

CITY OF NEWTON

IN BOARD OF ALDERMEN

FINANCE COMMITTEE AGENDA

MONDAY, NOVEMBER 23, 2015

7 PM
Room 211

ITEMS SCHEDULED FOR DISCUSSION:

- #321-15 ALD. LENNON & LAPPIN pursuant to Sec. 2-7 of the City Charter, recommending re-appointment of David C. Wilkinson as Comptroller of Accounts; said term will be two years or until a successor is duly qualified. [11/09/15 @ 7 PM]
- #322-15 HIS HONOR THE MAYOR requesting authorization to transfer the sum of seven thousand five hundred dollars (\$7,500) from Budget Reserve to fund the recently established City of Newton Charter Commission operating expenditures per Massachusetts General Law Chapter 43(b) Section 8. [11/09/15 @ 3:43 PM]
- #323-15 HIS HONOR THE MAYOR requesting authorization to transfer the sum of twenty five thousand dollars (\$25,000) from the Energy Stabilization Fund to purchase and install a two cord electric vehicle charging station at the War Memorial parking circle. [11/09/15 @ 3:43 PM]

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

- #324-15 HIS HONOR THE MAYOR requesting authorization to appropriate and expend four hundred thousand dollars (\$400,000) from bonded indebtedness for the purpose of replacing a Combination Sewer Cleaner for the Utilities Division of the Department of Public Works. [11/09/15 @ 3:43 PM]
PUBLIC FACILITIES APPROVED 6-0 on 11/18/15

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

- #325-15 HIS HONOR THE MAYOR requesting authorization to appropriate and expend seven hundred sixty-six thousand dollars (\$766,000) from bonded indebtedness for the purpose of funding the replacement of the Manet Road Emergency Communications Facility Building, site modifications and tower optimization. [11/09/15 @ 3:43 PM]
PUBLIC FACILITIES APPROVED 6-0 on 11/18/15

The location of this meeting is handicap accessible and reasonable accommodations will be provided to persons requiring assistance. If you need a special accommodation, *please contact Jini Fairley, at least two days in advance of the meeting: jfairley@newtonma.gov, or 617-796-1253. For Telecommunications Relay Service dial 711.*

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

- #224-15 HIS HONOR THE MAYOR requesting authorization to appropriate two million dollars (\$2,000,000) from bonded indebtedness for the purpose of funding Newton's share of the cost of the repairs to the Elliot Street Bridge, which the City co-owns with the Town of Needham. [09/01/15 @ 8:46 AM]
PUBLIC FACILITIES 6-0 on 11/18/15
- #287-15 HIS HONOR THE MAYOR submitting the FY 2017-FY 2021 5-Year Financial Forecast for Board of Aldermen review/acceptance. [10/01/15 @ 1:53 PM]

ITEMS NOT SCHEDULED FOR DISCUSSION:**REFERRED TO FINANCE AND APPROPRIATE COMMITTEES**

- #288-15 HIS HONOR THE MAYOR submitting the FY 2017-FY 2021 Capital Improvement Plan pursuant to section 5-3 of the Newton City Charter. [10/01/15 @ 1:53 PM]

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

- #223-15 ALD. LAREDO requesting a discussion of the process of licensing the current and future use of city building, including: (a) how licensees may request the use of city buildings; (b) the process for determining which licensees will get the use of city buildings; (c) how the fees for the use of city buildings are set; and (d) how the current process compares to the process for permitting the use of school buildings. [08/13/15 @ 11:20 AM]
- #202-15 ALD. SANGIOLO requesting that City of Newton formally accept and/or take all necessary steps to accept Mass General Law chapter 149 section 148C, in order to qualify full-time, part-time, seasonal, and temporary employees coverage under the earned sick time regulation, 940 CMR 33, as approved by the voters of Massachusetts in the 2014 Election – Ballot question 4 – Earned Sick Time for Employees. [08/17/15 @4:09 PM]
- #190-15 ALD. SANGIOLO requesting a discussion with the Executive Department relative to creating a policy to require audio recordings of all meetings of boards and commissions and requiring them to be posted to the City's website, as well as posting of all documentation that is reviewed by boards and commissions and/or by their designated City staff member.
- #133-15 HIS HONOR THE MAYOR requesting authorization to enter into negotiations for the potential lease on city properties for purposes of third-party construction, ownership, and operation of on-site renewable solar energy generation from which the City will purchase electric output and/or net metering credits. [05/11/15 @ 5:00 PM]
ITEM SPLIT INTO PART A AND PART B
PART A – *Ground mounted solar panels at Rumford Avenue landfill, solar panels mounted on new carport structures at 60 Elliot Street, all roof mounted*

solar panel locations with the exception of City Hall, which is removed from the list of sites for solar panels. – BOA APPROVED on 11/16/15

PART B – Solar panels mounted on new carport structures at Newton South High School and solar panels mounted on new carport structures at the Library. HELD on 11/09/15

REFERRED TO ZONING & PLANNING, LAND USE AND FINANCE COMMITTEES

- #104-15 ALD. JOHNSON, LAREDO, AND GENTILE requesting a report from the Planning Department with the following information: How many of the affordable units developed at Commonwealth Avenue, Pearl Street, and Eddy Street qualify to be included on the State's Subsidized Housing Inventory List. If a property is not currently on the list, what can be done to make it eligible. [04/09/15 @ 12:00PM]
- #84-15 ALD. GENTILE requesting a discussion with the Newton Community Development Foundation (NCDF) regarding their plans for repayment of the deferred rental payments and accrued interest on their ground lease with the City for the former Warren Junior High School site. [03/30/15 @ 2:57 PM]
- #25-15 ALD. GENTILE requesting a discussion regarding the establishment of an Investment Advisory Committee to be comprised of the Treasurer, Chief of Staff/Chief Financial Officer, Comptroller, Chairman of Finance and three residents of the City of Newton. [01/09/15 @ 1:57 PM]

REFERRED TO PUBLIC SAFETY & TRANS AND FINANCE COMMITTEES

- #465-14 ALD. SANGIOLO, GENTILE AND HARNEY requesting a discussion regarding reducing the fee charged to residents for permit parking programs. [11/17/14 @ 12:40 PM]
- #461-14 ALD. FULLER AND JOHNSON requesting a report from the Executive Department regarding the current open positions with a report listed by Department of the days open, current month/quarter forecasted to fill, and candidate pipeline/strategy for hiring. [11/17/14 @ 9:22 AM]

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

- #455-14 HIS HONOR THE MAYOR recommending amendment to Chapter 29, Section 80 **Sewer/Storwater use charge.** of the City of Newton Ordinances to create a storm water rate fee structure based upon square footage of impervious surface area.
PUBLIC FACILITIES HELD 7-0 on 04/08/15
- #375-14(6) HIS HONOR THE MAYOR requesting that Sec. 17-6 **Fees for building, electrical, gas and plumbing permits.** of the Revised Ordinances of the City of Newton, 2012 be amended by deleting the section and inserting the following in to take effect July 1, 2015:

CERTIFICATION OF USE AND OCCUPANCY FEE SCHEDULE

2. Condominium Certificate of Inspection (not required for new construction) \$100.00

FEE AMENDMENT HELD PENDING ACTION ON DOCKET ITEMS #102-11 AND #95-11

REFERRED TO ZONING & PLANNING AND FINANCE COMMITTEES

- #315-14 ALD. HESS-MAHAN, ALBRIGHT, CROSSLEY AND DANBERG proposing an amendment to Chapter 2 of the City of Newton Ordinances setting forth requirements for procurement of materials and services by non-governmental recipients of federal, state or local funds administered by the City, such as CDBG and CPA funds. In order to encourage non-profit and other private organizations to participate in affordable housing, cultural and other public-private collaborations, such procurement requirements should accommodate the needs of non-governmental recipients for flexibility given the multiple public and private sources of funds necessary for any project by not placing undue or unreasonable burdens on them. [08/04/14 @ 5:08PM]

REFERRED TO PROGRAMS & SERVICES AND FINANCE COMMITTEES

- #216-14 ALD. HESS-MAHAN, ALBRIGHT, BAKER, CROSSLEY, NORTON AND SANGIOLO proposing the following amendments to Chapter 12 Health and Human Services of the Revised Ordinances to:
- require owners of dwellings requiring a Certificate of Habitability under Section 12-1 and real estate agents/brokers who receive compensation in connection with the particular real estate transaction to notify the Commissioner of Health and Human Services whenever an apartment, tenement, or room in a lodging house is vacated by the occupant or when an area in an existing building is converted to a condominium prior to being reoccupied by a new tenant, lodger or occupant;
 - require educational institutions to disclose addresses of undergraduates living off-campus in Newton;
 - require a fee for certification; and
 - impose a fine for violation of these provisions. [05/14/14 @ 11:51 AM]

REFERRED TO LAND USE AND FINANCE COMMITTEES

- #49-14 LAND USE COMMITTEE requesting discussion with the Chief Financial Officer and the Chief Information Officer regarding the critical need to implement technology which enables the development, management and use of shared, searchable, mobile-accessed (both read and write) database which contains parcel-based information that can be accessed by all city departments (including Planning, Inspectional Services (ISD), Assessing, Engineering, Fire, Police, Health), the Board of Aldermen and the community. This technology must support the work of ISD and other departments in both the office and the field to more effectively and efficiently monitor and enforce compliance with approved special permits and other related Board Orders. [02/10/14 @ 6:47 PM]

- #34-14 ALD. FULLER requesting a discussion with the Executive Office regarding the current status and challenges related to the City of Newton pension and retiree healthcare (OPEB) systems. [01/11/14 @ 5:22 PM]

REFERRED TO FINANCE AND PROGRAMS & SERVICES COMMITTEE

- #402-13 ALD. FULLER, GENTILE, RICE and LINSKY requesting a Home Rule Petition to amend Article 9 of the Charter to clarify that Neighborhood Area Councils shall maintain and control their own financial accounts and records, independent of City finances; and to further clarify that such independent financial accounts and records shall remain subject to City audit. [10/28/13 @ 10:18 AM]

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

- #41-13 ALD. CROSSLEY, FULLER AND SALVUCCI requesting a discussion with the administration to review how the city inventories, plans for, budgets and accounts for needed smaller capital expenditures (currently set at under \$75,000), which are excluded from the Capital Improvement Plan (CIP); how to make these non-CIP capital maintenance items visible, and how to integrate them with the overall planning, CIP, and budgeting processes. [01/14/13 @ 5:02 PM]

REFERRED TO ZONING & PLANNING, LAND USE & FINANCE COMMITTEES

- #273-12 ALD. CROSSLEY & HESS-MAHAN requesting a restructuring and increase in fees for permits charged by the Inspectional Services Department and fees charged by the Planning Department and City Clerk to assure that fees are both sufficient to fund related services provided and simple to administer.

REFERRED TO PROGRAMS & SERVICES AND FINANCE COMMITTEES

- #185-12 ALD. BAKER, BLAZAR, SANGIOLO, LINSKY, ALBRIGHT & DANBERG requesting that the Board of Aldermen adopt a RESOLUTION to His Honor the Mayor asking that, when the Mayor seeks future Board approval for bonding the cost of additional capital facilities or equipment for the schools, he include in that funding request, as well as in the city-wide Capital Improvement Plan, the estimated costs needed for funding the capital technology needs of the Newton Schools, including the appropriate portions of the estimated project costs of the School Committee's three-year district-wide technology plan not anticipated to be funded by the Information Technology Department budget; the anticipated technology grants from Boston College for the elementary schools; and/or estimated revenue from the E-rate Technology Reimbursement Program.
PROGRAMS & SERVICES APPROVED 6-0 on 07/11/12

REFERRED TO ZONING AND PLANNING AND FINANCE COMMITTEES

- #102-11 ALD. HESS-MAHAN, JOHNSON, COMMISSIONER LOJEK, AND CANDACE HAVENS requesting an amendment to Chapter 17 to establish a fee for filing a notice of condo conversion. [03-29-11 @ 4:55PM]
ZONING & PLANNING APPROVED 6-0 on 6/10/13

REFERRED TO ZONING AND PLANNING AND FINANCE COMMITTEES

- #95-11 ALD. HESS-MAHAN proposing an ordinance requiring that a notice of conversion to condominium ownership be filed with the Inspectional Services Department and that the property be inspected to determine compliance with all applicable provisions of the state and local codes, ordinances and the rules and regulations of all appropriate regulatory agencies. [03-24-11 @ 9:30AM]
ZONING & PLANNING APPROVED 6-0 on 6/10/13

REFERRED TO LAND USE & FINANCE COMMITTEES

- #276-10 ALD. FULLER, CROSSLEY, DANBERG, LINSKY requesting a review of guidelines for mitigation fund provisions to maximize the use of such funds on behalf of the city together with mechanisms by which the city can better track such funds to ensure they are used in a timely fashion.

REFERRED TO FINANCE AND APPROPRIATE COMMITTEES

- #257-12 RECODIFICATION COMMITTEE recommending (1) review of the Fees, Civil Fines/Non-Criminal Disposition contained in Chapter 17 LICENSING AND PERMITS GENERALLY and Chapter 20 CIVIL FINES/NON-CRIMINAL DISPOSITION CIVIL FINES to ensure they are in accordance with what is being charged and (2) review of the acceptance of G.L. c. 40 §22F, accepted on July 9, 2001, which allows certain municipal boards and officers to fix reasonable fees for the issuance of certain licenses, permits, or certificates.
- #248-12 RECODIFICATION COMMITTEE recommending that **ARTICLE IV. PURCHASES AND CONTRACTS, Secs. 2-182 through 2-205**, be amended to make it consistent with state law.
- #247-12 RECODIFICATION COMMITTEE recommending that Chapter 18 MEMORIAL FUNDS AND TRUSTS be reviewed relative to the consequences and practices of special legislation passed by the General Court in 2007, Chapter 75 of the Acts of 2007, in which the City sought and was granted an exemption from G.L. Chapter 44 §54, which intent was to allow the City greater flexibility in terms of investments.

Respectfully submitted,

Leonard J. Gentile, Chairman

CITY OF NEWTON

DOCKET REQUEST FORM

DEADLINE NOTICE: Aldermanic Rules require items to be docketed with the Clerk of the Board NO LATER THAN 7:45 P.M. ON THE MONDAY PRIOR TO A FULL BOARD MEETING.

To: Clerk of the Board of Aldermen

Date: November 9, 2015

From (Docketer): Ald. Lennon & Lappin

Address:

Phone:

E-mail:

Additional sponsors:

RECEIVED
Newton City/Clerk
2015 NOV 10 AM 11:17
David A. Olson, GMC
Newton, MA 02459

1. Please docket the following item (it will be edited for length if necessary):

ALD. LENNON & LAPPIN, pursuant to section 2-7 of the City Charter, recommending that the Board of Aldermen/City Council re-appoint David C. Wilkinson as Comptroller of Accounts; said term will be two years or until a successor is duly qualified.

2. The purpose and intended outcome of this item is:

- Fact-finding & discussion, Appropriation, transfer, Expenditure, or bond authorization, Special permit, site plan approval, Zone change (public hearing required), Ordinance change, Resolution, License or renewal, Appointment confirmation, Other:

3. I recommend that this item be assigned to the following committees:

- Programs & Services, Zoning & Planning, Public Facilities, Finance, Public Safety, Land Use, Real Property, Special Committee, No Opinion

4. This item should be taken up in committee:

- Immediately (Emergency only, please). Please state nature of emergency: [Empty box]
As soon as possible, preferably within a month
In due course, at discretion of Committee Chair
When certain materials are made available, as noted in 7 & 8 on reverse
Following public hearing

5. I estimate that consideration of this item will require approximately:

#321-15

- | | |
|---|--|
| <input checked="" type="checkbox"/> One half hour or less | <input type="checkbox"/> Up to one hour |
| <input type="checkbox"/> More than one hour | <input type="checkbox"/> An entire meeting |
| <input type="checkbox"/> More than one meeting | <input type="checkbox"/> Extended deliberation by subcommittee |

6. The following people should be notified and asked to attend deliberations on this item. (Please check those with whom you have already discussed the issue, especially relevant Department Heads):

City personnel

Citizens (include telephone numbers/email please)

- | | |
|--|--------------------------------|
| <input checked="" type="checkbox"/> <u>David Wilkinson</u> _____ | <input type="checkbox"/> _____ |
| <input type="checkbox"/> _____ | <input type="checkbox"/> _____ |
| <input type="checkbox"/> _____ | <input type="checkbox"/> _____ |
| <input type="checkbox"/> _____ | <input type="checkbox"/> _____ |
| <input type="checkbox"/> _____ | <input type="checkbox"/> _____ |

7. The following background materials and/or drafts should be obtained or prepared by the Clerk's office prior to scheduling this item for discussion:

8. I have or intend to provide additional materials and/or undertake the following research independently prior to scheduling the item for discussion. *

(*Note to docketer: Please provide any additional materials beyond the foregoing to the Clerk's office by 2 p.m. on Friday before the upcoming Committee meeting when the item is scheduled to be discussed so that Aldermen have a chance to review all relevant materials before a scheduled discussion.)

Please check the following:

9. I would like to discuss this item with the Chairman before any decision is made on how and when to proceed.
10. I would like the Clerk's office to contact me to confirm that this item has been docketed. My daytime phone number is:
11. I would like the Clerk's office to notify me when the Chairman has scheduled the item for discussion.

Thank you.

Scott Lennon & Cheryl Lappin
Signature of person docketing the item

[Please retain a copy for your own records]



SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

#322-15

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(617) 796-1100

Facsimile
(617) 796-1113

TDD/TTY
(617) 796-1089

E-mail
swarren@newtonma.gov

November 9, 2015

Honorable Board of Aldermen
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request to transfer the amount of \$7,500 from Budget Reserve to fund the recently established City of Newton Charter Commission operating expenditures per MGL Chapter 43(b) Section 8.

Thank you for your consideration of this matter.

Very truly yours,

Setti D. Warren
Mayor

RECEIVED
Newton City Hall
2015 NOV -9 PM 3:43
David A. [unclear]
Newton, MA 02459





SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

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swarren@newtonma.gov

November 9, 2015

Honorable Board of Aldermen
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request to transfer the amount of \$25,000 from the Energy Stabilization Fund to purchase and install a two cord electric vehicle charging station at the War Memorial parking circle. This will include providing electrical service to the location, signage, striping, software and extended warranty.

Thank you for your consideration of this matter.

Very truly yours,

Setti D. Warren
Mayor

RECEIVED
Newton City Hall
2015 NOV -9 PM 3:43
David J. O'Connell, Clerk
Newton, MA 02459



City of Newton



PUBLIC BUILDINGS DEPARTMENT

Josh Morse, Building Commissioner
Telephone (617) 796-1600
FAX (617) 796-1601
TTY: (617) 796-1608
52 ELLIOT STREET
NEWTON HIGHLANDS, MA 02461-1605

Setti D. Warren
Mayor

November 5, 2015

Mayor Setti D. Warren
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

RE: Request for funds: Dual Head Charging Station at City Hall, \$25,000.00

Dear Mayor Warren:

The Public Buildings Department requests the sum of \$25,000.00 to purchase and install a two cord electric vehicle charging station at the War Memorial for use by the public. This will include providing electrical service to the location, signage, striping, software and extended warranty. This will be chargepoint or equivalent equipment which is the system currently installed at the Dept. of Public Buildings at 52 Elliot Street.

Should you have any questions regarding the above, please feel free to contact my office.

Sincerely,

Josh Morse
Public Buildings Commissioner

cc: Maureen Lemieux, Chief Financial Officer
Alex Valcarce, Deputy Commissioner
Dori Zaleznik, Chief Admin Officer



SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

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swarren@newtonma.gov

November 9, 2015

Honorable Board of Aldermen
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request to authorize the appropriation of \$400,000 and authorize a general obligation borrowing of an equal amount for the replacement of a Combination Sewer Cleaner for the Utilities Division. The new vehicle will allow the Utilities division to continue daily operation and maintenance on the wastewater/storm water collection system, and will have the added advantage of performing hydro-excavation in confined areas when performing repairs on the public infrastructure. Additionally, the current vehicle has accumulated repair costs of \$230,607 that have surpassed the initial purchase cost of the vehicle.

Thank you for your consideration of this matter.

Very truly yours,

Setti D. Warren
Mayor

RECEIVED
NOVEMBER 9, 2015
2015 NOV - 9 PM 3:43
DAVID A. O'CONNOR, CLERK
NEWTON, MA 02459



City of Newton



DEPARTMENT OF PUBLIC WORKS
OFFICE OF THE COMMISSIONER
1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

Setti D. Warren
Mayor

October 29, 2015

To: Maureen Lemieux, Chief of Staff and Chief Financial Officer
From: James McGonagle, Commissioner of Public Works
Subject: Request for Sewer Bond Borrowing Authorization,
\$400,000 for Combination Sewer Cleaner Vehicle

I respectfully request authorization to borrow up to \$400,000 for the purchase of a Combination Sewer Cleaner vehicle to replace the Utilities Division's existing 2003 sewer Cleaner vehicle (Vactor). This funding would allow Public Works/Utilities Division to continue daily operation and maintenance on the wastewater/storm water collection system. The proposed Combination Sewer Cleaner will have the added advantage to perform hydro-excavation in confined areas when performing repairs on the public infrastructure. To date Public Works/Utilities Division has accumulated \$230,607 in repairs to the 2003 Sewer Cleaner which is approximately \$10,000 greater than the purchase of the vehicle.

