



PLAN AND ZONING DEPARTMENT
(203) 256-3050

Memorandum

DATE: *February 4, 2022*

TO: *Fairfield Board of Selectman*

FROM: *Emmeline Harrigan, Assistant Planning Director*

SUBJECT: *Floodplain Management Plan Review 2022*

The Town of Fairfield participates in FEMA's voluntary Community Rating System (CRS) which awards a discount rating to communities that go above and beyond the minimum requirements of the National Flood Insurance Program (NFIP) flood plain management requirements. Fairfield's floodplain management efforts result in a 10 percent discount for its 2,053 policy holders or approximately \$337,661 in annual savings.

One of the tasks required for CRS participation is an annual review of Fairfield's Floodplain Management Plan. The Plan consists of flood reduction action items that are located within MetroCOG's Multi-town Hazard Mitigation Plan adopted in 2019 and is available at <https://rebrand.ly/metrocog-floodprotection>. Town staff from multiple departments as well as the Town's Flood Erosion Control Board collaborated on the update of this report. The Town has made progress on the following action items as part of the Regional Hazard Mitigation Plan including:

- The Riverside Drive tide gate system is completing design in order to be ready for construction in 2023.
- The Town's Waste Water Treatment Facility protection berm and bulkhead project is nearing completion.
- ARPA funds have been targeting to increase Fairfield's resiliency including beach protection and off-shore wave reduction studies, implementation of some of the Downtown Green Infrastructure projects, and water detention projects in the Rooster River corridor.
- Fairfield is collaborating with the CT Institute of Resiliency and Adaptation (CIRCA) to study reduce flooding under railroad underpasses.
- The town has installed tide gage markings in the marina and beach area with 24-hour remote monitoring in order to better Emergency Management preparation.

Attached is the full Floodplain Management Plan Report update as required for continued CRS participation.



**Community Rating System (CRS)
ACTIVITY 510
Floodplain Management Plan (FMP)
2019-2020 Annual Progress Report
Town of Fairfield, CT
Community #0900007**

Background and Purpose:

The Town of Fairfield was accepted into the FEMA CRS program effective in January of 2017. As a Class 8 community, flood insurance policies within the Town qualify for a 10% rate reduction. One of the requirements for annual recertification with FEMA is an evaluation report on progress toward implementation of recommendations in the Natural Hazard Mitigation Plan.

The Town of Fairfield is part of the Greater Bridgeport Planning region and is a member municipality of the Connecticut Metropolitan Council of Governments (MetroCOG). MetroCOG includes six- member communities including Bridgeport, Easton, Fairfield, Monroe, Stratford, and Trumbull. MetroCOG facilitated workshops, mapping, and analysis and produced the 2014 Multi-jurisdictional Hazard Mitigation Plan (HMP) that includes Fairfield. Fairfield actively participated in the planning process and continues to participate in ongoing meetings of the Conservation Technical Advisory Committee (CTAC) which continues to review potential projects. The project list has also been reviewed with town staff to evaluate progress as indicated below. MetroCOG has started the HMP Update process with an update to the Hazard Mitigation Plan completed in fall 2019.

1. Name of the CRS Floodplain Management Plan (LMS or other):

Greater Bridgeport Regional Council 2019 Natural Hazard Mitigation Plan Update

2. Date Adopted:

September 23, 2019 (Fairfield)

3. Location where copies are available for review:

Town of Fairfield
Sullivan Independence Hall
Engineering Department – 1st Floor
Plan and Zoning Department – 2nd Floor
725 Old Post Road
Fairfield, CT 06824

Online at MetroCOG's website at <https://rebrand.ly/metrocog-floodprotection>

4. Summary of any floods that occurred during the year (if any):

Fairfield experienced two significant flooding events in addition to cyclical high tide limited flooding during the past year including:

- Fairfield experienced moderate riverine flooding along the Rooster River during the remnants of Hurricane Elsa on July 9, 2021 with some basement flooding and property damage due to erosion.
- The remnants of Hurricane Ida on September 1, 2021 impacted several neighborhoods along the Rooster River and Mill River tributaries with significant street flooding, basement flooding, and vehicle losses. Flooding areas included the Stratfield Road area and Greenfield Hill and there was some bridge scour in the riverine and tributary areas. The public beach at Lake Mohegan also suffered loss of much of its sand due to erosion and run-off.
- Fairfield experiences occasional street flooding during lunar high tide, and limited surge experienced during high-sustained wind events in the Fairfield Beach Road area.

5. What impact did floods have on the repetitive loss areas:

The flooding events did impact areas that have experienced repetitive flooding along the Rooster River corridor and the Fairfield Beach Road area, including vehicles, vehicle parking areas, and pre-existing basements in low-lying areas.

6. List each element of the original plan and note how much was accomplished during the previous year.

The table reflects the new action table items in the newly adopted Greater Bridgeport Regional Council 2019 Natural Hazard Mitigation Plan and is for the new plan effective period of 2019-2024. The “Carried Forward or New Action” item indicates whether the elements was in the prior plan or whether the item is new.

Prevention:

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
1	Secure funds and proceed with construction of the Riverside Drive tide gate system	CF	ST	Conservation and Engineering	Conservation and DPW are collaborating on this project. (Design 90% complete)	7/2019-6/2020 Build in 2022-2023	\$5.5 Million	Capital improvement funds/Possible Grant
2	Ensure that the current dam failure EAPs are filed with pertinent Town departments.	CF	ES	OEM	EMD to obtain copies and file them with departments such as DPW and Planning.	7/2019-6/2020	<\$100K	Operating budget; existing staff to coordinate (action is to obtain and distribute).
3	Advance the South Benson Road pumping station to final design/construction.	CF	ST	DPW and Engineering	DPW/Engineering is coordinating this project.	7/2019-6/2022	>\$1 Million	Capital improvement funds

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
					(Design In progress)	Construction	\$37 Million	BCA too low for FEMA grant funds/exploring other funding sources
3a	Identify beach area stormwater drainage system areas for upgrade	NA	ST	DPW and Engineering	Minor increased capacity stormwater improvements installed on Rhoda Avenue and Carlynn Drive	2020	<\$100K	Capital Improvement Funds
4	Pursue an executable phase of the Riverside Drive/Ash Creek flood protection system by focusing on design of a segment that affects only Town-owned land.	CF	ST	Conservation, Engineering, and FECB	Conservation and DPW collaborated on the Riverside Drive/Ash Creek project in 2016-2017 and should collaborate on the design phase.	7/2020-6/2022	\$100K - \$500K	Grant funds for design
4a	Ash Creek tidal marsh planting program to minimize erosion	CF	ST	Conservation, Engineering, and FECB	Partnered study with Bridgeport and a local non profit	Just initiated /TBD	\$100K	TBD
5	Secure funds for a microgrid at the WWTP to include adjacent and nearby municipal buildings.	CF	PP, ES	WPCA	The Town has been successful with the State's microgrid program. Leverage this experience to pursue a microgrid at the WWTP and nearby buildings.	7/2019-6/2022 In progress 6/2023	\$3 Million	State microgrid program
5a	Discuss a potential Resiliency Fund with the Board of Selectman	NA	PP	FECB, Finance Department	Requires review and Implementation with BOS	2022-2023	TBD – initial fund with annual recurring contributions	General Fund
5b	Flood Protection Study for area Between Jennings and Penfield Beaches	NA	PP	Engineering	RFP for consultants Spring 2022	2022-2024	\$100K	Capital Non-recurring Funds

Property Protection:

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
6	Address equipment in library basements to prepare for when flooding occurs. In progress	CF	PP	Library/DPW	Continue this project to completion.	7/2019-6/2022	\$100K - \$500K	Capital improvement funds

Structural:

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
7	Coordinate with the Army Corps of Engineers to determine a feasible option for future improvements to the Pine Creek dike system.	CF	ST	FECB and Engineering	Army Corps of Engineers is proceeding with a comprehensive study of flood protection. Recently recieved ACOE study with reinforced Pine Creek Dike System (2/2021)	7/2019-6/2022 2023-	Study: <\$100K Construction \$500K-600K	Operating budget; existing staff to coordinate. Construction funding if awarded is 35% town match
8	Secure funds for beach nourishment in accordance with the engineered beach study and design.	CF	NR	Conservation and Engineering	The Town has conducted beach nourishment in the past and will utilize similar procedures going forward. <i>Awaiting ACOE/DEEP Approvals for 2 sites</i>	7/2020-present	<\$100K	Operating budget; existing staff to coordinate (action is to secure funds only).
9	Relocate the sanitary sewer transmission trunk lines from areas of significant flood risk.	CF	ST	WPCA	This project is underway. Carry forward for completion.	6/2022-12/2023	\$7 Million	Capital improvement funds
10	Secure funds for execution of a portion of the Downtown Green Infrastructure Study and Conceptual Plan.	CF	ST, NR	Engineering	The Town applied for a grant from NFWF in 2018 but was not successful. Additional funding opportunities will be pursued. <i>In design soon.</i>	2021-6/2023 <i>In progress</i>	<\$100,000	Operating budget; existing staff to coordinate (action is to secure funds only). <i>ARPA Funds</i>
10a	Downtown Green Infrastructure Project: Train Parking Lot-Impervious Surface Area	NA	ST	Parking Authority and Engineering	Completed as part of Maintenance Project	<i>Completed Summer 2019</i>	Part of budgeted costs	Parking Authority Operating Budget/Capital Improvement Funds
10b	Downtown Green Infrastructure Project: Sherman Green Drainage and Sanford Street dry well	CF	ST	Engineering and DPW	Town applied for and was granted funds to complete drainage as well as sidewalk and tide gate flap work	<i>Completed Summer 2019</i>	\$200K	STEAP Grant
11	Allocate funds for replacements of culverts to alleviate flooding in the Rooster River, Royal Avenue, and Camden Street areas.	CF	ST	Engineering	Study and design has been completed for some areas. The Town will begin allocating funds through the CIP.	7/2022-6/2024	>\$1 Million	Capital improvement funds/potential funding through CT DOT for 1-95 Culverts

