



OFFICE OF THE MAYOR  
TOWN OF WALLINGFORD  
CONNECTICUT

WILLIAM W. DICKINSON, JR.  
MAYOR

August 19, 1996

Wallingford Town Council  
Wallingford, CT 06492

Att: Robert Parisi, Chairman

Dear Council Members:

For fifteen years the Town has leased to local farmers various open space properties for agricultural use. Leases on these properties expire December 31, 1996. Attached is a tabulation of the parcels including the newly acquired Kelley parcel. Approximately 313 acres are included in the lease program. It is requested that the Council consider approval of another five-year lease program for agricultural use of these properties. Plans for renewal of the program have been reviewed with various Town departments including the Recreation Department, PUC and Department of Law. No significant changes were proposed.

Attached is a copy of the lease document that has been in use. Bids would be solicited for the properties and leases executed with special land use provisions that specify best management practices for the properties with particular restrictions applied to those parcels within watershed and aquifer areas.

Action on program renewal is requested at the next meeting so that the bidding process can be initiated in a timely fashion. If prior to the meeting there should be any questions or comments, contact Don Roe.

Sincerely,

William W. Dickinson, Jr.  
Mayor

WWD:ec  
Attachments - Lease  
Property Listing

cc. Don Roe, Program Planning  
Tom Dooley, Recreation Dept.

INTEROFFICE MEMO  
DEPARTMENT OF ENGINEERING

TO: DAVID J. DOHERTY, TOWN COUNCILMAN  
FROM: JOHN J. COSTELLO, TOWN ENGINEER  
SUBJECT: STATUS REPORT - CAPITAL PROJECTS  
DATE: AUGUST 22, 1996

As requested in your memo of August 12, 1996, the following is the status of capital projects going back to Fiscal Year 1991-92:

FISCAL YEAR 1991-92

TYLER MILL ROAD BRIDGE - This project was canceled by the Town Council after the engineering design work was completed and prior to the advertising for construction bids.

JOBS ROAD RECONSTRUCTION - This project has been completed.

FISCAL YEAR 1992-93

SOUTH BRANFORD ROAD RECONSTRUCTION - This project has been completed except for minor landscaping work to be done during this fall's planting season.

Estimated total expenditures	= \$470,000
Estimated final balance	= 230,000

QUINNIPIAC STREET BRIDGE - This project is currently under construction. When it was shifted from the State's Local Bridge Program to the Federally funded ISTEA Program, the Town became responsible for engineering costs only.

Estimated total expenditures	= \$100,000
Estimated final balance	= 450,000

FISCAL YEAR 1993-94

GROVE STREET RECONSTRUCTION - This project is currently on hold. When the preliminary plans were completed, we encountered three (3) problems: (1) some residents and some councilmen objected to the proposed 26' width curb-to-curb (It is interesting to note that the new driveway into the Yalesville School from Route 68 is to be 26' in width.); (2) in the vicinity of Fritz Place, the right-of-way was inadequate in width to accommodate the proposed reconstruction (The survey work to create a 50' right-of-way has been completed.); and (3) when sidewalks, which were not a part of the original project, were proposed, everyone agreed they belonged on the opposite side of the street. Because of the volume of traffic on Grove street during the hours when children would be walking to/from school, the Board of Education regulations require a sidewalk on both sides of the street if students are to walk to Yalesville, Moran or Sheehan Schools.

CHIMNEY HILL ROAD RECONSTRUCTION - the portion from Schwab Terrace to Hanover Street was completed in 1994. A 400' section of roadway west of Schwab Terrace, which was not in the original project, is currently being reconstructed at a lower elevation to improve the sight distance for vehicles entering or leaving Schwab Terrace. The total expenditures should end up pretty close to the original appropriation.

QUINNIPIAC CORRIDOR DESIGN FEE - The installation of traffic signals and the addition of turning lanes at Cook Hill Road and South Turnpike Road is currently under construction. The remaining portion of the Quinnipiac Corridor Project, i.e. new traffic signals, upgrading of existing traffic signals, and improvements in railroad preemption, are currently at a stand still. We are now in the 26<sup>th</sup> month of a design contract originally scheduled for 11 months. The ConnDOT review process and the one (1) year delay in getting any response from Amtrak has considerably and unreasonably extended the consultant's contract time necessitating an adjustment in the consultant's fee. No surplus can be expected in this account.

DRAINAGE IMPROVEMENTS - Funds were provided for two (2) projects: (1) the installation of over 2,000 L.F. of storm drain pipe and catch basins on Sunndale Lane, Maryann Lane and Shady Drive, and (2) the installation of a new 48 inch diameter concrete culvert on Northford Road at Hall Acres. The Sunndale area project was completed by the Public Works Department in 1994. Bids for Northford Road project were opened on August 16, 1996 and construction should begin next month.

Estimated total expenditures	= \$125,000
Estimated final balance	= 225,000

#### FISCAL YEAR 1994-95 AND 1995-96

Wall Street Bridge over Wharton Brook  
Pond Hill Road Bridge over Wharton Brook  
Scard Road Bridge over Muddy River  
Williams Road Bridge over Muddy River  
West Dayton Hill Road Bridge over Muddy River  
South Turnpike Road Bridge over Mansion Road Brook  
Grieb Road Bridge over Wharton Brook

All of the above bridges are currently under design. Because of Federal and State Grants, the Town's share of cost is reduced as indicated below in addition to the original appropriation and current project cost estimate for all seven bridges.

Original appropriation or estimate	= \$2,425,000
Current project cost estimate	= 2,994,800
Town share of project costs	= 1,508,165

QUIGLEY/HARRISON INTERSECTION - Also included in the 1995-96 Capital Budget were funds to reconstruct the intersection of Quigley Road and Harrison Road. Bids for relocating the water main were opened on August 16, 1996. The Public Works Department will do the storm drainage and roadway grading work required.

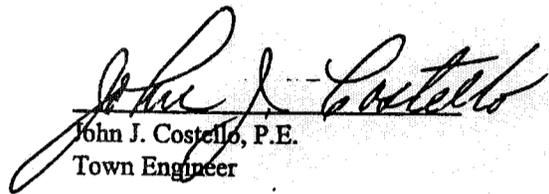
#### FISCAL YEAR 1996-97

YALE AVENUE RECONSTRUCTION - The Public Works Department has just started work on this project with the installation of new storm drainage facilities where needed.

A brief explanation of the cost differences between original appropriations and final expenditures is appropriate. The original cost estimates for roadway reconstruction and/or drainage improvement projects were based on the assumption that the work would be done by private contractors. When the work was undertaken by the Town's Public Works Department, only material costs were charged against the capital project account. No labor costs were charged. At the Northford Road culvert, water main conflicts with the original alignment necessitated an alternate, shorter, less expensive alignment.

Although the Town's share of projects costs has decreased for the replacement of the Quinipiac Street Bridge as explained above, the estimated project costs have increased on some of the other bridges. The detailed hydraulic analysis required by D.E.P. for the Wall Street Bridge indicated that an all new bridge will be required rather than merely a deck replacement as originally contemplated. During the preliminary design phase for the Williams Road Bridge, we made a decision to elevate the approach roadways above the anticipated 100 year flood elevation in addition to the bridge.

I trust this memo supplies you with the information requested in your memo of August 12, 1996.

  
John J. Costello, P.E.  
Town Engineer

JJCvm

cc: Mayor William W. Dickinson, Jr.  
Comptroller, Thomas A. Myers  
File-Town Council