Fairfield Public Schools 10-year Waterfall

ROW	Project #	Non-Reocurring		2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	9/26/2022 Estimated District Share
1				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	**District Wide Total**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
	District Wide Projects																		
7	DIST-001	Yes	IT Switch Replacement - Phase II	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	DIST-002	Yes	IT Server Network - HVAC Controls	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	DIST-003	Yes	Security Infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	DIST-004	Yes	Underground Oil Tank Removal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	DIST-005	Yes	PV System Replacements &/or Upgrades	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$514,631	$514,631	$0	$514,631
12	DIST-006		Tunnel Asbestos Abatement and Reinsulation Project	$0	$0	$0	$0	$0	$0	$115,000	$1,782,247	$0	$0	$0	$0	$0	$1,897,247	$0	$1,897,247
13	DIST-007	Yes	Elementary School Playground Replacements	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
14	DIST-008	Yes	Aboveground Storage Tank (AST) Replacements	$0	$0	$0	$0	$0	$0	$20,000	$309,956	$0	$0	$0	$0	$0	$329,956	$0	$329,956
15	DIST-009	Yes	Retro-Commissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
16	DIST-010		AC Upgrade Phase 1 (Woods/Osborn/North Stratfield)	$22,701,443	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$22,701,443	$5,332,978	$17,368,466
17	DIST-011		AC Upgrade Phase 2 (Tomlinson)	$0	$0	$2,415,808	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,415,808	$567,517	$1,848,291
18	DIST-012		AC Upgrade Phase 3 (Ludlow)	$0	$0	$0	$23,496,495	$0	$0	$0	$0	$0	$0	$0	$0	$0	$23,496,495	$5,519,750	$17,976,746
19	DIST-013		AC Upgrade Phase 4 (Walter Fitzgerald)	$0	$0	$0	$0	$0	$2,866,604	$0	$0	$0	$0	$0	$0	$0	$2,866,604	$673,417	$2,193,187
20	DIST-014		AC Upgrade Phase 5 (Warde)	$0	$0	$0	$0	$0	$0	$29,425,444	$0	$0	$0	$0	$0	$0	$29,425,444	$6,912,567	$22,512,878
21	DIST-015		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
22	DIST-016		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
37	**District Wide Projects**			**$22,701,443**	**$0**	**$2,415,808**	**$23,496,495**	**$0**	**$2,866,604**	**$29,560,444**	**$2,092,203**	**$0**	**$0**	**$0**	**$0**	**$514,631**	**$83,647,630**	**$19,006,228**	**$64,641,402**
	Burr Elementary School																		
38	BUR-001		Roof Replacement Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
39	BUR-002	Yes	Boiler/Burner Replacement	$996,370	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$996,370	$0	$996,370
40	BUR-003	Yes	Entrance Vestibule Project	$0	$0	$0	$0	$0	$0	$0	$39,325	$633,673	$0	$0	$0	$0	$672,998	$158,099	$514,899
41	BUR-004	Yes	Elevator Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$687,115	$0	$0	$0	$687,115	$0	$687,115
42	BUR-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
43	BUR-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
68	**Burr Elementary School**			**$996,370**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$39,325**	**$633,673**	**$687,115**	**$0**	**$0**	**$0**	**$2,356,483**	**$158,099**	**$2,198,383**
	Dwight Elementary																		
69	DW-001	Yes	HVAC BMS Controls Upgrades (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
70	DW-002		Renovation Project or New	$0	$0	$0	$0	$0	$0	$0	$1,500,000	$57,283,700	$0	$0	$0	$0	$58,783,700	$13,809,349	$44,974,351
71	DW-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
72	DW-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
99	**Dwight Elementary**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,500,000**	**$57,283,700**	**$0**	**$0**	**$0**	**$0**	**$58,783,700**	**$13,809,349**	**$44,974,351**

Fairfield Public Schools 10-year Waterfall

ROW	Project #	Non-Reocurring		2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	9/26/2022 Estimated District Share
			Holland Hill Elementary																
100	HH-001		Partial Roof Replacement	$0	$8,000	$1,362,014	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,370,014	$321,841	$1,048,173
101	HH-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
102	HH-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
103	HH-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
130	**Holland Hill Elementary**			**$0**	**$8,000**	**$1,362,014**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,370,014**	**$321,841**	**$1,048,173**
			Jennings Elementary																
131	JEN-001		Additions and alterations (Scope To Be Determined)	$0	$0	$0	$0	$0	$0	$0	$2,200,000	$35,450,154	$0	$0	$0	$0	$37,650,154	$8,844,699	$28,805,455
132	JEN-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
133	JEN-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
134	JEN-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
161	**Jennings Elementary**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,200,000**	**$35,450,154**	**$0**	**$0**	**$0**	**$0**	**$37,650,154**	**$8,844,699**	**$28,805,455**
			McKinley Elementary																
162	MCK-001		Roofing Project	$8,600	$0	$1,557,054	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,565,654	$367,800	$1,197,854
163	MCK-002	Yes	Entrance Vestibule Project	$0	$0	$0	$0	$35,425	$507,803	$0	$0	$0	$0	$0	$0	$0	$543,228	$127,614	$415,614
164	MCK-003		Boiler/Burner Replacement	$0	$0	$0	$0	$89,554	$1,283,718	$0	$0	$0	$0	$0	$0	$0	$1,373,272	$0	$1,373,272
165	MCK-004	0	HVAC Controls	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
166	MCK-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
167	MCK-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
192	**McKinley Elementary**			**$8,600**	**$0**	**$1,557,054**	**$0**	**$124,979**	**$1,791,521**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,482,154**	**$495,414**	**$2,986,740**
			Mill Hill Elementary																
193	MH-001		Mill Hill Addition Alteration	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
194	MH-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
195	MH-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
196	MH-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
223	**Mill Hill Elementary**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
			North Stratfield																
224	NS-001	0	AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
225	NS-002		Roof Replacement Project	$0	$0	$8,000	$2,105,745	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,113,745	$496,557	$1,617,188
226	NS-003	Yes	Entrance Vestibule Project	$0	$652,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$652,500	$153,284	$499,216
227	NS-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
228	NS-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
254	**North Stratfield**			**$0**	**$652,500**	**$8,000**	**$2,105,745**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,766,245**	**$649,841**	**$2,116,404**
			Osborn Hill ES																
255	OH-001		Roof Replacement Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
256	OH-002	0	AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
257	OH-003	Yes	Renovate Student Bathrooms NR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
258	OH-004		Additions and Renovations	$0	$0	$0	$0	$0	$0	$398,854	$6,181,359	$0	$0	$0	$0	$0	$6,580,213	$1,545,811	$5,034,403
259	OH-005	Yes	Entrance Vestibule Project	$0	$597,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$597,500	$140,364	$457,136
260	OH-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
261	OH-007		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
262	OH-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
286	**Osborn Hill ES**			**$0**	**$597,500**	**$0**	**$0**	**$0**	**$0**	**$398,854**	**$6,181,359**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,177,713**	**$1,686,174**	**$5,491,539**

Fairfield Public Schools 10-year Waterfall

ROW	Project #	Non-Reocurring		2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	9/26/2022 Estimated District Share
288	**Riverfield ES**																		
289	RIV-001		Partial Roof Replacement	$0	$1,565,110	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,565,110	$367,673	$1,197,437
290	RIV-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
291	RIV-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
292	RIV-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
320	**Riverfield ES**			**$0**	**$1,565,110**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,565,110**	**$367,673**	**$1,197,437**
322	**Roger Sherman ES**																		
323	SHERM-001		Roof Replacement	$0	$1,916,647	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,916,647	$450,255	$1,466,392
324	SHERM-002	Yes	Boiler/Burner Replacement	$0	$0	$76,245	$1,011,054	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,087,299	$0	$1,087,299
325	SHERM-003	Yes	Entrance Vestibule Upgrades	$0	$0	$0	$0	$35,425	$507,803	$0	$0	$0	$0	$0	$0	$0	$543,228	$127,614	$415,614
326	SHERM-004	0	Controls Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
327	SHERM-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
328	SHERM-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
353	**Roger Sherman ES**			**$0**	**$1,916,647**	**$76,245**	**$1,011,054**	**$35,425**	**$507,803**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,547,174**	**$577,869**	**$2,969,305**
	Stratfield ES																		
354	STRAT-001		Roof Replacement Project	$0	$0	$42,447	$1,226,535	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,268,982	$298,107	$970,875
355	STRAT-002	Yes	Front Façade and Cornice Wall Painting NR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$35,178	$612,872	$0	$0	$648,050	$0	$648,050
356	STRAT-003	Yes	HVAC BMS Controls Upgrade	$0	$0	$0	$0	$25,000	$358,365	$0	$0	$0	$0	$0	$0	$0	$383,365	$0	$383,365
357	STRAT-004	Yes	Elevator Replacement (1)	$0	$0	$0	$0	$37,500	$537,548	$0	$0	$0	$0	$0	$0	$0	$575,048	$0	$575,048
358	STRAT-005	Yes	Entrance Vestibule Project	$0	$0	$0	$0	$0	$0	$0	$38,350	$617,960	$0	$0	$0	$0	$656,310	$154,179	$502,131
359	STRAT-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
360	STRAT-007		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
361	STRAT-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
384	**Stratfield ES**			**$0**	**$0**	**$42,447**	**$1,226,535**	**$62,500**	**$895,913**	**$0**	**$38,350**	**$617,960**	**$35,178**	**$612,872**	**$0**	**$0**	**$3,531,756**	**$452,286**	**$3,079,470**
	Early Childhood Center																		
385	ECC-001	Yes	ECC Location 1 (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$25,000	$418,857	$0	$0	$0	$443,857	$0	$443,857
386	ECC-002	Yes	ECC Location 2 (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$25,000	$418,857	$0	$0	$0	$443,857	$0	$443,857
387	ECC-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
388	ECC-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
415	**Early Childhood Center**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$50,000**	**$837,714**	**$0**	**$0**	**$0**	**$887,714**	**$0**	**$887,714**
	Fairfield Woods Middle School																		
416	FWMS-001	Yes	Elevator Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
417	FWMS-002	0	Full AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
418	FWMS-003		Window & Siding Replacement	$0	$0	$0	$0	$82,500	$1,182,603	$0	$0	$0	$0	$0	$0	$0	$1,265,103	$0	$1,265,103
419	FWMS-004		Renovate Student Bathrooms	$0	$0	$0	$0	$0	$1,510,412	$0	$0	$0	$0	$0	$0	$0	$1,510,412	$0	$1,510,412
420	FWMS-005	Yes	Boiler/Burner Replacement	$0	$0	$0	$78,679	$1,084,761	$0	$0	$0	$0	$0	$0	$0	$0	$1,163,440	$0	$1,163,440
421	FWMS-006	Yes	Entrance Vestibule Project	$0	$769,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$769,500	$180,769	$588,731
422	FWMS-007		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
423	FWMS-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
446	**Fairfield Woods Middle School**			**$0**	**$769,500**	**$0**	**$78,679**	**$1,167,261**	**$2,693,015**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,708,455**	**$180,769**	**$4,527,686**

Fairfield Public Schools 10-year Waterfall

ROW	Project #	Non-Reocurring		2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	9/26/2022 Estimated District Share
	Roger Ludlowe MS																		
447	RLMS-001	Yes	Cooling Tower Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
448	RLMS-002		Roof Replacement Project	$2,969,972	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,969,972	$697,700	$2,272,272
449	RLMS-003	Yes	Fire Alarm Replacement	$0	$0	$0	$27,375	$377,423	$0	$0	$0	$0	$0	$0	$0	$0	$404,798	$0	$404,798
450	RLMS-004	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
451	RLMS-005	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
452	RLMS-006	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
477	**Roger Ludlowe MS**			**$2,969,972**	**$0**	**$0**	**$27,375**	**$377,423**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,374,770**	**$697,700**	**$2,677,070**
	Tomlison MS																		
478	TMS-001	Yes	Flooring Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
479	TMS-002	0	New Windows	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
480	TMS-003	Yes	New Acoustical ceiling and lights	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
481	TMS-004	Yes	Boiler/Burner Replacements	$0	$0	$0	$0	$0	$0	$0	$85,731	$1,381,441	$0	$0	$0	$0	$1,467,172	$0	$1,467,172
482	TMS-005		Partial Roof Replacement	$0	$0	$0	$0	$0	$0	$38,282	$1,292,799	$0	$0	$0	$0	$0	$1,331,081	$312,695	$1,018,386
483	TMS-006	Yes	Elevator Replacement (2)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$749,347	$0	$0	$0	$749,347	$0	$749,347
484	TMS-007	0	Full AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
485	TMS-008	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
486	TMS-009	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
487	TMS-010	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
508	**Tomlison MS**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$38,282**	**$1,378,530**	**$1,381,441**	**$749,347**	**$0**	**$0**	**$0**	**$3,547,599**	**$312,695**	**$3,234,904**
	Fairfield Ludlowe HS																		
509	FLHS-001	Yes	Tennis Court Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
510	FLHS-002	Yes	Emergency Generator Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
511	FLHS-003		Renovate Student Bathrooms NR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
512	FLHS-004	0	AC Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
513	FLHS-005		Artificial Turf Replacement	$0	$0	$0	$0	$0	$0	$100,000	$1,549,779	$0	$0	$0	$0	$0	$1,649,779	$0	$1,649,779
514	FLHS-006		BMS Control Upgrades	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
515	FLHS-007		Partial Roof Replacement	$0	$0	$0	$7,194	$216,139	$0	$0	$0	$0	$0	$0	$0	$0	$223,332	$52,465	$170,867
516	FLHS-008	Yes	Elevator Modernization	$265,329	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$265,329	$0	$265,329
517	FLHS-009	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
518	FLHS-010	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
539	**Fairfield Ludlowe HS**			**$265,329**	**$0**	**$0**	**$7,194**	**$216,139**	**$0**	**$100,000**	**$1,549,779**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,138,440**	**$52,465**	**$2,085,975**
	Fairfield Warde HS																		
540	FWHS-001	Yes	Fitts House HVAC RTU#1 Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
541	FWHS-002		New A/C for Cafeteria	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
542	FWHS-003		Fitts House HVAC RTU#2&3 Replacement	$1,094,485	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,094,485	$0	$1,094,485
543	FWHS-004		Renovate Bathrooms	$0	$0	$144,703	$1,918,863	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,063,566	$0	$2,063,566
544	FWHS-005		New Windows Project	$0	$0	$315,000	$4,177,115	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,492,115	$1,055,279	$3,436,836
545	FWHS-006	Yes	Replace Boiler/ Burner NR	$0	$25,000	$318,862	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$343,862	$0	$343,862
546	FWHS-007		Knapps Hwy Tennis Courts & Basketball Courts	$0	$30,416	$387,946	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$418,362	$0	$418,362
547	FWHS-008	0	HVAC BMS Controls Upgrades	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
548	FWHS-009		Artificial Turf Replacement	$0	$0	$0	$0	$0	$0	$100,000	$1,549,779	$0	$0	$0	$0	$0	$1,649,779	$0	$1,649,779
549	FWHS-010		Partial Roof Replacement	$0	$0	$0	$7,194	$216,139	$0	$0	$0	$0	$0	$0	$0	$0	$223,332	$52,465	$170,867
550	FWHS-011	0	AC Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
551	FWHS-012	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
570	**Fairfield Warde HS**			**$1,094,485**	**$55,416**	**$1,166,511**	**$6,103,172**	**$216,139**	**$0**	**$100,000**	**$1,549,779**	**$0**	**$0**	**$0**	**$0**	**$0**	**$10,285,501**	**$1,107,743**	**$9,177,758**

Fairfield Public Schools 10-year Waterfall

ROW	Project #	Non-Reocurring		2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	9/26/2022 Estimated District Share
	Walter Fitzgerald Campus																		
570	WFC-001		Purchase of Walter Fitzgerald Campus Building - 108 Biro	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
571	WFC-002	0	BMS Controls	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$155,809	$155,809	$0	$155,809
572	WFC-003	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
573	WFC-004	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
600	**Walter Fitzgerald Campus**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$155,809**	**$155,809**	**$0**	**$155,809**
601	**Waterfall Total**			**$28,036,199**	**$5,564,673**	**$6,628,079**	**$34,056,248**	**$2,199,865**	**$8,754,856**	**$30,197,580**	**$16,529,326**	**$95,416,927**	**$2,309,353**	**$612,872**	**$0**	**$670,440**	**$230,976,419**	**$48,720,844**	**$182,255,575**
			YEAR	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034 - 2039**			
602	**Capital Projects**			**$26,774,500**	**$3,520,173**	**$6,232,972**	**$32,939,140**	**$604,331**	**$6,843,337**	**$30,177,580**	**$16,055,964**	**$92,733,854**	**$0**	**$0**	**$0**	**$155,809**	**$216,037,660**		
603	**Non-Reoccuring Projects**			**$1,261,699**	**$2,044,500**	**$395,107**	**$1,117,108**	**$1,595,534**	**$1,911,519**	**$20,000**	**$473,362**	**$2,683,074**	**$2,309,353**	**$612,872**	**$0**	**$514,631**	**$14,938,759**		
	OSCG&R Reimbursement - TOTAL			$6,030,678	$1,292,344	$1,257,158	$7,369,692	$104,929	$928,645	$6,912,567	$1,858,505	$22,966,326	$0	$0	$0	$0	$48,720,844		
	OSCG&R Reimbursement - CAPITAL			$6,030,678	$817,927	$1,257,158	$7,369,692	$104,929	$673,417	$6,912,567	$1,858,505	$22,654,048	$0	$0	$0	$0	$47,678,921		
	OSCG&R Reimbursement - NON-RECURRING			$0	$474,417	$0	$0	$0	$255,228	$0	$0	$312,278	$0	$0	$0	$0	$1,041,923		

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring														October 5, 2023	
				2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	Estimated District Share
1				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	**District Wide Total**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
	District Wide Projects																	
7	DIST-001	Yes	IT Switch Replacement - Phase II	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	DIST-002	Yes	IT Server Network - HVAC Controls	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	DIST-003	Yes	Security Infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	DIST-004	Yes	Underground Oil Tank Removal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	DIST-005	Yes	PV System Replacements &/or Upgrades	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$514,631	$514,631	$0	$514,631
12	DIST-006		Tunnel Asbestos Abatement and Reinsulation Project	$0	$0	$0	$0	$0	$115,000	$1,782,247	$0	$0	$0	$0	$0	$1,897,247	$0	$1,897,247
13	DIST-007	Yes	Elementary School Playground Replacements	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
14	DIST-008	Yes	Aboveground Storage Tank (AST) Replacements	$0	$0	$0	$0	$0	$20,000	$309,956	$0	$0	$0	$0	$0	$329,956	$0	$329,956
15	DIST-009	Yes	Retro-Commissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
16	DIST-010		AC Upgrade Phase 1 (Woods/Osborn/North Stratfield)	$0	$15,489,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$38,190,943	$9,387,296	$28,803,648
17	DIST-011		AC Upgrade Phase 2 (Tomlinson)	$0	$0	$2,512,440	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,512,440	$617,555	$1,894,885
18	DIST-012		AC Upgrade Phase 3 (Ludlow)	$0	$0	$0	$24,436,355	$0	$0	$0	$0	$0	$0	$0	$0	$24,436,355	$6,006,432	$18,429,924
19	DIST-013		AC Upgrade Phase 4 (Walter Fitzgerald)	$0	$0	$2,650,337	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,650,337	$651,450	$1,998,887
20	DIST-014		AC Upgrade Phase 5 (Warde)	$0	$0	$0	$0	$0	$29,425,444	$0	$0	$0	$0	$0	$0	$29,425,444	$7,232,745	$22,192,699
21	DIST-015		AC Upgrade Preconstruction Phase 2-5	$0	$973,090	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$973,090	$0	$973,090
22	DIST-016		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
37	**District Wide Projects**			**$0**	**$16,462,590**	**$5,162,777**	**$24,436,355**	**$0**	**$29,560,444**	**$2,092,203**	**$0**	**$0**	**$0**	**$0**	**$514,631**	**$100,930,444**	**$23,895,478**	**$77,034,967**
	Burr Elementary School																	
38	BUR-001		Roof Replacement Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
39	BUR-002	Yes	Boiler/Burner Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$996,370	$0	$996,370
40	BUR-003	Yes	Entrance Vestibule Project	$0	$0	$0	$0	$0	$0	$39,325	$633,673	$0	$0	$0	$0	$672,998	$165,422	$507,576
41	BUR-004	Yes	Elevator Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$687,115	$0	$0	$0	$687,115	$0	$687,115
42	BUR-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
43	BUR-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
68	**Burr Elementary School**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$39,325**	**$633,673**	**$687,115**	**$0**	**$0**	**$0**	**$2,356,483**	**$165,422**	**$2,191,060**
	Dwight Elementary																	
69	DW-001	Yes	HVAC BMS Controls Upgrades (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
70	DW-002		Renovation Project or New	$0	$0	$0	$0	$58,783,700	$0	$0	$0	$0	$0	$0	$0	$58,783,700	$8,982,091	$49,801,609
71	DW-003		Renovation Project or New - Planning	$0	$0	$1,935,493	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,935,493	$0	$1,935,493
72	DW-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
99	**Dwight Elementary**			**$0**	**$0**	**$1,935,493**	**$0**	**$58,783,700**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$60,719,193**	**$8,982,091**	**$51,737,102**

10/5/2023

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring														October 5, 2023	
				2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	Estimated District Share
			Holland Hill Elementary															
100	HH-001		Partial Roof Replacement	$0	$1,863,680	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,863,680	$458,091	$1,405,589
101	HH-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
102	HH-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
103	HH-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
130	**Holland Hill Elementary**			**$0**	**$1,863,680**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,863,680**	**$458,091**	**$1,405,589**
			Jennings Elementary															
131	JEN-001		Additions and alterations (Scope To Be Determined)	$0	$0	$0	$0	$0	$0	$2,200,000	$35,450,154	$0	$0	$0	$0	$37,650,154	$9,254,370	$28,395,784
132	JEN-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
133	JEN-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
134	JEN-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
161	**Jennings Elementary**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,200,000**	**$35,450,154**	**$0**	**$0**	**$0**	**$0**	**$37,650,154**	**$9,254,370**	**$28,395,784**
			McKinley Elementary															
162	MCK-001		Roofing Project	$0	$0	$1,755,819	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,755,819	$431,579	$1,324,240
163	MCK-002	Yes	Entrance Vestibule Project	$0	$0	$0	$35,425	$507,803	$0	$0	$0	$0	$0	$0	$0	$543,228	$133,525	$409,703
164	MCK-003		Boiler/Burner Replacement	$0	$0	$0	$0	$0	$89,554	$1,387,887	$0	$0	$0	$0	$0	$1,477,441	$0	$1,477,441
165	MCK-004	0	HVAC Controls	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
166	MCK-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
167	MCK-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
192	**McKinley Elementary**			**$0**	**$0**	**$1,755,819**	**$35,425**	**$507,803**	**$89,554**	**$1,387,887**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,776,488**	**$565,103**	**$3,211,385**
			Mill Hill Elementary															
193	MH-001		Mill Hill Addition Alteration	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
194	MH-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
195	MH-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
196	MH-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
223	**Mill Hill Elementary**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
			North Stratfield															
224	NS-001	0	AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
225	NS-002		Roof Replacement Project	$0	$4,422,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,422,800	$1,087,120	$3,335,680
226	NS-003	Yes	Entrance Vestibule Project	$652,500	$189,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$841,600	$206,864	$634,736
227	NS-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
228	NS-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
254	**North Stratfield**			**$652,500**	**$4,611,900**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,264,400**	**$1,293,984**	**$3,970,416**
			Osborn Hill ES															
255	OH-001		Roof Replacement Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
256	OH-002	0	AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
257	OH-003	Yes	Renovate Student Bathrooms NR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
258	OH-004		Additions and Renovations	$0	$0	$0	$0	$0	$398,854	$6,181,359	$0	$0	$0	$0	$0	$6,580,213	$1,617,410	$4,962,804
259	OH-005	Yes	Entrance Vestibule Project	$597,500	$201,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$798,900	$196,369	$602,531
260	OH-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
261	OH-007		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
262	OH-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
286	**Osborn Hill ES**			**$597,500**	**$201,400**	**$0**	**$0**	**$0**	**$398,854**	**$6,181,359**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,379,113**	**$1,813,779**	**$5,565,335**

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring														October 5, 2023	
				2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	Estimated District Share
288	**Riverfield ES**																	
289	RIV-001		Partial Roof Replacement	$1,565,110	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,565,110	$384,702	$1,180,408
290	RIV-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
291	RIV-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
292	RIV-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
320	**Riverfield ES**			**$1,565,110**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,565,110**	**$384,702**	**$1,180,408**
322	**Roger Sherman ES**																	
323	SHERM-001		Roof Replacement	$1,916,647	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,916,647	$471,110	$1,445,537
324	SHERM-002	Yes	Boiler/Burner Replacement	$0	$1,048,706	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,048,706	$0	$1,048,706
325	SHERM-003	Yes	Entrance Vestibule Upgrades	$0	$0	$0	$35,425	$507,803	$0	$0	$0	$0	$0	$0	$0	$543,228	$133,525	$409,703
326	SHERM-004	0	Controls Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
327	SHERM-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
328	SHERM-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
353	**Roger Sherman ES**			**$1,916,647**	**$1,048,706**	**$0**	**$35,425**	**$507,803**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,508,581**	**$604,635**	**$2,903,946**
	Stratfield ES																	
354	STRAT-001		Roof Replacement Project	$0	$0	$42,447	$1,275,219	$0	$0	$0	$0	$0	$0	$0	$0	$1,317,666	$323,881	$993,785
355	STRAT-002	Yes	Front Façade and Cornice Wall Painting NR	$0	$0	$0	$0	$0	$0	$0	$0	$35,178	$612,872	$0	$0	$648,050	$0	$648,050
356	STRAT-003	Yes	HVAC BMS Controls Upgrade	$0	$0	$0	$25,000	$358,365	$0	$0	$0	$0	$0	$0	$0	$383,365	$0	$383,365
357	STRAT-004	Yes	Elevator Replacement (1)	$0	$0	$0	$37,500	$537,548	$0	$0	$0	$0	$0	$0	$0	$575,048	$0	$575,048
358	STRAT-005	Yes	Entrance Vestibule Project	$0	$0	$0	$0	$0	$0	$38,350	$617,960	$0	$0	$0	$0	$656,310	$161,320	$494,990
359	STRAT-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
360	STRAT-007		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
361	STRAT-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
384	**Stratfield ES**			**$0**	**$0**	**$42,447**	**$1,337,719**	**$895,913**	**$0**	**$38,350**	**$617,960**	**$35,178**	**$612,872**	**$0**	**$0**	**$3,580,440**	**$485,201**	**$3,095,238**
	Early Childhood Center																	
385	ECC-001	Yes	ECC Location 1 (NR)	$0	$0	$0	$0	$0	$0	$0	$25,000	$418,857	$0	$0	$0	$443,857	$0	$443,857
386	ECC-002	Yes	ECC Location 2 (NR)	$0	$0	$0	$0	$0	$0	$0	$25,000	$418,857	$0	$0	$0	$443,857	$0	$443,857
387	ECC-003		Redistricting Hold	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
388	ECC-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
415	**Early Childhood Center**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$50,000**	**$837,714**	**$0**	**$0**	**$0**	**$887,714**	**$0**	**$887,714**
	Fairfield Woods Middle School																	
416	FWMS-001	Yes	Elevator Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
417	FWMS-002	0	Full AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
418	FWMS-003		Window & Siding Replacement	$0	$0	$0	$0	$0	$0	$0	$82,500	$1,382,226	$0	$0	$0	$1,464,726	$0	$1,464,726
419	FWMS-004		Renovate Student Bathrooms	$0	$0	$0	$0	$1,510,412	$0	$0	$0	$0	$0	$0	$0	$1,510,412	$0	$1,510,412
420	FWMS-005	Yes	Boiler/Burner Replacement	$0	$0	$78,679	$1,084,761	$0	$0	$0	$0	$0	$0	$0	$0	$1,163,440	$0	$1,163,440
421	FWMS-006	Yes	Entrance Vestibule Project	$769,500	$240,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,009,500	$248,134	$761,366
422	FWMS-007		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
423	FWMS-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
446	**Fairfield Woods Middle School**			**$769,500**	**$240,000**	**$78,679**	**$1,084,761**	**$1,510,412**	**$0**	**$0**	**$82,500**	**$1,382,226**	**$0**	**$0**	**$0**	**$5,148,078**	**$248,134**	**$4,899,944**

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 39	Project Total	OSCGR Reimbursement	October 5, 2023 Estimated District Share
			Roger Ludlowe MS															
447	RLMS-001	Yes	Cooling Tower Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
448	RLMS-002		Roof Replacement Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,969,972	$730,016	$2,239,956
449	RLMS-003	Yes	Fire Alarm Replacement	$0	$0	$27,375	$377,423	$0	$0	$0	$0	$0	$0	$0	$0	$404,798	$0	$404,798
450	RLMS-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
451	RLMS-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
452	RLMS-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
477	**Roger Ludlowe MS**			**$0**	**$0**	**$27,375**	**$377,423**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,374,770**	**$730,016**	**$2,644,754**
			Tomlison MS															
478	TMS-001	Yes	Flooring Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
479	TMS-002	0	New Windows	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
480	TMS-003	Yes	New Acoustical ceiling and lights	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
481	TMS-004	Yes	Boiler/Burner Replacements	$0	$0	$0	$0	$0	$0	$85,731	$1,381,441	$0	$0	$0	$0	$1,467,172	$0	$1,467,172
482	TMS-005		Partial Roof Replacement	$0	$0	$0	$0	$0	$38,282	$1,292,799	$0	$0	$0	$0	$0	$1,331,081	$327,178	$1,003,903
483	TMS-006	Yes	Elevator Replacement (2)	$0	$0	$0	$0	$0	$0	$0	$0	$749,347	$0	$0	$0	$749,347	$0	$749,347
484	TMS-007	0	Full AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
485	TMS-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
486	TMS-009		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
487	TMS-010		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
508	**Tomlison MS**			**$0**	**$0**	**$0**	**$0**	**$0**	**$38,282**	**$1,378,530**	**$1,381,441**	**$749,347**	**$0**	**$0**	**$0**	**$3,547,599**	**$327,178**	**$3,220,421**
			Fairfield Ludlowe HS															
509	FLHS-001	Yes	Tennis Court Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
510	FLHS-002	Yes	Emergency Generator Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
511	FLHS-003		Renovate Student Bathrooms NR	$0	$1,061,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,172,000	$0	$3,172,000
512	FLHS-004	0	AC Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
513	FLHS-005		Artificial Turf Replacement	$0	$0	$0	$0	$0	$100,000	$1,549,779	$0	$0	$0	$0	$0	$1,649,779	$0	$1,649,779
514	FLHS-006		BMS Control Upgrades	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
515	FLHS-007		Partial Roof Replacement	$0	$0	$7,194	$216,139	$0	$0	$0	$0	$0	$0	$0	$0	$223,332	$54,895	$168,437
516	FLHS-008	Yes	Elevator Modernization	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$265,329	$0	$265,329
517	FLHS-009		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
518	FLHS-010		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
539	**Fairfield Ludlowe HS**			**$0**	**$1,061,000**	**$7,194**	**$216,139**	**$0**	**$100,000**	**$1,549,779**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,310,440**	**$54,895**	**$5,255,545**
			Fairfield Warde HS															
540	FWHS-001	Yes	Fitts House HVAC RTU#1 Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
541	FWHS-002		New A/C for Cafeteria	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
542	FWHS-003		Fitts House HVAC RTU#2&3 Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,094,485	$0	$1,094,485
543	FWHS-004		Renovate Bathrooms	$0	$0	$0	$0	$144,703	$2,156,882	$0	$0	$0	$0	$0	$0	$2,301,585	$0	$2,301,585
544	FWHS-005		New Windows Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,248,272	$6,248,272	$1,535,819	$4,712,453
545	FWHS-006	Yes	Replace Boiler/ Burner NR	$0	$0	$356,517	$0	$0	$0	$0	$0	$0	$0	$0	$0	$356,517	$0	$356,517
546	FWHS-007		Knapps Hwy Tennis Courts & Basketball Courts	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
547	FWHS-008	0	HVAC BMS Controls Upgrades	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
548	FWHS-009		Artificial Turf Replacement	$0	$0	$0	$0	$0	$100,000	$1,549,779	$0	$0	$0	$0	$0	$1,649,779	$0	$1,649,779
549	FWHS-010		Partial Roof Replacement	$0	$0	$7,194	$216,139	$0	$0	$0	$0	$0	$0	$0	$0	$223,332	$54,895	$168,437
550	FWHS-011	0	AC Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
551	FWHS-012		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
570	**Fairfield Warde HS**			**$0**	**$0**	**$363,711**	**$216,139**	**$144,703**	**$2,256,882**	**$1,549,779**	**$0**	**$0**	**$0**	**$0**	**$6,248,272**	**$11,873,971**	**$1,590,714**	**$10,283,257**

10/5/2023

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	October 5, 2023 Estimated District Share
				Walter Fitzgerald Campus														
570	WFC-001		Purchase of Walter Fitzgerald Campus Building - 108 Biro	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
571	WFC-002	0	BMS Controls	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
572	WFC-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
573	WFC-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
600	**Walter Fitzgerald Campus**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
601	**Waterfall Total**			**$5,501,257**	**$25,489,276**	**$9,373,494**	**$27,739,385**	**$62,350,334**	**$32,444,016**	**$16,417,213**	**$38,215,727**	**$3,691,579**	**$612,872**	**$0**	**$6,762,904**	**$258,736,657**	**$50,853,793**	**$207,882,864**
			YEAR	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034 - 2039**			
602	**Capital Projects**			**$3,481,757**	**$23,810,070**	**$8,910,923**	**$26,143,851**	**$60,438,815**	**$32,424,016**	**$15,943,851**	**$35,532,654**	**$1,382,226**	**$0**	**$0**	**$6,248,272**	**$243,193,336**		
603	**Non-Reoccuring Projects**			**$2,019,500**	**$1,679,206**	**$462,571**	**$1,595,534**	**$1,911,519**	**$20,000**	**$473,362**	**$2,683,074**	**$2,309,353**	**$612,872**	**$0**	**$514,631**	**$15,543,321**		
	OSCG&R Reimbursement - TOTAL			$1,507,180	$1,545,210	$1,700,584	$6,440,102	$9,249,140	$7,232,745	$1,944,588	$9,581,113	$0	$0	$0	$1,535,819	$50,853,793		
	OSCG&R Reimbursement - CAPITAL			$855,812	$1,545,210	$1,700,584	$6,440,102	$8,982,091	$7,232,745	$1,944,588	$9,254,370	$0	$0	$0	$1,535,819	$49,608,634		
	OSCG&R Reimbursement - NON-RECURRING			$651,367	$0	$0	$0	$267,050	$0	$0	$326,743	$0	$0	$0	$0	$1,245,160		

PHOENIX ADVISORS, LLC

Town of Fairfield, CT

All Bonded Debt - Including 2023 NM
Including 2024-2033 Bond Scenarios

Budget Growth 2.50%

Bond Details		***Rate***
$35,000,000	Bonds in 7/2024 - 20 years at	4.25%
$35,000,000	Bonds in 7/2025 - 20 years at	4.25%
$35,000,000	Bonds in 7/2026 - 20 years at	3.75%
$35,000,000	Bonds in 7/2027 - 20 years at	3.75%
$35,000,000	Bonds in 7/2028 - 20 years at	3.75%
$35,000,000	Bonds in 7/2029 - 20 years at	4.00%
$35,000,000	Bonds in 7/2030 - 20 years at	4.00%
$32,500,000	Bonds in 7/2031 - 20 years at	4.00%
$32,500,000	Bonds in 7/2032 - 20 years at	4.00%
$32,500,000	Bonds in 7/2033 - 20 years at	4.00%
$342,500,000		

"WATERFALL MODEL"

a	b	c	d	e	f	g	h	i	j	k	pp	qq	rr	ss	tt	uu
															Budget Increase:	**2.50%**
	OUTSTANDING (excl CWF)			**CWF**			**Annual BANs**				**TOTAL**		**Annual**			
FYE	**Principal**	**Interest**	**Total P+I**	**(P+I)**	**BAN Paydown**	**Issue Date**	**BAN Size**	**Net Interest**	**Rate**	**Total**	**PROPOSED**	**Total All**	**Change**	**FYE**	**DS to Budget**	**Budget**
06/30/24	17,160,000	6,997,173	24,157,173		90,203	7/15/2022	8,090,000	193,246	2.39%	193,246	0	24,440,622	(745,039)	06/30/24	6.85%	356,775,787
06/30/25	18,660,000	6,762,410	25,422,410		23,203	7/15/2023	8,170,000	294,036	3.60%	294,036	743,750	26,483,399	2,042,777	06/30/25	7.24%	365,695,182
06/30/26	18,835,000	5,944,298	24,779,298		-	7/15/2024	15,000,000	600,000	4.00%	600,000	3,944,063	29,323,360	2,839,961	06/30/26	7.82%	374,837,561
06/30/27	16,335,000	5,222,610	21,557,610		-	7/15/2025	15,000,000	600,000	4.00%	600,000	6,982,500	29,140,110	(183,250)	06/30/27	7.58%	384,208,500
06/30/28	16,355,000	4,607,173	20,962,173		-	7/15/2026	15,000,000	562,500	3.75%	562,500	9,863,438	31,388,110	2,248,000	06/30/28	7.97%	393,813,713
06/30/29	14,735,000	4,037,048	18,772,048		-	7/15/2027	15,000,000	562,500	3.75%	562,500	12,678,750	32,013,298	625,188	06/30/29	7.93%	403,659,056
06/30/30	13,055,000	3,547,735	16,602,735		-	7/15/2028	15,000,000	525,000	3.50%	525,000	15,472,188	32,599,923	586,625	06/30/30	7.88%	413,750,532
06/30/31	12,955,000	3,116,016	16,071,016			7/15/2029	15,000,000	525,000	3.50%	525,000	18,241,563	34,837,579	2,237,656	06/30/31	8.21%	424,094,295
06/30/32	11,450,000	2,722,304	14,172,304			7/15/2030	15,000,000	487,500	3.25%	487,500	20,890,938	35,550,741	713,163	06/30/32	8.18%	434,696,653
06/30/33	11,435,000	2,367,135	13,802,135			7/15/2031	15,000,000	487,500	3.25%	487,500	23,297,813	37,587,448	2,036,706	06/30/33	8.44%	445,564,069
06/30/34	9,245,000	2,046,929	11,291,929			7/15/2032	15,000,000	487,500	3.25%	487,500	25,639,688	37,419,116	(168,331)	06/30/34	8.19%	456,703,171
06/30/35	9,190,000	1,763,038	10,953,038			7/15/2033	15,000,000	487,500	3.25%	487,500	27,266,563	38,707,101	1,287,984	06/30/35	8.27%	468,120,750
06/30/36	8,620,000	1,496,354	10,116,354			7/15/2034				0	26,585,938	36,702,291	(2,004,809)	06/30/36	7.65%	479,823,769
06/30/37	8,621,000	1,239,124	9,860,124			7/15/2035				0	25,905,313	35,765,436	(936,855)	06/30/37	7.27%	491,819,363
06/30/38	7,600,000	992,503	8,592,503							0	25,224,688	33,817,191	(1,948,246)	06/30/38	6.71%	504,114,847
06/30/39	6,920,000	768,016	7,688,016							0	24,544,063	32,232,078	(1,585,113)	06/30/39	6.24%	516,717,718
06/30/40	6,020,000	573,691	6,593,691							0	23,863,438	30,457,128	(1,774,950)	06/30/40	5.75%	529,635,661
06/30/41	5,305,000	404,281	5,709,281							0	23,182,813	28,892,094	(1,565,034)	06/30/41	5.32%	542,876,553
06/30/42	5,300,000	240,744	5,540,744							0	22,502,188	28,042,931	(849,163)	06/30/42	5.04%	556,448,466
06/30/43	2,725,000	104,500	2,829,500							0	21,821,563	24,651,063	(3,391,869)	06/30/43	4.32%	570,359,678
06/30/44											21,140,938	21,140,938	(3,510,125)	06/30/44	3.62%	584,618,670
06/30/45											20,460,313	20,460,313	(680,625)	06/30/45	3.41%	599,234,137
06/30/46											18,066,875	18,066,875	(2,393,438)	06/30/46	2.94%	614,214,990
06/30/47											15,747,813	15,747,813	(2,319,063)	06/30/47	2.50%	629,570,365
06/30/48											13,498,750	13,498,750	(2,249,063)	06/30/48	2.09%	645,309,624
06/30/49											11,315,313	11,315,313	(2,183,438)	06/30/49	1.71%	661,442,365
06/30/50											9,197,500	9,197,500	(2,117,813)	06/30/50	1.36%	677,978,424
06/30/51											7,147,500	7,147,500				
06/30/52											5,167,500	5,167,500				
06/30/53											3,380,000	3,380,000				
06/30/54											1,657,500	1,657,500				
Totals**.....**	220,521,000	54,953,080	275,474,080	0	113,406			5,812,282		5,812,282	485,431,250	766,831,018				

The assumption here is that we're bonding CNR, more or less as needed.

