Village of Oswego
Capital Improvement Plan (CIP)
Fiscal Years 2021-2040

Prepared as of February 10, 2020

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The Village staff is pleased to present this updated 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 is included within the Village Budget since the Fiscal Year 2021 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 several 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 an estimated 35,000 residents in calendar year 2019. Numerous new subdivisions, commercial development and a host of public infrastructure improvements have created miles of roadways, curb and gutter, water mains, sewer mains, storm sewers, street lighting, traffic signals, wells and water towers, street signage and village-maintained landscaping. The Village is responsible for the maintenance and future replacement of this entire infrastructure. Planning for all the infrastructure allows the Village to appropriately schedule and secure funding to maintain all the infrastructure 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 focuses on the next five years of projects but also identifies projects within the next twenty years to begin early planning for very expensive public improvements. 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	Transportation Relief Act revenue
Roadway capital improvement fees	

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
- Property tax increase
- Local sales tax increase
- Tax increment financing (TIF)
- General Obligation Bonds
- Special service area tax
- Sales taxes
- Utility tax increases
- Water & sewer utility surcharges
- 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.

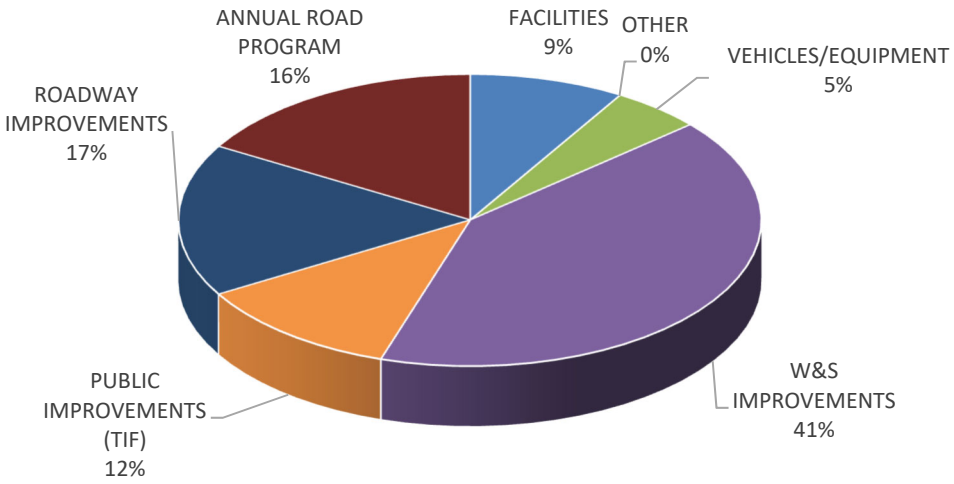
Fiscal Year 2021-2025 CIP

The CIP has listed expenditures over the next five years totaling more than $51 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 2021-2025.

Category	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
FACILITIES	976,800	194,000	191,000	327,000	2,559,900
OTHER	-	400,000	310,000	130,000	-
VEHICLES/EQUIPMENT	571,800	740,102	415,966	520,810	634,920
W&S IMPROVEMENTS	4,689,100	1,791,600	6,086,700	2,746,000	3,764,000
PUBLIC IMPROVEMENTS (TIF)	1,313,000	-	-	-	-
ROADWAY IMPROVEMENTS	1,922,000	8,015,900	2,594,300	528,000	566,250
ANNUAL ROAD PROGRAM	1,880,000	2,000,000	2,000,000	2,000,000	2,000,000
TOTAL	**11,352,700**	**13,141,602**	**11,597,966**	**6,251,810**	**9,525,070**

Water & Sewer Improvement expenditures are 41% of the capital projects for Fiscal Year 2021. The completion of the water meter-change out program is what makes up most of this expense.



Roadway improvements total $3.8 million with the annual road program and various projects throughout town.

Vehicles/equipment average an annual cost of $577,000 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 2021, $571,800 is budgeted including $140,800 for police vehicles and $431,000 for the Public Works fleet including one new vehicle, four vehicle rebuilds, and a pavement hotbox.

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 2026-2040 CIP

Expenditures for Fiscal Years 2026-2040 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 2026	FY 2027	FY 2028	FY 2029	FY 2030
FACILITIES	1,090,700	830,000	1,546,500	270,000	-
OTHER	400,000	-	200,000	-	400,000
VEHICLES/EQUIPMENT	1,118,665	413,199	365,768	407,038	487,999
W&S IMPROVEMENTS	6,075,000	5,511,000	476,500	305,000	1,441,000
TOWN CENTER RENOVATION	100,000	1,281,800	8,450,000	7,700,000	11,300,000
PUBLIC IMPROVEMENTS (TIF)	-	-	-	-	-
ROADWAY IMPROVEMENTS	2,174,950	2,374,000	2,058,500	1,855,500	60,000
ANNUAL ROAD PROGRAM	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
TOTAL	**$12,959,315**	**$12,409,999**	**$15,097,268**	**$12,537,538**	**$15,688,999**

Category	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
FACILITIES	25,000	635,000	-	245,000	140,000
OTHER	-	-	200,000	400,000	-
VEHICLES/EQUIPMENT	355,499	390,662	447,908	479,896	526,759
W&S IMPROVEMENTS	200,000	200,000	1,246,550	1,511,550	14,265,900
TOWN CENTER RENOVATION	-	-	-	-	-
PUBLIC IMPROVEMENTS (TIF)	-	-	-	-	-
ROADWAY IMPROVEMENTS	-	-	65,000	-	-
ANNUAL ROAD PROGRAM	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
TOTAL	**$2,580,499**	**$3,225,662**	**$3,959,458**	**$4,636,446**	**$16,932,659**

Category	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040
FACILITIES	-	125,000	395,000	-	40,000
OTHER	-	-	600,000	600,000	-
VEHICLES/EQUIPMENT	518,509	498,594	495,277	719,908	757,843
W&S IMPROVEMENTS	8,148,000	950,000	200,000	1,075,000	34,826,000
TOWN CENTER RENOVATION	-	-	-	-	-
PUBLIC IMPROVEMENTS (TIF)	-	-	-	-	-
ROADWAY IMPROVEMENTS	4,991,000	-	-	24,942,000	24,867,000
ANNUAL ROAD PROGRAM	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
TOTAL	**$15,657,509**	**$3,573,594**	**$3,690,277**	**$29,336,908**	**$62,490,843**

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.
- 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 $44 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 21	FY 22	FY 23	FY 24	FY 25	Total Next 5 Yrs
Capital Improvement Fund						
FACILITIES						
Ampitheater	750,000					750,000
Park-n-Ride Lot -Curb Ramp Upgrades	35,000					35,000
Public Works Facility - Boiler Pump & Piping Upgrades	17,500					17,500
Public Works Facility - Expansion				222,000	2,459,000	2,681,000
Public Works Facility - Fenced Area Expansion				57,000		57,000
Public Works Facility - Fuel Tanks	100,000					100,000
Public Works Facility - Replace Condensing Unit		22,500				22,500
Public Works Facility - Roof Replacement			191,000			191,000
Public Works Facility Parking Lot Repairs		67,500				67,500
Tap House Lot - Seal Coat & Repairs		14,000				14,000
Village Hall - Buildout						-
Village Hall - Parking Lot Repairs & ADA Ramp Replacement	50,000					50,000
Village Hall - Wider Annex Door				21,000		21,000
Village Properties - Seal Coating	24,300	90,000		27,000	100,900	242,200
FACILITIES Total	**976,800**	**194,000**	**191,000**	**327,000**	**2,559,900**	**4,248,700**
OTHER						
Computer Replacements (every 4 years)		200,000				200,000
Network Switches (every 5 years)			200,000			200,000
Server Refresh (every 4 years)		200,000				200,000
Squad CAR MDT UpgradeMil			110,000			110,000
Virtual Server for Police Department				130,000		130,000
OTHER Total		**400,000**	**310,000**	**130,000**		**840,000**
ROADWAY IMPROVEMENTS						
Alley Headwall	43,000					43,000
Alley Reconstruction	120,000					120,000
Annual Road Program - CIP	1,280,000	1,400,000	1,400,000	1,400,000	1,400,000	6,880,000
Bike Path Construction - Orchard Road	15,000	100,000				115,000
Bike Path Seal Coating	45,000			50,000		95,000
Bridge Repair (3) - Barnaby, Old Post, & Pearce's Ford	167,000					167,000
Bridge-Minkler Rd (Str 047-3056) - Replacement	205,000	316,100	2,559,300			3,080,400
Downtown Railroad Safety Improvements	26,000	1,200,000				1,226,000
IMS Pavement Analysis	116,400					116,400
Path Reconstruction - Main to Adams		25,000				25,000
Sidewalk and Traffic Signal Modifications - US 34 at Ogden Falls					11,000	11,000
Streetlights - Harrison Streetlight Replacement	46,000					46,000
Streetlights - LED Conversion				478,000	476,750	954,750
Streetlights - LED Conversion - Park & Ride/ Village Hall/Public Works Facility	65,000					65,000
Traffic Signal at Washington and Main	330,000					330,000
Traffic Signal at Washington/Harrison	330,000					330,000
Waubonsee Creek Repairs		15,000	35,000			50,000
Wolf's Crossing- Section 1 - Phase 2 & 3	413,600	6,359,800				6,773,400
ROADWAY IMPROVEMENTS Total	**3,202,000**	**9,415,900**	**3,994,300**	**1,928,000**	**1,887,750**	**20,427,950**
Capital Improvement Fund Total	**4,178,800**	**10,009,900**	**4,495,300**	**2,385,000**	**4,447,650**	**25,516,650**

Five Year Capital Improvement Projects	FY 21	FY 22	FY 23	FY 24	FY 25	Total Next 5 Yrs
Vehicle Fund						
EQUIPMENT						
Pavement Hot Box	32,000					32,000
EQUIPMENT Total	**32,000**					**32,000**
VEHICLES						
2021 - PW05 - Rebuild Body w/ Swap Loader	118,000					118,000
2021 - PW10 - Rebuild Body with anti-ice equipment	67,000					67,000
2021 - PW124 - Replace Truck w/ Crane Truck	80,000					80,000
2021 - PW16 -Rebuild Truck	67,000					67,000
2021 - PW18 -Rebuild Truck	67,000					67,000
Bear Cat Armored Vehicle		250,000				250,000
Replacement Vehicles - B&Z		29,555				29,555
Replacement Vehicles - Police	140,800	229,547	200,966	255,810	283,920	1,111,043
Replacement Vehicles - Public Works		211,000	215,000	265,000	351,000	1,042,000
VEHICLES Total	**539,800**	**720,102**	**415,966**	**520,810**	**634,920**	**2,831,598**
OTHER						
Smart Trailer		20,000				20,000
OTHER Total		**20,000**				**20,000**
Vehicle Fund Total	**571,800**	**740,102**	**415,966**	**520,810**	**634,920**	**2,883,598**

