

CITY OF DERBY

JOINT SPECIAL MEETING

INFRASTRUCTURE COMMITTEE & W.P.C.A.

MONDAY, OCTOBER 17, 2016 – 6:00 P.M.

DERBY CITY HALL – JOAN WILLIAMSON ALDERMANIC CHAMBERS

MINUTES

Infrastructure Chairman Keith A. McLiverty called the joint Special Meeting between the Infrastructure Committee and the W.P.C.A. to order at 6:00 p.m. All rose and pledged allegiance to the flag.

Roll Call – Infrastructure Committee

Present: Keith A. McLiverty, Chair, Robert Bell, Richard Bartholomew, Kelly Curtis, William Marcucio.

Absent: David Anroman

Roll Call – W.P.C.A.

Present: Jack Walsh, Chair, Robert Miani, Rose Marie Pertoso, Kelly Curtis, Alex Lechich

Also Present (City of Derby): The Honorable Mayor Anita Dugatto, Henry J. Domurad, Jr., Chief Administrative, Salvatore Coppola, Finance Director, Carmen DiCenso, President – Board of Aldermen, Stephen Iacuone, Alderman, Arthur Gerckens, Alderman, Lindsay King, Plant Superintendent – Water Pollution Control, Thomas Welch, Corporation Counsel

Also:

- Jean Perry Phillips, Pullman & Comley, LLC
- Raymond Macaluso, President, Westcott and Mapes, Inc.
- Joseph Rescsanski, Westcott and Mapes, Inc.
- Christopher Wester, PE, Weston & Sampson
- Robert Tedeschi, PE, Weston & Sampson
- Anthony DeSimone, PE, Weston & Sampson

PUBLIC PORTION

Mr. McLiverty asked if anyone wished to address the committees.

Salvatore Coppola, 941 Garden Road, Orange, CT (Finance Director – City of Derby)

It was brought to my attention about a week ago that I might be related to Ray Macaluso the Principal of Westcott and Mapes. I just want to clarify something. Ray Macaluso is my daughter-in-law's uncle. I've been in Ray's company twice in the last seven years. (Inaudible) I've never had a cup of coffee with him, I've never had a dinner with him, and I've never been to his house. His wife is the former Eloise Musante, deeply rooted in Derby – her and her family. I just wanted to clarify that. Thank you.

Arthur Gerckens, Alderman, 374 Hawthorne Avenue, Derby, CT (1st Ward Aldermen)

I want to thank you all for your service. I know it's a lot of work and you have a lot of darts thrown at you but we do appreciate it. I just want to say that I hope you go into this with an open mind because really the numbers that I have seen from the current people it just seems like we're in this mess because of the current engineers. We didn't know that we needed to get DEEP on board for a \$30 million project? I mean I needed to get DEEP on board to allow kayaks at Witek Park. So I think it's ridiculous and all these legal bills that keep getting run up that's a cost to the City – that's a direct response of the incompetence. Please consider the proposals fairly and justly and look at where we're at. I don't know what the other people are going to say. The Mayor – I never swore allegiance to the Mayor; I never swore allegiance to the Board of Aldermen. My duty is to represent the people of the second ward and they're fed up with this nonsense. Thank you.

Mr. McLiverty asked three more times if anyone else wished to comment during the public portion. Hearing no one else wishing to address the committees...

A MOTION was made by Mr. Bell with a second by Mr. Curtis to close the Public Portion.
Motion carried.

Mr. Walsh said the goal tonight is to have the second presentation. We need to listen to everything and meet our obligations. The proposal is due November 1st. We need to evaluate everything – time is running out.

Mr. McLiverty asked if anyone had any questions. None were raised.

ROOSEVELT DRIVE PUMP STATION REPLACEMENT PROJECT: PRESENTATION BY WESTCOTT AND MAPES, INC.

Raymond Macaluso, the owner of Westcott and Mapes, Inc. introduced himself to those present. He said Joseph Rescsanski, the project engineer is also present this evening and both he and I can answer any technical questions. Mr. Macaluso said he would like to go through the different scenarios for the Roosevelt Pump Station and then answer any questions. The sites proposed are the existing pump station, Cemetery Avenue and 113 Roosevelt Drive. He said they have eliminated Cemetery Avenue as a viable option.