Copy of Waterfall - Oct 18 2023 - Debt Capacity Target @ 8.5% (003)
Case 2 - Full Requests

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PHOENIX ADVISORS, LLC

All Bonded Debt - Including 2023 NM
Including 2024-2033 Bond Scenarios

Budget Growth	2.50%

Bond Details		Rate
$45,000,000	Bonds in 7/2024 - 20 years at	4.25%
$42,000,000	Bonds in 7/2025 - 20 years at	4.25%
$42,500,000	Bonds in 7/2026 - 20 years at	3.75%
$47,500,000	Bonds in 7/2027 - 20 years at	3.75%
$48,000,000	Bonds in 7/2028 - 20 years at	3.75%
$30,000,000	Bonds in 7/2029 - 20 years at	4.00%
$30,000,000	Bonds in 7/2030 - 20 years at	4.00%
$30,000,000	Bonds in 7/2031 - 20 years at	4.00%
$30,000,000	Bonds in 7/2032 - 20 years at	4.00%
$30,000,000	Bonds in 7/2033 - 20 years at	4.00%
$375,000,000		

"WATERFALL MODEL"

a	b	c	d	e	f	g	h	i	j	k	pp	qq	rr	ss	tt	uu	vv	ww	
															Budget Increase:	2.50%			
	OUTSTANDING (excl CWF)			CWF	Annual BANs						TOTAL		Annual		DS to	Town	WPCA	Total	
FYE	Principal	Interest	Total P+I	(P+I)	BAN Paydown	Issue Date	BAN Size	Net Interest	Rate	Total	PROPOSED	Total All	Change	FYE	TOTAL Budget	Budget	Budget	Budget	
06/30/24	17,160,000	6,997,173	24,157,173		90,203	7/15/2022	8,090,000	192,708	2.39%	192,708	0	24,440,084	(745,577)	06/30/24	6.68%	356,775,787	9,197,932	365,973,719	
06/30/25	18,660,000	6,762,410	25,422,410		23,203	7/15/2023	8,170,000	294,036	3.60%	294,036	956,250	26,695,899	2,255,815	06/30/25	7.12%	365,695,182	9,427,880	375,123,062	
06/30/26	18,835,000	5,944,298	24,779,298		-	7/15/2024	-	0	4.00%	0	5,007,188	29,786,485	3,090,586	06/30/26	7.75%	374,837,561	9,663,577	384,501,139	
06/30/27	16,335,000	5,222,610	21,557,610		-	7/15/2025	-	0	4.00%	0	8,656,313	30,213,923	427,438	06/30/27	7.67%	384,208,500	9,905,167	394,113,667	
06/30/28	16,355,000	4,607,173	20,962,173		-	7/15/2026	-	0	3.75%	0	12,244,094	33,206,266	2,992,344	06/30/28	8.22%	393,813,713	10,152,796	403,966,509	
06/30/29	14,735,000	4,037,048	18,772,048		-	7/15/2027	-	0	3.75%	0	16,100,625	34,872,673	1,666,406	06/30/29	8.42%	403,659,056	10,406,616	414,065,671	
06/30/30	13,055,000	3,547,735	16,602,735		-	7/15/2028	-	0	3.50%	0	19,602,000	36,204,735	1,332,063	06/30/30	8.53%	413,750,532	10,666,781	424,417,313	
06/30/31	12,955,000	3,116,016	16,071,016			7/15/2029	-	0	3.50%	0	21,828,375	37,899,391	1,694,656	06/30/31	8.71%	424,094,295	10,933,451	435,027,746	
06/30/32	11,450,000	2,722,304	14,172,304			7/15/2030		0	3.25%	0	23,994,750	38,167,054	267,663	06/30/32	8.56%	434,696,653	11,206,787	445,903,440	
06/30/33	11,435,000	2,367,135	13,802,135			7/15/2031		0	3.25%	0	26,101,125	39,903,260	1,736,206	06/30/33	8.73%	445,564,069	11,486,957	457,051,026	
06/30/34	9,245,000	2,046,929	11,291,929			7/15/2032		0	3.25%	0	28,147,500	39,439,429	(463,831)	06/30/34	8.42%	456,703,171	11,774,131	468,477,301	
06/30/35	9,190,000	1,763,038	10,953,038			7/15/2033		0	3.25%	0	29,533,875	40,486,913	1,047,484	06/30/35	8.43%	468,120,750	12,068,484	480,189,234	
06/30/36	8,620,000	1,496,354	10,116,354							0	28,790,250	38,906,604	(1,580,309)	06/30/36	7.90%	479,823,769	12,370,196	492,193,965	
06/30/37	8,621,000	1,239,124	9,860,124							0	28,046,625	37,906,749	(999,855)	06/30/37	7.51%	491,819,363	12,679,451	504,498,814	
06/30/38	7,600,000	992,503	8,592,503							0	27,303,000	35,895,503	(2,011,246)	06/30/38	6.94%	504,114,847	12,996,437	517,111,284	
06/30/39	6,920,000	768,016	7,688,016							0	26,559,375	34,247,391	(1,648,113)	06/30/39	6.46%	516,717,718	13,321,348	530,039,066	
06/30/40	6,020,000	573,691	6,593,691							0	25,815,750	32,409,441	(1,837,950)	06/30/40	5.97%	529,635,661	13,654,382	543,290,043	
06/30/41	5,305,000	404,281	5,709,281							0	25,072,125	30,781,406	(1,628,034)	06/30/41	5.53%	542,876,553	13,995,741	556,872,294	
06/30/42	5,300,000	240,744	5,540,744							0	24,328,500	29,869,244	(912,163)	06/30/42	5.23%	556,448,466	14,345,635	570,794,101	
06/30/43	2,725,000	104,500	2,829,500							0	23,584,875	26,414,375	(3,454,869)	06/30/43	4.51%	570,359,678	14,704,276	585,063,954	
06/30/44											22,841,250	22,841,250	(3,573,125)	06/30/44	3.81%	584,618,670	15,071,883	599,690,553	
06/30/45											22,097,625	22,097,625	(743,625)	06/30/45	3.59%	599,234,137	15,448,680	614,682,816	
06/30/46											19,151,813	19,151,813	(2,945,813)	06/30/46	3.04%	614,214,990	15,834,897	630,049,887	
06/30/47											16,448,438	16,448,438	(2,703,375)	06/30/47	2.55%	629,570,365	16,230,769	645,801,134	
06/30/48											13,804,531	13,804,531	(2,643,906)	06/30/48	2.09%	645,309,624	16,636,538	661,946,162	
06/30/49											10,995,000	10,995,000	(2,809,531)	06/30/49	1.62%	661,442,365	17,052,452	678,494,816	
06/30/50											8,250,000	8,250,000	(2,745,000)	06/30/50	1.19%	677,978,424	17,478,763	695,457,187	
06/30/51											6,480,000	6,480,000	(1,770,000)	06/30/51	0.91%	694,927,884	17,915,732	712,843,617	
06/30/52											4,770,000	4,770,000	(1,710,000)	06/30/52	0.65%	712,301,082	18,363,625	730,664,707	
06/30/53											3,120,000	3,120,000	(1,650,000)	06/30/53	0.42%	730,108,609	18,822,716	748,931,325	
06/30/54											1,530,000	1,530,000							

The assumption here is that we're bonding CNR, more or less as needed.

This assumes the CIP is fully funded with bonds in the

Copy of Waterfall - Oct 18 2023 - Full Funding of CIP w Bonds Only
Case 2 - Full Requests

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Annual Bonded Principal	Total Bonded Debt Oustanding
17,160,000	203,361,000
18,660,000	229,701,000
21,085,000	250,616,000
20,685,000	272,431,000
22,830,000	297,101,000
23,585,000	321,516,000
24,305,000	327,211,000
25,705,000	331,506,000
25,700,000	335,806,000
27,185,000	338,621,000
26,495,000	342,126,000
26,440,000	314,186,000
25,870,000	286,816,000
25,871,000	259,445,000
24,850,000	233,095,000
24,170,000	207,425,000
23,270,000	182,655,000
22,555,000	158,600,000
22,550,000	134,550,000
19,975,000	113,075,000
17,250,000	94,325,000
17,250,000	75,575,000
15,000,000	59,075,000
12,900,000	44,675,000
10,775,000	32,400,000
8,400,000	22,500,000
6,000,000	15,000,000
4,500,000	9,000,000
3,000,000	4,500,000
1,500,000	1,500,000
-	

Summary of Projected Cash Flow for Capital and Non-Recurring Projects
Board of Education, Town and WPCF
FY24 - FY29

Updated October 16, 2023

BOARD OF EDUCATION

	FY24	FY25	FY26	FY27	FY28	FY29	Total
Capital Projects	$ 3,481,757	$ 17,633,574	$ 12,928,700	$ 8,500,774	$ 27,245,773	$ 37,288,696	$ 103,597,516
Less: Other Sources	$ (855,812)	$ (1,087,120)	$ (431,579)	$ (323,881)	$ (2,994,030)	$ (4,603,116)	$ (9,439,726)
Net Capital Projects	$ 2,625,945	$ 16,546,454	$ 12,497,121	$ 8,176,893	$ 24,251,742	$ 32,685,580	$ 94,157,789
Non-Recurring Projects	$ 2,044,500	$ 1,603,590	$ 1,466,847	$ 1,890,491	$ 2,056,222	$ 861,690	$ 7,878,841
Less: Other Sources	$ (651,367)	$ (458,091)	$ -	$ (109,790)	$ (267,050)	$ -	$ (834,931)
Net Non-Recurring Projects	$ 1,393,133	$ 1,145,499	$ 1,466,847	$ 1,780,701	$ 1,789,172	$ 861,690	$ 7,043,910
Total BOE	$ 4,019,078	$ 17,691,953	$ 13,963,968	$ 9,957,594	$ 26,040,914	$ 33,547,270	$ 101,201,699

TOWN

	FY24	FY25	FY26	FY27	FY28	FY29	Total
Capital Projects	$ 24,651,077	$ 22,068,753	$ 18,799,138	$ 26,633,037	$ 13,584,035	$ 10,435,060	$ 91,520,023
Less: Other Sources	$ (17,388,077)	$ (15,591,800)	$ (9,175,000)	$ (11,676,875)	$ (2,100,000)	$ (2,100,000)	$ (40,643,675)
Net Capital Projects	$ 7,263,000	$ 6,476,953	$ 9,624,138	$ 14,956,162	$ 11,484,035	$ 8,335,060	$ 50,876,348
Non-Recurring Projects	$ 6,304,620	$ 6,354,898	$ 4,863,772	$ 2,013,750	$ 1,450,000	$ 1,150,000	$ 15,832,420
Less: Other Sources	$ (3,042,620)	$ (1,003,750)	$ (348,250)	$ -	$ -	$ -	$ (1,352,000)
Net Non-Recurring Projects	$ 3,262,000	$ 5,351,148	$ 4,515,522	$ 2,013,750	$ 1,450,000	$ 1,150,000	$ 14,480,420
Total Town	$ 10,525,000	$ 11,828,101	$ 14,139,659	$ 16,969,912	$ 12,934,035	$ 9,485,060	$ 65,356,768

WPCF

	FY24	FY25	FY26	FY27	FY28	FY29	Total
Capital Projects	$ 6,477,734	$ 8,995,701	$ 15,808,624	$ 15,389,769	$ 8,514,212	$ 4,812,808	$ 53,521,113
Less: Other Sources	$ (637,500)	$ (1,500,000)	$ (2,000,000)	$ -	$ -	$ -	$ (3,500,000)
Net Capital Projects	$ 5,840,234	$ 7,495,701	$ 13,808,624	$ 15,389,769	$ 8,514,212	$ 4,812,808	$ 50,021,113
Non-Recurring Projects	$ 940,000	$ -	$ -	$ -	$ -	$ -	$ -
Less: Other Sources	$ (940,000)	$ -	$ -	$ -	$ -	$ -	$ -
Net Non-Recurring Projects	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total WPCF	$ 5,840,234	$ 7,495,701	$ 13,808,624	$ 15,389,769	$ 8,514,212	$ 4,812,808	$ 50,021,113

GRAND TOTAL - BOARD OF EDUCATION, TOWN & WPCF

	FY24	FY25	FY26	FY27	FY28	FY29	Total
Capital Projects	$ 34,610,568	$ 48,698,027	$ 47,536,461	$ 50,523,580	$ 49,344,020	$ 52,536,564	$ 248,638,652
Less: Other Sources	$ (18,881,389)	$ (18,178,920)	$ (11,606,579)	$ (12,000,756)	$ (5,094,030)	$ (6,703,116)	$ (53,583,401)
Net Capital Projects	$ 15,729,179	$ 30,519,107	$ 35,929,882	$ 38,522,824	$ 44,249,989	$ 45,833,448	$ 195,055,251
Non-Recurring Projects	$ 9,289,120	$ 7,958,488	$ 6,330,619	$ 3,904,241	$ 3,506,222	$ 2,011,690	$ 23,711,260
Less: Other Sources	$ (4,633,987)	$ (1,461,841)	$ (348,250)	$ (109,790)	$ (267,050)	$ -	$ (2,186,931)
Net Non-Recurring Projects	$ 4,655,133	$ 6,496,647	$ 5,982,369	$ 3,794,451	$ 3,239,172	$ 2,011,690	$ 21,524,329
Grand Total	**$ 20,384,312**	**$ 37,015,754**	**$ 41,912,251**	**$ 42,317,275**	**$ 47,489,161**	**$ 47,845,138**	**$ 216,579,580**

TOWN - ANTICIPATED COST OF PROJECTS
SCHEDULE OF CASH FLOW
FY24 TO FY 29

PROJECTS		FY2024 - CURRENT YEAR						FY2025						FY2026						FY2027						FY2028						FY2029					
		Total Cost			Other Sources		Town Bonding	Total Cost			Other Sources		Town Bonding	Total Cost			Other Sources		Town Bonding	Total Cost			Other Sources		Town Bonding	Total Cost			Other Sources		Town Bonding	Total Cost			Other Sources		Town Bonding
CAPITAL (Over $1 million)																																					
DPW	Roadway Capital Improvement Plan (c)	$ 3,948,077	P		$ (3,948,077)		$ -	$ 3,776,953	P		$ (2,000,000)		$ 1,776,953	$ 3,649,138			$ (2,000,000)		$ 1,649,138	$ 3,495,670			$ (2,100,000)		$ 1,395,670	$ 3,634,035			$ (2,100,000)		$ 1,534,035	$ 3,634,035			$ (2,100,000)		$ 1,534,035
DPW	Capital Equipment	$ 1,053,000	A				$ 1,053,000						$ -						$ -						$ -						$ -						$ -
DPW	Town-wide Facility Upgrades (Priority IIA)						$ -						$ -	$ 1,400,000					$ 1,400,000						$ -						$ -						$ -
DPW	Town-wide Facility Upgrades (Based on Audit Recommendations)						$ -						$ -						$ -	$ 2,913,617					$ 2,913,617						$ -	$ 3,001,025					$ 3,001,025
ENG	Sidewalk Restoration Program	$ 1,000,000	P		$ (1,000,000)		$ -	$ 1,000,000	P				$ 1,000,000	$ 1,000,000			$ -		$ 1,000,000	$ 1,000,000					$ 1,000,000	$ 1,000,000					$ 1,000,000	$ 1,000,000					$ 1,000,000
ENG	Turney Creek/Riverside Dr. Tide Gates (d)	$ 7,150,000	A		$ (940,000)		$ 6,210,000						$ -						$ -						$ -	$ 3,575,000					$ 3,575,000						$ -
ENG	Rooster River (e)						$ -	$ 2,500,000	P		$ (2,500,000)		$ -						$ -	$ 5,250,000			$ (2,625,000)		$ 2,625,000						$ -						$ -
ENG	Kings Highway Pedestrian Improvements Phase III Construction						$ -	$ 1,940,600	P		$ (1,940,600)		$ -						$ -						$ -						$ -						$ -
ENG	Brookside Drive Bridge Construction						$ -	$ 2,865,600	P		$ (2,865,600)		$ -						$ -						$ -						$ -						$ -
ENG	Congress St. Bridge Construction						$ -	$ 2,535,600	P		$ (2,535,600)		$ -						$ -						$ -						$ -						$ -
ENG	Stratfield Road Pedestrian Improvement (RSA) - Construction						$ -	$ 2,000,000	P		$ (2,000,000)		$ -						$ -						$ -						$ -						$ -
ENG	Post Road & Jug Handle Pedestrian Improvement - Construction						$ -	$ 1,750,000	P		$ (1,750,000)		$ -						$ -						$ -						$ -						$ -
ENG	Road Safety Improvements And NEW SIDEWALKS, COMPLETE STREETS						$ -	$ 2,500,000					$ 2,500,000						$ -						$ -						$ -						$ -
ENG	Traffic Signal Improvements -for New Signal and repairs, upgrades and ADA Compliance						$ -	$ 1,200,000					$ 1,200,000	$ 1,600,000					$ 1,600,000	$ 1,770,000					$ 1,770,000	$ 675,000					$ 675,000	$ 700,000					$ 700,000
ENG	Oldfield Road Bridge						$ -						$ -	$ 3,150,000			$ (1,575,000)		$ 1,575,000						$ -						$ -						$ -
ENG	Black Rock Turnpike						$ -						$ -	$ 2,100,000			$ (2,100,000)		$ -						$ -						$ -						$ -
ENG	Southport Median Grant Construction						$ -						$ -						$ -	$ 2,100,000			$ (2,100,000)		$ -						$ -						$ -
ENG	Sturges Bridge Construction						$ -						$ -						$ -	$ 2,703,750			$ (1,351,875)		$ 1,351,875						$ -						$ -
ENG	Increase Resiliency - Jennings Beach						$ -						$ -						$ -						$ -						$ -	$ 2,100,000					$ 2,100,000
FD	Apparatus Maintenance						$ -						$ -	$ 1,400,000					$ 1,400,000						$ -						$ -						$ -
FD	Pumper - LSN 15						$ -						$ -	$ 1,000,000					$ 1,000,000						$ -						$ -						$ -
FD	Rescue 1 - LSN78						$ -						$ -						$ -						$ -	$ 1,500,000					$ 1,500,000						$ -
P&R	Jennings Master Plan Upgrade						$ -						$ -						$ -	$ 3,900,000					$ 3,900,000						$ -						$ -
P&R	Dougiello Master Plan Upgrade						$ -						$ -						$ -						$ -	$ 3,200,000					$ 3,200,000						$ -
Town	Penfield Construction/Remediation	$ 11,500,000	A		$ (11,500,000)		$ -						$ -						$ -						$ -						$ -						$ -
Town	Remediation - Fill Pile Berm (Total - $7 million)						$ -						$ -	$ 3,500,000			$ (3,500,000)		$ -	$ 3,500,000			$ (3,500,000)		$ -						$ -						$ -
SUBTOTAL CAPITAL -		$ 24,651,077			$ (17,388,077)		$ 7,263,000	$ 22,068,753			$ (15,591,800)		$ 6,476,953	$ 18,799,138			$ (9,175,000)		$ 9,624,138	$ 26,633,037			$ (11,676,875)		$ 14,956,162	$ 13,584,035			$ (2,100,000)		$ 11,484,035	$ 10,435,060			$ (2,100,000)		$ 8,335,060

TOWN - ANTICIPATED COST OF PROJECTS
SCHEDULE OF CASH FLOW
FY24 TO FY 29

	PROJECTS	FY2024 - CURRENT YEAR			FY2025			FY2026			FY2027			FY2028			FY2029		
		Total Cost	Other Sources	Town Bonding	Total Cost	Other Sources	Town Bonding	Total Cost	Other Sources	Town Bonding	Total Cost	Other Sources	Town Bonding	Total Cost	Other Sources	Town Bonding	Total Cost	Other Sources	Town Bonding
NON- RECURRING CAPITAL (Under $1 million)																			
DPW	Transfer station canopy				$ 120,000	$ (120,000)	$ -												
DPW/CON	Tidegate and Flood Control Repair and Replacements			$ -	$ 750,000 P		$ 750,000	$ 550,000		$ 550,000	$ 250,000		$ 250,000	$ 200,000		$ 200,000	$ 200,000		$ 200,000
DPW	Sidewalks - Southport & Stratfield	$ 850,000 A	$ (850,000)	$ -			$ -			$ -			$ -			$ -			$ -
DPW	Capital Equipment (Trucks)			$ -	$ 772,198 A		$ 772,198	$ 622,000		$ 622,000	$ 551,250		$ 551,250			$ -			$ -
DPW	Barnacle Work Boat - Marina			$ -	$ 300,000 P		$ 300,000			$ -			$ -			$ -			$ -
P&R	South Benson Marina Dock Replacement (a)			$ -			$ -			$ -	$ 650,000		$ 650,000	$ 650,000		$ 650,000	$ 650,000		$ 650,000
ENG	Guiderail Repairs Phase	$ 210,000 A		$ 210,000			$ -			$ -			$ -			$ -			$ -
ENG	Design of Stratfield Road (RSA)	$ 325,000 A		$ 325,000			$ -			$ -			$ -			$ -			$ -
ENG	Design of Post Road & Jug Handle	$ 175,000 A		$ 175,000			$ -			$ -			$ -			$ -			$ -
ENG	Hulls Farm Road Bridge Construction			$ -			$ -	$ 779,762		$ 779,762			$ -			$ -			$ -
ENG	Southport Median Grant Design			$ -			$ -	$ 315,000		$ 315,000			$ -			$ -			$ -
ENG	Sturges Bridge Design			$ -			$ -	$ 346,500	$ (173,250)	$ 173,250			$ -			$ -			$ -
ENG	Oldfield Road Bridge Design			$ -	$ 367,500 P	$ (183,750)	$ 183,750			$ -			$ -			$ -			$ -
ENG	Wakeman Lane/Old Rd. Bridge Construct.			$ -	$ 432,600 P		$ 432,600			$ -			$ -			$ -			$ -
ENG	KHW Greens Farm Road Bridge			$ -	$ 432,600 P		$ 432,600			$ -			$ -			$ -			$ -
ENG	Meadow Brook Road Sound Barrier			$ -	$ 350,000 P		$ 350,000			$ -			$ -			$ -			$ -
ENG	Lower Wharf / Fishing Pier	$ 800,000 A	$ (640,000)	$ 160,000			$ -			$ -			$ -			$ -			$ -
ENG	Flood Protection, Climate Resilience and Erosion Control			$ -	$ 150,000		$ 150,000			$ -			$ -			$ -			$ -
ENG	Storm System Improvements for various Neighborhoods			$ -	$ 500,000		$ 500,000			$ -			$ -			$ -			$ -
ENG	McKinley School Connectivity Grant			$ -	$ 800,000 P	$ (700,000)	$ 100,000			$ -			$ -			$ -			$ -
ENG	Morehouse Highway Bridge culverts			$ -			$ -	$ 350,000	$ (175,000)	$ 175,000			$ -			$ -			$ -
FD	Pumper - LSN 14	$ 980,000 A		$ 980,000			$ -			$ -			$ -			$ -			$ -
FD	Fire Station Rehabilitation	$ 300,000 A	$ (300,000)	$ -	$ 600,000 P		$ 600,000			$ -	$ 262,500		$ 262,500			$ -			$ -
FD	Shift Commander Vehicle Replacement	$ 150,000 A	$ (150,000)	$ -			$ -			$ -			$ -			$ -			$ -
FD	Shop Truck Replacement			$ -	$ 130,000 P		$ 130,000			$ -			$ -			$ -			$ -
FD	Marine 217			$ -			$ -	$ 200,510		$ 200,510			$ -			$ -			$ -
P&R	Sgt. Murphy Playground Replacement	$ 150,000 A	$ (150,000)	$ -			$ -			$ -			$ -			$ -			$ -
P&R	HSR Driving Range (b)	$ 275,000 A		$ 275,000			$ -	$ 400,000		$ 400,000			$ -			$ -			$ -
P&R	Post-Tension Tennis Courts - Ffld. Woods	$ 522,000 A		$ 522,000			$ -			$ -			$ -			$ -			$ -
P&R	Tunxis Hill Park Pickleball Court Replacement (4) and NEW Courts (2)	$ 575,000 A		$ 575,000			$ -			$ -			$ -			$ -			$ -
P&R	Dog Park (Location TBD)			$ -	P		$ -	$ 200,000		$ 200,000			$ -			$ -			$ -
P&R	Lake Mohegan Concession/Water Park			$ -	P		$ -	$ 250,000		$ 250,000			$ -			$ -			$ -
P&R	Lake Mohegan Playground Replacement			$ -	$ 150,000 P		$ 150,000			$ -			$ -			$ -			$ -
P&R	Beach Parking Kiosks			$ -			$ -	$ 250,000		$ 250,000			$ -			$ -			$ -
P&R	Grasmere Playground Replacement			$ -			$ -	$ 150,000		$ 150,000			$ -			$ -			$ -
P&R	Rugby Park Playground Replacement			$ -			$ -	$ 150,000		$ 150,000			$ -			$ -			$ -
P&R	Knapps Park Playground Replacement			$ -			$ -			$ -	$ 150,000		$ 150,000			$ -			$ -
P&R	Hook and Ladder Playground Replacement			$ -			$ -			$ -	$ 150,000		$ 150,000			$ -			$ -
P&R	Veterans Park Playground Replacement			$ -			$ -			$ -			$ -	$ 150,000		$ 150,000			$ -
P&R	Veres Park Playground Replacement			$ -			$ -			$ -			$ -	$ 150,000		$ 150,000			$ -
P&R	Owen Fish Playground Replacement			$ -			$ -			$ -			$ -	$ 300,000		$ 300,000			$ -
P&R	Oldfield Playground Replacement			$ -			$ -			$ -			$ -			$ -	$ 150,000		$ 150,000
P&R	Ash Creek Playground Replacement			$ -			$ -			$ -			$ -			$ -	$ 150,000		$ 150,000
PD	FPD Department Rehabilitation	$ 350,000 A	$ (350,000)	$ -	$ 500,000 P		$ 500,000	$ 300,000		$ 300,000			$ -			$ -			$ -
TPZ	Camden Street Properties - Demo/Acquisition/Open Space	$ 642,620 A	$ (602,620)	$ 40,000			$ -			$ -			$ -			$ -			$ -
	SUBTOTAL NRC -	$ 6,304,620	$ (3,042,620)	$ 3,262,000	$ 6,354,898	$ (1,003,750)	$ 5,351,148	$ 4,863,772	$ (348,250)	$ 4,515,522	$ 2,013,750	$ -	$ 2,013,750	$ 1,450,000	$ -	$ 1,450,000	$ 1,150,000	$ -	$ 1,150,000
Total		**$ 30,955,697**	**$ (20,430,697)**	**$ 10,525,000**	**$ 28,423,651**	**$ (16,595,550)**	**$ 11,828,101**	**$ 23,662,909**	**$ (9,523,250)**	**$ 14,139,659**	**$ 28,646,787**	**$ (11,676,875)**	**$ 16,969,912**	**$ 15,034,035**	**$ (2,100,000)**	**$ 12,934,035**	**$ 11,585,060**	**$ (2,100,000)**	**$ 9,485,060**

5 Year Grand Total FY25-29	
Total Cost	$ 107,352,443
Other Sources	$ (41,995,675)
Town Bonding	$ 65,356,768

TOWN - ANTICIPATED COST OF PROJECTS
SCHEDULE OF CASH FLOW
FY30 - FY34

Dept	Description		Cost	Reimbursement	Net
CAPITAL (Over $1 million)					
DPW	Town-wide Facility Upgrades	P	$ 3,001,025		$ 3,001,025
DPW	Town-wide Facility Upgrades	P	$ 2,351,387		$ 2,351,387
DPW	Town-wide Facility Upgrades	P	$ 2,421,929		$ 2,421,929
Engineering	Brooklawn Parkway Retaining Wall Replacement	P	$ 1,680,000		$ 1,680,000
Fire	Engine 2 - LSN 16	P	$ 1,500,000		$ 1,500,000
DPW	Capital Equipment (Trucks)	P	$ 380,000		$ 380,000
DPW	Capital Equipment (Trucks)	P	$ 520,000		$ 520,000
Engineering	S. Benson Stormwater Pump Station - Design	P	$ 3,000,000		$ 3,000,000
Engineering	S. Benson Stormwater Pump Station - Construction	P	$ 21,000,000		$ 21,000,000
Engineering	S. Benson SW Pump Drainage Lines/Paving/Environmental	P	$ 14,700,000		$ 14,700,000
DPW	Capital Equipment (Trucks)	P	$ 460,000		$ 460,000
Grand Total Capital - FY 30-FY34			**$ 51,014,341**	**$ -**	**$ 51,014,341**
NON- RECURRING CAPITAL (Under $1 million)					
DPW/P&R	South Benson Marina Dock Replacement Phase 3	P	$ 650,000		$ 650,000
Grand Total Non-Recurring Capital - FY 30-FY34			**$ 650,000**	**$ -**	**$ 650,000**

WPCA- ANTICIPATED COST OF PROJECTS
SCHEDULE OF CASH FLOW
FY24 TO FY 29

	PROJECTS	FY2024 - CURRENT YEAR			FY2025			FY2026			FY2027			FY2028			FY2029		
		Cost	Reimbursement	Net	Cost	Reimbursement	Net	Cost	Reimbursement	Net	Cost	Reimbursement	Net	Cost	Reimbursement	Net	Cost	Reimbursement	Net
	CAPITAL (Over $1 million)																		
													$ -			$ -			$ -
WPCF	EAST TRUNK - WETLAND REPLACEMENT (Ttl Project = $6,250,000)	$ 5,312,500 A	$ (637,500)	$ 4,675,000			$ -			$ -			$ -			$ -			$ -
WPCF	PINE CREEK STATION UPGRADE (Ttl Project = $3,716,150)	$ 929,038 P		$ 929,038	$ 2,787,113 P		$ 2,787,113			$ -	$ 1,501,325		$ 1,501,325			$ -			$ -
WPCF	PINE CREEK FORCE MAIN (Ttl Project = $944,784)	$ 236,196 P		$ 236,196	$ 708,588 P		$ 708,588			$ -	$ 381,693		$ 381,693			$ -			$ -
WPCF	FAIRFIELD BEACH ROAD STATION UPGRADE			$ -	P		$ -	$ 2,395,015		$ 2,395,015	$ 1,623,466		$ 1,623,466			$ -			$ -
WPCF	FAIRFIELD BEACH ROAD FORCE MAIN			$ -	P		$ -	$ 1,913,609		$ 1,913,609	$ 1,297,145		$ 1,297,145			$ -			$ -
WPCF	EAST TRUNK LINE REPLACEMENT (Ttl Project = $11,000,000)			$ -	$ 5,500,000 A	$ (1,500,000)	$ 4,000,000	$ 5,500,000	$ (1,500,000)	$ 4,000,000			$ -			$ -			$ -
WPCF	WASTEWATER PLANT UPGRADE DESIGN			$ -			$ -	$ 4,000,000	$ (500,000)	$ 3,500,000			$ -			$ -			$ -
WPCF	RUANE & THORPE PIPE REPAIR/REPLACEMENT (Ttl Project = $4,000,000)			$ -			$ -	$ 2,000,000		$ 2,000,000	$ 2,000,000		$ 2,000,000			$ -			$ -
WPCF	KINGS HIGHWAY TRUNK DESIGN			$ -			$ -			$ -	$ 1,500,000		$ 1,500,000			$ -			$ -
WPCF	KINGS HWY TRUNK CONSTRUCTION (Ttl Project = $10,000,000)			$ -			$ -			$ -	$ 2,000,000		$ 2,000,000	$ 3,960,000		$ 3,960,000	$ 4,040,000		$ 4,040,000
WPCF	TOLLHOUSE STATION UPGRADE (Ttl Project = $1,689,727)			$ -			$ -			$ -	$ 1,007,077		$ 1,007,077	$ 682,650		$ 682,650			$ -
WPCF	TOLLHOUSE STATION FORCE MAIN (Ttl Project = $1,616,261)			$ -			$ -			$ -	$ 963,291		$ 963,291	$ 652,969		$ 652,969			$ -
WPCF	CENTER STREET PUMP STATION UPGRADE (Ttl Project = $1,776,194)			$ -			$ -			$ -	$ 1,058,612		$ 1,058,612	$ 717,582		$ 717,582			$ -
WPCF	CENTER STREET FORCE MAIN (Ttl Project = $3,451,611)			$ -			$ -			$ -	$ 2,057,160		$ 2,057,160	$ 1,394,451		$ 1,394,451			$ -
WPCF	EASTFIELD STATION UPGRADE (Ttl Project = $1,083,835)			$ -			$ -			$ -			$ -	$ 645,966		$ 645,966	$ 460,593		$ 460,593
WPCF	EASTFIELD STATION FORCE MAIN (Ttl Project = $772,808)			$ -			$ -			$ -			$ -	$ 460,593		$ 460,593	$ 312,214		$ 312,214
	SUBTOTAL CAPITAL -	$ 6,477,734	$ (637,500)	$ 5,840,234	$ 8,995,701	$ (1,500,000)	$ 7,495,701	$ 15,808,624	$ (2,000,000)	$ 13,808,624	$ 15,389,769	$ -	$ 15,389,769	$ 8,514,212	$ -	$ 8,514,212	$ 4,812,808	$ -	$ 4,812,808
	NON- RECURRING CAPITAL (Under $1 million)																		
WPCF	RIVERSIDE DRIVE SIPHON (Part of Turney Creek Project)	$ 940,000 A	$ (940,000)	$ -			$ -			$ -			$ -			$ -			$ -
													$ -			$ -			$ -
	SUBTOTAL NRC -	$ 940,000	$ (940,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total	**$ 7,417,734**	**$ (1,577,500)**	**$ 5,840,234**	**$ 8,995,701**	**$ (1,500,000)**	**$ 7,495,701**	**$ 15,808,624**	**$ (2,000,000)**	**$ 13,808,624**	**$ 15,389,769**	**$ -**	**$ 15,389,769**	**$ 8,514,212**	**$ -**	**$ 8,514,212**	**$ 4,812,808**	**$ -**	**$ 4,812,808**

5 Year Grand Total FY25-29	
Total Cost	$ 53,521,113
Other Sources	$ (3,500,000)
Town Bonding	$ 50,021,113

WPCF - ANTICIPATED COST OF PROJECTS
SCHEDULE OF CASH FLOW
FY30 THROUGH FY34

Dept	Description		Cost	Reimbursement	Net
CAPITAL (Over $1 million)					
WPCF	MILL HILL STATION UPGRADE	P	$ 4,524,496		$ 4,524,496
WPCF	MILL HILL STATION FORCE MAIN	P	$ 2,570,736		$ 2,570,736
WPCF	WILLOW STREET STATION REPLACEMENT	P	$ 2,090,866		$ 2,090,866
WPCF	WILLOW STREET STATION FORCE MAIN	P	$ 908,327		$ 908,327
WPCF	WPCF RENOVATION ***	P	$ 98,000,000		$ 98,000,000
WPCF	FIVE HUNDRED KW GENERATOR/ATS REPLACEMENT	P	$ 5,000,000		$ 5,000,000
WPCF	COLLECTION SYSTEM FLOW STUDY	P	$ 5,000,000		$ 5,000,000
Grand Total Capital - FY 30-FY34			**$ 118,094,425**	**$ -**	**$ 118,094,425**
NON- RECURRING CAPITAL (Under $1 million)					
WPCF					
Grand Total Non-Recurring Capital - FY 30-FY34			**$ -**	**$ -**	**$ -**

*** Additional research, analysis, and evaluation is required to determine the scope, timing, and more precise cost of the project.

Sidewalk Restoration Program = $1,000,000 for Sidewalk Repairs, upgrades and ADA Compliance for EXISTING Sidewalks.

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1. **Background** – The Town has received several complaints from the public regarding condition of sidewalks throughout Town. Last year and continuing this year, the Town's Consultant (BETA) has composed a sidewalk assessment program relating to Fairfield's 125 mile + sidewalk network. The Town and Consultant have devised a comprehensive 5 year program related to sidewalk improvements. This program is very similar to the pavement management program that BETA also developed. The program rates SEGMENTS of sidewalk based on condition along the Town's and State's roadways. The report is almost complete but still has some streets that need investigating. A summary of sidewalk assessments will be provided when complete. Preliminary information reveals that the Town has over 65 miles of sidewalks rated in fair condition with an additional 10 miles rated in poor/replace condition. This does not cover isolated panels or sections due to tree uproots, failed utility trench, parked vehicle damage, etc.

2. **Purpose and Justification** – In the interest of public safety, the Town has an obligation to improve safety for pedestrians, cyclists and motorists. Almost every week, through the public complaint system, emails or phone calls, DPW, Police and Engineering receive requests to improve or repair sidewalks. The Town has seen a tremendous increase in pedestrian activity and many neighborhoods are demanding the Town upgrade the sidewalks. Per the American Disabilities Act, (ADA), when performing defined improvements to the road, the municipality is responsible for accessibility upgrades. This involves Handicap Accessible Ramps, tactile warning strips and if applicable pedestrian signal improvements to meet current accessibility guidelines/requirements.

3. **Detailed Description of Proposal** –The past year and a half, the Town has been using ARPA funds to make these improvements. Unfortunately, ARPA funding is running out, hence the request to continue implementing the 5 year sidewalk restoration program. Priority will be given to sidewalks listed in poor and replace condition. Concurrently, as the Town performs paving (via Pavement management Program), repairs and/or replacement segments will be implemented- this will create a cost savings through economies of scale.

4. **Reliability of Cost Estimate** – The costs were determined by the BETA report and reflect 2022 prices. Every year asphalt prices are generally based on petroleum prices and concrete prices usually follow suit as cement, stone and other building materials usually increase as well. Based on recent Department of Transportation cost estimates and recent improvements in the Town and region. The reliability of costs on a scale of 0 to 10 is estimated at 8 based on BETA program numbers that mirror over a dozen reports in CT/Mass area.

5. **Increased Efficiency or Productivity** – Improve overall pedestrian safety. Reduce potential trip and fall accidents and improve conditions for all users. By implementing sidewalk inventory and Assessment recommendations, safety will be improved along with increased efficiency and reduced liability.

6. **Additional Long Range Costs** – Typical Maintenance costs. Short and longer term maintenance costs should be reduced with repair and replacements.

7. **Additional Use or Demand on Existing Facilities** –An increase pedestrian activity is expected. Safer travel conditions with improvements.

8. **Alternatives to this Request** –The "Do nothing" option won't improve safety or reduce liability. DPW will continue to perform sidewalk restorations, using in house labor but taking them away from other projects. Although they can work in tandem with contractors or "divide" areas to cover more neighborhoods. Reduction in amount requested will reduce amount of work and installations performed or spread out.

9. **Safety and Loss Control** – Allow pedestrians safer access.

10. **Environmental Considerations** – All projects will investigate environmental impacts. Although for most cases, little or no impacts expected. No environmental permits are anticipated unless a special condition structure or encroachment beyond right of way that impacts wetlands or watercourses. More people walking can improve individual health and reduce carbon emissions etc

11. **Insurance** – Any selected contractors will be required to carry the necessary insurance prescribed by the Purchasing Department.

12. **Financing** – Project bonded as part of the Non-Recurring Capital budget of 2025.

13. **Other Considerations**: This request is for EXISTING Sidewalk Restoration based on BETA report and doesn't involve pedestrian signal improvements or NEW sidewalk or complete street requests.

14. **Other Approvals**:

Board of Selectman	-	Feb 2024
Board of Finance	-	Feb 2024
RTM	-	Feb-Mar 2024

TOWN OF FAIRFIELD
611 OLD POST ROAD
FAIRFIELD, CONNECTICUT 06824-6690
(203) 256-3090
bbrowne@fairfieldct.org

OFFICE OF THE TOWN CLERK

ELIZABETH P. BROWNE, MMC, MCTC
TOWN CLERK

I, Elizabeth P. Browne, Town Clerk of the Town of Fairfield, a municipality organized and existing under the laws of the State of Connecticut, hereby certify that the following is a true copy of the resolution adopted at the Board of Selectmen meeting of said municipality at the Regular Meeting held on August 21, 2023:

> RESOLVED that the Town of Fairfield may enter into with and deliver to the State of Connecticut Department of Energy and Environmental Protection, any and all documents which it deems to be necessary or appropriate for a grant of $2,500,000 for the Rooster River Flood Mitigation Project; and be it
>
> FURTHER RESOLVED, that Brenda L. Kupchick as First Selectwoman of the Town of Fairfield is authorized and directed to execute and deliver any and all documents on behalf of the Town of Fairfield and to do and perform all acts and things deemed to be necessary or appropriate to carry out the terms of such documents.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Town of Fairfield this 1st day of September, 2023.

Elizabeth P. Browne
Town Clerk
Town of Fairfield, Connecticut

APPENDIX A

SCOPE OF WORK

Project: To provide a grant to the project Sponsor, Town of Fairfield (the "Contractor") , however the Town will hire a contractor to perform work and/or combine DPW forces with the City of Bridgeport to perform some work. This grant covers the construction of detention areas and mitigation in the Rooster River watershed, the removal of sediment that reduces Rooster River conveyance, green infrastructure components and open space environmental improvements for Villa Avenue-Algonquin parcel(s). Funds for this project were allocated at the Bond Commission meeting of June 30, 2023 in the amount of $ 2,500,000. The Rooster River watershed improvements are located on Town and City properties, properties containing easements and public right of way. The core locations consist of: Rooster River (Brooklawn Ave to Kings Hwy East/North Ave) , Stratfield Road near Owen Fish Park and Woodside Circle, Lynnbrook Road, Villa Avenue, Algonquin Road, Moody Ave. Detention basin areas: Fairchild Wheeler Golf Course, Tunxis Hill Park, Owen Fish Park, 150 Villa Ave open space. Add Alternate: Downstream of Kings Hwy Br Rooster River and Rooster River tributary-Nordstrand-to Villa Ave Culvert outlet.

Purpose: The Project referenced above (hereinafter referred to as the "Project") shall be undertaken by the Town of Fairfield, City of Bridgeport and/or hired contractor through the contract bid process. It is probable that a combination of forces will be provided. The project will reduce the impacts of flooding of the Rooster River watershed neighborhoods. Roughly 3000 people were impacted by recent flooding events from 2018-2023. An added benefit is that some elements of the project will provide environmental benefits and improve water quality as well.

Project Description: Following the Execution of this Contract, the Contractor shall complete the project as outlined in this scope of work. The responsibilities of the Contractor shall include but not be limited to:

Project includes: Detention Basin work (excavation, fill, concrete outlet structure with multistage weirs, spillway, loam and seed, wetland plantings, periphery landscaping, mitigation required by DEEP, USACE or Local inland wetland permits - wetland restoration, netting, screen vegetation, drainage, soil and sediment control, mobilization of contractor, contract bid items as required for construction of the detention basins); Removal of accumulated sediment that reduces flow within Rooster River and Tributaries, sampling and testing before and after excavation, topographic and bathymetric surveys, mobilization, transport and disposal of materials, preliminary estimates of excavation to be confirmed after surveys (3300 lf x 38 ft width x 2 ft excavation average depth) plus tributaries (add alternate, if funding permits, 500 ft by 5 ft width x 3 ft depth of tributaries), turbidity curtain, silt fence and other erosion control measures, mitigation for US ACE, CT DEEP, Inland Wetland permits, shore protection if applicable; Green Infrastructure implementation for water quality and erosion prevention- reference Fuss and O'Neil report- Stratfield Road, Woodside Circle neighborhood, Vegetative plantings, stabilization blankets, rip rap, repair of storm drain pipe and headwall, removal of invasive plants, excavation and fill where necessary, mobilization, transport of materials mitigation; Open space

environmental improvements- water quality, detention, multistage weir, removal of invasive vegetation, install proper plantings, wetland restoration and enhancement, walking trail, removal of drainage pipe, bypass piping, screening or fencing along two properties. Town has held about 1/2 dozen public informational meetings and will hold another public informational meeting to update public and/or hold public hearing for Inland wetland permits if applicable.

