TOWN COUNCIL
WATERTOWN, CONNECTICUT
MONDAY, OCTOBER 17, 2022
REGULAR MEETING - 7:00 P.M.
MINUTES

1. Call Meeting to Order.
Chair Jonathan Ramsay called the meeting to order at 7:00 p.m.

2. Pledge of Allegiance.
Chair Jonathan Ramsay led the pledge of allegiance.

3. Roll Call.

PRESENT: Jonathan Ramsay, Chair
Ken Demirs
Robert Desena
Gary Lafferty
Robert Retallick
Rachael Ryan

ABSENT: Mary Ann Rosa, Vice Chair
Anthony DiBona
Denise Russ

OTHERS PRESENT: Mark Raimo, Town Manager

4. Public Comment.
Katherine Camara, 31 Cottage Place: Ms. Camara commented on topics of discussion under Executive Session.

5. Minutes
a. Regular Meeting – October 3, 2022

Motion: Ken Demirs seconded by Rachael Ryan: I move to approve the Regular Meeting minutes dated October 3, 2022 as presented.
Aye: 5 Ramsay, Demirs, Desena, Lafferty, Ryan
Nay: 0
Abstain: 1 Retallick

Motion passes

6. Chairman's Report
   a. Correspondence

Chair Jonathan Ramsay: We received a letter from Linda Parker, 456 Hamilton Avenue related to the road conditions on Hamilton Avenue. Mainly caused by large trucks and complaints of no sidewalks, no street lights and overall conditions of the roads.

7. Town Manager’s Report
   Mark Raimo reported:
   Thank you, Chairman and members of the Town Council.

   1. Wilson Street Bridge – no new information, we are working on getting that ready to go out to bid.

   2. Guernseytown Road Project – the project was before the Inlands & Wetlands Commission having approval to move that project forward. There were some small changes to the plan, the Engineering Department are making those changes to that scope of work that will be sent back to the company that designed it and then it will go out to bid I assume by early November.

   3. Steele Brook Greenway – we are continuing with discussions with the company regarding the scope of work. We finalized our scope of work and we are working on determining the estimate hours needed to complete this.

   4. Naugatuck River Greenway – No additional updates at this time.

   5. A project was presented to Inland & Wetlands regarding property in the area of 262 on Echo Lake Road Extension. Hillwood New Haven group is working to develop an application for approximately 350 to 600 thousand square foot industrial warehouse on the Frost Bridge Road 262 area. This site is adjacent to Route 8 with direct access to the highway. The proposed use is expected to generate between $750,000 and 1 million dollars in property tax revenue with minimal impact on our town services. Hillwood New Haven Group is meeting informally with Inlands/Wetlands which occurred last Thursday looking for feedback from the commission to move that project forward.
6. We did enter into contract for 37 DeForest Street with an anticipated closing by the end of October. We did receive the deposit and they finalized all of their documents.


   a. Consider appointments to boards and commissions.

Motion: Ken Demirs seconded by Robert Retalliek: I move to appoint Alan Mickel, 95 Woodvine Avenue, Oakville as a member of the Park and Recreation Commission to fill the expired term of Amanda Manforte to expire January, 2025.

Motion passed unanimously

b. Presentation from Beta on Pavement Management program and recommendations.

Mark Raimo, Town Manager: Mr. Raimo introduced Peter and Tony from Beta and noted Mr. Spina our past Public Works Director is in the audience and our new Public Works Director Mr. Lukowski and encouraged them to ask any questions as we move through the change for an easy transition.

Anthony Garro, Senior Vice President of Beta Group: Mr. Garro also head up our GIS Management Division, I have worked for Beta for over 30 years. With me tonight is Peter Daddario he is the Project Manager for this project he specializes in assets management with a focus on pavement management He has been overseeing data collection, data development and coordination with the community thus far on the project. With that I will move into the presentation.

Attached presentation

Questions from council:
Rachael Ryan: You mentioned something about training, can you talk a little bit more about, training for our Highway Department and that sort of thing and how much contact do we have with you going forward?

Anthony Garro: Peter gets call all the time with something that is happening whether it’s through a phone call or teams or zoom or here in person. We are always available; we are very responsive on that. We want you to be successful with the program and we want it to be used, we want you to be self-sufficient in using the program. The training program is one of the more important aspects moving forward. Again, we have that investment made
to now develop this program. We will be doing the training as needed. You would need one full season to go through it.

Peter Dadarria: You would need one or two full season to go through it. To update the program, we want to be involved, we want to see progress made.

Gary Lafferty: When you did your study for the roads, are you just looking at the surface of the roads or is there a way you can tell how the base of the roads are or the thickness of the asphalt and all that.

