

**Town of Plymouth**  
**80 Main Street**  
**Terryville, CT 06786**  
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**Plymouth Town Council**  
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**Minutes**

**February 27, 2012**

**Call to Order:** Mayor Vincent Festa, Jr., called the scheduled February 27, 2012, Town of Plymouth Public Hearing Meeting to order at 7:00 p.m., in the Community Room, Town Hall.

**Roll Call:** Present were Town Councilman Remie Ferreira, Sr., Mayor Vincent Festa, Jr., Town Councilman Richard Foote, Town Councilwoman Susan Murawski, Town Councilwoman DiAnna Schenkel, and Town Councilman Tom Zagurski. Also in attendance was David Bertnagel, Director of Finance Anthony Lorenzetti, Director of Public Works/Town Engineer and Salvatore Vitrano, Town Attorney.

### **Fire Exits Notification**

Mayor Festa noted the Fire Exits for the record.

### **Pledge of Allegiance**

Mayor Festa led the Plymouth Town Council and the Public Audience in the Pledge of Allegiance.

### **Presentation/Reading of Legal Notice Posted February 15, 2012**

Mayor Festa read the Legal Notice into the record, posted on February 15, 2012, for the Town Council and Public Audience, as follows:

Notice is hereby given to the legal voters of the Town of Plymouth and all qualified taxpayers of the Town of Plymouth that the Plymouth Town Council will hold a Public Hearing at 7:00 p.m. on Monday, February 27, 2012, in the Community Room, Plymouth Town Hall, to give citizens an opportunity to hear and or/make oral or written recommendations concerning a \$9.8 million dollar Bond Proposal, as presented by the Capital Improvements Committee. Vincent Festa, Jr., Mayor, Dated this 15<sup>th</sup> day of February 2012, Plymouth, CT.

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**Presentation by Capital Improvements Committee**

Rodney Houle, Chairman, Capital Improvements Committee, 16 Frankie Lane, Terryville, stated that Matt Tellier, Capital Improvements Committee Member, had put together a PowerPoint presentation and introduced M. Tellier to the Town Council and Public.

Matt Tellier narrated the PowerPoint Infrastructure Improvement Bonding Proposal as follows, noting that the four projects proposed were 1. Road Maintenance, 2. the North Main Street Bridge Replacement, 3. Engineering Studies for Future Projects and 4. The Seymour Road Project.

Matt Tellier stated that the Plan for the Road Improvement Program had been developed from the \$30,000.00 Road Pavement Study from January 2011 (see attached map showing the current condition of Plymouth Roadways).

Matt Tellier stated that the Study had provided five choices/methods for the Town's Road Treatment as follows: 1. Do nothing, 2. Provide Routine Maintenance, 3. Perform Preventive Maintenance, 4. Perform Mill and Overlay and 4. Perform Base Rehabilitation, brief describing each choice/method. (M. Tellier noted that anyone interested could go to Public Works to look at the Report for more detailed information regarding road scoring and the methodology involved).

Matt Tellier stated that the Current Pavement Condition (PCI) was rated on a scale from 11-55, 56-72, 72-51, 85-92, 92-100, with 55 being the worse, noting that the full report was color coded and provided a lot more detail as to what the numbers shown mean in terms of road condition. He further stated that many of the Town roads were shown in red, which meant they had a rating of 55 or less.

Matt Tellier stated that the Town had allocated \$100,000 for Routine Maintenance-Crack Sealing and that there were over 35 individual Town roads, which would be fully or partially addressed with the Crack Sealing method.

Matt Tellier stated that the Town had allocated \$950,000 under Preventive Maintenance for Chip Sealing or Microsurfacing and briefly explained the processes involved. Matt Tellier stated that the following roads were targeted for Chip Sealing or Microsurfacing (p=partial): Allen Street (p), East Plymouth Rod (p), Fairmount Avenue, High Street (p), North Harwinton Avenue (p), Preston Road (p), Schultz Street (p) South Main Street (p), Tunnel Road (p), Altair Avenue, Eagle Street, Greystone Road (p), Makara Street (p), North Main Street (p), School Street (p), Scott Road (p), and Town Hill Road (p), noting that the accompanying map (see attachment) displayed the roads previously mentioned.

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**Presentation by Capital Improvements Committee Cont'd.**

Matt Tellier stated that the Town had allocated \$1,100,000 under the Road Improvement Program for Milling and Overlay and briefly explained the processes involved. Matt Tellier stated that the following roads were targeted for Milling and Overlay: Meridian Street, Schrobach Road, Bushnell Street (p), Greystone Road (p), and South Main Street (p), noting that the accompanying map (see attachment) displayed the roads previously mentioned.

Matt Tellier stated that the Town had allocated \$2,650,000 under the Road Improvement Program for Base Rehabilitation-Base Reclamation or Reconstruction and briefly explained the processes involved. Matt Tellier stated that the following roads were targeted for Base Rehabilitation-Base Reclamation or Reconstruction: Allentown Road (p), South Eagle Street (p), Harwinton Avenue (p), Greystone Road (p), Hillside Avenue (Terryville), and Matthews Street, noting that the accompanying map (see attachment) displayed the roads previously mentioned.

Matt Tellier stated that the total cost of the Road Improvement Program would be \$4,800,000.

Matt Tellier stated that there were 84 miles of road in the Town and that this program would start by covering 22 miles of the 84 total.

Matt Tellier stated that the costs shown included a 15 percent contingency for site conditions.

Matt Tellier stated that the costs were based on the data provided in the \$30,000.00 Pavement Management Study as follows: Crack Sealing \$1.50/square yard, Surface Sealing \$6.75/square yard, Mill and Overlay \$19.00/square yard, Base Rehabilitation \$37.35/square yard and Base Rehabilitation (arterial/collector roads) \$54.20/square yard. Matt Tellier stated that the Base Rehabilitation assumes a ratio of 80 percent reclaim and 20 percent reconstruction, noting that the accompanying map (see attachment) displayed the roads previously mentioned.

Matt Tellier stated (under North Main Street Bridge Replacement sheet, see attachment) that an in-depth inspection had been completed in September of 2011 and that the North Main Street Bridge structure had been found to be in poor condition (with an overall rating=4) during the State Project 170-3013 Bridge Safety Inspection.

Matt Tellier stated that if the Town doesn't getting moving on the project soon, it would lose the reimbursement from the State.

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**Presentation by Capital Improvements Committee Cont'd.**

Matt Tellier stated that the cost to repair/replace the North Main Street Bridge would be \$1,600,000 with an approximate State of Connecticut reimbursement of 34 percent.

