

**Town of Farmington, CT  
Office of the Town Manager  
Regular Town Council Meeting**

Date: July 9, 2019  
(Council Members should call the Town Manager's Office if unable to attend.)

Time: 7:00 p.m.

Place: Council Chambers

**Agenda**

- A. Call to Order
- B. Pledge of Allegiance
- C. Public Hearing
  - 1. A Public Hearing to consider the acquisition of property owned by the Estate of Joseph J. & Stella W. Mitchell located at 9485 Mountain Road.
- D. Presentations and Recognitions
  - 1. Farmington Village Center Streetscape Improvement Final Report – BSC Group
  - 2. Proclamation Tunxis Seniors - 50<sup>th</sup> Anniversary
  - 3. Proclamation Elizabeth Hatheway - 100<sup>th</sup> Birthday
- O. Executive Session
  - 1. Pending Litigation.
- E. New Items
- F. Public Comments
- G. Reading of the Minutes
  - 1. June 11, 2019 Regular Town Council Meeting
  - 2. June 25, 2019 Regular Town Council Meeting
- H. Reading of Communications and Written Appeals
  - 1. None.
- I. Report of the Committees
  - 1. UCONN Health Committee
  - 2. Land Acquisition Committee
  - 3. Green Efforts Committee
  - 4. Farmington Village Center Committee
  - 5. Farmington High School Building Committee

- J. Report of the Council Chair and Liaisons
  - 1. Chair
  - 2. Board of Education Liaison
  - 3. Chamber of Commerce
  - 4. Economic Development Commission Liaison
  - 5. Farmington Historic District Commission
  - 6. Housing Authority
  - 7. Human Relations Commission
  - 8. Library Board
  - 9. Town Plan and Zoning Liaison
  - 10. Unionville Historic District Commission
  - 11. Unionville Village Improvement Association Liaison
  - 12. Water Pollution Control Authority
  - 13. Other Liaisons
  
- K. Report of the Town Manager — Phase 2 Infrastructure Report, Personnel Update
  
- L. Appointments
  - 1. Building Code Board of Appeals (Charette)
  - 2. Green Efforts Committee (Perry)
  - 3. Human Relations Commission (Ierardi)
  - 4. Human Relations Commission (Mambrino)
  - 5. Justice of the Peace (Noe)
  - 6. Plainville Area Cable TV Advisory Council (Bernier)
  - 7. Plainville Area Cable TV Advisory Council (Markuszka)
  - 8. Town Plan & Zoning Commission (D. Tucker)
  - 9. Water Pollution Control Authority (Thompson)
  - 10. Zoning Board of Appeals (Perry)
  - 11. Zoning Board of Appeals- **Alternate** (Levesque)
  - 12. Zoning Board of Appeals- **Alternate** (J. Tucker)
  
- M. Old Business
  
- N. New Business
  - 1. To recommend the purchase of 9485 Mountain Road to the Town Plan and Zoning Commission for a Report under Section 8-24 of the Connecticut State Statutes.
  - 2. To accept BSC Group's Streetscape Master Plan for the Farmington Village Center Study Area and to establish a working group.
  - 3. That pursuant to Section 55-10 of the Town of Farmington Purchasing Ordinance the bidding requirements under Section 55-1 be waived to complete the landscaping and installation of plantings, paver edging, and maintenance in the island at the intersection of Rt 4 and Rt 10 at a cost of \$31,574.04.

4. To award Bid #289, Brickyard Road Pavement Rehabilitation Project.
  5. To extend the contract for the purchase of Treated Road Salt for the 2019/2020 winter season with DRVN Enterprises, Inc. of Wethersfield, CT at a purchase price of \$73.50 per ton.
  6. To award a contract for the purchase of one 2020 International Model HV5007 Heavy Duty Cab and Chassis to Nutmeg International Trucks, Inc., of Hartford, CT at a purchase price of \$98,992.98
  7. To award Bid # 281, Transportation and Disposal of Sewage Sludge, to H.I. Stone of Southbury, CT at a contract cost of \$74.00 per wet ton.
  8. To extend the contract between the Town of Farmington and Waste Material Trucking Company (WMTC) of Farmington, CT to provide for the curbside collection of municipal solid waste, recyclables, and bulky waste for a three-year period, beginning July 1, 2021 through to June 30, 2024 and to authorize the Town Manager to sign a contract extension with WMTC.
  9. To approve property tax refunds.
- O. Executive Session
2. Land Acquisition.
- P. Adjournment.

**LEGAL NOTICE  
TOWN OF FARMINGTON  
PUBLIC HEARING**

A Public Hearing will be held on Tuesday, July 9, 2019 at 7:00 p.m. in the Town Hall Council Chambers to consider the acquisition of property owned by the Estate of Joseph J. & Stella W. Mitchell located at 9485 Mountain Road.

Dated at Farmington Connecticut this 25<sup>th</sup> day of June 2019.

Kathleen A. Blonski  
Town Manager

## PROCLAMATION

WHEREAS, Elizabeth Hatheway was born on August 20, 1919, and

WHEREAS, Elizabeth Hatheway was born and raised in her family home in West Hartford Connecticut and now resides at Middlewoods in Farmington, and

WHEREAS, Elizabeth Hatheway has one sister named Mary, one brother, and two nephews, and

WHEREAS, Elizabeth Hatheway graduated from West Hartford Public Schools, attending Center School, Sedgwick Middle School, and Hall High School, and

WHEREAS, Elizabeth Hatheway attended Duke University and studied sociology, and

WHEREAS, Elizabeth Hatheway lived in many places throughout her life including, West Virginia, Florida, Texas, California, and now Farmington, Connecticut and

WHEREAS, Elizabeth Hatheway loves nature, animals and is an avid bird watcher, and

WHEREAS, Elizabeth Hatheway attributes her and her siblings longevity to the fresh fruits and vegetables her mother fed them growing up, and

WHEREAS, throughout her life, Elizabeth Hatheway has enjoyed knitting, history, and is known for always being generous, compassionate, and loving to all that she called family.

NOW THEREFORE, THEREFORE, BE IT RESOLVED, that, the Town of Farmington hereby wishes Elizabeth Hatheway a very happy 100<sup>th</sup> birthday and officially declare August 20, 2019 as “Elizabeth Hatheway Day” in Farmington.

Dated at Farmington, Connecticut this 9<sup>th</sup> Day of July, 2019.

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Nancy W. Nickerson  
Chair, Farmington Town Council

## PROCLAMATION

WHEREAS, the Tunxis Senior Citizen Association was established by the Farmington Valley Woman's Club in 1969 with a mission to sponsor a Senior Center, and

WHEREAS, under Town Manager Stephen A. Flis and Chairman Jeremiah Wadsworth, the Town Council approved the plan for a Senior Center in the Library Building when it became vacant in January 1969, and

WHEREAS, the Tunxis Senior Citizen Association held its first official meeting on March 10, 1969, and members faithfully volunteered to run the Senior Center for the next twenty-four years, and

WHEREAS, the Tunxis Senior Citizen Association accomplished its goal to create a Senior Center, but still offers opportunities for seniors to make new friends based on a mutual interest in top notch entertainment, and

WHEREAS, the Tunxis Senior Citizen Association is a state-certified non-profit organization with 300 members, and

WHEREAS, the Tunxis Senior Citizen Association enhances the lives of its members through live music, bingo, bridge, banquets, and

WHEREAS, as a result of the Tunxis Senior Citizen Association's continued efforts, the lives of the people of Farmington will be enriched and enhanced.

NOW, THEREFORE, BE IT RESOLVED, that, on behalf of the Town of Farmington, we congratulate the Tunxis Senior Citizen Association for its 50<sup>th</sup> Anniversary.

Dated this 9<sup>th</sup> Day of July, 2019 at Farmington, Connecticut.

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Nancy N. Nickerson, Chair  
Farmington Town Council

MOTION:

O-1

Executive Session – To Discuss Matters Concerning Pending Litigation.

To adjourn the meeting to executive session as permitted by Connecticut General Statutes Section 1-225 (a) for the following purposes as allowed by Section 1-200(6)(B), that is

Strategy and negotiations with respect to pending claims or pending litigation to which the public agency or a member thereof, because of his conduct as a member of such agency, is a party until such litigation or claim has been finally adjudicated or otherwise settled; to wit: a potential insurance claim.

That attendance in the Executive Session shall be limited to:

Members of the Town Council  
Town Attorney  
Town Manager

NOTE: Approval of this motion shall be by 2/3 vote

MOTION:

Agenda Item K

**Report of the Town Manager— Phase 2 Infrastructure Report, Personnel Update**

**Phase 2 Infrastructure Report**

Kathryn Krajewski, Assistant Town Manager, will give a presentation on the Phase 2 Infrastructure Report at the meeting.

**Personnel Update**

Since January, the Town has been recruiting for both the Town Planner and the Town Assessor positions. We are pleased to announce that we have hired Mark DeVoe as the new Town Planner. His start date is July 8, 2019. Mr. DeVoe has had a long career in municipal planning with many years next door in Plainville and most recently in Middletown. The Town has also hired David Gardner as its new Assessor. Prior to Farmington, David was the Assessor for Simsbury for many years. His start date will be July 22, 2019. I would be remiss if I did not mention that the Town is very fortunate to have both Shannon Rutherford and Edward Hybner on staff and their hard work and knowledge were invaluable during this transition period.

The new Part Time Communications Specialist recruitment has identified a top candidate. We are currently doing our standard background process and expect to have the new employee on board by the end of July. This is an exciting new position for the Town that is directly related to our Strategic Plan goals and objectives

MOTION: Agenda Item L-1  
That \_\_\_\_\_ be appointed to the Building Code Board of Appeals for the balance of a five-year term beginning immediately and ending September 30, 2019. (Charette)

MOTION: Agenda Item L-2  
That \_\_\_\_\_ be appointed to the Green Efforts Committee for an indefinite term beginning immediately. (Perry)

MOTION: Agenda Item L-3  
That \_\_\_\_\_ be appointed to the Human Relations Commission for the balance of a two-year term beginning immediately and ending June 30, 2021. (Ierardi)

MOTION: Agenda Item L-4  
That \_\_\_\_\_ be appointed to the Human Relations Commission for the balance of a two-year term beginning immediately and ending June 30, 2021. (Mambrino)

MOTION: Agenda Item L-5  
That \_\_\_\_\_ be appointed as Justice of the Peace for the balance of a 4-year term beginning immediately and ending January 4, 2021. (Noe)

MOTION: Agenda Item L-6  
That \_\_\_\_\_ be appointed to the Plainville Area Cable TV Advisory Council for the balance of a two-year term beginning immediately and ending June 30, 2021. (Bernier)

MOTION: Agenda Item L-7  
That \_\_\_\_\_ be appointed to the Plainville Area Cable TV Advisory Council for the balance of a two-year term beginning immediately and ending June 30, 2021. (Markuszkka)

MOTION: Agenda Item L-8  
That \_\_\_\_\_ be appointed to the Town Plan & Zoning Commission for the balance of a four-year term beginning immediately and ending January 2020. (D. Tucker)

MOTION: Agenda Item L-9

That \_\_\_\_\_ be appointed to the Water Pollution Control Authority for the balance of a five-year term beginning immediately and ending September 30, 2022. (Thompson)

MOTION: Agenda Item L-10

That \_\_\_\_\_ be appointed to the Zoning Board of Appeals for the balance of a four-year term beginning immediately and ending January 2020. (Perry)

MOTION: Agenda Item L-11

That \_\_\_\_\_ be appointed to the Zoning Board of Appeals as an **alternate** for the balance of a two-year term beginning immediately and ending January 2020. (Levesque)

MOTION: Agenda Item L-12

That \_\_\_\_\_ be appointed to the Zoning Board of Appeals as an **alternate** for the balance of a two-year term beginning immediately and ending January 2020. (J. Tucker)

MOTION:

Agenda Item N-1

To Recommend the Purchase of 9485 Mountain Road to the TPZ Commission for a Report Under Section 8-24 of the Connecticut State Statutes.

NOTE: 9485 Mountain Road was added to the Farmington Land Acquisition List on March 6, 2019. The property was listed to provide a safer crossing and more permanent relocation of a section of the New England (Metacomet) Trail (see attached NET Relocation Alternative map).

The property is a small (0.23 acres) triangular parcel that was deeded in 1978 from the Town of Farmington following road reconstruction to Joseph and Stella Mitchell, the owners of the adjacent property at 107 Mountain Road. The property should have been added to 107 Mountain Road, and, therefore, should have transferred with that property when it was sold out of the family in 2010, following the passing of both Joseph & Stella Mitchell.

The Mitchell's heirs did not recognize ownership of this additional property. Taxes and fees have continued to accumulate, and back taxes now equal approximately \$3,500 as of April 2019. Subsequent meetings with Patricia Nairne, the one local heir, have found her very open to resolving this issue by transferring the property to the Town.

Town Attorney, Duncan Forsyth, has recommended transferring the property via Quit Claims signed by each of the three living heirs. The benefits of this acquisition are that it will provide a safe crossing and permanent location for the New England Trail, while eliminating a title question and removing an ongoing delinquency from the tax rolls.

The procedure for open space acquisition approval for this property includes the following steps:

1. Hold public hearing on July 9<sup>th</sup>.
2. Make 8-24 referral to TPZ at the July 9<sup>th</sup> meeting.
3. Receive TPZ 8-24 report at the September 10<sup>th</sup> meeting.
4. Vote on whether to authorize acquisition at the September 10<sup>th</sup> meeting.

/Attachment

# NET Relocation Alternative Mountain Road, Farmington, CT

N-1



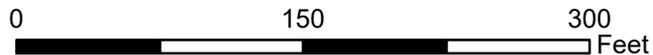
## Legend

- NET - Metacomet Trail
- Trail Relocation - Option 1 - 11 Hampton Court
- Trail Relocation - Option 2 - 9485 Mountain Road
- 5 Ft Contours



Town of Farmington  
Land Acquisition Committee  
(Map Prepared by L. Dolphin)  
2/9/2019

1 inch = 100 feet



MOTION:

Agenda Item N-2

To accept the attached BSC Group's Streetscape Master Plan for the Farmington Village Center Study Area and to establish a working group to recommend strategies to the Town Council on the implementation of the Plan.

The working group will consist of the following members:

_____	Town Council Member
_____	Town Council Member
Kathy Blonski	Town Manager
Russ Arnold	Director of Public Works

NOTE: The Farmington Village Committee unanimously voted to accept and recommend BSC Group's Final Report to the Town Council at its June 13, 2019 meeting.

Below is the relevant section of the Farmington Village Center Committee Charge:

*And,*

*The Committee will recommend quality of life enhancements (sidewalks, street trees, landscaping, street furniture, historic markers, way finding signage and universal design improvements) for the Farmington Village Center Study area.*

*And,*

*To complete the various aspects of this charge the Committee will frequently conduct public participation/community outreach to ensure that the community is engaged in the process.*

*And,*

*Based on the community outreach the Committee is encouraged to propose other recommendations to the Town Council or Town Plan and Zoning Commission for the Farmington Study area based on information gathered.*

With the Town Council's acceptance of this report the Farmington Village Committee has completed the Quality of Life Recommendation portion of the Committee's charge.

/Attachment

# FARMINGTON VILLAGE CENTER



## STREETSCAPE MASTER PLAN

PREPARED FOR:  
TOWN OF FARMINGTON





# ACKNOWLEDGMENTS

## MEMBERS OF THE FARMINGTON VILLAGE CENTER COMMITTEE INCLUDE THE FOLLOWING:

Bruce Charette; Town Council member, Chair  
Nancy Nickerson; Town Council member  
Portia Corbett; Farmington Historical Society  
John Renehan; Farmington Historic District Commission  
Michael Gurski; Farmington Village Green & Library Association Representative  
Brian Connolly; Economic Development Commission Representative  
Sarah Jean Willett; Farmington Village Center Business Owner or Resident  
Elizabeth Sanford; Farmington Village Center Business Owner or Resident  
Kevin Ray; Farmington Village Center Business Owner or Resident  
Ruth Grobe; Human Relations Committee / Universal Design Advocate  
Betty Coykendall; Town Historian

## AND THE FOLLOWING NON-VOTING MEMBERS:

Kathleen Blonski, Town Manager  
Rose Ponte, Economic Development Director  
Anna Savastano, Town Manager's Office



A 31592 Post Office and the Stage Coach, Farmington, Conn.

