

1. APPROVED BET Budget Comm. Capital Budget Review Minutes

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TOWN OF GREENWICH  
BOARD OF ESTIMATE AND TAXATION BUDGET COMMITTEE  
2006-07 CAPITAL BUDGET  
MINUTES  
Cone Room  
February 2, 2006

Present:

Committee: Stephen Walko, Chairman  
Edward Krumeich, Michael Mason, Larry Simon

Staff: Peter Mynarski, Comptroller; Roland Gieger, Budget Director; Ed Gomeau, Town Administrator; Dr. Larry Leverett, Dr. Susan Wallerstein, Colleen Giambo, Richard Calcavecchio, Board of Education; Joseph Siciliano, Tom Greco, Fred Walters, Dave D'Andrea, Lou Berlingo, Peter Mandras, Bruce Spaman, Department of Parks and Recreation; Raymond Augustine, David Ormsby, Nathaniel Witherell; Lloyd Hubbs, Robert Kalm, Dave Thompson, Joseph Roberto, Garo Garabedian, Department of Public Works

Board: Nancy Barton, James Himes, Arthur Norton, Alma Rutgers, Robert Stone, Leslie Tarkington, Peter Tesei

Board Ex Officio: James A. Lash, First Selectman

Mr. Walko called the meeting to order at 1:10 P.M.  
He reviewed the agenda for this meeting and the following meetings.

The Committee took some time to discuss general budget issues.

Mr. Walko asked if any payment from the parking fund (for items such as the police officers on Greenwich Avenue) is treated as revenue. Mr. Geiger said this is not considered revenue. Appropriations are allocated to the Parking Fund which is consistent with the manner in which it has been done in the past.

Board of Education Capital Presentation

Dr. Wallerstein began the BOE presentation to the Committee. She introduced John Bryce and Doug Lajoie, from CES Engineers. Mr. Bryce and Mr. Lajoie performed a recent facilities audit that resulted in a newly organized BOE Capital Plan, and answered questions from the Committee with regard to that Capital Plan.

Mr. Bryce explained that his company was commissioned to conduct an audit of the school district facilities, including the Havemayer Building and accessory structures. They assembled a team of professionals, including mechanical, plumbing and electrical engineers, roofing and

structural consultants. A questionnaire was sent to school personnel, including custodial staff, so that facility issues could be reported accurately. The information was compiled and tours were conducted by the auditors. At the end of that process, a description of each school was put together, the defects that were found, and the proposed solutions to those issues. The intent is to create a format that can be updated for the future, as work is completed.

Mr. Lajoie described the types of issues being looked at and the approach to improve them. A replacement schedule was put together based on the life cycle of components of equipment (i.e., some equipment will be replaced yearly, every five years, etc.). Recommendations were prioritized based on this information.

Dr. Wallerstein explained that she and Tony Byrne took all of the data and formatted it into a plan that the BOE adopted.

Mr. Walko asked if there were any new initiatives or upgrades in the plan. Mr. Lajoie explained that items such as generators were looked at to determine their remaining useful life. Most of the schools have battery pack emergency lighting. Indoor air quality issues and items such as proper and correctly functioning exhaust fans to insure air ventilation were also looked at, as well as asbestos abatement.

In response to a question from Mr. Simon about the software system used to store all of this information, Dr. Wallerstein explained that the standard used at all of the schools is a web based ASP. All of the facility scheduling is done through this software. Two available companion pieces, one for Preventive Maintenance, and another for Capital Multi-year Planning are being integrated at this time. One current project is to de-construct job responsibilities of custodial staff, and determine what they should be checking daily. Adhering to a prescribed maintenance plan for all buildings will assist in following costs and avoiding unanticipated repairs if equipment and facilities are properly maintained. The goal is to establish a long term maintenance plan, which includes expected life cycle of equipment, repair and replacement costs. The software should remain current, so as to maintain the current infrastructure.

Dr. Leverett pointed out that it is the purpose of the investment now to bring the facilities up to the standard where they can be properly maintained. This course of action is expected to decrease significantly the Town's exposure in future years.

System replacements are prioritized. A boiler that is 30 years old and has had repeated repairs done over the last few years will be a priority.

