



Finance Committee Agenda

City of Newton In City Council

Monday, April 8, 2019

7:00 PM
Room 211

Items scheduled for discussion:

Referred to Public Safety & Trans., Public Facilities, and Finance Committees

#103-19 Request to bond \$5.6 million for the West Newton Square Project

HER HONOR THE MAYOR requesting authorization to appropriate five million six hundred thousand dollars (\$5,600,000) from bonded indebtedness for the purpose of funding the construction of the West Newton Square, which includes street and pedestrian improvements, traffic flow upgrades, signal upgrades, parking upgrades, and the addition of bike lanes.

Public Safety & Transportation Approved 6-0 on 03/06/19

Public Facilities Approved 6-0-1 (Gentile abstaining) on 03/06/19

Previously distributed material for this item can be found at:

<http://www.newtonma.gov/civicax/filebank/documents/95838/03-06-19%20Public%20Facilities%20Committee%20Report.pdf>

Referred to Public Facilities and Finance Committees

#119-19 Appropriation to fund a sewer connection at Rumford Avenue transfer station

HER HONOR THE MAYOR requesting authorization to appropriate and expend one hundred twenty-nine thousand dollars (\$129,000) from the Sewer Reserve Fund to install a sewer connection to the Rumford Avenue transfer station for an office trailer at the site.

Public Facilities Approved 5-0 on 03/20/19

Referred to Public Facilities and Finance Committees

#118-19 Funding for a sewer main extension in Staniford Road

HER HONOR THE MAYOR requesting authorization to appropriate and expend two hundred fifty-six thousand dollars (\$256,000) from the Sewer Fund Reserve for the purpose of funding the Staniford Street Sewer Extension.

The location of this meeting is accessible and reasonable accommodations will be provided to persons with disabilities who require assistance. If you need a reasonable accommodation, please contact the city of Newton's ADA Coordinator, Jini Fairley, at least two business days in advance of the meeting: jfairley@newtonma.gov or (617) 796-1253. The city's TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.

Referred to Public Facilities and Finance Committees

#120-19

Approve appropriation of \$500,000 for snow and ice removal

HER HONOR THE MAYOR requesting authorization to appropriate five hundred thousand dollars (\$500,000) from Free Cash to the following accounts:

Rental - Vehicles

(0140110-5273)..... \$250,000

Regular Overtime

(0140110-513001)..... \$250,000

Public Facilities Approved as Amended 5-0 @ \$750,000 on 03/20/19

Referred to Public Facilities and Finance Committees

#121-19

Funding for the South Meadow Brook Culvert at 170 Needham Street

HER HONOR THE MAYOR requesting authorization to appropriate and expend two hundred fifty thousand dollars (\$250,000) from the Stormwater Management Fund Surplus Account for the cleaning, inspection, and assessment for 230 linear feet of 5' x 16' concrete box culvert located adjacent to 170 Needham Street that conveys stormwater from the South Meadow Brook drainage basin.

Public Facilities Approved 5-0 on 03/20/19

Referred to Programs & Services and Finance Committees

#127-18

Prohibition on polystyrene-based disposable food or beverage containers

COUNCILORS DANBERG, ALBRIGHT, NORTON, CROSSLEY, LEARY AND KALIS requesting a prohibition on polystyrene-based disposable food or beverage containers in the City of Newton if that packaging takes place on the premises of food establishments with in the City.

Programs & Services Approved 5-0 (Krintzman not voting)

#95-19

Mayor's reappointment of Emma Watkins to the Taxation Aid Committee

HER HONOR THE MAYOR reappointing EMMA WATKINS, 17 Otis Street, Newtonville as a member of the Newton Taxation Aid Committee for a term of office to expire March 1, 2022. (60 days: 05/03/19)

All other items before the Committee will be held without discussion.

Respectfully submitted,

Leonard J. Gentile, Chair



RUTHANNE FULLER
MAYOR

**City of Newton, Massachusetts
Office of the Mayor**

#103-19

Telephone
(617) 796-1100

Telefax
(617) 796-1113

TDD
(617) 796-1089

E-mail
rfuller@newtonma.gov

February 25, 2019

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

Councilors:

I write to request that your Honorable Council docket for consideration a request to authorize the appropriation of \$5,600,000 and authorize a general obligation borrowing of an equal amount for the purpose of funding the construction of the West Newton Square project.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor

RECEIVED
2019 FEB 25 PM 4:59
CITY OF NEWTON
1000 COMMONWEALTH AVENUE
NEWTON CENTRE, MA 02459

City of Newton



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

Ruthanne Fuller
Mayor

To: Mayor Ruthanne Fuller
Maureen Lemieux, CFO
Jonathan Yeo, COO

From: Jim McGonagle, Commissioner of Public Works

Subject: West Newton Square Construction

Date: 2/25/19

RECEIVED
MAJOR CITY CLERK
2019 FEB 25 PM 4:59
DANIEL A. O'NEAL, CLERK
NEWTON, MA 02459

I write to request that the Honorable Council docket for consideration a request to authorize the appropriation of \$5,600,000 for the construction of the West Newton Square project. The project will include street and pedestrian improvements, traffic flow upgrades, signal upgrades, parking upgrades, and the addition of bike lanes.

Thank you for your consideration of this matter.

Sincerely,

Jim McGonagle
Commissioner of Public Works

Jim McGonagle
Commissioner

Telephone: (617) 796-1009 • Fax: (617) 796-1050 • jmcgonagle@newtonma.gov

City of Newton



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

Ruthanne Fuller
Mayor

April 2, 2019

To: Public Facilities Committee
Public Safety and Transportation Committee
Finance Committee

From: James McGonagle, Commissioner

Subject: Docket Item 103-19, West Newton Square Rehabilitation Project
Answers to Questions from the meeting of March 6, 2019

Councilors,

I respectfully offer answers to the questions addressed at the joint committee meeting of March 6, 2019, regarding the West Newton Square Rehabilitation Project.

What are the details of this funding request?

Base bid = \$4,838,511
Alternatives 1 through 4 = \$123,143
Construction Services = \$150,000
Contingency = \$488,346 (approximately 10% of the base bid award)
Total = \$5,600,000

Will the City pursue Alternative 5 Banner Arms at another time?

The street light poles specified in the project have pre-prepared locations for banners to be connected. The arms for hanging banners will be furnished and installed by DPW.

How does this project address storm water mitigation?

This project advances the City's storm water mitigation goals and will be the first location that the City installs permeable pavers to allow passive tree watering via storm water absorption.

As part of the project, all of the decades old brick-in-place catch basins will be updated with deep sump catch basins, which collect debris before it reaches the drainage system.

Additionally, the project includes 47 new street trees. There are two details to the street tree plantings, each of which are designed to allow the trees access to passive storm water collection. Some trees are planted in raised tree wells – curbed around the edges with mulch and ground cover plants at the base. In locations where sidewalk space is at a premium, trees are planted in structural soils with permeable pavers around the base of the tree. The plaza at the intersection of Washington Street, Watertown Street, and Waltham Street includes a grove of trees with permeable pavers across a broad area.

How does the project address travel times through West Newton Square?

Balance the needs of all users.

Improve safety and operations.

5:00 pm to 6:00 pm is peak travel time.

Anticipating 20 to 40 seconds longer (as compared to travel through the square if all existing traffic signals worked properly, which is not the case).

40 seconds shorter for southbound (Cherry St to Highland St)

40 seconds longer for northbound (Highland St to Cherry St)

10 seconds shorter for eastbound

20 seconds longer for westbound

What are the metrics for monitoring one-lane traffic operations from bridge over Massachusetts Turnpike entering West Newton Square?

The West Newton Square project has been designed with a single right-turn lane for vehicles traveling on Washington Street eastbound entering West Newton Square from the bridge over the Massachusetts Turnpike. If the single right-turn lane results in unacceptably long vehicle delays and queues, the buffer area between the vehicle lane and the bike lane can be removed to change this approach to a double right-turn lane. The metrics used to evaluate the operating conditions will be peak period vehicle delay and queue observations. The time periods that will be evaluated include the weekday morning peak period (7-9 am), the weekday afternoon peak period (4-6 pm), and the Saturday mid-day peak period (11 am-2 pm). Observations will be conducted each day for an entire week, with actual vehicle delays and queues monitored throughout the peak periods. The data will provide support for any decisions beyond anecdotal experience about the traffic operations. Thresholds for “unacceptably long vehicle delays and queues” will be determined through discussions with City Council. A week of vehicle delay and queue observations will be conducted prior to construction to serve as a baseline condition. After the project is constructed and the new traffic signal system has been in operation for several months, an additional week of vehicle delay and queue observations will be conducted to determine if the second right-turn lane is critical for traffic operations.

What is the background on locating the Washington Street eastbound bus stop at Tody's?

Staff from Public Works and Planning walked the project area with the MBTA bus planner covering the routes through West Newton Square. There are two bus stops in the square – one at Chestnut Street and one at Cherry St.