November 2023- November 2026, but hoping for 18 month-24 month schedule, pending permit approval timeline.

Survey Fall 2023, Design begins Fall 2023 complete Dec 2024, Inland Wetland, US ACE and CT DEEP permits Spring 2024 submissions, Approvals Dec 2024, Contract bids if applicable Winter 2025, Construction Spring 2025, earlier if permits are obtained. Agreement should last at least 3 years but Town goal is to start work ASAP for projects requiring minimal permits or certificates . Town of Fairfield and City of Bridgeport will work together where applicable and hope to start sediment removal in late 2024 or Spring 2025. Completion of project should be in late 2025 or most likely in 2026, pending permits and the fact that projects seem to take longer than anticipated.

Portions of the project may go out to contract bid following Town/State procedures. Certain tasks if economically feasible may be provided by the Town of Fairfield and City of Bridgeport. The City is considered a partner in this project and has been provided in kind services and equipment on past projects.

FOURTEEN POINTS OF INFORMATION AND JUSTIFICATION FOR THE KINGS HIGHWAY PEDESTRIAN IMPROVEMENTS PROJECT PHASE 3 DESIGN
Request $ 2,000,000 (LOTCIP) grants.

3. **Background:** The first two sections of the Kings Highway Pedestrian Improvements project are complete. The third phase is currently listed on Transportation Alternates Program (TAP) list undergoing CT DOT review of the grant project. Another grant application has been awarded via the Local Transportation Capital Improvements Program (LOTCIP). Town will hire consultant based on Town, State and Federal Grant requirements, with final design completed at the end of 2024. Construction would occur in 2025. The project involves new concrete sidewalks, curbs and medians (assuming DOT requirement). Other improvements consist of pedestrian phase improvements at signalized intersections, ADA compliant ramps, and turf establishment. Construction phase (construction and Inspection, testing) is the $ 2 Million Dollars range. The latest proposed funding of the entire project estimated at $ 2,000,000 with 100% lump sum payment component under LOTCIP grant for construction and Inspection phases.

2. **Purpose and Justification:** The purpose of the project is to encourage alternative means of transportation in the Tunxis Hill-Kings Highway (East) neighborhoods. Main Construction components are concrete sidewalks, Concrete curbs, ADA compliant Handicap Ramps, investigate bicycle routes and amenities in the area. Also included will be some median improvements (State requirement) or creation of a road diet to create improved aesthetics and more pedestrian friendly environment. There are several areas of existing sidewalk that are in poor condition and can be considered narrow in many places. Although one can argue about spending local match in tough economic times, in the very near future (now-couple of years) some of these sidewalks will have to be replaced and eventually (roughly 5 year time line) most of the sidewalks will need to be repaired or replaced based on their existing condition. On June 27, 2013, the Town held an informal public meeting to gauge interest in the project's first phase. Over 20 people attended and another 5 responded (via email) favorably to the project. Follow up meetings had another dozen people supporting Phase 2 section in 2016. There were no objections to the project at either meeting. The public and several Town officials have expressed significant interest in the Town expanding project to include the third section from Villa Avenue towards Bridgeport and include a southeastern section of Tunxis Hill Cutoff South. The Town has received additional requests in 2018 - 2020 at various meetings and through Q alert system. Twon has been awarded LOTCIP grant.

4. **Detailed Description of Project:** The original project areas covered Kings Highway (East) from Chamber Street to Villa Avenue. New sidewalks are proposed along both north and south sides of Kings Highway, with median improvements- for better

pedestrian access and aesthetics or via road diet. Bicycle amenities would be included wherever possible depending on final design. Some sections of sidewalks have cracks and lips which represent potential trip hazards and substandard (or absent of) handicap ramps. This grant will have several phases: Engineering Design, Rights of Way, Construction and Inspection/Testing. The latest proposed construction phase is estimated at $ 2,000,000 with 100% lump sum payment component under LOTCIP grant for construction and Inspection phases that includes contingency.

4. **Reliability of Estimated Costs:** Cost estimates have been provided and checked by MetroCOG. The costs are considered relatively accurate but there are some unknown costs such as utility relocation, potential Right of Way/ easement costs, subsurface issues, State DOT comments and actual contract bid costs. Final costs will be laid out in the actual contract addendum called the Project Authorization Letter. It will list final project costs, federal funding, state funding and Town share costs.

5. **Efficiencies:** The expenditure is conducive to increase alternate modes of transportation and increasing safety of these modes. From an economic standpoint the proposed program saves the Town most of the costs that would be required should the Town elect to perform this project under its own direction, in the future.

6. **Additional Long Range Costs:** The Town would pay for maintenance costs for the project: sidewalk, pavement markings and signs, etc., which it currently performs already. Current proposal for the median meets DOT requirements and specifications, hence DOT will continue to maintain. For other aesthetic median designs, State must approve design materials and passes all maintenance onto the Municipality. A Road Diet is also being investigated.

7. **Additional Use or Demands:** The project will encourage increased usage of alternate modes of transportation. Providing safer and more pedestrian and bicycling friendly amenities should provide a beneficial impact to the neighborhood. There has been an increase in pedestrian usage with the recently completed sections.

8. **Alternates:** The only alternates are to reduce scope of project or do nothing. Sidewalks not covered in the project, would need to be repaired and replaced by the Town within the next few years with no reimbursement. Most sidewalks would still need to meet DOT requirements as project is located within State Right of Way. It would also hurt chances of getting additional grant funding under this program. Previous success may give us an advantage in future grants.

9. **Safety and Loss Control:** A Consultant will perform continual on site inspections for the construction and installation of the project. It is required that all Local, State and Federal standards, codes and procedures will be enforced. As with most new projects, little or no maintenance is expected for several years.

10. **Environmental Considerations:** No significant environmental impacts are anticipated but preliminary testing will be performed to confirm field conditions.

11. **Insurance:** Town and State Contract procedures require the Contractor to have licenses, bonds and insurance.

12. **Financing:** Design phase is expected to begin late Fall 2023. Project has been on Capital planning (waterfall chart) for a few years.
    LOTCIP payment is lump sum paid to Town prior to construction for the Construction phase of the project and includes contingency.

13. **Other Considerations:** N/A

14. **Approvals:**

Committees/ Commissions	Approval Date
Board of Selectmen	2025
Board of Finance	2025
R.T.M.	2025

Note- additional approvals will still be required if more grant money becomes available.

LOTCIP-State Grant that pays Construction and Inspection costs, pays Town prior to construction based on contract bids.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

March 23, 2023

The Honorable Brenda L. Kupchick
First Selectwoman,
Town of Fairfield
725 Old Post Road
Fairfield, Connecticut 06824
firstselectwoman@fairfieldct.org

Dear First Selectwoman Kupchick:

Subject: Local Transportation Capital Improvement Program (LOTCIP)
Commitment to Fund
Pedestrian Improvements along Kings Highway (Phase 3)
State Project No. L050-0004
Kings Highway (Route 1) and Tunxis Hill Road (Route 58)
Town of Fairfield

The Department of Transportation (Department) has received the LOTCIP application prepared by the Town of Fairfield (Municipality) and submitted through the Connecticut Metropolitan Council of Governments (COG) relative to the subject project. The Department has reviewed the application materials along with the cost estimate provided by the Municipality and endorsed by the COG.

The LOTCIP application for this project has been approved. The Department hereby commits to fund eligible project costs as follows:

Rights of Way:	$ 0
Eligible Utilities:	$ 125,000
Contract Items:	$ 1,513,000
Contingencies:	$ 151,300
Incidentals to Construction:	$ 151,300
Total Funding Commitment:	$ 1,940,600

This Commitment to Fund is subject to funding availability and general conditions including, but not limited to the following:

1. The project is to be administered by the Municipality in accordance with the *Local Transportation Capital Improvement Program Guidelines,* dated November 2021, as may be revised. The guidelines are available on the Department's LOTCIP web page at https://portal.ct.gov/DOT/Office-of-Engineering/Highway-Design-Local-Roads-LOTCIP.

2. The project costs identified in this Commitment to Fund letter are based on estimates provided by the Municipality and endorsed by the COG. These costs are to be considered capped until adjustment, based on low bid or otherwise revised, in accordance with the LOTCIP guidelines.

3. Any scope revisions and/or twenty percent (20%) changes in cost identified during the design phase must be approved by the COG and the Department, as specified in the LOTCIP guidelines.

4. Upon completion of project design activities, the Municipality must forward to the Department, through the COG a Final Design Submission, along with supporting documentation and certifications, as defined in the LOTCIP guidelines.

5. The Municipality must execute and deliver a Project Authorization Letter (PAL) issued pursuant to the Master Municipal Agreement for Construction Projects and comply with its terms. The PAL will be forwarded to the Municipality for execution, subsequent to review of the Final Design Submission package by the Department.

This commitment is further subject to the following project-specific conditions:

1. The LOTCIP application materials submitted for this project included a proposed "road diet" in addition to pedestrian improvements for the portion of Kings Highway East/North Avenue (Route 1) within the project limits, bringing two lanes in each direction down to one lane in each direction. As indicated during the application review and comments process, it is the position of the Department that additional traffic investigations are required to ensure that the proposed road diet will be adequate for this project location. Therefore, the Department has decided to proceed with the issuance of a conditional Commitment to Fund letter for the project that would include the utilization of a road diet on Kings Highway East/North Avenue (Route 1), with the understanding that the Municipality would conduct a traffic analysis to support a road diet proposal to ensure that this roadway segment along Route 1 would adequately handle existing and future traffic. Should these investigations result in the indication that this section of roadway would not be suitable for a road diet, the Municipality may submit to the Department through the COG a project scope/cost change request for review and approval, in accordance with the LOTCIP guidelines. It is recommended that prior to formal submission of a scope/cost change request, the results of the traffic investigations and resulting recommendation be collectively discussed between the Department, the COG, the Municipality, and its design consultant (if applicable).

2. If this project is to move forward with a road diet for the portion of Kings Highway East/North Avenue (Route 1) within the project limits, it was identified that additional work may be needed east of the original project limits, such as lane transition/restriping, which currently terminate the project at the border of Fairfield and Bridgeport on North Avenue (Route 1). By signing this Commitment to Fund letter, the Municipality acknowledges its responsibility as the project lead and agrees to coordinate project details with the City of Bridgeport. Please be advised that a Maintenance-only Project Authorization Letter may be required with the City of Bridgeport prior to construction.

3. This project may require environmental permits. In accordance with the LOTCIP guidelines, the Municipality will be responsible for the acquisition of all environmental permits that may be required. Please be advised that any project that involves work within waters or wetlands may require State and/or Federal environmental permits. **It is critical that the Municipality or their consultant contact the Connecticut Department of Energy and Environmental Protection (DEEP) - Inland Water Resources Division early in the design process** to discuss permitting requirements and to identify specific environmental concerns and design considerations. Failure to establish early coordination with DEEP may result in significant time delays in the permitting process due to the need for design changes and/or denial of permit applications. Please note, the Department hosts a monthly Interagency Coordination (Municipal) meeting where municipalities (and their consultants) can discuss municipal projects with the various regulatory agencies relative to permitting requirements, identification of specific environmental concerns, and design considerations. Attendance at the meeting can be arranged through the following contact:

   Mr. David W. Harms
   Transportation Supervising Engineer
   (860) 594-3291
   DOT-EPC@ct.gov

4. This project may require hazardous/contaminated material investigations. In accordance with the LOTCIP guidelines, the Municipality is responsible for such investigations as part of the design phase.

5. The LOTCIP application materials indicate that this project is not anticipated to require right of way acquisitions. Should it be determined during the design phase that right of way acquisitions will be required, including construction easements, the Municipality through the COG must notify the Department. All right of way acquisitions are to be performed in accordance with the LOTCIP guidelines. In addition, any acquisitions adjacent to Route 1 and Route 58 must be closely coordinated with the Department's Office of Rights of Way through the following contact:

   Mr. Thomas H. Melzen
   Supervising Property Agent
   (860) 594-2451
   Thomas.Melzen@ct.gov

6. This project is anticipated to require utility relocations. Coordination with utility companies that have facilities in the project area, as well as with any utilities that currently do not have facilities present but may have plans to expand service to the area, should begin early in the design process. Utility coordination will be the responsibility of the Municipality.

   In accordance with applicable statutes, the LOTCIP guidelines and as determined through discussions with the Department's Utilities Section, participation in utility relocation costs for this project will be as follows:

Utility Owner	Activity	Cost Participation
Private	Relocation Design/Engineering	50% Utility/50% Municipal
	Relocation Construction	50% Utility/50% LOTCIP
Municipal	Relocation Design/Engineering	100% Municipal
	Relocation Construction	100% LOTCIP

All necessary utility agreements relative to the relocations will be executed between the Municipality and the affected utility(ies). In accordance with the LOTCIP guidelines, costs associated with any utility betterments/upgrades that are not necessary to accommodate the proposed transportation improvement are ineligible for LOTCIP participation.

7. This project will require work to be performed within the State-owned right of way along Route 1 and Route 58. As such, an encroachment permit will be required. **It is imperative that the design of the improvements proposed under this project be coordinated with the Department during the design phase, to ensure conformance with applicable requirements relative to proposed work within State-owned right of way or otherwise affecting State-owned facilities. Establishing early coordination relative to the encroachment permit process and roadway diet proposal for this project is required.** All matters relative to the encroachment permit process for this project are to be coordinated through the following Department contact:

   Mr. Allan Dodge
   Special Services Section Manager (District 3)
   (203) 389-3010
   Allan.Dodge@ct.gov

8. Modifications to traffic control signals, devices, signs, and markings for public highways/roadways require review by the Local Traffic Authority and/or by the Office of the State Traffic Administration (OSTA) and/or by the Department's Division of Traffic Engineering. Modifications to up to two existing traffic signals regarding the pedestrian phasing are proposed under this project at the intersection of Kings Highway East/North Avenue (Route 1), Tunxis Hill Road Cut-Off South (Route 58), Tunxis Hill Road, and Moody Avenue. Additionally, a road diet is proposed along Kings Highway East/North Avenue (Route 1) within the project limits, decreasing from two traffic lanes in each direction to one traffic lane in each direction. For further information regarding any approval requirements, please contact OSTA:

   https://portal.ct.gov/-/media/DOT/documents/dstc/ltaguidancepdf.pdf

   Office of the State Traffic Administration
   Connecticut Department of Transportation
   2800 Berlin Turnpike
   Newington, CT 06131
   Phone: (860) 594-3020
   Fax: (860) 594-2552
   DOT.OSTA@ct.gov

Please be informed that, in accordance with the LOTCIP guidelines, the Department will initiate a Permit Need Determination and an Environmental Screening Review for this project to assist the Municipality in identifying items relative to natural resources, historic/archaeological resources, etc., that may need to be investigated or addressed during the design phase. The Environmental Screening Review is expected to be completed within approximately ninety (90) days. The Permit Need Determination is expected to be completed within approximately ninety (90) days. The results will be forwarded to the Municipality and the COG when received.

If the Municipality accepts this Commitment to Fund, please sign below and return a copy of this letter to this office within thirty (30) days. Transmission via e-mail is acceptable.

If you have any questions, please contact the Project Manager, Mr. Vitalij V. Staroverov, P.E., at (860) 594-2582 or via email at Vitalij.Staroverov@ct.gov.

Very truly yours,

Michael N. Calabrese, P.E. 2023.03.26 22:06:40-04'00'

Michael N. Calabrese, P.E.
Division Chief of Highway Design
Bureau of Engineering and Construction

Enclosure

Accepted By: _____ Date: 5-25-23
The Honorable Brenda L. Kupchick
First Selectwoman

cc: Mr. William Hurley, P.E., Engineering Manager, Town of Fairfield, whurley@fairfieldct.org
Mr. Matt Fulda, Executive Director, CT Metropolitan Council of Governments, mfulda@ctmetro.org
Ms. Meghan Sloan, Planning Director, CT Metropolitan Council of Governments, msloan@ctmetro.org
The Honorable Joseph P. Ganim, Mayor, City of Bridgeport, mayor@bridgeportct.gov

Brookside Drive– Construction of new bridge over the Mill River = $ 2,865,600

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1. **Background** – Brookside Drive is an east/west collector road which serves as a local route to several neighborhoods, schools and highways. The bridge crossing over the Mill River was constructed in 1955. The bridge # 03697 is approximately 42' in width, has a 30 ft roadway width and includes a pedestrian sidewalk. The bridge is a total of 45' in length, supported by concrete abutments on both ends. Reinforced Concrete slab rests on bridge abutments footings. The bridge has been rated by the Connecticut DOT as being in poor condition since 2008 in one fashion or another and during the most recent inspection in 2016, the reinforced concrete deck and road geometry is skewed creating bridge load limits. The bridge has also been rated as scour critical, which means that the river currents can possibly threaten the concrete foundation which supports the bridge- although about 6 years ago, the Town provided extra protection by extending the foundation, improving the rating of the substructure to Fair condition.

2. **Purpose and Justification** – The purpose of the project is to replace the bridge. It will allow the Town to perform the much needed planned replacement of this structure. It will allow commuter, commercial and general public traffic to access neighborhoods, schools, businesses, highways, and local roads in this section of Town. Project is just starting design and when completed, will go immediately into bidding/Construction phase.

3. **Detailed Description of Proposal** – The project has received LOTCIP funding that will cover 100% of eligible construction costs. Project includes replacement of the bridge and may include intersection and roadway realignment.
   • Adhering to MetroCOG /DOT procedures to preserve funding opportunities.

4. **Reliability of Cost Estimate** – Based on recent bridge projects, on a scale of 0 to 10 the reliability of the estimate is 8.0 based on the probability of the bridge remaining open during construction and limited detour options.

5. **Increased Efficiency or Productivity** – Allow the public and commerce safe and efficient access to and from their homes, businesses and destination points.

6. **Additional Long Range Costs** – The subsequent construction of the bridge (anticipated 2025) will be in the $2.5 M to $2.8M range. With new bridges the short and mid term maintenance can be expected to be low. The bridge will have a 50-80 year life span before it will need to be rehabilitated or replaced.

7. **Additional Use or Demand on Existing Facilities** – None Anticipated.

8. **Alternatives to this Request** – The Bridge does not meet current bridge standards. If we do nothing, the bridge will eventually have the weight limit reduced further and that would impact local traffic and could lead to eventual limitations or closure.

9. **Safety and Loss Control** –Further deterioration of bridge will limit weights further and then could lead to further limitations and then eventual closure. Guiderail/wall approaches will be updated or added as safety features.

10. **Environmental Considerations** – All environmental permits will be secured. Reviews by USACE, CT DEEP, Fairfield Inland Wetlands will be performed. Hydrology, hydraulics, and environmental mitigation will be studied.

11. **Insurance** – The selected consultant and contractor will be required to carry the necessary insurance prescribed by the Purchasing Department.

12. **Financing** – Project is covered under LOTCIP funding. Grant amount is paid upfront based on final contract bid results plus contingency.

13. **Other Considerations**: None.

Other Approvals:

Board of Selectman	-	Feb 2025
Board of Finance	-	Feb 2025
RTM	-	Feb-Mar 2025

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

February 25, 2022

The Honorable Brenda L. Kupchick
First Selectwoman
Town of Fairfield
611 Old Post Road
Fairfield, Connecticut 06824
bkupchick@fairfieldct.org

Dear First Selectwoman Kupchick:

Subject: Local Transportation Capital Improvement Program (LOTCIP)
Commitment to Fund
Bridge Replacement
State Project No. L050-0007
Bridge No. 03697 - Brookside Drive Over Mill River
Town of Fairfield

The Department of Transportation (Department) has received the LOTCIP application prepared by the Town of Fairfield (Municipality) and submitted through the Connecticut Metropolitan Council of Governments (COG) relative to the subject project. The Department has reviewed the application materials along with the revised cost estimate provided by the Municipality and subsequently endorsed by the COG.

The LOTCIP application for this project has been approved. The Department hereby commits to fund eligible project costs as follows:

Rights of Way:	$	0
Eligible Utilities:	$	0
Contract Items:	$	2,388,000
Contingencies:	$	238,800
Incidentals to Construction:	$	238,800
Total Funding Commitment:	$	2,865,600

This Commitment to Fund is subject to funding availability and general conditions including, but not limited to, the following:

1. The project is to be administered by the Municipality in accordance with the *Local Transportation Capital Improvement Program Guidelines,* dated November 2021, as may be revised. The guidelines are available on the Department's LOTCIP web page at https://portal.ct.gov/DOT/Office-of-Engineering/Highway-Design---Local-Roads---LOTCIP.

2. The project costs identified in this Commitment to Fund letter are based on estimates provided by the Municipality and endorsed by the COG. These costs are to be considered capped until adjustment, based on low bid or otherwise revised, in accordance with the LOTCIP guidelines.

3. Any scope revisions and/or twenty percent (20%) changes in cost identified during the design phase must be approved by the COG and the Department, as specified in the LOTCIP guidelines.

4. Upon completion of project design activities, the Municipality must forward to the Department, through the COG, a Final Design Submission along with supporting documentation and certifications, as defined in the LOTCIP guidelines.

5. The Municipality must execute and deliver a Project Authorization Letter (PAL) issued pursuant to the Master Municipal Agreement for Construction Projects and comply with its terms. The PAL will be forwarded to the Municipality for execution, subsequent to the receipt of the Final Design Submission package by the Department.

This commitment is further subject to the following project-specific conditions:

1. This project may require environmental permits. In accordance with the LOTCIP guidelines, the Municipality will be responsible for the acquisition of all environmental permits that may be required. Please be advised that any project that involves work within waters or wetlands may require State and/or Federal environmental permits. **It is critical that the Municipality or their consultant contact the Connecticut Department of Energy and Environmental Protection (DEEP) - Inland Water Resources Division early in the design process** to discuss permitting requirements, and to identify specific environmental concerns and design considerations. Failure to establish early coordination with DEEP may result in significant time delays in the permitting process due to the need for design changes and/or denial of permit applications. Please note the Department hosts a monthly Interagency Coordination (Municipal) meeting where municipalities (and their consultants) can discuss municipal projects with the various regulatory agencies relative to permitting requirements, identification of specific environmental concerns and design considerations. Due to the nature of this project and the potential for significant permit involvement, **it is required that the Municipality attend a future Interagency Coordination meeting to discuss the project. Attendance at the meeting should be arranged through the following contact:**

Mr. David W. Harms
Supervising Transportation Engineer
(860)-594-3291
DOT-EPC@ct.gov

2. The LOTCIP application materials indicate that this project is not anticipated to require right of way acquisitions. Should it be determined during the design phase that right of way acquisitions will be required, including construction easements, the Municipality through the COG must notify the Department. All right of way acquisitions are to be performed in accordance with the LOTCIP guidelines. All matters relative to right of way for this project are to be coordinated through the following Department contact:

   Mr. Thomas H. Melzen
   Supervising Property Agent
   (860) 594-2451
   Thomas.Melzen@ct.gov

3. This project is anticipated to require utility relocations. Coordination with utility companies that have facilities in the project area, as well as with any utilities that currently do not have facilities present but may have plans to expand service to the area, should begin early in the design process. Costs for relocation of privately-owned utility facilities on municipally-owned roadways, including adjustment of utility gates, are the responsibility of the affected utility and are ineligible for LOTCIP participation. Utility coordination will be the responsibility of the Municipality.

   In accordance with applicable statutes, the LOTCIP guidelines and as determined through discussions with the Department's Utilities Section, participation in utility relocation costs for this project will be as follows:

Utility Owner	Activity	Cost Participation
Private	Relocation Design/Engineering	100% Utility
	Relocation Construction	100% Utility
Municipal	Relocation Design/Engineering	100% Municipal
	Relocation Construction	100% LOTCIP

   All necessary utility agreements relative to the relocations will be executed between the Municipality and the affected utility(ies). In accordance with the LOTCIP guidelines, costs associated with any utility betterments/upgrades that are not necessary to accommodate the proposed transportation improvement are ineligible for LOTCIP participation.

4. This project involves replacement of a structure. Because the Department maintains a structure inventory and performs routine bridge inspections on both State and Municipally-owned structures, load rating and bridge scour information (as applicable) will be required to be prepared and submitted to the Department as part of the Final Design submission in accordance with the LOTCIP guidelines, as may be revised.

Please be informed that, in accordance with the LOTCIP guidelines, the Department will initiate an Environmental Screening Review for this project to assist the Municipality in identifying items relative to natural resources, historic/archaeological resources, etc. that may need to be investigated or addressed during the design phase. The Environmental Screening Review is expected to be completed within approximately ninety (90) days. The results will be forwarded to the Municipality and the COG, when received.

If the Municipality accepts this Commitment to Fund, please sign below and return a copy of this letter to this office within thirty (30) days. Transmission via e-mail is acceptable.

If you have any questions, please contact the Project Manager, Mr. William Grant, P.E., at (860) 594-3229 or by e-mail at William.E.Grant@ct.gov.

Very truly yours,

Michael N Calabrese

Digitally signed by Calabrese, Michael
Date: 2022.03.01 20:56:48-05'00'

Michael N. Calabrese, P.E.
Division Chief of Highway Design
Bureau of Engineering and Construction

Accepted By: _____ Date 3-18-22

The Honorable Brenda L. Kupchick
First Selectwoman

cc: Mr. William Hurley, P.E., Engineering Manager, Town of Fairfield, whurley@fairfieldct.org
Mr. Matthew Fulda, Executive Director, Connecticut Metropolitan Council of Governments, mfulda@ctmetro.org
Ms. Meghan Sloan, Planning Director, Connecticut Metropolitan Council of Governments
Mr. Robert Kulacz, P.E., Engineer, Connecticut Metropolitan Council of Governments

Vitalij V. Staroverov/vvs:
bcc: Michael N. Calabrese – Hugh H. Hayward – William E. Grant
Darren E. Meyers – Jennifer N. Trio – Kelly Cain – Tawana M. Forte
Steven L. Degen – Thomas H. Melzen
Bartholomew P. Sweeney - Mary E. Baker
DOT.COGcoordinationUnit@ct.gov

LOTCIP Grant for Congress St. Bridge over Mill River =$ 2,535,600 for construction of NEW Bridge.
Note: bridge became eligible for LOTCIP grant covering total bridge replacement.

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1. **Background** – Congress Street is an east/west collector road which serves as a local route and an alternate route for the Merritt Parkway. The bridge crossing over the Mill River was constructed in 1935. The bridge # 04196 is approximately 30' in width, has a 22-27 ft roadway width and no sidewalk. The bridge is a total of 35' in length, supported by concrete abutments on both ends. The bridge has been rated by the Connecticut DOT as being in poor condition since 2016 and during the most recent inspection in 2020, the parapet wall and steel beams girders have sectional loss are rated in poor condition. In addition to extensive corrosion on the beam(s) which have reduced its strength, the bridge has also been rated as scour critical, which means that the river currents can possibly threaten the concrete foundation which supports the bridge.

2. **Purpose and Justification** – The purpose of the project is to replace the bridge based on the latest bridge report from the State-poor condition and availability of a LOTCIP grant. Originally, the Town was to perform beam # 1 and parapet wall repair of this structure, thereby extending its service life ten or twenty years but with a new proposed bridge, the service life is calculated at 75 years or more. When completed the Project will allow commuter, commercial and general public traffic to access businesses, highways, and local roads in this section of Town. Quote from 2020 CT DOT bridge report: "This bridge # 04196 is rated poor and requires rehabilitation or replacement due to section loss on the steel beams. It is important to note that LOTCIP design timeline is significantly shorter than the Federal Local Bridge program schedule, hence a shorter design phase period, usually resulting in design cost savings as well. Update- If anything but a self verification USACE permit is required it will extend the timeline by several months.

3. **Detailed Description of Proposal** – The bridge is rated in poor condition. The design is just starting and the project is expected to out to bid circa 2025. As per LOTCIP grant requirements the Town is responsible for all design costs but 100% construction costs are paid upfront based on contract bid pricing plus contingency.

   Construction phase is estimated in the $ 2.5 -$ 3 Million range. The project includes replacement of the bridge and may require the bridge be constructed in two phases. Closing the bridge with any proposed detour will most likely result in excessive travel times and inconvenience.

4. **Reliability of Cost Estimate** – Based on recent bridge projects, on a scale of 0 to 10 the reliability of the estimate is 8.0 based on past bridge construction projects. Consultant Engineer will provide probable cost estimate during preliminary and final designs

5. **Increased Efficiency or Productivity** – Allow the public and commerce safe and efficient access to and from their homes, businesses and destination points traversing a new bridge. The new bridge can expect to have a service life of over 75 years vs 10-20 year service life with repair.

6. **Additional Long Range Costs** –The long range costs will include maintenance of the bridge similar to any bridge. As with any long term capital infrastructure replacement project, the first decade or so should result in significantly less maintenance costs than with the repair of the bridge.

7. **Additional Use or Demand on Existing Facilities** – None Anticipated.

8. **Alternatives to this Request** – The Bridge does not meet current bridge standards. Letting the bridge reduce weight limits will reduce serviceability and eventual closure which isn't an option for this type of road.

9. **Safety and Loss Control** –as mentioned above, Further deterioration of bridge will first limit weights and then could lead to further limitations and then eventual closure. New project will include deeper foundation for better scour protection and potential alignment improvements.

10. **Environmental Considerations** – All environmental permits will be secured including obtaining USACE, CT DEEP and a local Fairfield Inland Wetlands permits.

11. **Insurance** – The selected Consultant and future contractor 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 FY 2025.

13. **Other Considerations**: None.

Other Approvals:

Board of Selectman	-	Feb 2025
Board of Finance	-	Feb 2025
RTM	-	Feb-Mar 2025

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

February 25, 2022

The Honorable Brenda L. Kupchick
First Selectwoman
Town of Fairfield
611 Old Post Road
Fairfield, Connecticut 06824
bkupchick@fairfieldct.org

Dear First Selectwoman Kupchick:

Subject: Local Transportation Capital Improvement Program (LOTCIP)
Commitment to Fund
Bridge Replacement
State Project No. L050-0006
Bridge No. 04196 - Congress Street over Mill River
Town of Fairfield

The Department of Transportation (Department) has received the LOTCIP application prepared by the Town of Fairfield (Municipality) and submitted through Connecticut Metropolitan Council of Governments (COG) relative to the subject project. The Department has reviewed the application materials along with the revised cost estimate provided by the Municipality and subsequently endorsed by the COG.

The LOTCIP application for this project has been approved. The Department hereby commits to fund eligible project costs as follows:

Rights of Way:	$ 0
Eligible Utilities:	$ 0
Contract Items:	$ 2,113,000
Contingencies:	$ 211,300
Incidentals to Construction:	$ 211,300
Total Funding Commitment:	$ 2,535,600

This Commitment to Fund is subject to funding availability and general conditions including, but not limited to, the following:

1. The project is to be administered by the Municipality in accordance with the *Local Transportation Capital Improvement Program Guidelines,* dated November 2021, as may be revised. The guidelines are available on the Department's LOTCIP web page at https://portal.ct.gov/DOT/Office-of-Engineering/Highway-Design---Local-Roads---LOTCIP.

2. The project costs identified in this Commitment to Fund letter are based on estimates provided by the Municipality and endorsed by the COG. These costs are to be considered capped until adjustment, based on low bid or otherwise revised, in accordance with the LOTCIP guidelines.

3. Any scope revisions and/or twenty percent (20%) changes in cost identified during the design phase must be approved by the COG and the Department, as specified in the LOTCIP guidelines.

4. Upon completion of project design activities, the Municipality must forward to the Department, through the COG, a Final Design Submission along with supporting documentation and certifications, as defined in the LOTCIP guidelines.

5. The Municipality must execute and deliver a Project Authorization Letter (PAL) issued pursuant to the Master Municipal Agreement for Construction Projects and comply with its terms. The PAL will be forwarded to the Municipality for execution, subsequent to the receipt of the Final Design Submission package by the Department.

This commitment is further subject to the following project-specific conditions:

1. This project may require environmental permits. In accordance with the LOTCIP guidelines, the Municipality will be responsible for the acquisition of all environmental permits that may be required. Please be advised that any project that involves work within waters or wetlands may require State and/or Federal environmental permits. **It is critical that the Municipality or their consultant contact the Connecticut Department of Energy and Environmental Protection (DEEP) - Inland Water Resources Division early in the design process** to discuss permitting requirements, and to identify specific environmental concerns and design considerations. Failure to establish early coordination with DEEP may result in significant time delays in the permitting process due to the need for design changes and/or denial of permit applications. Please note the Department hosts a monthly Interagency Coordination (Municipal) meeting where municipalities (and their consultants) can discuss municipal projects with the various regulatory agencies relative to permitting requirements, identification of specific environmental concerns and design considerations. Attendance at the meeting can be arranged through the following contact:

   Mr. David W. Harms
   Supervising Transportation Engineer
   (860)-594-3291
   DOT-EPC@ct.gov

2. The LOTCIP application materials indicate that this project is not anticipated to require right of way acquisitions. Should it be determined during the design phase that right of way acquisitions will be required, including construction easements, the Municipality through the COG must notify the Department. All right of way acquisitions are to be performed in accordance with the LOTCIP guidelines. All matters relative to right of way for this project are to be coordinated through the following Department contact:

Mr. Thomas H. Melzen
Supervising Property Agent
(860) 594-2451
Thomas.Melzen@ct.gov

3. This project is anticipated to require utility relocations. Coordination with utility companies that have facilities in the project area, as well as with any utilities that currently do not have facilities present but may have plans to expand service to the area, should begin early in the design process. Costs for relocation of privately-owned utility facilities on municipally-owned roadways, including adjustment of utility gates, are the responsibility of the affected utility and are ineligible for LOTCIP participation. Utility coordination will be the responsibility of the Municipality.

   In accordance with applicable statutes, the LOTCIP guidelines and as determined through discussions with the Department's Utilities Section, participation in utility relocation costs for this project will be as follows:

Utility Owner	Activity	Cost Participation
Private	Relocation Design/Engineering	100% Utility
	Relocation Construction	100% Utility
Municipal	Relocation Design/Engineering	100% Municipal
	Relocation Construction	100% LOTCIP

   All necessary utility agreements relative to the relocations will be executed between the Municipality and the affected utility(ies). In accordance with the LOTCIP guidelines, costs associated with any utility betterments/upgrades that are not necessary to accommodate the proposed transportation improvement are ineligible for LOTCIP participation.

4. This project involves replacement of a structure. Because the Department maintains a structure inventory and performs routine bridge inspections on both State and Municipally-owned structures, load rating and bridge scour information (as applicable) will be required to be prepared and submitted to the Department as part of the Final Design submission in accordance with the LOTCIP guidelines, as may be revised.

Please be informed that, in accordance with the LOTCIP guidelines, the Department will initiate an Environmental Screening Review for this project to assist the Municipality in identifying items relative to natural resources, historic/archaeological resources, etc. that may need to be investigated or addressed during the design phase. The Environmental Screening Review is expected to be completed within approximately ninety (90) days. The results will be forwarded to the Municipality and the COG, when received.

If the Municipality accepts this Commitment to Fund, please sign below and return a copy of this letter to this office within thirty (30) days. Transmission via e-mail is acceptable.

If you have any questions, please contact the Project Manager, Mr. William Grant, P.E., at (860) 594-3229 or by e-mail at William.E.Grant@ct.gov.

Very truly yours,

Michael N. Calabrese
Digitally signed by Calabrese, Michael
Date: 2022.03.01 20:47:42-05'00'

Michael N. Calabrese, P.E.
Division Chief of Highway Design
Bureau of Engineering and Construction

Accepted By: _____ Date 3-18-22
The Honorable Brenda L. Kupchick
First Selectwoman

cc: Mr. William Hurley, P.E., Engineering Manager, Town of Fairfield
Mr. Matthew Fulda, Executive Director, Connecticut Metropolitan Council of Governments
Ms. Meghan Sloan, Planning Director, Connecticut Metropolitan Council of Governments
Mr. Robert Kulacz, P.E., Engineer, Connecticut Metropolitan Council of Governments

Robert Buchan/rb

bcc: Michael N. Calabrese – Hugh H. Hayward – William E. Grant
Darren E. Meyers – Jennifer N. Trio – Kelly Cain – Tawana M. Forte
Steven L. Degen – Thomas H. Melzen
Bartholomew P. Sweeney - Mary E. Baker
DOT.COGcoordinationUnit@ct.gov

FOURTEEN POINTS OF INFORMATION AND JUSTIFICATION FOR THE STRATFIELD ROAD PEDESTRIAN IMPROVEMENTS PROJECT (MONTAUK ST. TO COLLINGWOOD AVE.). Const. $ 2,000,000

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1. **Background** – The State of Connecticut has awarded the Town from state bonding, an urban grant based on a Road Safety Audit performed along Route 59 (Stratfield Road). The State awarded this grant to The Town of Fairfield as a way to encourage alternate modes of transportation and to increase safety for pedestrians and vehiclular traffic. The section covers Stratfield Road from Montauk Street to Collingwood Avenue and includes potential safety improvements at Church Hill Road and Route 59 AND Church Hill Road, Wilson Street intersection. EXACT DETAILS OF THIS GRANT HAVE NOT YET BEEN RELEASED. BASED ON SIMILAR GRANTS, TOWN COULD BE RESPONSIBLE FOR 100 % DESIGN WITH 100% CONSTRUCTION COSTS COVERED VIA STATE BOND/GRANT.

2. **Purpose and Justification** – The purpose of the project is to address many Public complaints and concerns about pedestrian and roadway safety. Reference is made to Stratfield Road Safety Audit with input from State DOT, Fairifeld Bike and Pedestrian Committee, State Representatives, a State Senator, Town Officials and members of the public. This report listed problems, issues and concerns as well as recommendations and improvements. Continuation of the sidewalk network from the pending Stratfield Four Corners project awarded in November 2022 may have increased the Town's chances of getting this grant. Project includes traffic calming measures and pedestrian signal improvements.

3. **Detailed Description of Proposal** – The proposal includes replacement of outdated narrow sidewalks along Stratfield. Also included are sections of new sidewalk, ADA accessible ramps, pedestrian crossing features, pedestrian (countdown) signals and potential realignment or improvements at two intersections. A Consultant may be required to provide Construction Administration- TBD.

4. **Reliability of Cost Estimate** – Based on recent Department of Transportation and Town Engineering Design projects. The reliability of costs on a scale of 0 to 10 is estimated at 8 based on current design projects. If construction costs increase, scope will be lessened or project funding will have to come back to Town boards.

5. **Increased Efficiency or Productivity** – Allow Pedestrians, cyclists and the traveling public safer access to various locations along the Stratfield Road corridor.

6. **Additional Long Range Costs** – Typical Maintenance costs. Short and long term maintenance costs should be reduced significantly in a ten year window with new sidewalks. Even though majority of the project is within state right of way, Town is responsible for maintenance as DOT maintains only "curb to curb".

7. **Additional Use or Demand on Existing Facilities** –Project anticipates increase in pedestrians walking in the area and a decreased potential of accidents.

8. **Alternatives to this Request** –The "Do nothing" option won't improve safety, reduce liability or maintenance costs. Many sidewalks are over 40 years old. The few sections that are relatively new, will not be replaced provided they meet current standards and are in good condition. Reduction in amount requested will reduce amount of work and installations that can be performed.

9. **Safety and Loss Control** – Allow the traveling public and commerce safer access.

10. **Environmental Considerations** – All projects will investigate environment impacts-although most will involve locations at the road edge or within the public right of way. No environmental permits are anticipated with exception of an improved ADA ramp at Collingwood Avenue, which may require an inland wetlands certificate or

staff approval. Soil testing will be performed at the beginning of the design phase to confirm underground conditions and SHPO requirements, if applicable.

11. **Insurance** – Any selected consultants and contractors will be required to carry the necessary insurance prescribed by the Purchasing Department.

12. **Financing** – Project will be paid through State Urban Action Grant. State will reimburse Town 100% of eligible construction costs. Concrete Sidewalks have a service life of about-40 years pending tree roots, utility cuts and localized disturbance.

13. **Other Considerations**: If any, can be discussed during Spring approval as more grant and design details emerge.

14. **Other Approvals**:

Board of Selectman	-	Jan/Feb 2025
Board of Finance	-	Feb 2025
RTM	-	Mar 2025

FOURTEEN POINTS OF INFORMATION AND JUSTIFICATION FOR THE
POST ROAD AND POST ROAD JUGHANDLE PEDESTRIAN IMPROVEMENTS PROJECT (Just east of Post Road Circle to Shoreham Village Drive) .Const. $ 1,750,000

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1. **Background** – The State of Connecticut has awarded the Town from state bonding, an URBAN ACTION grant based on a Road Safety Audit performed along Post Road back in 2018 and the 2022 Post Road Circle Study. The State awarded this grant to The Town of Fairfield as a way to encourage alternate modes of transportation and to increase safety for pedestrians and vehicular traffic. The section covers Post Road from east of the Circle, Kings Highway East to Shoreham Village Drive and includes potential safety improvements within this section of roadways. EXACT DETAILS OF THIS GRANT HAVE NOT YET BEEN RELEASED. BASED ON SIMILAR GRANTS, TOWN WOULD BE RESPONSIBLE FOR 100 % design with 100% of the Eligible CONSTRUCTION COSTS COVERED VIA STATE GRANT.

2. **Purpose and Justification** – The purpose of the project is to address many Public complaints and concerns about pedestrian and roadway safety. Reference is made to a Road Safety Audit for Post Road and Post Road Circle study. Post Road Safety Audit had with input from State DOT, Fairifeld Bike and Pedestrian Committee, State Representatives, a State Senator, Town Officials and members of the public. This report listed problems, issues and concerns as well as recommendations and improvements. Continuation of the sidewalk network from the pending Grasmere Post Neighborhood Improvement project (anticipate bid late 2023) may have increased the Town's chances of getting this grant.

3. **Detailed Description of Proposal** – The proposal includes replacement of outdated narrow sidewalks along Post Road, new sidewalks in areas that are missing sidewalks and potential intersection realignments or bulbouts. Also included are sections of new sidewalk, ADA accessible ramps, potential pedestrian crossing features, potential RRFB pedestrian crossing lights and potential realignment or improvements at two intersections. A Consultant will provide some or all of the inspection services.

