



ITEM SUMMARY

Reviewing Body / Meeting Date:	Committee of the Whole – June 29, 2020
Subject:	10-Year Capital Improvement Plan Update
Action Requested	Presentation of the 10-Year Capital Improvement Plan Update (Village of Lincolnshire)
Prepared By:	Wally Dittrich – Assistant Public Works Director/Village Engineer
Staff Recommendation:	Receipt of the Presentation and Discussion
Budgeted Amount:	TBD with Annual Review of CIP
Actual Amount:	TBD with Annual Review of CIP
Level of Service Impact:	TBD
Meeting History:	N/A
Tentative Meeting Schedule:	TBD
Reports / Documents Attached:	<ol style="list-style-type: none"> 1) Future Road Program Report 2) Proposed 2021 10 Year Capital Improvement Plan 3) Capital Improvement Plan Guiding Principles 4) Drainage Matrix

Request Summary

Staff will present the proposed 2021 10-Year Capital Improvement Plan (“CIP”) update, as well as the Future Road Program Report at the Monday, June 29, 2020, Special Committee of the Whole meeting. Staff will also discuss how the results of the Village-Wide Drainage Study are proposed to be incorporated into the CIP.

Project Description

In 2014, the Village Board adopted a 10-Year Capital Improvement Plan. This long-term program provides a comprehensive review of the Village’s capital and equipment needs, and the financial resources needed to support them. The CIP details expenditures for all Village-owned facilities as well as major vehicle and equipment purchases. Throughout each year, staff constantly evaluates, reviews, and revises the CIP. A copy of the proposed 2021 CIP is included in the packet. Additional details regarding the proposed 2021 projects will be included in the draft budget document to be distributed in October as part of the annual budget approval process.

Future Road Program Report Summary

The Future Road Program Report, prepared by the Village’s engineering consultant Baxter & Woodman, detail the existing conditions of Village roads and presents alternatives for paying for roadway improvements over the next 10 years. Staff recommends rehabilitating roadways at a frequency of 2 miles/year. This investment allows the Village to maximize road conditions and gives the greatest flexibility to resurface roadways in conjunction with other projects (e.g., water or storm sewer improvements) without adversely impacting other roadways in the Village.

Drainage Improvement Program Summary

Improvements to the Village’s drainage system identified in the Village-Wide Drainage Study have been included in the CIP. In terms of 2020 storm water projects, during the development of the Fiscal Year 2020 Budget, \$260,000 was budgeted for undesignated projects to ensure momentum on addressing drainage issues in the Village once the study was complete. The use of these funds include the following:



- \$30,000 – Lincolnshire Drive North Concept Engineering
- \$60,000 – Lincolnshire Drive South Concept Engineering
- \$30,000 – Windsor Drive Concept Engineering
- \$25,000 – Detention Analysis Pilot Study for Briarwood Lane/Surrey Lane/Durham Court/Old Mill Road area
- \$65,000 – Potential Detention Improvements to Exmoor Lane/Briarwood Lane areas
- \$50,000 – Storm Water Utility Study

The majority of the above projects recommended to take place in 2020 are a result of potential projects identified in the Village-Wide Drainage Study.

The CIP also contemplates prioritizing investment in the maintenance of a variety of detention areas that the Village routinely maintains (on both public and private property), as well as construction of drainage improvement projects identified in the Village-Wide Drainage Study. Funding opportunities for these projects include the potential implementation of a storm water utility fee (see Agenda Item 2.11(c)(i) for further information on this fee).

Budget Impact

The budget impact of the CIP is to be determined based on further discussion by the Village Board, prioritization of projects, and identification of funding opportunities. The updated 10 Year CIP totals \$81,563,560 for all projects identified over the 10 year window of the plan.

Level of Service Impact

Level of services impacts will be informed by which projects are slated over the next 10 years.

Approval Process

Detailed project information will be reviewed with the Village Board in October as part of the annual budget approval process. Staff also plan to provide updates as needed throughout 2020 to prepare the Board for more focused discussions during the budget process.

Staff Recommendation / Next Steps

Staff recommends approval of the draft 10-Year Capital Improvement Plan which will be used as a basis to develop the 5-Year Financial Forecast and 2021 Capital Improvement Project budget.

Village of Lincolnshire, Illinois

Future Road Program Memorandum

Prepared by:

BAXTER & WOODMAN
Consulting Engineers

www.baxterwoodman.com

June 10, 2020



Village of Lincolnshire, Illinois Future Road Program Memorandum

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1. APPROACH

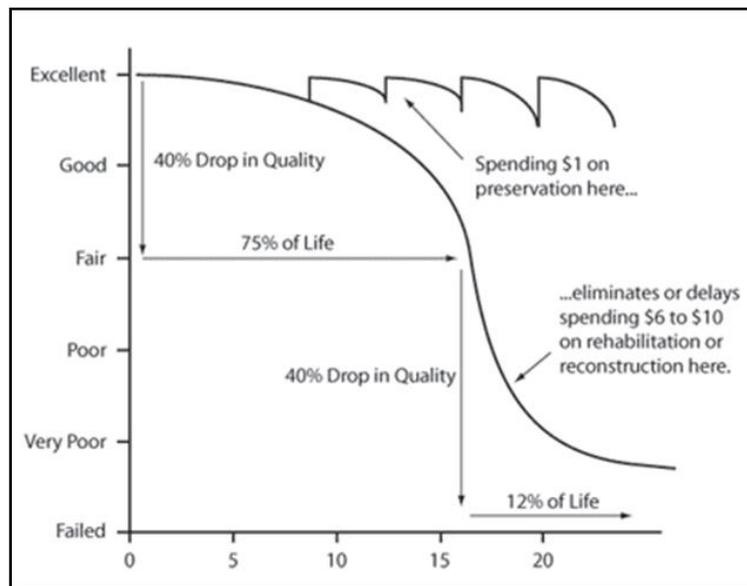
Pavement Condition Index

The Village obtained Pavement Condition Index (PCI) ratings for all streets within the Village in 2017 to assess the condition of the Village's roads. PCI is a numeral indicator from 0 to 100 that rates the condition of the pavement, based on observed pavement distresses. A PCI of 100 denotes a distress free pavement, whereas 0 indicates a failed pavement. This memorandum is based on the PCI ratings performed in 2017 with updates to roads resurfaced within the last 3 years.

Pavement Life Cycle

Most pavements tend to follow a generalized pavement condition life cycle as seen in Figure 1:

FIGURE 1
Pavement Life Cycle



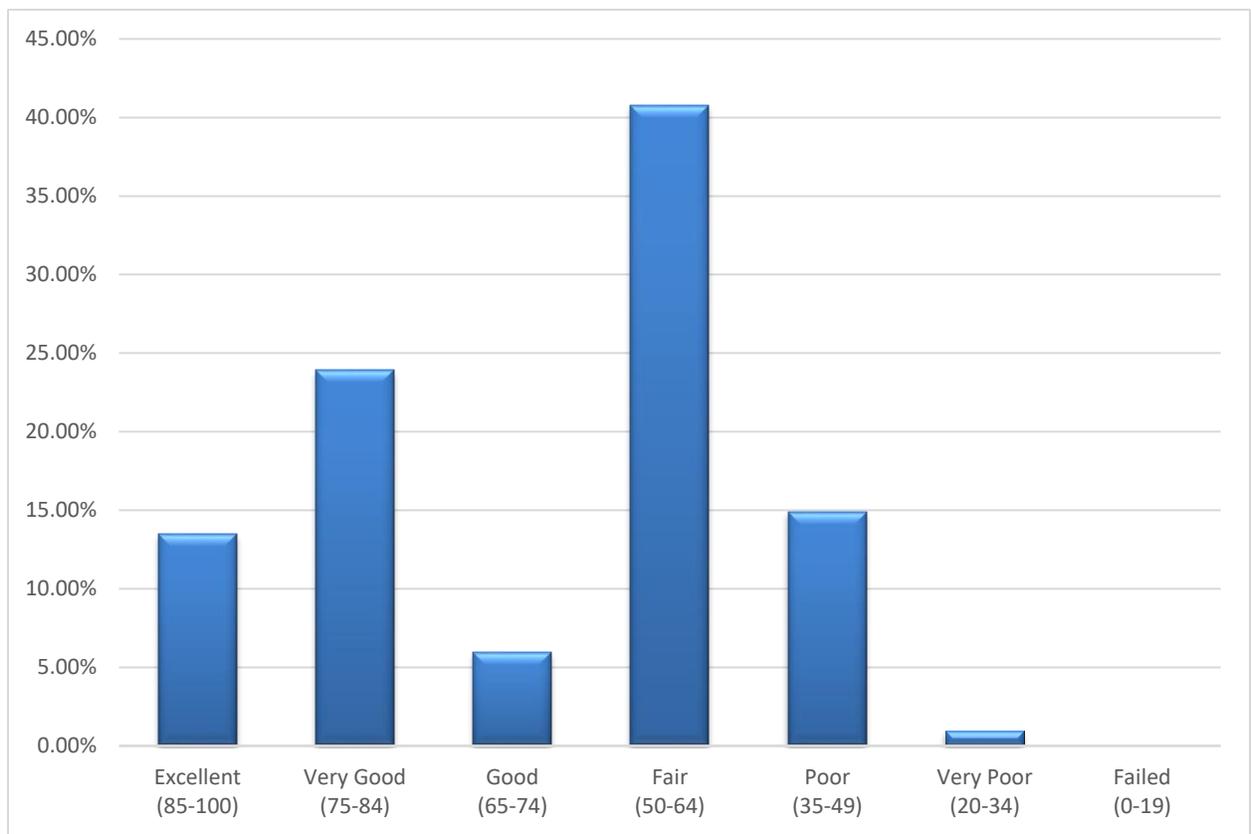
If maintenance and repair is performed during the early stages of deterioration, before the sharp decline in pavement condition, a significant cost savings can be realized. Waiting to repair the road past this pivot point, past the "fair" condition, is much more costly, and can also require long periods of closure or detours.

2. Evaluation

Evaluation Results

Much of the Village's street network (40%) is in Fair condition as can be seen in Figure 2. This figure illustrates that while the overall condition of the Village's streets appear to be in acceptable condition, there is a significant amount of maintenance work either needed now or in the near future. The current length weighted-average PCI is 66.8, which is on the lower end of Good condition.

FIGURE 2
Percent Length in PCI Ranges



Appendix 1, Pavement Condition Index (PCI) Map, provides a graphical representation of the current condition rating of the Village's street network.

3. RECOMMENDATIONS

Recommended Rehabilitation Strategies

Four rehabilitation strategies were selected based on overall effectiveness, ease of implementation, expected life and individual benefits and costs. Each strategy either helps maintain the pavement in its existing good condition or improve pavements in poor or fair condition to good condition.

- **Crack filling** – Consists of routing and filling cracks in streets that are in good to very good condition. Prevents water from infiltrating cracks and causing further damage, helping to maintain the existing pavement condition.
- **Pavement Patching** – Consists of spot pavement patching streets that are in good to fair condition. Prevents small distressed areas from expanding into larger roadway distresses helping to maintain the existing pavement condition.
- **Pavement Resurfacing** – Consists of milling approximately 2 inches of the existing pavement surface and resurfacing with hot-mix asphalt. Includes curb and gutter repair and pavement patching where appropriate. Performed on pavements in fair to poor condition. Restores roadway pavement to like new condition and substantially increases ride quality.
- **Pavement Reconstruction** – Consists of removing all pavement, aggregate bases, and curb and gutter; grading the existing subgrade; and installing new curb and gutter, aggregate base and hot-mix asphalt pavement. Major storm sewer work is usually performed with reconstruction. Performed on pavements in very poor to failed condition that can no longer effectively benefit from resurfacing. Restores roadway pavement to new condition.

In general, pavement will continue to degrade over time and consequently, the rehabilitation strategies proposed in this report may not be adequate if rehabilitation is postponed for too long a period of time. Less-costly strategies which are less effective than the recommended strategy can also be completed but will have a far shorter life expectancy and would not be the most effective use of funding.

Rehabilitation Costs

The total length of each street was multiplied by the per foot unit cost for each rehabilitation strategy (accounting for wider pavements as appropriate) to determine the pavement repair cost based on the current PCI value. Costs for each strategy on the majority of residential streets, in 2020 dollars, are below:

- Crack Filling - \$2.50/centerline foot
- Pavement Patching - \$5.00/centerline foot

- Pavement Resurfacing - \$110.00/centerline foot – includes engineering
- Pavement Reconstruction - \$585.00/centerline foot – includes engineering

The per foot unit cost for each of the different rehabilitation strategies accounts for estimated percentages of patches, approximate length of curb and gutter removal and replacement, and construction contingencies as appropriate.

The total length of each street section was multiplied by the per foot unit cost for the rehabilitation strategy to determine the pavement repair cost in 2020 dollars, based on the current PCI value (as seen in Appendix 3). An annual increase of 4.4% was added to each year of the program to account for increases in materials and inflation.

For the purposes of this document, all engineering and construction estimation costs are based on a minimum of \$1,000,000 annual road repair program in order to summarize the overall condition of the Village's street network. The intent of the costs presented in this report is to provide a conservative estimate of street repairs which can be used to select streets and develop a budget. More detailed engineering will be needed at the time of the individual street programs to determine the actual estimated construction and engineering costs for a particular street section.

Conclusions

Our analysis determined that the Village should budget between \$1.3M and \$1.7M per year on roadway maintenance in order to rehabilitate its streets every 15-20 years. This equates to approximately 2 miles of resurfacing each year. With the total Village street network of 36 miles, this allows for each street to be resurfaced approximately once every 18 years. This program will result in an improvement to the Village's overall street network.

A large portion of the Village's streets are currently in Fair condition. These Fair streets are at a critical fulcrum. Without a prompt increased investment, these pavements will begin to fail, quickly decreasing the overall health of the Village's streets and sharply increasing the required investment to renew the pavement. A 2-mile per year resurfacing program will address these Fair streets, and those in a worse condition, at a rate that will help prevent rapid deterioration.

An analysis was also performed for a 1.5-mile and 1-mile per year resurfacing options. A 1.5-mile per year option will address most of the Fair or worse condition streets and should maintain the overall health of the Village's street network at or near its current condition. A 1-mile per year option will only address some of the Fair or worse streets. Streets would fail at a rate greater than what was being rehabilitated, and that trend will be difficult to reverse without substantial investments in the Village's future street programs.

Ten Year Plan Programs were created for the three scenarios: 2 miles per year (Appendices 2A and 3A); 1.5 miles per year (Appendices 2B and 3B); and 1 mile per year (Appendices 2C and 3C).