Five Year Capital Improvement Projects	FY 21	FY 22	FY 23	FY 24	FY 25	Total Next 5 Yrs
Water & Sewer Capital Fund						
FACILITIES						
Public Works Facility - Boiler Pump & Piping Upgrades	17,500					17,500
Public Works Facility - Expansion				222,000	2,459,000	2,681,000
Public Works Facility - Fenced Area Expansion				57,000		57,000
Public Works Facility - Replace Condensing Unit		22,500				22,500
Public Works Facility - Roof Replacement			191,500			191,500
Public Works Facility Parking Lot Repairs		67,500				67,500
FACILITIES Total	**17,500**	**90,000**	**191,500**	**279,000**	**2,459,000**	**3,037,000**
FOX RIVER						
Alternate Water Source Study	405,600	21,600	7,200			434,400
FOX RIVER Total	**405,600**	**21,600**	**7,200**			**434,400**
W&S						
Booster Station 2 - Generator			225,000			225,000
Lead Service Line Replacement	120,000					120,000
Sanitary Lift Station - Generators	250,000					250,000
Sanitary Sewer Lining & Televising	180,000	200,000	200,000	200,000	200,000	980,000
Water Main, New - Minkler Road Watermain	275,000	10,000	1,083,000	867,000		2,235,000
Water Main, New - Wolf Road Watermain	695,000	775,000	4,325,000			5,795,000
Water Main, Replace - Brock/Sedgwick/Faro Ct	540,000					540,000
Water Main, Replace - Brookside				150,000	1,030,000	1,180,000
Water Meter & Reader Replacement	1,976,000					1,976,000
Water Tower - Fox Chase	55,000	695,000				750,000
Water Tower - Hunt Club					75,000	75,000
Water Tower - Village Center			55,000	750,000		805,000
Water Towers - Cleaning (every 3 years)	45,000			50,000		95,000
Wells 3 & 4 - Generators				450,000		450,000
Woolley Road Lift Station Decommission	130,000					130,000
W&S Total	**4,266,000**	**1,680,000**	**5,888,000**	**2,467,000**	**1,305,000**	**15,606,000**
Water & Sewer Capital Fund Total	**4,689,100**	**1,791,600**	**6,086,700**	**2,746,000**	**3,764,000**	**19,077,400**
Motor Fuel Tax						
ROADWAY IMPROVEMENTS						
Annual Road Program - MFT	600,000	600,000	600,000	600,000	600,000	3,000,000
ROADWAY IMPROVEMENTS Total	**600,000**	**600,000**	**600,000**	**600,000**	**600,000**	**3,000,000**
Motor Fuel Tax Total	**600,000**	**600,000**	**600,000**	**600,000**	**600,000**	**3,000,000**

Five Year Capital Improvement Projects	FY 21	FY 22	FY 23	FY 24	FY 25	Total Next 5 Yrs
Tax Increment Financing						
TIF						
Blocks 4 & 5 Public Improvements - CIP	853,000					853,000
Blocks 4 & 5 Public Improvements - W&S	460,000					460,000
TIF Total	**1,313,000**					**1,313,000**
Tax Increment Financing Total	**1,313,000**					**1,313,000**
Non Funded Capital Improvement Fund						
NF						
Wolf's Crossing- Section 2 - Phase 2 & 3				215,000	281,000	496,000
Wolf's Crossing- Section 3 - Phase 2 & 3					183,000	183,000
NF Total				**215,000**	**464,000**	**679,000**
Non Funded Capital Improvement Fund Total				**215,000**	**464,000**	**679,000**
Non Funded Water & Sewer Capital Fund						
LAKE MICHIGAN						
Lake Michigan Water - 2020 Water Main Improvements - Grove Road		330,000	2,638,000			2,968,000
Lake Michigan Water - Receiving Stations			200,000	2,300,000		2,500,000
Lake Michigan Water Supply - Connection	200,000	1,000,000	1,000,000	21,779,000	12,200,000	36,179,000
LAKE MICHIGAN Total	**200,000**	**1,330,000**	**3,838,000**	**24,079,000**	**12,200,000**	**41,647,000**
FOX RIVER						
Fox River - Internal Water Lines				2,872,400	28,724,000	31,596,400
Fox River Water Treatment Facility - New 5 MGD		1,767,500	1,767,500	14,512,600	10,584,900	28,632,500
FOX RIVER Total		**1,767,500**	**1,767,500**	**17,385,000**	**39,308,900**	**60,228,900**
Non Funded Water & Sewer Capital Fund Total	**200,000**	**3,097,500**	**5,605,500**	**41,464,000**	**51,508,900**	**101,875,900**
Other						
ROADWAY IMPROVEMENTS						
Goodwin Drive Extension					78,500	78,500
ROADWAY IMPROVEMENTS Total					**78,500**	**78,500**
Other Total					**78,500**	**78,500**
Total	**11,552,700**	**16,239,102**	**17,203,466**	**47,930,810**	**61,497,970**	**154,424,048**

Non Funded Projects						
Water Source	200,000	3,097,500	5,605,500	41,464,000	51,508,900	101,875,900
Wolf's Crossing	-	-	-	215,000	464,000	679,000
Total without Non Funded Projects	**11,352,700**	**13,141,602**	**11,597,966**	**6,251,810**	**9,525,070**	**51,869,148**

Village of Oswego
20-Year Capital Improvement Plan
FY 2021-2040

#	Project Name	Category	Lead Dept.	Brief description	Cost Type Capital (C) Maintenance (M)	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	Fiscal Year 2040
	FACILITIES																			
1	Ampitheater	FACILITIES	PW	Construct an ampitheater at Park and Ride	C															
2	Metra Station	FACILITIES	PW	New Metra train station at Park & Ride facility ; 80/20 split between Metra and Village; $3 million total cost	C		200,000	800,000												
3	Park-n-Ride Lot - Resurface	FACILITIES	PW	Resurface existing Park & Ride facility parking lot	M	204,700												250,000		
4	Park-n-Ride Lot - Curb Ramp Upgrades	FACILITIES	PW	Upgrade curb ramps to meet ADA requirements	M															
5	Public Works Facility - Fuel Tanks	FACILITIES	PW	Replace fuel tanks, pumps, and monitoring system	C															
6	Public Works Facility - Expansion	FACILITIES	PW	Construct additional building for Vehicle/equip. storage - 50% W&S/ 50 % CIP	C	492,000														
7	Public Works Facility - Roof Replacement	FACILITIES	PW	Roof Replacement - 50% W&S/ 50 % CIP	M															
8	Public Works Facility - Boiler Pump & Piping Upgrades	FACILITIES	PW	Replace boiler pump & piping - 50% W&S/ 50 % CIP	M															
9	Public Works Facility - Replace Condensing Unit	FACILITIES	PW	Replace condensing unit - 50% W&S/ 50 % CIP	M															
10	Public Works Facility Parking Lot Repairs	FACILITIES	PW	Partial repair of PW Facility Parking Lot - 50% W&S/ 50 % CIP	M															
11	Public Works Facility - Parking Lot Resurface	FACILITIES	PW	Resurface existing Public Works Facility parking lot	M	250,000														
12	Public Works Facility - Fenced Area Expansion	FACILITIES	PW	Expand the PW Facility Yard by adding fence - 50% W&S/ 50 % CIP	C															
13	Public Works Salt Dome	FACILITIES	PW	Construct a new salt dome	C									215,000						
14	Tap House Lot - Seal Coat & Repairs	FACILITIES	PW	Seal coat & patching of Tap House parking lot	M			20,000			25,000			30,000						40,000
15	Tap House Lot - Resurface	FACILITIES	PW	Resurface parking lot at existing Tap House	M												125,000			
16	Village Hall - Buildout	FACILITIES	PW	Complete build out of unfinished floors	C	50,000	500,000	450,000				500,000								
17	Village Hall - Roof Replacement	FACILITIES	PW	Roof Replacement - 50% W&S/ 50 % CIP	M			276,500												
18	Village Hall - Wider Annex Door	FACILITIES	PW	Replace door #8 with a wider door to allow bigger materials to be brought into Village Hall	M															
19	Village Hall - Parking Lot Repairs & ADA Ramp Replacement	FACILITIES	PW	Replace ADA sidewalk ramps on Village Hall site	M															
20	Village Hall- Parking Lot Resurface	FACILITIES	PW	Resurface existing Village Hall parking lot	M				270,000											
21	Village Parking Lot Seal Coat	FACILITIES	PW	Seal coat Village Hall, Park-and-Ride, and Public Works Facility parking lots	M		130,000					135,000			140,000			145,000		
22	**TOTAL: FACILITIES**					**996,700**	**830,000**	**1,546,500**	**270,000**	**0**	**25,000**	**635,000**	**0**	**245,000**	**140,000**	**0**	**125,000**	**395,000**	**0**	**40,000**
23																				
24	**OTHER**																			
25	Virtual Server for Police Department	OTHER	IT	Migration of physical server to Virtual Appliance	C															
26	Imaging Scanner for Police Department	OTHER	IT	3D Laser Scanner - accident reconstruction	C															
27	ERP System	OTHER	Fin	New financial/work mgmt./adjudication software	C															
28	Computer Replacements (every 4 years)	OTHER	IT	Purchase Computer Replacement (All Facilities)	C	200,000				200,000				200,000				200,000	200,000	
29	Server Refresh (every 4 years)	OTHER	IT	Server Refresh	C	200,000				200,000				200,000				200,000	200,000	
30	Squad CAR MDT UpgradeMil	EQUIPMENT	IT	Update all Mobile Digital Compters																
31	Network Switches (every 5 years)	OTHER	IT	Network Switches. Access Points & Firewalls				200,000					200,000					200,000	200,000	
32	**TOTAL: OTHER**					**400,000**	**0**	**200,000**	**0**	**400,000**	**0**	**0**	**200,000**	**400,000**	**0**	**0**	**0**	**600,000**	**600,000**	**0**
33																				
34	**VEHICLES/EQUIPMENT**																			
35	Replacement Vehicles - B&Z	VEHICLES	CD	Building & Zoning Vehicles/Vehicle Replacements	M	51,198	30,475			30,475	30,475									
36	Replacement Vehicles - CD	VEHICLES	CD	Community Development Vehicle Replacement	M		37,935											37,935	37,935	75,870
37	Replacement Vehicles - Police	VEHICLES	Pol	Police Vehicles/Equipment Replacements	M	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	681,973	681,973
38	Bear Cat Armored Vehicle	VEHICLES	Pol	Armored Vehicle for specialized high risk situations	M															
39	Replacement Vehicles - Public Works	VEHICLES	PW	Public Works Vehicle Replacements	M															
40	2021 - PW05 - Rebuild Body w/ Swap Loader	VEHICLES	PW	PW05- Rehab chassis and rebuild body w/ swap loader	M															
41	2021 - PW10 - Rebuild Body with anti-ice equipment	VEHICLES	PW	PW10- Rehab chassis and replace body w/ anti-icing platform	M															
42	2021 - PW16 -Rebuild Truck	VEHICLES	PW	PW16- Rehab chassis and replace dump body	M															
43	2021 - PW18 -Rebuild Truck	VEHICLES	PW	PW18- Rehab chassis and replace dump body	M															
44	2021 - PW124 - Replace Truck w/ Crane Truck	VEHICLES	PW	PW124 - Replace w/ F550, utility box, snow plow, and crane	C															
45	Smart Trailer	EQUIPMENT	Pol	Purchase one new speed trailer	C	26,802			31,027				37,713			43,657				
46	Pavement Hot Box	EQUIPMENT	PW	New Pavement Hot Box	C															
47	Leaf Machine - New	EQUIPMENT	PW	New Leaf VAC Machine	C															
48	Sewer Vacuum/Excavator Truck	EQUIPMENT	PW	New Vactor Truck	C	600,000														
49	Wood Chipper - Replacement	EQUIPMENT	PW	Wood chipper to replace existing 2002 chipper				85,000												
50	Trailer Mounted Diesel Generator - Replacement	EQUIPMENT	PW	Replacement trailer mounted generator	C			80,000												
51	**TOTAL: VEHICLE/EQUIPMENT**					**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**	**719,908**	**757,843**
52																				

