

Town Council Meeting Summary

November 24, 1987

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| Presentation of Certificates of Appreciation to the Losi Family for their assistance to those injured in school bus van accident. | 1 |
| Approved a transfer of \$610 from Primary Election Work Wages to Election Workers Wages, Registrars of Voters. | 2 |
| REJECTED a transfer of \$500 from Maintenance of Vehicles to Dog Survey. | 2-3 |
| Approved a transfer of \$3,000 from Gas & Oil to Self Insured Cruisers, Police Department. | 3 |
| Approved resolution authorizing another household hazardous waste collection day scheduled for May 7, 1988. | 3-4 |
| Adopted an ORDINANCE APPROPRIATING THE SUM OF ONE MILLION NINE HUNDRED EIGHTY THOUSAND (\$1,980,000) DOLLARS FOR THE REHABILITATION AND REPLACEMENT OF THE OAK STREET BRIDGE (BRIDGE #4830) AND AUTHORIZING THE FOREGOING APPROPRIATION TO BE DEFRAYED BY THE ISSUANCE OF BONDS OR NOTES OF THE TOWN, A LOAN OR GRANT FROM THE STATE OF CONNECTICUT PURSUANT TO THE "LOCAL BRIDGE PROGRAM" OR ANY COMBINATION OF THE FOREGOING. | 4-10 |
| Presentation of Wilbur Smith Route 68 Traffic Study. | 10-21 |
| Approved a merit increase from Thomas Talbot, Assistant Town Planner. | 21 |
| Waived Rule V to discuss retaining outside attorney for Zoning Board of Appeals and Planning and Zoning Commission matter. | 21 |
| Discussion with Robert E. Devine/Parker Farms School Committee. | 21-23 |
| NOTED FOR RECORD financial statements of the Electric, Water and Sewer Divisions for the months of September and October, 1987. | 23 |
| Waived bidding procedure to allow repair of the isolating section of lower boom on Bucket Truck #17, Electric Division, and awarded the bid to Aerial Life Co., Milford, CT. | 23-24 |
| Approved year end transfers to close out fiscal year 1986-87, Electric Division: | 24-25 |
| \$ 470 from Supervision Operations to Supervision Maintenance | |
| \$ 1,136 from Station Operation to Meter Operation | |
| \$ 2,402 from U.G. Line Operation to Customer Installations | |
| \$ 195 from Street Light Operation to Misc. Distribution | |
| \$ 1,581 from Boiler Operation to Fuel Expense | |
| \$ 3,034 from Salaries-General to Salaries-Executive | |
| \$ 7,309 from Property Insurance to Office Supplies & Expenses | |
| \$ 12,717 from Customer Records to Outside Services-Town | |
| \$ 2,465 from Injuries & Damages to Pension & Benefit | |
| \$ 33,405 from Outside Services - Consultants and | |
| \$ 56,278 from Depreciation - Accelerated, a total of | |
| \$ 89,683 to Depreciation | |
| \$ 3,234 from Interest-Notes Payable to Interest-Customer Deposits | |
| \$779,944 from Fuel Adjustment to Purchased Power | 24-25 |
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| Waived Rule V/approved a transfer of \$1,000 from Snow Plow, \$1,300 from Sand Spreaders, \$2,050 from Clay-Little League Baseball Field, a total of \$4,350 to Maintenance of Equipment, Public Works Department. Bidding procedure waived. | 25-26 |
| Approved a transfer of \$3,000 from Professional Services to Part-Time Secretary, Town Attorney's Office. | 26 |
| Approved SNETCo. Easement Agreement - Scard Road. | 27-29 |
| Rescinded action taken on October 13, 1987 and adopted new resolution assigning Teacher Evaluation Planning Grant, Teacher Career Incentive Grant and Professional Development Grant, Board of Education. | |

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| Approved a merit increase for Norman Rosow, Tax Collector. | 772 30 |
| Waived bidding procedure to upgrade cash registers in Tax Office and awarded contract to Connecticut Cash Register Co. | 30-31 |
| Approved a transfer of \$2,900 from Management Salaries and \$1,100 from Maintenance of Equipment, a total of \$4,000 to Professional Services-Accounting, Comptroller's Office. | 31 |
| Approved two transfers requested by Comptroller's Office: \$85,000 from Principal Retirements Administration and Registration and \$13,000 from Administration and Registration, a total of \$98,000 to Interest on Debt. | 31 |
| \$80,364 from Interest on Debt, \$40,636 from Financial Administration and \$9,000 from Other Disbursements-Capital and Non-Recurring Fund, a total of \$130,000 to Principal Retirements-Capital and Non-Recurring Fund. | 32 |
| Noted for record financial statements of the Town of Wallingford for the month ended October 31, 1987. | 32 |
| Accepted Town Council Meeting Minutes dated November 9, 1987. | 32 |
| Accepted Town Council Meeting Minutes dated November 10, 1987. | 32 |
| Adjourned. | 32 |

Town Council Meeting

November 24, 1987

7:30 p.m.

- (1) Roll call and pledge of allegiance to flag.
- (2) Public question and answer period.
Certificates of Appreciation presented to Losi Family.
- (3) Consider and approve a transfer of \$610 from Primary Election Work Wages to Election Workers Wages, requested by Vivienne Goodrich.
- (4) Consider and approve a transfer of \$500 from Maintenance of Vehicles to Dog Survey, requested by Shirley Gianotti, Dog Warden.
- (5) Consider and approve a transfer of \$3,000 from Gas & Oil to Self Insured Cruisers, requested by Joseph J. Bevan, Police Chief.
- (6) Discussion and possible action for another Household Hazardous Waste Collection Day, requested by Councilman Raymond J. Rys, Sr.
- (7) PUBLIC HEARING 8:00 p.m. on AN ORDINANCE APPROPRIATING THE SUM OF ONE MILLION NINE HUNDRED EIGHTY THOUSAND (\$1,980,000) DOLLARS FOR THE REHABILITATION AND REPLACEMENT OF THE OAK STREET BRIDGE (BRIDGE #4830) AND AUTHORIZING THE FOREGOING APPROPRIATION TO BE DEFRAYED BY THE ISSUANCE OF BONDS OR NOTES OF THE TOWN, A LOAN OR GRANT FROM THE STATE OF CONNECTICUT PURSUANT TO THE "LOCAL BRIDGE PROGRAM" OR ANY COMBINATION OF THE FOREGOING.
- (8) Presentation of the Wilbur Smith Route 68 Traffic Study and recommendations for municipal adoption.
- (9) Consider and approve a merit increase for Thomas Talbot, Assistant Town Planner.
Waived Rule V/discussed hiring outside attorney for ZBA & P & Z.
- (10) Discussion with the Parker Farms School Committee regarding \$300,000 which was encumbered for the Parker Farms School.
- (11) NOTE FOR THE RECORD the financial statements of the Electric, Water and Sewer Divisions for the months of September and October, 1987.
- (12) Consider waiving bidding procedure to allow repair of the isolating section of the lower boom on Bucket Truck #17, requested by Charles F. Walters, General Manager, Electric Div.

- (13) Consider and approve year end transfers to close out fiscal year 1986-1987 for the Electric Division:
 - (a) \$ 470 from Supervision Operations to Supervision Maintenance
 - (b) \$ 1,136 from Station Operation to Meter Operation
 - (c) \$ 2,402 from U.G. Line Operation to Customer Installations
 - (d) \$ 195 from Street Light Operation to Misc. Distribution
 - (e) \$ 1,581 from Boiler Operation to Fuel Expense
 - (f) \$ 3,034 from Salaries-General to Salaries-Executive
 - (g) \$ 7,309 from Property Insurance to Office Supplies & Expense
 - (13) (h) \$ 12,717 from Customer Records to Outside Services-Town
 - (i) \$ 2,465 from Injuries & Damages to Pension & Benefit
 - (j) \$ 33,405 from Outside Services - Consultants and \$ 56,278 from Depreciation - Accelerated, a total of \$ 89,683 to Depreciation
 - (k) \$ 3,234 from Interest-Notes Payable to Interest-Customer Deposits
 - (l) \$ 779,944 from Fuel Adjustment to Purchased Power
- Waived Rule V/approved transfer & bid waiver for Public Works/transfer for
- (14) Consider approval of SNETCo. Easement Agreement - Scard Road, Town requested by Gerald E. Farrell, Assistant Town Attorney. Atty.
 - (15) Consider rescinding action taken on October 13, 1987 and adoption of new resolution assigning grants in a separate account for Teacher Evaluation Planning Grant, Teacher Career Incentive Grant and Professional Development Grant, requested by Thomas A. Myers, Comptroller.
 - (16) Consider and approve a merit increase for Norman Rosow, Tax Collector, requested by Thomas A. Myers, Comptroller.
 - (17) Consider waiving bidding procedure to upgrade electronic cash registers in the Tax Office and award contract to Connecticut Cash Register Company, requested by Thomas A. Myers, Comptroller.
 - (18) Consider and approve a transfer of \$2,900 from Management Salaries and \$1,100 from Maintenance of Equipment, a total of \$4,000 to Professional Services-Accounting, requested by Thomas A. Myers, Comptroller.
 - (19) Consider and approve two transfers requested by Thomas A. Myers, Comptroller:
 - (a) \$85,000 from Principal Retirements Administration and Registration and \$13,000 from Administration and Registration, a total of \$98,000 to Interest on Debt.
 - (b) \$80,364 from Interest on Debt, \$40,636 from Financial Administration and \$9,000 from Other Disbursements - Capital and Non-Recurring Fund, a total of \$130,000 to Principal Retirements - Capital and Non-Recurring Fund.
 - (20) NOTE FOR THE RECORD the financial statements of the Town of Wallingford for the month ended October 31, 1987.
 - (21) Accept Town Council Meeting Minutes dated November 9, 1987.
 - (22) Accept Town Council Meeting Minutes dated November 10, 1987.

TOWN COUNCIL MEETING

November 24, 1987

7:30 p.m.

A regular meeting of the Wallingford Town Council was held in Council Chambers, called to order at 7:37 p.m. by Chairman David A. Gessert. Answering present to the roll called by Rosemary A. Rascati, Town Clerk, were Council Members Bergamini, Gouveia, Holmes, Killen, Polanski, Rys and Gessert. Councilman Adams arrived after the roll was called. Councilwoman Papale was not present for the meeting. Also present were Mayor William W. Dickinson, Jr., Town Attorney Adam Mantzaris and Thomas A. Myers, Comptroller. The pledge of allegiance was given to the flag.