Mr. Mason wanted to know where the threshold was between an estimated \$8 million for capital maintenance programs (balance left from \$15 million capital requirement minus the appropriations for Hamilton Avenue and Glenville Schools, \$2.1 million for the GHS field, a playground, the security camera system at the high school) and the \$3 million operating budget for day to day maintenance. Stability over time is the issue, and how this is accomplished, whether annually or more on a capital basis needs to be established.

Mr. Leverett pointed out that the design of system that the BOE is working to put into place aligns with the common vision of prioritizing systems and information into a useful resource. This will take a few years of continued investment in the development of the intelligence necessary to get a sense about longer term issues.

In response to a question from Mr. Walko with respect to standardization of systems, Mr. Bryce used roofs as an example. There are different kinds of roofs (slate, shingle, or foam) with slopes or flat surfaces. In this case, within the different types of roofing systems, the district would select one or two types of roof products to work with. This is one way to start to standardize. It is not possible for one solution to fit all. Door hardware is another example. Mechanical systems aren't any different. Over the past summer a standardization document for building control systems was put together. The high school was the only building with digital controls. At some point in the future, the ability to check such things as temperature controls at all the schools from one computer will be possible. Ventilation and air conditioning systems across the district are current items being examined for performance standards.

Mr. Krumeich inquired as to follow up physical audit programs for the software systems. Dr. Wallerstein stated that there is a state requirement for physical inspections on the matrix systems. Some of the inspections of more complex systems are done by outside professionals, but others can be done in house by staff.

The software used by the BOE to maintain buildings and keep track of repairs is not the same as the software used by other town agencies. Having one application that will address the needs of the buildings of all departments is the goal. Mr. Walko asked if the software currently used by the schools could also be used by the town, whose idea of system maintenance differs from the BOE's. One cost escalator and uniformity across the board has been of interest to this Committee and former Budget Committee members. Dr. Wallerstein will follow up with Al Monelli and DPW to share the direction that they are moving in, as she is aware that this is a guideline recommendation.

Mr. Simon pointed out that a common understanding of software and a common maintenance approach and knowledge sharing will be very helpful, and that the software system currently in use would be perfect for the WGCC. There should be a long term maintenance plan that can be put into a software package.

Mr. Simon asked if the software package helped with sequencing of projects, so that the right decisions about timing of projects can be made.

Mr. Bryce stated that while the software package cannot catch sequencing mistakes, it can assist with sequencing if you have a good grasp on a ten year project schedule for a given building.

In response to a question from Mr. Simon about the cost of the security camera's at the high school, Mr. Leverett explained that the original request was for \$375,000, which included the 24 camera's, and the whole digital surveillance system including a place to store the images. The budget item was mutually reduced to \$275,000 through the CIP process. It was reduced without documenting why the cost was reduced. A meeting will be held tonight at GHS to address this topic along with others. Presently at the school are 7 exterior analog fixed position cameras with

a maximum 10 hour storage capacity. The surveillance ends at 6:00 P.M., and there is no surveillance on weekends. The system has become virtually useless and needs to be replaced with the proposed digital system. Mr. Walko asked that any decisions that are made be communicated to the Committee as soon as possible. He also asked if there would be any additional operating expense with respect to the security cameras. Mr. Leverett responded that recommendations based on studies done of 120 other high schools indicates that a persons effectiveness as a monitor sitting at a desk monitoring multiple screens diminishes after 20 minutes of consistent viewing. This would mean rotating staff in monitoring shifts to avoid this decline in effectiveness. Should the BOE accept the proposal for the security cameras, the staffing question can be addressed by late April, 2006.

In response to a question from Mr. Simon about the standard for playground equipment, Dr. Wallerstein explained that she is working with the Park and Recreation Department on that. She believes that the \$150,000 is accurate. Park and Recreation's standard focus on the equipment being installed as well as the surface underneath the equipment, which adds to the cost. Another factor is adding equipment in the beginning that is accessible to children with disabilities, rather than upgrading old equipment.