Matt Tellier stated that the original bridge structure had been built in 1931 and noting that the bridge's deficiencies included the Superstructure (horizontal portion), the Substructure (support portion) and that the Safety portion had come in as being substandard.

Matt Tellier stated that if the Town does nothing to repair/replace the bridge, it would continue to deteriorate to the point where the State of Connecticut would place load ratings on the structure and that eventually this would result in the bridge being closed to all through traffic.

Matt Tellier stated that there were numerous Town projects, which would require proper Engineering studies to determine the extent of the work required and that the Capital Improvements Committee had selected two project that needed immediate attention/action.

Matt Tellier stated that the Beach Avenue/Pequabuck River Study would be one of the studies required in order to fix the Beach Avenue/Ames Avenue problem that floods regularly. He further stated that this area floods because of site issues, as well as hydraulic issues, where a small tributary enters into the Pequabuck River. Matt Tellier stated that the study would look into site improvements for Beach Avenue, as well as examine corrective measures to alleviate the flooding issues at and along the Pequabuck River. Matt Tellier stated that the estimated Study cost would be \$250,000.

Matt Tellier stated that the \$9.8 Infrastructure Improvement Bonding Proposal included repairing Seymour Road. Matt Tellier stated that the Capital Improvements Committee had selected Seymour Road because it was a mess and needed immediate attention.

Matt Tellier stated that Seymour Road was an important artery for the High School and Industrial Park traffic.

Matt Tellier stated that the Seymour Road Project would help to fix the Lake Winfield sediment problem, as well and that the Town already had a Preliminary Plan for the Project, noting that the accompanying map (see attachment) displayed the Seymour Road Project previously mentioned.

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**Presentation by Capital Improvements Committee Cont'd.**

Matt Tellier stated that the Town wanted to protect Lake Winfield, one of the few recreation areas it has in the Community, noting that it was utilized daily for the pedestrian walking path area, fishing area, etc.

Matt Tellier stated that in order to protect the lake, the Town has to take care of the problem of the water quality and how the water gets into the lake in the first place and that the plan would address that issue.

Matt Tellier stated that the Seymour Road Project Plan would entail 500 feet of drainage improvements, grade repair, water quality treatment and detailed the accompanying map (see attachment).

Matt Tellier stated that the runoff of water (in the winter) from a handful of residential driveway's on the West side of Seymour Road, freezes on the road because it was not properly graded and there was no drainage in the area.

Matt Tellier stated that the projected costs for the projects (1. Road Maintenance-\$4,800,000, 2. North Main Street Bridge Replacement-\$1,600,000, 3. Engineering Studies for Future Projects-\$400,000, 4. Seymour Road Project-\$3,000,000) would total \$9,800,000.

Matt Tellier stated that the Bonding projections were based on bonding the total \$9.8 million dollars and listed the terms, total interest (\$) and total cost (\$) as follows:

<b><u>Term</u></b>	<b><u>Total Interest (\$)</u></b>	<b><u>Total Cost (\$)</u></b>
10 years @ 3.75%	2,021,250	11,821,250
10 years @ 4.00%	2,156,000	11,956,000
10 years @ 4.25%	2,290,750	12,090,750
15 years @ 4.00%	3,136,000	12,936,000
15 years @ 4.25%	3,332,000	13,132,000
15 years @ 4.50%	3,528,000	13,328,000
20 years@ 4.25%	4,373,250	14,173,250
20 years @ 4.50%	4,630,500	14,430,500
20 years @ 4.75%	4,887,750	14,687,750

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**Presentation by Capital Improvements Committee Cont'd.**

Matt Tellier reviewed how the Bonding Proposal fit in the Town's current budget and reviewed the existing Debt Service in details using the chart in the PowerPoint display (see attachment), noting that the numbers had been provided by the Director of Finance, David Bertnagel. He further stated that the numbers were very conservative.

Matt Tellier stated that the Board of Finance had adopted the Level Debt Service Policy in the amount of \$3.3 million dollars for funding the Town's Debt Service balance referencing the chart (see attachment) and reviewed the numbers in detail.

Mayor Festa thanked Matt Tellier for his in-depth presentation and opened the floor to Public Comments.

**Public Comments**

Catherine Kosak, 201 Harwinton Avenue, Plymouth, questioned if the distance covered in the plan for Harwinton Avenue would include from Route 6 in Terryville through Route 6 in Plymouth.

Matt Tellier stated that the distance in question was shown on the map (see attachment) and covered a small section between Armbruster Road and Seymour Road.

Catherine Kosak noted that what used to be West Harwinton would not receive the drainage it needed and noted that since the high school was built the area was heavily trafficked and noted that the bottom of the hill was always ice and an accident waiting to happen.

Catherine Kosak questioned why the Town would encourage truck traffic on a road that has a recreation area, noting there was a playground, tennis courts, etc., at Lake Winfield and that it didn't make sense.

Vincent Klimas, 5 Coral Drive, Terryville, stated that he had been totally opposed to the previous Bonding Proposal and that at this time he wanted to thank Rodney Houle, Matt Tellier and the Capital Improvements Committee for doing a good job by turning the proposal around. He further stated that he wanted to congratulate the Capital Improvements Committee, as well as Anthony Lorenzetti, the Mayor, the Council, the Director of Finance and everyone else who had worked on the new proposal. Vincent Klimas stated that the new proposal heard the comments and the complaints from the public.

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**Public Comments Cont'd.**

Vincent Klimas stated that he did support the new proposal because it had many specifics, i.e. names, amounts and was very clear what it would be used for and recommended that the names and what they would be used for in the language of the Referendum questions to help people understand what the monies were going for. He further stated that he wanted the names of the two Engineering Studies placed in the \$400,000.00, noting the ingredients were 100 percent better in this proposal.

Noting that the last proposal had stated that the Committee would decide what to do with any leftover monies from the projects, and he wanted to make sure that language was not included in the language of the new questions. Vincent Klimas stated that he believed the Committee had the legal authority to make the decision to utilize any leftover monies because the Committee was not included in the Town Charter and that they were not elected, although he did believe that the Committee should be included in the Town Charter through a Referendum vote. He further stated that he thought the Committee was knowledgeable and should be able to make recommendations to the Mayor, the Town Council and the Board of Finance with any revisions that they might have. He further stated the interest cost, which the Committee is asking the taxpayers to fund, should be included in the Referendum language questions.

