

Village of Oswego Capital Improvement Plan (CIP) Fiscal Years 2020-2039



Prepared as of March 26, 2019

Village of Oswego
Capital Improvement Plan (CIP)
Fiscal Years 2020-2039
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Village of Oswego Capital Improvement Program (CIP) Fiscal Years 2020-2039

The Village staff is pleased to present the 2020 Capital Improvement plan. The CIP is updated annually and discussed in conjunction with the Annual Village Budget. A summary of the first five years of the CIP are included within the Village Budget since the Fiscal Year 2020 capital projects have been included in the Budget. The goal of the CIP is to assist the Village Board and Staff in the long term financial planning of capital improvements. The Strategic Plan adopted by the Village in February, 2017 provides guidance in prioritizing capital improvements for the next three years. There are a number of high cost projects listed in the Strategic Plan which require further research by staff;

- ❖ Infrastructure for roadways and water/sewer lines
- ❖ Defining an alternate water source and associated costs
- ❖ Bringing METRA (train service) to the Village
- ❖ Researching funding alternatives for widening Wolf's Crossing Road

Background

The population of Oswego increased from 13,000 residents in calendar year 2000 to over 33,000 residents in calendar year 2016. With the increased population came numerous new subdivisions, commercial development and a host of public infrastructure improvements. With the new development came miles of new roadways, curb and gutter, water mains, sewer mains, storm sewers, street lighting, traffic signals, wells and water towers, street signage and landscaping. The Village is responsible for the maintenance and future replacement of this entire new infrastructure. Long term planning discussions allow the Village to appropriately schedule and secure the funding needed to ensure the Village infrastructure is maintained at acceptable levels for the residents now and in the future.

Capital Planning

The Capital Planning process is a financial tool used to plan for future infrastructure replacement. By identifying the future costs and year of replacement for the respective project/infrastructure improvement, action can be taken to determine the sources of funding to use to pay for the capital item. Accumulating the money over time or using debt financing are a couple of possible funding options. The end product of this planning is formally known as a Capital Improvement Plan/Program (CIP).

Capital Improvement Plan (Program), or CIP, is a short-range plan, usually four to ten years, which identifies capital projects and equipment purchases, provides a planning schedule and funding options for the plan.

Capital Improvement/Project- a capital improvement is a substantial, nonrecurring expenditure for a physical improvement with a useful life greater than one year. Repairs and maintenance expenditures are generally not considered as capital improvements unless the repair extends the useful life or productive capacity of the asset. Capital improvements/projects included in the CIP have a cost equal to or greater than \$25,000. Vehicle replacements are included in the CIP for long term planning purposes.

The CIP has extended the time period to twenty years because the majority of the public infrastructure within the Village is around ten years old and will require replacement beyond ten years from today. A concern for the Village is the fact that a large amount of the infrastructure replacement will need to be done over the span of a few years bringing with it a large price tag. The CIP process attempts to alleviate

this problem by identifying resources to pay for the replacements and scheduling the improvements out over a number of years.

Overview

Capital planning requires that infrastructure needs be examined on a regular basis so that repair and replacement schedules can be determined over a multi-year period. The Capital Plan provides the basis for planning large capital expenditures over a twenty year period. The key factor regulating the spending for these capital items will be the availability of funding. Some of the capital projects will be able to be decided upon annually as a part of the annual budget process but others will require the funding source to be determined to allow for the accumulation of funds over time before the capital project can be completed.

All the listed projects in the CIP are reviewed to determine if they should remain in the listed year, moved out to a new year, costs are still accurate or the project is no longer viable. The CIP is presented using a broad overview to show the annual cost of needed projects and the available funding for the projects. The majority of the CIP has no funding at this time and needs to be determined as we move forward with identifying and prioritizing of the listed projects.

Definitions

Capital Improvement/Project- a capital improvement is a substantial, nonrecurring expenditure for a physical improvement with a useful life greater than one year. Repairs and maintenance expenditures are generally not considered as capital improvements unless the repair extends the useful life or productive capacity of the asset. Capital improvements/projects included in this CIP have a cost equal to or greater than \$25,000.

1. Characteristics of a capital project:

Essential public purpose Long useful life
Infrequent and expensive Related to other government functions
Village's general responsibility to provide/maintain or facilitate its occurrence

2. What qualifies for the CIP?

Road maintenance (preservative and restorative sealers, crack filling, patching, resurfacing, overlays) and reconstruction
New road construction and roadway extensions
Purchase of land and/or buildings
Additions to or renovations of buildings that exceed \$25,000
Improvements to land other than buildings that exceed \$25,000
Infrastructure additions/improvements, (i.e., water and sewer lines, storm sewers, parking lots, streetscape improvements, signalization, path/sidewalk extensions)
Vehicle and equipment replacements

3. What costs are chargeable to a capital project?

Construction costs (labor and material), Engineering fees (Phase I, II, III), Architect fees
Legal fees associated with the project
Acquisition of land or other property for the project, including brokerage fees
Preparation of land for construction and landscaping during or after construction
Easements related to the project
Equipment and furnishings that are affixed to the project
Initial inventory of movable furnishings and equipment
Interest and other financing charges during construction

Category Descriptions

Facilities- Facilities include three Village buildings and grounds related items. Buildings have long useful lives requiring costly repairs to maintain the buildings in good condition. Newly constructed facilities, major renovations or expansion of existing facilities are also capital items.

Other- Items in this category are those that are of a community wide nature such as signage, costly non-registered/titled equipment, IT items, and items not specific to one of the other categories of the CIP.

Vehicles/equipment- All titled or registered mobile equipment including vehicles, tractors, trucks, trailers, generators, etc. are listed within this category. Replacement is based on the estimated useful life of the vehicle/equipment, overall usage and condition of the item.

Water & Sewer improvements-Water and sewer utilities are comprised of infrastructure related to the Village's water main and sanitary sewer collection systems. They include: water mains, fire hydrants, valves, services, wells, pressure adjusting stations, water towers, pumping stations, water treatment systems, sanitary sewer mains, laterals, manholes, lift stations, force mains and other components.

Public Improvements (TIF)-This category is for all public improvements associated with the Tax Increment Financing district, including, but not limited to Water & Sewer improvements and roadway improvements.

Roadway improvements- Roadways include all structures and appurtenances associated with the Village's roadway system including streets, sidewalks, paths, street lights, roadway drainage and storm water systems, pavement markings, signs, curb and gutter, bridges, culverts, traffic control signals and parkway landscaping.

Capital Plan Funding

Funding is one of the biggest concerns for all municipalities in developing a CIP. The list of capital improvements generally is never fully funded due to the expansive costs associated with the projects. The Village of Oswego currently has the following available revenue sources to fund capital improvements;

- | | |
|---------------------------------------|----------------------------------|
| General Obligation Bonds | General operating revenues |
| Grants/donations | Debt issuance & other borrowings |
| Developer contributions | Motor Fuel tax revenue |
| Water & Sewer operating revenues | Roadway capital improvement fees |
| Expiring Sales tax sharing agreements | |

A single revenue source or a combination of revenue sources may be allocated for the completion of a specific project. The Village actively solicits financial assistance or engages in partnerships with other units of government to secure grant or other cost-sharing participation for completion of capital projects.

The Village may decide to earmark specific revenue sources for capital improvements by implementing any of the options listed in this section.

- | | |
|---------------------------------|------------------------------------|
| ▪ Gasoline tax | ▪ Special service area tax |
| ▪ Property tax increase | ▪ Sales taxes |
| ▪ Local sales tax increase | ▪ Utility tax increases |
| ▪ Tax increment financing (TIF) | ▪ Water & sewer utility surcharges |
| ▪ General Obligation Bonds | ▪ Storm water fees |

Currently, the Village has dedicated 60% of the local sales tax received for funding capital projects. State shared revenues are the major sources of revenue for the Village allowing capital improvements to be completed. Concerns of the Village are the external threats from legislative changes to reduce these existing revenues, such as State-shared revenue distribution formulas, which would have the potential to impact the long-term viability of the funding from General Fund operating revenues for the CIP.

Capital improvements to our water distribution and sanitary sewage collection systems are normally funded entirely from user fees billed to customers. Billing rates are generally established to cover both the day-to-day costs of operating these systems as well as to fund capital improvements and infrastructure improvements to the systems.

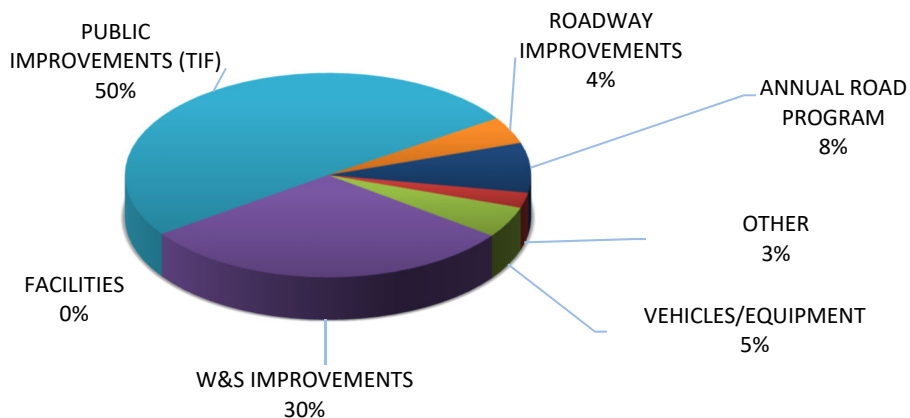
Fiscal Year 2020-2024 CIP

The CIP has listed expenditures over the next five years totaling more than \$79 million. The Village Board and staff will be reviewing the listed capital projects to determine priorities, determine project timing, determining the need for the project and identifying funding sources. Projects may be deferred or even eliminated if no funding can be found to pay for the project. All the listed Fiscal Year 2020 projects have been approved and included in the Fiscal Year 2020 Budget.

Funding for the projects is provided from the General Fund, Motor Fuel Tax Fund, TIF Fund, Capital Improvement Fund and the Water & Sewer Capital Fund. The expenditures for all the capital improvements are accounted for in the Motor Fuel Tax Fund, TIF Fund, Capital Improvement Fund, the Water & Sewer Capital Fund or the Vehicle Fund. The following table shows the capital improvements listed by category and by year for Fiscal Year 2020-2024.

Category	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
FACILITIES	-	45,000	65,000	-	77,000
OTHER	245,000	-	400,000	325,000	-
VEHICLES/EQUIPMENT	497,970	546,881	520,538	490,481	580,105
W&S IMPROVEMENTS	3,058,600	2,928,000	3,165,000	1,395,000	2,250,000
PUBLIC IMPROVEMENTS (TIF)	5,112,000	594,000	-	-	-
ROADWAY IMPROVEMENTS	435,100	612,500	1,594,800	546,200	196,500
ANNUAL ROAD PROGRAM	800,000	800,000	2,000,000	2,000,000	2,000,000
TOTAL	10,148,670	5,526,381	7,745,338	4,756,681	5,103,605

Public Improvement expenditures are 50% of the capital projects for Fiscal Year 2020. Development in the downtown TIF district is slated to start in FY 2020 with the old Alexander Lumber block.



Water & Sewer Improvements total \$3.0 million with the continuance of the meter replacement program at \$1.5 million.

Vehicles/equipment average an annual cost of \$527,000 over the first five years of the CIP. The Village vehicle policy and grading system are used to determine the year of replacement for each vehicle and piece of equipment. Even though an item's grading score warrants the item for replacement, many vehicles and equipment are not replaced until sometime after the scheduled replacement year. For Fiscal Year 2020, \$498,000 is budgeted including \$28,000 for a Building & Zoning pickup truck replacement, \$60,000 for police vehicles and \$410,000 for a Public Works vehicle and equipment replacements.

Included in the appendix are the detailed project pages for listed items contained in the CIP for the first five years. Each of these pages have a description of the project, justification for the project, costs by fiscal year of the project and a description of the operational impact of the project.

Fiscal Year 2025-2039 CIP

Expenditures for Fiscal Years 2025-2039 of the Capital Improvement Plan are listed in the following tables. The majority of these expenditures are for the Water & Sewer improvements and Roadway improvements categories. All of these will be reevaluated as we get closer to the actual fiscal year to determine if the capital item is still a viable project and a benefit to the Village of Oswego and its residents. Funding is not shown for these fiscal years at this time as doing so might suggest the Village already has this funding on hand which is certainly not the case. Long term funding solutions need to be identified for how to pay for these listed capital improvements.

Category	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
FACILITIES	778,000	6,997,700	2,056,000	800,000	-
OTHER	50,000	400,000	-	250,000	-
VEHICLES/EQUIPMENT	509,384	932,665	413,199	365,768	407,038
W&S IMPROVEMENTS	1,192,000	894,000	4,656,000	347,000	508,000
TOWN CENTER RENOVATION	-	100,000	1,281,800	8,450,000	7,700,000
PUBLIC IMPROVEMENTS (TIF)	-	-	-	-	-
ROADWAY IMPROVEMENTS	450,700	1,504,000	2,714,500	2,225,500	2,052,000
ANNUAL ROAD PROGRAM	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
TOTAL	\$4,980,084	\$12,828,365	\$13,121,499	\$14,438,268	\$12,667,038

Category	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034
FACILITIES	-	500,000	-	-	215,000
OTHER	400,000	50,000	-	200,000	450,000
VEHICLES/EQUIPMENT	487,999	355,499	390,662	447,908	479,896
W&S IMPROVEMENTS	1,130,000	200,000	200,000	249,000	200,000
TOWN CENTER RENOVATION	11,300,000	-	-	-	-
PUBLIC IMPROVEMENTS (TIF)	-	-	-	-	-
ROADWAY IMPROVEMENTS	196,500	-	-	-	-
ANNUAL ROAD PROGRAM	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
TOTAL	\$15,514,499	\$3,105,499	\$2,590,662	\$2,896,908	\$3,344,896

Category	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039
FACILITIES	-	-	-	-	-
OTHER	-	-	50,000	600,000	600,000
VEHICLES/EQUIPMENT	526,759	518,509	498,594	495,277	719,908
W&S IMPROVEMENTS	200,000	1,200,000	950,000	926,000	200,000
TOWN CENTER RENOVATION	-	-	-	-	-
PUBLIC IMPROVEMENTS (TIF)	-	-	-	-	-
ROADWAY IMPROVEMENTS	-	-	-	-	-
ANNUAL ROAD PROGRAM	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
TOTAL	\$2,726,759	\$3,718,509	\$3,498,594	\$4,021,277	\$3,519,908

Capital Projects beyond 20 Years

The 20 Year Capital Improvement Plan schedule includes descriptions for six roadways which will require expansion based on future growth within the Village occurring outside the 20 year scope of this CIP. These roadways were identified in the Baxter & Woodman 2011 Transportation Plan completed at the request of the Village. These roadway expansions will be paid for by the new development as it occurs with some costs to be paid by the Village. The roadways have been listed in the 20 Year Plan schedule with the costs identified for the entire improvement for reference purposes and potential discussion.

Additional Projects

The Village has identified four projects that are not included in this Capital Improvement Plan. They are all multi-year, multi-million-dollar projects that do not have any specified/dedicated revenues. The projects and costs associated with these projects are below.

- Wolf's Crossing Road Reconstruction-This project includes the widening and reconstruction of Wolf's Crossing Road. The cost is estimated to be \$57 million. It has a time span of 20 years.
- Wolf's Crossing Water Main-This project will be done in conjunction with the reconstruction of Wolf's Crossing Road. It is estimated to have a cost of \$5.8 million and has a time span of 5 years.
- New Water Source-This project is to put into place an alternative water source for the Village. There are currently two options the Village Board/staff is considering. The first is building a new water plant and using the Fox River as the water source. This option has an estimated cost of \$60 million. The second option is to join the DuPage Water Commission, and in turn using Lake Michigan water. This option is estimated at \$41 million.
- Bringing METRA Station to the Oswego Area. The cost of the station itself is approximately \$1 million. This doesn't include the Village's share of the extension. Total costs for the projects are estimated in the hundreds of millions.

Recommendations

Staff and the Village Board have discussed the capital items listed in the CIP at previous Village Board meetings.

Staff will work with the Village Board to determine where funding can be found to complete the listed capital projects. Staff will pursue all sources of revenue available to the Village to reduce as much of the burden on residents as possible. Specific amounts of General Fund operating revenues and Water & Sewer Fund revenues may be authorized to be used for funding the CIP on an annual basis.

Five Year Capital Improvement Projects	FY 20	FY 21	FY 22	FY 23	FY 24	Total Next 5 Yrs
CAPITAL IMPROVEMENT FUND						
Equipment						
Computer Replacements (every 4 years)			200,000			200,000
Imaging Scanner for Police Department	80,000					80,000
Network Switches (every 5 years)				200,000		200,000
Planimetric Capture				125,000		125,000
Server Refresh (every 4 years)			200,000			200,000
Squad CAR MDT Upgrade				110,000		110,000
Virtual Server Appliance for Police Department	100,000					100,000
ERP System	65,000					65,000
Equipment Total	245,000		400,000	435,000		1,080,000
Facilities						
Public Works Facility - Fenced Area Expansion					77,000	77,000
Public Works Facility Parking Lot Repairs			65,000			65,000
Village Hall- Parking Lot Seal Coat		45,000				45,000
Facilities Total		45,000	65,000		77,000	187,000
Road Improvements						
Annual Road Program - CIP			1,400,000	1,400,000	1,400,000	4,200,000
Bridge Repair (3) - Barnaby, Old Post, & Pearce's Ford	19,000	112,500				131,500
Bridge-Minkler Rd (Str 047-3056) - Replacement		194,000	60,800	463,700		718,500
Downtown Railroad Safety Improvements	20,000	6,000	1,174,000			1,200,000
Streetlights - LED Conversion					196,500	196,500
Streetlights - LED Conversion - Park & Ride/ Village Hall/Public Works Facility				47,500		47,500
Traffic Signal at Galena/S. Concord	102,500					102,500
Traffic Signal at Washington/Harrison	30,000		300,000			330,000
Traffic Signal at Washinton and Main	30,000	300,000				330,000
Village's Share of IDOT Improvements - US 30 at Intersection with Treasure Road	21,000					21,000
Waubonsee Creek Repairs			15,000	35,000		50,000
Wolf's Crossing- Section 1 - Phase 2 & 3	212,600					212,600
Bike Paths - Seal Coat			45,000			45,000
Road Improvements Total	435,100	612,500	2,994,800	1,946,200	1,596,500	7,585,100
CAPITAL IMPROVEMENT FUND Total	680,100	657,500	3,459,800	2,381,200	1,673,500	8,852,100

Five Year Capital Improvement Projects	FY 20	FY 21	FY 22	FY 23	FY 24	Total Next 5 Yrs
MOTOR FUEL TAX FUND						
Road Improvements						
Annual Road Program - MFT	800,000	800,000	600,000	600,000	600,000	3,400,000
Road Improvements Total	800,000	800,000	600,000	600,000	600,000	3,400,000
MOTOR FUEL TAX FUND Total	800,000	800,000	600,000	600,000	600,000	3,400,000
VEHICLE FUND						
Facilities						
Fuel Tanks - Public Works	70,000					70,000
Facilities Total	70,000					70,000
Vehicles/Equipment						
2019 - Flatbed Truck - Replace PW122	85,000					85,000
2019 - Medium Dump Truck w/ Plow - Replaces PW 04	160,000					160,000
Replacement Vehicles - B&Z	27,970	28,809	29,555			86,334
Replacement Vehicles - Police	60,000	114,072	209,983	220,481	229,105	833,641
Replacement Vehicles - Public Works		404,000	261,000	160,000	351,000	1,176,000
Smart Trailer			20,000			20,000
Vehicle Lift, 20,000 LB - Replacement	20,000					20,000
Vehicle Lift, 75,000 LB - Replacement	45,000					45,000
PW Vehicle GPS	30,000					30,000
Vehicles/Equipment Total	427,970	546,881	520,538	380,481	580,105	2,455,975
VEHICLE FUND Total	497,970	546,881	520,538	380,481	580,105	2,525,975
WATER & SEWER CAPITAL FUND						
Infrastructure						
Fox River Water Treatment Facility - Preliminary Engineering & Land Acquisition	405,600					405,600
Lead Service Line Replacement	50,000	50,000	100,000	100,000	100,000	400,000
Sanitary Lift Station - Decommission Woolley Road LS	110,000					110,000
Sanitary Lift Station - Generators	120,000	105,000				225,000
Sanitary Sewer Lining & Televising	160,000	180,000	200,000	200,000	200,000	940,000
Water Main, New - Minkler Road Watermain				375,000	1,950,000	2,325,000
Water Meter & Reader Replacement	1,533,000	1,593,000	1,665,000			4,791,000
Water Tower - Fox Chase			750,000			750,000
Water Tower - Hunt Club		1,000,000				1,000,000
Water Tower - Village Center				675,000		675,000
Water Towers - Cleaning (every 5 years)				45,000		45,000
Wells 3 & 4 - Generators			450,000			450,000
Wells 6 & 8 - Electrical Upgrades	350,000					350,000
Water Main, New - Brock/Sedgwick/Faro Ct	330,000					330,000
Infrastructure Total	3,058,600	2,928,000	3,165,000	1,395,000	2,250,000	12,796,600
WATER & SEWER CAPITAL FUND Total	3,058,600	2,928,000	3,165,000	1,395,000	2,250,000	12,796,600
TAX INCREMENT FINANCING FUND						
WATER & SEWER CAPITAL FUND						
Block 11 Public Improvements - W&S	200,000					200,000
Blocks 4 & 5 Public Improvements - W&S	1,638,000					1,638,000
WATER & SEWER CAPITAL FUND Total	1,838,000					1,838,000
GARBAGE FUND						
Block 11 Public Improvements - Garbage	11,000					11,000
GARBAGE FUND Total	11,000					11,000
CAPITAL IMPROVEMENT FUND						
Block 11 Public Improvements - CIP	889,000					889,000
Blocks 4 & 5 Public Improvements - CIP	2,374,000	594,000				2,968,000
CAPITAL IMPROVEMENT FUND Total	3,263,000	594,000				3,857,000
TAX INCREMENT FINANCING FUND Total	5,112,000	594,000				5,706,000
Total	10,148,670	5,526,381	7,745,338	4,756,681	5,103,605	33,280,675

Project Name	Category	Lead Dept.	Brief description	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	Fiscal Year 2034	Fiscal Year 2035	Fiscal Year 2036	Fiscal Year 2037	Fiscal Year 2038	Fiscal Year 2039
FACILITIES																		
1	Ampitheater	FACILITIES	PW	Construct an amphitheater at police station		40,000	460,000											
2	Metra Station	FACILITIES	PW	New Metra train station at Park & Ride facility ; 80/20 split between Metra and Village; \$3 million total cost			200,000	800,000										
3	Park-n-Ride Lot - Resurface	FACILITIES	PW	Resurface existing Park & Ride facility parking lot		204,700												
4	Public Works Facility - Expansion	FACILITIES	PW	Construct additional building for Vehicle/equip. storage	426,000	4,728,000	946,000											
5	Public Works Facility - Parking Lot Resurface	FACILITIES	PW	Resurface existing Public Works Facility parking lot		250,000												
6	Public Works Facility - Roof Replacement	FACILITIES	PW	roof replacement		510,000												
7	Public Works Facility Parking Lot Repairs	FACILITIES	PW	Partial repair of PW Facility Parking Lot														
8	Public Works Facility - Fenced Area Expansion	FACILITIES	PW	Expand the PW Facility Yard by adding fence														
9	Public Works Salt Dome	FACILITIES	PW	Construct a new salt dome									215,000					
10	Tap House Lot - Resurface	FACILITIES	PW	Resurface parking lot at existing Tap House	94,000													
11	Village Hall - Buildout	FACILITIES	B&Z	Complete build out of unfinished floors	50,000	500,000	450,000			500,000								
12	Village Hall - Roof Replacement	FACILITIES	PW	Roof Replacement		765,000												
13	Village Hall- Parking Lot Seal Coat	FACILITIES	PW	Resurface existing Village Hall parking lot														
14	Village Hall- Parking Lot Resurface	FACILITIES	PW	Resurface existing Village Hall parking lot	208,000													
15	TOTAL: FACILITIES				778,000	6,997,700	2,056,000	800,000	0	0	500,000	0	0	215,000	0	0	0	0
16																		
17	OTHER																	
18	Virtual Server for Police Department	OTHER	IT	Migration of physical server to Virtual Appliance														
19	Imaging Scanner for Police Department	OTHER	IT	3D Laser Scanner - accident reconstruction														
20	ERP System	OTHER	Fin	New financial/work mgmt./adjudication software														
21	Planimetric Capture	OTHER	IT	Planimetric Mapping and Aerial Imagery (Initial Map in FY18, update every 3 years)	50,000			50,000		50,000			50,000				50,000	
22	Computer Replacements (every 4 years)	OTHER	IT	Purchase Computer Replacement (All Facilities)		200,000			200,000				200,000				200,000	200,000
23	Server Refresh (every 4 years)	OTHER	IT	Server Refresh		200,000			200,000				200,000				200,000	200,000
24	Network Switches (every 5 years)	OTHER	IT	Network Switches, Access Points & Firewalls				200,000				200,000					200,000	200,000
25	TOTAL: OTHER				50,000	400,000	0	250,000	0	400,000	50,000	0	200,000	450,000	0	0	50,000	600,000
26																		
27	VEHICLES/EQUIPMENT																	
28	Replacement Vehicles - B&Z	VEHICLES	CD	Building & Zoning Vehicles/Vehicle Replacements		51,198	30,475			30,475	30,475							
29	Replacement Vehicles - CD	VEHICLES	CD	Community Development Vehicle Replacement			37,935										37,935	37,935
30	Replacement Vehicles - Police	VEHICLES	Pol	Police Vehicles/Equipment Replacements	323,384	254,665	344,789	280,768	376,011	457,524	325,024	390,662	410,195	479,896	526,759	474,852	498,594	457,342
31	Replacement Vehicles - Public Works	VEHICLES	PW	Public Works Vehicle Replacements														
32	2019 - Flatbed Truck - Replace PW122	VEHICLES	PW	Public Works Vehicle/Equipment Replacements														
33	2019 - Medium Dump Truck w/ Plow - Replaces PW 04	VEHICLES	PW	Public Works Vehicle/Equipment Replacements														
34	PW Vehicle GPS	VEHICLES	PW	Install GPS and dashboard cameras in trucks														
35	Smart Trailer	EQUIPMENT	Pol	Purchase one new speed trailer		26,802			31,027				37,713				43,657	
36	Squad CAR MDT UpgradeMil	EQUIPMENT	IT	Update all Mobile Digital Compters														
37	Vehicle Lift, 20,000 LB - Replacement	EQUIPMENT	PW	Replace small vehicle lift														
38	Vehicle Lift, 75,000 LB - Replacement	EQUIPMENT	PW	Replace large vehicle lift w/ portable lift														
39	Leaf Machine - New	EQUIPMENT	PW	New Leaf VAC Machine	186,000													
40	Fuel Tanks - Public Works	EQUIPMENT	PW	Replace fuel tanks, pumps, and monitoring system														
41	Sewer Vacuum/Excavator Truck	EQUIPMENT	PW	New Vactor Truck		600,000												
42	Wood Chipper - Replacement	EQUIPMENT	PW	Wood chipper to replace existing 2002 chipper				85,000										
43	Trailer Mounted Diesel Generator - Replacement	EQUIPMENT	PW	Replacement trailer mounted generator				80,000										
44	TOTAL: VEHICLE/EQUIPMENT				509,384	932,665	413,199	365,768	407,038	487,999	355,499	390,662	447,908	479,896	526,759	518,509	498,594	495,277
45																		

Project Name	Category	Lead Dept.	Brief description	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	Fiscal Year 2034	Fiscal Year 2035	Fiscal Year 2036	Fiscal Year 2037	Fiscal Year 2038	Fiscal Year 2039
46 WATER & SEWER IMPROVEMENTS																		
47 Wells 3 & 4 - Generators	W&S	PW	Initial installation of generators at Wells 3 & 4															
48 Sanitary Lift Station - Generators	W&S	PW	Installation of five lift station generators															
49 Sanitary Lift Station - Decommission Woolley Road LS	W&S	PW	Remove lift station and replace with gravity pipe															
50 Sanitary Sewer Lining & Televising	W&S	PW	Annual Sewer Lining & Televising Program	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
51 Water Main, New - Minkler Road Watermain	W&S	PW	New water main along Hunt Club Road															
52 Water Main, New - Brock/Sedgwick Ct	W&S	PW	Replace 2" water main with a new 6" water main															
53 Water Main, New - Wolf Road Watermain	Water Main	PW	New 12" watermain along Wolf Road															
54 New Well & Tower	W&S	PW	New Elevated Tower at Grove Rd and Reservation Rd dependent on future development. To be paid by development and tap on fees; \$6.5 million estimated cost		594,000	4,356,000												
55 Roof Replacement - Wells 03 and 06	W&S	PW	Roof Replacement	67,000														
56 Roof Replacement - Wells 04, 09, 10, and 11	W&S	PW	Roof Replacement					145,000										
57 Roof Replacement - Wells 07 and 08	W&S	PW	Roof Replacement					63,000										
58 Water Meter & Reader Replacement	W&S	PW	Replace 12,000 water meters and readers															
59 Lead Service Line Replacement	W&S	PW	Replace 5 service lines/year for 10 years	100,000	100,000	100,000	100,000	100,000	100,000									
60 Water Tower - Fox Chase	W&S	PW	Repair and repaint water tower													750,000		
61 Water Tower - Hunt Club	W&S	PW	Repair and repaint water tower												1,000,000			
62 Water Tower - Ogen Falls	W&S	PW	Repair and repaint water tower						830,000									
63 Water Tower - Orchard Road	W&S	PW	Repair and repaint water tower	825,000														
64 Water Tower - Village Center	W&S	PW	Repair and repaint water tower														675,000	
65 Water Towers - Cleaning (every 5 years)	W&S	PW	Wash all water towers				47,000					49,000					51,000	
66 Wells 6 & 8 - Electrical Upgrades	W&S	PW	Upgrade electrical system in wells 6 & 8															
67 Lake Michigan Water Supply - Connection	Lake Michigan	PW	Connect to DuPage Water Commission	12,200,000														
68 Lake Michigan Water - Receiving Stations	Lake Michigan	PW	Receiving Stations for DuPage Water Connection															
69 Lake Michigan Water - 2020 Water Main Improvements	Lake Michigan	PW	Watermains required to ensure pressure in 2020															
70 Lake Michigan Water - 2050 Water Main Improvements	Lake Michigan	PW	Watermains required to ensure pressure in 2050															2,000,000
71 Fox River Water Treatment Facility - Preliminary Engineering & Land Acquisition	W&S	PW	Governance review, land acquisition, and Fox River water quality testing for a future water treatment facility.															
72 Fox River Water Treatment Facility - Preliminary Engineering & Land Acquisition	Fox River	PW	Governance review, land acquisition, and Fox River water quality testing for a future water treatment facility.															
73 Fox River - Internal Water Lines	Fox River	PW	Construct raw and finished water lines between new plant and existing wells	28,724,000														
74 Fox River Water Treatment Facility - New 5 MGD	Fox River	PW	Construction of a 5 MGD Water Treatment Facility at the Fox River	10,584,900														
75 Fox River Water Treatment Facility - Phase 4 Improvements - 5 MGD Capacity Increase	Fox River	PW	Increase Water Treatment Facility by 5 MGD									981,550	1,311,550	14,065,900				
76 Fox River Water Treatment Facility - Phase 5 Improvements - 2.5 MGD Capacity Increase	Fox River	PW	Increase Water Treatment Facility by 2.5 MGD												7,878,000			
77																		
78 TOTAL: WATER & SEWER IMPROVEMENTS				52,700,900	894,000	4,656,000	347,000	508,000	1,130,000	200,000	200,000	1,230,550	1,511,550	14,265,900	9,078,000	950,000	926,000	2,200,000
79																		
80 VILLAGE TOWN CENTER RENOVATION																		
81 Village Town Center Infrastructure Roadways	VTC	PW	2004. This project includes replacement of water/sewer lines and improving the roadways.		40,000	980,000	8,450,000	7,700,000	11,300,000									
82 Village Town Center Infrastructure Water/Sewer	VTC	PW	Install all new water/sewer/storm infrastructure		60,000	301,800												
83 TOTAL: TOWN CENTER RENOVATION				0	100,000	1,281,800	8,450,000	7,700,000	11,300,000	0	0	0	0	0	0	0	0	0
84																		
85 TIF DISTRICT																		
86 Blocks 4 & 5 Public Improvements - CIP	TIF	PW	Install parking, sidewalks, streetlights, and streetscape on															
87 Blocks 4 & 5 Public Improvements - W&S	TIF	PW	Blocks 4 & 5 of the Original Oswego Subdivision.															
88 Block 11 Public Improvements - CIP	TIF	PW	Install parking, sidewalks, streetlights, and streetscape on															
89 Block 11 Public Improvements - W&S	TIF	PW	Blocks 4 & 5 of the Original Oswego Subdivision.															
90 Block 11 Public Improvements - GAR	TIF	PW	Install parking, sidewalks, streetlights, and streetscape on															
91 TOTAL: TIF DISTRICT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92																		