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
12	Determine whether the culvert at Merwins Lane can be replaced to increase capacity.	CF	ST	Engineering	Due to neighbor opposition, the action should focus on determining whether the project is feasible, whether it can achieve the desired result, and whether issues with the neighbor can be resolved. If one of these is not favorable, this project should be retired from consideration.	7/2020-6/2022	<\$100,000	Operating budget; existing staff to coordinate.
13	Identify the next steps to set aside land for detention/watershed storage in the Rooster River watershed.	CF	ST, NR	Engineering and DPW	A flood detention/storage study was completed in 2019 to augment previous studies in the Rooster River watershed. Utilize the momentum surrounding this issue to define the next steps to further explore feasibility.	Study Permits 2022 Construct 2023-2024	\$100K \$305K \$2.2-2.4 Million	Operating budget for existing staff and/or consultant
14	Conduct a feasibility study for elevating Fairfield Beach Road, including public outreach and incorporation of public input.	CF	ST, ES	Engineering, DPW, FECB, and OEM	Due to the dual needs of this project (engineering feasibility and public buy-in), a formal feasibility study will be conducted that directly incorporates public input.	6/2021 -	\$100K-\$500K	Operating budget for existing staff and/or consultant
15	Conduct a study to determine the feasibility of extending the dike in Southport along Harbor Road.	CF	ST	FECB and Engineering	This feasibility study can proceed in a manner similar to the Ash Creek/Riverside Drive study and conceptual plan. Public input should be directly incorporated.	7/2022-7/2023	\$100K-\$500K	Operating budget for existing staff and/or consultant
16	Determine the feasibility of installing pumping stations beneath the railroad	CF	ST	Engineering and DPW	CIRCA completing additional feasibility study for underpass areas.	6/2022 – 2024	\$100K-\$500K	CIRCA Funds as a Pilot Program

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
	underpasses to remove floodwaters.							
16a	Secure funds to study feasibility of raising the bulkhead elevation along Pine Creek to protect against future Sea Level Rise	NA	ST	FECB and Engineering	Engineering should retain a consultant for this feasibility study if possible	2021-2023	\$150K	Grant Funding

Natural Systems Protection:

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
17	Select one action from the Rooster River Watershed Management Plan and secure funding for its execution. Focus on an action that has multiple hazard mitigation benefits. Detention Basins + Algonquin site purchase for detention	CF	ST, NR	Conservation	Conservation to identify and secure funds. Potential funds are NOAA, NFWF, and EPA Section 319 (state) grant programs. Harbor Watch to provide on-going water quality monitoring.	7/2020-6/2022 2023	<\$100K \$3.2 Mil	Operating budget; existing staff to coordinate (action is to secure funds only). Some ARPA Funds
18	Conduct outreach and feasibility study for the conceptual dune ridge design that addresses the Penfield/Shoal Point area.	CF	ST, NR	Conservation, Engineering, and FECB	Conservation to identify and secure funds, working with the FECB and Engineering. Potential funds are NOAA, NFWF, and CIRCA (state) grant programs.	6/2022-6/2024	\$100K-\$500K	Operating budget for existing staff and/or consultant
18a	Continue to explore feasibility of off-shore methods to reduce wave impacts	NA	NS	FECB	Requires additional study/coordination with State DEEP and ACOE + Funding	2022-2023	\$400K	ARPA Funding

Education and Awareness:

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
19	Train and equip neighborhood storm response teams (i.e., CERT), for neighborhoods that have in the past been cut off from emergency services by floodwaters or downed trees, as well as to assist lower-income populations.	CF	ES	OEM and CERT	The EMD and CERTs will collaborate to accomplish this action. Spring 2022 Training Scheduled for Coastal Areas.	7/2019-6/2021	<\$100K	Operating budget; existing staff to coordinate.

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
20	Develop tree planting guidelines that are aligned with hazard mitigation goals.	CF	PP	DPW and Conservation	Conservation and DPW & FSTF will team to develop guidelines for native tree species on town properties.	7/2019-6/2021	<\$100K	Operating budget; existing staff to coordinate.
20a	Co-host Education Workshop and update on Rooster River Flood Mitigation study and projects with Fairfield and Bridgeport residents	NA	PP	Engineering	Engineering Dept. to work with City of Bridgeport staff and consultant Sent flyers/held update meeting for public	2021-2022 Ongoing	<\$100K	Operating budget; existing staff to coordinate

Emergency Services:

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
21	Conduct a feasibility study for elevating Turney Road, including public outreach and incorporation of public input.	CF	ST, ES	Conservation, Engineering, FECB, and OEM	Elevating Turney Road was partly addressed during the public engagement associated with the Riverside Drive/Ash Creek flood protection study and conceptual plan, this past effort should be used to initiate the study. Consultant services may be secured for further evaluating the feasibility and engaging the public. However, unlike the Riverside Drive/Ash Creek study, this action should directly involve emergency management personnel.	7/2022-6/2023	\$100K-\$500K	Operating budget for existing staff and/or consultant
22	Provide and install generators to senior housing complexes and other complexes that serve vulnerable populations to allow them to shelter in	CF	ES, PP	OEM and DPW	Assigned staff should begin securing funds early in the lifespan of the plan update.	7/2021-6/2024	>\$1 Million	FEMA HMA, DHS preparedness grants

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
	place.							
24	Enhance flood protection at the DPW (immediate and surrounding areas) garage or consider feasibility of moving garage to an alternate location.	CF	ST, PP	DPW	DPW will commence this action with a feasibility study that addresses flood protection vs. relocation.	7/2022-6/2023	\$100,K-\$500K	Operating budget for existing staff and/or consultant
25	Conduct outreach to local small businesses with the aim of preventing the accidental release and pollution from chemicals stored and used at their facilities during or following natural hazard events.	NA	PE	P&Z	Coordinate directly with CT DEEP on this statewide initiative.	2022-2023	<\$100K	Operating budget; existing staff to coordinate.
26	Secure funding from SHPO to conduct a historic resources survey focusing on potential historic resources in coastal flood risk areas.	NA	PP	P&Z	Coordinate directly with CT SHPO on this statewide initiative.	7/2021-6/2022	<\$100K	Operating budget; existing staff to coordinate (action is to secure funds only).
27	Work with CT DEEP to complete a formal validation of the RL list and update the mitigation status of each listed property.	NA	PP	P&Z	Coordinate directly with CT DEEP. Conduct in connection with CRS participation.	7/2019-6/2020	<\$100K	Operating budget; existing staff to coordinate.
28	Contact the owners of Repetitive Loss Properties and nearby properties at risk to inquire about mitigation undertaken and suggest options for mitigating flooding in those areas. This should be accomplished with a letter directly mailed to each property owner. Coordinate with CRS participation.	NA	PP	P&Z	Conduct in connection with CRS participation.	7/2019-6/2020	<\$100K	Operating budget; existing staff to coordinate.
29	Contact the owners of properties that experience frequent flooding (which may not be RL properties) to suggest options for mitigating flooding. This should be accomplished with a letter directly mailed to each property owner.	NA	PP	P&Z	Conduct in connection with CRS participation.	7/2019-6/2020	<\$100K	Operating budget; existing staff to coordinate.

ID	Action	CF or NA	Action Type	Responsible Department	Implementation Process	Time Frame	Cost	Funding
30	Achieve additional objectives associated with the Sustainable CT program, focusing on those aligned with hazard mitigation.	NA	PR, NR	Existing volunteer committee	Encourage the existing volunteer committee to achieve additional actions, with direction to focus on those aligned with hazard mitigation.	7/2019-6/2020	<\$100K	Operating budget; existing staff to coordinate.
31	Work with USGS or NOAA to establish a tide gauge in Long Island Sound to provide real-time water level data. The nearest USGS gauge is in Stamford and the nearest NOAA gauge is in Bridgeport.	NA	ES	Engineering and OEM	This action will require considerable coordination. Initial contacts should be made with NOAA and USGS, as both agencies host tide gauges in Long Island Sound. Tide gage markings installed in South Benson Marina area that are captured by CCTV that allow 24-hour remote monitoring that allows early warning to the OEM.	7/2020-6/2022	<\$100K	Operating budget; existing staff to coordinate. Funding for execution will be addressed in future updates.
32	Develop a written plan for inspection of Town-owned bridges that may experience scour during flood events. The plan should set a timeframe for inspections after floodwaters have receded.	NA	ST	DPW and Engineering	DPW and Engineering will collaborate on this action. Consultant services are not likely needed. (Process instituted after every 10-year+ rainfall storm event)	7/2019-6/2020 Action Plan Initiated 9/2021	<\$100K	Operating budget; existing staff to coordinate.
33	Provide suggested "code plus" strategies to make structures more resilient to wind when applications are processed for elevating buildings.	NA	PP	Building	The Building Department staff will commence this action in the next fiscal year and then make it common practice.	2022-2023	<\$100K	Operating budget; existing staff to coordinate.

Action Type abbreviation: PP=property protection; PR=prevention; NR=natural resources protection or restoration; ST=structural projects; ES=emergency services; and PE=public education

7. Were any objectives not reached or is implementation behind schedule? If so, state why:

Fairfield continues to make progress towards its resiliency efforts and action items listed in the Hazard Mitigation Plan. The Town continues to advance design for priority projects in order to be ready for available grants and funding.

8. Should new projects be started and should any of the recommendations or objectives be revised:

MetroCOG updated the Multi-town Hazard Mitigation Plan over the course of Spring/Summer 2019 with new recommendations and objectives. The recommendations and objectives from that plan are the most current. However some modified action item refinements have been added where shown in red. New design standards to higher flood protection standards as well as incorporation of future sea level rise impacts should be added in order to ensure that mitigation projects are long-lasting.

9. Progress Report discussed and/or made publicly available.

The FMP update report was prepared by Fairfield's CRS Coordinator with coordination from multiple town staff including, Engineering and Conservation, the Fire Department's Emergency Management contacts and with the town's Flood Erosion Control Board members. Action Items are derived from the Hazard Mitigation plan adopted in Fall 2019. The Plan's storm information was reviewed with town staff and updated. It was presented to the Board of Selectmen on February 7, 2022. The Town issued a press release following the meeting on February 8, 2022.

A copy of this report can be obtained on Fairfield's Plan and Zoning Department website under the Forms and Documents tab. For more information please contact Emmeline Harrigan, AICP, CFM - CRS Coordinator at eharrigan@fairfieldct.org.

