

**TOWN OF WATERFORD
CAPITAL IMPROVEMENT PLAN
PROJECT CONSOLIDATION FORM FY 2027-2031**

DEPT PRIORITY	DEPARTMENT/ AGENCY: PROJECT NAME	Building Maintenance				FISCAL YEAR 2029-2030	FISCAL YEAR 2030-2031	TOTAL
		FUNDING SOURCE	FISCAL YEAR 2026-2027	FISCAL YEAR 2027-2028	FISCAL YEAR 2028-2029			
1	Roofs - Town Facilities - Library	3	500,000		250,000		850,000	1,600,000.00
2	Police Station Main Entrance	3	200,000					200,000.00
3	Community Center Chiller Replacement / HVAC	3	300,000	825,000		800,000		1,925,000.00
4	Eugene O'Neill Theater - Roof	3	210,000					210,000.00
5	Town Dock	3	250,000					250,000.00
6	Municipal Parking Lots (Police/Public Safety/YSB)	3		400,000	400,000	400,000		1,200,000.00
7	UST Community Center	3			95,000			95,000.00
8	Vacant School Buildings - Cohanzie	3		30,000		500,000		530,000.00
9	Fuel Management Upgrade	3		25,000	45,000			70,000.00
10	Jordan Park House	3		10,000	10,000	10,000	10,000	40,000.00
11	EV Charging Stations	3		60,000				60,000.00
12	Municipal Facilities Master Plan	3		175,000				175,000.00
13	Eugene O'Neill Sewers	3			250,000			250,000.00
	TOTALS		1,460,000.00	1,525,000.00	1,050,000.00	1,710,000.00	860,000.00	6,605,000.00

INDEX TO FUNDING SOURCES.

- 1 CURRENT YEAR CAPITAL IMPROVEMENTS
- 2 UTILITY BUDGET/SEWER CAPITAL MAINTENANCE FUND
- 3 TRANSFER TO CAPITAL & NONRECURRING.
- 4 SHORT AND LONG TERM DEBT FINANCING
- 5 LoCIP
- 6 CNR UNDESIGNATED FUND BALANCE
- 7 FEDERAL/STATE GRANTS
- 8 OTHER FUNDING

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2027-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME Roofs - Town Facilities - Library	DEPARTMENT PRIORITY 1

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project)						
	Replacement of the roof at the Library for FY 27 with addressing the roof at Town Hall in FY 29 and Community Center in FY 31						
2	PROJECT STATUS IF IN PROGRESS						
	None						
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST						
	None						
4	DESCRIBE THE IMPACT ON DEPARTMENT OPERATING BUDGET (include cost estimate if applicable)						
	If not addressed, additional funds for repairs, indoor air quality testing and cleaning will continue until the roof is replaced.						
5	GRANT FUNDING/OTHER FUNDING, if applicable (detailed explanation of grant/other funding, including the amount, source of funding, status, town match, if any. Attach award letter if available)						
	None						
6	ATTACH PLAN ESTIMATE, SERVICE AREA MAP AND/OR OTHER SUPPORTING DOCUMENTATION (if none, simply state that in the area below)						
	Expanded narrative.						
7	COST/FUNDING SOURCE						
	FUNDING SOURCE	APPROVED FUNDING TO DATE	FY2027	FY2028	FY2029	FY2030	FY2031
1	Current Year Capital						
2	Utility Budget/Sewer Cap Maint Fund						
3	Transfer to CNR		500,000		250,000		850,000
4	Short/Long-term Bonds						
5	LoCIP (detail in section 5 above)						
6	CNR Undesignated Fund Balance						
7	Federal/State Grants (detail in section 5)						
8	Other Funding (detail in section 5 above)						
	TOTALS	0	500,000	0	250,000	0	850,000



To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: Roofs – Town Facilities – Library

Roofs have been replaced at the Public Safety Building and repaired at the Police Station. The effort needs to continue to the other facilities. This project does not address the roofs at the Eugene O'Neill Theater Center (separate project) nor the Fire Houses.

The built-up roofs at the Community Center, Town Hall, and Library were inspected by using infrared scanning of the roofs.

- Town Hall (2003): condition fair
- Community Center (2003): condition fair
- Library (1995): condition poor

The Library is the next facility that must be addressed. The entire flat roof needs to be stripped down to the roof decking. In many areas, the roof insulation is waterlogged causing leaks to the interiors. In the last two years, six service calls have been made to this building to address the leaks and repair the damage that the leaks has caused. Service call frequency is increasing.

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2025-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME Police Station Main Entrance	DEPARTMENT PRIORITY 2

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) This project would provide ADA compliant access into the building and the replacement of the seals on the clerestory glass windows that are leaking and causing damage to the interior and exterior sheetrock surfaces.																																																																													
2	PROJECT STATUS IF IN PROGRESS Funding is in place for the entrance parking lot to the Police Station. Plans are complete for bid in February of 2026 for this phase.																																																																													
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST None																																																																													
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5	GRANT FUNDING/OTHER FUNDING, if applicable (detailed explanation of grant/other funding, including the amount, source of funding, status, town match, if any. Attach award letter if available) Funding in the amount of \$114,000 has been approved. Additional funding is required																																																																													
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To: File
From: Gary Schneider, Director of Public Works
Date: December 16, 2025
Re: Police Station Main Entrance

This project would provide ADA compliant access into the building and the replacement of the seals on the clerestory glass windows that are leaking and causing damage to the interior and exterior sheetrock surfaces.

Bids for the project were opened on March 11, 2025 with only one contractor responding. The bid was \$279,650 far greater than the \$114,000 funding available.

ADA improvements to the HC parking spaces and front walkways is being addressed in a separate project.

Additional funding for the Police Station main entrance is required.

- Architect Estimate - \$275,000
 - Escalation is 6% bringing the construction cost to - \$291,500
 - Soft costs (Permitting, Architect construction support) 8% of construction cost \$24,000
 - 10% Construction Contingency - \$29,000
- Total \$344,500

- Funding already appropriated - \$114,000

Additional Funding Request - \$200,000.

WATERFORD POLICE DEPARTMENT

MAIN ENTRANCE IMPROVEMENTS
41 AVERY LANE, WATERFORD CT



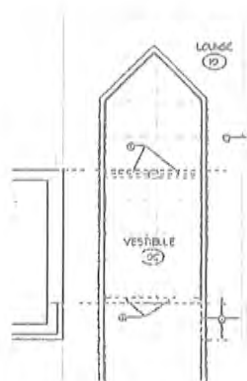
Town of
Waterford, CT

DATE: SEPTEMBER 10, 2024

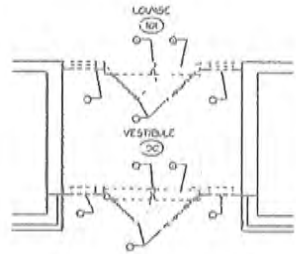


ARTINOIRELLI ASSOCIATES
ARCHITECTURE & INTERIORS

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New York, New York 10022
(212) 691-1100 • (212) 691-1101
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SECTION PLAN OF MAIN ENTRANCE



PLAN OF MAIN ENTRANCE

GENERAL NOTES

1. THESE DRAWINGS WERE PREPARED BY THE ARCHITECT FOR THE PURPOSE OF ILLUSTRATING THE GENERAL CONCEPTS OF THE DESIGN.
2. THESE DRAWINGS DO NOT CONSTITUTE A CONTRACT. THE CONTRACT IS THE AGREEMENT BETWEEN THE OWNER AND THE ARCHITECT.
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ARCHITECTURAL ASSOCIATION OF AMERICA
1111 F STREET, N.W.
WASHINGTON, D.C. 20004
(202) 638-1000

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DATE: 10/1/01

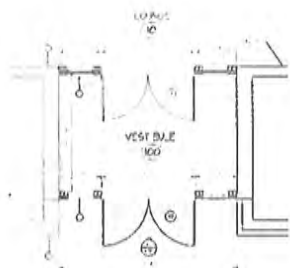
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WATERFORD
POLICE DEPARTMENT
MAIN ENTRANCE IMPROVEMENTS
STOREFRONT ADA UPGRADES
1111 F STREET, N.W.
WASHINGTON, D.C. 20004

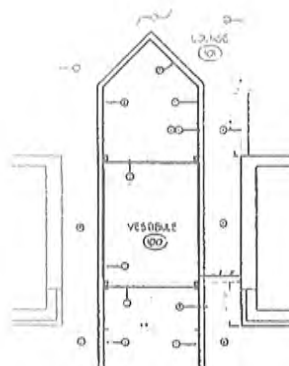
UNLANKED UNEXHIBITED
PLANS

D-101

10/1/01



(A) $\frac{\partial A}{\partial t} = f(\phi, \psi, \theta, \eta)$



(A) 88974, F2008 - AN 9 2, 99, 7041, 12

GENERAL CONSTRUCTION NOTES

- [illegible]

CONSTRUCTION NOTES

- [illegible]

WATERFORD
POLICE DEPARTMENT
MAIN ENTRANCE IMPROVEMENTS
STOREFRONT ADA UPGRADES
41 AVERY LANE
WATERFORD, CONNECTICUT

A-101

10/27/2010 2:10 PM

[illegible][illegible][illegible]



ADDENDUM 485-100-100
ADDENDUM 485-100-100

1. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
2. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
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[illegible]

**WATERFORD
POLICE DEPARTMENT**
MINI ENTRANCE IMPROVEMENTS
1000 STATE STREET
WATERFORD, CT 06195
410-467-1141

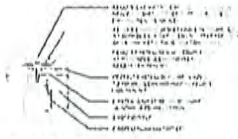
POI
MW
5

TABLE 1. ROOM PLAN
OF LIVING AND DINING
AREAS AND KITCHEN

Group 1	Group 2	Group 3
100	100	100
100	100	100

A-1R1

1000



(iii) TYPICAL PLANT AND SOIL DATA.



INSTRUMENT WATERMETER



(U) CRISTINO SCOTT, JR. CUBA CELL DEAL

GENERAL ROOF DEMOLITION NOTES

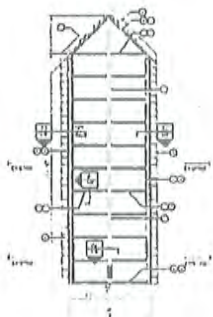
- a. $\log_{10} 1000000 = 6$ is completely correct. $\log_{10} 1000000 = 6$ is the same as $\log_{10} 10^6 = 6$.
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ROOF CONSTRUCTION NOTES

9. **Answer:** a. $\frac{1}{2}$ b. $\frac{1}{2}$ c. $\frac{1}{2}$ d. $\frac{1}{2}$ e. $\frac{1}{2}$ f. $\frac{1}{2}$ g. $\frac{1}{2}$ h. $\frac{1}{2}$ i. $\frac{1}{2}$ j. $\frac{1}{2}$ k. $\frac{1}{2}$ l. $\frac{1}{2}$ m. $\frac{1}{2}$ n. $\frac{1}{2}$ o. $\frac{1}{2}$ p. $\frac{1}{2}$ q. $\frac{1}{2}$ r. $\frac{1}{2}$ s. $\frac{1}{2}$ t. $\frac{1}{2}$ u. $\frac{1}{2}$ v. $\frac{1}{2}$ w. $\frac{1}{2}$ x. $\frac{1}{2}$ y. $\frac{1}{2}$ z. $\frac{1}{2}$

ROOF GRAPHIC LEGEND

- | Year | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 |
|------|
| 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | |



① PART A: 8000, 44 OF 215 NS HV, 201
100 1110



ANTHONY A. J. LEE,
JR. 1774-1872

WATERFORD
POLICE DEPARTMENT
MAIN ENTRANCE IMPROVEMENTS
STOREFRONT ADA UPGRADES
BY AVE/LANE
WATERFORD, CONNECTICUT

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2027-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME Community Center Chiller Replacement/HVAC	DEPARTMENT PRIORITY 3

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) The chiller is at the end of its service life. It is original to the building (2003). If this unit fails during the cooling season, most services at the building would have to be cancelled. Potable window exhaust cooling units that were used at the Library would not work in this facility. It must be timed so that the unit can be taken offline in November of the calendar year. The plan is to have the unit installed in early spring of 2028. Also included is the installation of heating coils for internal rooms																																																																													
2	PROJECT STATUS IF IN PROGRESS None																																																																													
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To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: Community Center Chiller Replacement / HVAC

Over the years, Town Hall 2003, Youth Service Bureau (YSB) 2003, Library 2025 (main level only) and Municipal Complex 2020 HVAC systems have been addressed. These buildings will still require component replacement in the future.

The major renovation work remaining is:

- **Public Safety:** The January 2020 report found that most of the equipment at Public Safety is "operating beyond their useful service life". Although the boilers have been replaced as part of the natural gas conversion, an underground tank removed and the roof top unit has been replaced, the remainder of the system must be addressed. This project will address the remaining components at the Public Safety Building, a critical facility housing the Director of Fire Services, the Office of the Fire Marshal, and Emergency Dispatch. The Design Engineer has completed the plans and cost estimate. Once the remaining funding is approved, the project can be placed out to bid.
- **Police Station:** The January 2020 report found at the Police Station; "...existing equipment such as the exhaust systems, cabinet unit heaters and radiant ceiling panels throughout the building are original to the 1990 construction. A large quantity of the equipment mentioned are nonfunctional". Although the natural gas conversion replaced the burner on the boiler and removed the underground tank, here too, the rest of the system at the Police Station must be addressed. In the FY 2025, funds were appropriated to start the design.
- **Library:** The entire HVAC system was designed to be replaced. Bid results allowed only the main level to be completed. The basement level needs to be addressed. The work remaining is the removal of an oil fired furnace, a new packaged roof top dedicated outside air unit, removal of the existing ductless split AC units and installation of split heat pumps with all associated electrical, ductwork, controls and general trade work.

Component Replace/Minor Improvements

- **Community Center:** The chiller is at the end of its service life. It is original to the building (2003). If this unit fails during the cooling season, most services at the building would need to be cancelled until a trailer-mounted unit could be rented. Portable window exhaust cooling units that were used at the Library would not work in this facility. Design, bid and award would take about 12 weeks, a lead-time of 14 weeks after the project award. Once the equipment is on-site, 6 weeks to install and commission. It must be timed so that the unit can be taken offline in November of the calendar year. The plan is to have the unit installed in early spring of 2027. Also included is the installation of heating coils in the ventilation system for several internal rooms. It was hoped that the heat would migrate into these spaces. That has not happened.

All buildings will be connected to the Building Management System (BMS) to monitor, control the use of energy, equipment run time and identify equipment failures. Local access is given to a facility user to assist in scheduling of the spaces.

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2027-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Public Works	CONTACT PERSON Gary J. Schneider
PROJECT NAME Eugene O'Neill Theater Center Roof	DEPARTMENT PRIORITY 4

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) Dina Merrill Theater Building is a town structure. A portion of this building was addressed with the installation of a new roof in 2019 using Town funds. The remaining portion of the theater pitched roof not addressed continues to lose asphalt shingles causing leaks. A second roof area in this building that has now failed. A flat roof area has failed due to the install of the RTU on pressure treated boards that have settled into the membrane roof. The RTU was manufactured in 1998. It provides heating and cooling to theater. It is at the end of its service life. The exiting unit must be removed along with the roof and new rafters installed next the compromised exiting rafters. Damage to interior surfaces and loss of the use of the space are just two of the consequences of the current condition of the roof.																																																																						
2	PROJECT STATUS IF IN PROGRESS Roof Investigation of the flat section report dated May 21, 2025.																																																																						
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST None																																																																						
4	DESCRIBE THE IMPACT ON DEPARTMENT OPERATING BUDGET (include cost estimate if applicable) Increase costs in professional services operations budget, having a contractor find the leak and patch.																																																																						
5	GRANT FUNDING/OTHER FUNDING, if applicable (detailed explanation of grant/other funding, including the amount, source of funding, status, town match, if any. Attach award letter if available) None																																																																						
6	ATTACH PLAN ESTIMATE, SERVICE AREA MAP AND/OR OTHER SUPPORTING DOCUMENTATION (if none, simply state that in the area below) Attached expanded narrative memorandum, photos, report of May 21																																																																						
7	COST/FUNDING SOURCE <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th style="width: 35%;">FUNDING SOURCE</th> <th style="width: 10%;">APPROVED FUNDING TO DATE</th> <th style="width: 10%;">FY2027</th> <th style="width: 10%;">FY2028</th> <th style="width: 10%;">FY2029</th> <th style="width: 10%;">FY2030</th> <th style="width: 10%;">FY2031</th> </tr> </thead> <tbody> <tr> <td>1 Current Year Capital</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2 Utility Budget/Sewer Cap Maint Fund</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3 Transfer to CNR</td> <td></td> <td style="text-align: center;">210,000</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>4 Short/Long-term Bonds</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5 LoCIP (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>6 CNR Undesignated Fund Balance</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>7 Federal/State Grants (detail in section 5)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>8 Other Funding (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTALS</td> <td style="text-align: center;">0</td> <td style="text-align: center;">210,000</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>	FUNDING SOURCE	APPROVED FUNDING TO DATE	FY2027	FY2028	FY2029	FY2030	FY2031	1 Current Year Capital							2 Utility Budget/Sewer Cap Maint Fund							3 Transfer to CNR		210,000					4 Short/Long-term Bonds							5 LoCIP (detail in section 5 above)							6 CNR Undesignated Fund Balance							7 Federal/State Grants (detail in section 5)							8 Other Funding (detail in section 5 above)							TOTALS	0	210,000	0	0	0	0
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To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: Eugene O'Neill Theater – Roof

The site consists of 15 buildings and structures. Of those 15, 8 of the structures are the responsibility of the O'Neill. The seven other structures fall under the Lease Agreement while defines the relationship as it pertains to maintenance and repair of the Town owned buildings. The projects identified are not maintenance, repair and fall under Capital.

The site has seen the re-roofing of the Hammond Mansion along with repointing of its brick chimneys. That was completed in 2023 using ARPA funds.

A portion of Dina Merrill Theater Building's roof was addressed with the installation of a new roof in 2019 using Town funds. The remaining portion of the theater pitched roof that was not addressed continues to lose asphalt shingles causing leaks into the performance and control areas. A second roof area in this building has now failed. The flat roof area has failed due to the installation of the Heating/Cooling unit on pressure treated boards that have settled into the membrane roof. The unit was manufactured in 1998. It provides heating and cooling to theater. The unit itself is at the end of its service life.

The exiting unit must be removed along with the roof and new rafters installed, next the compromised exiting rafters, a new roof deck and membrane roof. The heating/cooling unit will be installed on a curb.

Damage to interior surfaces and loss of the use of the space are just two of the consequences of the current condition of the roof in these two areas.

May 21, 2025

Gary J. Schneider
Director of Public Works
Town of Waterford
15 Rope Ferry Road
Waterford, CT 06385

Subject: Eugene O'Neill Theater Center Roof Investigation
305 Great Neck Road, Waterford, CT

Dear Mr. Schneider:

On May 20, 2025, we visited the site to visually observe the structural condition of the existing roof framing over the Control Room at the Dina Merrill Theater on the Eugene O'Neill Theater Center campus. The site visit also included a review of the installation of the existing rooftop unit that is located directly above the Control Room.

STRUCTURAL CONDITION OF ROOF FRAMING

The existing 2nd floor Control Room has inside face of wall to inside face of wall dimensions of 11'-0" x 17'-0". The existing roof construction is plywood roof deck on 2x8 wood rafters spaced 16" o/c maximum, with the rafters spanning the 11'-0" dimension, and bearing on wood stud walls at each end.

Portions of the existing gypsum ceiling were removed to expose the roof rafters and underside of the existing plywood roof deck. We observed that water has severely and extensively penetrated the existing roof plywood deck deteriorating a large portion of the roof deck and effecting the structural integrity of the existing roof rafters. See Photos #1 through #4.



PHOTO #1



PHOTO #2



PHOTO #3



PHOTO #4

ROOFTOP UNIT INSTALLATION

The existing rooftop unit (RTU) is a Trane model YCH120 nominal 10-ton packaged gas/electric rooftop unit that was presumably installed shortly after its August 1998 manufacturer date. The RTU provides cooling and heating of the Dina Merrill Theater. The RTU is configured for horizontal airflow; exterior supply and return ductwork connect to the side of the unit and penetrate the exterior wall into the theater. The RTU sits near the back (east) edge of the small section of "flat" roof located above the Control Roof at the north end of the theater. The "flat" roof slopes gently from west to east to allow the roof to drain over the east edge of the roof. The RTU appears to sit on top the roof membrane on a pressure treated 2x8 wood perimeter frame.

Over the years it appears the weight of the unit has depressed the roof insulation allowing water to pool around the unit. Although no damage to the roof membrane was observed, the fact that water continues to infiltrate the roof directly below the unit suggests that the 2x8 pressure treated wood RTU frame may have compromised the roof membrane. See Photos #5 and #6.



