lives on a partially paved road. He was a member of the roads committee. The recommendation was to pave unpaved roads. There are no unpaved roads on the roads list. He recommends not regrading and re-oiling. **Bob Rau**, 43 Joal Court, stated that good roads do more than provide a good surface but also lifts the spirits of the citizens, make them glad and proud to live in Newtown. **Mary Ann Jacob**, 65 Mohawk Trial, thanked the town for all the storm clean-up work in the Lakeview and Cedarhurst area. Unfortunately, due to the damage and the heavy equipment there is increased road degradation in that area. Perhaps FEMA could cover some of that as it is due to storm damage. **Richard Carlson**, 28 Birch Hill Road sees his road on the list and questioned what section would be done; he is at the upper end of Birch Hill. It appears they are working from the other end up.

ACCEPTANCE OF THE MINUTES: Selectman Crick Owen moved to accept the minutes of 06/26/18. Selectmen Capeci seconded. Selectman Crick Owen clarified that, under number 4, New Business, Atty. Fran Pennarola is the attorney for the Newtown Ambulance. She also noted that she is a contractor for Newtown Ambulance but did not participate in the RFP for the paramedic contract and therefore was able to vote on the item at the meeting of 6/26/18. Selectman Capeci added that, under number 1, New Business, he thought 191 South Main Street was the most fiscally responsible choice for the location of the new police department. All in favor of the minutes as amended.

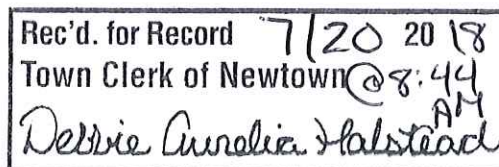
COMMUNICATIONS: The Governor requested a disaster declaration from Washington. Our Federal delegation wrote a letter to the White House requesting support. The preservation grant applied for relative to the Paproski property was not approved; it was a very competitive year. The grant will be applied for again next year.

FINANCE DIRECTOR REPORT: Mr. Tait went over the General Fund (att.)

NEW BUSINESS

Discussion and possible action:

1. 2018-2019 Road Construction Plan: (att.) Mr. Hurley presented a map of the town saying the town has 275 miles of road, broken down to four quadrants. The crew leaders and the crews report conditions of the roads, providing important information. The recommendations are looked at by the Town Engineer, the Operations Manager and Mr. Hurley, Director of Public Works. Drainage is an ongoing problem. In addition



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to funding issues after the financial issues of 2008, there were material issues that affected both local and state roads. Delaminated areas do not hold traditional patch. The town adopted a policy of limited recycled asphalt in the mix that makes up the asphalt. Mr. Hurley went over the comparative road project costs (att.). Road work will include extending life of roads so they don't fall into disrepair. Thirteen miles of road improvements are added to the existing program with chip sealing. Economic pressures have limited road work in the past.

Jim Previs, 20 Chimney Swift Drive asked about the life of chip seal. Mr. Hurley said if the base of the road and the drainage is in good shape, chip sealing can last a long time. It would be our expectation that once roads have been chip sealed once, the second go around would be a mill and pave, which is a fraction of the cost of full paving.

First Selectman Rosenthal stated the idea is to get the money to go further. We have to work to increase the operational budget as not to be in the situation of bonding for roads. The budget this year is \$3.25 million, \$750,000 over last year. Chip sealing is an effective maintenance measure. Once the road surface is lost it can't be chip sealed. If resources can be allocated to extend road life we can start to catch up.

Richard Carlson, asked what percentage of the total budget is for the Department of Public Works. First Selectman Rosenthal said that DPW is roughly a quarter of the town side budget.

Scott Schifilliti, 24 Lake Road asked about the affect chip sealing has on automobiles and motorcycles. Mr. Hurley said the failure ten years ago was poor workmanship and poor oil. The vendor is no longer in consideration for the work in town. The method used today is different. The adhesive now is better, smaller stone is used with more coverage of binder. Once the initial chip seal is done, it sets for a few days, the road is swept and an overlay of oil and adhesive is put down again on top of entire stone to rebind anything that might be loose on the road.

First Selectman Rosenthal stated Southbury has recently used this effectively; it is also used in Easton and Fairfield. We will be using the same contractor.