#	Project Name	Category	Lead Dept.	Brief description	Cost Type Capital (C) Maintenance (M)	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	Fiscal Year 2040
53	**WATER & SEWER IMPROVEMENTS**																			
54	Wells 3 & 4 - Generators	W&S	PW	Installation of generators at Wells 3 & 4	C															
55	Booster Station 2 - Generator	W&S	PW	Installation of generator at Booster Station 2	C															
56	Sanitary Lift Station - Generators	W&S	PW	Purchase of 3 portable generators and connection to five lift stations	C															
57	Sanitary Sewer Lining & Televising	W&S	PW	Annual Sewer Lining & Televising Program	M	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
58	Woolley Road Lift Station Decommission	W&S	PW	Decommission of the Woolley Rd Lift Station	C															
59	Water Main, New - Minkler Road Watermain	W&S	PW	New water main along Hunt Club Road	C															
60	Water Main, Replace - Brock/Sedgwick/Faro Ct	W&S	PW	Replace 2" water main with a new 6" water main	C															
61	Water Main, Replace - Brookside	W&S	PW	Replace existing 8" water main	C															
62	Water Main, New - Wolf Road Watermain	W&S	PW	New 12" watermain along Wolf Road -Option 1 - construct entire main (shown) or Option 2 construct in segments	C															5,795,000
63	Lead Service Line Replacement	W&S	PW	Replace 8 lead service lines	M															
64	Roof Replacement - Wells 3, 4 and 7	W&S	PW	Roof Replacement	M				105,000											
65	Roof Replacement - Wells 6, 8, and 9	W&S	PW	Roof Replacement	M					103,000										
66	Roof Replacement - Wells 10 and 11	W&S	PW	Roof Replacement	M					78,000										
67	Public Works Facility - Expansion	FACILITIES	PW	Construct additional building for Vehicle/equip. storage - 50% W&S/ 50 % CIP	C	492,000														
68	Roof Replacement - Public Works Facility	FACILITIES	PW	Roof Replacement - 50% W&S/ 50 % CIP	M															
69	Public Works Facility Parking Lot Repairs	FACILITIES	PW	Partial repair of PW Facility Parking Lot - 50% W&S/ 50 % CIP	M															
70	Public Works Facility - Boiler Pump & Piping Upgrades	FACILITIES	PW	Replace boiler pump & piping - 50% W&S/ 50 % CIP	M															
71	Public Works Facility - Replace Condensing Unit	FACILITIES	PW	Replace condensing unit - 50% W&S/ 50 % CIP	M															
72	Public Works Facility - Fenced Area Expansion	FACILITIES	PW	Expand the PW Facility Yard by adding fence - 50% W&S/ 50 % CIP	C															
73	Village Hall - Roof Replacement	FACILITIES	PW	Roof Replacement - 50% W&S/ 50 % CIP	M			276,500												
74	Water Meter & Reader Replacement	W&S	PW	Replace 12,000 water meters and readers	M															
75	Water Tower - Fox Chase	W&S	PW	Repair and repaint water tower	M												750,000			
76	Water Tower - Hunt Club	W&S	PW	Repair and repaint water tower	M	950,000														
77	Water Tower - Ogden Falls	W&S	PW	Repair and repaint water tower	M					1,000,000										
78	Water Tower - Orchard Road	W&S	PW	Repair and repaint water tower	M	75,000	900,000													830000
79	Water Tower - Village Center	W&S	PW	Repair and repaint water tower	M														800,000	
80	Water Towers - Cleaning (every 3 years)	W&S	PW	Wash all water towers	M		55,000			60,000			65,000			70,000			75,000	
81	Water Tower & Well - New	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	C	594,000	4,356,000													
82	Lake Michigan Water Supply - Connection	Lake Michigan	PW	Connect to DuPage Water Commission	C															
83	Lake Michigan Water - Receiving Stations	Lake Michigan	PW	Receiving Stations for DuPage Water Connection	C															
84	Lake Michigan Water - 2020 Water Main Improvements - Grove Road	Lake Michigan	PW	Watermains along Collins & Grove Roads required to ensure pressure w/ DWC water	C															
85	Lake Michigan Water - 2050 Water Main Improvements	Lake Michigan	PW	Watermains required to ensure pressure in 2050	C														2,000,000	
86	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.	C															
87	Fox River - Internal Water Lines	Fox River	PW	Contstruct raw and finished water lines between new plant and existing wells	C															
88	Fox River Water Treatment Facility - New 5 MGD	Fox River	PW	Construction of a 5 MGD Water Treatment Facility at the Fox River	C															
89	Fox River Water Treatment Facility - Phase 4 Improvements - 5 MGD Capacity Increase	Fox River	PW	Increase Water Treatment Facility by 5 MGD	C								981,550	1,311,550	14,065,900					16,359,000
90	Fox River Water Treatment Facility - Phase 5 Improvements - 2.5 MGD Capacity Increase	Fox River	PW	Increase Water Treatment Facility by 2.5 MGD	C	3,764,000										7,878,000				11,642,000
91	**TOTAL: WATER & SEWER IMPROVEMENTS**					**6,075,000**	**5,511,000**	**476,500**	**305,000**	**1,441,000**	**200,000**	**200,000**	**1,246,550**	**1,511,550**	**14,265,900**	**8,148,000**	**950,000**	**200,000**	**3,075,000**	**34,826,000**
92																				
93	**VILLAGE TOWN CENTER RENOVATION**																			
94	Village Town Center Infrastructure Roadways	VTC	PW	project includes replacement of water/sewer lines and improving the roadways.	C	40,000	980,000	8,450,000	7,700,000	11,300,000										
95	Village Town Center Infrastructure Water/Sewer	VTC	PW	Install all new water/sewer/storm infrastructure	C	60,000	301,800													
96	**TOTAL: TOWN CENTER RENOVATION**					**100,000**	**1,281,800**	**8,450,000**	**7,700,000**	**11,300,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
97																				
98	**TIF DISTRICT**																			
99	Blocks 4 & 5 Public Improvements - CIP	TIF	PW	Reconstruct Harrison, Jackson, and Adams Streets. Install parking, sidewalks, streetlights, and streetscape on Blocks 4 and 5 of the Original Oswego Subdivision. Bury overhead utilities	C															
100	Blocks 4 & 5 Public Improvements - W&S	TIF	PW	Replace the watermain. Install a new sanitary sewer. Blocks 4 & 5 of the Original Oswego Subdivision.	C															
101	**TOTAL: TIF DISTRICT**					**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
102																				