Please docket this request with the City Clerk's office for consideration by the Honorable Board of Aldermen.

cc: Theodore Jerdee, Acting Director of Utilities
Richard Pishkin, DPW Budget Director

SPECIFICATIONS - COMBINATION SEWER CLEANER

PD4290H/1000 (827 at 18")

COMPLY, Indicate: Yes or No

GENERAL

Yes No

The machine is capable of removing stones, grit, grease, sludge and other debris from sanitary sewer and/or storm drain lines by the flushing action of high-pressure water. The high-pressure sewer cleaner operates independent of the vacuum system.

The machine includes an air conveying vacuum system to provide for the simultaneous removal of the debris flushed to the manhole by the high-pressure water system or for the removal of debris from sewers, sumps, catch basins, digesters, wet wells, bar screens, etc.

The machine is capable of being operated by one man, with all operating controls for high-pressure water pump, hose reel, and vacuum, located at the front of the machine for safety.

DEBRIS BODY

Yes No

Debris storage body has a minimum usable liquid capacity of 9 cubic yards. The debris body shall be round for maximum strength and constructed of 3/16 inch ASTM A242 Corten "A" steel for enhanced corrosion resistance.

The rear door shall be dished and flanged for maximum strength, full opening, hinged at the top with low profile and adjustable style hinges.

There shall be a 6" diameter liquid drain valve, "knife valve type" and screen weldment inside for removing excess liquids. Drain will have 10 feet of 6 inch lay flat hose.

The rear door shall be supplied with a debris deflector shield located inside the debris tank that encompasses 75 percent of the rear door. The debris deflector shield shall deflect material from rear door, and aid in draining off excess liquids.

A rear door safety prop shall be provided. For ease of maintenance there shall be no hydraulic components located inside the debris body or rear door.

The debris body has five (5) externally mounted door locks that lock hydraulically. One manual T bolt is installed for operator safety. Rear door is opened and closed hydraulically. The hydraulic locks shall be operated by one (1) sequential control.

Dual steel weldments with stainless steel screen 8" x 28" each providing up to 1200 square inches of added filtration for the vacuum system shall be provided inside the debris tank. These weldments shall be removable and require no cutting or welding.

A double acting power up/power down hydraulic scissors lift mechanism will be provided to raise body to a minimum 60 degree angle. The scissors lift mechanism shall be designed to support a minimum of 24 inches of the debris tank width to provide stability and when dumping on uneven ground. The lift capacity of hydraulic scissors lift cylinder is 56,000 lbs.

Dump controls are located on curbside mid-ship of the unit, well forward of the dumping area for operator safety. A manual override system is provided in case of system failure.

The debris body has a five year warranty. A copy of manufacturer's warranty statement shall be enclosed with bid. If pro-rated so state: _____

An internal polyethylene float device with external indicator is supplied to show when body is loaded to capacity.

AUTOMATIC VACUUM BREAKER

Yes No

The automatic vacuum breaker assembly is located inside the body.

The automatic vacuum breaker assembly shall be controlled by an electric over hydraulic circuit. The entire system shall be replaceable via a bolt on assembly. The assembly shall consist of a 12" inlet and two 8" ports that

provide air flow to the vacuum system.

A full indication activates an automatic vacuum breaker shut down system that completely shuts down 100 percent of the airflow to the vacuum system to prevent overfilling and wastewater discharge into the atmosphere.

The vacuum breaker system is automatically activated (closed) when the parking brake system is released to eliminate carryover during transit.

The system is controlled/activated, at the front hose reel control station. This enables the operator to pick up large debris with boom and place debris on the road surface. This system can be used for safety in the event suction must be shut off in case of an emergency.

POSITIVE DISPLACEMENT BLOWER

Yes No

A lobe type positive displacement blower shall be provided capable of 6000 CFM's and 18" of Hg. with cyclone separator. Control of the blower regarding start, stop and the rate of vacuum suction is performed from the front of the truck. A vacuum suction breaker disconnect switch is provided to enable operator to pick up large debris with boom and place debris on road surface. The vacuum system shall operate independent of the high-pressure water system.

The compressor is driven by the chassis engine via a closed loop hydrostatic system using a variable high volume piston pump and motor. The high volume displacement pump shall provide the same vacuum performance at 30% lower engine rpm. The lower operating rpm shall reduce fuel consumption by as much as 40%. This system shall include a heat exchanger for extreme ambient conditions and to maintain the pump suction oil temp at 160 deg. F. max. The heat exchanger shall be protected by a 30-micron filter and cold weather by pass valve. Hydrostatic loop filtration shall be accomplished by a 10 Beta micron return filter and a 10-micron Absolute (no bypass) charge filter.

The blower is protected by (2) two 3" diameter vacuum relief valves. The system incorporates an air/water separator and a sound silencer to separate material before it enters blower and to ensure quiet operation.

A means of starting, stopping and varying the vacuum suction from operator station at the front of the machine is provided.

The blower is mounted on a frame independent of the water tank.

Unit must be capable of vacuuming under water without air induction. A manometer/vacuum test may be required to demonstrate the system performance.

The positive displacement blower has a 12-month non-prorated warranty.

VACUUM PICK UP HOSE

Yes No

Shall be front loading, attached at the front of the machine in order to provide ease of positioning the machine over the manhole, as well as afford maximum safety for the operator.

The 8" will be mounted on a boom that will provide a minimum of 18' vertical lift utilizing dual hydraulic cylinder and 230 degree of boom rotation powered hydraulically for non-interrupted smooth movement. Boom to have a lift capacity of 500 lbs. at the front bumper.

The boom will be powered by an electric over hydraulic system: up/down by dual lift cylinders. The right/left movements shall be hydraulic via worm gear rotation.

The boom shall hydraulically telescope a minimum of 10 ft. forward from the operator's station. The height of the boom shall not change while the boom is being telescoped. A manual override system shall be provided for right/left, and up/down functions in case of system failure.

A state-of-the-art Omnibus electronic control system with electronic joystick, and color monitor, will be supplied mounted on the hose reel. The system performs numerous functions for boom, auxiliary engine (if supplied), hose reel, and vehicle control, etc. which are electronically monitored on screen. A wireless remote control will be provided for Boom, Vacuum Breaker, Chassis Throttle, and Debris Body functions. A manual override system shall be provided for right/left, and up/down functions in case of system failure.

A boom coverage chart shall be provided stating the square feet the boom covers.

8 inch diameter pipe extensions with clamps will be provided and carried on the truck as follows:

- 1 6-1/2' Catch Basin Nozzle
- 2 6' Aluminum Pipe Extension
- 3 5' Aluminum Pipe Extension
- 1 3' Aluminum Pipe Extension
- 1 4' aluminum pipe

WATER SUPPLY

Yes No

The water tanks shall have a minimum usable capacity of 1000 U.S. gallons.

The water tanks shall be constructed of non-corrosive, non-metallic, durable, cross-linked polyethylene to eliminate rust, corrosion, and stress cracking.

The water tanks shall be mounted at and below the truck frame level to provide a low center of gravity for truck stability.

A 2-1/2 inch diameter x 25 feet long hydrant hose with hydrant wrench is supplied on the unit.

An anti-siphon fill device is installed on the unit.

Inspection ports shall be provided to fill or to add chemicals to the water system.

A sight gauge to indicate water level is located within sight of the operator station.

The water tanks are protected by a minimum of 11 gauge steel plating mounted below the water tanks for protection against road hazards when unit travels over the road, off the road or to landfills.

The water tanks carry a ten year replacement warranty.

AUXILIARY ENGINE (WATER PUMP DRIVE ENGINE)

Yes No

The auxiliary engine used to drive the water pump is a liquid cooled, wastegate, turbo charged, after cooled, common rail, diesel powered, and 10 cylinder heavy-duty industrial engine.

The engine shall have a minimum cubic inch displacement of 415 CID and rated at 222 BHP at 2400 RPM. The engine shall contain integrated liners, one piece cast cylinder head and an electronic speed governor.

An electronic digital diagnostic and fault monitoring panel shall be mounted on the driver's side of the unit and be able to display various engine operation conditions including but not limited to engine rpm, hours, percentage engine load, coolant temperature, oil pressure, current and stored engine faults and current fuel consumption. A standard integrated safety shutdown system will be provided in the engine ECU and will shut the engine down in the event of low oil pressure or excessive coolant temperature. The ignition system start stop switch will be located at the operator's station. The auxiliary engine shall be shrouded and have a hinged door on the driver's side of the unit. The engine oil dipstick, oil filter, fuel filters, and air filters are accessed from the ground level on the driver's side of the unit.

HIGH-PRESSURE WATER PUMP

Yes No

The high pressure water pump shall be rated to deliver smooth continuous pressure and flow through the entire flow range of the pump. The high pressure shall have smooth continuous flow for both the high pressure system and the hand gun system.

A continuous duty flow of 50 GPM and 3000 PSI shall be provided.

High-pressure relief valves are provided for both the high-pressure system and hand gun system.

The water pump operates independently of the vacuum system and is powered by the auxiliary engine via clutch less, direct dual power band drive system.

The high-pressure water pump drive system carries a five year replacement warranty.

Warranty excludes the drive engine, i.e. auxiliary engine.

The water pump is capable of running dry.

Controls for starting and stopping the water pump and to vary the flow and pressure shall be at the front hose reel operator's station.

The high-pressure water pump is equipped with a cold weather drain valve. The valve allows the operator to completely drain the high-pressure pump.

HOSE REEL ASSEMBLY

Yes No

The hose reel assembly is mounted on the front of the vehicle. The hose reel shall have a minimum of 30" inside diameter with a capacity of 600' x 1" hose. The hose reel is hydraulically powered in both directions by means of a double chain and sprocket drive. The controls for operating the motor have a flow control device to regulate the rotational speed of the reel in both directions. All hydraulic hoses are behind a steel housing to protect operator from hydraulic oil if a hose fails. The hydraulic motor, chain, and sprockets have a protective cover or are mounted on the radiator side of the hose reel for operator safety. The hose reel articulates 180 degrees to the driver's side allowing operator to work in any position through this arc. This allows greater flexibility in truck placement for manholes located in tough areas and provides greater safety to the operator. Reel extends beyond the width of unit for greater flexibility for positioning reel over offset manholes, catch basins, etc. A hydraulically controlled outrigger leg is supplied that comes in contact with the ground at any one position. A warning light is located in the cab to warn the operator that the outrigger leg is not in its transported position prior to moving the unit. A manual bypass system for the hose reel assembly is provided to manually pull the reel assembly away from its transported position. This feature allows operator to check fluids without starting engines.

JET HOSE

Yes No

600' x 3/4" jet rodder hose will be supplied rated for 3000 PSI working pressure and 7500 PSI burst pressure.

A heavy duty hose guide with 25' of nylon rope will be provided.

Nozzles shall be hardened steel with replaceable ceramic orifices as follows: 1) Chisel head penetrator & 1) standard sanitary.

- 1 30 GPM nozzle, spare
- 1 Aluminum storm nozzle
- 1 Brass flusher nozzle

MANHOLE CLEANING WATER SYSTEM (HAND GUN)

Yes No

The high-pressure pump and independent water tank assembly supplied shall be used for manhole cleaning. A smooth continuous flow of 20 GPM and pressure of 600 PSI shall be provided for ease of operation. A hand gun pressure relief valve set at 600 PSI shall be provided. One full functioning hand gun with on/off hand control, replaceable nozzle tip, 12 inch extension, adjustable spray and 25' x 1/2" hose will be provided.

The hand gun will attach to the system via a quick couple connection at the curbside of the unit. To avoid being coiled at the operator's station a hand gun holder will be provided at the front bumper.

HYDRAULIC SYSTEM AND LUBRICATION

Yes No

The hydraulic system has a 55-gallon capacity.

The hydraulic system shall incorporate a main shut off valve in case of hydraulic failure.

The hydraulic system shall incorporate hydraulic pressure relief valves and pressure gauges for ease of trouble shooting and maintenance.

The unit is equipped on the passenger side, mid-section of the module, a permanent weatherproof white vinyl lubrication chart that points out lubrication points on the module and specifies what type of lubrication and hydraulic fluids are required. The chart also specifies the frequency of each lubrication point.

Remote plumbed grease fittings are provided for the vacuum compressor, boom rotation, and water pump drive areas.

ACCESSORIES
 Yes No

A minimum twelve (12) month manufacturer's guarantee on the unit will be provided.

- 2 35" x 14" x 24" side mounted tool boxes will be provided.
- 1 Debris body power flush out system
- 1 Rear splash shield, door flange mounted
- 1 Rubber pad on standard deflector
- 1 Artic Winter Recirculating System for rodder hose includes plumbing to upper water tanks.
- 1 Air purge system
- 1 2 1/2" water tank drain gate valve assembly
- 1 Variable flow valve
- 1 Lazy Susan style, deck mounted pipe rack, holds 5 pipe
- 1 Folding pipe rack holds 3 pieces of pipe, tank mounted, curbside
- 1 Storage box behind cab, 16" x 42" x 96"
- 1 Long handle storage / PVC (2) mounted in storage box under shelf.
- 1 6-Way Pendant Control Station
- 1 Back up camera with color monitor, rear camera head.
- 1 Hydro Excavation package: 50' retractable handgun hose reel with 50' of 1/2" of high pressure hose, HP/Quick disconnect, heavy duty HP unloader valve, main control ball valve, 7/2" x 1/2" Sch. 80 Lance w/Quick disconnect, Single Fwd. Spray Nozzle, Horizontal Hand.
- 1 Cone storage rack
- 1 Rear mounted tow hooks
- 1 Auxiliary engine remote oil drain
- 1 Dual roller level wind guide ilo single
- 1 10' leader hose
- 1 Water pump remote oil drain
- 1 John Deere 4 Cylinder Diesel Option 140 HP @ 2400 RPM 275 CID in lieu of gas auxiliary engine.

LIGHTING
 Yes No

The entire module electrical system is vapor sealed to eliminate moisture damage.

All wiring is color-coded, labeled and run in sealed terminal enclosures.

All module circuits are protected by circuit breakers.

Clearance lights and reflectors are furnished in accordance with D.O.T. requirements.

- 1 LED strobe light with limb guard, rear debris tank door mounted
- 1 4 LED strobes - (2) front bumper, (2) rear bumper
- 1 LED arrow board, rear debris tank door mounted
- 1 Hand held spot light - LED

PAINT
 Yes No

Unit paint surface is shot blasted, primed and sanded prior to paint.

Unit to be painted Medium Blue with DuPont Imron 5000 polyurethane paint.

Unit shall have reflective white side and boom stripes and rear door chevrons

Chassis shall be painted manufacturers standard white.

TRAINING AND MANUALS
 Yes No

Operator training will be conducted by a factory-trained representative for a minimum of one day at the time of delivery. 3 copies of the operating and maintenance manual for the sewer cleaner module shall be provided upon unit delivery. An operational video will be provided with the unit.

CHASSIS SPECIFICATIONS

GENERAL SUMMARY

114SD 4X2 AUTO

GVWR: 43000 LBS, FRONT: 20000 LBS, REAR: 23000 LBS

WB: 252" CA: 168.5" AF: 75"

ENGINE, DIESEL: CUM ISL 370 HP @ 2000RPM, 2100 GOV RPM, 1250 LB/FT @ 1400RPM

TRANSMISSION, AUTOMATIC: ALLISON 3000 RDS WITH PTO PROVISION

AXLE, FRONT NON-DRIVING: DETROIT DA-F-20.0-5 20000 LBS FL1 71.0 KPI/3.74
DROP SINGLE FRONT AXLE

AXLE, REAR, SINGLE: RS-23-160 23000-LB CAPACITY, RATIO 5.63

ELECTRONIC PARAMETERS

GOVERNOR: PTO GOVERNOR RAMP RATE – 200 RPM PER SECOND

ENGINE EQUIPMENT

CUMMINS ISL 370 HP @ 2000RPM, 2100 GOV RPM, 1250 LB/FT @ 1400RPM

AIR COMPRESSOR: CUMMINS TURBOCHARGED 18.7 CFM WITH INTERNAL SAFETY VALVE

EXHAUST SYSTEM: SINGLE, VERTICL TAILPIPE & GUARD

MUFFLER/TAILPIPE: AFTERTREATMENT, UNDER STEP MOUNTED

SWITCH, EXHAUST: CUMMINS EXHAUST BRAKE INTEGRAL WITH VARIABLE GEOMETRY TURBO WITH ON/OFF DASH SWITCH

JUMP START: POSITIVE AND NEGATIVE POSTS LOCATED ON FRAME NEXT TO STARTER

ALTERNATOR: DR 12V 160 AMP 28-SI QUADRAMOUNT PAD WITH REMOTE BATTERY VOLT SENSE

BATTERY SYSTEM: (2) ALLIANCE MODEL 1231, GROUP 31, 12 VOLT MAINTENANCE FREE 2250 CCA THREADED STUD BATTERIES

BATTERY BOX WITH COVER: NON-POLISHED

FUEL FILTER: CUMMINS SPIN ON TYPE

FUEL FILTER/ WATER SEPARATOR: ALLIANCE WITH PRIMER PUMP

OIL FILTER, ENGINE: COMBINATION FULL FLOW/BYPASS

FAN DRIVES: HORTON 2-SPEED DRIVEMASTER POLAR EXTREME FAN DRIVE

RADIATOR: 1300 SQ" ALUMINUM

ANTI-FREEZE: ANTIFREEZE TO -34F, NOAT EXTENDED LIFE COOLANT

HOSE CLAMPS, RADIATOR HOSES: GATES BLUE STRIPE OR EQUIVALENT, CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES

AIR CLEANER: DONALDSON, SIDE OF HOOD AIR INTAKE WITH FIREWALL

STARTING MOTOR: DELCO 38MT HD 12V WITH INTEGRATED MAGNETIC SWITCH

TRANSMISSION EQUIPMENT

ALLISON 3000RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION

TRANSMISSION OIL PAN: MAGNETIC

TRANSMISSION SHIFT CONTROL: PUSH BUTTON, ELECTRONIC, DASH MOUNTED

ALLISON VOCATIONAL PACKAGE 223 – AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODELS RDS, HS, MH, AND TRV

SHIFT CONTROL PARAMETERS: PRIMARY AND SECONDARY – LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6

PTO EFFECTS, ENGINE FRONT: MOUNTED RH SIDE OF MAIN TRANSMISSION

WIRING, CHASSIS: VEHICLE INTERFACE WIRING WITH BODY BUILDER
CONNECTOR MOUNTED BACK OF CAB

FRONT AXLE AND EQUIPMENT

DETROIT DA-F-20.0-5 20000 LBS FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE

BRAKES, FRONT, AIR-CAM: MERITOR 16.5X6 Q+ CAST SPIDER CAM

SLACK ADJUSTERS, AUTOMATIC: MERITOR, FRONT

DUST SHIELDS: FRONT BRAKE

STEERING GEAR: TRW THP-60 WITH RCH45 AUXILIARY GEAR

POWER STEERING: 4 QUART POWER STEERING RESERVOIR

FRONT SUSPENSION

SUSPENSION, FRONT: 20000LBS CAPACITY, WITH SHOCK ABSORBERS

SPRING PINS: GRAPHITE BRONZE BUSHINGS WITH SEALS

REAR AXLE AND EQUIPMENT

AXLE, REAR, SINGLE: RS-23-160 23000 LBS CAPACITY, RATIO 5.63

REAR AXLE DRAIN PLUG: MAGNETIC FOR SINGLE REAR AXLE

DUST SHIELDS: REAR BRAKE

SLACK ADJUSTERS, AUTOMATIC: MERITOR, REAR

BRAKE CHAMBERS, REAR AXLE: HALDEX GOLDSEAL LONGSTROKE 1-DRIVE
AXLE SPRING PARKING CHAMBERS

BRAKES, REAR, AIR-CAM: MERITOR 16.5X7 Q+ CAST SPIDER CAM REAR BRAKES,
DOUBLE ANCHOR, FABRICATED SHOES

REAR SUSPENSION

SUSPENSION, RR, SPRING-2.25" AXLE SPACER

SUSPENSION, REAR, SINGLE: 30000 LBS CAPACITY, STANDARD U-BOLT PAD,
FORE/AFT CONTROL RODS

BRAKE SYSTEM

BRAKE SYSTEM: WABCO 4S/4M ABS WITHOUT TRACTION CONTROL

BRAKE LINES: REINFORCED NYLON, FABRIC BRAID, AND WIRE BRAID CHASSIS AIRLINES

DRAIN VALVES: STANDARD BRAKE SYSTEM VALVES

PARKING BRAKE VALVE: FOR TRUCK, STANDARD

AIR BRAKE, ABS: {WABCO ANTILOCK BRAKE SYSTEM}

AIR DRYER: BW AD-IP WITH HEATER

AIR DRYER LOCATION: MOUNTED OUTBOARD ON RH RAIL BACK OF CAB, MAXIMUM 20" BACK OF CAB PROTRUSION

FUEL TANKS

FUEL TANK: 100 GALLON, ALUMINUM-LH, 25" DIAM., PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH PAINTED BANDS

FUEL FILTER/WATER SEPARATOR: ALLIANCE, WITH PRIMER PUMP

TIRES

TIRE, FRONT: MICHELIN XZY-3 425/65R22.5 20 PLY RADIAL

TIRE, REAR: MICHELIN XDE M/S 11R22.5 14 PLY RADIAL

WHEELS

WHEELS, FRONT: ALCOA LVL ONE 82462X22.5X12.25 10-HUB PILOT 4.68 INSET 10-HAND ALUMINUM DISC, WITH PRE-SET BEARING IRON FRONT HUBS