Ryan Knapp, said there was an update to the prevailing wage laws and asked if we are exploring using private contractors to see if we can do that more economically. Mr. Hurley said there hasn't been a change because of the size of the contracts. The only place that is useful is on the smaller drainage jobs.

Selectman Capeci asked how many miles in one fiscal year would it take to catch up on road work. Mr. Hurley said 70% of the town has good drainage; 20%-25% of the town have basic capital needs. If we stay at 25 miles for four, five, six years, we'll be in good shape. Selectman Capeci asked how the website can be used to provide road history. Mr. Hurley said that the work order system will give us an electronic trail; up until recently the data has been paper, not electronic. There may be IT resources needed. Mr. Hurley would like to be able to use the GIS map, plug in an address and pull up road history. Mr. Hurley explained that any resident can place a work order and be notified that is has been received, assigned and completed. First Selectman said not to assume a pot hole has been called in; use the work order system. First Selectman Rosenthal plans to continue updates, via the updates, with more detailed information as to the work that is being done.

Scott Rutter asked about the 2017-18 carry over. Mr. Hurley said some projects were carried over because of phasing issues, weather related issues and some funding issues.

The \$140,000 unspent road funds transferred to the clean-up effort came out of the contractual line item, not the capital line item; it was for maintenance and does not negatively impact this year.

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First Selectman Rosenthal encouraged residents to register their email on News and Announcements in order to receive the road work updates.

The 2018-2019 Road Program (list of roads) is attached to the minutes.

Appointments/Reappointments/Vacancies/Openings: Selectman Crick Owen moved the reappointments of Dr. William Begg and Dr. Robert Grossman to the Health District Board for terms to expire 7/1/21. Selectman Capeci seconded. All in favor. Selectman Crick Owen moved the reappointment of Joan Petersen, to the Hattertown Historic District for a term to expire 6/30/23 and the reappointment of Amy Dent to the C.H. Booth Library Board of Trustees for a term to expire 7/1/22 and the reappointment of Ross Carley to the Fairfield Hills Authority for a term to expire 7/31/21. Selectman Capeci seconded. All in favor. Selectman Crick Owen moved the appointment of David Landau to the Board of Assessment Appeals for a term to run until the next General Election of 2019. Selectman Capeci seconded. All in favor.

Driveway Bond Release/Extension: Selectman Crick Owen moved the driveway bond release for Kash, LLC, Robin Hill Rd, M14, B2, L10 in the amount of \$1,000 and the driveway bond release for Esquire Development, Marlin Rd., M46, B4, L105.105 in the amount of \$1,000. Selectman Capeci seconded. All in favor.

Tax Refunds: Selectman Crick Owen moved the July 2018 Refunds, Refund 1, 2018/19 in the amount of \$14,317.05. Selectman Capeci seconded. All in favor.

VOTER COMMENTS: Rob Manna, 160 Waterview Drive, appreciates the list; it is a comprehensive plan. He agrees with Mr. Hurley, saying asphalt is a problem with delamination. It's not only Newtown, it is other municipalities in the state as well as the state of Connecticut, the highways. NY product is better product. Chip sealing is great. The major arteries have sections that are failing, while the rest of the road has useful life. Hopefully the mill, pave and patch will take care of that. Everybody wants their road paved but he thinks the patching will go a long way in satisfying more people.

Scott Rutter, appreciates the plan as well. He encourages everybody to stick with the plan. Weather comes early and priorities change but hopefully a priority can be kept on this plan.

ADJOURNMENT: Having no further business the regular Board of Selectmen meeting adjourned at 8:53p.m.

Attachments: 2017-2018 General Fund; 2018-2019 Road Plan Overview; Comparative Road Project Costs; 2018-2019 Road Program (list of roads).

Sue Marcinek, Clerk

Town of Newtown

GENERAL FUND

Fiscal Year 2017-2018 @ 07/16/2018 - Pre-Closing (Preliminary)