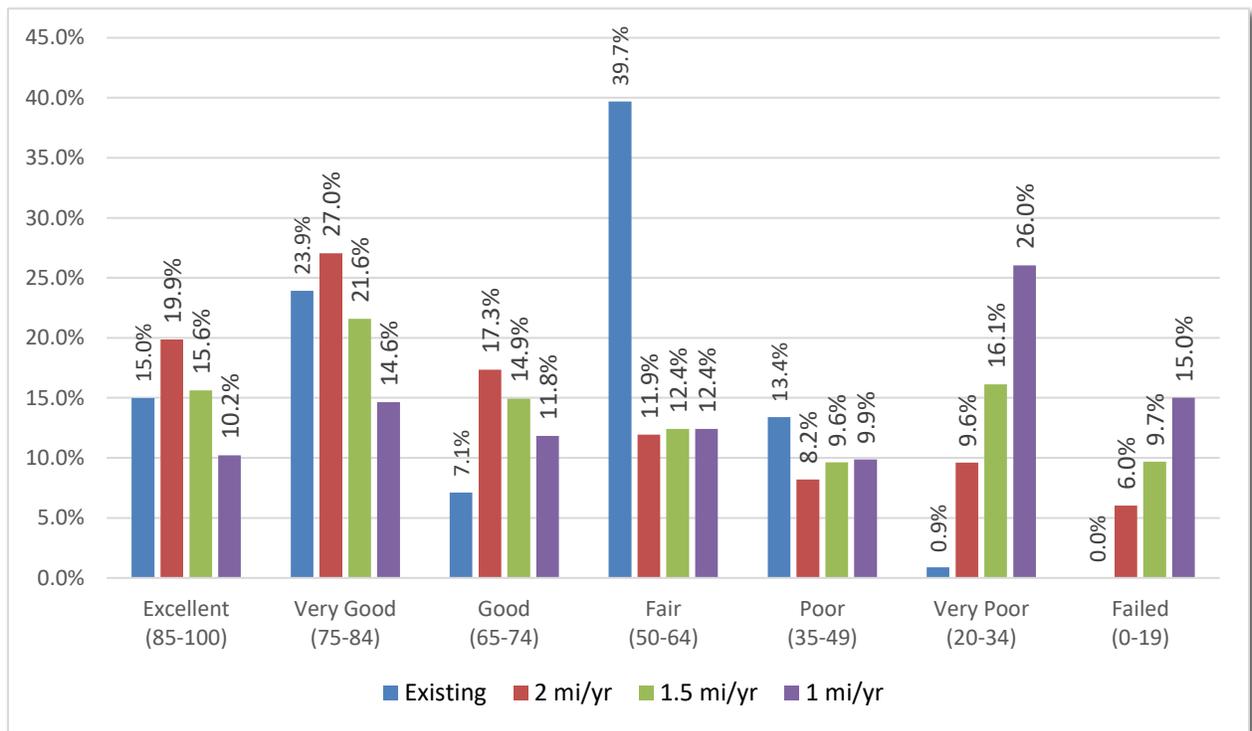
Included in all programs is the reconstruction of Village Green South in 2021 and resurfacing of Barclay Boulevard in 2026. Barclay Boulevard is the Village’s only federal aid-eligible road and qualifies for Surface Transportation Program (STP) funding. STP funding will pay for 80% of the resurfacing costs, however, 2026 is likely the soonest year this funding will be available. Each plan show the Village’s 20% cost match for Barclay Boulevard.

FIGURE 3
Comparison of Ten Year Programs

Scenario	Resurfacing Cycle	Cost Per Year	Resulting Overall Pavement Condition	Resulting Pavement in Fair or Worse Condition*
2 mi per year	15-20 years	\$1.3M - \$1.7M	Increasing	34%
1.5 mi per year	22-28 years	\$1M - \$1.5M	Stable	49%
1 mi per year	35-40 years	\$750K - \$1.1M	Decreasing	65%

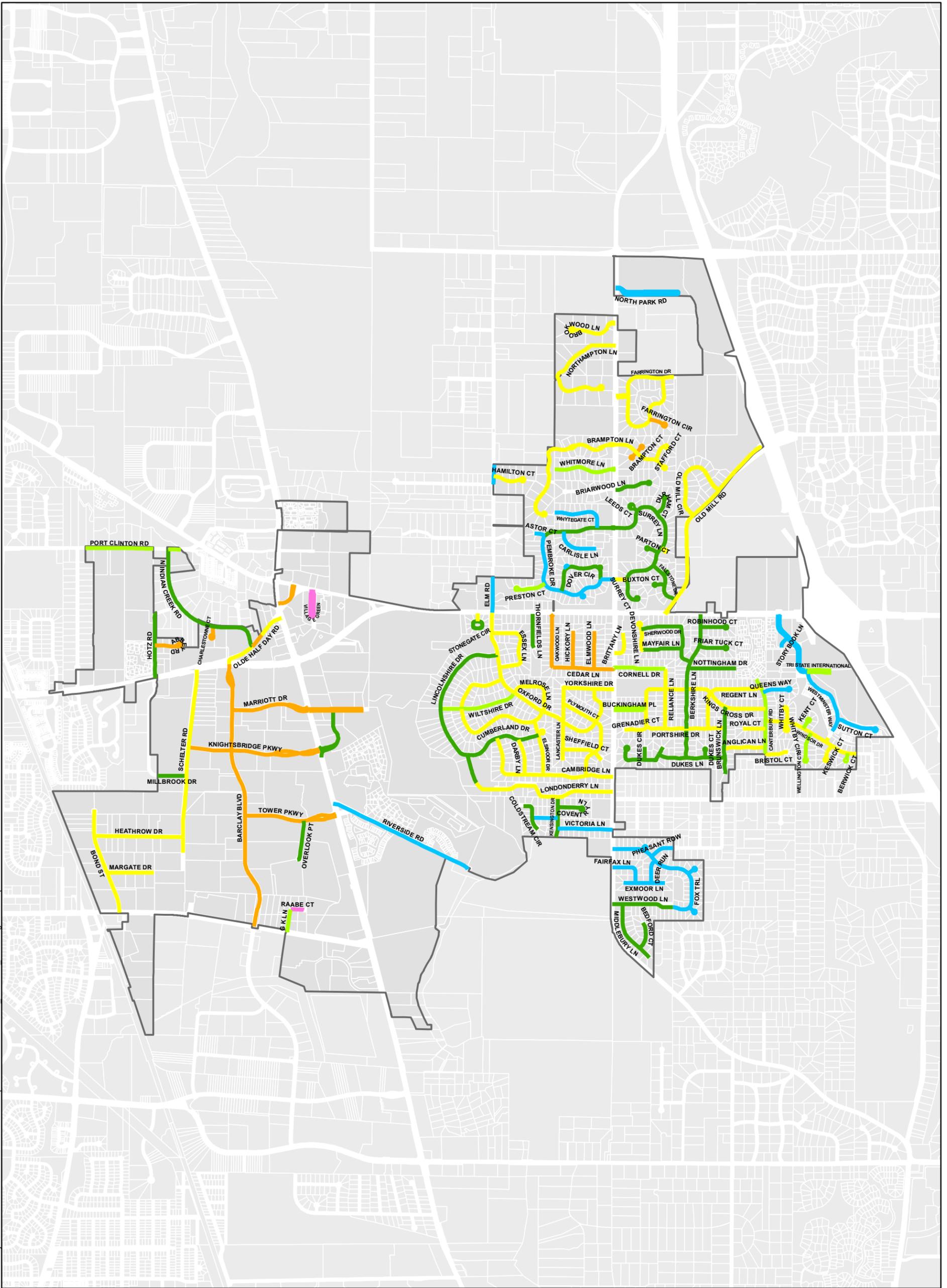
* Current pavement in Fair or worse condition is 54%

FIGURE 4
Pavement Existing and Resulting Condition



The primary focus of a roadway budget should be on streets in need of resurfacing, however, implementing annual crack filling and pavement patching programs will help delay streets from needing more costly repairs. Preventative maintenance on these streets can be a cost-effective way to increase overall pavement life. The plan shows investing approximately \$25,000 in crack filling and \$50,000 in pavement patching annually for the 2-mile program. For the 1.5-mile and 1-mile programs the pavement patching is increased to \$75,000 and \$100,000 respectively to help address anticipated additional deterioration. Additionally, if the 1.5 or 1 mile programs are selected, we recommend the Village also increase its annual curb and gutter replacement budget.

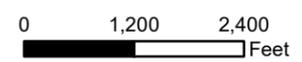
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Source: Base data from Lake County GIS.

Pavement Condition Index (PCI) Rating

- Excellent (85 - 100)
- Very Good (75 - 84)
- Good (65 - 74)
- Fair (50 - 64)
- Poor (35 - 49)
- Very Poor (20 - 34)



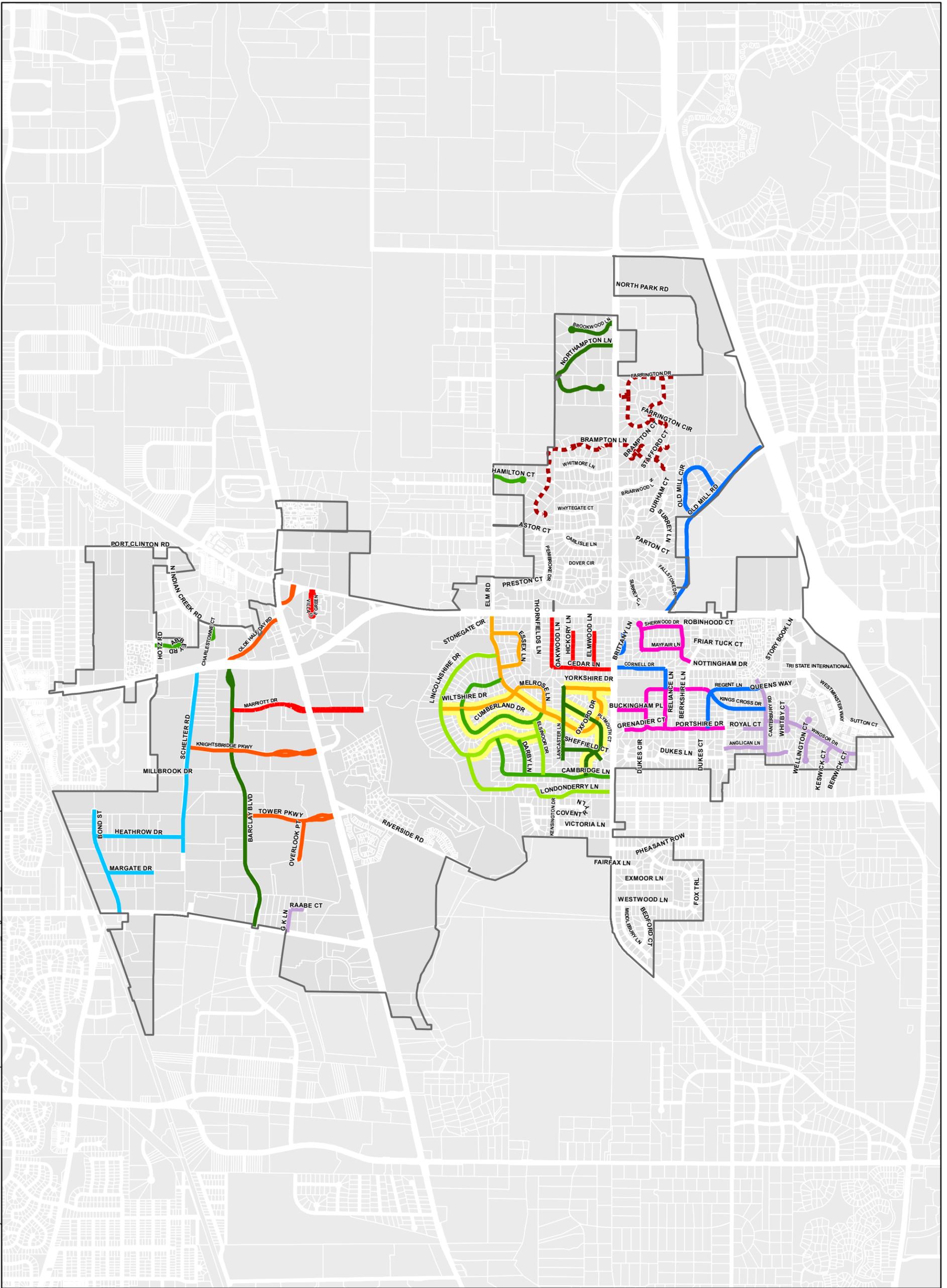
1 inch = 2,000 feet



VILLAGE OF LINCOLNSHIRE



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Source: Base data from Lake County GIS.

Ten Year Plan Program Year 2 Miles Per Year

- - - Programmed 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030
- Water Main Program

0 1,200 2,400 Feet

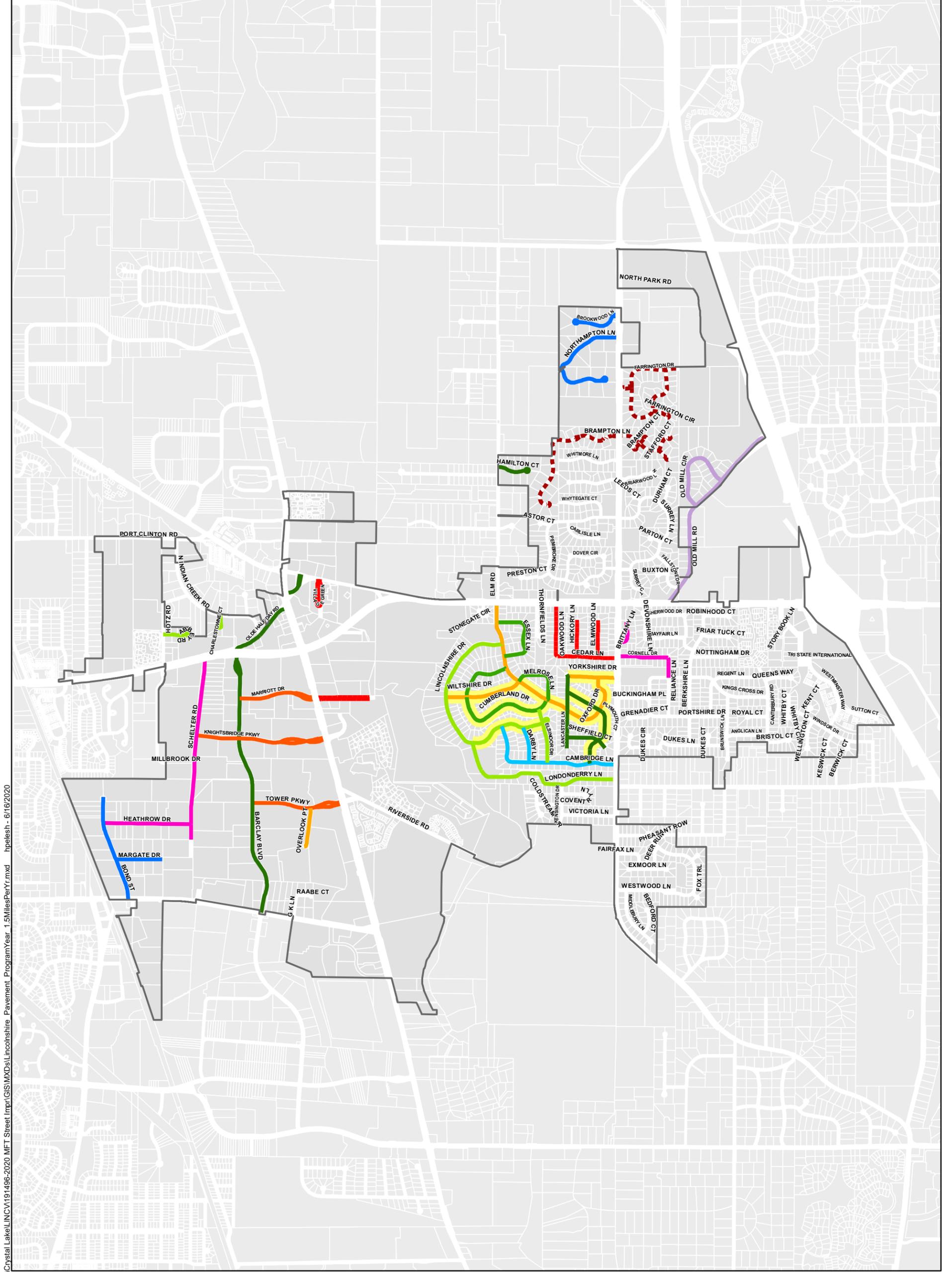
1 inch = 2,000 feet

Appendix 2A



VILLAGE OF
LINCOLNSHIRE

BAXTER & WOODMAN
Consulting Engineers

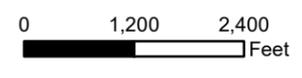


I:\Crystal Lake\LINC\191496-2020 MFT Street Impr\GIS\MXDs\Lincolnshire Pavement Program\Year 1.5MilesPerYr.mxd hpelesh - 6/16/2020

Source: Base data from Lake County GIS.