Mr. Macaluso said Westcott and Mapes, Inc. have determined that using precast would be the most economical option. Weston & Sampson has suggested using cast in place. He noted that both options would work at either site.

Mr. Macaluso handed out Drawing S-1 from United Concrete Products, Inc. He said they looked at the precast scenario with United and (Inaudible.) He said this is the most economical course for the City of Derby. Mr. Macaluso stated that this is only PRELIMINARY – it is in no way a final drawing. He stated all options (precast & cast in place) would work with existing flows. Weston & Sampson had provided information on the sites. For the existing pump station they gave us an aerial survey, not a property line survey. The DOT was contacted – there are no Right-of-Way maps, just a taking map. Mr. Macaluso said this property is questionable. He would recommend a lease agreement with the State of Connecticut if it is indeed owned by the State of Connecticut. He stated that the Title Search done by Weston & Sampson is also questionable.

Mr. Macaluso said Alternative #1 is the existing pump station, which is depicted on Concept Plan C-1 that the committee members received. He said the precast would fit; however it would be tight. There is a concern about an existing water main on the site and whether or not it is being used or is it abandoned. Mr. Macaluso said he spoke to Larry Marcek at the Regional Water Authority and they determined that it is probably abandoned and will have a definite answer tomorrow. The existing storm water catch basin would have to be relocated. The existing force main would have to be abandoned with minimal work to Route 34 – it is better than 113 Roosevelt Drive. Mr. Macaluso said everything on the United Concrete Products, Inc., drawing No. S-1 will fit on the existing site. Dewatering, etc... will be addressed.

Mr. Macaluso said Alternative #2 is the 113 Roosevelt Drive location, which is depicted on Concept Plan C-2 that the committee members received. The precast also fits on this location. The sewer on Roosevelt Drive would have to be reconstructed to service. The force main and major utilities would have to be abandoned. There would be traffic disruption on Route 34, which would increase the cost. This site would require by-pass pumping at a high cost.

Mr. Macaluso said from a cost standpoint the existing site is more feasible. It will be a tight fit but it can be done. He noted that on Alternative #2 (113 Roosevelt Drive) a retaining wall and sidewalk would need to be constructed. He again noted the major traffic disruption on Route 34.

The pros and cons to the two sites were reviewed:

Alternative #1 (Existing Site)

- Pre-Engineered precast concrete construction methods. This would reduce time & cost over traditional cast in place methods.
- Minimal disruption to Rt. 34
- Proposed site location outside of floodway and Coastal Jurisdiction Lines. This would minimize CT DEEP Permitting
- Connect directly into existing wet well. This would reduce time and cost.

- Minimal bypass pumping – Internal gravity bypass during existing wet well modification work
- Temporary relocation of exiting onsite utility pole required during construction
- Utility mapping indicates Housatonic River 16" water main crossing adjacent to proposed site; however Regional Water Authority unsure if terminated or still active. Proposed compact site design assuming crossing still active.
- Temporary off road work area required. Minimized site due to precast concrete work off-site.

Alternative #2 (113 Roosevelt Drive)

- Pre-Engineered precast concrete pump station construction methods. Reduce time & cost over traditional cast in place methods
- Vacant lot site requires new rear yard retaining wall with non-access fence for safety and site security. Use precast modular concrete block methods.
- Requires extension of existing Roosevelt Drive 24" interceptor sewer from Cemetery Avenue to the new pump station site. Complex 30' deep trench excavation work in Route 34 required to extend existing sanitary gravity sewer.
- Significant support and protection of utilities required. 8" water main relocation required.
- Require deep building service connections to new 24" interceptor sewer or replacement of existing 10" sanitary sewer.
- Bypass pumping required during connection of existing 18" and 24" gravity sewers

Mr. Macaluso stated that the 113 Roosevelt Drive site does not include the cost of purchasing the property.

QUESTIONS

Mr. Miani – The first site would you put it in the exact same spot? Mr. Macaluso said it would be right next to it.

Mr. Bartholomew – Since we don't know who owns the property how long will it take to find that out and if we find that the State does in deed own it how do we go about that process. Mr. Macaluso said we would have to do a ground survey and then show the area that you want to use on the site. He said normally it takes four to six weeks. Mr. Bartholomew asked about the footprint. Mr. Macaluso said 50' x 100'.