Anthony Garro: The inspections were based on a surface evaluation. We can do paving bores once you have that plan in place there are roadways where you want to confirm the depth of pavement.

Robert Desena: Thank you very much for the presentation, some of us on the council were aware of the program within the past year, was presented to us by a previous Public Works Director. Mr. Spina who explained to us the success of this program in Cromwell. In Cromwell they have also have state roads in and out of the town, local roads and the way I look at this it is forecasting. To prioritize the immediacy or not of remedial action. What scale does a given road fall under is very important. Can you explain a little bit more about frequency of complaints of a given area received by the Public Works Department, for example there is a group here tonight obviously from the same general area and if they were making complaints would that go into the format?

Anthony Garro: Is it a Q alert program, or is it something recorded as a call and identified as location. What we can do is we have done this in other towns, where we can take that Q alert data and we can use that as overlay and see it almost like heat map generating and you can see a cluster of calls that came in. With the Q alert data you need to be careful with the location. Sometimes it is located to where the call came from the house rather than the actual location of the issue. That is something we need to be careful of but we can use that information.

Robert Desena: The way that I look at it also sir, this takes away from a given complaint happening with Public Works saying for example this road where I live on hasn’t been paved an x number of years, I want something done. It can determine the immediacy or not of remedial action, correct?

Anthony Garro: The idea is to use the science behind all this, to prioritize which roadways should be repaired. The information you are receiving the complaints that are coming in are identifying issues that they see in the roadway whether it is a pothole or a series of potholes. It is good to record that information and apply it. You can see the clusters possibly and it might identify something that the system we developed didn’t clearly identify, so it is another layer. I believe in brining in as much information as we can and use it as a tool.
Robert Desena: The data end is always important, thank you sir.

Chair Jonathan Ramsay: When you talk about updating the software as far as road conditions, is that something that is kind of done as we go. We pave one road we update it or is that something that is more done at the end of the year, we have ten roads and then we get something updated.

Peter Dadarria: At the end of the year, it is just quicker to take all the roads you paved and generally we present this service to the town. We could do it in a matter of a couple of hours, refresh the software. We can show based on last year did it go up; did it go down. If it is going down, what can we do differently next year to improve the road score. Generally, we have done it both ways we will update roads as they are paved. It is more efficient to update it once or twice a year.

Chair Jonathan Ramsay: As far as the car driving around with the radar, how often do you recommend that process be done?

Anthony Garro: That would be done typically in 3 years. Typically, you can use the data for 3 years and then you are going to do another data capture at that point. Some towns what they will do is they break it up and do inspections every year but they will do 50 percent of the network.

Peter Dadarria: The model will be sufficient over time that is why we rank them every 3 years to get new scans.

Chair Jonathan Ramsay: Just to confirm that the work that you have done just gives the ranking of the roads as of a set day. It does not include any of the why, one road is a lot worse than the road next to it type of thing, your analysis is just current conditions is that accurate?

Anthony Garro: Current conditions but you will know why it is worse because it would be based on the stresses that the lidar identified. If the road is 50 years over here and this road is a 45 there is definitely there would be some distinct difference that will trigger that lower score.

Gerald Lukowski: Good evening, I like to thank the town for commissioning this study and helping out the Public Works and Engineering Departments for the town to figure this out. I know 45 million is a big number but I like your five-year plan and like the 3 years that is locked in and then you added two additional years as its coming up. Are you looking at the way you spend the money, the worst is first and preservation at the same time? So, you are not always bringing the roads that are worst in and you are not capturing like you had the saw tooth, you had 5 or 7 seven years, is that going to be part of the study?
Anthony Garro: It depends on the funding score, so if there is a bond in place, typically the bond is going to require a 15-year improvement money. The bond money has to be minimum, a mil and pave. The other money could be spent anyway, it could be a blend, it could be a balance.

Gerald Lukowski: Is it the best way to do worse first but also preservation of the other roads.

Anthony Garro: I would like to see a balance plan, where you are taking care of the worst roads especially on those heavily traveled roads. Those would get programmed first and then you blend in your surface treatments and preservations.

Gerald Lukowski: I also noticed it was pretty small, but if you extend the state, it would be 2 million dollars a year. To keep it at 60, it would be 2 million dollars a year. I know we would probably want to go a little bit more than that to increase the 60 that we have. Would it be 2 and a half, would it be 3 and a couple different courses of action so we know where that number is going to in the long run. With Beta, I know we have different funding sources that come in and we are using ARPA for part of it. Do you see any other state or federal funds that are coming in for the road networks for the municipalities?