	Orig Revenue	Amend	Adj Revenue	Ytd Revenue	Unrealized	% Rec'd	
REVENUES							
PROPERTY TAXES	\$104,900,767		\$104,900,767	\$ 104,543,684.45	\$ (357,083)	99.7%	
INTERGOVERNMENTAL	5,555,045	1,031,481	6,586,526	7,313,713	727,187	111.0%	
CHARGES FOR SERVICES	2,147,470		2,147,470	2,282,769	135,299	106.3%	
INVESTMENT INCOME	400,000		400,000	461,733	61,733	115.4%	
OTHER	217,250		217,250	227,543	10,293	104.7%	
OTHER FINANCING SOURCES	175,000		175,000	350,000	175,000	200.0%	
USE OF FUND BALANCE	-	700,000	700,000	-	(700,000)	0.0%	
	\$113,395,532	1,731,481	\$115,127,013	\$ 115,179,443.45	\$ 52,430	100.1%	
EXPENDITURES							
GENERAL GOVERNMENT	\$ 4,970,351	\$ 69,901		\$ 5,040,252	\$ 40,536	\$ 4,873,925	\$ 125,791 97.5%
PUBLIC SAFETY	10,398,092	(354,935)		10,043,157	6,823	9,833,100	203,233 98.0%
PUBLIC WORKS	9,863,190	(131,554)		9,731,636	412,275	9,280,467	38,894 99.6%
HEALTH & WELFARE	2,571,800	298		2,572,098	27	2,556,035	16,036 99.4%
LAND USE	684,451	-		684,451	1,601	662,290	20,560 97.0%
PARKS & RECREATION	2,406,118	-		2,406,118	48,324	2,339,332	18,463 99.2%
EDUCATION	72,995,957	313,236	1,031,481	74,340,674	4,925,216	69,211,820	203,638 99.7%
DEBT SERVICE	8,937,068	-		8,937,068	-	8,937,068	0 100.0%
CONTINGENCY	200,000	(196,946)		3,054	-	-	3,054 0.0%
OTHER FINANCING USES	368,505	300,000	700,000	1,368,505	-	1,368,163	342 100.0%
	\$ 113,395,532	\$ -	\$ 1,731,481	\$ 115,127,013	\$ 5,434,802	\$ 109,062,199	\$ 630,012 99.5%

Note: At this point in time revenues should not change much. Expenditures will change as invoices are still coming

in for June and prior. Balance left in expenditures should be between \$50,000 - \$100,000 assuming the

BOF approves moving the BOE balance to the non lapsing fund.



TOWN OF NEWTOWN
PUBLIC WORKS DEPARTMENT

2018 – 2019 ROAD PLAN OVERVIEW

Newtown with the third largest road system in the State of CT faces a challenge with road maintenance unlike any other municipality in the State. The only municipalities with equal or longer road systems have much larger populations and tax bases.

We have to find a way to maintain acceptable road quality over the entire road system while pressing ahead with capital road work as needed. Over the past five years, the length of road improvements has risen from 3-4 miles to approximately 10 miles a year. Most of that increase can be attributed primarily to the ramp up in budgeting as a response to the low funding that followed the financial crisis of 2008.

However, with a 275 mile road system, fixing 10 miles a year of roads will never get us to an acceptable level of service town wide.

What the Administration is proposing is to fix the worse roads in Town over the next several years and the use of maintenance resurfacing that will extend the useful life of existing roads and stretch out the need for capital road improvements. We kept the overall initial road list the same but phased a number of individual projects so that we could redirect those funds into a chip seal resurfacing program, while still addressing the major problems.

The impact of the maintenance resurfacing is dramatic. For a shift of \$400,000 we were able to add just over 13+ miles of road improvements to an existing program of 11 miles for total road improvements of 25.3 miles this year. This level of effort can eventually bring our 275 mile road system under control if we can continue to impact approximately 25 miles each year. The goal is a serviceable road system for the entire Town at the same time. This plan begins to get us there in a reasonable amount of time for a reasonable amount of money.



TOWN OF NEWTOWN PUBLIC WORKS DEPARTMENT

Comparative Road Project Costs

Reclaim full depth for new road base and top course:

Reclaim; \$1.85 per SY (Mile x 24' width) 14,080 SY x \$1.85 = \$26,048

Base Coarse 2". Top Coarse 1.5".