Mayor Dickinson introduced Ms. Donna Losi-DelBasso, Ms. Betty Losi, Ms. Penny Losi and Rodney Losi and explained that these four people were great assistance to accident victims and the emergency personnel

of the Town of Wallingford. They opened their home to the people involved in the school bus van and truck accident on November 10, 1987. I have a Certificate of Appreciation for each of them, signed by myself and the Town Council Chairman, awarded to them for the care, assistance and hospitality shown to 15 people involved in the school bus motor vehicle accident on November 10, 1987. Their spirit and example is something that the entire community can be proud of and I would like to express my deep appreciation for the care and spirit of generosity that you showed. (APPLAUSE) 774

Mr. Robert Nicoletti added that he thinks that this was one of the most humanitarian gestures, if not heroic, that he has ever witnessed in the town, to give aid to these youngsters in perhaps, one of the most traumatic experiences of their young lives and was something that was not only heart warming to the local people that were aware of it, but also to himself. I would like to give you my most heart warming thanks on behalf of the Board of Education and the kids.

Mr. Gessert added that one of the right things about Wallingford, is the type of people that they have, that are willing to open their doors and roll up their sleeves, when they see someone in need and take them in and do everything that they can for them. It is nice that you people showed that type of community spirit and showed what type of town Wallingford is. I think I speak for everyone on the Council when I say that we are proud of your performance and appreciate all of your efforts.

The recipients thanked everyone. (APPLAUSE)

Public question and answer period.

Mr. David Doherty explained (referring to the presentations that were just made) that he read in the paper recently, that the local community organizations, went out of their way to provide meals for the people who do not have them on Thanksgiving. I think that is another example of what you have just seen here. I also read articles regarding, those in need, need to apply for shelter. I would like you to see if you can go beyond one meal on Thanksgiving, and to provide, what could be a very cold December and January, February and March, some sort of shelter for 10-15 people. We are not talking in big numbers but, we are looking for some sort of a place where these people can be housed on these very cold nights. I would like to make a plea to the town fathers here, to provide some sort of a team effort, with the local business community and with the emergency shelter people, to find some place for these 10-15 people every night.

Mr. Edward Musso suggested that the Parker Farms Renovation Committee eat whatever they messed up and make them pay for it. He added that he does not believe that Wallingford should provide housing for things like that. They should get their butts out there and work and not be given free showers and meals and warmth.

ITEM 3. Consider and approve a transfer of \$610 from Primary Election Work Wages to Election Workers Wages, moved by Mr. Holmes and seconded by Mr. Polanski.

Mr. Killen commented that they bought the voting machines and they have a \$950 balance and asked why it was not taken out of there, rather than out of the Primary account. Mr. Myers explained that he tries to make sure (when he looks at the transfers) that there is money in the account that the department head wants to transfer from and it is up to the department head to determine where they want to take it from, within their own budget.

Ms. Goodrich commented that it is an excellent idea, to take it out of the Capital Budget, but she did not know that you could transfer from the Capital, to a wage account, so that it why they did not take it out of the Capital.

VOTE: All ayes; motion duly carried.

Mr. Gessert explained that Mrs. Martha Moriarty, after 35 years, is stepping down as Registrar of Voters in the Town of Wallingford and I think she has done an outstanding job and put a lot of effort in over the years and will be missed by many. We wish you well in your retirement and hope you find a lot of things that you enjoy doing. Mrs. Moriarty thanked Mr. Gessert.

ITEM 4. Consider and approve a transfer of \$500 from Maintenance of Vehicles to Dog Survey, requested by Dog Warden, moved by Mr. Adams and seconded by Mr. Polanski.

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Mr. Edward Musso commented that he does not believe that the town needs a dog survey because we have too many government regulations and things like that. I feel that it is a waste of money and it is a useless survey.

Mr. Killen pointed out that they were given a copy of the Public Act, and according to that, they should be paid from the Dog Fund account, and it would seem to me that we would have a budget amendment, rather than transferring it within the department budget.

Mr. Myers explained that the Dog Fund operates at a deficit. We collect approximately \$12,000 from the sale of dogs and our share of the licenses and dog permits, which is budgeted in the General Fund, and on the other side of the ledger, we appropriate \$60,000 to \$70,000 to operate the Dog Pound. The balance of the money, comes from property taxes. On our accounting system, we operate the Dog Fund within the General Fund because, it is not a self sustaining fund.

Mr. Killen pointed out that they are being picky about what statute that they will obey and which one they will ignore.

VOTE: Adams, Gouveia, Polanski and Rys voted yes; Holmes, Killen and Gessert voted no; Bergamini passed; motion did not carry.

ITEM 5. Consider and approve a transfer of \$3,000 from Gas & Oil to Self Insured Cruisers, requested by Police Chief, moved by Mr. Rys and seconded by Mr. Holmes.

Mr. Rys explained that this transfer was to fund the account for two cruiser accidents that involved police cruisers.

Mr. Rys asked if they are getting fuel cheaper this year than they did last year and Chief Bevan explained that he thinks that their vendor is a bit cheaper this year, and so far it is holding its own.

Mr. Killen asked if they were going after the drunk driver who hit the police cruiser, even though he is not insured and Chief Bevan explained that he has nothing, and he is also wanted in the State of New Hampshire, where he will be serving time.

VOTE: All ayes; motion duly carried.

ITEM 6. Discussion and possible action for another Household Hazardous Waste Collection Day, requested by Councilman Raymond J. Rys, Sr.

Mr. Rys read and moved the following Resolution:

Resolution

Whereas it is recognized that hazardous waste poses a threat to the environment and to public health when it is not properly disposed of; and

Whereas hazardous waste is known to be present in virtually all households in the form of numerous products, such as cleansers, polishes, and automotive and gardening fluids; and

Whereas it is an important obligation of government to educate citizens about the dangers of household hazardous waste and to provide citizens with an opportunity to properly dispose of such material;

Now, therefore, it is resolved by the Wallingford Town Council to authorize the Mayor to file application and enter into contract agreement with the State of Connecticut for a grant for a household hazardous waste collection day in the Town of Wallingford dated May 7, 1986.

seconded by Mr. Gouveia.

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Mr. Gouveia pointed out that last year's collection, was a great success and he would like to serve on the committee for the next collection.

Mr. Gessert added that he does not think that anyone would disagree with last year's effort. There was a tremendous effort on the part of a lot of people, to make that program a success.

Mr. Bradley commented that this is a worthwhile project and he is willing to serve on the committee.

Mr. Rys also stated that he would like to serve on the committee, because he enjoys doing things for the town.

Mr. Gessert stated that when the new brochure is made up, they should include the locations where motor oil can be brought.

Mr. Bradley suggested that the Water Division, while mailing their bills, include notification as to where the collection sites are.

Mr. Rys added that the State came through with their money on the previous project.

Mr. Musso asked if an arrangement can be made with the firm in Tracy that picks up waste oil and Mayor Dickinson explained that he believes that part of the problem was created by them not accepting oil any longer, which included problems with liability and insurance. This is why, we made an effort to find other stations that would do that.

Mr. Musso added that he does not see any difference between the public motor oil and the drain oil from a service station.

Mr. Gessert commented that they are probably afraid of lawsuits.

VOTE: All ayes; motion duly carried.

ITEM 7. PUBLIC HEARING on AN ORDINANCE APPROPRIATING THE SUM OF ONE MILLION NINE HUNDRED EIGHTY THOUSAND (\$1,980,000) DOLLARS FOR THE REHABILITATION AND REPLACEMENT OF THE OAK STREET BRIDGE (BRIDGE #4830) AND AUTHORIZING THE FOREGOING APPROPRIATION TO BE DEFRAYED BY THE ISSUANCE OF BONDS OR NOTES OF THE TOWN, A LOAN OR GRANT FROM THE STATE OF CONNECTICUT PURSUANT TO THE "LOCAL BRIDGE PROGRAM" OR ANY COMBINATION OF THE FOREGOING.

Mr. Holmes read and moved the following Ordinance:

AN ORDINANCE APPROPRIATING THE SUM OF \$1,980,000 FOR THE RENOVATION AND RECONSTRUCTION OF THE OAK STREET BRIDGE (BRIDGE NO. 4830), AND AUTHORIZING THE FOREGOING APPROPRIATION TO BE DEFRAYED BY THE ISSUANCE OF BONDS OR NOTES OF THE TOWN; A LOAN OR GRANT FROM THE STATE OF CONNECTICUT PURSUANT TO THE "LOCAL BRIDGE PROGRAM"; OR ANY COMBINATION OF THE FOREGOING.

Be it Enacted by the Town Council in Session:

I.

The sum of One Million Nine Hundred Eighty Thousand Dollars (\$1,980,000) is hereby appropriated for expenses incurred in the renovation and reconstruction of the Oak Street Bridge over the Quinnipiac River, including construction costs, road improvements, engineering, legal fees, right of way acquisitions, and all necessary and appropriate costs associated therewith.

II.

In order to defray said appropriation, the Town may issue bonds or notes, issue a general obligation promissory note to the State of Connecticut, or receive and apply grant money from the State of Connecticut, in any combination, as more fully set forth hereafter, except that in no event shall the sum total of bonds, general obligation promissory note and grant funds exceed \$1,980,000.

The Mayor, the Comptroller, and the Treasurer, or any two of them, are hereby authorized to sell the bonds, either all at one time, or from time to time, in series, at public sale, either as a separate issue or combined with other authorized but unissued bonds of the Town of Wallingford, at not less than par and accrued interest, an advertisement of which shall be published before the date of sale in The Bond Buyer or other publication or media specializing in municipal finance. They shall determine the rate of interest of such bonds, the amount of each issue of such bonds, their form, their date, the dates of principal and interest payments, the manner of issuing such bonds, by whom and how such bonds shall be signed or countersigned, provisions for redemption prior to maturity and the terms, conditions and prices thereof, and all other particulars of such issue. The Town Treasurer shall deliver the bonds and receive the proceeds thereof. The Connecticut Bank and Trust Company, N.A., of Hartford, Connecticut, shall be the certifying and paying agent. Adinolfi, O'Brien & Hayes, P.C., Attorneys-at-Law, of Hartford, Connecticut, shall render an opinion approving the legality of such particular issue. Such bonds shall be general obligations of the Town of Wallingford and notwithstanding any provisions to the contrary the full faith and

AN ORDINANCE APPROPRIATING THE SUM OF \$1,980,000 FOR THE RENOVATION AND RECONSTRUCTION OF THE OAK STREET BRIDGE (BRIDGE NO. 4830), AND AUTHORIZING THE FOREGOING APPROPRIATION TO BE DEFRAYED BY THE ISSUANCE OF BONDS OR NOTES OF THE TOWN; A LOAN OR GRANT FROM THE STATE OF CONNECTICUT PURSUANT TO THE "LOCAL BRIDGE PROGRAM"; OR ANY COMBINATION OF THE FOREGOING.

credit of the Town shall be pledged to the punctual payment of principal and interest of the bonds in accordance with their terms.