Mr. Bell said we don't know the background with the costs associated with the State. Mr. Macaluso said Weston & Sampson did a visual survey but we don't know. He said he believes the State would be receptive to working with the City.

Mr. Marcucio noted that it was mentioned that the site is tight and we're going to have one pump going. Is there going to be enough room to stage? Mr. Macaluso said if you go with precast there would be minimal on-site construction.

Mr. Curtis said he is totally against putting the pump station on the existing site. In his opinion there is not enough room. There will be a generator and at least two pumps. Mr. Macaluso said all the pumps will be inside. Mr. Curtis said a crane would be needed to set the precast in place. He said the first thing that he wrote on his notes this evening was safety - someone is going to get hurt. If you wear a pair of wet rubber boots up that ladder you're going to get hurt. On Drawing No. S-1 it shows a straight ladder down. He wants to see stairs.

Mr. Macaluso said our charge was to see if it could be constructed on site. These are Preliminary designs. It can be constructed on both sites. He said issues can be hashed out in the final design. Mr. Curtis said there is not a lot of work room between the pumps - it looks small. He said again, safety is his main issue noting that we are already in trouble with OSHA. Mr. Curtis said he feels that we really have to throw being on the riverside out the door. Even though there is an approximate \$1.4 million difference we've blown through that before. He asked why the 113 Roosevelt Drive site would be on bypass. You're going down 30' why would you abandon the pressure line right away. The existing station is working properly why would it be on bypass for so long? Mr. Rescsanski said you can build existing station on new site you still have to make the three connections; you will need bypassing. Mr. Curtis said it doesn't see having to do this for the whole duration. Mr. Rescsanski said it isn't required for the entire duration.

Mr. Lechich said he is the new member on the WPCA and this is his first meeting. He said he didn't realize we were getting this information from Westcott and Mapes and questioned whether we have evaluated the Weston & Sampson proposal to this level. Mr. McLiverty said it was presented two meetings ago. Mr. Miani said Weston & Sampson prepared a package for us. He explained that no one on the board could do the evaluation and that is why Westcott and Mapes were hired to review Weston & Sampson's information.

Mr. McLiverty said our goal is to select two locations that are feasible. Atty. Phillips said two choices would work for the November 1, 2016 deadline. A narrative description and location description would be needed. At this time there is no need for specifics - precast or cast in place, grinder vs. screen, etc...

Mr. Curtis said when you say design what are you talking about? What's the minimum that we can give the State that they're looking for? Three pumps, four pumps - what will be acceptable to the State at this point in the process? Atty. Phillips said the State is looking for enough specificity that makes them comfortable as long as the authority can make a decision in a reasonable timeline. She said based on the discussion with

DEEP and EPA they would want to know the number of pumps. Mr. McLiverty said our challenge this evening isn't that great – decide on two locations.

Mr. Walsh asked Mr. Macaluso what would be the time period for construction. Mr. Macaluso said six months for precast and a year for 113 Roosevelt Drive. Mr. Walsh mentioned the concerns that Mr. Curtis raised and asked if stairs could be erected. Mr. Macaluso again noted that these are preliminary designs. 113 Roosevelt Drive can be made bigger – cast in place gives you a lot of space that can be used. As with everything life safety would be our #1 concern. He noted that the existing site would be tight. Mr. Miani noted that we would need to meet OSHA requirements. Mr. Macaluso stated as design engineers life safety is paramount. Mr. Curtis said he isn't talking about the construction; he's talking operation of a finished plant. Mr. Macaluso said it would be constructed to meet all building codes. The ladder was again brought up. Mr. Macaluso once again stated that they were asked to do a scope, a preliminary design.

Mr. Lechich asked about the impact to Route 34 in regard to the 113 Roosevelt Drive location. Mr. Macaluso said the existing sewer would have to be replaced. There are a lot more infrastructure issues that need to be looked at. Route 34 would have to be closed for the temporary widening. The Regional Water Authority would probably want to replace the water main.

Mr. Lechich asked if he could address some questions to Weston & Sampson. Atty. Phillips said that we need to be careful what we discuss since this is a special meeting. Mr. Walsh asked if there were any more questions pertaining to item #5 on the agenda. None were raised.