In response to a question from Mr. Krumeich about fields, Dr. Wallerstein explained that Phase I fields are the two fields at the north end of the property. They are in the FY2005-06 budget and are not conditioned on receipt of funds. The town appropriated the entire amount required to execute the project and the written memorandum of understanding with the foundation required them to pay a certain amount. They were invoiced and had paid the initial \$250,000 and within days when the final verification of the final test results is received, an invoice for the balance will be sent. The additional fields that are part of Phase II are largely multi-purpose.

The BOE Capital Presentation concluded at 2:52 P.M.

The Committee resumed the presentation at 3:05 P.M.

#### Parks and Recreation Capital Presentation

##### **Golf Course:**

Mr. Simon asked for clarification on the Master Plan for the golf course.

Mr. D'Andrea responded that an update should be done every 5-10 years. There have been numerous improvements in the last 5 years, including irrigation, tee renovations, and drainage issues. The major components that this master plan will address are bunker renovations and /or design, driving range deficiencies, woodland preservation and continued drainage projects. Bunker restoration and/or design will be implemented in the fall and the drainage work and driving range will follow.

##### **Skating Rink:**

There was a question if it advantageous to raze the skating rink building. Originally it started as an open air rink that had a roof added to it, then walls. This has resulted in growing maintenance costs for a deteriorating facility. Discussion has included building a new skating facility. Mr. Siciliano said that there was a facility survey done, evaluating the slab, equipment and other

components of the building, creating a baseline assessment of the current condition of the building.

Mr. Mandras explained the evaluation study process. The first evaluation was done by a company out of Hartford, who gave a wide range evaluation reviewing the facility over the past 35 years. They felt the facility has been well maintained and has held up well. Current standards of a municipal rink are not being met. Their plan for \$1.5-\$3.5 million for basic renovation of the building as is. Building a second rink and attaching it was upwards of \$9.5 million. There is a conflict with having two rinks at that site. Consideration should be made for replacing the slab, and that money is in next year's budget.

Truss painting is another issue that needs to be addressed. Remediation of materials will be necessary for this project.

Lighting improvement and wiring problems need attention as well.

Mr. Walko wanted clarification about the direction of the department. His concern is entering into discussions about a potential agreement to build a new rink facility before addressing the needs of the current rink. He would like to see some commitment to spend the money available to improve conditions at the present facility, making it a priority and after this is done, pursue plans for a new facility.

Mr. Siciliano pointed out that there are many opinions, involving building a new rink, having a single new rink, competition for ice time and people going to other facilities because of available time issues.

Mr. Mandras explained their attempt to not disenfranchise the people buying their product, the same private sector expressing the ability to privately fund a new rink.

#### **Parks and Recreation:**

Mr. Walko asked about the master plan for parks, and if there is an overlay for plans that cover fields, and tennis or basketball courts.

Mr. Siciliano responded that the plan for basketball courts is incorporated in the overall athletic field program.

Mr. Spaman reported that in October 2004, they came up with a plan for turf operations. These include school fields as well. Between parks and schools, there are 59 athletic fields. They were inventoried and a basic management plan was formulated. Tennis court upgrading is ongoing to improve quality.

Mr. Siciliano stated that master plans for all parks are not completed, and that 5 locations are done out of 22. Forward movement has not been as aggressive as he would like to see.

Mr. Walko said that while this is a good start, the end result could be a lot of disjointed plans that may or may not be consistent with an individual parks master plan.

Mr. Siciliano said that a lot of the "plans" that seem fragmented are more recommendations at this point. Professional planning assistance may be obtained once the inventories are completed. His department has been collecting data and forming a shopping list of items, some that can be done now, and some need to be looked at in more of a goal oriented manner.

Mr. Lash pointed out that the focus of a few years ago was to get recreational facilities back into reasonable condition. Overuse and lack of maintenance had resulted in deteriorated buildings. The purchase and maintenance of open space had taken priority. One of the areas of interest is

the Cos Cob Power Plant property, a plan for which exists to turn it into a recreational facility. Another plan involved turning into a park, but this was never done.

Mr. Walko asked if the Marina finger slip program was a pilot program. Mr. Walters explained that \$20,000 exists in the FY2005-06 budget for Cos Cob, and implementation has already begun. \$20,000 for 2006-07 will also include Cos Cob, and pending dredging, Grass Island as well. The amount should increase to \$100,000 for 2007-08, as re-building the 20' X 6' floats will also be included in that budget. There is a ten year program to re-build all of the docks and all of the marinas.