IV.

The Mayor, the Comptroller, and the Treasurer, or any two of them, are hereby authorized to sell temporary notes of the Town, from time to time, in an amount not to exceed One Million Nine Hundred Eighty Thousand Dollars (\$1,980,000), under and pursuant to the provisions of Section 7-378 of the General Statutes of Connecticut, Revision of 1958, as amended, in anticipation of the receipt of the proceeds from the sale of bonds hereby authorized, and are authorized to comply with the provisions of Section 7-378a, as amended, and any other legislation regarding the extension of temporary periods whether presently in effect or enacted subsequent to the passage of this ordinance, if the maturity of such notes shall extend beyond the time permitted by Section 7-378; the Mayor, the Comptroller, and the Treasurer, or any two of them, are hereby authorized to determine the rate of interest of such notes, determine the amount of each issue of notes, their form, their date, the dates of principal and interest payments, the manner of issuing such notes, and by whom and how such notes shall be signed or countersigned, and all other particulars thereof. Such notes shall be general obligations of the Town of Wallingford and notwithstanding any provision to the contrary the full faith and credit of the Town shall be pledged to the punctual payment of principal and interest of the notes in accordance with their terms.

V.

That the Town be authorized to issue its general obligation promissory notes to evidence indebtedness to the State of Connecticut for the benefit of the Local Bridge Revolving Fund under a project loan and project grant agreement between the State of Connecticut and the Town under the Local Bridge Program in the amount of fifty percent (50%) of all eligible project costs, to be repaid in ten (10) equal annual installments of principal over a ten (10) year period at a per annum interest rate of six percent (6%). Interest shall be payable quarterly in arrears on the unpaid principal amount of the indebtedness on the first day of July, October, January, and April in each year, commencing on the first such date next following the date or dates of the general obligation promissory notes. Interest on the unpaid principal amount shall be computed on the basis of a year of 360 days and the number of actual days elapsed.

AN ORDINANCE APPROPRIATING THE SUM OF \$1,980,000 FOR THE RENOVATION AND RECONSTRUCTION OF THE OAK STREET BRIDGE (BRIDGE NO. 4830), AND AUTHORIZING THE FOREGOING APPROPRIATION TO BE DEFRAYED BY THE ISSUANCE OF BONDS OR NOTES OF THE TOWN; A LOAN OR GRANT FROM THE STATE OF CONNECTICUT PURSUANT TO THE "LOCAL BRIDGE PROGRAM"; OR ANY COMBINATION OF THE FOREGOING. 778

Such general obligation promissory notes shall be signed, certified and an approving legal opinion provided in the manner as set forth in Section III hereof. The proceeds of such notes shall be used to defray a portion of the aforesaid appropriation. The Mayor and Comptroller are hereby authorized to determine the form of such notes, to issue and deliver the same on behalf of the Town, and to do all other acts necessary and appropriate to complete such issue.

VI.

The Mayor is hereby authorized to apply for and accept on behalf of the Town a project loan and project grant from the State of Connecticut under the Local Bridge Program authorized by Public Act 84-254 of the General Assembly of the State of Connecticut, as amended. It is anticipated that a grant of 31.3% of all eligible project costs will be received by the Town. The proceeds of such grant shall be used to defray a portion of the appropriation herein.

VII.

The Mayor is hereby authorized to act on behalf of the Town, to apply for, enter into and execute such agreements, including a Project Grant/Loan Agreement, as may be necessary and appropriate to carry out the terms and intent of this ordinance, which agreement may include provisions for supplemental loans and supplemental grants in the event project costs exceed estimated costs.

VIII.

The Mayor and the Comptroller are authorized pursuant to C.G.S. §7-369b to make representations and agreements for the benefit of the holders of any bonds, notes, or other obligations which are necessary or appropriate to ensure the exemption from federal taxation of the interest on the bonds, notes or other obligations authorized herein, including the full faith and credit pledge of the Town to rebate to the federal government such sums as are required to be rebated to it if tax exempt obligations are issued pursuant to this resolution.

IV.

Nothing herein shall prohibit the advancement of expenses by the Comptroller from available cash funds of the Town for the purposes authorized by this ordinance and the reimbursement of such funds for such advancement of expenses from the proceeds received from the issuance of bonds or notes authorized by this ordinance.

seconded by Mr. Rys.

Mayor Dickinson explained that this bridge appeared in 1971 in the Capital Budget and has been identified as a bridge needing repair by the State of Connecticut. Unfortunately, the bids came in higher than we wanted. There were 9 bids received, \$1.55 million being the low bid and \$2.03 million being the high bid. This is something that the town needs and I don't think it can wait. (See page 9 , for the cost breakdown for the Oak Street Bridge).

Mr. Gessert pointed out that Pragemann Park has expanded and this bridge gets a lot more traffic now than 10 or 15 years ago. Mr. Gessert asked who did the estimating for the bridge and Mr. Costello explained that the Engineering firm did the estimating and added that the unit items are in line with other prices received for other bridge prices.

Mr. Musso asked Mr. Costello if this was going to be a 2 lane bridge and Mr. Costello replied yes, and added that it will be 10 feet longer than the existing bridge.

Mr. Myers commented that late this afternoon, he was informed that Moody's Investors Service, upgraded the town's credit rating, from A to Aa. I think we have all worked very hard for that and a lot of credit goes to the Mayor and the Town Council, who have been financing these projects. The Town of Wallingford is a \$150,000,000 business. We have been looking for an upgrade over the last several years, and we have achieved it. It does not mean that the hard work stops. In my opinion, it is going to be just as difficult, just as demanding, just as time consuming, to maintain that credit as it was to achieve it. There are 9 credit ratings which range from Aaa to C, which is the lowest. Aa is the second highest rating. When I receive reports, I will update the Council on this. This is a very positive and significant move, for the Town of Wallingford.

Mr. Gessert thanked Mr. Myers for his report and added that a lot of the credit for this goes to Mr. Myers, because he puts in a lot of effort. When you look at the type of dollars that the Town of Wallingford is expending for capital projects, when we have to borrow, the better our credit rating is, the more likely we are going to get the money and the more likely we are going to pay lower interest rates. It certainly saves the taxpayer's money, when we have those better ratings. Projects like Robert Earley, which is a \$2.5 million dollar project, will not be entirely bonded. With the proceeds from these buildings, we are going to reduce the cost to that and we are also going to use some additional cash reserve to reduce the price of that, so we won't be bonding the whole \$2.5 million dollars, and I think these are the types of things that they look at.

Mr. Paul Savino asked if there was any money coming in from the state for this project on the bridge and Mr. Costello explained that this bridge is being pursued under the local bridge program, and under that program, the Town of Wallingford is eligible for a grant of 31.3%, which is roughly \$619,000 and a loan at 6% interest rate for 10 years or 50% at \$988,000. Mr. Myers added that the loan at 6% is very attractive. At the 6% loan, we will pay it off over 10 years and we won't incur any further expenses. It is actually less than 6% because, it is on a declining balance and you are paying the interest quarterly, which on bonds, you pay the interest semi-annually.

OAK STREET BRIDGE

BIDS - 9 RECEIVED
LOW - 1.55 million
HIGH 2.03 million

COSTS

Original estimate - \$1.250 million
Low bid \$1.9 million (\$215,000 const. insp.)

\$290,000 difference in 4 items:

- 1. Clearing and grubbing est. \$5,000
bids \$15,000
7,000
66,000
50,000
- 2. Removal of superstructure est. \$30,000
bids \$140,000
190,000

GREINER - over 300 bridges worked on
everyone shows bidding high

3. Structural steel est. \$170,000

bids 270,000
200,000
228,000

4. Water main est. \$25,000
bids 45,000
52,000
42,000

5. Mobilization
Demobilization est. \$10,000
bids 100,000
167,000
120,000

Mr. Musso asked if there will be a walkway on this bridge and Mr. Costello replied yes, and the bridge is designed for legal highway loading, which is highway standard 20.

Mr. Killen asked Mr. Myers when they would receive the money from the state and Attorney Fazi explained that it should be early next year, and we would get the loan and the grant in a lump sum.

Mr. Myers added that he believes that the town would be able to defray their cost on this project, without the issuance of bonds. Our financial position would allow us to retire our cost of approximately \$300,000 without issuance of debt.

Mr. Holmes asked Mr. Costello what the estimated start and completion dates were and Mr. Costello explained that they hope to start in January and complete in October or November of next year, and the road will be closed to traffic.

VOTE: All ayes; motion duly carried.

ITEM 8. Presentation of the Wilbur Smith Route 68 Traffic Study and recommendations for municipal adoption.

Mayor Dickinson explained that the Council authorized this study in 1986. The purpose for it was to determine what the future might look like on Rt. 68. That would mean a future with maximum development along the Rt. 68 corridor. If you take any highway in town, and project maximum development along it and you won't have any highway in town able to handle the traffic. This study was not meant for a design for Rt. 68. It is only meant as a plan tool. This study does indicate improvements necessary to the road. At no point, does this indicate that this would be a 8 lane highway. Intersections require significant improvements and intersections with turning lanes, there are intersections that would require some maximum of 9 lanes. The length of the road, I believe the recommendations were an addition of 1 lane in either direction. In order to avoid an impact, which would be a future impact, suggestions were made by Wilbur Smith Associates and 2 of those principle ones involve our taking action. One would be rezoning of some property, that is now industrial, and making it residential and another, which would require adoption of an Ordinance, requiring an impact fee, X numbers of dollars per acre, which would be put into a fund that the town would hold, for highway improvements or for purchase of open space. I think it is important to realize, rezoning has it's own impact. Rezoning from commercial to residential will probably mean, a quicker, a faster development, than if it remains commercial. It may develop quicker as residential but, in the long run, you will have lower traffic volume. I think it is important to keep in context, what this study is. If you did a study, such as this on any highway in town, every highway would come up short, because there is no highway (including I91), designed for traffic many years away. This was done in order to give us some picture of what the future might hold and enable us to act in the near future, in order to avoid the worst of the scene that will be presented.

Mr. Gessert asked Mr. John Thompson (from Wilbur Smith & Associates), that if he was to do the same study for Rt. 5, how many lanes would it take to do that route? Mr. Thompson explained that it would take at least 4, perhaps 6, with turning lanes.