**NON-RECURRING CAPITAL PROJECTS AND ASSOCIATED BOND ISSUANCE
FOR FISCAL YEAR 2023**

TOWN

		15 Year Bond	20 Year Bond	
		PRESENTED BY DEPT.	PRESENTED BY DEPT.	
Department	Project	Amount	Amount	Total
1 Conservation	Pine Creek - McCleary Tidegate Repair		\$500,000	\$500,000
2 Conservation	Riverside Creek Tidegate Repair		\$453,200	\$453,200
3 Engineering	Underwater Bridge Inspection and Repairs		\$150,000	\$150,000
4 Engineering	Increase Resiliency AC Open Space-Jennings Beach - Design		\$250,000	\$250,000
5 Fire	Self Contained Breathing Apparatus (SCBA)	\$358,445		\$358,445
6 Parks Dept	Lake Mohegan - Restoration from Storm Ida Damage		\$500,000	\$500,000
7 Park & Rec	Tennis Center Light Replacement		\$100,000	\$100,000
8 Park & Rec	Post-Tension Tennis Courts - Dwight		\$550,000	\$550,000
9 Park & Rec	Jacky Durrell Pavilion Upgrades		\$103,000	\$103,000
SUBTOTAL NON-RECURRING CAPITAL - TOWN:		\$358,445	\$2,606,200	\$2,964,645

BOARD OF EDUCATION

		15 Year Bond	20 Year Bond	
		PRESENTED BY DEPT.	PRESENTED BY DEPT.	
School	Project	Amount	Amount	Total
10 Burr	Boiler Burner Replacement		\$996,370	\$996,370
11 FLHS	Elevator Modernization		\$265,329	\$265,329
SUBTOTAL NON-RECURRING CAPITAL - BOE:		\$0	\$1,261,699	\$1,261,699

GRAND TOTAL TOWN & BOE NON-RECURRING CAPITAL:	\$358,445	\$3,867,899	\$4,226,344
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15 YEAR

**A RESOLUTION APPROPRIATING \$358,445 FOR THE COSTS OF A
NONRECURRING CAPITAL PROJECT AND AUTHORIZING THE ISSUANCE OF
BONDS TO FINANCE SUCH APPROPRIATION.**

Resolved:

1. As recommended by the Board of Finance and the Board of Selectmen, the Town of Fairfield hereby appropriates the sum of Three Hundred Fifty-Eight Thousand Four Hundred Forty-Five and 00/100 Dollars (\$358,445.00) to fund all costs associated with the nonrecurring capital project described on **Exhibit A** attached hereto, inclusive of planning, design and engineering fees, other professional fees, demolition, construction and oversight costs and temporary and permanent financing costs (the "Project"), in the amount of such appropriation allocated to the Project as set forth in **Exhibit A**.
2. To finance such appropriation, and as recommended by the Board of Finance and the Board of Selectmen, the Town of Fairfield shall borrow a sum not to exceed Three Hundred Fifty-Eight Thousand Four Hundred Forty-Five and 00/100 Dollars (\$358,445.00) and issue bonds/bond anticipation notes for such indebtedness under its corporate name and seal and upon the full faith and credit of the Town in an amount not to exceed said sum for the purpose of financing the appropriation for the Project.
3. The Board of Selectmen, the Treasurer and the Chief Fiscal Officer of the Town are hereby appointed a committee (the "Committee") with full power and authority to cause said bonds to be sold, issued and delivered; to determine their form and terms, including provision for redemption prior to maturity; to determine the aggregate principal amount thereof within the amount hereby authorized and the denominations and maturities thereof; to fix the time of issue of each series thereof and the rate or rates of interest thereon as herein provided; to determine whether the interest rate on any series will be fixed or variable and to determine the method by which the variable rate will be determined, the terms of conversion, if any, from one interest rate mode to another or from fixed to variable; to set whatever other terms of the bonds they deem necessary, desirable or appropriate; to designate the bank or trust company to certify the issuance thereof and to act as transfer agent, paying agent and as registrar for the bonds, and to designate bond counsel. The Committee shall have all appropriate powers under the Connecticut General Statutes, including Chapter 748 (Registered Public Obligations Act), Chapter 173 (School Building Projects) and Chapter 109 (Municipal Bond Issues) to issue, sell and deliver the bonds and, further, shall have full power and authority to do all that is required under the Internal Revenue Code of 1986, as amended, and under rules of the Securities and Exchange Commission, and other applicable laws and regulations of the United States, to provide for issuance of the bonds in tax exempt form and to meet all requirements which are or may become necessary in and subsequent to the issuance and delivery of the bonds in order that the interest on the bonds be and remain exempt from Federal income taxes, including, without limitation, to covenant and agree to restriction

on investment yield of bond proceeds, rebate of arbitrage earnings, expenditure of proceeds within required time limitations, the filing of information reports as and when required, and the execution of Continuing Disclosure Agreements for the benefit of the holders of the bonds and notes.

4. The First Selectman and Treasurer or Chief Fiscal Officer, on behalf of the Town, shall execute and deliver such bond purchase agreements, reimbursement agreements, line of credit agreement, credit facilities, remarketing agreement, standby marketing agreements, bond purchase agreement, standby bond purchase agreements, and any other commercially necessary or appropriate agreements which the Committee determines are necessary, appropriate or desirable in connection with or incidental to the sale and issuance of bonds, and if the Committee determines that it is necessary, appropriate, or desirable, the obligations under such agreements shall be secured by the Town's full faith and credit.
5. The bonds may be designated "Public Improvement Bonds," series of the year of their issuance and may be issued in one or more series, and may be consolidated as part of the same issue with other bonds of the Town; shall be in serial form maturing in not more than fifteen (15) annual installments of principal, the first installment to mature not later than three (3) years from the date of issue and the last installment to mature not later than fifteen (15) years from the date of issue. The bonds may be sold at an aggregate sales price of not less than par and accrued interest at public sale upon invitation for bids to the responsible bidder submitting the bid resulting in the lowest true interest cost to the Town, provided that nothing herein shall prevent the Town from rejecting all bids submitted in response to any one invitation for bids and the right to so reject all bids is hereby reserved, and further provided that the Committee may sell the bonds on a negotiated basis, as provided by statute. Interest on the bonds shall be payable semi-annually or annually. The bonds shall be signed on behalf of the Town by at least a majority of the Board of Selectmen and the Treasurer, and shall bear the seal of the Town. The signing, sealing and certification of the bonds may be by facsimile as provided by statute.
6. The Committee is further authorized to make temporary borrowings as authorized by the General Statutes and to issue temporary notes of the Town in anticipation of the receipt of proceeds from the sale of the bonds to be issued pursuant to this resolution. Such notes shall be issued and renewed at such time and with such maturities, requirements and limitations as provided by the Connecticut General Statutes. Notes evidencing such borrowings shall be signed by the First Selectman and Treasurer or Chief Fiscal Officer, have the seal of the Town affixed, which signing and sealing may be by facsimile as provided by statute, be certified by and payable at a bank or trust company incorporated under the laws of this or any other state, or of the United States, be approved as to their legality by bond counsel, and may be consolidated with the issuance of other Town bond anticipation notes. The Committee shall determine the date, maturity, interest rates, form and manner of sale, including negotiated sale, and other details of said notes consistent with the provisions of this resolution and the General Statutes and shall have all powers

and authority as set forth above in connection with the issuance of bonds and especially with respect to compliance with the requirements of the Internal Revenue Code of 1986, as amended, and regulations thereunder in order to obtain and maintain issuance of the notes in tax exempt form.

7. Pursuant to Section 1.150-2 of the Federal Income Tax Regulations, as amended, the Town hereby declares its official intent to reimburse expenditures (if any) paid for the Project from its General or Capital Funds, such reimbursement to be made from the proceeds of the sale of bonds and notes authorized herein and in accordance with the time limitations and other requirements of said regulations.
8. The First Selectman, Chief Fiscal Officer and Town Treasurer are hereby authorized, on behalf of the Town, to enter into agreements or otherwise covenant for the benefit of bondholders to provide information on an annual or other periodic basis to the Municipal Securities Rulemaking Board (the "MSRB") and to provide notices to the MSRB of material events as enumerated in Securities and Exchange Commission Exchange Act Rule 15c2-12, as amended, as may be necessary, appropriate or desirable to effect the sale of the bonds and notes authorized by this resolution.
9. The Committee is hereby authorized to take all action necessary and proper for the sale, issuance and delivery of the bonds and notes in accordance with the provisions of the Connecticut General Statutes and the laws of the United States.
10. The First Selectman or other proper Town official is hereby authorized to apply for and accept any available State or Federal grant in aid of the financing of any Project, and to take all action necessary and proper in connection therewith.

EXHIBIT A
TO

**A RESOLUTION APPROPRIATING \$358,445 FOR THE COSTS OF A
NONRECURRING CAPITAL PROJECT AND AUTHORIZING THE ISSUANCE OF
BONDS TO FINANCE SUCH APPROPRIATION**

		<u>TOWN</u>	15 Year Bond
			PRESENTED
			BY DEPT.
	Department	Project	Amount
5	Fire	Self Contained Breathing Apparatus (SCBA)	\$358,445
	SUBTOTAL NON-RECURRING CAPITAL - TOWN:		\$358,445



Fairfield Fire Department

**140 Reef Road
Fairfield, CT 06824-5997**

Administrative Office

*Office (203) 254-4713
Office (203) 254-4720
Fax (203) 254-4724*

SCBA Replacement Project, \$116,626.32 Town Share (Fire Department)

1. Background-

The Fairfield Fire Dept. (FFD) is requesting federal assistance to fund a \$358,444.50 request for a desperately needed safety program to provide critical respiratory protection equipment to protect the health & safety of its 94 career and 20 Volunteer firefighters during emergency responses.

2. Purpose and Justification-

We currently have 66 riding positions and the Self-Contained Breathing Apparatus (SCBA) of only 28 are in compliance with the National Fire Protection Association (NFPA) Standards. This purchase will assure full compliance with current standards for all riding positions and ensure 100% compatibility on the fireground. We have analyzed SCBA options & discussed pricing with a vendor raising the confidence of this request. SCBA components have been selected based on a risk assessment, regional compatibility & field testing to ensure they meet our needs. The specifications are in accordance with town purchasing process will go out to open bid. All components requested will comply with NFPA 1981, 2018 Ed. Standards. A firefighter's SCBA is their most important piece of PPE as it protects their vital respiratory system from hazardous atmospheres associated with fire, hazmat or terrorist incidents. SCBA are subjected to continuous thermal and mechanical assault.