Rodney Houle stated that the roads, which had been selected, were not chosen by the Committees, they had been computer generated from the \$30,000.00 Road Pavement Study from the worse roads.

Wayne Choquette, 222 Bemis Street, Terryville, stated that he realized a study would be done for Bemis Street, but felt that no one had taken a physical look at the road itself, noting that it was deplorable and maybe the worse road in Town. He further stated that someone needed to do something with the road, noting that it was dangerous to travel on because of loose rocks that fly when traveled over.

Maryanne Hubert, 223 Todd Hollow Road, Terryville, stated that she was new to the process and felt that she and her husband couldn't keep a level spending and had to live within their means, with their means being what they have coming in. She further stated that right now in the world there were countries that were going bankrupt, States, towns and cities going bankrupt or losing their police and fire department and had to go elsewhere for assistance because they don't have the money to keep everything up. She further stated that she wondered why was it the Town has to keep spending, noting that she knew there were certain things the Town had to be addressed. She knew that the road that flooded last year that goes to Harwinton Avenue was an obvious problem because it went to people's homes.

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**Public Comments Cont'd.**

Maryanne Hubert stated that she heard the projects would be done in stages and that the Town would get the 12 or 14 million out of the taxpayers this year, but next year you'll come back and say "you know what, we decided we need to do these". She further stated that obviously a bridge is a very big concern and the United States has had bridge collapses. She further stated that she really wanted the Council to think about what would happen in the future if the Town keeps spending, spending, spending and that there were plenty of people in the room that have that problem, that it's happened to people that you know, maybe in your own homes and it just concerns her that the Town keeps spending in the Town environment but everyone at home has to cut back. Maryanne Hubert stated that the price of gas went up \$.30 in the last week and questioned if it had something to do with tarring and all that and make changes by an amount she didn't know (by \$.50 or \$50,000.00 noting she had no clue) but these things, come back to the fact that the Town didn't get the \$20 million at the Referendum so is the plan we'll get the \$10 million this year and come back next year for another \$10 million. She further stated that she didn't know if it was possible, but was it possible to list the projects on a Referendum separately, i.e. she might say ceiling (and then said to skip that for right now) she might say that the bridge was important, and was it possible to let the people decide which things are the most important and had to be done. She further stated that if the Council had any questions, they should let her know.

Ralph Zovich, 4 Knight Lane, Terryville, Chairman Board of Finance, thanked Matt Tellier for his very informative presentation.

Ralph Zovich stated that at the December 15, 2011, Board of Finance Meeting, the Board of Finance Members voted unanimously to endorse the Bond authorization.

Ralph Zovich, referencing the graph on the last page of Matt Tellier's PowerPoint handout, stated that it showed the existing Debt Service that the Town was legally obligated to pay off today and the calculations of the worse case scenario of a 20-year bond carried out at 4.25 percent.

Ralph Zovich explained the existing debt noting that it could be found in the Comprehensive Report on page 35.

Ralph Zovich explained the Town's borrowing capacity comparing it to a homeowner's line of credit with a bank. He further noted that with the improved financial management practices that David Bernagel has put into place, coupled with the Comprehensive Annual Financial Report the Town earned a higher bond rating of AA3 with Moody's Investors Service.

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**Public Comments Cont'd.**

Ralph Zovich stated that the Town was basically one notch below the Federal Government, and now had the ability to procure bonds cheaply, with historically low interest rates at zero percent.

Ralph Zovich stated that Municipal Bonds were as good as Treasury Bills, being low risk and tax-free and outlined the safety of purchasing them.

Ralph Zovich stated that it would be inappropriate to put the interest rate into the Bond Resolution because the Town would not know what the interest rate would be until the Underwriters issue the bonds.

Ralph Zovich stated that the Board of Finance would keep the \$3.3 million dollars in the budget, noting that it only represented 9 percent of the General Fund Budget and provided for the first time in the history of Plymouth a stable, sustainable funding mechanism where there would be no more spikes up and down due to special interest group projects.

When questioned by Maryanne Hubert, Ralph Zovich stated that this represented the Town's spare borrowing capacity, noting that the \$3.3 million dollars was in the current budget.

Ralph Zovich stated that the Board of Finance, with the Town Council's approval had adopted a policy that stated the Town would not raise taxes because of Debt Service and that it remains level at \$3.3 million dollars.

When questioned by Catherine Kosak, Town Councilwoman Murawski stated that a decision had not been made by the Council as to whether or not to break up the four questions for the Bonding Proposal into four separate line items or one.

Matthew Tellier stated that he had no problem breaking the questions up.

Catherine Kosak stated that computer generated roads don't always tell the truth and that someone needed to physically look at Harwinton Road.

Catherine Kosak stated that the section she was referring to was not a priority and had been worked on in the past years and that it was not as bad as other roads in Town.

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**Public Comments Cont'd.**

Vincent Klimas stated that the Town Charter for Capital Projects was crystal clear that only appropriated money could only be spent on existing projects and that using Level Debt Service was going outside of the Charter and was not in conformance with the Charter. He further stated Ralph Zovich and the Board of Finance did not have the authority to appropriate Capital money, noting that Capital money must be approved by the voters.

Vincent Klimas stated that the Ralph Zovich and the Board of Finance cannot have a credit line and that the voters had voted down the carte blanche credit line that was now being proposed and that he would send a copy of the vote to the Mayor, as well as to the Council. He further stated that he noticed some of the Town Council members were smiling and laughing and that the voters will think about that the next time because they would know this and also they would know about all the letters that the Council members sent because they would get it delivered to their home address.

Vincent Klimas recommended that any language of Level Debt Service be eliminated from any legislation because the Board of Finance has no authority to do that. He further stated that if there was Level Debt Language in any of the language for this project he would recommend that the Town Council/Mayor put a severability clause in the language that says if a portion of legislation was found to be illegal then the rest of the vote doesn't get destroyed, noting that people would challenge it.

Vincent Klimas recommended that Ralph Zovich review the Charter that he was supposed to uphold.

Pattie DeHuff, 20 Lynn Avenue, Terryville, distributed copies of correspondence that she stated had to do with the legality of Level Debt Service, which she wanted to address this evening. She further stated that in the previous June 2011 Referendum the concept of Level Debt Service was tied to the Referendum.

Pattie DeHuff stated that from her distributed correspondence the question of Level Debt Service was going to be sent to the Town Attorney for a legal opinion in September and that the Board of Finance had untabled the item in October and noted that it had not been delivered to Attorney Vitrano. She further stated that she suspected...