The MBTA looks for several issues in the placement of bus stops, chief among them:

- Spacing between bus stops along the route
- Pairing of the stops in each direction on the route (westbound/eastbound should be as close to, across from each other as possible)
- Bus Operations
 - Bus stops should allow for safe access to the curb
 - Bus stops should be on the far side of an intersection for efficient dwell times
- MBTA Bus Stop Design Guidelines
 - Bus stops should be near crosswalks
 - The MBTA has guidance on how bus stops and bike lanes can most safely interact

In working with the MBTA on this project, it was clear that the two eastbound stops in West Newton Square are too close together. In the ideal situation, the bus stops should move further away from each other, ideally with the Chestnut Street stop moving further east toward Trader Joes. The MBTA would not like to see the stop moved away from the square until a safe crossing across Washington Street is created.

The current eastbound bus stop just east of Cherry Street is within the intersection of Washington Street. This is not the ideal location, since the bus operator cannot see the signal to know if and where traffic is approaching as the bus pulls away from the curb. The better coordination of North to South traffic flow from Cherry St to Highland St (left turn allowed from both lanes) makes this an even less tenable situation in the new configuration. The bus stop should not be moved to the far eastern side of Highland Street because it would be even closer to the Chestnut Street stop.

This leaves the option of moving the bus stop west toward Tody's. At that location (currently shown in the plans), the bus stop is at the far side of the Elm St intersection. At the time, staff did discuss the idea of the location just west of the Cherry Street intersection, but there was concern about the effect on bus operations.

Understanding that the Council would prefer the bus stop in that location, on the far side of Tody's eastern driveway, in front of the Unitarian Church, staff reached out to the MBTA and asked them to consider allowing that location for the eastbound bus stop.

MBTA representatives were hesitant to approve either proposed location. They prefer the bus stop continue at the current location located just east of Cherry St and west of Highland St. We still consider this to be an undesirable location, due to the proposed left turns allowed from both lanes on Cherry St.

We then considered moving the proposed bus stop from Tody's to Elm Street, at the corner of Elm St and Washington St southbound. This location is between M. T. Nail Salon and the side of Judith's Kitchen. This location is a short walk from the Tody's location (with the proposed crosswalks), and there is no conflict with bike lanes or parking at this location. There is a reciprocal bus stop opposite this location, on the side of Village bank. One parking space would be removed. We asked MBTA to consider this location as an option. They do concur.

Placing the bus stop around the corner on Washington St in front of Judith's Kitchen and Blue Ribbon Bar-Be-Q would not be desirable, due to the location of street furniture for restaurant customers.

Is there a way to make bikes more visible at the westbound approach on Washington Street to Elm Street?
After hearing the concern, staff is considering elimination of the first parking space east of Elm Street in order to create more visibility between bicyclists going straight on Washington St and right-turning drivers turning to Elm Street.

What is the background on the location of the proposed accessible parking space near the court house? With three accessible parking spaces next to the court house and commercial building, is it necessary to have a fourth accessible parking space as proposed so close to the other three?

The parking area on the north side of Washington Street between the stretch of shops with the cleaners and Lumiere Restaurant and the courthouse has been the subject of lengthy discussion with the abutting properties. Planning Department staff has discussed these spaces with the businesses and the court house staff. The businesses are particularly anxious to see short term parking, especially for their older clients. A key issue is that the cleaner has numerous clients that need to be within a short distance of the front door so that they can carry in laundry or flag a staff person to come out to assist. This includes their clientele who require one accessible public parking space. The courthouse has accessible spaces within their lot, not only for staff but also for jurors and others doing business in the court house building. These spaces are located in the parking lot alongside the eastern (right hand) side of the building, and are meant to be used for court house business.

While balancing the accessible parking needs of the courthouse and the businesses is the primary reason for the selected location, there are additional traffic operation concerns about locating the spaces closer to the Highland Street intersection, where a parker backing into a parking space could slow down operations within the intersection. This location was also considered the best possible option because in the cross-section requires a reduced sidewalk width. Cutting in here adjacent to the existing small plaza for the war

memorial does not affect the pedestrian experience, whereas a cut in for the parking directly in front of the courthouse would create a pinch point in the sidewalk.

Upon consultation with the City's ADA Coordinator, the proposed location of the accessible parking space is within the required maximum distance to the accessible ramp to the court house. The required maximum distance is 100 feet. The parking space is about 80 feet from the ramp. This proposed location does fall within the PROWAG guidelines, and the design does follow all provisions in Section 309 of PROWAG.

However, upon further review, there is one existing accessible parking space in the court house/city parking lot, against the building of Corner Cleaners, Hair by Hanna, and Lumiere. This is actually part of the city's public parking lot, and not the Court House parking lot. So this accessible parking space is actually a public space, and not dedicated to Court House business. This space is easily accessible to Corner Cleaners, Hair by Hanna, and Lumiere.

We will therefore move the proposed accessible parking space to Waltham Street at the Post Office entrance. Also, a West Newton Square parking management plan is forthcoming.

The current plan calls for a no right turn from Washington Street westbound to Watertown Street. In case a hardship is documented for the gas station or the residents of Cross Street, Parsons Street or Eddy Street, can the intersection be engineered to allow for a right hand turn in the future?

The new plaza design was proposed at the numerous public meetings, and was received with overwhelming public support. The loss of the allowable right turn from Washington Street to Watertown Street was deemed a minor impact as compared to the value of the proposed plaza. Traffic turning counts were measured by the consulting engineer, and were determined to be 15 vehicles peak hour am, and 47 vehicles peak hour pm. This is compared to the traffic counts for vehicles turning from Washington Street westbound to Waltham Street northbound, at 333 vehicles peak hour am, and 375 vehicles peak hour pm.

The new plaza was engineered and will be constructed without the ability of vehicles making the right turn from Washington Street to Watertown Street. A vehicle attempting this turn will be encroaching on the west bound lane of Watertown Street. The new plaza would need to be demolished and reconstructed with a right turn slip lane, should this turn be desired in the future.

When first planned, this project was going to pave the square, build new sidewalks, and replace and coordinate the new traffic lights. Please provide a list of additional work being done to make this a complete streets project, and estimates as to the cost of doing this work.

The basic construction items, including milling and paving, new sidewalks and accessible curb cuts, replacing and coordinating new traffic signals, and all ancillary items required for these tasks, such as casting adjustments, conduit, and police details, cost about \$3,515,000.

Additional construction items, proposed as part of the complete streets initiative, include the following:
New street trees, including sand based structural soil and permeable pavers.

New street lights, decorative.

New drainage structures, including deep sump catch basins and new drainage pipes for storm water management.

New parking meters.

New park benches for the plaza and other locations.

New bicycle lanes, painted green.

New bicycle racks.

New traffic preemption system vehicle devices, 50 total.

Alternate 1, smart parking meter heads.

Alternate 2, additional park benches and bicycle racks.

Alternate 3, more additional park benches and bicycle racks.

Alternate 4, groundcover plants.

Alternate 5, banner arms for streetlight posts (not awarded).

Alternate 6, solar charging station (not awarded).

The value of these additional construction items is about \$1,325,000 in the base bid, plus an additional \$123,000 in accepted alternates.

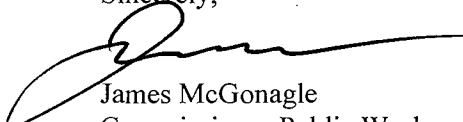
Why did the project team not return to the Committees with updated design information prior to bid?

The Public Facilities Committee approved the 75% design plans on January 17, 2018, and the Public Safety and Transportation Committee approved the 75% design plans on February 7, 2018. At that time, it was requested that the project team keep the committees informed of the project. It was the understanding of the project team that we were to proceed with final design plans and specifications, bid the project, receive bids, and return to the Public Facilities Committee, the Public Safety and Transportation Committee, and the Finance Committee to request construction funds prior to award of the contract.

It was the opinion of the project team that no significant changes in the design were made between 75% design and 100% design to warrant any further discussion prior to bid. The level of effort by the project team to bring the design to 100% plans and specifications consisted of finalizing the bid items and quantities, finalizing the drawings and specifications so that they are comprehensible to bidders, quality assurance and quality control to ensure that the drawings are coordinated with the specifications, constructability review, and coordination with the City's Purchasing Department to ensure that the bid plans and specifications meet the requirements of the public bidding laws, Chapter 30, Section 39M. This was finally completed in January 2019, and the bid was released for a bid opening date of February 21, 2019. We then presented to the committees on March 6, 2019.

The Department of Public Works, along with the Department of Planning and Development, wish to thank the honorable City Council in advance, in consideration of the answers to the questions posed at the March 6 meeting.

