



## ***Operations Committee - Board of Representatives***

Joseph Coppola, Jr., Chair

John Zelinsky, Jr., Vice Chair

# **Committee Report**

**Date:** Thursday, July 6, 2017

**Time:** 7:00 p.m.

**Place:** Republican Caucus Room, 4<sup>th</sup> Floor, Government Center, 888 Washington Boulevard

The Operations Committee met as indicated above. In attendance were Chair Coppola, Vice Chair Zelinsky, and Committee Member Reps. Coleman, Giraldo, Jacobson, Liebson and McMullen. Absent or excused were Reps. Adams and McMullen. Also present were Rep. Ryan; Mayor Martin and Tom Turk.

Chair Coppola called the meeting to order at 7:03 p.m.

<b>Item No.</b>	<b>Description</b>	<b>Committee Action</b>
1. <a href="#">O29.081</a>	ORDINANCE <u>for publication</u> ; Amendment of Chapter 200, Sewers, <a href="#">Section 200-33</a> , Regarding the Responsibility for the Maintenance and Repair of Sewer Laterals within the City Right of Way. 03/08/17 – Submitted by Reps. McMullen, Mahoney, McGarry, Jacobson and de la Cruz 04/24/17 – Held in Committee 05/30/17 – Approved by Committee, as amended 06/05/17 – Returned to Committee by Full Board	<b>Held</b>
2. O29.083	REVIEW; Outstanding Blight Complaints. 06/05/17 – Submitted by Reps. Coppola and Fedeli	<b>Held</b>
3. O29.084	REVIEW; Compliance with US DEP Order re: Clean Water Act - NDPES Permit #CT0030279 Authorizing Storm Water Discharge via MS4. 06/05/17 – Submitted by Rep. Ryan	<b>Held</b>

Chair Coppola explained that Items 1 through 3 are being held at the request of Director Orgera, who had a death in the family.

4. [O29.085](#) REVIEW; Actionable Results of November 2015 Agreement with Infrastructure Management Services, LLC. Lou Casolo  
06/07/17 – Submitted by Rep. McMullen Tom Turk

Mayor Martin reviewed the attached [PowerPoint presentation](#) with the Committee.

- Prior shortcuts in road maintenance included repeated patching of potholes
- Money for paving was increased, but didn't seem to make a difference
- Roads have had numerous utility cuts
- Prior approach to road repair requires about \$6 million per year to maintain the roads; the City has been spending \$3 million, road cuts add about \$1.6 million cost per year
- Expanded technologies can decrease costs:
  - Crack sealing is much cheaper, but can only be done on roads in relatively good condition and saves the City about \$1.1 million per year
  - "Hot in place" and micro-sealing would save about \$600,000 per year
- Paving responsibility was moved to Highways and implemented a crack sealing program and hotboxes for winter patching
- Have made changes to requirements for utility cuts, including requiring hot asphalt, larger final restoration, requiring work completion in 90 days and are inspected through ViewPermit and Contractor is responsible for maintenance for 10 years; plans to charge fees for call-backs for patch failures and for cuts to recently paved roads
- They are reviewing how road paving technologies are used; hot in place is not as useful as they thought; there are limitations on the size of the road, and kills branches on trees; need to wait until microseal
- The study by IMS was to help establish paving priorities, rather than just paving in response to complaints – for the most part, base conditions of roads are good; surface conditions are mixed and cracking is poor (which will result in poor surface conditions if not addressed)
- Poor base roads are prioritized for reconstruction if the surface is also bad, but if the surface is good, will be reconstructed in the future; priority of paving will be given to roads with a good base but poor surface; roads with good surface but cracking are prioritized for preventive maintenance or crack seal.
- Benchmark will be 70 for accepted streets and 60 for unaccepted streets, in general. The gap between the score and the benchmark will determine the priority given to roads and the volume of traffic is given some, but not top, weight. There are 131 streets which are on the City's priority list.
- They will give residents notice of proposed paving so they can move their cars. The next major roads will cost approximately \$2.5 million
- City projects may impact the paving schedule

The Committee discussed this issue with Mayor Martin and Tom Turk as follows:

- Unaccepted streets have lower priority but do get paved
- He will make copies of the street list and the report available to the Board office.
- The study will not be repeated in the near future
- 95% of time, problems with patching appear in the next 2 years, therefore a 2 year bond is sufficient, even though responsibility will extend for 10 years

Chair Coppola adjourned the meeting at 8:40 p.m.

Respectfully submitted,  
Joe Coppola, Chair

This meeting is on video ([Pt. 1](#) & [Pt. 2](#))