Project Name	Category	Lead Dept.	Brief description	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	Fiscal Year 2034	Fiscal Year 2035	Fiscal Year 2036	Fiscal Year 2037	Fiscal Year 2038	Fiscal Year 2039
93	ROADWAY IMPROVEMENTS																	
94	RI	PW	Annually, project is bid out.	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000
95	RI	PW	Annually, project is bid out.	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000
96	TOTAL: ANNUAL ROAD PROGRAM			2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
97																		
98	BRIDGE IMPROVEMENTS																	
99	RI	PW	Bridge repairs - Barnaby, Old Post, & Pearce's Ford															
100	RI	PW	Bridge repair on Pfund				94,000	518,000										
101	RI	PW	Reconfigure and reconstruct the Minkler Rd bridge															
102	RI	PW	Engineering & Construction of Kendall Point Dr and bridge. Developer driven project or SSA to provide funding.		36,000	481,000												
103	TOTAL: BRIDGE IMPROVEMENTS			0	36,000	481,000	94,000	518,000	0	0	0	0	0	0	0	0	0	0
104																		
105	DRAINAGE IMPROVEMENTS																	
106	RI	PW	Repair basin embankment washed out by storm															
107	RI	PW	Roadside ditch maintenace				597,500											
108	TOTAL: DRAINAGE IMPROVEMENTS			0	0	0	597,500	0	0	0	0	0	0	0	0	0	0	0
109																		
110	SIDEWALK/PATH IMPROVEMENTS																	
111	RI	PW	Construct paths and sidewalk connections			53,000												
112	RI	PW	Construct sidewalk to and pedestrian crossing at US 34		11,000	284,000												
113	RI	PW	Seal coat paths throughout the Village															
114	TOTAL: SIDEWALK/PATH IMPROVEMENTS			0	11,000	337,000	0	0	0	0	0	0	0	0	0	0	0	0
115																		
116	STREET/PARKING LIGHTS																	
117	RI	PW	Convert existing Village streetlights to LED lights	196,500	196,500	196,500	196,500	196,500	196,500									
118	RI	PW	Convert existing parking lot lights to LED lights															
119	TOTAL: STREET/PARKING LIGHTS			196,500	196,500	196,500	196,500	196,500	196,500	0	0	0	0	0	0	0	0	0
120																		
121	TRAFFIC ENHANCEMENT PROJECTS																	
122	RI	PW	Install traffic signal intersection of Galena & S. Concord															
123	RI	PW	Install traffic signal intersection of Washington and Main															
124	RI	PW	Install traffic calming measures on Washington Street from Harrison to Madison		75,000	200,000	1,337,500	1,337,500										
125	RI	PW	Install traffic signal at this intersection															
126	RI	PW	Install railroad crossing safety measures to improve safety and implement a railroad Quiet Zone within the Oswego downtown.															
127	TOTAL: TRAFFIC ENHANCEMENT PROJECTS			0	75,000	200,000	1,337,500	1,337,500	0	0	0	0	0	0	0	0	0	0
128																		

Project Name	Category	Lead Dept.	Brief description	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	Fiscal Year 2034	Fiscal Year 2035	Fiscal Year 2036	Fiscal Year 2037	Fiscal Year 2038	Fiscal Year 2039	
129	ROAD IMPROVEMENTS																		
130	Goodwin Drive Extension	RI	PW	Engineering & Construction of Goodwin Dr Extension. Developer driven project or SSA to provide funding.	78,500	1,048,500													
131	Road Access & Paved Area for Metra Station	RI	PW	Road access and a paved area for a future Metra station site along Orchard Road	175,700	137,000													
132	US 30 Streetscape	RI		Install trees and vegetation in right-of-way of US 30 corridor			1,500,000												
133	Village's Share of IDOT Improvements - US 30 at Intersection with Treasure Road	RI	PW	Village's Share of IDOT Intersection Improvements at US 30 & Treasure Road - New Traffic Signal															
134	Wolf's Crossing- Section 1 - Phase 2 & 3	RI	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section at Harvey Rd. Intersection; STP Funding															
135	Wolf's Crossing- Section 1 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section at Harvey Rd. Intersection; STP Funding															
136	Wolf's Crossing- Section 2 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section from Champions Run to Harvey; STP Funding															
137	Wolf's Crossing- Section 3 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section Douglas Rd. West intersection; STP Funding	183,000	244,000	5,601,000												
138	Wolf's Crossing- Section 4 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section at US 30 Intersection; STP Funding					5,305,000										
139	Wolf's Crossing- Section 5 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section at the Eola/Heggs Rd. Intersection; STP Funding								1,882,000							
140	Wolf's Crossing- Section 6 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section from Fifth Street to Champions Run; STP Funding											4,921,000				
141	Wolf's Crossing- Section 7 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section from Douglas West to Fifth; STP Funding														8,692,000	
142	Wolf's Crossing- Section 8 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section from Southbury to Douglas West; STP Funding														7,014,000	
143	Wolf's Crossing- Section 9 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section at US 34 Intersection; STP Funding														2,137,000	
144	Wolf's Crossing- Section 10 - Phase 2 & 3	NF	PW	Reconstruction of Wolf's Crossing Road to a five lane cross section from US 34 to Southbury ; STP Funding														7,024,000	
145																			
146	2011 Transportation Plan - the following roadways are the arterial roads which would be expanded at some time in the future.			This plan was developed to show the major arterial roadways which would be improved when development and growth required the expansions. The costs of these improvements may be borne by developers.															
147	Collins Rd-estimated costs \$65.1 million	RI	PW	Reconstruction of Collins Road to a four lane cross section from IL Route 71 to US Route 30															
148	Fifth Street-estimated costs \$23.9 million	RI	PW	Reconstruction of Fifth Street to a three lane cross section from Plainfield Road to Farmington Lakes Road.															
149	Grove Rd-estimated costs \$31.9 million	RI	PW	Reconstruction of Grove Road to a three lane cross section from Wheeler Road to Plainfield Road.															
150	Rance Road- estimated costs \$26.2 million	RI	PW	Reconstruction of Rance Road to a three lane cross section from Southbury Boulevard to US Route 30.															
151	Reservation Rd- estimated costs \$19 million	RI	PW	Reconstruction of Reservation Road to a three lane cross section from Minkler Road to Schlapp/Douglas Road.															
152	Roth Rd- estimated costs \$16.6 million	RI	PW	Reconstruction of Roth Road to a three lane cross section from Collins Road to Ogden Falls Boulevard.															
153	Schlapp Rd- estimated costs \$41.6 million	RI	PW	Reconstruction of Schlapp Road/Douglas Road Roth Road to a three lane cross section from Wheeler Road to Wolf's Crossing Road.															
154	Stewart Rd- estimated costs \$30.1 million	RI	PW	Reconstruction of Stewart Road/Wikaduke Trail to a four lane cross section from Collins Road to Wolf's Crossing Road															
155	Roadway Improvements Total				437,200	1,429,500	7,101,000	0	0	5,305,000	0	0	1,882,000	0	0	4,921,000	0	0	24,867,000
156	Ashcroft Units 1 & 2	34	PW	Subdivision Roadway Improvements															
157	Autumn Gate at Southbury		PW	Subdivision Roadway Improvements															
158	Autumn Leaves		PW	Subdivision Roadway Improvements															
159	Blackberry Knolls	36	PW	Subdivision Roadway Improvements															

Project Name	Category	Lead Dept.	Brief description	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	
				2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	
160	Boulder Hill	37	PW	Subdivision Roadway Improvements															
161	Brighton Meadows	38	PW	Subdivision Roadway Improvements															
162	Brookside	39	PW	Subdivision Roadway Improvements															
163	Cedar Glen	40	PW	Subdivision Roadway Improvements															
164	Churchill Steeplechase	41	PW	Subdivision Roadway Improvements															
165	Churchill Unit 5	41	PW	Subdivision Roadway Improvements															
166	Churchill Unit 6A	42	PW	Subdivision Roadway Improvements															
167	Churchill Unit 7	42	PW	Subdivision Roadway Improvements															
168	Deerpath Units 1 thru 4	45	PW	Subdivision Roadway Improvements															
169	Deerpath Units 5 & 6	46	PW	Subdivision Roadway Improvements															
170	Farmington Lakes A & B	50	PW	Subdivision Roadway Improvements															
171	Fox Chase	51	PW	Subdivision Roadway Improvements															
172	Fox Chase Estates Units 1, 2 & 3	52	PW	Subdivision Roadway Improvements													1,106,525		
173	Gates Creek	54	PW	Subdivision Roadway Improvements															
174	Heritage	56	PW	Subdivision Roadway Improvements															
175	Hunt Club		PW	Subdivision Roadway Improvements															
176	In Town Area	59	PW	Subdivision Roadway Improvements															
177	Kendall Point Business Center	61	PW	Subdivision Roadway Improvements															
178	Lakeview	62	PW	Subdivision Roadway Improvements															
179	Lincoln Station	64	PW	Subdivision Roadway Improvements															
180	Mill Race Creek	65	PW	Subdivision Roadway Improvements															
181	Misc. Roadways	66	PW	Subdivision Roadway Improvements															
182	Morgan Crossing	67	PW	Subdivision Roadway Improvements															
183	New Windcrest	68	PW	Subdivision Roadway Improvements															
184	Ogden Falls	69	PW	Subdivision Roadway Improvements															
185	Old Reserve Hills Units 2 & 3	71	PW	Subdivision Roadway Improvements															
186	Old Windcrest	72	PW	Subdivision Roadway Improvements															
187	Park Place 1 & 2	73	PW	Subdivision Roadway Improvements															
188	River Mist	76	PW	Subdivision Roadway Improvements															
189	River Run	77	PW	Subdivision Roadway Improvements															
190	Springbrook	81	PW	Subdivision Roadway Improvements															
191	Stonehill Industrial Park	82	PW	Subdivision Roadway Improvements															
192	Victoria Meadows	83	PW	Subdivision Roadway Improvements															
193	Village Square	84	PW	Subdivision Roadway Improvements															
194	Annual Road Program Total:		PW	Subdivision Roadway Improvements															
195	TOTAL: ROADWAY IMPROVEMENTS				2,633,700	3,748,000	10,315,500	4,225,500	4,052,000	7,501,500	2,000,000	2,000,000	3,882,000	2,000,000	2,000,000	6,921,000	2,000,000	2,000,000	26,867,000
196																			
197	TOTAL CAPITAL IMPROVEMENTS				56,671,984	13,072,365	18,722,499	14,438,268	12,667,038	20,819,499	3,105,499	2,590,662	5,760,458	4,656,446	16,792,659	16,517,509	3,498,594	4,021,277	30,386,908
	New Water Source Totals				51,508,900	-	-	-	-	-	-	-	981,550	1,311,550	14,065,900	7,878,000	-	-	2,000,000
	Wolf's Crossing Water Main				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Wolf's Crossing Road Reconstruction Totals				183,000	244,000	5,601,000	-	-	5,305,000	-	-	1,882,000	-	-	4,921,000	-	-	24,867,000
	TOTAL Capital Improvements in the CIP				4,980,084	12,828,365	13,121,499	14,438,268	12,667,038	15,514,499	3,105,499	2,590,662	2,896,908	3,344,896	2,726,759	3,718,509	3,498,594	4,021,277	3,519,908

Capital Improvement Projects in the Next 5 Years
 Capital Improvement Projects Not included in the CIP due to No Dedicated Funding Source



VEHICLE/EQUIPMENT SCHEDULES

The following pages are a listing of the Village's vehicles and large equipment. The Village Vehicle Replacement Policy is used to determine when a vehicle or large piece of equipment is eligible for replacement. The vehicles intended on being replaced are highlighted in the listing. The vehicle grading sheets for vehicles/equipment which have a score qualifying them for replacement are included.

Village of Oswego

Fleet Replacement Policy

It is the policy of the Village of Oswego to provide staff with the equipment needed to perform their jobs in a professional, competent and safe manner. Some of the largest purchases involve vehicles and other motorized equipment. These items are a very substantial financial investment and are a large portion of each fiscal year's capital outlay, therefore the purchase, useful life and disposal of these must be handled in an economic manner. The village must do the best to maximize the return on the investment of these purchases while still providing safe and efficient equipment to the employees.

The selection of an appropriate vehicle type is an essential part of the cost effective fleet management system. It is the objective of each department's fleet manager to supply the appropriate vehicles that are suited to performing the work assigned to that department and its specialties. Past performance of a certain type of vehicle will be reviewed during the planning for any replacements. Fleet managers will ensure that appropriate manufacturer ratings, including load carrying capacity and trailer pulling capacity, will be followed when selecting vehicles for acquisition.

Vehicles are normally purchased based on performance, price, fuel economy and fleet purchasing. Whenever possible fleet managers should utilize vehicles available through the Illinois State Contracts or Municipal Conference Contracts, these will generally offer the lowest purchase costs for the vehicles or equipment. Suitability and appropriateness for the specified job will be balanced with cost, maintenance factors, compatibility with the rest of the fleet and any technical specifications for that particular vehicle or piece of equipment.

The 100,000 mile mark has been identified by the American Public Works Association (APWA), The University of Tennessee, as well as many other industry groups as the tipping point between repair and replacement. This mileage mark pertains to all sedans and light duty trucks rated at one ton or less, for the Village of Oswego this would apply to all vehicles in the Police Department fleet, Building and Zoning fleet, Administration fleet and most vehicles in the Public Works fleet. The large heavy duty trucks and off road equipment in the Public Works fleet would be rated based on hour meter readings. After 100,000 miles the cost to operate a vehicle generally increases considerably, the cost of an engine or transmission repair or replacement can exceed the value of the vehicle at this point. Although an engine or transmission repair/replacement could be required earlier it is more likely after the 100,000 mile mark. Additionally the internal wear and tear on vehicles at this point will often have torn/worn seats and carpeting, damaged or worn steering wheels and door/instrument panels with significant wear. Also undercarriage corrosion (especially in vehicles used in snow plowing operations) and wear on steering components becomes more evident and problematic.

It is important to note that a vehicle approaching its recommended maximum age or mileage is an indicator of its eligibility for replacement. The fleet manager must exercise discretion and assess each vehicle based on its condition. A vehicle that is approaching its maximum life or mileage according to the policy might be kept longer due to a superior condition or low maintenance cost. Conversely a vehicle that is not yet at its maximum recommended life or

mileage may be a candidate for replacement due to poor condition or abnormally high maintenance costs.

Vehicle Replacement Program

The Fleet Manager of each Department in the Village of Oswego will annually evaluate the vehicles assigned to that department for potential replacement. This evaluation will normally be conducted in conjunction with the annual budget preparation to determine the proper number of vehicles and associated costs for equipment to request in each fiscal year budget. Fleet Managers will use the Village of Oswego Vehicle Replacement Guideline Evaluation Form when conducting these evaluations and will apply the appropriate scoring numbers based on the descriptions.

All vehicles will be evaluated on the assigned form. Heavy duty trucks (those rated greater than 1 ton), construction type equipment and off road equipment will be evaluated using the hour meter reading and not the odometer (if equipped with one) for those vehicles and equipment. When evaluating all vehicles for the Maintenance and Repair category a cumulative total of all maintenance and repair costs during the lifetime of the vehicle will be used, any costs associated with accident/crash repairs should **not** be included.

All vehicles will be graded on the evaluation sheets for the individual vehicle conditions and final scores on that form will be used to budget replacements. As we know some vehicles may see lighter use than others in the same fleet for various reasons and may last longer. Therefore it is required to evaluate each vehicle and consider all the factors on the evaluation form. Requests for replacements will be based off the individual evaluation forms however a general guideline for replacements is listed below. Vehicles that score in the Condition III or Condition IV should be candidates for replacement unless the Fleet Manager provides additional information to delay that replacement. Priority for replacement will be assigned to the Condition IV vehicles as those are the worst condition vehicles in the fleet. We will apply the following factors to determine replacement justification:

1. Replacement Year
2. Scoring Point System
3. Fleet Managers Input

Guidelines for Vehicle Replacement:

Police Patrol Cars (hot seat)	3 – 5 years	100,000 miles
Light Duty Pickups	5 – 9 years	100,000 miles
Administration Vehicles	7 – 10 years	100,000 miles
Heavy Duty Trucks	12 years	4,500 hours
Off Road Equipment	12 years	4,000 hours
Back Hoe/Loader	12 years	6,000 hours

Street Sweeper	10 years	4,000 hours
Sewer Jetter	10 years	4,000 hours
Trailers	Evaluate by condition (generally 15 + years)	
Miscellaneous Equipment	Evaluate by condition (i.e. air compressors, welders, etc.)	

Replacement Point Range:

Under 18 points	Condition I	Excellent
18 – 22 points	Condition II	Good
23 – 27 points	Condition III	Qualifies for replacement
28 + points	Condition IV	High priority for replacement

Oswego Veh #	Vehicle Year	Make	Model	Fiscal Year Obtained	Useful Life	Vehicle Policy Score as of April 2018	Estimated Replacement Year based on score	Replacement Cost
BUILDING & ZONING								
24	2015	Ford	F150 Ext Cab P/U	2015	10	6	2022	\$29,555
25	2015	Ford	F150 Ext Cab P/U	2015	10	5	2025	\$34,015
31	2016	Ford	F150 Ext Cab P/U	2016	10	3	2026	\$35,000
29	2005	Chevrolet	C1500 SLVR	2005	10	28	2019	\$27,970
26	2018	Ford	F150 4x4 P/U SC SS	2019	10	3	2029	\$28,000
BUILDING & ZONING TOTAL								\$154,540
COMMUNITY DEVELOPMENT								
	2014	Ford	F250 Super Duty	2015	10	7	2023	\$35,046
COMMUNITY DEVELOPMENT TOTAL								\$35,046
To Be Replaced in 2020								

Oswego Veh #	Vehicle Year	Make	Model	Fiscal Year Obtained	Useful Life	Vehicle Policy	Estimated Replacement	Replacement Cost
						Score as of April 2018	Year based on score	
PUBLIC WORKS								
PW Vehicles								
11	2004	Sterling	Dump Truck-Carryall	2003	12	29	2019-Replaced w / D	
122	2005	Ford	Pickup Truck - F-350 4X4	2004	9	34	2018	35,000
16	2006	Sterling	Dump Truck-Acterra	2006	12	25	2022	
124	2006	Ford	Pickup Truck - F-250	2006	9	23	2019	
18	2007	Sterling	Dump Truck-Acterra	2006	12	27	2020	155,000
126	2007	Ford	Pickup Truck - F-350 w/ crane	2007	9	22	2021	55,000
127	2007	Ford	Pickup Truck - F-250	2007	9	23	2017	35,000
4	2008	Ford	Dump Truck - F-550	2008	12	28	2018	85,000
19	2008	Sterling	Dump Truck-L8500	2008	12	21	2020	155,000
20	2008	Sterling	Dump Truck-L8500	2008	12	22	2020	155,000
106	2008	Ford	Pickup Truck - F-350	2008	9	23	2020	45,000
108	2008	Ford	Pickup Truck - F-250	2008	9	21	2019	48,000
109	2008	Ford	Pickup Truck - F-250	2008	9	19	2020	38,000
129	2008	Ford	Pickup Truck - Ranger	2008	9	20	2020	32,000
21	2009	Sterling	Dump Truck - L8500	2008	12	24	2021	160,000
6	2009	Ford	Dump Truck - F-550	2009	12	18	2019	77,000
105	2009	Ford	Pickup Truck - F-350	2009	9	20	2021	46,000
1	2010	Peterbilt	Dump Truck - 340	2009	12	18	2022	160,000
22	2011	Dodge	Ram 5500	2016	12	19	2028	91,948
2	2013	Peterbilt	Dump Truck 348	2013	12	15	2025	171,213
104	2014	Ford	Pickup Truck - F-350 4x4	2013	9	9	2023	55,451
118	2014	Ford	Pickup Truck - F-250 SL 4x4	2013	9	18	2023	35,805
7	2015	Peterbilt	Tandem Dump-348	2015	12	10	2027	234,625
120	2016	Ford	F250 4x4 Crew Cab	2016	9	10	2025	40,633
14	2016	Ford	F550 XLT	2016	12	9	2028	74,826
3	2016	Ford	F550 4x4 Supercab	2016	12	7	2028	71,022
119	2016	Ford	Ford Edge	2017	9	2	2026	57,364
11	2017	Peterbilt	Tandem Dump	2017	12	2	2029	124,605
127	2017	Ford	Pickup Truck - F-250	2017	9	2	2026	57,364
128	2017	Ford	Transit Van	2017	9	2	2026	40,000
116	2017	Ford	Dump Truck - F-450	2017	12	2	2029	80,000
Total Public Works Vehicles								2,415,855.01

To Be Replaced in 2020

Oswego Veh #	Vehicle Year	Make	Model	Fiscal Year Obtained	Useful Life	Vehicle Policy Score as of April 2018	Estimated Replacement Year based on score	Replacement Cost
PW Equipment								
61	1995	Synergy	Generator- Trailer Mounted	2010	12	29	2020	40,000
63	1997	John Deere	Tractor/Loader	1997	12	32	2020	35,000
	2000	Sewer Equip of America	747-SR2000 Trailer Jetter					
59	2002	Morbark	Tornado Wood Chipper	2002	12	Condition II	2019	73,500
52	2003	Toro	Zero Turn Mower	2003	10	Condition III	2016	16,817
53	2004	Hustler	Mower - Riding	2009	12	23	2021	18,000
15	2005	Freightliner	Street Sweeper	2004	10	26	2018	210,000
17	2005	Caterpillar	Backhoe-Tractor Loader	2005	15	23		115,000
9	2005	Caterpillar	Skid-Steer	2004	12	22	2020	53,000
60	2005	Sullair	Portable Air Compressor (Trailer)	2005	10	0	2020	17,000
56	2009	Old Dominion	Leaf Vac	2009	12	22	2021	186,000
57	2009	Old Dominion	Leaf Vac	2009	12	16	2026	165,300
58	2011	Morbark	M18R Tandem Wood Chipper	2011	12	17	2021	80,000
51	2011	John Deere	Zero Turn Mower	2011	12	17	2021	18,000
54	2014	Old Dominion	Leaf - XtremeVac Model XV600	2014	12	17	2026	44,493
8	2015	Caterpillar	Backhoe Loader 430F 2	2016	12		2028	124,303
930	2016	Caterpillar	Wheel Loader 930M	2017	12		2029	255,563
Total Public Works Equipment								1,451,976
To Be Replaced in 2020								PUBLIC WORKS TOTAL 3,867,831.05

Oswego Veh #	Vehicle Year	Make	Model	Fiscal Year Obtained	Useful Life	Vehicle Policy	Estimated Replacement	Replacement Cost
						Score as of April 2018	Year based on score	
POLICE								
18	1990	Ford	E-350 - Evidence Tech Van	2011	10	43		
101	2006	Ford	F-150 CPAAA	2006	10	31	2019	31,920
11	2008	Chevrolet	Malibu Hybrid	2008	10	27	2019	17,300
22	2010	Ford	Escape - Hybrid	2009	3	24	2019	42,000
36	2010	John Deere	Gator	2011	15	13	2026	16,083
1	2011	Ford	Expedition	2011	5	26	2020	60,000
26	2011	Ford	F-150 Truck	2011	6	25	2017-2020	31,920
3	2012	Ford	Escape	2011	4	22	2021	47,235
4	2012	Ford	Explorer	2012	3	19	2021	40,010
28	2012	Ford	Escape 4X4	2014	8	18	2023	22,000
13	2013	Ford	Taurus	2012	3	31	2020	45,635
15	2013	Chevrolet	Impala	2014	10	21	2023	17,920
23	2013	Ford	F-150	2013	7	17	2023	31,920
6	2014	Ford	Taurus	2014	3	17	2021	45,635
7	2014	Ford	Utility	2013	3	20	2020	44,071
9	2014	Ford	Taurus	2014	3	23	2019	45,635
12	2014	Ford	Taurus	2013	3	21	2019	45,635
24	2014	Ford	Focus	2014	10	15	2024	22,800
30	2014	Chevrolet	Equinox	2014	10	17	2023	20,000
33	2014	Ford	Taurus	2013	3	19	2021	45,635
34	2014	Ford	Taurus	2014	3	18	2021	45,635
2	2015	Ford	Sedan Interceptor	2015	3	13	2020	49,865
5	2015	Ford	Explorer	2014	3	14	2021	46,635
17	2015	Ford	Taurus	2014	3	19	2020	45,635
27	2015	Ford	Taurus	2014	3	18	2020	45,635
8	2016	Ford	Sedan Interceptor	2016	3	14	2022	43,550
14	2016	Ford	Utility Interceptor	2015	3	17	2019	50,960
16	2016	Ford	Utility Interceptor	2015	3	17	2027	50,960
10	2017	Ford	Utility Interceptor	2017	10	5	2020	19,500
19	2017	Ford	Utility Interceptor	2016	3	14	2020	45,929
20	2017	Ford	Utility Interceptor	2016	3	15	2020	45,661
32	2017	Ford	Utility Inceptor - DEA	2017	10	9	2026	29,770
11	2018	Ford	Utility Interceptor	2018	3		2021	60,000
22	2018	Ford	Utility Interceptor	2018	3		2021	60,000
31	Total Vehicles in Fleet (Not Including: CPAAA - Sq 101, Gator - Sq 36 & CSI - Sq 18)						POLICE TOTAL:	1,313,089

To Be Replaced in 2020

VILLAGE-WIDE TOTAL 5,370,506

Vehicle #	29	Year	2005	VILLAGE OF OSWEGO		
Make	Chevrolet	Model	Silverado			
Miles	27,000	Hours	1,292	Vehicle Replacement Guideline Evaluation Form		
Original \$	20,155.00	in (date)	10/21/2004			
Budgeted Replacement \$	\$27,940.00			Replacement Point Range:		
Sale /Auction / Estimated Trade-in \$				Under 18 points	Condition I	Excellent
Life Expectancy	5 Years			18 - 22 points	Condition II	Good
Type of Service	Light Pickup			23 - 27 points	Condition III	Qualifies for replacement
Division	Building and Zoning			28+ points	Condition IV	High priority replacement

FACTOR	POINTS	DESCRIPTION	VEHICLE SCORE
AGE	1	Each year of chronological age	14
MILES / HOURS	1	Each 10,000 miles of usage	5
	1	Each 700 hours of usage (priority over miles on heavy duty and off-road equipment)	
TYPE OF SERVICE	1	Standard sedans and light pickups	1
	2	Standard vehicles with the occasional off-road usage	
	3	Vehicles that pull trailers, haul heavy loads, has continued off-road usage, and police administration	
	4	Any vehicle involved in snow removal	
	5	Police emergency response vehicles	
RELIABILITY (PM work is not included)	1	In shop one time within a three month time period, no major breakdowns or road calls	3
	2	In shop one time within a three month time period, 1 breakdown or road call within a three month period	
	3	In shop more than twice within a one month time period, no major breakdown or road call	
	4	In shop more than once within one month time period, two or more breakdowns/road calls within the same time period	
	5	In shop more than twice monthly, two or more breakdowns within one month time period	
MAINTENANCE AND REPAIR COSTS (Accident Repairs not included)	1	Maintenance costs (cumulative total) are ≤ 10% of purchase cost	2
	2	Maintenance costs (cumulative total) are ≤ 25% of purchase cost	
	3	Maintenance costs (cumulative total) are ≤ 45% of purchase cost	
	4	Maintenance costs (cumulative total) are ≤ 60% of purchase cost	
	5	Maintenance costs (cumulative total) are ≥ 61% of purchase cost	
CONDITION	1	Good drive train and minor body imperfections (road chips, scratches)	3
	2	Imperfections in body & paint, paint fading & dents, interior fair (no rips, tears, burns), and a good drive train	
	3	Noticeable imperfections in body and paint surface, some minor rust, minor damage from add-on equipment, worn interior (one or more rips, tears, burns), and a weak or noisy drive train	
	4	Previous accident damage, poor paint and body condition, rust (holes), bad interior (tears, rips, cracked dash), major damage from add-on equipment, and one drive train component bad	
	5	Previous accident damage, poor paint, bad interior, drive train that is damaged or inoperative, major damage from add-on equipment	
TOTAL			28