*Maud*

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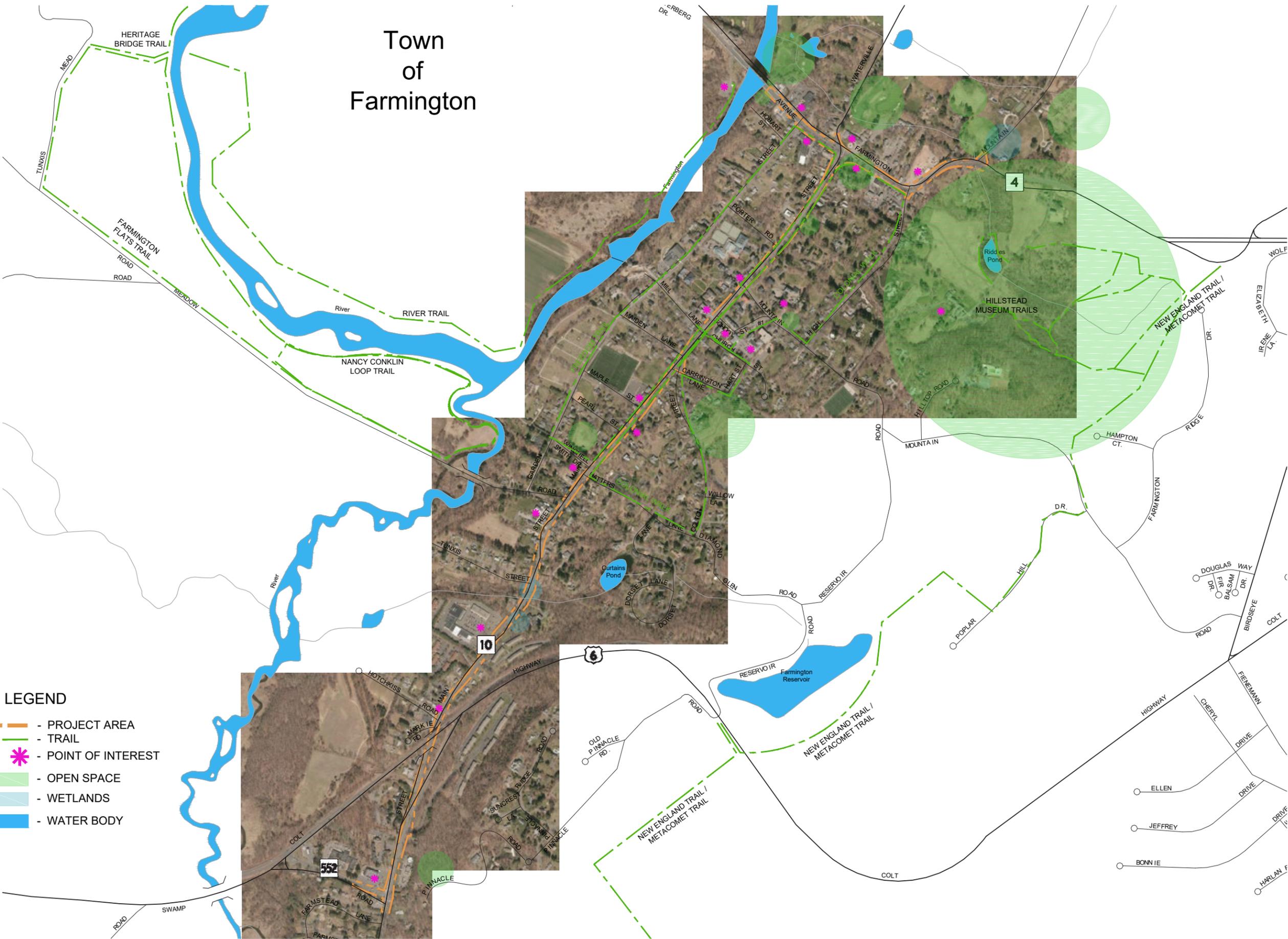
# EXECUTIVE SUMMARY

This Streetscape Masterplan is the roadmap for implementing the community's vision for a universally accessible, greener, safer, and welcoming Farmington Village Center. To help foster a coherent vision for the Route 4 and Route 10 corridors, this plan organizes the recommended improvements in defined categories of elements, which when implemented together will result in a cohesive aesthetic that preserves the historic town center character of the Farmington Village study area for residents and visitors. The character defining elements described in the following pages include: enhanced streetscape plantings, sidewalk and crosswalk treatment options, decorative pedestrian lighting and signage options, benches, specialty features, fences and walls, and gateway treatments.

The recommendations also balance needs of pedestrians with vehicles along these corridors. This is achieved by deploying proven traffic calming measures that enhance the pedestrian environment with sidewalk and crosswalk treatments that are inviting, wider, and visually delineated while also being safer and universally accessible. The pedestrian environment is further enhanced with site amenities including benches, lighting, stone walls, and fencing. All these elements work together to reinforce the character of the Farmington Village study area as a historic New England village and cultural center of the community.

Understanding that these improvements are extensive and costly, this plan proposes a phased implementation strategy with associated costs. Information in the appendix includes construction details and standards for site improvement elements and materials. The appendix also includes site analysis plans of the existing conditions that generated the recommendations.

# Town of Farmington



## LEGEND

- - - - PROJECT AREA
- - - - TRAIL
- \* - POINT OF INTEREST
- OPEN SPACE
- WETLANDS
- WATER BODY

# PROJECT PURPOSE

Starting in 2014, the Town of Farmington partnered with the community to develop a vision for the Farmington Village Center. Drawing on the voices of the community, the Town worked with the consultant team of Dodson & Flinker, Inc. / Mullin Associates Inc. to complete the Farmington Center Study which identified the vision for the area. Furthermore, in 2017, a masterplan report was developed by BL Companies which included various reports and created new design guidelines for the Farmington Village Center.

The historic New England village character was determined to be an important defining characteristic of the Farmington Village study area. With the improvement of the Route 4 corridor and heavy traffic flowing through the Farmington Village Center daily, the Town was concerned that the character of the area would be affected, ultimately impacting the quality of life in town and making pedestrian movements challenging. In response, the town initiated a streetscape improvement project to foster the development of a long term comprehensive plan which would protect, highlight, and enhance the corridor, mitigate community concerns, and create a vision for the Main Street / Route 10 corridor.

In 2019, BSC Group, Inc was hired to assist the Town in implementing this vision created by the Town and its residents, and to develop the conceptual streetscape master plan for Farmington Village Center study area. BSC Group was tasked to prioritize quality of life enhancements such as sidewalks, street trees, landscaping, street furnishing, historic markers, way-finding signage, and Universal Design principles. BSC Group's integrated team of urban designers and planners, landscape architects, engineers, and transportation specialists worked with town officials, the Farmington Village Center Committee, and community stakeholders to develop a viable strategy that builds upon past work, enhances the vision for the area, and identifies implementation tools for realization of the Town's vision and brand.

BSC Group led discussions on preferred site elements



Public voting on the preferred site elements



# PLANNING PROCESS

## PROJECT INITIATION AND DATA COLLECTION:

The team collected and reviewed relevant literature, plans, proposals, grants applications and studies pertaining to the Village Center area. With this background information, BSC attended a kick off meeting to review project goals, discussions of design process, project deliverables and develop a framework for community outreach / public engagement. To make the planning and design process transparent and participatory, BSC Team setup a secured project specific website accessible by town staff and the committee for sharing project materials, existing conditions photos, meeting minutes, plans, specifications etc. developed by BSC Team.

## ANALYSIS OF EXISTING CONDITIONS:

BSC initiated development of base maps of Village Center using survey work, Town GIS data, 2016 Connecticut Orthographic Imagery and aerial photography. These base maps were created to analyze existing features, roadway layout, approximate property lines, buildings, visible utilities and other relevant conditions which determined the planning process. In addition to the base map preparation, the BSC Team walked the entire project area and documented visible existing features and current land uses. Based on the first-hand information collected, this was combined with base maps prepared with photo documentation. This first-hand data collection method was an important step in identifying key contributors that would determine the character of the area. Based on the combination of base maps and site visits, the team created a Site Analysis plan explaining opportunities and challenges for the project area.

## COMMUNITY OUTREACH / PUBLIC ENGAGEMENT:

Based on the Site Analysis and Kick-Off Meeting, BSC organized public engagement events with several activities and discussion forums to determine what would the community prefer to see as a part of the Farmington Village Center improvement. The engagement included committee voting on streetscape elements, priorities, gateways, public art and planting.



# STREETSCAPE PLAN RECOMMENDATIONS

## OVERALL VISION

- ◇ Reinforce goals of the long- term comprehensive plan.
- ◇ Implement improvements that enhance Farmington's historic town center character.
- ◇ Prioritize safe pedestrian movement.
- ◇ Establish hierarchy of green and universally accessible sidewalk treatments that enhance New England village character.
- ◇ Provide crosswalk treatments that foster pedestrian safety.
- ◇ Deploy streetscape amenities, lighting, signage, benches, bike racks, plantings, and specialty features that are traffic calming and enhances our brand as a historic village center.

## PRIORITIES, PREFERENCES AND RECOMMENDATIONS:

The kickoff meeting and site analysis helped in establishing the priorities of the town committee and residents. Based on the framework of priorities, BSC Team was able to engage people of the community in activities and discussions to expand on their preference under the priorities. Based on these two criterias, BSC developed recommended improvements for the streetscape plan as described on the following pages.

# PRIORITIES, PREFERENCES AND RECOMMENDATIONS - MATERIALS

## SIDEWALK RECOMMENDATIONS BASED ON EXISTING CONDITION



WIDER SIDEWALK TREATMENT WITHIN LAWN AREA



SIDEWALK TREATMENT AT STREET EDGE



NARROW SIDEWALK WITHIN LAWN AREA

## CROSSWALK



PRESSED PAVEMENT CROSSWALK



TACTILE WARNING STRIP



CROSSWALK TREATMENT

## Materials

### SIDEWALK

Accessibility is one of the key purposes of replacing sidewalk along the entire length of Main Street within the project area. The Town will strive to utilize the Universal Design methods and standards to provide accessible sidewalks on both sides of Main Street wherever possible, which will help promote pedestrian connectivity throughout the Farmington Village study area.

Where conditions allow, the new sidewalk will be a total width of five feet. This will include approximately three feet of colored concrete and a row of clay or concrete pavers on each side of the walking surface. The colored concrete will be colored a warm tan color to reduce the brightness and harshness of freshly poured concrete, and will fit the village aesthetic. This approach will be used in areas where there is grass / planted area on both sides of the sidewalk. If the sidewalk is located within two feet of a curb, the sidewalk will be placed at the “back of curb” with up to two feet of brick banding along the curb line. In areas where space or existing conditions do not allow the five-foot wide walk, colored concrete shall be used without the row of pavers on each side. The minimum allowable width will be three feet; however, this is not considered ideal.

Recommended special installation details are included in the Appendix and should be used where existing tree roots are impacting sidewalk conditions, and where new trees will be planted in close proximity to the new sidewalk.

### CROSSWALK

Crosswalks along Main Street will be replaced as a part of this project to reflect the treatment of colored and stamped crosswalks along the recently upgraded Route 4 corridor in the Farmington Village study area. The final product will be stamped thermoplastic material which is heated onto the existing bituminous concrete roadway for a cost effective, durable method to achieve the look of pavers. A reflective white stripe shall be applied on either side of the walk for safety, and tactile warning strips will be incorporated at all crosswalk intersections.

# CROSSWALK & SIDEWALK TREATMENT OPTIONS

BEFORE



AFTER



OPTION 1



OPTION 2



### TREATMENT 1:

#### SIDEWALK WITH LAWN AREA

- ◇ Five foot width sidewalk with a paver feature band at each side.



### TREATMENT 2:

#### SIDEWALK TREATMENT AT STREET EDGE

- ◇ Five foot width sidewalk with a three foot colored concrete surface and a paver feature at the back of curb.



### TREATMENT 3:

#### NARROW SIDEWALK WITHIN LAWN AREA

- ◇ Minimum allowable three foot width sidewalk set within lawn area.

# PRIORITIES, PREFERENCES AND RECOMMENDATIONS

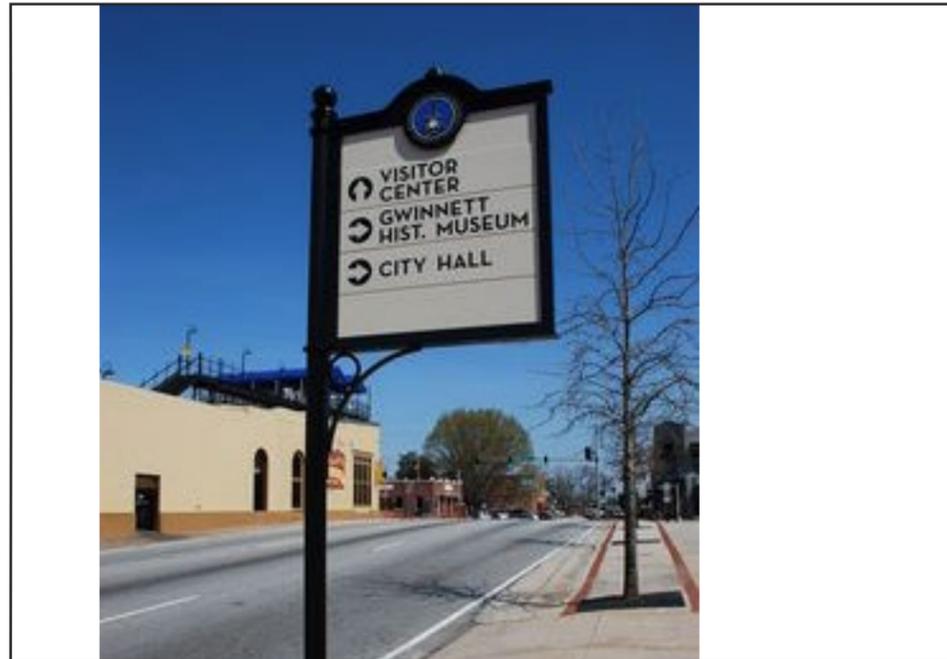
## LIGHTING



## SIGNS



## SIGNS



## Introduction

The following streetscape components were selected based on the feedback received from the March 21, 2019 community meeting where 65 people attended, and subsequent 114 online responses. These choices reflect the community's desire to strengthen the uniqueness of the project area with elements that are consistent with Farmington's deeply rooted historic character.

## LIGHTING

- ◇ A Traditional LED pedestrian scale post top fixture will reinforce the village character. The light fixture will give the appearance of a historic "gas lamp".
- ◇ The light pole and fixture should come from the same manufacturer as the decorative lights found along the Route 4 corridor and in the Unionville section of Farmington.
- ◇ Fixtures will achieve zero uplight.
- ◇ This pedestrian scale lighting will be located at crosswalk locations along Main Street. Where space allows, four new lights are to be installed, two on each side of the roadway, framing the crosswalk location.

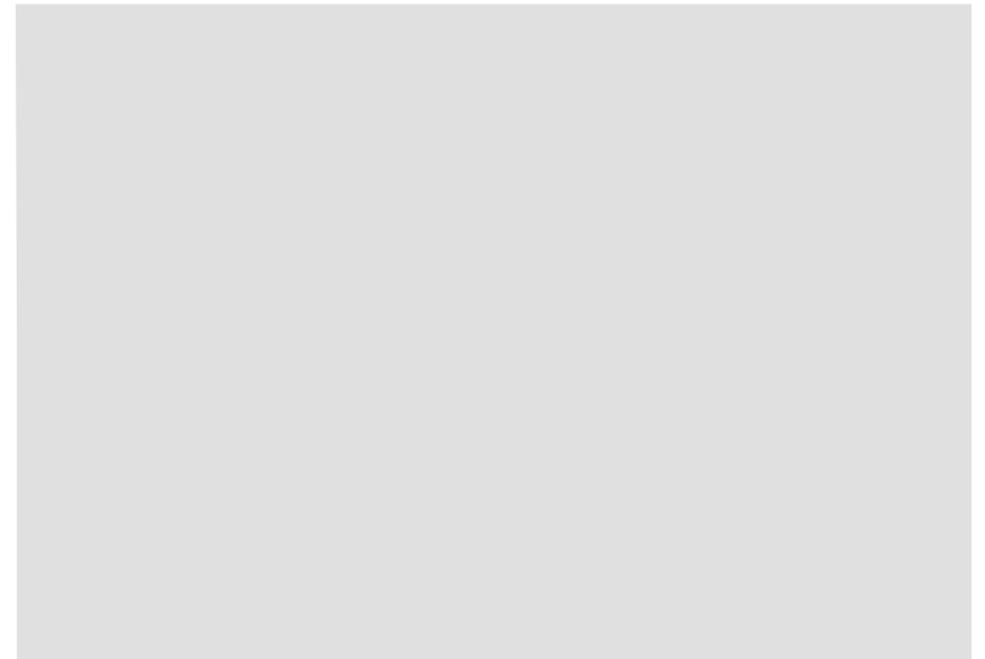
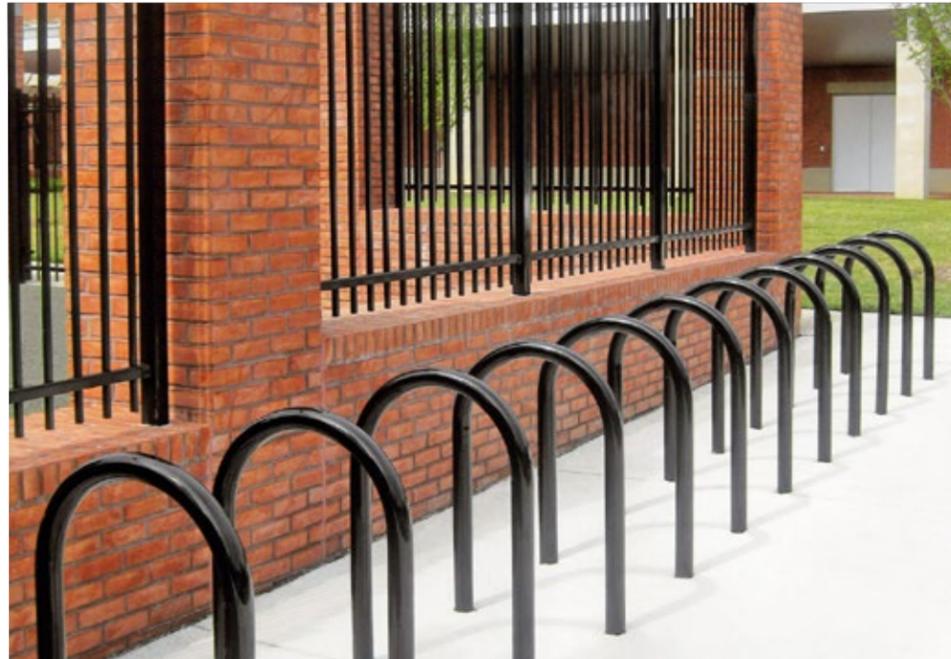
## SIGNAGE

- ◇ Signage, reflective of the town's New England village history and character, will be utilized throughout the Farmington Village area.
- ◇ Signage shall be simple and consistent with existing signage in the Farmington Village study area as shown
- ◇ Signage along sidewalks should be usable by all, including mounting at a lower height appropriate for individuals in wheelchairs and should include braille.
- ◇ A family of signage standards will help identify important town landmarks, provide wayfind and serve as informational features.

BENCH



BIKE RACK



### BENCHES

- ◇ Traditional metal or wood benches, backed and with intermediate armrests will provide pedestrian amenities at key locations. This bench should be similar to the ones used as the bench used in the Unionville Center.

### BICYCLE RACKS

- ◇ Simple metal bike racks provide cyclist amenity with a clean aesthetic.

STREET TREES



HIGH CANOPY TREE



LOWER CANOPY TREE



FLOWERING TREE

PLANTED MEDIAN



PLANTED MEDIAN I - ANNUALS, SHRUBS, STONE ELEMENTS



PLANTED MEDIAN II - ANNUALS, ORNAMENTAL GRASSES, FEATURE PAVING



PLANTED MEDIAN III - LOW ACCENT SHRUBS BELOW VEHICLE SIGHT LINES

## STREET TREES

- ◇ High canopy shade trees will provide seasonal shade and interest, encourage pedestrian comfort, enhance traffic calming measures and offer visual porosity from the street.
- ◇ Lower canopy shade trees will be used in areas to provide greater screening opportunities and are corridor defining.
- ◇ Flowering trees will be used to provide welcome seasonal interest and beauty. Species selection can reinforce the historic New England Farmington Village Center narrative.
- ◇ Trees should be planted in locations which offer the best growing conditions. Where adjacent conditions allow, trees should be planted “back of sidewalk” in lawn or planting areas that allow the roots to spread. If the green strip between the sidewalk and roadway curb is at least five-feet wide, high canopy shade trees can be planted there. Lower canopy shade trees and flowering trees can also be planted in this green strip between the sidewalk and curb provided their limbs do not obstruct sight lines.