WHEELS, REAR: ALCOA LVL ONE 88367X22.5X8.25 10-HUB PILOT ALUMINUM DISC, WITH PRE-SET BEARING IRON REAR HUBS

CAB EXTERIOR

GLASS: ALL WINDOWS TINTED

GRAB HANDLE: LH AND RH SIDES

GRILLE: STATIONARY, BLACK FINISH

FRONT END: FIBERGLASS HOOD

HEADLIGHTS: INTEGRAL HEADLIGHT/MARKER ASSEMBLY

HORN: SINGLE, ELECTRIC

PARKING LIGHT: INTEGRAL WITH LED STOP/TAIL/TURN/BACKUP LIGHTS

RUNNING LIGHT: DAYTIME – LOW BEAM ONLY

STOP, TURN, TAIL & B/U LIGHTS: GROTE #54332, GROMMET MOUNTED WITH SEPARATE GROTE #62401 LED BACKUP LIGHTS

MIRRORS: DUAL WEST COAST MOLDED-IN COLOR, DOOR MOUNTED, LH AND RH 8" MOLDED-IN COLOR CONVEX MIRRORS MOUNTED UNDER PRIMARY MIRRORS

CAB INTERIOR

CAB: CONVENTIONAL, OPAL GRAY VINYL

ARM RESTS: LH AND RH INTEGRAL DOOR PANEL

CLEARANCE/MARKER LIGHTS: LED AERODYNAMIC MARKER LIGHTS

CUP HOLDERS: (2) CUP HOLDERS LH AND RH DASH

DOMelight: 3-WAY SWITCH ACTIVATED BY LH AND RH DOORS

CIGAR LIGHTER: WITH ASH TRAY, DASH MOUNTED

SEAT, DRIVER: BASIC HIGH BACK AIR SUSPENSION SEAT WITH MECHANICAL LUMBAR AND INTEGRATED CUSHION EXTENSION

- SEAT BELT: 3-POINT FIXED D-RING RETRACTOR

SEAT, PASSENGER: BASIC HIGH BACK NON-SUSPENSION SEAT

- SEAT BELT: 3-POINT FIXED D-RING RETRACTOR

AIR CONDITIONER: HEATER AND DEFROSTER

- CLAMPS, HEATER: STANDARD HEATER PLUMBING

HVAC: STANDARD HVAC DUCTING

CONSOLE, OVERHEAD: FORWARD ROOF MOUNTED CONSOLE WITH UPPER STORAGE COMPARTMENTS WITHOUT NETTING

DOOR TRIM PANELS: MOLDED PLASTIC DRIVER AND PASSENGER DOOR PANELS

FLOOR COVERING: BLACK MATS WITH SINGLE INSULATION

INSTURMNET PANEL: MOLDED PLASTIC, GRAY DRIVER AND CENTER

STORAGE POCKET: IN DASH STORAGE BIN

SUN VISOR: DRIVER AND PASSENGER INTERIOR SUN VISORS

STEERING COLUMN: FIXED

STEERING WHEEL: 4 SPOKE 18" DIAM

ELECTRICAL SYSTEM: 12 VOLT NEGATIVE GROUND SYSTEM

INSTRUMENTS AND CONTROLS

INSTRUMENT PANEL: GRAY DRIVER AND CENTER

HAZARD SWITCH: INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH HAZARD LAMPS OVERRIDING STOP LAMPS

HEADLIGHT DIMMER: INTEGRAL WITH SELF-CANCELLING TURN SIGNAL HANDLE

STARTER SWITCH: ELECTRIC KEY OPERATED

TURN SIGNAL SWITCH: SELF-CANCELLING FOR TRUCKS

TURN SIGNALS, FRONT: INTEGRAL ELECTRONIC FLASHER WITH HAZARD LAMPS OVERRIDING STOP LAMPS

WINDSHIELD WIPER, SWITCH: INTEGRAL WITH TURN SIGNAL HANDLE

WINDSHIELD WIPER: SINGLE ELECTRIC MOTOR WITH DELAY

RADIO: AM/FM/WB RADIO WITH FRONT AUXILIARY INPUT, DASH MOUNTED

- SPEAKERS: (2) SPEAKERS IN CAB
- ANTENNA: AM/FM MOUNTED ON FORWARD LH ROOF

CRUISE CONTROL: ELECTRONIC WITH SWITCHES IN LH SWITCH PANEL

ENGINE SHUTDOWN: IGNITION CONTROLLED ENGINE STOP WITH CONTROL MOUNTED AT FIREWALL

GAUGE, AIR PRESSURE: LOW AIR PRESSURE LIGHT AND BUZZER

GAUGE CLUSTER: 2" ELECTRIC FUEL GAUGE, ELECTRIC ENGINE OIL PRESSURE GAUGE, ELECTRONIC 3000 RPM TACHOMETER, DIGITAL VOLTAGE DISPLAY

ODOMETER DISPLAY: TRIP/HOUR/DIAGNOSTIC/VOLTAGE /26 WARNING LAMPS

COLOR AND DESIGN

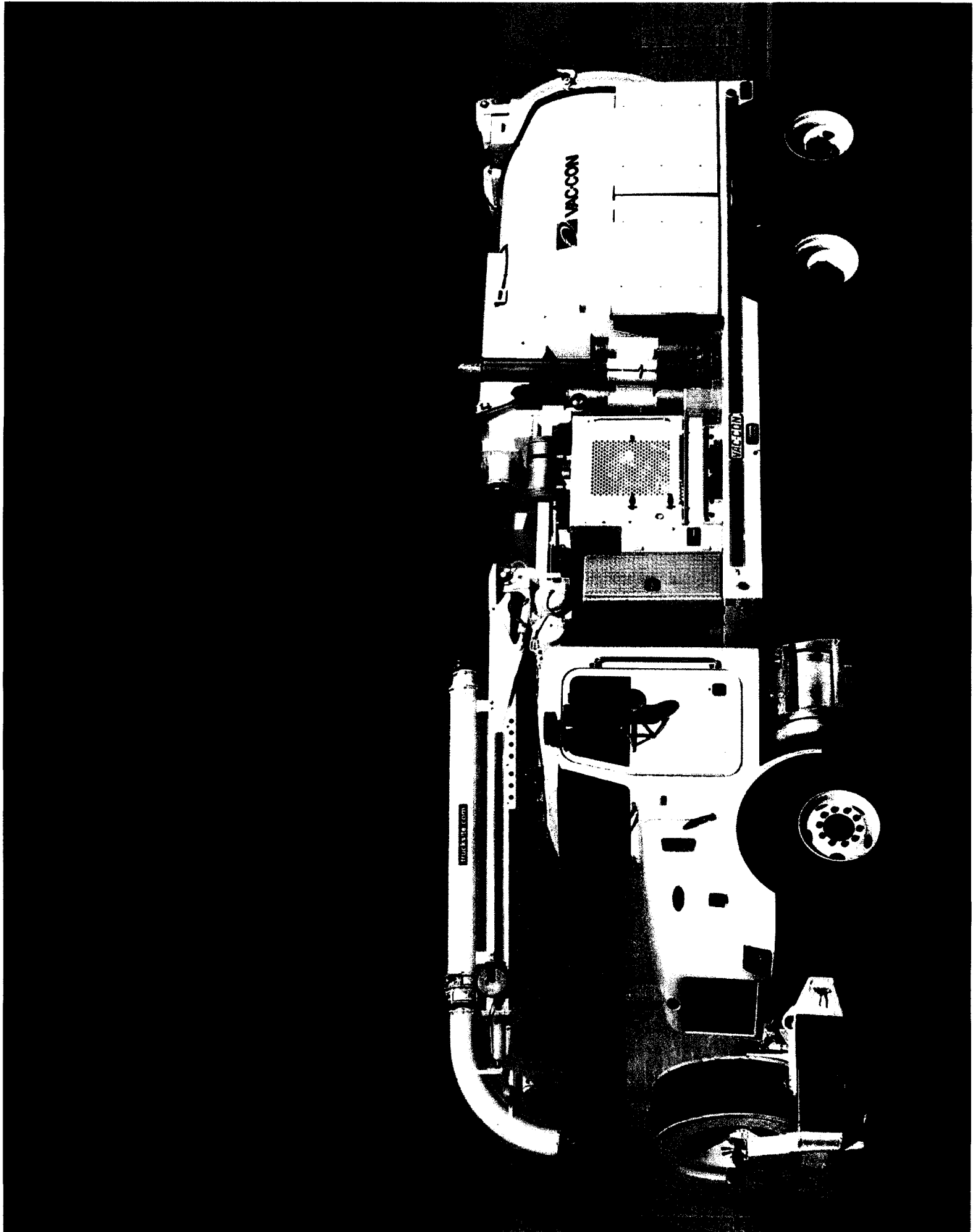
PAINT SCHEMATIC: L0006EB WHITE ELITE

PAINT TYPE: HIGH SOLIDS POLYURETHANE CHASSIS PAINT

OTHER FACTORY CHARGES

EXTENDED WARRANTY: TOWING EXTENDED/ROADSIDE SERVICE WARRANTY, 2 YEAR/ UNLIMITED MILES/KM, \$550 CAP

FEDERAL EMISSIONS: 2013 OBD/2010 EPA/CARB/GHG14 ESCALATOR





SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

#325-15

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(617) 796-1100

Facsimile
(617) 796-1113

TDD/TTY
(617) 796-1089

E-mail
swarren@newtonma.gov

RECEIVED
NEWTON OFFICE
2015 NOV -9 PM 3:43
David A. DiStasio
Newton, MA 02459

November 9, 2015

Honorable Board of Aldermen
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request to authorize the appropriation of \$766,000 and authorize a general obligation borrowing of an equal amount to fund the Manet Road Emergency Communications facility, site modifications, and tower optimization. The work includes the replacement of the existing building that houses communications equipment for the City of Newton.

Thank you for your consideration of this matter.

Very truly yours,

Setti D. Warren
Mayor

1000 Commonwealth Avenue Newton, Massachusetts 02459

www.newtonma.gov



DEDICATED TO COMMUNITY EXCELLENCE



PUBLIC BUILDINGS DEPARTMENT

Josh Morse, Building Commissioner
Telephone (617) 796-1600
FAX (617) 796-1601
TTY: (617) 796-1608
52 ELLIOT STREET
NEWTON HIGHLANDS, MA 02461-1605

Setti D. Warren
Mayor

September 3, 2015

Mayor Setti D. Warren
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

RE: Request for funds: Manet Road Emergency Communications Tower Facility

Dear Mayor Warren:

The Public Buildings Department requests the sum of \$766,000.00 to fund the Manet Road Emergency Communications Facility, site modifications, and tower optimization.

This project will replace the existing building that houses all of the emergency communications equipment for the City of Newton. The existing building is failing, unsafe, and is beyond repair. This building is failing, and if is not replaced, we jeopardize the emergency communication equipment within and therefore put Newton in a position that it could lose Police and Fire Department communications for an extended period of time. The funds requested are broken down as follows:

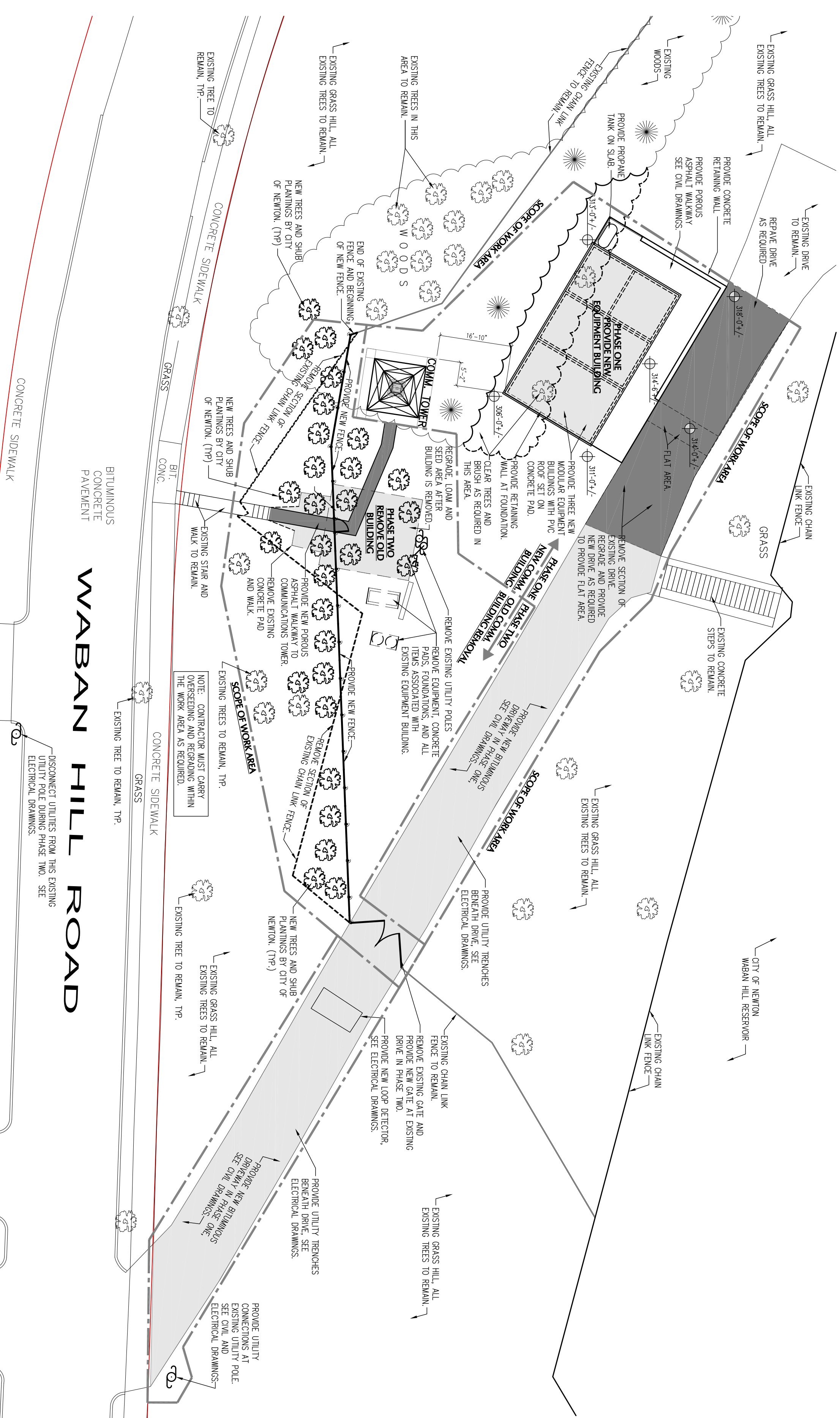
Construction:	\$721,000.00
Architectural Fees:	\$9,500.00
Contingency:	<u>\$35,500.00</u>
	\$766,000.00

Should you have any questions regarding the above, please feel free to contact my office.

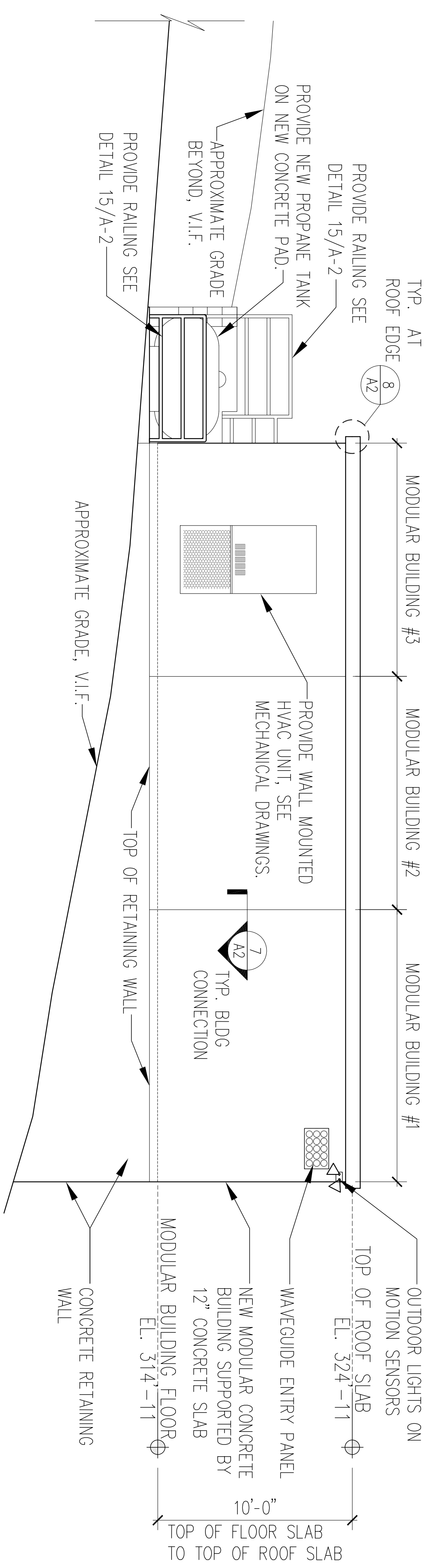
Sincerely,

Josh Morse
Public Buildings Commissioner

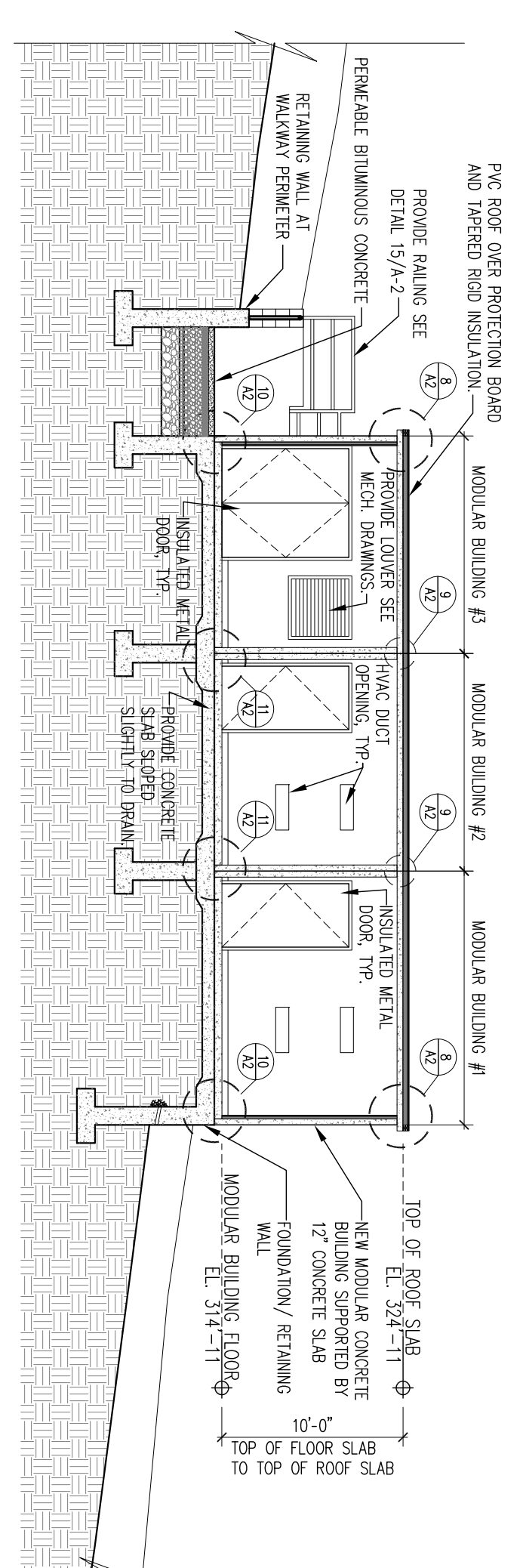
cc: Maureen Lemieux, Chief Financial Officer
Alex Valcarce, Deputy Commissioner
Dori Zaleznik, Chief Admin Officer