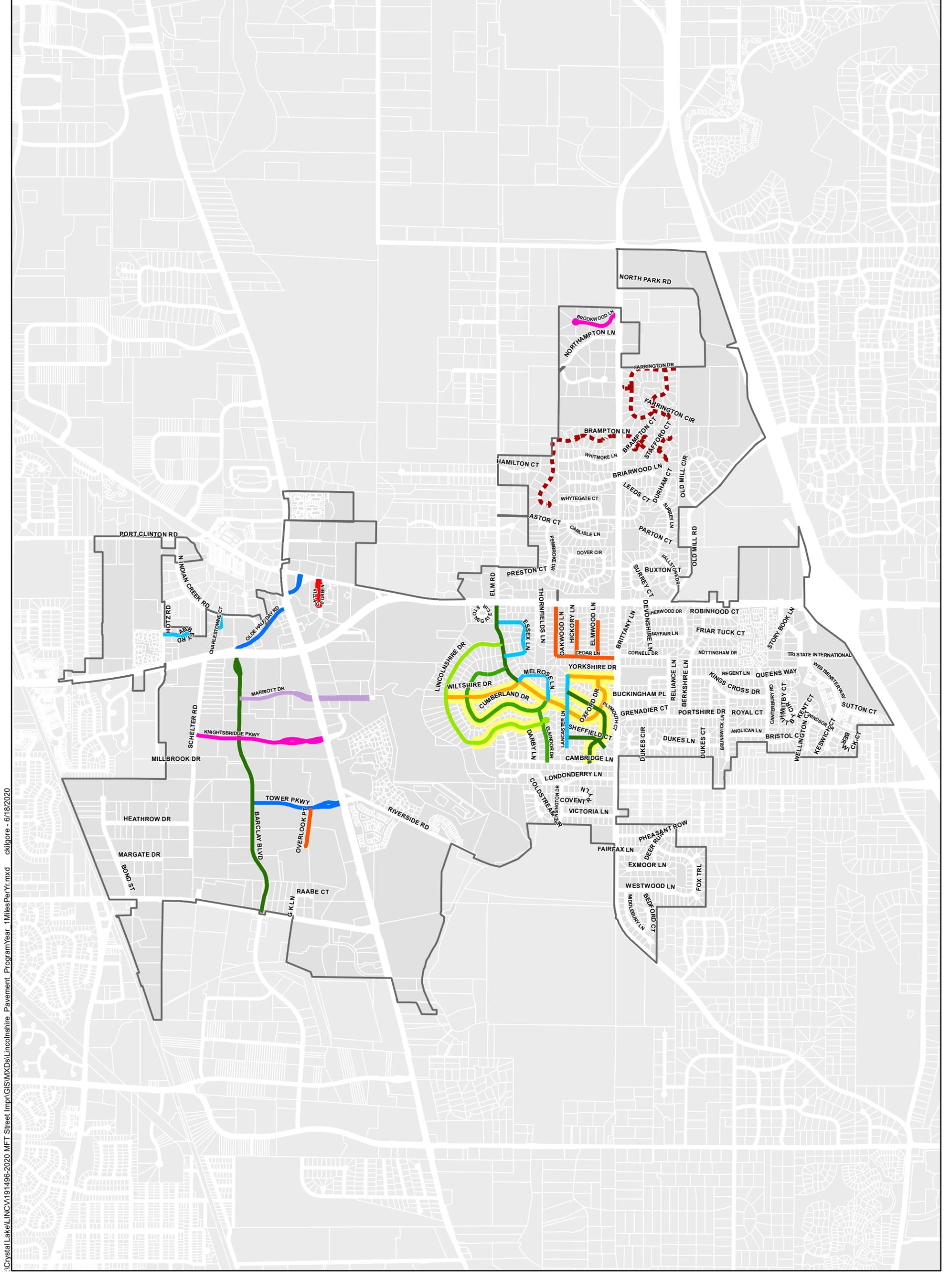
Ten Year Plan Program Year 1.5 Miles Per Year

- Programmed 2020
- 2026
- 2021
- 2027
- 2022
- 2028
- 2023
- 2029
- 2024
- 2030
- 2025
- Water Main Program



1 inch = 2,000 feet
Appendix 2B



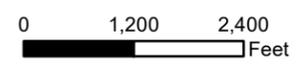


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Source: Base data from Lake County GIS.

Ten Year Plan Program Year 1 Miles Per Year

- - - Programmed 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030
- Water Main Program



1 inch = 2,000 feet
Appendix 2C



Appendix 3A

Street	IMS Rating	Last Year Repaired	Pavement Age	Repair Year													
				2021	2022	2023	2024	2025	2026	2027	2028	2029	2030				
MARRIOTT DR	44	2002	18	\$ 330,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MARRIOTT DR	44	1997	23	\$ 237,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CEDAR LN	47	NA	NA	\$ 147,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELMWOOD LN	47	NA	NA	\$ 91,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HICKORY LN	47	NA	NA	\$ 88,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OAKWOOD LN	44	NA	NA	\$ 135,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VILLAGE GREEN	33	NA	NA	\$ 607,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
KNIGHTSBRIDGE PKWY	47	2002	18	\$ -	\$ 604,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OVERLOOK PT	82	2002	18	\$ -	\$ 138,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOWER PKWY	39	2002	18	\$ -	\$ 387,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	47	NA	NA	\$ -	\$ 36,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	62	NA	NA	\$ -	\$ 92,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	53	NA	NA	\$ -	\$ 107,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	44	NA	NA	\$ -	\$ 101,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2005	15	\$ -	\$ -	\$ 176,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2005	15	\$ -	\$ -	\$ 97,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2005	15	\$ -	\$ -	\$ 97,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	1982	38	\$ -	\$ -	\$ 52,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	1998	22	\$ -	\$ -	\$ 70,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	1986	34	\$ -	\$ -	\$ 60,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2003	17	\$ -	\$ -	\$ 53,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WILTSHIRE DR	69	2000	20	\$ -	\$ -	\$ 202,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YORKSHIRE DR	59	2005	15	\$ -	\$ -	\$ 130,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ESSEX LN	53	1998	22	\$ -	\$ -	\$ 204,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MELROSE LN	64	2000	20	\$ -	\$ -	\$ 146,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LONDONDERRY LN	50	2006	14	\$ -	\$ -	\$ -	\$ 342,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LONDONDERRY LN	50	NA	NA	\$ -	\$ -	\$ -	\$ 58,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELSINOOR DR	53	2009	11	\$ -	\$ -	\$ -	\$ 149,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELSINOOR DR	53	2009	11	\$ -	\$ -	\$ -	\$ 33,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LINCOLNSHIRE DR	76	2012	8	\$ -	\$ -	\$ -	\$ 99,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LINCOLNSHIRE DR	76	1998	22	\$ -	\$ -	\$ -	\$ 117,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LINCOLNSHIRE DR	76	2012	8	\$ -	\$ -	\$ -	\$ 398,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LONDONDERRY LN	80	NA	NA	\$ -	\$ -	\$ -	\$ 81,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ABBAY RD	47	2012	8	\$ -	\$ -	\$ -	\$ -	\$ 101,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHARLESTOWNE CT	47	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ 57,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CAMBRIDGE LN	62	2009	11	\$ -	\$ -	\$ -	\$ -	\$ 312,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CAMBRIDGE LN	62	2009	11	\$ -	\$ -	\$ -	\$ -	\$ 103,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DARBY LN	50	1998	22	\$ -	\$ -	\$ -	\$ -	\$ 102,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HAMILTON CT	62	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ 109,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2000	20	\$ -	\$ -	\$ -	\$ -	\$ 145,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2000	20	\$ -	\$ -	\$ -	\$ -	\$ 163,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ 140,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ 23,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BARCLAY BLVD	47	2003	17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 322,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LANCASTER LN	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LANCASTER LN	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LANCASTER LN	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	1996	24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	1996	24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 158,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 109,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SHEFFIELD CT	62	1996	24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 127,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BROOKWOOD LN	62	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NORTHAMPTON LN	62	2009	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 365,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BOND ST	53	2001	19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 423,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HEATHROW DR	53	1999	21	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Appendix 3B

Street	IMS Rating	Last Year Repaired	Pavement Age	Repair Year												
				2021	2022	2023	2024	2025	2026	2027	2028	2029	2030			
CEDAR LN	47	NA	NA	\$ 147,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELMWOOD LN	47	NA	NA	\$ 91,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HICKORY LN	47	NA	NA	\$ 88,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MARRIOTT DR	44	1997	23	\$ 237,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OAKWOOD LN	44	NA	NA	\$ 135,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VILLAGE GREEN	33	NA	NA	\$ 607,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
KNIGHTSBRIDGE PKWY	47	2002	18	\$ -	\$ 578,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MARRIOTT DR	44	2002	18	\$ -	\$ 330,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOWER PKWY	39	2002	18	\$ -	\$ 371,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OVERLOOK PT	82	2002	18	\$ -	\$ -	\$ 138,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2005	15	\$ -	\$ -	\$ 168,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2005	15	\$ -	\$ -	\$ 93,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2005	15	\$ -	\$ -	\$ 93,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	1982	38	\$ -	\$ -	\$ 50,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	1998	22	\$ -	\$ -	\$ 67,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	1986	34	\$ -	\$ -	\$ 57,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2003	17	\$ -	\$ -	\$ 51,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WILTSHIRE DR	69	2000	20	\$ -	\$ -	\$ 194,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YORKSHIRE DR	59	2005	15	\$ -	\$ -	\$ 124,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ABBAY RD	47	2012	8	\$ -	\$ -	\$ -	\$ 93,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHARLESTOWNE CT	47	NA	NA	\$ -	\$ -	\$ -	\$ 52,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELSINOOR DR	53	2009	11	\$ -	\$ -	\$ -	\$ 143,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELSINOOR DR	53	2009	11	\$ -	\$ -	\$ -	\$ 32,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LINCOLNSHIRE DR	76	2012	8	\$ -	\$ -	\$ -	\$ 95,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LINCOLNSHIRE DR	76	1998	22	\$ -	\$ -	\$ -	\$ 112,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LINCOLNSHIRE DR	76	2012	8	\$ -	\$ -	\$ -	\$ 381,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LONDONDERRY LN	80	NA	NA	\$ -	\$ -	\$ -	\$ 77,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2000	20	\$ -	\$ -	\$ -	\$ -	\$ 139,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2000	20	\$ -	\$ -	\$ -	\$ -	\$ 156,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ 134,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ 22,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ESSEX LN	53	1998	22	\$ -	\$ -	\$ -	\$ -	\$ 213,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MELROSE LN	64	2000	20	\$ -	\$ -	\$ -	\$ -	\$ 152,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BARCLAY BLVD	47	2003	17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 322,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HAMILTON CT	62	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 109,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LANCASTER LN	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LANCASTER LN	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LANCASTER LN	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	47	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	62	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	53	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	44	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	1996	24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	1996	24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 152,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SHEFFIELD CT	62	1996	24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Appendix 3B

Street	IMS Rating	Last Year Repaired	Pavement Age	Repair Year										
				2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
CAMBRIDGE LN	62	2009	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 326,600.00	\$ -	\$ -	\$ -
CAMBRIDGE LN	62	2009	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,000.00	\$ -	\$ -	\$ -
DARBY LN	50	1998	22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,200.00	\$ -	\$ -	\$ -
LONDONDERRY LN	50	2006	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 373,200.00	\$ -	\$ -	\$ -
LONDONDERRY LN	50	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,700.00	\$ -	\$ -	\$ -
BOND ST	53	2001	19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 423,900.00	\$ -	\$ -
BROOKWOOD LN	62	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 199,100.00	\$ -	\$ -
MARGATE DR	59	2007	13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 184,500.00	\$ -	\$ -
NORTHAMPTON LN	62	2009	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 381,700.00	\$ -	\$ -
BRITTANY LN	62	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,100.00	\$ -
CORNELL DR	71	2008	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,100.00	\$ -
CORNELL DR	71	2008	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500.00	\$ -
HEATHROW DR	53	1999	21	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 365,600.00	\$ -
RELIANCE LN	59	2008	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,200.00	\$ -
RELIANCE LN	59	2008	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500.00	\$ -
SCHELTER RD	62	1990	30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,600.00	\$ -
SCHELTER RD	62	1992	28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 693,800.00	\$ -
OLD MILL CIR	50	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308,900.00
OLD MILL RD	62	2000	20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,900.00
OLD MILL RD	53	2000	20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 426,100.00
OLD MILL RD	53	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,600.00
ROADWAY SUBTOTAL				\$ 1,307,400.00	\$ 1,280,200.00	\$ 1,040,400.00	\$ 988,600.00	\$ 819,000.00	\$ 1,438,500.00	\$ 978,700.00	\$ 1,189,200.00	\$ 1,449,400.00	\$ 918,500.00	
ANNUAL TOTAL MILES				1.50	1.65	1.60	1.56	1.24	2.71	1.36	1.46	1.53	1.25	
ANNUAL PATCHING				\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00
ANNUAL CRACKSEALING				\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
ANNUAL TOTAL COST*				\$ 1,407,400.00	\$ 1,380,200.00	\$ 1,140,400.00	\$ 1,088,600.00	\$ 919,000.00	\$ 1,538,500.00	\$ 1,078,700.00	\$ 1,289,200.00	\$ 1,549,400.00	\$ 1,018,500.00	
*Includes 4.4% annual cost increase											10-YEAR PLAN TOTAL		\$ 12,409,900.00	
Includes Reconstruction of Village Green											Total Miles		15.85	
Includes 20% Match for Barclay Blvd											Annual Average Miles		1.59	

Appendix 3C

Street	IMS Rating	Last Year Repaired	Pavement Age	Repair Year												
				2021	2022	2023	2024	2025	2026	2027	2028	2029	2030			
VILLAGE GREEN	33	NA	NA	\$ 607,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CEDAR LN	47	NA	NA	\$ -	\$ 154,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELMWOOD LN	47	NA	NA	\$ -	\$ 95,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HICKORY LN	47	NA	NA	\$ -	\$ 92,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OAKWOOD LN	44	NA	NA	\$ -	\$ 141,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OVERLOOK PT	82	2002	18	\$ -	\$ 138,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2005	15	\$ -	\$ -	\$ 176,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2005	15	\$ -	\$ -	\$ 97,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2005	15	\$ -	\$ -	\$ 97,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WILTSHIRE DR	69	2000	20	\$ -	\$ -	\$ 202,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YORKSHIRE DR	59	2005	15	\$ -	\$ -	\$ 130,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELSINOOR DR	53	2009	11	\$ -	\$ -	\$ -	\$ 33,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LINCOLNSHIRE DR	76	2012	8	\$ -	\$ -	\$ -	\$ 99,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LINCOLNSHIRE DR	76	1998	22	\$ -	\$ -	\$ -	\$ 117,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LINCOLNSHIRE DR	76	2012	8	\$ -	\$ -	\$ -	\$ 398,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LONDONDERRY LN	80	NA	NA	\$ -	\$ -	\$ -	\$ 81,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2000	20	\$ -	\$ -	\$ -	\$ -	\$ 145,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2000	20	\$ -	\$ -	\$ -	\$ -	\$ 163,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ 140,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMBERLAND DR	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ 23,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELSINOOR DR	53	2009	11	\$ -	\$ -	\$ -	\$ -	\$ 156,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BARCLAY BLVD	47	2003	17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 322,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	1982	38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	1998	22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	1986	34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OXFORD DR	53	2003	17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	1996	24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	1996	24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 158,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PLYMOUTH CT	50	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 109,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SHEFFIELD CT	62	1996	24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 127,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ABBEY RD	47	2012	8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHARLESTOWNE CT	47	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ESSEX LN	53	1998	22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 243,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LANCASTER LN	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LANCASTER LN	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LANCASTER LN	53	2005	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 113,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MELROSE LN	64	2000	20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 173,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	47	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,300.00	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	62	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,900.00	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	53	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 139,000.00	\$ -	\$ -	\$ -	\$ -	\$ -
OLDE HALF DAY RD	44	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 131,300.00	\$ -	\$ -	\$ -	\$ -	\$ -
TOWER PKWY	39	2002	18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 501,800.00	\$ -	\$ -	\$ -	\$ -	\$ -