## POSSIBLE STREET TREES

- ◇ *Tilia americana* ‘Greenspire’
- ◇ *Zelkova*
- ◇ *Acer rubrum*
- ◇ *Cladrastis kentukea*
- ◇ *Nyssa sylvatica*
- ◇ *Amelachier*
- ◇ *Carpinus caroliniana*
- ◇ *Cornus kousa*
- ◇ *Malus*
- ◇ *Oxydendrum arboretum*

## MEDIAN PLANTINGS

- ◇ Planted Median I – Feature seasonal color with annuals, and incorporate shrubs and decorative stone elements.
- ◇ Planted Median II – Feature seasonal color with annuals, and ornamental grasses for winter interest interplanted with spring bulbs and specialty paving.
- ◇ Planted Median III – Feature seasonal color with annuals, and evergreen shrubs for winter interest.

**SPECIALTY FEATURES**



SEASONAL FLOWER BASKETS

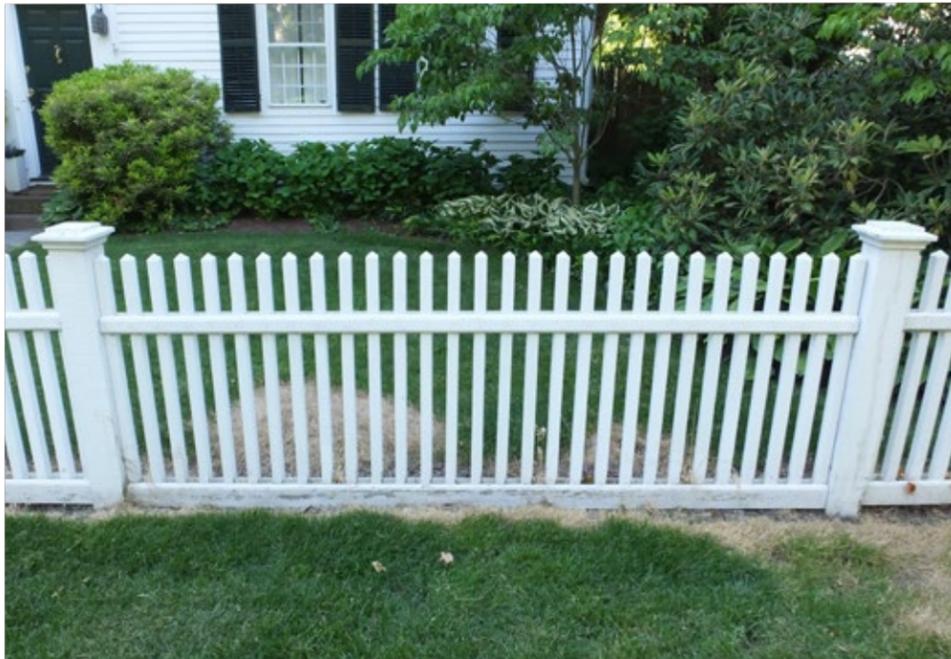


PUBLIC ART



PUBLIC ART

**FENCES AND WALLS**



TRADITIONAL PICKET FENCE



LOW CUT STONE WALL WITH FENCE FEATURE



RURAL FIELDSTONE WALL

## SPECIALTY FEATURES

- ◇ Streetscape elements to provide potential traffic calming and wayfinding opportunities.
- ◇ Streetscape elements to relate to seasonal events and create storytelling and educational opportunities.
- ◇ Use speciality features to highlight regional pride and civic values.

## FENCES AND WALLS

- ◇ Provide visual cues for pedestrian and vehicular traffic in the Farmington Village study area.
- ◇ Traditional residential picket fence appropriate for residential zones.
- ◇ Stone wall and wooden fence feature for residential zones.
- ◇ Rubble stone wall appropriate for open field and woodland zones.

PRIMARY GATEWAY



SECONDARY GATEWAY



## Gateways

### PRIMARY GATEWAY

There are three proposed primary gateway locations leading into the Farmington Village study area. There are two on Route 4; one when entering from the east at the end of the exit ramp off Interstate 84, and the other when entering from the west at the bridge over the Farmington River. The third entrance is from the south on Route 10 at the intersection of Scott Swamp Road.

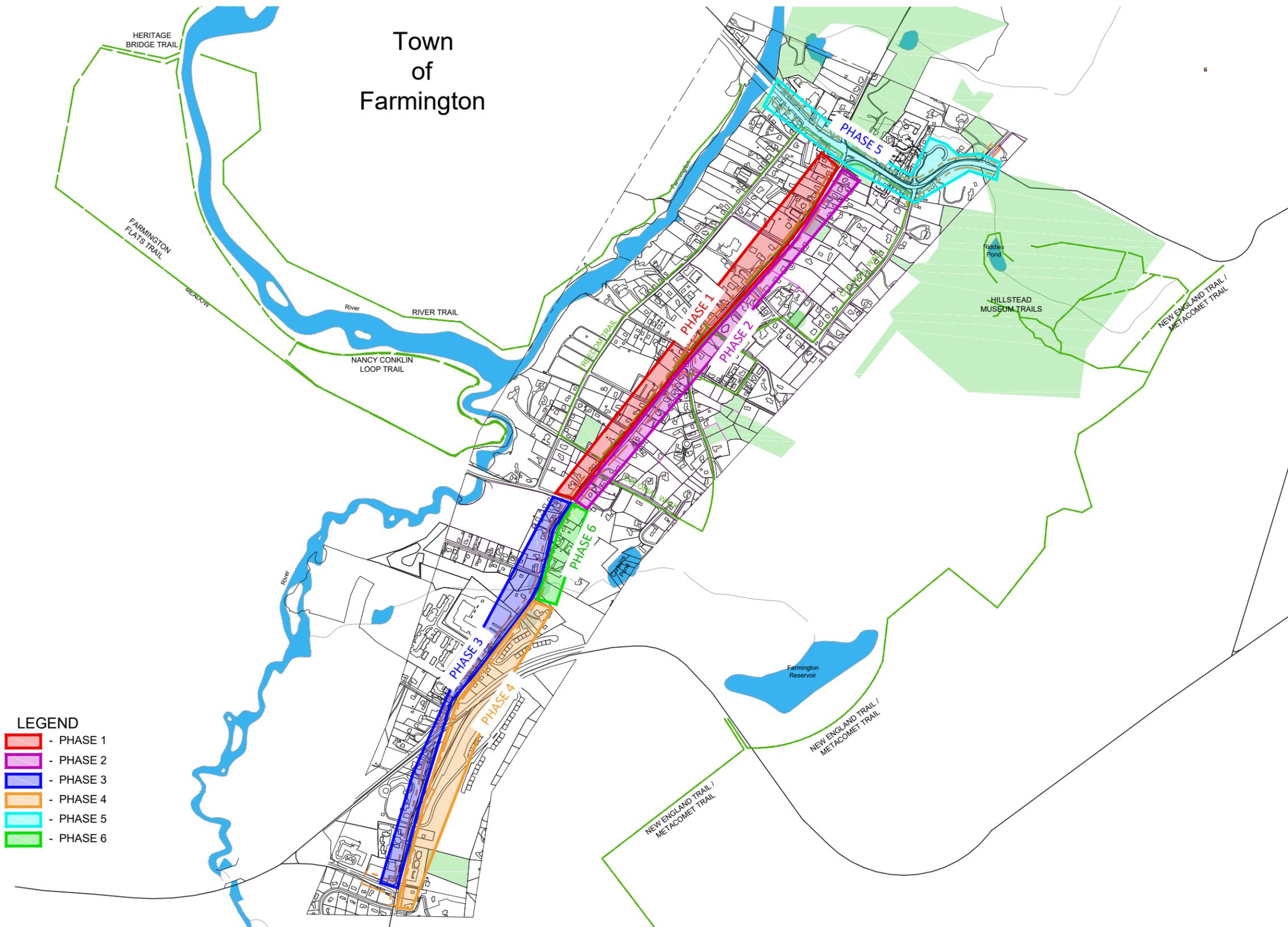
Gateway treatments at these primary locations should include a welcome sign of the same style, and should incorporate elements that build off of the historic New England village character of the town, such as a low brownstone wall with the sign on top, or columns built of brownstone with the sign mounted between the columns, and possibly the preferred wooden picket fence if appropriate. All areas should be planted to highlight the sign, screen adjacent features if necessary, and add seasonal color and interest.

The primary gateway at the bridge over the Farmington River should include a sign saying, “*Welcome to Farmington Village Center*” since travelers have already been traveling through Farmington at that point.

### SECONDARY GATEWAY

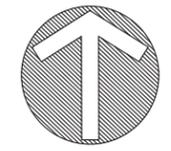
Secondary gateways are located closer to the Farmington Village study area after travelers have already passed signs welcoming them to Farmington. These locations could be on the Route 6 bridge where it passes over Main Street, the intersection of Route 4 and Mountain Spring Road, and Route 4 at High Street. Elements at these secondary gateways could include simple wording stating, “*Welcome to Farmington Village*”. Both the LiveWell facility and Hill-Stead Museum expressed a willingness to work with the Town to install some welcoming elements on their property along Route 4 to reinforce the entry into the town. Treatments at this area should incorporate some of the other gateway features, such as stone wall or columns and plantings, but a sign is probably not necessary for these areas.

# Town of Farmington



- LEGEND**
- PHASE 1
  - PHASE 2
  - PHASE 3
  - PHASE 4
  - PHASE 5
  - PHASE 6

**PHASE MAP**



SCALE: 1" = 500'  
0 250 500 1000 FEET

# PROJECT COST ESTIMATE SUMMARY

The total estimated cost to implement all of the proposed Farmington Village Center Streetscape Improvements is approximately \$3.2 million dollars. Due to this high cost, the streetscape improvements will most likely be implemented in phases. A phasing plan was prepared to identify logical beginning and ending points for stretches of sidewalk improvements along Main Street. These phases can be implemented as funding becomes available, and may need to be shortened if funding is not sufficient for the entire length of the proposed phase. Furthermore, the improvements associated with certain phases may be best suited to the goals of a specific funding source, which may determine when that phase is constructed based on when that grant is available.

The identification of phases included a balance of logical starting and ending points along Main Street within a maximum budget of \$500-\$600,000 per phase. In addition to the phases described below, there are also costs for stand-alone improvements, such as crosswalks and gateway treatments

## POTENTIAL FUNDING SOURCES

There are potential funding sources the Town of Farmington should pursue for additional funding to help offset the dollars needed by the Town for this project. These funding program and the amount of money allocated for each program changes year to year. Therefore, the Town should confirm availability each year. Also, most all of these grant programs are competitive, so the potential to be granted funding will vary year-to-year depending on the strength of applications from other communities. As of 2019, a list of potential funding sources for the improvements included in this project includes:

### Local Transportation Capital Improvement Program (LOTICIP): CT DOT

Provides money to municipalities for transportation capital improvement projects. Eligible projects include reconstruction, pavement rehabilitation, sidewalks, and multi-use trails. All projects must be located on Federally eligible roadways (except for multi-use trails). Applications for LOTICIP must follow the CRCOG and CT DOT guidelines and rules.

#### Section 5310 Grant Program: Federal Transit Administration

Intended to improve mobility for seniors and individuals with disabilities. Eligible applicants are state and local governments, non-profit organizations, and transit districts.

#### Local Road Accident Reduction Program (LRARP): CT DOT

Provides funding for low-cost safety improvements to local roads.

#### Community Connectivity Program: CT DOT

Provides assistance for conducting Road Safety Audits of priority pedestrian and bicycle corridors and intersections, as well as funding for capital improvements that improve bicycle and pedestrian safety.

#### Safe Routes to Schools: USDOT

Promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school.

#### AARP grants for pedestrian improvements: Nonprofit

The [AARP Community Challenge](#) grant program is part of the nationwide [AARP Livable Communities](#) initiative that helps communities become great places to live for residents of all ages. The program is intended to help communities make immediate

improvements and jump-start long-term progress in support of residents of all ages.

#### Town Aid Road Program: CT DOT

Under Section 13a-175a, towns and boroughs may use these grants for various purposes, including the construction, reconstruction, improvement or maintenance of highways, sections of highways, bridges or structures incidental to highways and bridges or the improvement thereof, including the plowing of snow, the sanding of icy pavements, the trimming and removal of trees, the installation, replacement and maintenance of traffic signs, signals and markings, and for traffic control and vehicular safety programs, traffic and parking planning and administration, and other purposes and programs related to highways, traffic and parking, and for the purposes of providing and operating essential public transportation services and related facilities.

#### Transportation Enhancement: CT DOT

The Transportation Enhancement Program is administered by the Connecticut Department of Transportation (CT DOT). Half of the annual allocation to Connecticut is used by CT DOT for projects of statewide significance and the other half is sub-allocated to the fifteen regional planning organizations based on population.

#### FAST Act Program: USDOT

The FAST Act is a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

## PHASES

The Farmington Village Center streetscape improvements are split into six phases as described on the following pages:

**Main Street – the west side from Meadow Road to Route 4 Intersection      \$571,625.00**

By starting at Meadow Road, the implementation of this phase would connect the Farmington Village Center to other trails such as the Farmington Canal Heritage Trail and the Farmington River Trail. Since this section represents such an important connection, the design team felt that this justified the cost being on the higher end of the scale. The intersection of Mountain Road and Main Street is not included in the estimated cost. This is a major pedestrian crossing for the public and students/staff at Miss Porter’s School and the design team understands that representatives from the school will be working with the Town to implement improvements at this intersection that best meet the needs of the Town and school.

**Main Street – the east side from Meadow Road to Route 4 Intersection      \$586, 828.13**

There are fewer intersections along this phase, resulting in a higher overall cost due to more sidewalk length. Constructing this phase on the east side of Main Street for the same length as the west side improvements (described above) will result in a unified streetscape and enhanced pedestrian environment in the heart of the Village Center.

Meadow Rd to Route 4 Intersection (West Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	3900	\$8.00	\$31,200.00
Convert to Lawn	s.f.	1600	\$2.75	\$4,400.00
Sidewalk	l.f.	3900	\$87.00	\$339,300.00
Bicycle Rack	e.a.	6	\$150.00	\$900.00
Lightpole	e.a.	12	\$4,500.00	\$54,000.00
Tree	e.a.	15	\$1,300.00	\$19,500.00
Bench	e.a.	4	\$2,000.00	\$8,000.00
			Contingency (25%)	\$114,325.00
			<b>Section Cost</b>	<b>\$571,625.00</b>

Meadow Rd to Route 4 Intersection (East Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	4425	\$8.00	\$35,400.00
Convert to Lawn	s.f.	250	\$2.75	\$687.50
Sidewalk	l.f.	4425	\$87.00	\$384,975.00
Bicycle Rack	e.a.	4	\$150.00	\$600.00
Lightpole	e.a.	8	\$4,500.00	\$36,000.00
Tree	e.a.	6	\$1,300.00	\$7,800.00
Bench	e.a.	2	\$2,000.00	\$4,000.00
			Contingency (25%)	\$117,365.63
			<b>Section Cost</b>	<b>\$586,828.13</b>

**Main Street – the west side Meadow Road to Scott Swamp Road      \$592,250.00**

This phase is the southern extension of the Main Street west side phase as described above. This phase includes adding new sidewalks where no sidewalks currently exist. As such, these improvements will provide the largest impact to aesthetics and quality of life. When is completed there will be a safe, visually consistent sidewalk along the entire west side from the southern limit of the project area to the Farmington Village Center.

**Main Street – the east side from Meadow Road to Scott Swamp Road      \$384,687.50**

Currently, this section represents the most inconsistent area, with few paved walkways connecting pedestrians to major points of interest. With completion of this phase, pedestrians will be able to travel most of the way down the project area on the east side of the street. There are two exceptions to this; the area at Colt Highway Extension where pedestrian access is not necessary, and a stream crossing by Tunxis Street.

Meadow Rd to Scott Swamp Rd (West Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	4150	\$8.00	\$33,200.00
Convert to Lawn	s.f.	1000	\$2.75	\$2,750.00
Sidewalk	l.f.	4150	\$87.00	\$361,050.00
Granite Curb	l.f.	240	\$40.00	\$9,600.00
Bicycle Rack	e.a.	8	\$150.00	\$1,200.00
Lightpole	e.a.	12	\$4,500.00	\$54,000.00
Bench	e.a.	6	\$2,000.00	\$12,000.00
			Contingency (25%)	\$118,450.00
			<b>Section Cost</b>	<b>\$592,250.00</b>

Meadow Rd to Scott Swamp Rd (East Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	2150	\$8.00	\$17,200.00
Sidewalk	l.f.	2150	\$87.00	\$187,050.00
Granite Curb	l.f.	900	\$40.00	\$36,000.00
Lightpole	e.a.	2	\$4,500.00	\$9,000.00
Tree	e.a.	37	\$1,300.00	\$48,100.00
Bench	e.a.	3	\$2,000.00	\$6,000.00
			Contingency (25%)	\$76,937.50
			<b>Section Cost</b>	<b>\$384,687.50</b>

**Route 4 – from Mountain Spring Road to the Farmington River Bridge \$374,468.75**

In this phase, the Town will have the opportunity to enhance the recently installed improvements along this section of Route 4. Improvements in this section include adding a sidewalk where none currently exists in the north west portion of this segment. This sidewalk addition should be coordinated with the redevelopment of the adjacent parcel. Enhance plantings in traffic islands and medians are also included as needed along Route 4. As part of this phase, some money should be set aside for street tree plantings and secondary gateway treatments to be implemented with the redevelopment of the Parson's Parcel.

**Main Street – new Pedestrian Bridge at Tunxis Road \$537,500.00**

This is an optional phase. Many community members voiced their desire to build a pedestrian bridge along the east side of Main Street over the stream across from Tunxis Street. This connection would be the final link to have continuous sidewalks along both sides of Main Street from Route 4 to the southern limits of the project area. This phase will be the most cost per linear foot through the project area, however the pedestrian bridge would add interest and added connection to the Farmington Village Center.