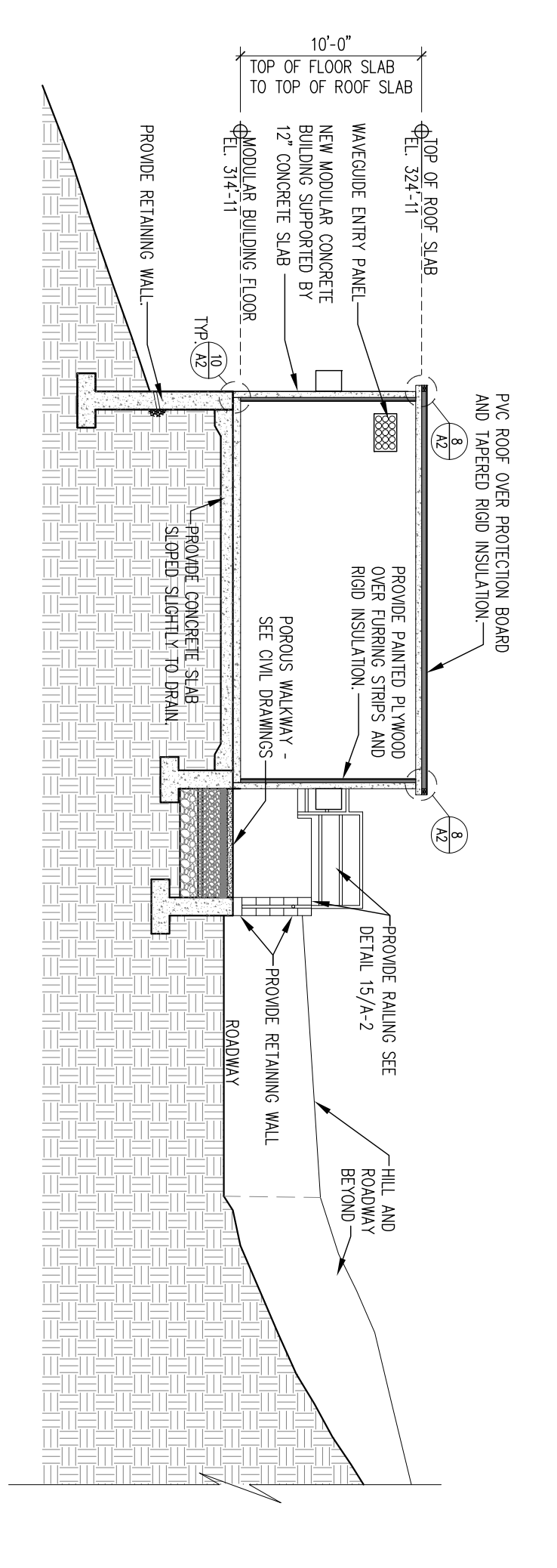
1 ARCHITECTURAL SITE PLAN
1/16" = 1'-0" SCALE



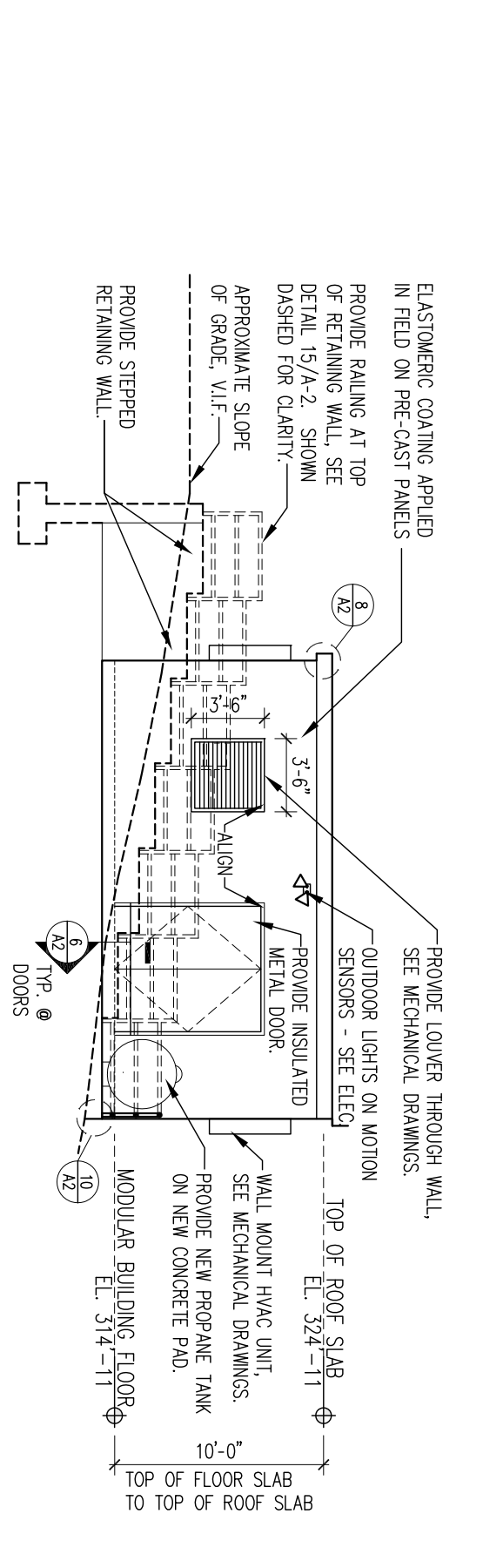
2 WEST ELEVATION
1/16" = 1'-0" SCALE



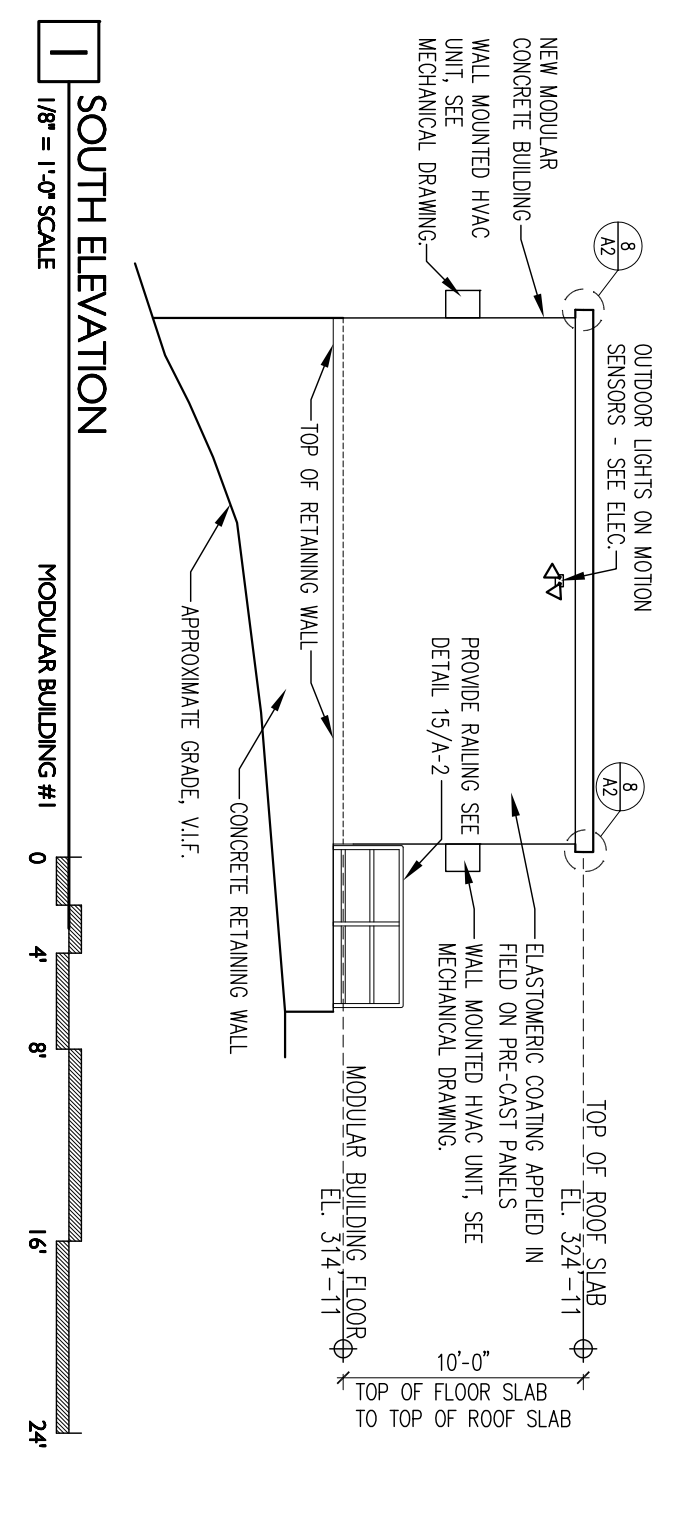
5 SECTION LOOKING EAST
1/16" = 1'-0" SCALE



4 SECTION LOOKING NORTH
1/16" = 1'-0" SCALE



3 NORTH ELEVATION
1/16" = 1'-0" SCALE



1 SOUTH ELEVATION
1/16" = 1'-0" SCALE



SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

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Facsimile
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(617) 796-1089

RECEIVED
NEWTON CITY OFFICE
2015 SEP 11 AM 8:46
RECEIVED
2015 SEP 11 AM 8:46
E-mail: swarren@newtonma.gov
David A. Olson, CMC
Newton, MA 02459
Newton, MA 02459

August 31, 2015

Honorable Board of Aldermen
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request to authorize the appropriation of \$2,000,000 and authorize a general obligation borrowing of an equal amount for repairs to the Elliot Street Bridge. The bridge is co-owned by the Town of Needham (known as the Central Avenue Bridge) and the City of Newton. Both communities have hired BETA Group, Inc., to design the repairs. The design is about 50% complete.

Cost estimate for Elliot St Bridge reconstruction is \$4 million, to be shared equally between Needham and Newton. The bridge must be closed during reconstruction (4 to 6 months). A temporary bridge built to either side of the existing bridge is not feasible, as Needham has no land, only DCR park land which falls under Chap 97 (which cannot be taken for construction).

A replacement bridge, made of pre-stressed concrete arches with a stone fascia was considered. However preliminary estimates are 2 to 3 times the cost of rehabilitation of the existing bridge.

Thank you for your consideration of this matter.

Very truly yours,

Setti D. Warren
Mayor

1000 Commonwealth Avenue Newton, Massachusetts 02459

www.newtonma.gov



DEDICATED TO COMMUNITY EXCELLENCE

City of Newton



DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

1000 Commonwealth Avenue
Newton Centre, MA 02459-1449Setti D. Warren
Mayor

August 27, 2015

To: Maureen Lemieux, Chief of Staff and Chief Financial Officer

From: Jim McGonagle Commissioner

Subject: Docket Request for Elliot Street Bridge Repairs

I respectfully request a docket item be submitted for an authorization to obligate \$2,000,000 for repairs to the Elliot Street Bridge. The bridge is co-owned by the Town of Needham (known as the Central Avenue Bridge) and the City of Newton. Both communities have hired BETA Group, Inc., to design the repairs. The design is about 50% complete.

Mass DOT provides inspection reports regarding the structural condition of the bridge, and they report the following:

- Severely deteriorated open joints in the arch stones,
- Field stone severely deteriorating, which supports the stone arches,
- Severe differential settlement between "old" section and "newer" section of bridge,
- Many other minor structural issues
- Inspection rating decreased by Mass DOT from a 5 (fair) to a 4 (poor).
- Load rating decreased by Mass DOT from 20 Ton to 15 Ton.
- Fire Chiefs from both communities will not drive fire apparatus over the bridge.

Cost estimate for Elliot St Bridge reconstruction is \$4 million, to be shared equally between Needham and Newton. The bridge must be closed during reconstruction (4 to 6 months). A temporary bridge built to either side of the existing bridge is not feasible, as Needham has no land, only DCR park land which falls under Chap 97 (which cannot be taken for construction).

A replacement bridge, made of pre-stressed concrete arches with a stone fascia (to satisfy the Mass Historic Commission) was considered. However preliminary estimates are 2 to 3 times the cost of rehabilitation of the existing bridge.

Town of Needham has obligated funds for this project via their Town Meeting. DPW has previously included this project in the FY 2016 CIP. We would propose moving this up to the spring 2016 bond issue.

Please docket this item for consideration by the Board of Aldermen. Our consulting engineers will be available to discuss the technical aspects of the bridge reconstruction, as well as the logistics of closing the bridge during construction.

cc: David Wilkinson, Comptroller
Louis M. Taverna, City Engineer
Shane L. Mark, Operations Director
Richard Pishkin DPW Business Manager

Telephone: 617-796-1011 • Fax: 617-796-1050 • dturocy@newtonma.gov

ELLIOT STREET BRIDGE SUMMARY

The Central Avenue/Elliot Street Bridge, originally constructed prior to 1844, is a three-span stone masonry arch. In 1897, the bridge was widened by twelve feet on the upstream (southern) side for the Boston & Newton Street Railway. A sidewalk was built on new concrete piers on the downstream side in about 1970. In 1991, the downstream sidewalk was reconstructed and an upstream sidewalk was added. The bridge's 80-foot long roadway consists of one lane in each direction, and the total structure width, including sidewalks, ranges from approximately 46'-9" to 48'-9".

The arch is historically named Cook's Bridge and is listed as a contributing element to the Newton Upper Falls Historic District on both the United States Department of the Interior's National Register of Historic Places and the Massachusetts Historic Commission's State Register of Historic Places.

The stones of the bridge arches have shifted and cracked, resulting in reduced load capacity. The most recent load rating was performed in November 2000, and reduced loads are posted at each approach.

The proposed rehabilitation program will restore the bridge to allow it to support statutory truck loads and will include, but not be limited to, the following activities:

- The masonry arches will be repaired by removing and replacing the soil-gravel fill over the arches with reinforced concrete.
- The foundations will be strengthened by coring concrete-filled mini-piles through the existing stone piers and abutments down to ledge.
- The north spandrel wall will be removed and reconstructed by cutting the original stones and using them as a veneer on the wall of the new concrete arch infill.
- Amenities, including ornamental lighting, railings, and benches, will be added to the bridge.

The bridge will be closed to traffic during construction. Two simultaneous detour routes are planned:

- The southern route will detour eastbound traffic from Central Ave in Needham south onto Gould St, east onto Highland Ave, continuing east onto Needham St in Newton, north onto Oak St, and west onto Chestnut St to Elliot St. Westbound traffic will use the detour in reverse.
- The northern route will detour eastbound traffic from Central Ave in Needham north onto Cedar St, continuing north on Cedar St into Wellesley, east onto Route 9, continuing east on Route 9 into Newton, south onto Ellis St, and south onto Chestnut St to Elliot St. Westbound traffic will use the detour route in reverse except that traffic in Newton will go from Chestnut St directly to Route 9, bypassing Ellis St.
- Westbound truck traffic must use the southern detour route because of a low clearance bridge at the intersection of Chestnut St and Route 9 in Newton.

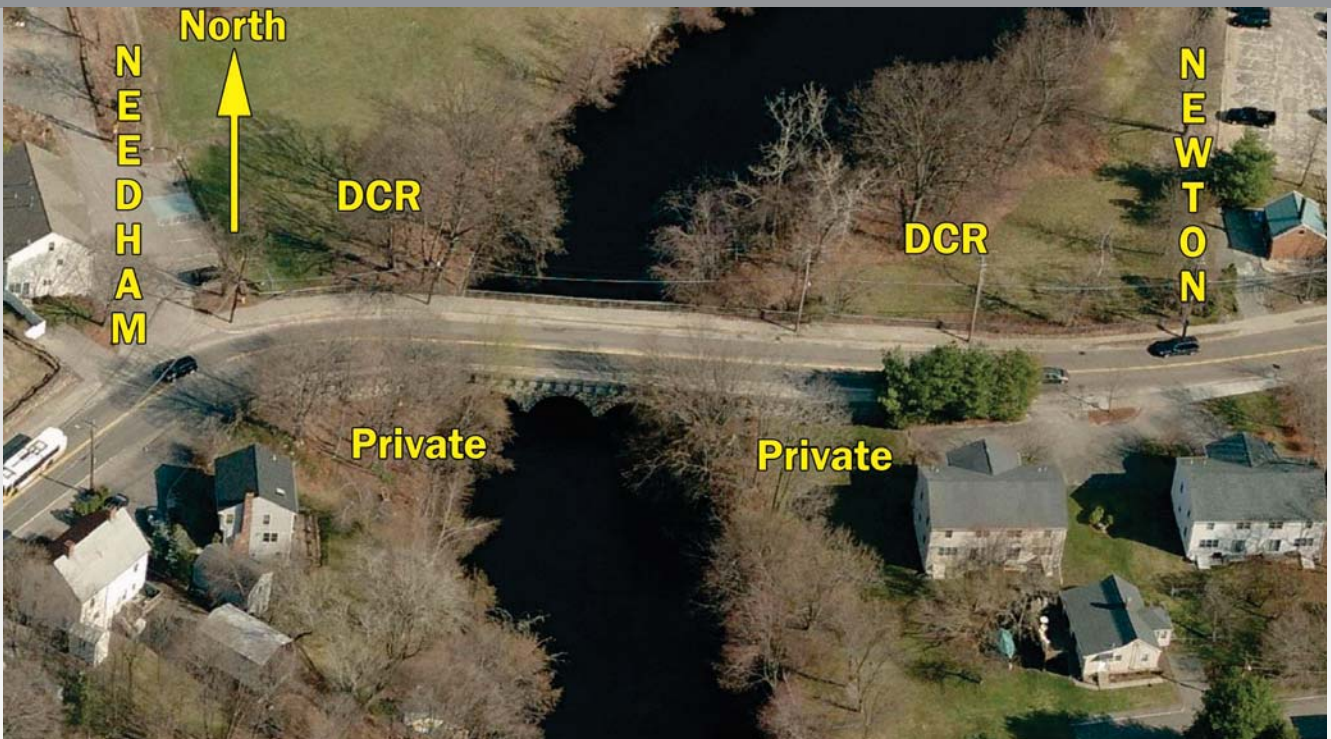
Rehabilitation of Central Avenue / Elliot Street Bridge



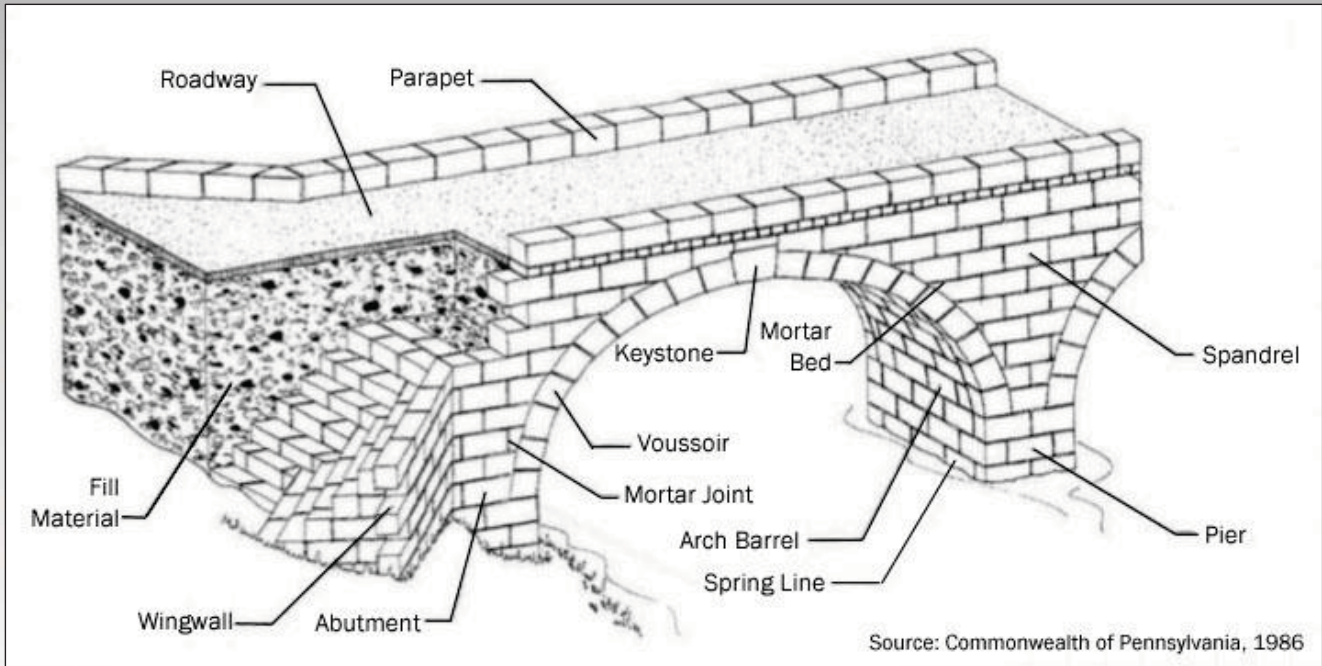
October 29, 2015



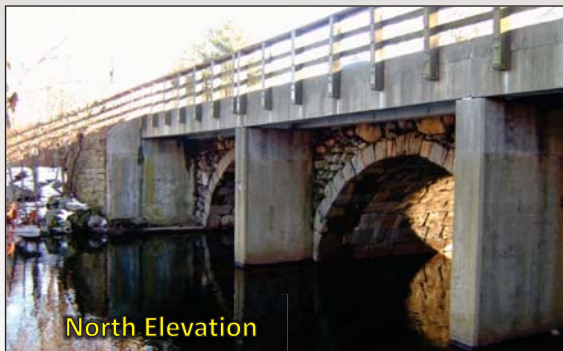
Overview



Arch Bridge Construction



History

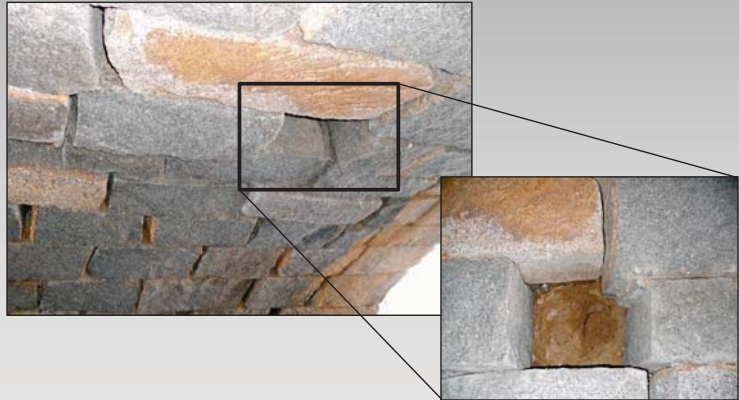


Cook's Bridge

- Newton Upper Falls Historic District Contributing Element
- Unknown Construction Date
- 1844: First Repair Records
- 1897: Widened from 25 ft to 40 ft
- 1970: North Sidewalk and Piers
- 1991: Roadway & Sidewalk Replaced, South Sidewalk Added