Sincerely,



James McGonagle
Commissioner Public Works

cc: Jonathan Yeo, Chief Operating Officer
Louis M. Taverna, P.E., City Engineer
Jason Sobel, P.E., Director of Transportation Engineering
Jack Cowell, DPW Business Manager
Barney Heath, Director of Planning and Development
Nicole Freedman, Director of Transportation Planning
Rachel Nadkarni, Long Range Planner
Shawna Sullivan, Assistant City Clerk
Nadia Khan, City Clerk's Office
Danielle Delaney, City Clerk's Office

West Newton Square Budget

Construction Base Bid	\$	4,838,511
Alternates	\$	123,143
Construction Admin Services	\$	150,000
Contingency	\$	488,346
Total	\$	5,600,000

Bid Opening: February 21, 2019 at 10:00 a.m.
 Public Works/Engineering - James McConagle

CITY OF NEWTON
 PURCHASING DEPARTMENT
 COMPARISON OF BIDS
 INVITATION #19-46
 Intersection Improvements in West Newton Square

Bidders

Intersection Improvements in West Newton Square

A.R. Bell Inc.	I.W. Harding Co. Inc
\$4,838,511.00	\$6,377,360.45

Alternate - 1	Total Base Bid & Alternate 1	\$15,336.00	\$4,853,847.00	\$15,600.00	\$6,392,960.45
Alternate - 2	Total Base Bid & Alternate 1,2	\$38,161.00	\$4,892,008.00	\$32,100.00	\$6,423,060.45
Alternate - 3	Total Base Bid & Alternate 1,2,3	\$30,988.00	\$4,922,996.00	\$29,400.00	\$6,454,460.45
Alternate - 4	Total Base Bid & Alternate 1,2,3,4	\$38,658.00	\$4,961,654.00	\$42,769.00	\$6,497,229.45
Alternate - 5	Total Base Bid & Alternate 1,2,3,4,5	\$149,100.00	\$5,110,754.00	\$9,450.00	\$6,506,679.45
Alternate - 6	Total Base Bid & Alternate 1,2,3,4,5,6	\$7,000.00	\$5,117,754.00	\$14,000.00	\$6,520,679.45

Awarded to:

Alternate #1

Alternate #2

Alternate #3

Department Head

Alternate #4

Alternate #5

Alternate #6

Chief Procurement Officer

Mayor or her designee

NOTES REGARDING SUBMITTED BIDS



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



February 28, 2019

Mr. Barney S. Heath
Director of Planning and Development
City of Newton
1000 Commonwealth Avenue
Newton, Massachusetts 02459

Re: West Newton Square Enhancement Project

Dear Mr. Heath,

In accordance with the provisions contained in the Agreement between the Department of Public Works and City of Newton – Federal Aid Project No. M-4299(002), dated March 19 1986, MassDOT has reviewed the plans for the West Newton Square enhancement project. The project includes improvements to the design, and construction of the roadway, sidewalk, and streetscape in West Newton Square.

In consultation with FHWA, MassDOT approves the proposed changes within the project limits as shown on the attached plans dated January 19, 2019 for West Newton Square project.

Please contact Raj Kulen, P.E. at 857-368-6305 if you have additional questions.

Sincerely,

John McInerney, P.E.
District 6 Highway Director

Cc: John McVann, Federal Highway Administration
Dave Belanger, MassDOT District 6 Operations
Courtney (Dwyer) Worhunsy, MassDOT District 6 Projects

MassDOT District 6 Office
185 Kneeland Street, Boston, MA 02111
Tel: 857-368-6300, FAX: 857-368-0106/0105
www.mass.gov/massdot

CITY OF NEWTON
PURCHASING DEPARTMENT
COMPARISON OF BIDS
INVITATION #19-46
Intersection Improvements in West Newton Square

Bid Opening: February 21, 2019 at 10:00 a.m.
Public Works/Engineering - James McGonagle

Bidders

Intersection Improvements in West Newton Square

	A.R. Belli Inc.	I.W. Harding Co. Inc
Alternate - 1	\$15,336.00	\$15,600.00
Alternate - 2	\$38,161.00	\$32,100.00
Alternate - 3	\$30,988.00	\$29,400.00
Alternate - 4	\$38,658.00	\$42,769.00
Alternate - 5	\$149,100.00	\$9,450.00
Alternate - 6	\$7,000.00	\$14,000.00
<i>Total Base Bid & Alternate 1</i>	<i>\$4,853,847.00</i>	<i>\$6,392,960.45</i>
<i>Total Base Bid & Alternate 1,2</i>	<i>\$4,892,008.00</i>	<i>\$6,425,060.45</i>
<i>Total Base Bid & Alternate 1,2,3</i>	<i>\$4,922,996.00</i>	<i>\$6,454,460.45</i>
<i>Total Base Bid & Alternate 1,2,3,4</i>	<i>\$4,961,654.00</i>	<i>\$6,497,229.45</i>
<i>Total Base Bid & Alternate 1,2,3,4,5</i>	<i>\$5,110,754.00</i>	<i>\$6,506,679.45</i>
<i>Total Base Bid & Alternate 1,2,3,4,5,6</i>	<i>\$5,117,754.00</i>	<i>\$6,520,679.45</i>

Awarded to:

Alternate #1

Alternate #2

Alternate #3

Department Head

Alternate #4

Alternate #5

Alternate #6

Chief Procurement Officer

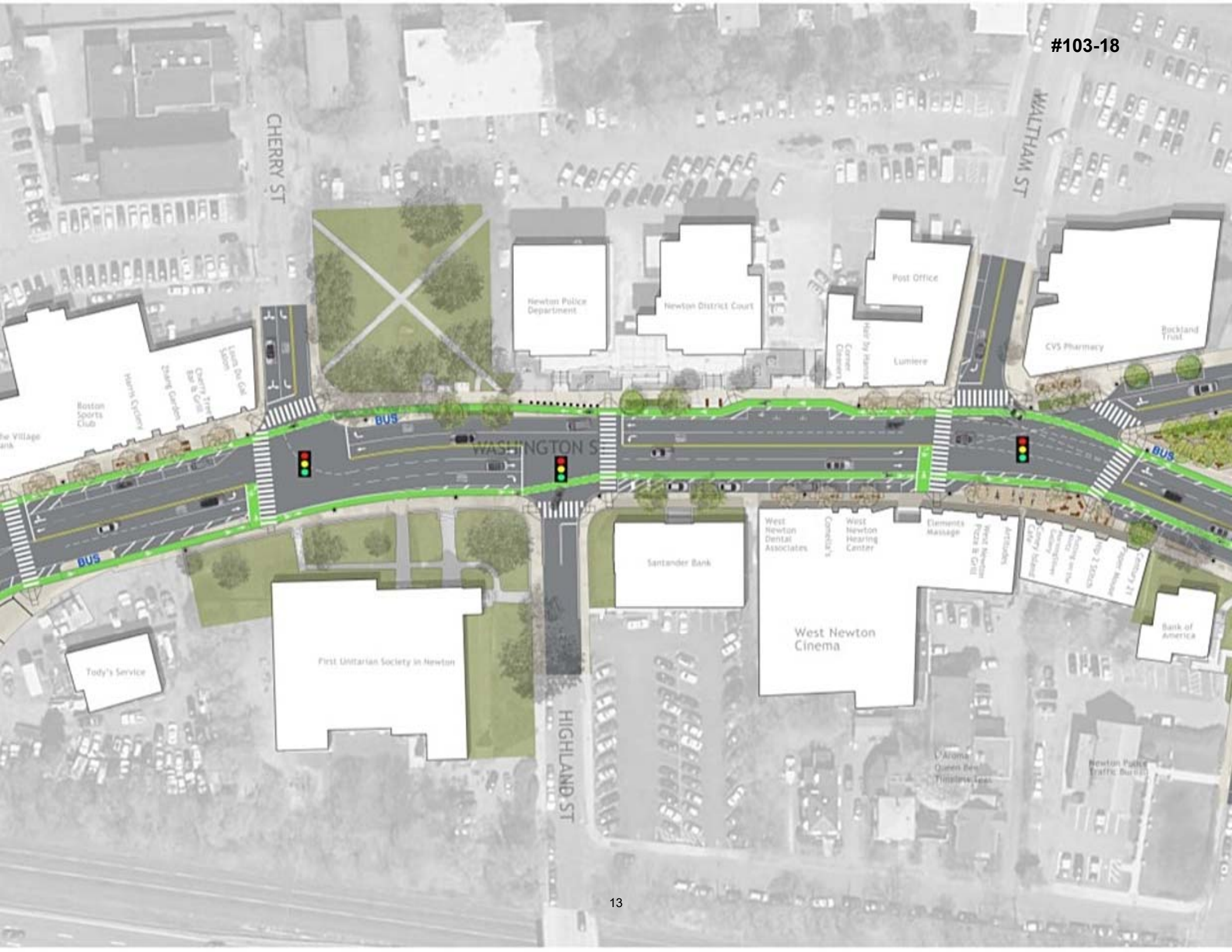
Mayor or her designee

Date

Date

NOTES REGARDING SUBMITTED BIDS

Bidders		A.R. Belli Inc.		I.W. Harding Co. Inc	
ITEM DESCRIPTION & BID PRICE	Annual	Unit Price	Annual	Unit Price	Annual
BID ALTERNATE (1) Smart Parking Meter Heads.					
PARKING METER	EA	\$449.00	(\$10,776.00)	\$600.00	(\$14,400.00)
SMART PARKING METER	24	\$1,088.00	\$26,112.00	\$1,250.00	\$30,000.00
			\$15,336.00		\$15,600.00
TOTAL BID ALTERNATIVE 1:					
BID ALTERNATE (2) Furniture Additions Set #1.					
PARK BENCH - TYPE 'A' - WITH BACK	EA	\$2,700.00	\$8,100.00	\$2,800.00	\$8,400.00
PARK BENCH - TYPE 'B' - MODULAR	9	\$1,778.00	\$16,002.00	\$1,300.00	\$11,700.00
PARK BENCH - TYPE 'C' - BACKLESS	2	\$2,449.00	\$4,898.00	\$2,500.00	\$5,000.00
BICYCLE RACK TYPE 'A' - HEAVY DUTY	7	\$1,149.00	\$8,043.00	\$700.00	\$4,900.00
BICYCLE RACK TYPE 'B' - LOOP	2	\$559.00	\$1,118.00	\$1,050.00	\$2,100.00
			\$38,161.00		\$32,100.00
TOTAL BID ALTERNATE 2:					
BID ALTERNATE (3) Furniture Additions Set #2.					
PARK BENCH - TYPE 'A' - WITHBACK	EA	\$2,700.00	\$8,100.00	\$2,800.00	\$8,400.00
PARK BENCH - TYPE 'C' - BACKLESS	7	\$2,449.00	\$17,143.00	\$2,500.00	\$17,500.00
BICYCLE RACK TYPE 'A' - HEAVY DUTY HOOP	5	\$1,149.00	\$5,745.00	\$700.00	\$3,500.00
			\$30,988.00		\$29,400.00
TOTAL BID ALTERNATE 3:					
BID ALTERNATE (4) Groundcover Plants.					
TAXUS X MEDIA DENSIFORMIS - DENSE YEW 18-24" B&B 36" OC	EA	\$116.00	\$3,828.00	\$120.00	\$3,960.00
TAXUS X MEDIA HAIFIELDI - HAIFIELD YEW 18-24" B&B 36" OC	3	\$185.00	\$555.00	\$190.00	\$570.00
TAXUS X MEDIA HAIFIELDI - HAIFIELD YEW 2.5-3' B&B 36" OC	EA	\$229.00	\$1,145.00	\$240.00	\$1,200.00
TAXUS X MEDIA HAIFIELDI - HAIFIELD YEW 3-4' B&B 36" OC	8	\$278.00	\$2,224.00	\$318.00	\$2,544.00
HYDRANGEA QUERCIFOLIA "PEE WEE" - OAKLEAF HYDRANGEA 3.5-4' B&B 36" OC	EA	\$232.00	\$7,424.00	\$240.00	\$7,680.00
PACHYSANDRA PROCUMBENS - ALLEGHENY SPURGE 4" POT 9" OC	1231	\$12.00	\$14,772.00	\$14.00	\$17,234.00
LIRIOPE SPICATA - CREEPING LILY TURF 4" POT 9" OC	EA	\$10.00	\$8,710.00	\$11.00	\$9,581.00
	871		\$38,658.00		\$42,769.00
TOTAL BID ALTERNATE 4:					
BID ALTERNATE (5) Banner Arms For Streetlight Posts.					
BANNER ARM	EA	\$7,100.00	\$149,100.00	\$450.00	\$9,450.00
	21		\$149,100.00		\$9,450.00
TOTAL BID ALTERNATE 5:					
BID ALTERNATE (6) Solar Charging Station.					
SOOFA SOLAR CHARGING STATION	EA	\$7,000.00	\$7,000.00	\$14,000.00	\$14,000.00
	1		\$7,000.00		\$14,000.00
TOTAL BID ALTERNATE 6:					
TOTAL BID PRICE (INCLUDING ALTERNATIVES (1) THROUGH (6))			\$5,117,754.00		\$6,520,679.45



From: [Danielle Delaney](#)
To: [Danielle Delaney](#)
Date: Wednesday, April 3, 2019 5:11:53 PM

From: David A. Olson <dolson@newtonma.gov>
Sent: Monday, April 1, 2019 7:18 PM
To: Nadia Khan <nkhan@newtonma.gov>; Danielle Delaney <dolaney@newtonma.gov>
Subject: FW: Comments on West Newton Square Enhancement Project

From: Michael Halle >
Sent: Monday, April 1, 2019 4:54 PM
To: City Council <citycouncil@newtonma.gov>
Subject: Comments on West Newton Square Enhancement Project

Honorable Councilors,

I have recently reviewed the report from the joint PS&T and PF meeting from March 11, 2019 regarding the West Newton Square Enhancements Project. I am a strong proponent of this project. As someone who has been involved in this project since its earliest public meetings, and based on my experience as Chair of Newton's Transportation Advisory Group, I would like to address some questions that were raised during the meeting.

Reduction of travel lanes on the Washington Street overpass

The enhancement plan proposes to eliminate one motor vehicle travel lane of the eastern Washington St overpass and convert it to a protected bike lane (discussed more below). Under current conditions, the overpass is a high speed, freeway-like experience with traffic capacity more appropriate for the Mass Pike than for a road leading into a village center. As a regular user of commuter rail, I do not see backups of traffic onto the bridge even during rush hour traffic. Two lanes across the bridge should provide more than adequate queuing space for even the worst typical daily conditions (barring accidents or similar backups).

I do, however, frequently see vehicle speeds that risk the safety of pedestrians crossing near Tody's. I believe the enhancement plan as specified will improve pedestrian safety by reducing to one the number of right-turning travel lanes at the first pedestrian crossing after the Elm St split. This reduction of vehicle lanes decreases the chance of "double jeopardy", where one vehicle yields to a pedestrian in the roadway, only for the pedestrian to be hit by a second passing vehicle. We should move forward with the one lane approach in front of Tody's and modify it to two lanes only if absolutely necessary.

Reverting to two lanes turning toward West Newton Square may also lead to more motor vehicle conflict and increase the risk of "blocking the box" and gridlock, actually degrading intersection operations. In fact, my major concern about the area near Tody's is that the large painted buffer will allow drivers to create "false lanes" to move ahead in traffic a few more feet. I understand extra space in this area was added to the plan accommodate Tody's larger vehicles. I would ask that all

parties cooperate to reduce this space to the absolute minimum required in order to maximize safety.

The City should also base its traffic assumptions on accurate estimates of traffic entering and leaving Tody's. In my experience, this number is at most a handful of vehicles per hour (I have never actually witnessed a truck in motion at Tody's while walking to the commuter rail). The land use of this valued West Newton business should be accommodated, but not over-estimated. It is also my hope that left turns from Elm to Washington will eventually be permitted in future road configurations as they were in earlier plans.

Bike lanes on the overpass

The West Newton enhancements include a protected bike lane on the eastern Washington St. overpass. This lane improves access to the West Newton Commuter Rail stop. It offers an important opportunity to bridge the two parts of West Newton split by the Pike, as well as laying the foundations for better bike connections to Waban and Auburndale. We must add to the bike network piece by piece when we have the opportunity because we don't have the ability to create it all at once. This incremental approach has allowed cities like Cambridge and Somerville to build large networks incrementally and economically. With limited locations to cross the Pike, we must take advantage of our chances to improve them when they arise.

A question was raised in the meeting about a short section of bike lane to the right of the straight-through lane approaching Elm St. I personally asked the planners to add this lane using space already available on the roadway after lane reduction and narrowing. This lane provides a safe waiting area and increased visibility for cyclists traveling in a legal manner straight towards Elm. It isn't a mandatory facility: inexperienced cyclists can use crosswalks to traverse the intersection like pedestrians as needed. Of all the options we evaluated to accommodate bikes proceeding to Elm, this combination provided the simplest and more workable, with no impact on motor vehicles.

Bike lanes in front of The Local

Councilors have asked why bike lanes transition to a conventional "street-side" configuration in front of The Local, rather than staying curb-side. The road at this location narrows compared to more easternly sections of Washington St. There is insufficient room to include a bike lane and buffer space next to the curb. Protected curb-side bike lanes require a buffer because a cyclist could be trapped between an opening passenger door and the curb. Transitioning to a conventional bike lane next is appropriate at this location. While this kind of bike lane with no buffer is not ideal, it is a significant improvement over current conditions. The design of this area may be revisited when MassDOT initiates the replacement of the western Washington St. overpass.

Travel times

Councilors asked about the projected impact of the enhancement project on travel times. For reference, I consulted the Traffic Analysis section of the staff presentation to Public Safety Committee on 2/7/2018 #51-18 page 27. The traffic analysis predicts that at peak travel period from

5-6PM, travel will be "40 sec shorter for Southbound, 40 sec longer for Northbound, 10 sec shorter for Eastbound, 20 sec longer for Westbound", even with a future traffic growth of approximately 8% built in. Northbound drivers will see the biggest change, but current delays do not seem excessive.

In exchange, the new signalization will provide more predictability and reduce driver stress. As a driver, I would happily give up twenty seconds of travel time westbound on Washington to make the lights at Watertown, Waltham, and Washington less infuriating. I suspect I am not alone.

West Newton and Complete Streets

In my review of the committee report, I noticed a question to staff that did not appear to have been discussed at the meeting:

"When first planned this project was going to pave the square, build new sidewalks, and replace and coordinate new traffic lights. Please provide a list of additional work being done to make this a complete streets project and estimates as to the cost of doing this work."

This question seemed designed to encourage further discussion by the Finance Committee and the Council as a whole.