4. **Reliability of Cost Estimate** – Based on recent Department of Transportation and Town Engineering Design projects. The reliability of costs on a scale of 0 to 10 is estimated at 8 based on current construction projects. If construction costs increase, scope will be lessened or project will have to come back to Town boards for additional funding.

5. **Increased Efficiency or Productivity** – Allow Pedestrians, cyclists and the traveling public safer access to various locations along the Post Road corridor. Several public meetings were conducted that brought up safety issues at or near the Post Road Circle.

6. **Additional Long Range Costs** – Typical Maintenance costs. Short and longer term maintenance costs should be reduced significantly in a ten year window with new sidewalks and roadway improvements. Even though majority of the project is within state right of way, Town is responsible for maintenance as DOT maintains only " curb to curb".

7. **Additional Use or Demand on Existing Facilities** –Project anticipates increase in pedestrians walking in the area and a decreased potential of accidents.

8. **Alternatives to this Request** –The "Do nothing" option won't improve safety, reduce liability or maintenance costs. Many sidewalks are over 40 years old. The few sections that are relatively new, will not be replaced provided they meet current standards and are in good condition. Reduction in amount requested will reduce amount of work and installations that can be performed.

9. **Safety and Loss Control** – Allow the traveling public and commerce safer access.

10. **Environmental Considerations** – All projects will investigate environment impacts-although most will involve locations at the road edge or within the public right of way. No environmental permits are anticipated- however soil testing will be performed at the beginning of the design stage to confirm underground conditions. No wetlands permits are anticipated.

11. **Insurance** – Any selected consultants and contractors will be required to carry the necessary insurance prescribed by the Purchasing Department.

12. **Financing** – Project will be reimbursed through State Urban Action Grant, with 100% of eligible construction costs covered. Concrete Sidewalks have a service life of about-40 years pending tree roots, utility cuts and localized disturbance.

13. **Other Considerations**: If any, can be discussed during Spring approval as more grant details emerge.

14. **Other Approvals**:

Board of Selectman	-	Jan/Feb 2024
Board of Finance	-	Feb 2024
RTM	-	Mar 2024

Road Safety Improvements And NEW SIDEWALKS, COMPLETE STREETS = $2,500,000 for about ½ potential improvements

1. **Background** – Several Neighborhood Associations have met with the Fairfield Police Department and the Engineering Department to discuss potential solutions to improve vehicular, bicycle and pedestrian safety on Town streets. We have also received emails and phone calls concerning pedestrian safety. The Fairfield Bike and Pedestrian Committee has demanded more traffic calming, sidewalks, bike routes and other complete street concepts be implemented and in an expedited time frame. Speeding, lack of signs, lack of lighting, increased pedestrian activity, signal problems, increase in vehicular and pedestrian crashes/accidents are issues residents want resolved. Periodically the Town also reviews Police accident records and CT crash repository for problematic locations that Police actions or engineered solutions could improve conditions. Most of these locations involve straightaway sections, busy semi controlled intersections and signalized intersections. Over time, DPW has performed triage regarding replacements or repair of sidewalks usually based on inspections, public/neighborhood complaints or crash data usually making a few improvements per year. Outside of grant opportunities, there has been only incremental new sidewalk segments installed. As for ADA and pedestrian signal improvements, the Town has 15 Traffic Signal Controllers at 17 intersections. There are approximately 60 State signals, in which about a dozen are on the DOT 5 year schedule for potential safety and pedestrian improvements- the remaining 48 signals are not, including Reef Road and Post Road. As of now, these improvements are not listed in the Traffic Signal System improvement request.

2. **Purpose and Justification** – In the interest of public safety, the Town has an obligation to improve safety for pedestrians, cyclists and motorists. Almost every day/week, DPW, Police and Engineering receive requests to improve roadway or pedestrian safety regarding speeding, dangerous or confusing road conditions, request for signal repairs, signalized and unsignalized intersection issues, pedestrian and bike concerns, child safety, requests to provide safer routes to school and complaints about volumes of traffic. Over the past few years, MetroCOG and the Town have developed and updated the master plan for Bicycles and Pedestrians and have been implementing some/most of its recommendations but would like to perform these type of improvements at a faster rate. The Town has seen a tremendous increase in pedestrian activity and many neighborhoods are demanding safety improvements. The Town recently updated its Bicycle and Pedestrian Master Plan and has a complete streets policy (and pending ordinance).

3. **Detailed Description of Proposal** – This proposal includes road safety improvements such as installing NEW sidewalks, complete street elements including installation of Rectangular Rapid Flash Beacons (to alert drivers in high pedestrian activity crosswalks) and associated signs and pavement markings. Other safety improvements include construction low to moderate intersection redesigns, road and curb realignments, potential centerline rumblestrips, radar feedback signs, special pavement markings or roadway treatments. The Engineering Dept. and/or Consultant will provide concepts, plans, details and specifications (if applicable) for DPW service work and contract bid, splitting the workload. Some of the safety measures listed in the police/Engineers "toolbox" are small sidewalk improvements, crosswalks, handicap ramps, bulbouts, signs, enforcement, education, pedestrian enhancements, pedestrian signals including HAWK or RRFB types, traffic signal improvements, Safety plans, road safety audits, pavement markings, radar feedback signs, tighter intersection radius, potential centerline rumblestrips, curbing and minor intersection realignment. Please note speed humps, new traffic signals, major intersection redesign/reconstruction and major curve realignment require more engineering design, Legal Traffic Authority Approvals, townwide studies and more funding that are not included in this request. For complete Street ordinance would require sidewalks and other elements on 18 streets, that could total 25,000 LF of improvements ($ 2.1 Million). Other neighborhood requests such as Church Hill Road (roughly ¾ mile and contains large support petition), Redding Road pathway, Burroughs, Melville/FWR intersection, Jefferson Street, Wilson Street or Villa Ave extensions, etc. (3-4 miles, roughly $ 1.6 Million) are included in this request.

4. **Reliability of Cost Estimate** – Based on recent Department of Transportation, BETA report cost estimates and recent improvements in the Town and region. The reliability of costs on a scale of 0 to 10 is estimated at 7 based on whether DPW performs some of the work or if some/most of the work is contracted out. If costs increase, less improvements will be performed at this time and if costs are less than estimated, more improvements can be addressed.

5. **Increased Efficiency or Productivity** – Improve overall roadway and pedestrian safety. Reduce crash potential and improve conditions for traveling public and all users. By implementing traffic signal management plan, safety will be improved along with increased efficiency and reduced liability.

6. **Additional Long Range Costs** – Typical Maintenance costs. Short and longer term maintenance costs should be reduced with repair and replacements. Slight increase projected for long range costs associated with the project for any new installations.

7. **Additional Use or Demand on Existing Facilities** – increased pedestrian and cyclist activity are expected. Safer travel conditions with improvements.

8. **Alternatives to this Request** –The "Do nothing" option won't improve safety or reduce liability. DPW will continue to perform safety improvements at a much slower scale. Reduction in amount requested will reduce amount of work and installations performed or spread out.

9. **Safety and Loss Control** – Allow the traveling public and pedestrians safer access.

10. **Environmental Considerations** – All projects will investigate environmental impacts. Although for most cases, little or no impacts expected. No environmental permits are anticipated unless a special condition structure or encroachment beyond right of way that impacts wetlands or watercourses.

11. **Insurance** – Any selected contractors will be required to carry the necessary insurance prescribed by the Purchasing Department.

12. **Financing** – Project bonded as part of the Non-Recurring Capital budget of 2025.

13. **Other Considerations**: Engineering has discussed proposal with the Fairfield Police Traffic Unit who supports this request.

14. **Other Approvals**:

Board of Selectman	-	Feb 2025
Board of Finance	-	Feb 2025
RTM	-	Feb-Mar 2025

Dear Mr. Hurley,

We are writing to request the installation of a sidewalk – and, in the interim, fog lines – along the ~.85-mile stretch of Church Hill Road from Fairfield Woods Road to Stratfield Road.

This is a matter of public safety: data from the National Highway Traffic Safety Administration indicates that pedestrian fatalities are twice as likely in areas without sidewalks.

Fairfield has a responsibility to put people before cars, and Church Hill Road is a glaring example of our failure to do so.

Church Hill Road is a bustling residential street where pedestrians are a constant presence. Families from throughout the area walk along Church Hill Road for exercise, to visit friends and neighbors, to bring their children to North Stratfield School and Owen Fish Park, and to attend religious services. But pedestrians are forced to share the road with vehicles, unprotected.

The fact is, Church Hill Road is a major vehicular corridor in Fairfield's Stratfield community. For hundreds of families, it is the primary means of reaching both Fairfield Woods Road and Stratfield Road, providing critical access to the rest of our town and points beyond. Others use Church Hill Road as a cut-through to bypass traffic on Stratfield Road. This is an extremely common occurrence, and these vehicles routinely exceed the speed limit.

All those vehicles create a serious hazard for pedestrians. That danger is compounded by the hilly terrain, which creates blind spots that limit drivers' visibility and increase the risk of abrupt encounters with pedestrians. Research from the AAA Foundation for Traffic Safety shows that limited visibility, coupled with high vehicle speeds, can significantly raise the risk of collisions.

Church Hill is wide enough to accommodate a sidewalk by reducing the width of the road rather than by building it on private property. This has the added benefit of enhancing safety as there is growing evidence to suggest that such a narrowing of roads can actually reduce vehicle speeds. A study from the Transportation Research Board found that reducing lane widths from 12 feet to 10 feet can lower average vehicle speeds by approximately 7%. This reduction in speed could play a crucial role in preventing accidents and protecting our community's pedestrians.

The installation of a sidewalk on Church Hill Road, paired with the narrowing of the road, offers a viable solution to the current safety issue. It would not only mitigate the risk of pedestrian injuries and fatalities but also foster a safer and more pedestrian-friendly environment. By taking this action, we are also promoting active modes of transportation like walking and cycling, which will contribute to a healthier and more sustainable community.

We urge you to prioritize the safety of our community's pedestrians by granting this request, and we' ready to collaborate with you in making Fairfield a safer community for all its inhabitants. Thank you for consideration.

Name	Address	Comments	Date
Tom Corsillo	839 Church Hill Road		7/27/2023
Jeff Randolph	20 Cedar Woods Lane		7/27/2023
Katherine Corsillo	839 church hill rd	Please make our street safer. We have many kids and adults playing, walking and riding bikes. We need a safe sidewalk to allow for these activities.	7/27/2023
Laura Karson	187 Buena Vista Road	I support this petition.	7/27/2023
Fernando Dominguez	9 curtis ter, Fairfield ct 06825	There are so many people jogging and walking all hours of the day and into evening, we needs safer streets	7/27/2023
Sarah Roy	3 Buena Vista Road	As a Stratfield residents who walks the northern part of Church Hill regularly, I can personally attest to how greatly sidewalks are needed on this road.	7/27/2023
Will DeGirolamo	83 Buena Vista Rd.		7/27/2023
Jamie McCusker	7 Lola St	I live on the corner of Lola St and Church Hill Rd, I'd love to walk my dog more but cars speed up and down Church Hill (to bypass traffic and	7/27/2023

		lights on Stratfield Rd/Rt 59) and there's no sidewalk, which make it very dangerous. We need a sidewalk on Church Hill Rd.	
Barbara Coughlin	3 Rockland Road		7/27/2023
Lissa Johnson	21 Buena Vista rd fairfield	Sidewalks would be wonderful - people walk there regardless and I'm always so worried driving there	7/27/2023
Silas Abraham	70 Chatham Road		7/27/2023
Sarah churchill	160 Fairfield woods road #33		7/27/2023
Kate Macchia	10 Four Seasons Road, Fairfield CT		7/27/2023
Kristen Schopps	508 Stratfield Rd	Please support sidewalks on Church Hill Road	7/27/2023
Jennifer Sandberg	223 Melville Dr		7/27/2023
Philip Pires	69 Stoneleigh Road	This sidewalk is badly needed. There are a lot of pedestrians that walk on this street and it is currently dangerous. There are many young families in the neighborhood.	7/27/2023
Nicole Thomas	457 Wilson St Fairfield CT		7/27/2023
Michelle Hennessey	304 Davis Road Fairfield, CT 06826	Sidewalks would be great! Especially for	7/27/2023

		kids walking to Stratfield Village.	
Kate Meyer	167 Church Hill Road	We def need more sidewalks everywhere to keep people safe.	7/27/2023
Paula Henry	130 Eastfield Drive		7/27/2023
James oliveri	157 bennett st fairfield ct		7/27/2023
Lisette Enhoffer	164 Church Hill Rd.		7/27/2023
Cassidy Boegel and Tyler Blind	511 Church Hill Road	Huge supporters of installing sidewalks here as Church Hill Road residents. We see firsthand how many people and children walk/run/bike by our house every day and we walk our dog up and down the road every day. Cars regularly fly by and adding in sidewalks would be a great help to ensure pedestrian safety.	7/27/2023
Lydia lasalata	305 Homeland Street Fairfield		7/27/2023
Daniel Carpenter	94 Crest Terrace	A sidewalk is much needed on Church Hill Road! Thank you	7/27/2023
Juliette Spelman	254 Old Oaks Road Fairfield CT		7/27/2023
Kerry McManus	86 Jackman Avenue Fairfield CT 06825		7/27/2023

Jeff Roy	3 Buena Vista Rd	Please get us sidewalks	7/27/2023
Ryan Marchione	28 Alberta Street	Safety first!	7/27/2023
Lisa	1009 Church Hill Rd.		7/27/2023
Sandra Zeigler	122 Harwich Road Fairfield Ct		7/27/2023
Flannery Evans	591 Church Hill Rd, Fairfield, 06825	As the mother of 3 kids and a homeowner on Church Hill Road , I would love to make our street safer for pedestrians, bike riders, etc… Our family had a daily habit of hour long walks with the stroller when we lived in the beach area. Now that we are almost past the age where the kids want to stay in the stroller, we are less and less likely to walk our own neighborhood. It is simply not safe enough to allow small children to learn how to ride a bike or a scooter on this street. We live between two stop signs and the majority of drivers do not stop. While walking, I've had drivers come too close, drive too fast past us, and on two occasions beep at	7/27/2023

		me to get out of their way. Plus, walkable communities lead to better health outcomes. I would love to see the Town of Fairfield prioritize pedestrian safety and continue making improvements to Church Hill Road. What's the point of the four corners project if we can't get there safely?	
Jenn Broadbin	61 Fairfield Woods Rd, Fairfield, CT	We do need a sidewalk from fairfield woods on churchhill going west to stratfield rd(towards Merritt Parkway). Too dangerous for people to walk on road, around cars parked on the road, managing the traffic. Folks driving way too fast for no sidewalks.	7/27/2023
Krista Mello	131 Harwich Road, Fairfield, CT 06825		7/27/2023
Jamie Sanok	56 Toilsome hill road Fairfield CY		7/27/2023
Robert Mello	131 Harwich Road, Fairfield, CT 06825		7/27/2023
Shannon Joerchel	128 Lockwood Rd., Fairfield 06825	Sidewalk please!	7/27/2023
Brigid Holms	347 Wheeler Park Avenue		7/27/2023

Melissa Zwolinski	68 Pond St Fairfield, CT 06825		7/27/2023
Laura Kozersky	134 Wheeler Park Ave Fairfield, CT 06825	In support of a sidewalk on Church Hill Road	7/27/2023
Greg Bosch	470 Jackman Ave	Sidewalk please; and thank you!	7/27/2023
Carly Kurpiel	Alberta Street		7/27/2023
Brad Fisher	568 Wilson Street	Absolutely needed. Lots of blind corners and hills. I feel lucky to make it out of that stretch alive sometimes after a walk!	7/27/2023
Tara Garrett	275 Brooklawn Terrace		7/27/2023
Kelly Coughlan	58 Random Rd	Would be great to have a safe place for our kids to safely walk between houses!	7/27/2023
Kelly McWhinnie	947 Church Hill Rd, Fairfield, CT 06825	A sidewalk on Church Hill Rd is badly needed.	7/27/2023
Ari J. Hoffman	122 London Terrace, Fairfield, CT, 06825		7/27/2023
Dominika Pellegrini	101 Chatham road	Would love a safe option for our family and kids to be able to walk to the four corner businesses.	7/27/2023
Allyson McGrath	78 Edgewood Pl		7/27/2023
Rujuta Chinai	50 Chatham Road	Sidewalk is	7/27/2023

		appreciated	
Mary Dominquez	9 Curtis terrace faifield	Please make our street safer.	7/27/2023
Elizabeth Kohm	779 Stratfield Rd, Fairfield CT 06825		7/27/2023
Lisa Bertot	205 Bennett Street		7/27/2023
Annalise Caron	147 Collingwood Ave	Please put a sidewalk on Churchill road. It's dangerous and cars go fast!	7/27/2023
Maggie Johndrow	225 Random Road Fairfield CT	We moved to Faifield in 2020 and immediately my husband and I noticed the lack of sidewalks in our neighborhood (and many places lacking brighter street lights). We walk our dog and go running in our neighborhood almost daily and Church Hill Road is by far the most dangerous part. The hills leave blind spots and my dog and I have almost gotten hit by cars multiple times. So many people walk their kids and pets in our neighborhood. Sidewalks would be greatly appreciated !	7/27/2023
Joanna Stachowiak	79 golfview terrace		7/27/2023
Jessica Howard	129 Alberta street	We need sidewalks	7/27/2023

		for the increase of dangerous speeds vehicles feel they need to go	
Emily Inglis	193 Rockland Rd, Fairfield		7/27/2023
Rebecca	Barnes-Pervere		7/27/2023
Pat Sorgenti	184 Church Hill Rd	definitely needed for school children and all pedestrians. such a dangerous road	7/27/2023
Mary Tapia	459 Church Hill Rd	It is very unsafe for children and adults to walk in the road on Church Hill Rd. There are so many cars speeding down the road. Many, including huge moving trucks, are trying to avoid the traffic on Stratfield Road. I have been here 19 years and I cannot believe that nothing has been done. I, along with many of neighbors, like to walk our dogs in the neighborhood. All of us move as quickly as we can to one of the side streets to avoid the speeding cars on Church Hill. It is time to add sidewalks so that our neighborhood will be safe.	7/27/2023

Kate	386 Random Rd	Yes please!	7/27/2023
Sarah Roth	146 Harwich Rd.		7/27/2023
Tom Hennessey	304 Davis Rd. Fairfield Ct, 06825	Make it happen.	7/27/2023
Jennifer Amdur	100 Random Road Fairfield CT 06825		7/27/2023
Nicole spivey	191 Fairfield woods rd	I walk on this road daily with my dog and two toddlers! A sidewalk would be amazing. We love the neighborhood.	7/27/2023
Pat Henry	130 Eastfield Drive		7/27/2023
Lee Siegel	57 Casmir Drive	I live off church hill and think a sidewalk world drastically improve safety	7/27/2023
Jillian Van Ryzin	381 Church Hill Rd	As a mom raising young kids on Church Hill Rd, we value our traditions of walking to the pizza shop but hold our breath watching our kids hug the curb on the Church Hill Rd stretch. Sidewalks would be a welcome addition to the Stratfield Village revitalization for our community.	7/27/2023
Brianne Dane	2496 Easton Turnpike		7/27/2023
Heather Colema	64 Lookout Dr n		7/27/2023

Pamela Picard	645 Church Hill Rd	A sidewalk is a much needed measure to protect pedestrians and possibly slow the speed of motor vehicle traffic. I live on the corner of Bond Street, with a stop sign, that is ignored far too often. With our freshly paved road we have seen an increase in the speeding. Speed bumps would be amazing too!	7/27/2023
Jacqueline Rosu	86 chatham rd Fairfield cT 06825		7/27/2023
Betsy Aldredge	208 Wilson St	There are not enough sidewalks in our area. Wilson St could use one as well.	7/27/2023
Teresa Giolitto	4 Lilalyn Dr. Fairfield CT 06825		7/27/2023
Allison Ganci	73 Casmir Drive	So needed! Happy to support! Keep us informed! Thanks!	7/27/2023
Alice Truscott	325 Suburban Ave Fairfield CT 06825		7/27/2023
Emily Elterich	239 Jackman Ave, Fairfield 06825		7/27/2023
Amy Helmer	985 Church Hill Road	Yes! Sidewalk.	7/27/2023
Allison DiFalco	29 Newman Pl Fairfield CT		7/27/2023
Michael DiFalco	29 Newman Pl Fairfield CT		7/27/2023

Laurie Reilly	160 Fairfield Woods Rd. #23		7/27/2023
Ilana Kaplan	5 Westbrook Place		7/27/2023
Patricia Rowe	42 Harwich Road	Many people use Churchill Rd as part of their morning walks with their pets, friends and children. I Fully support this improvement for the community.	7/27/2023
Yes for sidewalks!	271 Fairfield Woods Road		7/27/2023
Sarah Carpenter	94 Crest Terrace, Fairfield, CT 06825	Sidewalks are so necessary with frequency of (unnecessarily high speed) traffic. With hills, curves and a wonderful population of people walking for exercise and their dogs, children we have been fortunate there has not been an accident. Sidewalks are necessary. Thank you in advance for sidewalks!	7/27/2023
Mary MacEachen	61 wellner drive fairfield ct	Petition for church hill sidewalk	7/27/2023
Rebecca Sullivan	142 Rockland Road	This is so important to make our neighborhood families safer. People fly up and down church hill road, and	7/27/2023

		it is always bustling with kids on bikes, strollers, and plenty of dog walkers.	
Adrianna Bove	100 Sky Top Terrace	Please add a sidewalk to Churchill	7/27/2023
Melissa Abraham	70 Chatham Road	I walk, run AND walk my dog on Church Hill daily and often need to jump aside and off the pavement to avoid being side-swiped or worse; a sidewalk is desperately needed!	7/27/2023
Christina Eisinger	60 Echo Ln	I fully support this petition.	7/27/2023
Andrea Monroy	84 Lilalyn Dr Fairfield CT 06825		7/27/2023
Liz Siegel	105 Buena Vista Rd Fairfield Ct 06825	I support this petition	7/27/2023
Staci Coe	220 Chatham Rd	I lived on Churchill Rd when I was a kid and the traffic on the street today is completely different. Now I live on a side street of Churchill and honestly rarely venture to walk there because of the safety issues. This would be an incredible safeguard for all of us that surround this most traveled road, and would enable us to walk to neighbors	7/27/2023

		which now can be treacherous. Thank you for this consideration from a lifelong resident!	
Doug Meyer	175 Curtis Terrace, Fairfield CT 06825		7/27/2023
Katherine Wilkinson	880 Valley Road	It is not safe to walk on this road. I've done it for years and the cars do not slow down. Please consider a sidewalk.	7/27/2023
Keri McKay	1 Lilalyn Drive	We walk our dog on part of Church Hill every day to access more walkable streets and it is so dangerous. A sidewalk is much needed.	7/27/2023
Raman Gill-Meyer	175 Curtis Ter, Fairfield CT	Need a sidewalk please	7/27/2023
Mara Schwartz	86 Stoneleigh Sq	Church Hill road needs a sidewalk. I feel unsafe walking my dogs and driving while others are walking.	7/27/2023
Joseph Ganci	73 Casmir Drive		7/27/2023
Alice Skelton	47 Lilalyn Drive	Would help keep us safe walking, running and walking with children	7/27/2023
Reini Knorr	83 Alberta St, Fairfield, CT 06825	I support a continuous sidewalk	7/27/2023

		for pedestrians on Church Hill Road.	
Bill Gerber	25 Shady Hill Road	I walked on Church Hill Road last week and felt it is very dangerous, especially given the number of children in the neighborhood.	7/27/2023
Mallory Bonarrigo	Yes		7/27/2023
Tara Rubano	14 Valley Lane		7/27/2023
Linda Holden	48 Fours Seasons Rd		7/27/2023
Lacey Friedman Noad	34 Rena Place		7/27/2023
Kristin Gallagher	70 Golfview Terrace		7/27/2023
Susannah Engstrom	1195 Valley Road		7/27/2023
Job Galan	7 Wynn Wood Dr	Yes, a side walk would be great	7/27/2023
Vanessa Prest	667 Wilson street	Sidewalks are essential for the safety of our community!	7/27/2023
Stacie kenney	214 Windermere Street		7/27/2023
Ben Gott	262 Euclid Ave., Fairfield	As someone who walks and runs on Church Hill Road frequently, I fully support the installation of a sidewalk to ensure pedestrian safety.	7/27/2023
Jane Hickok	Stratfield Road	Please install a sidewalk on Church	7/27/2023

		Hill Road to help ensure the safety of pedestrians!	
Gina Maher	218 Bennett St		7/27/2023
Courtney Radosavljevic	337 Random rd. Fairfield, CT	A sidewalk on the side of Churchill is imperative. There are a constant flow of cars who speed down Churchill using it as a pass through to avoid going on Stratfield road. This is a significant safety issue as children, adults and pets are walking along Churchill. I have almost gotten hit a number of times especially since drivers are distracted by their phones. A sidewalk is necessary before someone gets seriously hurt or worse.	7/27/2023
Emily Lusk	225 Grandview Road		7/27/2023
Allyson Schenker	25 Harwich Rd		7/27/2023
Liz krebs	1006 Merritt st		7/27/2023
Erika sege	460 Church Hill Rd	I live on church hill road and strongly agree for the safety of all adults and children walking on our street the need to have a sidewalk.	7/27/2023

Cameron Pilibosian	175 Chatham rd fairfield	Sidewalk needed on Church Hill rd	7/27/2023
Terry Consoli	37 Fairmount Terrace		7/27/2023
Kris Spisak	38 Applegate Road		7/27/2023
Kristen Tozzo	24 Chapel Hill Drive		7/27/2023
Anya Mezak	289 Brooklawn Ter		7/27/2023
V Wilke	120 Curtis Terr		7/27/2023
Chelsea DeVito	111 Golfview Ter	A sidewalk on Church Hill Road would be extremely beneficial for our community!! It would make neighborhood walks so much safer and protect pedestrians, strollers, and dogs from the cars that drive so fast along that curvy and hilly route. Thank you.	7/27/2023
Nina Chanana	53 Harwich Road	Fully support this petition	7/27/2023
Mary Kennedy	180 Wilson St.	As a runner I would very much appreciate a sidewalk.	7/27/2023
Elaine Rooney	Fairfield		7/27/2023
Tony DeVito	111 Golfiew Terrace		7/27/2023
Jill harvey	617 stratfield rd	In favor of a side walk on church hill rd	7/27/2023
Jonathan Schwartz	86 Stoneleigh Sq Fairfield,CT 06825		7/27/2023
Mary Katherine Hocking	778 Valley Road	Yes! Such a major	7/27/2023

		part of our area that is totally unsafe to walk currently. Would change our neighborhood for the better	
Jennifer Abbott-Walker	66 Meadowcrest Dr	Churchill Road is in desperate need of a sidewalk for safety reasons	7/27/2023
Hannah Fichandler	36 Newman Place	Sidewalks on Church Hill Road would be fantastic especially with the speed and frequency of cars on the road.	7/27/2023
Lauren Deaven	129 Random Road		7/27/2023
Miranda Chung	826 Church Hill Rd.	All of this! Our street would be so much nicer and safer with sidewalks. Thank you for your consideration of this important matter!	7/27/2023
Susan Torney	496 Stratfield Road, Fairfield CT 06835	In favor of adding a sidewalk on Church Hill!	7/28/2023
Elizabeth Lewis	42 Church Hill Rd, Fairfield, CT 06825		7/28/2023
Setta Mushegian	122 Edgewood Road, Fairfield, CT		7/28/2023
sam	60 london tert	yes	7/28/2023
Ksenia Krutous	160 Wynn Wood Dr		7/28/2023
Melissa Cirillo	197 Old farm rd	My in laws live over there and we like to	7/28/2023

		walk but it is too busy. Cars drive too fast. It's not safe!	
Deirdre Sikora	85 four seasons rd		7/28/2023
Sara Hardy	95 Buena Vista Road	Yes! So many strollers, joggers, etc. A definite yes!	7/28/2023
gina	14 Littlebrook Rd.	yes	7/28/2023
Danielle delbridge	244 Homeland Street	Thank you for doing this	7/28/2023
Jennifer DeLaurentis	175 Papurah Rd, Fairfield CT 06825	I'd love to see a sidewalk added to Church Hill Rd. I've sold homes on this street and think it would greatly improve the quality of life for residents on the street and surrounding area.	7/28/2023
Samantha Platner	967 Church Hill Rd	I am signing this petition in support of creating a sidewalk on Church Hill Rd. It is way too dangerous currently to take any sort of walk on the whole street.	7/28/2023
Jen Fogarty	342 Buena Vista Rd.	Would love to be able to extend our walking route. People carelessly drive too fast and it's unsafe to walk or bike on roads anymore.	7/28/2023
AnnMarie Harper	166 Buena Vista Road		7/28/2023

Russ Harper	166 Buena Vista Road		7/28/2023
Claire Harper	166 Buena Vista Road		7/28/2023
Kevin Harper	166 Buena Vista Road		7/28/2023
Allison Mahar	823 church Hill road Fairfield CT 06825		7/28/2023
John Maggi	823 church hill road Fairfield CT 06825		7/28/2023
Jillian Herbst	241 Euclid ave Fairfield, CT	I have walked and run this stretch for years and there is a clear need for a sidewalk, with a dog and stroller especially it feels unsafe	7/28/2023
Caroline Snitkoff	87 Blueberry Ln Fairfield CT 06825		7/28/2023
Stephanie Fisher	568 Wilson Street, Fairfield	Cars go so fast on this street! A sidewalk would be incredibly helpful in increasing walkability, especially to get to the new and improved Four Corners area.	7/28/2023
Trey Bickers	150 London Terrace	I believe sidewalks are worth looking into. I'm not an engineer so I know nothing about the feasibility of such an undertaking. (That includes cost.) Speed seems to be the main issue on the road.	7/28/2023

		Perhaps a series of speed bumps would be an alternative to help with safety.	
James Patrignelli	164 Warwick Ave	We should have sidewalks on all busy and double lined streets.	7/28/2023
Brooke Lalumiere	546 Jackman Ave	Yes please! Sidewalks are important for the young and the old. Let's keep the neighborhood safe!	7/28/2023
Lauren Koczeniak	29 Hawthorne Drive		7/28/2023
Anthony Fitzgerald	98 Wheeler Park Ave		7/28/2023
Molly Rubinoff	46 Newman Place		7/28/2023
Pina Occhipinti	97 Brookview avenue		7/28/2023
Lisa Morris	181 Eastfield drive		7/28/2023
Sarah Gillespie-Heyman	649 Wilson Street		7/28/2023
Beth Fitzgerald	98 Wheeler Park Ave		7/28/2023
Norah flynn	3581 park ave Fairfield Ct 06825		7/28/2023
Reagan ward-solomon	49 Newman pl		7/28/2023
Martina Albino	785 Church Hill Rd		7/28/2023
Lauren Robbins	134 Wynn Wood Drive		7/28/2023
Jagruti Mehta	367 Toll House Lane		7/28/2023
Gina Kessler	60 London terrace	I don't let my kids walk alone on church	7/28/2023

		hill and sidewalks would make it much safer.	
Linda Suriel	12 beechwood ln Fairfield CT		7/28/2023
Shawn Tarczali	316 Church Hill Road	If only my kids had a sidewalk to walk this busy road when they were young!! I am fully in support of Church Hill sidewalks!!!	7/28/2023
Edward Tarczali	316 Church Hill Rd	I am fully in support of sidewalks on our street.	7/28/2023
Denise Sprague	214 Alberta Street, Fairfield, CT 06825		7/28/2023
Martha Seymour	68 Senior Place Fairfield CT	Churchill can be dangerous to walk on and sidewalks would improve safety	7/28/2023
Christine harris	384 Toilsome Hill Road	A sidewalk would be beneficial to all who travel on that road.	7/28/2023
Lauren zanfardino	393-Winnepoge-Dr-Fairfield-CT-06825	Please make the street safer for families.	7/28/2023
Geraldine	69 Stoneleigh Rd		7/28/2023
Daniel Kasov	1673 Stratfield Rd., Fairfield, CT 06825	This is a dangerous road and needs sidewalks.	7/28/2023
Erika A Taylor	61 Windermere St	Please add sidewalks to Church Hill road. There are so many kids in this	7/28/2023

		community, and they need a safe way yo walk to their friend's house. It will prevent an accident that could be tragic.	
Annie Ringelheim	137 Bailey Rd, Fairfield	A sidewalk is needed on this busy, hilly road, to keep pedestrians safe!	7/29/2023
Marcy Spolyar	110 Brookridge Ave, Fairfield, CT 06825	Please improve the safety of our town by installing a sidewalk on Church Hill Road.	7/29/2023
Michelle McCabe	3845 Park Ave #2	As a town, Fairfield needs to prioritize walkability for many reasons -- public health, quality of life, safety, encouraging climate friendly transportation, and more. As a resident of the neighborhood and a walker, I know that Church Hill Road is a key corridor, well travelled and particularly dangerous, and needs sidewalks installed in the near term.	7/29/2023
Alison B	55 Buena Vista Road	I support this petition.	7/29/2023
susan hersh	1 Oak Bluff Rd	No question, wether a pedestrian or a driver, sidewalks are needed!	7/29/2023

Lopez	77 Patricia Circle	I fully support adding sidewalks to Church Hill Road	7/29/2023
Maura Appelson	158 Rosemere Avenue, Ffld 06825	Would greatly improve safety!!	7/29/2023
Denise Davis	311 Buena Vista Road	Signing Petition Denise Davis	7/29/2023
Yolimar Maresca	yolimarpbn@gmail.com		7/30/2023
Marian Villaflor	20 Wilson Street Fairfield CT 06825	Keep our residents safe and build a side walk please.	7/30/2023
Diane Stocker	400 Buena Vista Road, Fairfield, CT 06825		7/30/2023
richard chung	826 Church Hill Rd		7/30/2023
Michelle Otto	90 Northwood Rd Fairfield CT 06825		7/30/2023
Julie Rosenbaum	321 Buena Vista Road	Church Hill Road is a major artery for our neighborhood, both for cars and people walking or riding. Sidewalks would be greatly appreciated, and are long overdue. Thank you	7/30/2023
Nathan Poslusny	105 Buena Vista Rd		7/31/2023
Lawrence Bocchiere	111 Casmir Drive	Such a dangerous stretch of road. This should have been done long ago. I never feel safe walking this part of the neighborhood	7/31/2023

		with children.	
Joanne Rooney	299 Toilsome Hill Road, Fairfield, CT 06825		7/31/2023
Jessics	859 Church Hill Road Fairfield CT		7/31/2023
Jessica & Nick Piliero	859 Church Hill Road		7/31/2023
Erica Garvey	90 Roberton Xing	A great solution for this area!	7/31/2023
Tess Newnes	24 Marne Ave, Stratfield		7/31/2023
Dylan O'Connor	31 Lola St		7/31/2023
Lyndsey Bulkley	43 Rena Place		8/1/2023
Elizabeth Zezima	160 Fairfield Woods Road Unit 22	We need a #saferstratfield! Thank you for allowing us to support this effort!	8/1/2023
Sarah Stellate	672 Church Hill Rd	Yes, our road definitely needs a sidewalk. As a mom and dog-mom, it's not safe and I've had too many close calls.	8/1/2023
Sarah Stellate	672 Church Hill Rd	Yes, our road definitely needs a sidewalk. As a mom and dog-mom, it's not safe and I've had too many close calls.	8/1/2023
Matt Renovitch	686 Church Hill Road	It is imperative that a sidewalk is constructed on Church Hill Road. My	8/2/2023

		family and I are avid walkers and the speed at which cars race up and down our street is a danger to myself, my wife, my children, and my dog. I have spoken with the Fairfield Police and let them know they could make Fairfield a ton of money if they set up a speed trap on Church Hill, but to no avail. The money alone from the tickets issued could easily pay for the sidewalk.	
Joy Hyde	685 Church Hill Rd		8/2/2023
Ashley Cooke	251 Joan Drive Fairfield ct	People drive really fast and there is an absolute need for a sidewalk.	8/2/2023
John Hyde	685 Church Hill Road		8/2/2023
Sheila Renovitch	686 Church Hill Road	The one good thing about the global shutdown due to the pandemic was our children could safely rides bikes on our street without encountering traffic. I see many people walking single file down our road. Those walking include elderly couples and families with small children	8/2/2023

		and pets who must duck in driveways to keep a safe distance from oncoming cars.	
Bonnie Liang	10 Wynn Woos Dr		8/3/2023
Sheila O'Brien	1000 Church Hill Road Fairfield	Church Hill Road definitely needs sidewalks.	8/3/2023
Francisco J Restrepo and family	624 church hill road	We agree with this proposal	8/3/2023
Gina Porcello	193 Sky Top Terrace		8/4/2023
Gina Porcello	193 Sky Top Terrace		8/4/2023
Matthew Northrop	909 Church Hill Rd, Fairfield , CT 06825	Our neighborhood would be much safer for pedestrians with sidewalks on Church Hill Rd.	8/4/2023
Bret LeBlanc	9 Newman Pl		8/4/2023
Juli McGraw	374 Lockwood Road Fairfield CT 06825	Creating sidewalks on this road is much needed for the families that live there.	8/4/2023
Julie Park	365 Church Hill Rd		8/4/2023
Anthony Maucieri	1111 Church Hill rd	Yes we need a sidewalk	8/4/2023
Curt Lowenstein	535 Church Hill Road		8/4/2023
Helen Lowenstein	535 Church Hill Road	In support of a sidewalk on Church Hill Road	8/4/2023
Snyder	146 Church Hill Rd		8/5/2023

Stephen Mendrzychowski	175 Bennett Street		8/5/2023
Evan Olmstead	383 Buena Vista Road	Any action to promote pedestrian access to our roads creates a safer and cleaner environment. People will walk and ride bikes if they can do so safely, thereby reducing car traffic and pollution. Let's have Fairfield be a model for that culture shift!	8/7/2023
Cathy Petrone	Church Hill Road	Our road definitely needs a sidewalk. As a runner, I know it to be a dangerous and busy stretch, so I prefer to run on the roads with sidewalks. Children, families, seniors all need a safe place to walk. It is a hilly stretch with limited sight lines.	8/7/2023
Matthew Barbour	140 London Terrace	Please make our neighborhood safer	8/7/2023
Steven Petrone	75 Church Hill Road	Adding a sidewalk would be a good thing for the neighborhood, making it safer to walk. I live up the road where there are sidewalks and many people walk dogs, walk for exercise to go get to the stores on Statfield Road.	8/8/2023

		Up the street where there are no sidewalks, you need to be very careful driving. That end of Church Hill needs sidewalks.	
Anne Thidemann	718 Church Hill Road Fairfield CT 06825	Please install a sidewalk on Church Hill! Cars avoiding Stratfield Road traffic drive much too fast down Church Hill Road. We have great neighborhood playgrounds and close schools but it's scary walking to them on the street.	8/8/2023
Doug Lovegren	107 Church Hill Road	A sidewalk on the north section of Church Hill is long overdue.	8/8/2023
Marc Power	1027 MERRITT STREET		8/9/2023
Jess fino	41 Chatham Road		8/10/2023
Tom Fino	41 Chatham Road Fairfield, CT 06825		8/10/2023
Fatima Randolph	20 Cedarwoods lane	We need sidewalks!	8/16/2023
Craig R	146 Harwich Road		8/16/2023
Leon Galemba	30 Flushing Abe		8/17/2023
Krista Centeno	Capuano Cove	Yes!!	8/18/2023
Colin Redwood	8 stoneleigh square, Fairfield CT	Let's move that humvee also	8/18/2023

Alissa Smith-Comstock	215 Bennett street		8/19/2023
Rebecca Gordon	47 Stoneleigh Road	Cars drive too fast and it's the road that connects all the other walkable roads in the neighborhood. We can't walk anywhere except the same loop to Random without walking on church hill.	8/19/2023
Diana Rich	289 Random Road	It would be much safer for everyone to have a sidewalk on Churchill Road. Thank you so much.	8/19/2023
Rachel Kelley	85 Meadowcrest Dr	Thank you for sponsoring this petition. Much needed!	8/22/2023
Jeff Winter	73 Stoneleigh Square	Nice work.	8/23/2023
Erica Mason	33 Sky Top Drive	In full support of sidewalks on Churchill Road	8/24/2023
Keith Markey	1210 Melville ave	Make it safer for our kids and families to walk and ride bikes around our neighborhood!	8/24/2023
Abby mckenna	2 Falmouth Rd	Yes to sidewalks	8/27/2023
Edward Mahonu	271 Shady Hill Road	Yes to Church Hill sidewalks.	8/29/2023
Debra Mahony	271 Shady Hill Rd.		8/29/2023
James Blair	19 Cedar Woods Lane		9/1/2023

Amy Diaz	352 Random Road		9/2/2023
Matt Rienzo	135 Flushing Avenue	We need sidewalks on church hill road	9/2/2023
Diana Tompkins	282 Church Hill Rd		9/3/2023
Jenna Garcia	107 Bennett Street		9/4/2023
Debbie stone	378 church hill rd	I have school aged children walking to bus stops	9/4/2023
James Blair	19 Cedar Woods Lane		9/21/2023
Michael Steinberg	378 Church Hill Rd, Fairfield CT 06825	Our kids are in grade school and need a safer way to walk to and from the bus stop and friends' houses.	9/22/2023
Tricia Steinberg	378 Church Hill Road	I walk to my bus stop down this road and I feel it’s unsafe because it’s not a huge area to walk on just the grass.	9/22/2023

Traffic Signal Improvements = $1,200,000 for New Signal and repairs, upgrades and ADA Compliance. To Be continued. There may be grant opportunities. First year FY 24 using ARPA, FY 25 request

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1. **Background** –The Town hired a Consultant (AKRF) to provide Traffic and Transportation Services that covered performing a Town wide Traffic Signal Improvement and Management Program. This included signal inventory, operation evaluation, equipment function and Emergency Pre-Emption evaluations. See AKRF 5 year Plan.

2. **Purpose and Justification** – The Town receives semi frequent complaints about traffic signal operations, waiting too long for lights to turn green, signal repair requests such as loop detectors/cameras out, bulb outages, non functioning push buttons and safety concerns regarding pedestrian crossings. Occasionally people will complain a signal is out or blinking for a length of time. The Traffic Signal Program includes maintenance and replacement recommendations.

3. **Detailed Description of Proposal** –This proposal request is based on the 5 year plan (Recommended long range improvements and replacements)provide by the Consultants to the Town. It covers installing 360 degree cameras, signal replacements, new controllers and taking steps to install a cloud based central control system. Included in the request are some design fees. Complete design fees for new signal may result in added scope or fees.