PHOTO #5

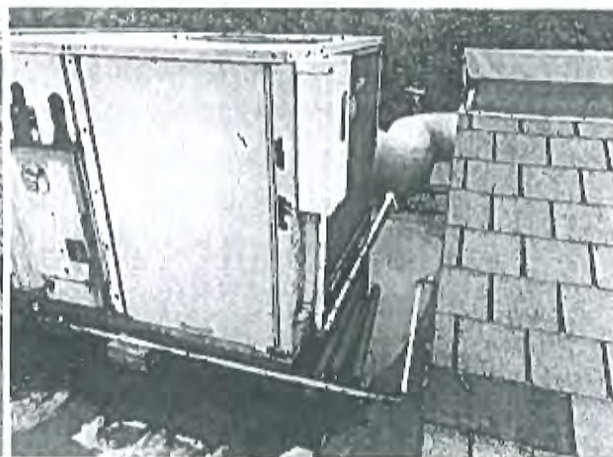


PHOTO #6

RECOMMENDATIONS

The existing roof framing needs to be removed and replaced with new 2x8 at 16" o/c maximum roof rafters spanning the 11'-0" dimension. The existing roof rafters could be left in place as dead with the new rafters installed parallel to the existing rafters but located in the space between the existing rafters. New 5/8" APA Structurally rated exterior grade Exposure 1 plywood roof deck will need to be installed atop of the new roof rafters and fastened to the new framing with 0.148" x 3" galvanized nails spaced at 6" o/c maximum along the plywood panel edges and 12" o/c maximum in the field of the plywood panels. Additional (2) - 2x8 roof rafters will need to be installed under the two (2) edges of the RTU curb parallel with the single roof rafters, to support the corners of the RTU.

Until the new roof framing can be installed; the existing roof construction will need to be shored by positioning the shoring posts beneath the four (4) corners of the existing RTU and continuing with shoring posts under the floor framing of the Control Room down to the slab on grade below.

To facilitate the structural repair, the existing rooftop unit, support frame, roof membrane and roof insulation materials will need to be removed. As the existing rooftop unit is operating beyond its recommended service life of 20 years and utilizes R-22 refrigerant, which was phased out of production in 2010 due to its high ozone depletion potential, a new rooftop unit should be installed utilizing a standard roof curb that sits directly on top of the plywood roof deck and is properly flashed into the roofing.

If you have any questions, please do not hesitate to contact this office.

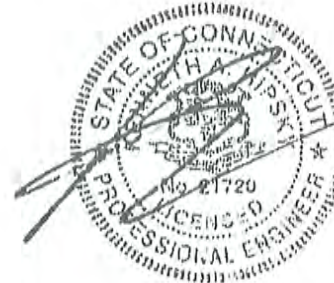
Sincerely,



Bruce R. Perrone, P.E.
Vice President – Structural



Kenneth A. Hipsky, P.E.
Vice President - Mechanical



Gary Schneider

From: Bruce Perrone <BPerrone@rzdesignassociates.com>
Sent: Thursday, May 22, 2025 4:06 PM
To: Kenneth Hipsky; Gary Schneider
Subject: 25-096 RE: O'Neill Theater Roof

CAUTION: This email originated from outside of the organization.
Do not click links or open attachments unless you recognize the sender's email address and know the content is safe.

Hi Ken

Regarding Question #3: the shoring posts can be minimum 4x4 wood posts.

BRUCE PERRONE, PE
P 860.436.4336 x157
C 860.830.2868

-----Original Message-----

From: Kenneth Hipsky <khipsky@rzdesignassociates.com>
Sent: Thursday, May 22, 2025 10:21 AM
To: Gary Schneider <gschneider@waterfordct.org>
Cc: Bruce Perrone <BPerrone@rzdesignassociates.com>
Subject: O'Neill Theater Roof

Gary,

See my responses below.

Ken

-----Original Message-----

From: Gary Schneider <gschneider@waterfordct.org>
Sent: Thursday, May 22, 2025 8:17 AM
To: Kenneth Hipsky <khipsky@rzdesignassociates.com>
Subject: O'Neill Theater Roof

Questions:

1. Range of cost for unit and roof?

Replacement of the HVAC unit will be in the range of \$50k. I spoke with Andrew at QAM about the roof. Being such a small size its hard to estimate a cost, but on larger roofs he is seeing upwards of \$35/sqft for roofing. Figure double that, is about \$15k for the roof. Then there's the cost to sister/replace the rafters and new decking...which could easily run another \$15k. He also recommends putting a gutter and downspout to divert the water to grade rather than let it run down the wall. All in, you could be in the range of \$100k.

2. If the 2 x 8 have not been compromised, and the roof deck hasn't either (it is leaking, but no one seem the decking itself showing any failure), why is I shoring up the HVAC Unit?

The 2x8's and decking have been compromised which is why Bruce is recommending shoring the corners of the unit to take the load off the rafters. It's hard to tell how much the rafters and deck have been compromised, so the safest bet is to temporarily shore the unit.

3. If shoring posts are still needed, what would that size be? Bruce - could you chime in on this question?

4. I will be purchasing a Diverter Tarp, that will hang from the ceiling in the room. Do you know of any exterior pump that can be installed to pump down that "pool"?

Wondering if it might make more sense to poke a hole in the exterior wall and let the tarp drain by gravity out the building so you are not depending on a pump that could fail. If you want a pump a simple packaged system would do (i.e. Liberty Pump model 404) but it would still need to be piped to the building exterior.

Gary J Schneider
Director of Public Works
Town of Waterford
Public Works Department

Original Message-----

From: Kenneth Hipsky <khipsky@rzdesignassociates.com>
Sent: Wednesday, May 21, 2025 10:03 PM
To: Gary Schneider <gschneider@waterfordct.org>
Subject: O'Neill Theater Roof

CAUTION: This email originated from outside of the organization.
Do not click links or open attachments unless you recognize the sender's email address and know the content is safe.

Hi Gary,

Report attached. Let me know if you have any questions.

Thanks,

Ken

MODEL 404

"Short Profile" Drain Pump

Liberty Pumps®

A Family and Employee Owned Company

1/3 hp

3/8" Solids handling

Featuring QuickTree® technology for easy switch access!

Features

- Factory pre-assembled, ready to install
- Fully automatic operation
- Short profile design for compact areas – only 11" tall
- Separate access cover for easy switch inspection (QuickTree®)
- Integrally molded rubber gasket for a superior gas-tight seal
- Standard alarm and Wi-Fi alarmed models available

Applications

- Bar sinks
- Laundry trays
- Dehumidifiers
- Utility sinks
- Gray wastewater drainage below gravity lines

Short Profile!
Only 11" Tall



NightEye®
Wireless Enabled
Models Available



innovate. evolve.

Model 404

Features

- Compact design for tight areas
- Factory pre-assembled
- Fully automatic operation
- QuickTree® technology allows quick inspection and removal of float switch without disconnecting the plumbing
- Integrally molded rubber gaskets for a superior gas-tight seal
- Oil-filled, hermetically sealed motor with thermal-overload protection; 10', 3-wire power cord with grounded plug
- Corrosion-resistant polyolefin basin with molded-in connections
- Maintenance free, permanently lubricated sealed bearings
- 3/8" Solids handling

Maximum fluid temperature 104°F continuous duty, 140°F intermittent duty. Not intended for use with chemicals

Motor Specifications

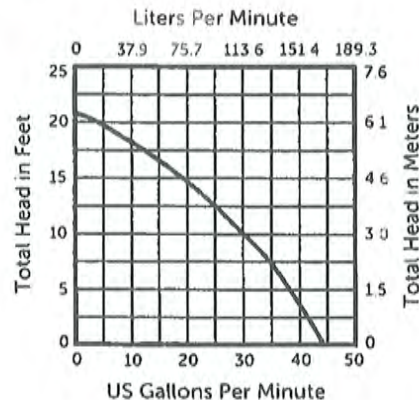
1/3 hp 115V 5.2A
Oil-filled, Thermally protected

Dimensional Data

Weight: 13 lbs
Height: 11-1/8"
Major Width: 13 3/4"
Total Basin Capacity: 4.3 gallons

Performance Curve

60 Hz 3450 RPM



Models

MODEL	HP	VOLTS	DISCHARGE INLET & VENT	STANDARD ALARM	NightEye® Wi-Fi ALARM	CHECK VALVE INCLUDED
404	1/3	115	1-1/2"			
404CV	1/3	115	1-1/2"			X
404/A	1/3	115	1-1/2"	X		
404CV/A	1/3	115	1-1/2"	X		X
404/A-EYE	1/3	115	1-1/2"		X	
404CV/A-EYE	1/3	115	1-1/2"		X	X
404L	1/3	115	2"			

All listed models come with factory mounted alarm float in system. No assembly required. See alarm literature for A-M Series standard alarm or NightEye® Wi-Fi alarm for complete alarm specifications.

404CV models are CSA certified to the UPC and PC requirements of ASME A112.3.4 / CSA B45.9.



QuickTree® technology allows easy removal of float switch without disconnecting plumbing or pulling the pump.

Heavy-duty integrally molded rubber gasket provides a superior seal. Meets 10' stack test requirements.

Specifications subject to change without notice.

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Liberty Pumps - 7000 Apple Tree Avenue - Bergen, New York 14416
Phone 800-543-2550 - Fax 585-494-1839 - LibertyPumps.com

Products Based on Your Search



APPROVED VENDOR
Leak Diverter Tarp: 3 ft...

Web Price ⓘ
\$21.08 / each



APPROVED VENDOR
Leak Diverter Tarp: 7 ft...

Web Price ⓘ
\$69.29 / each



PIG Leak Diverter Tile: 4
ft Lg, 2 ft Wd, Clips Lea...

Web Price ⓘ
\$308.45 / each

Related Categories



Leak Diverters



Spill Trays, Drip Pillows &
Leak Protection



Sorbents, Spill Control &
Spill Containment

Product Categories Safety Sorbents, Spill Control & Spill Containment Spill Trays, Drip Pillows & Leak Protection Leak Diverters

APPROVED VENDOR Leak Diverter Tarp 15...



APPROVED VENDOR Leak
Diverter Tarp: 15 ft Lg, 15 ft
Wd, Polyethylene,
Black/Silver

Item **3ZRU5** Mfr. Model **3ZRU5**

Web Price ⓘ
\$152.78 / each

Qty
1

Add to Cart

☒ Ship

Pickup

Expected to arrive Fri. May 23.

Ship to 06101 | Change

Shipping Weight **9.05 lbs**

Ship Availability Terms

Product Details

Catalog Page **N/A**

Brand **APPROVED VENDOR**

Manufacturer Part Number **3ZRU5**

Leak Diverter Application **Ceiling; Pipe**

Leak Diverter Mounting Style
Bungee Cords with Hooks
Drawstrings
Hooks
Straps

Add to List

Compliance & Restrictions



WARNING: Cancer and
Reproductive Harm -
www.P65Warnings.ca.gov



Altern

Chat with an Agent

Gary Schneider

From: Gary Schneider
Sent: Thursday, May 22, 2025 8:17 AM
To: 'Kenneth Hipsky'
Subject: RE: O'Neill Theater Roof

Questions:

1. Range of cost for unit and roof?
2. If the 2 x 8 have not been compromised, and the roof deck hasn't either (it is leaking, but no one seem the decking itself showing any failure), why is I shoring up the HVAC Unit?
3. If shoring posts are still needed, what would that size be?

I will be purchasing a Diverter Tarp, that will hang from the ceiling in the room. Do you know of any exterior pump that can be installed to pump down that "pool"?

Gary J Schneider
Director of Public Works
Town of Waterford
Public Works Department

-----Original Message-----

From: Kenneth Hipsky <khipsky@rzdesignassociates.com>
Sent: Wednesday, May 21, 2025 10:03 PM
To: Gary Schneider <gschneider@waterfordct.org>
Subject: O'Neill Theater Roof

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Do not click links or open attachments unless you recognize the sender's email address and know the content is safe.

Hi Gary,

Report attached. Let me know if you have any questions.

Thanks,

Ken



33 Wisconsin Ave
Suite 101
Norwich, CT 06360

Estimate

Date	Estimate No.
9/24/2025	8478

Customer

Town of Waterford
15 Rope Ferry Road
Waterford, Ct 06385

Customer Number	Terms	Rep
	Net 30	

Description	Cost	Total
Eugene O'Neill Theater The theater roof support cost. To install 4x4 roof support frame under the roof top A/C unit from the second floor and down to the 1st floor and attached to the concrete slab concrete slab. To stop further roof sag. Work space must be free and clear of equipment. Some minor demo is included in this budget to expose framing members as needed NO finishes are included drywall, paint, flooring. This is to prevent further settling. Our work is all under the roof line, any water intrusion, investigation or repair is excluded. Excludes- stamped drawings, permit fees, offshift work. prevailing wages.	7,201.00	7,201.00
1% on past due accounts, 12% Annum. plus attorney and collection fees can be added to past due act's. Work will be sch. upon acceptance. Due to current commodity volatility this quote is valid for 10 days	Subtotal	\$7,201.00
	CT Tax (6.35%)	\$0.00
	Total	\$7,201.00

Authorized Signature _____

Phone (860)889-0823
www.primeelectricllc.com

Toll Free (800)291-2119
License #CT125431-E1/CT123648-E1 AA/EOE/SBE

Fax (860)886-2344

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2027-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME Town Dock	DEPARTMENT PRIORITY 5

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) This project will replace 2 finger docks and clean the concrete dock of marine life. The electrical and water services to the Police Boat will be also be addressed bringing them to current maritime standards.																																																																													
2	PROJECT STATUS IF IN PROGRESS None																																																																													
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST None																																																																													
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To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: Town Dock

The dock was constructed in the Niantic River off property located along River Street, north of the newly constructed Niantic River Bridge by State DOT after receiving a permit from DEP in June of 1990. Transfer of the dock and the permit occurred after the construction was completed.

It consisted of three finger piers attached to a floating dock, metal gangway to a fixed dock with parking spaces. In 2011, a finger pier was removed and the access restricted to municipal operations only.

In FY23, funds were authorized to replace the two finger piers. After determining the permitting requirements, it was determined the project should take a step back to complete a conditional analysis of the entire structure which will include a structural analysis of the entire dock, an electrical analysis of the dockside service and security upgrades to the site. A permitting analysis will also be completed.

A meeting was held with Town Departments and Commissions who use the existing dock seeking their input on the preliminary findings.

Mago Dock Project
Assessment Report
Waterford, CT

Prepared By:

Barton & Loguidice, LLC
855 Winding Brook Drive
Glastonbury, CT

October 2025
Revised December 2025

Barton&Loguidice

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Introduction

Barton and Loguidice, LLC (B&L, "Engineer") was contracted by the Town of Waterford, Connecticut to complete a conditional analysis of the Mago Point Dock for restoration and to provide options for maximum use of the area including probable costs for construction and permitting. The proposed services for the investigation and assessment phase for the Mago Point Dock restoration project were as follows:

Task 1: Structural Analysis

1. Perform a site visit to collect data, obtain photos and measurements of the existing floating dock systems.
2. Develop up to two (2) conceptual alternatives for the repair and replacement of the floating dock systems. Concepts may include replacement and reconfiguration of the existing layout and the addition of new sections.
3. Develop preliminary opinion of probable construction costs for each conceptual alternative for the dock systems.
4. Develop a summary report describing the existing conditions, the two (2) alternatives and opinion of probable construction costs for each alternative.

Task 2: Electrical Analysis

1. Perform a site visit to collect data, obtain photos and document locations of the existing electrical power infrastructure at the dock location.
2. Develop conceptual plan for electrical upgrades including service replacement, lighting, camera system, and convenience receptacles.
3. Develop preliminary opinion of probable construction costs for the electrical upgrades. Costs will include contractors' overhead, contractors' profit and a project contingency.
4. Develop a summary report describing the existing conditions, the conceptual plan, and opinion of probable construction costs.

Task 3: Permitting Analysis

1. Evaluate permit needs based on the two conceptual design alternatives developed under Task 1.

Permitting needs for this project are largely dependent on construction project scope of work. B&L providing an estimated cost and reasonable timeline for obtainment of those permits. Permitting typically requires a minimum of 50-60% design plans for an adequate submission. No wetland investigations, hydrologic surveys, permit drafting services, tribal and cultural resource coordination, etc. are included in this Task.

Should the project obtain funding in advance, these technical tasks would be revisited and added under a supplemental scope and fee.

October 20, 2025 Meeting Update & Subsequent Meeting December 1, 2025 with the Director of Public Works:

Based on a meetings with the Town of Waterford and other stakeholders, it was decided to separate the structural cost evaluations into three options as outlined below.

- Option #1: Remove and replace finger pier #1; reattached finger pier #2 with a more rigid structure; keeping piers in the existing locations; and, perform minor upgrades to the electrical components to enhance the usage of the docks
- Option #2: Remove and replace finger pier #1 and finger pier #2, relocate the south pile to the north; relocating at least one of the piles; and, perform minor upgrades to the electrical components to enhance the usage of the docks
- Option #3: Demolish all of the piers and the main dock; relocate the south pile to the north; rebuild the dock and the finger piers; and, complete the electrical upgrades to bring the whole area up to current codes

Additionally, it was decided during the meeting to break-out some of the costs associated with the electrical upgrades to have a better understanding of what was needed to bring everything up to code, versus what could be updated now to keep everything functionally sound.

For permitting assessment, it was requested of B&L to contact the DEEP to inquire about the permit requirements for making upgrades in the existing footprint, including relocating the piles.

Refer the end of each assessment for further discussion and recommendations based on feedback received during the meetings.

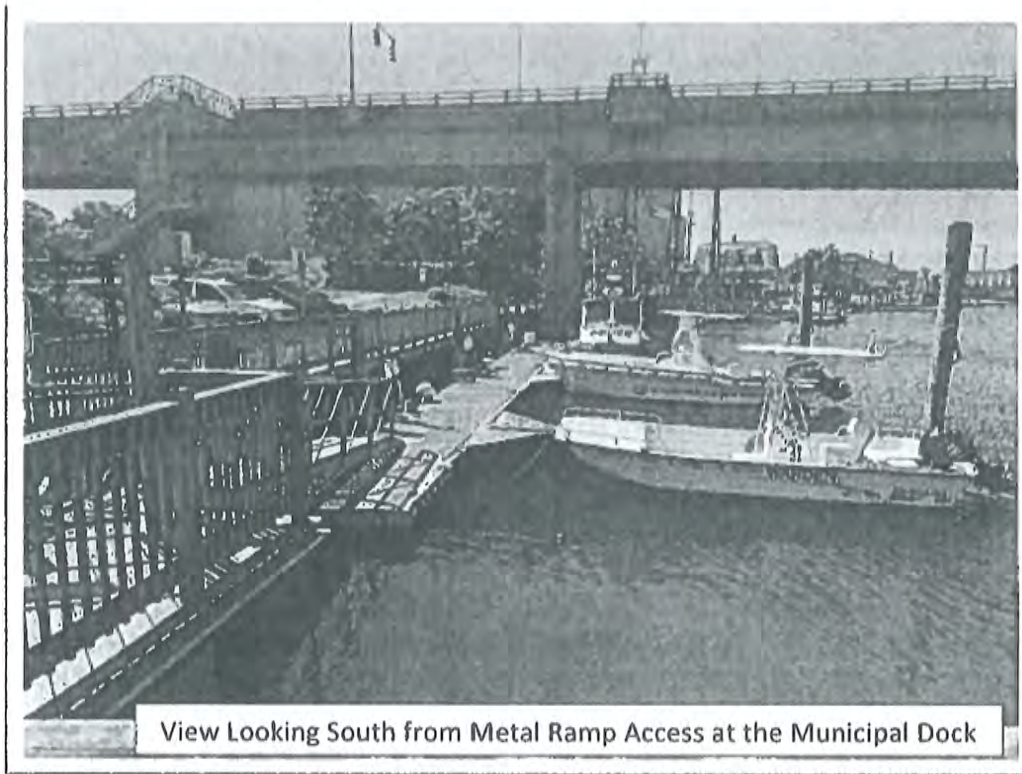
Structural Assessment

At the request of the Town of Waterford, Connecticut, (Town), B&L conducted a visual structural condition assessment of the accessible portions of the Town's municipal floating dock and its adjacent deck. Currently, the dock is closed to the public and only accessible to Town staff and the Police Department. The dock is located on the Niantic River adjacent to the public boat launch at the Mago Point Marina located at 3 River Street, Waterford, Connecticut.

The structural condition assessment was requested to assess the condition of the current dock and determine if adding a third "finger" to the dock is feasible. The Town has voiced concerns with the deck structure adjacent to the dock and stated that asphalt has been poured in the gap between the Trex decking and the adjacent paved lot. The asphalt was intended to eliminate a tripping hazard at the end of the deck transition.

Observations

On Wednesday, June 25, 2025, our facilities team, Julia Connor E.I.T. and Chris June, met with a member of the Town at the Mago Point dock. The municipal dock is accessible by a metal ramp with a locked gate which a local police officer unlocked for us upon our arrival. The B&L team visited the dock to perform a visual structural and electrical evaluation of the dock system and the adjacent deck. We evaluated portions of the structure that were visible/exposed, and we were able to safely access. The existing structure was built in circa 1990, the referenced plans and details for the assembly were provided to us and are included in Permit No. SD-MH-89-259 for the project issued by the State of Connecticut Department of Environmental Protection, dated June 21, 1990. The existing plans show the wood deck, metal ramp, concrete dock structure, and (3) precast fingers, or piers, however only (2) of the (3) fingers remain, the farthest finger from the dock access was demolished.



The deck and dock system is located adjacent to the Mago Point Marina & boat launch on the Niantic River, attached for reference is a Google Map aerial image of the overall site and the existing building structures. The deck structure is composed of Trex decking overlaying a wood floor system that is supported at the end by wood piles that act as column guides. The dock structure is a floating dock made up of precast concrete slabs that are attached to large wooden piles. The two (2) fingers consist of floating precast concrete slabs attached to large driven piles at either end of the finger or pier. Each finger section or pier has a steel corner brace at its connection to the main floating dock. The metal brace is infilled with wood decking.