Anthony Garro: There is always LOCIP, we are very familiar with that and can help you with that. There is a new LOCIP program that I just learned of a few weeks ago called the Rural LOCIP program as well. I think we want to look and target roads that would be good candidates for that program, and kind of peel those off and move forward those. Then of course ARPA you have your town aide fund, which is limited. There is some other federal money out there but it’s really more geared to regional applications. Safe street for everyone that is there. We are very familiar with some grants now with some towns. Some to consider you do have 142 road miles that might be considered.

No action taken

Mark Raimo, Town Manager: Mr. Chairman, during my Manager’s Report I left something out. I was asked to do a little research, there has been a lot of communications in our town regarding the ATV operation throughout town. I was just asked to give an update on our Police Departments response on that. The Chief is not available, so I will do my best, just to make sure everybody is aware. The Police Department not only operates under general statute they also work under general order. The state statute does not give much leeway for the pursuit. Specifically, regarding the pursuit of offenders that operates ATV’s, dirt bikes or quads. They are basically committing infractions and law enforcement does not have any authority based on that infraction to pursue. What our Police Department and most police departments throughout Connecticut, what they are doing is identifying these offenders by taking body camera footage or cruiser footage and then they take that information and they distribute it to other police departments to try to identify and through investigation identified who the operator was. Watertown has one
successful arrest. They were able to identify somebody though using different types of media and we ultimately made an arrest. Although it does appear the Police Department is not doing their job they are actually abiding by their rules and they are working within the laws of the state and until we get our laws changed through that Police Accountability act that is where we are with that.

c. Consider a resolution authorizing an appropriation of $6,619 for tax refunds.

RESOLUTION

WHEREAS, taxpayers have applied for Tax Refunds pursuant to Section 12-129, Refund of Excess Payments; and

WHEREAS, the Tax Collector recommended that the refunds be made in accordance with the provisions of Section 12-129; and

WHEREAS, in order to refund taxpayers who have been approved for their refunds, monies must be appropriated into the budget line items to expend the funds.

NOW THEREFORE BE IT RESOLVED, that the Town Council appropriates $6,619 to line item 010-50341-043-0102 from the General Fund for tax refunds.

Dated at Watertown, Connecticut this 17th day of October, 2022.

Jonathan Ramsay, Chairman
Watertown Town Council

Motion: Ken Demirs seconded by Robert Retallick: I move to approve the resolution authorizing an appropriation of $6,619 from the General Fund for tax refunds.

Discussion: none.

Motion passed unanimously

d. Consider a resolution authorizing tax refunds.

RESOLUTION

WHEREAS, taxpayers have made applications for property tax refunds in accordance with C.G.S. Section 12-129 Refunds of Excess Payment:
WHEREAS, the Tax Collector recommends that the refunds be made in accordance with the provisions of Section 12-1298;

NOW THEREFORE BE IT RESOLVED, that the Town Council approves the attached listing of tax refunds.

Dated at Watertown, Connecticut this 17th day of October, 2022.

Jonathan Ramsay, Chairman
Watertown Town Council

See attachment

Motion: Ken Demirs seconded by Robert Retallick: I move to approve the resolution authorizing tax refunds.

Discussion: none.

Motion passed unanimously

10. Executive Session Time in 7:50 p.m.

a. Pending Litigation

Motion: Ken Demirs seconded by Robert Retallick: I move to enter into executive session with the Town Manager and the Town Attorney to discuss Pending Litigation cases as follows:

(1) Biello vs. Town of Watertown
(2) Camara vs. Town of Watertown
(3) Camara vs. Raiano
(4) City of Waterbury vs. Town of Watertown/Water and Sewer Authority

Discussion: none.

Motion passed unanimously

Time out 8:46

11. Adjournment.

Motion: Ken Demirs seconded by Robert Retallick: to adjourn the Regular Meeting at 8:46 p.m.

Motion passed unanimously
Jonathan Ramsay, Chair
Watertown Town Council

Approved: ________________________________
Susan King, Clerk
SUMMARY OF FINDINGS

Program Management

Pavement

Wærtown, CT

Town of
Proactive vs. Reactive

Provides foundation for decision making

Benefits of Pavement Management

- Protects a community's investment by maximizing the life span of the roadway network
- Provides the ability to plan ahead and predict budgetary needs (minimize costs)
- Apply the appropriate treatment at the correct location and time
- Provides a foundation for decision making
Five-Step Project Approach

1. System Set-up & GIS Mapping
2. Pavement Inspection Program
3. Existing Conditions Analysis
4. Planning & Prioritization
5. System Deployment & Training
GIS Centric Approach