Deficiencies



Arch Barrel

- Deteriorated Stones along Spring Line
- Movement of Stones
- Large Gaps Between Stones
- Main Stones Fallen Out
- Reduced Load Capacity by MassDOT

Deficiencies



North Spandrel Wall

- Loose Stones Throughout
- Moveable by Hand
- Large Voids Behind Stones
- Soft/Breakable Stones



Northwest Wingwall

- Bulging Stone Wall
- Increased Fill and Loads from Sidewalk

Proposed Rehabilitation



Project Goals

- Restore Load Capacity
- Stop Movement of Stones
- Repair Voids
- Stop Water Infiltration/Loss of Fill
- Long Term Fix (75+ Year Service Life)
- Comply with Section 106 of Historic Preservation Act

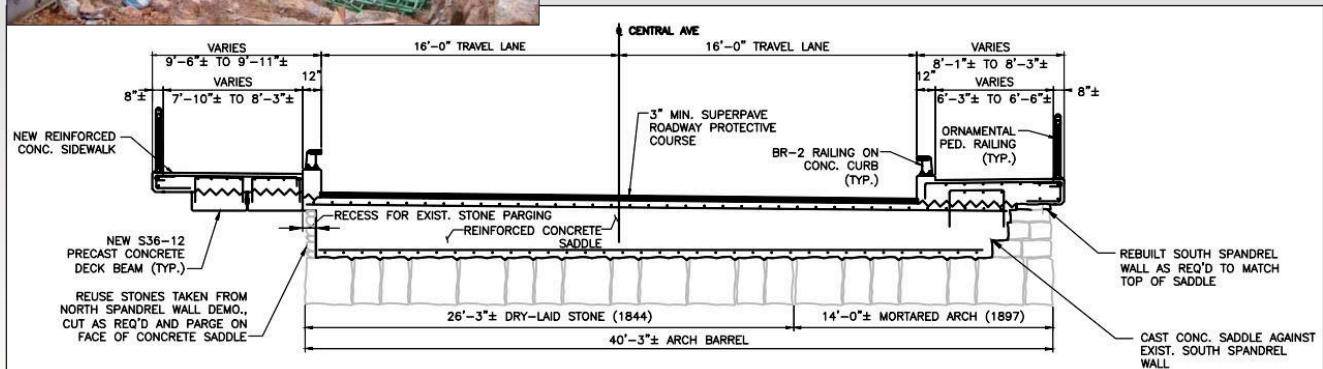
Proposed Rehabilitation



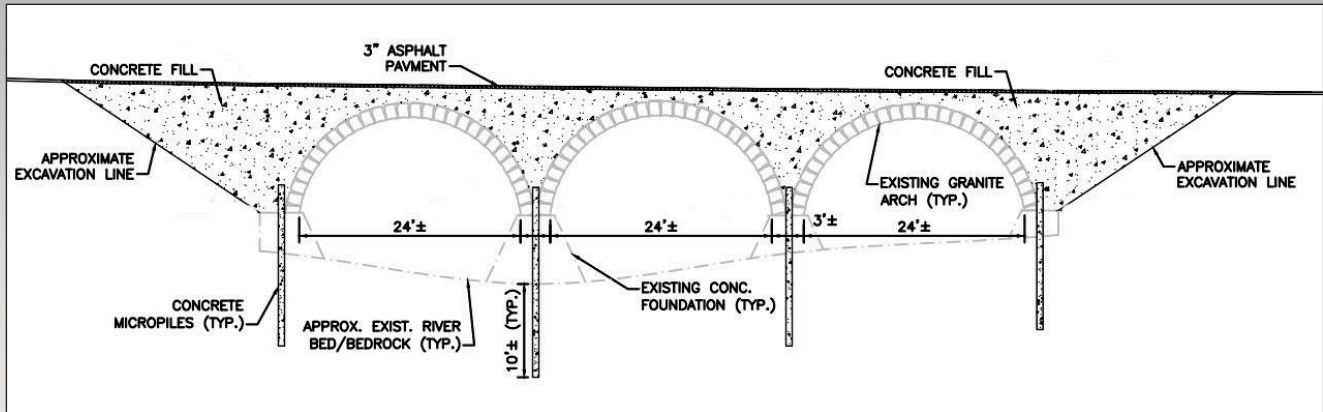
Concrete Arch Saddle

- Remove Gravel Fill and Replace with Reinforced Concrete
- Remove North Spandrel Wall / Reuse Stones as Veneer

Photo: New York Department of Transportation, 2010



Proposed Rehabilitation

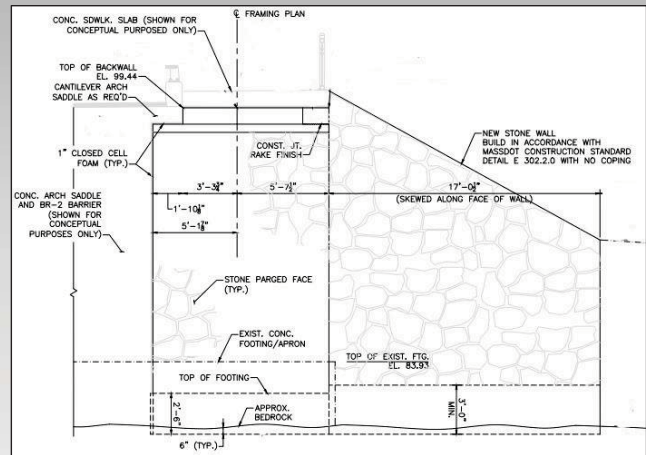


Concrete Filled Micropiles

- Drilled Through Existing Piers and Abutments
- Supports Arch Saddle
- Relieves Deteriorated Stones at Spring Line



Proposed Rehabilitation



Northwest Wingwall

- Replace Wall
- Concrete Wall with Stone Veneer
- Reuse Original Stones



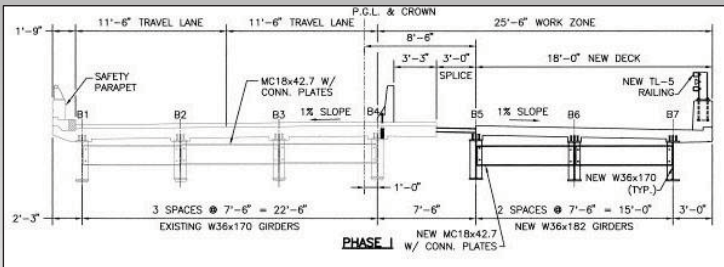
Pedestrian Amenities



- Pedestrian Amenities**
- Wider Sidewalks
 - Ornamental Railings
 - Vehicle Railing at Curb
 - Benches
 - Ornamental Lighting
 - Banners
 - Interpretive Panel
 - Removal of Aerial Wires



Why Must Bridge Be Closed?



- Conventional Bridge**
- Concrete Deck on Beams
 - Beams Support Strip of Deck
 - Cut Deck without Impacting Adjacent Section



- Stone Arch Bridge**
- Fill Cannot be Excavated Vertically Without Temporary Sheeting
 - Not Possible on Bridge
 - Unloaded Sections of Arch would be Vulnerable to Unbalanced Loads and Vibrations from Traffic

Photo: Washington County DPW, Maryland, 2009



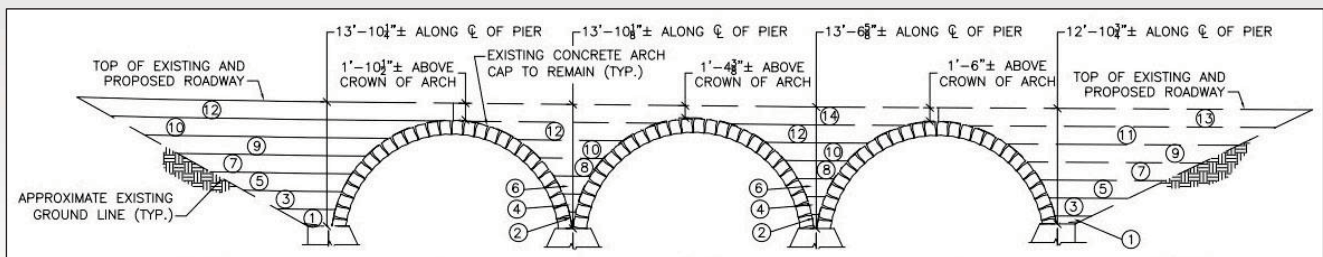
Closure Period

Bridge Closure

- Anticipated July to Dec. 2016
 - Preliminary Analysis
 - Detailed Analysis to Come
- Delicate Excavation and Concrete Pour Sequences
- Concrete Cure Times
- Utility Coordination

Efforts to Minimize Closure

- Don't Close Until Prep Work Finished & Contractor Ready
- Reopen ASAP
- Reduced Lanes Before & After
- Incentive/Disincentive Clauses
 - Use of Extended Work Shifts
 - Preliminary Analysis Indicates Approx 1.5 Month Reduction



Why Not a Bypass Bridge?

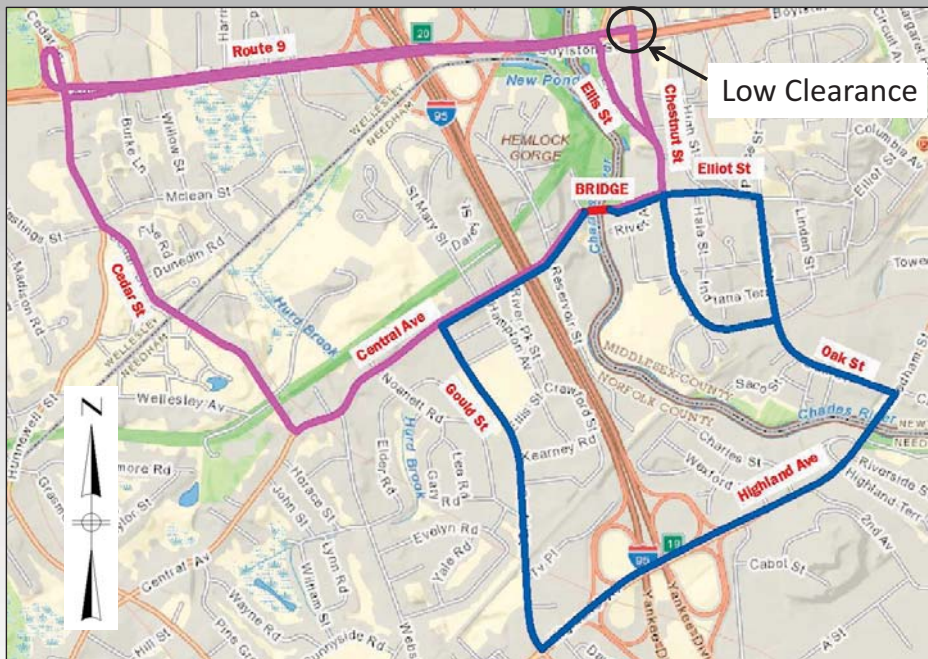


Issues

- No Right-of-Way
- Environmental Impacts
- Historical Impacts
- Utility Impacts
- Schedule
- Cost



Detour Route



Detour

- Two Routes
- Northern (Pink): Cedar, Route 9, Ellis/Chestnut
- Southern (Blue): Gould, Highland, Oak/Chestnut
- Westbound Trucks Must Use Southern (Blue) Due to Low Clearance at Chestnut/Route 9



Why This Rehabilitation Method?

Meets Project Goals

- ✓ Restores Load Capacity
- ✓ Stops Movement of Stones
- ✓ Repairs Voids
- ✓ Stops Water Infiltration/Loss of Fill
- ✓ Long Term Fix (75+ Year Service Life)
- ✓ Complies with Section 106 of Historic Preservation Act

Investigated Alternatives

- ⊗ Bridge over Existing
- ⊗ Bridge within Confines of Spandrels
- ⊗ Slab-On-Grade
- ⊗ ARCHTEC Reinforcing
- ⊗ Rock Bolt Reinforcing
- ⊗ Lightweight Fill
- ⊗ Complete Replacement



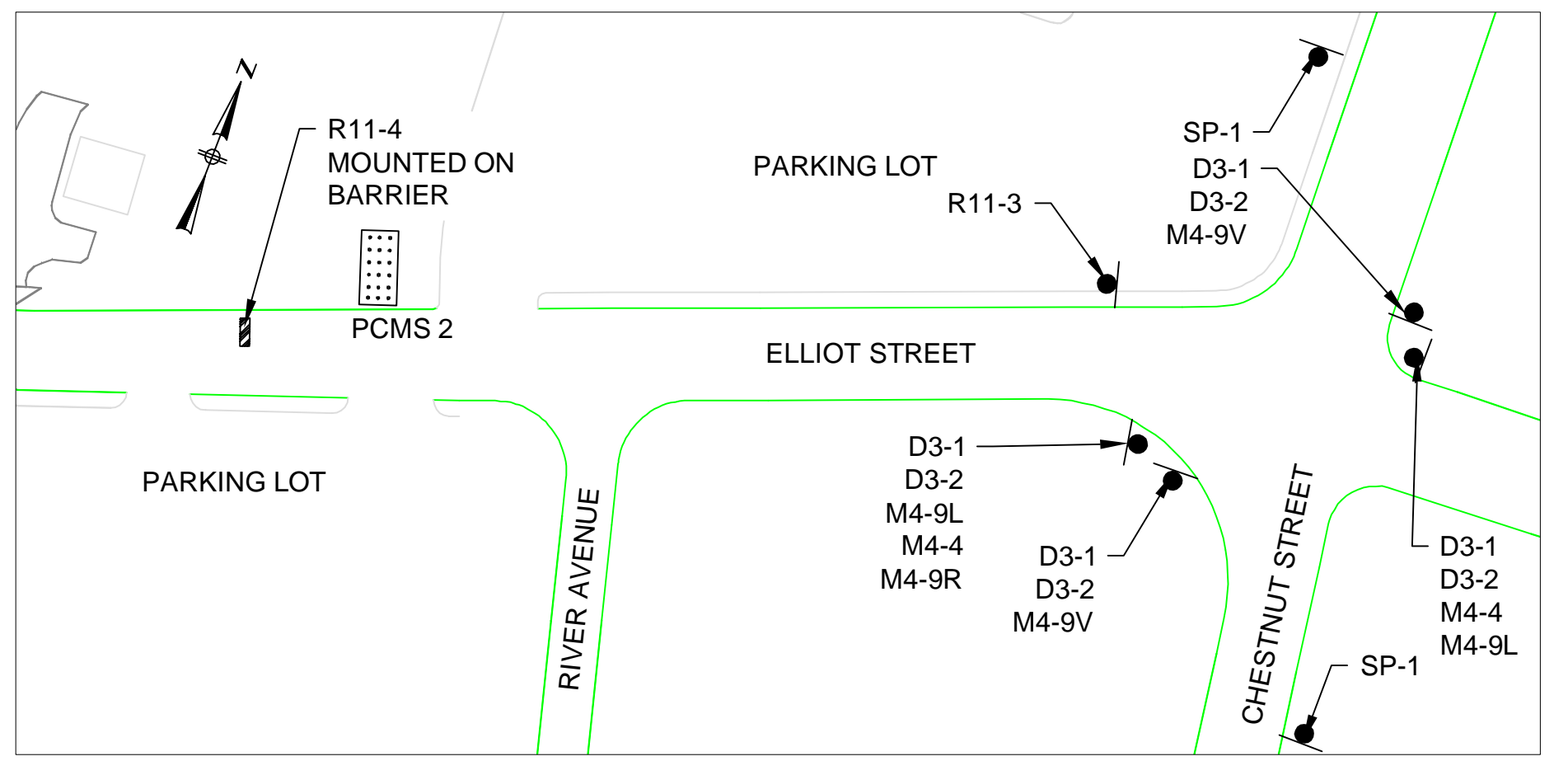
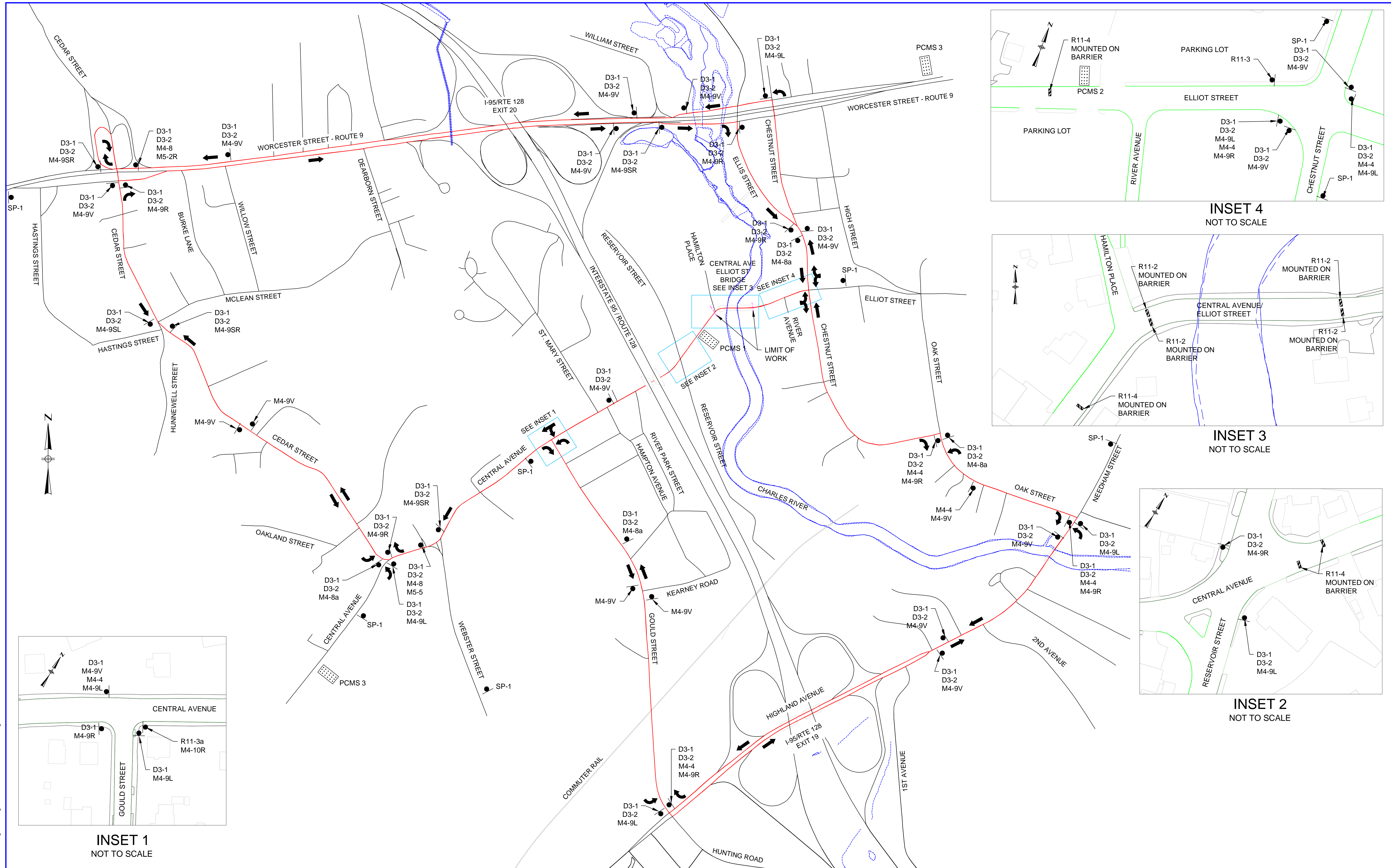
What if Nothing is Done?