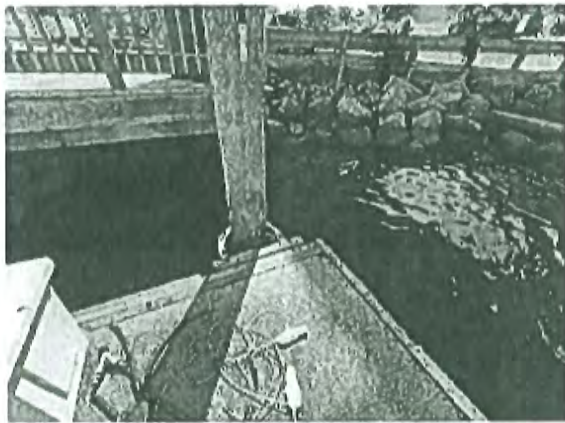
The structural system of the dock is primarily timber piles, steel brackets and connections and precast concrete slabs. The adjacent deck has Trex flooring overlaying wood floor system which is supported by large wooden piles.



Looking West – Dock + Finger System



Looking West – Finger and Pier



Dock - Timber Piles and Precast Floating Dock



Looking South –Trex Deck Adjacent to Dock

The precast concrete docks are floating and attached to large timber pile guides that allow the system to go up and down with water elevation fluctuations while keeping the dock in-place. Timber piles are located along the shoreline of the dock and at both ends of each finger, or pier section.

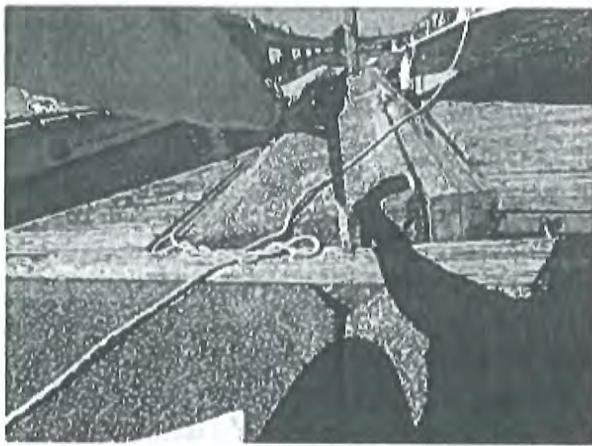


Looking Northwest – Floating Dock & Timber Piles

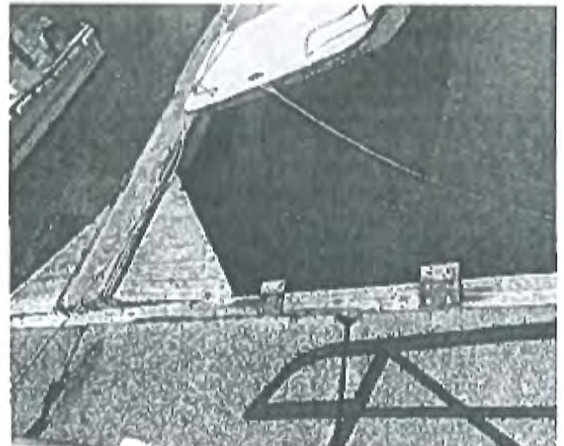


Floating Precast Dock Finger & Timber Pile

We observed a significant amount of misalignment in the first finger that is closest to the dock access ramp. In addition, several bolts are missing from the finger-dock connection and there is a several inch elevation difference between the one side of the finger and the dock. The second finger furthest from the dock access ramp was in sufficient condition.



Looking West – First Finger-Dock Connection



Looking Southwest – First Misaligned Finger



Second Finger – End Transition



Second Finger - Dock Connection Transition

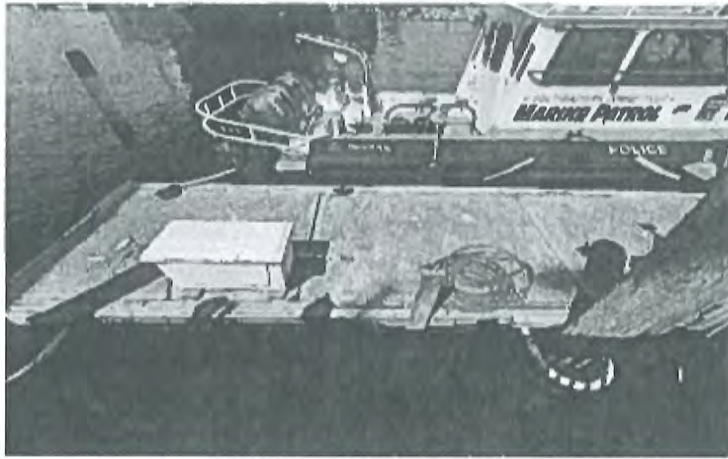
The representative from the Town voiced concern with the deck structure adjacent to the municipal dock. The concern is regarding the wood flooring structure below the Trex decking in that asphalt was placed in the gap between the deck and adjacent parking lot. The intent of the asphalt was to eliminate a tripping hazard at the transition. In addition, the Town would like to add a third finger to the dock on the side closest to the dock access ramp. This is possible; however, finger section would require an extension of the existing floating dock and would only allow for jet skis to be docked and tied-off adjacent to the bank that is covered with riprap.



Looking Northeast – Trex Deck Support Structure Adjacent to the Dock System



Looking Northwest – Trex Decking and Asphalt



Looking West – Corner of the Dock at the Proposed Third Finger Location and the Marine Patrol Boat

Dock System and Adjacent Deck Structural Conditions Assessment

Based on our visual assessment, the dock system is in sufficient condition and is functioning as intended when installed. We observed a significant amount of rusting and corrosion on several docks to pile connections and finger to pile connections. The first finger to dock connection is missing several bolts and is misaligned. In addition, significant spalling and exposed reinforcing steel of the precast concrete slab surface of the first pier. There are also areas of rust stains on several of the precast concrete slab sections. The condition of exposed sections of the piles, other precast concrete slabs, and adjacent deck floor structure are in good condition.



Looking West – Rusting of Finger-Pile Connection



Looking West – First Finger Spalling Concrete & Rust Marks on Precast Concrete Slab

Rehabilitation

The extent of deterioration of the first precast concrete floating finger section should be removed and replaced. The exposed sections of the timber piles above the water level are in good condition and do not need to be replaced. Based on the observed extent of the concrete surface spalling and rusting of the connections, we are recommending the replacement of the existing system, and the installation of a new precast concrete floating finger complete with new connections. The precast concrete slabs of the second finger along with the main dock section are in good condition, however several dock-pile and finger-pile connections are rusted and should be replaced.

The desire to add the third finger dock section would require further investigation into the soils below and the adjacent riprap covered bank. The existing floating dock will likely need to be extended to accommodate the addition of a third finger. It should also be noted that there will not be enough room to fit an entire boat between the new finger and adjacent riprap.

However, the Town mentioned that this additional section would probably only be used to dock jet skis.

Conclusion and Recommendations

In summary, the results of B&L's structural condition assessment of the dock and adjacent deck system, located at the Mago Point Marina in Waterford, Connecticut, show the structures are in good condition. Good condition is generally defined as minimal section loss or identified structural components that require repair or replacement. The main dock section, second finger, dock piles and adjacent deck structure are generally secure and intact. Significant section loss and elevation differences in the first precast finger were identified. In absence of repair or replacement, these conditions will continue to worsen and eventually the connection between the dock and finger will become severely compromised.

Based on our Structural Condition Assessment, we recommend that the entire first precast finger pier be removed and replaced, and any rusted dock-pile or finger-pile connections be painted. It is also recommended to spot-treat any areas of the precast concrete that are rusted and show surface stains. The main precast concrete dock, metal access ramp, second finger, all foundations and piles, and the adjacent deck structures may remain in-place. The demolished first finger should be replaced with floating precast slabs and new connections. The first finger should be attached to the existing piles and main floating dock as shown in existing plans. The Town desires that the third finger be installed in the same orientation and configuration as the two (2) existing fingers; with a new timber pile at the end of the finger and the same connection to the main floating dock. The placement of this finger is recommended at the same location as shown in the Permit. This would change the docking orientation of the marine patrol boat and not be parallel to the shoreline.

The attached opinion of probable construction costs for the recommended repairs and upgrades assumes the repair work will be publicly bid and performed by a general contractor and includes 10-percent overhead, 10-percent profit and 10-percent contingency.

The preliminary opinion of probable construction cost for the recommended upgrades to the dock system is included in the attachment: Estimated Costs by Discipline.

Our structural condition assessment was limited to readily visible and accessible elements and conditions. Concealed conditions that become exposed during future investigations and construction may necessitate changes to the recommendations made herein. We request that B&L be informed of any discovery of additional historic project records (drawings, reports, etc.) and changes to observed conditions as documented herein, so that it may be determined if revisions to the recommendations are necessary.

October 20, 2025 Meeting Update & Subsequent Meeting December 1, 2025 with the Director of Public Works:

B&L staff re-visited the site on October 20, 2025 to re-evaluate the condition of the bulkhead underneath the pedestrian accessible boardwalk. Concerns were raised by the Town about the need to repair/replace the pavement leading up to the boardwalk. B&L did not observe any damage to the bulkhead. Based on the areas that were observed, it does not appear that the bulkhead is failing. It is thought that the top the bulkhead was constructed lower than the surrounding grade and there is some sloughing of the top layers.

Based on a meetings with the Town of Waterford and other stakeholders, it was decided to separate the cost evaluations into three options:

- Option #1: Remove and replace finger pier #1; reattached finger pier #2 with a more rigid structure; keeping piers in the existing locations; and, perform minor upgrades to the electrical components to enhance the usage of the docks
- Option #2: Remove and replace finger pier #1 and finger pier #2, relocating the piers to the north; relocating at least one of the piles; and, perform minor upgrades to the electrical components to enhance the usage of the docks
- Option #3: Demolish all of the piers and the main dock; relocate the south pile to the north; rebuild the dock and the finger piers; and, complete the electrical upgrades to bring the whole area up to current codes

Electrical Assessment

Executive Summary

The visual electrical assessment of current conditions at the Mago Dock was completed by B&L on July 25, 2025. The assessment includes the existing electrical conditions and recommended electrical upgrades, located at 3 River Street Waterford, Connecticut. As part of this electrical Assessment Report, B&L has included brief descriptions of the existing electrical infrastructure, existing electrical equipment along with suggested electrical upgrades such as the addition of area lights and security cameras. This assessment also includes a cost estimate associated with the recommended upgrades.

The dock is comprised of a main precast floating section with two finger piers running perpendicular to the main floating section. The dock is attached to large wooden piles and the fingers are attached to piles at each end. At the end of each finger closest to shore is an Eaton Newport harbor power pedestal (NP3050) used to supply power to docked vessels. There is also an additional power pedestal near the end of the main dock where a third finger was previously built but later removed.





Overall view of Mago dock



Overall view of Mago dock



Eaton Newport harbor power pedestals (NP3050)

Visual Assessment of Existing Electrical Distribution System:

The power for the Mago Dock is supplied by Eversource. Power for the dock originates from a 100 amp 240/120V single phase metered service located approximately 150 feet east of the dock. The panel is mounted in an outdoor rated lockable enclosure which also contains two duplex GFCI maintenance receptacles. The locking enclosure as well as the utility meter are both mounted to a free standing backboard. The power enters the service box underground originating from the adjacent utility pole. It exits the electrical enclosure and runs underground in the direction of the dock. The conduit terminates in a junction box mounted to the side of a deck that was constructed next to the dock. The conduit exits the junction box and is ran south along the rim joist of the deck to three 4" x 4" junction boxes. The three junction boxes are where the main power connects to each power pedestal.



Riser on utility pole for Mago Dock electrical service



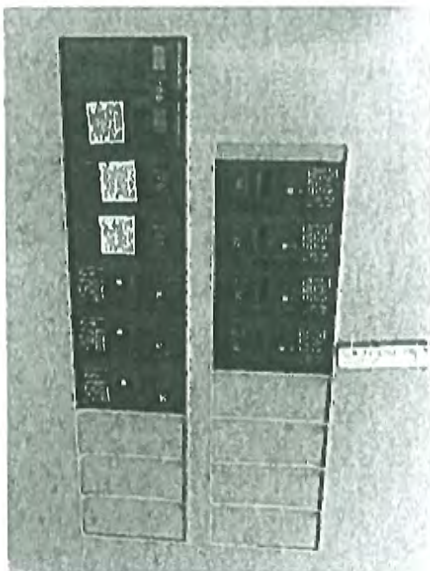
Mago dock electrical service enclosure w/utility pole and riser for the service in background



Utility meter for Mago Dock electrical service



100A panel inside outdoor rated enclosure for Mago dock



Panel interior and circuit breakers



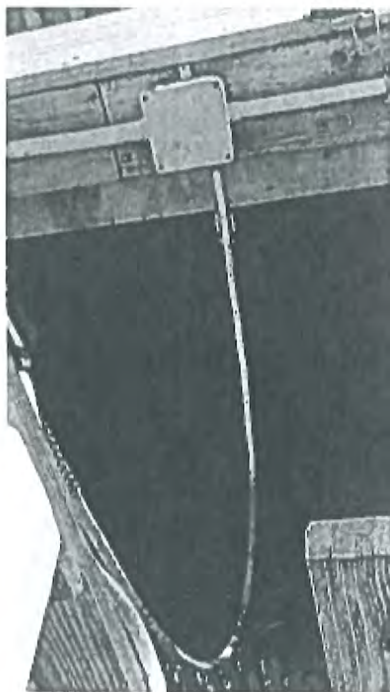
Junction box mounted to deck where main service runs between panel and dock



Conduit from junction box (in background) along rim joist to dock



Conduit and junction boxes along rim joist where power pedestals connect to main power.



4"x4" junction box connecting power pedestals

Visual Assessment of Existing Electrical Equipment and Wiring:

Newport Power Pedestals:

There are three Newport Harbor Mate power pedestals, manufactured by Eaton, installed on the dock. Two of these power pedestals are positioned at the end of each finger pier nearest to the shore, while the third is located near the end of the main dock section. Each power pedestal is equipped with two 30A single pole circuit breakers and one 20A single pole circuit breaker. The 30A circuit breakers are connected to L5-30R twist lock receptacles designed for ship-to-shore cables, providing power to moored vessels. The 20A circuit breaker powers a light fixture mounted above the pedestal and a GFCI maintenance receptacle located beneath it.

It appears the power pedestals are aging and exhibit signs of corrosion due to their proximity to the water. Additionally, one of the twist lock receptacles is showing signs of insect infestation. The ship-to-shore cable used to connect vessels to the power pedestal is a Marinco 25' 4/C #6AWG; however, the cables display noticeable signs of wear and aging, and tape has been applied to the cord ends as a makeshift repair.



Eaton Harbor Mate Power pedestal



Power pedestal interior



Power pedestal interior



Power pedestal, light fixture and receptacle



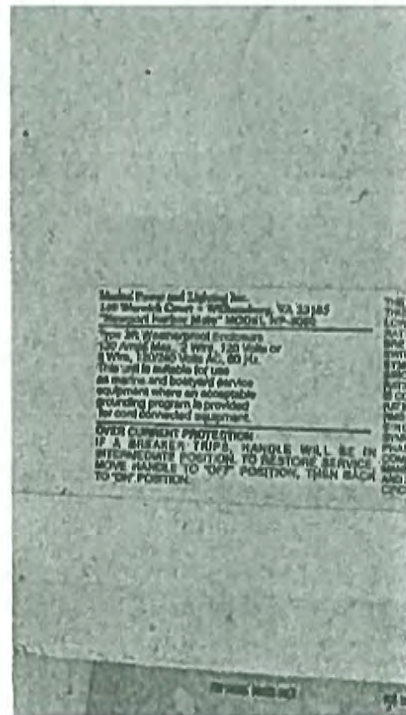
Power pedestal light fixture



Power pedestal duplex receptacle



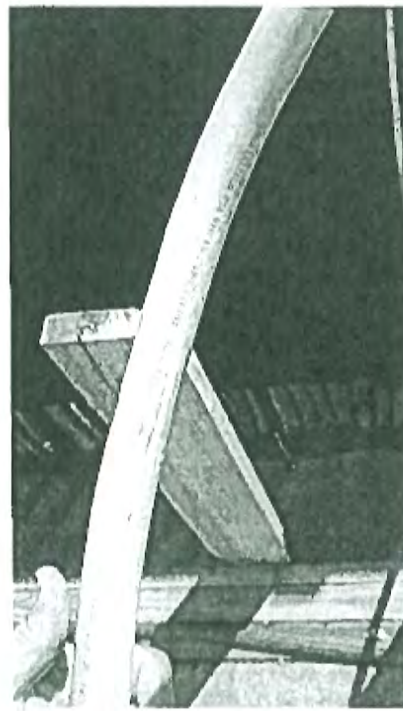
Power pedestal nameplate



Power pedestal nameplate



Ship to shore plug



Ship to shore cable



Ship to shore Cable



Ship to shore cable with tape on receptacle end.

Panelboards:

The panelboard is observed to be in good physical condition. Typically, panelboards of this nature have a life expectancy ranging from 20 to 30 years, which is contingent upon their operational efficiency and the availability of spare or replacement parts. Although the physical state of the equipment appears satisfactory, it is important to note that the power panel and related equipment are situated below the floodplain, and the service enclosure in which the equipment is housed does not meet the requirements to be fully submerged (NEMA 6 or 6P). Additionally, there were no arc flash labels found on any electrical equipment, which are usually provided alongside a safety program to convey critical information regarding shock and arc flash hazard levels. Furthermore, an overall site one-line diagram was not available, which is generally essential for troubleshooting, conducting arc flash analysis, and guiding future design efforts.



Electrical Junction Boxes, Back boxes and Connectors:

The junction boxes and electrical back boxes associated with the main service run from the panel to the dock are primarily located underground, which limits the ability to conduct thorough inspections. The junction box at the entry point of the main service from the panelboard, along with the conduits leading to the main dock, appeared to be in good condition, though they are not adequately rated for their installation location. It is necessary that all electrical equipment installed below the floodplain meets a minimum NEMA 6 rating. Additionally, the electrical boxes positioned near each power pedestal showed indications of wear and tear, likely attributed to their proximity to water exposure. Observations of the power pedestals revealed rust on some connectors, while the conduit materials show signs of brittleness and deterioration.



Conduit and connectors showing corrosion



Conduit to light fixture brittle and faded

Lighting:

Each power pedestal is equipped with a 20A circuit breaker that provides power to a floodlight mounted atop the pole. While these fixtures are LED, they are aging and exhibit signs of corrosion. The specifications of these fixtures would need to be confirmed for a complete assessment, as they seem to be installed below the floodplain, which raises concerns regarding their adequacy for the current installation site. Additionally, there are four pole-mounted light fixtures in the parking lot and two located near the newly constructed deck. These area lights appear relatively new and are in good condition.



Pole mounted area light fixture



Pole mounted area light fixture

Security:

The current security for the dock is a chain link fence gate at the beginning of the ramp down to the dock. The gate has a pad lock where the keys are held by the local police department. There are no security cameras on or around the dock.



Dock gate with pad lock

Summarized List of Electrical Recommendations:

To bring the electrical components of the Mago Point dock up to code and to address any issues noted during the Electrical Assessment, the following are recommended:

- Raise the main service enclosure along with all related equipment to an elevation of 14'-0". This adjustment will secure all electrical components above the flood plain, thereby mitigating the risk of water damage.
- Replace the three (3) power pedestals, ensuring that they match the existing voltage and current ratings of the currently installed units. New power pedestal components be rated at a minimum of NEMA 6 to provide adequate protection in the event of a flood.
- Replace the three ship to shore cables that are provided to connect power pedestal to vessel.
- All cabling, electrical boxes, fittings, and conduit should be replaced, beginning at the junction box mounted on the deck where the main power supply enters and extending to each power pedestal. It is essential that all boxes and fittings are rated a minimum of NEMA 6 due to their installation below the flood plain.
- Install new GFCI maintenance receptacles and flood light near each power pedestal rated a minimum NEMA 6 to protect electrical components from possible flood damage.
- Provide panel directories for main service panel. This will help with troubleshooting any electrical issues. It is also important for designing future upgrades or modifications.
- An area lighting design study to determine number and locations of pole mounted light fixtures to add around the property.
- Provide additional pole mounted light fixtures determined by the lighting design study done. Any light fixtures mounted below elevation 14'-0" shall be a minimum of NEMA 6 rated. The additional lights will help illuminate the parking lot and dock area for better visibility and safety.
- Install a standalone security camera system. The system should consist of 3 to 4 cameras placed in recommended locations, along with all necessary support equipment to ensure full operational capability. All components of the system, including any cameras mounted lower than elevation 14'-0", must be housed in or rated for NEMA 6 standards, as they will be installed below the flood plain. Implementing this system is expected to enhance security and deter incidents of crime, theft, or vandalism in and around the dock area.
- Alternate lock and gate to access the dock. Currently the gate to the dock is locked using a padlock and the keys are held by the police department. In order to access the dock the police department needs to be called and the keys brought down. Possible change to a keypad lock to eliminate the need to dispatch a police officer to allow access to others.