Mountain Spring Rd to Bridge on Route 4				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	325	\$8.00	\$2,600.00
Planted Area	s.f.	3900	\$30.00	\$117,000.00
Sidewalk	l.f.	325	\$87.00	\$28,275.00
Granite Curb	l.f.	325	\$40.00	\$13,000.00
Bicycle Rack	e.a.	10	\$150.00	\$1,500.00
Tree	e.a.	4	\$1,300.00	\$5,200.00
Bench	e.a.	6	\$2,000.00	\$12,000.00
			Contingency (25%)	\$44,893.75
Parson's Parcel Allow.	l.s.	1	\$150,000.00	\$150,000.00
			<b>Section Cost</b>	<b>\$374,468.75</b>

Pedestrian Bridge at Tunxis Rd				
Item	Unit	Quantity	Unit Cost	Total Cost
Boardwalk	l.f.	215	\$2,000.00	\$430,000.00
			Contingency (25%)	\$107,500.00
			<b>Section Cost</b>	<b>\$537,500.00</b>

**Crosswalks**

Crosswalks are a lower cost item which the Town may be able to implement sooner than other elements of the phases. They are not wholly dependent on the completion of other phases since they typically take place at existing intersections. They represent a simple way to improve quality of life for stakeholders and the aesthetic quality of the Farmington Village Center.

**Gateways**

Gateways will be an important addition to the Farmington Village Center, since it will draw visitor's attention and make them aware they are entering a special area. Cost and phasing will depend on the Town's ability and desire to build the gateways. It may be decided that gateways are a lower priority item, or the Town may decide to build large signs greeting people into the area.

Crosswalks - Meadow Rd to Route 4 Intersection				
Item	Unit	Quantity	Unit Cost	Total Cost
Crosswalk	l.f.	525	\$55.00	\$28,875.00
			Contingency (25%)	\$7,218.75
			<b>Section Cost</b>	<b>\$36,093.75</b>

Crosswalks - Meadow Rd to Route 4 Intersection				
Item	Unit	Quantity	Unit Cost	Total Cost
Crosswalk	l.f.	390	\$55.00	\$21,450.00
			Contingency (25%)	\$5,362.50
			<b>Section Cost</b>	<b>\$26,812.50</b>

Gateway				
Item	Unit	Quantity	Unit Cost	Total Cost
Gateway Sign Allow.	l.s.	1	\$15,000.00	\$15,000.00
Tree	e.a.	10	\$1,300.00	\$13,000.00
Planted Area	s.f.	120	\$30.00	\$3,600.00
			Contingency (25%)	\$7,900.00
			<b>Section Cost</b>	<b>\$39,500.00</b>



# IMPLEMENTATION STRATEGY

The Farmington Village study area streetscape improvement implementation strategy has been developed based on input from the Farmington Village Center Committee and the general public during our streetscape workshop. The top priorities for streetscape improvements were:

- ◇ More street trees
- ◇ Repair/replace existing sidewalks in poor condition before adding new sections of sidewalks
- ◇ Upgraded, wider, and universally accessible sidewalks along both sides of Main Street
- ◇ Pedestrian scale lighting

The estimated cost for all improvements is approximately \$3.2 million dollars. Knowing this is a high cost, a phasing plan was prepared to propose a logical sequencing of improvements based on the priorities identified above. Sidewalk improvements were prioritized to address areas where there was a higher percentage of existing sidewalk walking surface in need of repair, safety concerns relative to pedestrian/vehicle conflicts and higher volumes of pedestrian use. Street tree planting, as high priority, were bundled with sidewalk improvements, along with site furnishings. In addition, pedestrian level lighting is recommended at along sidewalks only at crosswalk locations to enhance pedestrian safety.

The phasing section of this report identifies recommended phases. The following alterations to the phasing plan may be needed:

- ◇ If funding is limited for a phase: Site furnishings could be installed later. Lighting could be installed later, but conduits for lighting should be installed beneath the new sidewalks. Street trees which would be installed back of sidewalk could be installed later but any trees to be planted in the green strip between the sidewalk and roadway curb should be installed when sidewalk is installed.
- ◇ If improvements are to be constructed on parcels abutting Routes 4 or 10, the town may want to accelerate sidewalk improvements from later phases to be constructed concurrently with the parcel improvements.

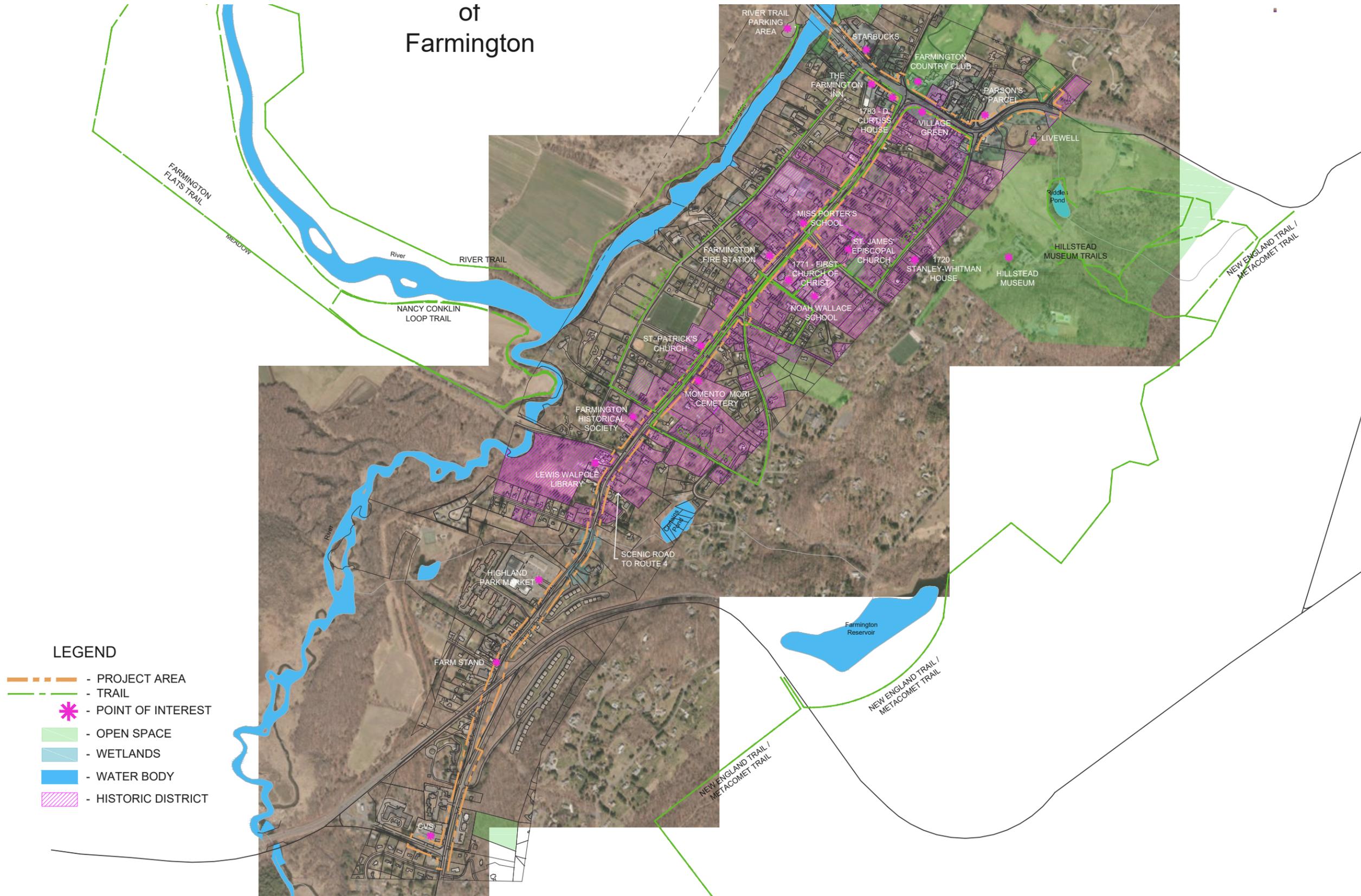
Furthermore, the Farmington Village Center Committee and Town wanted to identify some immediate actions that can be taken that would be visible, enhance the corridor, and address community priorities. These short-term action items include:

- ◇ Upgrading the Route 4 median plantings. These improvements will be implemented by the Town.
- ◇ Improving the landscaping and visual interest of the major new traffic island at the Main Street/Route 4 intersection. This treatment will include the introduction of public art as a visual element amongst new plantings including perennials and grasses. Planning for this is being done by a sub-committee of the Farmington Village Center Committee.
- ◇ Development of a walking tour map that highlights key historical building/sites, destinations and features in the study area. This map will build off of previous prepared maps with various themes to provide one unified map that can be provided to visitors and residents alike.



# APPENDIX

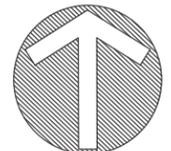
# of Farmington



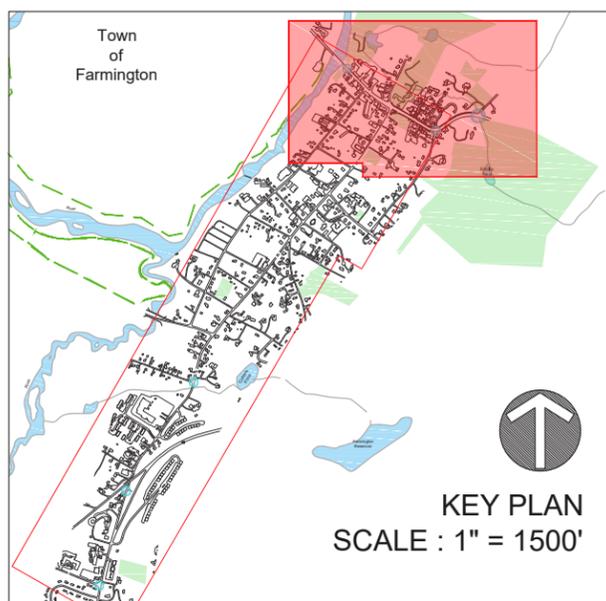
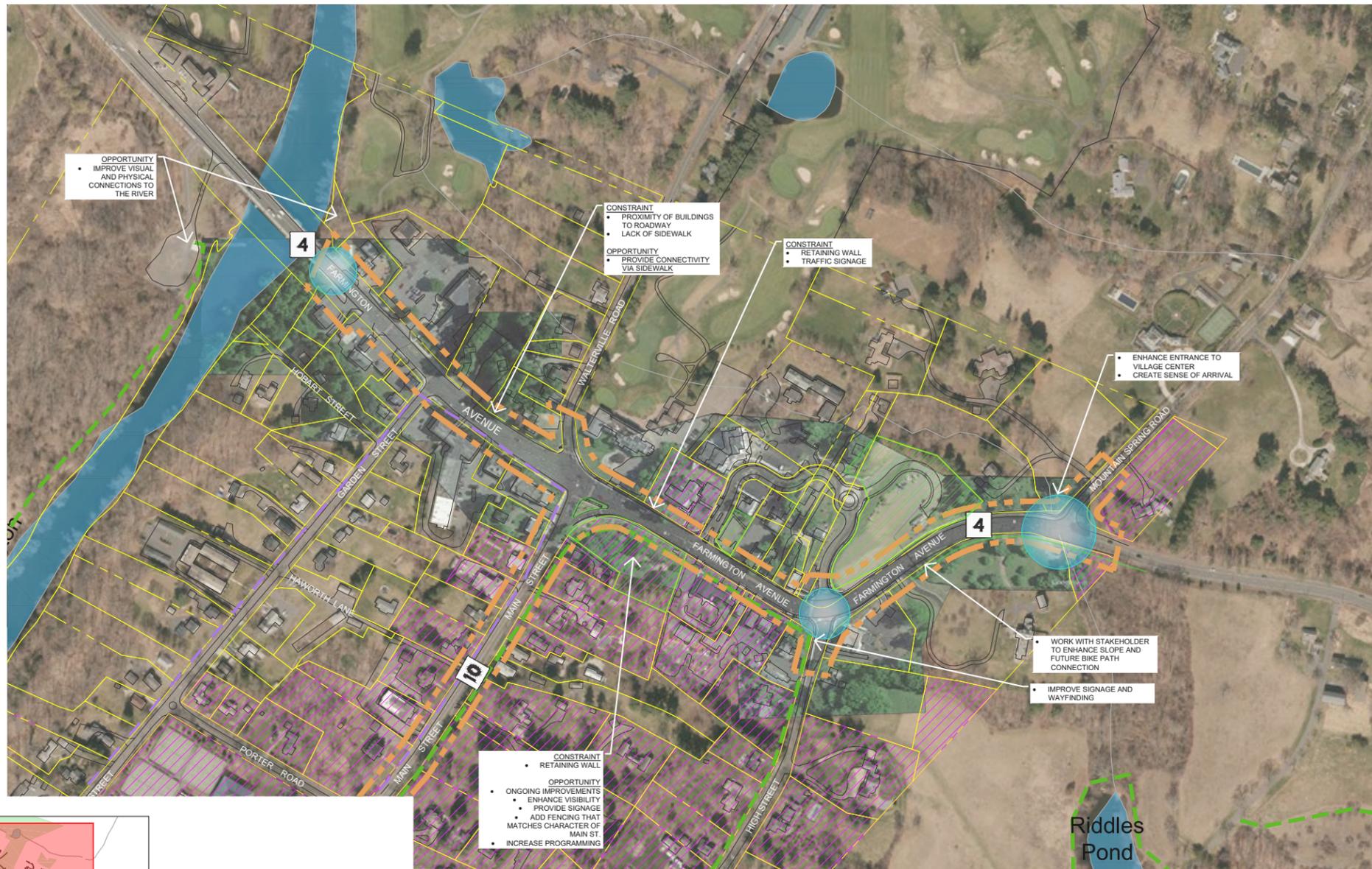
## LEGEND

- - - - PROJECT AREA
- - - - TRAIL
- \* - POINT OF INTEREST
- OPEN SPACE
- WETLANDS
- WATER BODY
- HISTORIC DISTRICT

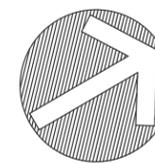
CONTEXT MAP



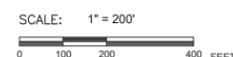
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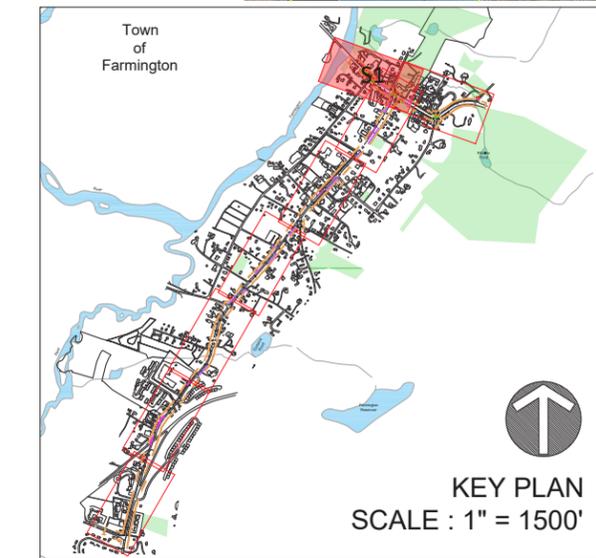


## OPPORTUNITIES & CONSTRAINTS - ROUTE 4



- LEGEND**
- PROPERTY LINE
  - PROJECT AREA
  - FREEDOM TRAIL
  - COLONIAL TRAIL
  - HISTORIC DISTRICT
  - OPEN SPACE
  - FUTURE PROJECT
  - POSSIBLE GATEWAY





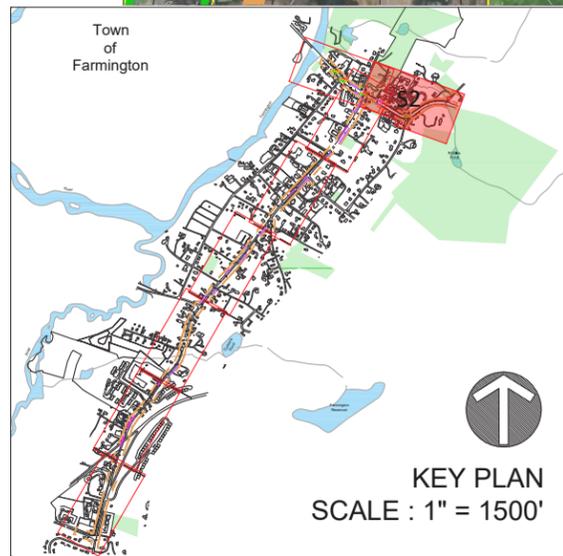
- LEGEND**
- PROJECT AREA
  - TOWN PARCELS
  - WALL
  - OPEN SPACE
  - WATER BODY
  - TRAFFIC LIGHT
  - STOP SIGN
  - CROSSWALK
  - ONE WAY ROAD
  - PEDESTRIAN SIGNAL

- SIDEWALK CONDITIONS LEGEND**
- GOOD CONDITION  
SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS, WIDTH IS AT LEAST 5 FEET
  - FAIR CONDITION  
SURFACE IS GENERALLY FLAT WITH SOME CRACKS, SURFACE IS NOT PROHIBITIVE TO ADA ACCESS
  - POOR CONDITION  
SURFACE IS DETERIORATED WITH CRACKS OR HEAVING, SURFACE IS PROHIBITIVE OF ADA ACCESS
  - MISSING SIDEWALK  
SIDEWALK IS EITHER MISSING BETWEEN TWO POINTS, OR MAY BE PROVIDED FOR CONNECTIVITY
  - PEDESTRIAN HAZARD AREA  
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL



**SIDEWALK CONDITIONS ANALYSIS - ROUTE 4 - SHEET 1**

SCALE: 1" = 60'  
0 30 60 120 FEET

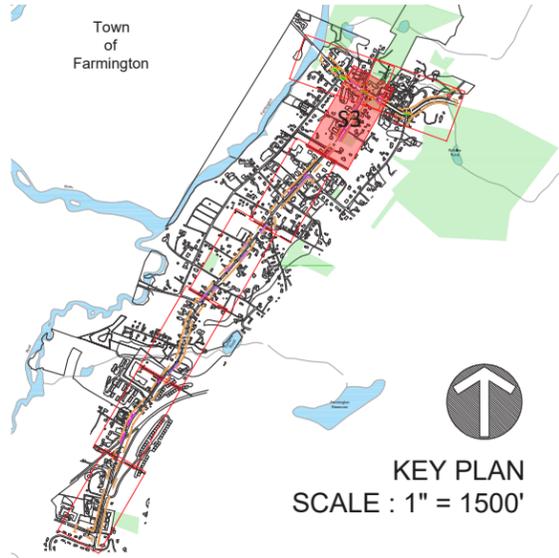
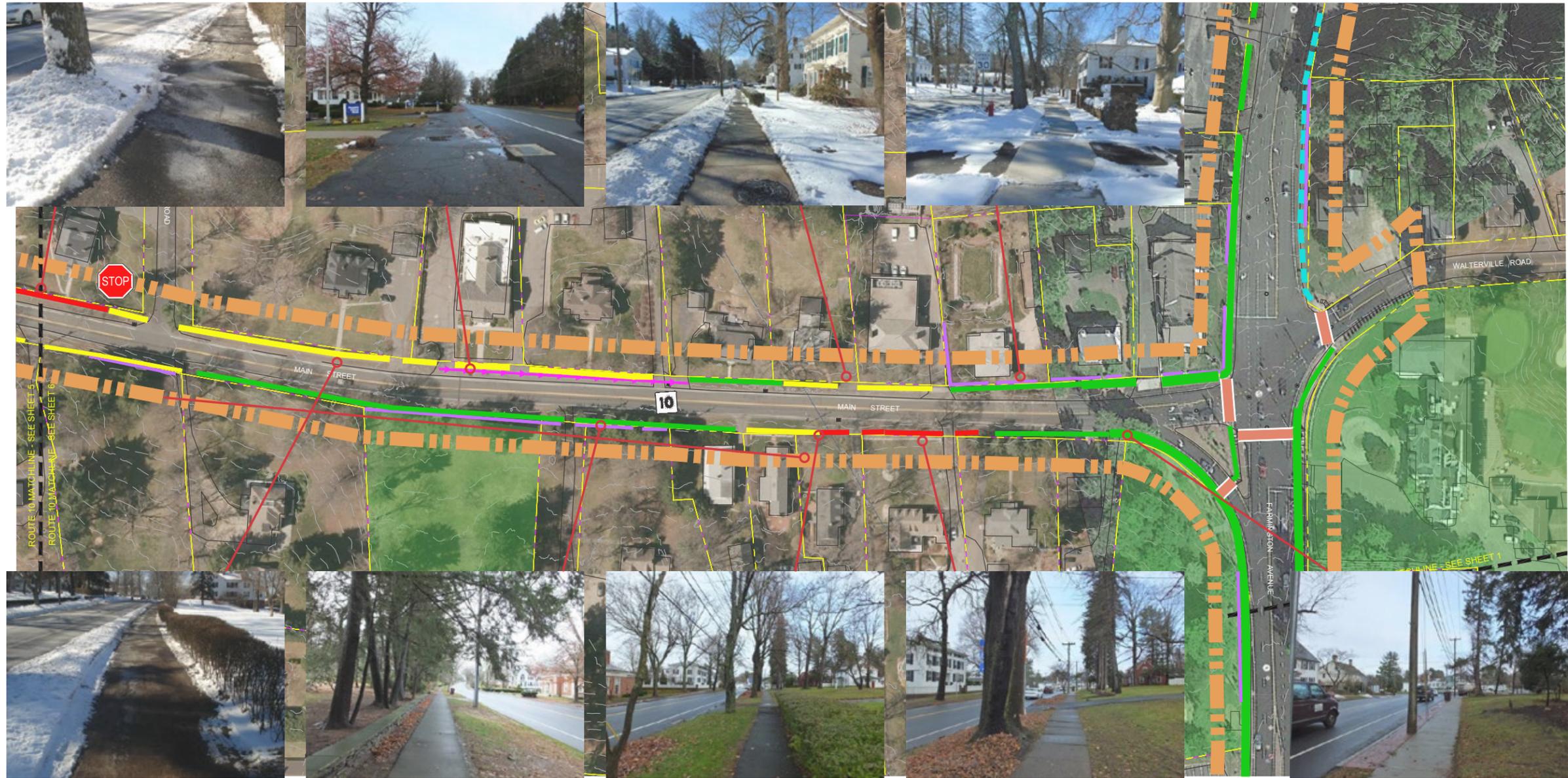


- LEGEND**
- - PROJECT AREA
  - - TOWN PARCELS
  - - WALL
  - - OPEN SPACE
  - - WATER BODY
  - TRAFFIC LIGHT
  - STOP SIGN
  - CROSSWALK
  - ONE WAY ROAD
  - PEDESTRIAN SIGNAL

- SIDEWALK CONDITIONS LEGEND**
- - GOOD CONDITION  
SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS, WIDTH IS AT LEAST 5 FEET
  - - FAIR CONDITION  
SURFACE IS GENERALLY FLAT WITH SOME CRACKS, SURFACE IS NOT PROHIBITIVE TO ADA ACCESS
  - - POOR CONDITION  
SURFACE IS DETERIORATED WITH CRACKS OR HEAVING, SURFACE IS PROHIBITIVE OF ADA ACCESS
  - - MISSING SIDEWALK  
SIDEWALK IS EITHER MISSING BETWEEN TWO POINTS, OR MAY BE PROVIDED FOR CONNECTIVITY
  - - PEDESTRIAN HAZARD AREA  
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL

## SIDEWALK CONDITIONS ANALYSIS - ROUTE 4 - SHEET 2

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0 30 60 120 FEET

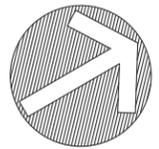


**LEGEND**

- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

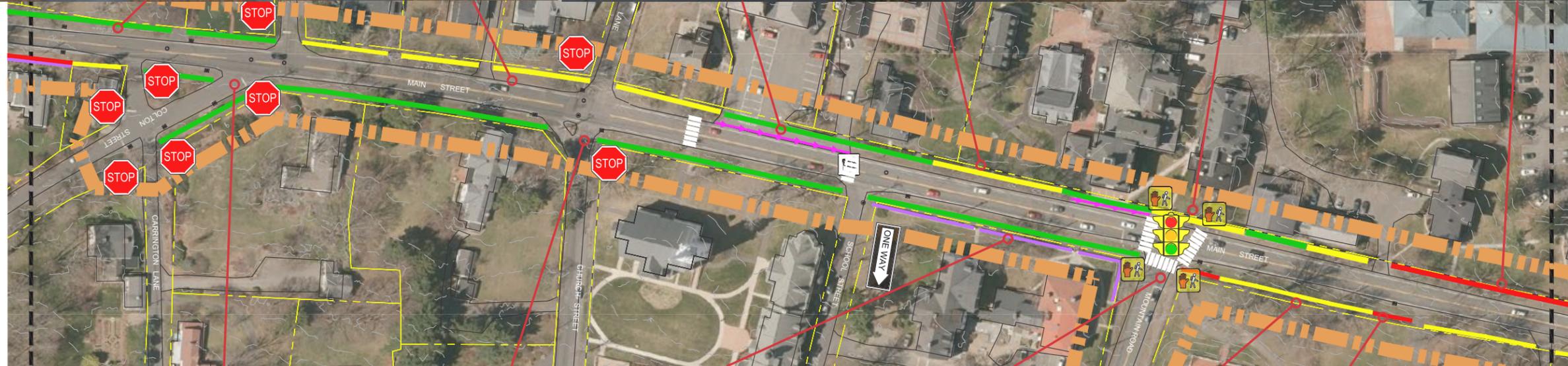
**SIDEWALK CONDITIONS LEGEND**

- GOOD CONDITION  
SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS, WIDTH IS AT LEAST 5 FEET
- FAIR CONDITION  
SURFACE IS GENERALLY FLAT WITH SOME CRACKS, SURFACE IS NOT PROHIBITIVE TO ADA ACCESS
- POOR CONDITION  
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- PEDESTRIAN HAZARD AREA  
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL

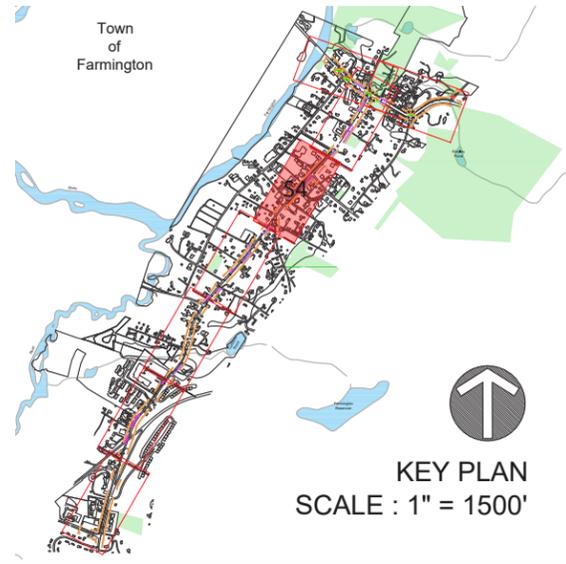


**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 3**





ROUTE 10 MATCHLINE - SEE SHEET 5  
 ROUTE 10 MATCHLINE - SEE SHEET 6

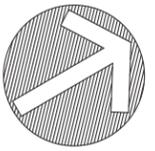


**LEGEND**

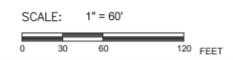
- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

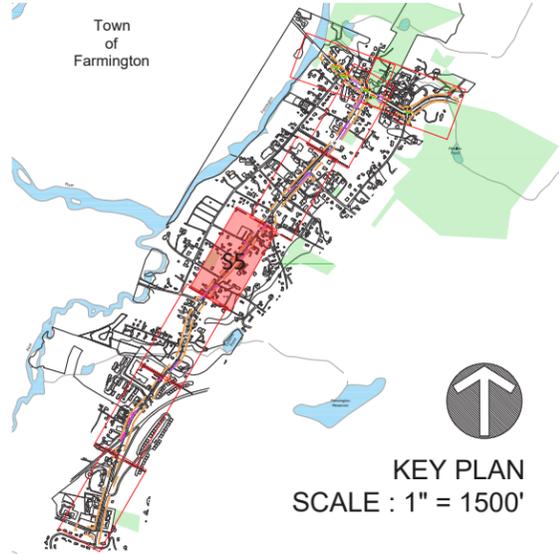
**SIDEWALK CONDITIONS LEGEND**

- GOOD CONDITION  
 SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS, WIDTH IS AT LEAST 5 FEET
- FAIR CONDITION  
 SURFACE IS GENERALLY FLAT WITH SOME CRACKS, SURFACE IS NOT PROHIBITIVE TO ADA ACCESS
- POOR CONDITION  
 SURFACE IS DETERIORATED WITH CRACKS OR HEAVING, SURFACE IS PROHIBITIVE OF ADA ACCESS
- MISSING SIDEWALK  
 SIDEWALK IS EITHER MISSING BETWEEN TWO POINTS, OR MAY BE PROVIDED FOR CONNECTIVITY
- PEDESTRIAN HAZARD AREA  
 NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL



**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 4**



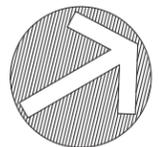


**LEGEND**

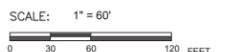
- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

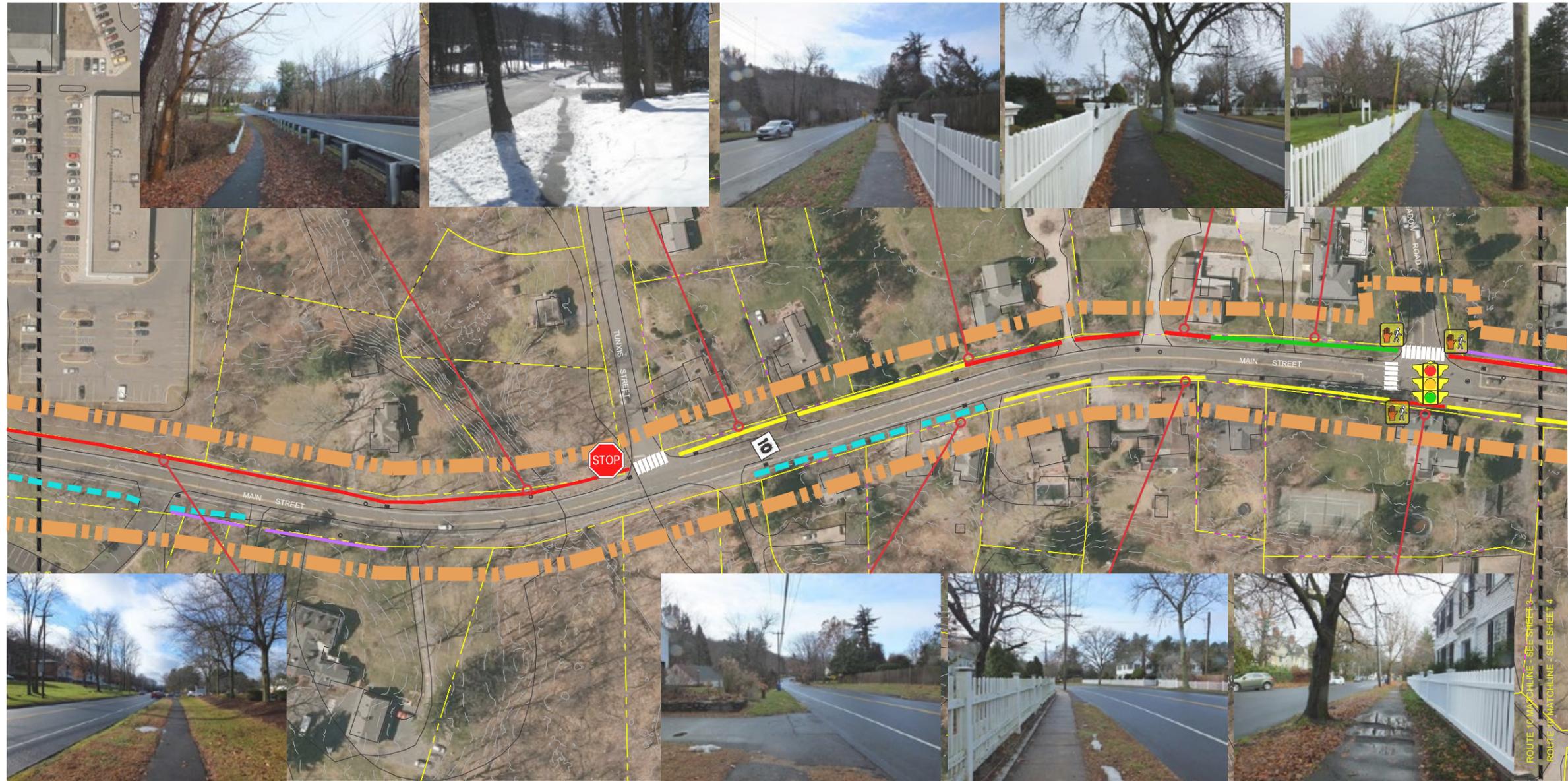
**SIDEWALK CONDITIONS LEGEND**

- GOOD CONDITION  
SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS, WIDTH IS AT LEAST 5 FEET
- FAIR CONDITION  
SURFACE IS GENERALLY FLAT WITH SOME CRACKS, SURFACE IS NOT PROHIBITIVE TO ADA ACCESS
- POOR CONDITION  
SURFACE IS DETERIORATED WITH CRACKS OR HEAVING, SURFACE IS PROHIBITIVE OF ADA ACCESS
- MISSING SIDEWALK  
SIDEWALK IS EITHER MISSING BETWEEN TWO POINTS, OR MAY BE PROVIDED FOR CONNECTIVITY
- PEDESTRIAN HAZARD AREA  
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL

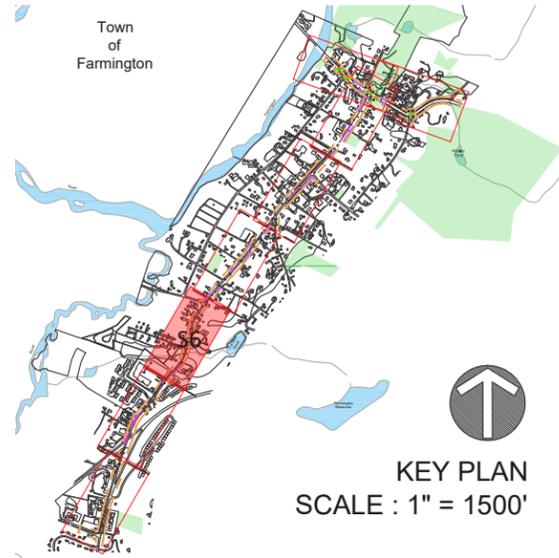


**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 5**





ROUTE 10 MAINLINE - SEE SHEET 3  
 ROUTE 10 MAINLINE - SEE SHEET 4

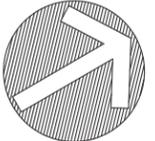


**LEGEND**

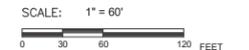
- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