Appendix 3C

Street	IMS Rating	Last Year Repaired	Pavement Age	Repair Year													
				2021	2022	2023	2024	2025	2026	2027	2028	2029	2030				
BROOKWOOD LN	62	NA	NA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,100.00	\$ -	
KNIGHTSBRIDGE PKWY	47	2002	18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 817,200.00	\$ -	
MARRIOTT DR	44	2002	18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 487,200.00	
MARRIOTT DR	44	1997	23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000.00	
ROADWAY SUBTOTAL				\$ 607,200.00	\$ 622,300.00	\$ 704,200.00	\$ 730,300.00	\$ 629,500.00	\$ 1,019,400.00	\$ 824,900.00	\$ 939,300.00	\$ 1,034,300.00	\$ 837,200.00				
ANNUAL TOTAL MILES				0.26	0.96	1.08	1.10	0.91	2.13	1.09	0.97	1.00	0.87				
ANNUAL PATCHING				\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00			
ANNUAL CRACKSEALING				\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00			
ANNUAL TOTAL COST*				\$ 732,200.00	\$ 747,300.00	\$ 829,200.00	\$ 855,300.00	\$ 754,500.00	\$ 1,144,400.00	\$ 949,900.00	\$ 1,064,300.00	\$ 1,159,300.00	\$ 962,200.00				
*Includes 4.4% annual cost increase													10-YEAR PLAN TOTAL		\$ 9,198,600.00		
Only Reconstruction of Village Green													Total Miles		10.36		
Includes 20% Match for Barclay Blvd													Annual Average Miles		1.04		

Summary of Capital Funds

1 2 3 4 5 6 7 8 9 10

Fund	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10-Year Total
Facilities	\$797,500	\$295,000	\$395,000	\$50,000	\$275,000	\$505,000	\$570,000	\$430,000	\$150,000	\$305,000	\$595,000	\$4,367,500
Equipment	\$144,500	\$222,872	\$293,500	\$65,000	\$148,000	\$52,500	\$354,000	\$147,500	\$245,000	\$270,000	\$78,000	\$2,020,872
Furniture & Fixtures	\$0	\$40,000	\$0	\$20,000	\$0	\$0	\$172,000	\$50,000	\$20,000	\$20,000	\$0	\$322,000
Infrastructure-Storm Sewer	\$520,000	\$1,100,000	\$4,550,000	\$4,365,000	\$7,520,000	\$370,000	\$2,300,000	\$735,000	\$220,000	\$220,000	\$220,000	\$22,120,000
Infrastructure-Water	\$2,770,500	\$4,224,000	\$1,223,000	\$2,297,000	\$1,506,000	\$970,000	\$867,500	\$1,738,500	\$1,807,000	\$1,200,000	\$1,100,000	\$19,703,500
Infrastructure-Sanitary	\$367,500	\$385,875	\$405,169	\$505,427	\$529,199	\$469,033	\$492,485	\$567,109	\$717,332	\$444,724	\$427,585	\$5,311,438
Infrastructure-Parks & Paths	\$1,484,500	\$360,000	\$907,000	\$405,000	\$515,000	\$265,000	\$957,000	\$524,000	\$237,000	\$380,000	\$210,000	\$6,244,500
Infrastructure-Roadways	\$1,392,500	\$1,660,500	\$1,495,500	\$1,335,500	\$1,415,500	\$1,415,500	\$2,058,750	\$1,707,500	\$1,682,500	\$1,850,000	\$1,850,000	\$17,863,750
Vehicle Replacement	\$150,000	\$265,000	\$570,000	\$515,000	\$345,000	\$350,000	\$525,000	\$350,000	\$215,000	\$175,000	\$150,000	\$3,610,000
Total	\$7,627,000	\$8,553,247	\$9,839,169	\$9,557,927	\$12,253,699	\$4,397,033	\$8,296,735	\$6,249,609	\$5,293,832	\$4,864,724	\$4,630,585	\$81,563,560

Facilities

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Approved Budget

Project Location	Project Name	Brief Description	Year End Projection	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10 Year Total
Village Hall	Facilities Improvement - VH	Route 22 Access Driveway - Engineering/Permitting													\$0
Village Hall	Facilities Improvement - VH	Cont Srv- Painting Exterior Village Hall												\$10,000	\$10,000
PWF	Facilities Improvement - PWF	Cont Srv- Painting Interior PW Garage												\$15,000	\$15,000
PWF	Facilities Improvement - PWF	Cont Srv- Painting Exterior - Various Areas	\$25,000	\$25,000											\$0
PWF	Facilities Improvement - PWF	Cont Srv- Painting Diesel Tank			\$10,000										\$10,000
Village Hall	Facilities Improvement - VH	Cont Srv- Interior Painting- Various Areas				\$25,000		\$25,000							\$50,000
Village Hall	Facilities Improvement - VH	Cont Srv- Interior Painting- Police Department Offices												\$20,000	\$20,000
PWF / LLS	Facilities Improvement - PWF	Underground Storage Tank Repairs	\$13,000	\$20,000											\$0
Village Hall	Facilities Improvement - VH	Police Dep Roof Repairs			\$45,000										\$45,000
Village Hall	Facilities Improvement - VH	Fan/heater Replacement- VH							\$50,000			\$50,000			\$100,000
Village Hall	Facilities Improvement - VH	HVAC A/C Compressor/Refridgerant Replacement- VH				\$120,000									\$120,000
PWF	Facilities Improvement - PWF	HVAC Boiler Replacement- PW						\$50,000							\$50,000
45 Londonderry	Facilities Improvement - 45 Londonderry	Security Gate- 45 Londonderry			\$25,000										\$25,000
Village Hall	Facilities Improvement - VH	Aeration System Installation										\$10,000			\$10,000
Village Hall	Facilities Improvement - VH	Flooring Replace Village Hall	\$10,000	\$120,000	\$100,000				\$75,000						\$175,000
Village Hall	Facilities Improvement - VH	Route 22 Access Driveway - Construction													\$0
Village Hall	Facilities Improvement - VH	Paver brick replacement in circle drive										\$50,000			\$50,000
Village Hall	Facilities Improvement - VH	Various concrete and brick repairs				\$10,000			\$20,000				\$25,000		\$55,000
Village Hall	Facilities Improvement - VH	Various concrete capstone replacement/brick wall repair	\$110,000	\$95,000								\$40,000			\$40,000
Village Hall	Facilities Improvement - VH	Bathroom/locker room upgrades							\$10,000	\$100,000					\$110,000
Village Hall	Facilities Improvement - VH	employee entrance awnings								\$20,000					\$20,000
Village Hall	Facilities Improvement - VH	Handicap accessible upgrades				\$25,000									\$25,000
Village Hall	Facilities Improvement - VH	HVAC Boiler Replacement- VH						\$200,000							\$200,000
Village Hall	Facilities Improvement - VH	Kitchen Area Refinish- VH								\$15,000					\$15,000
Village Hall	Facilities Improvement - VH	Public Facility signage				\$15,000									\$15,000
Village Hall	Facilities Improvement - VH	Security Improvements- VH (External/Internal)	\$5,000	\$90,000	\$90,000										\$90,000
PWF	Facilities Improvement - PWF	HVAC Improvements PWF			\$25,000				\$50,000						\$75,000
PWF	Facilities Improvement - PWF	Flooring Replace PWF										\$20,000			\$20,000
Village Hall	Facilities Improvement - VH	HVAC A/C & Controller Replacement- VH							\$250,000						\$250,000
PWF	Facilities Improvement - PWF	Security System- PWF	\$12,000	\$50,000											\$0
PWF	Facilities Improvement - PWF	PWF Building Lighting Upgrades				\$50,000									\$50,000
Village Hall	Facilities Improvement - VH	Village Hall Emergency Power Upgrades	\$7,500	\$7,500										\$550,000	\$550,000
Village Hall	Facilities Improvement - VH	Village Hall Exterior Lighting Upgrades								\$35,000					\$35,000
PWF	Facilities Improvement - PWF	Window Treatments	\$0	\$10,000											\$0
Village Hall	Facilities Improvement - VH	Front Desk Reconstruction				\$50,000									\$50,000
PWF	Site Improvements - PWF	Site Improvements- PWF	\$25,000	\$25,000		\$150,000					\$250,000				\$400,000
PWF	Facilities Improvement - PWF	Public Works Parking Lot Resurface	\$218,200	\$250,000											\$0
Village Hall	Facilities Improvement - VH	Village Hall Parking Lot, Sidewalk, Curb Improvements								\$300,000					\$300,000
45 Londonderry	Facilities Improvement - 45 Londonderry	Storage Building Rehab Project								\$50,000					\$50,000
ESR/WSR	Facilities Improvement - W/S	Lift station and ESR and WSR heating and ventilation									\$100,000				\$100,000
Village Hall	Facilities Improvement - VH	office enclosure at village hall									\$50,000				\$50,000
Village Hall	Facilities Improvement - VH	Village Hall Irrigation System Replacement									\$30,000				\$30,000
PWF	Facilities Improvement - PWF	Various concrete & brick wall repair							\$100,000			\$40,000			\$140,000
PWF	Facilities Improvement - PWF	Air condition in fleet office										\$20,000			\$20,000
PWF	Facilities Improvement - PWF	Refinish shop floor											\$100,000		\$100,000
Village Hall	Facilities Improvement - VH	Microlink Connection- VH	\$85,000	\$85,000											
Village Hall	Facilities Improvement - VH	Various VH Site Improvements - detention pond											\$100,000		\$100,000

\$510,700	\$777,500	\$295,000	\$395,000	\$50,000	\$275,000	\$505,000	\$570,000	\$430,000	\$150,000	\$305,000	\$595,000	\$3,570,000
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Equipment

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Approved Budget

Project Name	Brief Description	Year End Projection	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10 Year Total
Microlink Connection – VH	Microlink Connection – VH	\$0	\$0											
Small Equipment Replacement	Misc. Wheel Balancer							\$10,000						\$10,000
Police	Equip- Radar Units													\$0
Police	Bodycamera Computer Storage								\$10,000					\$10,000
Police	Equip- AED			\$12,172										\$12,172
Police	Livescan Electronic Fingerprint System												\$15,000	\$15,000
Server Replacement	Server Replacement			\$113,000			\$20,000							\$133,000
Administration	VH Document Management System				\$20,000									\$20,000
Medium Equipment Replacement	Trailer (blue) # 261			\$8,000										\$8,000
Medium Equipment Replacement	Trailer (Wells Cargo) # 262				\$20,000									\$20,000
Medium Equipment Replacement	Trailer (Dynaweld) # 263						\$20,000							\$20,000
Medium Equipment Replacement	Trailer (Wells Cargo) # 264							\$15,000						\$15,000
Medium Equipment Replacement	Trailer (Conkhrite 4000) # 265									\$10,000				\$10,000
Large Equipment Replacement	Tractor (Kubota mini-excavator) # 316				\$75,000									\$75,000
Large Equipment Replacement	Fork Lift Nissan # 325					\$15,000						\$100,000		\$115,000
Medium Equipment Replacement	Turf Maint. Mower 72" Riding													\$0
Medium Equipment Replacement	Turf Maint. Mower 62" Riding													\$0
Medium Equipment Replacement	Machine - Toro Groundmaster 7200 Z-Turn Mower - 72" Deck						\$25,000							\$25,000
Medium Equipment Replacement	Machine - Toro Groundmaster 7200 Z-Turn Mower - 62" Deck						\$25,000							\$25,000
Medium Equipment Replacement	Utility Cart (Bobcat) # 417	\$18,569	\$20,000						\$28,000				\$28,000	\$56,000
Medium Equipment Replacement	Utility Cart (Club Car) # 418	\$8,900	\$12,000				\$15,000					\$15,000		\$30,000
Large Equipment Replacement	Sewer Flusher # 502								\$185,000					\$185,000
Large Equipment Replacement	Mower w/ Conversion (Toro 7210) # 509				\$50,000									\$50,000
Large Equipment Replacement	Chipper # 600								\$40,000					\$40,000
Medium Equipment Replacement	Utility Cart (Kubota RTV 1100) # 700				\$25,000					\$25,000				\$50,000
Medium Equipment Replacement	Turf Maint. Topdresser (TURFCO 85460) # 701				\$20,000									\$20,000
Large Equipment Replacement	Tractor (Kubota L5740) # 704								\$46,000					\$46,000
Medium Equipment Replacement	Trailer Equipment - Tapco Message Board										\$25,000			\$25,000
Medium Equipment Replacement	Misc. Portable Message Board (Ver-mac) # 705						\$28,000							\$28,000
Medium Equipment Replacement	Utility Cart (Workman MDX) # 706	\$13,986	\$15,000										\$15,000	\$15,000
Medium Equipment Replacement	Turf Maint. Riding Mower (Toro 3505D) # 707										\$30,000			\$30,000
Medium Equipment Replacement	Turf Maint. Infield Machine (Toro Sandpro 540) # 708					\$15,000								\$15,000
Large Equipment Replacement	Tractor (Kubota Mini-loader) # 709										\$85,000			\$85,000
Medium Equipment Replacement	Turf Maint. Slit Seeder (Befco) # 711							\$20,000						\$20,000
Large Equipment Replacement	Turf Maint. Aerator (Wiedenmann) # 712				\$35,000									\$35,000
Medium Equipment Replacement	Turf Maint. Aerator (Ryan 544317) # 713					\$15,000								\$15,000
Small Equipment Replacement	Misc. Concrete Saw # 736						\$15,000							\$15,000
Small Equipment Replacement	Misc. Pressure Washer			\$10,000										\$10,000
Small Equipment Replacement	Misc. Tire Changer					\$10,000							\$15,000	\$25,000
Small Equipment Replacement	Chipper cap									\$10,000				\$10,000
Small Equipment Replacement	Patch wagon										\$30,000			\$30,000
Small Equipment Replacement	Backhoe Bucket Scale								\$10,000					\$10,000
Small Equipment Replacement	6" pump									\$30,000				\$30,000
Small Equipment Replacement	4" pump									\$30,000				\$30,000
Small Equipment Replacement	Shop air compressor									\$20,000				\$20,000
Small Equipment Replacement	Loader bucket scale										\$15,000			\$15,000
Small Equipment Replacement	Small roller										\$25,000			\$25,000
Small Equipment Replacement	Brine Maker	\$75,000	\$75,000											\$0
Small Equipment Replacement	Fuel system replacement									\$50,000				\$50,000
Medium Equipment Replacement	Trailer - Wells Cargo Emergency Response										\$25,000			\$25,000
Medium Equipment Replacement	Tractor Implement - Lely Fertilizer Spreader										\$10,000			\$10,000
Medium Equipment Replacement	Trailer Equipment - Ingersoll Rand Air Compressor										\$25,000			\$25,000
Medium Equipment Replacement	Trailer Equipment - AG Systems 1,000 Gallon Water Wagon										\$15,000			\$15,000
Medium Equipment Replacement	Trailer - Light Equipment Transport (replaces easement machine trailer)	\$7,089	\$7,500											\$0
Small Equipment Replacement	Shop Equipment - Diagnostic Scan Tool	\$15,000	\$15,000								\$15,000			\$15,000
Small Equipment Replacement	Printer Replacement - PW Printer												\$5,000	\$5,000
Small Equipment Replacement	Printer Replacement - Police Records				\$4,700					\$15,000				\$19,700
Small Equipment Replacement	Printer Replacement - Large Format Plotter									\$7,500				\$7,500
Small Equipment Replacement	Printer Replacement - Dory							\$7,500						\$7,500
Small Equipment Replacement	Printer Replacement - Meme (JG)				\$8,500									\$8,500
Facilities Improvement - VH	Phone system upgrades			\$12,500										\$12,500
Facilities Improvement - PWF	Phone system upgrades			\$12,500										\$12,500
Facilities Improvement - PWF	New Scanner/Copier								\$15,000					\$15,000
Facilities Improvement - VH	Equip: Media VH- Board Room and Media Room Upgrades				\$40,000									\$40,000
Facilities Improvement - PWF	Security System- PWF			\$50,000										\$50,000
Facilities Improvement - Villagewide	Weather monitoring cameras									\$50,000				\$50,000
Trailer mounted generator	Trailer mounted generator							\$20,000						\$20,000
Medium Equipment Replacement	600 Gallon Water Wagon					\$10,000								\$10,000
GRAND TOTAL		\$138,545	\$144,500	\$222,872	\$293,500	\$65,000	\$148,000	\$52,500	\$354,000	\$147,500	\$245,000	\$270,000	\$78,000	\$1,876,372