Village of Oswego
20-Year Capital Improvement Plan
FY 2021-2040

#	Project Name	Category	Lead Dept.	Brief description	Cost Type Capital (C) Maintenance (M)	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	Fiscal Year 2040
103	**ROADWAY IMPROVEMENTS**																			
104	Annual Road Program - MFT	RI	PW	Selected roadways based on paver analysis each year. Annually, project is bid out.	M	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
105	Annual Road Program - CIP	RI	PW	Selected roadways based on paver analysis each year. Annually, project is bid out.	M	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
106	**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**
107																				
108	**BRIDGE IMPROVEMENTS**																			
109	Bridge Repair (3) - Barnaby, Old Post, & Pearce's Ford	RI	PW	Bridge repairs - Barnaby, Old Post, & Pearce's Ford	M															
110	Bridge Repair-Pfund Court	RI	PW	Bridge repair on Pfund	C			94,000	518,000											
111	Bridge-Minkler Rd (Str 047-3056) - Replacement	RI	PW	Reconfigure and reconstruct the Minkler Rd bridge	C															
112	Kendall Point Dr and bridge improvement	RI	PW	Engineering & Construction of Kendall Point Dr and bridge. Developer driven project or SSA to provide funding.	C	36,000	482,000													
113	**TOTAL: BRIDGE IMPROVEMENTS**					**36,000**	**482,000**	**94,000**	**518,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
114																				
115	**DRAINAGE IMPROVEMENTS**																			
116	Waubonsee Creek Repairs	RI	PW	Repair basin embankment washed out by storm	M															
117	Old Reserve Drainage Improvements	RI	PW	Roadside ditch maintennace	M			627,000												
119	**TOTAL: DRAINAGE IMPROVEMENTS**					**0**	**0**	**627,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
120																				
121	**SIDEWALK/PATH IMPROVEMENTS**																			
122	Path and Sidewalk Construction - Connections at Various Locations	RI	PW	Construct paths and sidewalk connections	C	79,000														
123	Path Construction - Orchard Road	RI	PW	Construct path along Orchard Road from Tuscany Trail to BNSF Railroad	C															
124	Path Reconstruction - Main to Adams	RI	PW	Reconstruct path from Veterans Memorial to Adams Street	M															
125	Path Seal Coat	RI	PW	Seal coat asphalt bike paths	M		55,000			60,000			65,000			70,000			75,000	
126	Sidewalk and Traffic Signal Modifications - US 34 at Ogden Falls	RI	PW	Construct sidewalk to and pedestrian crossing at US 34	C	284,000														
127	**TOTAL: SIDEWALK/PATH IMPROVEMENTS**					**363,000**	**55,000**	**0**	**0**	**60,000**	**0**	**0**	**65,000**	**0**	**0**	**70,000**	**0**	**0**	**75,000**	
128																				
129	**STREET/PARKING LIGHTS**																			
130	Streetlights - LED Conversion	RI	PW	Convert existing Village streetlights to LED lights	M	476,750														
131	Streetlights - LED Conversion - Park & Ride/ Village Hall/Public Works Facility	RI	PW	Convert existing parking lot lights to LED lights	M															
132	Streetlights - Harrison Streetlight Replacement	RI	PW	Replace solar/wind streetlights on Harrison Street south of Washington Street with wired LED lights to improve reliability	M															
133	**TOTAL: STREET/PARKING LIGHTS**					**476,750**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
134																				
135	**TRAFFIC ENHANCEMENT PROJECTS**																			
136	Traffic Signal at Washington and Main	RI	PW	Install traffic signal intersection of Washington and Main	C															
137	Traffic Signal at Washington/Harrison	RI	PW	Install traffic signal at this intersection	C															
138	Traffic Calming - Washington Street	RI	PW	Install traffic calming measures on Washington Street from Harrison to Madison	C	75,000	200,000	1,337,500	1,337,500											
139	Downtown Railroad Safety Improvements	RI	PW	Install railroad crossing safety measures to improve safety and implement a railroad Quiet Zone within the Oswego downtown.	C															
140	**TOTAL: TRAFFIC ENHANCEMENT PROJECTS**					**75,000**	**200,000**	**1,337,500**	**1,337,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
141																				

#	Project Name	Category	Lead Dept.	Brief description	Cost Type Capital (C) Maintenance (M)	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	Fiscal Year 2040
142	**ROAD IMPROVEMENTS**																			
143	IMS Pavement Analysis	RI	PW	Village-wide pavement analysis	C															
144	Goodwin Drive Extension	RI	PW	Engineering & Construction of Goodwin Dr Extension. Developer driven project or SSA to provide funding.	C	1,048,500														
145	Road Access & Paved Area for Metra Station	RI	PW	Road access and a paved area for a future Metra station site along Orchard Road	C	137,000														
146	US 30 Streetscape	RI	PW	Install trees and vegetation in right-of-way of US 30 corridor	C		1,500,000													
147	Alley Reconstruction	RI	PW	Reconstruct alleys in downtown Oswego	M															
148	Alley Headwall	RI	PW	Reconstruct drainage headwalls in alley north of Tyler between Main and Madison	M															
149	Wolf's Crossing- Section 1 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section at Harvey Rd. Intersection; STP Funding	C															
150	Wolf's Crossing- Section 2 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section from Champions Run to Harvey; STP Funding	C	6,559,000														
151	Wolf's Crossing- Section 3 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section Douglas Rd. West intersection; STP Funding	C	244,000	5,601,000													
152	Wolf's Crossing- Section 4 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section at US 30 Intersection; STP Funding	C					5,305,000										
153	Wolf's Crossing- Section 5 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section at the Eola/Heggs Rd. Intersection; STP Funding	C								1,882,000							
154	Wolf's Crossing- Section 6 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section from Fifth Street to Champions Run; STP Funding	C											4,921,000				
155	Wolf's Crossing- Section 7 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section from Douglas West to Fifth; STP Funding	C														8,692,000	8,692,000
156	Wolf's Crossing- Section 8 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section from Southbury to Douglas West; STP Funding	C														7,014,000	7,014,000
157	Wolf's Crossing- Section 9 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section at US 34 Intersection; STP Funding	C														2,137,000	2,137,000
158	Wolf's Crossing- Section 10 - Phase 2 & 3	NF	PW	Reconstruction of Wolfs Crossing Road to a five lane cross section from US 34 to Southbury ; STP Funding	C														7,024,000	7,024,000
159																				
160	**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.																
161	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 - Kendall County is designing from Minkler to Grove Roads in FY21/22 w/ constr in FY23	C															
162	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.	C															
163	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.	C															
164	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.	C															
165	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.	C															
166	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.	C															
167	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 Wolfs Crossing Road.	C															
168	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 Wolfs Crossing Road	C															

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169	**Roadway Improvements Total**					**7,988,500**	**7,101,000**	**0**	**0**	**5,305,000**	**0**	**0**	**1,882,000**	**0**	**0**	**4,921,000**	**0**	**0**	**24,867,000**	**24,867,000**
170	Ashcroft Units 1 & 2	34	PW	Subdivision Roadway Improvements	C															
171	Autumn Gate at Southbury		PW	Subdivision Roadway Improvements	C															
172	Autumn Leaves		PW	Subdivision Roadway Improvements	C															
173	Blackberry Knolls	36	PW	Subdivision Roadway Improvements	C															
174	Boulder Hill	37	PW	Subdivision Roadway Improvements	C															
175	Brighton Meadows	38	PW	Subdivision Roadway Improvements	C															
176	Brookside	39	PW	Subdivision Roadway Improvements	C															
177	Cedar Glen	40	PW	Subdivision Roadway Improvements	C															
178	Churchill Steeplechase	41	PW	Subdivision Roadway Improvements	C															
179	Churchill Unit 5	41	PW	Subdivision Roadway Improvements	C															
180	Churchill Unit 6A	42	PW	Subdivision Roadway Improvements	C															
181	Churchill Unit 7	42	PW	Subdivision Roadway Improvements	C															
182	Deerpath Units 1 thru 4	45	PW	Subdivision Roadway Improvements	C															
183	Deerpath Units 5 & 6	46	PW	Subdivision Roadway Improvements	C															
184	Farmington Lakes A & B	50	PW	Subdivision Roadway Improvements	C															
185	Fox Chase	51	PW	Subdivision Roadway Improvements	C															
186	Fox Chase Estates Units 1, 2 & 3	52	PW	Subdivision Roadway Improvements	C												1,106,525			
187	Gates Creek	54	PW	Subdivision Roadway Improvements	C															
188	Heritage	56	PW	Subdivision Roadway Improvements	C															
189	Hunt Club		PW	Subdivision Roadway Improvements	C															
190	In Town Area	59	PW	Subdivision Roadway Improvements	C															
191	Kendall Point Business Center	61	PW	Subdivision Roadway Improvements	C															
192	Lakeview	62	PW	Subdivision Roadway Improvements	C															
193	Lincoln Station	64	PW	Subdivision Roadway Improvements	C															
194	Mill Race Creek	65	PW	Subdivision Roadway Improvements	C															
195	Misc. Roadways	66	PW	Subdivision Roadway Improvements	C															
196	Morgan Crossing	67	PW	Subdivision Roadway Improvements	C															
197	New Windcrest	68	PW	Subdivision Roadway Improvements	C															
198	Ogden Falls	69	PW	Subdivision Roadway Improvements	C															
199	Old Reserve Hills Units 2 & 3	71	PW	Subdivision Roadway Improvements	C															
200	Old Windcrest	72	PW	Subdivision Roadway Improvements	C															
201	Park Place 1 & 2	73	PW	Subdivision Roadway Improvements	C															
202	River Mist	76	PW	Subdivision Roadway Improvements	C															
203	River Run	77	PW	Subdivision Roadway Improvements	C															
204	Springbrook	81	PW	Subdivision Roadway Improvements	C															
205	Stonehill Industrial Park	82	PW	Subdivision Roadway Improvements	C															
206	Victoria Meadows	83	PW	Subdivision Roadway Improvements	C															
207	Village Square	84	PW	Subdivision Roadway Improvements	C															
209	**TOTAL: ROADWAY IMPROVEMENTS**					**10,939,250**	**9,838,000**	**4,058,500**	**3,855,500**	**7,365,000**	**2,000,000**	**2,000,000**	**3,947,000**	**2,000,000**	**2,000,000**	**6,991,000**	**2,000,000**	**2,000,000**	**26,942,000**	**26,867,000**
210																				
211	**TOTAL CAPITAL IMPROVEMENTS**					**19,443,615**	**17,873,999**	**15,097,268**	**12,537,538**	**20,993,999**	**2,580,499**	**3,225,662**	**5,841,458**	**4,636,446**	**16,932,659**	**15,657,509**	**3,573,594**	**3,690,277**	**31,336,908**	**62,490,843**
	New Water Source Totals					3,764,000	-	-	-	-	-	-	981,550	1,311,550	14,065,900	7,878,000	-	-	2,000,000	28,001,000
	Wolf's Crossing Water Main					-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,795,000
	Wolf's Crossing Road Reconstruction Totals					6,803,000	5,601,000	-	-	5,305,000	-	-	1,882,000	-	-	4,921,000	-	-	24,867,000	24,867,000
	TOTAL Capital Improvements in the CIP					**8,876,615**	**12,272,999**	**15,097,268**	**12,537,538**	**15,688,999**	**2,580,499**	**3,225,662**	**2,977,908**	**3,324,896**	**2,866,759**	**2,858,509**	**3,573,594**	**3,690,277**	**4,469,908**	**3,827,843**