Formula $126,720 \text{ SF} \times 3.5" \times 12.78 \text{ lbs.} / 2,000 = 2,834$ tons of asphalt

Asphalt in place is \$90 per ton x 2,834 tons = \$255,060

Curbing and backfilling runs \$6 per foot x 5,280' = \$31,680

Storm Drainage Costs are \$30 per LF x 5,280' = \$158,400

Total Cost per Mile of Complete Paving Only = \$312,788

Total Cost per Mile of Full Road Reconstruction = \$471,188

Chip Seal with Fog Seal Finish

Chip Seal / Fog Seal Finish \$2.21 SY

22' curb to curb (7.333 Y) x 1,760 x \$2.21 = \$28,522

Mile of crack seal and patching preparation = \$9,500 (50% in kind)

Mile of road sweeping (5,280 x \$.12) = \$6,336 (in kind)

Total Cost per Mile of Chip Sealing = \$38,656

General Paving

Milling 1 1/2" depth with 22' width at \$2.00 per SY

$7.333 \times 1760 \text{ Y} \times \$2.00 = \$25,812$

1" Overlay ($126,760 \text{ SF} \times 2 \times 12.78 \text{ lbs.} / 2,000 = 810$ tons)

810 tons x \$90 = \$72,900

1 1/2" is 1,215 tons x \$90 = \$109,350

2" is 1,620 tons x \$90 = \$145,800

2018-2019 Road Program - Page 1

CARRY OVER FROM 2017-2018

Road Name	Length	Type of work		
Bennetts Bridge Road	3200	Drainage and Overlay		
Birch Hill Road	1650	Reclaim and Pave, Partial		
Brushy Hill Road	1500	Relcam and Pave		
Hundred Acres Road	2500	Reclaim and Pave, Partial		
Huntingtown Road	1350	Reclaim and Pave		
Lake View Terrace	1550	Reclaim and Pave		
Mile Hill South	1750	Drainage/Reclaim/Pave		
Monitor Hill Road	2200	Reclaim and Pave		
Mt. Nebo Road	1550	Drainage/Reclaim/Pave		
Old Farm Hill Road	4500	Top Course		
Pastors Walk	1175	Reclaim and Pave		
Pond Brook Road	2120	Reclaim and Pave		
School House Hill Road	2800	Top Course		
TOTAL LINEAR FEET	27,845		TOTAL	\$1,761,000
TOTAL MILES	5.27			

NEW WORK 2018-2019

Road Name	Length	Type of work		
Alberts Hill Road	3325	Mill and Pave, Partial		
Crestwood Road	1065	Overlay		
Grays Plain Road	2550	Level and Overlay		
Hall Lane	1050	Mill and Pave, Upper		
High Bridge Road	1900	Level and Overlay		
High Rock Road	2675	Level and Overlay		
Keatings Farm	3140	Various		
Nunnawauk Road	900	Drainage		
Old Hawleyville Road	6071	Overlay		
Orchard Hill Road	2150	Mill and Overlay Partial		
Parmalee Hill	2650	Drainage		
Pebble Road	2300	Reclaim and Pave		
Riverside Road	620	Overlay		
Sugar Loaf	2800	Drainage		
Washington Avenue	790	Overlay		
Yearling Lane	1600	Mill and Overlay		
TOTAL LINEAR FEET	35,586		TOTAL	\$1,240,000
TOTAL MILES	6.74			

CHIP SEAL ROADS

Road Name	Length
Acorn Drive	890
Alder Lane	1,260
Antler Pine Road	1,140
Arthurs Court	1,320
Bennetts Bridge Road	9,400
Brandywine Lane	1,635
Bristle Lane	1,240
Cobblers Mill	3,837
Far horizon Drive	740
Fawnwood Road	3,300
Fox Hollow Road	1,490
Huntingtown Road	7,392
Lone Oak Meadow	2,600
Merlins Lane	2,600
Misty Vale Road	1,590
Mountain Manor Road	3,939
Old Purdys Station Road	1,350
Osborne Hill Road	6,886
Owl Ridge Road	570
Paugussett Road	4,486
Purdys Station Road	1,467
Rose Lane	2,363
Silo Road	435
Skidmore Lane	1,260
Stonegate Lane	1,490
Sweetbriar Lane	1,792
Yogananda Street	3,699
TOTAL LINEAR FEET	70,171
TOTAL MILES	13.29

Required Preparation - Basin Tops/Crack Sealing/Patch

\$ 54,539
TOTAL COST \$353,000

Patch Paving as required. Partial list of roads. Others added as identified.

Hattertown Road	Narragansett	Botsford Hill
Commerce Road	Button Shop	Bennetts Bridge
Toddy Hill Road	Walnut Tree Hill	Maplewood Trail

TOTAL \$3,354,000
MILES 25.30

Road Improvement \$3,250,000
Contractual \$104,000