Furniture & Fixtures

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Approved Budget

Project Location	Project Name	Brief Description	Year End Projection	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10 Year Total
Public Works	Facilities Improvement - PWF	Security System PWF													\$0
PWF	Facilities Improvement - PWF	Office Furniture PWF									\$12,000				\$12,000
Village Hall	Facilities Improvement - VH	Furniture- Outside VH Replacement								\$12,000					\$12,000
Village Hall	Facilities Improvement - VH	Furniture Replacement- Village Hall										\$20,000			\$20,000
PWF	Facilities Improvement - VH	Board Room/Community Room Chairs											\$20,000		\$20,000
Village Hall	Facilities Improvement - VH	Furniture Replacement- PD					\$20,000								\$20,000
Village Hall	Facilities Improvement - VH	Drinking fountain, Faucet & Flush Valves- Village Hall			\$20,000										\$20,000
Public Works	Facilities Improvement - PWF	Drinking fountain, Faucet & Flush Valves- Public Works	\$0	\$0	\$20,000										\$20,000
PWF	Facilities Improvement - PWF	Window Treatments	\$0	\$0						\$15,000					\$15,000
Public Works	Facilities Improvement - PWF	PWF Landscape Improvements									\$10,000				\$10,000
Public Works	Facilities Improvement - PWF	PWF Office Furniture Upgrades									\$8,000				\$8,000
Village Hall	Facilities Improvement - VH	Window Treatments								\$20,000					\$20,000
Village Hall	Facilities Improvement - VH	Window Replacements								\$50,000					\$50,000
PWF	Facilities Improvement - PWF	Window Replacements								\$75,000					\$75,000
Village Hall	Facilities Improvement - VH	Holiday Light Display for Path System									\$20,000				\$20,000
GRAND TOTAL			\$0	\$0	\$40,000	\$0	\$20,000	\$0	\$0	\$172,000	\$50,000	\$20,000	\$20,000	\$0	\$322,000

Infrastructure: Storm Sewer Improvements

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Approved Budget

Project Location	Project Name	Brief Description	Year End Projection	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10 Year Total
	Infrastructure - Storm Sewer	Infra- Storm Sewer Lining	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$200,000
Cumberland	Storm Sewer Improvement	77 Cumberland to 90 Lincolnshire (New Repair)						\$ 300,000							\$300,000
Lincolnshire Drive/Londonderry	Storm Sewer Improvement	Lincolnshire Drive Drainage improvements	\$ 175,000	\$ 175,000											\$0
Various Locations	Detention Basin Engineering	Detention Basin Engineering Study			\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$200,000
Various Locations	Detention Basin Construction	Detention Basin Construction			\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$1,800,000
12 Queensway	Storm Sewer Improvement	Storm Liline Replacement - (above ditchline)	\$ 260,000	\$ 260,000											\$0
4 Queensway to ESR	Stream Bank Improvement	Ditchline/Detention Construction			\$ 150,000										\$150,000
4 Queensway to ESR	Stream Bank Improvement	Ditchline/Detention Phase II			\$ 40,000										\$40,000
4 Queensway to ESR	Stream Bank Improvement	Ditchline/Detention Phase III			\$ 20,000										\$20,000
Rear yard 17, 19, 21 Mayfair	Storm Water Engineering	Mayfair Detention and Storm Line Phase I & II	\$ 15,000	\$ 15,000											\$0
Lincolnshire Drive South	Storm Sewer Engineering	Lincolnshire Drive South - Phase I & II			\$ 250,000	\$ 150,000	\$ 170,000								\$570,000
Lincolnshire Drive South	Storm Sewer Engineering	Lincolnshire Drive South Construction Engineering						\$ 500,000							\$500,000
Lincolnshire Drive South	Storm Sewer Construction	Lincolnshire Drive South - Construction						\$ 6,500,000							\$6,500,000
Lincolnshire Drive North	Storm Sewer Engineering	Lincolnshire Drive North - Phase I & II			\$ 150,000	\$ 150,000									\$300,000
Lincolnshire Drive North	Storm Sewer Engineering	Lincolnshire Drive North Construction Engineering					\$ 275,000								\$275,000
Lincolnshire Drive North	Storm Sewer Construction	Lincolnshire Drive North - Construction					\$ 3,700,000								\$3,700,000
Southeast Windsor Drive	Storm Sewer Engineering	Southeast Windsor Drive - Phase I & II			\$ 270,000										\$270,000
Southeast Windsor Drive	Storm Sewer Engineering	Southeast Windsor Drive Construction Engineering				\$ 280,000									\$280,000
Southeast Windsor Drive	Storm Sewer Construction	Southeast Windsor Drive Construction				\$ 3,750,000									\$3,750,000
Lincolnshire Creek -Coventry Lane	Storm Water Engineering	Lincolnshire Creek -Coventry Lane - Phase I & II							\$ 150,000						\$150,000
Lincolnshire Creek -Covntry Lane	Storm Water Engineering	Lincolnshire Creek -Coventry Lane Construction Engineering							\$ 140,000						\$140,000
Lincolnshire Creek -Covntry Lane	Storm Sewer Construction	Lincolnshire Creek -Coventry Lane - Construction							\$ 1,900,000						\$1,900,000
Surrey Lane	Storm Sewer Engineering	Surrey Lane - Phase I & II							\$ 40,000						\$40,000
Surrey Lane	Storm Sewer Engineering	Surrey Lane Construction Engineering							\$ 40,000						\$40,000
Surrey Lane	Storm Sewer Construction	Surrey - Construction							\$ 475,000						\$475,000
Villagewide	Storm Sewer Study	Study of capacity of storm sewer capicty	\$ 50,000	\$ 50,000											\$0
GRAND TOTAL			\$520,000	\$520,000	\$1,100,000	\$4,550,000	\$4,365,000	\$7,520,000	\$370,000	\$2,300,000	\$735,000	\$220,000	\$220,000	\$220,000	\$21,600,000

Infrastructure: Water Improvements-Capital

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Approved Budget

Project Location	Project Name	Brief Description	Year End Projection	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10 Year Total
	Water System Engineering	Prof Serv- Corrosion Survey Transmission Main 30"	\$10,500	\$10,500			\$11,000			\$11,500					\$22,500
	Water Station Improvement	Cont Serv- Reservoir Clean & Inspect- Eastside and Westside			\$23,000					\$25,000					\$48,000
ESR	Water Facility Improvement	ESR Internal Bypass Piping			\$35,000										\$35,000
TBD	Water System Engineering	Hydraulic Water Modeling (Software and Calibration)	\$110,000	\$100,000				\$26,000							\$26,000
Riverwoods Road - Duffy Lane to Half Day Road	Engineering	Riverwoods S. Watermain Replace Design & Bid	\$20,000												\$0
Riverwoods Road - Duffy Lane to Half Day Road	Water Infrastructure Improvement	Riverwoods S. Watermain Replace Construction	\$0	\$2,300,000	\$2,300,000										\$2,300,000
Riverwoods Road - Duffy Lane to Half Day Road	Engineering	Riverwoods S. Watermain Replace Const. Eng.	\$0	\$100,000	\$100,000										\$100,000
Riverwoods Road - Half Day Road to Brampton	Engineering	Riverwoods N. Watermain Replace - Design & Bid	\$77,000	\$100,000											\$0
Riverwoods Road - Half Day Road to Brampton	Water Infrastructure Improvement	Riverwoods N Watermain Replace Construction			\$1,580,000										\$1,580,000
Riverwoods Road - Half Day Road to Brampton	Engineering	Riverwoods N. Watermain Replace Constr. Eng.			\$90,000										\$90,000
Rte. 21 from Olde Half Day Road to Marriott Drive	Water System Engineering	Rte. 21 Watermain Replacement Design & Bid										\$93,000			\$93,000
Rte. 21 from Olde Half Day Road to Marriott Drive	Water Infrastructure Improvement	Rte. 21 Watermain Replace Const. Eng.									\$66,500				\$66,500
Rte. 21 from Olde Half Day Road to Marriott Drive	Water Infrastructure Improvement	Rte. 21 Watermain Replace Construction										\$781,000			\$781,000
ESR	Water Facility Improvement	Variable Speed Motor Drive - Replacement			\$26,000										\$26,000
WSR	Water Facility Improvement	Variable Speed Motor Drive- New				\$60,000									\$60,000
ESR	Water Facility Improvement	Variable Speed Motor Drive - Replacement					\$28,000								\$28,000
Northampton Replacement	Watermain System Engineering	Northampton Replacement Design & Bid			\$70,000										\$70,000
Northampton Replacement	Engineering	Northampton Replacement- Const. Eng.				\$90,000									\$90,000
Northampton Replacement	Water Infrastructure Improvement	Whitmore Watermain loop Construction				\$1,000,000									\$1,000,000
NA	Water Infrastructure Improvement	SCADA System Replacement	\$206,000												\$0
Oxford Drive, Yorkshire Drive - LSD to Riverwoods	Engineering	Oxford/Yorkshire/Wiltshire Watermain Replace Design & Bid				\$73,000									\$73,000
Oxford Drive, Yorkshire Drive - LSD to Riverwoods	Engineering	Oxford/Yorkshire/Wiltshire Watermain Replace Const. Eng.					\$93,000								\$93,000
Oxford Drive, Yorkshire Drive - LSD to Riverwoods	Water Infrastructure Improvement	Oxford/Yorkshire/Wiltshire Watermain Replace Construction					\$2,035,000								\$2,035,000
45 Londonderry to Oxford Drive along LSD	Engineering	45 Londonderry to Oxford Drive/Marriott Connection Design and Bid								\$75,000					\$75,000
45 Londonderry to Oxford Drive along LSD	Engineering	45 Londonderry to Oxford Drive/Marriott Connection Construction Eng.									\$100,000				\$100,000
45 Londonderry to Oxford Drive along LSD	Water Infrastructure Improvement	45 Londonderry to Oxford Drive/Marriott Connection Construction									\$1,500,000				\$1,500,000
Stafford to Farrington Circle	Engineering	Stafford to Farrington Circle - watermain loop Design and Bid							\$70,000						\$70,000
Stafford to Farrington Circle	Engineering	Stafford to Farrington Circle - watermain loop Const Eng.								\$90,000					\$90,000
Stafford to Farrington Circle	Water Infrastructure Improvement	Stafford to Farrington Circle - watermain construction								\$666,000					\$666,000
Cumberland watermain upsizing 4" to 8"	Engineering	Cumberland watermain upsizing 4" to 8" - Design Eng					\$130,000								\$130,000
Cumberland watermain upsizing 4" to 8"	Engineering	Cumberland watermain upsizing 4" to 8"						\$100,000							\$100,000
Cumberland watermain upsizing 4" to 8"	Water Infrastructure Improvement	Cumberland watermain upsizing 4" to 8"						\$1,300,000							\$1,300,000
Plymouth from Lancaster to Cambridge upsizing	Engineering	Plymouth from Lancaster to Cambridge upsizing						\$80,000							\$80,000
Plymouth from Lancaster to Cambridge upsizing	Engineering	Plymouth from Lancaster to Cambridge upsizing - const eng							\$100,000						\$100,000
Plymouth from Lancaster to Cambridge upsizing	Water Infrastructure Improvement	Plymouth from Lancaster to Cambridge upsizing							\$800,000						\$800,000
Prairie from Brockman to Port Clinton	Engineering	Prairie Watermain loop - Const Eng										\$75,000			\$75,000
Prairie from Brockman to Port Clinton	Engineering	Prairie Watermain loop Design & Bid									\$72,000				\$72,000
Prairie from Brockman to Port Clinton	Water Infrastructure Improvement	Prairie Watermain loop - Construction										\$758,000			\$758,000
TBD	Engineering	TBD - Design & Bid									\$100,000		\$100,000		\$200,000
TBD	Water Infrastructure Improvement	TBD- Construction											\$1,000,000	\$1,000,000	\$2,000,000
TBD	Engineering	TBD - Const Eng											\$100,000	\$100,000	\$200,000
WSR	Water Infrastructure Improvement	WSR Water Quality Improvements	\$160,000	\$160,000											\$0

GRAND TOTAL	\$583,500	\$2,770,500	\$4,224,000	\$1,223,000	\$2,297,000	\$1,506,000	\$970,000	\$867,500	\$1,738,500	\$1,807,000	\$1,200,000	\$1,100,000	\$16,933,000
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Infrastructure: Sanitary Sewer Improvements-Capital

1 2 3 4 5 6 7 8 9 10

Project Location	Project Name	Brief Description
Various	Infrastructure - Sanitary Sewer	Miscellaneous Repairs
Various	Sanitary Sewer Engineering	Engineering-Sanitary Sewer Rehabilitation
Various	Infrastructure - Sanitary Sewer	Sanitary Sewer Lining Repairs
Milwaukee Avenue	Infrastructure Improvement	Construction Engineering
Milwaukee Avenue	Infrastructure Improvement	Construction
Milwaukee Avenue	Infrastructure Improvement	Sanitary Sewer Modifications - Milwaukee Ave.
Old Mill C. Station	Lift Station Improvement	Pump Control System
Northampton Station	Lift Station Improvement	Pump Control System

GRAND TOTAL

Approved Budget

Year End Projection	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10 Year Total
\$100,000	\$157,500	\$165,375	\$173,644	\$182,326	\$191,442	\$201,014	\$211,065	\$221,618	\$232,699	\$244,334	\$256,551	\$2,080,069
\$105,000	\$105,000	\$110,250	\$115,763	\$121,551	\$127,628	\$134,010	\$140,710	\$147,746	\$37,500	\$37,500		\$972,656
\$105,000	\$105,000	\$110,250	\$115,763	\$121,551	\$127,628	\$134,010	\$140,710	\$147,746	\$155,133	\$162,889	\$171,034	\$1,386,713
									\$50,000			\$50,000
									\$242,000			\$242,000
								\$50,000				\$50,000
				\$80,000								\$80,000
					\$82,500							\$82,500