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 September 2019	Estimated Replacement Year based on score	Replacement Cost
	BUILDING & ZONING							
24	2015	Ford	F150 Ext Cab P/U	2015	10	15	2022	$33,000
25	2015	Ford	F150 Ext Cab P/U	2015	10	16	2025	$33,000
31	2016	Ford	F150 Ext Cab P/U	2016	10	10	2026	$34,000
30	2018	Ford	F150 4x4 P/U SC SS	2019	10	3	2029	$38,000
29	2019	Ford	F150 4x4 P/U SC SS	2020	10	2	2030	$38,000
						BUILDING & ZONING TOTAL		**$176,000**
	COMMUNITY DEVELOPMENT							
	2014	Ford	F250 Super Duty	2015	10	7	2023	$40,000
						COMMUNITY DEVELOPMENT TOTAL		**$40,000**

To Be Replaced in 2021

Oswego Veh #	Vehicle Year	Make	Model	Fiscal Year Obtained	Useful Life	Vehicle Policy Score as of September 2019	Estimated Replacement Year based on score	Replacement Cost
	PUBLIC WORKS							
	PW Vehicles							
10	2004	Sterling	Dump Truck-Carryall	2003	12	29		
122	2005	Ford	Pickup Truck - F-350 4X4	2004	9	34	2018	35,000
16	2006	Sterling	Dump Truck-Acterra	2006	12	27	2022	
124	2006	Ford	Pickup Truck - F-250	2006	9	29	2019	
18	2007	Sterling	Dump Truck-Acterra	2006	12	27	2020	155,000
126	2007	Ford	Pickup Truck - F-350 w/ crane	2007	9	24	2021	55,000
127	2007	Ford	Pickup Truck - F-250	2007	9	27	2017	35,000
4	2008	Ford	Dump Truck - F-550	2008	12	28	2018	85,000
19	2008	Sterling	Dump Truck-L8500	2008	12	25	2020	155,000
21	2008	Sterling	Dump Truck-L8500	2008	12	23	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	26	2019	48,000
109	2008	Ford	Pickup Truck - F-250	2008	9	26	2020	38,000
129	2008	Ford	Pickup Truck - Ranger	2008	9	24	2020	32,000
6	2009	Ford	Dump Truck - F-550	2009	12	28	2019	77,000
20	2009	Sterling	Dump Truck - L8500	2008	12	23	2021	160,000
105	2009	Ford	Pickup Truck - F-350	2009	9	24	2021	46,000
1	2010	Peterbilt	Dump Truck - 340	2009	12	21	2022	160,000
22	2012	Dodge	Ram 5500	2016	12	20	2028	91,948
2	2013	Peterbilt	Dump Truck 348	2013	12	16	2025	171,213
104	2013	Ford	Pickup Truck - F-350 4x4	2013	9	15	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
3	2016	Ford	F550 4x4 Supercab	2016	12	9	2028	71,022
14	2016	Ford	F550 XLT	2016	12	12	2028	74,826
119	2016	Ford	Ford Edge	2017	9	7	2026	57,364
120	2016	Ford	F250 4x4 Crew Cab	2016	9	10	2025	40,633
5	2017	Peterbilt	Tandem Dump	2017	12	10	2029	124,605
116	2017	Ford	Dump Truck - F-450	2017	12	8	2029	80,000
121	2017	Ford	Pickup Truck - F-250	2017	9	8	2026	57,364
128	2017	Ford	Transit Van	2017	9	7	2026	40,000
	Total Public Works Vehicles							**2,415,855.01**

To Be Replaced in 2021

Oswego Veh #	Vehicle Year	Make	Model	Fiscal Year Obtained	Useful Life	Vehicle Policy Score as of September 2019	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	28	2019	73,500
52	2003	Toro	Zero Turn Mower	2003	10	Condition III	2016	16,817
53	2004	Hustler	Mower - Riding	2009	12	29	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 2021						**PUBLIC WORKS TOTAL**	**3,867,831.05**

Oswego Veh #	Vehicle Year	Make	Model	Fiscal Year Obtained	Useful Life	Vehicle Policy Score as of September 2019	Estimated Replacement Year based on score	Replacement Cost
	POLICE							
1	2011	Ford	Expedition	2011	5	28	2020	60,000
2	2016	Ford	Sedan Interceptor	2015	3	15	2020	49,865
3	2012	Ford	Escape	2011	4	23	2021	47,235
4	2012	Ford	Explorer	2012	3	22	2021	40,010
5	2015	Ford	Explorer	2014	3	18	2021	46,635
6	2014	Ford	Taurus	2014	3	19	2021	45,635
7	2014	Ford	Utility	2013	3	23	2020	44,071
8	2016	Ford	Sedan Interceptor	2016	3	16	2022	43,550
9	2014	Ford	Taurus	2014	3	24	2019	45,635
10	2017	Ford	Utility Interceptor	2017	10	7	2020	19,500
11	2018	Ford	Utility Interceptor	2018	3	11	2021	60,000
12	2014	Ford	Taurus	2013	3	24	2019	45,635
13	2013	Ford	Taurus	2012	3	31	2020	45,635
14	2016	Ford	Utility Interceptor	2015	3	22	2019	50,960
15	2013	Chevrolet	Impala	2014	10	23	2023	17,920
16	2016	Ford	Utility Interceptor	2015	3	20	2027	50,960
17	2015	Ford	Taurus	2014	3	22	2020	45,635
18	1990	Ford	E-350 - Evidence Tech Van	2011	10	45		
19	2017	Ford	Utility Interceptor	2016	3	18	2020	45,929
20	2017	Ford	Utility Interceptor	2016	3	19	2020	45,661
22	2018	Ford	Utility Interceptor	2018	3	11	2021	60,000
23	2013	Ford	F-150	2013	7	21	2023	31,920
24	2014	Ford	Focus	2014	10	18	2024	22,800
26	2019	Ford	Transit Connect	2019	5	7	2024	31,920
27	2015	Ford	Taurus	2014	3	20	2020	45,635
28	2012	Ford	Escape 4X4	2014	8	22	2023	22,000
30	2014	Chevrolet	Equinox	2014	10	20	2023	20,000
32	2017	Ford	Utility Inceptor - DEA	2017	10	10	2026	29,770
33	2014	Ford	Taurus	2013	3	21	2021	45,635
34	2014	Ford	Taurus	2014	3	19	2021	45,635
36	2010	John Deere	Gator	2011	15	14	2026	16,083
101	2011	Ford	F-150 CPAAA	2011	10	28	2022	31,920
29	**Total Vehicles in Fleet**						**POLICE TOTAL:**	**1,193,789**

To Be Replaced in 2021

VILLAGE-WIDE TOTAL **5,277,620**

Vehicle #	124	**Year**	2005	**VILLAGE OF OSWEGO**		
Make	Ford	**Model**	F-250			
Miles	93,000	**Hours**	4,625	**Vehicle Replacement Guideline Evaluation Form**		
Original $	17,205.00	**in (date)**	9/01/2005			
Budgeted Replacement $				**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	Day to Day Operations			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	15
MILES / HOURS	1	Each 10,000 miles of usage	9
	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	1
	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	1
	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	**30**

Vehicle #	1	**Year**	2011	**VILLAGE OF OSWEGO**		
Make	Ford	**Model**	Expedition			
Miles	82,000	**Hours**	N/A	**Vehicle Replacement Guideline Evaluation Form**		
Original $	26,368.00	**in (date)**	09/01/11			
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 Vehilce			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	8
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	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	**28**

Vehicle #	28	**Year**	2014	**VILLAGE OF OSWEGO**
Make	Ford	**Model**	Escape	
Miles	93,000	**Hours**	N/A	**Vehicle Replacement Guideline Evaluation Form**
Original $	$22,460.00	**in (date)**	06/06/14	
Budgeted Replacement $				**Replacement Point Range:**
Sale /Auction / Estimated Trade-in $				Under 18 points / Condition I / Excellent
Life Expectancy	7-10 Years			18 - 22 points / Condition II / Good
Type of Service	Police Admin/Investigations (purchased used)			23 - 27 points / Condition III / Qualifies for replacement
Division	Chief of Police			28+ points / Condition IV / High Priority replacement

FACTOR	POINTS	DESCRIPTION	VEHICLE SCORE
AGE	1	Each year of chronological age	5
MILES / HOURS	1	Each 10,000 miles of usage	9
	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	3
	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	1
	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)	4
	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	**24**

Vehicle #	28	**Year**	2014	**VILLAGE OF OSWEGO**
Make	Ford	**Model**	Escape	
Miles	93,000	**Hours**	N/A	**Vehicle Replacement Guideline Evaluation Form**
Original $	$22,460.00	**in (date)**	06/06/14	
Budgeted Replacement $				**Replacement Point Range:**
Sale /Auction / Estimated Trade-in $				Under 18 points / Condition I / Excellent
Life Expectancy	7-10 Years			18 - 22 points / Condition II / Good
Type of Service	Police Admin/Investigations (purchased used)			23 - 27 points / Condition III / Qualifies for replacement
Division	Chief of Police			28+ points / Condition IV / High Priority replacement

FACTOR	POINTS	DESCRIPTION	VEHICLE SCORE
AGE	1	Each year of chronological age	5
MILES / HOURS	1	Each 10,000 miles of usage	9
	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	3
	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	1
	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	1
	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	**22**

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 4/30/19

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)	Replacement Cost
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
WATER LINES - 8" - FOX CHASE(UNIT 1) - 3614'	19920101	1992	126,812.59	2062	507,194.34

Village of Oswego
Water & Sewer Line Schedule as of 4/30/19

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)	Replacement Cost
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
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

Village of Oswego
Water & Sewer Line Schedule as of 4/30/19

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)	Replacement Cost
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
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

Village of Oswego
Water & Sewer Line Schedule as of 4/30/19

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)	Replacement Cost
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
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

Village of Oswego
Water & Sewer Line Schedule as of 4/30/19

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)	Replacement Cost
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
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

Village of Oswego
Water & Sewer Line Schedule as of 4/30/19

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)	Replacement Cost
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 SOUTHBURYSPRING 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
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

Village of Oswego
Water & Sewer Line Schedule as of 4/30/19

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)	Replacement Cost
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
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

Village of Oswego
Water & Sewer Line Schedule as of 4/30/19

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Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)	Replacement Cost
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
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

Village of Oswego
Water & Sewer Line Schedule as of 4/30/19

Inflation %: 0.02

Description	Aquired Date (YYYYMMDD)	Aquired Year	Cost Basis	Replacement Year (Based on Useful Life-70 yrs)	Replacement Cost
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
SEWER LINES - 8IN - KENDALL POINT WEISBROOK DR EXT. - 140'	20180630	2018	10,500.00	2088	41,995.36
W&S LINES/IMPROVEMENTS FOR WOOLLEY RD & NEW PD FACILITY	20181031	2018	120,721.00	2088	482,830.67
Next 20-Years			**266,681.12**		**1,193,290.63**
20 Years +			**44,445,708.81**		**176,284,911.63**
REPORT TOTAL			**44,712,389.93**		**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
ARROWWOOD DR	ARBOR LN	EAST END	259	30.0	79
ASH GROVE LN	WILLOWWOOD 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
CHAROLOTTE 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	SOUTHBURY 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	WILLOWWOOD 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	WILLOWWOOD 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 XING	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	WILLOWWOOD 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	WILLOWWOOD 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	KENGSINGTON DR	KENGSINGTON 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	WILLOWWOO DR	DS@660N WILLOWWOO DR	626	30.0	56
OTTER WAY	DS@660N WILLOWWOO 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 XING	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	CHAROLOTTE 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	CHAROLOTTE 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 Name	Amphitheater
Account #	
Location	Lot 7 Oswego Junction Phase 2
Department	Public Works
Category	Facilities
New to CIP	Yes
Prepared BY	Jennifer Hughes
Useful Life	50+ Years

Project Snapshot

Description

Construct an amphitheater in a new park venue to host concerts, plays, and other public entertainment events.

