

**SPECIAL MEETING - BOARD OF SELECTMEN
STREETS CAPE PROJECT
Thursday, February 2, 2012**

First Selectman Gerard Smith called the meeting to order at 12:35 PM with the Pledge of Allegiance.

PRESENT: First Selectman Gerard Smith, Selectman David D'Amico, Selectman Chris Bielik

OTHERS PRESENT: Pierre Blanchit – Inspector, Peter F. Burns, Fred Clark, Robert Spear, Joe Dowdell

P. Blanchit noted that the change order nets out at \$49,000. The change order has two line items a \$55,000 item and negative \$6,000.

F. Clark began by discussing the change orders which are current under review for the project and the component parts which are needed, including the CONN-5 forms which must be executed by the contractor and the town. The objective is that the documentation for all of the change orders can be executed within 30 days. Six or seven additional draft change orders were sent by email yesterday, but they were not received by G. Smith. Detailed back-up documentation is needed for each change order. The contractor also reviews the CONN-9 form, showing time and materials.

F. Clark explained that Tom Weldon and G. Smith will review the drafts in the upcoming days, as the documentation is completed. P. Blanchit noted that each change order is in a different stage and each will be sent separately to T. Weldon, as they are completed, rather than as a package. The change orders would then be approved individually. R. Spear noted that up to 5 items can be put on one change order and asked if related items can be bundled together. P. Blanchit is moving forward and F. Clark hopes to have approximately a dozen letters, requesting the state's participation on the change orders, ready for G. Smith to sign by the end of next week.

R. Spear noted that there are certain items which should take priority so that work can begin on time, namely the LED lights, which have a 3 month lead time. P. Burns noted that the LED lights were being considered because there is energy savings on the lights and a rebate available from CL&P. The CL&P rebate is lower than originally anticipated and the LED lights cost \$17,000 more than the standard lights and therefore, they are more expensive to replace. D. D'Amico asked about the lead time on standard lights versus LED light fixtures which have a 3 month lead time.

C. Bielik asked if LED lights are going to be the standard for towns in the future and P. Blanchit explained that they are being more widely used, while they are still more expensive. C. Bielik asked what the actual number of the CL&P rebate would be and G. Smith asked about the monthly cost savings. The rebate would be \$100 per light. C. Bielik noted the actual cost of the lights is then closer to \$16,000 and the true cost to the town, assuming that there is an 80/20 split with the state, is \$3,200. With DOT's participation in sharing the cost, the \$3,200 would be recouped in energy savings in 2 ½ years, and the town would continue to benefit from the energy savings into the future. C. Bielik is in favor of moving forward with the LED lights. G. Smith noted this is a green project, which the state is inclined to support, and if the cost is shared, the town recoups the cost in less than 3 years, then the LED lights make sense.

G. Smith asked about the increased costs of replacing the LED lights. A light fixture is \$700 extra to replace. Wind damage and vandalism are some of the reasons for replacing the fixtures. R. Spear asked about the current streetlights for motorists and these lights will stay. The streetscape lights are meant to illuminate the pedestrian walkway. C. Bielik asked about the useful life of a LED light, which is longer than standard lights. G. Smith asked, after the 2 ½ year period, how much does the town continue to save with these lights and the response was \$1,200 per year. G. Smith asked about purchasing additional LED bulbs and an additional fixture as a spare.

F. Clark noted that in the event there is no cost sharing, it would take 12 years to recoup the costs. G. Smith proposed that if Tom Weldon is inclined to believe the state will participate in the 80/20 split, then he agrees the town should move forward with the LED lights. R. Spear asked about the pricing for the LED light fixtures, which

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is at \$14,000. R. Spear noted that the paperwork for the LED lights should be in the forefront, to resolve this issue as soon as possible, so the project can move forward.

G. Smith recessed the meeting at 1:25 PM.

G. Smith reconvened the meeting at 1:37 PM.

Alan Dayton, DOT Representative Tom Weldon, and VHB Representative Chris Faulkner entered the meeting.

G. Smith asked Tom Weldon for his opinion on whether the state will participate on the change order requesting LED lights versus standard spec lights. T. Weldon responded, in his experience, the LED lighting should not be an issue, from the viewpoint of the scope of the project, provided that the town show a realistic price differential justifying the cost of the LED lighting.

T. Weldon explained that the simplest way to approach this is to have the supplier provide the cost of the standard lamps, and the cost of the LED lights, since the only difference is the cost of the materials. T. Weldon needs documentation from the supplier showing the original cost of the lamps at the time of bid. A. Dayton will make sure this documentation is provided.

C. Bielik made a motion to proceed with the change order to use LED lights on the Streetscape project. D. D'Amico seconded the motion. All ayes.