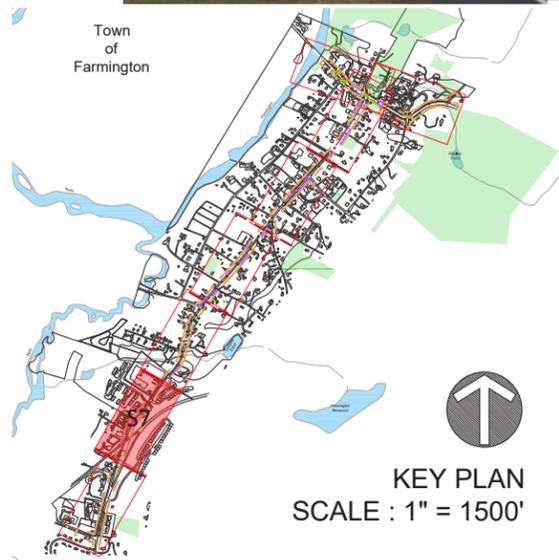
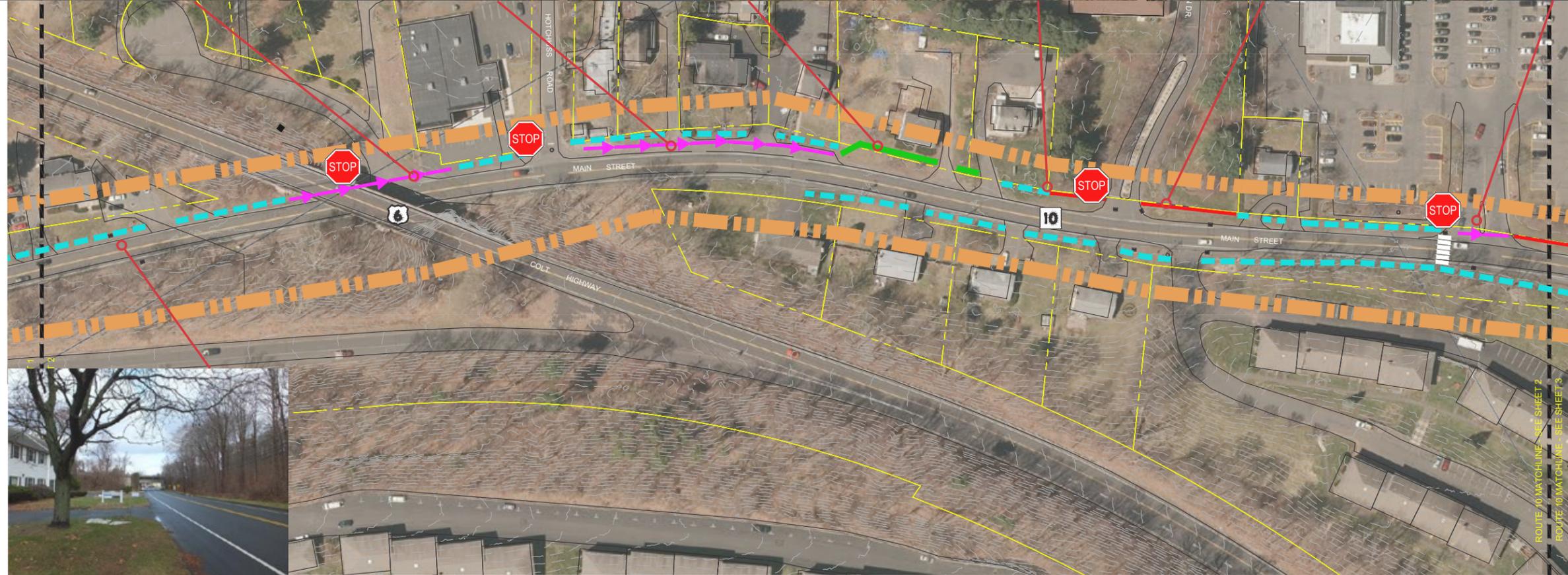
**SIDEWALK CONDITIONS LEGEND**

- GOOD CONDITION  
 SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS,  
 WIDTH IS AT LEAST 5 FEET
- FAIR CONDITION  
 SURFACE IS GENERALLY FLAT WITH SOME CRACKS,  
 SURFACE IS NOT PROHIBITIVE TO ADA ACCESS
- POOR CONDITION  
 SURFACE IS DETERIORATED WITH CRACKS OR HEAVING,  
 SURFACE IS PROHIBITIVE OF ADA ACCESS
- MISSING SIDEWALK  
 SIDEWALK IS EITHER MISSING BETWEEN TWO POINTS,  
 OR MAY BE PROVIDED FOR CONNECTIVITY
- PEDESTRIAN HAZARD AREA  
 NO SEPARATION OR POTENTIAL CONFLICT BETWEEN  
 PEDESTRIAN AND VEHICULAR TRAVEL



**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 6**



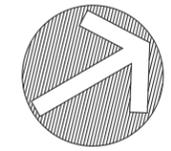


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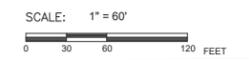
- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

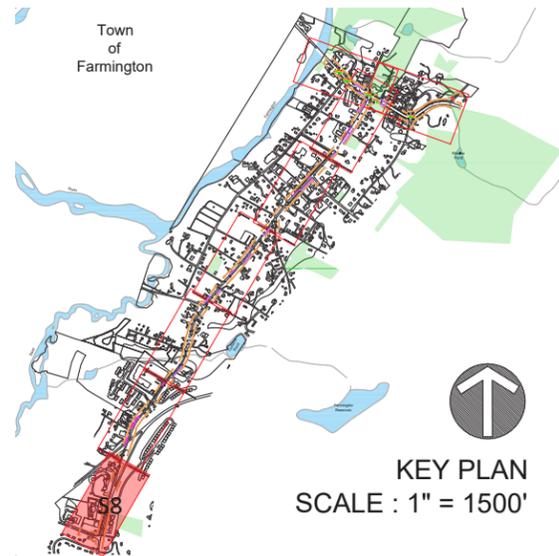
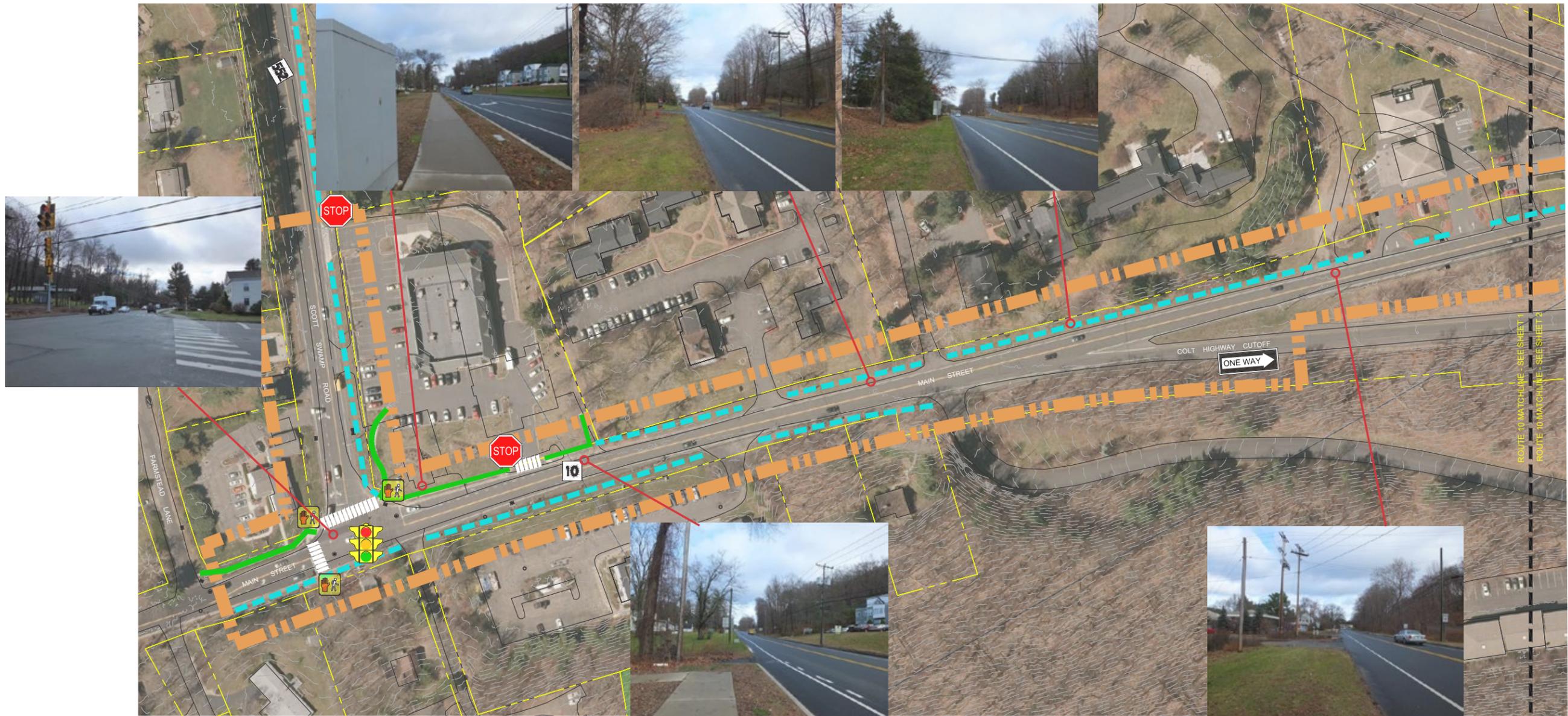
**SIDEWALK CONDITIONS LEGEND**

- GOOD CONDITION  
SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS, WIDTH IS AT LEAST 5 FEET
- FAIR CONDITION  
SURFACE IS GENERALLY FLAT WITH SOME CRACKS, SURFACE IS NOT PROHIBITIVE TO ADA ACCESS
- POOR CONDITION  
SURFACE IS DETERIORATED WITH CRACKS OR HEAVING, SURFACE IS PROHIBITIVE OF ADA ACCESS
- MISSING SIDEWALK  
SIDEWALK IS EITHER MISSING BETWEEN TWO POINTS, OR MAY BE PROVIDED FOR CONNECTIVITY
- PEDESTRIAN HAZARD AREA  
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL



**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 7**



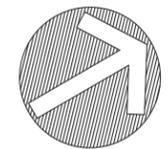


**LEGEND**

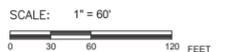
- PROJECT AREA
- TOWN PARCELS
- WALL
- OPEN SPACE
- WATER BODY
- TRAFFIC LIGHT
- STOP SIGN
- CROSSWALK
- ONE WAY ROAD
- PEDESTRIAN SIGNAL

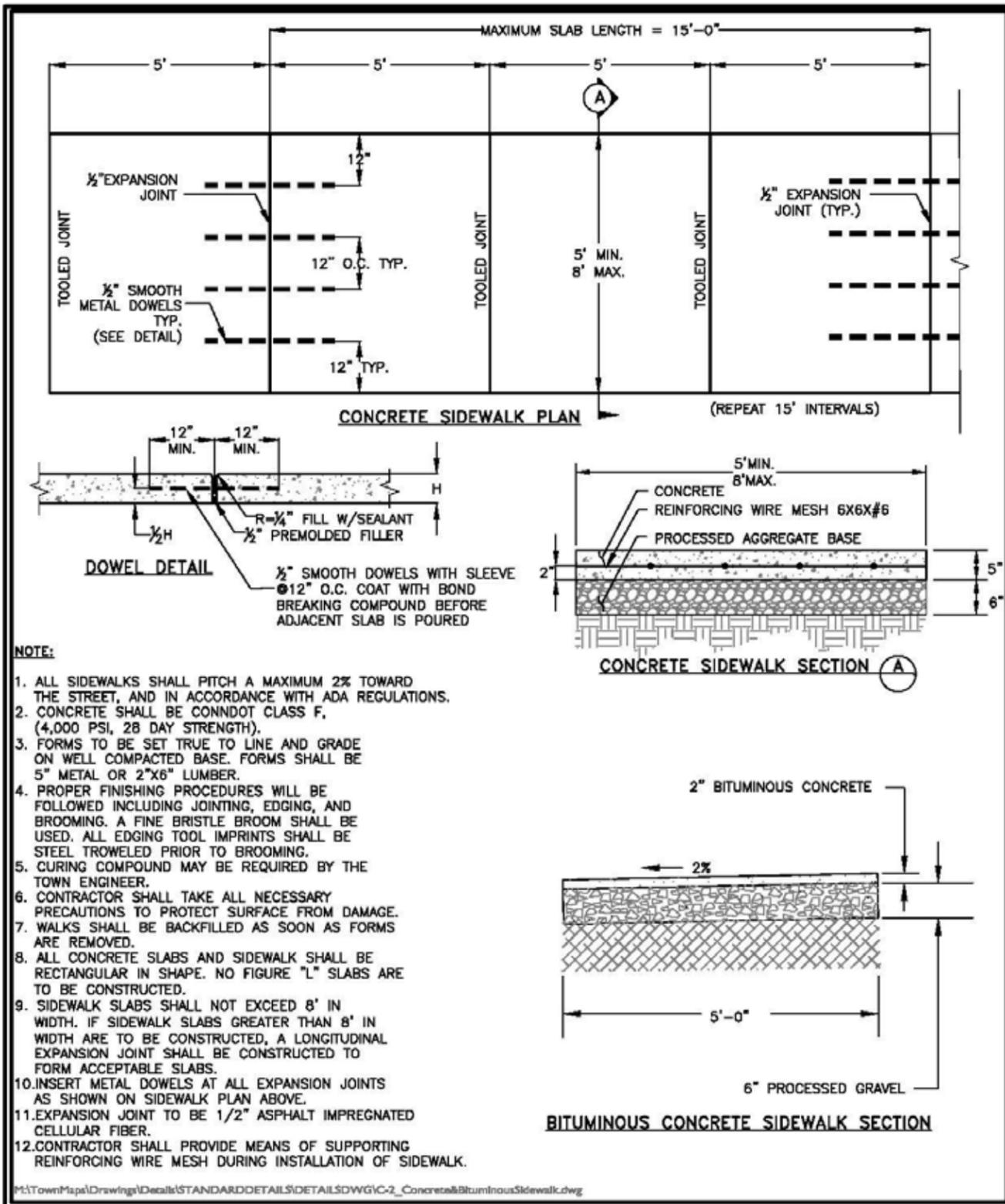
**SIDEWALK CONDITIONS LEGEND**

- GOOD CONDITION  
SURFACE IS GENERALLY FLAT WITH MINIMAL CRACKS, WIDTH IS AT LEAST 5 FEET
- FAIR CONDITION  
SURFACE IS GENERALLY FLAT WITH SOME CRACKS, SURFACE IS NOT PROHIBITIVE TO ADA ACCESS
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- PEDESTRIAN HAZARD AREA  
NO SEPARATION OR POTENTIAL CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAVEL



**SIDEWALK CONDITIONS ANALYSIS - ROUTE 10 - SHEET 8**



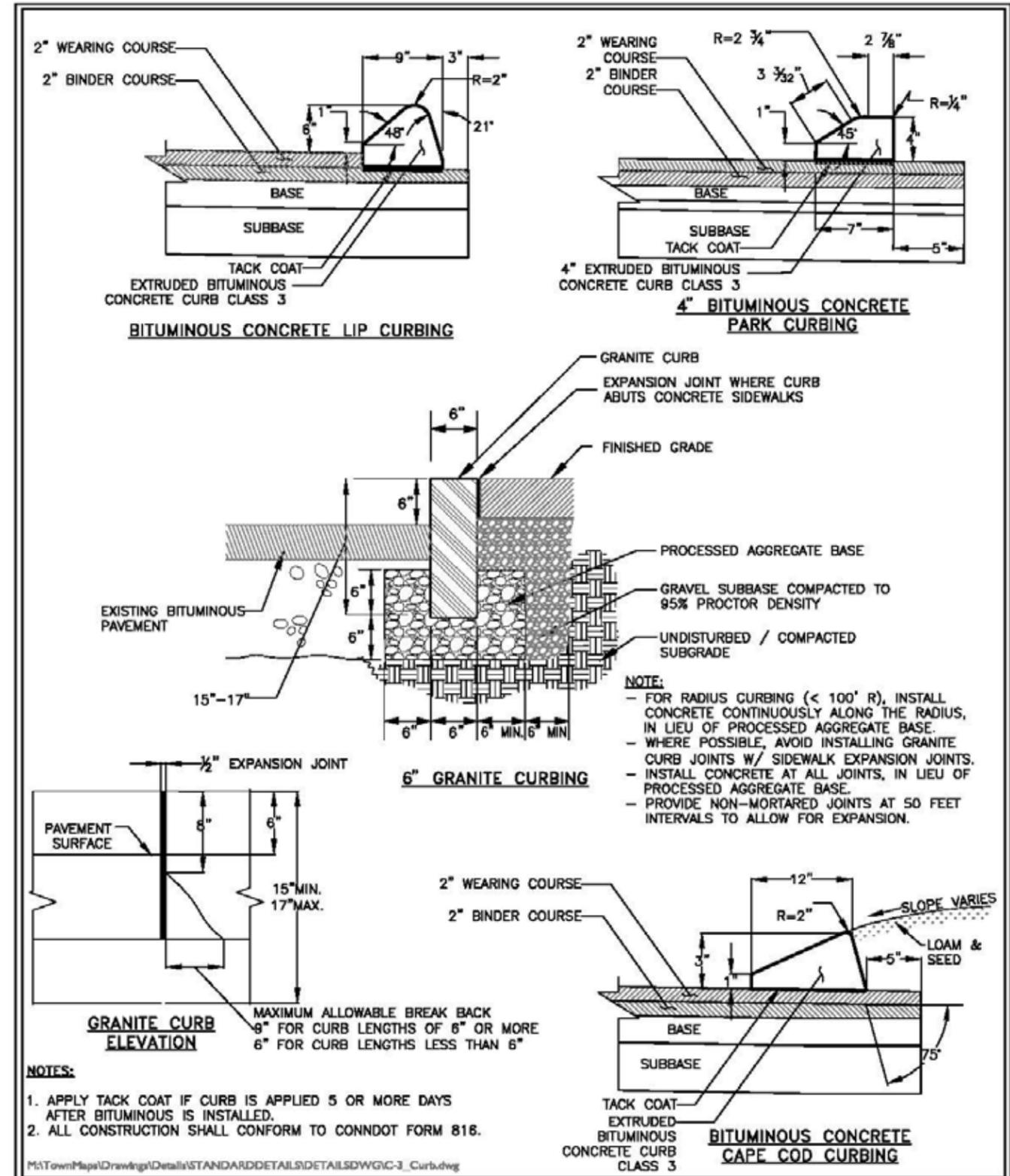


1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032					
DR. BY NO.	DATE	DESCRIPTION	DR. BY NO.	DATE	DESCRIPTION
FLY.	02.04.10				
	04.03.13				
PHONE: (860)675-3305 FAX: (860)675-2319 WEB: WWW.FARMINGTON-CT.ORG					