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Mr. Thompson explained that the firm of Wilbur Smith & Associates is a national consulting engineering firm, retained by the Town of Wallingford, in the summer of 1986 for the Rt. 68 corridor. The study primarily focused in on the area between Rt. 150 on the west, and Williams Road on the east. The secondary studies included the remainder of Rt. 68 to the Durham town line on the east, and the Cheshire town line on the west. The focus of our study was to provide the town an understanding of what was happening on Rt. 68 at the present time and what was likely to take place on 2 development scenarios, the first being 1991 and the second being some future year called for the purpose of our study, ultimate year scenario development. The basic findings of our study told us that Rt. 68 is very congested. With the report, we attempted to develop some planning guidelines that the town might want to consider in looking at different strategies, both construction and administrative, so you can manage the congestion that was going to take place, the traffic volumes that were going to occur along Rt. 68 as a result of development. Working with the town staff, and the DOT, we assembled a current 1986 traffic volumes from traffic reports that were prepared for developments in the area, they were supplemented with our own data. The findings were, that at the morning peak hours, was occurring between 7:30 a.m. and 8:30 a.m., the afternoon peak hour was between 4:30 p.m. and 5:30 p.m. The next step of the process, was to look at the potential development scenarios as to what might happen in terms of development, by 1991. In working with Ms. Bush, we identified what the probable potential development, in the Rt. 68 corridor, was going to be by 1991. From those types of developments and the square footage of those developments, we generated traffic and assigned it to the Rt. 68 corridor on a distribution pattern, based on the traffic volumes that are out there right now.

Mr. Thompson showed the Council a plan which reflects what they came up with for the 1991 recommended highway improvement for the Rt. 68 corridor, and explained that right now, the heaviest concentration of traffic, is taking place on the west end of the corridor, which is where the development presently is. As we move to the 1991 period, the development pressures are going to spread out to the east, out towards the I91 corridor area, requiring improvements to the key intersections out there. Basically, this 1991 scenario, is intersection improvements. We are calling for, at the westerly end of the project, the addition of turning lanes, at the Rt. 68 and Rt. 150 intersection, which is the worst intersection along Rt. 68. Without improvements, it is a very logical extension, to believe, and to expect, that in 1991, it will be worse than the lowest level now. What the town has done, in taking this study, is a very aggressive and well thought out practice. What we are proposing is, 3 lane approaches on Rt. 68 to the Rt. 150 intersection and 3 lane approaches to the Rt. 68 intersection on Rt. 150. Basically, it is turning lanes at the intersection, to accommodate the volumes. We are showing (pointing to chart) intersection widening to provide turn lanes and thorough lanes at the North Plains intersection. At the route 5 connector, we are proposing that an additional through lane be added. Our report indicates in some locations, a need for 9 or 10 lanes.

Mr. Holmes asked to have the proposed 10 lanes explained and Mr. Thompson explained that it means 10 lanes across, at the intersections. What we have recommended, for most of Rt. 68 is 6 lanes across.

Mr. Gouveia asked how many turn lanes they are recommending, at certain intersections and Mr. Thompson explained that certain areas will have 9 lanes, which includes travel and turn lanes.

Mr. Thompson continued to explain that having gone about the task of finding out what the current traffic volumes are, we prepared the plans and found out what it was going to cost to undertake these improvements, and it is a very expensive proposition. There is going to have to be a concentrated effort, through administrative procedures and securing outside funds, to get these improvements. In our report, we concluded with the recommendations on areas that we believe that the town could pursue from a standpoint of construction and also administrative procedures. Obviously, from looking at the plan, it is clear to see that we are making recommendations, that significant construction improvements be done. In conjunction with that, we feel that there is an opportunity that the town should pursue upgrading it's existing signals and installation of new signals. We did not recommend, under the

1991 scenario, but I believe, the ones that have seen the full report, we did recommend some major new roads, interchanges, parallel routes and such. If we focus in on dealing with the immediate 1991 conditions, it will be a major accomplishment, and something that the town can be well pleased with doing. We believe that the town should require, on it's own, that all developments, of a certain size of traffic generating characteristics, be required to undertake traffic impact studies. That allows the town, the opportunity to know exactly what is going on with each of these developments. At the current time, only certain developments which exceed the state mandate thresholds through the FDC process of over 100,000 square feet or 200 spaces, are required to do traffic impact studies. 782

Mr. Gessert asked what would happen if the town does not like the results of an impact study, would they have the option to say that they can't build it? Mr. Thompson said that this was correct.

Mr. Thompson added that in conjunction with the recommendation that you have these impact traffic studies undertaken, it is important that within the town, you have somebody that knows what to do with these. With the establishment of ordinance and the ability to regulate development and an agency dedicated to the review of these impact studies, you retain the prerogative of telling the developer, what you believe, as a town, should be done for your best interest to maintain the safety and operational integrity of the road without undo congestion to the citizens of Wallingford.

Mrs. Bergamini pointed out that she has been at Planning and Zoning meetings where the developer will bring in his own impact study, and swear by it and you will have 27 people out there, who will say that they live there and they can refute the study. I feel that the traffic study person is going to say what the developer is going to want him to say. They have never disagreed with the developer, so I don't see what that is going to accomplish.

Mr. Thompson explained that when they go out and do a traffic study, they actually do counts so they know what the traffic volumes are.

Mrs. Bergamini asked Mr. Thompson if he has ever told a developer that he could not build X number of houses because this traffic study is going to impact tremendously on that particular corner? Mr. Thompson said no and explained that it is their job to tell the developer what traffic measures he should do to make that facility operate safely and efficiently. You need a professional staff, comprised of a traffic department, with the department heads that know when someone comes in and presents falsified facts. We also recommended that the town consider the implementation of specific setback requirements from the Rt. 68 access lines and this is done to make sure, that at such time as the 1991 or ultimate improvements, are being brought to construction, that you have that right away available to construct those improvements. This is something that you can do with every application that comes through for approval. We also talked about the town considering the adoption of more specific line use regulations and that could be change of zone. Changing zones is a very difficult activity and one that has to be well thought out and cautiously pursued. We believe that recommendations are being presented to you for your consideration. One of the more important recommendations that we came out of this study with, was that the town consider the adoption of a developer impact fee, a user fee program. What this is, is we are talking millions of dollars for improvements and it is unlikely that even though the town has recently received designation by the state to be added to the needs list, is a major accomplishment, but you are still going to need money to do these improvements. One of the ways to do this is through public-private partnership with the developers and accessing them on a per square foot, per vehicle trip, per parking space, etc. There are a number of ways for accessing developers for their impact on creating the need for additional highway improvements. With the preparation of an improvement plan, you arrange an assessment and the developer is required to pay that at some time. Developers are not opposed to this concept.

Mr. Gessert commented that they have some developers that could give a dam about how frustrated employees get about being held up in traffic, as long as he puts up the building and makes his buck. We have had agreements with some of those developers that they would put up certain funds and we have almost had to go into court to get the funds. There are some developers that are good.

Mr. Thompson added that with the adoption of a municipal ordinance, that sets up this procedure, the money can be deposited in escrow

at the time of application. That may be a detail as how the ordinance is finally written. These developers are coming to Wallingford because they want to be here. We are giving you the best advice and telling you that you control the rules and with the adoption of a strong ordinance, you enforce your capabilities.

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Mr. Thompson commented that you don't have to look too far back to see what Rt. 68 use to be about 10 years ago. It was a 2 lane rural road, a country road with food stands on it. When they rebuilt it, could anyone have envisioned that that road, when it was constructed into 4 lanes in 1975, would ever be overburdened? Mr. Killen pointed out that when the zone changed, then it became overburdened.

Mr. Thompson explained that this study is a fairly detailed document. There are a lot of numbers that need to be digested and considered, as you are making all of your decisions. With the development that you do have, I think you have the opportunity to work with those developers and the tenants of those buildings.

Regarding the intersection of Rt. 68 and Rt. 150, Mrs. Bergamini stated that she does not see how they can widen that area because of the businesses that are located there. Ms. Bush said that they would just go in and tell the business that the building will come down or they will remove some of their property.

Mr. Thompson added that at some point, in order to do the improvements that are proposed, you are going to have to take some distasteful actions.

Mr. Polanski asked if they can do any improvements before the state gives their approval and Mr. Thompson said that that is true. Mr. Thompson added that you can do it through legislative funding. The town has the ability to move a lot faster.

Mr. Holmes asked how they would go about correcting the problems with the traffic signals and Mr. Thompson explained that you could begin by initiating some informal discussions with the state signals engineer and they would be happy to sit with Ms. Bush and Robert Santo, who runs computerized signal systems, to find out exactly what capability they have of adding Rt. 68 to it.

Mr. Gouveia asked if there was any difference between what was given to them today and what was given to them back in March and Mr. Thompson said that he did not believe so but, they did have a meeting back in April or May, where they discussed the project and there were several issues that were requested to be clarified, but nothing that would change the overall intent of the report.

Mr. Gouveia commented that the most important part of the report is to look at the recommendations that the report offers. Hopefully, we will not have to get the 9 lane highway and I think we should take a good close look at these recommendations.

Mr. Thompson explained that the recommendations, quite frankly, I can go into any town in the State of Connecticut, and write a recommendations chapter to a report that is somewhat responsive to their specific problems. To make that document truly reflective of the specific conditions that we are dealing with, we needed to know what was happening, at the current time, what was expected to happen by 1991, and what ultimately could happen in Wallingford. This is a planning document and it is to provide you with our recommendations.

Mr. Killen pointed out that he was not happy with the fact that this report took so long to come before the Council after they approved this study. Ms. Bush explained that the Council funded this as a planning document for the Planning and Zoning Commission and the Planning Department. There is only one recommendation that deals with the Town Council and is something that you will have to implement. The rest will have to be implemented by other departments.

Mr. Killen pointed out to Ms. Bush that no one was bashful when it came to getting the funds to that but, for the funds for putting out enough copies for all of us, everyone is bashful about it and we are on the short end of the stick. Ms. Bush apologized to

Mr. Killen and the rest of the Council Members and said if she knew that was a problem, she would have rectified it. Ms. Bush felt that Wilbur Smith Associates did an excellent job with the study. Mr. Killen felt that we were going in reverse because each Council Member did not have a copy of the study.

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Linda Bush proposed recommendations for the town to implement the recommendations received and the majority must be implemented by the Planning and Zoning Commission; it's a planning document, land use regulatory items. One of the recommendations involves the Town Council--the Impact Fee. Miss Bush preferred to go through her list and explain each item.

(1) TRAFFIC STUDIES - Wilbur Smith recommended that all uses having 40 to 50 parking spaces be required to do a traffic study. Miss Bush would recommend to the Planning and Zoning Commission that we make all uses that generate more than 500 vehicle trips per day--250 cars in and 250 cars out--be in a special permit category, use that while permitted in a particular zone may not be appropriate for every single parcel of land in that particular zone. This would involve commercial, industrial and residential development. By having it a special permit, traffic studies will be required and look at the level of service funds that development accept. An example of items that generate 500 vehicle trips per day would be a 90,000 square foot industrial building or a 900 square foot convenience store and the number of parking spaces is really irrelevant to the traffic generation of the item; 500 vehicle trips is just a number but because it covers 1,000 square foot restaurant - Papa Gino's, for example is 3,200 square feet - will be made a special permit item.