Justification

This facility will create an outdoor entertainment venue for the enjoyment of the community. Activation of this little used area will encourage retail growth in the area. The facility has ample parking at the park-and-ride facility. Utilities are adjacent to the site.

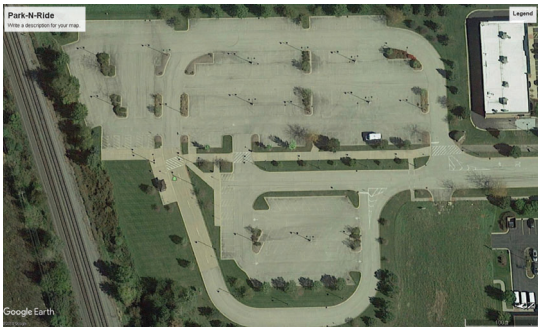
Prior Year Cost			Total Project Cost		750,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	50,000					50,000
Construction	700,000					700,000
Total	750,000					750,000
Funding Sources						
Capital Fund	750,000					750,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	750,000					750,000

Operational Impact/Other

The operational impact is yet to be determined and will depend upon the complexity of the facility and intensity of use.

Project Information	
Project Name	Park-N-Ride Parking Lot Curb Ramp Upgrades
Account #	
Location	Station Drive
Department	Public Works
Category	Facilities
New to CIP	Yes
Prepared BY	Steve Raasch
Useful Life	30 years

Project Snapshot



Description

Reconstruct approximately 50 curb ramps to meet updated Americans with Disability Act standards for truncated dome warning pads. The project consists of removing and replacing the existing curb ramps.

Justification

At the present time, the curb ramps do not meet ADA code requirements. ADA ramps are required to have truncated dome warning pads in the concrete ramps. None of the existing ramps have them, and some areas do not contain any markings at all.

Prior Year Cost			Total Project Cost		35,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Maintenance	35,000					35,000
Total	35,000					35,000

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

Operational Impact/Other

Failure to install the ADA truncated domes could result in an ADA complaint/violation. The budget estimate provided is based on a similar budget provide by Abbey Paving in FY20 for similar work at Village Hall. It may be possible to reduce the overall cost if this project was bid at the same time as other pavement work needed in the Village.

Project Information	
Project Name	Public Works Boiler Pump & Pipe Upgrades
Account #	
Location	Public Works Facility
Department	Public Works
Category	Facilities
New to CIP	Yes
Prepared BY	Steve Raasch
Useful Life	25 years

Project Snapshot

Description

The project will consist of: removing the existing boiler pump and replacement a new properly selected pump, and replace the boiler loop piping and insulation on the second floor, and a low loss header. Work includes line voltage wiring to the pump, and filling/flushing/venting of the system. Once this work is complete, the controls contractor would correct/modify the HVAC BAS program to balance the building.

Justification

The existing pump existing pump and boiler loop piping does not provide adequate heat to several of the offices. Based on on an investigation by Trico Mechanical, it was determined that the existing pump and boiler loop are not adequate to service the whole building. The existing pump does not have enough head pressure to over come the boiler loop. There are also building automation programming issues, that cause additional issues with properly heating the spaces. By completing this work, it would reduce the energy consumption for the boilers and the HVAC equipment, as they would operate more efficiently. The energy savings can would be calculate once the final design is complete. This would be a positive impact to staff, since they will have comfortable working conditions.

Prior Year Cost			Total Project Cost		35,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Installation	32,000					32,000
Construction	3,000					3,000
Total	35,000					35,000
Funding Sources						
Capital Fund	17,500					17,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	17,500					17,500
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	35,000					35,000

Operational Impact/Other

Budget number of $26,752 provided by Trico Mechanical in FY20. This was only for the replacement/redesign and does not include the controls contractor which is estimated to be $4,000. I have also included $3,000 for engineering since drawings will be required for bidding purposes. Those budget numbers were escalated 3% for future costs.

Project Information	
Project Name	Public Works Facility - Permanent Addition
Account #	
Location	100 Theodore Drive
Department	Public Works
Category	Facilities
New to CIP	No
Prepared BY	Mark D Runyon
Useful Life	40 Years

Project Snapshot

Description

In late 2008, the Village commissioned Legat Architects to develop a master plan to expand the Public Works Facility to accommodate growth within the Village. Legat developed a multi-phase plan and presented it in 2009. Phase 1 consists of construction of a 15,674 sq.ft heated storage space to the south of the existing building to provide for heated vehicle storage. Phase 2 and 3 construct additional buildings to the south & east of phase 1 to house additional vehicles and equipment. Phase 3 provides additional vehicle maintenance facilities. Phase 4 and 5 add office space and shop supply storage.

Justification

Phase 1 helps reduce maintenance costs incurred due to equipment being stored outside causing breakdowns and cold season starting issues while increasing longevity of equipment. Future phases are dependent upon growth and available capital funding. In October 2017 Legat indicated construction costs have averaged an increase of 4% per year. The phase 1 estimated cost in 2009 was $2,625,102. It is also recommended that approx. 20% be added as "Soft Costs", for anything not directly attributable to construction costs. This figure is listed under "other" expenditures. These costs could be items such as: furniture, fixtures, equipment, etc. Staff has been budgeting for this project since 2009. We have adjusted numbers accordingly to reflect Legat's projections for future years at this time. We are now projecting planning/design stage in 2025 with construction beginning in 2026.

Prior Year Cost			Total Project Cost		6,346,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design				444,000		444,000
Construction					4,918,000	4,918,000
Other					984,000	984,000
Total				444,000	5,902,000	6,346,000
Funding Sources						
Capital Fund				222,000	2,951,000	3,173,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund				222,000	2,951,000	3,173,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total				444,000	5,902,000	6,346,000

Operational Impact/Other

The longer expansion is delayed, the longer vehicles and equipment are stored outside. Additional costs will ultimately be incurred to maintain equipment in safe operable condition and planning and construction costs will also increase. These phases were planned in 2009 with anticipation of construction shortly there after and based on current programs and projected population at that time. Within the last 8 years, costs have increased considerably and population slightly, with project tasks remaining similar.

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

Project Snapshot

Description

Expand the Public Works Facility fenced storage/parking yard by installing additional fence and one gate, along the south side of the existing yard. The project will include the removal of approximately 140' of existing stockade fence and posts along the south side of the existing yard. Installation 8' stockade fencing and posts along the perimeter of the expanded yard. The expanded yard would be 150' x 140' running South from the existing yard, with one set of double gates on the East side of the yard, near the mulch bins. The yard base will be constructed with CA6, compacted to a 10" depth.

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. This is a temporary solution for equipment/ vehicle storage, until the main Public Works Building can be expanded to allow for interior storage for these items, The work is proposed for FY'24.

Prior Year Cost			Total Project Cost		114,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Installation				60,000		60,000
Materials				50,000		50,000
Other				4,000		4,000
Total				114,000		114,000
Funding Sources						
Capital Fund				57,000		57,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund				57,000		57,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total				114,000		114,000

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. Budget estimates include all material, labor and soil testing.

Project Information	
Project Name	PW Fuel Tanks
Account #	
Location	Public Works Facility
Department	Public Works
Category	Facilities
New to CIP	No
Prepared BY	S. Quasney
Useful Life	20 Years

Project Snapshot

Description

Relocate Public Works facility's fueling station and replace current tanks with new, higher capacity tanks. Install modern fuel monitoring system and canopy.

Justification

The current fuel tanks at the public works facility are aging and will need to be refurbished or replaced in the near future due to corrosion. Existing tank capacities are too small for the level of operations, and the location is difficult for longer trucks to maneuver, particularly in the winter when plows are installed. A canopy over the tanks will allow for safer conditions during the winter. The fueling station will be outside the fenced area, made available to all Village vehicles around the clock, and include new tanks with higher capacities. A key-card management system would be used to monitor fueling operations, including consumption and maintenance intervals for each vehicle. The new station reflects community growth, and will streamline both normal and emergency operations. As the budget numbers were refined, there was not enough set aside to do this project in FY 20 as originally intended.

Prior Year Cost			Total Project Cost		100,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Equipment	100,000					100,000
Total	100,000					100,000
Funding Sources						
Capital Fund	100,000					100,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	100,000					100,000

Operational Impact/Other

The proposed modifications of the fueling station will increase safety, provide better access, and generally make truck operations more efficient within Public Works. Relocation will allow other departments to access the fuel pumps as needed, 24/7. The fuel management system will allow for more efficient fleet operations by monitoring fuel tank levels, fuel consumption per vehicle, and maintenance intervals.

Project Information	
Project Name	Public Works Facility Condensing Unit Replace
Account #	
Location	
Department	Public Works
Category	Facilities
New to CIP	Yes
Prepared BY	Steve Raasch
Useful Life	20 Years

Project Snapshot

Description

The project will consist of: recovering the existing R-22 refrigerant and disposal of it per EPA regulations, removing the existing condensing unit, evaporator coil, and all related piping. Installation of a new condensing unit, evaporator coil, DX piping, pipe insulation, and equipment startup/operational verification.