ROOSEVELT DRIVE PUMP STATION REPLACEMENT PROJECT: DISCUSSION OF ALL ENGINEERING OPTIONS

Mr. Walsh noted that Weston & Sampson has made their presentation at prior meetings. Mr. Lechich asked if Weston & Sampson's presentation included this much of a disruption at the sites. Mr. Wester said their preliminary design is similar to Westcott and Mapes. Mr. Lechich said Weston & Sampson's estimate on the riverside is higher. Does the traffic disruption come into play? Mr. Wester said they are in support of the 113 Roosevelt Drive site. He said there are different ways to configure the site and they have tried to present the different options to the City. Mr. Wester said with a precast you are limited to what you can ship over the road. He noted that Mr. Macaluso has brought forth several good points. Mr. Wester stated that the site survey was put on hold by the City. He commented that there are benefits to having two sets of eyes looking at these sites. The engineer details have yet to be worked out but we'll get there after doing these reviews.

Mr. Bartholomew commented on the price difference at the sites between Weston & Sampson and Westcott and Mapes. Mr. Tedeschi from Weston & Sampson said the same questions have been asked regarding the riverside. He indicated on the C-1 Concept Plan where they would propose erecting the staging area and where the building would actually be built (right side of plan.) A 200' long by 20' high reinforced

concrete retaining wall would also be built. Mr. Tedeschi said they will review everything that has been discussed this evening and come back to the committees.

Mr. Lechich noted that the Weston & Sampson plan also seems very preliminary. Mr. Wester said it is. He commented that both Weston & Sampson and Westcott and Mapes have carried healthy contingencies for items yet to be known. You want to always budget more than needed. Although it is all preliminary it is fitting within the \$7.46 million. Mr. Miani stated that the reason \$7.46 was allocated was because Weston & Sampson put that number in their estimate. He noted that it came to a head several months ago with the precast option – that is a \$4 million difference. Mr. Miani stated that we never got a copy of your new drawings – you put the \$7.46 million number in there. Mr. Wester said he does not agree with that statement. We never said that we're going to use precast. Mr. Lechich asked Mr. Wester if he feels confident that the pump station could be built on the riverside. Mr. Wester said he is extremely confident.

Mr. King said he is definitely concerned about the size. It is a tight space, which is exactly what they're dealing with now. He noted that this is going to be here for 50 – 100 years and we're going to limit what can go in there. Regarding safety he stated that they already have an OSHA violation for confined space entry. He said it is a major hassle to get in and out. Mr. King is very concerned about the safety issue of using a ladder. He also stated that they prefer screening rags, which Weston & Sampson has proposed versus grinding them, which Westcott and Mapes has proposed. He said the grinder clogs and requires cutter head replacement. A grinder needs to be replaced every five years at a cost of \$30,000. Once again Mr. Macaluso said this is a preliminary design. He said they didn't have the luxury to meet with the operators at the WPCA plant like Weston & Sampson did.

EXECUTIVE SESSION – DISCUSSION OF SELECTION AND ACQUISITION OF REAL ESTATE INTERESTS FOR ROOSEVELT DRIVE PUMP STATION

A MOTION was made by Mr. Bell with a second by Mr. Curtis to go into Executive Session at 7:23 p.m. inviting Mayor Dugatto, Atty. Phillips, and Carmen DiCenso to discuss selection and acquisition of real estate interests for Roosevelt Drive pump station.

Motion carried.

FRIENDLY AMENDMENT TO THE MOTION

A FRIENDLY AMENDMENT TO THE MOTION was made by Mr. Bell with a second by Mr. Marcucio to also invite Mr. Domurad to attend the executive session. **Motion carried.**

A MOTION was made by Mr. Curtis with a second by Mr. Bartholomew to come out of Executive Session and back into Regular Session at 7:38 p.m. **Motion carried.**

**ROOSEVELT DRIVE PUMP STATION REPLACEMENT PROJECT: REPLACEMENT PROJECT:
DISCUSSION OF PROPOSAL REQUIRED UNDER EPA ORDER FOR COMPLIANCE ON CONSENT
DOCKET NO. CWA-AO-R01-FY 16-02**

Atty. Phillips said we have already discussed the proposal needed under the EPA Order. A narrative and location description would be needed of the two intended sites for the pump station. She said we agreed that two options are sufficient as long as there is a road map with a decision making portion and there is a firm date for completion. She feels that this is what they are particularly interested in. Atty. Phillips said the Order does not require approval of any option at this time – only a proposal.