I am proud to have been part of, I believe, every West Newton Square Enhancement meeting. Contrary to the statement raised above, I have no recollection of the project ever being limited to "pave the square, build new sidewalks, and replace and coordinate new traffic lights" (although perhaps such limited scope predated the actual public planning effort). During the meetings, there was wide agreement that West Newton needed elements consistent with a complete streets design approach, including the following specific items:

- Universal accessibility
- Improved pedestrian and bicyclist access
- Safer roadways for all road users
- Improved drainage and stormwater management
- A re-planted, greener streetscape, with corresponding reductions in the heat island due to shade trees
- A streetscape designed to encourage both community and commercial activity
- Improved pedestrian lighting
- Improved bus stops and access to transit, including bike lanes adjacent to the commuter rail stop

Of the hundreds of public planning meetings I have attended over the last thirty years, I can say that the West Newton Square meetings were the most positive and productive of any, with general widespread consensus across many issues. We should respect the consensus and compromises that came out of these public discussions and that has produced a solid plan. **Every alteration of this project at this point risks undoing public consensus.**

It is certainly important to understand both the costs and positive impact of the City's Complete Streets Policy on plans like West Newton Square. It is also important to remember that in 2016, Newton committed to a Complete Streets policy in reaction to MassDOT's ongoing Complete Streets

Funding Program (<https://masscompletestreets.com/>). The City has received significant funding from MassDOT in FY 2017 and 2018 contingent on following this policy for all street projects. Newton joins more than 200 municipalities in Massachusetts committed to the MassDOT Complete Streets Program. West Newton Square was one of the first projects in Newton to be conducted under this policy.

From Newton's Complete Streets Policy,
(<http://www.newtonma.gov/civicax/filebank/documents/77240>), I quote:

The City of Newton is committed to developing complete streets throughout the community. It is hereby the policy of the City to accommodate all users equally by creating a roadway network that meets the needs of everyone, without regard to age, ability, income, or mode(s) of transportation. The City undertakes this policy with the goal of promoting transportation options, so as to: reduce automobile congestion, improve the environment, increase public safety, encourage active lifestyles, and promote the livability and vitality of the City.

...

The underlying principles of complete streets include promoting safety, health, economic growth, environmental protection, accessibility, and a better quality of life for travelers and residents of all ages, capacities, and incomes.

Complete streets seek context sensitive solutions in order to preserve and enhance scenic, aesthetic, historical, and environmental resources while maintaining or improving safety, mobility, and infrastructure conditions. In order to be context sensitive, complete streets approaches also value inclusion and transparency, sensitivity to the immediate context, as well as the broader physical, economic, and social setting of any particular project.

This Complete Streets Policy envisions streets that serve not only as automobile thoroughfares, but also as public spaces and community resources. Complete streets are an integrated network of roadways, sidewalks, bike lanes, and other inviting facilities for those who choose to travel by any means and for those who seek to use the streets as neighborhood resources. The City envisions that Newton's street network will be designed and operated to provide safety, comfort, and access for all who use the street, whether they use the streets as residents, pedestrians, bicyclists, transit riders, motorists, motorcyclists, freight haulers, service and delivery personnel, and emergency responders, etc. (collectively, "all users").

This policy directs City staff to consistently incorporate complete streets vision, principles, and values into all planning and decisions related to the city's roadways.

...

Complete streets principles and values shall be incorporated into all publicly and privately funded projects. All transportation infrastructure and street design projects requiring funding or approval by the City of Newton, as well as projects funded by the state and federal governments, including but not limited to Chapter 90 funds, City improvement grants, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, Community Development Block Grants (CDBG), Capital Funding, and other state and federal funds for street and infrastructure design shall adhere to the Complete Streets Policy, as appropriate.

By implementing MassDOT's state-wide vision of Complete Streets through our own policy and planning efforts, we can have confidence we are in step with the planning direction of both the state and other communities across the Commonwealth. At this point, a "pave the square, build new sidewalks, and replace and coordinate new traffic lights" approach would stand in contrast to current best practice and would risk future state funding for Newton's transportation projects.

Conclusion

The West Newton Square Enhancement project is a transformative change for a village center full of potential but desperately in need of rejuvenation. The City Staff and its consultants have done an excellent job following Newton Complete Streets principles from both a public outreach and design standpoint. Hundreds of members of the public have contributed to this plan. The plan is great for today and anticipates future improvements to Washington St and other areas tomorrow. The investment that we make today will pay for itself by enhancing the safety of all users, the livelihood of our current business owners, the enjoyment of today's residents and visitors, and the outlook for a stronger future-looking community.

We can be proud of this plan. Thank you for making it possible. Together, let's see it through.

Michael Halle
Chair, Newton Transportation Advisory Group (speaking as a West Newton resident)
62 Cherry Pl
West Newton

From: [Danielle Delaney](#)
To: [Danielle Delaney](#)
Date: Wednesday, April 3, 2019 5:12:30 PM

From: David A. Olson <dolson@newtonma.gov>
Sent: Tuesday, April 2, 2019 10:55 AM
To: Nadia Khan <nkhan@newtonma.gov>; Danielle Delaney <ddelaney@newtonma.gov>
Subject: FW: West Newton Square Enhancements Project

From: Ted Hess-Mahan <[t](#)>
Sent: Monday, April 1, 2019 8:04 PM
To: City Council <citycouncil@newtonma.gov>
Cc **Mike Halle**
Subject: West Newton Square Enhancements Project

To the Honorable City Council:

I agree with everything Michael Halle says.

Follow his advice. And don't make me come up there.

Ted Hess-Mahan



**City of Newton, Massachusetts
Office of the Mayor**

RUTHANNE FULLER
MAYOR

~~TELEPHONE~~ #119-19
(617) 796-1100
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TDD
(617) 796-1089
E-mail
fuller@newtonma.gov

March 11, 2019

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

Councilors:

I write to request that your Honorable Council docket for consideration a request to authorize the appropriation and expenditure of \$129,000 from the Sewer Reserve Fund to allow for the sewer connection to the Rumford Ave transfer station.

A new office trailer will then be installed at the Rumford Ave Transfer Station for the use of Rumford Ave and Sustainable Materials Management personnel.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor

RECEIVED
NEWTON CITY CLERK
2019 MAR 12 AM 8:33
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

Ruthanne Fuller
Mayor

February 28, 2019

To: Jonathan Yeo, Chief Operating Officer
Maureen Lemieux, Chief Financial Officer

From: James McGonagle, Commissioner of Public Works

Subject: Request for Construction Project Funds
Rumford Ave Transfer Station Grinder Pump and Force Main

We request construction project funds of \$129,000 for the Rumford Ave Transfer Station Grinder Pump and Force Main.

A new office trailer will be installed at the Rumford Ave Transfer Station, for the Director of Environmental Affairs, and transfer station operations personnel. Currently there is no sewer service from the transfer station to the city's sewer main. A new sewer grinder pump will be installed outside the office trailer, and approximately 410 feet of new force main will be installed from the grinder pump to an existing sewer manhole in Rumford Ave at Riverview Ave near the city of Waltham line. Sanitary waste will flow from the office trailer to the grinder pump, and then be pumped to the city's sewer system. Gravity flow from the new office trailer to the city's sewer main is not feasible.

Please docket this request with the Honorable City Council.

attachments

cc: David Olsen, City Clerk
Shawna Sullivan Assistant City Clerk
Louis M. Taverna, P.E., City Engineer
Ted Jerdee, Director of Utilities
Jack Cowell, DPW Finance Director

WSE Job No. 2180801
 2/27/2019
 ENGINEER'S COST ESTIMATE

DONE BY: Patrick Terrien
 CHECKED BY David Elmer

**CITY OF NEWTON, MASSACHUSETTS
 RUMFORD AVENUE TRANSFER STATION GRINDER PUMP**

ITEM #	QUANTITY	UNIT	DESCRIPTION	UNIT COST	TOTAL AMOUNT
BASE BID (Items 1 to 10)					
1 Sewers Complete in Place					
1b	410	l.f.	1 1/4-inch HDPE pressure sewers, per linear foot	\$100.00	\$41,000.00
1c	25	l.f.	Insulation for pipelines, per linear foot	\$50.00	\$1,250.00
1d	25	c.y.	Controlled density fill, per cubic yard	\$175.00	\$4,375.00
				SUBTOTAL	\$46,625.00
2 Building Connection Systems					
2c	20	l.f.	4-inch PVC building connections, per linear foot	\$125.00	\$2,500.00
				SUBTOTAL	\$2,500.00
4 Grinder Pumps Complete in Place					
4a	1	grinder pumps	Grinder pump units, per grinder pump	\$10,000.00	\$10,000.00
4b	1	enclosure	H-20 loading grinder pump enclosure, per enclosure	\$7,500.00	\$7,500.00
				SUBTOTAL	\$17,500.00
5 Rock Excavation and Disposal					
5a	25	c.y.**	Rock excavation and disposal, per cubic yard (minimum)	\$60.00	\$1,500.00