Vehicle #	4	Year	2008	VILLAGE OF OSWEGO		
Make	Ford	Model	F-550			
Miles	48,531	Hours	4,326	Vehicle Replacement Guideline Evaluation Form		
Original \$	66,536.48	in (date)	10/02/2007			
Budgeted Replacement \$	\$180,000.00			Replacement Point Range:		
Sale /Auction / Estimated Trade-in \$	\$10,000.00			Under 18 points	Condition I	Excellent
Life Expectancy	12			18 - 22 points	Condition II	Good
Type of Service	Day to Day/Snow Removal			23 - 27 points	Condition III	Qualifies for replacement
Division	Public Works			28+ points	Condition IV	High priority replacement

FACTOR	POINTS	DESCRIPTION	VEHICLE SCORE
AGE	1	Each year of chronological age	11
MILES / HOURS	1	Each 10,000 miles of usage	6
	1	Each 700 hours of usage (priority over miles on heavy duty and off-road equipment)	
TYPE OF SERVICE	1	Standard sedans and light pickups	4
	2	Standard vehicles with the occasional off-road usage	
	3	Vehicles that pull trailers, haul heavy loads, has continued off-road usage, and police administration	
	4	Any vehicle involved in snow removal	
	5	Police emergency response vehicles	
RELIABILITY (PM work is not included)	1	In shop one time within a three month time period, no major breakdowns or road calls	2
	2	In shop one time within a three month time period, 1 breakdown or road call within a three month period	
	3	In shop more than twice within a one month time period, no major breakdown or road call	
	4	In shop more than once within one month time period, two or more breakdowns/road calls within the same time period	
	5	In shop more than twice monthly, two or more breakdowns within one month time period	
MAINTENANCE AND REPAIR COSTS (Accident Repairs not included)	1	Maintenance costs (cumulative total) are ≤ 10% of purchase cost	2
	2	Maintenance costs (cumulative total) are ≤ 25% of purchase cost	
	3	Maintenance costs (cumulative total) are ≤ 45% of purchase cost	
	4	Maintenance costs (cumulative total) are ≤ 60% of purchase cost	
	5	Maintenance costs (cumulative total) are ≥ 61% of purchase cost	
CONDITION	1	Good drive train and minor body imperfections (road chips, scratches)	3
	2	Imperfections in body & paint, paint fading & dents, interior fair (no rips, tears, burns), and a good drive train	
	3	Noticeable imperfections in body and paint surface, some minor rust, minor damage from add-on equipment, worn interior (one or more rips, tears, burns), and a weak or noisy drive train	
	4	Previous accident damage, poor paint and body condition, rust (holes), bad interior (tears, rips, cracked dash), major damage from add-on equipment, and one drive train component bad	
	5	Previous accident damage, poor paint, bad interior, drive train that is damaged or inoperative, major damage from add-on equipment	
TOTAL			28

Vehicle #	122	Year	2004	VILLAGE OF OSWEGO		
Make	Ford	Model	F-250			
Miles	70,000	Hours		Vehicle Replacement Guideline Evaluation Form		
Original \$	20,155.00	in (date)	10/21/2004			
Budgeted Replacement \$	\$55,000.00			Replacement Point Range:		
Sale /Auction / Estimated Trade-in \$				Under 18 points	Condition I	Excellent
Life Expectancy	9 Years			18 - 22 points	Condition II	Good
Type of Service	Pick-Up/Snow Plow			23 - 27 points	Condition III	Qualifies for replacement
Division	Public Works			28+ points	Condition IV	High priority replacement

FACTOR	POINTS	DESCRIPTION	VEHICLE SCORE
AGE	1	Each year of chronological age	14
MILES / HOURS	1	Each 10,000 miles of usage	8
	1	Each 700 hours of usage (priority over miles on heavy duty and off-road equipment)	
TYPE OF SERVICE	1	Standard sedans and light pickups	4
	2	Standard vehicles with the occasional off-road usage	
	3	Vehicles that pull trailers, haul heavy loads, has continued off-road usage, and police administration	
	4	Any vehicle involved in snow removal	
	5	Police emergency response vehicles	
RELIABILITY (PM work is not included)	1	In shop one time within a three month time period, no major breakdowns or road calls	2
	2	In shop one time within a three month time period, 1 breakdown or road call within a three month period	
	3	In shop more than twice within a one month time period, no major breakdown or road call	
	4	In shop more than once within one month time period, two or more breakdowns/road calls within the same time period	
	5	In shop more than twice monthly, two or more breakdowns within one month time period	
MAINTENANCE AND REPAIR COSTS (Accident Repairs not included)	1	Maintenance costs (cumulative total) are ≤ 10% of purchase cost	3
	2	Maintenance costs (cumulative total) are ≤ 25% of purchase cost	
	3	Maintenance costs (cumulative total) are ≤ 45% of purchase cost	
	4	Maintenance costs (cumulative total) are ≤ 60% of purchase cost	
	5	Maintenance costs (cumulative total) are ≥ 61% of purchase cost	
CONDITION	1	Good drive train and minor body imperfections (road chips, scratches)	3
	2	Imperfections in body & paint, paint fading & dents, interior fair (no rips, tears, burns), and a good drive train	
	3	Noticeable imperfections in body and paint surface, some minor rust, minor damage from add-on equipment, worn interior (one or more rips, tears, burns), and a weak or noisy drive train	
	4	Previous accident damage, poor paint and body condition, rust (holes), bad interior (tears, rips, cracked dash), major damage from add-on equipment, and one drive train component bad	
	5	Previous accident damage, poor paint, bad interior, drive train that is damaged or inoperative, major damage from add-on equipment	
TOTAL			34

Vehicle #	1	Year	2011	VILLAGE OF OSWEGO Vehicle Replacement Guideline Evaluation Form		
Make	Ford	Model	Expedition			
Miles	75,165	Hours	N/A			
Original \$	26,368.00	in (date)	9/1/2011			
Budgeted Replacement \$				Replacement Point Range:		
Sale / Auction / Estimated Trade-in \$				Under 18 points	Condition I	Excellent
Life Expectancy	3-5 years			18 - 22 points	Condition II	Good
Type of Service	Police Patrol unit - Truck Enforcement Vehicle			23 - 27 points	Condition III	Qualifies for replacement
Division	Field Operations			28+ points	Condition IV	High Priority replacement

FACTOR	POINTS	DESCRIPTION	VEHICLE SCORE
AGE	1	Each year of chronological age	7
MILES / HOURS	1	Each 10,000 miles of usage	7
	1	Each 700 hours of usage (priority over miles on heavy duty and off-road equipment)	
TYPE OF SERVICE	1	Standard sedans and light pickups	5
	2	Standard vehicles with the occasional off-road usage	
	3	Vehicles that pull trailers, haul heavy loads, has continued off-road usage, and police administration	
	4	Any vehicle involved in snow removal	
	5	Police emergency response vehicles	
RELIABILITY (PM work is not included)	1	In shop one time within a three month time period, no major breakdowns or road calls	2
	2	In shop one time within a three month time period, 1 breakdown or road call within a three month period	
	3	In shop more than twice within a one month time period, no major breakdown or road call	
	4	In shop more than once within one month time period, two or more breakdowns/road calls within the same time period	
	5	In shop more than twice monthly, two or more breakdowns within one month time period	
MAINTENANCE AND REPAIR COSTS (Accident Repairs not included)	1	Maintenance costs (cumulative total) are ≤ 10% of purchase cost	2
	2	Maintenance costs (cumulative total) are ≤ 25% of purchase cost	
	3	Maintenance costs (cumulative total) are ≤ 45% of purchase cost	
	4	Maintenance costs (cumulative total) are ≤ 60% of purchase cost	
	5	Maintenance costs (cumulative total) are ≥ 61% of purchase cost	
CONDITION	1	Good drive train and minor body imperfections (road chips, scratches)	3
	2	Imperfections in body & paint, paint fading & dents, interior fair (no rips, tears, burns), and a good drive train	
	3	Noticeable imperfections in body and paint surface, some minor rust, minor damage from add-on equipment, worn interior (one or more rips, tears, burns), and a weak or noisy drive train	
	4	Previous accident damage, poor paint and body condition, rust (holes), bad interior (tears, rips, cracked dash), major damage from add-on equipment, and one drive train component bad	
	5	Previous accident damage, poor paint, bad interior, drive train that is damaged or inoperative, major damage from add-on equipment	
TOTAL			26



WATER AND SEWER INFRASTRUCTURE

The water system includes eight wells, six water towers, the radium removal systems, 863,123 feet (163 miles) of water main, 2,559 fire hydrants and several thousand feet of water service lines. The sewer system consists of 632,511 feet (120 miles) of sanitary sewer lines 15” and smaller and six lift stations. The system has 11,200 water meters installed providing the basis for billing customers which generates the revenues to support the capital improvements.

The following pages are a listing of the Village’s Water and Sewer lines. They are listed in order of age by size and subdivision.

Village of Oswego
 Water & Sewer Line Schedule as of 4/30/18

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year	Replacement Cost
				(Based on Useful Life-70 yrs)	
SEWER LINES - 8" - OLD TOWN - 29340'	19350101	1935	22,595.83	2017	114,615.24
WATER LINES - 4" - OLD TOWN - 39588'	19350101	1935	47,192.81	2017	239,381.13
WATER LINES - 6" - CEDAR GLEN - 12852'	19600101	1960	61,308.57	2030	245,207.20
SEWER LINES - 8" - BROOKSIDE- 6168'	19620101	1962	17,306.59	2032	69,218.71
WATER LINES - 6" - BROOKSIDE- 6906'	19620101	1962	34,055.35	2032	136,206.36
SEWER LINES - 8" - KINGSBROOK - 6242'	19530101	1953	16,942.70	2035	85,940.27
WATER LINES - 8" - KINGSBROOK - 5100'	19530101	1953	31,350.52	2035	159,022.59
SEWER LINES - 8" - OLD WINDCREST (UNITS 1 & 2) - 2144'	19660101	1966	6,692.76	2036	26,768.08
WATER LINES - 6" - OLD WINDCREST (UNITS 1 & 2) - 5329'	19660101	1966	29,235.99	2036	116,931.04
SEWER LINES - 8" - BOULDER HILL - 11565'	19740101	1974	64,216.86	2044	256,839.07
WATER LINES - 6" - BOULDER HILL - 10200'	19740101	1974	99,539.45	2044	398,113.83
SEWER LINES - 8" - NEW WINDCREST (UNIT 3) - 2766'	19860101	1986	30,480.79	2056	121,909.69
WATER LINES - 12" - DOUGLAS ROAD - 9390'	19860101	1986	397,484.19	2056	1,589,761.16
WATER LINES - 12" - RT. 30 -4380'	19860101	1986	185,407.96	2056	741,549.93
WATER LINES - 12" - RT. 34 -19020'	19860101	1986	805,127.73	2056	3,220,155.23
WATER LINES - 6" - NEW WINDCREST (UNIT 3) - 2779'	19860101	1986	53,821.31	2056	215,261.46
SEWER LINES - 8" - HERRONS RUN - 2141'	19870101	1987	23,897.54	2057	95,579.60
SEWER LINES - 8" - NEW WINDCREST (UNIT 4) - 2980'	19870101	1987	33,262.33	2057	133,034.63
WATER LINES - 6" - STONEGATEESTATES - 1500'	19870101	1987	29,425.19	2057	117,687.76
WATER LINES - 8" - HERRONS RUN - 3048'	19870101	1987	93,711.48	2057	374,804.52
WATER LINES - 8" - NEW WINDCREST (UNIT 4) - 3382'	19870101	1987	103,980.38	2057	415,875.58
SEWER LINES - 6" - WEST END - 2180'	19880101	1988	25,731.93	2058	102,916.35
SEWER LINES - 8" - KENDALL POINT BUSINESS - 8190'	19880101	1988	327,063.26	2058	1,308,108.55
SEWER LINES - 8" - NEW WINDCREST (UNIT 5) - 2142'	19880101	1988	25,283.39	2058	101,122.39
WATER LINES - 12" - KENDALL POINT BUSINESS - 5250'	19880101	1988	238,042.98	2058	952,066.76
WATER LINES - 6" - NEW WINDCREST (UNIT 5) - 2504'	19880101	1988	51,944.77	2058	207,756.13
WATER LINES - 6" - WEST END - 2270'	19880101	1988	47,090.51	2058	188,341.24
SEWER LINES - 10" - STONEHILL INDUSTRIAL PARK - 12006'	19890101	1989	322,030.38	2059	1,287,979.25
WATER LINES - 8" - STONEHILLINDUSTRIAL PARK - 11408'	19890101	1989	383,008.58	2059	1,531,865.12
SEWER LINES - 6" - NEW WINDCREST CONDOS (UNIT 8) - 375'	19900101	1990	4,636.87	2060	18,545.43
SEWER LINES - 8" - NEW WINDCREST (UNITS 6 & 7) - 7235'	19900101	1990	89,460.65	2060	357,803.08
WATER LINES - 8" - NEW WINDCREST (UNITS 6 & 7) - 5502'	19900101	1990	187,393.90	2060	749,492.81
SEWER LINES - 10" - MILL RACE - THE PONDS - 19212'	19910101	1991	530,001.06	2061	2,119,770.10
WATER LINES - 8" - MILL RACE- THE PONDS - 15083'	19910101	1991	520,825.67	2061	2,083,072.59
SEWER LINES - 10" - LAKEVIEWESTATES EAST - 9050'	19920101	1992	122,881.06	2062	491,469.95
SEWER LINES - 8" - FOX CHASE(UNIT 1) - 3549'	19920101	1992	46,699.42	2062	186,777.05

Village of Oswego

Water & Sewer Line Schedule as of 4/30/18

Inflation %:

0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year	Replacement Cost
				(Based on Useful Life-70 yrs)	
WATER LINES - 8" - FOX CHASE(UNIT 1) - 3614'	19920101	1992	126,812.59	2062	507,194.34
WATER LINES - 8" - LAKEVIEW ESTATES EAST - 11100'	19920101	1992	389,490.79	2062	1,557,791.09
SEWER LINES - 8" - FOX CHASE(UNIT 2) - 4499'	19930101	1993	60,691.20	2063	242,737.99
SEWER LINES - 8" - MILL RACECREEK - 5913'	19930101	1993	79,765.96	2063	319,028.60
SEWER LINES - 8" - VICTORIA MEADOWS (UNIT 1) - 3348'	19930101	1993	45,164.29	2063	180,637.21
SEWER LINES - 8" - VICTORIA MEADOWS (UNIT 2) - 4268'	19930101	1993	57,575.03	2063	230,274.68
WATER LINES - 12" - VICTORIAMEADOWS (UNIT 1) - 4230'	19930101	1993	212,206.00	2063	848,730.25
WATER LINES - 8" - FOX CHASE(UNIT 2) - 824'	19930101	1993	29,641.88	2063	118,554.42
WATER LINES - 8" - MILL RACECREEK - 5200'	19930101	1993	187,060.38	2063	748,158.88
WATER LINES - 8" - VICTORIA MEADOWS (UNIT 2) - 4500'	19930101	1993	161,879.18	2063	647,445.21
SEWER LINES - 8" - FOX CHASE(UNIT 3) - 3185'	19940101	1994	44,263.23	2064	177,033.37
SEWER LINES - 8" - VICTORIA MEADOWS (UNIT 3) - 4335'	19940101	1994	60,245.25	2064	240,954.39
SEWER LINES - 8" - VICTORIA MEADOWS (UNIT 4) - 3600'	19940101	1994	50,030.66	2064	200,100.54
WATER LINES - 8" - FOX CHASE(UNIT 3) - 4493'	19940101	1994	166,509.44	2064	665,964.20
WATER LINES - 8" - VICTORIA MEADOWS (UNIT 3) - 6070'	19940101	1994	224,952.66	2064	899,711.26
WATER LINES - 8" - VICTORIA MEADOWS (UNIT 4) - 2850'	19940101	1994	105,620.28	2064	422,434.46
SEWER LINES - 10" - DEER PATH (UNIT 1) - 3400'	19950101	1995	50,426.10	2065	201,682.12
SEWER LINES - 8" - FOX CHASE(UNIT 4) - 4393'	19950101	1995	63,140.31	2065	252,533.35
SEWER LINES - 8" - LAKEVIEW ESTATES WEST - 12655'	19950101	1995	181,889.53	2065	727,477.77
SEWER LINES - 8" - MILL RACE- WINDING WATERS - 2980'	19950101	1995	42,831.35	2065	171,306.48
WATER LINES - 8" - DEER PATH(UNIT 1) - 5850'	19950101	1995	224,217.83	2065	896,772.27
WATER LINES - 8" - FOX CHASE(UNIT 4) - 2908'	19950101	1995	111,457.34	2065	445,780.12
WATER LINES - 8" - LAKEVIEW ESTATES WEST - 14514'	19950101	1995	556,290.18	2065	2,224,914.96
WATER LINES - 8" - MILL RACE- WINDING WATERS - 3435'	19950101	1995	131,656.11	2065	526,566.28
SEWER LINES - 10" - ARBOR GATE (UNIT 1) - 4119'	19960101	1996	62,231.81	2066	248,899.75
SEWER LINES - 8" - FOX CHASE(UNIT 5) - 5955'	19960101	1996	87,190.97	2066	348,725.36
SEWER LINES - 8" - HERITAGE - 21455'	19960101	1996	314,136.39	2066	1,256,406.78
WATER LINES - 12" - ARBOR GATE (UNIT 1) - 5485'	19960101	1996	298,657.84	2066	1,194,499.42
WATER LINES - 8" - FOX CHASE(UNIT 5) - 4842'	19960101	1996	189,052.86	2066	756,127.92
WATER LINES - 8" - HERITAGE - 10145'	19960101	1996	396,105.17	2066	1,584,245.69
SEWER LINES - 8" - FOX CHASE(UNIT6) - 6706'	19970101	1997	100,510.37	2067	401,997.08
SEWER LINES - 8" - GATES CREEK (UNITS 1 & 2) - 7286'	19970101	1997	109,203.48	2067	436,765.68
SEWER LINES - 8" - MASON SQUARE - 985'	19970101	1997	14,763.30	2067	59,046.68
SEWER LINES - 8" - MORGAN CROSSING (UNITS 1 & 2) - 7306'	19970101	1997	109,503.24	2067	437,964.58
SEWER LINES - 8" - OGDEN FALLS (UNIT 1) - 11775'	19970101	1997	176,485.17	2067	705,862.71
WATER LINES - 10" - GATES CREEK (UNITS 1 & 2) - 8174'	19970101	1997	403,760.02	2067	1,614,861.71

Village of Oswego
 Water & Sewer Line Schedule as of 4/30/18

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year	Replacement Cost
				(Based on Useful Life-70 yrs)	
WATER LINES - 8" - FOX CHASE(UNIT6) - 7491'	19970101	1997	299,402.79	2067	1,197,478.89
WATER LINES - 8" - MASON SQUARE - 1848'	19970101	1997	73,861.48	2067	295,413.29
WATER LINES - 8" - MORGAN CROSSING (UNITS 1 & 2) - 9117'	19970101	1997	364,391.30	2067	1,457,404.22
WATER LINES - 8" - OGDEN FALLS (UNIT 1) - 8470'	19970101	1997	338,531.79	2067	1,353,977.60
SEWER LINES - 8" - ARBOR GATE (UNITS 2 & 3) - 6550'	19980101	1998	100,540.12	2068	402,116.06
SEWER LINES - 8" - FOX CHASE(UNIT 7) - 2223'	19980101	1998	34,122.24	2068	136,473.89
SEWER LINES - 8" - FOX CHASE(UNIT 8) - 2986'	19980101	1998	45,834.01	2068	183,315.79
SEWER LINES - 8" - MORGAN CROSSING (UNIT 2B) - 5385'	19980101	1998	82,657.79	2068	330,594.64
SEWER LINES - 8" - OGDEN FALLS (UNITS 2 & 3) - 15646'	19980101	1998	240,160.41	2068	960,535.54
WATER LINES - 12" - OGDEN FALLS (UNITS 2 & 3) - 17940'	19980101	1998	1,024,066.33	2068	4,095,812.91
WATER LINES - 16" - ORCHARD RD. - 13370'	19980101	1998	1,360,431.14	2068	5,441,123.55
WATER LINES - 8" - ARBOR GATE (UNITS 2 & 3) - 6750'	19980101	1998	276,293.45	2068	1,105,051.74
WATER LINES - 8" - FOX CHASE(UNIT 7) - 1279'	19980101	1998	52,352.49	2068	209,386.83
WATER LINES - 8" - FOX CHASE(UNIT 8) - 1911'	19980101	1998	78,221.75	2068	312,852.44
WATER LINES - 8" - MORGAN CROSSING (UNIT 2B) - 5010'	19980101	1998	205,071.14	2068	820,193.96
SEWER LINES - 8" - DEER PATH(UNITS 2 & 3) - 6608'	19990101	1999	103,971.12	2069	415,838.55
SEWER LINES - 8" - GATES CREEK (UNITS 3 4 5 & 6) - 8190'	19990101	1999	128,862.51	2069	515,393.11
WATER LINES - 8" - DEER PATH(UNITS 2 & 3) - 4704'	19990101	1999	197,368.91	2069	789,388.45
WATER LINES - 8" - GATES CREEK (UNITS 3 4 5 & 6) - 9360'	19990101	1999	392,723.85	2069	1,570,721.90
SEWER LINES - 8" - DEER PATH(UNITS 5 & 6) - 4569'	20000101	2000	75,059.45	2070	300,204.64
SEWER LINES - 8" - OGDEN FALLS (UNIT 4) - 3622'	20000101	2000	59,502.15	2070	237,982.31
WATER LINES - 12" - GROVE ROAD - 13000'	20000101	2000	794,209.61	2070	3,176,487.58
WATER LINES - 8" - DEER PATH(UNITS 5 & 6) - 6494'	20000101	2000	284,488.84	2070	1,137,829.68
WATER LINES - 8" - OGDEN FALLS (UNIT 4) - 5002'	20000101	2000	219,127.38	2070	876,412.71
SEWER LINES - 10" - PARK PLACE (UNIT1) - 2315'	20010101	2001	39,690.98	2071	158,746.39
SEWER LINES - 10" - RIVER RUN (UNIT 1) - 10271'	20010101	2001	176,097.65	2071	704,312.80
SEWER LINES - 8" - GATES CREEK W. (UNITS 1 2 & 3) - 5360'	20010101	2001	89,058.37	2071	356,194.14
SEWER LINES - 8" - HOMETOWN - 7812'	20010101	2001	129,799.25	2071	519,139.66
SEWER LINES - 8" - OSWEGO COMMONS - 4384'	20010101	2001	72,841.77	2071	291,334.90
WATER LINES - 8" - GATES CREEK W. (UNITS 1 2 & 3) - 6663'	20010101	2001	295,221.84	2071	1,180,756.94
WATER LINES - 8" - HOMETOWN - 11710'	20010101	2001	518,842.52	2071	2,075,140.87
WATER LINES - 8" - OSWEGO COMMONS - 10250'	20010101	2001	454,153.36	2071	1,816,412.81
WATER LINES - 8" - PARK PLACE (UNIT1) - 3373'	20010101	2001	149,449.69	2071	597,732.74
WATER LINES - 8" - RIVER RUN(UNIT 1) - 10546'	20010101	2001	467,268.42	2071	1,868,867.25
SEWER LINES - 10" - FARMINGTON LAKES - APARTMENTS - 2985'	20020101	2002	51,984.09	2072	207,913.39
SEWER LINES - 12" - FARMINGTON LAKES DR. - 577'	20020101	2002	10,048.52	2072	40,189.64

Village of Oswego
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Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)		Replacement Cost
SEWER LINES - 8" - DEER PATH(UNITS 7 & 8) - 6046'	20020101	2002	102,038.33	2072		408,108.24
SEWER LINES - 8" - FARMINGTON LAKES (PODS A & B) - 15330'	20020101	2002	258,724.38	2072		1,034,783.22
SEWER LINES - 8" - FOX CHASEESTATES - 677'	20020101	2002	11,425.73	2072		45,697.87
SEWER LINES - 8" - PARK PLACE (UNIT 2) - 7690'	20020101	2002	129,784.12	2072		519,079.14
SEWER LINES - 8" - RIVER MIST - 2526'	20020101	2002	42,631.30	2072		170,506.37
SEWER LINES - 8" - RIVER RUN(UNIT 2) - 741'	20020101	2002	12,505.86	2072		50,017.92
SEWER LINES - 8" - RIVER RUN(UNIT 3) - 4130'	20020101	2002	69,702.00	2072		278,777.21
SEWER LINES - 8" - WHITE PINES - 2050'	20020101	2002	34,597.85	2072		138,376.12
WATER LINES - 12" - FARMINGTON LAKES - APARTMENTS - 5206'	20020101	2002	326,743.48	2072		1,306,829.57
WATER LINES - 8" - DEER PATH(UNITS 7 & 8) - 5584'	20020101	2002	251,309.76	2072		1,005,128.02
WATER LINES - 8" - FARMINGTON LAKES - PODS A & B - 14832'	20020101	2002	667,519.04	2072		2,669,781.27
WATER LINES - 8" - FARMINGTON LAKES DR. - 5029'	20020101	2002	226,331.80	2072		905,227.21
WATER LINES - 8" - FOX CHASEESTATES - 2154'	20020101	2002	96,941.48	2072		387,723.09
WATER LINES - 8" - PARK PLACE (UNIT 2) - 7400'	20020101	2002	333,039.43	2072		1,332,010.59
WATER LINES - 8" - RIVER MIST - 3465'	20020101	2002	155,943.46	2072		623,704.95
WATER LINES - 8" - RIVER RUN(UNIT 2) - 1770'	20020101	2002	79,659.43	2072		318,602.53
WATER LINES - 8" - RIVER RUN(UNIT 3) - 4845'	20020101	2002	218,050.82	2072		872,106.95
WATER LINES - 8" - WHITE PINES - 3220'	20020101	2002	144,917.16	2072		579,604.62
SEWER LINES - 8" - WASHINGTON SQUARE - 661'	20030101	2003	11,402.25	2073		45,603.96
WATER LINES - 6" - WASHINGTON SQUARE - 225'	20030101	2003	6,603.75	2073		26,412.08
SEWER LINES-10"-ASHCROFTUNITS 1 & 2 - 3,094'	20030101	2003	54,145.00	2073		216,556.08
SEWER LINES-10-FARMINGTON LAKSPRINGBROOK-575'	20030101	2003	10,063.00	2073		40,247.55
SEWER LINES-8-ASHCROFTUNITS 1 & 2 - 7,795'	20030101	2003	134,464.00	2073		537,796.60
SEWER LINES-8IN DEER PATHUNIT 4 - 1,230'	20030101	2003	21,218.00	2073		84,862.63
SEWER LINES-8IN-FARMINGTN LAKESPRINGBROOK-5,679'	20030101	2003	97,963.00	2073		391,808.72
SEWER LINES-8-WASHINGTON SQ.805'	20030101	2003	13,886.00	2073		55,537.87
WATER LINES-16IN-ASHCROFTUNITS 1 & 2 - 2,430'	20030101	2003	247,253.00	2073		988,902.77
WATER LINES-8-ASHCROFTUNITS 1 & 2 - 9,982'	20030101	2003	449,190.00	2073		1,796,561.56
WATER LINES-8-DEERPATH UNIT 41,455'	20030101	2003	65,475.00	2073		261,871.07
WATER LINES-8-WASHINGTON SQ.2,162'	20030101	2003	97,290.00	2073		389,117.02
WATER LINES-8-FARMINGTON LAKESPRINGBROOK-8,203'	20030101	2003	369,135.00	2073		1,476,376.92
WATER LINES-8 BLACKBERRYKNOLLS-7,753'	20030822	2003	170,566.00	2073		682,188.65
WATER LINES-12 BLACKBERRYKNOLLS-3,175'	20030822	2003	95,250.00	2073		380,957.92
SEWER LINES-10 BLACKBERRYKNOLLS-1,453'	20030822	2003	33,419.00	2073		133,661.24
SEWER LINES-8IN BLACKBERRYKNOLLS-12,741'	20030822	2003	261,891.00	2073		1,047,448.30
WATER LINES-8 CHURCHILL CLUBPARCEL #3-3,120'	20030822	2003	68,640.00	2073		274,529.68