(2) SETBACK REQUIREMENTS - This is presently done and it will continue to be enforced. Route 68 has a 100 foot right of way; setback is measured 50 feet from the center of the road, defined as the street line, building setback in an IX zone is 60 feet; 110 feet from the center of the road would be the closest a building could be in Barnes Industrial Park.

(3) LAND-USE CONTROLS - This must be discussed because there are pros and cons to rezoning as the Mayor and Mr. Thompson pointed out. Miss Bush is going to request that the Commission discuss the rezoning of an area of about 285 acres, to the west of North Farms Road and north of Barnes Industrial Park. That area was just rezoned to IX in 1985 and it was based on the plan of development which was developed in 1983--the area sort of north of Fairfield Park--an area that has no commercial/industrial interest at this point in time of which Miss Bush is aware and it doesn't have any utilities. One of the pros of rezoning would be that residential development generates less traffic than commercial/industrial. For an example, a residential house generates about 10 vehicle trips per house per day; an office generates 12.3 vehicle trips per 1,000 square feet of office and a shopping center generates 66.7 vehicle trips per 1,000 square feet so rezoning that area would cut down on vehicle trips but it would probably mean that the property would develop more rapidly.

Miss Bush pointed out that Medway Business Park has been zoned industrial for 20 years and nothing has ever gone on out there. Bristol Myers is there now. Barnes Industrial Park started 20 years ago, in the 1960's, and they still have 130 vacant acres in there so industrial development doesn't happen overnight but is more long term. Miss Bush suspects that if it is rezoned residential, it will be developed much quicker than if it is left industrial and, residential development costs the town. This year, to educate one child in the Wallingford School System cost \$4,200. If you look at the average assessment of a residential house, based on 1981 figures, it is \$60,000 and the average house in Wallingford is paying \$1,900 per year in taxes and even though state aid is received, it doesn't balance out and that is why everything is not zoned residential unless people want to pay more in taxes. Miss Bush explained that it's a balancing act--you must have residential but you need somebody to pay the bills--that is commercial/industrial. As an example, the new Dime Savings Bank in Barnes Industrial Park, is paying \$6,446 an acre in taxes; it doesn't generate any children for school but it does generate traffic, so it's a balancing act. The Commission must discuss the rezoning and that is just an idea.

(4) IMPACT FEES - This is where the Town Council comes in--it would have to be done by a town ordinance and under the Connecti-

cut General Statutes, the authority given to municipalities allows us to implement an impact fee system. Miss Bush explained that an impact fee is a charge on development to recoup a share of the cost of that particular development--an impact fee cannot be used to pay operating or maintenance costs; it cannot be used to solve existing town problems; it can only be used to offset the impact of that particular development. Miss Bush has not come up with a formula for road impact fees and she will recommend that the Town Council adopt an impact fee for road and for open space. An example for open space: the standard in Wallingford is .1 acre of open space for a house in Wallingford and there are presently 1,600 acres of open space in parks, 15,000 dwelling units, divided out there is .1 acre of open space per residential dwelling which is the standard. Any new housing built would be charged for the cost to the Town of Wallingford of the .1 acre of open space--what we would have paid in the past to get Park and Recreation planned and that is how an impact fee is determined.

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(5) CURB CUT CONTROL - Miss Bush explained that this is to continue to discourage curb cuts on major highways and even some minor roads--done by the Planning and Zoning Commission during the approval process. Most of Route 68 is a non-access line; the State purchased the access right to sections of Route 68 a while ago.

(6) TRAFFIC DEPARTMENT - This department would be created and made up of the Mayor, Police Chief, Town Engineer, Public Works Director and Town Planner. This department would review major development proposals, traffic plan, possibly give opinions to the Planning and Zoning Commission after the review. If traffic studies were a little more complex and it was felt they couldn't be handled at the local level, recommendations would be made to the Town Council that the town hire a traffic engineer to review those traffic studies, another avenue of review for traffic information.

(7) TRAFFIC MANAGEMENT - Miss Bush said Mr. Thompson mentioned earlier about cutting down the amount of parking spaces in developments to cut down on the number of vehicles. Miss Bush felt that because Wallingford is not part of a mass transit system, this would not work--you are telling people you can't drive your car to work--you have to car pool--and Miss Bush felt that people would park on grass, medians, every possible place. As part of the special permit process, flex hours can be imposed, along with other traffic management because she feels that people will continue to drive their cars to work.

(8) AMEND PLAN OF DEVELOPMENT - There is a plan of development which was developed in 1983 and the present zoning map is based entirely on that plan. Section of traffic was not part of the plan of development but to adopt all or part of the Wilbur Smith study as part of Wallingford's plan of development so that we have a legally defensible traffic plan, if it ever comes to that point.

Miss Bush explained that these are the major ways that Planning and Zoning would recommend that the town implement the recommendations of the plan of development. The other item not included is the moratorium and at present, because of the legalities concerning moratoriums, Miss Bush does not believe that in the present situation, this can be handled by a moratorium. A moratorium can be adopted for a specific period of time as long as a certain action is contemplated during that period of time which will come to an end result. Miss Bush felt that if we were doing another plan of development and people (applicants) were requesting major zoning changes during that period and we wanted to stop those zoning changes to address our situation, that would be one legal reason for the plan of development. Miss Bush thought that Wallingford is the only town around here which has an updated plan of development, a very current plan of development. Mr. Gessert felt that the ink is hardly dry on the plan of development and we are discussing zoning changes on the plan--Miss Bush said changes were suggested in a small portion of it--285 acres out of Wallingford's 25,000 is not a major area. Miss Bush pointed out there are 10,000 vacant acres in Wallingford.

Mr. Gessert asked why nobody from the Planning and Zoning Commission was included in the Traffic Department and Miss Bush explained that this would be town staffed as opposed to non-staffed. Mr. Gessert noted that nobody from the Town Council is included in the Traffic Department and he felt that if the Planning and Zoning Department and the Town Council is accountable to the public and must bear the ultimate responsibility and he asked

why they should not be there when the plans are being put together. Miss Bush explained that this was the recommendation of the Wilbur Smith study and that is just the way it was left.

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Mrs. Bergamini noted that for the past four years, there have been Council liaison members, an idea that stemmed from Mr. Parisi, and it turned out to be an excellent idea which paved the way and she is a liaison to the PUC and it's very helpful to attend P & Z meetings and have a Council Member present for original discussions.

Mayor Dickinson does not see a problem with that other than the availability of a Council Member or a Commissioner during the day because you can't expect these departments to come in for another meeting at night and review the recommendations. Mrs. Bergamini felt that the idea should be considered since several of the Council Members do attend evening meetings.

Mr. Gessert provided Mr. Toman, as Chairman of the Planning and Zoning Commission, an opportunity to comment. Mr. Toman felt that this was almost an overwhelming thing, to put politics aside. Mr. Toman has found that planning, as he has found during his three years on the Commission, is an evolutionary process and what you see very clearly today, hindsight is always 20/20. Two or three years ago, this wasn't so clear or wasn't even there and these studies are tremendously important because it tries to give us something we can point to down the road, continued Mr. Toman. We are talking about one very important corridor here and it seems to Mr. Toman that Wallingford is on a collision course in the evolutionary process of development, with the costs it would take to bring the infrastructure which supports that development to where it should be. Mr. Toman said that Councilman Polanski alluded to the concept of priorities and just on this one corridor alone, you could probably pick the worst intersection, and try to go to the State and form this partnership with the State and prioritize what Wallingford needs. Mr. Toman felt that Wallingford would be a pioneer if this can be pulled off and would be written up in magazine articles. Mr. Toman felt that if he started to lean-- he has heard the term strategic moratorium--that is certainly a strategic moratorium on development and something to consider because development continues and the infrastructure does not. Mr. Toman certainly wants to hear a lot more about costs.

Mr. Gessert felt that if you look at what has been approved over the past 3, 4, or 5 years, approved but yet to be built but could be built tomorrow, there is a lot more potential for buildings which has already gone through the process. Mr. Toman felt that the special permit is an excellent idea because this would eliminate a lot of lawyers. Miss Bush felt that this would give the town a little more leeway in acting on development applications.

Mr. Adams wondered if there was any attempt at a priority time-line that would get the wheels in motion because he thought it was time to get started. Miss Bush said Mr. Toman suggested a maximum of six months and it should take much less, other than the impact fee which she can't address because she does not have a model on which to base it. She has examples of impact fees from Loveland, Colorado, Florida and Arizona but they don't fit into Wallingford and this will have to be put together with the Town Attorney and others. The other examples will be fairly easy to implement.

Mr. Gouveia does agree with special permit regulations since it is much easier to deny any development based on special permits. He agrees that you must be careful when you rezone and there are other ways to reduce the density. Mr. Gouveia would feel very uncomfortable with rezoning that area residential and then have thousands of condominiums up there. Miss Bush explained that on 285 acres, the maximum would be 285 condominiums.

Mr. Gouveia referred to the level of services and noted that most of these intersections are rated E or F, E at capacity and F over capacity, during the a.m. and p.m. peak hours. Mr. Gouveia noted from the report that the accidents between 1982 and 1985 between 150 and Research Parkway totalled 283, an average of 94 accidents per year, almost 2 per week and Mr. Gouveia felt this is a safety hazard. In addition, documents were received from the Water Department which indicates that the pollution of water in the MacKenzie Reservoir is due to overdevelopment of Route 68. Mr. Gouveia feels

that under these conditions, development should be limited and he does not feel that Wallingford should ever have another moratorium unless it is planned and rather than moratoriums, he suggested increment growth such has been done by other towns.

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Miss Bush asked for an example of an ordinance which she could review since it would be ideal if Wallingford could allow 200 new homes per year, three new grocery stores and two new factories, forever. Mr. Gouveia said towns in upstate New York have increment growth and Miss Bush said she worked in upstate New York and does not remember this and asked for an example which she could use.

Mr. Rys mentioned that the report reflects maximum development along the Route 68 corridor and types of development were limited, what happens if it impacts in Cheshire and Durham since there will be traffic from I-91 to Route 68? Mr. Thompson said that the Route 10 corridor study is being done for Cheshire which includes Route 68 and Route 70 and to some extent, each other's development trends have been drawn upon. Cheshire's development is concentrated on north/south and Wallingford's is concentrated on east/west. Mr. Thompson doubts quite frankly whether Durham is going to experience the level of development on Route 68 in Durham that Wallingford has since they don't have direct access to I-91.