4. **Reliability of Cost Estimate** – The costs were determined using DOT cost estimating guide, for summer 2023 and by Consultants based on their experience of local pricing. The reliability of costs on a scale of 0 to 10 is estimated at 8.

5. **Increased Efficiency or Productivity** – Improve overall traffic, public and pedestrian safety.

6. **Additional Long Range Costs** – Typical Maintenance costs. Short and longer term maintenance costs should be reduced with repair and replacements.

7. **Additional Use or Demand on Existing Facilities** –An increase pedestrian activity is expected. Safer travel conditions with improvements.

8. **Alternatives to this Request** –The “Do nothing” option won’t improve safety or reduce liability.

9. **Safety and Loss Control** – Allow pedestrians safer access. MORE?

10. **Environmental Considerations** – All projects will investigate environmental impacts. Although for most cases, little or no impacts expected. No environmental permits are anticipated unless soil conditions warrant further testing.. More people walking can improve individual health and reduce carbon emissions etc

11. **Insurance** – Any selected contractors will be required to carry the necessary insurance prescribed by the Purchasing Department.

12. **Financing** – Project bonded as part of the Non-Recurring Capital budget of 2025.

13. **Other Considerations**: none

14. **Other Approvals**:
    Board of Selectman - Feb 2024

Board of Finance	-	Feb 2024
RTM	-	Feb-Mar 2024

Long Range Traffic Signal Replacements
Fairfield, CT

DESCRIPTION	UNIT	TOTAL QUANTITY	ENGINEER'S ESTIMATE	
			COST/UNIT	AMOUNT
YEAR 1				
360 DEGREE CAMERAS[1] *Kings Highway East and Commerce Drive* *Mill Plain Road and Ludlowe Road* *Commerce Drive and Brentwood Avenue* *Commerce Drive and Chambers Street*	EA	4	$ 29,250.00	$ 117,000.00
SIGNAL REPLACEMENTS[2]				
Sacred Heart Driveway and Park Avenue	EA	1	$ 650,000.00	$ 650,000.00
Park Avenue Pedestrian Crossing	EA	1	$ 200,000.00	$ 200,000.00
CONTROLLERS[3] *Commerce Drive and Brentwood Avenue* *Commerce Drive and Chambers Street* *Kings Highway East and Commerce Drive* *Mill Plain Road and Ludlowe Road*	EA	4	$ 6,000.00	$ 24,000.00
CENTRAL SYSTEM IN CLOUD BASED[5] *Commerce Drive and Brentwood Avenue* *Commerce Drive and Chambers Street* *Park Avenue and Sacred Heart Driveway* *Park Avenue Pedestrian Crossing* *Black Rock Turnpike and Commerce Drive* *Jefferson Street and Park Avenue* *Fairfield Woods Road at Library*	EA	1	$ 27,200.00	$ 27,200.00
TRAFFIC ENGINEERING CONSULTING FEES[6]	EA	1	$ 15,000.00	$ 15,000.00
			Subtotal (With Central 1 year)	**$ 1,033,200.00**
			With 15% Contingency for Incidentals	**$ 1,188,180.00**
YEAR 2				
360 DEGREE CAMERAS[1] *Grasmere Avenue and Kings Highway (N/S of Tracks)* *Grasmere Avenue and Home Depot/ Whole Foods Driveway* *Black Rock Turnpike and BJ's/Ash Creek Boulevard* *Fairfield Woods Road and Melville Avenue*	EA	4	$ 32,625.00	$ 130,500.00
SIGNAL REPLACEMENTS[7] *Mill Plain Road and Ludlowe Road*	EA	1	$ 650,000.00	$ 650,000.00
CONTROLLERS[3] *Black Rock Turnpike and BJ's/Ash Creek Boulevard* *Fairfield Woods Road and Melville Avenue* *Gasmere Avenue and Kings Highway (N/S of Tracks)* *Grasmere Avenue and Home Depot/Whole Foods Driveway*	EA	4	$ 6,000.00	$ 24,000.00
CENTRAL SYSTEM IN CLOUD BASED[5] *Black Rock Turnpike and BJ's/Ash Creek Boulevard* *Fairfield Woods Road and Melville Avenue* *Gasmere Avenue and Kings Highway (N/S of Tracks)* *Grasmere Avenue and Home Depot/Whole Foods Driveway* *Kings Highway and Ash Creek Boulevard* *Kings Highway East and Commerce Drive* *Mill Plain Road and Ludlowe Road*	EA	1	$ 40,400.00	$ 40,400.00
PEDESTRIAN SIGNAL UPGRADES (3 INTERSECTIONS)[4]	EA	3	$ 85,000.00	$ 255,000.00
ADA SIDEWALK IMPROVEMENTS[11] (3 INTERSECTIONS)	EA	3	$ 55,000.00	$ 165,000.00
TRAFFIC ENGINEERING CONSULTING FEES[6]	EA	1	$ 50,000.00	$ 50,000.00
			Subtotal (With Central 1 year)	**$ 1,314,900.00**
			Inflation Contingency (4%/year)	**$ 1,367,496.00**
			With 15% Contingency for Incidentals	**$ 1,572,620.40**
YEAR 3				
360 DEGREE CAMERAS[1] *Kings Highway and Ash Creek Boulevard* *Fairfield Woods Road and Library* *Black Rock Turnpike and Commerce Drive*	EA	3	$ 31,000.00	$ 93,000.00
SIGNAL REPLACEMENTS[7]				
Commerce Drive and Brentwood Avenue	EA	1	$ 650,000.00	$ 600,000.00
Commerce Drive and Chambers Street	EA	1	$ 650,000.00	$ 650,000.00

CONTROLLERS[3] *Black Rock Turnpike and Commerce Drive* *Fairfield Woods Road and Library* *Jefferson Street and Park Avenue* *Kings Highway and Ash Creek Boulevard*	EA	4	$ 6,000.00	$ 24,000.00
CENTRAL SYSTEM IN CLOUD BASED[10]	EA	1	$ 26,400.00	$ 26,400.00
TRAFFIC ENGINEERING CONSULTING FEES[6]	EA	1	$ 25,000.00	$ 25,000.00
			Subtotal (With Central 1 year)	**$ 1,418,400.00**
			Inflation Contingency (4%/year)	**$ 1,531,872.00**
			With 15% Contingency for Incidentals	**$ 1,761,652.80**
YEAR 4				
CENTRAL SYSTEM IN CLOUD BASED[10]	EA	1	$ 26,400.00	$ 26,400.00
GENERAL TRAFFIC SIGNAL REPLACEMENT EQUIPMENT AND REPAIRS	EA	1	$ 50,000.00	$ 50,000.00
PEDESTRIAN SIGNAL UPGRADES (3 INTERSECTIONS)[4]	EA	3	$ 85,000.00	$ 255,000.00
ADA SIDEWALK IMPROVEMENTS[11] (3 INTERSECTIONS)	EA	3	$ 55,000.00	$ 165,000.00
TRAFFIC ENGINEERING CONSULTING FEES[6]	EA	1	$ 25,000.00	$ 25,000.00
			Subtotal (With Central 1 year)	**$ 521,400.00**
			Inflation Contingency (4%/year)	**$ 583,968.00**
			With 15% Contingency for Incidentals	**$ 671,563.20**
YEAR 5				
CENTRAL SYSTEM IN CLOUD BASED[10]	EA	1	$ 26,400.00	$ 26,400.00
GENERAL TRAFFIC SIGNAL REPLACEMENT EQUIPMENT AND REPAIRS	EA	1	$ 50,000.00	$ 50,000.00
PEDESTRIAN SIGNAL UPGRADES (3 INTERSECTIONS)[4]	EA	3	$ 85,000.00	$ 255,000.00
ADA SIDEWALK IMPROVEMENTS[11] (3 INTERSECTIONS)	EA	3	$ 55,000.00	$ 165,000.00
TRAFFIC ENGINEERING CONSULTING FEES[6]	EA	1	$ 25,000.00	$ 25,000.00
			Subtotal (With Central 1 year)	**$ 521,400.00**
			Inflation Contingency (4%/year)	**$ 604,824.00**
			With 15% Contingency for Incidentals	**$ 695,547.60**

NOTES:

1. Includes materials, installation and consultant fees
2. Includes survey, design, materials and installation. Assumes no contribution from Sacred Heart University
3. Includes materials and installation
4. Includes survey, design, materials and installation. Assumes pedestrian signal replacement or installation on 4 corners.
5. Includes materials, licenses for intersections listed, modems (buy and install), 1 year of cell service, and access to ATMS central server for 1 year
6. Operational analyses of the Home Depot and Kings Highway at Grasmere Avenue (N/S of Tracks) (year 1) and Commerce Drive corridor (year 2) excluded from the consultant fees for design items above. Years 3 through 5 are an estimate for ongoing technical support.
7. Includes survey, design, materials and installation.
8. Includes materials, licenses, modems (buy and install), 1 year of cell service and access to the ATMS central server for 1 year for all intersections listed above in years 1 and 2
9. All fees paid in previous years covering the system for 10 years
10. 1 years of cell service and ATMS central server access. Will be a reoccuring fee for the life of the system.
11. Includes all materials to remove and replace existing sidewalks with new ADA ramps, detectable warning strips, pavement patches, topsoil and turf establishment, surveying, and engineering fees.

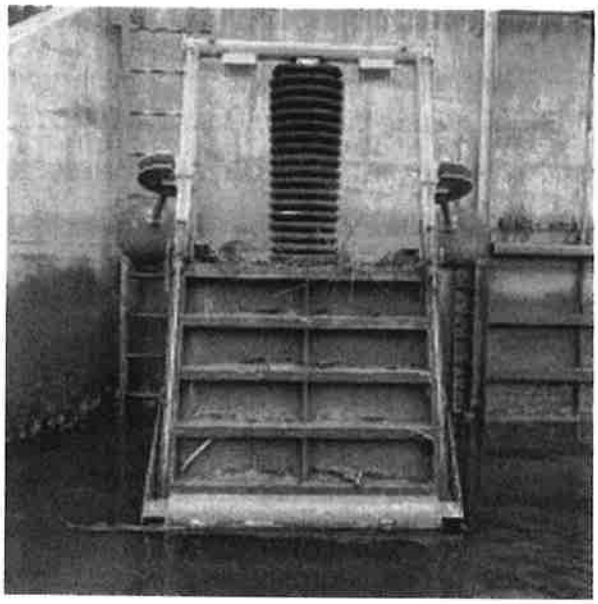
TIDE GATE AND FLOOD CONTROL STRUCTURE CONDITION REPORT

Town of Fairfield Tide Gate & Flood Control Structure Condition Report

Prepared for:

Town of Fairfield
Sullivan Independence Hall
725 Old Post Road
Fairfield, CT 06824

DRAFT



Prepared By:

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SEPTEMBER 8, 2023

Project No. 2023059

TABLE OF CONTENTS

Page

1. GENERAL INTRODUCTION 1
2. DESCRIPTION OF TIDE GATES
   - 2.1 Self-Regulating Tide Gate 1
   - 2.2 Sluice Gate 2
   - 2.3 Flap Gate 3
   - 2.4 Duckbill 3
3. INVESTIGATION PROCEDURES 4
4. EXISTING CONDITIONS OF TIDE GATES 4
5. METHODOLOGY TO PRIORITIZE TIDE GATES
   - 5.1 Methodology 5
   - 5.2 System Rating Bounds 5-6
6. PRIORITIZATION TABLE, RECOMMENDATIONS, AND OPC
   - 6.1 Prioritization of Tide Gates 7
   - 6.2 Recommendations and Opinion of Probable Cost (OPC) 7
   - 6.3 Prioritization Table with Recommendations and OPC 8-11
7. REGULATORY
   - 7.1 Existing Permits 12
   - 7.2 United States Army Corps of Engineers 12
   - 7.3 CT Department of Energy and Protection 13
8. SUMMARY 13

APPENDICES:

Appendix A – Figure 1 (Location Map)

Appendix B – Summary Table of Existing Conditions

Appendix C – Tide Gate Individual Reports

Appendix D – Tide Gate Individual Opinion of Probable Cost (OPC)

Appendix E – Existing Permits

Appendix F – KMZ file (to be transmitted electronically)

1. GENERAL INTRODUCTION

RACE COASTAL ENGINEERING, Inc. (RACE), at the request of the **Town of Fairfield**, conducted visual inspections Town maintained tide gates located in and around Fairfield, Connecticut. The approximate location of each individual tide gate is shown on Figure 1 in Appendix A. Of the inspected tide gates, twenty-two are located along Pine Creek, six are located along Ash Creek/Rooster River, two are located along Horse Tavern Creek, and one is located along Sasco Creek.

Investigations were lead by a Professional Engineer in the State of CT. Inspections were conducted during periods of low tide to maximize visible components. No underwater investigations were performed.

As of August 8, 2023, **RACE** inspected twenty-six (26) tide gates. Six (6) tide gates were not available for inspection (reported to be buried or not found). This report addresses the twenty-six (26) inspected tide gates.

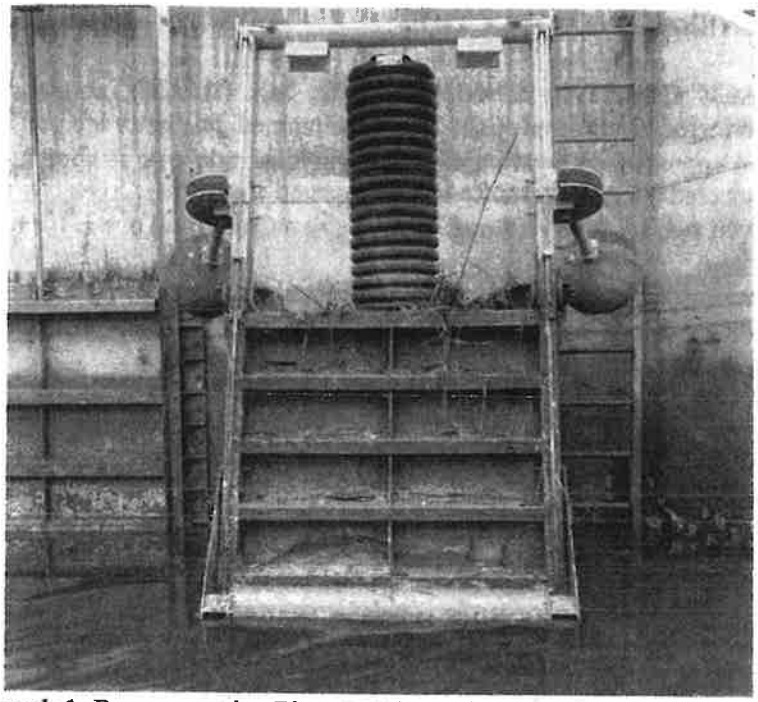
2. DESCRIPTION OF TIDE GATES

Tide gates are structures used to prevent flooding due to extreme tides and storm surges by restricting tidal flow. Typically, a tide gate consists of a door, flap, or valve mounted on the downstream end of a culvert. Tide gates open during ebb (low) tide, when there is a positive hydraulic head (i.e., when the water elevation on the upstream side is higher than on the downstream side). Conversely, they will close with negative hydraulic head (i.e. when the water elevation is higher on the downstream side).

Four types of tide gates were inspected over the course of this project: Self-Regulating Tide Gates (SRT's), Sluice Gates, Flap Gates, and Duckbills.

2.1 Self-Regulating Tide Gate

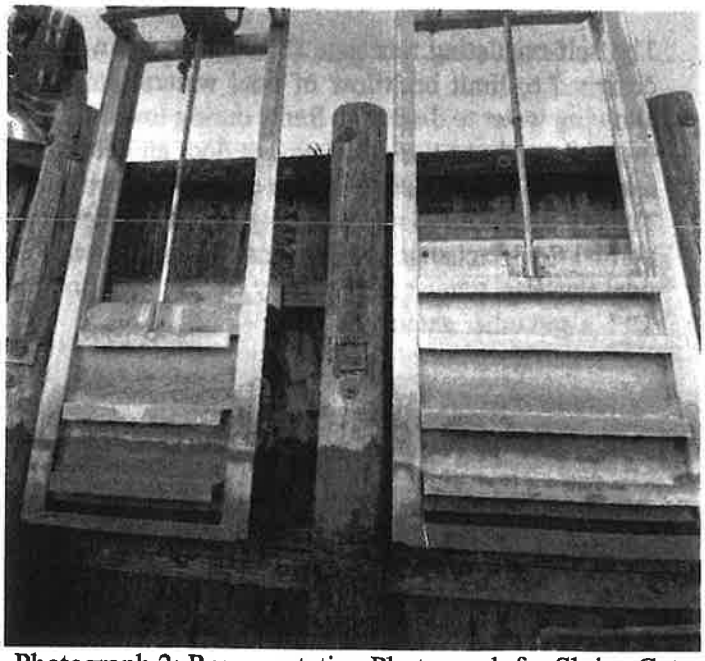
The self-regulating tide gate (SRT), also known as a buoyant lid or automatic tide gate, is designed to limit backflow of tidal waters into the protected area during high tides, while allowing water to discharge freely during low tides or during storm events to prevent flooding. In the neutral position, the buoyant door and door float keep the gate open. When flood tides reach a pre-determined level, the counterbalancing arms and back floats force the gate closed. The pre-determined level for tide gate closure can be adjusted to allow for tidal flushing during normal tidal exchange but can close when this range is exceeded. The ability to allow for this tidal flushing, while automatically closing for flood events is a primary difference between the SRT's and other gate types.



Photograph 1: Representative Photograph for Self-Regulated Tide Gate (SRT)

2.2 Sluice Gate

The sluice gate is the only type of tide gate inspected that requires manual operation. The sluice gates inspected in Fairfield were identified as vertical sluice gates controlled by a hand crank mechanism. Sluice gates can be kept open for extended periods of time, and manually closed when flood events are predicted.



Photograph 2: Representative Photograph for Sluice Gate

2.3 Flap Gate

The flap gate consists of a flap door on hinges fixed to the outlet of a culvert. All the flap gates inspected in Fairfield have a top-hinged lid made of steel, wood, or aluminum. The gates are not designed to be buoyant, so the hydraulic head needed to open them is greater than other types of tide gates. These differ from the SRT's as they will close with any negative hydraulic head thereby limiting ability to flush adjacent upland areas.

Photograph 3: Representative Photograph for Flap Gate

2.4 Duckbill

The rubber duckbill consists of a molded piece of rubber or synthetic material with a vertical slot, fit over the end of a culvert. Relative to other types of tide gates, less hydraulic head is needed to open a duckbill.

Photograph 4: Representative Photograph for Duck Bill

3. INVESTIGATION PROCEDURES

On 06/01/2023, the **RACE** team, accompanied by Thomas Coarse, Town of Fairfield Conservation Manager, reviewed the location and accessibility of each of the 32 tide gates. 2 tide gates were not able to be found during this effort. Field investigations took place between 06/07/2023 and 8/8/2023.

The initial phase of the investigation involved conducting a low-water visual review. This included the identification of each structure and a comprehensive visual assessment of the readily visible components, including the culvert, headwall, and berm (where applicable). Evidence of sinkholes, erosion, or sedimentation was also documented. No underwater, subsurface, or pipe penetration investigations were performed.

The condition of hardware items was noted and the culvert dimensions were measured. The tide gates were photographically documented both from upland and in-water inspections. A Trimble SPS 986 Real Time Kinematic (RTK) GPS was used to record the approximate invert elevation of each culvert where satellite coverage and cellular data reception was available..

All findings, including photographs and any noted damages or deficiencies of the tide gates, were documented. To conclude each inspection, the engineering team assigned a Condition Assessment Rating (CAR) to certain elements of each tide gate per ASCE No. 130. Elements that were assigned a CAR were defined as Hinge/Gate Assembly, Flap, Floats, Bio-Fouling, Pipe, Headwall/Wingwalls, and Screen. All these elements are not present for all tide gates (for example, duckbills do not have a Hinge/Gate Assembly nor Floats), so those elements were rated as 'Not Applicable' and were not factored into the overall system rating.

The impact of each elements' condition on the functionality of each tide gate was not equal. For example, a flap gate that is stuck in the closed position due to rusted hinges and a flap gate that is missing hinges would not have an equal CAR (the flap gate with rusted hinges would likely be rated either 2 – Serious or 3 – Poor, whereas the flap gate with missing hinges would likely be rated 1 – Critical). In both cases, the condition of the hinges renders both tide gates nonfunctional, but the CAR would not reflect this. To account for this, **RACE** developed a System Impact Rating (See Table 2 in Section 5) for each element to quantify the impact that each element has on the overall functionality of the tide gate. The System Impact Rating (addressing system performance) and CAR (addressing component condition) were both considered to generate an overall System Rating for each tide gate. The System Rating of each tide gate was used as a basis for prioritization of maintenance.

4. EXISTING CONDITIONS OF TIDE GATES

RACE performed the inspection of 26 tide gates as of August 8, 2023. **RACE** used the ID showed in the 2023 Inventory of Tide Gates and Flood Control Structures. Several tide gates structures are composed of two or more individual tide gates. To facilitate notation of tide gates, **RACE** added a letter after Tide Gate Number (TG#) to indicate that there are multiple tide gates in the single designated structure. For example, Tide Gate No. 9 is composed of 2 individual tide gates. Therefore, Tide Gates were listed as TG #9A and TG #9B.

A detailed individual Report of each tide gate is shown in Appendix C. Individual reports include detailed description of findings, condition ratings and impact rating of elements, and representative photographs.

It is important to note that several of the tide gates indicated on the Town of Fairfield 2022 inventory were described as being a Flap Gate. However, during investigations there was no indication that a flap gate had ever been in place. This situation occurred on Tide Gates TG2, TG16, TG24, TG26, TG34.

5. METHODOLOGY TO PRIORITIZE TIDE GATES

5.1 Methodology

During field investigations, **RACE** assigned a Condition Assessment Rating (CAR) to each element per ASCE Manuals and Reports on Engineering Practice No. 130, Waterfront Facilities Inspection and Assessment. These ranged from Good (6) to Critical (1).

Rating	Description
6 Good	No visible damage or only minor damage noted. Structural elements may show very minor deterioration, but no overstressing observed. No repairs are required.
5 Satisfactory	Limited minor to moderate defects or deterioration observed but no overstressing observed. No repairs are required.
4 Fair	All primary structural elements are sound but minor to moderate defects or deterioration observed. Localized areas of moderate to advanced deterioration may be present but do not significantly reduce the load-bearing capacity of the structure.
3 Poor	Advanced deterioration or overstressing observed on widespread portions of the structure but does not significantly reduce the load-bearing capacity of the structure. Repairs may need to be carried out with moderate urgency.
2 Serious	Advanced deterioration, overstressing, or breakage may have significantly affected the load-bearing capacity of primary structural components. Local failures are possible, and loading restrictions may be necessary. Repairs may need to be carried out on a high-priority basis with urgency.
1 Critical	Very advanced deterioration, overstressing, or breakage has resulted in localized failure(s) of primary structural components. More widespread failures are possible or likely to occur, and load restrictions should be implemented as necessary. Repairs may need to be carried out on a very high-priority basis with strong urgency.

Table 1: Condition Assessment Rating (CAR) Per ASCE No. 130

The CAR per ASCE-130 alone does not provide enough information to prioritize tide gate repairs. Therefore, **RACE** additionally assigned a System Impact Rating to each element, which ranged from Negligible (5) to Critical (1). The System Impact Rating is used to quantify the effect that each element of the tide gate has on the overall functionality of the tide gate. This rating system was presented to the Town of Fairfield on July 13, 2023 and approved for

use in evaluation and prioritization of inspected tide gates. The System Impact Rating is defined in the table below.

Rating	Description
5 Negligible	Unlikely to impact function of system.
4 Minor	Possible impact on function of system.
3 Marginal	Likely to impact function of system.
2 Severe	Very likely to impact function of system.
1 Critical	Extremely likely to impact function of system.

Table 2: System Impact Rating

RACE used the System Impact Rating and Condition Assessment Rating to develop the Tide Gate System Rating (TGSR). The TGSR is the average of the ratings for each individual tide gate element. Each element rating is the product of the Condition Assessment Rating and System Impact Rating divided by the total possible product of the two. The total possible rating for each element is 30/30 (the highest Condition Assessment Rating is 6 and the highest System Impact Rating is 5). A newly installed tide gate would likely have a Condition Assessment Rating of Good (6) for all elements as they are all new components and a System Impact Rating of Negligible (5) for all elements because all the elements are unlikely to cause failure of the tide gate system. This score results in a rating of 1.000 for all elements, averaging to a System Rating of 1.000. Alternatively, a failed tide gate with missing elements, failed pipe, and failed headwall would likely be rated in Critical (1) condition with Critical (1) impact for all elements, resulting in a rating of 0.033 for each element, averaging to a System Rating of 0.033

Using TG#19 as an example, the Hinge Assembly was rated in Fair (4) condition because the hinge is moderately deteriorated with some corrosion observed around the stainless-steel fasteners. The Hinge Assembly was rated with a Severe (2) impact due to the growth on the hinge assembly and the corrosion observed around the fasteners which is causing the hinge to lock up (the cast iron flap was rated Marginal [3] impact due to the use of dissimilar metals for the Hinge Assembly and Flap). The product of Fair (4) condition and Severe (2) impact is 8 (4*2=8). Therefore, the Hinge Assembly Relative Rating is 8/30 or 0.267. This process was repeated for each of the elements inspected (Flap [0.500], Bio-Fouling [0.300], Pipe [0.533], and Headwall/Wingwalls [0.200]) and the Relative Ratings were averaged for an overall System Rating of 0.360.

5.2 System Rating Bounds

The System Ratings are representative of the overall functionality of the flood control structure and are generally indicative of the level of maintenance required to restore the structure to functional condition. Structures with a System Rating less than 0.334 were grouped into High priority, structures with a System Rating between 0.334 and 0.666 were grouped into Medium priority, and structures with a System Rating over 0.666 were grouped into Low priority. Although the priority level was determined by bounds on the System Rating, flood control structures with different priority levels may require maintenance with similar urgency.

Using TG#19 as an example again, the TG#19 has an overall system of 0.360. This Tide Gate falls under the "Medium" System Level Category. This means that this flood control structure shall be maintained within 5 years.

System Level Rating	System Rating Bounds
High – Maintain within 1 year	0.000 - 0.333
Medium - Maintain within 5 years	0.334 – 0.666
Low - Maintain within 10 years	0.667 – 1.000

Table 3: Tide Gate System Rating Bounds

6. PRIORITIZATION, RECOMMENDATIONS, AND OPINION OF PROBABLE COSTS (OPC) OF TIDE GATES

6.1 Prioritization of Tide Gates

After all flood control structures were inspected, the System Ratings of each were compared to develop relative priority of maintenance for each flood control structure. Tide Gates were grouped as per Table 4.

The priority level of maintenance for each flood control structure is helpful, but the System Rating is a more useful metric to determine which flood control structures require the most urgency for maintenance. In summary, there are eight (8) High priority flood control structures, seventeen (17) Medium priority flood control structures, seven (7) Low priority flood control structures, and six (6) flood control structures that have not been inspected at the time of issuance of this report.

Note that the Tide Gates that were indicated by the Town of Fairfield as being Flap Gates but did not show indication of having a flap gate were shown as high priority due to the "missing" flap gate element. This occurred on TG2, TG16, TG24, TG26, and TG34. If it is determined by the Town that no Flap Gate is to be incorporated then this prioritization would need to be adjusted.

6.2 Recommendations and Opinion of Probable Cost (OPC)

Recommendations for repair and maintenance are summarized in the tables below. Recommendations were compiled for each type of flood control structure. The estimated cost of repairs to each of the flood control structures was determined through equipment and labor costs from 2023 RS Means Database for Commercial New Construction Costs. Material costs were determined by **RACE**'s experience and the most recent material pricing provided by manufacturers. The work was then estimated using customized crews for the repair recommendations, broken into five Categories: Hardware, Cleaning & Coating, Earthwork, Foundation, and Concrete. Additional costs associated with the work were also included in the OPC including Mobilization/Demobilization (10%) Engineering fees (10%), and additional 30% design level contingency for each category. In addition to these costs, a 20% construction contingency fee was added to the overall OPC. The design level contingency is included to recognize that the proposed repair work is at a very high level and not based on a specific, engineered design. It would be anticipated that this contingency would reduce as design advancement for the repair proceeded. In contract, the construction contingency is included to

address uncertainties inherent with the construction phase of the project and is recommended to remain included throughout the design cycle. Individual OPCs for each tide gate are included in Appendix D.

6.3 Prioritization Table of Tide Gates

The following table prioritize the tide gate by System Rating.

Note that the Tide Gates marked with " * " were indicated by the Town of Fairfield as being Flap Gates but did not show indication of having a flap gate and were shown as high priority due to the "missing" flap gate element. If it is determined by the Town that no Flap Gate is to be incorporated then this prioritization would need to be adjusted.

Priority Level	Tide Gate No.	Type of Tide Gate	System Rating	Recommendations	OPC
	24	Flap*	0.122	Add door and hinges (if this is determined by the Town to be req'd). Clean culvert pipe. Fill sinkhole. Add riprap slope protection at culvert outlet.	$53,000
High (0-0.333)	34	Flap*	0.147	Cut and replace pipe outlet with collar. Add door and hinges (if this is determined by the Town to be req'd). Clear sediment and debris. Clean catch basin. Add riprap slope protection to inlet. Remove debris. Install deep foundation for collar. Install concrete wall in front of headwall.	$105,000
	26	Flap*	0.192	Add door and hinges (if this is determined by the Town to be req'd). Clear sediment and debris. Clean catch basin. Demolish concrete headwalls. Fill sinkholes. Install deep foundation. Replace concrete headwall. Repair failed landscape wall.	$99,000
	31	Flap	0.300	Replace aluminum door and hinges. Clean marine growth. Strip cast iron door and coat with epoxy. Add riprap slope protection. Remove sediment buildup.	$52,000
	16	Flap*	0.307	Add door and hinges (if this is determined by the Town to be req'd). Repair HDPE pipe.	$66,000

				Clean sediment and debris. Clean catch basin Reset stones around pipe Install deep foundation collar Install concrete collar to attach flap	
	12	Duckbill	0.317	Replace duckbill and fasteners. Clear sediment and marine growth. Clean catch basin. Add riprap slope protection.	$42,000
	9B	SRT	0.300	Replace door float and eastern back float. Slipline pipe with PVC pipe. Clean marine growth, vegetation, and debris. Regrade riprap at SRT outlet. Add riprap slope protection to SRT inlet.	$154,000
	9A	SRT	0.317	Replace door float and eastern back float. Slipline pipe with PVC pipe. Clean marine growth, vegetation, and debris. Regrade riprap at SRT outlet. Add riprap slope protection to SRT inlet.	See TG #9B for Total OPC for TG #9
	2	Flap*	0.320	Add door and hinges (if this is determined by the Town to be req'd). Clean sediment and debris. Clean catch basin. Regrade riprap slope protection. Deep foundation for concrete collar. Concrete Collar to attach flap Helical piles - foundation	$70,000
	29	Flap	0.327	Replace cast iron flap door. Clean marine growth, vegetation, and debris. Demolish deteriorated timber bulkhead. Add riprap slope protection. Remove sediment build up. Install deep foundation for concrete wall. Replace concrete headwall.	$98,000
Medium (0.333-0.666)	18	Duckbill	0.350	Replace duckbill and fasteners. Clean sediment and marine growth. Grout seal pipe penetration though bulkhead.	$23,000
	19	Flap	0.360	Clean marine growth and debris. Clean catch basin Fill sinkhole. Replace/reinforce timber bulkhead	$54,000

Sum of High Priority repairs = 739K

				Seal pipe penetration though bulkhead	
	17	Duckbill	0.383	Replace duckbill and fasteners. Clean sediment and marine growth.	$23,000
	23	Flap	0.400	Replace door and hinges. Clean culvert pipe. Clear sediment and debris. Add riprap slope protection along drainage path. Add riprap slope protection around headwall.	$58,000
	10B	Flap	0.508	Clear debris Clean catch basin Grout seal flap to RCP Regrade riprap at outlet	$24,000
	27A	SRT	0.525	Replace SRT/Flap with 48" SRT. Slipline pipe with PVC pipe. Clean marine growth, vegetation and debris. Regrade riprap at SRT outlet. Replace piles and pile cap in kind	$339,000
	27B	Flap	0.533	Replace SRT/Flap with 48" SRT. Slipline pipe with PVC pipe. Clean marine growth, vegetation and debris. Regrade riprap at SRT outlet. Replace piles and pile cap in kind	See TG #27B for Total OPC for TG #27
	13	Flap	0.553	Replace door and hinges. Clean sediment and debris. Clean catch basin	$14,000
	22A	Sluice	0.571	Replace steel screen and fasteners. Reseal HDPE pipe Clean sediment and debris. Lubricate threaded rod. Grout seal pipe penetration through bulkhead	$17,000
	3	Flap	0.587	Slipline deteriorated MCP. Clean sediment and debris. Grout seal HDPE pipe to MCP pipe. Add riprap slope protection to inlet.	$54,000
	32	SRT	0.590	Replace door floats. Slipline deteriorated MCP. Clean growth, sedimentation, and debris. Riprap slope protection at inlet.	$63,000
	10A	Flap	0.600	Clear debris Clean catch basin Grout seal flap to RCP Regrade riprap at outlet	See TG #10B for Total OPC for TG #10
	20	Flap	0.620	Replace stainless steel clamp fastener.	$34,000

				Clean marine growth and debris. Clean catch basin. Regrade riprap around outlet.	
	22B	Sluice	0.629	Replace steel screen and fasteners. Reseal HDPE pipe Clean sediment and debris. Lubricate threaded rod. Grout seal pipe penetration through bulkhead	See TG #22A for Total OPC for TG #22
Low (0.667-1.00)	36	SRT	0.667	Reattach door floats. Clean marine growth, sediment, and debris. Excavate sediment.	$105,000
	6	Flap	0.673	Replace washer and cotter pin on east hinge. Clear vegetation and debris. Grout seal HDPE to MCP.	$18,000
	21	Flap	0.673	Clean marine growth and debris. Clean catch basin.	$12,000
	30	Flap	0.713	Clean marine growth. Strip cast iron door and coat with epoxy. Add riprap slope protection. Remove sediment build up.	$52,000
	15A	Sluice	0.786	Replace polyurethane gasket. Clean marine growth, vegetation, and sediment.	$15,000
	15B	Sluice	0.786	Replace polyurethane gasket. Clean marine growth, vegetation, and sediment.	See TG #15A for Total OPC for TG #15
	14A	SRT	0.790	Replace polyurethane gasket. Clean marine growth, vegetation, and debris. Strip door coating and re-apply.	$15,000
	14B	SRT	0.790	Replace polyurethane gasket. Clean marine growth, vegetation, and debris. Strip door coating and re-apply.	See TG #14A for Total OPC for TG #14
Not Inspected as of 8/9/2023	4	36" - Flap	-	across Kiwanis field -	-
	5	18" - Flap	-	behind 80 old Dam Rd	-
	7	36" - Flap	-	1039 So. Pine Creek	-
	11	24" - Flap	-	80 Salt meadow culvert	-
	25	24" - Flap	-	1004 Reef Rd - wingwall Flap ?	-
	28	30" - Flap	-	near Mearing Guard shack	-

Sum of Medium priority = 703 K

Sum of lower priority = 217 K

Unknown

Table 4: Prioritization Table with Recommendations and OPC

7. REGULATORY

The locations of the flood control structures are within a highly regulated area by a number of Federal, State and Local agencies. In many cases, as in this case, jurisdictions overlap. These agencies include the following:

- U.S. Army Corps of Engineers (USACE)
- State of Connecticut Department of Energy and Environmental Protection (DEEP)
- Town of Fairfield

Additionally, each agency may have multiple internal departments that will provide some level of review to an application (such as the Shellfish Commission, Harbor Management Commission, Conservation & Inland Wetlands Commission, Harbor Master, etc.).

The proposed work consists of substantial modifications to the flood control structures which impacts the type of permit that would be required. Based on **RACE**'s experience, it is expected that the recommended repairs and maintenance noted in Section 6 would most likely fall under a Structures, Dredging, and Fill in Tidal Wetlands Permit or a Certificate of Permission from the DEEP and a General Permit from the USACE, and possibly falling under a CT-General Permit from the CT-DEEP.

7.1 Existing Permits

Existing permits from the DEEP were found for TG#3, TG#6, TG#8NIC, TG#9, TG#12, TG#13, TG#14, TG#15, TG#27, TG#31, and TG#33NIC. Depending on the degree of maintenance and repairs proposed, the DEEP authorized the work under a Certificate of Permission, a Structures, Dredging, and Fill in Tidal Wetlands permit, or a General Permit. Substantial maintenance to TG#6 was authorized under a Certificate of Permission in 2018 to sleeve the corroded corrugated metal pipe with a HDPE pipe and replace the cast iron flap with a non-corrosive flap. Replacement of TG#14 and TG#15 was authorized under a General Permit in 2015. The existing permits are included in Appendix D. Based on the recommendations noted in Section 6 above, it is anticipated that the recommended repairs and maintenance will require a Structures, Dredging, and Fill in Tidal Wetlands permit or a Certificate of Permission.

7.2 United States Army Corps of Engineers

The proposed structures fall within the jurisdiction of the USACE New England District which is the High Tide Line (HTL). The HTL is equivalent to the 1-year frequency tidal flood that has an elevation for this area is El. +5.2' (NAVD-88 Datum). Work and structures located in, under or over any navigable water of the U.S. that affect the course, location, condition, or capacity of such waters; or the excavating from or depositing material in navigable waters are regulated by the USACE under Section 10 of the Rivers and Harbors Act of 1899.

The recommended repairs provided would likely fall under a Connecticut General Permit (GP) from the USACE. The GP process involves submitting a copy of the CT-DEEP Application to the USACE for review.

7.3 CT Department of Energy and Environmental Protection

Flood control structures within the jurisdiction of the CT Department of Energy and Environmental Protection ("CT DEEP") are located waterward of the CT Coastal Jurisdiction Line (CJL). The CJL at in the Town of Fairfield is El. +5.2' (NAVD-88 Datum). Any structure or construction activity waterward of the CJL is within the CT DEEP jurisdiction.

The recommended repairs involving new work would likely require a Structures, Dredge, and Fill in Tidal Wetlands Permit (SDF). It is anticipated that the State will take 6 to 24 months to review the SDF Application. The recommended repairs involving exclusively maintenance of the existing structures would likely require a Certificate of Permission. The State has 90 days to review and respond to a COP application. The State's review will begin once necessary pre-application consultations are completed. At minimum, the proposed work will need to be reviewed by the Town of Fairfield Planning and Zoning Commission, Shellfish Management Commission, and Harbor Management Commission. These pre-application consultations do not have a time limit for review; however, it is anticipated that these reviews can take up to 2 months.

7.4 Town of Fairfield

The Town of Fairfield will assume regulatory responsibility for projects proposed in the coastal area under the Coastal Site Plan Review as authorized under the CT Coastal Area Management (CAM) Act and detailed in the local Zoning Regulations.

The Coastal Site Plan Review by the Planning and Zoning Commission is performed under the authorization and per the requirements of Sections 105 through 22a-109 of the CAM Act and applicable sections of the local Zoning Regulations. Since the recommended repairs and maintenance are for flood control structures, it is anticipated that the Coastal Site Plan Application will require a full review.

8. SUMMARY

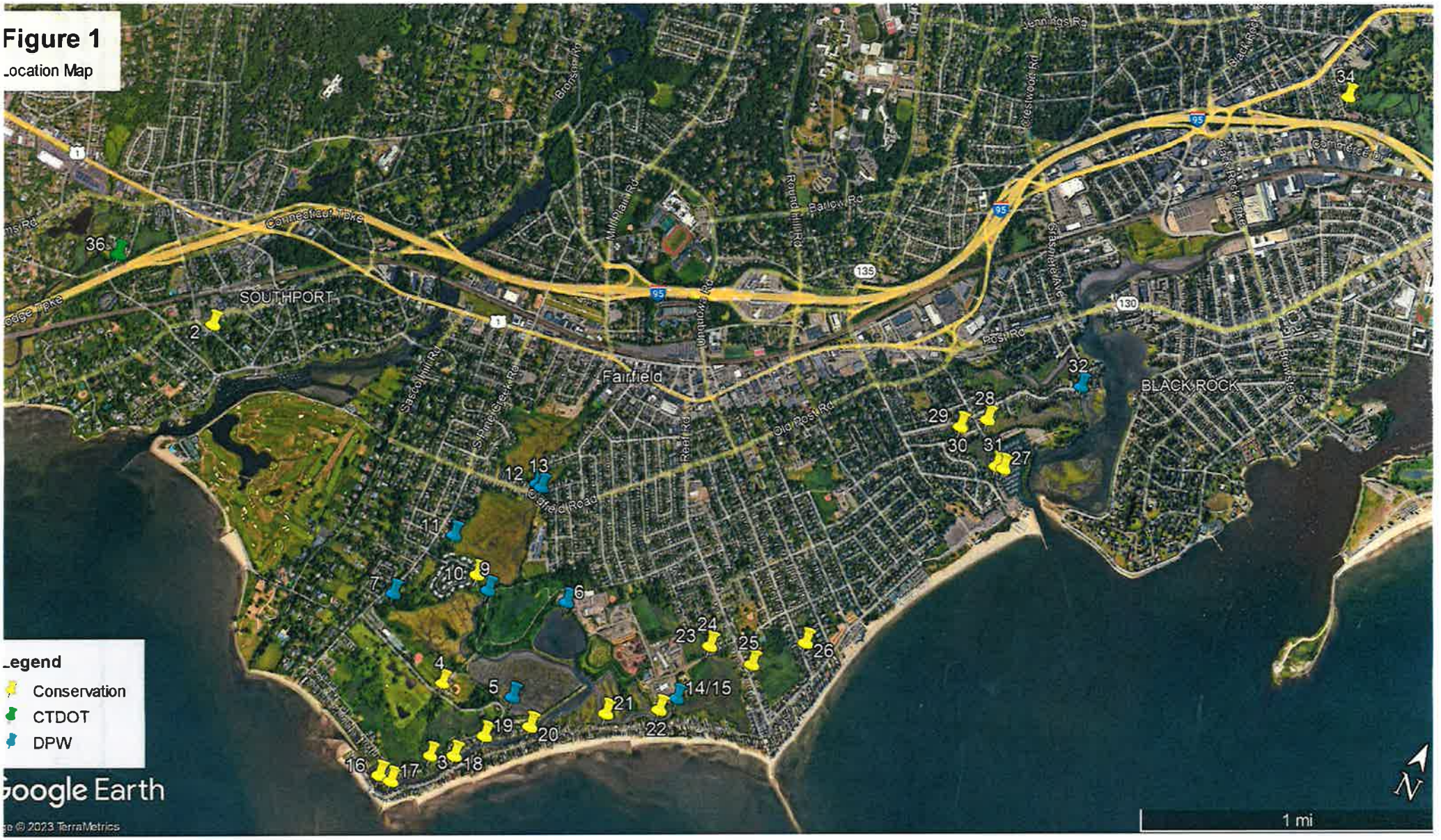
RACE COASTAL ENGINEERING, Inc. (RACE) at the Request of Town of Fairfield, completed a condition assessment of twenty-six (26) of the 32 tide gates listed in the September 2022 Inventory of Tide Gates and Flood Control Structures. The remaining six (6) tide gates were not available for inspection as of August 9, 2023. Summary of Existing Conditions of inspected in Tide Gates are listed in Table 1. Detailed observations are listed in Appendix C.