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Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year	Replacement Cost
				(Based on Useful Life-70 yrs)	
WATER LINES-12 CHURCHILL CLUBPARCEL #3-3,350'	20030822	2003	100,500.00	2073	401,955.60
SEWER LINES-8 CHURCHILL CLUBPARCEL #3-2,234'	20030822	2003	46,914.00	2073	187,635.27
SEWER LINES-14 CHURCHILL CLUBPARCEL #3-1,680'	20030822	2003	212,604.00	2073	850,322.08
SEWER LINES-8 CHURCHILL CLUB5 & 6A-10,124'	20030822	2003	212,604.00	2073	850,322.08
WATER LINES-8 DEER PATHTRAILS-4,616'	20030822	2003	101,552.00	2073	406,163.14
WATER LINES-8 CHURCHILL CLUB6A-3,990'	20030822	2003	87,780.00	2073	351,081.22
WATER LINES-12 CHURCHILL CLUB6A-1,020'	20030822	2003	30,600.00	2073	122,386.48
SEWER LINES-8 CHURCHILL CLUB6A-4,100'	20030822	2003	86,100.00	2073	344,361.96
SEWER LINES-12 CHURCHILL CLUB6A-500'	20030822	2003	13,000.00	2073	51,994.26
WATER LINES-8 DEERPATH TRAILS-4,616'	20030822	2003	101,552.00	2073	406,163.14
SEWER LINES-8 DEERPATH TRAILS-4,420'	20030822	2003	92,820.00	2073	371,238.99
WATER LINES-8 GERRY PROPERTY-4,412'	20030822	2003	97,064.00	2073	388,213.12
WATER LINES-10 GERRY PROPERTY-1,844'	20030822	2003	46,100.00	2073	184,379.63
WATER LINES-12 GERRY PROPERTY-2,636'	20030822	2003	79,080.00	2073	316,285.06
SEWER LINES-8 GERRY PROPERTY-2,421'	20030822	2003	50,841.00	2073	203,341.54
SEWER LINES-10 GERRY PROPERTY-1,099'	20030822	2003	25,277.00	2073	101,096.83
WATER LINES-8 LINCOLN STATION-3,850'	20030822	2003	84,700.00	2073	338,762.58
WATER LINES-12 LINCOLNSTATION-3,280'	20030822	2003	98,400.00	2073	393,556.53
SEWER LINES-8 LINCOLN STATION-5,037'	20030822	2003	105,777.00	2073	423,061.27
WATER LINES-6 NEW OSWEGO HIGHSCHOOL (ON SITE)-1,820'	20030822	2003	36,400.00	2073	145,583.92
WATER LINES-8 NEW OSWEGO HIGHSCHOOL (ON SITE)-3,178'	20030822	2003	69,916.00	2073	279,633.11
WATER LINES-10 NEW OSWEGOHIGH SCHOOL (ON SITE)-2,870'	20030822	2003	71,750.00	2073	286,968.30
WATER LINES-6 NEW OSWEGO HIGHSCHOOL (OFF SITE)-30'	20030822	2003	600.00	2073	2,399.73
WATER LINES-12 NEW OSWEGOHIGH SCHOOL (OFFSITE)-3,132'	20030822	2003	93,960.00	2073	375,798.49
SEWER LINES-8 NEW OSWEGO HIGHSCHOOL (ON SITE)-4,689	20030822	2003	98,469.00	2073	393,832.50
SEWER LINES-10 NEW OSWEGOHIGH SCHOOL (OFF SITE)-3,275'	20030822	2003	75,325.00	2073	301,266.72
WATER MAIN-RELOCATION-ORCHARD RD	20031027	2003	28,085.76	2073	112,330.63
WATER LINES-8 ASHCROFT PLACE-8,160'	20040331	2004	179,520.00	2074	718,000.69
WATER LINES-10 ASHCROFT PLACE-6,010'	20040331	2004	150,250.00	2074	600,933.62
WATER LINES-12 ASHCROFT PLACE-1,705'	20040331	2004	51,150.00	2074	204,577.40
SEWER LINES-8 ASHCROFT PLACE-9,467'	20040331	2004	198,807.00	2074	795,140.17
SEWER LINES-10 ASHCROFT PLACE-2,115'	20040331	2004	48,645.00	2074	194,558.51
SEWER LINES-14 ASHCROFT PLACE-112'	20040331	2004	3,360.00	2074	13,438.52
WATER LINES-8 ESTATES OF FOXCHASE EAST-5,538'	20040331	2004	121,836.00	2074	487,290.18
WATER LINES-12 ESTATES OF FOXCHASE EAST-2,504'	20040331	2004	75,120.00	2074	300,446.81
SEWER LINES-8 ESTATES OF FOXCHASE EAST-4,295'	20040331	2004	90,195.00	2074	360,740.15

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WATER LINES-8 LEWIS STREET-209'	20040331	2004	4,598.00	2074	18,389.97
WATER LINES-12 LEWIS STREET-2,678'	20040331	2004	80,340.00	2074	321,324.51
SEWER LINES-10 LEWIS STREET-1,235'	20040331	2004	28,405.00	2074	113,607.45
WATER LINES-8 OSWEGO PARK &RIDE-812'	20040331	2004	17,864.00	2074	71,448.11
WATER LINES-12 OSWEGO PARK &RIDE-881'	20040331	2004	26,430.00	2074	105,708.32
SEWER LINES-8 OSWEGO PARK &RIDE-1,502'	20040331	2004	31,542.00	2074	126,154.07
WATER LINES-8 PINE RIDGEAPARTMENTS-5,177'	20040331	2004	113,894.00	2074	455,525.68
WATER LINES-8 SOUTHBURY BLVD-1,575'	20040331	2004	34,650.00	2074	138,584.69
WATER LINES-10 SOUTHBURY BLVD-5,919'	20040331	2004	147,975.00	2074	591,834.63
WATER LINES-12 SOUTHBURY BLVD-170'	20040331	2004	5,100.00	2074	20,397.75
WATER LINES-8" SOUTHBURY-SPRING GATE-3,396'	20040331	2004	74,712.00	2074	298,814.99
WATER LINES 8 CHURCHILL CLUBUNIT#6B-6,435'	20040430	2004	141,570.00	2074	566,217.46
WATER LINES-12-CHURCHILL CLUBUNIT#6B-3,015'	20040430	2004	90,450.00	2074	361,760.04
SEWER LINES-8 CHURCHILL CLUBUNIT #6B-5,751'	20040430	2004	120,771.00	2074	483,030.65
SEWER LINES-12 CHURCHILL CLUBUNIT#6B-3,140'	20040430	2004	81,640.00	2074	326,523.93
WATER LINES-8 PINE RIDGEAPARTMENTS-5,177'	20040430	2004	113,894.00	2074	455,525.68
WATER LINES-8 SOUTHBURY BLVD-1,575'	20040430	2004	34,650.00	2074	138,584.69
WATER LINES-10 SOUTHBURY BLVD-5,919'	20040430	2004	147,975.00	2074	591,834.63
WATER LINES-12 SOUTHBURY BLVD-170'	20040430	2004	5,100.00	2074	20,397.75
WATER LINES-8 SOUTHBURYSRING GATE-3,396'	20040430	2004	74,712.00	2074	298,814.99
SEWER LINES-8 SOUTHBURYSUMMER GATE-1,485'	20040430	2004	31,185.00	2074	124,726.22
SEWER LINES-10 SOUTHBURYSUMMER GATE-3,318'	20040430	2004	76,314.00	2074	305,222.29
WATER LINES-8' BRIGHTON MEADOW-1400'	20041130	2004	29,400.00	2074	117,587.01
WATER LINES-10" BRIGHTONMEADOWS-525'	20041130	2004	12,600.00	2074	50,394.43
SEWER LINES-8"BRIGHTON MEADOW-1084'	20041130	2004	27,100.00	2074	108,388.03
WATER LINES-8IN CHURCHIL CLUBUNIT 9- 5,800'	20041130	2004	121,800.00	2074	487,146.19
WATER LINES-12IN CHURCHIL CLUBUNIT 9 - 4,900'	20041130	2004	132,300.00	2074	529,141.55
SEWER LINES-8IN CHURCHIL CLUBUNIT 9 - 4,693'	20041130	2004	117,325.00	2074	469,248.17
SEWER LINES-14IN CHURCHIL CLUBUNIT 9 - 3,800'	20041130	2004	190,000.00	2074	759,916.06
WATER LINES-12IN HUNT CLUB(OFF SITE)-4,603'	20041130	2004	124,281.00	2074	497,069.10
WATER LINES-8IN SOUTHBRY SPRNGGATE PHASES 2&3 - 8,516'	20041130	2004	178,836.00	2074	715,264.99
SEWER LINES-8IN SOUTHBRY SPRNGGATE PHASES 2&3- 6,326'	20041130	2004	158,150.00	2074	632,530.13
SEWER LINES-10IN SOUTHBY SPRNGGATE PHASES 2 & 3 - 2,114'	20041130	2004	65,534.00	2074	262,107.05
WATER LINES-8" SOUTHBURYSOUTH COLCHESTER DR - 128'	20041130	2004	2,688.00	2074	10,750.81
WATER LINES-10 " SOUTHBURYSOUTH COLCHESTER DR - 675'	20041130	2004	16,200.00	2074	64,792.84
SEWER LINES-8" SOUTHBURYSOUTH COLCHESTER DR- 87'	20041130	2004	2,175.00	2074	8,699.04

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WATER LINES- 8in SOUTHBURYAUTUMN GATE POD 9 - 5,530'	20041130	2004	116,130.00	2074	464,468.70
WATER LINES- 10IN SOUTHBURYAUTUMN GATE POD 9 - 2,961'	20041130	2004	71,064.00	2074	284,224.61
SEWER LINES- 8IN SOUTHBURYAUTUMN GATE POD 9 - 5,247'	20041130	2004	131,175.00	2074	524,642.05
WATER LINES- 12IN SOUTHBURYWOOLEY RD - 1,675'	20041130	2004	45,225.00	2074	180,880.02
WATER LINES - 8" - DEERPATH TRAIL(UNITS 4,5 & 6) - 2,744'	20041130	2004	57,624.00	2074	230,470.54
WATER LINES - 8IN SOUTHBURYVILLAGE POD 7 - 5,862'	20050103	2005	123,102.00	2075	492,353.62
SEWER LINES - 8IN SOUTHBURYVILLAGE POD 7 - 3,892'	20050103	2005	97,300.00	2075	389,157.02
WATER LINES-8" CHURCHILL CLUBUNIT #7-5515'	20050430	2005	115,815.00	2075	463,208.84
WATER LINES-12IN CHURCHIL CLUBUNIT 7-1130'	20050430	2005	30,510.00	2075	122,026.52
SEWR LINES-8" CHURCHILL CLUBUNIT 7-5099'	20050430	2005	127,475.00	2075	509,843.68
SEWER LINES-14IN CHURCHIL CLUBUNIT 7-334'	20050430	2005	16,700.00	2075	66,792.62
WATER LINES-8IN STEEPLE CHASE-4,650'	20050430	2005	97,650.00	2075	390,556.86
WATER LINES- 12IN STEEPLECHASE-4,700'	20050430	2005	126,900.00	2075	507,543.94
WATER LINES-8IN SOUTHBURYVILLAGE POD 3-CLUB HOUSE- 506'	20050430	2005	10,626.00	2075	42,499.31
SEWER LINES-8IN SOUTHBURYVILLAGE POD 3-CLUB HOUSE- 415'	20050430	2005	10,375.00	2075	41,495.42
WATER LINES - 8' WASHINGTONPLACE - 145'	20050430	2005	3,045.00	2075	12,178.65
WATER LINES - 8in KENDALL PTLOT 12 - 1867'	20060430	2006	57,877.00	2076	231,482.43
WATER LINES - 8in STONEHILLLOT 15 UNIT 3 - 728'	20060430	2006	22,568.00	2076	90,262.03
WATER LINES - 16IN HUNT CLUB(OFF SITE) - 18'	20060430	2006	1,530.00	2076	6,119.32
WATER LINES - 8IN ORCHARDGROVE - 2541'	20060430	2006	20,328.00	2076	81,303.02
WATER LINES - 10IN ORCHARDWOODS - 1252	20060430	2006	56,340.00	2076	225,335.11
WATER LINES - 12in - ORCHARDWOODS - 285	20060430	2006	17,100.00	2076	68,392.45
WATER LINES - 6in - PRAIRIEMARKET WEST - 186'	20060430	2006	4,026.00	2076	16,102.22
WATER LINES - 8IN - PRAIRIEMARKET WEST - 3671	20060430	2006	113,801.00	2076	455,153.73
WATER LINES - 10IN - PRAIRIEMARKET WEST - 6733'	20060430	2006	302,985.00	2076	1,211,806.15
SEWER LINES - IN - PRAIRIEMARKET WEST - 2404'	20060430	2006	62,504.00	2076	249,988.39
SEWER LINES - 10IN - PRAIRIEMARKET WEST - 2012	20060430	2006	70,420.00	2076	281,648.89
SEWER LINES - 8IN - PRAIRIEMARKET (WALMART) - 2869'	20060430	2006	74,594.00	2076	298,343.05
SEWER LINES - 10IN - PRAIRIEMARKET (WALMART) - 1699'	20060430	2006	59,465.00	2076	237,833.73
SEWER LINES - 12IN - PRAIRIEMARKET (WALMART) - 2435'	20060430	2006	146,100.00	2076	584,335.46
TOWN CENTER PROJECT(WATER PORTION)	20060430	2006	4,358,679.59	2076	17,432,792.79
WATER MAIN - Douglas RdREPLACEMENT	20070430	2007	145,257.19	2077	580,964.59
WATER LINES - 6 IN. - BICKFORDCOTTAGE - 77'	20070430	2007	6,160.00	2077	24,637.28
WATER LINES - 8 IN - BICKFORDCOTTAGE - 683'	20070430	2007	68,300.00	2077	273,169.83
SEWER LINES - 6 IN - BICKFORDCOTTAGE - 395'	20070430	2007	13,825.00	2077	55,293.89
WATER LINES - 8 IN - 5TH STMARKTE PLACE - 1,628'	20070430	2007	162,800.00	2077	651,128.08

Village of Oswego
 Water & Sewer Line Schedule as of 4/30/18

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year	Replacement Cost
				(Based on Useful Life-70 yrs)	
WATER LINES - 12 IN - 5TH STMARKET PLACE - 892'	20070430	2007	115,960.00	2077	463,788.77
SEWER LINES - 8 IN - ORCHARDWAY LOT 10 - 436'	20070430	2007	23,980.00	2077	95,909.41
WATER LINES - 8IN - JEWEL/OSCO1,339'	20070430	2007	133,900.00	2077	535,540.85
WATER LINES - 12IN - JEWEL/OSCO - 624'	20070430	2007	81,120.00	2077	324,444.16
WATER LINES - 6IN - EARLYCHILDHOOD CENTER - 150'	20070430	2007	12,000.00	2077	47,994.70
WATER LINES - 4IN - ASHCROFTJUNIOR HIGH - 30'	20070430	2007	1,800.00	2077	7,199.20
WATER LINES - 6IN - ASHCROFTJUNIOR HIGH - 30'	20070430	2007	2,400.00	2077	9,598.94
WATER LINES - 8IN - ASHCROFTJUNIOR HIGH - 2,137'	20070430	2007	213,700.00	2077	854,705.59
WATER LINES - 4IN - HUNT CLUBELEMENTARY - 61'	20070430	2007	3,660.00	2077	14,638.38
WATER LINES - 6IN - HUNT CLUBELEMENTARY - 71'	20070430	2007	5,680.00	2077	22,717.49
WATER LINES - 8IN - HUNT CLUBELEMENTARY - 2,135'	20070430	2007	213,500.00	2077	853,905.68
WATER LINES - 4IN - SOUTHBURYELEMENTARY - 71'	20070430	2007	4,260.00	2077	17,038.12
WATER LINES - 8IN - SOUTHBURYELEMENTARY - 1,906'	20070430	2007	190,600.00	2077	762,315.80
SEWER LINES - 8IN - ORCHARDGROVE - 2,715'	20070430	2007	149,325.00	2077	597,234.03
SEWER LINES - 8IN - ORCHARDWOODS - 1,466'	20070430	2007	80,630.00	2077	322,484.38
WATER LINES - 6IN - SOUTHBURYELEMENTARY	20070430	2007	6,800.00	2077	27,197.00
WATER LINES - 8 IN - EARLYCHILDHOOD CENTER - 1450'	20070430	2007	145,000.00	2077	579,935.94
SEWER LINES - 6 IN - EARLYCHILDHOOD CENTER - 715'	20070430	2007	25,025.00	2077	100,088.94
WATER LINES - 8 IN - MASONSQUARE OFFICE CONDO - 500'	20080430	2008	52,500.00	2078	209,976.81
WATER LINES - 8" - NEW CENTRLFIRE STATION - 1313'	20080430	2008	137,865.00	2078	551,399.09
WATER LINES - 12" - CENTRALFIRE STATION - 692'	20080430	2008	65,928.00	2078	263,682.87
SEWER LINES - 8IN - JEWEL OSCO719'	20080430	2008	40,983.00	2078	163,913.89
WATER LINES - 6" - ODGEN FALLBUILDING #7 - 65'	20080430	2008	5,395.00	2078	21,577.62
WATER LINES - 8" - ODGEN FALLBUILDING #7 - 1170'	20080430	2008	122,850.00	2078	491,345.73
WATER LINES - 6" - ODGEN FALLBUILDING #8 - 30'	20080430	2008	2,490.00	2078	9,958.90
WATER LINES - 8" - ODGEN FALLBUILDING #8 - 725'	20080430	2008	76,125.00	2078	304,466.37
WATER LINES - 10" -LA FITNESS1131'	20080430	2008	141,375.00	2078	565,437.54
SEWER LINES - 6" -LA FITNESS622'	20080430	2008	22,392.00	2078	89,558.11
WATER LINES - 8"VILLAGE HALL - 507'	20080430	2008	53,235.00	2078	212,916.48
WATER LINES - 8" - THOMPSONJR HIGH ADDITIONS - 885'	20080430	2008	92,925.00	2078	371,658.95
WATER LINES - 6" - PACIFICRIDGE (WM EXTENSION) 50'	20080430	2008	4,150.00	2078	16,598.17
WATER LINES - 10" - PACIFICRIDGE - 2116'	20080430	2008	264,500.00	2078	1,057,883.15
WATER LINES - 12" - PACIFICRIDGE - 680'	20080430	2008	91,120.00	2078	364,439.75
WATER LINES - 6" - PRAIRIEMARKET EAST - 98'	20080430	2008	8,134.00	2078	32,532.41
WATER LINES - 8" - PRAIRIEMARKET EAST - 144'	20080430	2008	8,928.00	2078	35,708.06
WATER LINES - 10" - PRAIRIEMARKET EAST - 1778'	20080430	2008	222,250.00	2078	888,901.82

Village of Oswego
 Water & Sewer Line Schedule as of 4/30/18

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)		Replacement Cost
SEWER LINES - 6" - PRAIRIEMARKET (OLIVE GARDEN) - 184'	20080430	2008	11,408.00	2078		45,626.96
WATER LINES - 8" - STONEHILLLOT 9, UNIT 1 - 370'	20080430	2008	22,940.00	2078		91,749.87
TOWN CENTER PROJECT (WTR)ADDITIONAL EXPENSE	20080430	2008	21,920.53	2078		87,672.44
WATER MAIN - RT 34 (ARBOR LANETO ORCHARD)	20080501	2008	259,247.68	2078		1,036,876.19
WATER LINES - 6"- KENDALL PNTRETAIL UNIT 3 LOT 2 - 55'	20090430	2009	2,860.00	2079		11,438.74
SEWER LINES - 6" KENDALL PNTRETAIL UNIT 3 LOT 2 - 267'	20090430	2009	21,894.00	2079		87,566.33
SEWER LINES - 6" - NEW CENTRLFIRE STATION - 164'	20090430	2009	13,448.00	2079		53,786.06
SEWER LINES - 8" - NEW CENTRLFIRE STATION - 478'	20090430	2009	33,460.00	2079		133,825.22
SEWER LINES - 8" - PRAIRIEMARKET EAST - 526'	20090430	2009	43,132.00	2079		172,508.95
SEWER LINES - 8" - PRAIRIEMARKET EAST - 389'	20090430	2009	27,230.00	2079		108,907.97
WATER LINES - 8" - PRAIRIEMARKET (PANDA EXP) - 220'	20090430	2009	12,100.00	2079		48,394.65
SEWER LINES - 6" - PRAIRIEMARKET (PANDA EXP) - 157'	20090430	2009	12,874.00	2079		51,490.31
WATER LINES " - GERRY PLAZALOT 3 - 30'	20110430	2011	3,300.00	2081		13,198.54
WATER MAIN - ROUTE 71	20140430	2011	2,907,921.34	2081		11,630,400.71
WATER LINES - 6IN - AUTUMNLEAVES - 93'	20120430	2012	3,627.00	2082		14,506.40
WATER LINES - 8IN - AUTUMNLEAVES - 1177'	20120430	2012	51,788.00	2082		207,129.12
SEWER LINES - 6IN - AUTUMNLEAVES - 279'	20120430	2012	6,975.00	2082		27,896.92
WATER MAIN - ROUTE 34 RELOCATION	20160430	2016	238,391.95	2086		953,462.48
Next 20-Years			266,681.12			1,193,290.63
20 Years +			44,314,487.81			176,284,911.63
REPORT TOTAL			44,581,168.93			177,478,202.26



VILLAGE STREET LISTING

This section lists the Village owned roadways by length and width. Each road also has a road rating which details the condition of the road and helps to determine when future maintenance will be required. The Village hired IMS Infrastructure Management Services to inspect the roads using engineering instruments including lasers. This method looks not only at the surface of the road but also the subbase to determine if the road is built on solid ground. IMS completed the roadway analysis in the fall of 2014.

On average, our road system is in “Very Good” condition. This rating is influenced by the miles of roads installed in the past ten years. More than 54% of the road area in the Village is “Very Good” or better as shown in the table below. Of concern is the 9% of the pavement area that is currently rated at “Fair” or “Poor”. These roads will require work sooner rather than later.

Within the next five years, the average road condition will decrease from an engineering assessment rating of 80 to 71 if no work is done. More importantly, the percentage of road area rated “Fair” or “Poor” (rating of 60 to 40) will increase to 18%. Roads with a score of 69 today will reach a score of 40 within 10 years. The score of 40 is important, as this is the score at which resurfacing is no longer viable and total road reconstruction is necessary.

Current Conditions = Average System Rating = 80				
RANGE	CONDITION	RELATIVE REMAINING LIFE (Some Maintenance is assumed)	DEFINITION	% BY AREA
85 and Above	Excellent	12 to 15 years	Sections may require some minor patching and crack	27%
80 - 84	Very Good	10 to 12 years	Sections may require seal coating or possibly thin overlays	27%
70 - 79	Good	8 to 10 years	Sections will require seal coating, thin overlay or thicker	37%
60 - 69	Fair	6 to 8 years	Sections will require thicker overlay, surface replacement or some base reconstruction	8%
40 - 59	Poor	3 to 6 years	Sections will require surface replacement, base reconstruction and possibly some subgrade stabilization	1%
10 - 39	Very Poor	Less than 3 years	Sections will require total reconstruction with subgrade preparation	0%



Street	From	To	Length	Width	Rank
2ND ST	N MADISON ST	N ADAMS ST	341	22.0	73
ABINGDON DR	BLOOMFIELD CIR E	EAST END	397	30.0	85
ADDISON CT	WILLINGTON WAY	WILLINGTON WAY	295	30.0	82
AFFIRMED AVE	AUBURN DR	BLUEGRASS PKWY	512	30.0	79
ALEX CT	WATERBURY CIR	WEST END	141	28.0	71
ALEXANDER CT	RIDGEFIELD RD	WEST END	338	30.0	83
ALLINGTON CT	COLCHESTER DR	EAST END	246	30.0	50
AMHERST CIR	DEERFIELD DR	ANDOVER DR	1948	30.0	62
AMHERST CIR	ANDOVER DR	DEERFIELD DR	2305	30.0	11
AMHERST CT	WEST END	AMHERST CIR	187	30.0	73
AMSTON CT	BLOOMFIELD CIR W	NORTH END	285	30.0	44
ANDOVER DR	MARTY LN	PLAINFIELD RD	3821	30.0	73
ANDOVER DR	AMHERST CIR	AMHERST CIR	1130	2.0	11
ANGELA CIR	OLD POST RD	OLD POST RD	1203	30.0	73
ANTHONY CT	WATERFORD DR	WEST END	499	30.0	81
APOLLO LN	MARKET DR	SOUTH END	728	30.0	84
ARBOR CT	ARBOR LN	WEST END	266	30.0	76
ARBOR LN	US RTE 34	BAYBERRY DR	2811	30.0	73
ARBORETUM WAY	WHITE PINES LN	ASHCROFT LN	3517	29.3	73
ARROWOOD DR	ARBOR LN	EAST END	259	30.0	79
ASH GROVE LN	WILLOWOOD DR	GATES CREEK DR	1358	30.0	76
ASHCROFT CT	GREENWOOD PL	ASHCROFT LN	259	30.0	79
ASHCROFT LN	AMHERST CT	ARBORETUM WAY	3000	30.0	76
ASHLAND ST	GARFIELD ST	E WASHINGTON ST	1335	30.0	80
ASHLAND ST	E WASHINGTON ST	E TYLER ST	397	21.8	59
ASHLAWN AVE	ELMWOOD DR	DS@660N ORCHARD AVE	1578	28.0	75
ASHLAWN AVE	DS@660N ORCHARD AVE	LOMBARDY LN	161	28.0	62
ASHLAWN AVE	LOMBARDY LN	OAKLAWN AVE	1109	28.0	56
ASHLAWN AVE	OAKLAWN AVE	CIRCLE DR W	2433	34.9	75
ASHLEY CT	STONEMILL LN	WEST END	692	30.0	85
ASHLEY WAY	DOLORES ST	CENTURY DR	315	30.0	64
AUBURN DR	BLUEGRASS PKWY	FAYETTE DR	597	30.0	82
BADEN AVE	JESSAMINE DR	CHARISMATIC DR	853	30.0	71
BADGER CT	BADGER LN	EAST END	436	30.0	81
BADGER LN	RIVER RUN BLVD	FOX CHASE DR	1883	30.0	78
BAKER CT	CHAPIN WAY	SOUTH END	423	30.0	79
BARICKMAN CT	OLD RESERVE RD	SOUTH END	387	24.0	83
BARNABY DR	DOUGLAS RD	OLD POST RD	2472	34.1	79
BARNABY DR	HERITAGE DR	SALEM CIR	295	30.0	83
BARNABY DR	SALEM CIR	WEST END	2798	30.0	78
BARTON DR	BLUEGRASS PKWY	BELMONT AVE	813	30.0	84



Street	From	To	Length	Width	Rank
BAUE MEADE RD	BOULDER HILL PASS	CROFTON RD	1534	30.0	76
BAUMANN TRL	GRAPEVINE TRL	NORTH END	187	30.0	79
BAYBERRY DR	BENTSON ST	WILLOWWOOD DR	1705	30.0	79
BEAVER CT	BEAVER XING	NORTH END	508	30.0	85
BEAVER XING	FOX CHASE DR N	FOX CHASE DR N	1250	30.0	82
BEDNARCIK CT	CHICAGO RD	NORTH END	590	18.0	79
BELL CT	WEST END	IL RTE 71	239	28.0	75
BELLEVUE CIR	KENDALL POINT DR	BELLEVUE CIR E	400	30.0	75
BELLEVUE CIR	KENDALL POINT DR	BELLEVUE CIR W	613	30.0	80
BELLEVUE CIR E	BELLEVUE CIR	KENDALL POINT DR	626	30.0	83
BELLEVUE CIR W	BELLEVUE CIR	KENDALL POINT DR	869	30.0	83
BELMONT AVE	BADEN AVE	CARDINAL AVE	1456	30.0	82
BENT TREE CT	PEARCES FRD	WEST END	518	30.0	71
BENTSON ST	SPRUCE ST	TRUMAN DR	912	32.2	81
BERKSHIRE CT	HERITAGE DR	NORTH END	282	28.0	82
BERRYWOOD LN	HEATHERWOOD DR	SEELEY ST	1259	30.0	79
BICKFORD AVE	MCLAREN DR	NORTH END	1439	30.0	82
BISON CT	WEST END	BISON RD	590	30.0	78
BISON RD	BISON CT	FAWN DR	971	30.0	73
BLOOMFIELD CIR E	COLCHESTER DR	COLCHESTER DR	1787	30.0	82
BLOOMFIELD CIR W	COLCHESTER DR	AMSTON CT	741	30.0	71
BLOOMFIELD CT	BLOOMFIELD CIR E	EAST END	161	30.0	85
BLOSSOM CT	BLOSSOM LN	EAST END	663	30.0	78
BLOSSOM LN	SOUTH END	CARNATION DR	782	30.0	62
BLUE HERON DR	SUDBURY CIR	SUDBURY CIR	3627	23.9	78
BLUE RIDGE CT	OGDEN FALLS BLVD	WEST END	335	28.0	79
BLUE RIDGE DR	OGDEN FALLS BLVD	TREASURE DR	1659	28.5	79
BLUEGRASS PKWY	YOAKUM BLVD	WOLF RD	11403	30.2	62
BLUESTEM CT	HALF ROUND RD	NORTH END	538	30.0	83
BOBCAT CT	FOX CHASE DR N	SOUTH END	567	30.0	76
BOHANNON CIR	QUEEN DR	QUEEN DR	3791	30.0	80
BOLTON CT	WILLINGTON WAY	WILLINGTON WAY	292	30.0	79
BONAVENTURE DR	BLUEGRASS PKWY	BLUEGRASS PKWY	3646	30.0	82
BOULDER HILL PASS	US RTE 34	CIRCLE DR W	4353	42.4	69
BOWER LN	EAST END	PRESTON LN	178	2.0	11
BOWER LN	PRESTON LN	SOUTHBURY BLVD	974	30.0	71
BRADFORD CT	WINDSOR DR	WEST END	328	30.0	76
BRANDON CT	JUDITH CIR	EAST END	213	30.0	41
BRIARCLIFF LN	LAKEVIEW DR	LAKEVIEW DR	1269	30.0	76
BRIARCLIFF LN 1	BRIARCLIFF LN	BRIARCLIFF LN	167	30.0	64



Street	From	To	Length	Width	Rank
BRIARCLIFF LN 2	BRIARCLIFF LN	BRIARCLIFF LN	167	30.0	82
BRIDGEVIEW DR	WATERBURY CIR	WATERBURY CIR	744	28.0	80
BROCK CT	BROCKWAY DR	NORTH END	171	28.0	64
BROCKWAY DR	NORTHHAMPTON DR	BOULDER HILL PASS	3221	28.0	79
BROMPTON CT	KENSINGTON DR	EAST END	551	28.0	78
BROOK CT	CREEK DR	CREEK DR	268	2.0	11
BROOKSIDE DR	SPRINGBROOK TRL N	SPRINGBROOK TRL N	495	28.0	82
BUCKINGHAM CT	WIESBROOK DR	OXFORD CT	420	30.0	80
BUCKSKIN DR	COLLINS RD	CHESTNUT DR	499	30.0	62
BUCKTAIL DR	MILL RD	WOLVERINE DR	1794	29.6	78
BURGUNDY CT	GRAPEVINE TRL	EAST END	216	65.0	82
BURR OAK DR	WILLOWWOOD DR	WILLOWWOOD DR	2549	30.0	73
BUTLER ST	CARPENTER AVE	LAUGHTON AVE	1200	30.0	50
CALUMET ST	RT 71	WILMETTE AVE	538	18.0	44
CAMBRIDGE DR	WINDSOR DR	NORTH END	610	30.0	79
CAMDEN CIR	MORGAN VALLEY DR	MORGAN VALLEY DR	1803	30.0	82
CANTERBURY CT	WIESBROOK DR	WIESBROOK DR	525	30.0	82
CANTON CT	COLCHESTER DR	COLCHESTER DR	364	30.0	83
CANTON DR	COLCHESTER DR	COLCHESTER DR	1165	30.0	56
CARDINAL AVE	WOLF RD	FAYETTE DR	3263	30.0	81
CARLISLE CT	PRAIRIEWIEW DR	EAST END	321	30.0	73
CARLTON CT	PRAIRIEWIEW DR	WEST END	157	65.0	81
CARNATION CT	PRAIRIEVIEW DR	EAST END	210	65.0	76
CARNATION DR	PRAIRIEVIEW DR	WEST END	1726	30.0	69
CARPENTER AVE	SOUTH END	SEELEY ST	768	30.0	71
CARPENTER AVE	SEELEY ST	MCLAREN DR	978	30.0	82
CARRIAGE CT	PRAIRIEVIEW DR	NORTH END	374	30.0	76
CASCADE LN	GRAYS DR	PEARCES FRD	2282	30.0	80
CATHERINE CT	WATERFORD DR	NORTH END	174	30.0	71
CEBOLD DR	EASTWAY DR	CIRCLE DR W	1774	28.5	71
CENTURY DR	IL RTE 31	FOX CHASE DR	3112	30.0	69
CENTURY DR	MANHATTAN CIR	DOLOESE AR	318	30.0	75
CHAPIN WAY	DEVOE DR	DEVOE DR	4234	30.0	71
CHAPMAN DR	PARKERS ML	CROTHERS DR	187	62.0	79
CHARISMATIC DR	SECRETARIAT LN	WEST END	941	30.0	62
CHARLOTTE LN	METINA DR	OLD POST RD	1390	30.0	53
CHATEAUX CT	PRAIRIEWIEW DR	WEST END	213	65.0	80
CHELSEA CT	ANDOVER DR	NORTH END	133	2.0	11
CHESAPEAKE LN	EAST END	FIFTH ST	888	28.0	79