October 20, 2025 Meeting Update & Subsequent Meeting December 1, 2025 with the Director of Public Works:

Recommended Scopes of Work

The following are recommended scopes of work. These are stand alone and are being provided for evaluation purposes.

Option 1 – Provide electrical rehab for one (1) power pedestal only including the following scope of work:

- Remove three (3) existing power pedestals.
- Provide one (1) power pedestal located near the pier used to moor the larger vessel.

Option 2A – Provide electrical rehab for one (1) power pedestal and minimal lighting including the following scope of work:

- Remove three (3) existing power pedestals.
- Provide one (1) power pedestal located near the pier used to moor the larger vessel.
- Provide one (1) pole mounted area light fixture located near the main gate to the dock.

Option 2B – Provide electrical rehab for one (1) power pedestal and minimal security including the following scope of work:

- Remove three (3) existing power pedestals.
- Provide one (1) power pedestal located near the pier used to moor the larger vessel.
- Provide one (1) standalone security camera located near the main gate to the dock.

Option 3 - Provide complete electrical rehab with additional security and lighting including the following scope of work:

- Replace three (3) existing power pedestals.
- Raise the existing electrical service above flood plain elevation.
- Upgrade all existing electrical components from the electrical service to each dock box, and associated light fixture and maintenance receptacle to NEMA 6 (submersion proof).
- Provide approx. four (4) security cameras placed throughout the parking lot area
- Provide multiple pole mounted area lights located throughout the parking lot area.

The preliminary opinion of probable costs for the recommended upgrades to the dock system is included in the attachment: Estimated Costs by Discipline.

Permitting Assessment

Project Description

This permitting analysis was completed by Barton & Loguidice, LLC (B&L), on behalf of the Town of Waterford (Town), New London County, Connecticut, to determine potential permit needs for an repairs and/or expansion of the Town's private floating dock located on the Niantic River, adjacent to the public boat launch at the Mago Point Marina, located at 3 River Street, Waterford, Connecticut. The Town has voiced concerns regarding the deck structure and would like to add a third finger pier to the dock, as originally included in Permit No. SD-MH-89-259 issued by the State of Connecticut Department of Energy and Environmental Protection (DEEP) on June 21, 1990. In addition, it is recommended that portions of the dock be repaired and/or replaced due to deterioration, as well as that electrical upgrades be made, including the installation of area lights and security cameras.

Mapped Resources

The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) Mapper was reviewed to identify mapped wetland and surface water resources within and adjacent to the Project Site. The Niantic River is mapped by the USFWS NWI as an estuarine, subtidal, unconsolidated bottom, subtidal (E1UBL) resource.

Additionally, according to the Federal Emergency Management Agency (FEMA) FIRM map panel 09011CO483J, effective August 5, 2013, the Project Site is located within a coastal flood zone and a 100-year floodplain. The coastal flood zone is a Special Flood Hazard Area (SFHA) classified as Zone VE, indicating an area with velocity hazard due to wave action. The 100-year floodplain is also a SFHA, classified as Zone A. This designation indicates a low-lying area with a 1% annual chance of flooding.

A Site Assessment for the Project Site was requested through the State of Connecticut (CT) DEEP Natural Diversity Database (NDDDB). Therefore, state and/or federally listed species have been noted in this location historically and/or currently. Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchos*, state and federally endangered), shortnose sturgeon (*Acipenser brevirostrum*, state and federally endangered), sand tiger shark (*Carcharias taurus*, state special concern), radiated shanny (*Ulvaria subbifurcata*, state special concern), and Atlantic seasnail (*Liparis atlanticus*, state special concern) were noted for the Project Site. Projects involving state permits, state funding, or state agency action must complete a review through the CT DEEP NDDDB to ensure compliance with the CT Endangered Species Act. This review process may require that biological and habitat surveys be conducted within the Project Site to determine potential presence and extent of listed species and/or suitable habitat. Additionally, coordination with state and federal agencies may need to be completed for projects that may impact listed species and/or suitable habitat for listed species. Construction of a third dock finger may impact suitable habitat within the Niantic River for state and federally listed species noted within the

Project Site and therefore may require coordination with the CT DEEP and USFWS to minimize potential impacts.

Anticipated Permits

Based on the proposed scope of work for the project, as detailed in the Project Description, work within, over, and adjacent to surface waters under state and federal jurisdiction would result. A review of state and federal permit needs was completed; findings from this review are as follows:

- **U.S. Army Corps of Engineers Section 10/404 Individual Permit – Navigable Waters of the U.S.:** The proposed scope of work could meet the conditions of a Programmatic General Permit (GP) #4 for Pile-Supported Structures and Floats if it weren't for the presence of the Niantic Bay and Harbor federal navigation channel. The installation of permanent structures (new dock finger) in federal navigation channels or buffer zones does not appear to be eligible for General Permit coverage – not even through a Pre-Construction Notification process. In addition, new structures located beyond an existing facility footprint also require a higher level of USACE review. If the dock finger installation was removed from the Project or permitted separately, the remaining work proposed could be designed to meet GP #4 conditions, likely to the extent that such work would be eligible for self-verification of GP 4 coverage.
 - It is recommended that a pre-application meeting be held with the USACE New England District to confirm the best permitting approach. Whether the installation of the new dock finger would constitute a “new structure” and what implications, if any, the minimal work within the federal navigation channel has on the project should be clarified and confirmed with the USACE. If there is any way to obtain federal permit coverage under GP #4 instead of an Individual Permit process that should be pursued.
- **CT DEEP LWRD Coastal Permit Program –**
DEEP's Land and Water Resources Division (LWRD) regulates all activities conducted in tidal wetlands and tidal, coastal, or navigable waters under the Structures, Dredging and Fill Statutes, Connecticut General Statutes. Three types of permits are issued for activities conducted in coastal, tidal, or navigable waters or within tidal wetlands, depending on the nature of the work proposed. Based on the envisioned Project scope of work and mapped resources, permit coverage for work in tidal, coastal, and navigable waters (Niantic River) will be required.
 - The area of the shore subject to state regulatory authority includes everything waterward of the Coastal Jurisdiction Line (CJL). The CJL is a land elevation based on predicated tides and should be established by a land surveyor to inform

future project work and determination of impacts within this regulated coastal area.

- The addition of the new dock finger could be considered new construction and not within the existing dock footprint. If the navigational and/or environmental impacts of the new dock installation can't be assumed, it is anticipated that DEEP will require an individual coastal permit for this work. Without the dock finger addition, the remaining work is within the existing dock footprint or immediately adjacent and appears that coverage under a general permit would be sufficient.
 - General permits are issued for minor activities where environmental impacts are already understood. Such permits are typically issued within 90 days of receipt of a complete application. Individual permit review and issuance can take six (6) or more months and includes a public noticing process.
 - LWRD Application Form C: Structures, Dredging & Fill; Tidal Wetlands; Section 401 Water Quality (Tidal) – The CT DEEP LWRD License Application Form C is required for work on structures within tidal waters. Municipal notification (if needed), adjacent landowner notification, and public notice issuance must all be completed prior to submitting an application.
- The completion of a pre-application meeting with the LWRD is recommended once funding is known and preliminary design plans are available. This will nail down the exact limits of work, dock orientation, impacts within the waterway, etc. LWRD staff will be able to confirm the best permitting approach at that time, and whether the work is minor enough to allow for General Permit coverage.

Post-October 20, 2025 Meeting Update:

B&L contacted the USACE and they offered the following information regarding the required permitting for the referenced project:

Under GP 4 (Pile-Supported Structures), a municipally owned structure may be considered a boating facility if it charges a fee or involves the rental or sale of mooring spaces. In those cases, a PCN would be required.

If the applicant is only reconfiguring existing structures, any new components must remain within the currently permitted footprint, cannot extend further waterward of MHW, and must avoid encroaching into SAS or shellfish beds. Pile material and installation methods are also factors. Based on what has been described, adding finger piles to accommodate a slightly larger vessel would not, on its own, elevate the project to a PCN. However, the final determination rests with the USACE's assigned Project Manager.

Additionally, other factors, such as the need for ESA or EFH consultations completed by USACE may also elevate a project from SV to PCN.

The preliminary opinion of probable costs for the recommended upgrades to the dock system is included in the attachment: Estimated Costs by Discipline.

Attachment

Estimated Costs by Discipline

Structural Assessment
BARTON & LOGUIDICE, LLC
OPINION OF PROBABLE CONSTRUCTION AND PROJECT COST
OPTION #1



PROJECT TITLE: MAGO POINT DOCK - STRUCTURAL CONDITION ASSESSMENT

B&L JOB NO: 3261.057.001

CLIENT: TOWN OF WATERFORD, CONNECTICUT

DATE PREPARED: 12/5/2025

PRICES FROM: 2025 RSMEANS & B&L HISTORIC PRICE DATABASE

ESTIMATED BY: MCF / JC

IDENTIFIED REPAIRS TO THE DOCK STRUCTURE

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
Option 1 <u>Remove & Replace Pier #1 at Existing Location; Reattached Finger Pier #2</u>					
1	Mobilization / Demobilization and General Conditions	1	LS	\$4,500.00	\$4,500.00
2	Removal of Existing Finger Pier #1	150	S.F.	\$40.00	\$6,000.00
3	Installation of New Finger Pier #1 Sections and Hardware	150	S.F.	\$140.00	\$21,000.00
4	Install End Anchor Guide Hardware for Finger Pier #2	1	LS	\$4,000.00	\$4,000.00
SUB-TOTAL					\$35,500.00
Relocate South Pile to the North					
CONTRACTOR'S OVERHEAD				10%	\$3,550.00
					<u>\$39,050.00</u>
CONTRACTOR'S PROFIT				10%	\$3,550.00
					<u>\$42,600.00</u>
CONTINGENCY				10%	\$3,550.00
					<u>\$46,150.00</u>
OPINION OF PROBABLE CONSTRUCTION COST (ROUNDED)					\$47,000.00

Structural Assessment
BARTON & LOGUIDICE, LLC
OPINION OF PROBABLE CONSTRUCTION AND PROJECT COST
OPTION #2



PROJECT TITLE: MAGO POINT DOCK - STRUCTURAL CONDITION ASSESSMENT

B&L JOB NO: 3261.057.001

CLIENT: TOWN OF WATERFORD, CONNECTICUT

DATE PREPARED: 12/18/2025

PRICES FROM: 2025 RSMEANS & B&L HISTORIC PRICE DATABASE

ESTIMATED BY: MCF / JC

IDENTIFIED REPAIRS TO THE DOCK STRUCTURE

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
<u>Option 2</u> <u>Drive one (1) New Pile; Remove, Move & Replace Finger Pier #1 & #2</u>					
1	Mobilization / Demobilization and General Conditions	1	LS	\$4,500.00	\$4,500.00
2	Removal of Existing Finger Pier #1	150	S.F.	\$40.00	\$6,000.00
3	Removal of Existing Finger Pier #2	150	S.F.	\$40.00	\$6,000.00
4	Relocate South Pile to the North - Drive one (1) new pile	1	LS	\$7,000.00	\$7,000.00
5	Installation of New Finger Pier #1 Sections and Hardware	150	S.F.	\$140.00	\$21,000.00
6	Installation of New Finger Pier #2 Sections and Hardware	150	S.F.	\$140.00	\$21,000.00
SUB-TOTAL					\$65,500.00
CONTRACTOR'S OVERHEAD				10%	\$6,550.00
					\$72,050.00
CONTRACTOR'S PROFIT				10%	\$6,550.00
					\$78,600.00
CONTINGENCY				10%	\$6,550.00
					\$85,150.00
OPINION OF PROBABLE CONSTRUCTION COST (ROUNDED)					\$86,000.00

Structural Assessment
BARTON & LOGUIDICE, LLC
OPINION OF PROBABLE CONSTRUCTION AND PROJECT COST
OPTION #3



PROJECT TITLE: MAGO POINT DOCK - STRUCTURAL CONDITION ASSESSMENT

B&L JOB NO: 3261.057.001

CLIENT: TOWN OF WATERFORD, CONNECTICUT

DATE PREPARED: 12/5/2025

PRICES FROM: 2025 RSMEANS & B&L HISTORIC PRICE DATABASE

ESTIMATED BY: MCF / JC

IDENTIFIED REPAIRS TO THE DOCK STRUCTURE

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
<u>Option 2</u> <u>Demolish All Piers and Main Dock; Drive one (1) New Pile; Rebuild Dock and Add New Finger Piers</u>					
1	Mobilization / Demobilization and General Conditions	1	LS	\$4,500.00	\$4,500.00
2	Removal of Existing Finger Pier #1	150	S.F.	\$40.00	\$6,000.00
3	Removal of Existing Finger Pier #2	150	S.F.	\$40.00	\$6,000.00
4	Removal of Existing Main Dock	600	S.F.	\$45.00	\$27,000.00
5	Relocate South Pile to the North	1	LS	\$7,000.00	\$7,000.00
6	Installation of New Finger Pier #1 Sections and Hardware	150	S.F.	\$140.00	\$21,000.00
7	Installation of New Finger Pier #2 Sections and Hardware	150	S.F.	\$140.00	\$21,000.00
8	Installation of New Main Dock and Hardware	600	S.F.	\$150.00	\$90,000.00
SUB-TOTAL					\$182,500.00
CONTRACTOR'S OVERHEAD				10%	\$18,250.00
					<u>\$200,750.00</u>
CONTRACTOR'S PROFIT				10%	\$18,250.00
					<u>\$219,000.00</u>
CONTINGENCY				10%	\$18,250.00
					<u>\$237,250.00</u>
OPINION OF PROBABLE CONSTRUCTION COST (ROUNDED)					\$240,000.00

Electrical Assessment
 BARTON & LOGUIDICE, LLC
 OPINION OF PROBABLE CONSTRUCTION AND PROJECT COST
OPTION #1



PROJECT TITLE: MAGO POINT DOCK - ELECTRICAL CONDITION ASSESSMENT

B&L JOB NO: 3261.057.001

CLIENT: TOWN OF WATERFORD, CONNECTICUT

DATE PREPARED: 12/5/2025

PRICES FROM: B&L HISTORIC PRICE DATABASE

ESTIMATED BY: CJ / JC

IDENTIFIED REPAIRS TO THE DOCK ELECTRICAL

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Demo the three (3) existing Eaton Harbor Mate Power pedestals, pole, light fixture and duplex receptacle. Demo all conductors back to their source.	1	LS	\$10,000.00	\$10,000.00
2	Provide one (1) power pedestal an LED light fixture, and a weatherproof maintenance receptacle. All equipment must be rated a minimum of NEMA 6 and/or installed within a NEMA 6 rated enclosure	1	LS	\$30,000.00	\$30,000.00
3	Obtain all necessary permits needed to conduct mentioned electrical work	1	LS	\$1,000.00	\$1,000.00
4	Electrical Inspection	1	LS	\$1,000.00	\$1,000.00
SUB-TOTAL					\$42,000.00
Relocate South Pole to the North				CONTRACTOR'S OVERHEAD	10% \$4,200.00
					\$46,200.00
				CONTRACTOR'S PROFIT	10% \$4,200.00
					\$50,400.00
				CONTINGENCY	10% \$4,200.00
					\$54,600.00
OPINION OF PROBABLE CONSTRUCTION COST (ROUNDED)					\$55,000.00

Electrical Assessment
BARTON & LOGUIDICE, LLC
OPINION OF PROBABLE CONSTRUCTION AND PROJECT COST
OPTION #2A



PROJECT TITLE: MAGO POINT DOCK - ELECTRICAL CONDITION ASSESSMENT

B&L JOB NO: 3261.057.001

CLIENT: TOWN OF WATERFORD, CONNECTICUT

DATE PREPARED: 12/5/2025

PRICES FROM: B&L HISTORIC PRICE DATABASE

ESTIMATED BY: CJ / JC

IDENTIFIED REPAIRS TO THE DOCK ELECTRICAL

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1A	Demo the three (3) existing Eaton Harbor Mate Power pedestals, pole, light fixture and duplex receptacle. Demo all conductors back to their source.	1	LS	\$10,000.00	\$10,000.00
2A	Provide one (1) power pedestal, an LED light fixture, and a weatherproof maintenance receptacle. All equipment must be rated a minimum of NEMA 6 and/or installed within a NEMA 6 rated enclosure	1	LS	\$30,000.00	\$30,000.00
3A	Outdoor area light fixture design review	1	LS	\$4,000.00	\$4,000.00
4A	Provide one (1) LED pole mounted area light	1	LS	\$10,000.00	\$10,000.00
5A	100LF Duct back and circuiting for pole mounted area lights	1	LS	\$10,000.00	\$10,000.00
6A	Obtain all necessary permits needed to conduct mentioned electrical work	1	LS	\$1,000.00	\$1,000.00
7A	Electrical Inspection	1	LS	\$1,000.00	\$1,000.00
SUB-TOTAL					\$66,000.00
CONTRACTOR'S OVERHEAD				10%	\$6,600.00
					\$72,600.00
CONTRACTOR'S PROFIT				10%	\$6,600.00
					\$79,200.00
CONTINGENCY				10%	\$6,600.00
					\$85,800.00
OPINION OF PROBABLE CONSTRUCTION COST (ROUNDED)					\$86,000.00

Electrical Assessment
BARTON & LOGUIDICE, LLC
OPINION OF PROBABLE CONSTRUCTION AND PROJECT COST
OPTION #2B



PROJECT TITLE: MAGO POINT DOCK - ELECTRICAL CONDITION ASSESSMENT

B&L JOB NO: 3281.057.001

CLIENT: TOWN OF WATERFORD, CONNECTICUT

DATE PREPARED: 12/5/2025

PRICES FROM: B&L HISTORIC PRICE DATABASE

ESTIMATED BY: CJ / JC

IDENTIFIED REPAIRS TO THE DOCK ELECTRICAL

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1B	Demo the three (3) existing Eaton Harbor Mate Power pedestals, pole, light fixture and duplex receptacle. Demo all conductors back to their source.	1	LS	\$10,000.00	\$10,000.00
2B	Provide one (1) power pedestal, an LED light fixture, and a weatherproof maintenance receptacle. All equipment must be rated a minimum of NEMA 6 and/or installed within a NEMA 6 rated enclosure	1	LS	\$30,000.00	\$30,000.00
3B	Install one (1) standalone security camera	1	LS	\$10,000.00	\$10,000.00
4B	100 LF Duct bank and circuiting for pole mounted area lights	1	LS	\$10,000.00	\$10,000.00
5B	Obtain all necessary permits needed to conduct mentioned electrical work	1	LS	\$1,000.00	\$1,000.00
6B	Electrical Inspection	1	LS	\$1,000.00	\$1,000.00
SUB-TOTAL					\$62,000.00
CONTRACTOR'S OVERHEAD				10%	\$6,200.00
				15000%	\$68,200.00
CONTRACTOR'S PROFIT				10%	\$6,200.00
					\$74,400.00
CONTINGENCY				10%	\$6,200.00
					\$80,600.00
OPINION OF PROBABLE CONSTRUCTION COST (ROUNDED)					\$81,000.00

Electrical Assessment
BARTON & LOGUIDICE, LLC
OPINION OF PROBABLE CONSTRUCTION AND PROJECT COST
OPTION #3



PROJECT TITLE: MAGO POINT DOCK - ELECTRICAL CONDITION ASSESSMENT

B&L JOB NO: 3281.057.001

CLIENT: TOWN OF WATERFORD, CONNECTICUT

DATE PREPARED: 12/5/2025

PRICES FROM: B&L HISTORIC PRICE DATABASE

ESTIMATED BY: CJ / JC

IDENTIFIED REPAIRS TO THE DOCK ELECTRICAL

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Relocate existing electrical service to elevation 14' to protect from possible floor damage	1	LS	\$50,000.00	\$50,000.00
2	Demo the three (3) existing Eaton Harbor Mate Power pedestals pole light fixture and duplex receptacle. Demo all conductors back to their source	1	LS	\$10,000.00	\$10,000.00
3	Provide three (3) power pedestal, an LED light fixture, and a weatherproof maintenance receptacle. All equipment must be rated a minimum of NEMA 6 and/or installed within a NEMA 6 rated enclosure	1	LS	\$80,000.00	\$80,000.00
4	Outdoor area light fixture design review	1	LS	\$4,000.00	\$4,000.00
5	Provide four (4) LED pole mounted area light	1	LS	\$20,000.00	\$20,000.00
6	400LF Duct bank and circuiting for pole mounted area lights	1	LS	\$7,000.00	\$7,000.00
7	Install approximately three (3) security cameras along with the necessary support equipment, ensuring that all items meet a minimum rating of NEMA 6 or are housed within a NEMA 6 enclosure.	1	LS	\$40,000.00	\$40,000.00
8	Obtain all necessary permits needed to conduct mentioned electrical work	1	LS	\$3,000.00	\$3,000.00
9	Electrical Inspection	1	LS	\$1,000.00	\$1,000.00

SUB-TOTAL	\$215,000.00
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CONTRACTOR'S OVERHEAD	10%	\$21,500.00
		<u>\$236,500.00</u>

CONTRACTOR'S PROFIT	10%	\$21,500.00
		<u>\$258,000.00</u>

CONTINGENCY	10%	\$21,500.00
		<u>\$279,500.00</u>

OPINION OF PROBABLE CONSTRUCTION COST (ROUNDED)	\$280,000.00
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Permitting Assistance
BARTON & LOGUIDICE, LLC
OPINION OF PROBABLE CONSTRUCTION AND PROJECT COST