Matthew Tellier questioned if Pattie DeHuff's comments were germane to the subject at hand, noting that this meeting was not about the Level Debt Service.

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**Public Comments Cont'd.**

Pattie DeHuff stated that all of the minutes up until this evening addressed....

Pattie DeHuff stated that she believed she had the floor.

Mayor Festa stated that Pattie DeHuff had the floor, however he did not want interaction between the Speaker at the microphone and the Public Audience.

Pattie DeHuff stated that the Town still did not have a legal opinion regarding whether or not the Board of Finance can keep the Town at \$3.3 million dollars worth of Level Debt Service and that she suspected that they already knew that it wasn't legal as Mr. Klimas had already suggested.

Pattie DeHuff stated that she was strongly urging that the Bond Counsel be brought in on this issue because he knows the Town's Charter.

Pattie DeHuff stated that the Town's bonded indebtedness was going down by half starting July 1, 2012 and that the Town would have at its disposal \$1.6 million dollars to play with and that it was up for discussion. She further stated that the Town could pay off its debt sooner and noted that at the last Board of Finance Meeting Chairman Zovich had stated that the Town could pay off its debt in five to six years and be debt free, assuming there were no other emergencies and that was one option.

Pattie DeHuff stated that the Town could use that \$1.6 million dollars to pay off the North Main Street Bridge if it really cost that amount and be paying cash for it. She further stated that next year there would still be \$1.6 million, but there would be an additional amount of money because of the other \$1.6 million dollars (we're paying it down) and we'd have even more money and we could pay cash for item number two or whatever the Public decides would be the appropriate thing.

Pattie DeHuff stated that the third option would be to split the difference in some ration of the \$1.6 million and that 50 people have lost their homes to foreclosures in the Town and that tells her that the Town is hurting financially.

Pattie DeHuff stated that she hadn't received a raise in years because the economy was so bad so the Town could take a portion of the \$1.6 million and get what the people were promised if they were voting for the school, which would be tax relief, once the Town got over the hump. She further stated that she believed this was the hump as of July 1, 2012.

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**Public Comments Cont'd.**

Pattie DeHuff stated if the Town were to give \$600,000.00 of tax relief and with the million pay for the roads, noting she was not opposed to paying for the roads, it was the manner in which the Town pays for the roads, namely Level Debt Service, and again stated that she felt it was illegal. Pattie DeHuff stated that she wanted the Council to consider the other options for getting what the Town needs and that would be by paying cash and to remember those people, including herself, that were hurting in the Town and allow for tax relief.

Salvatore Vitrano, Town Attorney, 135 West Street, Bristol, stated that his purpose this evening was to address some issues raised by Vincent Klimas and Pattie DeHuff. He further stated that Pattie DeHuff had presented a letter to Bond Counsel some time last week raising issues similar to those raised this evening. He further stated that she and Mr. Klimas were opining that their belief that the Capital Improvements Committee's Financial Policy Statement, which had been implemented in 2009 by the Board of Finance was inconsistent and in conflict with the Town's Charter. Salvatore Vitrano stated that he had spent part of the weekend, along with two members from the firm that represents the Town's Bond Counsel (Robinson and Cole) reviewing the Charter, the Policy and the claims made by Pattie DeHuff (and similar to those made by Vincent Klimas. He further stated that he had a conference call this morning with Bond Counsel and discussed the claims, the opinions and the positions and that Bond Counsel (who does know the Town's Charter, as well as the Town Council, who also knows the Town's Charter) were unified in the following statements.

Salvatore Vitrano stated that the memo presented to Bond Counsel by Pattie DeHuff was without a significant substance.

Salvatore Vitrano stated that secondly, the Policy enacted by the Board of Finance was not inconsistent, nor was in conflict, contradicted or subverted the Town Charter.

Salvatore Vitrano stated that third, none of the issues raised this evening by Pattie DeHuff, or in her memo to Bond Counsel and also, none of the issues raised by Vincent Klimas, would in any way affect moving forward with the Bond issue as presented up to this point.

Salvatore Vitrano stated that he understood, appreciated and respected the opinions of the citizens of the Town, the two sources of legal opinions that the Town relies on, namely the Bond Counsel and the Town Council, by unifying their opinions and presented to Council and everyone this evening.

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**Public Comments Cont'd.**

He further stated that he would not get into arguing legal issues this evening and obviously if Pattie DeHuff, Vincent Klimas or anyone else felt that the opinions presented this evening were inaccurate or in anyway not supportable, they certainly had the right to whatever recourse they felt was appropriate, but that he and Bond Counsel were unified in this opinion.

Peter Worhunsky, 19 Coral Drive, Terryville, stated that he felt Councilman Foote would agree with him when he says that "life goes on; things were getting more complex" and that was probably because common sense wasn't so common anymore.

Peter Worhunsky stated that he would be referring to the Town Hall as the Solution Station and noted that he and Town Councilman Foote went back to when the Solution Station was located on the site of where the Lock Museum now stands.

Peter Worhunsky stated that a lot of problems today were real complicated and reminded him of his calculus in college, noting that he got some of it and lost some. He further stated that it was amazing how similar these problems were, noting that six months ago one of the problems in the Town was Traffic Control and that for some reason there was always utilities working in the street and it was no problem.

Peter Worhunsky stated that people's lives got more complex and suddenly people's time was more valuable and life goes on and then traffic control became a problem. Peter Worhunsky stated that the Solution Station gave the problem to the Police Commission's lap and that they had studied the problem, all being layman as far as utility work went and that they had tried to come up with a solution without the proper professional advice. Peter Worhunsky stated that they had studied the problem and had come back to the Solution Station and the Council had a Public Hearing and that you could see the frustration in the Police Commission's faces with the end result stating that they had worked on the problem for a year and came back to the Solution Station with no guidance and that he thought it still hadn't been resolved to date.

Peter Worhunsky stated that we were here again tonight with a much bigger issue, noting that Matt Tellier had said that it had been five/years of trying to make the Town better, noting that many of the people in the room weren't going anywhere. He further stated that the Town appointed two Commissions who studied the problems and came back and that the solution was a \$19 million dollar Referendum and that we were talking about going to a Referendum again tonight.

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**Public Comments Cont'd.**

Peter Worhunsky stated that the question got beat better than two to one, and that a landslide doesn't describe it. He further stated that up came the next election and some new people joined the previous people at the Solution Station and it was decided to go back and ask the people on the Committees to try it again, just like the Police Commission.