Street	From	To	Length	Width	Rank
CHESHIRE CT	CANTON DR	NORTH END	397	30.0	73
CHESTERFIELD CT	CHESHIRE DR	EAST END	361	30.0	59
CHESTERFIELD DR	US RTE 34	BOULDER HILL PASS	2768	30.0	80
CHESTNUT DR	BUCKSKIN DR	MORGAN VALLEY DR	3027	30.0	73
CHIPMUNK DR	FAWN DR	WILLOWWOOD DR	384	30.0	50
CHRISTIAN CT	WATERBURY CIR	WEST END	177	28.0	53
CHURCHILL CT	PRAIRIEVIEW DR	WEST END	335	30.0	79
CHURCHILL LN	PRAIRIEVIEW DR	PRAIRIEVIEW DR	3853	30.0	81
CHURCHILL LN C	CHURCHILL LN	CHURCHILL LN	354	30.0	59
CHURCHILL LN E	CHURCHILL LN	CHURCHILL LN	207	30.0	82
CHURCHILL LN N	CHURCHILL LN	CHURCHILL LN	177	30.0	81
CHURCHILL LN S	CHURCHILL LN	CHURCHILL LN	285	30.0	80
CINDERFORD CT	CINDERFORD DR	SOUTH END	190	30.0	76
CINDERFORD DR	CHESSTERFIELD DR	CHESSTERFIELD DR	1279	30.0	81
CITATION DR	BLUEGRASS PKWY	SOUTH END	292	30.0	56
CLARIDGE DR	MARTY LN	EAST END	138	30.0	79
CLARION CT	PRAIRIEVIEW DR	EAST END	407	30.0	79
CLARK AVE	NORTH END	BENTSON ST	997	18.0	73
CLEARWATER CT	WASHINGTONS T	CLEARWATER CT	577	18.0	79
CLEARWATER LN	WHITEWATER LN	W WASHINGTON ST	1581	30.0	75
CLUB HOUSE LN	EAST END	DS@660W HEATHERWOOD DR	995	2.0	11
CLUB HOUSE LN	DS@660W HEATHERWOOD DR	PINERIDGE DR N	538	30.0	83
COBBLESTONE CT	WIESBROOK DR	WIESBROOK DR	407	30.0	82
COLCHESTER DR	SOUTHURBY BLVD	WOOLLEY RD	4791	29.7	73
COLCHESTER DR	WOOLLEY RD	DOREST AVE	535	24.0	50
COLCHESTER DR	DOREST AVE	SC@387E VINCA LN	784	30.0	53
COLCHESTER DR	SC@387E VINCA LN	EAST END	1149	2.0	11
COLE AVE	SUDBURY CIR	WEST END	328	28.0	79
COLLINS RD	BLUE HERON DR	DS@660E MORGAN VALLEY DR	3089	22.3	50
COLLINS RD	DS@660E MORGAN VALLEY DR	PLAINFIELD RD	2777	20.0	41
COLUMBUS DR	MANHATTAN CIR	MANHATTAN CIR	1053	30.0	79
CONCORD DR	TUSCANY TRL	GALENA RD	2725	31.7	79
CONCORD DR N	CONCORD DR	CONCORD DR	187	45.0	73
COOLIDGE PL	EISENHOWER DR	TRUMAN DR	269	36.0	79
CORNELL DR	BARNABY DR	HERITAGE DR	895	30.0	82



Street	From	To	Length	Width	Rank
COTTONEASTER AVE	LINDEN DR	LISZKA LN	321	30.0	82
COTTONEASTER CT	NORTH END	LINDEN DR	354	30.0	73
COUGAR LN	WOODCHUCK TRL	WILLOWWOOD DR	584	30.0	79
COVENTRY CT	W WASHINGTON ST	EAST END	731	18.0	79
COYOTE CT	FOX CHASE DR S	SOUTH END	308	30.0	79
CREEK DR	LAKESHORE DR	LAKESHORE DR	527	2.0	11
CREEKSIDE CT	EAST END	PRAIRIEVIEW DR	249	65.0	80
CROFTON CT	CROFTON RD	EAST END	230	30.0	75
CROFTON RD	SOUTH END	BOULDER HILL PASS	1468	30.0	71
CROTHERS DR	CHAPMAN DR	PARKERS ML	233	64.0	79
CROYDON CT	PRAIRIEWIEW DR	EAST END	318	30.0	82
CRYSTAL CT	BLUE RIDGE DR	EAST END	499	28.0	82
DANBURY CT	DANBURY DR	EAST END	295	30.0	82
DANBURY DR	MORGAN VALLEY DR	WHITE PINES LN	3014	30.0	79
DANCER LN	BLUEGRASS PKWY	CHESAPEAKE LN	1172	30.0	73
DEERFIELD DR	WEST END	AMHERST CIR	1844	30.0	79
DEERFIELD DR	GROVE RD	EAST END	948	30.0	78
DEERPATH DR	FOX CHASE DR N	FOX CHASE DR N	1420	30.0	81
DELLA LN	ROBERT RD	WOLF RD	1050	30.0	78
DERBY CT	PRAIRIEWIEW DR	WEST END	308	30.0	62
DEVOE CT	DEVOE DR	DEVOE DR	246	45.0	82
DEVOE DR	CHAPIN WAY	WOLF RD	4769	29.4	85
DONEGAL CT	WOLVERINE DR	NORTH END	279	30.0	71
DORCHRSTER CT	PRAIRIEVIEW DR	PRAIRIEVIEW DR	305	30.0	59
DORSET AVE	VINCA LN	COLCHESTER DR	2947	30.0	56
DORSET CT	DORSET AVE	DORSET AVE	423	30.0	53
DOUGLAS RD	CITY LIMIT	WOLF RD	8286	22.0	47
DOUGLAS RD	WOLF RD	US RTE 34	3554	43.1	79
DOUGLAS RD	US RTE 34	OLD POST RD	990	140.8	69
DOUGLAS RD	OLD POST RD	US RTE 30	6496	137.4	78
DOUGLAS ST	IL RTE 71	S MADISON ST	2997	24.0	79
DURHAM LN	PRESTON LN	COLCHESTER DR	387	30.0	85
DYLAN DR	WATERBURY CIR	WEST END	197	28.0	44
E BENTON ST	HICKORY ST	S MADISON ST	1381	24.0	56
E JACKSON ST	FRANKLIN ST	MONROE ST	1273	30.0	78
E JACKSON ST	S MADISON ST	MONROE ST	312	30.0	84
E JEFFERSON ST	GRANT ST	W JEFFERSON ST	1564	30.0	76
E MERCHANTS DR	N MERCHANTS DR	FERNWOOD DR	459	50.0	82
E TYLER ST	E WASHINGTON ST	S MADISON ST	1135	24.0	73
E VAN BUREN ST	ASHLAND ST	W VAN BUREN ST	666	30.0	84
E WASHINGTON ST	PLAINFIELD RD	DS@1320N	1318	48.0	47



Street	From	To	Length	Width	Rank
		PLAINFIELD RD			
E WASHINGTON ST	DS@1320N PLAINFIELD RD	IL RTE 71	853	46.1	53
E WASHINGTON ST	IL RTE 71	FARO CT	761	40.0	75
E WASHINGTON ST	FARO CT	SC@138N MONROE ST	1339	39.6	88
E WASHINGTON ST	SC@138N MONROE ST	S MADISON ST	197	36.0	85
EASTWAY DR	BROCKWAY DR	ASHLAWN AVE	662	26.0	78
EBONY DR	BLUEGRASS PKWY	CHARISMATIC DR	1486	30.0	53
EDGEBROOK CT	RIVER RUN BLVD	EDGEBROOK CT	505	30.0	64
EISENHOWER DR	EAST END	TAFT DR	2693	36.0	82
ELMWOOD AVE	BLUE RIDGE DR	TREASURE DR	1709	28.0	78
ELMWOOD DR	NORTH END	N MADISON ST	1590	27.7	62
EVERGREEN CT	ELMWOOD DR	ASHLAWN AVE	380	28.0	78
FAIRFIELD DR	PRESTON LN	EAST END	440	30.0	75
FANAD CT	WILLOWOOD DR	SOUTH END	380	30.0	62
FARMINGTON LAKES DR	FIFTH ST	DOUGLAS RD	4020	45.0	71
FARO CT	WEST END	E WASHINGTON ST	325	28.0	82
FAWN DR	WILLOWOOD DR N	FOX CHASE DR N	1495	30.0	71
FAYETTE DR	CARDINAL AVE	CITATION DR	1726	30.0	44
FERNWOOD DR	DOUGLAS RD	FALLCREEK CIR	824	37.0	69
FERRET KING	WILLOWOOD DR	OTTER WAY	1023	30.0	69
FIELDCREST DR	CIRCLE DR	BROCKWAY DR	600	28.0	73
FIFTH ST	SOUTH END	KENSINGTON DR	1777	36.0	79
FIFTH ST	KENSINGTON DR	DS@660N WIESBROOK DR	2705	41.1	82
FIFTH ST	DS@660N WIESBROOK DR	US RTE 30	476	63.0	47
FIFTH ST	WOLF RD	DS@1980N YOAKUM BLVD	5876	41.2	64
FIFTH ST	DS@1980N YOAKUM BLVD	US RTE 34	249	80.0	82
FLEET DR	JESSAMINE DR	BELMONT AVE	522	30.0	82
FLINTLOCK CT	STONELEIGH LN	SOUTH END	371	24.0	83
FOREST AVE	PRAIRIEVIEW DR	MONROE ST	1617	29.6	59
FOSTER DR	CHAPIN WAY	PARKER PL	2916	30.0	85
FOX CHASE CT	FOX CHASE DR N	EAST END	180	30.0	69
FOX CHASE DR N	MILL RD	MILL RD	5276	30.0	79
FOX CHASE DR S	MILL RD	BADGER LN	1479	30.0	78
FOX SEDGE CT	HALF ROUND RD	SOUTH END	469	24.0	53
FRANCESCA CT	PEARCES FRD	SOUTH END	449	30.0	64
FRANKFORT AVE	BLUEGRASS PKWY	SOUTH END	889	30.0	78



Street	From	To	Length	Width	Rank
FRANKLIN ST	RT 71	E WASHINGTON ST	1477	35.0	79
FULLER AVE	S MADISON ST	MAIN ST	682	24.0	53
FURLONG ST	BLUEGRASS PKWY	LORADALE RD	659	30.0	83
GALENA RD	CITY LIMIT	CITY LIMIT	1227	38.0	82
GARFIELD ST	FRANKLIN ST	CHICAGO RD	1608	30.0	79
GASTVILLE ST	TREASURE DR	HARLAN AVE	216	24.0	69
GATES CREEK DR	WILLOWWOOD DR	MILL RD	544	30.0	78
GATES CREEK DR	MILL RD	WILLOWWOOD DR	596	30.0	79
GEORGETOWN DR	EBONY DR	BLUEGRASS PKWY	1105	30.0	79
GLENDALE AVE	ASHLAWN AVE	IL RTE 25	276	24.0	47
GLORIA LN	BARNABY DR	OLD POST RD	1945	30.0	59
GOLDENROD DR	SOUTH END	OLD RESERVE RD	239	24.0	79
GOLDENROD DR	OLD RESERVE RD	HALF ROUND RD	1515	24.0	83
GRANT ST	CHICAGO RD	E JEFFERSON ST	541	30.0	82
GRAPEVINE TRL	GRAPEVINE TRL	GRAPEVINE TRL	4554	30.0	83
GRAPEVINE TRL	GRAPEVINE TRL	CONCORD DR	1639	30.0	47
GRAYS CT	GRAYS DR	EAST END	712	30.0	87
GRAYS DR	CASCADE LN	GRAYS CT	1240	30.0	79
GREENVIEW CT	GREENVIEW LN	NORTH END	161	45.0	79
GREENVIEW LN	W WASHINGTON ST	STONEWATER LN	1666	30.0	59
GREENWOOD PL	ARBORETUM WAY	ASHCROFT CT	905	30.0	82
GROVE RD	RESERVATION RD	LAKEVIEW DR	11739	32.5	56
GROVE RD	LAKEVIEW DR	E WASHINGTON ST	574	30.0	69
HACKNEY LN	MUSTANG DR	MORGAN VALLEY DR	1167	30.0	79
HALF HOLLOW CT	HALF ROUND RD	SOUTH END	190	30.0	73
HALF MOON CT	BLUE RIDGE DR	BLUE RIDGE DR	305	28.0	73
HALF ROUND RD	STEPHENS RD	DS@660S OLD RESERVE RD	2580	30.0	82
HALF ROUND RD	DS@660S OLD RESERVE RD	HALF HOLLOW CT	2026	30.0	76
HAMPSHIRE CT	WILLINGTON WAY	NORTH END	253	30.0	82
HANOVER CT	MANCHESTER RD	EAST END	456	28.0	79
HARRISON ST	SOUTH END	DS@660N SOUTH END	659	30.0	53
HARRISON ST	DS@660N SOUTH END	W JACKSON ST	473	30.0	79
HARTFORD CT	HUNTINGTON CT	WIESBROOK DR	587	50.0	73
HARVEY RD	RANCE RD	WOLF RD	5174	21.0	41
HARVEY RD	WOLF RD	DS@1320N WOLF RD	1318	31.0	78
HARVEY RD	DS@1320N WOLF RD	DS@1320N TOWNSEND DR	1948	32.6	84
HARVEY RD	DS@1320N TOWNSEND	DS@1980N	659	24.0	78



Street	From	To	Length	Width	Rank
	DR	TOWNSEND DR			
HARVEY RD	DS@1980N TOWNSEND DR	US RTE 30	2030	23.4	59
HAWLEY DR	DEVOE DR	DEVOE DR	1046	30.0	79
HAWTHORNE DR	WOLF RD	NORTH END	636	24.0	56
HEATHERWOOD DR	SOUTH END	MILL RD	1305	30.0	79
HEATHERWOOD DR	MILL RD	PINE TREE CT	462	2.0	11
HEDGEROW CT	ARBORETUN WAY	ARBORETUN WAY	344	30.0	79
HEDGEROW LN	ARBORETUM WAY	VISTA DR	508	30.0	75
HEMLOCK CT	HEMLOCK LN	HEMLOCK LN	335	30.0	81
HEMLOCK LN	LINDEN DR	LINDEN DR	2922	30.0	76
HERITAGE DR	FARMINGTON LAKES DR	US RTE 34	3017	30.0	56
HICKORY ST	MONROE ST	FOREST AVE	440	30.0	81
HICKORY ST	FOREST AVE	E BENTON ST	620	24.0	79
HIGHLAND CT	PRAIRIEWIEW DR	EAST END	649	30.0	82
HIGHVIEW CT	CLEARWATER LN	NORTH END	607	30.0	69
HOLLY LN	HEATHERWOOD DR	PINERIDGE DR S	951	30.0	79
HOMEVIEW DR	BOHANNON CIR	BOHANNON CIR	738	30.0	79
HOOVER DR	ROOSEVELT DR	ROOSEVELT DR	578	30.0	79
HOOVER DR	HOOVER DR	WHITEWATER LN	318	30.0	80
HUDSON DR	BISON RD	MANHATTAN CIR	341	30.0	82
HUNT CLUB CT	HUNTCLUB DR	SOUTH END	256	30.0	47
HUNT CLUB DR	WEAVER ST	SC@100W SOUTHERLAND DR	505	30.0	80
HUNT CLUB DR	SC@100W SOUTHERLAND DR	MINKLER RD	2286	30.0	69
HUNTINGTON CT	NORTH END	WIESBROOK DR	715	30.0	73
HUTCHISON ST	PREAKNESS DR	WOODFORD RD	508	30.0	78
INISHOWEN CT	WILLOWOOD DR	NORTH END	502	30.0	59
IRIS CT	PARADISE PKWY	EAST END	443	30.0	79
IRONWOOD AVE	HEMLOCK LN	LINDEN DR	620	30.0	79
ISLEVIEW DR	MORGAN VALLEY RD	LAKEVIEW DR	3066	30.0	82
JACKSON PL	E JEFFERSON ST	CHICAGO RD	417	30.0	80
JAY ST	E JACKSON ST	E JEFFERSON ST	318	30.0	73
JESSAMINE DR	SECRETARIAT LN	BARTON DR	1456	30.0	50
JOSEPH CT	JUDITH CIR	SOUTH END	403	30.0	82
JUDITH CIR	JOSEPH CT	OLD POST RD	1165	30.0	69
JUDSON AVE	S MAIN ST	S MADISON ST	679	24.0	53
JUDSON AVE	S MADISON ST	FOREST AVE	1063	28.0	79
JULEP AVE	BLUEGRASS PKWY	BLUEGRASS PKWY	1358	30.0	85
JUNIPER ST	NORTH END	SOUTH END	1256	30.0	50
KEENE AVE	BLUEGRASS PKWY	BELMONT AVE	620	30.0	47



Street	From	To	Length	Width	Rank
KENDALL POINT DR	NORTH END	BOHANNON CIR	4317	27.8	81
KENSINGTON DR	FIFTH ST	LONG BEACH RD	5215	28.3	79
KENSINGTON DR SE	KENSINGTON DR	KENSINGTON DR	230	28.0	78
KENSINGTON DR N CT	KENSINGTON DR N	KENSINGTON DR N	216	30.0	75
KENSINGTON DR SW	KENSINGTON DR	KENSINGTON DR	243	28.0	78
KENT CT	LONG BEACH RD	SOUTH END	403	28.0	82
KIRKLAND CIR	KENDALL POINT DR	KENDALL POINT DR	3312	24.8	82
KIWI CT	WILLOWOOD DR N	NORTH END	236	30.0	59
KNIGHTS BRIDGE CT	WAUBONSEE CIR	SOUTH END	600	30.0	62
LAKE CT	RIVER RUN BLVD	NORTH END	341	45.0	76
LAKESHORE DR	SOUTHBURY BLVD	SOUTHBURY BLVD	2040	28.0	62
LAKEVIEW CT	LAKEVIEW DR	SOUTH END	446	30.0	56
LAKEVIEW DR	GROVE RD	GROVE RD	3458	30.0	82
LANDSHIRE CT	CHESTERFIELD DR	NORTH END	282	30.0	76
LATTICE DR	PARADISE PKWY	WEST END	197	36.0	85
LAUGHTON AVE	SOUTH END	HUNT CLUB DR	1237	30.0	50
LEESBURG ST	PREAKNESS DR	WOODFORD RD	633	30.0	82
LENNOX CT	YORK DR	EAST END	315	30.0	64
LENNOX DR	FOX CHASE DR N	YORK DR	1069	30.0	71
LEWIS ST	WHITE OAK DR	WEST END	1752	50.6	86
LIBERTY CT	NORTH END	IL RTE 71	623	30.0	62
LINCOLN STATION DR	SOUTH END	US RTE 30	2383	28.0	80
LINDEN DR	EAST END	JUNIPER ST	797	30.0	69
LINDEN DR	JUNIPER ST	ASHCROFT LN	3421	31.7	82
LISZKA LN	JUNIPER ST	LINDEN DR	2181	30.0	82
LITCHFIELD WAY	BOWER LN	SOUTHBURY BLVD	2502	30.0	59
LOCUST AVE	FOREST AVE	E BENTON ST	617	24.0	78
LOMBARDY LN	BOULDER HILL PASS	OAKLAWN AVE	2647	29.7	83
LOMBARDY LN	OAKLAWN AVE	ASHLAWN AVE	476	28.0	82
LONG BEACH RD	KENSINGTON DR	DOUGLAS RD	1447	28.0	80
LONG MEADOW CT	PRAIRIEWIEW DR	SOUTH END	423	30.0	80
LONGFORD CT	NORTHAMPTON DR	SOUTH END	626	30.0	73
LORADALE RD	SOUTH END	NORTH END	1298	30.0	86
LOREEN CT	TREASURE DR	SOUTH END	102	56.0	79
LUCKY CT	PEARCES FRD	WEST END	230	30.0	83
LYNX LN	MILL RD	FOX CHASE DR N	390	36.0	76
MADISON CT	S MADISON ST	WEST END	144	45.0	73
MAGNOLIA CT	EAST END	GRAPEVINE TRL	138	65.0	83
MAJESTIC LN	BLUEGRASS PKWY	CHESAPEAKE LN	1505	29.6	80
MANCHESTER RD	KENSINGTON DR	KENSINGTON DR	498	28.0	79
MANDY LN	OGDEN FALLS BLVD	WATERBURY CIR	508	28.0	47



Street	From	To	Length	Width	Rank
MANHATTAN CIR	CENTURY DR	MANHATTAN CIR	4710	30.0	80
MANSFIELD CT	MANSFIELD WAY	SOUTH END	489	30.0	83
MANSFIELD WAY	LITCHFIELD WAY	LITCHFIELD WAY	1643	30.0	79
MAPLE ST	S MAIN ST	S MADISON ST	466	18.0	53
MARK CT	WATERFORD DR	EAST END	230	30.0	76
MARKET DR	BONAVENTURE DR	BONAVENTURE DR	620	30.0	82
MARTY LN	VISTA DR	DEERFIELD DR	895	30.0	79
MAYFAIR CT	KENSINGTON DR	WEST END	266	28.0	47
MCGRATH DR	EAST END	DANCER LN	709	30.0	76
MCLAREN DR	WEAVER ST	HUNT CLUB DR	2559	30.0	82
MEADOWS CT	HARVEY RD	NORTH END	640	32.0	84
MEADOWWOOD LN	HEATHERWOOD DR	PINERIDGE DR S	846	30.0	82
MERLOT CT	GRAPEVINE TRL	SOUTH END	279	30.0	85
METENA DR	BARNABY DR	OLD POST RD	1279	30.0	59
MILL RD	ALLIANCE XING	IL RTE 31	9794	39.2	81
MILL RD	IL RTE 31	EAST END	872	22.1	64
MILLERSBURG ST	PREAKNESS DR	LORADALE RD	1653	30.0	80
MILLSTREAM LN	WHITewater LN	W WASHINGTON ST	2004	30.0	73
MINKLER RD	RESERVATION RD	DS@1320N COUNTRY RD	4170	24.0	39
MINKLER RD	DS@1320N COUNTRY RD	DS@660N HUNT CLUB DR	2085	38.5	75
MINKLER RD	DS@660N HUNT CLUB DR	IL RTE 71	6466	24.6	47
MIST DR	RIVER MIST DR	MILL RD	118	28.0	81
MITCHELL DR	SOUTH END	US RTE 30	1275	28.4	82
MONDOVI DR	OLD POST RD	BARNABY DR	1574	30.0	53
MONROE ST	E BENTON ST	E VAN BUREN ST	685	30.0	64
MONROE ST	E VAN BUREN ST	E WASHINGTON ST	338	30.0	82
MONROE ST	E WASHINGTON ST	E JEFFERSON ST	722	30.0	82
MONROE ST	JUDSON AVE	WILSON PL	1269	26.0	80
MORGAN VALLEY DR	WEST END	COLLINS RD	6276	30.0	73
MUDSLINGER DR	STATION DR	MILL RD	1171	30.0	79
MUSTANG DR	CHESTNUT DR	ANDOVER DR	1250	30.0	76
MYSTIC CT	SOUTHBURY BLVD	SOUTHBURY BLVD	256	18.0	82
N ADAMS ST	2ND ST	DS@1320S 2ND ST	1318	15.0	75
N ADAMS ST	DS@1320S 2ND ST	NORTH ST	1086	21.7	73
N ADAMS ST	NORTH ST	S ADMAS ST	735	28.0	62
N AVON CT	NORTH END	LONG BEACH RD	417	28.0	82
N BENNETT CT	TOWNSEND DR	NORTH END	426	30.0	47
N MERCHANTS DR	DOUGLAS RD	W MERCHANTS DR	473	50.0	82
NEWPORT CIR	HERITAGE DR	HERITAGE DR	1305	28.0	82



Street	From	To	Length	Width	Rank
NORTH ST	N MADISON ST	N ADAMS ST	446	22.0	64
NORTHAMPTON DR	LOMBARDY LN	LOMBARDY LN	2794	30.0	75
NORTHGATE CIR	NORTHGATE DR	NORTHGATE DR	1217	30.0	75
NORTHGATE DR	PERSIMMON LN	PRAIRIEVIEW DR	899	30.0	62
NORWAY PL	ARBOR LN	ARBOR LN	1099	30.0	71
NOTTINGHAM CT	NORRINGHAM DR	EAST END	256	30.0	78
NOTTINGHAM DR	NORTHAMPTON DR	NORTHAMPTON DR	1280	30.0	80
NOTTINGHAM DR N	NOTTINGHAM DR	NOTTINGHAM DR	144	30.0	86
OAKLAWN AVE	ASHLAWN AVE	ORCHARD AVE	2180	28.0	75
OAKWOOD DR	LOMBARDY LN	DS@660S LOMBARDY LN	692	30.0	76
OAKWOOD DR	DS@660S LOMBARDY LN	SOUTH END	974	28.0	50
OBRIEN WAY	US RTE 34	UNNAMED	315	40.0	83
OGDEN FALLS BLVD	SOUTH END	TREASURE DR	1506	45.0	50
OGDEN FALLS BLVD	TREASURE DR	BLUE RIDGE CT	646	44.2	56
OGDEN FALLS BLVD	BLUE RIDGE CT	DS@660N WATERBURY CIR	2339	46.2	82
OGDEN FALLS BLVD	DS@660N WATERBURY CIR	US RTE 34	558	33.8	80
OLD POST RD	DOUGLAS RD	CIRLCLE DR E	4942	36.0	80
OLD RESERVE RD	HALF HOLLOW CT	GOLDENROD DR	981	30.0	69
OLD RESERVE RD	GOLDENROD DR	GROVE RD	1932	30.0	84
ORCHARD AVE	BOULDER HILL PASS	OAKWOOD DR	2745	28.0	62
ORCHARD AVE	OAKWOOD DR	ASHLAWN AVE	987	28.0	71
OTTER WAY	WILLOWWO DR	DS@660N WILLOWWO DR	626	30.0	56
OTTER WAY	DS@660N WILLOWWO DR	BISON RD	1565	30.0	80
OWEN CT	WILLOWWOOD DR	SOUTH END	148	60.0	64
OXFORD CT	OXFORD CT	BUCKINGHAM CT	738	30.0	82
PARADISE PKWY	CARNATION DR	IL RTE 71	3350	31.1	81
PARADISE PKWY S	PARADISE PKWY	PARADISE PKWY	262	30.0	80
PARIS AVE	CARDINAL AVE	CARDINAL AVE	584	30.0	82
PARK ST	FRANKLIN ST	CHICAGO RD	1630	30.0	62
PARKER PL	FOSTER DR	CHAPIN WAY	1184	30.0	83
PARKERS ML	IL RTE 31	W WASHINGTON ST	1233	32.5	73
PARKLAND CT	RIVER RUN BLVD	SOUTH END	489	20.0	75
PARKSIDE LN	PRAIRIEVIEW DR	PRAIRIEVIEW DR	1620	30.0	71
PARKSIDE LN S	PARKSIDE LN	PARKSIDE LN	200	30.0	76
PARKVIEW CT	LAKEVIEW DR	LAKEVIEW DR	298	30.0	80
PARTRIDGE SQ	ORCHARD AVE	ORCHARD AVE	1197	28.0	79
PEARCES FRD	OLD POST RD	US RTE 34	4671	29.0	73
PENN CT	CHICAGO RD	WEST END	413	28.0	79