Justification

The existing 20 ton condensing unit, evaporator coil, and related piping are original to the building in 2002. A fan motor and electronic board were replaced in FY21. The existing system has R-22 refrigerant, which has been decommissioned, and the cost of it increases annually. The ASHRAE equipment life expectancy for a condensing unit is 20 years, and this unit will be 18 years old in FY21.

Prior Year Cost			Total Project Cost		45,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Equipment		45,000				45,000
Total		45,000				45,000

Funding Sources						
Capital Fund		22,500				22,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund		22,500				22,500
Vehicle Fund						
Other						
Other - Vendor Financed						
Total		45,000				45,000

Operational Impact/Other

Failure to replace this condensing unit, evaporator coil, and piping, could result in large repair costs in the future or complete failure of the unit. The cost of R-22 refrigerant continues to raise, and would be costly if the system leaked. By replacing this equipment as a scheduled item, this would reduce the cost, in comparison to replacing it on an emergency basis, if the unit failed completely. Budget number of $38,090 provided by Trico Mechanical in FY20, and was escalated 3%, each year, from that budget number. By completing this work, it would reduce the energy consumption for the condensing unit and the HVAC equipment, as they would operate more efficiently. The actual energy reduction would be calculated at the time of installation. This would be a positive impact to staff, since they will have comfortable working conditions.

Project Information	
Project Name	Public Works Facility Roof Replacement
Account #	
Location	100 Theodore Drive
Department	Public Works
Category	Facilities
New to CIP	No
Prepared BY	Steve Raasch
Useful Life	15-20 Years

Project Snapshot

Description

This project includes removing the existing flat roof surface and replacing the entire roof. The existing roof was constructed in 2002. The roof area is approximately 21,700 square feet. Based on new roofing code, the existing insulation will more than likely need to be replaced, or insulation added to meet the R-30 requirements. Work is tentatively set for 2023.

Justification

The standard service life for a flat roof is15-20 years. The existing roof is in fair condition overall but has had some leaks. The roof will be re-evaluated in the next 1-2 years to determine the appropriate year to replace the roof. Failure to replace the roof at the end of its useful life can result in higher repair and/or replacement costs, and cause water damage to the roof structure and building contents.

Prior Year Cost			Total Project Cost		383,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Construction			383,000			383,000
Total			383,000			383,000
Funding Sources						
Capital Fund			191,500			191,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund			191,500			191,500
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			383,000			383,000

Operational Impact/Other

American Roofing stated in September FY20, that it would be approximately $12 per sq ft or $260,400 to tear off and replace the roof. Factoring in an estimated $30,000 for some deck replacement, an estimated $12,000 for a roofing consultant, and a 5% contingency the total would be $318,000 total for this year. Those budget numbers were escalated 3% each year for costs.

Project Information	
Project Name	Public Works Facility Parking Lot Repairs
Account #	
Location	100 Theodore Drive
Department	Public Works
Category	Facilities
New to CIP	No
Prepared BY	Steve Raasch
Useful Life	2-3 years

Project Snapshot

Description

The project consists of:
*Demo and removal of approx. 7,475 sf. of existing asphalt along the south side of the building in front of the roll up doors.
*Replace this same section with concrete (8" PCC pavement, 6" aggregate base, WWF reinforced, and a broom finish)
*Demo and replace approx. 2,205 sf. of existing asphalt along the SW exterior corner of the yard, to alleviate ponding. (fine grade existing aggregate base, 2.5" binder, 1.5" surface).
*Demo and replace approx. 3,655 sf. of existing asphalt inside the fenced yard, based on breaks, pot holes, and ponding. (fine grade existing aggregate base, 3.0" binder, 2" surface).

Justification

The Oswego Public Works building was built in 2002 at 100 Theodore Drive.The asphalt area along the south side of the building in front of the roll up doors has deteriorated drastically, and seal coating will not help. Based on the condition, this area will need to be replaced with asphalt or concrete. The concrete is more expensive, but is the recommendation based on the amount of truck and equipment use in this area. The section of asphalt on the SW exterior corner of the fenced in yard, has ponding, any time it rains. There is a large section of asphalt inside the fenced in yard that has cracks, potholes, and ponding. By repaving these areas, we could minimize safety issues.

Prior Year Cost			Total Project Cost		135,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Other		135,000				135,000
Total		135,000				135,000
Funding Sources						
Capital Fund		67,500				67,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund		67,500				67,500
Vehicle Fund						
Other						
Other - Vendor Financed						
Total		135,000				135,000

Operational Impact/Other

Failure to repair the lot may require extensive and more costly repairs at a later date. This also could result in trip and falls. Abbey Paving provided the total budget amount for this work on 9/24/19.The FY22 estimate includes a 3% increase from the original budget number.

Project Information	
Project Name	Tap House Parking Lot Seal Coating & Repairs
Account #	
Location	Harrison Street
Department	Public Works
Category	Facilities
New to CIP	Yes
Prepared BY	Steve Raasch
Useful Life	2-3 years

Project Snapshot

Description

The project will consist of: crack filling large cracks, application of 1 coat of industrial seal coating, and re-striping of the entire lot (including road markings). The parking lot is approximately 130' x 236'.

Justification

Industry standards are to seal coat parking lots every 2-3 years. By crack filling and seal coating the parking lot, this will help to prolong asphalt replacement. The parking lot is used for event and retail parking, and needs to be maintained properly, to help minimize safety hazards. One parking space in each row would be removed to increase the parking space width for each space. This project is scheduled for FY22, based on the downtown construction schedule and to allow all available parking during that time.

Prior Year Cost			Total Project Cost		14,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Other		14,000				14,000
Total		14,000				14,000
Funding Sources						
Capital Fund		14,000				14,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total		14,000				14,000

Operational Impact/Other

Failure to repair the lot could require, extensive and more costly repairs at a later date. James Novak Paving provided the quote of $12,830 on 9/26/19, and escalated 3% per year, for future costs. It may be possible to reduce the overall cost, if this project was bid at the same time as other seal coating needed in the Village.

Project Information	
Project Name	Village Hall Installation of New Wider Annex Door
Account #	
Location	100 Parkers Mill
Department	Public Works
Category	Facilities
New to CIP	Yes
Prepared BY	Steve Raasch
Useful Life	15-20 years

Project Snapshot

Description

Replace exterior door #8 in the first floor annex with a wider door. Demo existing masonry construction and 3070 door (35-3/4" wide opening). Install a new 6070 door (6' opening). Work will include supplying and installing the new door, all related hardware, panic device, door closer, sweeps, and weather stripping. Demo and replace the existing sidewalk leading to this door. Saw cut and demo a section of curb to install a ramp. Supply and install a 3-line handrail set along the ramp. Finish paint the new door and frame.

Justification

By installing a wider door, staff will be able to move supplies/equipment through the door by pallet. This would reduce labor hours and possibly minimize the risk of injury.

Prior Year Cost			Total Project Cost		21,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Construction				21,000		21,000
Total				21,000		21,000

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

Operational Impact/Other

Enger Vavra provided the budget amount of $19,030 on 12/17/18. Costs are escalated at 3% for future years.

Project Information	
Project Name	Village Hall Parking Lot Flatwork and ADA Ramps
Account #	
Location	100 Parkers Mill
Department	Public Works
Category	Facilities
New to CIP	No
Prepared BY	Steve Raasch
Useful Life	2-3 Years

Project Snapshot

Description

The Oswego Village Hall building was built in 2008 at 100 Parkers Mill. The project will consist of: Demo and removal approx. 400 sf. of existing asphalt to extend the dumpster apron, demo and remove approx. 2,725 sf. of existing asphalt for patching in the employee lot (closest to the building), installation of 400 sf. of 8" concrete apron, 6" aggregate base, WWF reinforced and broom finish. Installation of approx. 2,725 sq. of asphalt pavement patching (2.5" binder & 1.5" surface). Removing approximately 580 sf. pf existing concrete sidewalks/ADA ramps. The installation of approximately 580' of 5' wide sidewalks, 4" aggregate base, WWF reinforced, with a broom finish. Installation of (29) truncated ADA plastic tiles.

Justification

A section of asphalt approx. 400 sf. outside the garbage enclosure has sank from the weight of the garbage trucks. The caused a potential trip hazard. it is recommended that this section be removed and replaced with concrete to provide proper support for the weight of the trucks.
There is a section of approx. 2,725 sf of asphalt that has major cracking that has progressively worsened over the last year. It is recommended to replace this section before seal coating the parking lot.
There are several areas of concrete sidewalks that have cracked or broken away. This is mainly around ADA ramps. When replacing the concrete, it would be more cost efficient to replace the existing ADA concrete ramps (several have cracked) at the same time, with ADA plastic tiles that are more durable and easier to replace if needed in the future.

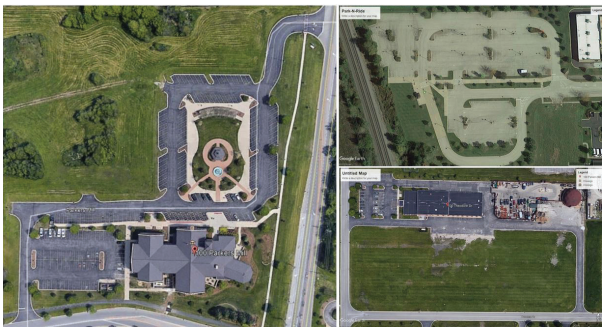
Prior Year Cost			Total Project Cost		50,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Construction	50,000					50,000
Total	50,000					50,000
Funding Sources						
Capital Fund	50,000					50,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	50,000					50,000

Operational Impact/Other

Failure to repair the lot could require, extensive and more costly repairs at a later date. This also could minimize safety hazards. Abbey Paving provided the budget amount of $46,000 on 9/26/19 if it were completed in FY20.The FY21 estimate includes a 3% increase from the original budget number.

Project Information	
Project Name	Village Parking Lot Seal Coating & Repairs
Account #	
Location	Village Hall; Park-and-Ride; Public Works Facility
Department	Public Works
Category	Facilities
New to CIP	Yes
Prepared BY	Steve Raasch
Useful Life	2-3 years

Project Snapshot



Description

The project will consist of: crack filling large cracks, application of 2 coats of industrial seal coating, and installation of pavement markings.
Village Hall - Approximately 10,200 sq. yds. including parking lots and roadways. (FY21 &FY24)
Park-and-Ride - Approximately 18,000 sq. yds. including the parking lots and roadways. (FY 22 & FY 25)
Public Works (Employee/Resident Parking) - Approximately 3,200 sq. yds. of parking lot and roadway. (FY21 &FY24)

Justification

Industry standards are to seal coat parking lots every 2-3 years. By crack filling and seal coating the parking lot, this will help to prolong asphalt replacement. The parking lots are used for events and day to day parking and need to be maintained properly, to help minimize safety issues.