Peter Worhunsky stated that they tried to market it to make the people understand to make it better or did the people that voted want to leave the Town. He further stated that because of sticker shock the Town went from \$20 million to \$10 million. Peter Worhunsky stated that not everybody wanted a bigger Police Station, but that everyone had to use the roads and wanted the roads repaired, whether they drove a BMW or pushed a shopping cart, whatever, they have to use the roads or just walk.

Peter Worhunsky stated that the Commission had a study and that showed the roads were a mess, they had more meetings and were back tonight. He further stated that just like the traffic problem, the more it went on the more off track it got and the more missed the point and the more common sense wasn't so common.

Peter Worhunsky stated that the Committees had no professional guidance and that a lot of things in print that were stated were said to be factually incorrect, irresponsible, not genuine, and totally exaggeration, not true, just like the Police Commission had to listen to.

Peter Worhunsky stated that school buses that travel with children and that everyone's life were at risk daily was something that was said that caught his attention because he run school buses. He further stated that he gave that statement the slightest amount of validity, his very next action, on the next business day he would of contacted the Superintendent of Schools, the Board of Education and his insurance company and asked anyone to tell him he was wrong and that life was a big endangerment.

Peter Worhunsky stated that people were exposed to a lot of misinformation. Peter Worhunsky stated that the Town had the marketing and that the Townspeople agree that the roads were terrible and questioned everyone as to how bad their travel was to the Solution Station this evening.

Peter Worhunsky stated that it was not a perfect world, but we all got here, through the bumps and potholes, and through some inconveniences, even if it was down Seymour Road.

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**Public Comments Cont'd.**

He further stated that the Police were constantly at the bottom of Preston Road because it was in such good condition and now the Town was going to repair Seymour Road and try to figure out how to slow traffic down on it after the repairs.

Peter Worhunsky stated that he had worked a job at the water company in Windsor on the other side of Hartford and he wouldn't bring up Route 6, trying to get to Walmart during the day, and then think about Seymour Road. He further stated that you're not on the highway but a short time then a message board reads "expect delays" and it stays the same day in and out, Monday through Friday, without an accident, snowstorm, etc., bumper to bumper from five to ten miles and hour and that it was not a perfect world. He further stated that the hours he was talking about was probably between 35 times amount of the traffic count on Route 6 and that we should think about how many people were inconvenienced that way, and that it was not a perfect world. Peter Worhunsky questioned with this in mind, how bad was everyone's drive to the Solution Station.

Peter Worhunsky questioned how many pairs of sneakers Ralph Zovich had gone through to keep coming back to explain the Level Debt Service over and over.

Peter Worhunsky stated that the point the Committees was trying to say was missed and that they were trying to say that they didn't have much in their wallet (and displayed a dollar bill) and noted that because of gas prices even that was gone now.

Peter Worhunsky stated that the Solution Station and the Board of Finance had held taxes steady for four years now and that was a great job and that it would be impossible to hold it for another four years because the Town would have to spend the money on fuel. He further stated that it was good for the State because the higher fuel went up the more tax revenue the State would receive.

Peter Worhunsky stated that a miracle might happen and if the Solution Station could figure out how to hold expenses for one more time for three more years with this much to spend. Pointing to Hartford, Peter Worhunsky asked about the next tier of government, noting he didn't know what to call it. He further stated that they had said they would clean up the mess during the election and we ended up with the biggest tax increase in the history of the State. Peter Worhunsky stated that Lowell Weiker had run in 1991 and then the income tax came into play and that it would get us into the future despite the fact that he ran on the platform that he wouldn't do it so over 20 years the State increased the tax in record amounts. He further stated that last week the Office of Fiscal Analysis bipartisan in Hartford and that it had gone up another \$40 million dollars with a \$161 million dollar deficit.

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**Public Comments Cont'd.**

Peter Worhunsy stated that even if the Town could hold the line on spending the Town would get less money from Hartford.

Peter Worhunsy questioned where Washington D.C. was going, noting he wouldn't go there. He further stated that the State was in for a real big hit and that the bottom line was that people only cared about what was in their wallets and how much has to go to the Solution Station. He further stated that the money going to the Solution Station would increase astronomically for reasons beyond the Town's control. Peter Worhunsy stated that maybe the Town would have to do more with less and roll up our sleeves and work a little harder and maybe shovel our own snow, carpool because of the price of gas, do more with less.

Peter Worhunsy stated that the economy was on fire in 2005/2006, citing the big three automakers (Chrysler, General Motors and Ford) just like over here and over there, it looked great, happy days were here and the phrase was "let's kick the can down the road", it's somebody else's problem. He further stated that in 2007, Ford Motor Company by far in the worse financial shape.

Town Councilwoman Schenkel questioned Peter Worhunsy where he was going with his dialogue, noting that it had been 25 minutes since he started.

Town Councilman Ferreira stated that he seconded Town Councilwoman Schenkel's question.

Peter Worhunsy stated that Ford Motor Company cleaned up their act and that he was just giving instances so that the Council could follow his train of thought. He further stated that Ford Motor Company cleaned up their act in 2008, but Chrysler and General Motors did not, they had to owe up. He further stated that his point was that we have to work harder, maybe instead of buying a sirloin steak we buy Hamburger Helper and that's what he was saying.

Peter Worhunsy stated that the listing of projects, Seymour Road, half a mile, plus/minus a few hundred feet, 2,600 feet, \$3 million dollars and if we do the math that came to \$100.00 per inch, 6 inches would equal \$600.00 for that much road and the word opulence comes to his mind. He further stated that people wanted a lot of work done (Bemis Street and a section of Harwinton Avenue mentioned by two people previously), but the Town was going to spend \$3 million dollars on Seymour Road.

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**Public Comments Cont'd.**

Peter Worhunsy stated that in his professional opinion, \$750,000.00 would more than satisfy the needs of Seymour Road.

Peter Worhunsy stated that at the most it would cost \$1 million dollars and that he had been doing roadwork for almost a half of a century and he knows what it costs. He further stated that would include the sidewalks and it would be done properly.

Peter Worhunsy stated that the North Main Street Bridge the figure given was not fair to describe the condition of the bridge. He further stated that he wouldn't describe the condition to someone that needed open-heart surgery because he wasn't a cardiologist and that Anthony Lorenzetti was not a Structural or a Civil Engineer noting that it was unfair to Anthony Lorenzetti.

Peter Worhunsy stated that his friend who was a Structural Engineer and had looked at the bridge, which had been rated poor, and that poor only meant it needed some work and that it didn't mean the road would be shut down. Peter Worhunsy stated that maybe he and his friend were wrong.