ITEM #	QUANTITY	UNIT	DESCRIPTION	UNIT COST	TOTAL AMOUNT
5b	25	c.y.**	Rock excavation and disposal, per cubic yard (additional)	\$0.01	\$0.25
				SUBTOTAL	\$1,500.25
6	Additional Earthwork				
6a	25	c.y.	Earth excavation and backfill below normal grade, per cubic yard	\$20.00	\$500.00
6b	25	c.y.	Earth excavation and backfill above normal grade, per cubic yard	\$10.00	\$250.00
6c	25	c.y.	Test pits, per cubic yard	\$50.00	\$1,250.00
				SUBTOTAL	\$2,000.00
7	Pavement Replacement				
7a	410	l.f.	Temporary trench width pavement (2-inches thick), per linear foot	\$25.00	\$10,250.00
7b	410	l.f.	Permanent binder course trench width pavement (2 1/2-inches thick), per linear foot	\$25.00	\$10,250.00
7c	410	l.f.	Permanent top course trench width pavement (1 1/2-inches thick), per linear foot	\$25.00	\$10,250.00
7d	25	tons	Additional pavement, per ton	\$150.00	\$3,750.00
				SUBTOTAL	\$34,500.00
8	Water and Drain Reconstruction				
8a	2	reconstructions	Water and drain reconstruction within sewer trench limits, per reconstruction	\$1,200.00	\$2,400.00
				SUBTOTAL	\$2,400.00

ITEM #	QUANTITY	UNIT	DESCRIPTION	UNIT COST	TOTAL AMOUNT
9			Mobilization		
9a	1	l.s.	Mobilization, lump sum (not more than 5% of Items 1 to 8)		\$5,851.26
				SUBTOTAL	\$5,851.26
10			Allowances for Services of Uniformed Officers		
10a	200	hours	Uniformed officers for traffic control, per hour	\$50.00	\$10,000.00
				SUBTOTAL	\$10,000.00
			BASE BID (Items 1 to 10) CONTINGENCY: 5%		\$6,143.83
			BASE BID (Items 1 to 10) TOTAL		\$129,020.34
			TOTAL		\$129,020.34



RUTHANNE FULLER
MAYOR

City of Newton, Massachusetts
Office of the Mayor

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rfuller@newtonma.gov

RECEIVED
NEWTON CITY CLERK
2018 MAR 12 AM 8:33
March 11, 2019
David A. Orsola, Clerk
Newton, MA 02459

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

Councilors:

I write to request that your Honorable Council docket for consideration a request to authorize the appropriation and expenditure of \$256,000 from Sewer Fund Reserve for the purpose of funding the Staniford Street Sewer Extension. This sewer extension project will connect 8 residences to the City's sewer system.

Sewer betterment assessments will be attached based on the residents paying half of the construction cost, currently estimated at (\$128,000). Final assessments will be presented once construction is completed and actual construction costs are known.

In the end, the City will only pay 50% of the cost of this project with the residents paying the other 50%.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor

City of Newton



DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

1000 Commonwealth Avenue

Newton Centre, MA 02459-1449

Ruthanne Fuller
Mayor

February 28, 2019

To: Jonathan Yeo, Chief Operating Officer
Maureen Lemieux, Chief Financial Officer

From: James McGonagle, Commissioner of Public Works

Subject: Request for Construction Project Funds
Preliminary Assessment of Sewer Betterments
Staniford Street Sewer Extension
Docket Item #279-18

The proposed Staniford Street sewer extension design project is completed. The proposed sewer extension extends in a west to east direction from house #68 Staniford Street toward an existing sewer manhole in Freeman Street. The sewer extension includes approximately 368 linear feet of new 8" diameter sewer main, plus 2 new sewer manholes, plus connections to the property line at 8 residences. The 8 residences include numbers 39, 49, 50, 55, 56, 62, 65, and 68.

The preliminary sewer betterment assessments are attached, and are based on current city ordinance Section 29-71 and 29-72. The engineer's opinion of probable construction cost is \$256,000. Preliminary sewer betterments are assessed based on the residents paying half of the construction cost (\$128,000), and the city paying half of the construction cost. Final sewer betterment assessments will be presented for consideration once construction is completed, and actual construction costs are known.

We request construction project funds of \$256,000 for this sewer extension project.

Please docket this request with the Honorable City Council.

attachments

cc: David Olsen, City Clerk
Shawna Sullivan Assistant City Clerk
Louis M. Taverna, P.E., City Engineer
Ted Jerdee, Director of Utilities
Jack Cowell, DPW Finance Director

WSE Job No. 2180692
 2/27/2019
 ENGINEER'S COST ESTIMATE

DONE BY: Patrick Terrien
 CHECKED BY David Elmer

**CITY OF NEWTON, MASSACHUSETTS
 STANIFORD STREET SEWER EXTENSION**

ITEM #	QUANTITY	UNIT	DESCRIPTION	UNIT COST	TOTAL AMOUNT
BASE BID (Items 1 to 10)					
1	Sewers Complete in Place				
1a	368	l.f.	8-inch PVC gravity sewers, per linear foot	\$275.00	\$101,200.00
				SUBTOTAL	\$101,200.00
2	Building Connection Systems				
2a	8	wyes or tees	8x6 inch wye branches for PVC pipe, each	\$2,500.00	\$20,000.00
2b	185	l.f.	6-inch PVC building connections, per linear foot	\$125.00	\$23,125.00
				SUBTOTAL	\$43,125.00
3	Manholes and Catch Basins				
3a	2	manholes	Precast concrete manhole base with standard frame and cover, 4.0 ft. diameter, per manhole	\$8,000.00	\$16,000.00
3b	16	v.f.	Precast concrete manhole walls and cones, 4.0 ft. diameter, per vertical foot	\$250.00	\$4,000.00
3c	1	catch basin	Precast concrete catch basin with frame and grates, per catch basin	\$6,000.00	\$6,000.00
				SUBTOTAL	\$26,000.00
5	Rock Excavation and Disposal				
5a	75	c.y.**	Rock excavation and disposal, per cubic yard (minimum)	\$60.00	\$4,500.00

ITEM #	QUANTITY	UNIT	DESCRIPTION	UNIT COST	TOTAL AMOUNT
5b	75	c.y.**	Rock excavation and disposal, per cubic yard (additional)	\$0.01	\$0.75
				SUBTOTAL	\$4,500.75
6	Additional Earthwork				
6a	75	c.y.	Earth excavation and backfill below normal grade, per cubic yard	\$20.00	\$1,500.00
6b	75	c.y.	Earth excavation and backfill above normal grade, per cubic yard	\$10.00	\$750.00
6c	75	c.y.	Test pits, per cubic yard	\$50.00	\$3,750.00
				SUBTOTAL	\$6,000.00
7	Pavement Replacement				
7a	368	l.f.	Temporary trench width pavement (2-inches thick), per linear foot	\$25.00	\$9,200.00
7b	368	l.f.	Permanent binder course trench width pavement (2 1/2-inches thick), per linear foot	\$25.00	\$9,200.00
7c	368	l.f.	Permanent top course trench width pavement (1 1/2-inches thick), per linear foot	\$25.00	\$9,200.00
7d	25	tons	Additional pavement, per ton	\$150.00	\$3,750.00
				SUBTOTAL	\$31,350.00
8	Water and Drain Reconstruction				
8a	2	reconstructions	Water and drain reconstruction within sewer trench limits, per reconstruction	\$1,200.00	\$2,400.00
				SUBTOTAL	\$2,400.00

ITEM #	QUANTITY	UNIT	DESCRIPTION	UNIT COST	TOTAL AMOUNT
9			Mobilization		
9a	1	l.s.	Mobilization, lump sum (not more than 5% of Items 1 to 8)		\$11,603.79
				SUBTOTAL	\$11,603.79
10			Allowances for Services of Uniformed Officers		
10a	350	hours	Uniformed officers for traffic control, per hour	\$50.00	\$17,500.00
				SUBTOTAL	\$17,500.00
			BASE BID (Items 1 to 10) CONTINGENCY: 5%		\$12,183.98
			BASE BID (Items 1 to 10) TOTAL		\$255,863.51
			TOTAL		\$255,863.51

Staniford St
Sanitary Sewer Extension
Preliminary Sewer Betterment Assessments

Using Current City Ordinance Assessment Calculations, Section 29-71 and 29-72

2/28/2019				
Address	Owner	Book & Page #	Percent of Assessment Cost	Sewer Betterment Assessment Cost
39 Staniford St	Patel, Sandip V and Vibha S	037165/0228	12.50%	\$ 16,000
49 Staniford St	Barberio, James P and Dianne M	000883/0144	12.50%	\$ 16,000
50 Staniford St	Grieco, Elizabeth Tr	065299/0315	12.50%	\$ 16,000
55 Staniford St	Kadambi, Narayan	001350/0040	12.50%	\$ 16,000
56 Staniford St	Roth, Alan H and Holli G	028914/0383	12.50%	\$ 16,000
62 Staniford St	Wilson, Paul D	021380/0115	12.50%	\$ 16,000
65 Staniford St	West, Charles L Tr	001443/0086	12.50%	\$ 16,000
68 Staniford St	Decelles, Katherine	061908/0221	12.50%	\$ 16,000
			100.00%	\$ 128,000
TOTAL BETTERMENT ASSESSMENTS			50%	\$ 128,000
TOTAL PROJECT COST			100%	\$ 256,000
CITY SHARE			50%	\$ 128,000



RUTHANNE FULLER
MAY

City of Newton, Massachusetts
Office of the Mayor

#120-19

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RECEIVED
MAYOR'S OFFICE/CITY CLERK
2019 MAR 20 PM 1:38
March 20, 2019
OFFICE OF THE MAYOR
CITY OF NEWTON, MA 02459

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

Councilors:

I write to request that your Honorable Council amend Docket Item #120-19 by replacing it with the following:

Transfer \$750,000 from June 30, 2018 Certified Free Cash to the following accounts to cover additional costs for removal of snow and ice.