Mr. Rys felt that Wallingford is the focus now for industrial development and if there was a rezoning, Cheshire might look better but the impact along Route 68 will be the same for traffic. Mr. Thompson does not foresee any circumstances taking place in Cheshire of this nature. Miss Bush explained that Cheshire's commercial/industrial development is all along 391 and 84, to access the highways and Route 10 is not where they would have major developments and Wallingford's is centered around access to I-91.

Mr. Bradley commented on land-use control and mentioned that when there was a push for the interchange zone, the residents on the east side fought very hard and loud to keep it on the other side of Route 68 and Mr. Bradley does not know how much impact that would have as far as eliminating traffic congestion. A traffic consultant with the State did speak out then and he forewarned that there would be serious problems and today, we are facing this issue. Mr. Bradley addressed the S-curve and he felt that we'd be fortunate if we see anything done on that by 1990 and additional traffic lights were installed there and traffic is backed up on Route 68 past Williams Road for 1/2 mile to enable one half dozen employees to make a turn and where it normally takes 30 to 40 seconds to get from Williams Road to an entrance ramp on I-91, it can now take up to five minutes and during this last snow storm, there was a very serious problem with cars being unable to get up the incline.

Mr. Bradley would like to know what the collars are that this whole thing would cost and he just can't envision the State jumping on that bridge with I-91 there and widening that to four lanes. Miss Bush addressed the cost--estimated improvement costs for 1991 based on Wilbur Smith's study were \$18,600,000; ultimate improvement costs is another \$20,000,000.

Miss Bush explained that the \$18,600,000 goes from Route 150 all the way to Williams Road. Mr. Thompson wanted the Council to bear in mind that this cost does not include right-of-way acquisition. Mr. Killen wanted everyone to bear in mind the figures received tonight on the Oak Street Bridge. Miss Bush said the I-91 bridge reconstruction will cost \$6,200,000 and this figure is included in the \$18,600,000 and Mr. Killen finds that hard to believe. Miss Bush pointed out that the costs are very high but if you look at 1991, if some of the developments that are proposed to be built that are generating this traffic are built, in order to be built, they will have to do those specific improvements and there are very few improvements for 1991 that will not be paid for by the developers who generate the traffic and if they don't build, the improvements are not necessary. Miss Bush referred to improvement #6 and said that if Bell Meade is built, that would have to be paid 100% by Bell Meade because that is their impact on Route 68.

Miss Bush referred to improvement #7 which is Northrup Road, probably Saab, Midwood Management if they build and possibly something else at that intersection. Improvements for 1991 other than the I-91 bridge at \$6,200,000 would be a combination of developers and a

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difficult improvement to get in place and the 150-Route 68 inter-section will also be extremely difficult since there is no single developer impact--it's a combination. Mr. Killen asked for the figure for the 150-Route 68 widening and Miss Bush explained that the bridge widening of the Quinnipiac River is \$1,500,000 and the Wilbur Cross Parkway is \$1,000,000 and the Route 5 bridge is \$4,500,000. Mr. Gessert felt that \$1,000,000 to widen the Wilbur Cross Parkway bridge is unrealistic and the cost will be much higher. Miss Bush explained that this is for improvements necessary only to 1991.

Mr. Gessert asked if the state pays for some work on their roads and Miss Bush said they are paying for the S-curve when that work gets done. Mrs. Fritz has submitted legislation for several million for Route 150 and Route 68, to get that funded the way the S-curve was funded. Mayor Dickinson added that the S-curve was funded in 1986; the legislature passed legislation for the S-curve--the DOT is only going to act on the legislation in its list of priorities and they have not proceeded with any great speed but they have the money.

Mr. Killen asked how much further this issue would be discussed tonight and Mr. Gessert felt that a detailed report has been received and Miss Bush said she had extra copies of the Wilbur Smith report which she will be glad to provide. Mr. Gessert suggested that the copies be made available to the present Council and to all members of the new Council. Mr. Gessert expressed his appreciation to everyone for their presentations.

Mae Warzocha said she owns land on the northwest corner of Route 68 and North Farms Road and she asked if the zone changing would affect her property and Miss Bush said it would, along with the 17 acres north of it, all the way up to the Meriden line. Miss Bush noted that behind all the homes on North Farms Road on the west side is now zoned IX and if the Commission goes along with the current recommendation, it would all become residential. Mae Warzocha said there are a couple of houses on old Barnes Road and this is now IX zone--Miss Bush said it depends where on old Barnes Road; most of those are closer to the Barnes Industrial Road and would stay IX. Miss Bush suggested that Mae come into the office and she could review the map.

ITEM 9. Mr. Holmes moved approval of a merit increase for Thomas Talbot, Assistant Town Planner, effective January 12, 1988, fiscal year amount \$576, seconded by Mrs. Bergamini.

Mrs. Bergamini said that Mr. Talbot has done a fantastic job and referred to a phone call she received one morning after a ZBA meeting where a woman chastised her for allowing a town employee to be so abused by an attorney. At the meeting, apparently an attorney was presenting a case and Mr. Talbot tried to make a few recommendations and corrections and the attorney chastised Mr. Talbot and Mr. Talbot retreated and this woman's point was that Mr. Talbot is to be commended for taking that abuse at the meeting. Mrs. Bergamini wanted to compliment Mr. Talbot on his action and politeness.

VOTE: Unanimous ayes; motion duly carried.

Chairman Gessert declared a brief recess and the Council recessed from 10:29 p.m. to 10:43 p.m.

Mr. Killen requested permission to waive Rule V to discuss a case in court in which a lawyer is being employed. Mrs. Bergamini seconded the motion.

VOTE: Unanimous ayes; motion duly carried.

Mr. Killen read in this morning's paper that there was an attorney representing the ZBA in their actions and the attorney is not one of the members of the Town Attorney's staff and he asked who empowered them to hire an attorney? Attorney Mantzaris said that he retained that attorney because this was not a case that the Town Attorney's Office could handle and he used outside legal funds to hire that attorney for both local agencies. Mr. Killen was satisfied with this answer.

ITEM 10. Discussion with the Parker Farms School Committee regarding \$300,000 which was encumbered for the Parker Farms School.

Mr. Gessert believed that a printout received showed \$300,000 left and he asked what was still outstanding and what had to be done. Mr. Devine said there is not \$300,000 unencumbered--right now there is about \$40,000 available and by the time everything is done, there will be something less than that since there are some things that will be going probably until next summer.

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Mr. Devine is not referring to retainage--this is money that is unencumbered and included in that money is secretarial expense, expense for the new survey, moving the telephone poles out on the school site, any outside supervision required as the punch list items are completed and however the road and sidewalk situation is rectified and whether the burden of any of that cost must be carried. Mr. Devine felt that at this point in time, there should be about \$40,000 available.

Mr. Devine said there are a number of punch list items--the gym floor has not met with the committee's satisfaction and that will be redone during the Christmas vacation; all the classroom doors and the cabinets inside the classroom which were refinished have not met with the committee's satisfaction and will be redone. There are various sections of the tiling which has been requested to be replaced, touchup painting to be done, grill vents that have to be replaced and some originals which have not been received, a large amount of hardware that has not yet arrived, and the stage curtain contractor is scheduled to be on site Monday to do his work and there are numerous site work punch list items that must be done, along with reseeding which will have to be done next Spring.

Mayor Dickinson asked about the water condensation problem in one wing and Mr. Devine said this has been corrected during the first or second week of school.

Mr. Killen said \$15,000 has been encumbered on the roofing contract and Mr. Devine said that was the retainage and that should be paid this week sometime and by contract, this can be held 90 days maximum.

Mr. Musso, 56 Dibble Edge Road felt that the Parker Farms Renovation Committee should eat the extra expenses since there was an architect and a construction manager. Mr. Devine explained that the construction manager and the architect was a fixed price.

Mr. Killen asked what would happen on the sidewalk. Mr. Devine felt that it is his opinion that the original plan survey was in error and it is not compatible with the second survey and there seemed to be a significant difference in where the boundary lines come in, etc. The site plan was developed from the original survey and what ended up happening was that there wasn't adequate room from where the telephone poles were at that time. As the road was laid and the sidewalk was put in, second phase, it was found that where there was supposed to be a four foot spread between the end of the sidewalk and the beginning of the road, there is, in some cases, six inches or a foot and the first reaction was that there would be safety hazards. Since then, speed bumps have been put in which have pretty much resolved the safety issue but the issue of the viability of that sidewalk is in question because of its proximity to the hill and the general feeling is that within a couple of years, erosion will take its toll on the sidewalk and it will have to be moved. Discussions were held, beginning on September 8 in the Town Attorney's Office, with the original surveyor. Today, there is a new survey, the poles have been moved and there is adequate room to relay the road to the way it should have been to begin with and there is a preliminary site plan drawn up by Mark Roming which will be finetuned. At that point, there will be a meeting with all the involved parties and determine the direction taken. It is hoped that this will be handled without any future cost to the town.

Mr. Killen asked about the four feet for the sidewalk and Mr. Devine explained that it was supposed to be a consistent four feet all the way. Mr. Killen asked about reading the blueprints and Mr. Devine felt that they do not have an adequate explanation of why that happened or how it happened, other than assumptions. Mr. Devine felt that perhaps the dimensions were not verified before the road was laid and on August 18, the area around the brook did not contain room to have a four foot space and an exception was made but the architect feels that he was never informed that what he approved in that particular area was going to cause the problem that resulted farther down the road and his position was that he only approved it in that particular area and never approved the road to continue the way it did. Mr. Devine said numerous discussions have been held and regretfully, it doesn't seem like there is one party who could

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be held responsible for it all--there are four players in this and we will have to go from there. Mr. Killen felt that if there was not a vote to pay any of them, they would have known who was responsible and he felt that everything emanates from the committee and Mr. Devine said the committee never approved any exceptions to the site plans.

Mr. Gessert thanked Mr. Devine for his report. Mr. Devine said there will be a rededication of the school on December 13 and invitations will be sent out.

ITEM 11. Mrs. Bergamini moved to note for the record the financial statements of the Electric, Water and Sewer Divisions for the months of September and October, 1987, seconded by Mr. Holmes.

Mr. Gouveia commented that he has been following these reports for the past two years and he noticed that when you compare the price that Wallingford residents pay for electricity with the price charged by CL&P, it has almost reached the same point, if you take into account that from 600 to 750 kwh is what a residential family of four uses, the cost is \$64.05 and CL&P customers pay \$64.07, just two cents more. Mr. Gouveia guessed that the \$250,000 to fight the rate case was not a great help or perhaps it would have been a lot more. Mr. Holmes felt that the rates would be close but then separate as CL&P's rates increased.

VOTE: Unanimous ayes; motion duly carried.