In response to a question by Mr. Krumeich concerning an increase in the length of boats able to use the slips, Mr. Walters explained that boats up to 24 feet will be able to utilize the slips; where as the current conditions allow a length of 20-21 feet. The parallel slips are more desirable. Most of the finger slips will be at Cos Cob.

#### **Discussion turned to the dredging of Grass Island.**

Due to the presentation package combining dredging on Grass Island, dredging on Island Beach and the purchase of a new ferry boat, there was some uncertainty of the timing among these three items. The Island Beach dredging project was confused with the expected dredging at Grass Island. \$1.4 million had been appropriated for dredging at Grass Island and after the preparation and permit process, approximately \$1.3 million remains for dredging at that location. There has been an ongoing problem with dredging, transporting the dredged material with a high concentration of contaminants such as petroleum, and the availability of disposal locations. Mr. Walters said that in the future, the Town must work with the Connecticut Department of Environmental Protection (DEP) who will be selective as to what projects are allowed, due to the disagreement between New York and Connecticut over disposal of materials.

A plan to consolidate two of the ferries has been considered. Mr. Siciliano would like to purchase a ferry with a more shallow draft that can move faster than the current ferry, hold approximately 100 people and go to both Captains Island and Island Beach on a triangular run. The large ferry would continue to go back and forth to Island Beach. The opportunity exists to do this, and ferry styles have already been looked at. The purchase of a new ferry could be done before dredging, simply because it is a shallow draft vessel. The need for dredging can be addressed in later years. Some type of waterway would have to be done off the dock area.

The Parks and Recreation presentation concluded at 4:07 P.M.

The Committee resumed the presentation at 4:09 P.M.

#### **Nathaniel Witherell**

Ray Augustine began the presentation to the Committee by saying there are five projects listed on the appropriation totaling \$4,000,040. All of the projects are contingent on whether TNW rebuilds or renovates. At the time of this meeting, that decision had not yet been made, pending results of a study due in May 2006.

Mr. Walko asked Mr. Ormsby to walk through the process in terms of a timeline.

Mr. Ormsby explained that TNW has been working with Robert A. M. Stern, consultants and an engineering firm. The first phase, at a rough cost of \$59,000, involves Robert Stern performing a

facilities assessment. This study looks at the buildings' structural integrity, and contributes to the maintenance plan to be used for the remainder of the ownership of existing facilities. A preliminary meeting was held, and concluded that the building is structurally sound. Deferred maintenance will have to be addressed in the foreseeable future. TNW was given a three year timeline, with an approximate cost of \$6 million to cover deferred maintenance and necessary capital projects which included 40 to 50 items ranging from new conveyor belts in the kitchen to new roofing and air conditioning. The final report should be completed by the end of February 2006. At that point a building program study will be conducted by Robert Stern. This study incorporates those changes in TNW activity that their business plan indicates are critical to bring TNW to either a neutral or a positive cash flow basis. That study should be completed in mid March 2006. At that time, alternatives will also be presented, including rehab of the old building and construction of a new building on that site. Cost estimators will provide costs for each alternative. It is hoped that by mid May 2006, an intelligent decision can be made based on the information collected in these studies. The current Certificate of Need expires July 1, 2006, but Mr. Ormsby feels that once a decision is made, a new certificate will have to be obtained.

In response to a question by Mr. Krumeich, Mr. Ormsby stated that part of the business plan is to try to maximize private pay, and try to increase that percentage of private pay patients. Mr. Krumeich has concerns that attractive amenities that would otherwise appeal to private pay patients would be scaled back if the project is scaled back. The current analysis will not give that kind of detail, according to Mr. Ormsby.

The \$3 million appropriation request is for proposed construction drawings. The proposal includes taking \$3 million in cash, allocating it to sell \$30 million in bonds sometime in the future, and repay the town's \$3 million loan from that. By appropriating the money, it becomes part of the bonding system. The cost of bonding will be spread out over 20 years to allow TNW to repay the bonds from operating profit. When the bond is sold, the money that was lent by the Town will be repaid and the rest of the money will be allocated to the building committee.