Peter Worhunsy stated that Governor Malloy had stated two weeks ago that the State DOT had 341 bridges and that a lot of them with a lot more traffic that were also rated in poor condition and that they did not appropriate money for all of them.

Peter Worhunsy stated that the State had taken \$65 million dollars in Federal Aid from Washington and put it into the bus-way, but it should have been put into roads and bridges and that it was another case of "kick the can down the road".

Peter Worhunsy stated that the Architectural opinion of his friend was to replace the deck on the North Main Street Bridge, the walls, the abutments and the center pier, noting that the two 20-foot spans could be rejuvenated, not replaced. He further stated that he had telephoned Concrete Systems (where he gets a lot of his material) and that a new deck would cost \$40,000.00 conservatively speaking. He further stated that the walls were in good shape and that the bottom line to repair the bridge in their opinion was \$150,000.00 to \$200,000.00, noting that they could be wrong, but not by much.

Peter Worhunsy stated that he felt all of the other projects were about the same deal and that if someone wanted to sit down with him and go through the numbers he would donate the time, even though he really didn't have the time.

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**Public Comments Cont'd.**

Peter Worhunsy stated that the Council was in charge of the Solution Station and that they had just been voted in and were looking out for the welfare of the Town and that they had been voted in because people felt they were the best choices to represent them.

Peter Worhunsy stated (jokingly) that people only voted for Town Councilman Foote because he writes a great article.

Peter Worhunsy stated that just like the Police Commission, the Committee members, including Rodney Houle, must be frustrated, but that the rest of the people have to be thought about and that the Town needs to do more for less.

Peter Worhunsy stated that the Town of Wolcott has five to six bridges and that he had worked on them and their water main. He further stated that he has school buses in Wolcott, as well, and that he was very familiar with the Town. He further stated that he had spoken to their Public Works Director also.

Peter Worhunsy stated that he had worked on the BMW towns, such as Middlebury, Avon, etc., and that there was room to do a lot more and work a lot harder like Ford Motor. He further stated that he did not envy the Council's position and that if the question gets turned down again, he could feel the Committee's frustration.

Peter Worhunsy stated that in engineering terms, it would be back to the drawing board and in 21<sup>st</sup> laymen's term it would be hit the reset button.

Carl Johnson, 30 Cross Road, Terryville, stated that it would be a tough act to follow Peter Worhunsy.

Carl Johnson stated that he supports the road package and that at age 39 he felt he was the youngest person to speak this evening. He further stated that he was in attendance this evening to put everyone on notice that his generation would fix these things, along with the local government and his kid's generation as well. Carl Johnson stated that economics says that we fix it before we have to totally replace it because some of the people wouldn't be around to pay for it, but his generation would be.

Anthony Lorenzetti, Director of Public Works stated that the Seymour Road Project would have the ability to have the drainage, from where Catherine Kosak lived on Harwinton Avenue, tied into it.

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**Public Comments Cont'd.**

Anthony Lorenzetti stated that the section of road on Bemis Street, referred to earlier this evening as the piece that washed out as a result of the flooding, was something that the Town had been discussing some design work for the area with the Federal Government officials.

Anthony Lorenzetti stated that the estimates provided for the North Main Street Bridge had been provided by the Town's Consulting Engineering firm. He further stated that in addition to the deck replacement, the bridge breeches during flooding and that hydraulics would have to be made up and down for the bridge or the bridge would have to have height adjustments made and might also need adjustments with its physical geometry. Anthony Lorenzetti stated that he appreciated the comments on the cost of replacing the deck, however there was more being looked at on the bridge other than just the deck replacement.

Anthony Lorenzetti stated that Seymour Road had a lot of things going into the project including the fact that here was a significant amount of ledge figured into the project. He further stated that the estimate that were put together for that project had been put together by the Town's Consultant, Milone and McBroom, Inc. Anthony Lorenzetti stated that the construction costs themselves were estimated to be right around \$2 million dollars and that there would also be additional right of way costs, additional sign costs, and additional engineering costs involved in the project, which accounted for the additional cost of the project.

Anthony Lorenzetti stated that he understands the current economy and that a lot of the projects had been coming in lower and that the Town would keep its eye on fuel costs. He further stated that it was not his job to provide a low ball number, but he does try to provide a number that would include all the necessary improvements. He further stated that there were things that would have to be looked at for Seymour Road and North Main Street, how the Town would be trying to handle detours, the construction, maintain traffic across the areas and noted that there was a cost with all of this work as well.

Town Councilwoman Schenkel stated that she believed that there was a physical inspection performed on the roads in addition to the computer-generated study.

Anthony Lorenzetti stated that a Pavement Condition Index had been performed, as well as a physical inspection of the roads and noted that one of items that ranked the condition of the roads was a cost benefit analysis and offered to show this information to anyone interested.

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**Public Comments Cont'd.**

Pattie DeHuff stated that she wanted to thank the Town Attorney for providing a verbal opinion (even though he had left already).

Pattie DeHuff stated that she would expect a written opinion since she had already requested a legal opinion on the issue.

Mayor Festa stated that if one was forthcoming there would be one, however he did not know what she could or couldn't expect at this point in time.

Pattie DeHuff stated that she would assume that they would be willing to put what they said in writing.

Pattie DeHuff stated that although she didn't know about the cost of anything, she did know that in June with the first \$20 million dollar Referendum, the North Main Street Bridge was going to cost \$1.2 million dollars and then they came back three months later and the price jumped to \$1.6 million dollars and wanted to know how in three months time it jumped \$400,000.00.

Pattie DeHuff stated that Seymour Road in the June Referendum was at \$1.75 million dollars and three months later the figure was \$3 million.

Pattie DeHuff questioned what the difference was between the original Beach Avenue Study on flooding (as referenced by the Director of Finance in April 2011 at the Public Hearing prior to the June Referendum) and the Pequabuck River Hydraulic Study. She further questioned why wasn't the first study good enough.

Noting that the computer pavement program decided which roads would be done, Pattie DeHuff stated that she believed the Public Works Department had the ability to insert different criteria into the program and that it was her understanding that different criteria would produce a different set of roads and that she wasn't really sure if the roads presented this evening would be the roads that would actually be done.

Vincent Klimas stated that the vast majority of Capital projects that he had worked on always were more than what was projected and that he would recommend to Anthony Lorenzetti, the Mayor and the Town Council not to contract out all the money and leave a portion, about \$ .4 million in case another project came in over budget.