38 of our existing inventory of 66 SCBA units are more than 12 years old and 3 NFPA revisions old (2007 std.) and place personnel at great risk of injury during emergency responses. All SCBA are serviced by a certified testing company annually. The FFD exceeds OSHA minimum training respiratory protection standards. In recent years, the FFD purchased 28- NFPA 2018-compliant SCBA Units. While this acquisition was critical, two serious safety incompatibilities were created with the balance of our SCBA which include different End of Service Life Indicator (EOSI) and incompatible Emergency Breathing Support System (EBSS), connection. 2018-compliant units have a shorter end of End of Service Life Indicator (EOSI, low air alarm), 33% of the SCBA capacity. Older unit's EOSI is 25%. The 33% EOSI is a safety improvement but having firefighters with different EOSIs on the same working crew is unsafe and dangerous. This condition will be corrected if the grant is awarded.

FFD's SCBAs are equipped with a very important safety feature, Emergency Breathing Support System (EBSS). NFPA 2018-compliant SCBA units use RECTUS fittings for EBSS as opposed to older units' Hansen fittings. RECTUS and Hansen fittings are incompatible. A very serious safety concern exists when crews are working together outfitted with these two different-generation fittings. The crews cannot offer emergency assistance to each other. All FFD SCBA units and cylinders that we are requesting to be replaced are over 12 years old. They are well-worn; abraded, with scratched lenses, frayed straps, degraded rubber and failing electronics. Repair parts for these SCBA are very expensive and not cost effective.

The FEMA Assistance to Firefighters Grant (AFG) 2021 would hopefully provide funds for this project if this request is approved by Town of Fairfield Boards.

3. Detailed Description of Proposal-

The Fire Department seeks to include funds in the present year's Capital Waterfall plan for the local share and for supplemental options not covered by the Grant. The total cost for this respiratory protection project is \$358,444.50 and includes 38 SCBA (\$257,963), 38 face pieces (\$13,005.50) and 38 pair of cylinders (\$87,476). That is a per-unit cost of \$9,432.75. Typically FEMA has not awarded more than \$7,000 per unit. Based upon that reimbursement limitation, we could be awarded a grant of \$266,000. AFG requires a local 10% cost share. This would result in \$241,818.18 in FEMA funding. The Town of Fairfield would need to provide the difference between our actual total cost and actual FEMA funding, which is: **\$116,626.32**.

Most Fire Departments feel similarly that FEMA's reimbursement limit does not reflect realistic SCBA costs. During a recent phone conference, FEMA Region 1's Fire Program Specialist mentioned that it's been rumored that the unit price reimbursement would be increased for this year's grant but that there is no guarantee. Therefore, the Town of Fairfield cost is based upon the expected federal award amount plus the delta for necessary options such as Quick-disconnect Regulators and for the Scott Electronic Management System (SEMS) which provides for monitoring firefighter air management and accountability.

Town of Fairfield Cost Estimate: **\$116,626.32**

4. Reliability of Cost Estimate-

On a scale of 1 to 10, the reliability of this estimate is a 10.0 in regards to the maximum cost to the Town.

5. Increased Efficiency and Productivity-

When a firefighter inhales scorching air, his or her respiratory tract incurs a thermal insult, operations cease or are delayed, and property losses increase. Healthcare costs, workers compensation, and legal expenses may all factor in. In worst cases, a career or life may end prematurely.

In contrast, If the Town invests in the proper PPE and support equipment, responders will be freed to focus on the delivery of service, enhancing the quality and efficiency of operations. The FFD will ensure by care and inspection that SCBA provide their engineered level of protection throughout their service life. The SCBA being replaced are over 12 years old and are beyond their projected service lives. Leaky connections and failing electronics frequently place units out of service. SCBA Units are requiring increasingly frequent service to maintain operating tolerances. These SCBA are battle damaged, worn and in need of constant repair. Lenses are scratched and belts are frayed. All components have carbon contamination baked into them.

Replacement parts are expensive and not cost effective. Continued use of such units is not economical nor safe for firefighters and the communities they protect. Our maintenance cost for SCBAs has increased by 300% this past year due the aging parts. The money spent to keep these units in service reduces money we can spend on other important life safety initiatives. Our requested SCBA specifications are based on a risk assessment recognizing the hazards that confront our force of career and volunteer firefighters.

6. Additional Long Range Costs-

There are no additional long range costs. There will be a reduction in maintenance costs, as these will be new units under warranty.

7. Additional Use or Demand-

n/a

8. Alternatives to This Request-

This request represents the best alternative for the department. This is a purchase of equipment that is necessary to our essential functions. Through the Grant we would be able to procure this life-saving equipment at a fraction of the cost.

9. Safety- n/a

10. Environmental Considerations- n/a

11. Insurance- n/a

12. Financing- None needed.

13. Other Considerations- n/a

14. Approvals- Board of Selectmen, Board of Finance, RTM

20 YEAR

**A RESOLUTION APPROPRIATING \$3,867,899 FOR THE COSTS OF CERTAIN
NONRECURRING CAPITAL PROJECTS AND AUTHORIZING THE ISSUANCE OF
BONDS TO FINANCE SUCH APPROPRIATION.**

Resolved:

1. As recommended by the Board of Finance and the Board of Selectmen, the Town of Fairfield hereby appropriates the sum of Three Million Eight Hundred Sixty-Seven Thousand Eight Hundred Ninety-Nine and 00/100 Dollars (\$3,867,899.00) to fund all costs associated with the nonrecurring capital projects described on **Exhibit A** attached hereto, inclusive of planning, design and engineering fees, other professional fees, demolition, construction and oversight costs and temporary and permanent financing costs (collectively, the "Projects"), in the amount of such appropriation allocated to each Project as set forth in **Exhibit A**. Any reallocation of unused bond proceeds from one project category listed as items 1-10 on **Exhibit A** to a different project category listed on **Exhibit A** that would cause the cost of such project to exceed the cost listed on **Exhibit A** shall require approval by the Board of Selectmen, Board of Finance, and the Representative Town Meeting.
2. To finance such appropriation, and as recommended by the Board of Finance and the Board of Selectmen, the Town of Fairfield shall borrow a sum not to exceed Three Million Eight Hundred Sixty-Seven Thousand Eight Hundred Ninety-Nine and 00/100 Dollars (\$3,867,899.00) and issue bonds/bond anticipation notes for such indebtedness under its corporate name and seal and upon the full faith and credit of the Town in an amount not to exceed said sum for the purpose of financing the appropriation for the Projects.
3. The Board of Selectmen, the Treasurer and the Chief Fiscal Officer of the Town are hereby appointed a committee (the "Committee") with full power and authority to cause said bonds to be sold, issued and delivered; to determine their form and terms, including provision for redemption prior to maturity; to determine the aggregate principal amount thereof within the amount hereby authorized and the denominations and maturities thereof; to fix the time of issue of each series thereof and the rate or rates of interest thereon as herein provided; to determine whether the interest rate on any series will be fixed or variable and to determine the method by which the variable rate will be determined, the terms of conversion, if any, from one interest rate mode to another or from fixed to variable; to set whatever other terms of the bonds they deem necessary, desirable or appropriate; to designate the bank or trust company to certify the issuance thereof and to act as transfer agent, paying agent and as registrar for the bonds, and to designate bond counsel. The Committee shall have all appropriate powers under the Connecticut General Statutes, including Chapter 748 (Registered Public Obligations Act), Chapter 173 (School Building Projects) and Chapter 109 (Municipal Bond Issues) to issue, sell and deliver the bonds and, further, shall have full power and authority to do all

that is required under the Internal Revenue Code of 1986, as amended, and under rules of the Securities and Exchange Commission, and other applicable laws and regulations of the United States, to provide for issuance of the bonds in tax exempt form and to meet all requirements which are or may become necessary in and subsequent to the issuance and delivery of the bonds in order that the interest on the bonds be and remain exempt from Federal income taxes, including, without limitation, to covenant and agree to restriction on investment yield of bond proceeds, rebate of arbitrage earnings, expenditure of proceeds within required time limitations, the filing of information reports as and when required, and the execution of Continuing Disclosure Agreements for the benefit of the holders of the bonds and notes.

4. The First Selectman and Treasurer or Chief Fiscal Officer, on behalf of the Town, shall execute and deliver such bond purchase agreements, reimbursement agreements, line of credit agreement, credit facilities, remarketing agreement, standby marketing agreements, bond purchase agreement, standby bond purchase agreements, and any other commercially necessary or appropriate agreements which the Committee determines are necessary, appropriate or desirable in connection with or incidental to the sale and issuance of bonds, and if the Committee determines that it is necessary, appropriate, or desirable, the obligations under such agreements shall be secured by the Town's full faith and credit.
5. The bonds may be designated "Public Improvement Bonds," series of the year of their issuance and may be issued in one or more series, and may be consolidated as part of the same issue with other bonds of the Town; shall be in serial form maturing in not more than twenty (20) annual installments of principal, the first installment to mature not later than three (3) years from the date of issue and the last installment to mature not later than twenty (20) years from the date of issue. The bonds may be sold at an aggregate sales price of not less than par and accrued interest at public sale upon invitation for bids to the responsible bidder submitting the bid resulting in the lowest true interest cost to the Town, provided that nothing herein shall prevent the Town from rejecting all bids submitted in response to any one invitation for bids and the right to so reject all bids is hereby reserved, and further provided that the Committee may sell the bonds on a negotiated basis, as provided by statute. Interest on the bonds shall be payable semi-annually or annually. The bonds shall be signed on behalf of the Town by at least a majority of the Board of Selectmen and the Treasurer, and shall bear the seal of the Town. The signing, sealing and certification of the bonds may be by facsimile as provided by statute.
6. The Committee is further authorized to make temporary borrowings as authorized by the General Statutes and to issue temporary notes of the Town in anticipation of the receipt of proceeds from the sale of the bonds to be issued pursuant to this resolution. Such notes shall be issued and renewed at such time and with such maturities, requirements and limitations as provided by the Connecticut General Statutes. Notes evidencing such borrowings shall be signed by the First Selectman and Treasurer or Chief Fiscal Officer, have the seal of the Town affixed, which signing and sealing may be by facsimile as

provided by statute, be certified by and payable at a bank or trust company incorporated under the laws of this or any other state, or of the United States, be approved as to their legality by bond counsel, and may be consolidated with the issuance of other Town bond anticipation notes. The Committee shall determine the date, maturity, interest rates, form and manner of sale, including negotiated sale, and other details of said notes consistent with the provisions of this resolution and the General Statutes and shall have all powers and authority as set forth above in connection with the issuance of bonds and especially with respect to compliance with the requirements of the Internal Revenue Code of 1986, as amended, and regulations thereunder in order to obtain and maintain issuance of the notes in tax exempt form.