\$310,000 \$367,500 \$385,875 \$405,169 \$505,427 \$529,199 \$469,033 \$492,485 \$567,109 \$717,332 \$444,724 \$427,585 \$4,943,938

Infrastructure: Parks & Paths-Capital

1 2 3 4 5 6 7 8 9 10

Approved Budget

Project Location	Brief Description	Year End Projection	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10 Year Total
Various	Tree Bank- Forestry	\$50,000	\$50,000											\$0
Various	Pedestrian Bridge Inspections	\$10,000	\$10,000	\$10,000		\$10,000	\$10,000	\$10,000			\$10,000			\$50,000
Balzer Park	Balzer Tennis Court Resurface												\$50,000	\$50,000
Balzer Park	Balzer Basketball Court Colorcoat								\$7,000					\$7,000
Balzer Park	Lacrosse Ball Wall												\$15,000	\$15,000
Bicentennial Park	Bicentennial Playground Upgrades (2005 Install)				\$55,000									\$55,000
North Park	North Park - Baseball Foul Ball Netting				\$20,000			\$10,000						\$30,000
North Park	North Park Tennis Court Resurface												\$0	\$0
North Park	North Park - Garbage can repainting									\$35,000				\$35,000
North Park	North Park Playground Upgrades						\$60,000							\$60,000
Spring Lake Park	Spring Lake Park - Water Toy Replacement									\$24,000				\$24,000
Spring Lake Park	Spring Lake Playground Upgrades								\$80,000					\$80,000
Spring Lake Park	Spring Lake Park Tennis Court Colorcoat								\$12,000					\$12,000
Whytegate Park	Whytegate Basketball Court Resurface												\$45,000	\$45,000
Whytegate Park	Whytegate Tennis Court Resurface	\$115,000	\$125,000											\$0
Whytegate Park	Whytegate Park Playground, Workout Upgrades (2003 Install)								\$190,000					\$190,000
Whytegate Park	Whytegate Park Lighting Upgrades					\$40,000								\$40,000
North Park	North Park Covered Equipment Storage Replacement (Design and Construction)	\$61,990	\$70,000											\$0
North Park	Roof Replacement- North Park								\$200,000					\$200,000
North Park	Concession building improvements					\$75,000								\$75,000
Spring Lake	Spring Lake Park HVAC Upgrades (Replace Heater, Add A/C)				\$15,000									\$15,000
Spring Lake	Cont Srv- Painting Exterior Spring Lake													\$0
North Park	North Park Electrical Upgrades								\$100,000					\$100,000
Rivershire Park	Rivershire Fence Replacement	\$50,000	\$50,000											\$0
Whytegate Park	Whytegate Park Fence Relocation-Clearing	\$3,500	\$10,000											\$0
North Park	Lighting upgrades	\$55,000	\$100,000											\$0
Various	Corridor Enhancement Program-Stage 3A - Riverwoods Road	\$120,450	\$200,000											\$0
Various	Corridor Enhancement Program-Stage 3B - Westminster Way	\$42,750	\$64,000											\$0
Various	Corridor Enhancement Program-Stage 3C - Milwaukee Avenue - IL 22 to Rivershire								\$325,000					\$325,000
North Park	North Park Granite Path Resurfacing													\$0
Various	Natural Area Boardwalk Replacements			\$35,000	\$37,000	\$30,000	\$30,000							\$132,000
Various	Bike Path Resurfacing - Various Areas	\$315,000	\$315,000			\$150,000				\$150,000				\$300,000
Balzer Park	Balzer Parking Lot Resurface								\$18,000					\$18,000
North Park	North Park TBD Improvements for Tennis Court			\$20,000	\$500,000									\$520,000
North Park	North Park Parking Lot Resurface	\$401,100	\$340,000											\$0
North Park	North Park - Bridge Refurbishment													\$0
North Park	North Park Hardscape Repairs							\$25,000						\$25,000
North Park	North Park Seating Replacement			\$60,000										\$60,000
North Park	North Park Outfield Fence		\$5,500											\$0
North Park	North Park Picnic Area Tent Replacement			\$15,000										\$15,000
Olde Mill Park	Olde Mill Parking Lot Resurface										\$17,000			\$17,000
Rivershire Park	Rivershire Parking Site Improvements				\$160,000									\$160,000
Rivershire Park	Rivershire Park Bridge Refurbishing	\$0	\$30,000	\$30,000										\$30,000
Various	Parks Entrance Sign Replacements			\$75,000										\$75,000
Various	Parks Sign/Post Replacements	\$15,000	\$15,000	\$15,000			\$15,000							\$30,000
Village Hall	Village Kiosk Replacement- VH	\$5,000	\$100,000					\$100,000						\$100,000
Various	Prof. Services for Park Entry Sign Desin Concepts													\$0
Various	Various park drainage improvements				\$20,000			\$20,000			\$50,000			\$90,000
Various	TBD Parks Poured in Place Playground Surface			\$100,000		\$100,000		\$100,000		\$100,000		\$100,000	\$100,000	\$600,000
Spring Lake Park	Spring Lake Park Bridge Replacements											\$225,000		\$225,000
North Park	North Park Basketball Court Resurfacing				\$65,000									\$65,000
Olde Mill Park	Olde Mill Park Retaining Wall Installation								\$25,000					\$25,000
Pocket Park	Pocket Park Bridge Refurbishment											\$55,000		\$55,000
North Park	Cont Srv- Painting Exterior North Park													\$0
Olde Mill Park	Olde Mill Playground Upgrades						\$75,000							\$75,000
Olde Mill Park	Olde Mill Fence Replacement									\$50,000				\$50,000
Whytegate Park	Whytegate Park Archway/Gazebo Replacement						\$125,000							\$125,000
Downtown Area	Pocket Park (Const & Eng)													\$0
North Park	HVAC Replacements- North Park						\$35,000							\$35,000
North Park	North Park Athletic Field Lighting Replacements										\$70,000			\$70,000
Balzer Park	Balzer Tennis Court Colorcoating													\$0
Balzer Park	Balzer Parking Natural Area Site Improvements Engineering									\$20,000				\$20,000
Balzer Park	Balzer Parking Natural Area Site Improvements Construction									\$10,000				\$10,000
Spring Lake Park	Spring Lake Parking Lot Resurface						\$55,000							\$55,000
Whytegate Park	Whytegate Park Historic Fence Replacement									\$150,000				\$150,000
North Park	North Park Exterior Fence Replacement						\$110,000							\$110,000
Trailhead Park	Various park improvements										\$20,000			\$20,000
Pocket Park	Various park improvements										\$20,000			\$20,000
Memorial Park	Gazebo Replacement									\$35,000				\$35,000
North Park	Soccer Goal Replacement				\$35,000									\$35,000
	GRAND TOTAL	\$1,244,790	\$1,484,500	\$360,000	\$907,000	\$405,000	\$515,000	\$265,000	\$957,000	\$524,000	\$237,000	\$380,000	\$210,000	\$4,760,000

Infrastructure: Roadways-Capital

1 2 3 4 5 6 7 8 9 10

Approved Budget

Project Location	Brief Description	Year End Projection	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10 Year Total
Various Locations	MFT Funding		\$0	\$0	\$0									\$0
Various Locations	Street Name Sign / Post Replacement	\$7,500	\$7,500		\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500			\$52,500
Brampton E, Stafford, Brampton Courts	Phase II Engineering - Road Resurfacing Project	\$50,000	\$75,000											\$0
Brampton E, Stafford, Brampton Courts	Road Resurfacing Project	\$406,650	\$550,000											\$0
Marriott, Cedar, Elmwood, Hickory, Oakwood	Road Resurfacing Project			\$865,500										\$865,500
Marriott, Cedar, Elmwood, Hickory, Oakwood	Road Resurfacing Project - Engineering PH II & III			\$165,000										\$165,000
Knightsbridge, Overlook, Tower, Olde Half Day	Road Resurfacing Project				\$1,260,000									\$1,260,000
Knightsbridge, Overlook, Tower, Olde Half Day	Road Resurfacing Project - Engineering PH II & III				\$208,000									\$208,000
Oxford, Wiltshire, Yorkshire, Essex, Melrose	Road Resurfacing Project					\$1,100,000								\$1,100,000
Oxford, Wiltshire, Yorkshire, Essex, Melrose	Road Resurfacing Project - Engineering PH II & III					\$208,000								\$208,000
Londonderry, Elsinoor, Lincolnshire Drive	Road Resurfacing Project						\$1,100,000							\$1,100,000
Londonderry, Elsinoor, Lincolnshire Drive	Road Resurfacing Project - Engineering PH II & III						\$208,000							\$208,000
Abbey, Charlestown, Cambridge, Darby, Hamilton, Cumberland	Road Resurfacing Project							\$1,100,000						\$1,100,000
Abbey, Charlestown, Cambridge, Darby, Hamilton, Cumberland	Road Resurfacing Project - Engineering PH II & III							\$208,000						\$208,000
Barclay, Lancaster, Plymouth, Sheffield, Brookwood, Northampton	Road Resurfacing Project								\$1,600,000					\$1,600,000
Barclay, Lancaster, Plymouth, Sheffield, Brookwood, Northampton	Road Resurfacing Project - Engineering PH II & III								\$250,000					\$250,000
Bond, Heathrow, Margate, Schelter	Road Resurfacing Project									\$1,400,000				\$1,400,000
Bond, Heathrow, Margate, Schelter	Road Resurfacing Project - Engineering PH II & III									\$300,000				\$300,000
Old Mill, Brittany, Cornell, Reliance, Kings Cross, Regent	Road Resurfacing Project										\$1,400,000			\$1,400,000
Old Mill, Brittany, Cornell, Reliance, Kings Cross, Regent	Road Resurfacing Project - Engineering PH II & III										\$275,000			\$275,000
Buck, Grenadier, Kings Crs, Portshire, Reliance, Dshire, Mayfair, Shwd	Road Resurfacing Project											\$1,600,000		\$1,600,000
Buck, Grenadier, Kings Crs, Portshire, Reliance, Dshire, Mayfair, Shwd	Road Resurfacing Project - Engineering PH II & III											\$250,000		\$250,000
Ang, Bristol, C'bury, Royal, Berwick, Kent, Keswick, Welltn, Whitby, Wdsr, GK, Rabee	Road Resurfacing Project												\$1,600,000	\$1,600,000
Ang, Bristol, C'bury, Royal, Berwick, Kent, Keswick, Welltn, Whitby, Wdsr, GK, Rabee	Road Resurfacing Project - Engineering PH II & III												\$250,000	\$250,000
	LED Streetlight Upgrades (2 of 3) - Residential Corridor						\$100,000							\$100,000
	Cul-De-Sac Enhancement Program (1 of 3)			\$20,000										\$20,000
	LED Streetlight Upgrades (3 of 3) - Residential							\$100,000						\$100,000
	Cul-De-Sac Enhancement Program (2 of 3)				\$20,000									\$20,000
Rte. 21 OHD Rd to Marriott	Decorative Street Lighting (Part of Milwaukee Reconstruction)								\$201,250					\$201,250
	Cul-De-Sac Enhancement Program (3 of 3)					\$20,000								\$20,000
Farrinton Dr, CL, CT	Road Resurfacing Project Engineering PH 2	\$27,200	\$50,000											\$0
Farrinton Dr, CL, CT	Road Resurfacing Project Engineering PH3	\$102,000	\$100,000											\$0
Farrinton Dr, CL, CT	Road Resurfacing Project	\$450,000	\$550,000											\$0
South Village Green	Road Resurfacing Project - Preliminary Engineering	\$48,000	\$60,000											\$0
South Village Green	Road Resurfacing Project - Construction Engineering			\$30,000										\$30,000
South Village Green	Road Reconstruction Project -			\$580,000										\$580,000

GRAND TOTAL	\$1,091,350	\$1,392,500	\$1,660,500	\$1,495,500	\$1,335,500	\$1,415,500	\$1,415,500	\$2,058,750	\$1,707,500	\$1,682,500	\$1,850,000	\$1,850,000	\$16,471,250
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Vehicle Replacement-Capital

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Approved Budget

Project Name	Vehicle	Brief Description	Year End Projection	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	10 Year Total
Community & Econ. Dev.															
Vehicle Replacement	2013 Ford Explorer	Inspection Vehicle					\$35,000						\$50,000		\$85,000
Police															
Vehicle Rehabilitation	2009 Ford Crown Victoria	Marked Patrol Squad Car			\$50,000					\$50,000					\$100,000
Vehicle Replacement	2013 Ford Police Interceptor Sedan	Marked Patrol Squad Car	\$49,445	\$50,000					\$50,000					\$50,000	\$100,000
Vehicle Replacement	2013 Chevrolet Impala	Unmarked Traffic Control Squad Car	\$49,455	\$50,000					\$50,000					\$50,000	\$100,000
Vehicle Replacement	2013 Ford Police Interceptor Utility	Unmarked Detective Squad Car				\$50,000					\$50,000				\$100,000
Vehicle Replacement	2014 Ford Police Interceptor Utility	Marked Patrol Squad Car	\$49,455	\$50,000					\$50,000					\$50,000	\$100,000
Vehicle Replacement	2014 Ford Police Interceptor Utility	Marked Patrol Squad Car			\$50,000					\$50,000					\$100,000
Vehicle Replacement	2014 Ford Police Interceptor Utility	Unmarked Chief Take Home Squad Car				\$50,000					\$50,000				\$100,000
Vehicle Replacement	2015 Ford Police Interceptor Utility	Marked Patrol Squad Car			\$50,000					\$50,000					\$100,000
Vehicle Replacement	2016 Chevrolet Tahoe	Marked Patrol Squad Car					\$50,000					\$50,000			\$100,000
Vehicle Replacement	2017 Ford Police Interceptor Utility	Marked Patrol Squad Car				\$50,000					\$50,000				\$100,000
Vehicle Replacement	2018 Ford Police Interceptor Utility	Marked Patrol Squad Car					\$50,000					\$50,000			\$100,000
Vehicle Replacement	2018 Ford Police Interceptor Utility	Marked Patrol Squad Car					\$50,000					\$50,000			\$100,000
Vehicle Replacement	2018 Ford F-150	Marked Police Squad Car						\$60,000					\$60,000		\$120,000
Water/ Sewer Improvements															
Vehicle Replacement	2005 GMC Sierra K3500	Veh- 1 Ton Truck (#236)							\$85,000						\$85,000
Vehicle Replacement	2007 GMC Sierra C3500	Veh- 1 Ton Truck (#237)									\$85,000				\$85,000
Vehicle Replacement	2007 Chevy Silverado K3500	Veh- 1 Ton Truck (#241)								\$85,000					\$85,000
Vehicle Replacement	2008 GMC Sierra K3500	Veh- 1 Ton Truck (#242)				\$85,000									\$85,000
Vehicle Replacement	2001 IHC 4700LP	Veh- 2 Ton Truck (#251)					\$150,000								\$150,000
Public Works- Streets															
Vehicle Replacement	2008 Chevy Tahoe	Inspection/Pool Vehicle													\$0
Vehicle Replacement	2009 Ford Crown Victoria	Inspection/Pool Vehicle													\$0
Vehicle Replacement	2008 Ford Crown Victoria	Inspection/Pool Vehicle													\$0
Vehicle Replacement	2005 GMC Sierra K3500	One Ton Flatbed				\$85,000									\$85,000
Vehicle Replacement	2014 Ford F-350	One Ton Flatbed (231)						\$85,000							\$85,000
Vehicle Replacement	2009 Ford F350	One Ton Dump (#232)			\$115,000										\$115,000
Vehicle Replacement	2007 GMC Sierra K3500	One Ton Pickup (240)										\$65,000			\$65,000
Vehicle Replacement	2002 Chevy Silverado K2500	3/4 Ton Pick up								\$90,000					\$90,000
Vehicle Replacement	2008 GMC Sierra K3500	One Ton Pickup (#244)											\$65,000		\$65,000
Vehicle Replacement	2014 Ford F550	One Ton Dump Truck							\$115,000						\$115,000
Vehicle Replacement	2012 Ford SD F550	One Ton Dump (246)				\$115,000									\$115,000
Vehicle Replacement	2013 Ford SD F350	One Ton Pick-up (247)				\$65,000									\$65,000
Vehicle Replacement	2006 GMC Sierra K3500	One Ton Dump Truck									\$115,000				\$115,000
Vehicle Replacement	2009 IHC 7400	Five Ton Dump Truck (252)			\$250,000										\$250,000
Heavy Equipment Replacement	1997 John Deere	Front End Loader													\$0
New Vehicle	Single Axle Dump Truck	Five Ton Dump Truck						\$200,000							\$200,000
Vehicle Replacement	2001 Ford F550	One Ton Bucket Lift Truck								\$200,000					\$200,000
GRAND TOTAL			\$148,355	\$150,000	\$265,000	\$570,000	\$515,000	\$345,000	\$350,000	\$525,000	\$350,000	\$215,000	\$175,000	\$150,000	\$3,460,000



— VILLAGE OF —
L I N C O L N S H I R E

10 YEAR CAPITAL IMPROVEMENT PLAN

GUIDING PRINCIPLES

The Village of Lincolnshire 10-Year Capital Improvement Plan is based on several guiding principles. Simply put, these guiding principles should serve as the foundation of the contents of this document and the day-to-day decisions made by local officials throughout the planning horizon. This document should be utilized as a tool to assist Staff in the preparation of the short and long term capital goals.