Mr. McLiverty asked the committee members if they had any questions. There were no questions raised.

Mr. McLiverty asked Atty. Phillips about the EPA review. He said if we list our three or four options and it gets to the EPA review and you list say nine weeks and you submit it for November 1st can they come back and say that's too long, this is too short, etc... Atty. Phillips said that is a great question. She said the Order does not provide for approval of the proposal. So we are going forward on the assumption that the proposal will be provided – it will be a good faith, detailed proposal that provides the road map and particularly the date certainty and that's it. Now they could come back and say we want more and we need you to resubmit the proposal and if they say that we'll do that; however there will be no penalty. Atty. Phillips said she would be very surprised based on the detail discussions that she has had with them. She will also be doing follow up emails with the agencies to make sure there's a record.

Mr. McLiverty said we know the two options – what else do you need for us to proceed? Atty. Phillips said it had not crossed her mind that the committee and the authority may be at odds as to precast or cast in place and also size. To that extent the committee and authority must do further research and a decision will be made as to whether you select cast in place or precast. She said that may come down to the site location chosen.

Mr. Curtis said we have the design proposal from Weston & Sampson and the one from Westcott and Mapes. He suggests taking the common items that both groups can come together on. Mr. Curtis said he feels there is enough stuff that we can put something together. Mr. McLiverty asked who is going to draft this noting that this is not in either firm's scope of work. Atty. Phillips stated that it really has to be an engineering firm to prepare the draft.

A MOTION was made by Mr. Curtis with a second by Mr. Marcucio to authorize Weston & Sampson to prepare the technical aspect involving both sides to submit to DEEP.

DISCUSSION ON MOTION

Mr. Miani said we're talking pump size – pump size is critical. Are we going to use the existing piping? We can use the piping that's there. If we go with the pump size (inaudible) with Weston & Sampson we're told that the piping won't handle it. Mr. Curtis said we went through that at the last meeting. It gave us three different

examples. Mr. Curtis said then have Ray do it. Mr. Miani said we have to justify why you would put in a larger pump that would make us put in a larger pipeline. Mr. Curtis said then make a window that it has not been decided yet. Mr. Miani said you're asking Weston & Sampson to put their proposal together. Mr. Curtis said then have them do it – who cares? It needs to be done within two weeks. Mr. Macaluso suggested having Weston & Sampson prepare it and they would review it. Then it's a joint effort. Mr. McLiverty said for the purpose of time we can have the WPCA Chair review it and then Counsel can sign off. If someone wants me to look at it I'll look at it – that way everyone touches it. Then we can both sign off for our respective committees, the Mayor will sign off and have Counsel review so we're in compliance.

MOTION AMENDED

A MOTION was made by Mr. Curtis with a second by Mr. Miani to authorize Weston & Sampson to develop the DEEP required proposal in collaboration with Westcott and Mapes for final review to be vetted through the Mayor, the Chair of WPCA, the Chair of Infrastructure and signed off by Counsel before submittal.

DISCUSSION ON MOTION

Mr. Walsh asked both Mr. Wester and Mr. Macaluso if it is doable and will they have it done in the required timeframe.

Atty. Phillips said she has discussed this with Mr. Wester and he said he would be able to do it by the end of this week and now it has been expanded. Can it be done by the 21st? Mr. Wester asked Mr. Macaluso if this would work with his schedule. Mr. Macaluso said it would.

Mr. McLiverty said we need to discuss the financial aspect since this is not included in anyone's scope of work.

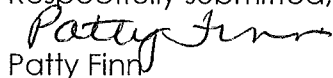
MOTION CARRIED.

A MOTION was made by Mr. Curtis with a second by Mr. Bell to authorize payment not to exceed \$5,000 total to Weston & Sampson and Westcott and Mapes to prepare the DEEP proposal and authorize payment not to exceed \$1,000 to Pullman & Comley to review the DEEP proposal. **Motion carried.**

ADJOURNMENT

A MOTION was made by Mr. Miani with a second by Mr. Bartholomew to adjourn the meeting at 7:55 p.m. **Motion carried.**

Respectfully submitted,



Patty Finn
Recording Secretary – Infrastructure Committee

THESE MINUTES ARE SUBJECT TO APPROVAL BY THE INFRASTRUCTURE COMMITTEE AND W.P.C.A. AT THEIR RESPECTIVE MEETINGS