7. Pursuant to Section 1.150-2 of the Federal Income Tax Regulations, as amended, the Town hereby declares its official intent to reimburse expenditures (if any) paid for the Projects from its General or Capital Funds, such reimbursement to be made from the proceeds of the sale of bonds and notes authorized herein and in accordance with the time limitations and other requirements of said regulations.
8. The First Selectman, Chief Fiscal Officer and Town Treasurer are hereby authorized, on behalf of the Town, to enter into agreements or otherwise covenant for the benefit of bondholders to provide information on an annual or other periodic basis to the Municipal Securities Rulemaking Board (the "MSRB") and to provide notices to the MSRB of material events as enumerated in Securities and Exchange Commission Exchange Act Rule 15c2-12, as amended, as may be necessary, appropriate or desirable to effect the sale of the bonds and notes authorized by this resolution.
9. The Committee is hereby authorized to take all action necessary and proper for the sale, issuance and delivery of the bonds and notes in accordance with the provisions of the Connecticut General Statutes and the laws of the United States.
10. The First Selectman or other proper Town official is hereby authorized to apply for and accept any available State or Federal grant in aid of the financing of any Project, and to take all action necessary and proper in connection therewith.

EXHIBIT A
TO
A RESOLUTION APPROPRIATING \$3,867,899 FOR THE COSTS OF CERTAIN
NONRECURRING CAPITAL PROJECTS AND AUTHORIZING THE ISSUANCE OF
BONDS TO FINANCE SUCH APPROPRIATION

		<u>TOWN</u>	20 Year Bond
			PRESENTED
			BY DEPT.
	Department	Project	Amount
1	Conservation	Pine Creek - McCleary Tidegate Repair	\$500,000
2	Conservation	Riverside Creek Tidegate Repair	\$453,200
3	Engineering	Underwater Bridge Inspection and Repairs	\$150,000
4	Engineering	Increase Resiliency AC Open Space-Jennings Beach - Design	\$250,000
5	Parks Dept	Lake Mohegan - Restoration from Storm Ida Damage	\$500,000
6	Park & Rec	Tennis Center Light Replacement	\$100,000
7	Park & Rec	Post-Tension Tennis Courts - Dwight	\$550,000
8	Park & Rec	Jacky Durrell Pavilion Upgrades	\$103,000
	SUBTOTAL NON-RECURRING CAPITAL - TOWN:		\$2,606,200
		<u>BOARD OF EDUCATION</u>	20 Year Bond
			PRESENTED
			BY DEPT.
	School	Project	Amount
9	Burr	Boiler Burner Replacement	\$996,370
10	FLHS	Elevator Modernization	\$265,329
	SUBTOTAL NON-RECURRING CAPITAL - BOE:		\$1,261,699
	GRAND TOTAL TOWN & BOE NON-RECURRING CAPITAL:		\$3,867,899



To: Connie M. Saxl, Internal Auditor

From: Timothy J. Bishop, Conservation Director

Date: February 2, 2022

Re: Non-recurring Capital Budget - Pine Creek Avenue/McLevy Tide Gate

Background - The Conservation Department operates and maintains over a dozen tide gates and flood control structures in the southern portions of the Town. The gates serve both flood and estuarine habitat purposes throughout the tidal and riverine systems generally located south of Old Post/Oldfield Roads.

This tide gate system in particular is located near the terminus of Pine Creek, adjacent to Fairfield Beach Road. Access to the gate can be made via Pine Creek Avenue or Old Dam Road, both dead-end streets, and via Town-owned parcels to the north known as 350 & 380 Pine Creek Avenue and 199 Old Dam Road. Functionally, the gate system regulates drainage from an expansive tidal marsh located between South Pine Creek Road and Old Dam Road, all located north of the Pine Creek itself.

According to documents I've located, the existing tide gate consists of one 48-inch flap gate that was installed in 1997. Based on the current age of the existing equipment, it's exceeded its life expectancy, beyond repair and in need of replacement.

Purpose and Justification – The purpose of the proposal is to replace aging infrastructure to prevent failure and major flooding and maintain existing flood management and hydrology.

Detailed Description of Proposal – The existing tide gate is at the end of or beyond its life expectancy and requires replacement. The proposal is to fully replace the tide gate and culvert in accordance with the engineered design and in accordance with all applicable permits.

Reliability of Cost Estimate – The estimated costs are based on the similarity to other completed projects. I anticipate the costs of materials and installation to be higher to account for inflation, increased material costs and design/permitting expenses.

Increased Efficiency or Productivity – There is no increased efficiency or productivity anticipated.

Additional Long Range Costs – Any long-term costs would be incidental to the equipment and operation of the tide gates. Any maintenance costs would be covered under the Conservation Department's annual operating budget throughout their functional life expectancy.

Additional Use or Demand on Existing Facilities – None Anticipated.

An alternative to this Request – While not a good one, the only alternative to this request is not to move forward with the replacement at this time.

Safety and Loss Control –If these tide gates are not replaced during the FY23 review, delay could compromise flood control in neighborhoods adjacent to Pine Creek, Pine Creek Avenue and Old Dam Road.

Environmental Considerations – All significant environmental considerations will be related during actual construction/installation activities and conducted under all applicable permits, including but not limited to: sediment & erosion controls, wildlife breeding/migration, weather, seasonal cycles, noise, etc.

Insurance – Will be required by design and installation contractors, as applicable and required by the Purchasing Department as part of regular RFP/contract award process.

Financing – Town Non-recurring Capital Budget

Other Considerations: Access from Old Dam Road of Pine Creek Avenue may require temporary access agreements across private property for heavy equipment. Adjacent parcel owners should be notified. Pending consultation and engineering evaluation during the design phase, the integrity of the earthen dyke should also be considered during this project and at a minimum, trees/vegetation should be removed.

Other Potential Approvals: CTDEEP, Conservation Commission, Board of Selectmen, Board of Finance, Representative Town Meeting.



To: Connie M. Saxl, Internal Auditor
From: Timothy J. Bishop, Conservation Director
Date: February 2, 2022
Re: Non-recurring Capital Budget - Riverside Creek Tide Gate

Background - The Conservation Department operates and maintains over a dozen tide gates and flood control structures in the southern portions of the Town. The gates serve both flood and habitat purposes throughout the tidal and riverine systems generally located south of Old Post/Oldfield Roads.

This tide gate system in particular is located in the Ash Creek-Riverside open space along Riverside Drive, just south of Bay Edge Court. The gate system is also located between two individual branches of Ash Creek, as fresh water moves south towards the Town marina and tidal influences push brackish water in and out of the estuary.

According to documents I've located, the existing tide gate consists of one 36-inch self-regulating tide gate (SRT) that was installed in 1991. Based on the current age of the existing equipment, it's exceeded its life expectancy, beyond repair and in need of replacement.

Purpose and Justification – The purpose of the proposal is to replace aging infrastructure to prevent failure and major flooding and maintain existing flood management and hydrology.

Detailed Description of Proposal – The existing tide gate is at the end of or beyond its life expectancy and requires replacement. The proposal is to fully replace the tide gate and culvert in accordance with the engineered design and in accordance with all applicable permits.

Reliability of Cost Estimate – The estimated costs are based on the similarity to other completed projects. I anticipate the costs of materials and installation to be higher to account for inflation, increased material costs and design/permitting expenses.

Increased Efficiency or Productivity – There is no increased efficiency or productivity anticipated.

Additional Long Range Costs – Any long-term costs would be incidental to the equipment and operation of the tide gates. Any maintenance costs would be covered under the Conservation Department's annual operating budget throughout their functional life expectancy.

Additional Use or Demand on Existing Facilities – None Anticipated.

An alternative to this Request – While not a good one, the only alternative to this request is not to move forward with the replacement at this time.

Safety and Loss Control –If this tide gate is not replaced during the FY23 review, delay could compromise flood control in western neighborhoods adjacent to Ash Creek and to some extent, elsewhere in Town.

Environmental Considerations – All significant environmental considerations will be related during actual construction/installation activities and conducted under all applicable permits, including but not limited to: sediment & erosion controls, wildlife breeding/migration, weather, seasonal cycles, noise, etc.

Insurance – Will be required by design and installation contractors, as applicable and required by the Purchasing Department as part of regular RFP/contract award process.

Financing – Town Non-recurring Capital Budget

Other Considerations: Access from Riverside Drive across Town-owner land is adequate for equipment. Adjacent neighbors should be notified. Pending consultation and engineering evaluation during the design phase, the integrity of the earthen dyke should also be considered during this project.

Other Potential Approvals: CTDEEP, Conservation Commission, Board of Selectmen, Board of Finance, Representative Town Meeting.

Underwater Bridge Inspection = \$150,000 for Special inspection and short term repairs/improvements.

1. **Background** – The Town of Fairfield infrastructure is aging and while the CT Department of Transportation typically inspects larger bridges, it was unable to do so within the typical scope. Only a screening was performed because a couple of bridges and culverts are constantly under water. This situation requires inspectors with scuba diving capabilities to perform special inspections for bridges and culverts that may need repair or replacement. Engineering has identified Old Field Road Bridge as a priority for bridge inspection. The bridge was built in 1935 and has at a minimum scour below the wingwalls and footing. The Consultant will perform a special inspection to determine if the bridge requires repairs or replacement. The Consultant will also inspect other culverts that haven't been inspected by the Town, State or previous Consultants due to lack of access. Based on completed reports and inspections, The Town and Consultant will compile a priority list for repairs for the short term and/or recommend replacement. The Town will also seek grant opportunities in such programs as Local Bridge Program and upcoming Infrastructure Investment and Jobs Act programs for eligibility of existing bridge repairs or replacements.
2. **Purpose and Justification** – The Old Field Road bridge is almost 90 years old. The purpose of the project is to get a full scale inspection of the bridge using professional divers and inspectors to fully evaluate the bridge. The Town can perform short term repairs, major repairs or replace the bridge pending evaluation, inspection and recommendation reports. Any short term repairs perform should extend the service life of the existing bridge before eventual replacement, allowing the Town to keep the bridge open to traffic while in the design process. Proposal includes underwater culvert inspections as well.
3. **Detailed Description of Proposal** – The proposal includes full superstructure and substructure inspection of the bridge. Prior preliminary screening type inspections from 2016 rate the bridge in fair to poor condition. The use of a boat or raft, divers, lighting and timbers mats will be required to perform the full scale inspection. Inspection will also reveal scour conditions, utility conflicts and condition of abutments, wingwalls, bridge deck etc.. Consultant will provide inspection report in standard DOT format with recommendations for short term repairs. Long term repairs and potential replacements will also be investigated.
4. **Reliability of Cost Estimate** – The request for bridge and culvert inspections can be estimated at roughly \$ 20,000-30,000. Short term Bridge and culvert repairs could range from \$ 30, 000 to \$ 120,000 or more. Engineering will have a better idea of costs when the inspection and recommendations are complete. The Engineering inspection costs are based on past projects with a current contingency. The reliability of repair costs is on a scale of 0 to 10 is estimated at 5 based on current supply chain, unknown field conditions and economic climate.
5. **Increased Efficiency or Productivity** – Finalize a repair work plan and schedule. Allow the traveling public and commerce safer access.
6. **Additional Long Range Costs** – Unknown. If bridge has a sustainable service life left, long term repair costs must be factored in. If replacement is considered, bridge construction will require major funding with eventual low maintenance costs after construction. Investigate Grant opportunities.
7. **Additional Use or Demand on Existing Facilities** –None.
8. **Alternatives to this Request** –Permanent closure of the road is not a viable option for this busy roadway.
9. **Safety and Loss Control** – Allow the traveling public and commerce safer access. Await final report.