Based on our observations and methodology discussed in Section 5.1, **RACE** prioritized maintenance of tide gates in three categories (low, medium, and high). **RACE** recommends Town of Fairfield to maintain tide gates with low system level rating within next 1 year, medium level rating within next 5 years, and low level rating within next 10 years.

In addition, **RACE** provided recommendations and Opinion of Probable Cost (OPC) to facilitate Town of Fairfield with the budget needed to repair flood control structures included in this report.

The observations and recommendations are based on RACE's collected data and corresponds to the date when the report was issued. RACE reserves the right to modify or amend this Report if additional information becomes available.

Figure 1
Location Map



Old Field Road Bridge Design = $367,000 for Design of New Bridge.

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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. So Town hired Consultant to perform underwater bridge inspection with certified scuba diver. This special inspection confirmed that the bridge needs replacement. The bridge was built in 1935 and has at a minimum scour below the wingwalls and footing. While underwater, inspector noticed spalling, chunks of missing concrete and in some cases exposed rebar. The Town is awaiting final report where the Consultant will compile a priority list for repairs for the short term and formally 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 was to get a full scale inspection of the bridge using professional divers and inspectors to fully evaluate the bridge. The preliminary conclusion is the bridge needs replacement. The Town may be able to perform short term repairs, extending the service life of the bridge, while in the design phase, ready for construction.

3. **Detailed Description of Proposal** – The proposal includes full replacement of the bridge. This includes the superstructure and substructure of the bridge. The inspection will rate the bridge in poor condition. Inspection also revealed scour conditions, utility conflict and overall fair to poor condition of abutments, wingwalls, bridge deck etc..

4. **Reliability of Cost Estimate** – The request for bridge replacement is based on similar bridge designs submitted last month with additional contingency for permits, testing and Grant requirements. The reliability of repair costs is on a scale of 0 to 10 is estimated at 8 based on current bridge design contracts.

5. **Increased Efficiency or Productivity** – Finalize a design, contract bid and specs with cost estimate and schedule. Allow the traveling public and commerce safer access.

6. **Additional Long Range Costs** – Unknown- Soil borings to determine depth of rock and environmental testing will have to be performed. With a new 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 bridge is not a viable option for this busy roadway. Design will investigate alternating traffic vs detour.

9. **Safety and Loss Control** – Allow the traveling public and commerce safer access.

10. **Environmental Considerations** – None for inspection. Short term repairs may fall under maintenance but significant repairs will require local, state and federal permits. Soil borings and Environmental Testing will be required for design plans and specifications,

11. **Insurance** – Any selected consultants/contractors will be required to carry the necessary insurance prescribed by the Purchasing Department.

12. **Financing** – Project Design 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. See also # 8.

14. **Other Approvals**:

Board of Selectman	-	Feb 2024
Board of Finance	-	Feb/Mar 2024
RTM	-	Mar 2024

Wakeman Lane/Old Road Bridge- Construction Phase Town Share = $ 432,600 Background: Construction phase is estimated at $3,900,000 (includes Construction Phase and Inspection. Note Town share is 10 % as Westport is the lead agency for the project and is responsible for most administration. Bridge is 80% covered through Federal Local Bridge Program) Westport share is 10 %, Town of Fairfield share is 10 % = $390,000 plus 10 % contingency and potential extra pay item = $ 432,600.

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1. **Background** – Wakeman Lane/Old Road is a southeast/northwest local road which serves as a local and commuter route to Westport and Southport neighborhoods, businesses and highways. The bridge crossing over the Sasco Brook was constructed in 1965. The bridge # 04971 will have approximately 36 ft clear span, maintain a 20 ft roadway width and includes a 2 ft paved shoulder for bikes/pedestrians on each side. The design for the bridge project is in the final design stages. The Contract bid process will be handled by DOT and Westport, and is scheduled for late 2024/ winter 2025 as required by CT DOT. The proposed bridge will contain concrete rigid frame and deck on concrete abutments footings. The bridge has a poor condition rating by the Connecticut DOT and needs replacement.

2. **Purpose and Justification** – The purpose of the project is to replace the existing bridge with a new bridge that will have a predicted service life of over 75 years. It will allow the Towns to perform the planned replacement of this structure. It will allow commuter, commercial and general public traffic to access neighborhoods, schools, businesses, highways, and local roads in this section of Town and in Westport. Final Design, structural plans, hydrologic studies, Right of Way easements and contract specifications are still being worked on. Construction is expected to start Spring 2025. The project has been listed on the Capital Improvement project list (Waterfall Chart) for several years via design and construction.

3. **Detailed Description of Proposal** – The project will include contractor labor, equipment, and materials for bridge construction. Also included in the proposal is Construction Administration, Inspection, Testing and State oversite that contains:
   - Coordination with local and state permitting agencies.
   - Adhering to DOT procedures to preserve funding opportunities and reimbursement.

4. **Reliability of Cost Estimate** – Based on recent DOT bridge projects, and Engineer's estimate of probable costs, on a scale of 0 to 10 the reliability of the estimate is 8.5 based on the most reliable information available and will be finalized by a Project Authorization Letter and inter municipal agreement.

5. **Increased Efficiency or Productivity** – Allow the public and commerce safe and efficient access to and from their homes, businesses and destination points.

6. **Additional Long Range Costs** – The subsequent construction phase of the bridge (anticipated 2025) will be in the $3,900,000 range. This project has been approved for federal funding through the federal Local Bridge program. The Town is responsible for 10 % of the total construction phase (inspection and construction costs of the project). The bridge will have a 75 year service life span before it will need to be rehabilitated or replaced. For the first decade, only minor maintenance is expected for the new bridge.

7. **Additional Use or Demand on Existing Facilities** – None Anticipated.

8. **Alternatives to this Request** – The Bridge does not meet current bridge standards and is listed in poor but not serious condition. If we do nothing, the bridge will eventually have the weight limit reduced further and that would impact local traffic and could lead to eventual limitations or closure. Per State Statutes, both municipalities are responsible for repair and maintenance of the bridge.

9. **Safety and Loss Control** –Further deterioration of bridge will limit weights further and then could lead to further limitations and then eventual closure. Guiderail/wall approaches will be included in the construction as safety features.

10. **Environmental Considerations** – All environmental permits will be secured. Reviews and approvals by USACE, CT DEEP, Fairfield Inland Wetlands are required for the project.

11. **Insurance** – The selected contractor and Consultant will be required to carry the necessary insurance prescribed by the Purchasing Department. Westport will be the lead agency.

12. **Financing** – Project will be bonded as part of the Capital budget of 2025. The Town will pay Westport 10% of all eligible construction phase costs. Service life of the bridge is about 50-75 years.

13. **Other Considerations**: Westport (lead agency) and DOT are involved with project but is partnering with Fairfield.

Other Approvals:

Board of Selectman	-	Feb 2024
Board of Finance	-	Feb 2024
RTM	-	Mar 2024

Kings Highway West Bridge- Construction Phase Town Share = $ 432,600 Background: Construction phase is estimated at $3,900,000 (includes Construction Phase and Inspection. Note Town share is 10 % as Westport is the lead agency for the project and is responsible for most administration. Bridge is 80% covered through Federal Local Bridge Program) Westport share is 10 %, Town of Fairfield share is 10 % = $390,000 plus 10 % contingency and potential extra pay item = $ 432,600.

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1. **Background** – Kings Highway West is a southeast/northwest collector road which serves as a local and commuter route to Westport and Southport neighborhoods, businesses and highways. The bridge crossing over the Sasco Brook was constructed in 1973. The bridge # 04972 will have approximately 60 ft clear span, maintain a 32 ft roadway width and includes a 4 ft paved shoulder for bikes/pedestrians on each side. The design for the bridge project is in the final design stages. The Contract bid process will be handled by DOT and Westport, and is scheduled for late 2024 / winter 2025 as required by CT DOT. The proposed bridge will contain steel girders resting on concrete abutments footings. The bridge has a poor condition rating by the Connecticut DOT and needs replacement.

2. **Purpose and Justification** – The purpose of the project is to replace the existing bridge with a new bridge that will have a predicted service life of over 75 years. It will allow the Towns to perform the planned replacement of this structure. It will allow commuter, commercial and general public traffic to access neighborhoods, schools, businesses, highways, and local roads in this section of Town and in Westport. Preliminary and Final Design, structural plans, hydrologic studies, Right of Way easements and contract specifications are still being worked on. Construction is expected to start Spring 2025. The project has been listed on the Capital Improvement project list (Waterfall Chart) for several years via design and construction.

3. **Detailed Description of Proposal** – The project will include contractor labor, equipment, and materials for bridge construction. Also included in the proposal is Construction Administration, Inspection, Testing and State oversite that contains:
   - Coordination with local and state permitting agencies.
   - Adhering to DOT procedures to preserve funding opportunities and reimbursement.

4. **Reliability of Cost Estimate** – Based on recent DOT bridge projects, and Engineer's estimate of probable costs, on a scale of 0 to 10 the reliability of the estimate is 8.5 based on the most reliable information available and will be finalized by a Project Authorization Letter and inter municipal agreement.

5. **Increased Efficiency or Productivity** – Allow the public and commerce safe and efficient access to and from their homes, businesses and destination points.

6. **Additional Long Range Costs** – The subsequent construction phase of the bridge (anticipated 2025) will be in the $3,900,000 range. This project has been approved for federal funding through the federal Local Bridge program. The Town is responsible for 10 % of the total construction phase (inspection and construction costs of the project). The bridge will have a 75 year service life span before it will need to be rehabilitated or replaced. For the first decade, only minor maintenance is expected for the new bridge.

7. **Additional Use or Demand on Existing Facilities** – None Anticipated.

8. **Alternatives to this Request** – The Bridge does not meet current bridge standards and is listed in poor but not serious condition. If we do nothing, the bridge will eventually have the weight limit reduced further and that would impact local traffic and could lead to eventual limitations or closure. Per State Statutes, both municipalities are responsible for repair and maintenance of the bridge.

9. **Safety and Loss Control** –Further deterioration of bridge will limit weights further and then could lead to further limitations and then eventual closure. Guiderail/wall approaches will be included in the construction as safety features.

10. **Environmental Considerations** – All environmental permits will be secured. Reviews and approvals by USACE, CT DEEP, Fairfield Inland Wetlands are required for the project.

11. **Insurance** – The selected contractor and Consultant will be required to carry the necessary insurance prescribed by the Purchasing Department. Westport will be the lead agency.

12. **Financing** – Project will be bonded as part of the Capital budget of 2025. The Town will pay Westport 10% of all eligible construction phase costs. Service life of the bridge is about 50-75 years.

13. **Other Considerations**: Westport (lead agency) and DOT are involved with project but is partnering with Fairfield.

Other Approvals:

Board of Selectman	-	Feb 2024
Board of Finance	-	Feb 2024
RTM	-	Mar 2024

Meadowbrook Road Sound Barrier = $350,000 for Design and Construction of replacement..

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1. **Background** –Circa 1989, as part of a community block grant, and economic development project with one fof the first Home Depots in the country, Meadowbrook Road was blocked off and a timber sound barrier was installed. The sound barrier has run out its service life and needs constant maintenance. Using slot plank installation, the timber members often shrink, shift and become an eyesore to the neighborhood. The Town has received complaints from neighborhood residents and some Town Officials requesting replacement.

2. **Purpose and Justification** – The existing sound barrier needs replacement and is requires significant and constant repairs. The purpose of the project is replace the existing timber sound barrier with a higher quality, more updated designed timber sound barrier. This barrier acts as visual and audio blockade from US 1 and I-95 traffic. The new bulkhead will improve conditions for the neighborhood and offer a visual betterment for visitors using exit 23.

3. **Detailed Description of Proposal** – The proposal includes the design and construction of a new timber sound barrier along US 1 at the intersection of Meadowbrook Road. The design will include replacement of the structure, plans, permits, details and specifications. The wall is currently 375 feet long, 10 feet high and has a swing door for pedestrian access. (Not sure if its totally functioning).

4. **Reliability of Cost Estimate** –is based on referencing DOT pricing. With current cost of materials the reliability of costs on a scale of 0 to 10 is estimated at 7. There is a 15 % contingency included.

5. **Increased Efficiency or Productivity** – replacement of aging infrastructure.

6. **Additional Long Range Costs** – There may be no to only slight increased long range costs associated with the project request as typical new infrastructure projects require few repairs or maintenance the first decade. Most barrier walls have a service life of about 30-40 years.

7. **Additional Use or Demand on Existing Facilities** – Project would require minimal additional maintenance within DPW schedules for the first decade.

8. **Alternatives to this Request** –The Do nothing option does nothing to improve existing conditions. Allowing the structure to continue to deteriorate and provide an eyesore to the neighborhood.

9. **Safety and Loss Control**- Safety increases slightly with new construction. There is a very slight chance of increased potential liability, if timber members were to fly off or if doorway were to get stuck.

10. **Environmental Considerations** – Project may require local, state and federal permits, especially if a grant were to be obtained. The Town anticipates transplanting or planting native vegetation, as an enhancement or replacing vegetation that exists. Soil composition test pits are recommended if excavation for poles are necessary.

11. **Insurance** – Any selected contractors will be required to carry the necessary insurance prescribed by the Purchasing Department.

12. **Financing** – Project to be bonded as part of the Non-Recurring Capital budget of 2025.

13. **Other Considerations**: Utilize existing posts, if design permits. Investigate a more durable, easier to construct but less attractive sound barrier? Utilize DOT designs. Use higher quality wood products/preservatives to extend service life of the structure.

14. **Other Approvals**:

Board of Selectman	-	Feb 2024
Board of Finance	-	Feb 2024
RTM	-	Feb-Mar 2024

See following page(s) for additional information.

Prepare an update to the 2015 Master plan for Flood Protection, Climate Resilience and Erosion Control

PROJECT COST: $150,000

1. BACKGROUND – The initial Flood Erosion Control Board (FECB) plan, developed by FECB and DPW and presented to the town BOS in January 2015, was an extensive coastal plan that was split into 9 different sections and had preliminary resiliency proposals for each section designed to keep flood waters out of the flood basin. Roughly 3800 structures sit in the Town's flood plain (assuming a 20-inch sea level rise and Cat 2/3 Hurricane), including many town buildings and historical sites, 5 churches and three schools as well as roughly 15 % of the town's residential housing. In 2019, The Army Corp of Engineers (ACOE) conducted a study that resulted in a very similar plan. They assessed the risk as hundreds of millions of dollars in total estimated damages and a potential loss of life (referencing the 1938. 1954 and 1955 storm event loss of life) based on a 1% AEP (100 year) flood. Their plan, would protect most of the town infrastructure and residences from high coastal flood events, had a projected cost of $546 million (in 2019 dollars) and while it had a positive cost benefit ratio of 1.7, calculated by the US Army Corps of Engineers, the Benefit-Cost Analysis utilized by FEMA is not expected to meet their thresholds (in which structures are emphasized more than the land values) to be approved for federal FEMA funding. It also required a funding share of 25-35% by the Town.

2. PURPOSE AND JUSTIFICATION - This 2015 plan is now 8 years old and while the town has successfully implemented parts of the plan (e.g., hardening the WWTP), the plan itself needs to be updated to better reflect the science around anticipated climate impacts and watershed/riverine resiliency, not just coastal resilience. FECB ,(now referred to as FERB-Fairfield Erosion and Resiliency Board) is working with the Fairfield Engineering Department is reevaluating the best approach to create a more resilient Fairfield in the face of what are expected to be more intense storm events and the CT legislative design requirement of 20 inches of sea level rise by 2050. The recent (2018, 2021, 2023) Rooster River and Sasco Brook flood events highlight the fact that our town resilience plan needs to also incorporate riverine as well as high intensity rain event flooding. NOT doing sufficient resiliency mitigation near the flood plain and riverine areas puts structures, properties and other assets at risk in terms of millions of dollars in losses that could result in significant reductions in assessed values thereby reducing tax revenues to the Town. (We are seeing this now in places such as Miami, where properties have already declined by over 14% due to sea level rise).

3. DETAILED DESCRIPTION OF PROPOSAL - Expenditure in the amount of $150,000 will include costs to assess the future challenges and model the Key flood zones. The consultant would use these to prepare concept level plans for all of the Flood prone sections of town to achieve the

flood protection the Town is seeking. Our intention is to recap actions since 2015, recognize the new statutory requirements, the new CT DEEP Directives and to create a roadmap for Fairfield's next decade of Resiliency Efforts. We feel a consultant is better equipped to design the plan and report since it will be contain third party recommendations, more specific details and involve meetings with the public/FERB, CT DEEP and USACE representatives.

4. RELIABILITY OF COST ESTIMATE - The cost for professional consulting services is fairly reliable based on previous study fees. The Town of Fairfield Engineering Department feels $150,000 is an adequate sum to take this project to final updated Master plan with concept level design options for each flood prone section of town.

5. INCREASED EFFICIENCY AND PRODUCTIVITY - This project is expected to provide a roadmap for resiliency for all flood and erosion prone areas of town. It will be determined what level of protection can be provided but would strongly encourage that, where feasible, the design be based on the 100-year storm event (1% chance of annual occurrence), plus one foot freeboard. Where applicable, the consultant can account for sea level rise. This could increase chances of receiving assistance or grant funding.

6. ADDITIONAL LONG-RANGE COSTS – This updated plan is expected to identify and rank future projects that will enhance our town's resiliency to severe storm events. There will be "ENGINEER'S ESTIMATES of future project costs that will be included in the report and will be utilized for Capital Project requests.

7. ADDITIONAL USE OR DEMAND - None but long-term maintenance can be expected similar to Green infrastructure, other dikes and flood control projects, if constructed.

8. ALTERNATIVES - The "Doing Nothing approach" is counterproductive, as steps proposed under this request will be for pre-disaster mitigation. If nothing is done, properties and the town's roadways will continue to be at increasing risk of continual access, flooding and erosion.

9. SAFETY AND LOSS CONTROL – By updating the Master Plan, and utilizing its components, enhanced levels of protection can be offered. Properties could experience less frequency of severe flooding and less damage from flooding. We would expect 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 storm/flood event.

10. ENVIRONMENTAL CONSIDERATION – CT DEEP, USACE and local inland wetland permits would be required for identified future projects. Coastal Area Management (CAM) report and TPZ permits might also be anticipated.

11. INSURANCE – Since Design will go out via QBS process or Request for Proposals, standard Purchasing requirements will be implemented. Any future projects would carry typical construction risk insurance.

12. FINANCING –Total Project costs - $ 150,000

13. OTHER CONSIDERATIONS - It has been determined by the CT Legislature that Sea Level will rise 20" by 2050. This rise in sea level will only make coastal storm events more severe and increase the extent of damage. If funding allows via this request, transfers or new requests, Engineering and FERB recommend a detailed survey of Fairfield Beach Road to consider potential raising of Fairfield Beach Road for access during sunny day tidal flooding and emergency access during storm events.

14. APPROVALS -

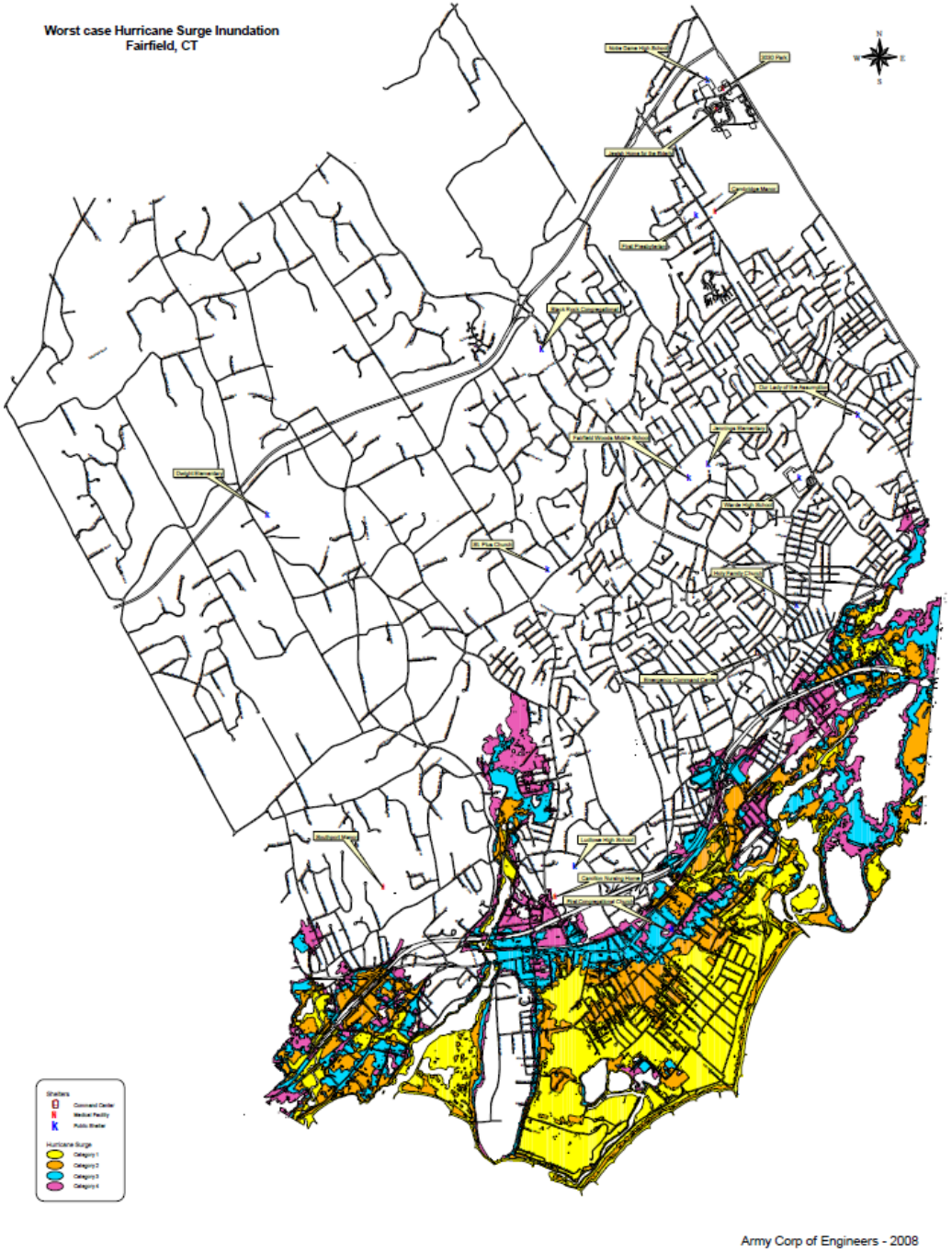
Board of Selectman	Feb/March, 2024
Board of Finance	Feb/March 2024
RTM	March/April 2024

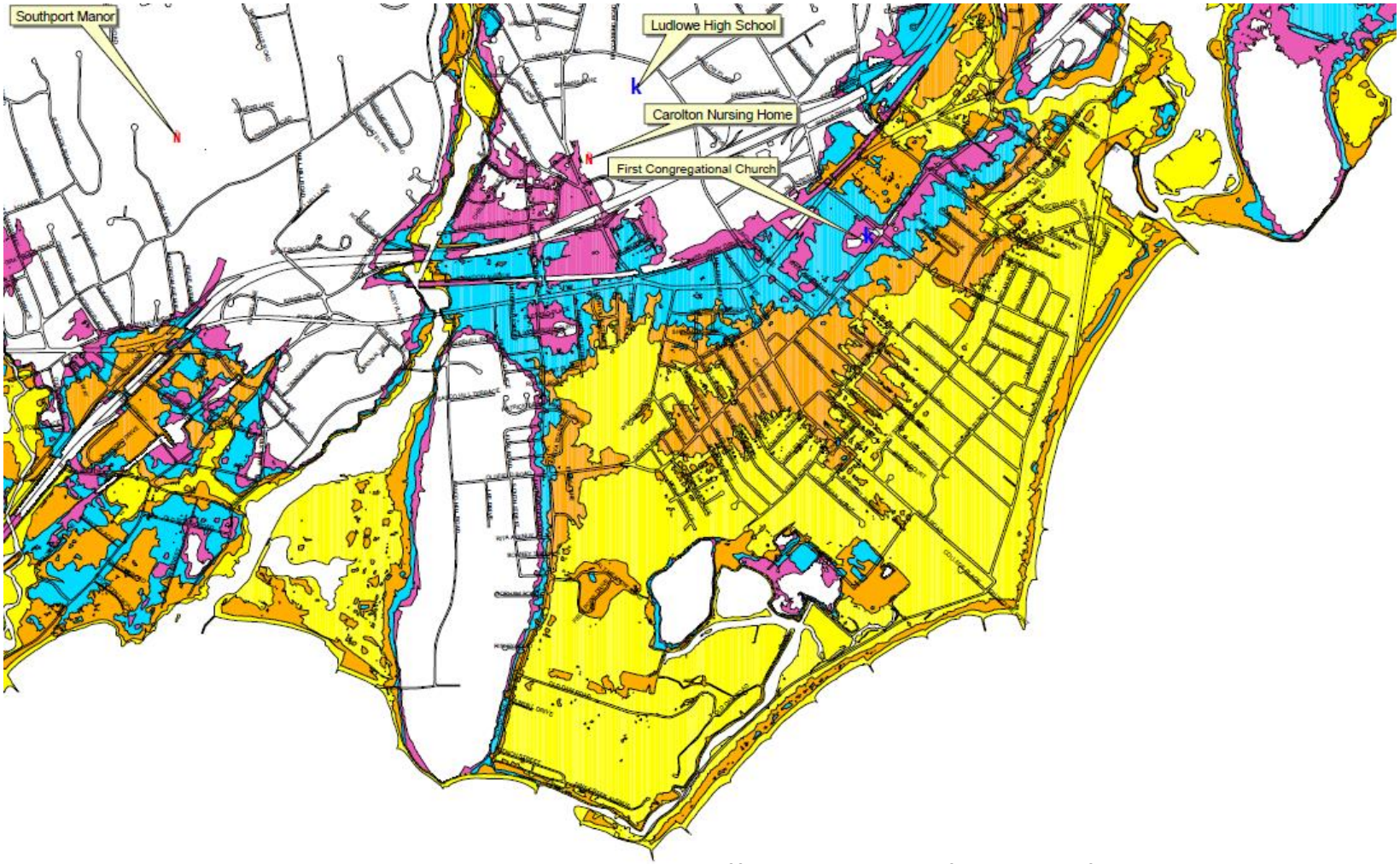
Flood & Erosion Board

Flood Control Plan

Presentation to Board of Selectman

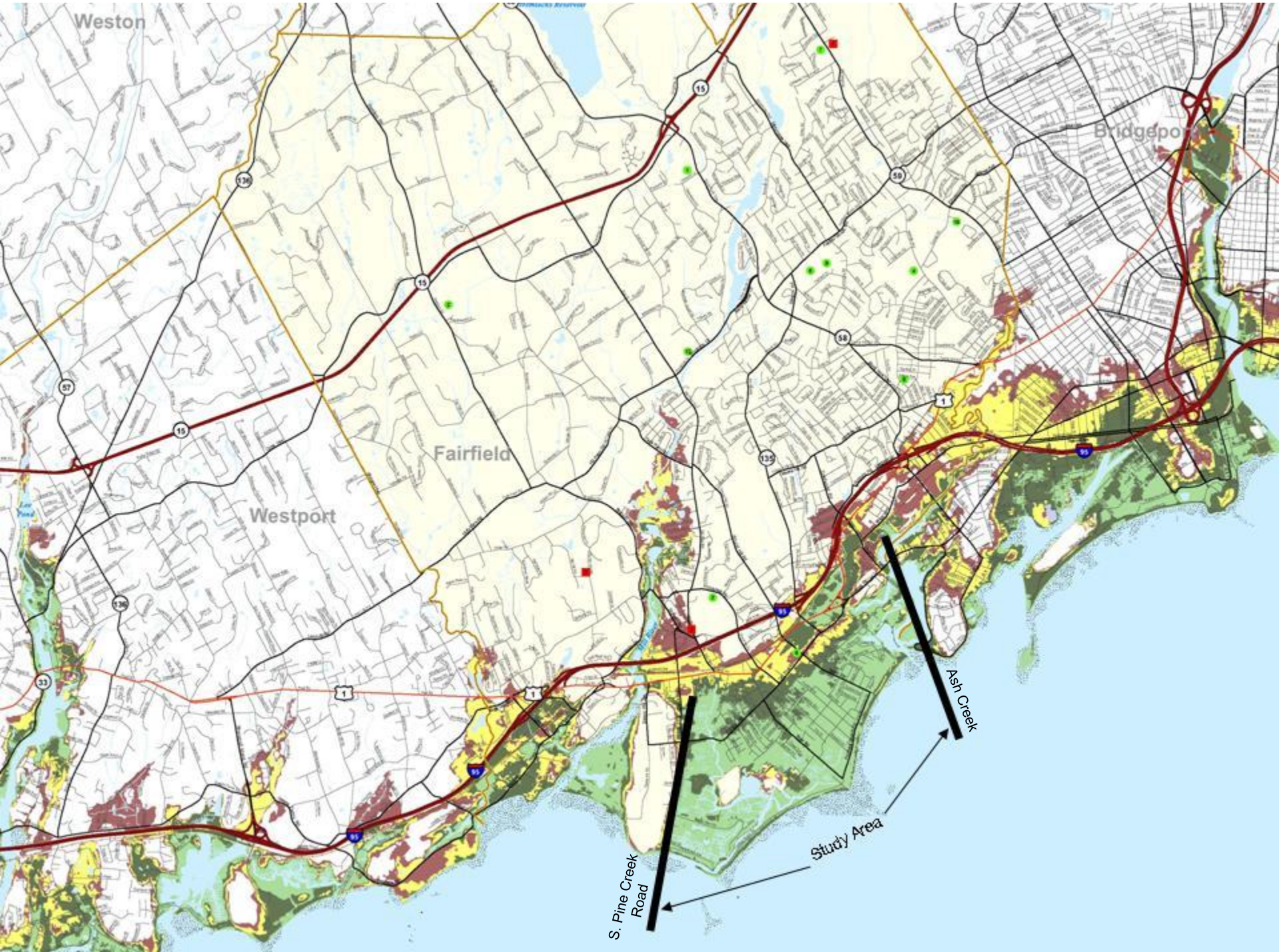
January 8, 2015





Yellow – Cat I, lowest elevations
Orange – Cat II, slightly higher ground
Blue – Cat III, even higher (Post Road, Trains)
Purple – Cat IV highest

Fairfield Hurricane Inundation Map


Weston
Fairfield
Westport
Bridgepor
Ash Creek
Study Area
S. Pine Creek Road

How Long Island Sound Effects Fairfield

Existing Conditions:

Fairfield Tide Gate System-

An outstanding example of healty Salt Water Marshes in a Develeloped Community

Allows twice daily high tides to penetrate salt marshes to Keep them viable.

Provides:

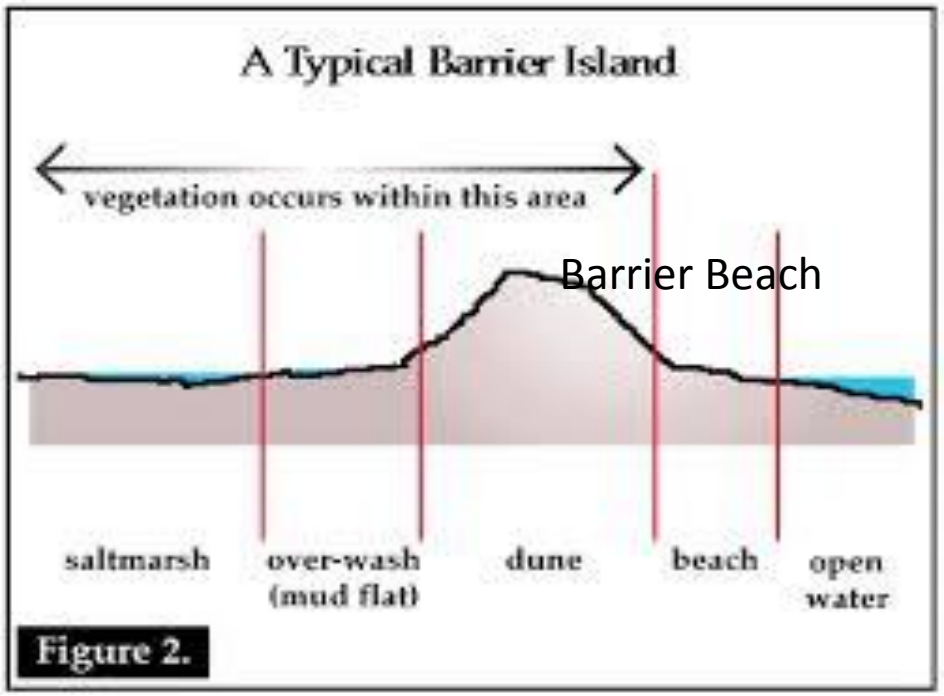
- Protection of habitats
- Mosquito Control
- Limits invasive species (Phragmities)
- Flushing of Sediments
- Regulates entering waters

Light Blues = Salt Marshes

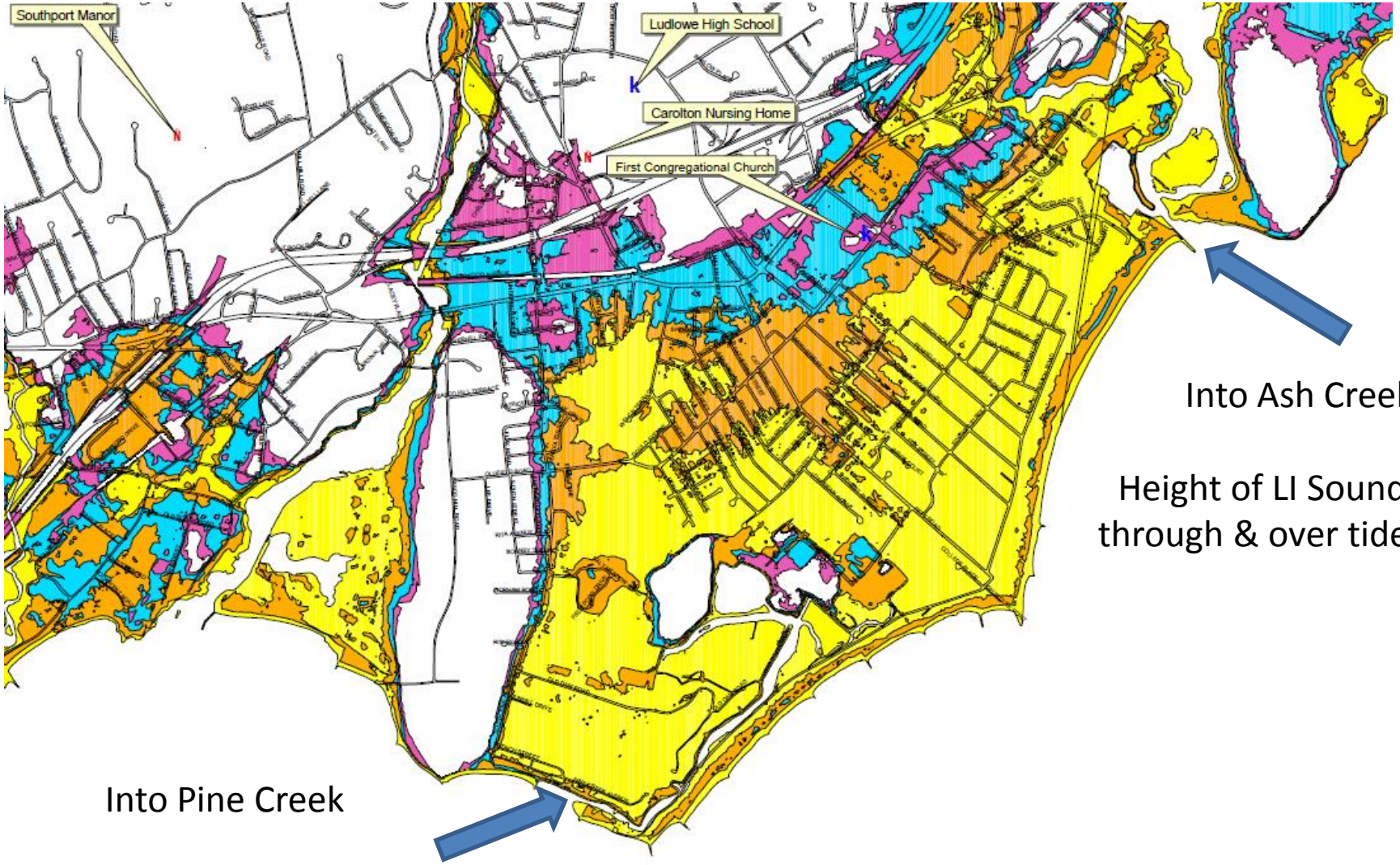
Town of Fairfield GIS

Fairfield is usually protected from tide surges by :

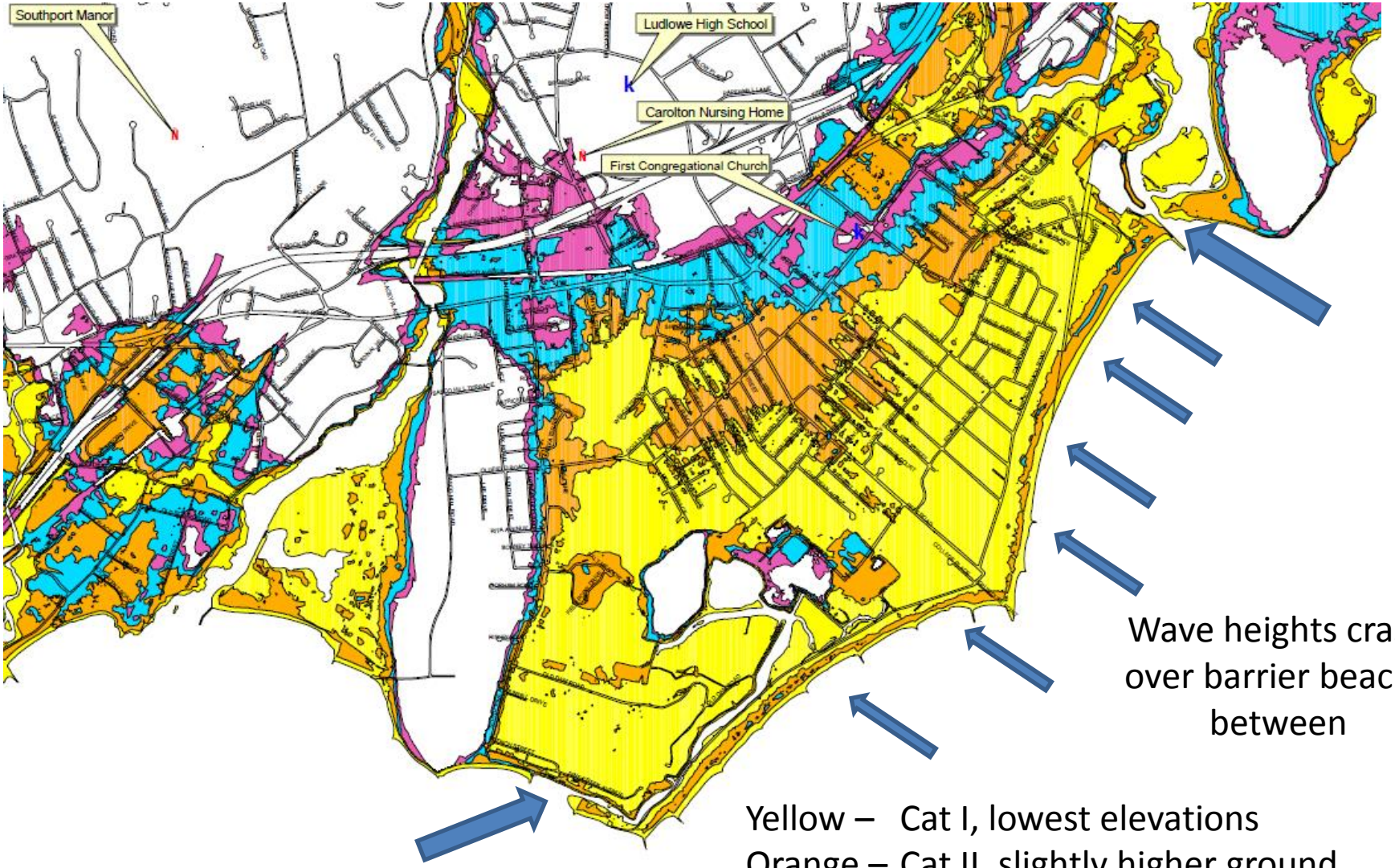
Barrier Beach
&
Dikes & Tide Gates
(multiple locations along Ash Creek and Pine Creek)