PROJECT TITLE: MAGO POINT DOCK - STATE & FEDERAL PERMITTING ASSISTANCE

B&L JOB NO: 3261.057.001

CLIENT: TOWN OF WATERFORD, CONNECTICUT

DATE PREPARED: 12/5/2025

PRICES FROM: B&L HISTORIC PRICE DATABASE

ESTIMATED BY: KF

PERMITTING ASSISTANCE FOR REPAIRS / REPLACEMENT

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL*
<u>Option 1</u> <u>Remove & Replace Pier #1</u>					
1	Repairs Only (within existing footprint, USACE General Permits)	1	LS	\$25,000.00	\$25,000.00
<u>Option 2</u> <u>Drive one (1) New Pile; Remove, Move & Replace Finger Pier #1 & #2</u>					
2	Drive New Pile; Repair + Replace Finger Piers (assumed to be USACE General Permits)	1	LS	\$25,000.00	\$25,000.00
<u>Option 3</u> <u>Install End Anchor Guide Hardware for Finger Pier #2</u>					
3	Drive New Pile; Repair + Replace Main Dock and Finger Piers (assumed to be USACE General Permits)	1	LS	\$25,000.00	\$25,000.00

*Estimated costs include overhead profit & contingencies
Relocate South Pile to the North

The experience to
listen
The power to
solveSM

**Barton
& Loguidice**
www.bartonandloguidice.com

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2025-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME Municipal Parking Lots Police/Public Safety/YSB	DEPARTMENT PRIORITY 6

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) The project would address the Police/Public Safety/YSB site. It would reduce the number of parking spaces, increase secured parking for the police, provide safe traffic flow throughout the entire area, and provide for storm water treatment and proper security lighting.																																																																													
2	PROJECT STATUS IF IN PROGRESS Funding is in place for the entrance parking lot to the Police Station. Plans are complete for bid in February of 2026 for this phase																																																																													
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST None																																																																													
4	DESCRIBE THE IMPACT ON DEPARTMENT OPERATING BUDGET (include cost estimate if applicable) None																																																																													
5	GRANT FUNDING/OTHER FUNDING, if applicable (detailed explanation of grant/other funding, including the amount, source of funding, status, town match, if any. Attach award letter if available) None																																																																													
6	ATTACH PLAN ESTIMATE, SERVICE AREA MAP AND/OR OTHER SUPPORTING DOCUMENTATION (if none, simply state that in the area below) Expanded narrative, 60% plans dated November 12, 2021 entitled Public Safety Complex Improvements																																																																													
7	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="7" style="text-align: center;">COST/FUNDING SOURCE</th> </tr> <tr> <th style="width: 35%;">FUNDING SOURCE</th> <th style="width: 10%;">APPROVED FUNDING TO DATE</th> <th style="width: 10%;">FY2027</th> <th style="width: 10%;">FY2028</th> <th style="width: 10%;">FY2029</th> <th style="width: 10%;">FY2030</th> <th style="width: 10%;">FY2031</th> </tr> </thead> <tbody> <tr> <td>1 Current Year Capital</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2 Utility Budget/Sewer Cap Maint Fund</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3 Transfer to CNR</td> <td style="text-align: right;">300,000</td> <td></td> <td style="text-align: right;">400,000</td> <td style="text-align: right;">400,000</td> <td style="text-align: right;">400,000</td> <td></td> </tr> <tr> <td>4 Short/Long-term Bonds</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5 LoCIP (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>6 CNR Undesignated Fund Balance</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>7 Federal/State Grants (detail in section 5)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>8 Other Funding (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTALS</td> <td style="text-align: right;">300,000</td> <td style="text-align: right;">0</td> <td style="text-align: right;">400,000</td> <td style="text-align: right;">400,000</td> <td style="text-align: right;">400,000</td> <td style="text-align: right;">0</td> </tr> </tbody> </table>	COST/FUNDING SOURCE							FUNDING SOURCE	APPROVED FUNDING TO DATE	FY2027	FY2028	FY2029	FY2030	FY2031	1 Current Year Capital							2 Utility Budget/Sewer Cap Maint Fund							3 Transfer to CNR	300,000		400,000	400,000	400,000		4 Short/Long-term Bonds							5 LoCIP (detail in section 5 above)							6 CNR Undesignated Fund Balance							7 Federal/State Grants (detail in section 5)							8 Other Funding (detail in section 5 above)							TOTALS	300,000	0	400,000	400,000	400,000	0
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To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: Municipal Parking Lots (Police, Public Safety, YSB)

The Department is responsible to manage the condition of parking lots at Town Hall, Community Center, Library, Municipal Complex and the Public Safety Complex (YSB, Police, and Dispatch). In total, over 400,000 sf of asphalt surface needs to be maintained. Maintenance includes line striping, signage, site lighting, drainage and curbing.

Those parking lots in need of reconstruction are:

The Police/YSB/Public Safety parking spaces at this complex are the result of adding additional uses throughout the years without a plan of traffic management, parking or stormwater management. Previous years have set aside funds for the design and construction. The project needs to address the pavement of the entire site. The goal is to reduce the number of parking spaces, increase secured parking for the police and their equipment, provide safe traffic flow throughout the entire area, provide additional parking to the Civic green by a pedestrian connection to the existing trail system, provide for storm water treatment and proper site lighting. It is envisioned that the phases are:

- Police Station secured parking lot with the impound lot addressed
- Eastern entrance area up the refueling station
- YSB and Public Safety Building to include the western entrance

Town Hall: Not as extensive as the Police/YSB/Public Safety area, this lot needs curb replacement, a new surface course, increased lighting and line striping.

Parking lots in need of just maintenance are:

- Library: Repairs to the lighting, line striping.
- Community Center: Curb replacement, line striping.

In spring of 2026, existing funds will be used to address the Police Station main entrance parking lot to include the concrete walks to the entrance of the building.

TOWN OF WATERFORD
PUBLIC SAFETY COMPLEX IMPROVEMENTS
200 BOSTON POST ROAD



LIST OF DRAWINGS

SHEET	TITLE
1	COVER
2	EXISTING CONDITIONS PLAN
3	DEMOLITION PLAN
4	LAYOUT & DRAINAGE PLAN
5	GRADING PLAN
6	PAVEMENT PLAN
7	SIDEWALKS PLAN 1
8	SIDEWALKS PLAN 2
9	RETAINING WALL PLAN
10	LIGHTING PLAN 1
11	LIGHTING PLAN 2
12	SITE DETAILS
13	SITE DETAILS
14	SITE DETAILS

60% SUBMISSION
NOVEMBER 12, 2021



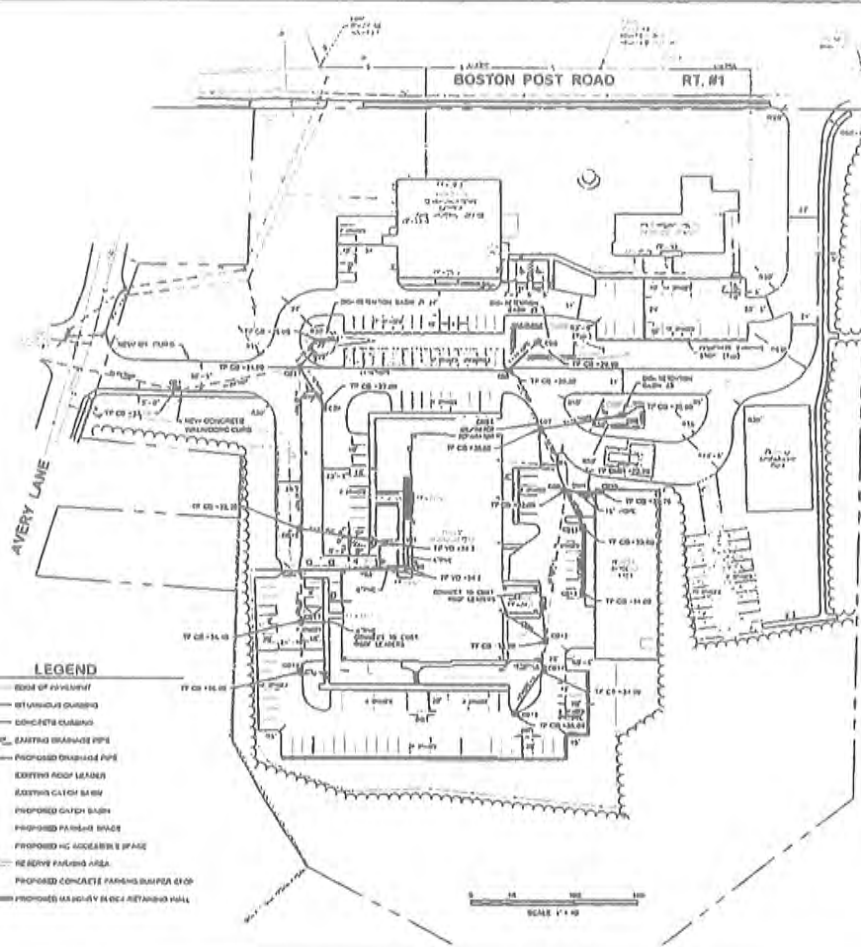
Lenard Engineering, Inc

Civil, Environmental and Hydrogeological Consultants

2218 Main Street
Glastonbury, CT
(860) 488-1100

149 Valley Street
Hartford, CT
(860) 379-5419

19 Shennock Drive
Andover, MA
(508) 721-7800



DRAINAGE TABLE

STRUCTURE	TYPE	TP	PIPES
CB1	EXIST/	23.70	18.5 IN E
CB2	EXIST/	24.90	18.5 IN E
CB3	PROF/	25.80	24.0 IN E
CB4	PROF/	26.80	24.0 IN E
CB5	PROF/	27.80	24.0 IN E
CB6	PROF/	28.80	24.0 IN E
CB7	PROF/	29.80	24.0 IN E
CB8	PROF/	30.80	24.0 IN E
CB9	PROF/	31.80	24.0 IN E
CB10	PROF/	32.80	24.0 IN E
CB11	PROF/	33.80	24.0 IN E
CB12	PROF/	34.80	24.0 IN E
CB13	PROF/	35.80	24.0 IN E
CB14	PROF/	36.80	24.0 IN E
CB15	PROF/	37.80	24.0 IN E
CB16	PROF/	38.80	24.0 IN E
CB17	PROF/	39.80	24.0 IN E
CB18	PROF/	40.80	24.0 IN E
CB19	PROF/	41.80	24.0 IN E
CB20	PROF/	42.80	24.0 IN E
CB21	PROF/	43.80	24.0 IN E
CB22	PROF/	44.80	24.0 IN E
CB23	PROF/	45.80	24.0 IN E
CB24	PROF/	46.80	24.0 IN E
CB25	PROF/	47.80	24.0 IN E
CB26	PROF/	48.80	24.0 IN E
CB27	PROF/	49.80	24.0 IN E
CB28	PROF/	50.80	24.0 IN E
CB29	PROF/	51.80	24.0 IN E
CB30	PROF/	52.80	24.0 IN E
CB31	PROF/	53.80	24.0 IN E
CB32	PROF/	54.80	24.0 IN E
CB33	PROF/	55.80	24.0 IN E
CB34	PROF/	56.80	24.0 IN E
CB35	PROF/	57.80	24.0 IN E
CB36	PROF/	58.80	24.0 IN E
CB37	PROF/	59.80	24.0 IN E
CB38	PROF/	60.80	24.0 IN E
CB39	PROF/	61.80	24.0 IN E
CB40	PROF/	62.80	24.0 IN E
CB41	PROF/	63.80	24.0 IN E
CB42	PROF/	64.80	24.0 IN E
CB43	PROF/	65.80	24.0 IN E
CB44	PROF/	66.80	24.0 IN E
CB45	PROF/	67.80	24.0 IN E
CB46	PROF/	68.80	24.0 IN E
CB47	PROF/	69.80	24.0 IN E
CB48	PROF/	70.80	24.0 IN E
CB49	PROF/	71.80	24.0 IN E
CB50	PROF/	72.80	24.0 IN E
CB51	PROF/	73.80	24.0 IN E
CB52	PROF/	74.80	24.0 IN E
CB53	PROF/	75.80	24.0 IN E
CB54	PROF/	76.80	24.0 IN E
CB55	PROF/	77.80	24.0 IN E
CB56	PROF/	78.80	24.0 IN E
CB57	PROF/	79.80	24.0 IN E
CB58	PROF/	80.80	24.0 IN E
CB59	PROF/	81.80	24.0 IN E
CB60	PROF/	82.80	24.0 IN E
CB61	PROF/	83.80	24.0 IN E
CB62	PROF/	84.80	24.0 IN E
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CB74	PROF/	96.80	24.0 IN E
CB75	PROF/	97.80	24.0 IN E
CB76	PROF/	98.80	24.0 IN E
CB77	PROF/	99.80	24.0 IN E
CB78	PROF/	100.80	24.0 IN E
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CB94	PROF/	116.80	24.0 IN E
CB95	PROF/	117.80	24.0 IN E
CB96	PROF/	118.80	24.0 IN E
CB97	PROF/	119.80	24.0 IN E
CB98	PROF/	120.80	24.0 IN E
CB99	PROF/	121.80	24.0 IN E
CB100	PROF/	122.80	24.0 IN E

- NOTES:**
1. ALL STRUCTURES TO RECEIVE NEW PRECAST FRAMES.
 2. CB2, CB413, CB418 AND CB417 TO BE NEW STRUCTURES CONSTRUCTED ON EXISTING PIPE LINES.
 3. CB411 IS TO BE A HYDRODYNAMIC SEPARATOR FOR OILS/GREASE REMOVAL.

TOTAL PARKING:
 POLICE = 105 SPACES + 2 HC
 EMS = 24 SPACES + 2 HC
 YOUTH SERVICES = 30 SPACES + 1 HC
 RESERVE SPACES = 30 SPACES
 TOTAL = 159 SPACES + 5 HC

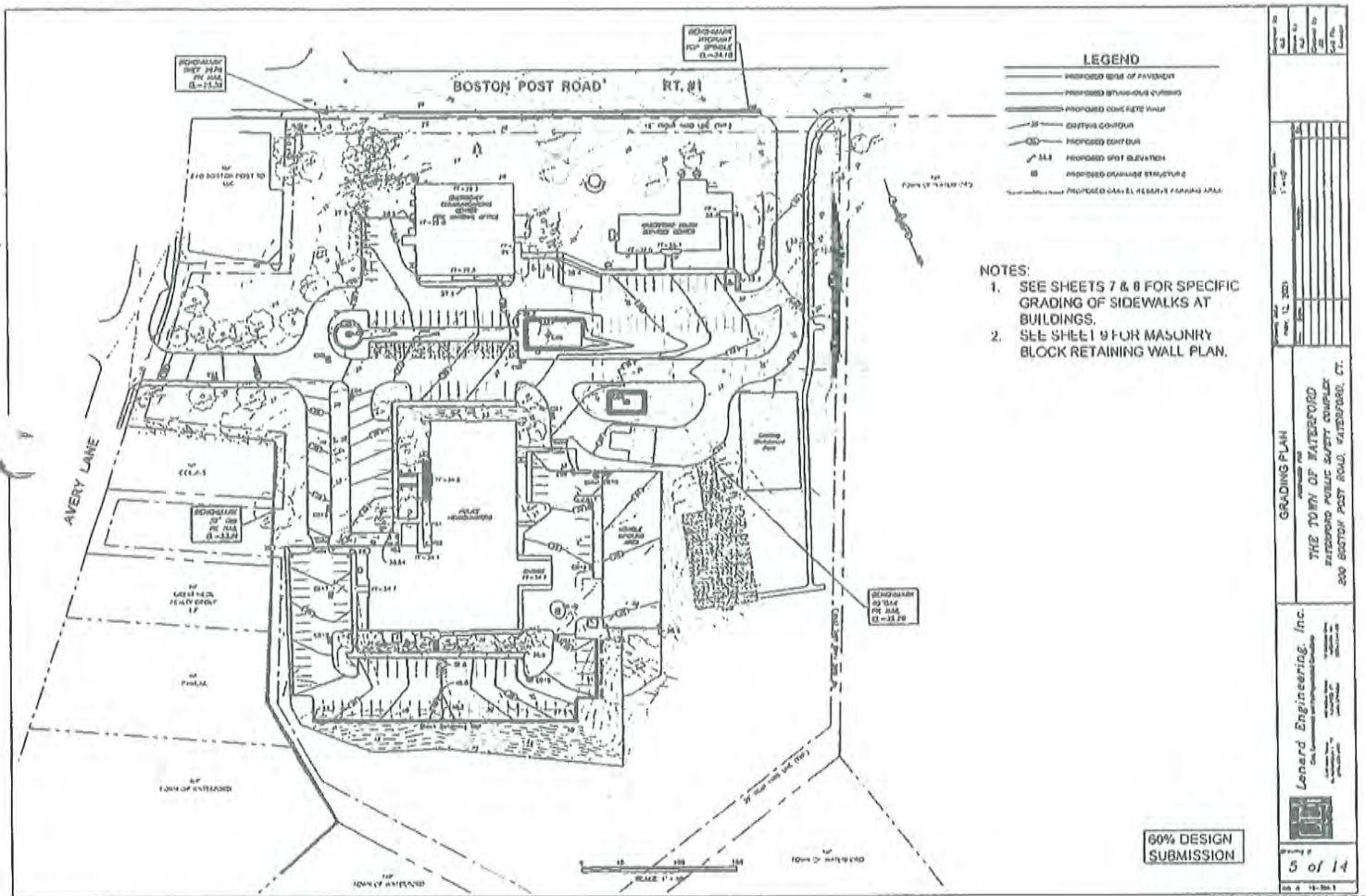
60% DESIGN SUBMISSION

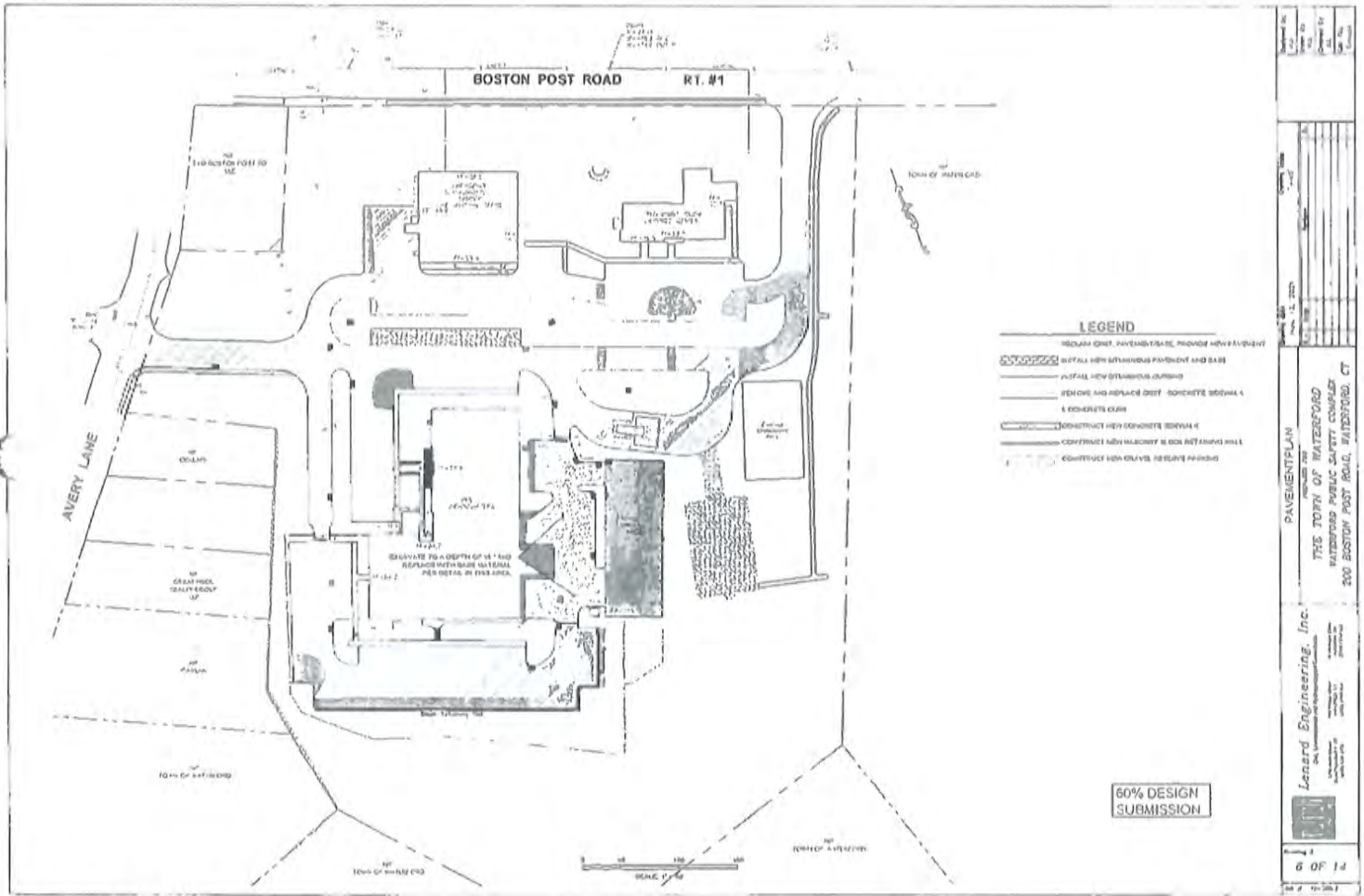
LAYOUT AND DRAINAGE PLAN

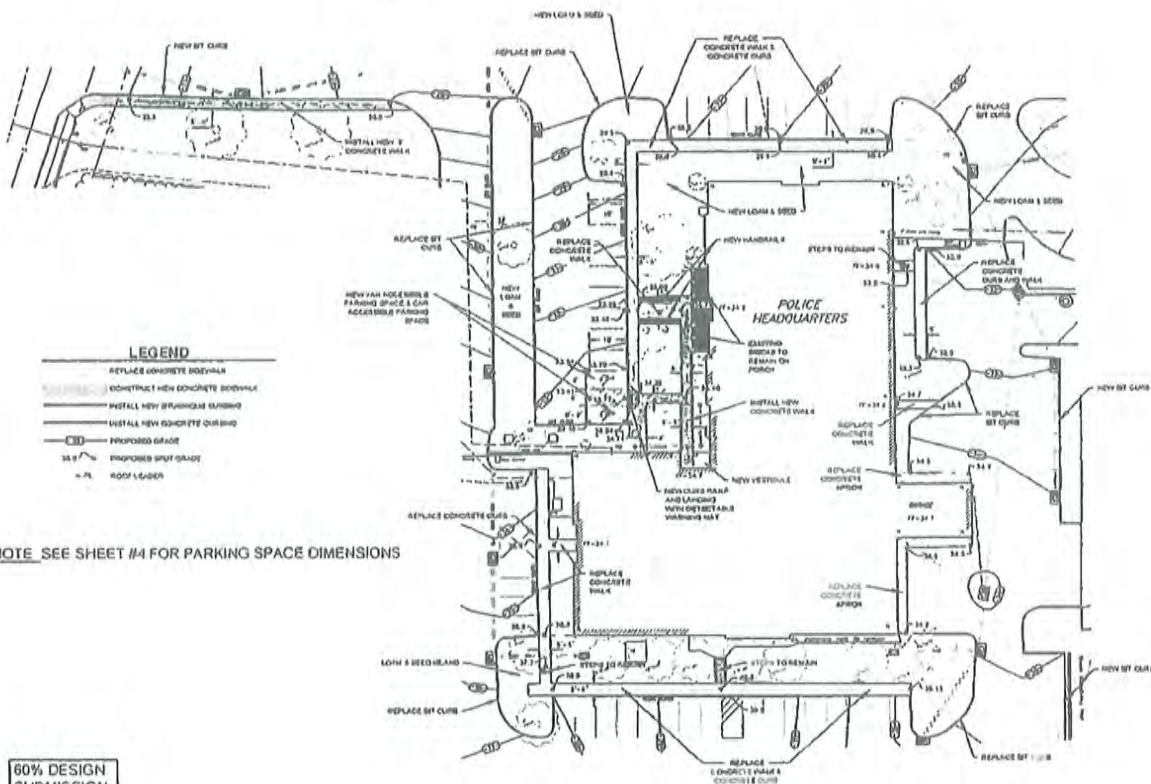
THE TOWN OF WATERFORD
 WATERFORD PUBLIC SAFETY COMPLEX
 300 POST ROAD, WATERFORD, CONNECTICUT