10. **Environmental Considerations** – None for inspection. Short term repairs may fall under maintenance but significant repairs will require local, state and federal permits. Soil Testing will be required for any excavations pending final inspection report.
11. **Insurance** – Any selected consultants/contractors will be required to carry the necessary insurance prescribed by the Purchasing Department.
12. **Financing** – Project will be bonded as part of the Non-Recurring Capital budget of 2023.
13. **Other Considerations**: Access to the site should be easier now that the Town has acquired property adjacent to the bridge. Engineering to confirm Consultant access. Inspection will determine bridge and culvert conditions and eventual repair/replacement recommendations.
14. **Other Approvals**:

Board of Selectman	-	Feb 2022
Board of Finance	-	Feb/Mar 2022
RTM	-	Mar 2022

Connecticut Department of Transportation

Project No.: 0170-3330 Inventory and Screening Form for

Municipal Bridges Spanning 6 to 20 ft

Town: Fairfield

Bridge No.: 050020

Date of Inspection: 8/15/16

Screening Data (Limited Inspection)

Previous Inspection Information		YES	NO
Was structure inspected under the previous CDOT project (#170-936)?		<input checked="" type="radio"/>	<input type="radio"/>
Is structure new or significantly modified since last CDOT inspection?		<input type="radio"/>	<input checked="" type="radio"/>
Has the structure been inspected by others since the last CDOT inspection?		<input type="radio"/>	<input checked="" type="radio"/>
Date of last inspection by others: _____			

Inspection Access	N/A	YES	NO
Is there ready access to both sides of bridge (up & downstream)?		<input checked="" type="radio"/>	<input type="radio"/>
Can stream be walked with waders?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Items for full inspection: <input checked="" type="checkbox"/> Boat or raft <input checked="" type="checkbox"/> Divers <input type="checkbox"/> Ladder <input checked="" type="checkbox"/> Tidal <input checked="" type="checkbox"/> Low FB <input type="checkbox"/> Confined Space			
Other: Less than 1' of freeboard at low tide. Divers recommended.			

Topside (Bridge and Culvert)	Sat/Better	Fair/Worse
Condition of Topside (overlay, top of deck).	<input checked="" type="radio"/>	<input type="radio"/>
Safety concerns of urgent nature on topside? (include parapets, railing, etc)	NO <input checked="" type="radio"/>	YES <input type="radio"/>

Underside (Bridge)	N/A	Sat/Better	Fair/Worse
Condition of underside of deck	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of superstructure.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of abutments	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of wingwalls	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety concerns of urgent nature on underside?	<input checked="" type="radio"/>	NO <input type="radio"/>	YES <input type="radio"/>

Underside (Culvert)	N/A	Sat/Better	Fair/Worse
Condition of roof	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of sidewalls.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of invert	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of wingwalls	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety concerns of urgent nature on underside?	<input checked="" type="radio"/>	NO <input type="radio"/>	YES <input type="radio"/>

Channel	N/A	Sat/Better	Fair/Worse
Condition of scour	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Condition of channel	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Alignment of channel	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Adequacy of channel to carry high flow	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Connecticut Department of Transportation

Project No.: 0170-3330

Inventory and Screening Form

for

Municipal Bridges Spanning 6 to 20 ft

Town: Fairfield

Bridge No.: 050020

Date of Inspection: 8/15/16

Screening Data (Continued)

General Assessment

	N/A	Sat/Better	Fair/Worse
58. Deck	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
59. Superstructure	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
60. Substructure	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
61. Channel	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
62. Culvert	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
67. Structural Evaluation	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
71. Waterway Adequacy	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Safety Items

Was Town notified of any urgent safety concerns by e-mail (with Photos)? NO

Date Town was notified:

Topside: RC parapets extend above roadway, however no approach guard rail present.
Pavement settlement (up to 4") along bridge/approach sidewalk at NE corner of structure.
Minor cracking & settlement throughout bridge sidewalk along both sides of roadway.
Chain-link post support detached from RC wingwall at SE corner of structure.

Underside: Heavy abrasion & surface spalling with ECR throughout RC headwall along the waterline at inlet.
Heavy abrasion below waterline & spall with ECR & 100% section loss at the SW corner of outlet RC headwall.

Channel: Heavy embankment scour at NE & SE corners of structure at wingwall ends.
Heavy sediment/organic deposition (2'+) surrounding each edge of upstream & downstream channels

General: 1 x 12'-0" RC Frame culvert along an approximate 25 degree skew with roadway.
The freeboard under low tide was less than 1'-0" at time of inspection, therefore the underside could not be fully inspected.
Phase 2 inspection recommended.

Increase Resiliency FLOOD CONTROL DESIGN - Ash Creek Open Space to East End Jennings Beach – Dike or Floodwall

PROJECT COST: \$250,000

1. BACKGROUND –In 2019, the US Army Corps of Engineers (USACE), published Fairfield and New Haven Counties, CT Coastal Storm Risk Management Study. Fairfield was one of the Focused Study Areas. The objective was to reduce damages and manage risk from coastal storms in the Town of Fairfield (and City of New Haven). The USACE analyzed economic significance, life safety risk significance, estimated damages, emergency access and critical infrastructure. The final array of alternatives consisted of protecting a large portion of Fairfield with 7 -12 ft. dunes, flood walls, pump stations and other flood control structures. Since the study and report explored most of the Town, the Fairfield Engineering Department and Fairfield Flood and Erosion and Resiliency Board (FERB) propose to break the study into smaller design sections, and explore effective lower cost alternative structures wherever possible to lower construction costs for the most vulnerable areas.
2. PURPOSE AND JUSTIFICATION - This Resiliency Flood Control Project Design request is endorsed by the Town of Fairfield's Flood and Erosion Control Resiliency Board and is a segment of their overall flood protection/resiliency plan. The Plan is based on USACE (US Army Corps of Engineers) study performed in 2019 as mentioned in the background. This request is to provide an engineered plan that will close a large gap in current protection and increase height of existing dikes and berms of approximately 5000 feet that currently exists between the town owned beach/Marina and the Ash Creek Open Space Parcel. The Plan will also investigate flood walls, sheeting and dikes to increase flood protection and resiliency for the Riverside and portion of South Benson neighborhoods. The design would incorporate comments from property owners affected and provides the flood protection the town is seeking to establish. In order to progress the project, a Cost Benefit Analysis is required to confirm the cost of proposed flood protection to the neighboring homes to the Benefits (protection from the damage incurred to these homes and properties and other significance (safety) benefits. Currently the Town has applied for CIRCA grant and potentially a FEMA grant to perform this analysis at little or no cost to the Town. Added into this analysis is the concern, emergency services can't be provided to this area if/when the town's road network is inundated with two to three feet of floodwater compromising the life, welfare and safety of the town's residents and first responders.
3. DETAILED DESCRIPTION OF PROPOSAL - Expenditure in amount of \$250,000 will include cost to prepare plans, specifications, bid documents and required permits and to provide two

different options to achieve the flood protection the Town is seeking. One option would be to construct a Dike to provide protection along the high points of Town property. Second option would include a design of a flood wall that would be placed along Ash Creek Open Space and Town Properties, much like a 6 foot high solid privacy fence and could also include flood gates or tide gates where necessary. The berms/dikes and or flood wall could then be tied into the existing high ground, thus eliminating the low point of entry that currently exists between Jennings Beach/Marina and Ash Creek Open Space on Riverside Drive. Consultant could also look at hybrid design (merging both concepts/designs) of a dike with flood wall and gate. These structures that are quite effective in holding back the tidal surge.

4. RELIABILITY OF COST ESTIMATE - The cost for professional design services is fairly reliable based on previous design fees. The Town of Fairfield Engineering Department feels \$250,000 is an adequate sum to take this project to final design and provide bid documents and to obtain all necessary permits required for such a project.
5. INCREASED EFFICIENCY AND PRODUCTIVITY - This project is expected to provide coastal resiliency for this area of Town. (Riverside Drive and portion of South Benson neighborhoods). It will be determined what level of protection can be provided but would strongly encourage that the design be based on the 100 year storm event (1% chance of annual occurrence) plus one foot. The Design and Construction may be eligible for grant funding, which the Town is currently seeking.
6. ADDITIONAL LONG RANGE COSTS – If project is ultimately constructed, the cost of a 5000 foot long flood control project could range from \$ 50 million to \$ 150 million, dependent on type of structures and cost saving measures proposed such as eliminating piles, pump stations, and using natural materials. This project could be eligible for a 75% FEMA reimbursement grant, based on favorable Benefit Cost Ratio to be done prior to commencement of the design.
7. ADDITIONAL USE OR DEMAND - None but long term maintenance can be expected similar to other dikes and flood control projects. One benefit is that a majority of the project involves Town owned property limiting the number of easements required.
8. ALTERNATIVES - Doing nothing is counterproductive, as steps proposed under this request is for pre-disaster mitigation. If nothing is done, properties and the town's roadways will continue to flood.
9. SAFETY AND LOSS CONTROL – By providing some level of protection properties will experience a lesser amount of flood events, less damage from flooding, less chance of loss of property

and loss of life due to emergency/first responders being prevented from reaching those in need during a coastal flood event.

10. ENVIRONMENTAL CONSIDERATION – CT DEEP, USACE and local inland wetland permits are required. Coastal Area Management (CAM) report and TPZ permits anticipated. Wetland mitigation measures proposed.