Mr. Simon asked that if renovation within the existing shell were to occur, would money still be spent on items such as call bell replacement and air conditioning, roof repair and sewage grinder. Mr. Lash felt that the money would be spent regardless of renovating the existing building. Ms. Tarkington believes the call bell system needs to be replaced as soon as possible. She said the grinder system is also important and should be done.

The TNW Presentation concluded at 4:42 P.M.

The Committee resumed the presentation at 4:50 P.M.

### **Department of Public Works**

#### **Bridges:**

Mr. Thompson began the presentation with the ten year bridge program.

Of 75 bridges looked at on an annual basis, the state inspects all of those over 20 feet (25), and all of those under 20 feet are looked at by the town (50). The condition rating is as follows:

24- good condition

- 43- fair condition
- 8- poor condition

Some of the projects completed or under construction in FY2005-06 include the Palmer Hill Road pedestrian bridge, which was an emergency repair/replacement project; and the North Porchuck Road bridge has been started in September and is scheduled to be completed in the summer of 2006.

Projects under design include the Comley Avenue Bridge whose design is almost completed. Plans are to bid the construction for that bridge in the spring 2006. This is a deck replacement only.

Porchuck Road is nearing completion, and will be a FY2007-08 construction project.

Sherwood Avenue has recently been reactivated after easement problems caused delays. This is scheduled for 2008-09.

Palmer Hill Road vehicular bridge. There is a completed study and the results will present 3 options: 1) Rehab the old structure (the neighborhood preference) without grants or funding available; 2) Rehab the structure but widen it slightly, possible grant availability for \$1.5 million; or 3) Total replacement of structure.

DPW will attempt to get funding for whatever option is selected.

Riversville Road Bridge. The design consultant has been selected, and the contract is in progress.

Shore Road Bridge, the application has been submitted to the DOT. Design to start in fall, 2006.

The four requests submitted for FY 2006-07 are:

Comley Avenue Bridge, \$40,000 for construction management and engineering administration;

Palmer Hill Road Bridge (vehicular), \$160,000 for final design;

John Street Bridge replacement, \$90,000 requested for preliminary design;

Round Hill Road Bridge, \$135,000 for repairs.

In response to a question from Mr. Walko, Mr. Thompson responded that when major changes are proposed for bridges, 1) public hearings are held, 2) adjacent property owners directly affected by the changes are notified, and 3) residents are kept informed by presenting the information to them early, getting their input and involving them in the process. These steps make the procedure smoother. At times, ideas are presented by residents that had not been considered.

#### **Cos Cob Power Plant Site:**

Mr. Kalm explained that there are 2 designs for the site. The Park Board looked at both options A & B, and preferred Option B. This is not a final design. They are waiting for written approval from the Parks Department before money can be spent, and some type of public hearing will have to occur to get public input as well. Mr. Walko asked for a copy of Option B.

So far, \$409,000 has been spent at the site. Remediation construction and clean up work is part of the requested \$150,000, and the consultants for that alone are \$145,000. Application permission and preparation for the permit for development is \$162,000, and this can take up to a year. The assumption has always been that the state would contribute to the project. The cost is estimated at \$4.8 million. The state assisted with taking down the old power plant. It is felt that

while the state may not help pay for the park, they will help with the remediation portion of the project.

### **Safe Routes:**

A private consultant was hired to do a study in the Cos Cob area to make walking routes safer for students walking to and from school. Since that time, Old Greenwich and North Mianus have joined the program. Public participation and funding are important factors in setting up the programs in each area.

Cos Cob- is in phase 3

Old Greenwich- is in phase 1; phase 2 will begin next year.

North Mianus- just started, Phase 1 will be in the FY 2006-07 budget.

The possibility exists to include Riverside in a future budget but as of now, not enough information about their needs has been received.

Public works reviews the plans once approached by a school.

Once the study is done, representatives from the Safe Routes Program in a particular school will meet with DPW. The priority list will be reviewed, and real costs are gone over.

Mr. Walko had a concern that the initial evaluation from Cos Cob Safe Routes, which was to occur about a year after its activation, has not really been received, and was to have been completed before other programs were started. The liability of the town is unknown because outside consultants and private money is being used.