Lenard Engineering, Inc.
 100 Main Street, Suite 200
 Waterford, CT 06186
 Phone: (860) 241-1111
 Fax: (860) 241-1112
 Email: info@lenardeng.com
 Website: www.lenardeng.com

Sheet 2 of 14
 Date: 10/1/2011





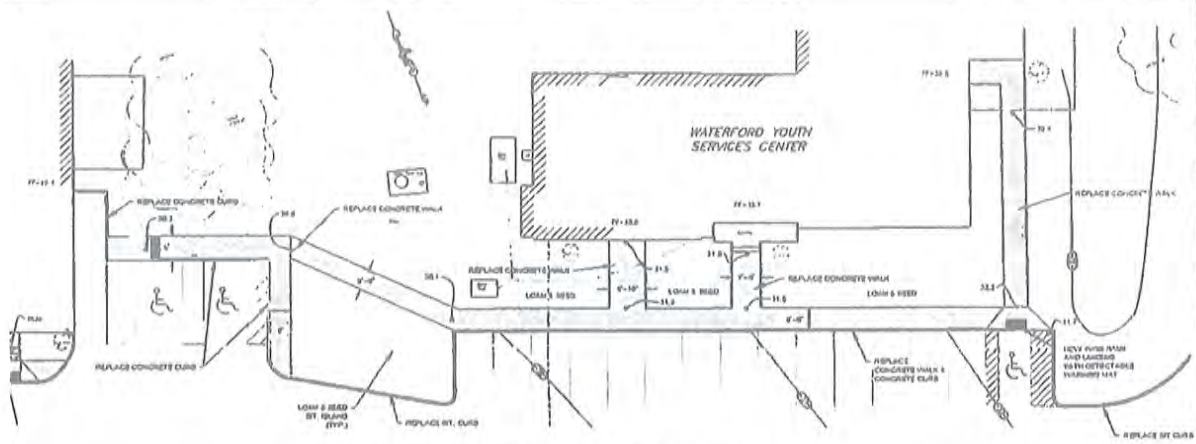


NOTE SEE SHEET #4 FOR PARKING SPACE DIMENSIONS

60% DESIGN
SUBMISSION

DATE	12/15/2021
BY	LENARD ENGINEERING, INC.
CHECKED BY	LENARD ENGINEERING, INC.
APPROVED BY	LENARD ENGINEERING, INC.
PROJECT NAME	PROPOSED SIDEWALK LAYOUT
CLIENT	THE TOWN OF WATERFORD
LOCATION	WATERFORD PUBLIC SAFETY COMPLEX
ADDRESS	200 EASTON ROAD, WATERFORD, CT
SCALE	1" = 10'-0"
SHEET NO.	7 of 14
PROJECT NO.	2021-001

Lenard Engineering, Inc.
100 Main Street, Suite 200
Waterford, CT 06196
Phone: (860) 271-1234
Fax: (860) 271-1235
Email: info@lenardeng.com
Website: www.lenardeng.com

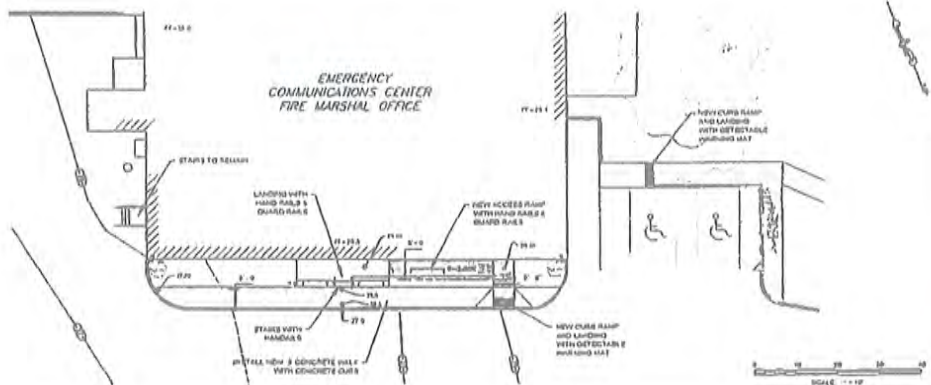


NOTE: SEE SHEET #4 FOR PARKING SPACE DIMENSIONS

LEGEND

- REPLACE CONCRETE SIDEWALK
- CONCRETE NEW CONCRETE SIDEWALK
- INSTALL NEW BITUMINOUS CURBS
- INSTALL NEW CONCRETE CURBS
- PROPOSED DRIVE
- PROPOSED ST. GRAB
- ST. GRAB

60% DESIGN
SUBMISSION

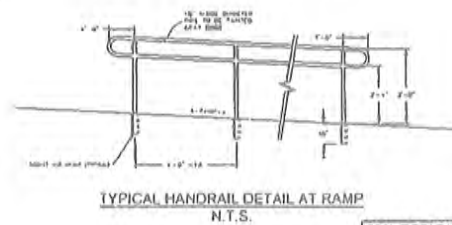
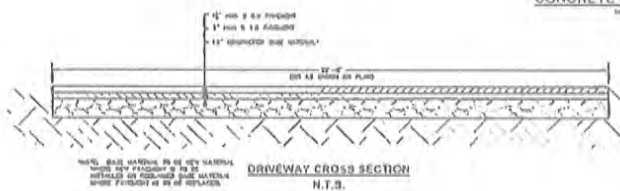
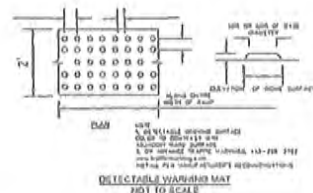
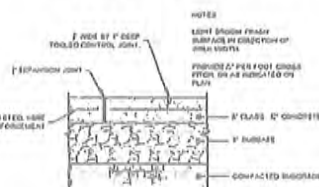
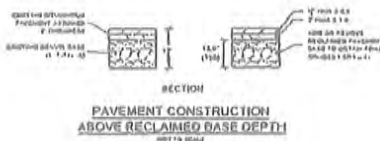
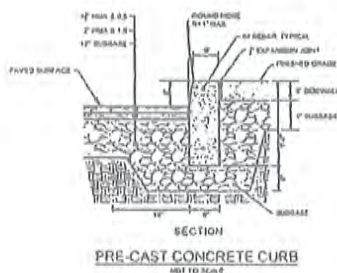
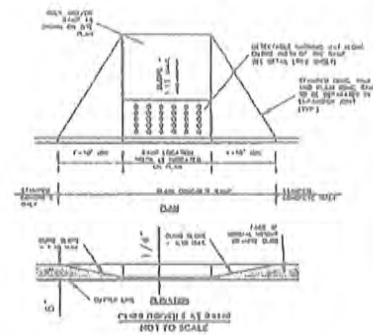
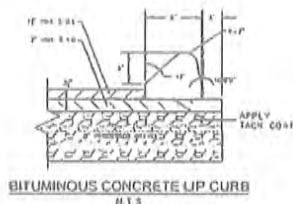
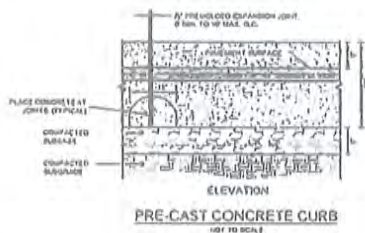


PROPOSED SIDEWALK LAYOUT

THE TOWN OF WATERFORD
WATERFORD PUBLIC SAFETY COMPLEX
200 BOSTON POST ROAD, WATERFORD, CT

Lenard Engineering, Inc.
Civil Engineering and Surveying
100 Main Street, Suite 200
Waterford, CT 06186
Tel: 860.271.1111
Fax: 860.271.1112
www.lenardeng.com

Sheet # 8 of 14

60% DESIGN
SUBMISSION[illegible]

SL-101

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2027-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME UST Community Center	DEPARTMENT PRIORITY 7

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) The Community Center will require the 2 existing tanks to be removed by 2033. The tanks were to be used as a secondary fuel source for the three boilers at the Community Center/Friendship School. The tanks were installed at a time when the price difference between heating oil and natural gas greatly fluctuated and there was a concern about the availability of natural gas. That is not the case now. The Center uses natural gas for heat and hot water. The tanks need to be removed with all the underground piping. The internal piping to the 3 boilers (1 Town, 2 Friendship School) will also be removed. The tanks are located in the parking lot which will involve the replacement of curbing and asphalt surfaces.																																																																						
2	PROJECT STATUS IF IN PROGRESS None																																																																						
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST None																																																																						
4	DESCRIBE THE IMPACT ON DEPARTMENT OPERATING BUDGET (Include cost estimate if applicable) The issue is not operational budgets, but the possible of the DEEP issuing a Notice of Violation and the costs associated with possible fines and attorney fees.																																																																						
5	GRANT FUNDING/OTHER FUNDING, if applicable (detailed explanation of grant/other funding, including the amount, source of funding, status, town match, if any. Attach award letter if available) None																																																																						
6	ATTACH PLAN ESTIMATE, SERVICE AREA MAP AND/OR OTHER SUPPORTING DOCUMENTATION (if none, simply state that in the area below) Expanded narrative. Map																																																																						
7	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 35%;"></th> <th style="width: 10%;">APPROVED FUNDING TO DATE</th> <th style="width: 10%;">FY2027</th> <th style="width: 10%;">FY2028</th> <th style="width: 10%;">FY2029</th> <th style="width: 10%;">FY2030</th> <th style="width: 10%;">FY2031</th> </tr> </thead> <tbody> <tr> <td>1 Current Year Capital</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2 Utility Budget/Sewer Cap Maint Fund</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3 Transfer to CNR</td> <td></td> <td></td> <td></td> <td>95,000</td> <td></td> <td></td> </tr> <tr> <td>4 Short/Long-term Bonds</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5 LoCIP (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>6 CNR Undesignated Fund Balance</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>7 Federal/State Grants (detail in section 5)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>8 Other Funding (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTALS</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">95,000</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>		APPROVED FUNDING TO DATE	FY2027	FY2028	FY2029	FY2030	FY2031	1 Current Year Capital							2 Utility Budget/Sewer Cap Maint Fund							3 Transfer to CNR				95,000			4 Short/Long-term Bonds							5 LoCIP (detail in section 5 above)							6 CNR Undesignated Fund Balance							7 Federal/State Grants (detail in section 5)							8 Other Funding (detail in section 5 above)							TOTALS	0	0	0	95,000	0	0
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TOTALS	0	0	0	95,000	0	0																																																																	



To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: UST Community Center

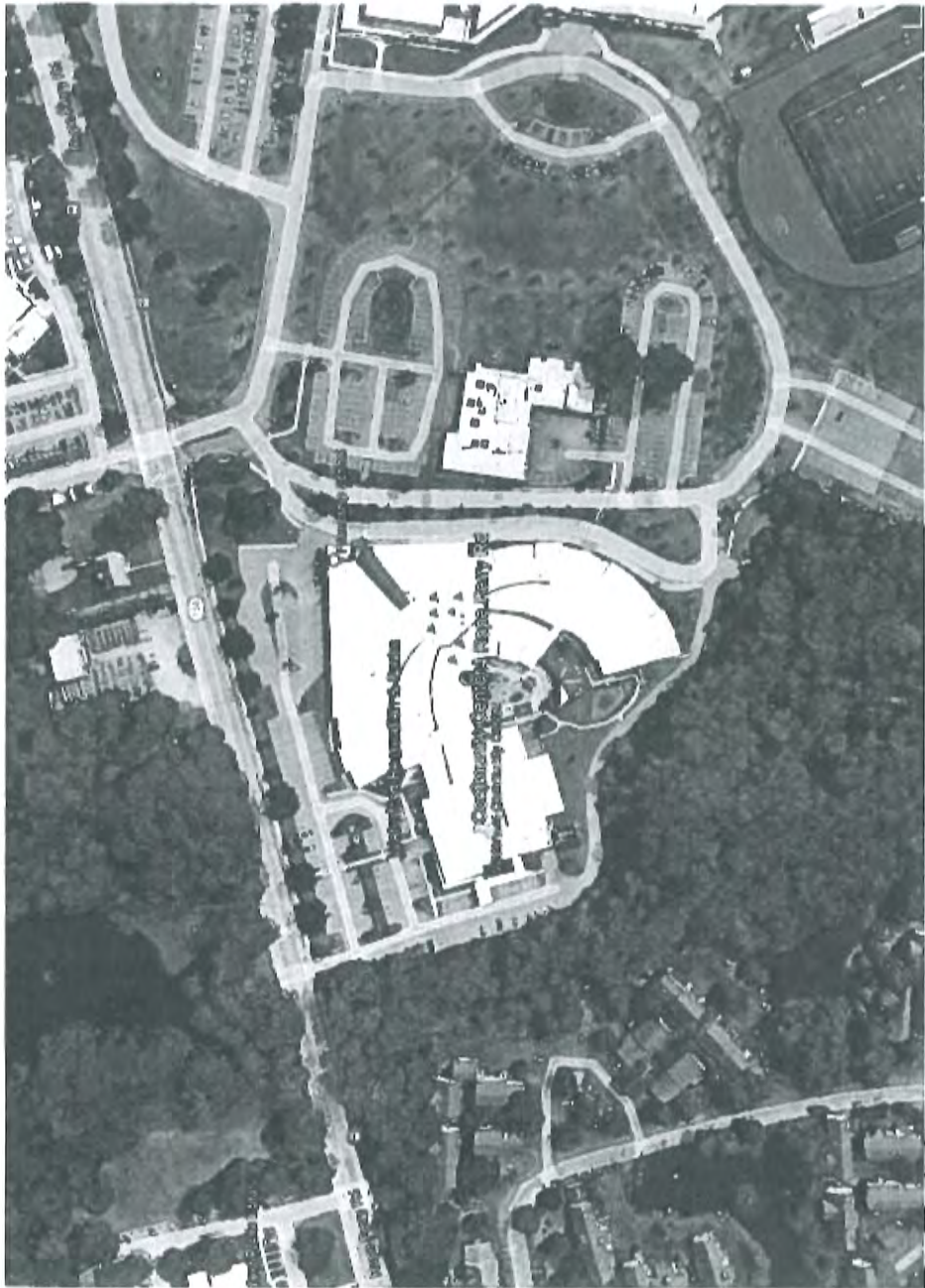
An underground storage tank must be removed when they have reached their end of service life. The Community Center will require the two existing tanks to be removed by 2033. The tanks (5,000 gallon each) were to be used as a secondary fuel source for the three boilers at the Community Center/Friendship School. The tanks were installed at a time when the price difference between heating oil and natural gas greatly fluctuated and there was a concern about the availability of natural gas. That is not the case now. The Facility uses natural gas for heat and hot water.

The tanks need to be removed with all the underground piping. The internal piping to the three boilers (1 Town, 2 Friendship School) will also be removed. The tanks are located in the front parking lot, which will involve the replacement of curbing and asphalt surfaces.

Soil testing must be completed to close out the removal. This requires the certification of a Licensed Environment Professional (LEP).

In order to avoid yearly integrity testing of the tanks for the last 3 years of their life, the tanks should be removed in 2030. These removals will complete the program that started 6 years ago to remove underground storage tanks in general government buildings.

Note: Any remaining tanks at the Fire Houses and Waterford Utility Commission's pump stations are not included in this project.



**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2027-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME Vacant School Buildings	DEPARTMENT PRIORITY 8

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) The building continues to deteriorate. The roof has been breached, all the windows have been boarded up and the front door has been chained shut. Due to the roof breach, the floors have water damage and the indoor air quality is questionable. The first phase would be to engage a consulting engineer to review the existing closure documentation to ensure a proper Phase 1 and 2 investigation has been completed and followed. After that, they would develop abatement and demolition plans and refine the cost estimates. The second phase will involve the removal of the building and foundation, asphalt pavements and site fencing.																																																																													
2	PROJECT STATUS IF IN PROGRESS None																																																																													
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To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: Vacant School Building – Cohanzie

Demolitions of vacant structures eliminate funding yearly building operating (including security measures) costs, avoids any future costs to stabilize the buildings, reduces the town's potential liability (risk avoidance) and consolidates our real estate footprint.

It also provides the opportunity for further redevelopment or reuse of the site that is in tune with the changing dynamics of the Town addressing long-term community needs and goals.

The current condition of the building is deteriorating. The roof has been breached and patched. All the windows have been boarded up and the front door has now been chained shut. Due to the roof breach, the floors have water damage and the indoor air quality is questionable.

Estimated costs to complete the demolition at Cohanize School site, will involve the removal of building and its foundations, removal of asphalt pavements, final grading and loaming and seeding of the site is \$500,000. (Estimate based on recent demolition costs of \$35,000 for a 650 sf structure). The capping of the sanitary sewer and removal of the water service has already been completed.

The first phase would be to engage a consulting engineer to review the existing closure documentation to ensure a proper Phase 1 and 2 investigation has been completed and followed. After that, they would develop abatement and demolition plans and refine the cost estimates.

The second phase will complete the removal of the building and foundation, asphalt pavements and site fencing.

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2027-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME Fuel Management Upgrade	DEPARTMENT PRIORITY 9

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) The Department is responsible for three vehicle-refueling sites and two facilities that currently remain on heating oil. That does not include the fire stations that currently use heating oil. Of the five fire stations, several will remain on heating oil, as natural gas is not available. The three refueling sites use two different communications technology that causes tank levels to drop to dangerously low fuel levels and usage reporting errors. Access is provided by a plastic fob with over 300 fobs being used.																																																																						
2	PROJECT STATUS IF IN PROGRESS None																																																																						
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST None																																																																						
4	DESCRIBE THE IMPACT ON DEPARTMENT OPERATING BUDGET (include cost estimate if applicable) None																																																																						
5	GRANT FUNDING/OTHER FUNDING, if applicable (detailed explanation of grant/other funding, including the amount, source of funding, status, town match, if any. Attach award letter if available) None																																																																						
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7	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 35%;">FUNDING SOURCE</th> <th style="width: 10%;">APPROVED FUNDING TO DATE</th> <th style="width: 10%;">FY2027</th> <th style="width: 10%;">FY2028</th> <th style="width: 10%;">FY2029</th> <th style="width: 10%;">FY2030</th> <th style="width: 10%;">FY2031</th> </tr> </thead> <tbody> <tr> <td>1 Current Year Capital</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2 Utility Budget/Sewer Cap Maint Fund</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3 Transfer to CNR</td> <td></td> <td></td> <td>25,000</td> <td>45,000</td> <td></td> <td></td> </tr> <tr> <td>4 Short/Long-term Bonds</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5 LoCIP (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>6 CNR Undesignated Fund Balance</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>7 Federal/State Grants (detail in section 5)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>8 Other Funding (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTALS</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">25,000</td> <td style="text-align: right;">45,000</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> </tbody> </table>	FUNDING SOURCE	APPROVED FUNDING TO DATE	FY2027	FY2028	FY2029	FY2030	FY2031	1 Current Year Capital							2 Utility Budget/Sewer Cap Maint Fund							3 Transfer to CNR			25,000	45,000			4 Short/Long-term Bonds							5 LoCIP (detail in section 5 above)							6 CNR Undesignated Fund Balance							7 Federal/State Grants (detail in section 5)							8 Other Funding (detail in section 5 above)							TOTALS	0	0	25,000	45,000	0	0
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TOTALS	0	0	25,000	45,000	0	0																																																																	



To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: Fuel Management Upgrade

The Department is responsible for three vehicle-refueling sites and two facilities that currently remain on heating oil. That does not include the fire stations that currently use heating oil. Of the five fire stations, several will remain on heating oil, as natural gas is not available.