Future Concerns

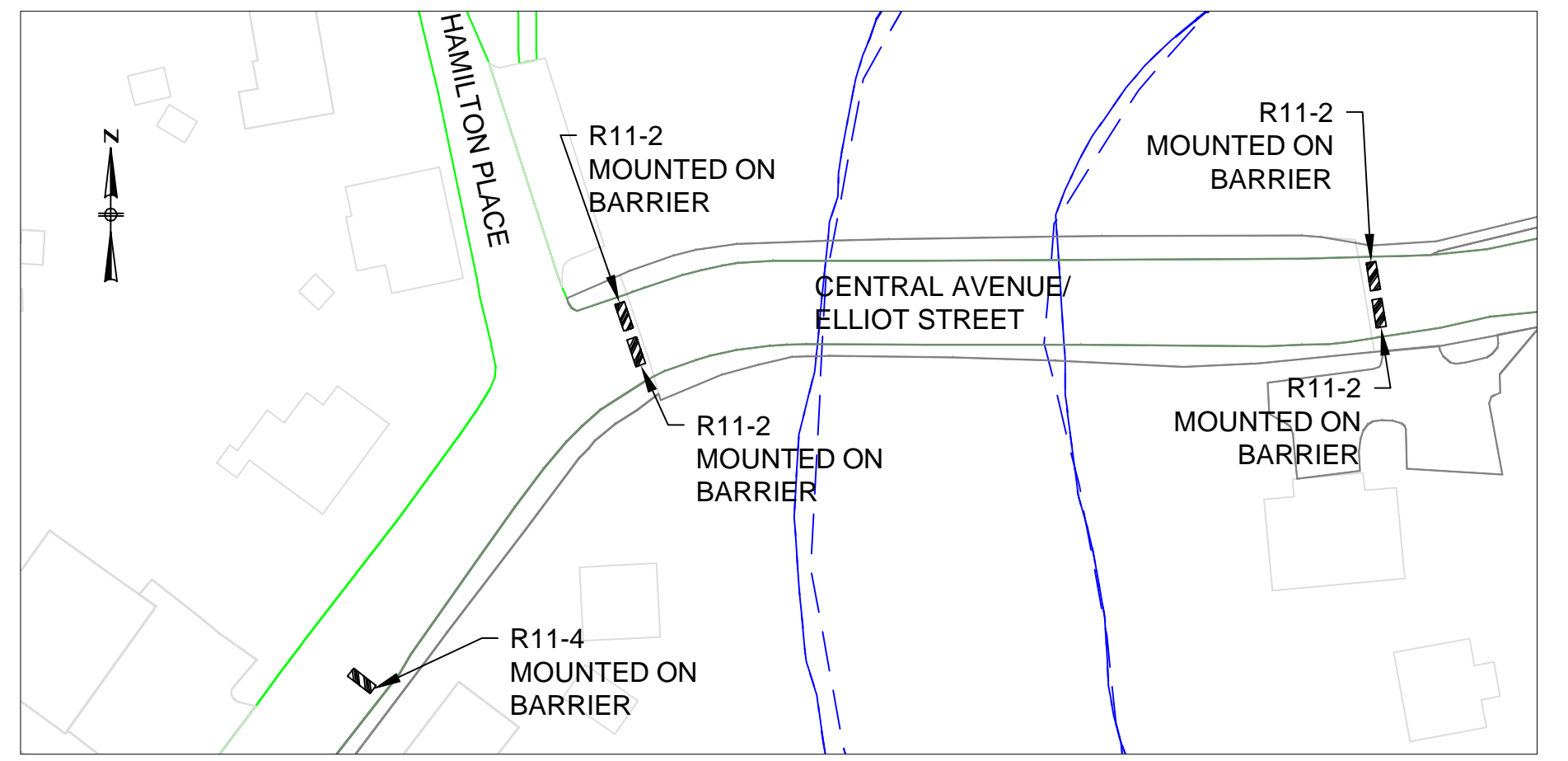
- Continued Movement of Stones
- Loss of Stones and Deterioration
- Reduced Load Rating / Potential Truck Exclusion
- Liability to Town/City
- Sudden Failure
- Potential for Longer Closure and More Expensive Replacement

Conclusion

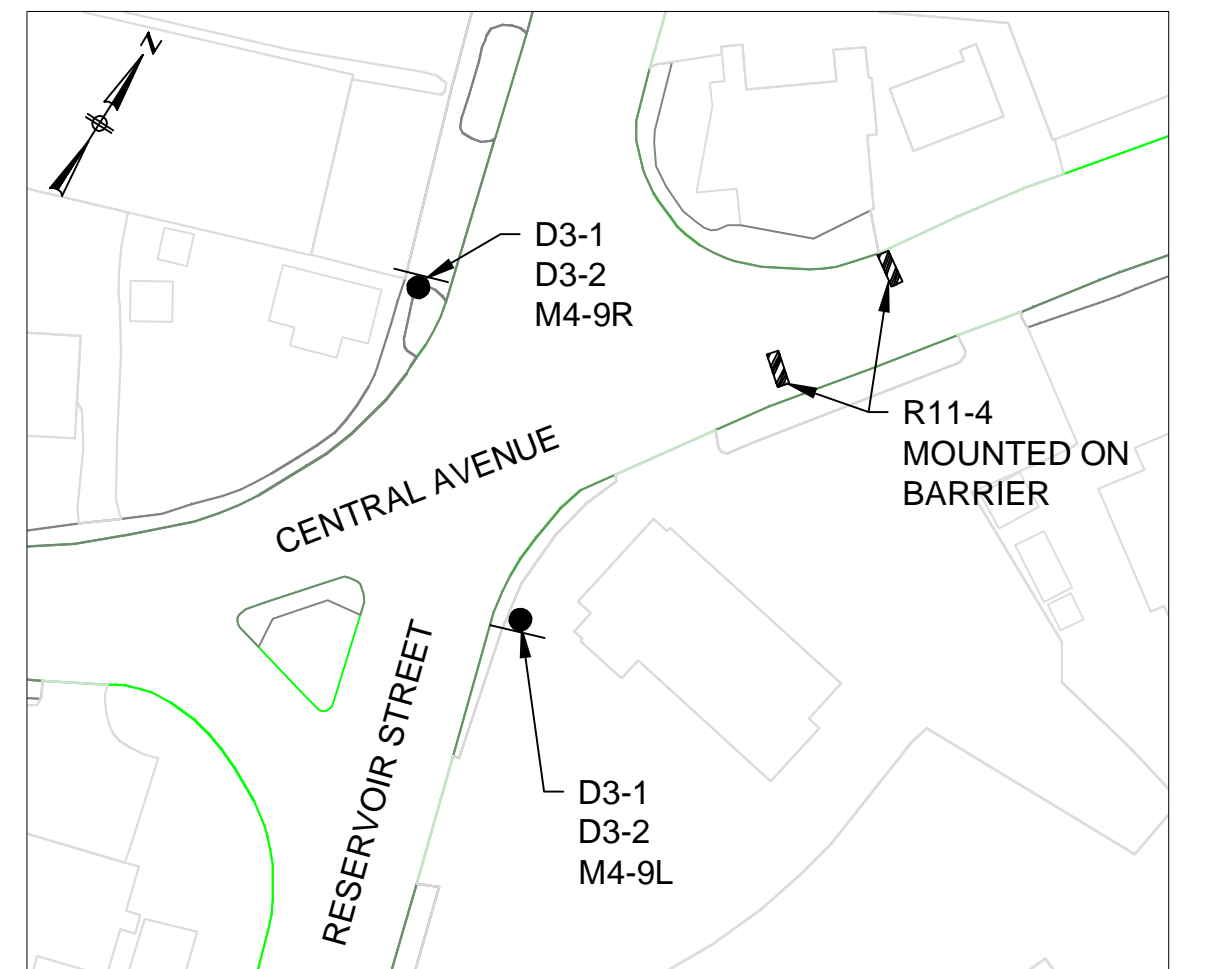
Questions?



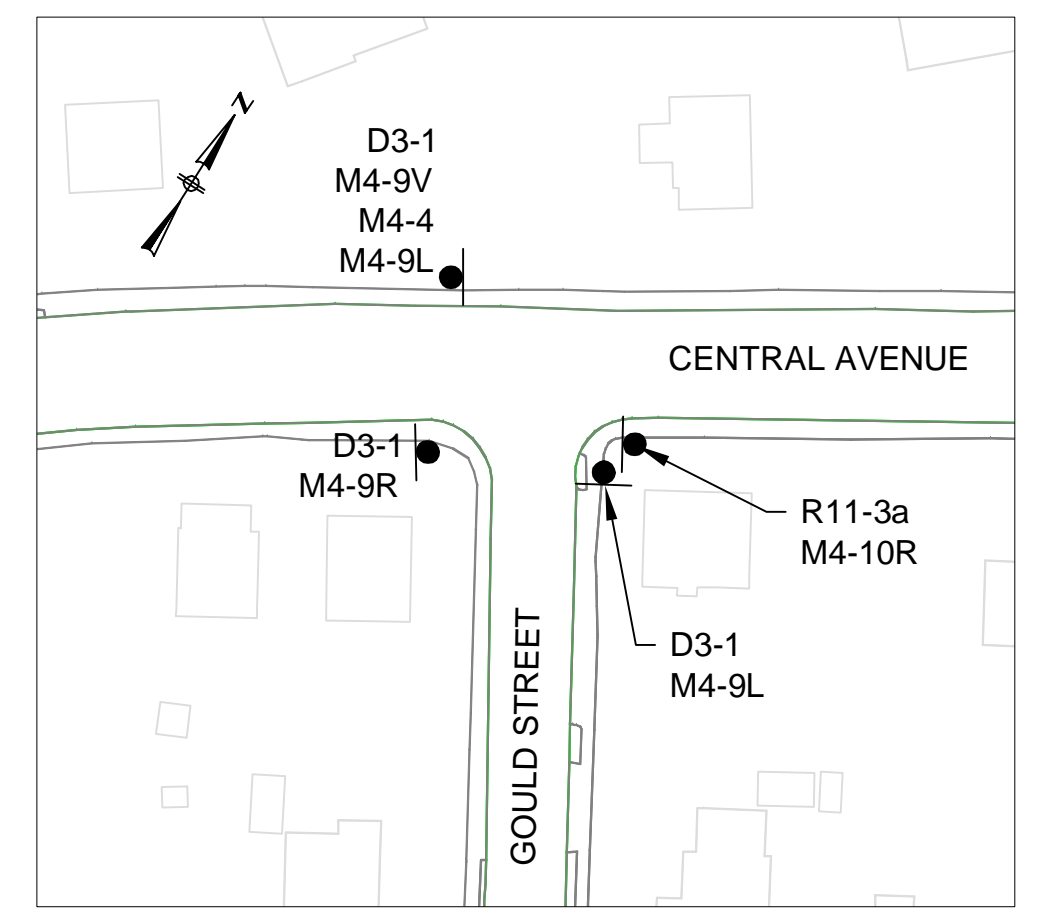
INSET 4
NOT TO SCALE



INSET 3
NOT TO SCALE



INSET 2
NOT TO SCALE



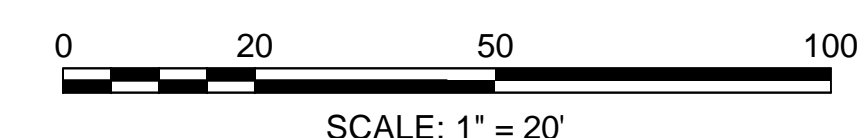
INSET 1
NOT TO SCALE

O:\5000a\5000 - Needham - Elliot St Bridge\Drawing Files\Plan Set\5000 DETOUR.dwg

NUMBER	DATE	MADE BY	CHECKED BY	DESCRIPTION

DRAWN BY:	XX
DESIGNED BY:	XX
CHECKED BY:	XX

PREPARED BY:	
--------------	--



UNLESS OTHERWISE NOTED OR CHANGED BY REPRODUCTION

**CENTRAL AVENUE/ELLIOT STREET
OVER CHARLES RIVER
DETOUR PLAN
NEEDHAM/NEWTON, MASSACHUSETTS**

ISSUE DATE August 24, 2015
SHEET **14 OF 24**



SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

#287-15

Telephone
(617) 796-1100

Facsimile
(617) 796-1113

TDD/TTY
(617) 796-1089

E-mail
swarren@newtonma.gov

September 28, 2015

Honorable Board of Aldermen
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Ladies and Gentlemen:

In accordance with the City of Newton Financial Management Guidelines, I write to request that your Honorable Board docket for consideration the Fiscal Year 2017 – Fiscal Year 2021 5-Year Financial Forecast.

Thank you for your consideration of this matter.

Very truly yours,

Setti D. Warren
Mayor

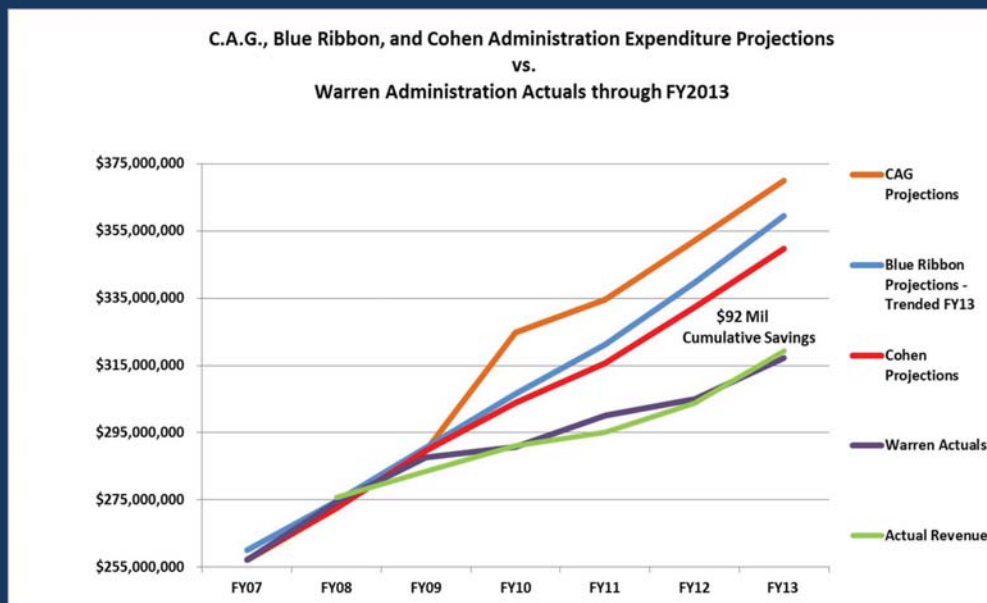
RECEIVED
Newton City Hall
2015 OCT - 1 PM 1:53
DAVID A. OLSON, DMC
Newton, MA 02459



FY17 – FY21 CAPITAL IMPROVEMENT PLAN AND FIVE YEAR FINANCIAL FORECAST

October 05, 2015
City of Newton, Massachusetts
Setti D. Warren, Mayor

Newton's Financial Picture January 1, 2010



Achieving Financial Stability

- Zero-Based Budgeting
- Performance-Based Management
- Economic Development
- Comprehensive Citywide Infrastructure Assessment
- Collective Bargaining Agreements

A “THREE LEGGED STOOL” or
THREE LEGGED PARTNERSHIP

TAXPAYERS

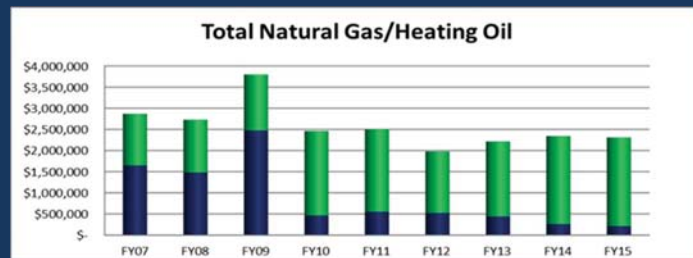


ADMINISTRATION

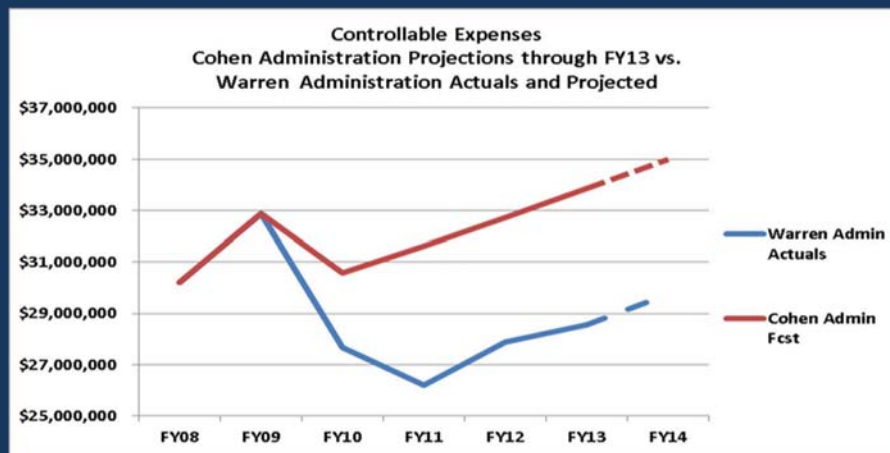
Elected & Appointed

EMPLOYEES

ZERO-BASING THE BUDGET

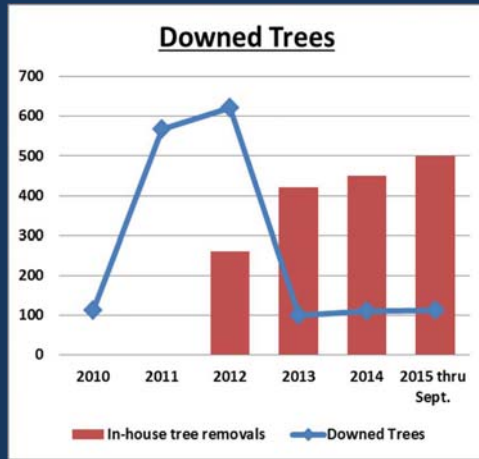


ZERO-BASED SAVINGS APPROXIMATELY \$5 MILLION PER YEAR



Utilities, Outside Labor Counsel, Solid Waste, Services, etc

DATA-DRIVEN MANAGEMENT



ECONOMIC DEVELOPMENT CHESTNUT HILL SQUARE AND "THE STREET"