ROADWAYS

Rating Criteria:

A scientific survey of all roads within the community will be performed every 5 years. The approximate cost of this survey is \$40,000.

Roadways within the Village of Lincolnshire Roads that reflect a surface rating of fair or worse, based on the information obtained during the IMS Roadway survey will be added to the 10 Year Capital Plan.

Roads that reflect an overall rating of less than 70, based on the information obtained during the IMS Roadway survey will be added to the 10 Year Capital Plan.

Roads that reflect 50% or more of required curb and gutter replacement and/or 10% or more of surface area patching will be added to the 10 Year Capital Plan.

Preservation methods utilized:

Asphalt sealcoating – The Village will explore alternative ways to extend the life of asphalt pavements by using maltene based sealants that are designed to fill in small cracks/voids in pavements with the goal of extending the life of a pavement 5-10 years.

Crack sealing – preservation method utilized on roadways in commercial areas that show cracking, but not to the extent that requires resurfacing

Surface & Full-Depth Patching – preservation method utilized on roadways throughout the Village that show pavement failures, but not to the extent that requires resurfacing

Minor Resurfacing – preservation method utilized on roadways throughout the Village that show surface wear only, but are structurally sound and do not show signs of base or sub-base failure.

Full-Depth Resurfacing – The reconstruction method of full-depth reconstruction will be utilized on roadways throughout the Village that reflect substantial base and sub-base failure in over 35% of the roadway area, as defined in the independent assessment.

Full Road Reconstruction – This reconstruction method will be utilized on roadways throughout the Village that reflect substantial base and sub-base failure in over 40% of the roadway area, and also requires significant curb & gutter, and/or utility improvements within the roadway limits.

VEHICLES

Staff maintains a comprehensive list of all Village vehicles and equipment, their purchase date, specifications, expected service life, etc. This document will be utilized annually as the main tool for determining when specific vehicles and/or equipment will be added to the capital program. However, for the purposes of general guidance, the following parameters are established.

Large Equipment:

The large equipment includes items such as 12 yard, 5 yard, 2&3 yard dump trucks, loader, backhoe, etc. This equipment is on our replacement schedule of approximately 8 to 15 years or 11,000 hours, based on need. Staff will evaluate this equipment annually as part of the regular maintenance program. The equipment will further be evaluated after 5- 7 years and the appropriate equipment will be added to the 10 year capital plan based on this criteria and equipment. Alternative purchasing (i.e. leasing, performing duties contractually, etc.) of equipment that does not receive heavy, routine use or is specialized equipment will be considered before any purchase.

Medium Equipment:

The medium equipment includes items such as the jet rodder, chipper, mini excavator, equipment trailers etc. This equipment is on a replacement schedule of approximately 10 to 15 years or 8,000 hours, based on need. Staff will evaluate this equipment annually as part of the regular maintenance program. The equipment will be further evaluated after 5- 7 years and the appropriate equipment will be added to the 10 year capital plan based on this criteria and equipment. Alternative purchasing (ie. leasing, performing duties contractually, etc.) of equipment that does not receive heavy routine use or is specialized equipment will be considered before any purchase.

Small Equipment:

The small equipment includes items such as walk-behind, riding mowers, forklift, floor scrubber, etc. This equipment is on a replacement schedule of approximately 4 to 15 years, or 10,000 hours based on need. Staff will evaluate this equipment annually as part of the regular maintenance program. The equipment will further be evaluated after 5- 7 years and the appropriate equipment will be added to the 10 year capital plan based on this criteria and equipment.

WATER SYSTEM

Watermain Replacement and Distribution System Looping:

1. Replace failing watermain with a history of at least three documented main breaks resulting from corrosion within 1000 feet of pipe.
2. Install new or replace existing watermains with larger diameter mains throughout the Village where applicable. Watermains shall be identified by the Village water model analysis and will improve flow rates, system pressure, eliminate dead end water supply and improve pressures during periods of peak water demands (fire flows, warm weather, etc.).
3. Replace 4" watermains with larger diameter mains to improve system performance during watermain breaks and new main construction. These mains shall be prioritized during review of the Village water model analysis and engineering recommendations.

Operation and Maintenance:

1. Replace up to five defective hydrants identified in the hydrant flushing program annually.
2. Replace three water valves annually to improve system performance during watermain breaks or watermain construction.
3. Perform a corrosion protection survey and evaluation of the thirty inch transmission main every three years. (Engineering Recommendation)
4. Update the Village hydraulic water model every five years in accordance with industry standards. (Engineering Recommendation)

Water Storage:

1. Clean and inspect the concrete water storage reservoirs every five years.
2. Perform necessary repairs identified during the cleaning and tank inspections. Repairs shall be performed in accordance with professional recommendations and industry standards.

Water Supply:

- Perform a water model study of the Village flow requirements and evaluate the feasibility of an emergency water interconnection.

SANITARY SYSTEM

Operation and Maintenance:

- Clean, televise, and inspect 5 miles of sanitary main annually. This will provide a full evaluation of the sanitary infrastructure every 10 years.

Sanitary Sewer Rehabilitation:

- Rehabilitate approximately 4,000 feet of sanitary main annually to extend the life of the utility and prevent future sanitary sewer replacement projects.

Rehabilitation shall include excavation and replacement of pipe identified from televising to restore pipe integrity and utilization of Trenchless technologies. The most effective technologies shall be utilized for rehabilitation which may include installation of cured-in-place piping (CIPP) and pressure grouting of pipe joints, service connections or sanitary sewer structures.

STORMWATER SYSTEM

The following guiding principles provide a framework for developing, maintaining, and improving the Villages storm sewer system:

Provide regular maintenance and inspection of 10% of existing storm sewers within the Village limits which includes cleaning and televising to help incorporate future utility repairs into the road resurfacing project.

Storm Sewer Replacement and Maintenance:

1. Televising and Inspect 3,000 –4,000 linear feet of Storm Sewers annually in conjunction with future road replacement projects.
2. Rehabilitate approximately 1,000 ft. of the storm sewer system annually to extend the useful lives of “fair” condition storm sewers in order to save money on future storm sewer replacement projects while also coordinating with future road improvement programs.

Operations and Maintenance:

- Clean and inspect approximately 100-130 (10%) catch basins annually within the Village for a period of 10 years. Upon completion, annually recommend improvements to be placed into the storm sewer re-lining program.

Private Property Programs:

- Implement annual stormwater Best Management Practices (BMPs) to improve local private property drainage issues. The Stormwater BMP program would allow the Village to assist residents in improving minor drainage and flooding problems by implementing relatively cost effective solutions.

Drainage Improvements:

Implement key storm sewer improvements that will minimize the depth, duration and extent of street flooding as much as practical, provided the Village’s budgetary constraints.

Phase Drainage improvements for installation with road and watermain improvements.

Implement alternatives to storm sewer installation that would reduce the cost of drainage improvements. These alternatives may include stormwater detention and/or small-scale distributed BMP’s that would reduce the amount of runoff.

Additional Storm Sewer System Goals:

Additionally, the following is a list of goals which will be implemented in order to provide a more functional and efficient storm sewer system:

1. Establish and recognize areas of infrastructure needing improvement.
2. Perform a Village-wide storm sewer study every 10 years to determine the existing capacity of the Village’s storm sewer system for a variety of events and identify any desired improvements.
3. Establish a prioritization system of upgrading deficient infrastructure.
4. Program long term needs into existing Capital Improvement Plan.
5. Detect and eliminate unauthorized discharges to the storm system.
6. Detect and control Construction Site Runoff. Enforce a program to address discharges of post-construction stormwater runoff from new development and redevelopment areas.
7. Develop strategies to enhance water quality and create a quality living environment .

8. Develop “public education and outreach” including distributing educational materials and performing outreach to inform citizens about the impacts polluted stormwater can have on water quality.
9. Participate in local watershed groups to help the region develop and implement policies and projects that protect and enhance the Villages drainage system and natural resources.
10. Maintain the integrity of ecosystem health, green infrastructure measures and low impact development should be pursued on these parcels. Green infrastructure measures include such things as permeable pavers, filter strips, bio swales, depressed landscape islands, rainwater harvesting, etc.
11. Promote “good housekeeping” for Public Works operations. This includes training municipal staff on pollution prevention measures and techniques, such as regular street sweeping, reduction in the use of pesticides and street salt, and frequent catch-basin cleaning.

FACILITIES

Village buildings will be evaluated annually for maintenance and repair needs and items found needing attention will be added to the appropriate budget line item.

Facility uses will be considered in planning all capital improvements.

Roofs will be evaluated every 10 years for maintenance and repair needs, and recommendations will be appropriated in future years.

Mechanical systems will be evaluated every 5 years and recommendations will be appropriated in future years.

Exteriors of buildings will be painted every 20 years.

Interiors of buildings will be painted every 20 years.

FORESTRY/PARKS AND PATHS

The following guiding principles provide a framework for developing and enhancing Lincolnshire’s forestry/parks and paths system:

Forestry/Parks:

Annually inspect all of the Village parks with the Park Board. Upon inspections, gather input for future Amenities.

Inspect and evaluate all existing Playground equipment annually with a goal of making all needed immediate repairs and scheduling future playground replacement plans.

Inspect and repair all existing hardscape in Village parks annually.

Affirm the community’s commitment to responsible land use and stewardship of the natural environment.

Manage Village owned lands within existing parks.

Develop a tree care plan to ensure the investments made in planting parkways trees is balanced with a plan for long-term care of trees. This is particularly important as it relates to controlling pest

infestations such as the Emerald Ash Borer that has eliminated entire tree canopies in some communities.

Develop and adopt a Forestry/Parks and Paths Plan to guide the development and enhancement of the Village's trees, parks and trails and ensures the elements are continually assessed, maintained, and upgraded to sustain Lincolnshire's image as an attractive small town and walkable community.

Ensure parks within the Village are accessible and provide balanced recreation opportunities for all residents of all ages.

Protect and preserve open spaces, natural areas, and other elements of "green infrastructure", while also protecting critical environmental areas, and enhancing natural beauty.

Prohibit the removal of mature, healthy trees on a development site wherever possible, and require replacement of trees to achieve equivalent canopy cover.

Paths:

Inspect all Village bike paths annually. Upon completion of inspections, recommend improvements as needed.

Inspect all Village bike path signs annually. Upon completion of inspections, recommend improvements as needed.

Develop and maintain a safe, efficient, and comprehensive trail system that meets the human and social service needs of our most important resource...our residents.

Develop a high quality, interconnected trail system to create walkable, interconnected neighborhoods while providing recreation and transportation as a means to link parks and open space together.

Develop priorities for a system of parks and trails within the Village including location, development, and connectivity.

Identify a possible need for additional study on alternative trail uses.

Provide and maintain directional and way finding signs to community facilities and local places of interest including the downtown area.

Recognize the potential to partner with other agencies, including local schools, Lake County Forest Preserve District and IDOT to ultimately identify opportunities and achieve greater efficiency.

CHAPTER 6 SUMMARY OF CAPITAL IMPROVEMENT PROJECTS

CBBEL Study Area	Area Description	Problem Description and/or Limitation	Existing Level of Service (Internal Drainage)	Vulnerable Residential Properties (#)		Proposed Improvement					
				10 Year Return Interval Storm	100 Year Return Interval Storm	Project Description	Proposed Level of Service	Vulnerable Residential Properties Benefitted	Vulnerable Residential Properties Remaining (100 Year)	Cost	Cost/Property
Lincolnshire Drive North & South Area 8	<ul style="list-style-type: none"> Lincolnshire Drive Cumberland Drive Wiltshire Drive 	<p>Area is tributary to the Des Plaines River. High flood flows due to large tributary area. Insufficient storm sewer capacity based on current WDO. Overland flow routes are through residential side yards with limited capacity. Insufficient storage within watershed, no available open space for significant new storage.</p> <p>West portion of the watershed is in the floodway and floodplain of the Des Plaines River. These areas are susceptible to overbank flooding from the Des Plaines during events greater than the 10-year, and rear yard berm od overtopped.</p>	< 2 Year	83	109	<ul style="list-style-type: none"> Install new main line storm sewer along Lincolnshire Drive south to a proposed pump station. Install pump station on Village owned property along Londonderry Lane, pupping to Des Plaines River. New outfall to the Des Plaines River <p><i>Project applies to interbasin flow between for vulnerable properties north and south of Oxford Drive.</i></p>	10 Year	83	26	\$7,500,000	\$90,000
	<ul style="list-style-type: none"> Oxford Drive Essex Lane Yorkshire Drive Lancaster Lane Oakwood Lane Plymouth Court 	<p>Area is tributary to the Des Plaines River. High flood flows due to large tributary area. Insufficient storm sewer capacity based on current WDO along Oxford Lane. Overland flow routes are through residential side yards with limited capacity. Insufficient storage within watershed, no available open space for significant new storage.</p> <p>West portion of the watershed is in the floodway and floodplain of the Des Plaines River. These areas are susceptible to overbank flooding from the Des Plaines during events greater than the 10-year, and rear yard berm od overtopped.</p>	< 2 Year	111	174	<ul style="list-style-type: none"> Install new main line storm sewer along Oxford Drive west/northwest. Remove and replace outfall to Des Plaines River in Spring Lake Park parking lot. Latera at Lancaster Lane Increase outfall size to the Des Plaines River. Remove and replace main line between homes at Oakwood and Cedar Lanes. <p><i>Project applies to interbasin flow between for vulnerable properties north and south of Oxford Drive.</i></p>	10 Year	111	63	\$4,300,000	\$39,000
Lincolnshire Creek Area 7	<ul style="list-style-type: none"> Coventry Lane Victoria Lane Kensington Drive Londonderry Lane 	<p>Area is tributary to the Des Plaines River via Lincolnshire Creek. Lincolnshire Creek is contained in a 42-inch storm sewer and routed around Coventry Lane. High flood flows due to large tributary area. Insufficient storm sewer capacity based on current WDO. Overland flow routes are through residential side yards with limited capacity. Insufficient storage within watershed, no available open space for significant new storage.</p> <p>West portion of the watershed is in the floodway and floodplain of the Des Plaines River. These areas are susceptible to overbank flooding from the Des Plaines during events greater than the 10-year, and rear yard berm od overtopped.</p>	2 Year	38	41	<ul style="list-style-type: none"> Install new main line storm sewer along Coldstream Circle, Victoria Lane, Kensington Lane and Coventry Lane. Remove and replace outlet at Des Plaines River 	10 Year	38	3	\$2,200,000	\$57,000