How does Fairfield Flood



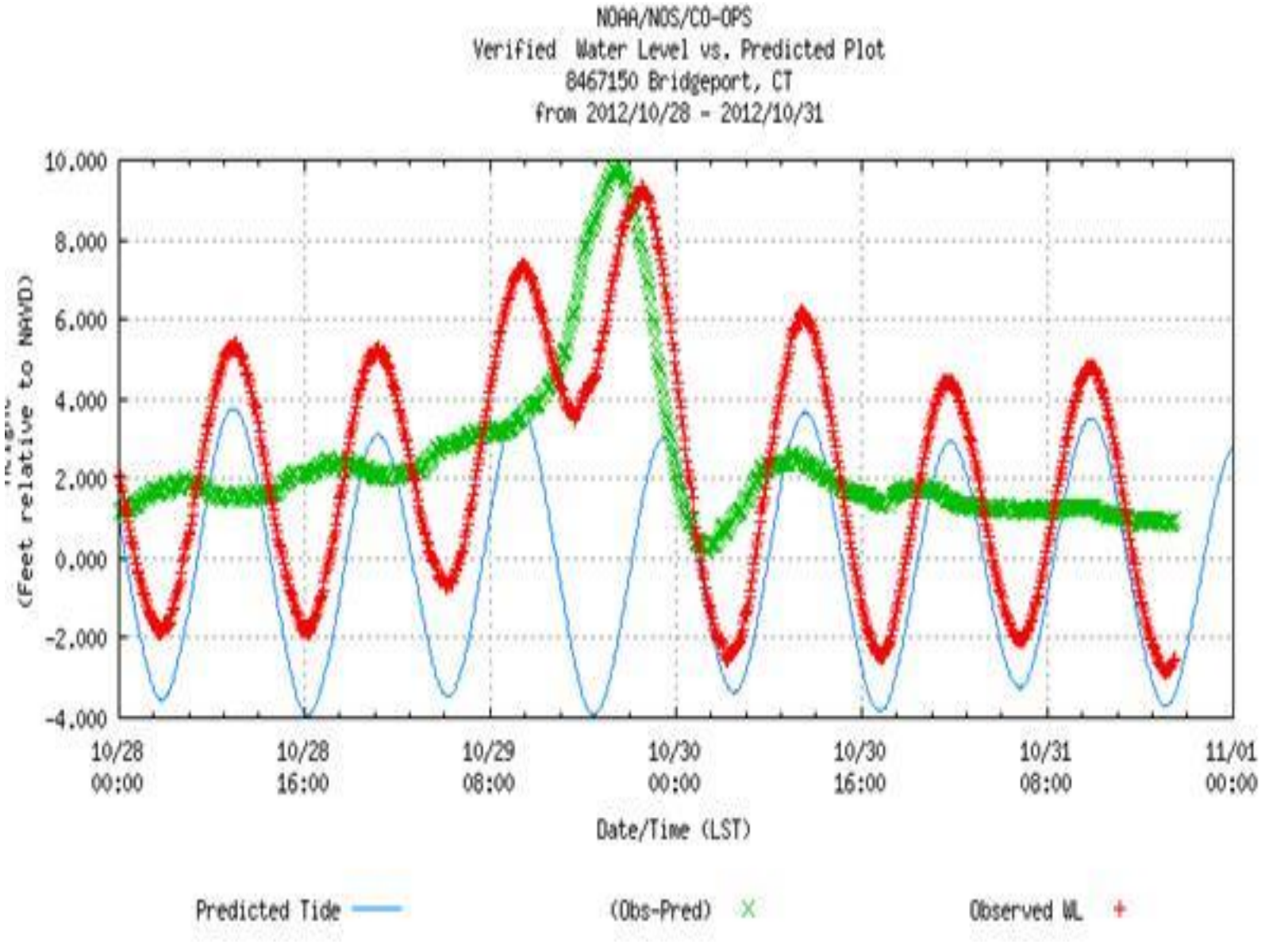
Fairfield Hurricane Inundation Map



Wave heights crash over barrier beach, between

Yellow – Cat I, lowest elevations
Orange – Cat II, slightly higher ground
Blue – Cat III, even higher (Rt. 1, Trains)
Purple – Cat IV highest (I-95)

Fairfield Hurricane Inundation Map


NOAA/NOS/CO-OPS
Verified Water Level vs. Predicted Plot
8467150 Bridgeport, CT
from 2012/10/28 - 2012/10/31
10.000
8.000
6.000
4.000
2.000
0.000
-2.000
-4.000
(Feet relative to NAVD)
10/28 00:00
10/28 16:00
10/29 08:00
10/30 00:00
10/30 16:00
10/31 08:00
11/01 00:00
Date/Time (LST)
Predicted Tide
(Obs-Pred)
Observed WL

Barrier Beach &
Dikes /Tide Gates cause
flood water to be trapped

Creates “salt water pond”

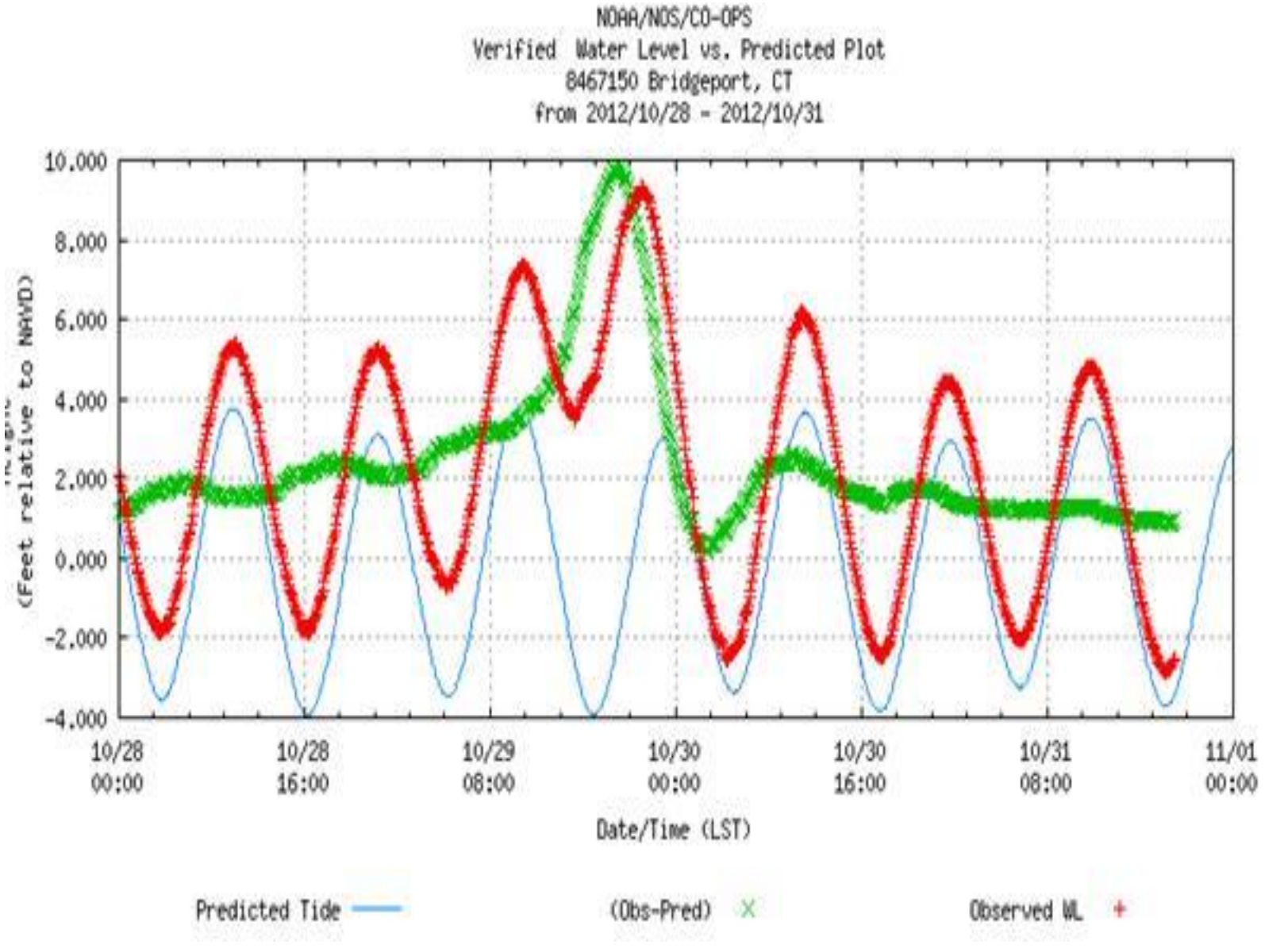
Hartford Courant Photo

Hartford Courant Photo

Connecticut Post Photo

Location: CT US - Object: CT COAST

Date: 31OCT12 TOT: 2122Z Lat=41.1355 Lon=-73.24417 Alt=991ft MSL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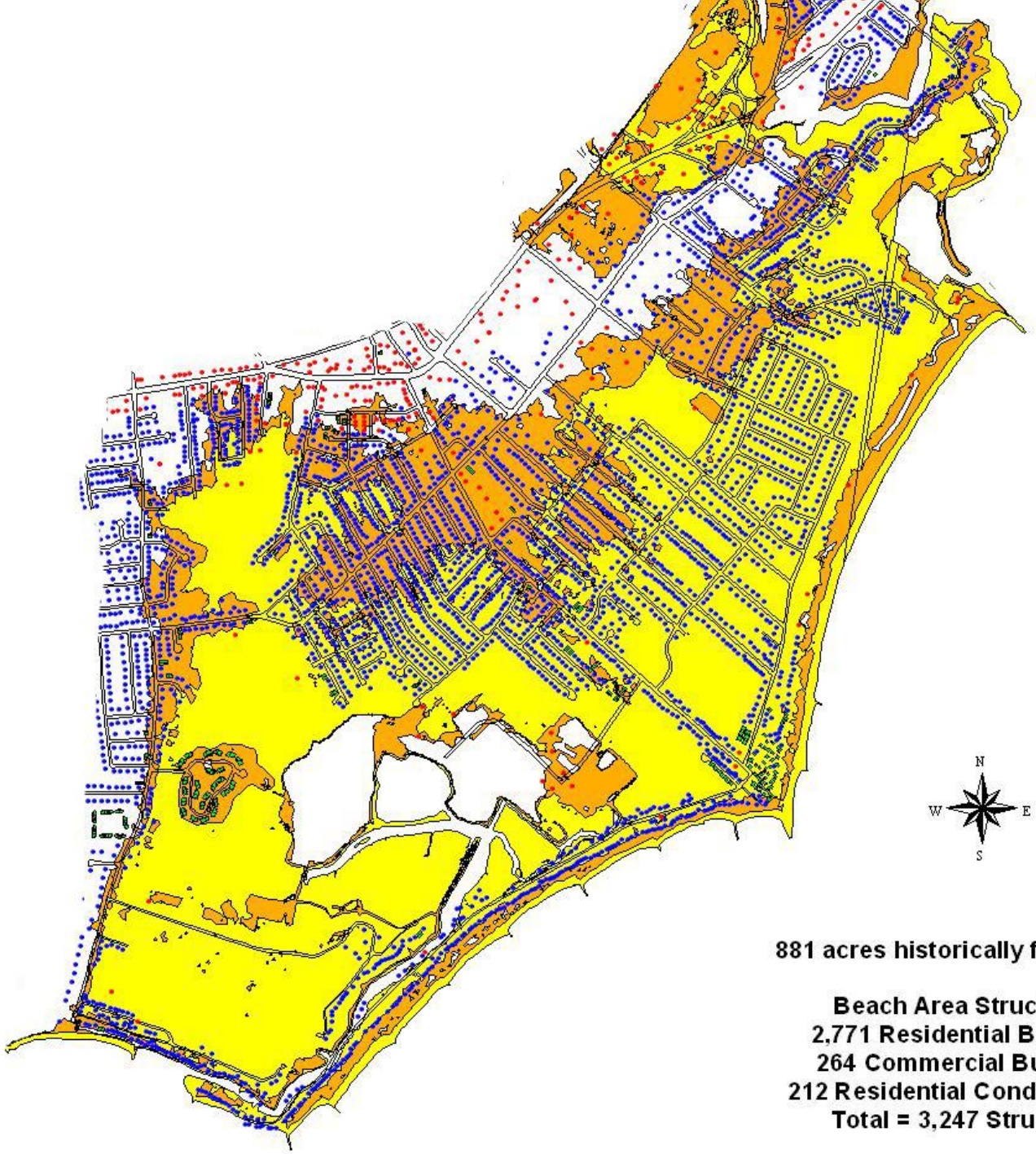


Hurricane Surge

- 1 (Category 1)
- 2 (Category 2)
- Condominiums
- Residential Buildings
- Commercial Buildings

881 acres historically flood prone

Beach Area Structures:
2,771 Residential Buildings
264 Commercial Buildings
212 Residential Condominiums
Total = 3,247 Structures

Resident ½ mile from LIS was trying to find a photo to illustrate how high water was;

No need to; Salt water rust on nails tells the story.

Submitted photo

Fairfield Response to Sandy:

Step I - First several months- $5 Million

- Secure area, search for victims (P.D. & Fire)
- Set up shelters (Health)
- Clear roads of trees, work with UI to restore power.
- Work with UI to “reboot” private meters.
- Pump water via multiple 12” pumps over dikes & barrier beach.
- Sweep roads from sand & debris, vacuum out storm drains
- Provide bulky waste collection to beach area – most homes had salt water damaged furnace, hot water heater, washer dryer, oil tanks. Some had fridges, stoves, etc.
- Hazwaste collection and woody debris removal for entire Town.
- Keep documentation for FEMA reimbursements

Fairfield Response to Sandy:

Step II - Spring 2013 to present (5 Million)

- Assess Damage to Individual Facilities & Design repairs
- Rebuilding Fishing Pier, multiple groins & jetties
- Dredging of navigational channels
- Re-nourishment of Beaches
- Re-building bath houses, life guard stations, concession stands Roadways
- Tide Gates & Dikes, bulkheads, seawalls
- Penfield Beach Pavilion

Fairfield Response to Sandy:

Step III - Into the Future…….

- Continue to promote home elevation above base flood elevation through HMGP

- Change the equations – Make Fairfield more resilient to storms

  - ❖ Increase capacity of tide gate outlets
  - ❖ Raise existing dikes
  - ❖ Construct new physical barrier
  - ❖ Install storm water pump station
    (allows storm drainage system to function independent of tides)
  - ❖ Protect WPCF complex with a dike system, provide micro grid

If a similar storm hits Fairfield tomorrow, largely the same type flooding will occur

Above projects are in conceptual design.

Fairfield Response to Sandy:

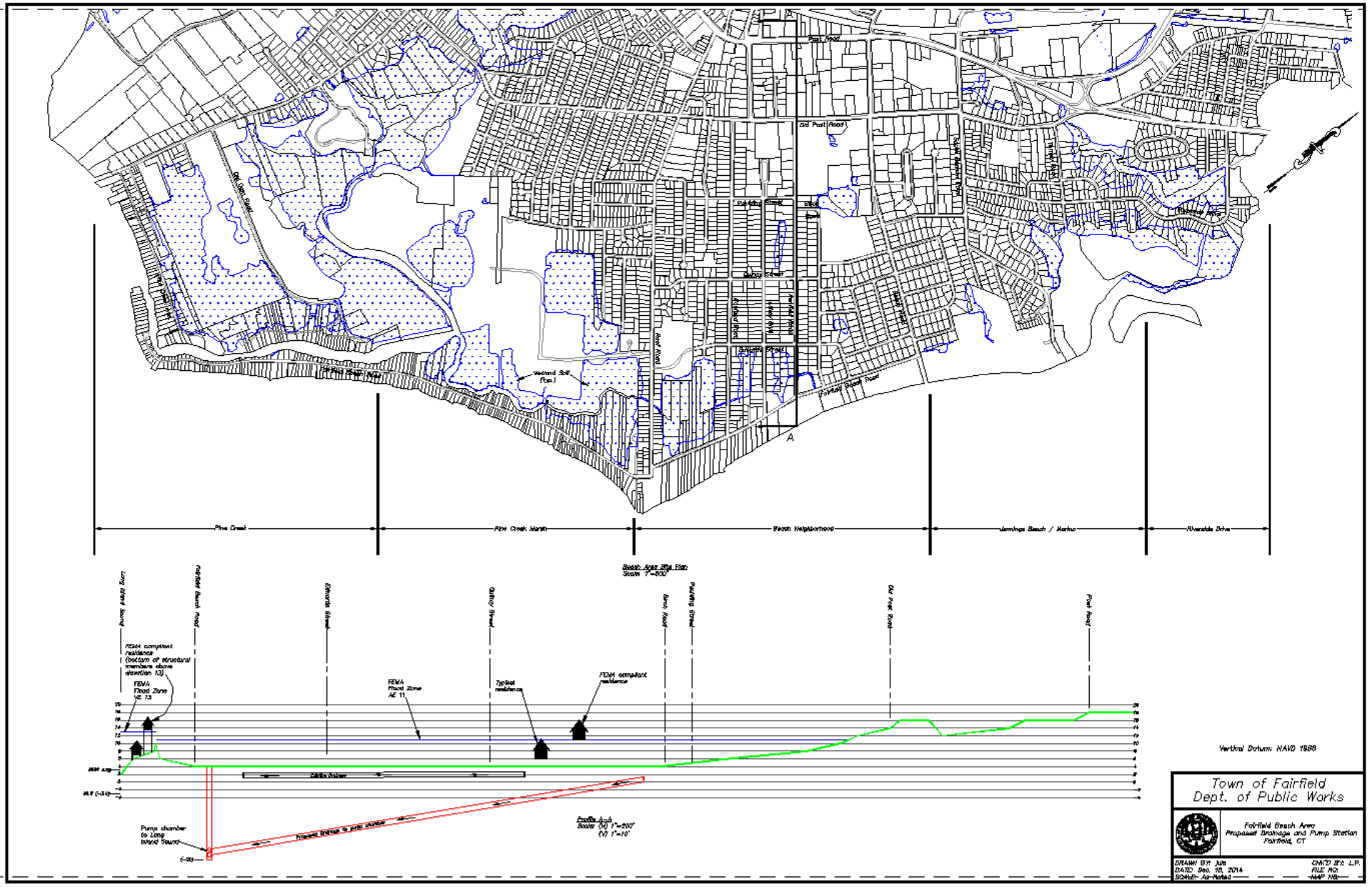
Step III - Into the Future…….

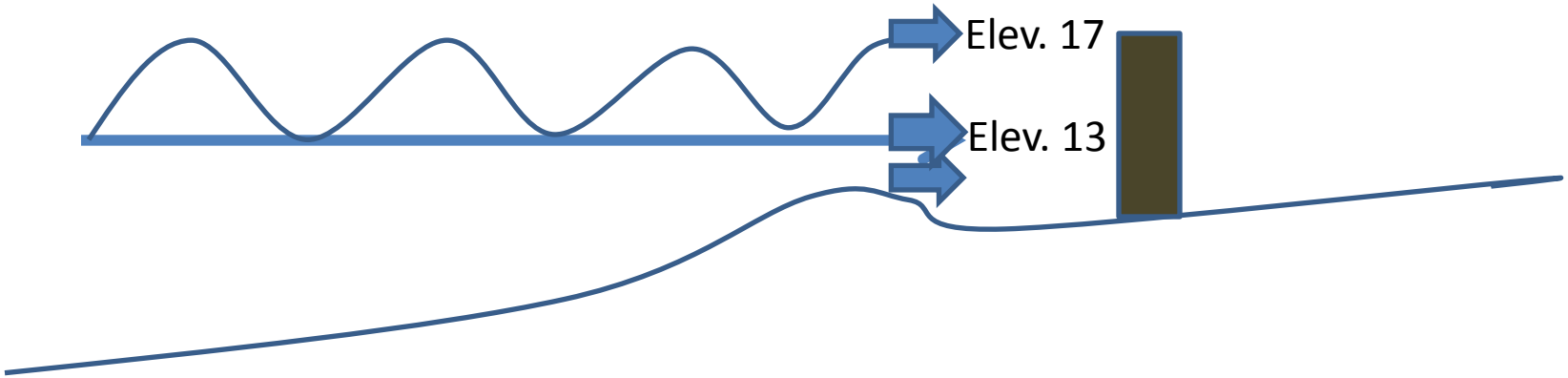
Create physical Flood Control Barrier a to a set height (elev. 10, 11, 12, 13, …..?) to prevent Long Island Sound from entering Fairfield

Other measures may help (Beach Sand Replenishment, Sand Pumping, Wave Breakers, ect.); nothing else will address this specific problem

Seek FEMA, HUD (CDBG-DR), ACOE, NFWS, CWF, funding for majority of funding

Gain Local support, begin accomplishing projects, start a track record of success, gain momentum, get to the eventual goal

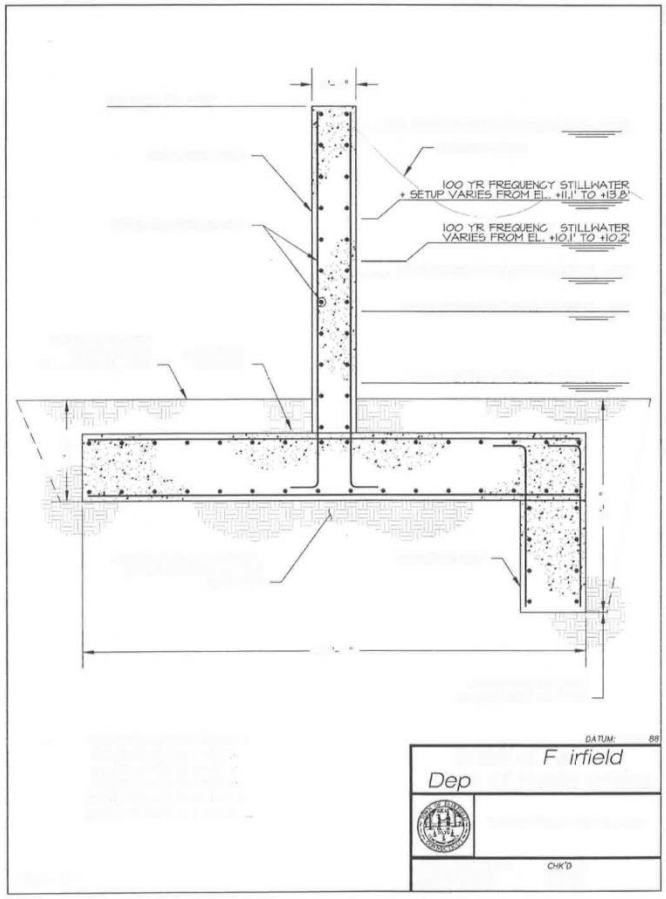


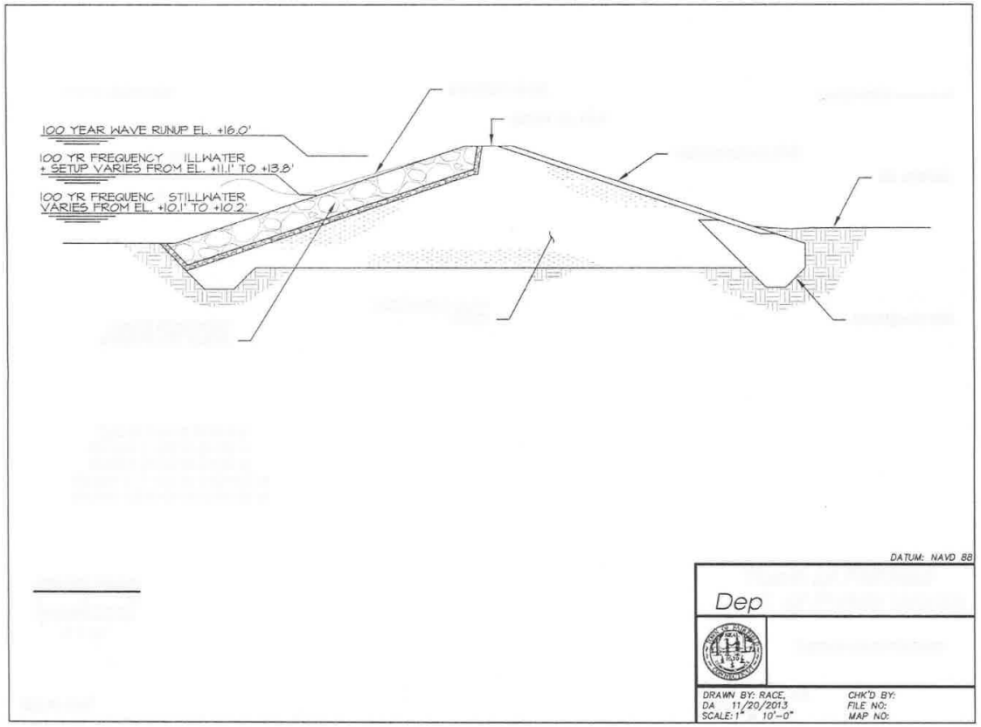

Elev. 17
Elev. 13

Town of Fairfield, CT
Flood Control Project
January 8, 2014

Where would a barrier be located?

Flood Control Barrier (concrete wall or earth embankment)



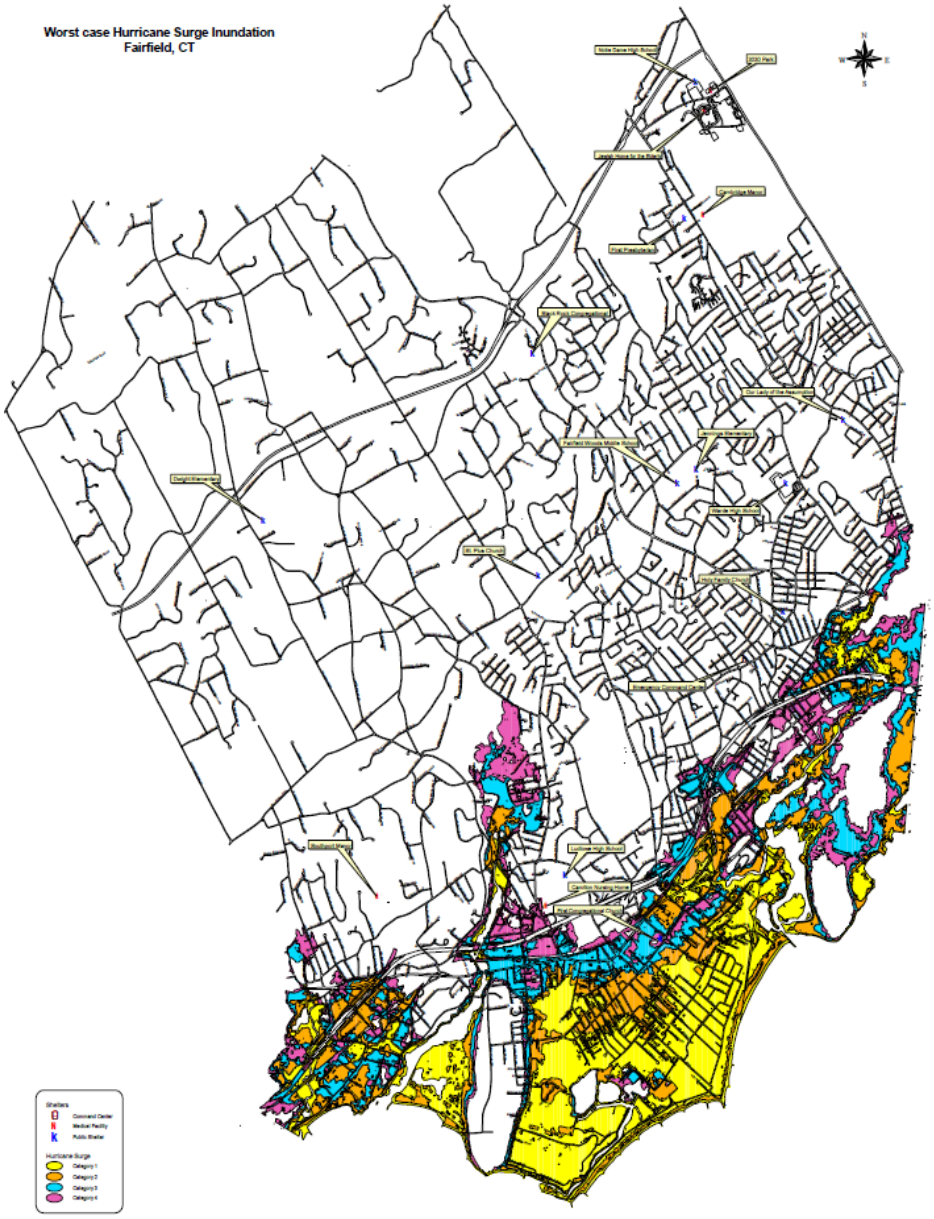


To be determined…….

Specific Next Steps:

- South Pine Creek Area - Obtain Town Funding for a Capital Non Recurring Project (in Conjunction with Army Corp of Engineers) to further study elevation of existing Pine Creek Dike System.

- Support Congressional Funding for an appropriation to Army Corp of Engineers to study beach area flood protection – The scope of the project exceeds what Army Corp can perform without special appropriation.



Thank You

Questions?

Storm System Improvements for various Neighborhoods = $500,000 for Construction Improvements.

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1. **Background** – From the period of 2018-2023 the Town experiences four (4) significant rainfall events that flooded several streets and neighborhoods, it's estimated that 60 areas of Town were significantly affected. Fairfield DPW was able to resolve or improve about 60 % of the complaints within Town resources and a few contracted projects over the next few years. The Town has experienced more severe and more frequent flooding during the past few years. Some are the same areas have been repeatedly been affected.

2. **Purpose and Justification** – The purpose of the project is to address many neighborhood complaints and reduce flooding potential in certain areas of Town. In some cases, eliminating storm system bottlenecks, increasing pipe sizes, providing more drainage structures, providing more detention areas and resolving natural or utility conflicts would reduce flooding potential and frequency. These improvements could help save homeowners, residents and the Town property damage, improve access and in some cases improve water quality.

3. **Detailed Description of Proposal** – The proposal includes replacement of undersized storm systems, creating neighborhood detention areas, where possible, installing bypass pipes, cleaning channels, removing obstructions and bottlenecks and installing additional drainage structures. Engineering will provide some plans and specifications for DPW in house work and consultant designs for contract bids. Local inland wetland permits are required. Depending on location CT DEEP permits may also be required. Proposal is a for larger projects , that will depend on cost benefit ratios, previous damage or repair costs , funding provided and other scheduled work on the street. Potential neighborhoods include: Lawrence Rd, Chelsea, Algonquin, Jefferson-Weeping Willow, Grasmere Ave.

4. **Reliability of Cost Estimate** – Based on recent drainage projects and current cost of materials the reliability of costs on a scale of 0 to 10 is estimated at 7 based on whether DPW performs some of the work or if some/ most of the work is contracted out. Many drainage improvements will involve road reconstruction and depending on utility schedules or paving list, some of the projects may have to include resurfacing the road or lane depending on location. If costs increase, less improvements will be performed at this time and if costs are less than estimated, more neighborhood areas or roadways can be addressed.

5. **Increased Efficiency or Productivity** – Allow the public and commerce safer and more efficient access to and from their homes, businesses and destination points during certain storms. Some of these projects will neutralize future events with more frequent, higher intensity storms, raising tides and aging infrastructure.

6. **Additional Long Range Costs** – There may be no to only slight increased long range costs associated with the project request as many neighborhoods already have existing storm system networks. The additional drainage structures would require some maintenance after installation. Most pipes have a service life of 30 to 80 years.

7. **Additional Use or Demand on Existing Facilities** – Any bypass pipes or detention areas may reduce current demands on existing systems. Any new drainage systems would require additional maintenance but within similar DPW parameters.

8. **Alternatives to this Request** –The Do nothing option does nothing to improve any additional anticipated flooding in the future, will increase resident and homeowner frustration and could result in more damage and potential abandonment of properties. Other options involve performing cost/benefit analysis in determining which areas get constructed, "more bang for the buck" scenarios, helping more residents or properties verses isolated areas, downstream impacts, repetitive flooding, safety access issues. Reducing funding and/or extending funding to include more years etc..

9. **Safety and Loss Control** – Allow the public and commerce safer and more efficient access to and from their homes, businesses and destination points during certain storms. Reducing icing or flooding roadway conditions.

10. **Environmental Considerations** – All projects will investigate environment impacts-loss of wetlands, impacts to watercourses, downstream impacts, higher velocities through pipe networks verses natural channels. Any environmental permits will be secured. Reviews by USACE, CT DEEP may be necessary. Fairfield Inland Wetlands permit will be required for some of the projects.

11. **Insurance** – Any selected 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 2025.

13. **Other Considerations**: SEVERAL: Solving flooding issues require balancing impacts. Simply increasing pipe sizes may help one neighborhood while causing severe impacts to another neighborhood downstream. In some cases eliminating bottlenecks or containing runoff in the storm system rather than overtopping could result in solving the problem without worsening it downstream. Providing detention usually reduces flooding potential and improves the situation for neighborhoods downstream by holding back runoff and releasing it at a slower delayed flow.
    Some homes unfortunately have been built on top of former ponds, streams, natural low points, or floodplains before regulations that flooding improvements are extremely difficult to address.
    Note- Separate request for Detention areas along Rooster River are noted and were funded through ARPA and other funding sources.

Other Approvals:

Board of Selectman	-	Feb 2025
Board of Finance	-	Feb 2025
RTM	-	Mar 2025

McKinley School Connectivity Grant = $800,000 for New Sidewalk, Repairs, upgrades and ADA Compliance. To Be continued. Construction is 100% reimbursable, checking grant parameters = $ 700,000. $100,000 would be bonded for design consultant as Engineering's current workload may prevent detailed design, if required.

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1. **Background** –See Grant application- Town has not yet been awarded this grant.
2. **Purpose and Justification** – In the interest of public safety, and the Safe Routes to School Program, the Town has an obligation to improve safety for pedestrians, cyclists and motorists. Being located in the vicinity of two schools, one an elementary school, the Town has received neighborhood petition requesting sidewalks in the neighborhood.

3. **Detailed Description of Proposal** –see grant app
4. **Reliability of Cost Estimate** – The costs were determined using DOT cost estimating guide, for summer 2023. by. The reliability of costs on a scale of 0 to 10 is estimated at 8 .

5. **Increased Efficiency or Productivity** – Improve overall pedestrian safety. Reduce potential trip and fall accidents and improve conditions for all users.

6. **Additional Long Range Costs** – Typical Maintenance costs. Short and longer term maintenance costs should be reduced with repair and replacements.

7. **Additional Use or Demand on Existing Facilities** –An increase pedestrian activity is expected. Safer travel conditions with improvements.

8. **Alternatives to this Request** –The "Do nothing" option won't improve safety or reduce liability. Town will lose grant funding.

9. **Safety and Loss Control** – Allow pedestrians safer access.

10. **Environmental Considerations** – All projects will investigate environmental impacts. Although for most cases, little or no impacts expected. No environmental permits are anticipated unless soil conditions warrant further testing. More people walking can improve individual health and reduce carbon emissions etc

11. **Insurance** – Any selected contractors will be required to carry the necessary insurance prescribed by the Purchasing Department.

12. **Financing** – Project bonded as part of the Non-Recurring Capital budget of 2025. IF awarded $ up to 700K of grant funding at 100% construction costs would be reimbursable. Design is not reimbursable.

13. **Other Considerations**: none

14. **Other Approvals**:

Board of Selectman	-	Feb 2024
Board of Finance	-	Feb 2024
RTM	-	Feb-Mar 2024

Fairfield Fire Department

140 Reef Road
Fairfield, CT 06824-5997

Administrative Office

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

Fire Station Rehabilitation Program FY25: $600,000

1. Background

This project is a continuation of a multiyear Program enabling the rehabilitation of the five Fairfield Fire Stations. The Program addresses the major living and operating spaces critical to efficient, safe and healthy working conditions. The first five years of the Program addresses bathrooms, overhead doors, vehicle apparatus bay exhaust systems, apparatus maintenance facilities, ADA compliance, security initiatives, infrastructure and continuity of operations systems, window replacement and a kitchen renovation. This Program is distinct from and not addressed by the DPW "Capital Needs Assessment" which pointed out Town Facilities' code violations, HVAC and other internal building infrastructure needs. We believe that the Fire Department's comprehensive Station Rehabilitation Program will preserve the operating effectiveness of our facilities for decades.

2. Purpose and Justification

The Fire Department proposes to renovate conditions at Fire Stations over the next fiscal years. This proposal comes after annual assessments of our facilities beginning in 2016. Over this period the fire department, with the assistance of the DPW, evaluated the conditions of the stations and highlighted the priority projects that cannot be completed without capital budget investments. The department respectfully requests this investment in our stations.

These projects include repair, renovation or replacement of the spaces and systems. They include:

- FY 21 Bathrooms Design: Architect produced design of bathrooms at Stations 2, 1 and 5.
- FY 22 Exhaust Systems were completed, Overhead Doors: Planning Stage
- FY 23 Overhead Doors: Underway in Q2, Renovation of Station 2 Bathrooms Q1-Q2. Continuation of Bathroom renovations: Station 1 is next. Station 5 will be in future FY.
- Future Projects: Renovation of Administrative Offices, Elevator and Fire Sprinklers at Headquarters, Station 2 Dorm Upgrade, Station 1 Kitchen Upgrade and Storage Space Addition, Cameras, Security and Generators at various fire stations, Station 3 Apparatus Epoxy floor.

Each of these projects address specific issues. The projects are sequenced to insure that no portion of a project would be duplicative or require further investments. Through careful design and selection of durable, cost effective and easy to maintain materials each project is expected to have long service life extending for decades.

The completion of this Multi-Year Fire Station Rehabilitation Project will address the major shortcomings plaguing our facilities. It is expected that following the completion of this project, the department will maintain its facilities with normal operating budget appropriations for building maintenance.

3. Detailed Description of Proposal

The major focus of this request is to continue the bathroom renovation project. Fire Station 2's bathroom is complete. and rather than accepting last-year's bid results for Station 1 we are re-bidding the project utilizing existing Architect's drawings and hope to get more favorable costing.
The major project we are looking to complete in this request is Fire Station 1 bathrooms. A Bid results of June 2023 were answered by 6 vendors with prices ranging from $410 to $639K, not including asbestos and lead remediation and temporary bathroom trailers.
Fire Station 1 was built in 1954 and serves as Fire Headquarters. There are two fire units housed there and the Administration offices share the second floor with the living quarters for the fire units. There are male and female employees using the facilities and we need to ensure that the bathrooms are safe and sanitary.
Included in this project are plans to make an existing first floor bathroom ADA accessible for visitors. Also included is a men's room and showers on the 2nd floor, a ladies' bathroom and shower on the 2nd floor which need substantial work. In addition there are two smaller office water closets which need upgrading.

4. Reliability of Cost Estimate

Project budget is based on estimates provided June 2023. There must be a contingency to handle any unexpected issues which occur. Station 1 is a 70 year old building and there could be additional plumbing or remediation issues occurring once walls are opened up.

5. Increased Efficiency and Productivity

The existing equipment and spaces are highly inefficient and unreliable. There have been numerous failures of 2nd floor bathroom piping which resulted in leaks into the kitchen area below.

6. Additional Long Range Costs

The department expects reduced long term maintenance costs as the existing equipment is subject to failures requiring costly emergency repairs by the Town or contractors.

7. Additional Use or Demand

These projects are part of the comprehensive multiyear station improvement plan and will provide safe and efficient fire station services for 30-40 years.

8. Alternatives to This Request

The proposal makes the best use of capital funding. Addressing infrastructure issues will ensure that this building remains a safe and habitable structure.

9. Safety

This project is expected to considerably improve the health and safety conditions. This project will assure that waste-water is not leaking into the kitchen area causing a serious health concern. Additionally, Station 1 is open to the public and the completion of this project will provide required ADA facilities.

10. Environmental Considerations

Environmental concerns such as lead, asbestos and PCBs are addressed properly during construction projects. Additionally, all new fixtures are energy efficient.

11. Insurance

N/A

12. Financing

Bonding per Town Policy.

13. Other Considerations

N/A

14. Approvals

BOS, BOF, RTM

Fairfield Fire Department

140 Reef Road
Fairfield, CT 06824-5997

Administrative Office

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

October 17, 2023

14 Point Summary of Funding Request for Replacement of Fire Department Maintenance Vehicle: $130,000

1.Background

The Fairfield Fire Department is requesting replacement of Maintenance 1, a 2012 Chevy 3500 Apparatus Service Truck. Maintenance 1 currently has over 90, 000 miles on it and by the time its replacement is delivered and outfitted, it will have been in service for 12 years and will have over 100,000 miles on it. This request is accordance with the Fairfield Fire Department Apparatus Replacement Program and has been listed in the Town Capital Program

The Fire Department Apparatus Maintenance Division manages and maintains over $15,000,000 in emergency response equipment. This includes 30 vehicles and 10 additional support assets. They also maintain nearly $2,000,000.00 of non-apparatus response equipment. All of this equipment is required to accomplish our primary mission of saving lives and protecting property for the citizens and guests of the Town of Fairfield.
The Apparatus Maintenance Division responds directly to the scene of all large-scale incidents in all types of weather. The Fire Department has 5 Firehouses and a Training Center. The maintenance team has to be able to bring the tools and resources to these locations, and also throughout the Town in cases of breakdowns. The Maintenance Division responds to refuel apparatus while operating a large-scale emergencies, tows trailers and transports heavy, damaged equipment; such as fire hose back to the station for maintenance and repair.

Because this vehicle responds to emergencies and operates on scenes such as highway accidents it is required to have the same NFPA-compliant warning package as our other response vehicles.

2. Purpose and Justification

a. Our replacement program has been developed based on our past history, industry best practices, and to support the financial planning needs of the community. Our plan calls for replacement of the maintenance vehicle every 12 years. The current condition of our vehicle and anticipated use supports our plan and this request.
b. The existing Maintenance 1 is a 2012 Chevy 3500 with 90,000 miles. By time of replacement vehicle arrives, it will have nearly 100,000 miles.
c. This vehicle is critical to the mission of the Fire Department.
d. The Fairfield Fire Department has inadequate shop space. While not ideal, being required to work on apparatus at satellite locations other than our shop requires a vehicle to transport tools and parts to the remote locations.
e. Maintenance 1 is required to respond to breakdowns for such items as flat tires on apparatus while out on the road. Our truck tires weight hundreds of pounds. Maintenance 1 is required to be able to transport these types of heavy items to the scene of a breakdown or an emergency.
f. Maintenance 1 is used to move many of our larger trailers such as the Life Safety Trailer and Flashover Trailer as well as our Special Operations, CERT and DEMHS trailers and our Variable Message Board Sign.

3.Detailed Description of Proposal

Vehicle, F 350 or Chevy 3500 Cab and Chassis, Diesel	$65,000
Body	$50,000
Warning Equipment, Communications and Vehicle Marking	$15,000
Total Cost of Project	**$130,000**

4.Reliability of Cost Estimate

On a scale of 1 to 10, the reliability of this estimate is a 9.0. The proposed request is uncomplicated and costs are easily quantified.