Mr. Lash explained that the consultant studies run between \$8,000-\$10,000, so private funding is not difficult. The consultants are usually hired by a neighborhood association or the school PTA. The BOE is also conducting studies to evaluate pedestrian safety around their schools, as is the Pedestrian Safety Committee. This brings in at least 3 opinions about pedestrian safety and traffic calming. An estimated cost to do all of the schools over a ten year period at \$1.5-\$2.5 million per year is between \$15 and \$30 million.

Mr. Walko asked for a breakdown for each school showing: 1) the total picture in year one, 2) the status of what was done with the money in the prior year, and 3) what is anticipated will be accomplished with the money in the next year. This will show how the projects are progressing as well as the entire scope of the projects as they are happening.

### **Public Safety Complex:**

Mr. Walko asked Mr. Lash to explain funding and where the town stood in the timeline.

Mr. Lash began by saying that the money in the 2006 budget is being spent to rent temporary office space for the Fire Administrator and to then re-fit the space in the Fire/Police building so that personnel can be moved from the Admin building into the Fire/Police building. Once that is underway, work will begin to relocate the utilities around the site and demolish 180 Mason Street. The architects and engineers are producing drawings necessary to put the police building out to bid. A new cost estimate based on 60-70% documents should be ready by the next full BET meeting. The money being requested in next years budget is for the construction of the

police headquarters building and the adjacent parking structure. The project is scheduled to break ground in August 2006 and will take a few years to complete. There is no money appropriated in FY 2006-07 for the rehabilitation of the fire building. The current estimate of the cost of the public safety complex was \$33 million in the beginning of the CIP process while the number in the Selectman's budget is \$30.5 million. Mr. Lash explained that the difference between the two represents a reduction in remediation costs of the site, and the removal from the request for \$1 million worth of equipment for the building (HVAC and a generator) and \$1 million in various furniture, fixtures and equipment which will not be contracted for until the next fiscal year. Further cost analysis show that the cost should increase back to \$33 million.

A number of alternative ways to deal with parked vehicles, which includes personal vehicles of police and fire, police marked and unmarked cars, and the contractor's vehicles, has been explored. None of the alternatives considered appeared to have an adverse impact on the downtown area. For some of the time at the beginning of the project during excavation, some parking spaces at the police administration building will be used for some of the referenced vehicles. The parking structure at Town hall will also be utilized for some of those vehicles. This may mean a few months of disruption in that area, and the impact on traffic should also be minimal.

#### **Paving:**

Mr. Roberto listed roads from 2002-03, 2003-04, 2004-05 and the current 2005-06 and 2006-07 plan in a Pavement Report. This is part of a five year pavement program, and the roads for different reasons were not repaved. A road that has a large impact on traffic and safety conditions that was budgeted for 2005-06 may be addressed before a smaller road having less impact, but budgeted for 2002-03.

For FY 2005-06, money was appropriated to do re-do the paving testing. This was bid out in August, and the contract was signed in late November. Early snows and the contract beginning while leaf season was still underway contributed to the inability to begin this project when anticipated. Having another winter behind us will improve the accuracy of the Pavement Condition Index (PCI). If the PCI for a particular road decreases, this score would indicate further deterioration, and the Department would look more closely at repaving the road.

The budget appropriation was increased to \$2.25 million, and over the past 5 years, the cost of asphalt has gone up 30%.

Some of the roads on the paving report have been there since 2002, and Mr. Walko stated that pushing the roads out a year or two seemed reasonable, but four or five years was not.

Mr. Roberto agreed, but said that some of the roads with a higher PCI have been rated as major roads, making them more of a priority because these roads see more traffic. Other types of work and construction taking place on a road due for paving may be another factor in delays.

Mr. Simon suggested re-structuring the paving report. The list should be re-ordered, and there should only be one list, showing all of the roads from 2002 to the present with a more reasonable system of priority. Both Mr. Roberto and Mr. Kalm agreed this could be done.

Mr. Walko asked if all of the roads on the paving list could be done with the \$2.25 million appropriation, and Mr. Roberto answered no, the list would have to be cut. A large road, such as King Street or Round Hill Road, can use up over \$200,000. Mr. Roberto reported that the PCI overall shows at an average of 75, but expects that number to rise, indicating improved roads. He estimated \$4 million to do the entire list.