The three refueling sites use two different communications technology that causes tank levels to drop to dangerously low fuel levels and usage reporting errors. Access is provided by a plastic fob with over 300 fobs being used.

The underground heating oil tanks are monitored by local alarms and reporting at two facility sites. The fire stations tanks are monitored for product within each building. As this facilities are brought over to Building Maintenance, the monitoring of the product levels and alarms need to be at a central location.

The first phase of the this project will be a physical inventory of the sites that still use tanks for heating oil and the three refueling sites.



INTER-OFFICE CORRESPONDENCE

DATE: 11/7/2025

TO: Gary Schneider, Director of Public Works

FROM: Garon VanOverloop, Lead Fleet Mechanic

RE: Fuel Management Upgrade

I am proposing a Town wide fuel management upgrade for all three fueling stations. Our current Fuel Management System is well outdated. Today's Fuel Management programs are cloud based with the ability to integrate with Fleet Management Software such as Fleetio, our current Fleet Management Software program.

This upgrade would include replacing the existing fuel controller at each location with an advanced user interface featuring color display and a full alphanumeric keypad. The existing physical fuel pumps will be left untouched. Each vehicle will be given a new key fob, similar to what they have now. Employees won't have to utilize a pin code when prompted as we currently do now. Instead they will be able to utilize their Town issued ID badge in order to authenticate the process.

Since this is a cloud based software program, the fuel administrator will be able to monitor live fuel readings of each fueling station with the option of setting up automatic fuel deliveries from the fuel vendor. This upgrade also allows live integration of real time vehicle analytics such as fuel consumption, per vehicle with our Fleetio software. This will allow improved accuracy when reporting on vehicle lifetime expenses.

Garon VanOverloop
Lead Fleet Mechanic

John W. Kennedy Company - ME
 51 Carey Circle
 HAMPDEN, ME 04444
 207-942-0767 Fax 207-942-3197

Quotation

QUOTE DATE	QUOTE NUMBER
10/30/25	S1793422
ORDER TO:	PAGE NO.
John W. Kennedy Company - ME	1
51 Carey Circle	
HAMPDEN, ME 04444	
207-942-0767 FAX 207-942-3197	

QUOTE TO:
 Town of Waterford
 15 Rope Ferry Road
 WATERFORD, CT 06385

SHIP TO:
 Town of Waterford
 15 Rope Ferry Road
 WATERFORD, CT 06385

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	RELEASE NUMBER	SALES PERSON	
33491	GARON VANOVERLOOP		Kelly Coston	
NOTES	SHIP YES	TERMS	SHIP DATE	PHONE
Kelly Coston	OT OUR TRUCK	Cash On Delivery	10/30/25	860-444-5864
ORDER QTY	PART NO.	DESCRIPTION	UNIT PRICE	NET AMOUNT
		Sourcewell Contract # 081524-GVR		
1ea	FL-EKSP0D-	FL-EKSP0D-01	3000.000	3000.00
		Gasboy EKOS Tier 1 (1-10 Sites)		
3ea	EKOS-FSM	EKOS-FSM	179.000	537.00
		Gasboy EKOS Fuel Site Module Per		
		Site Monthly Fee		
		- Billed Separately!		
		*THIS WILL BE BILLED DIRECT TO YOU		
		FROM EKOS		
2ea	FL-4MH0IP-	FL-4MH0IP-00	11407.300	22814.60
		Gasboy Islander Prime Fuel		
		Management System for Use With		
		4-Mechanical Hoses w/		
		- 4.3" Multimedia Color Display		
		- Contactless Tag Reader		
		- Full Alphanumeric Vandal Proof 40		
		Key Keyboard.		
		- TCP/IP And RS-485 Communication		
		Built In Web Server For Remote		
		Maintenance		
		- Self Contained 32 Electronic		
		Hoses Controls		
		- (2) Mechanical Hose Outlets,		
		Expandable to 8		
		- Pedestal		
2ea	Z-FL0-MCR0	Z-FL0-MCR007	635.150	1270.30
		Gasboy Islander Prime Insert Mag		
		Card Reader.		
2ea	Z-FL0-HRK1	Z-FL0-HRK169	1819.810	3639.62
		Gasboy Islander Prime HID		
		Universal/Indala (Generic) HID		
*** Continued on Next Page ***				

John W. Kennedy Company - ME
 51 Carey Circle
 HAMPDEN, ME 04444
 207-942-0767 Fax 207-942-3197

Quotation

QUOTE DATE	QUOTE NUMBER
10/30/25	S1793422
ORDER TO:	PAGE NO.
John W. Kennedy Company ME 51 Carey Circle HAMPDEN ME 04444 207 942 0767 Fax 207 942 3197	2

QUOTE TO:
 Town of Waterford
 15 Rope Ferry Road
 WATERFORD, CT 06385

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 WATERFORD, CT 06385

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33491	GARON VANOVERLOOP		Kelly Coston	
WRITER	SHIP YR	TERMS	SHIP DATE	PHONE
Kelly Coston	OT OUR TRUCK	Cash On Delivery	10/30/25	860-444-5864
ORDER QTY	PART NO	DESCRIPTION	UNIT PRICE	NET AMOUNT
1ea	FL-2MH01P-	Reader - Requires Card Reader FL-2MH01P-00 Gasboy Islander Prime Fuel Management System For Use With 2-Mech Hoses) Includes :4.3" Multimedia Color Display, Contactless Tag Reader,Alphanumeric Vandal-proof 40 Key Keypad, TCP-IP and RS-485 Communication, Built-in Web Server for Remote Maint and Pedestal	10961.250	10961.25
1ea	Z-FL0-MCR0	Z-FL0-MCR007 Gasboy Islander Prime Insert Mag Card Reader.	635.150	635.15
1ea	Z-FL0-HRK1	Z-FL0-HRK169 Gasboy Islander Prime HID Universal/Indala (Generic) HID Reader - Requires Card Reader	1819.810	1819.81
20ea	M09679B001	M09679B001 Gasboy Z-FL0 MTBU01 Mifare Blue Wireless, Contactless Tag. - Sold in Box of 10	115.330	2306.60
1ea	PA04020020	PA04020020 Gasboy EKOS / Fleet Head Office HID Indala POD Reader - Z-FLH-PHR020	4642.800	4642.80
3ea	ship	^Gasboy Freight In	281.000	843.00
1ea	ship	JWK Truck Charge to Pickup / Deliver equipment at	125.000	125.00
*** Continued on Next Page ***				

John W. Kennedy Company - ME
51 Carey Circle
HAMPDEN, ME 04444
207-942-0767 Fax 207-942-3197

Quotation

00011 1475	00011 808018
10/30/25	S1793422
ORDER TO:	PAGE NO.
John N. Kennedy Company INC	
61 Carey Circle	
BAMFORD, MS 38911	3
201 212 3757 FAX 201 240 1197	

QUOTE TO:
Town of Waterford
15 Rope Ferry Road
WATERFORD, CT 06385

SHIP 10:
Town of Waterford
15 Rope Ferry Road
WATERFORD, CT 06385

CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	RELEASE NUMBER	SALES PERSON	
33491	GARON VANOVERLOOP		Kelly Coston	
ORDER TYPE	SHIP VIA	TERMS	SHIP DATE	PHONE
Kelly Coston	OT OUR TRUCK	Cash On Delivery	10/30/25	860-444-5864
ORDER QTY	PART NO	DESCRIPTION	UNIT PRICE	NET AMOUNT
		above location.		
		TAXES NOT INCLUDED		
* This is a quotation * Prices are subject to change without notice Applicable taxes extra!			Subtotal	52595.13
			S&H CHGS	0.00
			Amount Due	52595.13

Quote is Valid for 30 Days
Waterford, CT DPW, Police and Fire



160 Perry Road
Bangor, ME 04401
Phone (207) 217-6515 - Fax (207) 217-6520

November 6, 2025
Quote #: 25-2197
Rev.1 Sourcewell Provided Gasboy Equipment Contract

Waterford DPW, Police and Fire
1000 Hartford Turnpike Rd
Waterford, CT

Subject: Remove (3) Fuel Master Fuel Management Systems (DPW, Police Dept and Fire Dept.) Install (1) New Islander Prime Fuel Management System with EKOS at each location. Install Network Card in TLS 300 for EKOS connection at DPW and Police Dept (Veeder Root Software Version 15 or higher Required). Connect Veeder Root TLS 4 to EKOS at the Fire Dept.

***All Gasboy Equipment to be purchased direct by Client through Sourcewell Contract ***

***This pricing is based on mobilizing to Waterford, CT and installing all (3) Gasboy Islander Prime Units in the same week. ***

Total Price (3 Sites) - \$24,275.00

DPW Price: \$8,265.00 (DPW – 4 Fueling Positions (Installation/Startup/Electrical Materials/Veeder Root Module)

The Scope of Work of this proposal is as follows:

Removal of Existing Fuel Island Equipment

- Make safe and disconnect any Existing electrical from the building to the existing FMS and Fuel Pumps
- Remove Existing Fuel Master Fuel Management System.

Installation of New Gasboy Fuel Management System

- Gaftek will install a new Islander Prime Fuel Management System (For 4 Mechanical Hoses)
 - Includes 4.3" Multimedia Color Display
 - Contactless Tag Reader,

Quote is Valid for 30 Days

Waterford, CT DPW, Police and Fire

- Alphanumeric Vandal-proof 40 Key Keypad,
 - TCP-IP and RS 485 Communications
 - Built in Web Server for Remote Maintenance
 - Pedestal
 - Gasboy Islander Prime Insert Mag Card Reader
 - Gasboy Islander Prime 1-Year Service
- Equipment Warranty is for one year, Parts and Labor, from delivery date
- Existing underground Conduits and wiring to Pumps and FMS, to be reused.
- Terminate all wire connections to FMS, Gas and Diesel Pumps
- The EKOS Fuel Site Module will be installed and set up for existing FOBs, and Manual Entry on the new Keypad for fueling authorization.
 - EKOS is a cloud-based Application that requires a monthly subscription (\$179.00/Month) to be configured for site specific fueling functions and operations.
 - EKOS provides access from phones, tablets, and computers.
 - It is assumed that the new Gasboy equipment will communicate over the same network that the existing Fuel Master equipment is connected to.
- Includes 200 Mifare Contactless Fobs and Programmer (One Programmer for all 3 Sites).
- Install Network Card in the Existing Veeder Root TLS 300 for EKOS connection
 - Software Version 15 or higher required
- Test Functionality of the Islander Prime FMS communications with the Gas and Diesel Dispensers and EKOS.

Waterford Police Dept.

Police Price: \$8,265.00 Police – 4 Fueling Positions (Installation/Startup/Electrical Materials/Veeder Root Module)

Removal of Existing Fuel Island Equipment

- Make safe and disconnect any Existing electrical from the building to the existing FMS and Fuel Pumps
- Remove Existing Fuel Master Fuel Management System.

Installation of New Gasboy Fuel Management System

- Gaftek will install a new Islander Prime Fuel Management System (For 4 Mechanical Hoses)
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 - Contactless Tag Reader,
 - Alphanumeric Vandal-proof 40 Key Keypad,
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 - Built in Web Server for Remote Maintenance
 - Pedestal
 - Gasboy Islander Prime Insert Mag Card Reader
 - Gasboy Islander Prime 1-Year Service

Quote is Valid for 30 Days
Waterford, CT DPW, Police and Fire

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 - EKOS provides access from phones, tablets, and computers.
 - It is assumed that the new Gasboy equipment will communicate over the same network that the existing Fuel Master equipment is connected to.
- Install Network Card in the Existing Veeder Root TLS 300 for EKOS connection
Software Version 15 or higher required
- Test Functionality of the Islander Prime FMS communications with the Gas and Diesel Dispensers and EKOS.

Waterford Fire Dept.

Fire Price: \$7,745.00 (Fire – 2 Fueling Positions (Installation/Startup/Electrical Materials))

Removal of Existing Fuel Island Equipment

- Make safe and disconnect any Existing electrical from the building to the existing FMS and Fuel Pumps
- Remove Existing Fuel Master Fuel Management System.

Installation of New Gasboy Fuel Management System

- Gaftek will install a new Islander Prime Fuel Management System (For 2 Mechanical Hoses)
 - Includes 4.3" Multimedia Color Display
 - Contactless Tag Reader,
 - Alphanumeric Vandal-proof 40 Key Keypad,
 - TCP-IP and RS 485 Communications
 - Built in Web Server for Remote Maintenance
 - Pedestal
 - Gasboy Islander Prime Insert Mag Card Reader
 - Gasboy Islander Prime 1-Year Service
- Equipment Warranty is for one year, Parts and Labor, from delivery date
- Existing underground Conduits and wiring to Pumps and FMS, to be reused.
- Terminate all wire connections to FMS, Gas and Diesel Pumps
- The EKOS Fuel Site Module will be installed and set up for FOBs, and Manual Entry on the new Keypad for fueling authorization.

Quote is Valid for 30 Days

Waterford, CT DPW, Police and Fire

- EKOS is a cloud-based Application that requires a monthly subscription (\$179.00/Month) to be configured for site specific fueling functions and operations.
- EKOS provides access from phones, tablets, and computers.
- It is assumed that the new Gasboy equipment will communicate over the same network that the existing Fuel Master equipment is connected to.
- Connect Existing TLS 4 Monitor to EKOS Network.
- Test Functionality of the Islander Prime FMS communications with the Gas and Diesel Dispensers and EKOS.

Exclusions

- Any out-of-scope work
- Providing Gasboy Equipment (To be Purchased Through Sourcewell)
- EKOS Monthly subscription (\$179.00/Month billed Separately)
- Vehicle Modules not included
- Cellular Modems (if needed)
- Network Upgrades
- Veeder Root Monitor Repairs or Software Upgrades
- Dispenser Repairs
- Pulling New Wires and Cables to the Dispensers, FMS or Veeder Root
- We exclude any upgrades to onsite electrical service or components (outside this SOW)
- We exclude any upgrades/repairs to the existing Storage Tanks
 - Including existing Product Pipes
- Excavation

Quote is Valid for 30 Days
Waterford, CT DPW, Police and Fire

Thank you again for this opportunity to be of service. Please let us know if there is anything else you need.

Sincerely,

Rick Demmons

Rick Demmons
Client Provision/Estimating
Gaftek, Inc
207-944-4119

This proposal, when accepted by the Purchaser, will constitute a bona fide contract between us, subject to all terms and conditions to follow. It is expressly agreed that there are no promises, agreements, or understandings, oral or written, not specified in this proposal. Prices quoted are for acceptance within 30 days and, unless otherwise specified, are subject to change without notice after that date. Delivery promises are contingent upon fire, strikes, accidents, or other causes beyond our control. We will endeavor to maintain schedules, but cannot guarantee to do so.

Terms of financing: 33% Deposit upon acceptance and the balance is due upon completion of the project. Invoicing to be progressive with interest calculated at 1.5% interest monthly for invoices over 15 days old. Customer agrees to pay any collection costs incurred to collect past due account balances, including court costs, collection fees, lien costs & attorney's fees. Any credit card payments are subject to a 3% transaction fee. If you agree to the above quote, terms, and conditions, please sign and insert today's date below:

Signature

Date

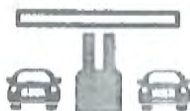


A VONTIER COMPANY

Islander PRIME

The Most Advanced Solution for Commercial Fueling Site Control

The Gasboy Islander PRIME is the best-in-class homebase controller and an all-in-one standalone pedestal enabling forecourt automation with flexible fueling authorizations.



Record all site activities: transactions, inventories, and authorizations. Control the forecourt: dispensers, payment terminals and fuel tanks



Automatic odometer and vehicle data collection with Gasboy FuelPoint PLUS wireless vehicle identification system



Web based interface. Seamless integrations with EKOS or Fleet Head Office enterprise software.



Advanced user interface with color display and full alphanumeric keypad



Flexible Fueling Authorizations Options:

- MIFARE tags
- HID
- Magnetic cards
- Barcodes



Supports a mix of 8 mechanical dispenser hoses and 64 Electronic hoses

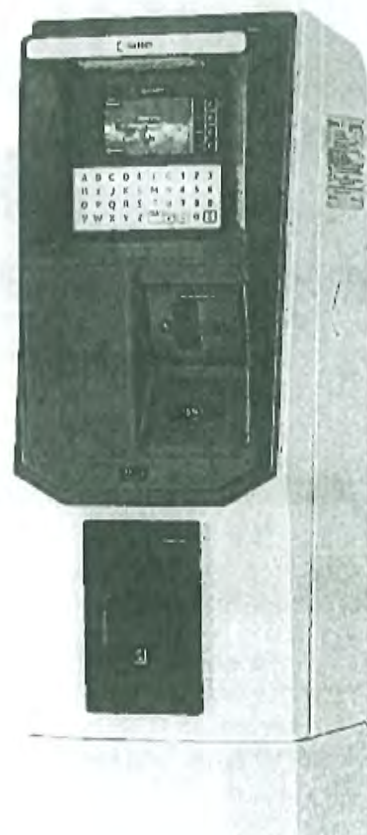
Islander PRIME

Standard Features:

- 4.3" Multimedia Color Display
- Contactless Tag Reader (ISO-14443)
- Full Alphanumeric Vandal Proof 40 key Keyboard
- TCP/IP Communication
- Built-in Web Server for remote control and maintenance
- Self Contained with Pedestal
- Controls 64 Electronic Hoses
- Controls up to 8 Mechanical Hoses

Modular Options:

- Insert magnetic card reader
- Compact printer
- HID card/tag reader
- Built-in Wireless Gateway when integrated with FuelPoint
- Barcode scanner
- Pedestals: ADA, Stainless Steel (Standard and ADA)
- ICR PRIME model available for satellite configurations



Specifications

Dimensions (HxWxD) cm	158 x 30 x 29 (standard pedestal) 128 x 30 x 29 (ADA pedestal)
User Interface	Built-in Payment Terminal
Wireless	Optional WGT IEEE802.15.4 w/proprietary mesh network (license)
Interfaces	RS-485, RS232, LAN, Dispenser interfaces for all common electronic and mechanical dispensers
Warranty	Parts and labor coverage for 12 months from installation.
Operating Voltage	100-240 VAC
Operating Current	2A max
Operating Temperature	Without Printer -40° to +65°C (-40° to 149°F) With Printer -40° to +60°C (-40° to 140°F)
Humidity	80% non condensing
Certifications	ETL, CE, FCC



A VONTIER COMPANY

P 2576 | 10.25 | Gilbarco Veeder Root | 7300 W. Friendly Ave., Greensboro, NC

Islander PRIME

The Most Advanced Solution for Commercial Fueling Site Control

The Gasboy Islander PRIME is the best-in-class homebase controller and an all-in-one standalone pedestal enabling forecourt automation with flexible fueling authorizations.



Record all site activities: transactions, inventories, and authorizations. Control the forecourt: dispensers, payment terminals and fuel tanks



Advanced user interface with color display and full alphanumeric keypad



Automatic odometer and vehicle data collection with Gasboy FuelPoint PLUS wireless vehicle identification system



Flexible Fueling Authorizations Options:

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Web based interface. Seamless integrations with EKOS or Fleet Head Office enterprise software.