ITEM 12. Mrs. Bergamini moved to waive the bidding procedure to allow repair of the isolating section of the lower boom on Bucket Truck #17, Electric Division, and award the bid to Aerial Lift Co., Milford, CT, seconded by Mr. Rys.

Mr. Killen asked why this wasn't brought to the Council's attention earlier so this could have been accomplished by now. Mr. Walters said there was a dilemma of trying to get information of just what the cost would be to determine how much is needed and there was a week's delay between the time the information was received a week ago Monday until now and the information was received one day before the PUC meeting and it was felt that it could wait until the Council Meeting rather than requesting a special meeting. Mr. Killen said that it was mentioned for discussion at the November 4th meeting and it is being acted on November 24 and will take 6 to 8 weeks to accomplish and Mr. Killen felt that this should not have been dragged out since it has a bearing on someone's life.

Mr. Walters said the truck has not been used. Mr. Gessert felt that Mr. Killen would have requested the cost if asked to waive the bid; Mr. Killen added that they had a target figure of \$8,000 to \$10,000.

Mr. Gouveia asked if this wear and tear was not visible to the naked eye and Mr. Walters said it was not--these trucks are inspected in this fashion once a year to meet OSHA regulations and it had developed since a year ago. Aerial Life Co. in Milford detected it in their review of the entire truck during an inspection.

VOTE: Unanimous ayes; motion duly carried.

ITEM 13. Mr. Rys moved approval of the following year end transfers to close out fiscal year 1986-1987, Electric Division, seconded by Mr. Holmes:

\$ 470 from Supervision Operations to Supervision Maintenance
\$ 1,136 from Station Operation to Meter Operation
\$ 2,402 from U.G. Line Operation to Customer Installations
\$ 195 from Street Light Operation to Miscellaneous Distribution
\$ 1,581 from Boiler Operation to Fuel Expense
\$ 3,034 from Salaries-General to Salaries-Executive
\$ 7,309 from Property Insurance to Office Supplies and Expenses
\$ 12,717 from Customer Records to Outside Services-Town
\$ 2,465 from Injuries & Damages to Pension & Benefit
\$ 33,405 from Outside Services - Consultants and
\$ 56,278 from Depreciation - Accelerated, a total of
\$ 89,683 to Depreciation
\$ 3,234 from Interest-Notes Payable to Interest-Customer Deposits
\$779,944 from Fuel Adjustment to Purchased Power

Mrs. Bergamini asked how the salary account is over expended - the \$3,034 from Salaries-General to Salaries-Executive. Mr. Walters

explained that this came about from purposely not including in the budget any provision for management wages and this had to be increased when the management increases were agreed to and it was not apparent until towards the end of the year that this was going to be needed and the amount is relatively small, less than a week's difference that was not apparent at the end of the May statement. Mr. Gessert felt that items such as Office Supplies and Expenses should not have been over expended by \$7,309, as well as an extra \$33,405 to Consultants--Mr. Walters explained that this was to Depreciation and Mr. Gessert asked if it is not known how much depreciation there will be at the beginning of the year. Mr. Walters said that depends on how much construction is done during the year; this is a non-cash amount which accrues because, along with the construction that you accomplish during the year, as construction was increased, decreasing this at the same time was overlooked.

Mr. Gessert referred to the \$779,944 from Fuel Adjustment to Purchased Power and Mr. Walters said you can't tell what that is going to be because it depends on the assessment by C.L.&P., our wholesale supplier, which is not determined until a month after it actually happens; a statement is received in September as to what happened in June.

Mr. Gessert pointed out that Mr. Gouveia mentioned that the rates between Wallingford Electric Division and C.L.&P. are quite competitive. Mr. Walters felt that everyone understands why--there were two different groups setting rates and one decided to hold the rate and one didn't.

Mr. Killen asked if a year end report was issued and Mr. Walters felt that this would probably come as part of the auditors report and this information just became available to the Electric Division at the end of October as to any adjustments that the auditors were going to make to the June 30 statement. Mr. Killen felt that this was blind faith on the Council's part and becomes an exercise in futility. Basically, Mr. Walters said the memorandum explains that these are the actions after the auditors review and he would presume that you must put faith in what they have found and these are the dozen changes needed to bring everything into focus for the end of June. Mr. Killen asked if the recommendation is ever made with some of the figures which are short should have been found out ahead of time and funded properly because it's better to have an overage than a shortage. Mr. Walters explained that a June 30 statement is not rendered because it is unaudited; Mr. Killen added that the monthly statements are also unaudited.

Mr. Myers pointed out that before the end of August, he files the financial statements for the utilities--a charter requirement--and the Council has all received a copy. Mr. Holmes asked what the procedure was for presenting the financial statements to the auditors and Mr. Walters said their interpretation is given and the auditors make changes such as reassigning things from one account to another, things are disallowed which should go in the following year, things paid in July may be put back into June if that's proper. Mr. Walters said that if you want to focus on the last item, \$779,944 from Fuel Adjustment to Purchased Power, there is no way the Electric Division, the accountants or the Council can do anything with the Fuel Adjustment account on June 30 or before June 30 since the information is not available. Mrs. Bergamini said that eliminating that account, there is still \$200,000 off. Mrs. Bergamini pointed out that Office Supplies were over expended by \$7,309 and she wondered why a transfer was not made before the end of the fiscal year. Mr. Walters said that at the end of May with the projection, there was no problem.

VOTE: Council Members Adams, Bergamini, Holmes, Polanski and Rys voted aye; Gouveia, Killen and Gessert voted no; motion duly carried.

Mr. Killen moved to waive Rule V to consider a transfer for Public Works, seconded by Mr. Gouveia.

VOTE: Unanimous ayes; motion duly carried.

Mr. Killen moved the transfer of \$1,000 from Snow Plow, \$1,300 from Sand Spreaders, \$2,050 from Clay-Little League Baseball Field, a total of \$4,350 to Maintenance of Equipment, seconded by Mr. Gouveia.

Mr. Gessert asked what type of sand is being used this year and Mr.

Deak said yellow sand. Mrs. Bergamini asked how old the hydraulic lift is and Mr. Deak said 13 years old and it had a leak.

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Mr. Polanski thought that the Parker Farms fields were separated from the school property and he asked how the Board of Education could turn down the construction approval of the Little League Fields--Mr. Deak felt that there was simply a discussion and it was never actually split. Mr. Killen, Mr. Gessert and Mr. Polanski felt that it was the Council's intent. Mayor Dickinson commented that we are not talking about any existing fields but an additional field proposed on the site of the once planned football field, immediately to the left of Parker Farms School which is now just an open field and the Board of Education was not interested in having another field put there but all of the existing fields are not at issue. Mayor Dickinson said the property was surveyed and when it was turned back to the school, you can argue whether all of the land was turned back or just the part with the school on it--it's all Town of Wallingford. Mayor Dickinson thought that the Council was looking at the turn down of construction in a more legalistic way than what the action was--they were asked to give their opinion on the location of a field there and they didn't feel that it was appropriate feeling that there might be a school need for that part of the property and the Mayor does not know that anyone could say that that is beyond the control of any other body of the Town of Wallingford--it's all Town of Wallingford. Mr. Deak said the area for the proposed ballfield is adjacent to the school, not in the back area.

Mr. Bradley said that the roads in Wallingford after the Veteran's Day snow were nothing to brag about and he wondered why the roads weren't sanded. Mr. Deak said the roads were plowed around 11 and more snow came between 2 a.m. and 4 a.m. and there was not enough time to plow the 200 miles of roadway and he was three trucks short because they have not been delivered yet. Mr. Gessert suggested that the vendor be told that he is in violation of the contract which required delivery within 45 days.

VOTE: Unanimous ayes; motion duly carried.

Mr. Killen moved to waive the bidding to have Public Works hydraulic lift repaired immediately by Petroleum Contractors, Bloomfield, CT, seconded by Mrs. Bergamini.

VOTE: Unanimous ayes; motion duly carried.

Mrs. Bergamini noted that there was a transfer request for the Town Attorney's Office, to be handled while under waiver of Rule V.

Mrs. Bergamini moved the transfer of \$3,000 from Professional Services to Part-Time Secretary Wages, Town Attorney's Office, seconded by Mr. Rys.

Attorney Mantzaris explained that Diane Acevedo has terminated her employment as of December 16 and Betsy from Personnel has been hired and will start on December 2 and this money will be used to pay Diane to train Betsy but it probably not cost the entire \$3,000.

VOTE: Unanimous ayes; motion duly carried.

ITEM 14. Mrs. Bergamini moved approval of SNETCo. Easement Agreement, seconded by Mr. Holmes. EASEMENT AGREEMENT

This AGREEMENT made and entered into this _____ day of _____, 1987 by and between The Town of Wallingford and the Town of Wallingford-Water/Sewer Division, Wallingford, Connecticut, hereinafter referred to as "the Grantor", and THE SOUTHEPH NEW ENGLAND TELEPHONE COMPANY, a corporation specially chartered by the General Assembly of the State of Connecticut, with a place of business in the City of New Haven, County of New Haven and State of Connecticut, hereinafter referred to as "the Company".

W I T N E S S E T H :

WHEREAS, the Grantor owns and holds title to a parcel of real property situated in the Town of Wallingford, County of New Haven and State of

Connecticut, as shown on a map which is herein incorporated by reference,
entitled:

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"Easement To Be Acquired from the Borough of Wallingford, By The Southern New England Telephone Company, Scard Road, Wallingford, Connecticut", by Greiner, Wallingford, Connecticut, scale 1"=20', dated July 1987, Said easement containing 600 square feet and being bounded and described as follows:

Commencing at an iron pipe on the apparent northerly street line of Scard Road, said point being the apparent Southerly corner of land now or formerly of Barbara Jones Hale;

Thence running Southerly along the arc of a curve to the right having a central angle of $05^{\circ}-01'-16''$, and a radius of 3800.00 feet, an arc length of 333.02 feet along the apparent Northerly street line of Scard Road to a point;

Thence running South $63^{\circ}-21'-43''$ West, along said apparent street line 380.43 feet to an iron pin also being the point of beginning of the herein described easement;

Thence running South $63^{\circ}-21'-43''$ West, along said apparent street line 380.43 feet to an iron pin also being the point of beginning of the herein described easement;

Thence running South $63^{\circ}-21'-43''$ West, 30.00 feet along said apparent street line to an iron pin;

Thence running North $26^{\circ}-38'-17''$ West, 20.00 feet through and of the grantor to an iron pin;

Thence running North $63^{\circ}-21'-43''$ East, 30.00 feet through land of the grantor to an iron pin;

Thence running South $26^{\circ}-38'-17''$ East, 20.00 feet through land of the grantor to the point of beginning.