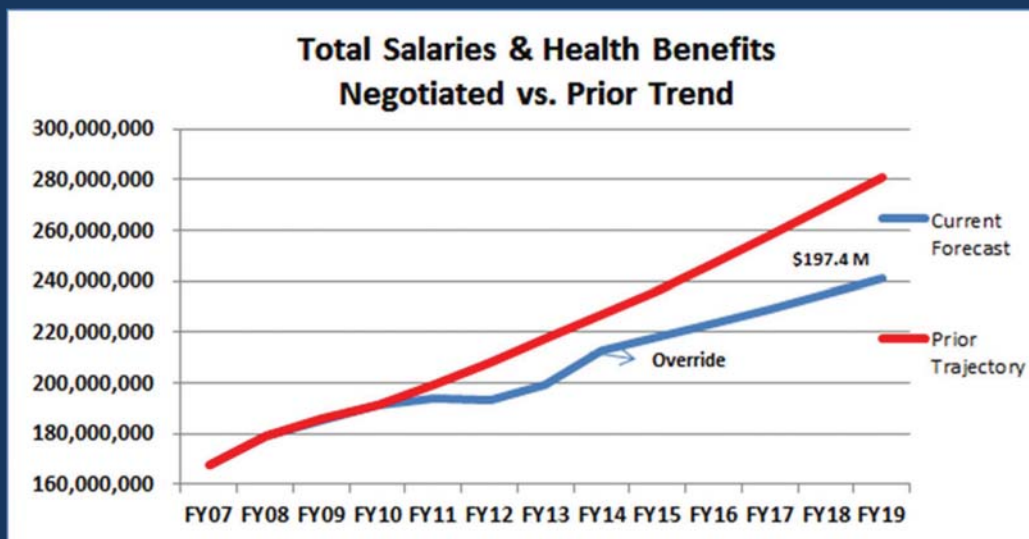
\$1.5 Mil R/E Revenue



\$800 K R/E Revenue

COLLECTIVE BARGAINING AGREEMENTS

EMPLOYEES and COLLECTIVE BARGAINING AGREEMENTS



CAPITAL INFRASTRUCTURE ASSESSMENT

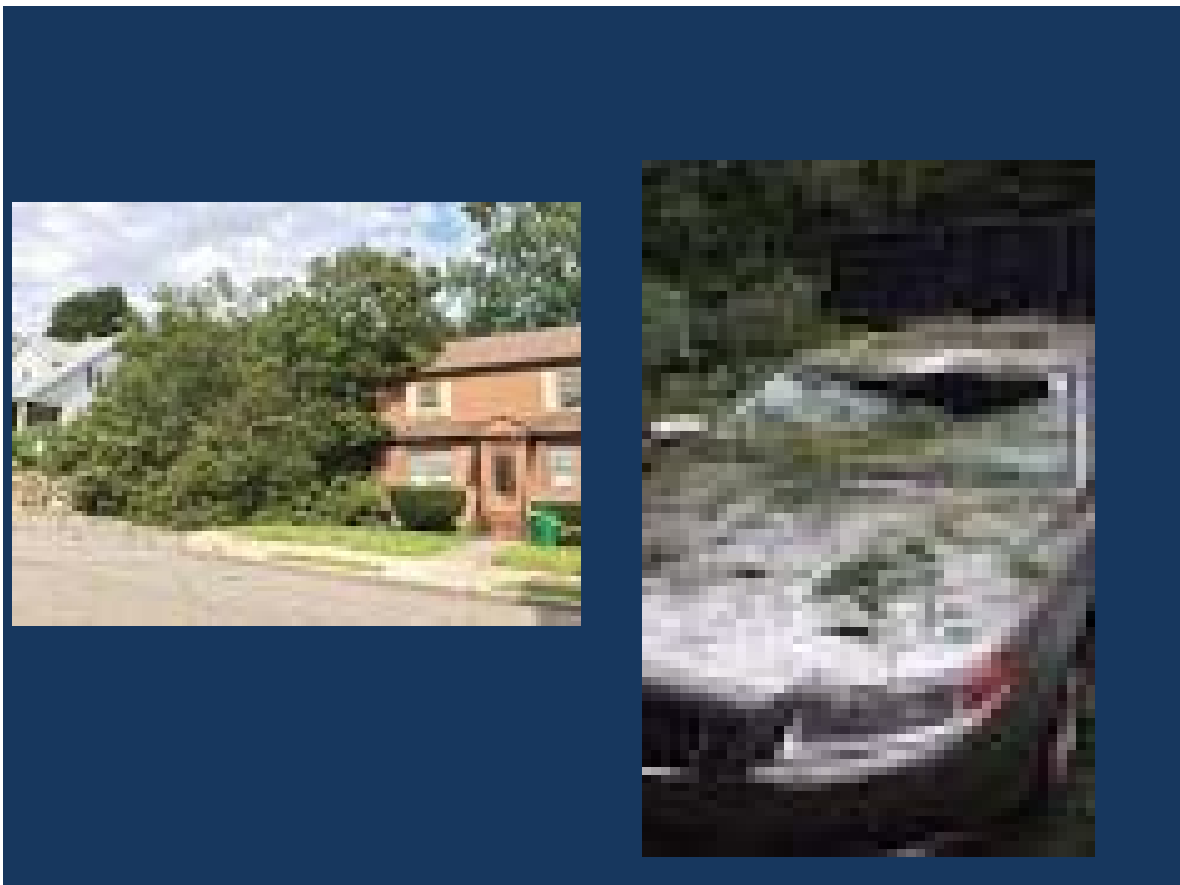
What did we find???





STREETS AND SIDEWALKS









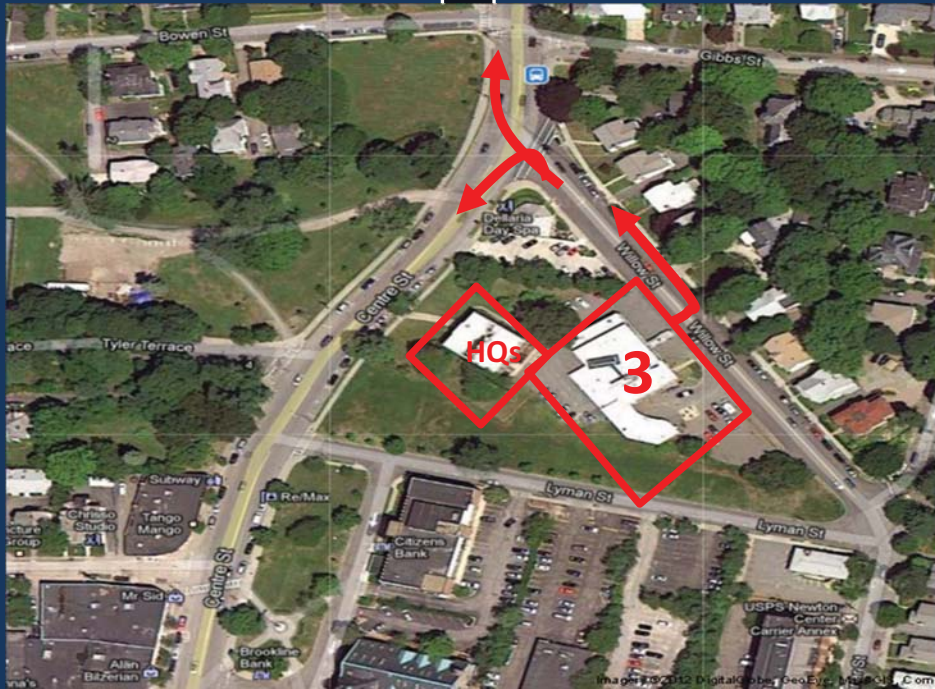
AQUINAS



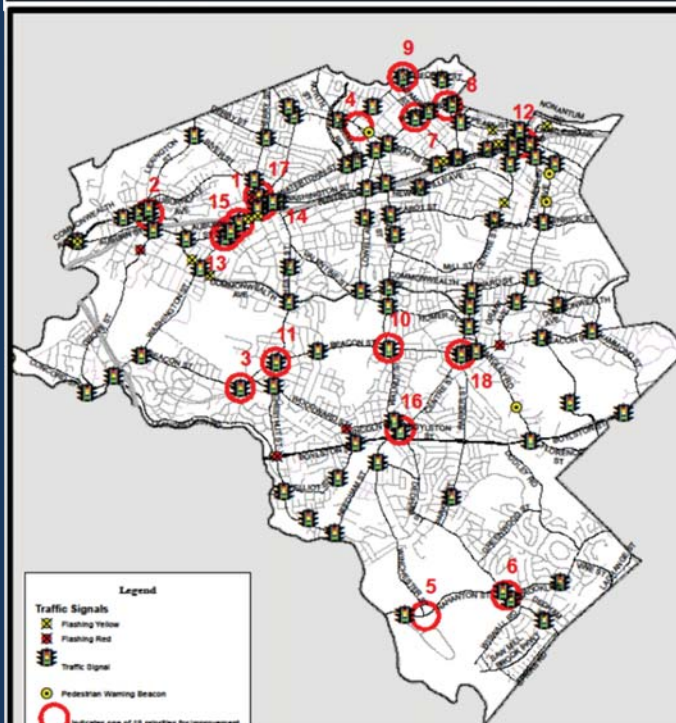
Unparalleled Public Safety



Unparalleled Public Safety



Unparalleled Public Safety – Traffic Signalization



- Angier – Beacon @ Collins
- Beacon @ Grant
- Crafts @ Linwood
- California @ Bridge
- Nahanton @ Winchester
- Auburndale Square
- Watertown @ Adams
- Watertown @ Pearl
- West Newton – Washington St,
@ Chestnut, Watertown,
Cherry & Elm
- Washington @ Auburn
Prospect & Perkins
- Centre @ Walnut
- Cherry @ Webster
- Dedham @ Nahanton
- Dedham @ Brookline
- Beacon @ Walnut
- Beacon @ Chestnut
- Newton Corner

Vibrant, Diverse Community Life



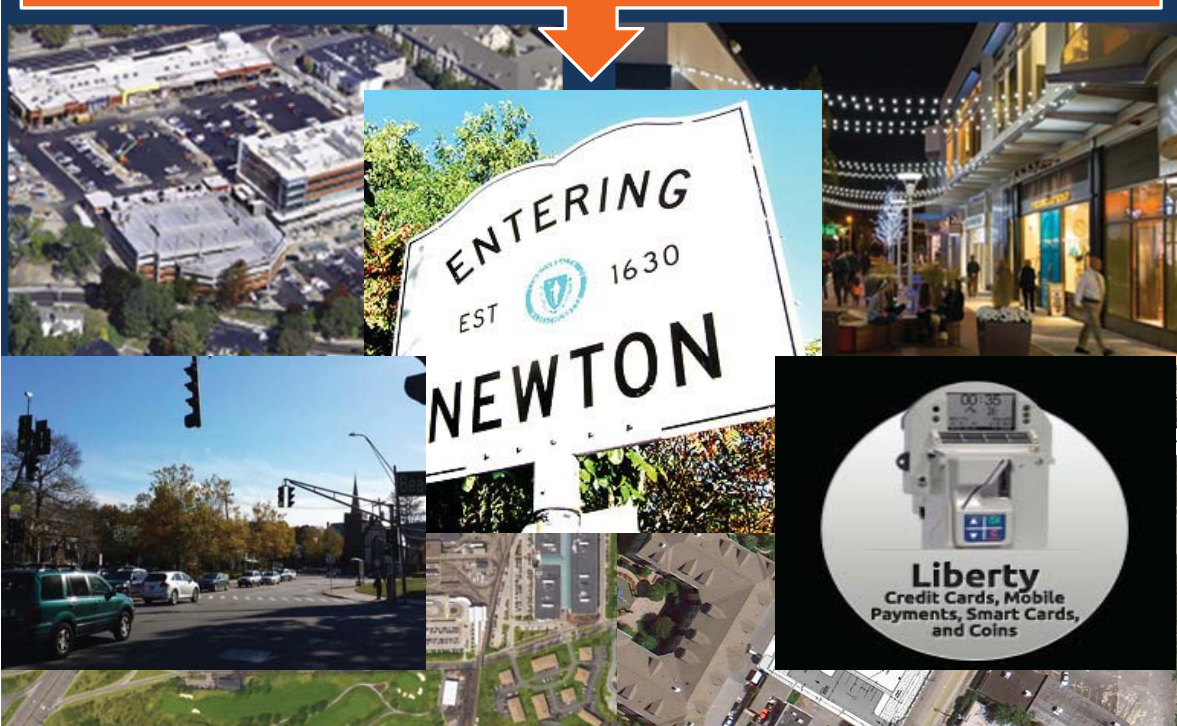
Vibrant, Diverse Community Life Accessibility to ALL of City Hall



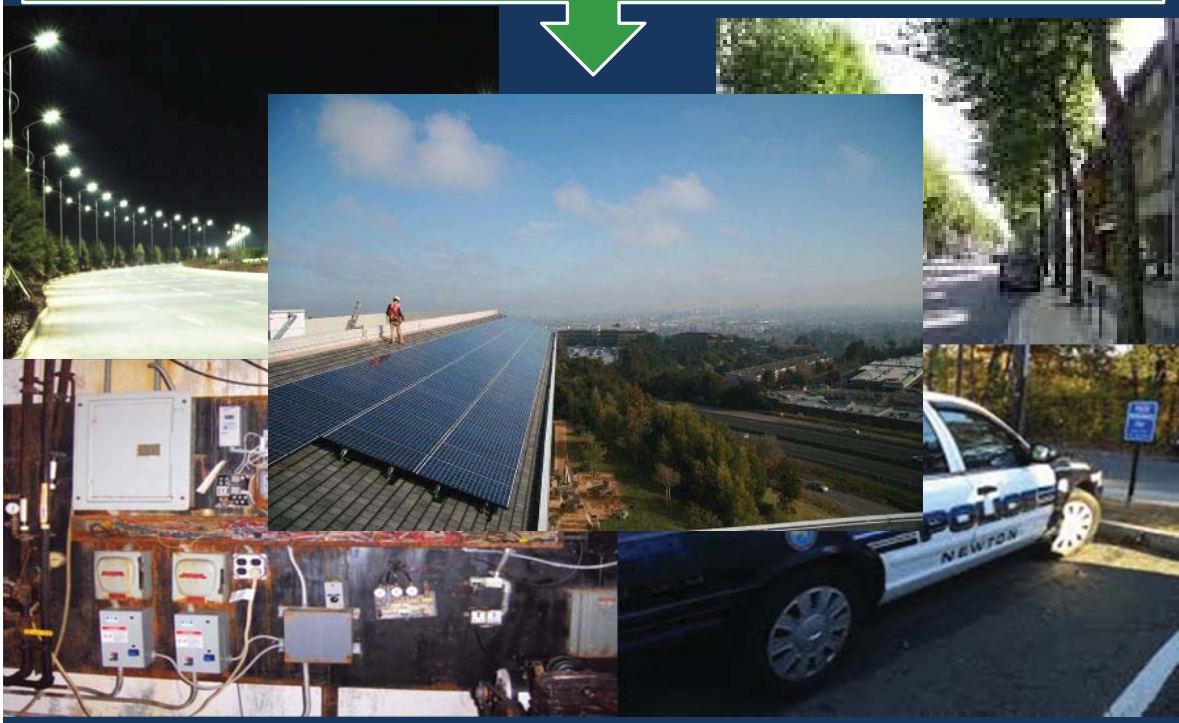
Improved Capital Infrastructure



Robust Economic Development Chestnut Hill Sq, The "Street", Riverside, Needham St

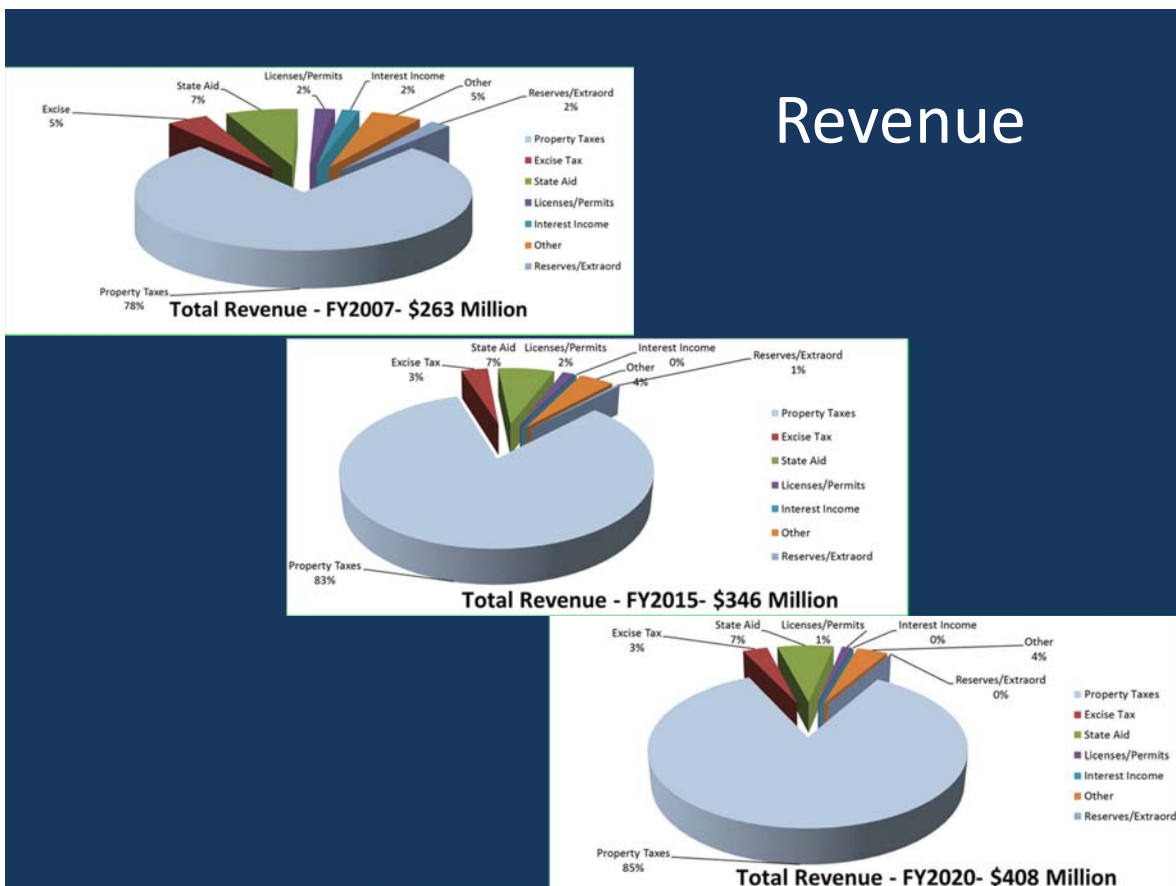
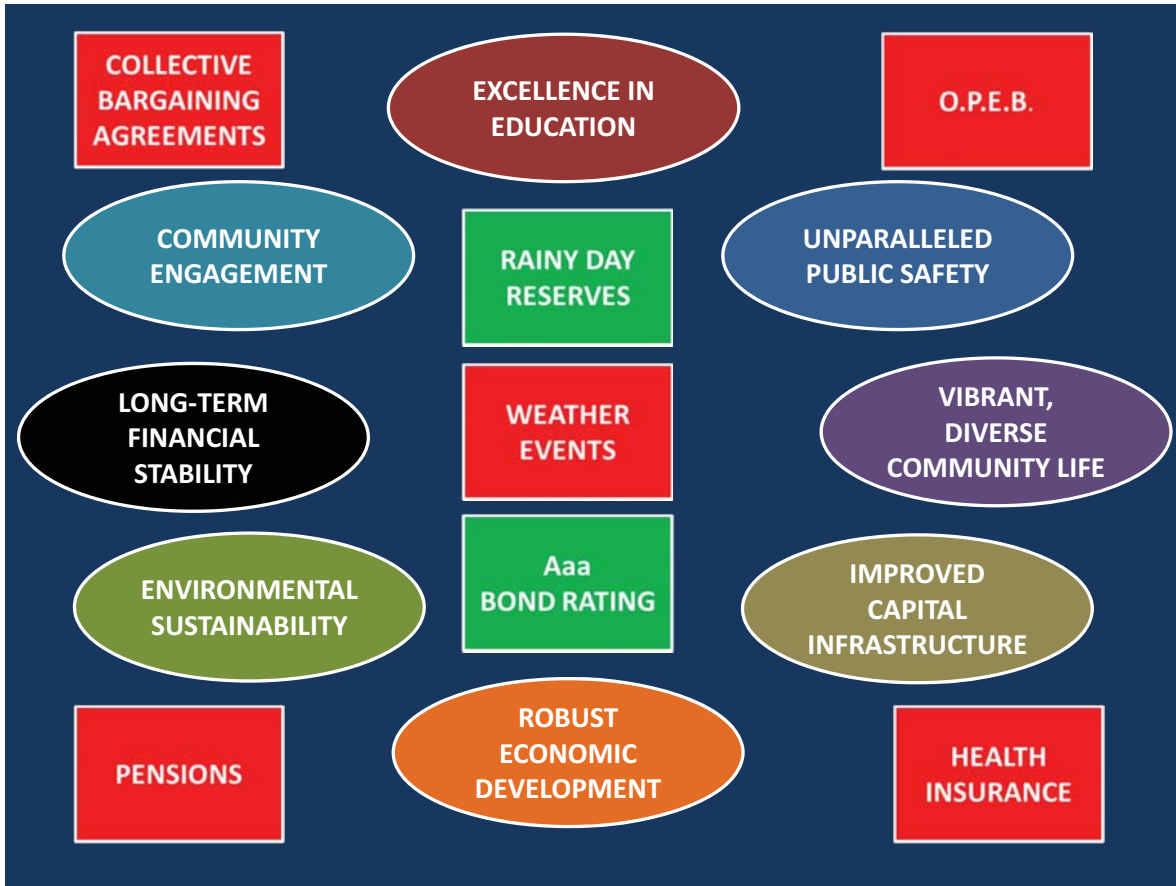