**TOWN OF FARMINGTON**  
 ESTABLISHED 1790  
 ENGINEERING DIVISION  
 DEPARTMENT OF PUBLIC WORKS

**CONCRETE & BITUMINOUS SIDEWALK DETAIL**

SHEET NO: C-2  
 DESIGN BY: B.C.M.B.  
 HOR. SCALE: N.T.S.  
 CHECKED BY: R.M.A.  
 VER. SCALE: N/A  
 DATE: 02.04.10

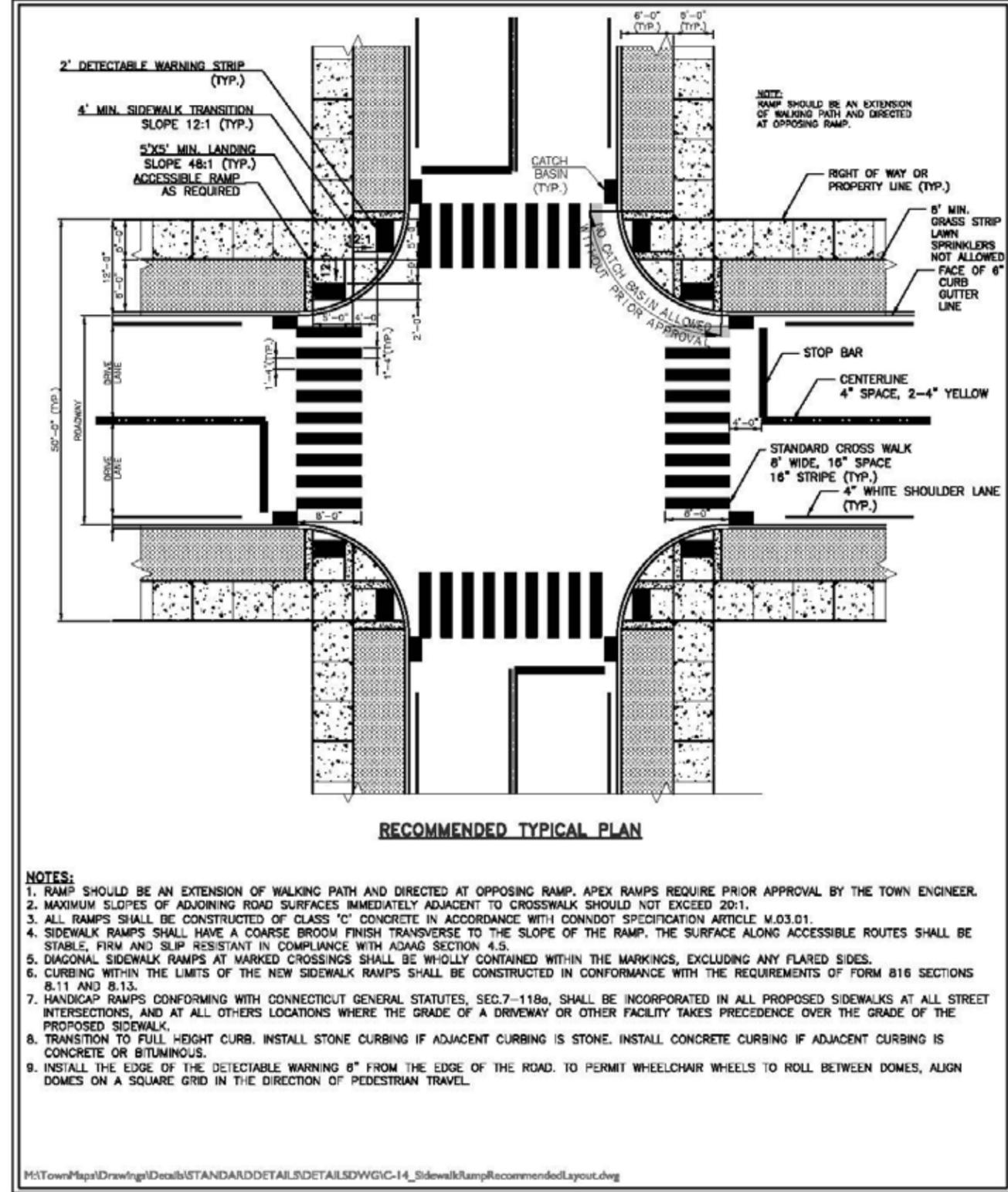
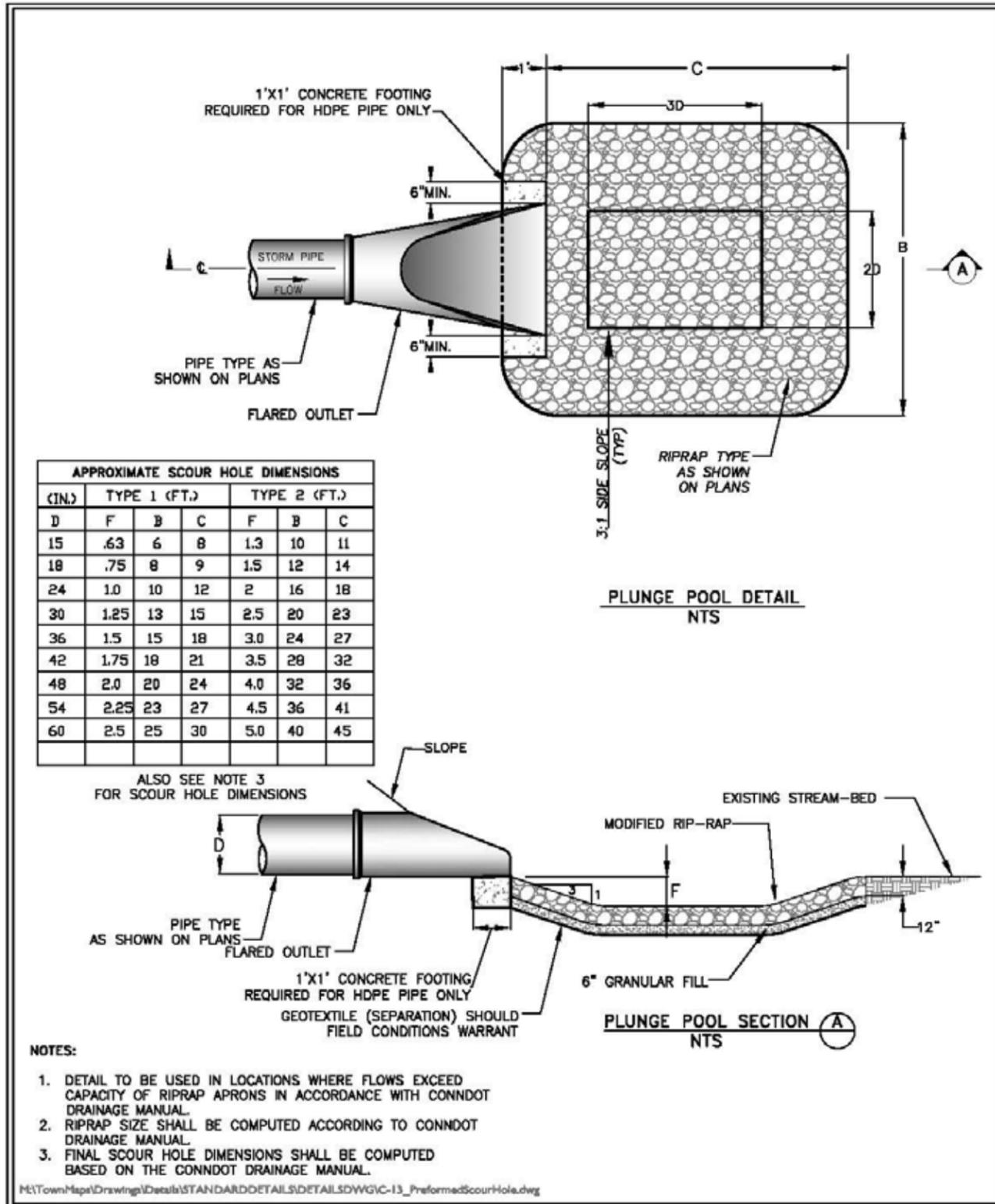


1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032					
DR. BY NO.	DATE	DESCRIPTION	DR. BY NO.	DATE	DESCRIPTION
FLY.	04.03.13				
PHONE: (860)675-3305 FAX: (860)675-2319 WEB: WWW.FARMINGTON-CT.ORG					

**TOWN OF FARMINGTON**  
 ESTABLISHED 1790  
 ENGINEERING DIVISION  
 DEPARTMENT OF PUBLIC WORKS

**CURB DETAILS**

SHEET NO: C-3  
 DESIGN BY: B.C.M.B.  
 HOR. SCALE: N.T.S.  
 CHECKED BY: R.M.A.  
 VER. SCALE: N/A  
 DATE: 02.04.10



1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032

DR.BY NO.	DATE	DESCRIPTION	DR.BY NO.	DATE	DESCRIPTION
FLY	02.05.10				

PHONE: (860)675-2305 FAX: (860)675-2319 WEB: WWW.FARMINGTON-CT.ORG

TOWN OF FARMINGTON  
Established 1800  
ENGINEERING DIVISION  
DEPARTMENT OF PUBLIC WORKS

PREFORMED SCOUR HOLE TYPE 1 & TYPE 2

SHEET NO: C-13

DESIGN BY: B.C.I.M.B.

HOR. SCALE: N.T.S.

CHECKED BY: R.M.A.

VER. SCALE: N/A

DATE: 02.05.10

1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032

DR.BY NO.	DATE	DESCRIPTION	DR.BY NO.	DATE	DESCRIPTION
FLY	07.07.11				

PHONE: (860)675-2305 FAX: (860)675-2319 WEB: WWW.FARMINGTON-CT.ORG

TOWN OF FARMINGTON  
Established 1800  
ENGINEERING DIVISION  
DEPARTMENT OF PUBLIC WORKS

SIDEWALK RAMP RECOMMENDED LAYOUT

SHEET NO: C-14

DESIGN BY: B.C.I.M.B.

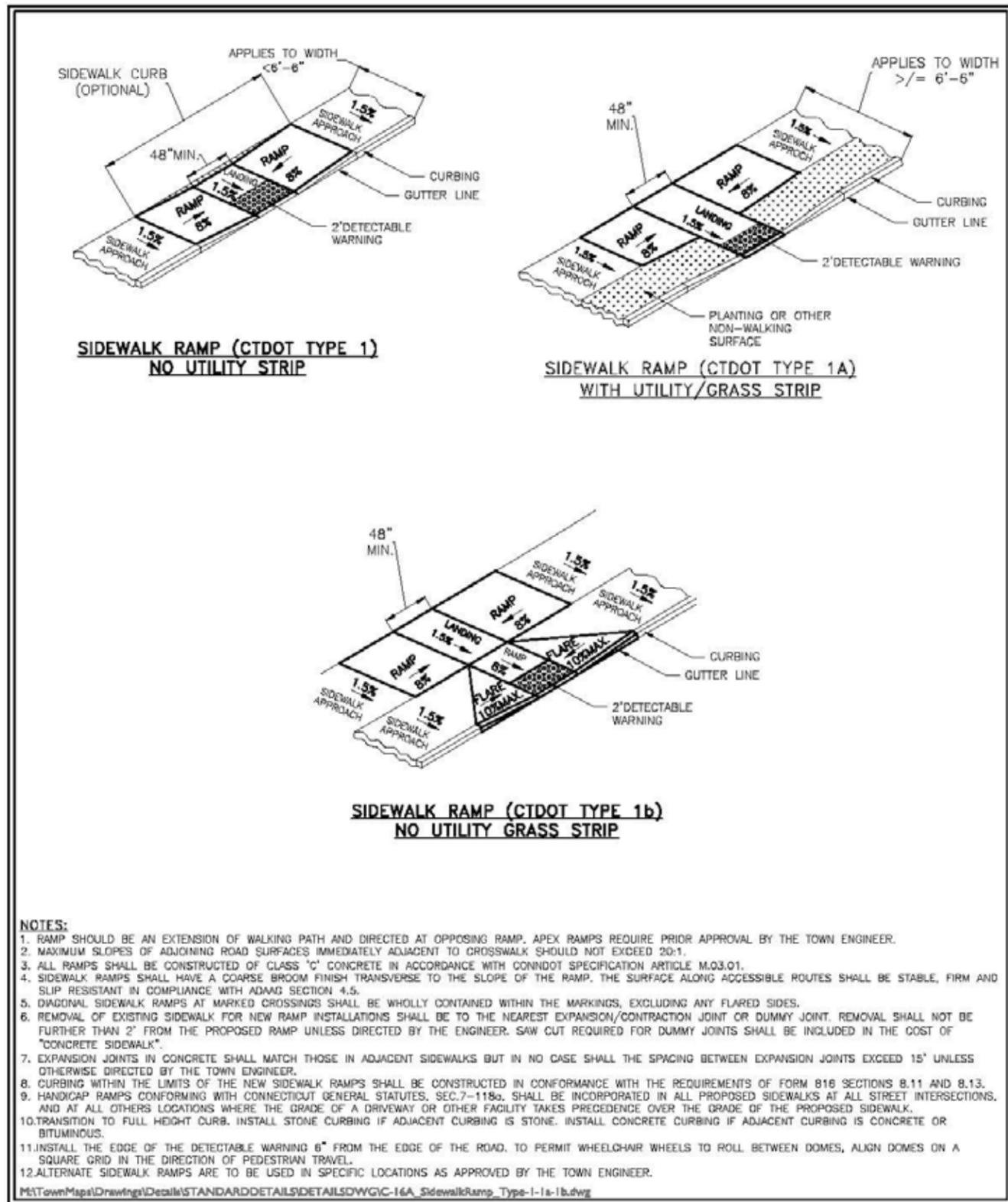
HOR. SCALE: N.T.S.

CHECKED BY: R.M.A.