Containing 600 square feet.

AND

WHEREAS, The Company desires to construct and operate Subscriber Line Carrier Systems including all equipment and material associated therewith on said parcel and have the ability to reconstruct, repair, replace and maintain same;

NOW THEREFORE, it is agreed as follows:

1. The Grantor does hereby grant, assign and set over to the Company, its successors and assigns an Easement to construct, reconstruct, operate, repair, replace and maintain Subscriber Line Carrier Systems, including all equipment and material associated therewith upon, across, over and/or under said property, together with ingress thereto and egress therefrom.
2. The Grantor, its agents, contractors, successors or assigns shall have the right to use the Easement areas so long as such use does not interfere with SNETCO's permitted use and enjoyment of the Easement.
3. The Company shall plant a buffer of shrubbery in order to obscure this equipment from view. Said buffer of shrubbery shall be of a type and size and at a location selected by the Company, subject to the approval of the Grantor, which approval shall not be unreasonably withheld.
4. The Company shall restore said parcel to as near its original condition as reasonably possible upon the termination hereof, which termination shall occur at such time as the Company notifies the Grantor, its successors or assigns in writing of the Company's intention to terminate this Easement.
5. The consideration for this Easement shall be Five Thousand Dollars and other good and valuable considerations.
6. This agreement is contingent upon the Company receiving all applicable governmental approvals.

7. The Company shall hold the Grantor harmless from and against all claims, suits or proceedings brought by any third party arising from this easement and caused by the negligence or willful misconduct of the Company. The Parties further agree that each Party shall indemnify the other Party as a result of any claims or damages resulting from the Party's acts pursuant to this Easement Agreement.

Mayor Dickinson added that the consideration is \$5,000 on it and Attorney Mantzaris said it was explained at the last Council Meeting by someone from SNETCo.

VOTE: Mr. Gessert passed; all other Council Members voted aye; motion duly carried.

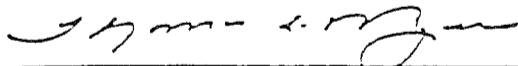
ITEM 15. Mr. Myers explained that the original resolution was passed and after discussion with the Business Manager at the Board of Education, he suggested accounting for all three grants in one account and after the resolution was presented to the Town Council and passed, the Business Manager requested three separate accounts and the original resolution should be rescinded and replaced with a new one and this action should occur with two motions.

Mr. Rys moved to rescind the action taken on October 13, 1987 involving the Board of Education Grants as they appear below, seconded by Mrs. Bergamini.


Town of Wallingford
Special Revenue Funds
Education Department
Year Ended June 30, 1988

| <u>Grant Title</u> | <u>Amount</u> | <u>Finance Dept. Account No.</u> |
|--|---------------|--------------------------------------|
| <u>Teacher Evaluation Planning Grant</u> | | |
| Revenue | \$12,087 | 001-1000-001-1210 |
| Expenditure | \$12,087 | 001-9000-900-8210 |
| <u>Teacher Career Incentive Grant</u> | | |
| Revenue | \$12,087 | 001-1000-001-1210 |
| Expenditure | \$12,087 | 001-9000-900-8210 |
| <u>Professional Development Grant</u> | | |
| Revenue | \$30,690 | 001-1000-001-1210 |
| Expenditure | \$30,690 | 001-9000-900-8210 |

Certified:


Thomas A. Myers, Comptroller

Approved:


William W. Dickinson, Jr., Mayor

VOTE: Unanimous ayes; motion duly carried.

ITEM 15. Mrs. Bergamini moved approval of the following resolution for Teacher Evaluation Planning Grant, Teacher Career Incentive Grant and Professional Development Grant, seconded by Mr. Rys.

Town of Wallingford
Special Revenue Funds
Education Department
Year Ended June 30, 1988

| <u>Grant Title</u> | <u>Amount</u> | <u>Finance Dept. Account No.</u> |
|--|---------------|--------------------------------------|
| <u>Teacher Evaluation Planning Grant</u> | | |
| Revenue | \$12,087 | 001-1000-001-1240 |
| Expenditure | \$12,087 | 001-9000-900-8240 |
| <u>Teacher Career Incentive Grant</u> | | |
| Revenue | \$12,087 | 001-1000-001-1250 |
| Expenditure | \$12,087 | 001-9000-900-8250 |
| <u>Professional Development Grant</u> | | |
| Revenue | \$30,690 | 001-1000-001-1211 |
| Expenditure | \$30,690 | 001-9000-900-8210 |

Certified: Thomas A. Myers 11-18-87
 Thomas A. Myers, Comptroller

Approved: William W. Dickinson, Jr.
 William W. Dickinson, Jr., Mayor

VOTE: Unanimous ayes; motion duly carried.

ITEM 16. Mr. Holmes moved approval of a merit increase for Norman Rosow, Tax Collector, effective December 2, 1987, fiscal year amount \$935, seconded by Mr. Rys.

VOTE: Unanimous ayes; motion duly carried.

ITEM 17. Mr. Rys moved to waive the bidding procedure to upgrade electronic cash registers in the Tax Office and award the contract to Connecticut Cash Register Company, seconded by Mrs. Bergamini.

Mr. Myers made a mistake and he wanted the Council to realize the procedure that followed. Mr. Myers informed Mr. Rosow that this work would be completed in the Tax Office and asked Mr. Rosow to check with the Purchasing Agent about these machines and because the estimate was less than \$2,000, it was not an item appropriately put out to bid and somewhere along the line, the work was completed with the dollar amount exceeding the \$3,000 limit. Mr. Myers said a great improvement has been made on the collection system and two steps were virtually eliminated and by 2 p.m. the check is deposited and invested the next morning. Another improvement is Mr. Rosow and the new Treasurer, Karen Plover, watch the receipts of these monies and if a department isn't depositing, these people call to find out why.

Mr. Myers has been looking to accomplish this for the past 3 or 4 years.

VOTE: Unanimous ayes; motion duly carried.

ITEM 18. Mrs. Bergamini moved the transfer of \$2,900 from Management Salaries and \$1,100 from Maintenance of Equipment, a total of \$4,000 to Professional Services - Accounting, Comptroller's Office, seconded by Mr. Holmes.

Mrs. Bergamini read the November 17, 1987 letter from Mr. Myers pertaining to this item. Mr. Killen asked if these absences were foreseen and Mr. Myers said the account was funded at the beginning of the budget but one of his top people left on maternity leave during the summer, an adoption process treated as unpaid maternity leave, and this employee was replaced with an Account Temp, \$700 per week for replacement and the other problem is that as the complexities of accounting and financial reporting grow and become more complex and detailed, all the people who have been on staff for a number of years are up to 6 weeks vacation and there is virtually someone on vacation all the time.

VOTE: Unanimous ayes; motion duly carried.

ITEM 19(a). Mrs. Bergamini moved a transfer of \$85,000 from Principal Retirements and \$13,000 from Administration and Registration, a total of \$98,000 to Interest on Debt, seconded by Mr. Rys.

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Mr. Myers has given the Council full details on this but wished to make a couple of comments. These transfers are associated with the Bond Sale for December 1 and the \$85,000 will provide the funding for the interest payment due on the Parker Farms School Bond, due June 13, 1988 and the \$13,000 will be used to provide a payment for Stage 3 of the Landfill Closure Project. The Landfill Closure Project, Phases 1 and 2 have been self-financed over the last three years and Phase 3 is \$410,000. The latest technology has been used for the December 1 sale and it will be completely electronic, under a system known as "Book Entry Only Bonds" and all the transactions for the bonds from the time we issue the bonds, through the purchaser, through the principal and interest to the purchaser and holder of the bonds will all be handled electronically with no paper flow and it's handled by a company in New York City called the Depository Trust, a very important and very noteworthy item of interest because now the bonding has entered the electronic computer age, with wire transfers and Mr. Myers is pleased about this major move which is a credit enhancement.

Mr. Gessert asked if some items can be refinanced and Mr. Myers said that will be explored if a lower rate can be obtained. Mr. Killen referred to page 21 of the new figures, expenditures \$1,690,000 and Mr. Myers said the Landfill Closure, Phase 3 is being added in the amount of \$300,000 where it was previously 0 and it's coming from principal funds budgeted for in the account but not used. Mr. Killen felt that the Principal Debt Retirements on page 21 should be \$1,820,000 rather than \$1,810,000 and Mr. Myers will double check this.

VOTE: Unanimous ayes; motion duly carried.

ITEM 19(b). Mr. Killen moved a transfer of \$80,364 from Interest on Debt, \$40,636 from Financial Administration and \$9,000 from Other Disbursements, Capital and Non-Recurring Fund, a total of \$130,000 to Principal Retirements, Capital and Non-Recurring Fund, seconded by Mr. Holmes.

VOTE: Unanimous ayes; motion duly carried.

Mr. Myers referred back to Page 21 and noted that the figure should have been \$1,680,000 rather than \$1,690,000 so the \$1,810,000 is correct and should not be \$1,820,000.

ITEM 20. Mr. Rys moved to note for the record the financial statements of the Town of Wallingford for the month ended October 31, 1987, seconded by Mr. Holmes.

VOTE: Unanimous ayes; motion duly carried.

ITEM 21. Mr. Rys moved acceptance of the Town Council Meeting Minutes dated November 9, 1987, seconded by Mr. Holmes.

VOTE: Mrs. Bergamini and Mr. Killen passed; all other Council Members voted aye; motion duly carried.

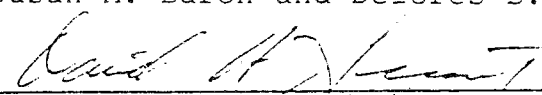
ITEM 22. Mr. Rys moved acceptance of the Town Council Meeting Minutes dated November 10, 1987, seconded by Mr. Holmes.

VOTE: Mr. Killen passed; all other Council Members voted aye; motion duly carried.

A motion to adjourn was duly made, seconded and carried and the meeting adjourned at 11:55 p.m.

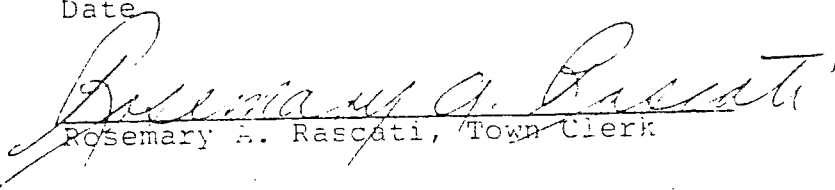
Meeting recorded by Susan M. Baron
Meeting transcribed by:
Susan M. Baron and Delores B. Fetta

Approved


David A. Gessert, Chairman

December 8, 1987

Date


Rosemary A. Rascati, Town Clerk

December 8, 1987

Date