<u>To Account #</u>	<u>Account</u>	<u>Amount</u>
0140110-5273	Rental Vehicles/Contractors	\$400,000
0140110-513001	Regular Overtime	\$350,000

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor



City of Newton, Massachusetts
Office of the Mayor

Telephone
(617) 796-1100

Telefax
(617) 796-1113

TDD
(617) 796-1089

E-mail
rfuller@newtonma.gov

RUTHANNE FULLER
MAYOR

March 11, 2019

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

Councilors:

I write to request that your Honorable Council docket for consideration a request to transfer the sum of \$500,000 from June 30, 2018 Certified Free Cash to the following accounts:

RECEIVED
Newton City Clerk
2019 MAR 12 AM 9:33
DAVID A. CROON, CLERK
NEWTON, MA 02459

<u>From Account #</u>	<u>To Account #</u>	<u>Description</u>	<u>Amount</u>
0110498-5794	0140110-5273	Rental Vehicles/Contractors	\$ 250,000
0110498-5794	0140110-513001	Regular Overtime	\$ 250,000

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Ruthanne Fuller
Mayor

Shawna Sullivan

From: John Sherman
Sent: Friday, March 15, 2019 12:11 PM
To: Shawna Sullivan
Cc: Jack Cowell
Subject: DPW Snow Costs

Hi Shawna,

Please see below for a breakdown of DPW's snow costs to date:

Total Personnel Costs	\$901,875.81
Total Contracted Costs	\$2,356,039.01
Salt Costs	\$487,155.05
Equipment Costs	\$1,045,255.53
Total Snow Costs	\$4,790,325.40

Let me know if you have any questions or need any other information.

Thank you,

John Sherman
Accounting Supervisor
Department of Public Works
City of Newton, MA
617-796-1058

City of Newton



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

Ruthanne Fuller
Mayor

March 13, 2019

To: Maureen Lemieux, Chief Financial Officer
From: James McGonagle, Commissioner of Public Works
Theodore J. Jerdee, Utilities Director
Subject: Request to Docket funding for the Cleaning, Inspection and Assessment of the South Meadow Brook Culvert at 170 Needham Street

Brief Description: I request funding in the amount of \$250,000.00 for the Cleaning, Inspection and Assessment for 230 linear feet of 5'x16' concrete box culvert located adjacent to 170 Needham Street that conveys stormwater from the South Meadow Brook drainage basin. The scope of work includes the removal of approximately 200 cubic yards of sedimentation, visual inspection of the structural integrity of the box culvert and assessment to determine the necessary methods of rehabilitation in conjunction with the Needham Street Road Reconstruction Project.

Please docket this request with the Honorable City Council for their consideration.

Sincerely,

James McGonagle
Commissioner Public Works

STORMWATER MGMT FUND SURPLUS
Acct # 26-3498

Approved 3/14/19
Ruthanne Fuller, Mayor

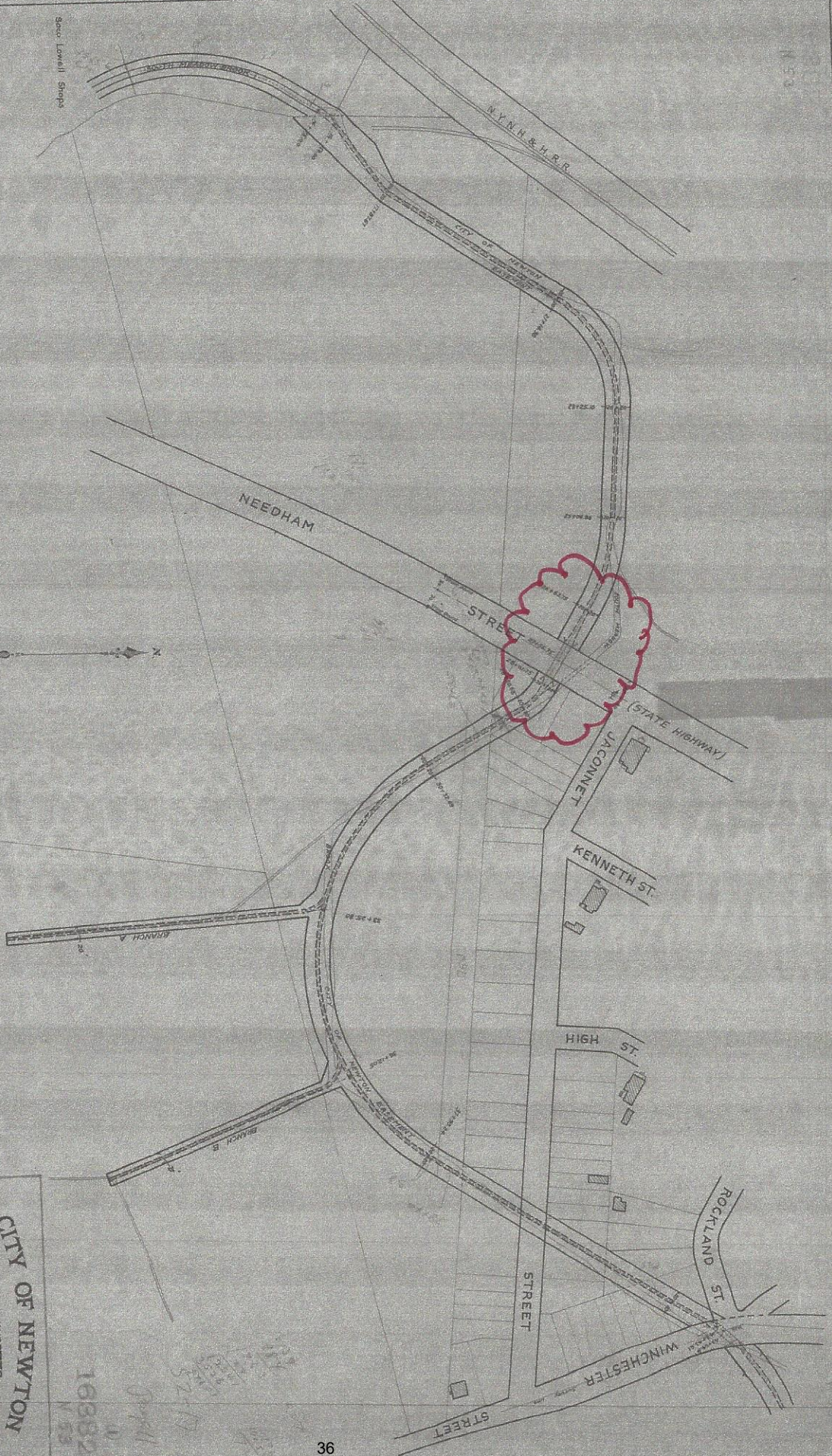
**NEWTON, MA
NEEDHAM STREET CULVERT CLEANING AND EVALUATION
ESTIMATED COSTS**

Item	Estimated Cost	Comments
Review of Existing Information and Conservation Commission Submittal Assistance	\$5,000	
Culvert Cleaning	\$245,000	Includes \$225,000 in subconsultant costs and full time onsite Engineer for three (3) weeks
Visual Structural Assessment and Reporting	\$21,000	
Police Details	\$15,000	Assumes two (2) officers required for three (3) weeks; eight (8) hours per day

TOTAL **\$286,000**

16382
M 93

See Lowell Shops



16382
M 93

CITY OF NEWTON
MASSACHUSETTS

SOUTH MEADOW BROOK
SACD LOWELL SHOPS TO WINCHESTER STREET
(SHEET 1 OF SIX SHEETS)

ALIGNMENT PLAN

July 24, 1919

Scale 30' = 1" (horizontal)

Wm. H. ... CITY ENGINEER

CITY OF NEWTON

IN CITY COUNCIL

ORDINANCE NO. ____

____, 2019

BE IT ORDAINED BY THE BOARD OF ALDERMEN
OF THE CITY OF NEWTON AS FOLLOWS:

That the Revised Ordinances of Newton Massachusetts, 2017, as amended, be and hereby
are further amended as follows:

Add a new section 12-72 to **ARTICLE IX.** of Chapter 12 as follows:

Section 12-72 Sustainable Food Containers and Packaging

(a) Short title. This section may be cited as the “Sustainable Food Containers and
Packaging Ordinance” of the City of Newton.