11. INSURANCE – Not covered by insurance.

12. FINANCING –Total Project costs - \$ 250,000

To be funded by Capital Non- Recurring, The Town will seek potential grant(s) that may cover some of the costs but can't confirm at this time. One application for BCA submitted to CIRCA. (Value \$10-20K).

13. OTHER CONSIDERATIONS - It has been determined that Sea Level will rise 20" by 2050. This rise in sea level will only make coastal storm events more severe as the extent of damage will go well beyond what we know today. In addition, it has been 10 years since Superstorm Sandy, and eventually another storm or hurricane hits the Connecticut shoreline again. Protection in some manner is recommended be provided to protect the town's citizens, their properties and the Town of Fairfield infrastructure.

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|------------------------|--------------------|------------------|
| 14. <u>APPROVALS</u> - | Board of Selectman | Feb/March, 2022 |
| | Board of Finance | Feb/March 2022 |
| | RTM | March/April 2022 |

LAKE MOHEGAN

BEACHFRONT RESTORATION

NON-RECURRING CAPITAL REQUEST

2022



Town of Fairfield – Beachfront Restoration

1. Background:

Lake Mohegan is a 170.4 acre piece of property located at 960 Morehouse Highway. This park is one of the largest and most popular parks in the Town of Fairfield. The Park and Open Space consist of many walking trails, fishing spots, and a beach area. The beach area is comprised of a covered pavilion with a picnic tables, a couple benches, a fire pit, a playground, and a splash pad.

2. Purpose & Justification:

The beach and swimming areas were significantly damaged during Storm Ida on September 1, 2021. The Town immediately closed the site for the season and began to evaluate the damage. We estimated the damages to be in the ballpark of \$500K. We submitted this estimate to FEMA and had a follow-up meeting via Zoom with them to discuss the estimate. Following the meeting, the Town reached out to several vendors to submit initial proposals for pricing purposes. We received only one proposal which was to complete the project within eight weeks (weather permitting) for approximately \$340K. This proposal did not include any fee for engineering the designs and assumed the Town of Fairfield's Engineering Department could handle the designs internally. We would expect with the current workload that we would need to contract the engineering design. This additional cost is estimated to be approximately \$100K. In total with a contingency we are requesting \$500K to dredge and restore the swim and beach at Lake Mohegan.

3. Detailed Description of Proposal:

The expenditure would cover the total costs for mobilization of the contractor, dredging, and finally dewatering and restoration.

4. Reliability of Estimated Cost

The cost of materials and installation was estimated by soliciting quotes from professional engineers and marine reclamation companies.

5. Increase Efficiency or Productivity

These terms don't directly apply to this type of project.

6. Additional Long Range Costs

I do not see any long range costs associated with this project outside of normal maintenance.

7. Additional Use or Demand on Existing Facilities

This project would not contribute to additional use or demand of the neighborhood park.

8. Alternatives to this request

The alternative to this request is to do nothing and keep the beach and swim area closed until funding is approved. The beach and swim area open annually Memorial Day weekend.

9. Safety & loss Control

This project would enhance safety and loss control by drastically reducing the risk of the public getting hurt on the existing deteriorating splash pad equipment.

10.Environmental Considerations

This project work will meet all environment requirements and considerations.

11.Insurance

Contractor will be required to carry insurance coverage.

12.Financing

This project would not proceed without funding approval. This project will be bonded.

13.Other Considerations

None

14.Other Approvals

Board of Selectman

Board of Finance

RTM



FAIRFIELD TENNIS CENTER

LIGHTING UPGRADE

NON-RECURRING CAPITAL REQUEST

2022



Tennis Center Lighting
Non Recurring Capital Request

1. **Background:**

The lighting at the five Har-Tru tennis courts was installed in 1989. We installed six new poles and 40 light fixtures with remote ballast. At the time, they were the state of the art in outdoor tennis lighting. Over the past several years we have encountered wiring issues and the need to replace several fixtures. In the spring of 2013 a sixth tennis court was built. In order to provide lighting for summer usage on this new court we need to install two new light poles and fixtures. We are requesting \$100,000 to replace all the current lighting and install two new poles and lighting on court six.

2. **Purpose & Justification:**

The tennis courts presently have six light poles and 40 light fixtures to cover the 5 Har-Tru tennis courts. With the addition of the sixth tennis court we will need to add two new poles and fixtures. The number of fixtures to be installed for the six courts will now total 28 energy light fixtures. The project will include all new wiring and ballast that will be mounted directly on the light poles. The cost for materials and installation is \$100,000.

3. **Detailed Description of Proposal:**

The cost for materials and installation is \$100,000.

4. **Reliability of Estimated Cost:**

The cost of materials and installation was estimated by MUSCO lighting. The new lighting system is energy efficient and provides for less spill and glare.

5. **Increase Efficiency or Productivity:**

The additional lights on the sixth tennis court will allow additional play in the evenings during the summer season.

6. **Additional Long-Range Costs:**

I do not see any long range cost. The system guarantees constant light levels and lamp replacements and reduced energy consumption.

7. **Additional Use of Demand on Existing Facilities:**

We do expect a slight increase in the number of tennis players utilizing the courts in the evening hours due to the additional tennis court being lit.

8. **Alternates to this request:**

Option 1: Replace existing lighting only at a cost of \$85,000.

Option 2: Leave the existing system and only install new poles and lights on the new court, at a cost of \$45,000.

Option 3: Leave the new tennis court as a non-lighted court and do not replace current lights.

9. Safety & Loss Control

The new lighting will provide more light control directly on the courts and not on the area homes.

10. Environmental Considerations

The new fixtures are "Eco Green" fixtures that are less expensive to operate and provide less spill and glare

11. Insurance

Contractor will be required to carry insurance coverage

12. Financing

Bonded

13. Other Considerations

None

14. Other Approvals

Board of Selectman
Board of Finance
RTM

DWIGHT ELEMENTARY SCHOOL

TENNIS COURT REPLACEMENT

NON-RECURRING CAPITAL REQUEST

2022



Town of Fairfield – Dwight Tennis Court Replacement

1. Background:

Dwight Elementary School Tennis Courts consist of four playing courts. The courts were rebuilt in 2007 and are at the end of their useful life. These tennis courts are an integral part of the high school athletic program and are used for tournaments and games. These courts are also heavily used by the general public and the Parks and Recreation Department. The tennis courts are at the end of their 10-12 year life span and have very large cracks and excessive peeling that are beyond repair and repainting for use another year. We are requesting \$550,000 for funding the replacement of the Dwight Tennis courts with new Post-tension concrete courts, new painting, surface coating, new chain link fencing and new nets.

2. Purpose & Justification:

The condition of the existing tennis courts is considered poor and continues to deteriorate to the point that they are unusable. Many repairs, fixes and new paintings have been performed over the past 14 years but current examination by professional engineers and contractors have clearly identified that it is time for a full replacement. The current cracks and deterioration are beyond repair to be cost effective for the long term.

3. Detailed Description of Proposal:

The expenditure would cover the total costs for demolition and removal of existing bituminous material, new installation of Post-Tension concrete courts, new painting, surface coating, new chain link fencing and new nets.

4. Reliability of Estimated Cost

The cost estimate is made up of known prices for materials and labor and machine based on current quotes.

5. Increase Efficiency or Productivity

These terms don't directly apply to this type of project.

6. Additional Long Range Costs

Post-tension tennis courts, when newly installed are guaranteed against cracks for 20 years and an additional 10 year guarantee not to bubble or peel. In contrast, bituminous tennis courts when newly installed should last 10-12 years with proper preventative maintenance, power washing, and repairing any cracks and repainting as they arise.

7. Additional Use or Demand on Existing Facilities

This project would reduce the maintenance costs to repair older tennis courts that are typically performed every two years for the first 10-12 years of the new installation. These courts, in particular, have been repaired each of the last three years.

8. Alternatives to this request

One alternative to this request is to do nothing and to continue to spend money repairing the courts every summer, a second alternative would be to rebuild the courts as bituminous material, however, we would run the risk of having the same maintenance issue we currently have.

9. Safety & loss Control

This project would enhance safety and loss control by drastically reducing the risk of injury to students, staff, as well as the public on the existing deteriorating surface material.

10. Environmental Considerations

This project work will include proper grading and drainage which will in turn help the environment in the immediate surrounding area.

11. Insurance

Contractor will be required to carry insurance coverage.

12. Financing

This project would not proceed without funding approval. This project will be bonded.

13. Other Considerations

None

14. Other Approvals

Board of Selectman

Board of Finance

RTM



JACKY DURRELL PAVILION

KITCHEN AND RESTROOM UPGRADES

NON-RECURRING CAPITAL REQUEST

2022



Town of Fairfield – Jacky Durrell Pavilion Kitchen & Restroom Upgrades

1. Background:

The Jacky Durrell Pavilion, the smaller of our two Pavilions, has a rustic style all its own. Warm wood tones and sweetheart vaulted ceilings work harmoniously to create a warm, intimate atmosphere. The space itself accommodates up to 125 guests and features a wraparound deck for cocktails, mingling and breathtaking views of the beach and sound. The pavilion is located at 401 Fairfield Beach Road. We are requesting \$103,000 for funding the upgrades of the kitchen and both restroom facilities.

2. Purpose & Justification:

The condition of the kitchen and restrooms at the Jacky Durrell Pavilion are dated and an eyesore to our potential renters. We have walked the space with our Department of Public Works and have estimated the remodel work to be within the \$100,000 range. We'd like to upgrade these areas to complete the facility facelift.

3. Detailed Description of Proposal:

The expenditure would cover the total costs for demolition and removal of existing restroom and kitchen fixtures. It would also cover the complete installation of the new equipment and flooring.

4. Reliability of Estimated Cost

The cost of materials and installation was estimated in conjunction with Public Works and sourcing items from the State Bid list.

5. Increase Efficiency or Productivity

The new appliances and fixtures will be more cost effective and energy efficient. This will lead to lower utility bills in the long run.

6. Additional Long Range Costs

I do not see any long range costs associated with this project outside of normal maintenance.

7. Additional Use or Demand on Existing Facilities

This project would help increase the number of rentals that take place each year.

8. Alternatives to this request

The alternative to this request is to do nothing. While the current restrooms and kitchen are functional, there will come a point where equipment will fail and need to be removed and/or replaced. They also have been the determining factor of renters when they decide not to rent the facility.

9. Safety & loss Control

This section is not relevant in a project like this.

10. Environmental Considerations

This project work will meet all environment requirements and considerations.