Supports a mix of 8 mechanical dispenser hoses and 64 Electronic hoses



Islander PRIME

Standard Features:

- 4.3" Multimedia Color Display
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User Interface	Built-in Payment Terminal	Operating Current	2A max
Wireless	Optional WGT IEEE802.15.4 w/proprietary mesh network (license)	Operating Temperature	Without Printer -40° to +65°C (-40° to 149°F) With Printer -40° to +60°C (-40° to +140°F)
Interfaces	RS-485, RS232, LAN, Dispenser interfaces for all common electronic and mechanical dispensers	Humidity	80% non-condensing
Warranty	Parts and labor coverage for 12 months from installation.	Certifications	ETL, CE, FCC



**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2027-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME Jordan Park House	DEPARTMENT PRIORITY 10

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project)						
	The Historic Properties Commission has identified maintenance concerns to the structure and the surrounding area. Work to this structure must adhere to standards for historic properties. Work on the surrounding area can be accomplished with Town Forces, the work to the building itself must be performed by artisans skilled in historic properties work. This is work that must be performed to keep the integrity of the structure sound.						
2	PROJECT STATUS IF IN PROGRESS						
	None						
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST						
	None						
4	DESCRIBE THE IMPACT ON DEPARTMENT OPERATING BUDGET (include cost estimate if applicable)						
	None						
5	GRANT FUNDING/OTHER FUNDING, if applicable (detailed explanation of grant/other funding, including the amount, source of funding, status, town match, if any. Attach award letter if available)						
	None						
6	ATTACH PLAN ESTIMATE, SERVICE AREA MAP AND/OR OTHER SUPPORTING DOCUMENTATION (if none, simply state that in the area below)						
	Letter dated September 30, 2022 from the Historic Properties Commission Chair						
7	COST/FUNDING SOURCE						
	FUNDING SOURCE	APPROVED FUNDING TO DATE	FY2027	FY2028	FY2029	FY2030	FY2031
1	Current Year Capital						
2	Utility Budget/Sewer Cap Maint Fund						
3	Transfer to CNR			10,000	10,000	10,000	10,000
4	Short/Long-term Bonds						
5	LoCIP (detail in section 5 above)						
6	CNR Undesignated Fund Balance						
7	Federal/State Grants (detail in section 5)						
8	Other Funding (detail in section 5 above)						
	TOTALS	0	0	10,000	10,000	10,000	10,000



To: File
From: Gary Schneider, Director of Public Works
Date: December 16, 2025
Re: Jordan Park House

The Historic Properties Commission has identified several maintenance concerns to the structure that must be addressed. They are:

- Portico post, east
- Portico gutter, east
- Stair railings
- Roof Slates
- Window Glazing

Work to this structure must adhere to standards for historic properties performed by artisans skilled in historic properties work. This work is required to keep the structure sound.

To date, the exterior oil tank has been replaced with an interior tank and the chimney work has completed (fall 2025).

FIFTEEN ROPE FERRY ROAD
WATERFORD, CT 06385-2886



PHONE: 860-442-0553
www.waterfordct.org

September 30, 2022

Robert J. Brule
First Selectman
Town of Waterford

Dear Rob:

A major concern of the Historic Properties Commission is the deteriorating condition of the Jordan Park House, formerly the Waterford Public Library. We are asking, therefore, for \$15,000 - \$20,000 to be included in the FY '24 Capital Plan for repairs and site work.

Other than the temporary repair of the basement-entry roof, no maintenance of any consequence has been performed since 2001-2002.

Features in need of attention/repair (See photos):

- Chimney (urgent)
- Portico post, east (liability, urgent)
- Portico gutter, east
- Stair railings
- Roof slates (repair/replace missing/damaged)
- Window glazing (primarily south-facing sashes)
- Oil Tank (code?)
- Trim trees, north boundary
- Other?

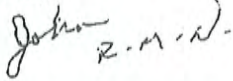
The Park House is one of the most historically and architecturally significant buildings in town and is an established historic property pursuant to CGS 7-147p - 7-147y and Ch. 2.86, Code of Ordinances. Both the building and the land were gifts to the town, the former by Anna Rumrill Hammond, and the latter by the Nevins sisters, on both Great Neck Road and the present park site. (See "Jordan Park House"). Continuing to ignore the condition of the building is nothing short of irresponsible and an insult to civic-minded women to whom we should honor.

Furthermore, the Waterford Historical Society has brought increasing attention to the park (commonly called the "green") in recent years with programs and events for all ages. The Historical Society, in fact, still has use of the Park House albeit on a limited basis. Its maintenance, therefore, is all the more important especially in light of liability issues.

Meanwhile funding possibilities will be explored for a much-needed structural condition assessment and feasibility study.

Thank you for your consideration and interest.

Respectfully,



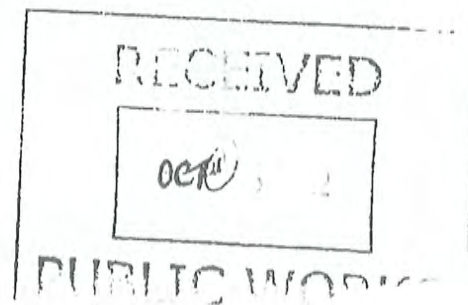
John J. O'Neill, Jr., Historic Properties Commission Chairman

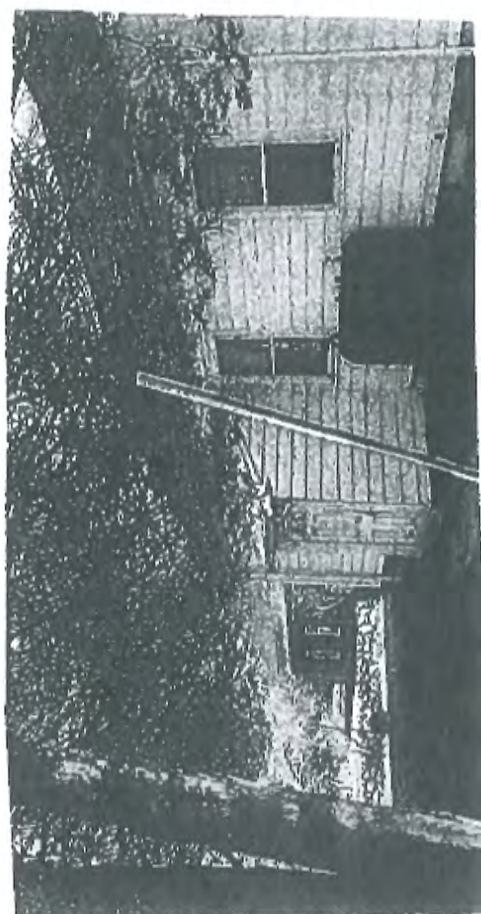
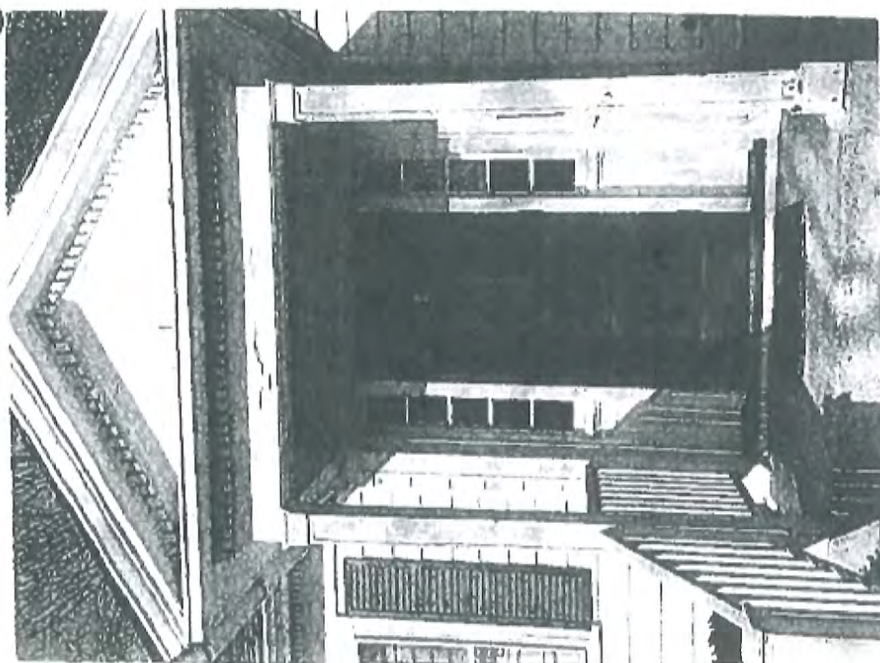
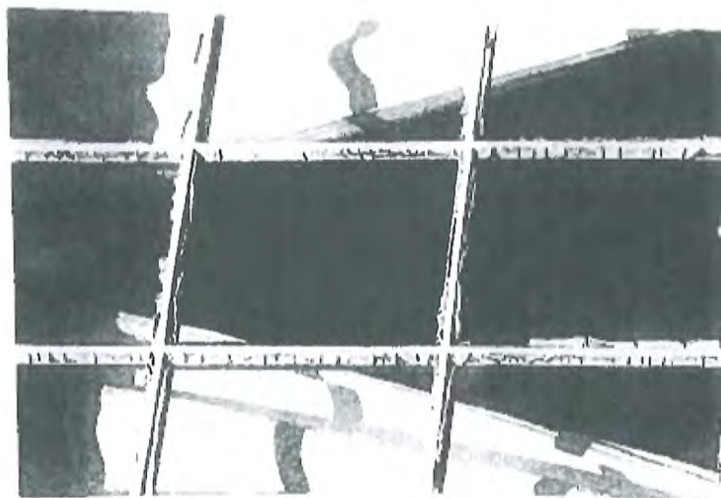
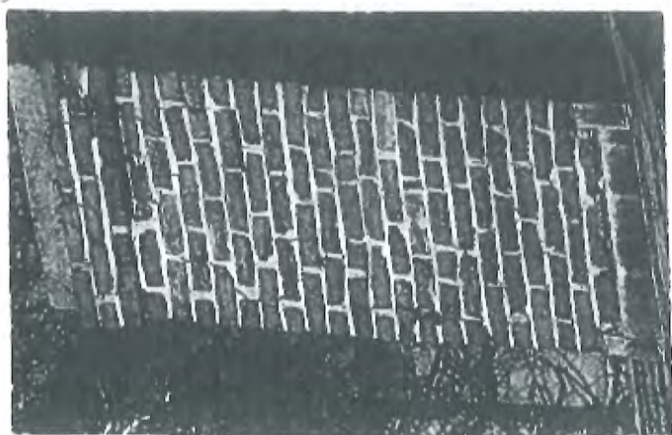


Robert M. Nye, Municipal Historian

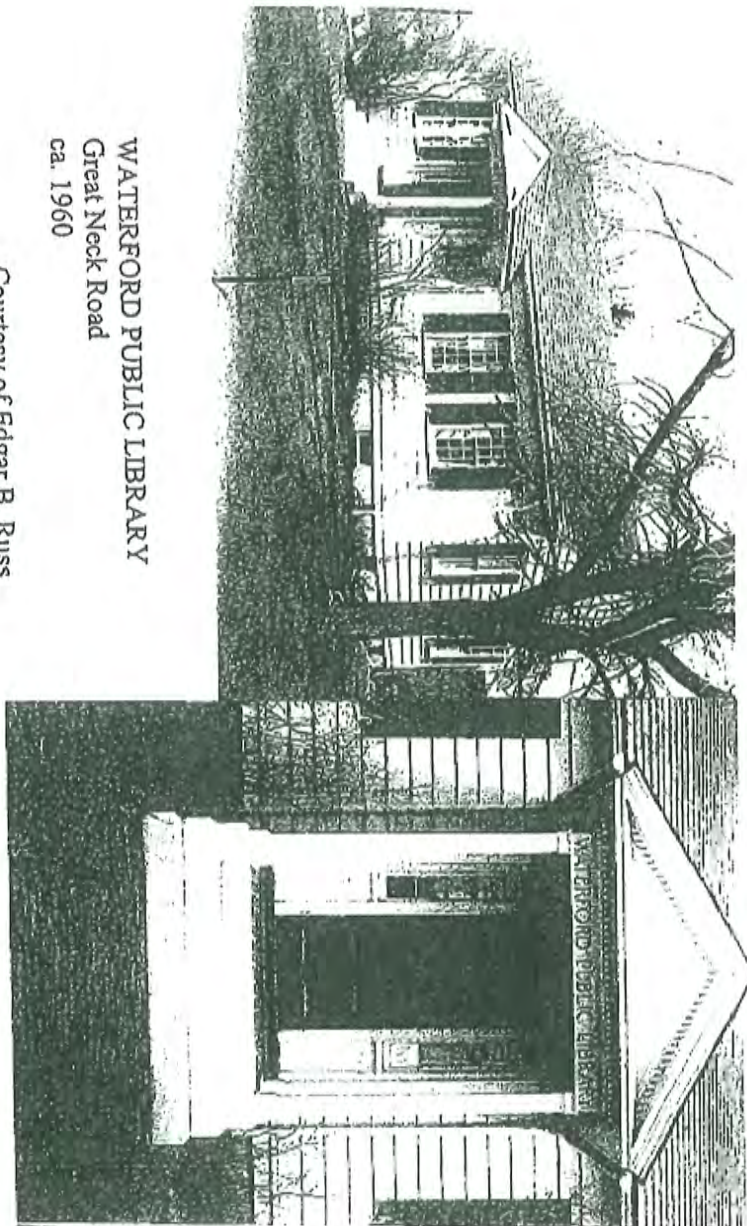
Attachments: "Jordan Park House" (included in the 1999 application for historic property designation).
Photos.

c.c.: Gary Schneider, Director, Public Works Department
Abby Piersall, Director, Planning & Development
Brian Flaherty, Director, Recreation & Parks
Kristen Widham, President, Waterford Historical Society





WATERFORD PUBLIC LIBRARY
Great Neck Road
ca. 1960



Courtesy of Edgar B. Russ

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2025-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Public Works	CONTACT PERSON Gary J. Schneider
PROJECT NAME EV Charging Stations	DEPARTMENT PRIORITY 11

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) The Town must prepare for the change over from gasoline to electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV). Charging stations for municipal use will be required at the Municipal Complex and Town Hall for the municipal fleets that are dispatched from those areas. Charging an all-electric vehicle (EV) or plug-in hybrid electric vehicle (PHEV) will require the installation of charging stations and in most cases, electrical circuits installed from an electrical panel deep within the building. The costliest part is not the charging unit itself, but rather any upgrades necessary to the electrical equipment and any trenching for the conduit to install the charging unit to the existing facility service.																																																																													
2	PROJECT STATUS IF IN PROGRESS None																																																																													
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST None																																																																													
4	DESCRIBE THE IMPACT ON DEPARTMENT OPERATING BUDGET (include cost estimate if applicable) None																																																																													
5	GRANT FUNDING/OTHER FUNDING, if applicable (detailed explanation of grant/other funding, including the amount, source of funding, status, town match, if any. Attach award letter if available) None																																																																													
6	ATTACH PLAN ESTIMATE, SERVICE AREA MAP AND/OR OTHER SUPPORTING DOCUMENTATION (if none, simply state that in the area below) None																																																																													
7	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="7" style="text-align: center;">COST/FUNDING SOURCE</th> </tr> <tr> <th style="width: 35%;">FUNDING SOURCE</th> <th style="width: 10%;">APPROVED FUNDING TO DATE</th> <th style="width: 10%;">FY2027</th> <th style="width: 10%;">FY2028</th> <th style="width: 10%;">FY2029</th> <th style="width: 10%;">FY2030</th> <th style="width: 10%;">FY2031</th> </tr> </thead> <tbody> <tr> <td>1 Current Year Capital</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2 Utility Budget/Sewer Cap Maint Fund</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3 Transfer to CNR</td> <td></td> <td></td> <td style="text-align: center;">60,000</td> <td></td> <td></td> <td></td> </tr> <tr> <td>4 Short/Long-term Bonds</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5 LoCIP (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>6 CNR Undesignated Fund Balance</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>7 Federal/State Grants (detail in section 5)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>8 Other Funding (detail in section 5 above)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTALS</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">60,000</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>	COST/FUNDING SOURCE							FUNDING SOURCE	APPROVED FUNDING TO DATE	FY2027	FY2028	FY2029	FY2030	FY2031	1 Current Year Capital							2 Utility Budget/Sewer Cap Maint Fund							3 Transfer to CNR			60,000				4 Short/Long-term Bonds							5 LoCIP (detail in section 5 above)							6 CNR Undesignated Fund Balance							7 Federal/State Grants (detail in section 5)							8 Other Funding (detail in section 5 above)							TOTALS	0	0	60,000	0	0	0
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TOTALS	0	0	60,000	0	0	0																																																																								



To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: EV Charging Stations

The Town must prepare for the addition of electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV) to our fleet. It is envisioned that charging stations for municipal use will be required at the Municipal Complex and Town Hall for the municipal fleets that are dispatched from those areas. Sites for public use are not included in project.

Charging an all-electric vehicle (EV) or plug-in hybrid electric vehicle (PHEV) will require the installation of charging stations and in most cases, electrical circuits installed from an electrical panel deep within the building. The costliest part is not the charging unit itself, but rather any upgrades necessary to the electrical equipment and any trenching for the conduit to install the charging unit to the existing facility service. Recharging times can vary—typically, 30 minutes for fast charging and 4-6 hours (Level 2), depending on the size and current depletion of the battery.

These stations will be reserved for Town vehicles. It is envisioned that staff vehicles (sedans, light SUV's) will be addressed first. Although the industry has not matured for us to include our waste collection vehicles and dump trucks yet, we must plan for the future inclusion of this "fuel source".

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2025-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Building Maintenance	CONTACT PERSON Gary J. Schneider
PROJECT NAME Municipal Facilities Master Plan	DEPARTMENT PRIORITY 12

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project)						
	The overall objective of the Plan is to assess the current condition of public facilities and their components and establish a priority, schedule, and budget for replacement, or improvement that will create a framework for the Town's Capital Plan. The purpose of the plan is to establish consistent parameters and guidance for the Boards of Selectman and Finance and the RTM to make decisions on capital spending. The Plan should include a full assessment of architectural and mechanical infrastructure for current and future needs. The evaluations and conclusions of the study will create a comprehensive master plan for public buildings that will serve the Town's needs for the coming ten (10) years.						
2	PROJECT STATUS IF IN PROGRESS						
	None						
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST						
	None						
4	DESCRIBE THE IMPACT ON DEPARTMENT OPERATING BUDGET (include cost estimate if applicable)						
	None						
5	GRANT FUNDING/OTHER FUNDING, if applicable (detailed explanation of grant/other funding, including the amount, source of funding, status, town match, if any. Attach award letter if available)						
	None						
6	ATTACH PLAN ESTIMATE, SERVICE AREA MAP AND/OR OTHER SUPPORTING DOCUMENTATION (if none, simply state that in the area below)						
	None						
7	COST/FUNDING SOURCE						
	FUNDING SOURCE	APPROVED FUNDING TO DATE	FY2027	FY2028	FY2029	FY2030	FY2031
1	Current Year Capital						
2	Utility Budget/Sewer Cap Maint Fund						
3	Transfer to CNR			175,000			
4	Short/Long-term Bonds						
5	LoCIP (detail in section 5 above)						
6	CNR Undesignated Fund Balance						
7	Federal/State Grants (detail in section 5)						
8	Other Funding (detail in section 5 above)						
	TOTALS	0	0	175,000	0	0	0



To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: Municipal Facilities Master Plan

The overall objective of the Plan is to assess the current condition of public facilities and their components. It will establish a priority, schedule, and budget for replacement, or improvement that will create a framework for the Town's Capital Plan. The purpose of the plan is to establish consistent parameters and guidance for the Boards of Selectman and Finance and the RTM to make decisions on capital spending. The Plan should include a full assessment of architectural and mechanical infrastructure for current and future needs. The evaluations and conclusions of the study will create a comprehensive master plan for public buildings that will serve the Town's needs for the coming ten (10) years.

Funding would retain the services of a qualified consulting firm to fully assess the facilities and create several courses of action.

**TOWN OF WATERFORD
CAPITAL PROJECT REQUEST FORM
2027-2031 FISCAL YEAR REQUEST**

DEPARTMENT/AGENCY Public Works	CONTACT PERSON Gary J. Schneider
PROJECT NAME Eugene O'Neill Sewers	DEPARTMENT PRIORITY 13

1	DESCRIPTION AND JUSTIFICATION (describe the type, purpose & anticipated accomplishments of the project) Phase 1 (2015) of the sewer construction program connected the new cottages, Log Cabin, and the upper portion of the Theater to the sewer line. Phase 2 that would have completed the sewer to the rest of the buildings on site was never funded. In FY 25, funds were approved to connect the Production House, the lower level of the Theater and the White House to the public sewer. Future phase(s) would connect the Hammond Mansion and the Farm House to the public sewer line and remove the existing septic systems.																																																																													
2	PROJECT STATUS IF IN PROGRESS MCA Consulting Engineers analysis of the site and opinions to investigate further dated November 3, 2023. Funding was approved in FY 23 for this effort.																																																																													
3	LIST OTHER PROJECTS WITHIN YOUR DEPARTMENT OR ANOTHER DEPARTMENT THAT WILL BE IMPACTED BY THIS REQUEST None																																																																													
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TOTALS	196,500	0	0	250,000	0	0																																																																								



To: File

From: Gary Schneider, Director of Public Works

Date: December 16, 2025

Re: Eugene O'Neill Sewers

All buildings except the Hammond Mansion (main office, and cafeteria) and the Farm House (dormitory) have been connected to public sewer either by gravity or grinder pump.

Phase 1 (2015) of the O'Neill sewer construction program connected the new seven cottages, Log Cabin, and the upper portion of the Theater to the sewer line. Phase 2, that would have completed the sewer to the rest of the buildings on site, was never funded.

The uncompleted Phase 2 has been broken into smaller parts. In FY 25, funds were approved to connect the Production House, the lower level of the Theater and the White House to the public sewer.

The remaining phase(s) would be to remove the septic systems and connect the Hammond Mansion and the Farm House to the sewer. One option is a new gravity sewer line that would connect to Recreation and Parks' new maintenance building's gravity sewer line to be constructed. The Farm House would be connected by its own grinder pump to the low-pressure sewer line that was installed to service the toilets at the Town beach. The other option is to connect both buildings by the use of grinder pumps. These two facilities will continue to use their existing septic systems until sewers become available.