5. Increased Efficiency and Productivity

This purchase will enable timely replacement of our maintenance truck used daily in our core mission and ensure efficient and reliable response to emergency scene and break downs and support of all of our assets that are required to carry out our mission. This new vehicle will come with a long-term warranty which will be more cost-effective than repairing a 12 year old vehicle that has reached its maximum life expectancy.

6.Additional Long-Range Costs

None anticipated.

7. Additional Use or Demand

None anticipated.

8. Alternatives to This Request

None

9.Safety

The Apparatus Maintenance Division ensures that all of our equipment is maintained in accordance with Department of Transportation and NFPA Standards. Fire Apparatus and response equipment are pushed to their limits in extreme conditions and breakdowns impact our ability to carry out our mission. When equipment breaks down or needs immediate attention, our maintenance team must be able to respond rapidly with the proper resources.

The safety of our personnel operating at emergency scenes is ensured by the Maintenance team which responds and services or fuels equipment which is in operation.

Lastly, the maintenance vehicle is used to lift heavy, damaged equipment such as frozen fire hose so it can be returned to fire stations for thawing. The lift gate on the rear of this vehicle helps the firefighters avoid injury when transporting heavy objects.

10. Environmental Considerations

No Environmental impact.

11. Insurance

N/A

12. Financing

No additional expenditures are tied to this request. We expect this item to have a useful life for budgeting purposes of 12 years.

13.Other Considerations

N/A

14. Approvals

First Selectwomen, Board of Selectmen, Board of Finance, RTM

LAKE MOHEGAN

PLAYGROUND REPLACEMENT

NON-RECURRING CAPITAL REQUEST

2025

Town of Fairfield – Lake Mohegan Playground Replacement

1. **Background:**
   Lake Mohegan is located at 960 Morehouse Highway. The property is 118.6 acres and is highly used within the community. Lake Mohegan serves many users groups within the community and is a popular destination spot for Fairfield. The park consists of a beach/swim area, a covered pavilion with picnic tables, a couple benches, vending machines, restrooms, a splash pad, and an outdated playground. The playground includes an original swing set with four swings, a slide, a climbing structure, and a dated set of rockers. We are requesting $150,000 for funding the replacement of the playground equipment.

2. **Purpose & Justification:**
   The condition of the existing playground is considered poor and continues to deteriorate to the point that the equipment is unsafe. Many repairs, fixes and new paintings have been performed over the years but current examination by our Master Plan consultant has clearly identified that it is time for a full replacement.

3. **Detailed Description of Proposal:**
   The expenditure would cover the total costs for demolition and removal of existing playground equipment. It would also cover the complete installation of the new equipment and wood fiber surfacing.

4. **Reliability of Estimated Cost**
   The cost of materials and installation was estimated by KOMPAN. The new playground would meet all playground safety requirements.

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. While the park is currently functional, there will come a point where equipment will fail and need to be removed and/or replaced. The cost of doing nothing also runs the risk of potential lawsuits for injuries on noncompliant playground equipment.

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 playground 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

Police Department Rehabilitation

Year 1: Lobby Reconfigure; Build Shift Commander Office; Classroom Technology; Carpets. Rough Est. $300,000

Year 2: Men and Women's Locker Rooms and Bathroom; Booking; Detention Area Rough Est. $500,000

Year 3: Former ECC Redesign; Rough Est. 300,000

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1. Background

The police department building has been operating 24/7/365 since 1976. In the last 50 years, the needs of the police department have grown. Like every growing police department, the needs for more parking, more office space, and more indoor and outdoor secured storage have increased.

In addition to the square footage and footprint concerns, there are concerns regarding the basic functionality and safety of the various areas in and around the police department.

One can make an argument that the Police Department is in need of new facility. The disjointed structure of the building does not allow for all Divisions and Bureaus to work in the same cohesive space. Over the years, Server Rooms and Evidence Storage have taken real estate of office space. All the bathrooms in the building need to be updated, sinks, toilets and the roof leak, electrical outlets constantly trip, and HVAC can rarely be regulated to work comfortably, even after the recent upgrade to the system. We often field union complaints about the working conditions in the building. Any large equipment or vehicles that are seized as evidence are stored in our general unsecured outdoor parking lot. Due to ongoing maintenance issues, security becomes challenging as contractors and venders are required to both be vetted and escorted (according to federal requirements) throughout the building. This issue is further exacerbated because of consistent work being performed by various telecommunications companies that need access to the Police Department's roof and cell phone tower.

FPD Command Staff members have consolidated some of these concerns and are proposing a 3-year renovation plan for some of the heaviest impacted areas around the police department. This effort will address the major operating spaces critical to efficient, safe and healthy working conditions.

Ideally, this renovation is a multiyear project, to be completed in 3 separate phases. Each phase will align with a fiscal year (FY), contingent on design, supply chain, and construction availability.

The 3 phases are listed below:

FY 23-24

- Lobby reconfiguration – Addition of Shift Commander Office
- New carpets throughout the building
- Upgrade the technology in the multipurpose classroom (used for training, press conferences, commissioner/town meetings)

FY 24-25

- Upgrade the safety of the police booking area and build a mental wellness holding area
- Women's Locker Room & Bathroom & Lactation Area
- Men's Locker Room & Bathroom

FY 25-26

- Former ECC Redesign

2. Purpose and Justification

The following summarizes the 3 phases of this proposed project. However additional information including a variety of concerns can be found in the Town's Capital Needs Assessment Report (October 8,2021).

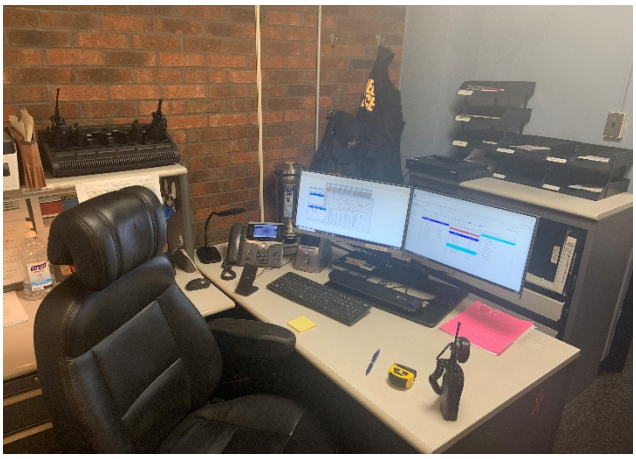
Phase 1 of this project includes three major elements.

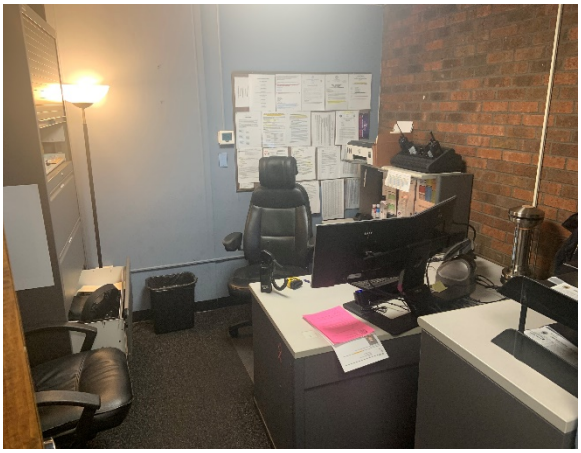
FY 23-24 consists of three renovations.
1. Addition of Shift Commander Office and remodel lobby
2. Upgraded Technology in the multipurpose classroom
3. New carpets throughout the building

FY 23-24 Project 1

Circa 1990, the police department converted a small 10x10 interview room connected to the PD's main lobby into an office for the Patrol Shift Commanders (Lieutenants). This office, pictured below, is shared (24/7) by four of Patrols highest-ranking officials. It is here that they meet with members of the community, hear citizen complaints, plan events, meet with subordinate officers and make critical decisions. The office was never compatible to serve the needs of a Shift Commander.

This project requires walls be removed, expanding the current office into the main lobby space. This expansion would encapsulate one of the current bathrooms in the lobby. This newly acquired space would require the bathroom to be remodeled into a locker room for the Shift Commanders, which would be accessible through the newly constructed office. During that time, the lobby should be renovated, however the cost would increase substantially. There are also HVAC and Electrical concerns.





Cost of this project is difficult to determine without retaining an architect and builder.

FY 23-24 Project 2

There is a need to upgrade the technology in the Multipurpose Community Classroom. This room is used for our Emergency Management System, Training Classroom, Citizens Police Academy, Press Conferences and Commissioner Meetings. This project will update the technology capabilities of the room, consisting of audio/visual aids, cameras and advanced communications needs of our agency. The aging furniture within this room should be replaced to accommodate the multipurpose nature of this environment.

An estimate was obtained of $50,000 to retrofit the technology in this classroom.

FY 23-24 Project 3

Replace the roughly 7,000 square feet of carpet throughout the Police Department, excluding the carpet in the lobby and break room. (Lobby will be under construction and the break room will be consumed by the new PD locker room).

An estimate was obtained of $35,000 to replace the carpets. 7000sf x $5sf.

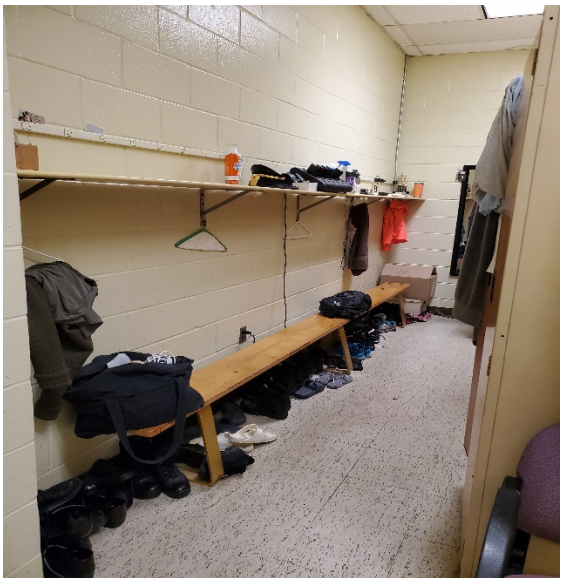
Phase 2 of this project includes three major elements.

FY 24-25 consists of three renovations.

1. Women's Locker Room & Bathroom & Lactation Area
2. Men's Locker Room & Bathroom
3. Upgrade the safety of the police booking area and build a mental wellness holding area

FY 24-25 Project 1

The Police Department currently has 12 female police officers all of which need to be provided with a locker to secure their belongings, including sensitive items, such as radios, bulletproof vests, police uniforms and firearms. As illustrated in the picture below, six of those lockers are physically located in the latrine area. The second picture illustrates the remaining nine lockers. Though there are a total of 15 lockers, these lockers are old, small and rusting. This proposal suggests that the bathroom be remodeled, in addition to adding a second shower stall. A Lactation Room needs to be added to comply with federal law. To achieve this, it requires the current and only department fitness center to be decommissioned to acquire the needed space for expansion.



FY 24-25 Project 2

The men's locker-room is plagued with similar issues; Limited ventilation, limited lighting, and insufficient storage space for officers. It is important to note that these

locker rooms were original to the building. These lockers have very limited storage space, no airflow, no electricity to charge cameras, flashlights, phones and radios.

This proposal also calls for a remodel of the men's locker room bathroom. This remodel will also add 2 more shower stalls (totaling 4). This renovation requires the current and only department break room to be decommissioned to acquire the needed space for expansion.

FY 24-25 Project 3

Detention Area;

The detention area of the police department facilitates the processing of an arrestee and serves as a temporary holding facility for evidence. Currently, this area is furnished with regular office furniture, which cannot be secured to the floor. This poses a threat to officers and arrestees. Furnishing this room with the appropriate furniture would ensure a safer environment for officers and arrestees.

Secondly, in order to comply with the best law enforcement practices while dealing with arrestees, an industry trend is providing a safe holding facility for arrestees. These are known as de-escalation/cool down/padded rooms. These rooms are used to create an environment completely removed from outside distractions, facilitating de-escalation within a safe environment. These rooms are typically equipped with floor and wall padding, and can also involve impact-absorbing floor tiles and other safety features.

Phase 3 of this project.

FY-25-26

Phase 3 of this project pertains to the former ECC space. This space will need to act as a temporary locker room during phase 2. Currently, the space is occupied with office cubicles once used by telecommunicators. There are wires, computers, and printers that need disassembling. After disassembly, lockers will need to be installed, windows will need to be removed, locks placed on the doors and other modifications (such as access to server rooms) as this space will serve as a temporary locker-room for the female and male officers during phase 2.

The future use of this space has yet to be determined. There is an old kitchen and bathroom attached to the ECC that need to be addressed as well. Ideas for this space include a fitness room and break room, as the current ones will be decommissioned for the expansion of the female and male locker rooms.

3. Detailed Description of Proposal

FY 23-24

- Lobby remodel - Shift Commander Office

Considerations:

Architect Costs
(Unknown Hazardous Materials)
Removal of Walls
Reconfiguring Walls
Remodel bathroom
Moving an ADA complainant exterior door
Electrical
HVAC
Furniture
Bullet Proof Construction Material

- Upgrade the technology in the multipurpose classroom (used for training, press conferences, commissioner/town meetings)
- New Carpets

FY 24-25

- Women’s Locker Room & Bathroom
- Men’s Locker Room & Bathroom

Architect Costs

(Unknown Hazardous Materials)
Removal of Walls
Reconfiguring Walls
Remodel bathrooms
Decommission Fitness Center (Consumed by the women's locker room)
Decommission Break Room (Consumed by the men's locker room)
Electrical
HVAC
Furniture- 24 inch Lockers

- Upgrade the safety of the police booking area and build a mental wellness holding area

Requires Furniture Upgrades, relocating an evidence storage facility currently occupying a detention cell, and a vendor to build a de-escalation room.

FY 25-26

- Former ECC Redesign

This space is in the basement of Police Headquarters.

Architect Costs
(Unknown Hazardous Materials)
Removal of Walls
Reconfiguring Walls
Removing and/or Remodeling a Kitchen
Electrical
HVAC

This space must be done after the locker room project, as it will serve as the temporary female, then male locker room.

4. Reliability of Cost Estimate

Currently, these are conservative estimates. An architect is needed to best configure the space, search for any hazardous materials that may be present and structural considerations. There was a RFP put out for Architecture Company's in 2021 by our towns Purchasing Department. The estimated cost of architects exceeded the money the police department was willing to spend from the operating budget at that time.

5. Increased Efficiency and Productivity

- Provides a better working environment for employees.
- Possibly removes some hazardous materials.
- Promotes officer wellness.
- More attractive for potential police recruits.
- Provides a more efficient and technologically advanced community room.
- Provides more lockers and locker space for a growing police department.
- Allows for a safer booking area for officers and arrestees.
- Will also assist in being in compliance with accreditation standards.

6. Additional Long Range Costs

We continue to invest money and resources into the current building to keep it operational and functional despite its obvious shortcomings.

7. Additional Use or Demand

These projects are part of the comprehensive multiyear improvement plan and will provide a safer and more efficient work environment of our employees for the next 20 years.

8. Alternatives to This Request

There is an alternative to this project. The cost of a maintaining and operating within an old building comes with challenges. An alternative would be to consult with a Facility and Space needs assessment expert who can determine the cost benefit of either rehabilitating the current police department versus seeking a new facility. Either way would promote meeting the agency's growing needs.

9. Safety

This project is expected to considerably improve the health and safety conditions.

10. Environmental Considerations

Concerns of hazardous material may be present as the building was constructed in the 70's.

11. Insurance

N/A

12. Financing

Bonding per Town Policy.

13. Other Considerations

14. Approvals

BOS, BOF, RTM

Pine Creek Pump Station Upgrade

Project Cost: $3,716,150

1. **Background**: South Pine Creek pump station was constructed in 1983 as a can style with dry and wet wells underground. The Town constructed a building over the underground station in 1985. Pumps and controls were upgraded in 2012 with equipment purchased in 2003. There is a no on-site emergency generator; a portable is used during emergencies. The building is basic and needs to be insulated and upgraded to current standards in regards to storm resiliency as the pump station is located in a FEMA AE14 flood zone near the Long Island Sound and marsh wetlands.

2. **Purpose and Justification**: To upgrade/replace aged equipment and structural components of the station. This upgrade will provide continued and uninterrupted service to a critical part of our system, especially being so close to Long Island Sound. The station is 40 years old and needs to be up to current building codes and mitigate flood damage during major weather events.

3. **Detailed Description of Proposal:** Upgrade electrical and mechanical equipment, as well as piping and controls. Check building structures ability to withstand extreme weather events and mitigate potential flooding concerns. Install additional piping and valves to facilitate a portable by-pass pump pack.

4. **Reliability of Cost Estimate**: Based on a scale of 0 to 10, this is a 3. The design for this project is not complete.

5. **Increased Efficiency or Productivity**: Building will be up to code with the latest energy efficient pumps and controls. New piping and building upgrades will ensure long service life and protection from storms that could cause environmental impacts.

6. **Additional Long Range Costs:** Maintenance of the station will be bore by the WPCA out of the annual operating budget.

7. **Additional Use or Demand on Existing Facilities**: None

8. **Alternatives to this Request**: None. The Do Nothing alternative means the station and system components continue to age and deteriorate, while also remaining high risk for flood damage that could have potential environmental impacts.

9. **Safety and Loss Control**: Safety will be improved to the building, equipment, personnel, and the environment upon completion.

10. **Environmental Considerations**: Will be addressed in the construction documents and plans to properly protect the Town and Long Island Sound. These considerations will be addressed when project goes to construction.

11. **Insurance**: Contractor will be required to carry the necessary insurance as directed by the Town of Fairfield Purchasing Department.

12. **Financing**: All sources of funding will be researched and applied for to try to lessen the bonding

impact on the Town/WPCA. The new pump station will have a 50 year service life with proper maintenance and minor upgrades as equipment ages and is replaced.

13. **Other Considerations**: None

14. **Other Approvals:**

WPCA Committee	-
Board of Selectman	-
Board of Finance	-
RTM	-

South Pine Creek Pump Station Force Main Replacement

Project Cost: $944,784

1. **Background** – The force main at Pine Creek station was installed in 1983 and conveys sewage from the station a total of 800 feet to a manhole where it then flows by gravity. The four-inch diameter pipe is made of ductile iron pipe and has been in service for 40 years.

2. **Purpose and Justification** - To replace a critical piece of the pump station that is past its useful life. The surrounding water table is tidal and mostly salt water, which adds to the degradation of the pipe.

3. **Detailed Description of Proposal** — Remove and replace the entire force main totaling approximately 800 feet with new pipe made of the most sensible material to survive in the salty environment. Pipe will be replaced from the station to the gravity manhole to which it discharges.

4. **Reliability of Cost Estimate** – Based on a scale of 0 to 10, this is a 3. The design for this project is not complete.

5. **Increased Efficiency** – New pipe will ensure proper conveyance of sewage and protect the area. It will enhance the station upgrade, as all components will be new

6. **Additional Long Range Costs** - Maintenance of the force main will be bore by the WPCA out of the annual operating budget.

7. **Additional Use or Demand on Existing Facilities** – None

8. **Alternatives to this Request** – None. The Do Nothing alternative means the force main continues to age and deteriorate to potential failure in the future.

9. **Safety and Loss Control** – None for Town.

10. **Environmental Considerations** – These considerations will be addressed when project goes to construction.

11. **Insurance** - Contractor will be required to carry the necessary insurance as directed by the Town of Fairfield Purchasing Department.

12. **Financing** – Funded through the WPCA fund balance.

13. **Other Considerations** - None

14. **Other Approvals:**

WPCA Committee	-
Board of Selectman	-
Board of Finance	-
RTM	-

FOURTEEN POINTS OF INFORMATION AND JUSTIFICATION FOR THE

EAST TRUNK SEWER LINE REPLACEMENT

TOTAL REQUESTED EXPENDITURES $11,000,000

(CT COMMUNITIES CHALLENGE GRANT REIMBERSMENT COVERS $3,000,000-Approved)

1. **Background** – East Trunk Sewer handles a 2/3rds of the Town's sewer flow to the WPCF plant. The sewer was originally constructed in 1947 and follows the layout of Ash Creek. There is indications that the pipe has sagged and joints have opened up along this section. Construction of the new sewer line will significantly reduce inflow and infiltration and sanitary sewer overflows (SSOs), and provide easier maintenance access and better resiliency against Ash Creek flows and rising sea level. This project was originally approved in May 2017, but was halted due to lack of funding. Design was performed by Cardinal Engineering from 2017-2020 and a Peer Review was performed by Wright-Pierce in 2020.

2. **Purpose** - This project proposes to construct a new sewer line away from Ash Creek within the public roadway and Right-of-Way. The project will reduce Inflow and Infiltration, reduce SSOs, reduce some "bottlenecks" and increase capacity for potential future development. The project design is 90% complete, has been reviewed by DOT and all necessary permits have been obtained.

3. **Detailed Description of Proposal** -- The proposal is to install approximately 2500 feet of new 36 inch diameter sanitary sewer trunk line to replace the aged and undersized section of sewer main susceptible to Inflow and Infiltration, Sewer System Overflows and access issues. The existing line would diverted and in limited use until abandoned upon completion of the project. The 36 inch trunk line would be conventionally installed along the local streets. The project is expected to take 14 to 18 months depending on notice to proceed and if winter work can be performed.

4. **Reliability of Cost Estimate** – Based on a scale of 0 to 10, this is a 6. The design engineer's Opinion of Probably Cost (2019) has been revised based on construction plans, permits and updated 2022 costs. Current equipment/material pricing is inflated and ongoing issues with the supply chain, a solid number is difficult. Sheeting, traffic control, sewer pipe, manhole, bypass pumping 2/3 of the Town's sewage flow, dewatering and construction administration represent the largest increases in the estimate. The Contract bid opening and field conditions will ultimately determine the price of the project. Estimated costs

include the following: $900K Contingency; $7.9 million Construction, $850,000 Inspection, $50K Remediation, and $40-300K for updating engineering/utility plans from 2019 and Testing.

5. **Increased Efficiency or Productivity** -- The existing sewer main will remain operational during construction. In some cases bypass pumping will be required when tying into the existing system manholes. The larger pipe diameter will increase flow capacity of the existing sewer trunk line.

6. **Additional Long Range Costs** - Typical maintenance of the line over the long term is expected, although there should be significantly less maintenance costs compared to the existing line.

7. **Additional Use or Demand on Existing Facilities** – According to the Wright Pierce Hydraulic Report, the increase in pipe size will allow for some reserve capacity for future development projects.

8. **Alternatives to this Request** - There are a few alternatives that were brought up in the past and more recently. Alternatives include constructing a pump station instead of sewer main project, creating a bypass/ overflow pipe, relining the existing pipe or do nothing alternative. Each alternative has been investigated conceptually- but are anticipated to be more costly or less feasible.
   - Pump Station is an engineering alternative but would be very costly. In generic terms, size of pump station would be approximately double the size of the Mill River Pump Station based on flows. The Town would have to acquire property, keep all mechanicals 3 ft above the flood plain, provide generators and have annual maintenance, labor and electrical costs. Typically, pump stations are only proposed when gravity fed systems are not available and are generally not desired by sewer authorities. Constructing a pump station would not alieve the I/I problems or provide resiliency.
   - Bypass or overflow pipe would be constructed using a smaller diameter pipe, following the proposed layout. Slopes of pipe would increase, creating better flow. Savings would be attributed to less depth, and slightly less construction; however almost all items would still be constructed including roadwork, utilities, sheeting, manholes, etc.. Drawbacks listed are there would be two sewer lines, Inflow and infiltration would still occur in the existing line, no improvements on environmental issues, and condition of the old existing line would worsen over time.

- Trenchless technologies has been ruled out as an alternative for a number of reasons, most specifically the shallow slope of the pipe and the high groundwater table in the project area.
- The Do nothing alternative will result in continued problems and most likely significant environmental violations and potential fines as pipe conditions worsen.

9. **Safety and Loss Control** - With the proposed project reducing Inflow and Infiltration, reducing sewer system overflows and providing easier access during storms, safety can be improved by providing improvement to water quality, hence better health/safety. Easier access to manholes should provide better safety for workers than manholes near the creek especially during storm events.

10. **Environmental Considerations** – The proposed project should help reduce potential violations with DEEP for SSOs.

11. **Insurance** – Contractor will be required to carry the necessary insurance as directed by the Town of Fairfield Purchasing Department.

12. **Financing** – The $10 million total cost of the project will financed using a $3 million Challenge Grant and $1 million WPCA Fund Balance. The remaining $6 million will be financed by Town General Obligation bonds. The debt service of the bonds will be split between the General Fund budget and the WPCA budget. Other sources of funding will be researched and applied for to try to lessen the financial impact on the Town. (The Town submitted the construction portion of the project for CT DECD Community Challenges Grant and was approved for $3,000,000). It is anticipated that the new sewer line will have a 50-year service life.

13. **Other Considerations** - None. Development of the Metro Center is dependent on this and another related sewer project.

14. **Approvals** – WPCA/BOS/BOF/RTM- Spring 2023

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring														October 5, 2023	
				2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	Estimated District Share
1				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	**District Wide Total**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
	District Wide Projects																	
7	DIST-001	Yes	IT Switch Replacement - Phase II	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	DIST-002	Yes	IT Server Network - HVAC Controls	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	DIST-003	Yes	Security Infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	DIST-004	Yes	Underground Oil Tank Removal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	DIST-005	Yes	PV System Replacements &/or Upgrades	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$514,631	$514,631	$0	$514,631
12	DIST-006		Tunnel Asbestos Abatement and Reinsulation Project	$0	$0	$0	$0	$0	$115,000	$1,782,247	$0	$0	$0	$0	$0	$1,897,247	$0	$1,897,247
13	DIST-007	Yes	Elementary School Playground Replacements	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
14	DIST-008	Yes	Aboveground Storage Tank (AST) Replacements	$0	$0	$0	$0	$0	$20,000	$309,956	$0	$0	$0	$0	$0	$329,956	$0	$329,956
15	DIST-009	Yes	Retro-Commissioning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
16	DIST-010		AC Upgrade Phase 1 (Woods/Osborn/North Stratfield)	$0	$15,489,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$38,190,943	$9,387,296	$28,803,648
17	DIST-011		AC Upgrade Phase 2 (Tomlinson)	$0	$0	$2,512,440	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,512,440	$617,555	$1,894,885
18	DIST-012		AC Upgrade Phase 3 (Ludlow)	$0	$0	$0	$24,436,355	$0	$0	$0	$0	$0	$0	$0	$0	$24,436,355	$6,006,432	$18,429,924
19	DIST-013		AC Upgrade Phase 4 (Walter Fitzgerald)	$0	$0	$2,650,337	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,650,337	$651,450	$1,998,887
20	DIST-014		AC Upgrade Phase 5 (Warde)	$0	$0	$0	$0	$0	$29,425,444	$0	$0	$0	$0	$0	$0	$29,425,444	$7,232,745	$22,192,699
21	DIST-015		AC Upgrade Preconstruction Phase 2-5	$0	$973,090	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$973,090	$0	$973,090
22	DIST-016		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
37	**District Wide Projects**			**$0**	**$16,462,590**	**$5,162,777**	**$24,436,355**	**$0**	**$29,560,444**	**$2,092,203**	**$0**	**$0**	**$0**	**$0**	**$514,631**	**$100,930,444**	**$23,895,478**	**$77,034,967**
	Burr Elementary School																	
38	BUR-001		Roof Replacement Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
39	BUR-002	Yes	Boiler/Burner Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$996,370	$0	$996,370
40	BUR-003	Yes	Entrance Vestibule Project	$0	$0	$0	$0	$0	$0	$39,325	$633,673	$0	$0	$0	$0	$672,998	$165,422	$507,576
41	BUR-004	Yes	Elevator Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$687,115	$0	$0	$0	$687,115	$0	$687,115
42	BUR-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
43	BUR-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
68	**Burr Elementary School**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$39,325**	**$633,673**	**$687,115**	**$0**	**$0**	**$0**	**$2,356,483**	**$165,422**	**$2,191,060**
	Dwight Elementary																	
69	DW-001	Yes	HVAC BMS Controls Upgrades (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
70	DW-002		Renovation Project or New	$0	$0	$0	$0	$58,783,700	$0	$0	$0	$0	$0	$0	$0	$58,783,700	$8,982,091	$49,801,609
71	DW-003		Renovation Project or New - Planning	$0	$0	$1,935,493	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,935,493	$0	$1,935,493
72	DW-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
99	**Dwight Elementary**			**$0**	**$0**	**$1,935,493**	**$0**	**$58,783,700**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$60,719,193**	**$8,982,091**	**$51,737,102**

10/5/2023

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring														October 5, 2023	
				2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	Estimated District Share
			Holland Hill Elementary															
100	HH-001		Partial Roof Replacement	$0	$1,863,680	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,863,680	$458,091	$1,405,589
101	HH-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
102	HH-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
103	HH-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
130	**Holland Hill Elementary**			**$0**	**$1,863,680**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,863,680**	**$458,091**	**$1,405,589**
			Jennings Elementary															
131	JEN-001		Additions and alterations (Scope To Be Determined)	$0	$0	$0	$0	$0	$0	$2,200,000	$35,450,154	$0	$0	$0	$0	$37,650,154	$9,254,370	$28,395,784
132	JEN-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
133	JEN-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
134	JEN-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
161	**Jennings Elementary**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,200,000**	**$35,450,154**	**$0**	**$0**	**$0**	**$0**	**$37,650,154**	**$9,254,370**	**$28,395,784**
			McKinley Elementary															
162	MCK-001		Roofing Project	$0	$0	$1,755,819	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,755,819	$431,579	$1,324,240
163	MCK-002	Yes	Entrance Vestibule Project	$0	$0	$0	$35,425	$507,803	$0	$0	$0	$0	$0	$0	$0	$543,228	$133,525	$409,703
164	MCK-003		Boiler/Burner Replacement	$0	$0	$0	$0	$0	$89,554	$1,387,887	$0	$0	$0	$0	$0	$1,477,441	$0	$1,477,441
165	MCK-004	0	HVAC Controls	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
166	MCK-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
167	MCK-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
192	**McKinley Elementary**			**$0**	**$0**	**$1,755,819**	**$35,425**	**$507,803**	**$89,554**	**$1,387,887**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,776,488**	**$565,103**	**$3,211,385**
			Mill Hill Elementary															
193	MH-001		Mill Hill Addition Alteration	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
194	MH-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
195	MH-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
196	MH-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
223	**Mill Hill Elementary**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
			North Stratfield															
224	NS-001	0	AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
225	NS-002		Roof Replacement Project	$0	$4,422,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,422,800	$1,087,120	$3,335,680
226	NS-003	Yes	Entrance Vestibule Project	$652,500	$189,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$841,600	$206,864	$634,736
227	NS-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
228	NS-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
254	**North Stratfield**			**$652,500**	**$4,611,900**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,264,400**	**$1,293,984**	**$3,970,416**
			Osborn Hill ES															
255	OH-001		Roof Replacement Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
256	OH-002	0	AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
257	OH-003	Yes	Renovate Student Bathrooms NR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
258	OH-004		Additions and Renovations	$0	$0	$0	$0	$0	$398,854	$6,181,359	$0	$0	$0	$0	$0	$6,580,213	$1,617,410	$4,962,804
259	OH-005	Yes	Entrance Vestibule Project	$597,500	$201,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$798,900	$196,369	$602,531
260	OH-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
261	OH-007		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
262	OH-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
286	**Osborn Hill ES**			**$597,500**	**$201,400**	**$0**	**$0**	**$0**	**$398,854**	**$6,181,359**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,379,113**	**$1,813,779**	**$5,565,335**

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring														October 5, 2023	
				2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	Estimated District Share
288	**Riverfield ES**																	
289	RIV-001		Partial Roof Replacement	$1,565,110	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,565,110	$384,702	$1,180,408
290	RIV-002		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
291	RIV-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
292	RIV-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
320	**Riverfield ES**			**$1,565,110**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,565,110**	**$384,702**	**$1,180,408**
322	**Roger Sherman ES**																	
323	SHERM-001		Roof Replacement	$1,916,647	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,916,647	$471,110	$1,445,537
324	SHERM-002	Yes	Boiler/Burner Replacement	$0	$1,048,706	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,048,706	$0	$1,048,706
325	SHERM-003	Yes	Entrance Vestibule Upgrades	$0	$0	$0	$35,425	$507,803	$0	$0	$0	$0	$0	$0	$0	$543,228	$133,525	$409,703
326	SHERM-004	0	Controls Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
327	SHERM-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
328	SHERM-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
353	**Roger Sherman ES**			**$1,916,647**	**$1,048,706**	**$0**	**$35,425**	**$507,803**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,508,581**	**$604,635**	**$2,903,946**
	Stratfield ES																	
354	STRAT-001		Roof Replacement Project	$0	$0	$42,447	$1,275,219	$0	$0	$0	$0	$0	$0	$0	$0	$1,317,666	$323,881	$993,785
355	STRAT-002	Yes	Front Façade and Cornice Wall Painting NR	$0	$0	$0	$0	$0	$0	$0	$0	$35,178	$612,872	$0	$0	$648,050	$0	$648,050
356	STRAT-003	Yes	HVAC BMS Controls Upgrade	$0	$0	$0	$25,000	$358,365	$0	$0	$0	$0	$0	$0	$0	$383,365	$0	$383,365
357	STRAT-004	Yes	Elevator Replacement (1)	$0	$0	$0	$37,500	$537,548	$0	$0	$0	$0	$0	$0	$0	$575,048	$0	$575,048
358	STRAT-005	Yes	Entrance Vestibule Project	$0	$0	$0	$0	$0	$0	$38,350	$617,960	$0	$0	$0	$0	$656,310	$161,320	$494,990
359	STRAT-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
360	STRAT-007		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
361	STRAT-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
384	**Stratfield ES**			**$0**	**$0**	**$42,447**	**$1,337,719**	**$895,913**	**$0**	**$38,350**	**$617,960**	**$35,178**	**$612,872**	**$0**	**$0**	**$3,580,440**	**$485,201**	**$3,095,238**
	Early Childhood Center																	
385	ECC-001	Yes	ECC Location 1 (NR)	$0	$0	$0	$0	$0	$0	$0	$25,000	$418,857	$0	$0	$0	$443,857	$0	$443,857
386	ECC-002	Yes	ECC Location 2 (NR)	$0	$0	$0	$0	$0	$0	$0	$25,000	$418,857	$0	$0	$0	$443,857	$0	$443,857
387	ECC-003		Redistricting Hold	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
388	ECC-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
415	**Early Childhood Center**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$50,000**	**$837,714**	**$0**	**$0**	**$0**	**$887,714**	**$0**	**$887,714**
	Fairfield Woods Middle School																	
416	FWMS-001	Yes	Elevator Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
417	FWMS-002	0	Full AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
418	FWMS-003		Window & Siding Replacement	$0	$0	$0	$0	$0	$0	$0	$82,500	$1,382,226	$0	$0	$0	$1,464,726	$0	$1,464,726
419	FWMS-004		Renovate Student Bathrooms	$0	$0	$0	$0	$1,510,412	$0	$0	$0	$0	$0	$0	$0	$1,510,412	$0	$1,510,412
420	FWMS-005	Yes	Boiler/Burner Replacement	$0	$0	$78,679	$1,084,761	$0	$0	$0	$0	$0	$0	$0	$0	$1,163,440	$0	$1,163,440
421	FWMS-006	Yes	Entrance Vestibule Project	$769,500	$240,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,009,500	$248,134	$761,366
422	FWMS-007		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
423	FWMS-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
446	**Fairfield Woods Middle School**			**$769,500**	**$240,000**	**$78,679**	**$1,084,761**	**$1,510,412**	**$0**	**$0**	**$82,500**	**$1,382,226**	**$0**	**$0**	**$0**	**$5,148,078**	**$248,134**	**$4,899,944**

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 39	Project Total	OSCGR Reimbursement	October 5, 2023 Estimated District Share
			Roger Ludlowe MS															
447	RLMS-001	Yes	Cooling Tower Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
448	RLMS-002		Roof Replacement Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,969,972	$730,016	$2,239,956
449	RLMS-003	Yes	Fire Alarm Replacement	$0	$0	$27,375	$377,423	$0	$0	$0	$0	$0	$0	$0	$0	$404,798	$0	$404,798
450	RLMS-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
451	RLMS-005		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
452	RLMS-006		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
477	**Roger Ludlowe MS**			**$0**	**$0**	**$27,375**	**$377,423**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,374,770**	**$730,016**	**$2,644,754**
			Tomlison MS															
478	TMS-001	Yes	Flooring Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
479	TMS-002	0	New Windows	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
480	TMS-003	Yes	New Acoustical ceiling and lights	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
481	TMS-004	Yes	Boiler/Burner Replacements	$0	$0	$0	$0	$0	$0	$85,731	$1,381,441	$0	$0	$0	$0	$1,467,172	$0	$1,467,172
482	TMS-005		Partial Roof Replacement	$0	$0	$0	$0	$0	$38,282	$1,292,799	$0	$0	$0	$0	$0	$1,331,081	$327,178	$1,003,903
483	TMS-006	Yes	Elevator Replacement (2)	$0	$0	$0	$0	$0	$0	$0	$0	$749,347	$0	$0	$0	$749,347	$0	$749,347
484	TMS-007	0	Full AC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
485	TMS-008		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
486	TMS-009		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
487	TMS-010		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
508	**Tomlison MS**			**$0**	**$0**	**$0**	**$0**	**$0**	**$38,282**	**$1,378,530**	**$1,381,441**	**$749,347**	**$0**	**$0**	**$0**	**$3,547,599**	**$327,178**	**$3,220,421**
			Fairfield Ludlowe HS															
509	FLHS-001	Yes	Tennis Court Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
510	FLHS-002	Yes	Emergency Generator Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
511	FLHS-003		Renovate Student Bathrooms NR	$0	$1,061,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,172,000	$0	$3,172,000
512	FLHS-004	0	AC Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
513	FLHS-005		Artificial Turf Replacement	$0	$0	$0	$0	$0	$100,000	$1,549,779	$0	$0	$0	$0	$0	$1,649,779	$0	$1,649,779
514	FLHS-006		BMS Control Upgrades	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
515	FLHS-007		Partial Roof Replacement	$0	$0	$7,194	$216,139	$0	$0	$0	$0	$0	$0	$0	$0	$223,332	$54,895	$168,437
516	FLHS-008	Yes	Elevator Modernization	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$265,329	$0	$265,329
517	FLHS-009		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
518	FLHS-010		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
539	**Fairfield Ludlowe HS**			**$0**	**$1,061,000**	**$7,194**	**$216,139**	**$0**	**$100,000**	**$1,549,779**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,310,440**	**$54,895**	**$5,255,545**
			Fairfield Warde HS															
540	FWHS-001	Yes	Fitts House HVAC RTU#1 Replacement (NR)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
541	FWHS-002		New A/C for Cafeteria	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
542	FWHS-003		Fitts House HVAC RTU#2&3 Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,094,485	$0	$1,094,485
543	FWHS-004		Renovate Bathrooms	$0	$0	$0	$0	$144,703	$2,156,882	$0	$0	$0	$0	$0	$0	$2,301,585	$0	$2,301,585
544	FWHS-005		New Windows Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,248,272	$6,248,272	$1,535,819	$4,712,453
545	FWHS-006	Yes	Replace Boiler/ Burner NR	$0	$0	$356,517	$0	$0	$0	$0	$0	$0	$0	$0	$0	$356,517	$0	$356,517
546	FWHS-007		Knapps Hwy Tennis Courts & Basketball Courts	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
547	FWHS-008	0	HVAC BMS Controls Upgrades	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
548	FWHS-009		Artificial Turf Replacement	$0	$0	$0	$0	$0	$100,000	$1,549,779	$0	$0	$0	$0	$0	$1,649,779	$0	$1,649,779
549	FWHS-010		Partial Roof Replacement	$0	$0	$7,194	$216,139	$0	$0	$0	$0	$0	$0	$0	$0	$223,332	$54,895	$168,437
550	FWHS-011	0	AC Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
551	FWHS-012		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
570	**Fairfield Warde HS**			**$0**	**$0**	**$363,711**	**$216,139**	**$144,703**	**$2,256,882**	**$1,549,779**	**$0**	**$0**	**$0**	**$0**	**$6,248,272**	**$11,873,971**	**$1,590,714**	**$10,283,257**

10/5/2023

Fairfield Public Schools 10-year Waterfall

Working Document

ROW	Project #	Non-Recurring		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034 - 2039	Project Total	OSCGR Reimbursement	October 5, 2023 Estimated District Share
				Walter Fitzgerald Campus														
570	WFC-001		Purchase of Walter Fitzgerald Campus Building - 108 Biro	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
571	WFC-002	0	BMS Controls	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
572	WFC-003		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
573	WFC-004		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
600	**Walter Fitzgerald Campus**			**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
601	**Waterfall Total**			**$5,501,257**	**$25,489,276**	**$9,373,494**	**$27,739,385**	**$62,350,334**	**$32,444,016**	**$16,417,213**	**$38,215,727**	**$3,691,579**	**$612,872**	**$0**	**$6,762,904**	**$258,736,657**	**$50,853,793**	**$207,882,864**
			YEAR	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034 - 2039**			
602	**Capital Projects**			**$3,481,757**	**$23,810,070**	**$8,910,923**	**$26,143,851**	**$60,438,815**	**$32,424,016**	**$15,943,851**	**$35,532,654**	**$1,382,226**	**$0**	**$0**	**$6,248,272**	**$243,193,336**		
603	**Non-Reoccuring Projects**			**$2,019,500**	**$1,679,206**	**$462,571**	**$1,595,534**	**$1,911,519**	**$20,000**	**$473,362**	**$2,683,074**	**$2,309,353**	**$612,872**	**$0**	**$514,631**	**$15,543,321**		
	OSCG&R Reimbursement - TOTAL			$1,507,180	$1,545,210	$1,700,584	$6,440,102	$9,249,140	$7,232,745	$1,944,588	$9,581,113	$0	$0	$0	$1,535,819	$50,853,793		
	OSCG&R Reimbursement - CAPITAL			$855,812	$1,545,210	$1,700,584	$6,440,102	$8,982,091	$7,232,745	$1,944,588	$9,254,370	$0	$0	$0	$1,535,819	$49,608,634		
	OSCG&R Reimbursement - NON-RECURRING			$651,367	$0	$0	$0	$267,050	$0	$0	$326,743	$0	$0	$0	$0	$1,245,160		