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**Public Comments Cont'd.**

Vincent Klimas requested the Town Council to put in written language the \$9.8 million dollars plus interest for the bonds, so that it would be granted by the people.

Anthony Lorenzetti stated that the Public Works Department received a revised estimate for \$2.5 million dollars at the end of last year from the Consulting Engineers for Seymour Road. He further stated that in the first bond package discussion had taken place concerning how to make Lake Winfield improvements as well as breaking up the road itself. Anthony Lorenzetti stated that the Capital Improvements Committee had felt that getting the road done first and making sure that road improvements to take care of some of the drainage for Lake Winfield would be included together and that was the reason for the number change.

Anthony Lorenzetti stated that in addition to the costs he had mentioned earlier, there would inspection costs and at least one spot where a garage would have to be relocated.

Anthony Lorenzetti stated that he had a Preliminary Application, done on behalf of the Town of Plymouth by WMC Engineers from June 2004 and that at that time the estimated cost for the North Main Street Bridge Project was \$1,387,890 so the adjusted number was based on the estimated cost from eight years ago and offered anyone interested to review the report.

Anthony Lorenzetti stated that the previous hydraulic report from March 1983 on the Pequabuck River Watershed included a study done by the USDA Soil Conservation Service and the Town would use that part of the report to implement some of the necessary improvements. Anthony Lorenzetti stated that this report was also available to anyone that wanted to look at it.

Ronald Wollenberg, 48 North Riverside Avenue, Terryville, stated that he thought primarily without losing the integrity of any of the projects that he believed if they were redesigned the Town could save substantial monies and then the Town could work on more Town projects for the same amount of money. He further stated that he wasn't privy to the numbers, however Peter Worhunsky did say that in some of the instances if the Town went back to the drawing board, the projects integrity could be kept and the outcome of the projects would be a plus to the Town without taking anyone's last nickel or dime.

Ralph Zovich stated that the Pavement Management Study questioned if the Town Council members all had a copy.

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**Public Comments Cont'd.**

Ralph Zovich stated that all of the roads listed had been physically inspected, rated received a cost estimate, and were listed in the appendix of the report and briefly reviewed the recommended numerical and qualitative recommendations and read them into the record from the Summary on page 16 of the report into the record and briefly discussed the issue.

Ralph Zovich stated that he would like to personally invite Peter Worhunsky to bid on the project because he would be thrilled if he could pull off the entire Seymour Project for half of what WMC estimated, especially if there could be design changes made to save money and briefly discussed the areas that need addressing.

Ralph Zovich recommended against breaking the projects down into four bonding resolutions and stated that he recommended not doing that because there would be four sets of underwriting costs instead of one and that the Town would get a better interest rate with one.

Ralph Zovich stated that offering the Townspeople four choices would be doing them a great disservice noting that it would be a false choice because Seymour Road would not repair itself and that if people voted in favor of the bridge but not Seymour Road the Town would only be pushing the project off, it would still need to be done, or as Peter Worhunsky had stated earlier, we've only kicked the can down the road, it won't get better, it would only get worse.

Catherine Kosak stated that to address the issue of four questions the other point was that the Town would risk the whole thing being turned down for one item. She further stated that she didn't care if the area by her house was taken care of; it was the bottom of the hill by Seymour Road where the ice forms and the cars slide right through. Catherine Kosak stated instead of fixing the other end of Harwinton Road, the money would be better spent fixing Bemis Street where the road had collapsed twice.

Peter Worhunsky, referencing reimbursement money for the North Main Street Bridge, stated that he had information noting that the program for State aid for local bridges had been cancelled and questioned if that was information was correct.

Anthony Lorenzetti stated that the information only referred to new bridges.

Peter Worhunsky stated that he was not against improving the roads in Town and that he did not want to leave it up to the kids.

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**Public Comments Cont'd.**

Peter Worhunsky stated that he only wanted to do the most possible with the money that the Town has already. He further stated that he wanted to stretch the money as far as possible, but not to do the roads on the cheap.

Peter Worhunsky stated that the point here was that everyone's lives were not at stake and that maybe the Town should push the pause button and think about this a little longer.

**Council Comments**

Town Councilman Zagurski questioned where the 32.4 percent bridge reimbursement from the State would go to if in fact the Town receives it.

David Bertnagel stated that the Bridge Program was stopped three to four years back; however through the Town's efforts the funding for the North Main Street Bridge and the Todd Road Bridge had been secured/earmarked, but no future bridge monies would be available.

David Bertnagel stated that if the Town didn't act on the bridge in the next couple of years, the Town would lose the reimbursement money.

David Bertnagel stated that the bridge reimbursement money would go back into the Capital Projects Fund against the Debt Service.

Town Councilman Zagurski questioned why the Seymour Road Project went from \$1.2 million to \$1.7 million and now it was up to \$3.2 million and questioned if the estimates were that inaccurate.

Town Councilman Zagurski questioned if there would be islands down the middle of Seymour Road with trees planted in the center of the islands.

Anthony Lorenzetti stated that the existing road was 30 feet wide off of Route 6 so the design was done as being that same width and that the Town had a couple of road standards with which to follow. He further stated that radiuses would be needed and briefly described the process.

Anthony Lorenzetti stated that the island that had been put in the design was for traffic calming purposes, to slow the traffic down up and down the area hill, noting it was an area of foot traffic, noting that the island would have approximately 400 feet of curbing on it.

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**Public Comments Cont'd.**

Anthony Lorenzetti stated that these were only Preliminary Design Plans, not the Final Design Plans.

Anthony Lorenzetti stated that in terms of the changing estimate costs, there had been some construction escalation costs and that once the necessary drainage for the side streets had been tied in the estimates rose, and that it was two separate projects, noting part of one was to improve the water quality of Lake Winfield.

When questioned by Town Councilman Zagurski, Anthony Lorenzetti stated that the original study was in broad terms and that there was nothing in it that would allow for an actual design to go out to bid with and read the recommendations into the record.

Anthony Lorenzetti reiterated that the Study was 29 years old.

Town Councilman Zagurski questioned if the Public Works Department would be handling the road repairs or would the project go out for bid.

Anthony Lorenzetti stated that some of things they could do would be to look at the catch basins and tops and they would like to do as much as they could. He further stated that paving, breaking up and grinding, excavation work would have to go out for bid.