(b) Declaration of findings and policy – Scope

The city council hereby finds that the prohibition on the use of foam polystyrene
food and packaging containers and plastic stirrers by food service establishments and the
sale or use of these products by any business in the City of Newton is a public purpose
that protects the public health, welfare and environment, advances solid waste reduction
and protects waterways.

(c) Definitions

The following words shall, unless the context clearly requires otherwise, have the
following meanings:

“Biodegradable” means that which is entirely made of organic materials such as
wood, paper, bagasse or cellulose; or bioplastics that meet the American Society
for Testing and Materials (ASTM) D7081 standard for Biodegradable Plastics in
the Marine Environment or any other standard that may be developed
specifically for an aquatic environment and are clearly labeled with the
applicable standard.

“Commissioner” means the commissioner of health and human services of the City of
Newton.

“Compostable” means bioplastic materials certified to meet the American Society for
Testing and Materials International Standards D6400 or D6868, as those

standards may be amended. ASTM D6400 is the specification for plastics designed for compostability in municipal or industrial aerobic composting facilities. D6868 is the specification for aerobic compostability of plastics used as coatings on a compostable substrate. Compostable materials shall also include products that conform to ASTM or other third-party standards (such as Vincotte) for home composting. Any compostable product must be clearly labeled with the applicable standard on the product.

“Department” means the Department of Health and Human Services of the City of Newton.

“Disposable Food Container” means all food and beverage containers, bowls, plates, trays, cartons, cups, stirrers, and other items except straws, designed for one-time or non-durable uses on or in which any food vendor directly places or packages prepared foods or which are used to consume foods. This includes, but is not limited to, food service ware for takeout foods and leftover food from partially consumed meals prepared at food establishments.

“Foam polystyrene” means a non-biodegradable petrochemical thermoplastic made from aerated forms of polystyrene and includes several methods of manufacture. Expanded polystyrene (EPS) or extruded polystyrene (XPS) are forms of polystyrene. “Styrofoam” is a Dow Chemical Co. trademarked form of extruded polystyrene and is commonly used to refer to foam polystyrene. These are generally used to make insulated cups, bowls, trays, clamshell containers, meat trays, foam packing materials and egg cartons. The products are sometimes recognized by a #6 resin code on the bottom.

“Food Establishment” means a business establishment that stores, prepares, packages, serves, vends, or otherwise provides food for human consumption, including but not limited to any establishment requiring a permit to operate in accordance with the state food code.

“Packing material” means polystyrene foam used to hold, cushion, or protect items packed in a container for shipping, transport, or storage. This includes, without limitation, packing “peanuts”, and shipping boxes, coolers, ice chests, or similar containers made, in whole or in part, from polystyrene foam that is not wholly encapsulated or encased within a more durable material.

“Prepared food” means any food or beverage, whether packaged or prepared for consumption on or off the food provider’s premises, using any cooking or food preparation technique or provided for further food preparation.

“Recycle” refers to material that can be sorted, cleansed, and reconstituted using Newton’s curbside municipal collection programs for the purpose of using the altered form in the manufacture of a new product. “Recycling” does not include burning, incinerating, converting, or otherwise thermally destroying solid waste.

“Retail establishment” means a business establishment engaged in the retail sale of goods directly to consumers.

“Reusable” refers to products that will be used more than once in its same form by a food establishment. Reusable food service ware includes tableware, flatware, food or beverage containers, packages or trays, such as, but not limited to, soft drink bottles and milk containers that are designed to be returned to the distributor.

“Rigid polystyrene” means a non-biodegradable petrochemical thermoplastic made from a non-aerated form of polystyrene. Also known as “oriented polystyrene,” the material is generally clear or solid in appearance and is used to make clear clamshell containers, cups, plates, straws, lids and utensils. The products are sometimes recognized by a #6 resin code on the bottom.

(d) Prohibited use and distribution of food ware and packaging.

- (1) Food establishments are prohibited from dispensing prepared food or beverages to any person in disposable food containers made from foam polystyrene.
- (2) Food establishments are prohibited from dispensing plastic stirrers.
- (3) All food establishments are strongly encouraged to use reusable food service ware in place of using disposable food service ware for all food served on the premises. Food establishments using any disposable food service ware and stirrers are strongly encouraged to use biodegradable, compostable, reusable or recyclable food service ware and stirrers.

- (4) Retail establishments are prohibited from selling or distributing disposable food containers made from foam polystyrene to customers.
- (5) Retail establishments are prohibited from selling or distributing polystyrene foam packing material to customers.

(e) **Effective date.** This section shall take effect on January 1, 2020.

(f) Enforcement

- (1) **Fine.** Any food or retail establishments which violates any provision of this section or any regulation established by the Commissioner shall be liable for a fine as follows: First offense, warning; second offense, \$100.00; third offense, \$200.00; fourth and subsequent offenses, \$300.00. Each day a violation continues shall constitute a separate offense.
- (2) Whoever violates any provision of this section or any regulation established by the commissioner may be penalized by a noncriminal disposition as provided in G.L. c. 40, Sec. 21D.
- (3) This section shall be enforced by the commissioner of health and human services, or his or her designee.

(g) Severability.

Each separate provision of this section shall be deemed independent of all other provisions herein, and if any provision of this section be declared to be invalid by a court of competent jurisdiction, the remaining provisions of this section shall remain valid and enforceable.

AND (see next page)

In **Sec.17-23. Enforcing persons and revised ordinances subject to civil fine.**
Amend paragraph (b), HEALTH AND HUMAN SERVICES DEPARTMENT, by
adding after CITY ORDINANCES, Any offense, the following:

.....PENALTY

Section 12-72. Polystyrene Prohibition Ordinance

- () First offense.....Warning
- () Second offense.....\$100.00
- () Third offense.....\$200.00
- () Fourth or subsequent offenses.....\$300.00



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#95-19

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(617) 796-1100
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TDD/TTY
(617) 796-1089
Email
rfuller@newtonma.gov

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

February 8, 2019

RECEIVED
CITY OF NEWTON
FEB 15 AM 10:11
CITY OF NEWTON
1000 COMMONWEALTH AVENUE
NEWTON, MA 02459

To the Honorable City Councilors:

I am pleased to reappoint Emma Watkins of 17 Otis Street, Newtonville as a member of the Newton Taxation Aid Committee. Her term of office shall expire on March 1, 2022 and her appointment is subject to your confirmation.

Thank you for your attention to this matter.

Warmly,

Ruthanne Fuller
Mayor

Cc: Elizabeth Dromey, Director, Assessment Administration
James G. Reardon, Treasurer/Collector status

Emma J. Watkins
17 Otis Street
Newtonville, MA 02460
857-928-5706
emmaw2000@gmail.com

Emma Watkins

Emma, mother of 3 daughters and a son and 10 grandchildren is sensitive to the needs of families and especially to the needs of women, children and senior citizens. Emma has worked as the Director of the Cambridge Citywide Senior Center for the last 23 years where she works to create programs and services that greatly enrich the lives of senior citizens. She has held management positions with the Department of Commerce as well as in private industry. She currently serves on the Advisory Board of Resilient Sisterhood Project, the Newton Council on Aging Advisory Board, the Newton Council on Aging advisory Building Committee and the Somerville-Cambridge Elder Services Advisory Board. Emma is a strong advocate for issues that impact the lives of seniors. Emma holds a M.A in Management from Cambridge College.

Emma J. Watkins
 17 Otis Street
 Newtonville, MA 02460
 857-928-5706 emmaw2000@gmail.com

PROFESSIONAL EXPERIENCE

Director February 1997- Present
Cambridge Senior Center, Cambridge, MA
 Responsible for supervision of support staff and oversight of the day to day planning, developing and implementing a variety of recreational, social, health and educational programs to meet the needs of a diverse group of senior program participants who live independently in the community.

Occupancy Specialist 1990 – February 1997
Winn Property Management, Boston, MA
 Administered and maintained all phases of property operations to attain maximum profitability. Supervised the rental process from move-in to move-out. Prepared, processed and signed all leases and related forms seeing that paperwork was in order. Collected rents and handles delinquent accounts, consulting legal authority as required. Responsible for all re-certification processes.

Office Manager 1980-1987
Center for Applied Social Science – Boston University
 Provided administrative support to Research Associates and Professors. Responsible for the day to day supervision of support staff.

Special Place Supervisor 1979-1980
Bureau of Commerce – Census Department
 Oversaw administrative office operations for all of New England and New York State, responsible for automation of operations, field office operations and recruiting office operations. Responsible for supervising and training census takers, among others. Also responsible for the oversight of personnel levels and workflow.

EDUCATION

Masters Management of Non-profits May 2001
Cambridge College

Accomplishments:

- Recipient of the Nancy P. Hahn Award October 2001
- City of Cambridge Outstanding Employee Award 2002
- **PROFESSIONAL AFFILIATIONS:**
- Advisory Council, Somerville-Cambridge Elder Services 2015- current
- Board Member, Cambridge Homes Assisted Living 2013 - current
- Cambridge Post Office Advisory Council 2010 - current
- Board Member, Resilient Sister Project 2013 – current
- President, NAMI-Nubian Boston, 2002-2003
- Board Member, NAMI-Mass 2002-2003
- Current Member of the Newton Senior Center Advisory Board

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