Street	From	To	Length	Width	Rank
PERSIMMON LN	PARADISE PKWY	PARADISE PKWY	1702	30.0	71
PERSIMMON LN N	PARADISE PKWY	PARADISE PKWY	167	30.0	76
PFUND CT	US RTE 34	NORTH END	725	18.0	53
PIMLICO ST	PREAKNESS DR	YOAKUM BLVD	1351	30.0	79
PINE TREE CT	PINERIDGE DR	PINE TREE CT	562	2.0	11
PINEHURST CT	PINEHURST LN	NORTH END	315	60.0	71
PINEHURST LN	LAKEVIEW DR	LAKEVIEW DR	961	30.0	81
PINERIDGE DR N	MILL RD	EAST END	827	30.0	84
PINERIDGE DR S	HEATHERWOOD DR	MILL RD	2085	30.0	79
PLAINFIELD RD	E WASHINGTON ST	COLLINS RD	3226	37.8	47
PLAINFIELD RD	DS@660S E WASHINGTON ST	ANDOVER DR	4341	41.5	69
PLANK DR	NORTH END	TEMPLETON DR	1049	30.0	76
PLYMOUTH CT	HERITAGE DR	SOUTH END	338	28.0	73
POLK ST	FRANKLIN ST	E JACKSON ST	1033	30.0	76
POMFRET CT	WILLINGTON WAY	WILLINGTON WAY	325	30.0	81
PONDS CT	BADGER LN	WEST END	351	30.0	73
POPLAR CT	PINEHURST LN	EAST END	374	60.0	73
POTTOWATAMIE CT	STONEMILL LN	WEST END	505	30.0	80
PRAIRE CROSSING RD	OLD RESERVE RD	WEST END	259	18.0	62
PRAIRIEVIEW CT	NORTH END	PRAIRIEVIEW DR	328	65.0	79
PRAIRIEVIEW DR	LAKEVIEW DR	MORGAN VALLEY DR	7311	30.0	71
PRAIRIEVIEW DR 1	PRAIRIEVIEW DR	PRAIRIEVIEW DR	269	65.0	73
PRAIRIEVIEW DR 2	PRAIRIEVIEW DR	PRAIRIEVIEW DR	171	65.0	81
PRAIRIEVIEW DR 3	PRAIRIEVIEW DR	PRAIRIEVIEW DR	321	65.0	71
PREAKNESS DR	NORTH END	SOUTH END	2886	30.0	85
PRESIDENTIAL BLVD	REAGAN DR	W WASHINGTON ST	1447	27.9	69
PRESIDENTIAL BLVD	SPLIT	REAGAN DR	866	22.0	71
PRESTON LN	BOWER LN	DURHAM LN	2338	30.0	73
PRESWICK CT	CHESHIRE DR	WEST END	390	30.0	83
PRIMROSE LN	WATERBURY CIR	WATERBURY CIR	862	28.0	53
PROCLAMATION DR	LINCOLN STATION DR	US RTE 30	508	28.0	44
PUTNAM CT	LITCHFIELD WAY	LITCHFIELD WAY	219	45.0	84
QUEEN DR	BOHANNON CIR	BOHANNON CIR	879	30.0	85
QUINCY DR	BARNABY DR	EAST END	223	28.0	84
RAINTREE DR	TREASURE DR	TREASURE DR	3771	28.0	80
RANCE RD	HARVEY RD	US RTE 30	6741	22.0	64
REAGAN DR	MILLSTREAM LN	EISENHOWER DR	957	34.1	79
REDDING CT	COLCHESTER DR	WEST END	410	30.0	75
RELIANCE CT	CONCORD DR	SOUTH END	190	65.0	81
RICHMOND CT	WEST END	RICHMOND DR	216	28.0	75



Street	From	To	Length	Width	Rank
RICHMOND DR	RICHMOND CT	SALEM CIR	984	28.0	83
RIDGEFIELD RD	PEARCES FRD	CIRCLE DR E	1033	30.0	59
RISEN STAR LN	MAJESTIC LN	DANCER LN	508	30.0	84
RIVER MIST CT	RIVER MIST DR	RIVER MIST CT	440	28.0	80
RIVER MIST DR	IL RTE 31	RIVER MIST DR	266	30.0	62
RIVER MIST DR	RIVER MIST DR	RIVER MIST DR	1781	28.0	64
RIVER RUN BLVD	IL RTE 31	WASHINGTON ST	1394	30.0	78
RIVER RUN CT	RIVER RUN BLVD	RIVER RUN CT	374	45.0	62
ROBERT RD	WILLINGTON WAY	DELLA LN	1593	30.0	75
ROBINHOOD CIR	ORCHARD AVE	SOUTH END	371	28.0	79
ROBINHOOD CIR	ORCHARD AVE	NORTH END	423	28.0	56
ROOSEVELT DR	BURR OAK DR	TRUMAN DR	807	36.0	80
ROSEBUSH LN	BLOSSOM LN	CARNATION DR	1289	30.0	78
ROTH RD	WOOLLEY RD	WOLF RD	7564	22.0	44
S ADAMS ST	W WASHINGTON ST	W VAN BUREN ST	371	18.0	47
S ADAMS ST	WILSON PL	W VAN BUREN ST	1066	18.0	79
S ADMAS ST	N ADAMS ST	W JACKSON ST	285	50.0	82
S ADMAS ST	W JACKSON ST	W WASHINGTON ST	354	26.0	69
S AVON CT	LONG BEACH RD	SOUTH END	725	28.0	83
S BENNETT CT	TOWNSEND DR	SOUTH END	541	30.0	86
S MADISON ST	DOUGLAS ST	FULLER AVE	548	30.0	64
S MADISON ST	FULLER AVE	DOUGLAS ST	1581	28.0	56
S MADISON ST	DOUGLAS ST	E WASHINGTON ST	1601	33.0	79
S MAIN ST	DOUGLAS ST	VAN BUREN ST	3419	23.8	41
S MAIN ST	VAN BUREN ST	JEFFERSON ST	1085	56.0	81
SADDLEBROOK CT	PRAIRIEVIEW DR	WEST END	387	30.0	82
SALEM CIR	HERITAGE DR	BARNABY DR	1800	28.0	75
SARATOGA CT	PRAIRIEVIEW DR	EAST END	459	30.0	79
SCHOFIELD DR	WEAVER ST	BICKFORD AVE	2257	30.0	83
SECRETARIAT LN	BLUEGRASS PKWY	WOLF RD	1725	30.9	44
SEDGWICK CT	SEDGWICK RD	NORTH END	141	2.0	11
SEDGWICK RD	BROCKWAY DR	BOULDER HILL PASS	1888	28.0	73
SEELEY ST	CARPENTER AVE	LAUGHTON AVE	1508	30.0	56
SEQUOIA CT	LINDEN DR	NORTH END	384	30.0	64
SETON CREEK DR	WOLLMINGTON DR	GLORIA LN	3168	30.0	76
SHADOW CT	LAKESHORE DR	SHADOW CT	534	2.0	11
SHADOWBROOK CT	LAKESHORE DR	SHADOWBROOK CT	518	24.0	53
SHERWICK RD	BROCKWAY DR	BROCKWAY DR	1967	28.0	78
SHERWOOD DR	SHERWOOD DR	ORCHARD AVE	597	28.0	59
SILVER CHARM DR	MAJESTIC LN	BLUEGRASS PKWY	699	30.0	82
SIMSBURY CT	W BLOOMFIELD CIR	SOUTH END	154	30.0	78




Street	From	To	Length	Width	Rank
SOUTHBURY BLVD	SOUTH END	WOLF RD	5896	36.5	64
SOUTHERLAND DR	HUNT CLUB DR	WEAVER ST	1249	30.0	64
SPARKLE CT	NORTH END	SOUTH END	722	30.0	69
SPENCER LN	ANDOVER DR	DEERFIELD DR	525	30.0	85
SPIRES DR	BONAVENTURE DR	BONAVENTURE DR	659	30.0	85
SPRINGBROOK TRL N	FARMINGTON LAKES DR	FARMINGTON LAKES DR	1906	28.0	50
SPRINGBROOK TRL S	FARMINGTON LAKES DR	FARMINGTON LAKES DR	1367	26.0	85
SPRINGDALE CT	LAKESHORE DR	LAKESHORE DR	323	2.0	11
SPRINGDALE RD	BARNABY DR	SAUGATUCK RD	485	30.0	71
SPRUCE ST	BAYBERRY DR	BENTSON ST	895	30.0	78
STATION DR	MILL RD	NORTH END	1246	40.0	80
STATION DR	US RTE 34	MILL RD	4096	30.0	81
STEEPLCHASE BLVD	YOAKUM BLVD	BOHANNON CIR	177	18.0	82
STEPHENS RD	WEST END	GROVE RD	3447	15.0	73
STILLWATER CT	RIVER RUN BLVD	NORTH END	712	30.0	82
STONE GATE DR	ELMWOOD DR	MADISON ST	1443	30.0	64
STONEHILL RD	WOOLLEY RD	STONEHILL RD	5263	30.0	76
STONEHILL RD	EAST END	WOLF RD	1108	30.0	78
STONELEIGH LN	STONEMILL LN	PEARCES FRD	915	30.0	80
STONEMILL LN	WAUBONSEE CIR	PEARCES FRD	1837	29.3	81
STONEWATER LN	GREENVIEW LN	WASHINGTON ST	1577	30.0	79
SUDBURY CIR	BLUE HERON DR	BLUE HERON DR	5037	28.3	75
SUFFIELD CT	CANTON DR	NORTH END	407	30.0	85
SUNSHINE CT	TREASURE DR	TREASURE DR	348	24.0	59
TAFT DR	MILLSTREAM LN	EISENHOWER DR	928	36.0	78
TEMPLETON DR	STONEHILL RD	PLAINFIELD RD	2013	30.0	69
TERRACE CT	TERRACE LN	WEST END	236	30.0	76
TERRACE LN	CARNATION DR	PARADISE PKWY	1410	30.0	86
TEWKSBURY CIR	CHESTERFIELD DR	CHESTERFIELD DR	1020	30.0	83
TEWKSBURY CT	TEWKSBURY CIR	SOUTH END	207	30.0	76
THEODORE DR	STONEHILL RD	PLANK DR	1207	30.0	62
THORNBURY CT	THORNBURY DR	SOUTH END	164	30.0	80
THORNBURY DR	CHESTERFIELD DR	CHESTERFIELD DR	820	30.0	79
TORRINGTON CT	TORRINGTON CT	WINTHROP DR	810	30.0	76
TOWNS KING	DOUGLAS RD	EAST END	184	20.0	59
TOWNSEND DR	DEVOE DR	HARVEY RD	820	39.8	82
TREASURE DR	WEST END	OGDEN FALLS BLVD	450	28.0	44
TREASURE DR	OGDEN FALLS BLVD	BLUE RIDGE DR	1384	28.0	53
TREASURE DR	BLUE RIDGE DR	HARVEY RD	1522	28.0	78



Street	From	To	Length	Width	Rank
TREASURE DR	HARVEY RD	US RTE 30	1729	37.7	73
TRUMAN DR	TRUMAN DR N	TRUMAN DR N	1998	36.0	80
TRUMAN DR N	TRUMAN DR	TRUMAN DR	282	30.0	82
TRUMAN DR S	TRUMAN DR	SOUTH END	180	30.0	79
TUSCANY TRL	CITY LIMIT	ORCHARD RD	2443	30.0	59
UNNAMED 1	ORCHARD RD	WEST END	1216	30.0	82
UNNAMED 2	ORCHARD RD	WEST END	716	30.0	81
UNNAMED 3	WHITE OAK DR	STATION DR	642	30.0	79
UNNAMED 4	ORCHARD RD	STATION DR	358	30.0	83
UNNAMED 5	STATION DR	ORCHARD RD	351	30.0	80
VALENTINE WAY	DEVOE DR	DEVOE DR	1118	30.0	81
VERNON DR	KENSINGTON DR	EAST END	249	30.0	76
VERSAILLES PKWY	FIFTH ST	BLUEGRASS PKWY	2338	30.0	69
VICTORIA LN	METINA DR	CHARLOTTE LN	875	30.0	73
VINCA LN	LINDEN DR	COLCHESTER DR	1088	30.0	56
VISTA DR	WEST END	ARBORETUM WAY	922	30.0	81
VISTA DR	ARBORETUM WAY	ARBORETUM WAY	1889	30.0	76
W BENTON ST	WEST END	S MADISON ST	852	24.0	62
W BLOOMFIELD CIR	AMSTON CT	BLOOMFIELD CIR E	1216	30.0	83
W JACKSON ST	HARRISON ST	S ADAMS ST	331	18.0	56
W JACKSON ST	S ADAMS ST	S MADISON ST	708	28.0	79
W JEFFERSON ST	E JEFFERSON ST	S MADISON ST	321	30.0	83
W MERCHANTS DR	N MERCHANTS DR	PENDLETON PL	446	50.0	82
W TYLER ST	S ADAMS ST	S MADISON ST	692	21.0	73
W VAN BUREN ST	S ADAMS ST	S MAIN ST	358	18.0	41
W VAN BUREN ST	S MAIN ST	S MADISON ST	364	30.0	64
W WASHINGTON ST	LYNX LN	US RTE 34	3756	37.3	53
WATERBURY CIR	OGDEN FALLS BLVD	OGDEN FALLS BLVD	4225	28.0	44
WATERFORD DR	RIDGEFIELD RD	PEARCES FRD	2657	30.0	69
WAUBONSEE CIR	OLD POST RD	PEARCES FRD	3424	30.0	79
WAUBONSEE CIRCLE CT	WAUBONSEE CIR	WAUBONSEE CIR	272	24.0	82
WAYSIDE CT	HALF ROUND RD	SOUTH END	380	24.0	79
WEAVER CT	WEAVER ST	WEST END	131	45.0	79
WEAVER ST	CARPENTER AVE	EAST END	351	30.0	71
WEAVER ST	SOUTH END	HUNT CLUB DR	820	30.0	81
WEAVER ST	HUNT CLUB DR	NORTH END	1039	30.0	73
WEMBLEY RD	CHARLOTTE LN	SAUGATUCK RD	472	30.0	50
WEST END CT	DOUGLAS ST	SOUTH END	305	24.0	76
WESTFORD PL	COLCHESTER DR	JUNIPER ST	1385	2.0	11



Street	From	To	Length	Width	Rank
WESTMINSTER CT	KENSINGTON DR	NORTH END	374	28.0	82
WHITE OAK DR	UNNAMED 3	DS@660N UNNAMED 3	571	30.0	79
WHITE OAK DR	DS@660N UNNAMED 3	NORTH END	249	30.0	86
WHITE OWL LN	BUCKTAIL DR	WOLVERINE DR	689	28.0	78
WHITE PINES CT	WHITE PINES LN	EAST END	430	30.0	81
WHITE PINES LN	WHITE PINES CT	DANBURY DR	830	30.0	79
WHITETAIL XING	FOX CHASE DR N	DEERPATH DR	1017	30.0	79
WHITEWATER LN	NORTH END	HOOVER DR	964	30.0	79
WIESBROOK DR	DOUGLAS RD	FIFTH ST	1611	30.0	64
WIESBROOK DR	FIFTH ST	EAST END	2561	30.0	80
WILLINGTON WAY	SOUTHBURY BLVD	SOUTHBURY BLVD	4069	30.0	64
WILLOWWOOD DR	ARBOR LN	MILL RD	3925	30.0	83
WILLOWWOOD DR N	MILL RD	WILLOWWOOD DR N	4412	30.0	64
WILMETTE AVE	EAST END	E WASHINGTON ST	863	18.0	50
WILMORE DR	PARIS AVE	FAYETTE DR	522	30.0	83
WILSON PL	S ADAMS ST	S MADISON ST	689	18.0	53
WILSON PL	S MADISON ST	E BENTON ST	981	24.0	79
WILTON CT	WINTHROP DR	WEST END	243	30.0	85
WINDCREST DR	LOMBARDYLN	ORCHARD AVE	797	30.0	82
WINDSOR DR	DANBURY DR	MORGAN VALLEY DR	2637	30.0	69
WINGATE CT	WINGATE DR	NORTH END	771	28.0	36
WINGATE DR	WATERBURY CIR	WINGATE CT	1367	28.0	75
WINTHROP DR	WILLINGTON WAY	WILLINGTON WAY	1446	30.0	84
WOLF RD	US ROUTE 34	US RTE 30	14295	27.7	73
WOLF RD	HAWTHORNE DR	DOUGLAS RD	7368	25.5	73
WOLLMINGTON DR	OLD POST RD	SETON CREEK DR	984	30.0	79
WOLVERINE DR	BUCKTAIL DR	DS@660N DONEGAL CT	935	30.0	73
WOLVERINE DR	DS@660N DONEGAL CT	OTTER WAY	1555	30.0	69
WOODCHUCK TRL	FERRET XING	BISON RD	794	30.0	76
WOODFORD RD	NORTH END	PREAKNESS DR	2027	30.0	82
WOODLAND WAY	ASHCROFT LN	ASHCROFT LN	1043	30.0	75
WOOLLEY RD	PLAINFIELD RD	DS@1320E COLCHESTER DR	3469	35.6	81
WOOLLEY RD	DS@1320E COLCHESTER DR	DOUGLAS RD	5207	22.0	47
YEADON DR	BROCKWAY DR	CIRCLE DR W	331	28.0	80
YOAKUM BLVD	FIFTH ST	BLUEGRASS PKWY	2405	52.9	82
YOAKUM BLVD	BLUEGRASS PKWY	EAST END	2227	51.6	82
YORK DR	LENNOX DR	CENTURY DR	394	30.0	71

Project Information		Project Snapshot
Project Name	Village Hall Parking Lot Repairs	
Account #		
Location	100 Parkers Mill	
Department	Public Works	
Category	Facilities	
New to CIP	Yes	
Prepared BY	Steve Raasch	
Useful Life	15 Years	

Description

The Oswego Village Hall building was built in 2008 at 100 Parkers Mill. The project will consist of removing and replacing small sections of asphalt. We will fill large cracks, place a seal coat and install new pavement markings.

Justification


There are a couple areas with small holes and/or cracks that need to be repaired. The whole lot needs to be seal coated and re-striped.

Prior Year Cost			Total Project Cost		45,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
		45,000				45,000
Total		45,000				45,000

Funding Sources						
Capital Fund		45,000				45,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total		45,000				45,000

Operational Impact/Other

Failure to repair and seal coat the lot will require, extensive and more costly repairs at a later date.

Project Information		Project Snapshot
Project Name	Public Works Facility Parking Lot Repairs	
Account #		
Location	100 Theodore Drive	
Department	Public Works	
Category	Facilities	
New to CIP	No	
Prepared BY	Tracy Miller/Steve Raasch	
Useful Life	15 Years	

Description

The Oswego Public Works building was built in 2002 at 100 Theodore Drive. The project will consist of removing asphalt, excavation and paving approximately an area 213' X 32' along the South side of the building where heavy trucks enter the building and a 53' X 37' area in the front parking lot where water pools. We will fill large cracks, place a seal coat and install new pavement markings.

Justification


The area outside the South bay doors is in need of repair due to wear and tear of trucks entering the garage. A second area in the guest parking lot has settled causing the pooling of water. Personnel and people parking in the adjacent field need to avoid the potholes.

Prior Year Cost			Total Project Cost		65,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Other			65,000			65,000
Total			65,000			65,000

Funding Sources						
Capital Fund			65,000			65,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			65,000			65,000

Operational Impact/Other

Failure to repair the lot will require, extensive and more costly repairs at a later date.

Project Information		Project Snapshot
Project Name	Fence Parking/Storage PW	
Account #		
Location	100 Theodore Drive	
Department	Public Works	
Category	Facilities	
New to CIP	No	
Prepared BY	Steve Raasch	
Useful Life	20 Years	

Description

Expand the Public Works Facility fenced storage/parking area by adding fence along the south side of the building. The yard will be constructed with gravel.

Justification


The Public Works Facility does not have adequate parking and storage space for Village owned equipment including but not limited to snow removal equipment, wood chippers, trailers and leaf removal equipment. The PW Department has to move equipment to different well houses throughout the community depending on seasons for storage. The equipment is susceptible to vandalism and theft as well as complaints from the community. The work is proposed for FY'24.

Prior Year Cost	Total Project Cost				77,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Installation					77,000	77,000
Other						
Total					77,000	77,000

Funding Sources						
Capital Fund					77,000	77,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total					77,000	77,000

Operational Impact/Other

The Public Works Facility will have the proper secured parking/storage area for Village owned equipment and materials. The addition to the facility will allow for added room for organization and additional equipment the Village will require as it continues to grow in the future. This project would reduce the labor needed for moving these items between Village facilities.

Project Information		Project Snapshot
Title Project	Workstation Refresh	
Account #		
Location	Oswego	
Department	Information Technology	
Type		
New to CIP	Yes	
Prepared BY	IT Manager	
Useful Life	4 Years	

Description

Dependable, efficient IT hardware is necessary for the Village's operations. In the past, some departments had refresh workstation schedules while others made decisions on a case by case basis. The process worked for some and less for others. The process did not allow for equal access to new equipment and it certainly didn't enable the Village to leverage any volume purchasing. Creating a Refresh Cycle every four years allows the Village to curb many issues (money lost in keeping an aged piece of hardware functioning, and how much time is lost when running slow machine) and provide other benefits at the same time.

Justification

Replacement of outdated Village computers will now be centralized utilizing a predetermined refresh cycle. This move is expected to simplify the process, ensure more standard security protection against viruses, and ultimately save the Village money through volume purchasing.


- Computers (PC's) will be replaced every 4 to 5 years
- Volume price discounts will be achieved through bulk purchases.
- Unused or rarely used computers will be identified and removed if possible thus reducing support costs and information security risks.
- Older machines will be replaced thus providing a consistent platform capable of keeping up with evolving computer needs and standards.
- All upgrades will be coordinated by the Village IT Department thus eliminating the need for departments to order upgrades on an individual basis.
- Village IT Department will be charged with the centralize management of the refresh logistics, and scheduling.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment			\$200,000.00			\$200,000.00
Total			\$200,000.00			\$200,000.00

Funding Sources						
Capital Fund			\$200,000.00			\$200,000.00
General Fund						
Vehicle Fund						
Water & Sewer Fund						
Other - Vendor Financed						
Total			\$200,000.00			\$200,000.00

Operational Impact/Other

Recurring CIP funds for computer replacements every four years.

Project Information		Project Snapshot
Title Project	Imaging Scanner for Police Department	
Account #		
Location	Oswego	
Department	Information Technology	
Type		
New to CIP	Yes	
Prepared BY	IT Manager	
Useful Life	5 Years	

Description

The Leica BLK360 is a revolutionary 3D laser scanner that is more accessible and user friendly than any other device on the market. Measuring just 6.5 inches tall and weighing only 2.2 pounds, the BLK360 captures 360,000 points per second and registers scans automatically in either ReCap Pro or Leica Cyclone. The device can be tripod mounted, placed on its own rotating base, or inverted to reach difficult areas. In keeping with the convenient stature of the BLK360, a number of easily portable accessories are also available - including a tripod that folds down to pocket size.

Justification


The Police Departments current accident reconstruction scanner is end of life. Many enhancements that are now available on current scanners are not available for the scanner that is in production now. With a new scanner, reconstruction of accidents can take seconds to minutes, instead of hours. With this new device, the Police Department would be able to work with other agencies to assist with their reconstruction efforts as well. This new scanner will take what is currently a long process of taking points in the field, and recreating the accident manually on a computer, to minutes with the press of a button.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment	\$80,000.00					\$80,000.00
Total	\$80,000.00					\$80,000.00

Funding Sources	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Capital Fund	\$80,000.00					\$80,000.00
General Fund						
Vehicle Fund						
Water & Sewer Fund						
Other - Vendor Financed						
Total	\$80,000.00					\$80,000.00

Operational Impact/Other

Recurring CIP funds for scanner replacements every four/five years.

Project Information		Project Snapshot
Title Project	Network Switches, Access Points and Firewalls	
Account #		
Location	All Village Facilities	
Department	Information Technology	
Type		
New to CIP	Yes	
Prepared BY	IT Manager	
Useful Life	5 Years	

Description

Cisco Meraki network switches and access points are best of breed technology. They offer a centrally managed cloud solution. This enables rapid deployment in any disaster recovery scenario. They have built in multi-site management, automatic monitoring and alerts. Since they are cloud managed, they are always up to date, with seamless over the web firmware updates. The access points are built for performance. They have dedicated security radios imbedded into the devices. The enterprise license term is 5 years. Longer license terms are also available.

Justification

The Village's current network switches are nearing end of life expectancy. The current infrastructure does not contain a centrally managed location. The current access points are also end of life. With the Village adding many more devices to the network, upgrading the network switches and access points are integral to the network infrastructure.

Creating a Refresh Cycle every four years allows the Village to curb many issues (money lost in keeping an aged piece of hardware functioning, and how much time is lost when running slow machine) and provide other benefits at the same time. Replacement of outdated Village computers will now be centralized utilizing a predetermined refresh cycle. This move is expected to simplify the process, ensure more standard security protection against viruses, and ultimately save the Village money through volume purchasing.


- Computers (PC's) will be replaced every 4 to 5 years
- Volume price discounts will be achieved through bulk purchases.
- Unused or rarely used computers will be identified and removed if possible thus reducing support costs and information security risks.
- Older machines will be replaced thus providing a consistent platform capable of keeping up with evolving computer needs and standards.
- All upgrades will be coordinated by the Village IT Department thus eliminating the need for departments to order upgrades on an individual basis.
- Village IT Department will be charged with the centralize management of the refresh logistics, and scheduling.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment				\$200,000.00		\$200,000.00
Total				\$200,000.00		\$200,000.00

Funding Sources						
Capital Fund				\$200,000.00		\$200,000.00
General Fund						
Vehicle Fund						
Water & Sewer Fund						
Other - Vendor Financed						
Total				\$200,000.00		\$200,000.00

Operational Impact/Other

The current switches and access points are nearing end of life.

Project Information		Project Snapshot
Title Project	Planimetric Capture & Aerial Imager Capture	
Account #		
Location		
Department	Information Technology	
Type		
New to CIP	No	
Prepared BY	Joe Renzetti	
Useful Life	Data is good until development occurs	

Description

Planimetric features are contours, roads, driveways, sidewalks, building footprints, etc. Planimetric data is obtained by looking at aerial photographs taken from a plane. By taking the picture twice with a slight offset, the image can be projected in three dimensions to establish contours (lines of equal elevations).

Justification


The Village of Oswego has limited planimetric data for the Village. Planimetric data allows the Village to do indepth analysis utilizing the GIS. With the growth that Oswego has had over the past decade, there is significant gaps in the available data. This project will capture the data in a cost-effective manner. Engineers use the contours to ascertain drainage patterns. The planimetric data is used to manage assets and to analyze the relationship between them. Examples include determining the limits of a floodplain and the number of structures within it.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Construction				\$125,000.00		\$125,000.00
Other						
Other						
Total				\$125,000.00		\$125,000.00

Funding Sources	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Capital Fund				\$125,000.00		\$125,000.00
General Fund						
Vehicle Fund						
Water & Sewer Fund						
Other - Vendor Financed						
Total				\$125,000.00		\$125,000.00

Operational Impact/Other

Once an initial Planimetric capture is completed, periodic updates will be needed as areas develop. This project improves efficiency and accuracy of the mapping system.

Project Information		Project Snapshot
Title Project	Server Refresh	
Account #		
Location	Oswego	
Department	Information Technology	
Type		
New to CIP	Yes	
Prepared BY	IT Manager	
Useful Life	5 Years	

Description

Replacing servers and other critical hardware allows the Village to deploy updated equipment intended to improve reliability, enable new and anticipated capabilities, and save money in the long term. Memory constitutes a particularly crucial feature of servers in virtual environments, because VMs (virtual machines) are essentially disk images that reside in server memory. More memory is vital for higher levels of consolidation, and the reliability of that memory will impact the overall reliability of all the VMs on that server. Future capabilities may include support for new chipsets that can handle additional memory types, faster I/O, and higher bus speeds.

Justification

- Servers are replaced or refreshed for many different reasons. Some of the reasons, or drivers, for server refresh that are:
- Servers are no longer viable or desirable for upgrades or need additional capability that is not available through an upgrade.
 - Existing system is being retired because of nonsupport or maintenance issues.
 - The system is unable to support the growth of the current application and will be re-purposed to run another application.
 - To meet consolidation requirements, a server with higher performance, more memory capacity, and increased I/O capabilities is required.
 - Restructuring, using virtualization to gain better utilization and flexibility, exceeds the system's capabilities.
 - Power and cooling constraints and/or goals require more efficient systems.
 - Space constraints require servers with "smaller footprints."
 - Operational efficiency requires more efficient server systems.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment			\$200,000.00			\$200,000.00
Total			\$200,000.00			\$200,000.00

Funding Sources						
Capital Fund			\$200,000.00			\$200,000.00
General Fund						
Vehicle Fund						
Water & Sewer Fund						
Other - Vendor Financed						
Total			\$200,000.00			\$200,000.00

Operational Impact/Other

Recurring CIP funds for Server replacements every four years.

Project Information		Project Snapshot
Title Project	Squad Car MDT Upgrade	
Account #		
Location	All Facilities	
Department	Information Technology	
Type	Other	
New to CIP	Yes	
Prepared BY	Joe Renzetti	
Useful Life	5 years	

Description

A mobile data terminal (MDT) or mobile digital computer (MDC) is a computerized device used for the Police Department's fleet of vehicles. These MDT's are used to display the CAD software. MDTs generally require specific installation protocols to be followed for proper ergonomics, power and communications functionality. MDT installation companies specialize in designing the mount design, assembling the proper parts, and installing them in a safe and consistent manner away from air bags, vehicle HVAC controls, and driver controls. Frequently installations will include a WAN modem, power conditioning equipment, and a WAN, WLAN, and GPS antenna mounted external to the vehicle.

Justification

The current fleet of Oswego Squad Car MDT's are not consistent. The fleet comprises of older Panasonic toughbooks that are past their useful life span, and a mixture of different model Fujitsu tablets.


This current mixture of devices allows for multi factor inconsistencies across the board from hardware/software troubleshooting, to compatibility issues with current video systems within the squads to officer training.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment				\$100,000.00		\$100,000.00
Maintenance				\$10,000.00		\$10,000.00
Total				\$110,000.00		\$110,000.00

Funding Sources						
Capital Fund						
General Fund						
Vehicle Fund				\$110,000.00		\$110,000.00
Water & Sewer Fund						
Other - Vendor Financed						
Total				\$110,000.00		\$110,000.00

Operational Impact/Other

With a potential lease option for the MDT/MDC, the Police Squad cars would have updated consistent hardware/software across the entire fleet, many time consuming, time burdensome, downtime laden tasks/issues will be resolved. As having one type of MDT across the entire fleet will improve efficiencies from the the officer standpoint, to the the technical implications of setup and ongoing maintenances.

Project Information		Project Snapshot
Title Project	Virtual Appliance for Police Department	
Account #		
Location	Oswego	
Department	Information Technology	
Type		
New to CIP	Yes	
Prepared BY	IT Manager	
Useful Life	5 Years	

Description

The current physical server at the Police Department has reached the end of its useful life. The Information Technology Dept. would migrate the physical server to a virtual environment. This would include purchasing a new virtual appliance to be housed at the Police Department.

Justification


- Servers are replaced or refreshed for many different reasons. Some of the reasons, or drivers, for server refresh that are:
- Servers are no longer viable or desirable for upgrades or need additional capability that is not available through an upgrade.
 - Existing system is being retired because of nonsupport or maintenance issues.
 - The system is unable to support the growth of the current application and will be re-purposed to run another application.
 - To meet consolidation requirements, a server with higher performance, more memory capacity, and increased I/O capabilities is required.
 - Restructuring, using virtualization to gain better utilization and flexibility, exceeds the system's capabilities.
 - Power and cooling constraints and/or goals require more efficient systems.
 - Space constraints require servers with "smaller footprints."
 - Operational efficiency requires more efficient server systems.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment	\$100,000.00					\$100,000.00
Total	\$100,000.00					\$100,000.00

Funding Sources	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Capital Fund	\$100,000.00					\$100,000.00
General Fund						
Vehicle Fund						
Water & Sewer Fund						
Other - Vendor Financed						
Total	\$100,000.00					\$100,000.00

Operational Impact/Other

Recurring CIP funds for Server replacements every four/five years.