Town Councilwoman Schenkel stated that she was concerned with the trend in Town whereby volunteers in Town who put in many hours, sacrifice personal time, etc., make recommendations putting forth their best faith efforts and then they are roasted at the Public Hearings. She further stated that the volunteer's intelligence, integrity, their intentions were questions and that she felt that type of roasting would keep the volunteers from every volunteering again and that she didn't blame them one bit.

Town Councilwoman Schenkel stated that a small segment in the Community likes to use scare tactics to make the volunteers feel they would be kicked out of their home for trying to make the Town a better place to live in. She further stated that the volunteers shouldn't be made to feel that they were the reason people don't have steaks on their tables.

Town Councilwoman Schenkel stated that everyone was struggling, however it was the volunteers lead the Town and the Council listens to them.

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**Council Comments Cont'd.**

Town Councilwoman Schenkel stated that if a person doesn't come to the meetings for a long period of time and don't get involved themselves and were confused as to why there were problems, they were missing the whole point.

Town Councilwoman Schenkel stated that everyone needed to get involved, participate and take some of the responsibility for the problems in this Town, noting that it was easy to go home and not get involved.

Town Councilwoman Schenkel stated that the people have to respect the volunteers if they were willing to step up to the plate and do the work.

Town Councilwoman Schenkel stated that she has heard people call the volunteers Socialists, irresponsible, morons and that it was insulting and she wouldn't tolerate that any longer.

Town Councilwoman Schenkel stated that it was unfair of someone to come in and want to reinvent the wheel after the volunteers had been working on the project for six year and stated that it was unfair and where were these people six years ago.

Town Councilman Ferreira stated that he was not originally from Plymouth, but had been here for 20 years and moved here because of the quaintness of the Town. He further stated that he had raised four children in Town and that he had been involved as a volunteer with the Board of Education and other activities.

Town Councilman Ferreira stated that he agreed with Town Councilwoman Schenkel in that a lot of times the Town volunteers were not given the credit that they deserve.

Town Councilman Ferreira stated that he had hoped his children would stay in Town and make it a better place, however the image that Terryville and Plymouth has put forth was that the Town was a backwoods Town that doesn't want to do things to move forward and wants to wait until everything is broken and deteriorated and then starts thinking about putting a Band-aid on it.

Town Councilman Ferreira stated that because of this kind of thinking, he decided to get more involved and ran for Council.

Town Councilman Ferreira stated that he understood the responsibility of sitting on the Council and that he enjoys it and looks forward to it.

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**Council Comments Cont'd.**

Town Councilman Ferreira stated that although he wasn't an Engineer or an expert in any one field, he was a thinker, just like many people in Town who hopefully, would use their right to vote in this Referendum. He further stated that he was an avid runner and probably had run every mile of the 84 miles that the Town has in roads.

Town Councilman Ferreira urged people to take a drive down Seymour Road, noting that it was not a pretty sight, or to turn up Ridge Road, or run on Harwinton Avenue/Bemis Street, question a kid that has to ride the bus on Seymour Road about his head hitting the ceiling.

Town Councilman Ferreira stated that everyone changes the oil in their cars every 3,000 miles and that they don't wait for the "tick" to get so loud, but if you do you have to bring it to the mechanic because you don't have the money. He further stated that waiting two months, you now need a whole new engine and that was where the Town was now, the road system in Town was the same thing.

Town Councilman Ferreira stated that he would to take Peter Worhunsky's bid, as previously stated by Anthony Lorenzetti.

Town Councilman Ferreira stated that from what had been put forth he believed that this Bonding Proposal would not raise taxes in Town and that he pays taxes just like everyone else. He further stated that he doesn't fly in from the Hamptons for his Tuesday night Council meetings, he lives in Town and knows what everyone goes through, adding that he works a 60-70 hour week.

Town Councilman Ferreira stated that something has to be done and if the Town shoots it down, then at least they had spoken. He further stated that he'd like to see the Town improved with roads to make it more appealing, noting that the Town had a great school system.

Town Councilman Ferreira stated that he loved Plymouth and the people and that now was the time to work together to make the Town the place that it could be.

Town Councilwoman Murawaski stated that she wanted to thank everyone that came out and spoke this evening and that she knew it was hard to speak at the microphone if you weren't used to it and that some were intimidated by people here or in the audience, but the more opinions given, the more we share, the better off we all would be.

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**Council Comments Cont'd.**

Town Councilwoman Murawaski stated that she disliked boulevards in the middle of roads and stated that she had been hearing the Taj Mahal of a road and didn't want to see it go down because of the boulevards in the middle and questioned if there was a figure for the fancy crosswalks and boulevards. She further questioned what if they weren't in the project would there be a price difference that could be pinned down.

Anthony Lorenzetti stated that with the proposed figure, it would be much more than \$50,000.00 in a price reduction, if that. He further stated that he had mentioned 400 feet in granite curbing, and that there hadn't been trees proposed in the islands, it could be flowers or grass.

Anthony Lorenzetti stated that the lanes had been reduced to 13 feet in width. Anthony Lorenzetti stated that it was only one small component and that the plans still needed to be looked at and go through final design.

When questioned by Town Councilwoman Murawski, Anthony Lorenzetti stated that he would provide a figure for the removal of the islands for the next Council Meeting on Tuesday.

Town Councilman Foote stated that he could remember when Harwinton Avenue was dirt past Bemis Street and that they had installed the storm sewers in 1945, and that before that time his father had a corrugated pipe between their lawn and the road and that they had to drive over it.

Town Councilman Foote thanked everyone for coming out this evening and noted that he may not always agree with Pattie or Vinnie, but that this was democracy in action and this was living in a small town.

Town Councilwoman Murawski stated that she supported having the four questions on the ballot for the four different parts of the project, noting that it could be looked at that one might fail and if they were grouped together the Town would get everything.

Town Councilwoman Murawski stated that she goes along with the thinking that everyone should have their say and she wouldn't like to see all of them fail because of one so she just wanted to say that she would be in favor of the four questions.

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**Council Comments Cont'd.**

**Any action, if necessary to be taken by the Council**

Town Councilman Foote made a motion, seconded by Town Councilman Ferreira, to move forward with a Referendum on the issue. This motion was approved unanimously.

Town Councilwoman made a motion, seconded by Town Councilman Ferreira, made a motion to set a date for the Referendum at the next Town Council Meeting. This motion was approved unanimously.

**Adjournment**

There being no further business of the Town Council, Town Councilwoman Murawski made a motion, seconded by Town Councilman Ferreira, to adjourn. This motion was approved unanimously.

Respectfully Submitted,  
Acting Recording Secretary

Attachment (on file in Town Clerk's Office)