Environmental Sustainability



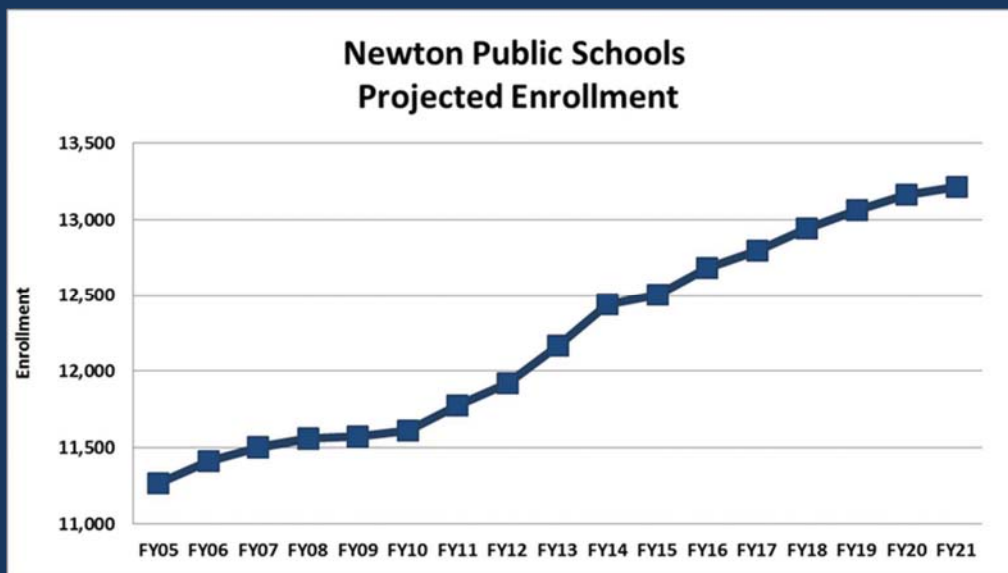
Community Engagement





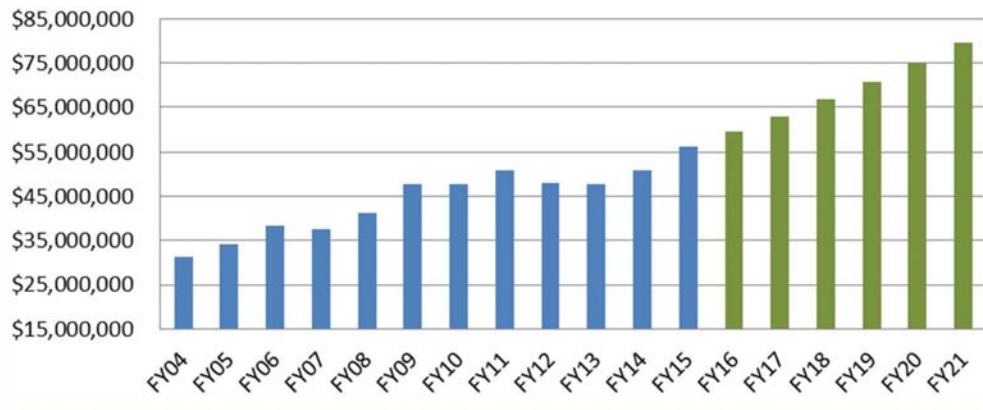
UNDERSTANDING MAJOR COST DRIVERS

Student Enrollment



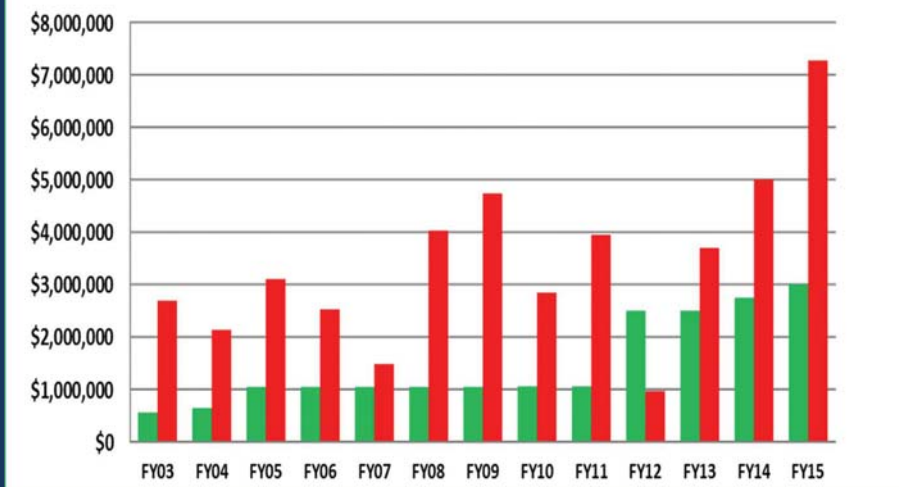
Health Insurance

Total Cost of Health Insurance Program
7.20% Avg Annual Increase FY04-FY15

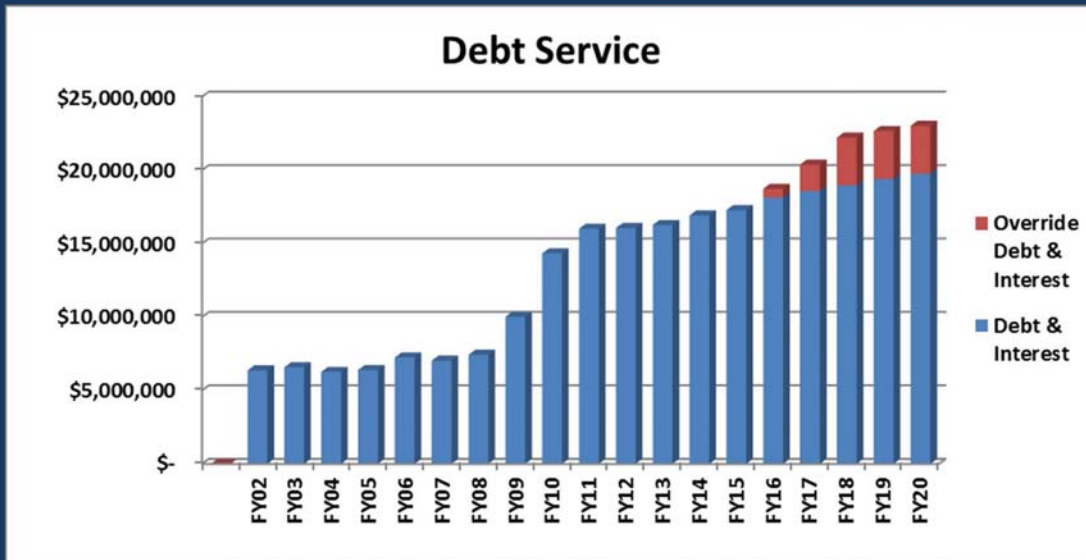


Cost of Snow Removal

Snow/Ice Removal Costs - Budget vs. Actual

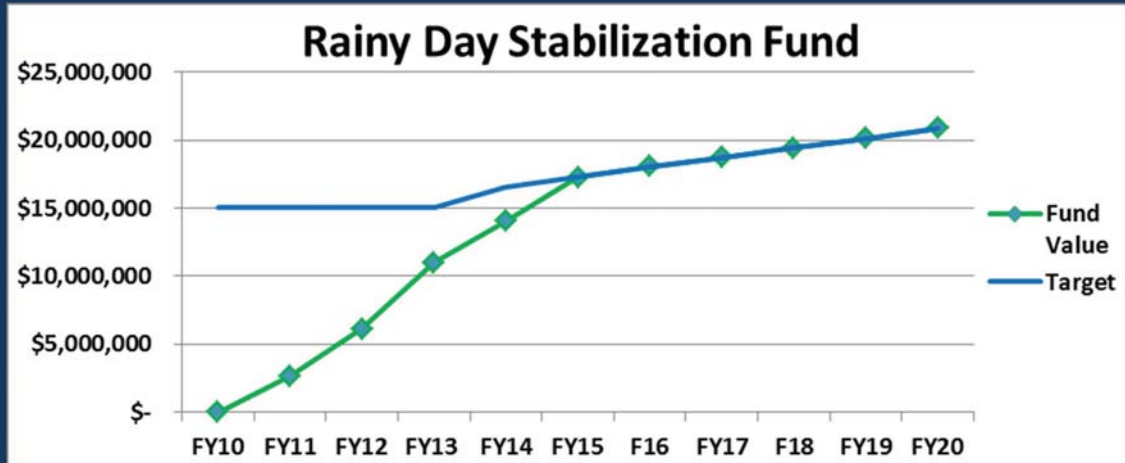


Debt Service & Our Aaa Bond Rating

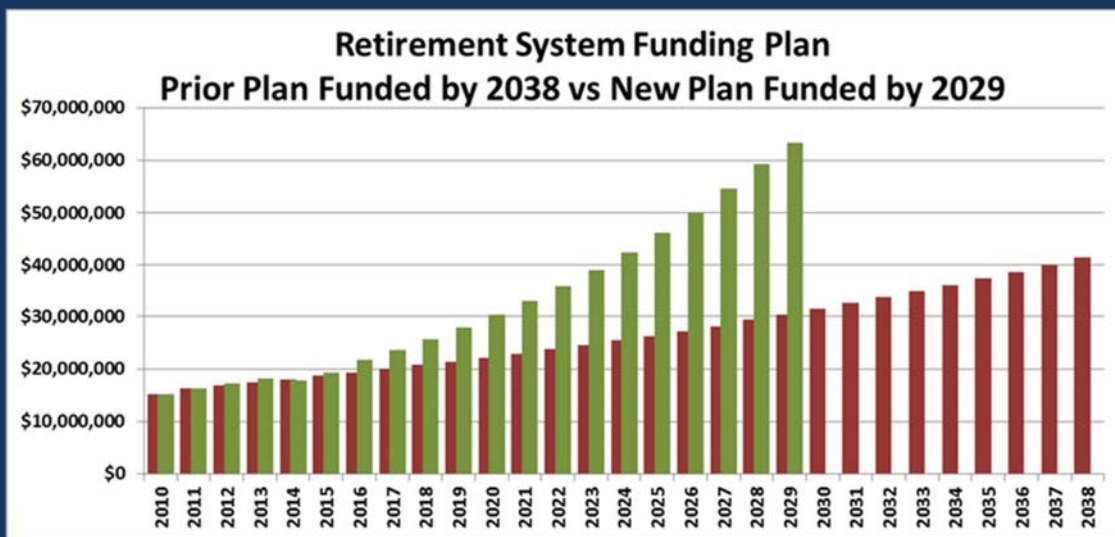


Funding Reserves and Long-Term Liabilities

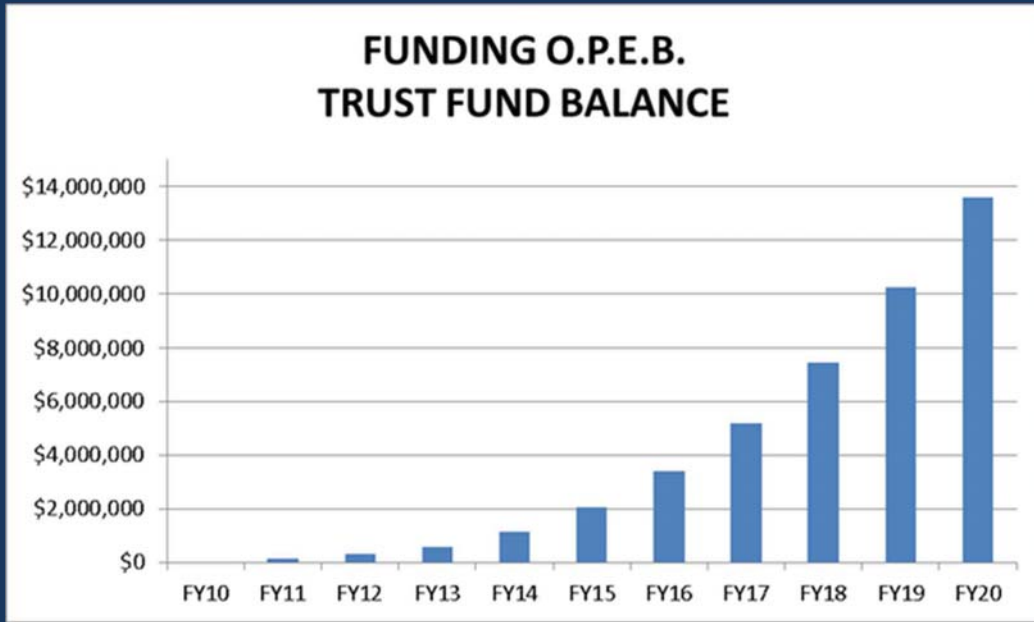
Rainy Day Stabilization Fund



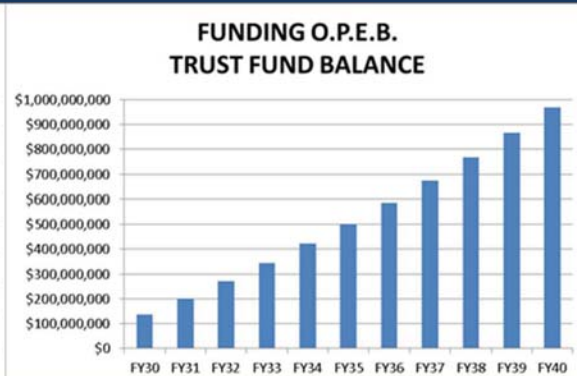
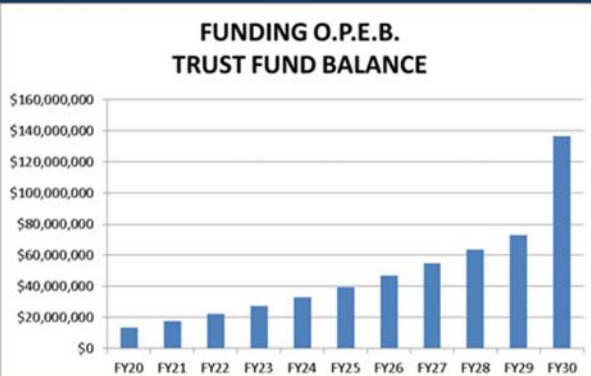
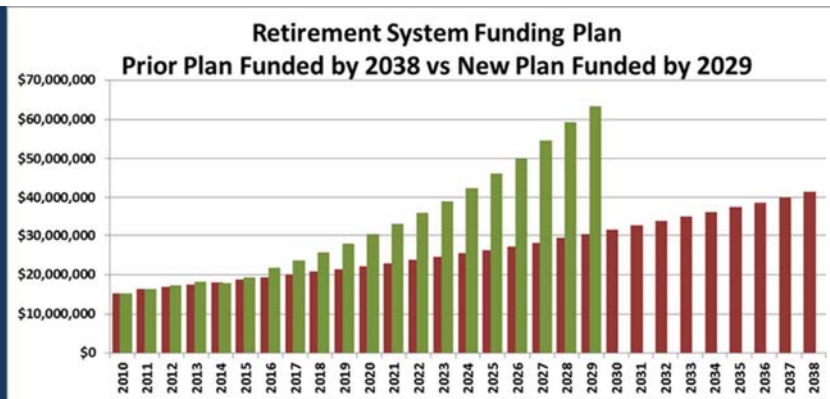
Retiree Pensions



Other Post Employment Benefits

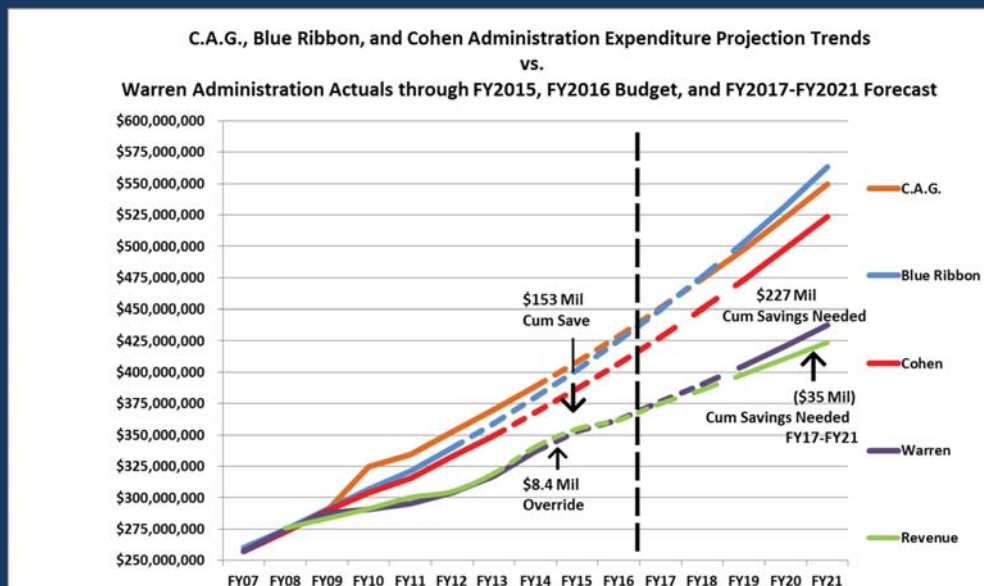


O.P.E.B. Long-Term Funding Strategy

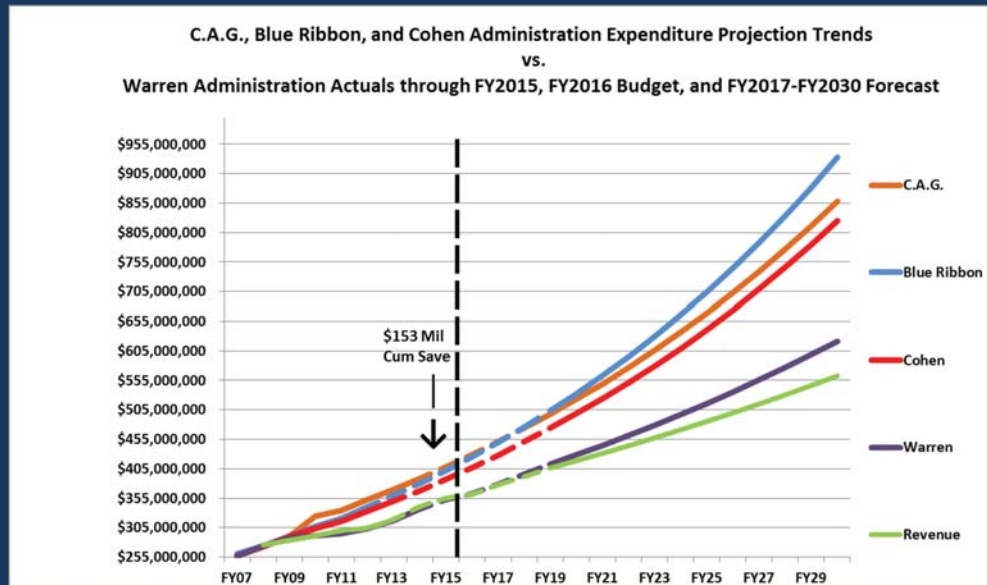


Developing an “Aggressively, Conservative” Roadmap for the Future

Where are we now???



Roadmap for the Future



“The journey of a thousand miles begins with the first step”Lao Tzu



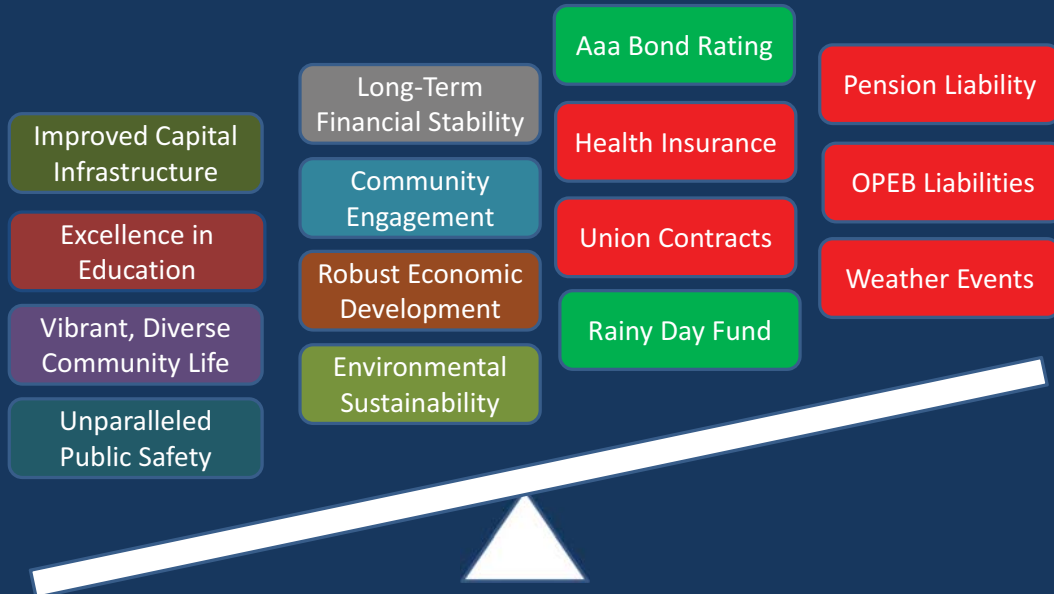
Opportunities to Increase Revenue

- **New Growth/Redevelopment – Avg – 1.4% per year**
 - Riverside
 - The Atrium
 - Austin Street
 - Wells Ave
- **Chapter 70 Education Funding - Growth in Enrollment**
- **Permitting Revenues**
- **Interest Income**
 - 2007/2008 ≈ \$ 4 million
 - 2015 ≈ \$205,000

Opportunities to Control Expenditures

- **Compensation - Collective Bargaining Agreements – ½ of 1% each year yields \$20 million over 15 years**
- **Health Insurance - 1% less average annual growth yields Annual Savings ≈ \$13 million over 15 years**
- **Advanced Refunding Opportunities**
- **Solar Projects**
- **Rainy Day Fund – Interest Earned**

Creating a Livable, Sustainable City



Creating a Livable, Sustainable City