11. Insurance

Contractor will be required to carry insurance coverage.

12. Financing

This project would not proceed without funding approval. This project will be bonded.

13. Other Considerations

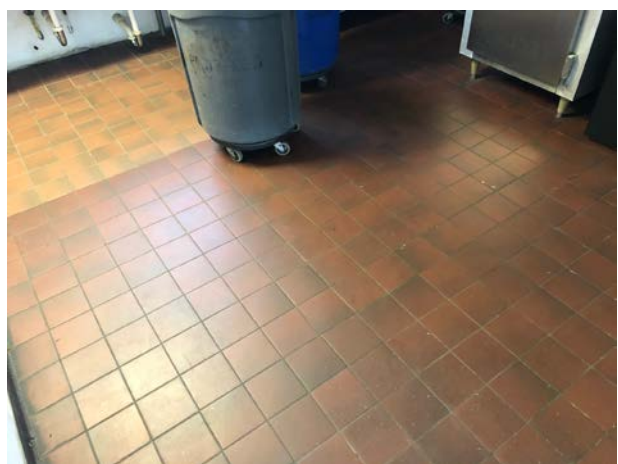
None

14. Other Approvals

Board of Selectman

Board of Finance

RTM



Burr Elementary School

Boiler Burner Replacement (2) Project

\$996,370

Background: Burr Elementary School is a new construction building assembled in 2004, built with a unique challenge, as the boiler room is on the second floor. The school currently has two boilers that have started to show signs of failing, including but not limited to leakage into the gym storage area located below the boiler room.

Purpose & Justification: The Burr Elementary School boilers (2) show signs of failing, including leakage into the building below. This being a unique building with the boiler on the second floor, we are required to cut access holes in walls and use special equipment to lift equipment into place. We feel performing this work once for both boilers of the same vintage is the most efficient solution.

Detailed Description: This expenditure would cover the total cost of the architectural design, permits, and construction. This expenditure includes removing the old equipment, moving the new equipment into place, and repairing any needed access openings.

Estimated Cost: The cost of this funding request is \$996,370. This number was arrived at by using industry standards for construction pricing and working with some local boiler companies to find the best approach to handle this project.

Long Range Costs: The only long-range cost would be routine maintenance of the boiler equipment handled in-house and by our town-bid PM contractor.

Demand on Existing Facilities: This project would consider two options. The first would be an in-kind replacement of the equipment while meeting newer efficiency codes. The second option would be to look at replacing the equipment with new high-efficiency equipment. The best option will be chosen when the project is bid out, and space requirements are evaluated.

Security, Safety, and Loss Control: The new boilers would help reduce the possibility of lost school time and school equipment due to heat loss in the building during extremely cold winter days.

Environmental Considerations: New equipment would meet new energy efficiency requirements, and this project also carries the potential for installing new high-efficiency equipment.

Funding, Financing & OSCG&R: This project would not proceed without funding approval. There are no State or Federal regulations that require this project to be undertaken, and this project is not eligible for reimbursement through OSCG&R.

Schedule, Phasing & Timing: The schedule for this project would be to have all the work completed during the summer recess of 2022, allowing for occupancy for the 2022-2023 school year with fully functioning boilers.

Other Considerations: The town Purchasing Department will bid out this work, and a licensed professional contractor will perform the job.

Alternates to The Request: This request would keep us from performing regular maintenance and repairs to a failing infrastructure at a higher cost. Additionally, by not performing this work, we risk the ability to heat the building. The leaking boilers also cause wet conditions below them, raising the concern of indoor air quality in that building area.

General Information	
Initiation Date:	7/1/21
Project No:	BUR-002
Project Name:	Boiler/Burner Replacement
Non-Reoccurring Status	Yes
Project Description:	1/20/21 added to waterfall

Status:

Project Budget	
Design Budget:	\$0
Construction Budget:	\$860,442
Construction Escalation:	\$34,418
Total Construction Budget:	\$894,860
Estimated Construction Start:	7/1/2022
Miscellaneous Fees and Expense	
- State Permits (.0026%)	\$2,327
- Testing & Inspections	\$0
- Advertising	\$0
Construction Admin	\$8,604
Commissioning	\$0
Other	\$0
Subtotal Fees & Expenses:	\$10,931
Project Subtotal	\$905,791
Project Contingency 10%	\$90,579
Total Budget	\$996,370
OSCGR Eligible?	No
OSCGR Reimbursement	

Action Items

1.00

Project Priority Ranking

- Security	
- Severity of Condition	0
- Code/Statutory	0
- Programmatic Need	0
- Constructability/Sequencing	0
	0

Fairfield Ludlowe High School

Elevator Replacement Project

\$ 265,329

Background: Fairfield Ludlowe High School is a multi-level building. This building has three elevators. The main elevator that services students and staff going from the lower level to the main floor and upper level, the second one services all three floors of the Webster wing, and the third one in the gym wing services the main floor to the lower level. If either elevator is down, the building is not ADA compliant, and staff and students with special needs cannot access the lower floor where the art and industrial arts classrooms are located.

Purpose & Justification: The Gym wing elevator was installed original to the building and has been problematic for over a year. The manufacturer no longer supports the elevator, and parts are no longer available. Each time this elevator goes down, it takes approximately two to three weeks to get it working again.

Detailed Description: This expenditure would cover the total cost to remove and replace the Gym Wing elevator. It would include but not be limited to (1) Removal of the car, call buttons, control cabinet, knife switch (2), and the installation of all new equipment. This cost also includes bringing the existing elevator shaft up to the latest code requirements.

Estimated Cost: The amount of this funding request is \$265,329. Transactions exceeding \$15,000 shall be awarded on the results of a formal bidding process through the Town of Fairfield. This price carries a contingency because of potential unknown issues in the piping between the elevator shaft and the control closet.

Long Range Costs: All new equipment has a life expectancy of approximately 25-30 years; the only long-range cost would be routine maintenance.

Demand on Existing Facilities: This project would reduce the maintenance cost because the new equipment works better than the existing. This new elevator will also carry a preventative maintenance contract.

Security, Safety, and Loss Control: This project would increase safety by allowing staff and students with special needs to access the lower level of the building without traveling outside the building.

Environmental Considerations: All new equipment will meet all regulatory standards.

Funding, Financing & OSCG&R: This project would not proceed without funding approval. There are no State or Federal regulations that require this project to be undertaken. This project is not eligible for reimbursement through OSCG&R.

Schedule, Phasing & Timing: The schedule for this project is to have work started during the summer recess of 2022 and completed shortly after the start of the 2022-2023 school year.

Other Considerations: This work will be bid out by the Town Purchasing Department and performed by outside professional licensed contractors.

Alternates to the Request: The alternate to this request would be to do nothing. This alternative would continue to add cost to maintain the existing elevator. This alternative could jeopardize the ability to move staff and students to the lower level of the building as parts are becoming obsolete.

General Information	
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Initiation Date:	7/1/21
Project No:	FLHS-008
Project Name:	Elevator Modernization

Non-Reoccurring Status	
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Project Description:	
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Status:

Project Budget	
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Design Budget:	\$20,000
Construction Budget:	\$200,000
Construction Escalation:	\$16,320
Total Construction Budget:	\$216,320
Estimated Construction Start:	7/1/2023
Miscellaneous Fees and Expenses:	
- State Permits (.0026%)	\$562
- Testing & Inspections	\$0
- Advertising	\$0
Construction Admin	\$2,163
Commissioning	\$2,163
Other	\$0
Subtotal Fees & Expenses:	\$4,888
Project Subtotal	\$241,208
Project Contingency 10%	\$24,121
Total Budget	\$265,329

OSCGR Eligible?

OSCGR Reimbursement

Action Items

1.00	
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Project Priority Ranking

- Security	
- Severity of Condition	0
- Code/Statutory	0
- Programmatic Need	0
- Constructability/Sequencing	0

REFUNDS SUBMITTED FOR APPROVAL
2/7/2022

<u>Name</u>	<u>List No.</u>	<u>Tax</u>	<u>Interest</u>	<u>DMV</u>	<u>Bill</u>	<u>Reason</u>
<u>2020 REAL ESTATE</u>						
111 CORNELL ROAD LLC	2020 01 04442	\$2,066.60				PAID IN ERROR-PROP SOLD
DISCOVERY BEHAVIORAL HEALTH	2020 01 11887	\$6,515.20				PAID IN ERROR
MATA CAROLINA M	2020 01 16708	\$3,421.20				PAID IN ERROR-PROP SOLD
CRUZ ZOE	2020 01 18946	\$20,474.31				PAID IN ERROR-PROP SOLD
ZINGO GARY J	2020 01 19793	\$976.17				PAID IN ERROR-PROP SOLD
TOTAL		<u>\$33,453.48</u>				
<u>2020 MOTOR VEHICLE</u>						
STREATOR EDWARD J III	2020 03 88993	\$148.32				OVERPAID DUE TO ADJUSTMENT
STREATOR EDWARD J III	2020 03 88994	\$30.48				OVERPAID DUE TO ADJUSTMENT
TOTAL		<u>\$178.80</u>				
<u>2019 REAL ESTATE</u>						
LARSON KURT	2019 01 09543	\$1,623.54				PAID IN ERROR-REFINANCE
PALMERINO VINCENZO M	2019 01 11153	\$1,924.06				PAID IN ERROR-PROPERTY SOLD
HEETMAN DANIEL JAMES	2019 01 11170	\$1,799.82				PAID IN ERROR
HBM PARTNERS	2019 01 11598	\$3,489.93				OVERPAID IN ERROR
COUDERT RENE J	2019 01 11800	\$1,896.40				OVERPAID IN ERROR
BURRIDGE JACK & MICHELE	2019 01 12035	\$2,969.54				OVERPAID IN ERROR
CHOI JOHN	2019 01 12184	\$1,995.32				OVERPAID IN ERROR
BARTOLI LILY ANN	2019 01 13787	\$1,433.20				OVERPAID IN ERROR
GOLDBERG DAVID WEISS	2019 01 16018	\$3,403.20				OVERPAID IN ERROR-REFINANCE
TOTAL		<u>\$20,535.01</u>				
<u>2019 MOTOR VEHICLE</u>						
CARBIN THOMAS E	2019 03 55865	\$124.71				OVERPAID DUE TO ADJUSTMENT
TOTAL		<u>\$124.71</u>				
TOTAL TAX		\$54,292.00				
TOTAL INTEREST		-				
<u>GRAND TOTAL</u>		<u>\$54,292.00</u>				