CBBEL Study Area	Area Description	Problem Description and/or Limitation	Existing Level of Service (Internal Drainage)	Vulnerable Residential Properties (#)		Proposed Improvement					
				10 Year Inundation	100 Year Inundation	Project Description	Proposed Level of Service	Vulnerable Residential Properties Benefitted	Vulnerable Residential Properties Remaining (100 Year)	Cost	Cost/Property
Southeast – Windsor Drive Area 5&6	<ul style="list-style-type: none"> Windsor Drive Wellington Court Keswick Court Kent Court Bristol Court Dukes Lane Canterbury Road Anglican Lane Nottingham Drive Woodcreek Drive Kings Cross Drive 	Area is tributary to the West Fork North Branch, Chicago River. High flood flows due to large tributary area. Insufficient storm sewer capacity based on current WDO. Overland flow routes are through residential side yards with limited capacity. Insufficient storage within watershed, no available open space for significant new storage. Poor off-site conveyance on private property from tributary areas outside of the Village limits.	2 Year	101	191	<ul style="list-style-type: none"> Install new main line storm sewer along Windsor Drive to Canterbury Road, laterals along Anglican Lane, Kings Cross Drive and Dukes Lane. New outfall parallel to existing outfall at the West Fork North Branch 	10 Year	101	90	\$4,300,000	\$43,000
Surrey Lane Area 3	<ul style="list-style-type: none"> Surrey Lane (East of Riverwoods Road) 	Flow between 235 and 237 Surrey Lane, outlet pipe above grade east of Surrey Lane flowing into rear yard detention basin. Drainage from Why	<5Year	10	NA	<ul style="list-style-type: none"> Install relief storm sewer around two homes, beginning a Riverwoods Rd south to Surrey Lane. Remove and replace crossing of Surrey Lan into rear yard detention basin. 	10 Year	10	4	\$546,100	\$55,000

Table 11. Summary of Proposed Capital Improvement Projects

The summary tables below rank the proposed capital improvements by different categories including cost of the project per property benefitted, number of properties benefitted, the design and permit process complexity, the inundation duration eliminated as a result of the proposed project and the compatibility of the proposed project with other Village planned capital improvements projects. There are four different ranking tables where a score (1-3) has been associated with each category. The ranking tables range from ranking of single categories, combined categories and weighted categories.

Flood Study Area	Existing Level of Service (Internal Drainage)	Project Description	Proposed Level of Service	Cost	Ranking Basis								Overall Rank
					Cost/Property		Vulnerable Residential Properties Benefitted		¹ Design Complexity and Permit Process	² Eliminated Roadway Flooding	³ Project Compatibility with other Village CIP Plans Watermain and/or Pavement Projects	Total Metric Score	
					Score Metric 3 = < \$50,000 2 = \$50,000 - \$75,000 1 = > \$75,000	Score Metric 3 = 100+ Homes 2 = 50-100 Homes 1 = < 50 Homes	Score Metric 1 = Most Complex 1 = 2 Years 2 = 1 Year 3 = 6 Months	Score Metric 3 = Longest Existing Condition Flooding to be Eliminated	Score Metric 3 = 2-6 Years Away 2 = 6-10 Years Away 1 = 10+ Years Away	Higher Score = More Favorable Metric			
Lincolnshire Drive South	< 2 Year	Trunk along Lincolnshire Drive south, pump station and new outfall to the Des Plaines River.	10 Year	\$7,500,000	\$90,000	1	83	2	1	3	3	74	1
Lincolnshire Drive North	< 2 Year	Trunk along Oxford Drive, remove and replace outfall to Des Plaines River at Spring Lake Park, lateral at Lancaster Lane and replace sewer between homes at Oakwood and Cedar Lanes.	10 Year	\$4,300,000	\$39,000	3	111	3	2	2	3	67	2
Southeast – Windsor Drive	2 Year	Trunk along Windsor Drive to Canterbury Road, laterals along Anglican Lane, Kings Cross Drive, Dukes Lane and new parallel outfall to the West Fork North Branch Chicago River.	10 Year	\$4,300,000	\$43,000	3	101	3	2	2	2	67	3
Lincolnshire Creek – Coventry Lane	2 Year	Trunk along Coldstream Circle, laterals at Victoria Lane, Kensington Lane, Coventry Lane and replace outlet at Des Plaines River.	10 Year	\$2,200,000	\$57,000	2	38	1	2	2	1	57	4
Surrey Lane – East of Riverwoods Road	< 5 Year	Relief sewer around homes beginning a Riverwoods Road south to Surrey Lane and replace crossing of Surrey Lane into rear yard detention basin.	10 Year	\$546,100	\$55,000	2	10	1	3	1	1	40	5

¹The ranking basis for design complexity and permitting process is based on the approximate duration required to produce engineering plans, submit to the required agencies and obtain the corresponding permit. This is based on the anticipated duration of the longest critical path where a rank of 1 is the longest and 3 is the shortest. Consideration includes construction occurring in the floodway and floodplain or construction at an outfall.

²The ranking basis for reduced or eliminated roadway is based on the reduction from existing condition inundation time that the proposed project will reduce roadway inundation provided the downstream receiving River is below the 10-year design storm event. All proposed projects have been designed to keep roadway pavement dry for the 10-year design event. This rank is a reflection of the severity of the existing condition inundation on roadways.

³The ranking basis for the proposed project compatibility with other future Village capital improvements projects is a function of how soon a proposed to be impacted roadway by this project is scheduled to be resurfaced by the Village. Other Village capital improvement projects include watermain reconstruction and resurfaced roadways that would be impacted by the proposed project.

Table 12. Ranked by weighted average of all metrics where roadway inundation reduction is weighted at 60% of the total score

Flood Study Area	Existing Level of Service (Internal Drainage)	Project Description	Proposed Level of Service	Cost	Ranking Basis								Overall Rank
					Cost/Property	Vulnerable Residential Properties Benefitted		¹ Design Complexity and Permit Process	² Eliminated Roadway Flooding	³ Project Compatibility with other Village CIP Plans Watermain and/or Pavement Projects	Total Metric Score		
					Score Metric 3 = < \$50,000 2 = \$50,000 - \$75,000 1 = > \$75,000	Score Metric 3 = 100+ Homes 2 = 50-100 Homes 1 = < 50 Homes		Score Metric 1 = Most Complex 1 = 2 Years 2 = 1 Year 3 = 6 Months	Score Metric 3 = Longest Existing Condition Flooding to be Eliminated	Score Metric 3 = 2-6 Years Away 2 = 6-10 Years Away 1 = 10+ Years Away	Higher Score = More Favorable Metric		
Lincolnshire Drive North	< 2 Year	Trunk along Oxford Drive, remove and replace outfall to Des Plaines River at Spring Lake Park, lateral at Lancaster Lane and replace sewer between homes at Oakwood and Cedar Lanes.	10 Year	\$4,300,000	\$39,000	3	111	3	2	2	3	3	1
Southeast – Windsor Drive	2 Year	Trunk along Windsor Drive to Canterbury Road, laterals along Anglican Lane, Kings Cross Drive, Dukes Lane and new parallel outfall to the West Fork North Branch Chicago River.	10 Year	\$4,300,000	\$43,000	3	101	3	2	2	2	3	2
Lincolnshire Drive South	< 2 Year	Trunk along Lincolnshire Drive south, pump station and new outfall to the Des Plaines River.	10 Year	\$7,500,000	\$90,000	1	83	2	1	3	3	2	3
Lincolnshire Creek – Coventry Lane	2 Year	Trunk along Coldstream Circle, laterals at Victoria Lane, Kensington Lane, Coventry Lane and replace outlet at Des Plaines River.	10 Year	\$2,200,000	\$57,000	2	38	1	2	2	1	1	4
Surrey Lane – East of Riverwoods Road	< 5 Year	Relief sewer around homes beginning a Riverwoods Road south to Surrey Lane and replace crossing of Surrey Lane into rear yard detention basin.	10 Year	\$546,100	\$55,000	2	10	1	3	1	1	1	5

¹The ranking basis for design complexity and permitting process is based on the approximate duration required to produce engineering plans, submit to the required agencies and obtain the corresponding permit. This is based on the anticipated duration of the longest critical path where a rank of 1 is the longest and 3 is the shortest. Consideration includes construction occurring in the floodway and floodplain or construction at an outfall.

²The ranking basis for reduced or eliminated roadway is based on the reduction from existing condition inundation time that the proposed project will reduce roadway inundation provided the downstream receiving River is below the 10-year design storm event. All proposed projects have been designed to keep roadway pavement dry for the 10-year design event. This rank is a reflection of the severity of the existing condition inundation on roadways.

³The ranking basis for the proposed project compatibility with other future Village capital improvements projects is a function of how soon a proposed to be impacted roadway by this project is scheduled to be resurfaced by the Village. Other Village capital improvement projects include watermain reconstruction and resurfaced roadways that would be impacted by the proposed project.

Table 13. Ranked by number of vulnerable residential properties benefited

Flood Study Area	Existing Level of Service (Internal Drainage)	Project Description	Proposed Level of Service	Cost	Ranking Basis									Overall Rank
					Cost/Property	Vulnerable Residential Properties Benefitted		¹ Design Complexity and Permit Process	² Eliminated Roadway Flooding	³ Project Compatibility with other Village CIP Plans Watermain and/or Pavement Projects	Total Metric Score			
					Score Metric 3 = < \$50,000 2 = \$50,000 - \$75,000 1 = > \$75,000	Score Metric 3 = 100+ Homes 2 = 50-100 Homes 1 = < 50 Homes		Score Metric 1 = Most Complex 1 = 2 Years 2 = 1 Year 3 = 6 Months	Score Metric 3 = Longest Existing Condition Flooding to be Eliminated	Score Metric 3 = 2-6 Years Away 2 = 6-10 Years Away 1 = 10+ Years Away	Higher Score = More Favorable Metric			
Lincolnshire Drive South	< 2 Year	Trunk along Lincolnshire Drive south, pump station and new outfall to the Des Plaines River.	10 Year	\$7,500,000	\$90,000	1	83	2	1	3	3	14	1	
Lincolnshire Drive North	< 2 Year	Trunk along Oxford Drive, remove and replace outfall to Des Plaines River at Spring Lake Park, lateral at Lancaster Lane and replace sewer between homes at Oakwood and Cedar Lanes.	10 Year	\$4,300,000	\$39,000	3	111	3	2	2	3	13	2	
Southeast – Windsor Drive	2 Year	Trunk along Windsor Drive to Canterbury Road, laterals along Anglican Lane, Kings Cross Drive, Dukes Lane and new parallel outfall to the West Fork North Branch Chicago River.	10 Year	\$4,300,000	\$43,000	3	101	3	2	2	2	13	3	
Lincolnshire Creek – Coventry Lane	2 Year	Trunk along Coldstream Circle, laterals at Victoria Lane, Kensington Lane, Coventry Lane and replace outlet at Des Plaines River.	10 Year	\$2,200,000	\$57,000	2	38	1	2	2	1	9	4	
Surrey Lane – East of Riverwoods Road	< 5 Year	Relief sewer around homes beginning a Riverwoods Road south to Surrey Lane and replace crossing of Surrey Lane into rear yard detention basin.	10 Year	\$546,100	\$55,000	2	10	1	3	1	1	6	5	

¹The ranking basis for design complexity and permitting process is based on the approximate duration required to produce engineering plans, submit to the required agencies and obtain the corresponding permit. This is based on the anticipated duration of the longest critical path where a rank of 1 is the longest and 3 is the shortest. Consideration includes construction occurring in the floodway and floodplain or construction at an outfall.

²The ranking basis for reduced or eliminated roadway is based on the reduction from existing condition inundation time that the proposed project will reduce roadway inundation provided the downstream receiving River is below the 10-year design storm event. All proposed projects have been designed to keep roadway pavement dry for the 10-year design event. This rank is a reflection of the severity of the existing condition inundation on roadways.

³The ranking basis for the proposed project compatibility with other future Village capital improvements projects is a function of how soon a proposed to be impacted roadway by this project is scheduled to be resurfaced by the Village. Other Village capital improvement projects include watermain reconstruction and resurfaced roadways that would be impacted by the proposed project.

Table 14. Ranked by weighted average of number of vulnerable residential properties benefitted (40%) and reduction of roadway inundation (60%)

Flood Study Area	Existing Level of Service (Internal Drainage)	Project Description	Proposed Level of Service	Cost	Ranking Basis								Overall Rank
					Cost/Property		Vulnerable Residential Properties Benefitted		¹ Design Complexity and Permit Process	² Eliminated Roadway Flooding	³ Project Compatibility with other Village CIP Plans	Total Metric Score	
					Score Metric	Score Metric	Score Metric	Score Metric	Score Metric	Score Metric	Score Metric		
Lincolnshire Drive North	< 2 Year	Trunk along Oxford Drive, remove and replace outfall to Des Plaines River at Spring Lake Park, lateral at Lancaster Lane and replace sewer between homes at Oakwood and Cedar Lanes.	10 Year	\$4,300,000	\$39,000	3	111	3	2	2	3	68	1
Southeast – Windsor Drive	2 Year	Trunk along Windsor Drive to Canterbury Road, laterals along Anglican Lane, Kings Cross Drive, Dukes Lane and new parallel outfall to the West Fork North Branch Chicago River.	10 Year	\$4,300,000	\$43,000	3	101	3	2	2	2	68	2
Lincolnshire Drive South	< 2 Year	Trunk along Lincolnshire Drive south, pump station and new outfall to the Des Plaines River.	10 Year	\$7,500,000	\$90,000	1	83	2	1	3	3	48	3
Lincolnshire Creek – Coventry Lane	2 Year	Trunk along Coldstream Circle, laterals at Victoria Lane, Kensington Lane, Coventry Lane and replace outlet at Des Plaines River.	10 Year	\$2,200,000	\$57,000	2	38	1	2	2	1	47	4
Surrey Lane – East of Riverwoods Road	< 5 Year	Relief sewer around homes beginning a Riverwoods Road south to Surrey Lane and replace crossing of Surrey Lane into rear yard detention basin.	10 Year	\$546,100	\$55,000	2	10	1	3	1	1	47	5

¹The ranking basis for design complexity and permitting process is based on the approximate duration required to produce engineering plans, submit to the required agencies and obtain the corresponding permit. This is based on the anticipated duration of the longest critical path where a rank of 1 is the longest and 3 is the shortest. Consideration includes construction occurring in the floodway and floodplain or construction at an outfall.

²The ranking basis for reduced or eliminated roadway is based on the reduction from existing condition inundation time that the proposed project will reduce roadway inundation provided the downstream receiving River is below the 10-year design storm event. All proposed projects have been designed to keep roadway pavement dry for the 10-year design event. This rank is a reflection of the severity of the existing condition inundation on roadways.

³The ranking basis for the proposed project compatibility with other future Village capital improvements projects is a function of how soon a proposed to be impacted roadway by this project is scheduled to be resurfaced by the Village. Other Village capital improvement projects include watermain reconstruction and resurfaced roadways that would be impacted by the proposed project.

Table 15. Ranked by weighted average of all metrics equally