Project Information		Project Snapshot
Title Project	Enterprise-Wide Software	
Account #		
Location	All Facilities	
Department	Finance	
Type	Other	
New to CIP	No	
Prepared BY	Billie Robinson	
Useful Life	25 years	

Description

Purchase and install an enterprise-wide software solution to include new financial software with integrated modules for accounting, cash receipting, payroll, human resources, payables, permitting, reporting, budget, customer service, utility billing, accounts receivable billing, etc. Modules will also include integrated adjudication software, ticketing software, work management software, and land management software. This system will be accessible and used by all departments. Total project cost is approximately \$800,000 plus annual SaaS (Software as a Service) fees of \$205,000 per year.

Justification


The Village's current financial software has been in place since 2002. Implementation of a new software system would increase efficiencies in all departments and eliminate the duplication of invoice storage, manual spreadsheets' and allow all department heads and Village board access to the financial data and other modules.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Other	\$65,000.00					\$65,000.00
Total	\$65,000.00					\$65,000.00

Funding Sources	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Capital Fund	\$65,000.00					\$65,000.00
General Fund						
Vehicle Fund						
Water & Sewer Fund						
Other - Vendor Financed						
Total	\$65,000.00					\$65,000.00

Operational Impact/Other

Elimination of duplicate record keeping in other departments of financial data and copy of invoices. Access to the financial data and other modules to allow for improved decision making. Work transference between current staffing which will provide for better operational flow of data, greater transparency and operational efficiencies. The annual costs for the ERP system are \$205,000.

Project Information		Project Snapshot
Project Name	PW Fuel Tanks	
Account #		
Location		
Department	Public Works	
Category	Facilities	
New to CIP	Yes	
Prepared BY	A. Bavuso	
Useful Life	20 Years	

Description

Replace and relocate Public Works facility's fuel tanks with larger tanks, new pumps and latest fuel monitoring system technology. Install canopy over the tanks.

Justification


The current fuel tanks at the public works facility are aging and will require refurbish or replacement in the future or risk the possibility of failure due to corrosion. Also, the tanks are installed in a location that is difficult for large trucks to maneuver around, especially during winter operations with plows installed. We purpose to relocate and replace the aging fuel tanks with a larger new or refurbished tank. The tanks will be in a location accessible to all Village vehicles during daytime and after hour operations. The latest fuel monitoring software will be installed including fuel consumption and maintenance intervals per vehicle. The fuel tank project greatly reflects community growth as well as a joint effort between departments and surrounding municipalities to simplify future processes during normal and emergency operations.

Prior Year Cost			Total Project Cost		70,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment	70,000					70,000
Total	70,000					70,000

Funding Sources						
Capital Fund	70,000					70,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	70,000					70,000

Operational Impact/Other

The relocation and tank replacement greatly impact the Village's day to day operations year-round. The relocation to the readily accessible fuel tank system allows for increased safety and maneuverability of large vehicles such as fire trucks and snow fighting equipment. With the latest fuel monitoring system, the equipment will monitor fuel tank quantity, vehicle consumption and maintenance intervals allowing the fleet division to schedule routine maintenance.

Project Information		Project Snapshot
Project Name	2019 F-550	
Account #		
Location		
Department	Public Works	
Category	Vehicles/Equipment	
New to CIP	Yes	
Prepared BY	A.Bavuso	
Useful Life	15 Years	

Description

2019 F-550 with flat bed, plow and salt spreader

Justification


We propose the purchase of a 2019 Ford F-550 with flat bed, plow and salt spreader. This vehicle replaces PW122, a 2005 F-350 with the vehicle rating of 32 (2018), Condition IV (high priority replacement). This would be a universal PW vehicle capable of serving multiple purposes. Unlike a standard pick-up truck, the vehicle will have the capabilities to plow and apply road salt during the winter months as well as a universal flatbed capable of hauling large items when not performing snow removal operations. Currently, the Village does not own a flatbed vehicle.

Prior Year Cost			Total Project Cost		85,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment	85,000					85,000
Total	85,000					85,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund	85,000					85,000
Other						
Other - Vendor Financed						
Total	85,000					85,000

Operational Impact/Other

The purchase of a flatbed F-550 truck would continue with the fleet restructure replacing pickup trucks with specialized vehicles. This will give the village extended capabilities such as the moving of furniture, large equipment (tanks, plows, dicing equipment) and special event materials such as barricades. In addition, the vehicle will be used extensively during front line snow fighting operations as a p due to its salt v-box attachment and 8" plow. This vehicle will replace one of the oldest vehicles in the PW fleet with a high maintenance costs at this time. The vehicle it is replacing would be sold, and proceeds would be deposited into the Village's Vehicle Fund.

Project Information		Project Snapshot
Project Name	2020 International 4300 SBA 4x2	
Account #		
Location		
Department	Public Works	
Category	Vehicles/Equipment	
New to CIP	Yes	
Prepared BY	A.Bavuso	
Useful Life	15 Years	

Description

2020 International Truck with Dump Body, Plow, Anti-Ice Tanks and Salt Spreader

Justification


The PW is requesting the purchase of an Medium Duty Dump Truck with Dump Body, Plow, Anti-Ice Tanks and Salt Spreader. This vehicle will be capable of moving large amounts of snow during the winter months as well as providing essential day to day PW operations year round. Unlike the PW's large 5-Yard dump trucks primary used for snow removal and stored during the warmer months with little use. This vehicle can be utilized for several village tasks such as but not limited to cold patching, barricade delivery, dirt and sod restoration, landscaping and hauling materials. This vehicle replaces PW04, a 2008 Ford F-550 that is suffering extensively with corrosion issues. Current Vehicle Rating of 27 (qualifies for replacement)

Prior Year Cost			Total Project Cost		160,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment	160,000					160,000
Total	160,000					160,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund	160,000					160,000
Other						
Other - Vendor Financed						
Total	160,000					160,000

Operational Impact/Other

We propose to begin replacing the PW's aging fleet with new, multi-purpose trucks capable of being utilized all year round. Medium duty trucks have the same snow removing capability as the larger trucks as well as the versatility of the smaller Village owned vehicles. In return, the Village can utilize vehicles for multiple roles eliminating the need to purchase vehicles that are only utilized during the winter months. Currently, PW04 serves the Village as a 1-ton dump truck used for year round operations including snow removal. The vehicle has suffered extensively from corrosion over the years and will require major repairs in the future.

Project Information		Project Snapshot
Title Project	B&Z Vehicles	
Account #		
Location	Village Hall	
Department	Building & Zoning	
Type	Vehicle	
New to CIP	No	
Prepared BY	Jay Hoover	
Useful Life	7-8 years	

Description

Replace Building and Zoning vehicle #30 for Inspection and Enforcement operations, with a new Ford F-150 ext cab 4x4

Justification


The vehicles in FY 20 are needed to replace existing B&Z vehicle # 30 that have already surpassed the 10 year life expectancy in the fleet. All vehicles being replaced have met the criteria for vehicle replacement. All Vehicles are shared, but have a primary driver.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Vehicles	\$27,040.00	\$27,970.00	\$29,555.00			\$84,565.00
Total	\$27,040.00	\$27,970.00	\$29,555.00			\$84,565.00

Funding Sources	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Capital Fund						
General Fund						
Vehicle Fund	\$27,040.00	\$27,970.00	\$29,555.00			\$84,565.00
Water & Sewer Fund						
Other - Vendor Financed						
Total	\$27,040.00	\$27,970.00	\$29,555.00			\$84,565.00

Operational Impact/Other

Replacing Vehicle #30 will allow for all 3 inspectors and a supervisor to respond to field duties and inspections. Failure to replace will result in delays to inspections, code enforcement, and/or other potential B&Z service interruptions. Truck #30 has a point score of 29 and is ready for immediate replacement. Truck 30 has ongoing regular mechanical/ electrical problems and failures. It has been removed from daily service. Truck 29 is in slightly better condition and will be retained for the time being.

Project Information		Project Snapshot
Title Project	Police Vehicles	
Account #		
Location	3525 Route 34	
Department	Police	
Type		
New to CIP	No	
Prepared BY	Chief Jeff Burgner	
Useful Life	4-5 Years	

Description

Replace aging police vehicle(s) for Department operations. The Police Department is requesting approval for the purchase of (1) Patrol SUV's.

Justification


This vehicle is needed to replace an existing vehicle that has either surpassed life expectancy or will be re-purposed to replace other vehicles that have surpassed their life expectancy. All vehicles being replaced meet the vehicle replacement guidelines for Qualifies for Replacement. One new patrol vehicle will be purchased and the current patrol vehicles will be re-purposed to an Administrative vehicle. The current Administrative (Squad 13) vehicle meets the vehicle replacement guidelines for Qualifies for Replacement and was moved to this role in a prior fiscal year. Squad 13 will be sold. As a note, Ford motor Company has indicated that there will be a price increase in the 2020 SUV model of approximately \$5,500 due to a redesign. They will no longer manufacturer the sedan patrol squad. This price increase has been included in this document

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Vehicles	\$34,000.00	\$71,400.00	\$140,018.00	\$147,018.00	\$148,292.00	\$540,728.00
Equipment	\$26,000.00	\$42,672.00	\$69,965.00	\$73,463.00	\$80,813.00	\$292,913.00
Total	\$60,000.00	\$114,072.00	\$209,983.00	\$220,481.00	\$229,105.00	\$833,641.00

Funding Sources						
Capital Fund						
General Fund						
Vehicle Fund	\$60,000.00	\$114,072.00	\$209,983.00	\$220,481.00	\$229,105.00	\$833,641.00
Water & Sewer Fund						
Other - Vendor Financed						
Total	\$60,000.00	\$114,072.00	\$209,983.00	\$220,481.00	\$229,105.00	\$833,641.00

Operational Impact/Other

Under the "hot seat" program vehicles will spend an expected four (4) to five (5) years as a front line patrol vehicle and then is retired or transitions to administrative use for up to three (3) years. The projected cost associated with squad purchases beyond FY '20 reflect a 5% increase per year. Over the last five fiscal years, the Vehicle Maintenance budget has been reduce from \$51,650 to \$30,150 (41% reduction). This reduction is mainly due to a reduction in the cost to repair mechanical issues with the fleet which in comprised of newer vehicles as well as bring a potion of vehicle maintenance in house at Public Works.

Project Information		Project Snapshot
Title Project	Public Work Vehicles and Equipment	
Account #		
Location		
Department	Public Works	
Type	Vehicle	
New to CIP	Yes	
Prepared BY	A. Bavuso	
Useful Life	9-12 Years	

Description

Replacement of various Public Works vehicles and large equipment.

Justification


The Public Works Department uses vehicles and equipment for day to day operations as well as specialty needs. These vehicles are needed to replace existing ones that have surpassed life expectancy. The vehicles and equipment being replaced have met the criteria for vehicle replacement. FY'20 vehicle replacements are detailed on separate sheets.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Vehicles		\$404,000.00	\$261,000.00	\$160,000.00	\$165,000.00	\$990,000.00
Equipment					\$186,000.00	\$186,000.00
Total		\$404,000.00	\$261,000.00	\$160,000.00	\$351,000.00	\$1,176,000.00

Funding Sources	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Capital Fund						
General Fund						
Vehicle Fund		\$404,000.00	\$261,000.00	\$160,000.00	\$351,000.00	\$1,176,000.00
Water & Sewer Fund						
Other - Vendor Financed						
Total		\$404,000.00	\$261,000.00	\$160,000.00	\$351,000.00	\$1,176,000.00

Operational Impact/Other

Public Work vehicles and equipment are used to perform day to day operations as well as performing special needs such as snow, tree and leaf removal. The equipment and vehicles have reached, or will be reaching their useful life span and require replacement. In order to keep vehicles from becoming used beyond repair or having limited to no salvage value, it is crucial to have vehicles and equipment replaced when they reach Condition III (qualifies for replacement) criteria.

Project Information		Project Snapshot
Title Project	Smart Trailer	
Account #		
Location	3525 Route 34	
Department	Police	
Type		
New to CIP	No	
Prepared BY	Chief Jeff Burgner	
Useful Life	5-7 Years	

Description

Message board/speed trailer to be utilized to display public service messages as well as conduct speed/traffic studies.

Justification


The Department currently owns and operates two speed/message trailers. These trailers have a useful life of about 7 years. In order to keep these pieces of equipment operational, they need to be replaced after about 7 years of use. The equipment becomes outdated as well as unserviceable. These trailers spend a lot of time out in the weather elements which causes wear and tear on the electronic components. These trailers are an important part of traffic safety for messaging as well as traffic data collection.

Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment			\$20,000.00			\$20,000.00
Total			\$20,000.00			\$20,000.00

Funding Sources	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Capital Fund			\$20,000.00			\$20,000.00
General Fund						
Vehicle Fund						
Water & Sewer Fund						
Other - Vendor Financed						
Total			\$20,000.00			\$20,000.00

Operational Impact/Other

The need for two message board/speed trailers will increase due to a rising need for this equipment. Traffic complaints traditionally rise with population increases and the potential for an increase in the number of special events exists. The Village currently processes over eighty special event permits per year many of which provide use of a message board trailer. These two issues will increase the need to have the ability to deploy more than one trailer at different locations during a single special event or have them functioning separately for separate issues. Without these trailers, staff will not be able to provide a portable messaging system to warn motorists of safety concerns or other important messages. The Department would need to rely on other jurisdictions to borrow this equipment which may not be available during our time of need.

Project Information		Project Snapshot
Project Name	20,000 lbs Two Post Vehicle Lift	
Account #		
Location	Public Works Garage	
Department	Public Works	
Category	Facilities	
New to CIP	Yes	
Prepared BY	A. Bavuso	
Useful Life	15 Years	

Description

Replace the rotary 20,000lbs two-post vehicle lift.

Justification

We purpose to replace the Ford Smith 18,000 pound two-post vehicle lift with a new 20,000 pound lift. The current lift requires replacement parts that are no longer produced because the manufacturer is no longer in business. This lift is used extensively for maintenance and repair of Village owed vehicles including but not limited to squad cars and pick-up trucks. The lift will require replacement in fiscal year 2020 or we will discontinue use due to the inability to repair it.

Prior Year Cost			Total Project Cost		20,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment	20,000					20,000
Total	20,000					20,000

Funding Sources						
Capital Fund	20,000					20,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	20,000					20,000

Operational Impact/Other

The purchase of a new lift will allow the mechanics the ability to continue to perform maintenance and repairs on Village vehicles under 20,000lbs. The equipment can lift smaller squad cars such as Ford Escapes and Chevy Malibus as well as larger public work trucks such as Ford F-550s. With continued maintenance and annual safety inspections performed by certified ALI lift inspectors, the lift will benefit the Village long into the future safely and efficiently as Oswego continues to grow. The existing lift can no longer be repaired, failure to replace the lift will significantly impact our ability to maintain our fleet.

Project Information		Project Snapshot
Project Name	Portable Lifts For Village Vehicles	
Account #		
Location	Public Works Garage	
Department	Public Works	
Category	Vehicles/Equipment	
New to CIP	Yes	
Prepared BY	A. Bavuso	
Useful Life	15 Years	

Description

Purchase new rotary 75,000 Pound Portable Lifts

Justification


The current Ford Smith 60,000 pound vehicle lift will require replacement as the manufacture has gone out of business and repair parts are no longer available. Over the past year, the lift has received extensive repair from certified vehicle lift mechanics on the lifting seals and safety locking mechanism. During this repair, it has been noted that future repairs will be difficult as parts become unavailable and safety will eventually become a concern with the locking system. We recommend the purchase of portable lifts to utilize in addition to the 60,000 pound lift. When we need to discontinue use of the existing lift, the Village will use the new portable lifting system as its sole means of lifting large vehicles.

Prior Year Cost			Total Project Cost		45,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment	45,000					45,000
Total	45,000					45,000

Funding Sources						
Capital Fund	45,000					45,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	45,000					45,000

Operational Impact/Other

The purchase of portable lifts will give the Village mechanics a wide range of versatility. The lifts will give the mechanic the ability to work on vehicles of any size, length or width up to 75,200 pounds. Also, because of the ease of mobility, the lifts can be used on any level suitable service. This will allow the lifting of equipment such as wood chipper, sewer jetter and backhoe if needed as well as several other pieces of village owned equipment. These lifts cannot be performed existing equipment. The existing 60,000 pound lift can no longer be repaired. Failure to replace the lift will significantly impact our ability to maintain larger vehicles and equipment.

Project Information		Project Snapshot
Project Name	Public Works Vehicle GPS	
Account #		
Location	Fleet	
Department	Public Works	
Category	Vehicles/Equipment	
New to CIP	Yes	
Prepared BY	Mark D. Runyon	
Useful Life	20 Years	

Description

Vehicle GPS monitoring for optimized fleet management for Public Works plow, leaf, chip operation vehicles.

Justification

Public Work vehicles currently have no monitoring devices. These systems will allow us to track several functions of operations: vehicle location and speed, snow plow up or down, salt spreader on or off, warning lights, throttle on or off, etc. This system will help identify missed service opportunities such as streets not plowed or brush or leaf piles not picked up. Our current mosquito contractor utilizes a GPS system and it has been used to investigate service complaints. Managerial staff will be able to monitor operations from both desktop and mobile applications and information will be available for both customer inquiries and operational safety. The main component to operate these units will come from our current vehicle mounted 2-way radios. The information will run through the radio to a control station or repeater, then to a monitoring device. The installation of these units will save time during inquiries from having to make contacts to field staff or send someone out to a certain area to confirm information. Additionally, per our insurance carrier, "It is a great Risk Management tool to assist in minimizing exposure to the Village.


Prior Year Cost			Total Project Cost		30,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment	30,000					30,000
Total	30,000					30,000

Funding Sources						
Capital Fund	30,000					30,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	30,000					30,000

Operational Impact/Other

If our current two-way radio system is utilized, other than normal maintenance, there would be no ongoing annual costs.

Initial costs: GPS system-\$30,000.00

Project Information		Project Snapshot
Project Name	Fox River Water Plant - Prelim. Engineering	
Account #		
Location	To Be Determined	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	10+ Years	

Description

The Village is studying two options for a new water source: the Fox River and Lake Michigan. If the Fox River option is selected, then this project will be necessary. Should the Lake Michigan option be selected, this project will be deleted from the CIP.

Establish a governance mechanism, acquire land, and begin water quality testing for a future water treatment facility. Oswego's share is estimated to be 48% based upon the Sub-Regional Water Supply Study completed in 2016. The Village of Montgomery and the United City of Yorkville will be responsible for their pro-rated share of the costs.

Governance Review - \$60,000 (Village share \$28,800) over two years beginning in FY'20 (carried over from FY'18).

Land Acquisition - \$800,000 (Village share \$384,000) including professional services in FY'20 (carried over from FY'18).

Fox River Water Quality Testing - \$15,000 per year (Village share \$7,200) for three years beginning in FY'20

Justification

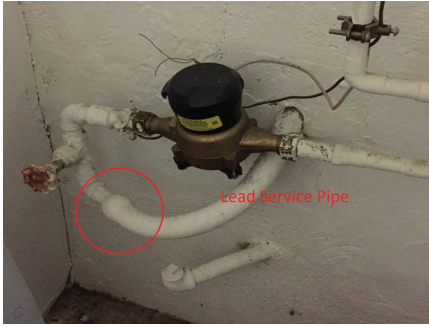
The "Groundwater Studies for Water Supply Planning in Kendall County, IL", prepared by the Illinois State Water Survey in 2014, concludes that the aquifers in northern Kendall County are becoming depleted. The Strategic Plan Objective 4.1.6 (Research and Consider Alternative Water Sources) makes use of the study in determining alternative water sources. As pointed out in the study, aquifers in northern Kendall County could be dewatered by the year 2050. Further impacts by drilling deep wells and drawing from the existing aquifer will expedite this dewatering. In 2016, The Villages of Oswego and Montgomery and the United City of Yorkville studied the feasibility of constructing a facility to serve all three communities. This CIP project secures the land prior to development, obtains the permit from IEPA to ensure the Village can take water from the Fox River, and formalizes the governance structure for facility construction.

Prior Year Cost	Total Project Cost				905,000	
	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Expenditures						
Engineering	45,000	45,000	15,000			105,000
Land Acquisition	800,000					800,000
Other						
Total	845,000	45,000	15,000			905,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	405,600	21,600	7,200			434,400
Vehicle Fund						
Other						
Other - Vendor Financed	439,400	23,400	7,800			470,600
Total	845,000	45,000	15,000			905,000

Operational Impact/Other

The Village cannot fail to obtain a second source of water to guard against de-watering of the aquifer. Advance planning for a treatment facility will allow the Village to secure land prior to others seeking to develop it.

Project Information		Project Snapshot
Project Name	Lead Service Line Replacement	
Account #		
Location	Various	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Timothy Zasada	
Useful Life	50 + Years	

Description

Replace lead water service lines. The exact number of service lines to be replaced and the cost of replacement will be determined in future years based upon an inventory to be performed by the Village during the water meter change out program. For budgeting purposes, assume five lead water service lines will be replaced in years one and two. Ten services will be replaced each year after until all of the lead water services are replaced at an estimated cost of \$10,000 per service line.

Justification


Homes built prior to 1986 may have lead service lines. Lead can enter the drinking water supply as these pipes corrode. Lead can cause developmental disabilities, particularly in children who are exposed to it. The state and federal Environmental Protection Agencies are contemplating adoption of regulations to require municipal water suppliers to replace lead water service lines. This project anticipates such requirements.

Prior Year Cost			Total Project Cost		1,000,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Construction	50,000	50,000	100,000	100,000	700,000	1,000,000
Other						
Total	50,000	50,000	100,000	100,000	700,000	1,000,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	50,000	50,000	100,000	100,000	700,000	1,000,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	50,000	50,000	100,000	100,000	700,000	1,000,000

Operational Impact/Other

This project will require staff to conduct an inventory of lead service lines and oversee the replacement program. There are more than 11,500 water service lines within Oswego, of which staff estimates 50 to 100 are lead lines. The total number of estimated lead lines should be known after completion of the first year of the Village-wide meter change out program in fiscal year 2019 during which the older homes will be inspected.

Project Information		Project Snapshot
Project Name	Decommission Woolley Road Lift Station	
Account #		
Location	1 Stone Hill Rd.	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	Yes	
Prepared BY	Timothy Zasada	
Useful Life	50+Years	

Description

Construction and Engineering cost to remove Woolley Road lift station. Install approximately 150' of new sanitary main from the lift station to interceptor and remove wet well and valve vault.

Justification

This lift station was installed as a temporary station until Fox Metro installed the Woolley Road interceptor. The interceptor is in service and the lift station can be removed.

Prior Year Cost			Total Project Cost		110,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Construction	90,000					90,000
Engineering	20,000					20,000
Total	110,000					110,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	110,000					110,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	110,000					110,000

Operational Impact/Other

Removal of this lift station will eliminate the operational and maintenance cost associated with this lift station. Current electrical cost to operate the station annually is \$600.00 and it takes approximately 200 man hours to maintain the lift station. The current pumps are at the end of their useful life and need to be replaced at a cost of \$5,000.00 each.

Project Information		Project Snapshot
Project Name	Sanitary Cleaning Televising Inspection Lining	
Account #		
Location	Entire Sanitary System	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Timothy Zasada	
Useful Life	15 Years	

Description

Sanitary sewer inspection, assessment, and data collection program, Line sanitary sewer pipes to eliminate inflow and infiltration.

Justification


A proactive sanitary sewer inspection program prioritizes corrective actions such as debris removal, grease and/or root abatement, repair, and replacement prior to sanitary overflows and backups. Sanitary sewers where known inflow and infiltration problems occur are televised to determine whether pipes can be lined to eliminate these problems. In spring 2013, the Village of Oswego and Fox Metro Water Reclamation District signed an intergovernmental agreement allowing the Village to utilize Fox Metro's contractor and keep costs down to improve the sanitary system. By utilizing this contractor to line the sanitary lines the root foaming costs will be eliminated and inflow and infiltration will be eliminated. Program requirements of the Illinois Environmental Protection Agency. Crews will confirm and update utility atlases as needed.

Prior Year Cost	Total Project Cost				940,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Maintenance	160,000	180,000	200,000	200,000	200,000	940,000
Engineering						
Total	160,000	180,000	200,000	200,000	200,000	940,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	160,000	180,000	200,000	200,000	200,000	940,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	160,000	180,000	200,000	200,000	200,000	940,000

Operational Impact/Other

The sanitary sewer inspections would be done over a multiple years. Staff could focus on critical areas in need of debris removal, grease and/or root abatement, repair, or replacement. Crews will have accurate maps when responding to sewer back ups, making response quicker and decisions more accurate, meaning less loss to the village and it's residents. Postponing this project will mean that the Village will incur costs to pump at lift stations from stormwater that enters the sanitary sewers.

Project Information		Project Snapshot
Project Name	Brock Ct., Sedgwick Ct., Faro Ct. Water Main Rep.	
Account #		
Location	Brock Ct., Sedgwick Ct. and Faro Ct.	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	Yes	
Prepared BY	Timothy Zasada	
Useful Life	50+Years	

Description

Replace 2" water main with a new 6" water main (220') for Sedgwick Ct., (190') for Brock Ct. and (350' of 6") for Faro Ct. This project is scheduled in FY 2020.

Justification

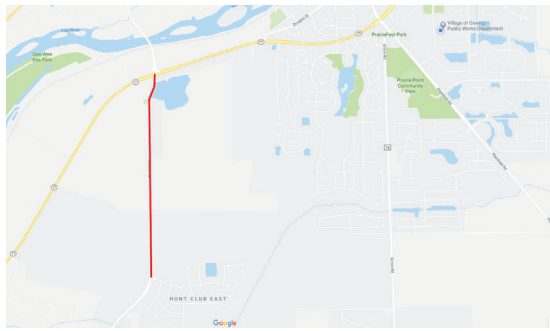
The water main that feeds both courts is 2" ductile iron water main with no fire hydrant to flush this water main. The 2" main is no longer manufactured and no parts are available. If a major failure occurs there will be no way to deliver potable water to the residence. The new 6" water main will provide improved flow and additional fire protection.

Prior Year Cost			Total Project Cost		330,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering	30,000					30,000
Construction	300,000					300,000
Other						
Total	330,000					330,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	330,000					330,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	330,000					330,000

Operational Impact/Other

The new water main will give staff the ability to flush the water main into the court and provide improved water quality to the residence that are supplied by this water main.

Project Information		Project Snapshot
Project Name	Minkler Rd Water Main	
Account #		
Location	Minkler Road	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Timothy Zasada	
Useful Life	50+Years	

Description

Install a new 12" water main (7,500') along Minkler Road to provide a loop to the Hunt Club subdivision. This project is scheduled to start in FY 2023.

Justification


Currently there is only one 12" water main that feeds Hunt Club subdivision. This new 12" water main along Minkler Road will alleviate a potential situation if the water main that feeds Hunt Club needs to be shut down for repair or if a catastrophic event happens that damages the current water main. The current 12" water main that feeds Hunt Club and any future development northwest of Well #10 tower is a dead end water main. For better water quality and pressure, this water main should be looped and tied into the rest of the water system. This project should be completed in conjunction with system improvements necessitated to distribute the new water source throughout the Village.

Prior Year Cost			Total Project Cost		2,325,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering				375,000		375,000
Construction					1,650,000	1,650,000
Other					300,000	300,000
Total				375,000	1,950,000	2,325,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund				375,000	1,950,000	2,325,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total				375,000	1,950,000	2,325,000

Operational Impact/Other

By adding this additional water main, the Village will have a looped water system out to Hunt Club subdivision. Pricing for Engineering and Construction will need to be reevaluated in 2020.

Project Information		Project Snapshot
Project Name	Water Meter and Reader Replacement	
Account #		
Location	Village Wide	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Timothy Zasada	
Useful Life	20 Years	

Description

The Village has approximately 11,500 water meter accounts. In accordance with industry best practices and equipment obsolescence, the Village will replace all water meters and outside readers over a four year period. We will replace 2,500 meters in fiscal year 2019 and 3,000 meters each of the following three years. We will contract program management, coordination with property owners, and installation.

Justification

A water meter measures the amount of water used by each account holder. As meters age, their accuracy declines resulting in non-revenue water loss. Some of the current water meters have been in service for 10-15 years and have reached the end of their useful lives. Replacing old meters improves revenue recovery.


The vendor for the existing outside transmitters will no longer be producing these after December 31, 2016. These outside transmitters send the meter readings remotely to a central data collection point, relieving the Village of having to send personnel to read each meter. Not only is production of the outside transmitters ending, but a number of the current outside transmitters are reaching the end of their service life as their battery dies. This program will also replace the outside transmitters with new transmitters that read the new meters.

Prior Year Cost	1,200,000		Total Project Cost		5,991,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment	840,000	865,000	898,000			2,603,000
Installation	693,000	728,000	767,000			2,188,000
Total	1,533,000	1,593,000	1,665,000			4,791,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	1,533,000	1,593,000	1,665,000			4,791,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	1,533,000	1,593,000	1,665,000			4,791,000

Operational Impact/Other

Updated meters will increase accuracy with water meter billing and also increase revenue. Once this project is complete, meter reading staff can be utilized to other Public Works activities.

Project Information		Project Snapshot
Project Name	Fox Chase Tower Rehabilitation	
Account #		
Location	245 Lennox Rd	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Timothy Zasada	
Useful Life	15-20 Years	

Description

Inspect, repair, and paint the 300,000 gallon water tower. This water tower was built in 1992 and was repainted in 2007. The exterior will be high pressure cleaned with water to remove any delamination or flaking coating followed by spot power tool cleaning to bare metal with vacuum attachments for any rusted or failed areas. By cleaning the exterior of the tank this way, no containment curtain will be needed. The interior of the tower will be abrasive blast cleaned and then repainted.

Justification


Repairs and repainting is necessary to reduce any further deterioration of the tower. Water towers are focal points of the Village, and failure to keep them in good shape reflects poorly upon the community and undermines the message that our water is safe to drink.