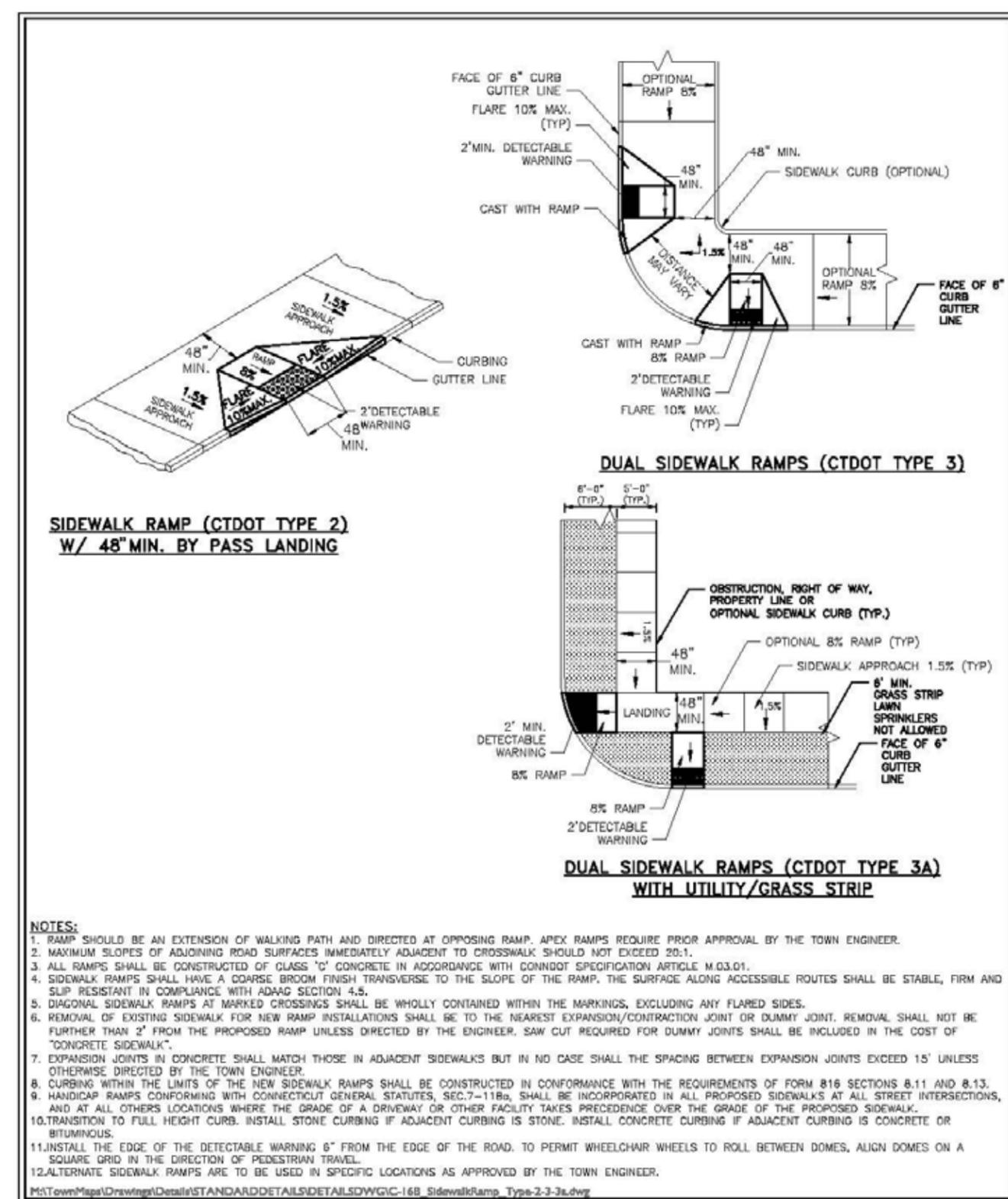
VER. SCALE: N/A

DATE: 07.07.11

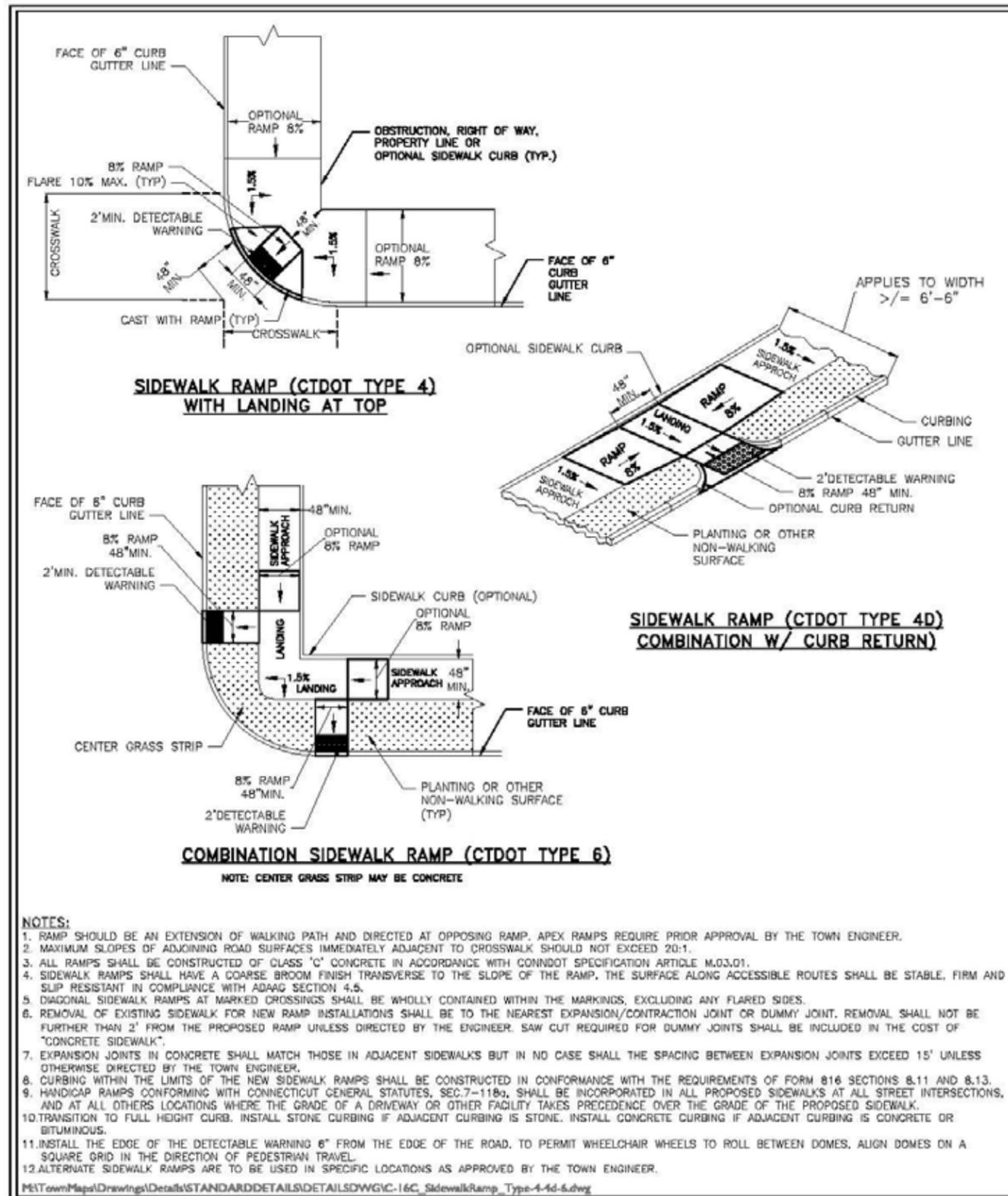




1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032									<b>SIDEWALK RAMPS CTDOT TYPE-1, 1a, 1b</b>		
DR. BY	NO.	DATE	DESCRIPTION	DR. BY	NO.						
FLY.	-	02.28.14	-	-	-	-	-	C-16A	N.T.S.	N/A	
PHONE: (860)675-2305 FAX: (860)675-2319 WEB: WWW.FARMINGTON-CT.ORG						DESIGN BY: B.C.V.M.B.			CHECKED BY: R.M.A. DATE: 02.28.14		



1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032									<b>SIDEWALK RAMPS CTDOT TYPE-2, 3, 3a</b>		
DR. BY	NO.	DATE	DESCRIPTION	DR. BY	NO.						
FLY.	-	02.28.14	-	-	-	-	-	C-16B	N.T.S.	N/A	
PHONE: (860)675-2305 FAX: (860)675-2319 WEB: WWW.FARMINGTON-CT.ORG						DESIGN BY: B.C.V.M.B.			CHECKED BY: R.M.A. DATE: 02.28.14		



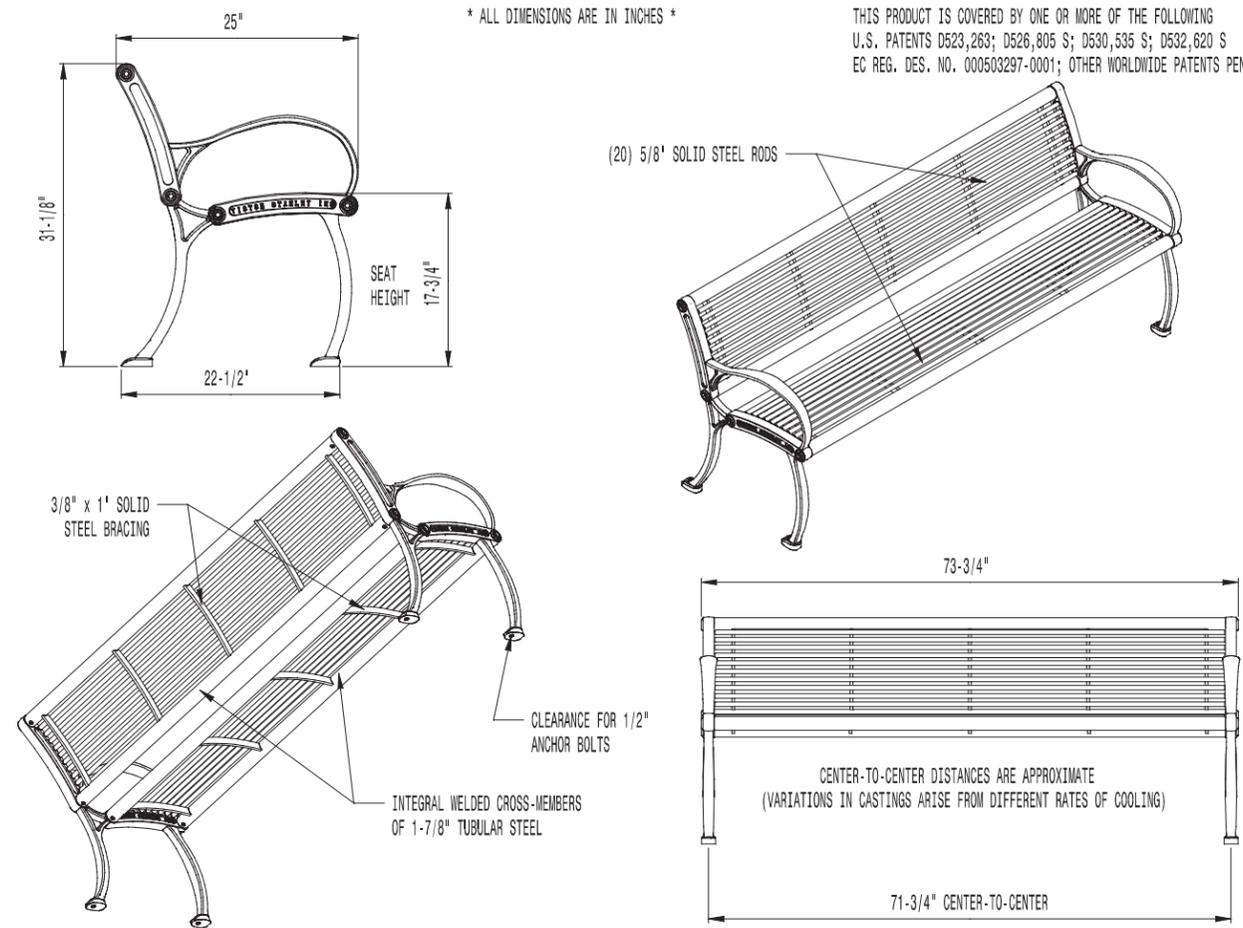
	1 MONTEITH DRIVE, FARMINGTON, CONNECTICUT 06032							<b>SIDEWALK RAMPS CTDOT TYPE-4, 4d, 6</b>			
	DR. BY	NO.	DATE	DESCRIPTION	DR. BY	NO.					DATE
	FLY.	02.28.14							C-16C	N.T.S.	N/A
PHONE: (860) 675-2305 FAX: (860) 675-2319 WEB: WWW.FARMINGTON-CT.ORG								DESIGN BY:	CHECKED BY:	DATE:	
								B.C.V.M.B.	R.M.A.	02.28.14	



**VICTOR STANLEY, INC.®**  
*Manufacturers of Quality Site Furnishings since 1962-*

P.O. DRAWER 330 - DUNKIRK, MD 20754 USA  
 TOLL FREE: (800) 368-2573 (USA & CANADA)  
 TEL (301) 855-8300 - FAX (410) 257-7579  
 WEB SITE: HTTP://WWW.VICTORSTANLEY.COM

THIS PRODUCT IS COVERED BY ONE OR MORE OF THE FOLLOWING  
 U.S. PATENTS D523,263; D526,805 S; D530,535 S; D532,620 S  
 EC REG. DES. NO. 000503297-0001; OTHER WORLDWIDE PATENTS PENDING



AVAILABLE OPTIONS:  
 POWDER COATING  
 12 STANDARD COLORS, CUSTOM COLORS (INCLUDING THE RAL RANGE)  
 INTERMEDIATE & CENTER ARMRESTS  
 4', 6', & 8' OPTIONAL ARMRESTS

LENGTHS  
 STANDARD 4'  
 STANDARD 6' LENGTH SHOWN  
 STANDARD 8'

- NOTES:
1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
  2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD COATING FILM. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
  3. IT IS NOT RECOMMENDED TO LOCATE ANCHOR BOLTS UNTIL BENCH IS IN PLACE. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED TO THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
  4. ANCHOR BOLTS NOT PROVIDED BY VICTOR STANLEY, INC.
  5. FOR HIGH SALT ABUSIVE CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
  6. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
  7. THIS PRODUCT IS SHIPPED PARTIALLY UNASSEMBLED.

**FMS-324**  
 FRAMERS MODERN™ SERIES STANDARD HORIZONTAL STEEL ROD BENCH WITH DUCTILE IRON END FRAMES  
 SHOWN: STANDARD 6-FOOT LENGTH

COPYRIGHT 2011 VICTOR STANLEY, INC. ALL RIGHTS RESERVED  
 REV. 4/14/11 DRAWN L.D.L. 2009-342





MOTION:

Agenda Item N-3

That pursuant to Section 55-10 of the Town of Farmington Purchasing Ordinance the bidding requirements under Section 55-1 be waived so that the Town Manager may contract with Environmental Designs to complete the landscaping and installation of plantings, paver edging, and maintenance in the island at the intersection of Rt 4 and Rt 10 at a cost of \$31,574.04.

NOTE: As discussed previously, at the April 11, 2019 Farmington Village Center meeting the Committee created a subcommittee to work with Town staff and the Farmington Garden Club on a landscaping plan for the Route 4/Route 10 island. The Route 4/Route 10 Island sub-committee met and recommended that a stamped concrete skirt be added to the island. It was also decided that the Garden Club would develop an enhanced landscape plan.

The Garden Club submitted the landscape plan to the Committee, which was unanimously approved. Due to the timeliness of the planting season and high visibility of the island, I am recommending that we waive the bid requirements and contract this service with Environmental Designs (Winterberry Gardens) who is the Town's Beautify Farmington Flower Program Landscaper. Town staff has reviewed their proposal of \$31,574.04 and determined that it is a fair and reasonable price.

I have been informed that Winterberry Gardens can start the work immediately.

The Town of Farmington would like to thank the Garden Club for all of their help and assistance in preparing the landscape plans.

MOTION:

Agenda Item N-4

To award Bid #289, Brickyard Road Pavement Rehabilitation Project, to  
\_\_\_\_\_ at a contract cost of \$\_\_\_\_\_.

NOTE: This bid is being opened on Monday, July 8, 2019, therefore the information will be available at the meeting. Russ Arnold, Director of Public Works, will be available to answer any specific questions.

MOTION:

Agenda Item N-5

To extend the contract for the purchase of Treated Road Salt for the 2019/2020 winter season with DRVN Enterprises, Inc. of Wethersfield, CT at a purchase price of \$73.50 per ton.

NOTE: Last year the Town Council approved the award of a contract to DRVN Enterprises, Inc. of Wethersfield, CT for the purchase of treated road salt for the 2018/2019 winter season. The contract award was made under Capitol Region Purchasing Cooperative Bid # 673. DRVN Enterprises, Inc. submitted the lowest price per ton at \$73.50.

Capitol Region Purchasing Cooperative Bid # 673 allows for a one-year extension of the contract if agreed to by all parties. Town staff would like to extend the contract with DRVN Enterprises, Inc. for the upcoming winter season under the terms and conditions of Bid # 673. DRVN Enterprises, Inc. has proven to be a reliable supplier and they are willing to hold their price at \$73.50 per ton.

It is estimated that the Town will use 2,000 tons during the upcoming winter season bringing the value of this award to \$147,000. There are sufficient funds included in the FY2019/2020 Highway and Grounds operating budget for this purpose.

This contract award is being submitted for Town Council approval because the contract value exceeds \$50,000. Town staff will be available at the Council meeting to answer any questions.

MOTION:

Agenda Item N-6

To award a contract for the purchase of one 2020 International Model HV5007 Heavy Duty Cab and Chassis to Nutmeg International Trucks, Inc., of Hartford, CT at a purchase price of \$98,992.98

NOTE: This motion is to contract with a vendor to purchase a heavy-duty cab and chassis that will be outfitted to be used as a heavy-duty dump truck by the Highway and Grounds Division for their daily operations including snow plowing. The unit being acquired will replace a 1987 Mack heavy duty dump truck. Funds, in the amount of \$190,000 were included in the FY2019/2020 Capital Budget for this acquisition. The remaining funds will be used to purchase the dump body and other accessories once the cab and chassis are delivered.

The acquisition of this vehicle would be under National Joint Powers Association Contract # 081716-NVS. NJPA is an international cooperative purchasing consortium located in Minnesota. The pricing contained in the contract calls for a 32% discount over the manufacturer's published model year price.

This contract award is being submitted for Town Council approval because the contract value exceeds \$50,000. Town staff will be available at the Council meeting to answer any questions.

MOTION:

Agenda Item N-7

To award Bid # 281, Transportation and Disposal of Sewage Sludge, to H.I. Stone of Southbury, CT at a contract cost of \$74.00 per wet ton.

NOTE: The purpose of this motion is to award a contract for the transportation and disposal of sewage sludge from the waste water treatment plant to a disposal site operated by the Metropolitan District Commission. Bids for this service were opened on April 2, 2019. The Town received four (4) bids as shown on the attached tally sheet. H.I. Stone submitted the low bid at \$74.00 per wet ton. Estimating that there would be 4,052 wet tons of sludge per year, the annual contract value would be \$299,848.00. Funds in the amount of \$611,000 are included in the WPCA FY2019/2020 budget. H.I. Stone and Son would be a new vendor to the Town for this service. WPCA staff has reviewed their qualifications and have found them to be satisfactory.

Staff will be available at the Town Council meeting to answer questions regarding this motion.

/Attachment

**Town of Farmington**  
 Bid #281 Transportation and Disposal of Sewage Sludge  
 Bid Opening April 2, 2019 @ 11:30 a.m.

		Bidder 1	Bidder 3	Bidder 4	Bidder 2
		<b>H.I. Stone</b> Southbury, CT	<b>Environmental Services</b> South Windsor, CT	<b>McVac</b> New Haven, CT	<b>Synagro</b> Baltimore, MD
Description of Item	Unit	Cost	Cost	Cost	Cost
Transport/Disposal of Sludge cake, 22.5% (+/-)	Per Wet Ton	\$74.00	\$82.50	\$83.25	\$92.50
Transport/Disposal of 4,052 wet tons @	Per Year	\$299,848.00	\$334,290.00	\$337,329.00	\$374,810.00
Other Equipment:	Per Hour	Roll off Truck \$105.00	Vacuum Tankers \$125.00	Vac Truck w/ Operator \$200.00	N/A
Other Equipment:	Per Hour	Vac Trailer \$130.00	N/A	Jet Truck w/Operator \$200.00	N/A

**Recommendation: That award be made to Bidder # 1, H.I. Stone of Southbury CT as the lowest responsible bidder.**

**Account # 511342054410**

**\$611,000**

MOTION:

Agenda Item N-8

To extend the contract between the Town of Farmington and Waste Material Trucking Company (WMTC) of Farmington, CT to provide for the curbside collection of municipal solid waste, recyclables, and bulky waste for a three-year period, beginning July 1, 2021 through to June 30, 2024 and to authorize the Town Manager to sign a contract extension with WMTC.

NOTE: The Town has contracted with Waste Material Trucking Company, Inc. (WMTC) to provide residential curbside municipal solid waste, recyclables, and bulky waste collection since 1993. In 2018 the Town Council agreed to extend the contract with WMTC for three years, until June 30, 2021. WMTC representatives have recently requested that the contract be extended for an additional three years so that they have a five-year contract commitment with the Town. The reason for the request to extend the contract for a longer time-period is that WMTC needs to replace the trucks they use for collection but are experiencing difficulties obtaining financing for the acquisitions without a long-term commitment in place with the Town.

Effective July 1, 2019, the rates will be \$5.45 per household per month for MSW collection and \$4.44 per household per month for recyclables collection. For the 12-month period beginning July 1, 2020 to June 30, 2021 the contract calls for a 3% increase in the per household rates. For the proposed three-year extension, Town staff would meet with WMTC staff to negotiate the rates prior to the start of the contract year.

Staff has reviewed this request and feels that it is reasonable considering the changes that have been made to the contract in recent years and WMTC's cooperation in changing the contract to meet the needs of the Town. WMTC is a local Farmington business and has provided good service to the Town.

Staff will be at the meeting to answer any questions that Council Members may have regarding this request.

MOTION:

Agenda Item N-9

To approve the following property tax refunds.

<b>NAME</b>	<b>REASON</b>	<b>AMOUNT</b>
Abele Joseph V	Assessor adjustment	\$46.20
Ally Financial	Assessor adjustment	\$130.57
Berlin Remnant Land	Assessor adjustment	\$19.58
Daimler Trust	Assessor adjustment	\$221.03
Honda Lease Trust	Assessor adjustment	\$88.26
Metro Realty Management	Assessor adjustment	\$19.58
VW Credit Leasing	Assessor adjustment	\$137.26
Total		\$662.48

MOTION:

Agenda Item O-2

Executive Session—To discuss matters concerning the sale or acquisition of real property.

To adjourn the meeting to executive session as permitted by Connecticut General Statutes Section 1-225 (a) for the following purposes as allowed by Section 1-200(6), that is

Discussion of the selection of a site or the lease, sale or purchase of real estate by a political subdivision of the state when publicity regarding such site, lease, sale, purchase or construction would cause a likelihood of increased price until such time as all of the property has been acquired or all proceedings or transactions concerning same have been terminated or abandoned;

That attendance in the Executive Session shall be limited to:

Members of the Town Council  
Town Manager

NOTE: Approval of this motion shall be by 2/3 vote.