System Configuration & Mapping

Asset Database

Pavement

Field Tablets

Post Processing & QAQC

Final Database

Deliverable

ArcGIS Online
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<td>Miles</td>
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<td>Municipal</td>
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<td></td>
<td>1.12 Gravel</td>
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<td>1.88 Asphalt</td>
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<td>140.86 Paved</td>
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</tr>
<tr>
<td></td>
<td>Municipal-Other</td>
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<tr>
<td></td>
<td>0.46 Gravel</td>
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<td>6.97 Asphalt</td>
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<td>32.76 Gravel</td>
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<td>0.23 Asphalt</td>
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Pavement Inspection Program

LiDAR Technology:

- Data Captured in August 2022
- Pavement distresses identified utilizing a LiDAR sensor mounted to a vehicle which ultimately generates 0-100 Road Surface Rating (RSR)
- High resolution photographs located every 20' are available for viewing via BETA's ArcGIS Online platform
RSR – Representative Examples

Good Examples:
- West Meadows Road: RSR: 98
- Sprucewood Road: RSR: 100
Ball Farm Road
RSR: 61

Nova Scotia Hill Road
RSR: 77

(Fair)

RSR – Representative Examples
<table>
<thead>
<tr>
<th>Repair Band</th>
<th>Description</th>
<th>Repair Band Description</th>
<th>FDR</th>
<th>N/A</th>
<th>Repair Method Examples</th>
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<tbody>
<tr>
<td>Excellent Condition - Pavement Maintenance</td>
<td>Needs no immediate repairs or maintenance.</td>
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<td>Good Condition - Pavement Maintenance</td>
<td>Minor localized repairs.</td>
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<td>Fair Condition - Pavement Maintenance</td>
<td>Surface structure needs added overlay. Needs a surface seal or thin overlay.</td>
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<tr>
<td>Poor Condition - Pavement</td>
<td>Structure needs added overlay. Typically involving an overlay or mill &amp; patch for existing traffic.</td>
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<td>0-50</td>
<td>50-65</td>
<td>Major Rehabilitation</td>
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<td>Minor Rehabilitation - Pavement</td>
<td>Cold in-place recycling (R3R)</td>
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<tr>
<td></td>
<td>Mill &amp; Overlay</td>
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<td>Microsurfacing</td>
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<tr>
<td></td>
<td>Chip Seal</td>
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<td>Rejuvenators</td>
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<td>Fog Sealing</td>
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<td>Crack Sealing</td>
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**Pavement Inspection Program**
Network Rating = 60.79

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<th>$495,530,185.71</th>
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<th>2022,275.04</th>
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<td>$0.00</td>
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<td>$145,211.95</td>
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<td>$21.328,682.45</td>
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<td>$22.830,799.40</td>
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<td>589,704.15</td>
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% of Maintenance Required: 50%
Routine Maintenance: 15%
Preventative Maintenance: 10%
Minor Rehabilitation: 3%
Major Rehabilitation: 10%

Estimated Costs of Improvements (Accepted)

Existing Conditions Analysis
Existing Conditions Analysis

Roadways Broken Out by Repair Method

- Minor Rehabilitation: 42.30 miles (29.80%)
- Major Rehabilitation: 41.59 miles (29.30%)
- Preventative Maintenance: 31.41 miles (22.12%)
- No Maintenance: 13.84 miles (9.75%)
- Routine Maintenance: 12.83 miles (9.04%)

Est. Cost: $0
Est. Cost: $145K
Est. Cost: $12.3M
Est. Cost: $28.3M

*Estimated Costs are established by $ per square yard unit pricing, based on New England Industry Standards.
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<tr>
<th>Community RSR Comparison</th>
<th>Existing Conditions Analysis</th>
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<td>AVG. RSR</td>
<td>Miliege</td>
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<tr>
<td>84.83</td>
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Existing Conditions Analysis
Roadway Improvement Tracking
Planning & Prioritization
Next Steps

Capital Planning & Prioritization

Multi-Year Plan

Define Needs

Present Findings

Capital Improvement Planning Timeline

Collaborate
- BETA works with Community to gather initial ideas.

Analyze
- Review ideas & prioritize roadways.

Draft
- Develop plan with prioritized projects.

Formalize
- Present draft plan for comments & review.

Adopt
- Finalize modifications & present plan for community use.
Next Steps
Capital Planning & Prioritization

Analysis Considerations

- Sidewalks & Curb Ramps
- Sub-Surface Utilities
- Life Improvement
- Repair Costs
- Cost Benefit Value (CBV)
- Roadway Functional Classification
- Roadway Condition (Good, Fair, Poor)
1. Comprehensive Inventory has been created for Town maintained roads, their condition, & the most effective way to prioritize maintenance and repairs.

2. Designed to better manage limited dollars allocated to road work in Town

3. Capable of assessing the different types of repair strategies necessary to maximize the lifecycle of the roads

Concluding Remarks
Thank You

Program Management

Pavement

Watertown, CT

Town of

Sunny Side Avenue
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