F. Clark will need the town to sign and execute the change order, so the supplier can proceed with the order of the lights. T. Weldon explained that there is a price on the change order and once the change order is signed, the town is responsible for that price. If A. Dayton can accept ordering the LEDs with a price to be determined, then the order can proceed while the town awaits price justification on the change order. A. Dayton was agreeable to that condition. R. Spear asked about adding an extra light fixture, due to the lead time for the fixture. G. Smith will need to put the request for a spare fixture on a letter to T. Weldon. F. Clark will give A. Dayton a letter to proceed with the lights with price to be determined, not to exceed \$15,500. A. Dayton stated that timing is an issue on the pricing and delivery.

F. Clark stated that within 30 days he would like to have all the documentation in place. T. Weldon stated that he has no issue with reviewing 16 change orders, one at a time, in order to expedite the process. T. Weldon did not receive the revised drafts which were to be sent yesterday.

While he is thankful for the First Selectman's involvement, T. Weldon requested that he receive the construction orders before they go to G. Smith. T. Weldon would like to review the orders for changes before they go to the town for review. T. Weldon would request changes and then G. Smith would receive a complete picture showing the revised draft. Once all the questions are answered, G. Smith receives a final version which is ready to sign. G. Smith will be copied on all email correspondence, so that he knows where they are in the process.

T. Weldon explained that he does not need the town's letters requesting participation until after he receives the drafts. Once T. Weldon sends the drafts back for signature, then F. Clark can trigger the letter from the First Selectman requesting the state's participation. This way the dollar values are accurate on these letters.

F. Clark asked about CONN-9s and T. Weldon explained they must be signed by the contractor when justifying costs on a cost-plus basis. Receipted invoices for materials are also needed for cost-plus justification. T. Weldon has been reviewing the master list of cost overruns.

With regard the difference in pricing on the traffic signals, T. Weldon stated that all prices are approved with the exception of 3 items. 1) There was a \$5 difference per unit on two 8 foot aluminum pedestals. A. Dayton quoted

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\$540 per pedestal and T. Weldon can justify \$535 per pedestal. A. Dayton agreed to the \$535 price. 2) On the lump sum items; modification of traffic control: \$4,400 was quoted and based on Nikon's costs; the justified costs were \$3,550. 3) Removal and relocation of traffic control signals; \$3,000 was quoted and \$1,820 was justified. Additional bonding costs were not considered, additional MP&T can be included. The MP&T does not have to be a stand alone job, and A. Dayton will review. Nikon wants to take an exploratory look at the intersections and once this takes place, A. Dayton can look at pricing. The traffic engineer should be present and this meeting should take place within 2 weeks. T. Weldon noted that A. Dayton's work can be accelerated because the work is not temperature sensitive.

D. D'Amico spoke regarding the drainage issue which exists at the site. The town crew shot grades across Depot Street to the north catch basin and if milling and paving is done, there is a 1% grade. D. D'Amico expressed deep concern over the curb height of the job. Various options were discussed and considered for solving this issue; including piping water across the road to the existing catch basin or creating a new catch basin and installing a dry well.

After discussion of the constraints and costs, and in order to keep in line with the town's DEP discharge permit, the group decided that the best option is to install a catch basin further down the path and to pipe water to an oversized dry well, to the south of the bridge. The cost and size of the galley will be explored and A. Dayton will provide a quotation.

T. Weldon looked at paving and milling both sides of the road from Route 42 to Burton Road and estimates costs at \$560,000. If the state reimburses 80% of this cost, the cost to the town at 20% is \$112,000 for 20,000 square yards of milling and paving. Underlying repairs to cracks in existing concrete, driveway repairs, and curb work were not included in this estimate, so the final number will be higher. Discussion continued regarding the estimate and G. Smith, D. D'Amico, and C. Bielik were all in favor of pursuing the paving of both sides of Main Street.

If the town elects to move forward with this endeavor, the next step would be for T. Weldon to fine tune and summarize the estimate for the scope of the work. The First Selectman would need to write a letter to the District Engineer, stating the town is requesting to add this amount to the work on the project, and stating the town is committed to paying 20% of the anticipated costs. The process will move forward from there to obtain funding from the state for 80% of this work. T. Weldon provided a time line, if he receives a letter from the town next week, the town will know if funding is available by the end of February.

P. Burns will formulate the letter and he inquired about funding issues remaining on the job. Aside from the paving, T. Weldon advised the town should request \$140,000 for contingencies on the remaining contract items for the existing job.

P. Burns advised A. Dayton that he can pick up a payment on Friday. F. Clark asked about the change order on trenching and backfilling which had a change in unit price. T. Weldon addressed this concern. G. Smith confirmed that all current issues had been discussed and addressed.

The next Special Meeting of the Board of Selectmen to discuss the Streetscape was set for Thursday, March 1, 2012 at 1:00 PM in the Town Hall Conference Room.

C. Bielik made a motion to adjourn at 3:10 PM. D. D'Amico seconded the motion. All ayes.

Respectfully submitted,

Erin Schwarz