#### Utility Cuts:

There had been discussion about having the town enact an ordinance where utilities or anyone making cuts in the roads pay the town a certain amount of money for the Town to do the repairs. Another idea was to have an ordinance that would re-design what people had to do to fix the roads after utility cuts. Neither of these went anywhere. Mr. Roberto said both of these issues have been discussed and he had drawn out details. Mr. Simon said that this is worth looking into and moving forward.

Mr. Mason had asked about a new sweeper that is being purchased to replace a current three wheel sweeper. Mr. Mason had discussion with a town employee who believed that the new machine was of lower quality than the new one. Mr. Roberto explained that his current equipment consisted of one four wheel sweeper and two three wheel sweepers. When the bid came up on the four wheel unit, it was \$40,000 less than the nearest low bid. It was his understanding that it performed better than the three wheelers. He admitted that it did not perform as well as it could have, but also said that he had heard similar comments about the old one before that was replaced.

Recently a trailer was bought, but could not be used because it exceeded the towing capacity of the truck towing it. Mr. Roberto said that the former trailer was very old, perhaps 1949, and very heavy loads were not carried with it. Trucks recently ordered are compatible with the trailer.

Mr. Walko asked Mr. Gieger to look into parking lot maintenance out of the parking fund (\$170,000 for the golf course parking lot).

Mr. Roberto explained that the roller he wants to replace is a large, clumsy unit, which he can trade in for two units that are better suited for sidewalks, road patching, and small jobs.

#### Streets and Highways:

Mr. Walko asked why there was a sidewalk budgeted in highway maintenance when there was a line item for sidewalks that was separate. The suggestion was to make it all highway maintenance or sidewalk/ highway maintenance, and combine them either way.

### **Traffic Engineering:**

Mr. Garabedian explained the uninterrupted power supplies for traffic signal units. They are designed to maintain the signal lights during power outages, eliminate a police presence to control traffic intersections during a power outage and avoid resetting traffic lights. The first phase of installation has begun. It is a four phase process.

The LED replacement is almost complete, and the longevity is satisfactory. Mr. Simon noted that these made a big difference. DPW employees replace these when they fail.

The crosswalk on Railroad Avenue is in design. It will be a raised crosswalk, with motion sensitive lights.

Mr. Garabedian reported that the projects at the King Street and South Water Street roundabouts are moving forward. He and Mr. Thompson will be meeting with the consultant for the two projects, and hopes to get the projects to bid before the end of the fiscal year, with construction beginning in the summer. Money for those projects was appropriated this year. There was a delay in getting the contract, but bidding should begin May 1, 2006. Mr. Walko requested a copy of the plans, which will be reviewed during the process.

A correction will be made from \$60,000 to \$460,000 for the Mallard Drive sidewalk.

Mr. Walko wanted to see what the Safety Committee's priorities are—Mallard Drive is number one.

The area of River Road in front of North Mianus School was identified in the Safe Route study as a problem. The planner wants to install a speed hump, Arlene Lomazzo feels strongly that a sidewalk is necessary. This will be resolved within the public process.

It must be decided which solution is the most effective, regardless that sidewalks are more expensive than speed humps. The budget amount to install 6 speed humps on River Road is \$20,000. The sidewalk alternative has not been priced.

### **Sewer Maintenance:**

The sewer will be hooked up at the J.J. Kennedy facility before the state finishes the bridge. This will allow for a truck wash to be there. Mr. Thompson is waiting for the permit from the state.

### **Fuel Pumps at Holly Hill:**

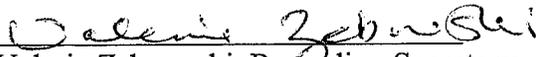
The pumps at his location are permanent. From the DPW standpoint, some fuel is needed at that location to serve the western part of Greenwich.

### **Building Maintenance:**

Projects at Town Hall are being done by DPW employees. Mr. Mason wanted to know at what point are projects sent out to sub-contractors. Mr. Kalm responded that the town employees will do as much as can be done by them.

The meeting adjourned at 7:52 P.M.

Respectfully submitted,

  
Valerie Zebrowski, Recording Secretary

  
Stephen Walko, Chairman