Prior Year Cost			Total Project Cost		750,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Planning/Design			50,000			50,000
Construction			700,000			700,000
Total			750,000			750,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund			750,000			750,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			750,000			750,000

Operational Impact/Other

The rehabilitation will save on more expensive repairs in subsequent years to the tower. The estimated cost is based upon historical project costs for similar towers. The schedule is based upon installation dates and estimated maintenance schedules. The need for repairs will be evaluated annually based on the exterior condition of the tank. Some minor rust spots have surfaced and are cause for concern and may require repairs before the interior wet is due for repainting.

Project Information		Project Snapshot
Project Name	Hunt Club Water Tower Rehabilitation	
Account #		
Location	700 Cole Ave.	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Timothy Zasada	
Useful Life	15-20 Years	

Description

Inspect, repair, and repaint the 1,500,000 gallon water tower. This tower was constructed in 2005. The exterior will be high pressure cleaned with water to remove any delamination or flaking coating followed by spot power tool cleaning to bare metal with vacuum attachments for any rusted or failed areas. By cleaning the exterior of the tank this way, no containment curtain will be needed. The interior of the tower will be abrasive blast cleaned and then repainted. It is also recommended to have a mixing system installed to optimize water quality in this large tank at an estimated cost of \$100,000. The mixing system circulates the water in the tank to ensure disinfection throughout the tank all year long.

Justification


Repairs and repainting is necessary to reduce any further deterioration of the tower. Water towers are focal points of the Village, and failure to keep them in good shape reflects poorly upon the community and undermines the message that our water is safe to drink.

Prior Year Cost			Total Project Cost		1,000,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Planning/Design		50,000				50,000
Construction		850,000				850,000
Equipment		100,000				100,000
Total		1,000,000				1,000,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund		1,000,000				1,000,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total		1,000,000				1,000,000

Operational Impact/Other

The rehabilitation will save on more expensive repairs in subsequent years to the tower. The estimated cost is based upon historical project costs for similar towers. The schedule is based upon installation dates and estimated maintenance schedules. The water tower is showing signs of the coating system failing. Rust is beginning to show at the crown of the tower. At 15 years old, the tower will need an engineering inspection to evaluate the overall condition and repairs that need to be done. A full blasting of the paint may be needed.

Project Information		Project Snapshot
Project Name	Village Center Water Tower Rehabilitation	
Account #		
Location	340 South Madison	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Timothy Zasada	
Useful Life	15-20 Years	

Description

Inspect, repair, and repaint the 500,000 gallon water tower.

Justification


Repairs and repainting is necessary to reduce any further deterioration of the tower. Water towers are focal points of the Village, and failure to keep them in good shape reflects poorly upon the community and undermines the message that our water is safe to drink.

Prior Year Cost			Total Project Cost		675,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Planning/Design				50,000		50,000
Construction						
Equipment				625,000		625,000
Total				675,000		675,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund				675,000		675,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total				675,000		675,000

Operational Impact/Other

The rehabilitation will save on more expensive repairs in subsequent years to the tower. The estimated cost is based upon historical project costs for similar towers. The schedule is based upon installation dates and estimated maintenance schedules. The water tower is showing signs of the coating system failing. Rust is beginning to show at the crown of the tower. At 15 years old, the tower will need an engineering inspection to evaluate the overall condition and repairs that need to be done. A full blasting of the paint may be needed.

Project Information		Project Snapshot
Project Name	Water Tower Tank Cleaning	
Account #		
Location	Various Locations	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Zach Jardine	
Useful Life	5 Years	

Description

Cleaning the exterior of all water towers in the Village to remove mold and mildew and treat to prevent future growth.

Justification

The design of a water tower creates a perfect environment for mold and mildew to grow. The bottom bowl section of any water tower is cloaked in a shadow, and almost always moist. In the summer the tank is warmed by the sun, while the water inside the tower is typically around 55 degrees, causing condensation to form. Airborne dirt and dust clings to the condensation and creates the unsightly "dirty" look. Mold and mildew will continue to grow because the underside of the bowl blocks the sun and the underside never dries out. Over time the mildew stains keep the painted surface moist and cause the painted surface to crack, peel and flake that will eventually leave rust marks on the surface of the tank. Tower cleaning is proposed for five-year intervals commencing in FY'23 (last done in FY'18).

Prior Year Cost			Total Project Cost		45,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Planning/Design						
Construction						
Maintenance				45,000		45,000
Total				45,000		45,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund				45,000		45,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total				45,000		45,000

Operational Impact/Other

Cleaning the water towers will prevent maintenance costs in subsequent years and extend the longevity of the painted surface. This maintenance cleaning of the towers could possibly delay painting of a tower a couple of years from the current schedule. This will need to be evaluated on an annual basis.

Project Information		Project Snapshot
Project Name	Generator Well #3 and Well #4	
Account #		
Location	340 South Madison (3), 401 Chicago Road(4)	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	No	
Prepared BY	Timothy Zasada	
Useful Life	20+Years	

Description

Install generators at Wells 3 and 4 to provide emergency power during power interruptions.

Justification


In the event of a power loss from Com-Ed, these wells will be unable to supply water to the water distribution system. Installing generators at these sites will allow both wells to operate in an emergency, providing water for drinking, cooking and sanitary purposes, along with fire suppression. IEPA inspected the Village water system in 2014 and recommended installing generators at all well sites. In 2015, used generators were installed at Wells 6 and 7. We propose to install used generators at Wells 3 and 4.

Prior Year Cost			Total Project Cost		450,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering			50,000			50,000
Equipment			400,000			400,000
Total			450,000			450,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund			450,000			450,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			450,000			450,000

Operational Impact/Other

Well 3 and the associated Village Center Tower are located in the low zone. When power is lost to this well, water can flow from the middle zone (west of the river) to provide needed water pressure. A catastrophic failure to the 12" water main that crosses the river and if Well 3 is not able to run, then Village Center tower would fill from the middle zone east of the river from the 6 pressure reducing stations provided the these stations have power. Well 4 is located in the middle zone and does not have an associated tower. When power is lost at Well 4, we supply water to this area from either the combination of Wells 7 & 9 or Wells 8 & 10. As our water system continues to expand, the ability of these wells to maintain pressure in the area around Well 4 will diminish. The risk of system failure increases over time as the system ages.

Project Information		Project Snapshot
Project Name	Well 6 & 8 Electrical Upgrades	
Account #		
Location	245 Lennox (6) 3700 Grove Rd. (8)	
Department	Public Works	
Category	Water & Sewer Improvments	
New to CIP	Yes	
Prepared BY	Timothy Zasada	
Useful Life	30 Years	

Description

Well 6 located at 245 Lennox and has been in service since 1992. This is a 1,000 gallon per minute well and was last serviced in 2010. A generator, switchgear, and transformers were added to this site in 2016. The master control center and associated components are at the end of their useful life and need to be replaced. The incoming service and main disconnect will also be replaced. Well 8 located at 3700 Grove Rd. has been in service since 2001. This is 1,000 gallon per minute well and was last serviced in 2017. The step up transformer is original and the variable frequency drive needs to be replaced.

Justification


The replacement of these components is needed to keep the wells running as efficiently as possible. As parts malfunction and the unavailability of these parts will be problematic and cause long down times at critical times of the year.

Prior Year Cost			Total Project Cost		350,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering	40,000					40,000
Construction	310,000					310,000
Total	350,000					350,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	350,000					350,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	350,000					350,000

Operational Impact/Other

The replacement of these components will need to be done at off peak times. Construction oversight is included so staff will not need to be involved with the construction.

Project Information		Project Snapshot
Project Name	Block 11 Public Improvements	
Account #		
Location	Btwn: Adams & Main; VanBuren & Washington	
Department	Public Works	
Category	Public Improvements (TIF)	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	50 Years	

Description

Install new watermain and sanitary sewer beneath alley connecting Main and Adams between Washington and Van Buren. Reconstruct alley. Bury overhead utility lines. Construct parking lot w/ trash compactor. All in Block 11 of the Original Town of Oswego.

Justification

The watermain is needed to provide domestic and fire service to the western edge of the block. A new sanitary sewer is required to provide service for any new development on the block. The alley needs to be reconstructed as the pavement has reached the end of its service life. Utilities will be buried as a part of this project to provide for redevelopment of the block. This project supports the Strategic Priorities for an expanded downtown, growth in residential units, and safe and efficient infrastructure. FY'19 expenditures of \$94,000 are for preliminary and final engineering.

Prior Year Cost	94,000		Total Project Cost		1,194,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Planning/Design						
Engineering						
Construction	1,100,000					1,100,000
Total	1,100,000					1,100,000

Funding Sources						
Capital Fund	889,000					889,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	200,000					200,000
Vehicle Fund						
Other	11,000					11,000
Other - Vendor Financed						
Total	1,100,000					1,100,000

Operational Impact/Other

Anticipated cost reductions for road maintenance will be offset by increased maintenance costs for streetscape improvements and snow removal. Improved roads will result in decreased wear and tear on Village vehicles.

Preliminary Engineering: Contract w/ Roake - staff approved 8/29/17 in the amount of \$9,000.


Final Engineering: Contract w/ Roake - Approved Resolution 18-R-69 on 7/17/18 in amount of \$85,000

Source: EEOPC prepared by Roake Associates, Inc. 12/4/17 + 7% Design Engineering & 8% Construction Engineering.

Funding: Capital Fund \$724,000 includes \$150,000 for utility relocation and \$40,000 for landscaping.

Water & Sewer Capital Fund: \$190,000 for watermain and sanitary sewer

Garbage Fund: \$11,000 for trash compactor

Project Information		Project Snapshot
Project Name	Blocks 4 & 5 Public Improvements	
Account #		
Location	Adams, Harrison, Jackson, & Washington Streets	
Department	Public Works	
Category	Public Improvements (TIF)	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	50 Years	

Description

Reconstruct watermain, sanitary sewer, storm sewers, parking, sidewalks and roadways on Blocks 4 and 5 of the Original Oswego Subdivision. This project involves the reconstruction of Harrison, Jackson, and Adams Streets. The existing watermain will be replaced. Sanitary sewer lines will be extended to Blocks 4 & 5 to allow for redevelopment of properties in the area. Road improvements include sidewalks, street lighting, and streetscape.

Justification


The existing roads are in poor condition and provide limited on-street parking. The area does not meet subdivision regulations as no sanitary sewers serve the area. Defined pedestrian facilities do not exist. The watermain is aging and should be replaced when the road is reconstructed. Utilities will be buried as a part of this project. This project supports the Strategic Priorities for an expanded downtown, growth in residential units, and safe and efficient infrastructure.

Prior Year Cost	220,000		Total Project Cost		4,826,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Planning/Design						
Engineering	783,000	138,000				921,000
Construction	3,229,000	456,000				3,685,000
Total	4,012,000	594,000				4,606,000

Funding Sources						
Capital Fund	2,374,000	594,000				2,968,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	1,638,000					1,638,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	4,012,000	594,000				4,606,000

Operational Impact/Other

Anticipated cost reductions for road maintenance will be offset by increased maintenance costs for streetscape improvements and snow removal. Improved roads will result in decreased wear and tear on Village vehicles.

Project Information		Project Snapshot
Project Name	Annual Road Maintenance Project	
Account #		
Location	Various Streets	
Department	Public Works	
Category	Roadways	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	20 years	

Description

Each year's project includes the removal of the surface course, sub grade patching, installation of a new surface course, curb repairs, installation of handicap ramps and pavement markings. Repair of concrete pavement may include joint repairs and sealing.

Justification


The Village conducted pavement analysis in the fall of 2014. We rated each pavement segment based upon surface and subsurface condition, ride ability, potholes and other elements. The roads are selected for resurfacing in particular years based upon the rating; deterioration since last rating and proximity to adjacent projects including resurfacing, utility improvements and drainage improvements.

Prior Year Cost			Total Project Cost		8,200,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering	24,000	100,000	100,000	100,000	100,000	424,000
Construction	176,000	1,780,000	1,780,000	1,780,000	1,780,000	7,296,000
Other		120,000	120,000	120,000	120,000	480,000
Total	200,000	2,000,000	2,000,000	2,000,000	2,000,000	8,200,000

Funding Sources						
Capital Fund		1,400,000	1,400,000	1,400,000	1,400,000	5,600,000
TIF Fund						
MFT Fund	200,000	600,000	600,000	600,000	600,000	2,600,000
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	200,000	2,000,000	2,000,000	2,000,000	2,000,000	8,200,000

Operational Impact/Other

The Village passed a sales tax increase of 0.75% in 2015 to generate revenue for street repairs. Failure to resurface streets in a timely manner will result in roads having to be reconstructed to replace failed base course. The cost to replace a road is approximately 6 times more than to resurface the same road.

Project Information		Project Snapshot
Project Name	Bridge Repairs - Barnaby, Old Post & Pearces Ford	
Account #		
Location	Barnaby, Old Post & Pearces Ford Roadways	
Department	Public Works	
Category	Roadways	
New to CIP	No	
Prepared BY	D. Markowski	
Useful Life	50 Years	

Description

Repair to three bridges; Barnaby Road, Old Post Road and Pearces Ford Road. The scope of work includes minor deck repair, replacement of rip-rap, and maintenance and correction of settled pavement (by removing and reconstructing pavement, curb and gutter, and drainage structures near each structure). The scope of each project will need to be revised based upon the next bridge inspections.

Justification

HR Green conducts regular inspection of these bridges in accordance with IDOT guidelines. The bridges are in relatively good shape but do require minor maintenance to prevent more severe deterioration. This project was originally scheduled for FY2017 but has been delayed due to fiscal constraints.

Prior Year Cost			Total Project Cost		131,500	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Planning/Design	19,000					19,000
Engineering		8,500				8,500
Construction		104,000				104,000
Total	19,000	112,500				131,500

Funding Sources						
Capital Fund	19,000	112,500				131,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	19,000	112,500				131,500

Operational Impact/Other

Future inspection dates:

Bridge Inspection: 047- 6302 - Old Post Road over Waubonsee creek Due April 16,2020

Bridge Inspection: 047 - 6304 - Pearces Ford over Waubonsee Creek Due April 16, 2020

Bridge Inspection: 047 - 6303 - Barnaby Drive over Waubonsee Creek Due March 29, 2021

The bridges will continue to deteriorate due to delays in the project. By delaying the inspections, costs to do minor repairs may escalate into major repairs.

Project Information		Project Snapshot
Project Name	Minkler Bridge Reconstruction	
Account #		
Location	Minkler Rd	
Department	Public Works	
Category	Roadways	
New to CIP	No	
Prepared BY	D. Markowski	
Useful Life	50 Years	

Description

Reconstruction of the Minkler Road bridge(047-3056). Adjust the horizontal alignment.

Justification

HR Green inspected this bridge in April 2015. The deck beams are more than 35 years old and are constructed on older abutments. The deck is too narrow for the traffic volume and speed limit. Right-of-way will need to be acquired to correct geometric issues.

Prior Year Cost			Total Project Cost		2,816,500	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering		194,000	173,500	173,500		541,000
Land Acquisition			130,500			130,500
Construction				2,145,000		2,145,000
Total		194,000	304,000	2,318,500		2,816,500

Funding Sources						
Capital Fund		194,000	60,800	463,700		718,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other			243,200	1,854,800		2,098,000
Other - Vendor Financed						
Total		194,000	304,000	2,318,500		2,816,500

Operational Impact/Other

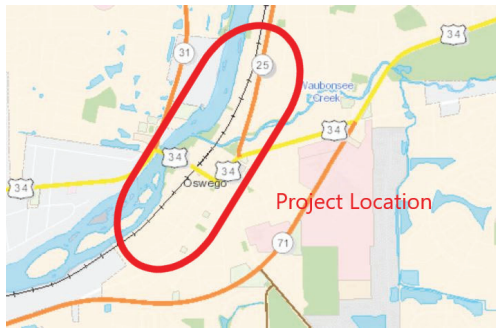
Future Inspection Dates:

April 2019

Budget estimates are based upon HR Green's 2017 estimate, escalated at 2% per year.

This project anticipates 80% Federal money for construction and construction inspection through Safety or State Bridge Funds. A Phase 1 Engineering study must be completed to qualify for this funding. The Phase 1 study is funded with 100% local funds.

The visible sinkhole on the south side middle of the road is minor at this time (10-29-18). The problem could escalate causing a larger issue.

Project Information		Project Snapshot
Project Name	Downtown Quiet Zone	
Account #		
Location	Downtown	
Department	Public Works	
Category	Roadways	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	50 Years	

Description

Install safety measures at 9 at-grade railroad crossings in downtown Oswego to establish a Quiet Zone.

Justification

The Village proposes to create a 24-hour Quiet Zone 9 at-grade railroad crossings along the Illinois Railway rail line between Benton Street on the south and the Civic Center crossing on the north. Upon establishment of the zone, trains will no longer blow horns as they approach road crossings in the downtown area except as determined by the engineer when a potential issue is observed. The zone will help improve the quality of life for residents living near the crossings.


This budget is based upon a feasibility study the Village completed in early 2019 to determine the potential to create a 24-hour Quiet Zone under Federal Railroad Administration regulations.

Prior Year Cost	0		Total Project Cost		1,200,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering	20,000	6,000				26,000
Construction			1,174,000			1,174,000
Other						
Total	20,000	6,000	1,174,000			1,200,000

Funding Sources	0		Total Project Cost		1,200,000	
Capital Fund	20,000	6,000	1,174,000			1,200,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	20,000	6,000	1,174,000			1,200,000

Operational Impact/Other

The Village may take on increased liability for accidents that occur between trains and vehicles or pedestrians at intersections located within the Quiet Zone.

Project Information		Project Snapshot	
Project Name	LED Streetlight Conversion		
Account #			
Location	Entire Village		
Department	Public Works		
Category	Roadways		
New to CIP	No		
Prepared BY	Tracy Miller		
Useful Life	50 years		

Description

Convert existing Village streetlights to LED lights. The Village has 2,500 streetlights which need to be converted to the LED light. This work will be completed over seven years beginning in FY'24. New fixtures cost \$450 each plus installation at \$100 each.

Justification

Existing streetlights throughout the Village have either Metal Halide or High Pressure Sodium Light Bulbs. Metal Halide bulbs are all becoming obsolete and have a higher cost to operate and maintain than an LED. The payback period for this conversion is approximately 5-7 years for each fixture.

PROJECTED COMED REBATE:

EXISTING WATTAGE: 215 per fixture
 REPLACEMENT WATTAGE: 58 per fixture
 DIFFERENCE: 157

2018 COMED REBATE: \$0.70 PER WATT Reduced


157(0.70) = \$109.90 Rebate per fixture

Prior Year Cost	0		Total Project Cost		1,375,500	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Equipment					1,125,500	1,125,500
Installation					250,000	250,000
Total					1,375,500	1,375,500

Funding Sources						
Capital Fund					1,125,500	1,125,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other					250,000	250,000
Other - Vendor Financed						
Total					1,375,500	1,375,500

Operational Impact/Other

The current streetlights throughout the Village have either Metal Halide or High Pressure Sodium Light Bulbs. Metal Halide bulbs are all becoming obsolete and have a higher cost to operate and maintain than an LED. The payback period for this conversion is approximately 5-7 years for each fixture.

Project Information		Project Snapshot
Project Name	Parking Lot LEDs	
Account #		
Location	Village Hall, Public Works Facility, & Park and Ride	
Department	Public Works	
Category	Facilities	
New to CIP	No	
Prepared BY	Tracy Miller/Steve Raasch	
Useful Life	10-15 years	

Description

Replace the existing Luminaire at the Village Hall, Park and Ride lot, and Public Works Facility will be retrofitted with Light Emitting Diode fixtures (LED).

Justification

The Park and Ride has 44 each 250w metal halide fixtures. Changing these fixtures to LED would save an estimated 9,020 watts and 39,508 kWh per year, resulting in \$2,700 in annual energy savings. The Village would save an estimated \$4,000 in annual maintenance costs (bulb replacement, ballast replacement and work hours). Village Hall has 42 parking light fixtures ranging from 175w metal halide to 250w metal halide. Changing these fixtures to LEDs would save an estimated 7,455 W and 32,653 kWh per year, resulting in \$2,200 in annual energy savings. The Village would save an estimated \$3,000 in annual maintenance costs. Public Works has nine 400w metal halide fixtures. Changing these fixtures to LED would save an estimated 3,375 watts and 14,472 kWh per year, resulting in \$1,203 in annual energy savings. The Village would save an estimated \$640 in annual maintenance costs. This project provides for cost-effective and sustainable infrastructure. Cost information provided by The Will Group, a lighting contractor. The project is scheduled for FY'23.

Prior Year Cost			Total Project Cost		57,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Materials				53,000		53,000
Installation				4,000		4,000
Total				57,000		57,000


Funding Sources						
Capital Fund				47,500		47,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other				9,500		9,500
Other - Vendor Financed						
Total				57,000		57,000

Operational Impact/Other

This project may be financed by vendors. The Village may receive rebates of up to \$100 per fixture through the ComEd Energy Efficiency Program. This project may be completed using Public Works Department personnel.

An estimated reduction in energy consumption of 86,633 kWh annually, \$6,103 in energy savings and \$7,640 of internal maintenance labor and material costs.

The estimated ROI would be 4.07 years, without ComEd Incentives.

Project Information		Project Snapshot
Project Name	New Traffic Signal	
Account #		
Location	Galena Road at South Concord Drive	
Department	Public Works	
Category	Roadways	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	50 Years	

Description

Village share of the construction of a new traffic signal at the intersection of Galena Road and South Concord Drive.

Justification


The Intergovernmental Agreement between the Villages of Oswego and Montgomery, dated March 26, 2001, requires the Village of Oswego to pay 50% of the cost of traffic signals along the shared boundary. Kendall County will now partner in the project, picking up 50% (\$150,000) of the construction cost (\$300,000). The Villages of Oswego and Montgomery will split evenly the remaining 50% share of construction cost plus 100% of the engineering cost (\$55,000) for a total of \$102,500 each. The project is scheduled to for a January 2019 letting with construction commencing in the spring of 2019.

Prior Year Cost	0		Total Project Cost		355,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering	55,000					55,000
Land Acquisition						
Construction	300,000					300,000
Total	355,000					355,000

Funding Sources						
Capital Fund	102,500					102,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed	252,500					252,500
Total	355,000					355,000

Operational Impact/Other

Kendall County will assume maintenance and electrical costs. The Village may be responsible for a proportional share of major improvements in the future.

Project Information		Project Snapshot
Project Name	New Traffic Signal	
Account #		
Location	Washington Street at Harrison Street	
Department	Public Works	
Category	Roadways	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	50 Years	

Description

Install a traffic signal at the intersection of Washington Street and Harrison Street in the downtown. The signal will include pedestrian crossing signals. This project will be designed in FY'2020 in conjunction with the traffic signal at Washington and Main. It will be constructed in FY'2022 in anticipation of the completion of the Reserve at Hudson Crossing project.

Justification


Congestion at this intersection will increase as development occurs in the neighborhood. Many pedestrians utilize this intersection to travel between parking lots, parks, and businesses. A traffic control signal will facilitate pedestrian and vehicle movements in the area.

Prior Year Cost	0		Total Project Cost		330,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering	30,000					30,000
Construction			300,000			300,000
Other						
Total	30,000		300,000			330,000

Funding Sources						
Capital Fund	30,000		300,000			330,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	30,000		300,000			330,000

Operational Impact/Other

This project will increase the overall electrical cost to the Village and increase repair costs as bulbs, light heads and poles need replacement. The lights will provide a safer environment for pedestrians and vehicles by regulating traffic flow.

Project Information		Project Snapshot
Project Name	New Traffic Signal	
Account #		
Location	Washington Street at Main Street	
Department	Public Works	
Category	Roadways	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	50 Years	

Description

Install a traffic signal at the intersection of Washington Street and Main Street in the downtown. The signal will include pedestrian crossing signals. This project will be designed in FY'20 along with the traffic signal at Washington Street and Harrison Street. Construction is proposed for FY'21.

Justification


Congestion at this intersection will increase as development occurs in the neighborhood. Many pedestrians utilize this intersection to travel between parking lots, parks, and businesses. A traffic control signal will facilitate pedestrian and vehicle movements in the area.

Prior Year Cost	0		Total Project Cost		330,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering	30,000					30,000
Construction		300,000				300,000
Other						
Total	30,000	300,000				330,000

Funding Sources						
Capital Fund	30,000	300,000				330,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	30,000	300,000				330,000

Operational Impact/Other

This project will increase the overall electrical cost to the Village and increase repair costs as bulbs, light heads and poles need replacement. The lights will provide a safer environment for pedestrians and vehicles by regulating traffic flow.

Project Information		Project Snapshot
Project Name	US 30-Village Share of IDOT Improvements	
Account #		
Location	Route 30 at Treasure Rd / Harvey Road	
Department	Public Works	
Category	Roadways	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	50 Years	

Description

This project is the Village's share of cost of a project to be constructed by the Illinois Department of Transportation. IDOT will install traffic signals and Emergency Vehicle Preemption devices at the intersection of U.S. 30 and Treasure Drive. IDOT will close Harvey Road at US 30 and construct a cul-de-sac on Harvey Road.

Justification


IDOT initiated this project to improve US 30 at Treasure Road and at Harvey Road; (FAP Route 349), State section 16-N-1; State job number: C-91-101-16; Contract No. 62B68. The Village approved resolution 17-R-89 authorizing an Intergovernmental Agreement with IDOT on October 3, 2017. The agreement obligates the Village to pay approximately \$21,000 with the federal and state governments paying the balance (Other-Vendor Financed).

Prior Year Cost	Total Project Cost				1,247,520	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Planning/Design						
Engineering	162,720					162,720
Construction	1,084,800					1,084,800
Total	1,247,520					1,247,520

Funding Sources						
Capital Fund	21,000					21,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed	1,226,520					1,226,520
Total	1,247,520					1,247,520

Operational Impact/Other

The intersection improvements will increase maintenance costs to the Village for the traffic signals and other devices by approximately \$4,000 per year. The timing of this project will be driven by IDOT. IDOT anticipates a Fall 2018 letting for this project. Work will start shortly thereafter. The Village is obligated to make installment payments in an amount of the total Village cost multiplied by the percentage of the contractor's invoice of the whole contract amount. The budget is based upon IDOT's estimate. Payments will be made based upon bid prices.

Project Information		Project Snapshot
Project Name	Waubonsee Creek Embankment Repair	
Account #		
Location	Farmington Lakes Subdivision	
Department	Public Works	
Category	Other	
New to CIP	No	
Prepared BY	D. Markowski	
Useful Life	50 Years	

Description

Repair basin embankment washed out by rapid creek water flow caused by heavy rains.

Justification


The bank of the Farmington lakes detention pond was damaged in approximately 2013. The basin is located adjacent to the Waubonsee Creek. The embankment needs to be repaired to maintain the separation between the basin and the creek.

Prior Year Cost			Total Project Cost		50,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Planning/Design			15,000			15,000
Engineering				15,000		15,000
Construction				20,000		20,000
Total			15,000	35,000		50,000

Funding Sources						
Capital Fund			15,000	35,000		50,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			15,000	35,000		50,000

Operational Impact/Other

Failure to repair this embankment will increase the likelihood that Waubonsee Creek and the pond will become hydraulically connected differently than what was contemplated during the design of the basin. This may result in a loss of detention in the pond.

Project Information		Project Snapshot
Project Name	Wolfs Crossing Road Recon.-Segment 1	
Account #		
Location	Wolfs Crossing Road	
Department	Public Works	
Category	Roadways	
New to CIP	No	
Prepared BY	Jennifer Hughes	
Useful Life	50 years	

Description

Reconstruction of Wolf's Crossing Road to a five (5) lane cross section from US Route 34 to US Route 30. Reconstruction will include six (6) four leg intersections. The project may be constructed in ten (10) segments. This project is for the construction of segment 1.

Segment	Location	Design	Row	Construction	Cost
1	Harvey Rd Intersection	2019	2020	2021	\$6,986,000
2	Champions Run to Harvey Rd	2022	2023	2024	\$7,055,000
3	Douglas Rd West Intersection	2025	2026	2027	\$6,028,000
4	US 30 Intersection	2028	2029	2030	\$5,305,000
5	Eola/Heggs Rd Intersection	2031	2032	2033	\$1,882,000
6	Fifth Street to Champions Run	2034	2034	2036	\$4,921,000
7	Douglas West to Fifth	2037	2038	2039	\$8,692,000
8	Southbury to Douglas West	2040	2041	2042	\$7,014,000
9	US 34 Intersection	2043	2044	2045	\$2,137,000
10	US 34 to Southbury	2046	2047	2048	\$7,024,000


Justification

Prior Year Cost	Total Project Cost				6,986,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Engineering	212,600	212,600	486,000			911,200
Land Acquisition		201,000				201,000
Construction			5,873,800			5,873,800
Total	212,600	413,600	6,359,800			6,986,000

Funding Sources						
Capital Fund	106,300	206,800	4,172,900			4,486,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other	106,300	206,800	2,186,900			2,500,000
Other - Vendor Financed						
Total	212,600	413,600	6,359,800			6,986,000

Operational Impact/Other

The proposed roadway section for Wolf's Crossing is a four-lane urban cross section composed of two 12 foot travel lanes in each direction and a 21 foot landscaped median. There will be a 5 foot sidewalk on the north side and a 10 foot bicycle path on the south side of the road within a proposed 130 foot wide right-of-way. The Village may acquire needed right-of-way through dedications associated with development. The cost estimate is dated 9/17/18 as prepared by Benesch and is based upon 2017 prices. The first project is anticipated to utilize \$2.5M of Federal funding under the Surface Transportation Program.

Project Information		Project Snapshot
Project Name	Bike Path Seal Coat	
Account #		
Location	Various	
Department	Public Works	
Category	Other	
New to CIP	Yes	
Prepared BY	Tracy Miller	
Useful Life	5-10 years	

Description

Sealing of existing asphalt bike paths

Justification

Seal coating the surface of asphalt bike paths will extend the life of the asphalt, thereby retarding the deterioration of the surface. Over time, the asphalt will oxidize when it is exposed to the elements and become brittle. This brittleness will result in cracks which allow water to penetrate the pavement. As water expands when it freezes, the cracks become larger. Carefully timed seal coating will delay more costly pavement replacement.

Prior Year Cost			Total Project Cost		45,000	
Expenditures	FY'20	FY'21	FY'22	FY'23	FY'24 or >	Total
Maintenance			45,000			45,000
Total			45,000			45,000

Funding Sources						
Capital Fund			45,000			45,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			45,000			45,000

Operational Impact/Other

Village and Oswegoland Park District officials will be meeting in 2019 and 2020 to memorialize maintenance responsibilities for existing and future paths.