Prior Year Cost			Total Project Cost		242,200	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Maintenance	24,300	90,000		27,000	100,900	242,200
Total	24,300	90,000		27,000	100,900	242,200
Funding Sources						
Capital Fund	24,300	90,000		27,000	100,900	242,200
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	24,300	90,000		27,000	100,900	242,200

Operational Impact/Other

Failure to seal coat and repair the lot could require, extensive and more costly repairs at a later date.
James Novak Paving and Abbey Paving provided the budget amounts 9/26/19. The estimate for FY21 includes a 3% increase, from those budget number. By combining these project, the Village could realize a cost savings.

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

Project Snapshot

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'21	FY'22	FY'23	FY'24	FY'25 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	
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

Project Snapshot

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 pints 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'21	FY'22	FY'23	FY'24	FY'25 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	
Title Project	Server Refresh
Account #	
Location	Oswego
Department	Information Technology
Type	
New to CIP	Yes
Prepared BY	IT Manager
Useful Life	5 Years

Project Snapshot

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'21	FY'22	FY'23	FY'24	FY'25 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	
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

Project Snapshot

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'21	FY'22	FY'23	FY'24	FY'25 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	
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

Project Snapshot

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'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Equipment				$130,000.00		$130,000.00
Total				$130,000.00		$130,000.00
Funding Sources						
Capital Fund				$130,000.00		$130,000.00
General Fund						
Vehicle Fund						
Water & Sewer Fund						
Other - Vendor Financed						
Total				$130,000.00		$130,000.00

Operational Impact/Other

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

Project Information	
Project Name	Pavement Hot Box
Account #	
Location	Public Works Facility
Department	Public Works
Category	Vehicles/Equipment
New to CIP	Yes
Prepared BY	A. Bavuso
Useful Life	20 Years

Project Snapshot

Description

Purchase a 2-ton trailer mounted hot box for pavement repair

Justification

The Village placed 30 tons of cold patch in 695 hours in 2018 repairing 130 miles of roads. Cold patch is a temporary solution that may need additional repairs due to harsh winter weather.

The hot box heats asphalt patch material prior to installation, thereby allowing for better compaction and a more lasting repair. The equipment comes with several features such as timer for the hot box to begin the material preparation before job start times as well as dumping capabilities for large repairs. The hot box can be used in all temperatures and converts "cold patch" to a workable material to provide a more permanent repair.

Prior Year Cost			Total Project Cost		32,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Equipment	32,000					32,000
Total	32,000					32,000
Funding Sources						
Capital Fund	32,000					32,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	32,000					32,000

Operational Impact/Other

The hot box will reduce work orders for repeat repairs. In 2018 the Village had an estimated 300 calls for repetitive pot hole repair. The hot box can be towed with most public work vehicles. The hot box uses diesel fuel from the Village's bulk tank. Village staff will maintain the equipment. As the Village continues to gain road miles to maintain, the use of the proper equipment is essential and should be strongly considered.

Project Information	
Project Name	PW05 Rebuild w/ Swap Loader
Account #	
Location	Public Works Facility
Department	Public Works
Category	Vehicles/Equipment
New to CIP	Yes
Prepared BY	A. Bavuso
Useful Life	15 Years

Project Snapshot

Description

Rehabilitate PW05 to replace the body with a swap loader.

Justification

PW05 is a 2017 Peterbilt 348. A detailed evaluation of the vehicle indicates the chassis and engine are in good condition but the dump body has deteriorated and needs to be replaced. We will rehabilitate the chassis and replace the body with a swap loader and attachments. The loader allows for quick change of payload including two attachments: a retrofitted 12-yard dump box for material hauling and a new 8.5-yard V-Box for road salting capabilities. Future attachments may include anti-ice road pre-wet system, sewer vacuum, and leaf vacuum. The swap loader allows staff to quickly re-purpose the vehicle for the mission at hand, saving significant time. For example, it takes two people 1/2 day to add a leaf box to the truck to prepare the vehicle for salting operations. This swap loader allows one person to complete this switch-out in approximately five minutes.

Prior Year Cost			Total Project Cost		118,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Vehicles	118,000					118,000
Total	118,000					118,000
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund	118,000					118,000
Other						
Other - Vendor Financed						
Total	118,000					118,000

Operational Impact/Other

The vehicle is one of the two six-wheelers. The cost to purchase a new vehicle with swap load capabilities is approximately $220,000. The vehicle will gain additional capabilities during the modification without loosing any of its previous functions. Also, the attachments can be shared with other municipalities who own a similar vehicle in the event of an emergency or a sharing agreement. This would be a cost savings by eliminating the purchase of specific vehicles that can only perform one function as this vehicle would be capable of swapping equipment for public work operations as needed. PW05 will be out of service for 6 months during rebuild.

Project Information	
Title Project	PW10 - Convert to Anti-Ice Truck
Account #	
Location	Fleet
Department	Public Works
Type	New
New to CIP	Yes
Prepared BY	Anthony Bavuso
Useful Life	15 Years

Project Snapshot

Description

Convert PW10, an existing fleet 5-yard dump truck, into a dedicated anti-ice vehicle.

Justification

PW10 is a 2004 Sterling Acterra. This vehicle was originally scheduled to be replaced. However, a detailed evaluation of the vehicle indicates the chassis and engine are in good condition but the dump body has deteriorated and needs to be replaced. This vehicle is outfitted with a 1000 gallon slide in tank with tailgate modified applicator for anti-icing. The corrosive anti-ice chemicals have caused the dump body to deteriorate. The chassis will be rehabilitated and the body will be reconstructed with stainless steel components and the latest anti-icing equipment.

Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Vehicles	$67,000.00					$67,000.00
Total	$67,000.00					$67,000.00

Funding Sources						
Capital Fund						
General Fund						
Vehicle Fund	$67,000.00					$67,000.00
Water & Sewer Fund						
Other - Vendor Financed						
Total	$67,000.00					$67,000.00

Operational Impact/Other

Retrofitting the vehicle with new anti-icing equipment will reduce maintenance time on the vehicle. The PW can perform efficient and timely application of anti-icing chemicals on Village roads at a fraction of the cost of purchasing a new vehicle. The vehicle will be maintained throughout the year and can be used as a back-up plow truck in the event that a prime snow fighting vehicle is in need of repair.

Project Information	
Project Name	PW124 - F-550 Utility Truck w/ Crane
Account #	
Location	Public Works Facility
Department	Public Works
Category	Vehicles/Equipment
New to CIP	Yes
Prepared BY	A. Bavuso
Useful Life	15 Years

Project Snapshot

Description

Replace PW 124 with a F-550 with utility box, snow plow, and crane with a rated capacity of 3,200lbs.

Justification

This vehicle replaces PW124, a 2005 Ford F-250 2-wheel drive pick-up truck with a policy score of 29 (High priority replacement). The vehicle will be assigned to the water department to serve as the primary lift pump maintenance vehicle as well as day to day operations. The Village does not have the capability to safely lift pumps out of lift stations in excess of 1,000lbs. The crane would eliminate the necessity to hire a contractor to perform this work.

The vehicle would be equipped with a utility box for tool storage that would hold essential tools for water meter repairs and fire hydrants.

Prior Year Cost			Total Project Cost		80,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Vehicles	80,000					80,000
Total	80,000					80,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund	80,000					80,000
Other						
Other - Vendor Financed						
Total	80,000					80,000

Operational Impact/Other

The purchase of a F-550 Crane Truck would continue with the fleet restructure replacing pickup trucks with specialized vehicles. The crane attachment will give the Village extended capabilities such as in-house lift pump repair or replacement. Also, the utility box would play a key role for storing tools needed to complete but not limited to fire hydrant and water meter repairs as well as a secure storage location. The vehicle it is replacing would be sold, and proceeds would be deposited into the Village's Vehicle Fund.

Project Information	
Project Name	PW16 - 5-Yard Dump Truck Rebuild
Account #	
Location	Public Works Facility
Department	Public Works
Category	Vehicles/Equipment
New to CIP	Yes
Prepared BY	A. Bavuso
Useful Life	12-15 Years

Project Snapshot

Description

Rebuild PW 16, a 5-yard dump truck.

Justification

PW16 was purchased in 2006 and has a vehicle score of 27 which qualifies both vehicles for replacement. This vehicle was originally scheduled to be replaced. However, a detailed evaluation of the vehicle indicates the chassis and engine are in good condition but the dump body has deteriorated and needs to be replaced due to corrosion from chlorides used in winter maintenance operations. The rebuild will rehabilitate the chassis and cab while replacing the dump body and controls. The rebuild consists of new stainless-steel dump body, control cables, and the latest anti-icing systems.

The estimated cost to replace this vehicle is $200,000. The rebuild of the dump body and equipment would extend the vehicles service life for the Village by an estimated 10-12 years.

Prior Year Cost			Total Project Cost		67,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Vehicles	67,000					67,000
Total	67,000					67,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund	67,000					67,000
Other						
Other - Vendor Financed						
Total	67,000					67,000

Operational Impact/Other

This rehabilitation will reduce maintenance time for the existing vehicle while updating the cabin controls for winter operations.

Project Information	
Project Name	PW18 - 5-Yard Dump Truck Rebuild
Account #	
Location	Public Works Facility
Department	Public Works
Category	Vehicles/Equipment
New to CIP	Yes
Prepared BY	A. Bavuso
Useful Life	12-15 Years

Project Snapshot

Description

Rebuild PW 18, a 5-yard dump truck.

Justification

PW18 was purchased in 2007 and has a vehicle score of 27 which qualifies both vehicles for replacement. This vehicle was originally scheduled to be replaced. However, a detailed evaluation of the vehicle indicates the chassis and engine are in good condition but the dump body has deteriorated and needs to be replaced due to corrosion from chlorides used in winter maintenance operations. The rebuild will rehabilitate the chassis and cab while replacing the dump body and controls. The rebuild consists of new stainless-steel dump body, control cables, and the latest anti-icing systems.

The estimated cost to replace this vehicle is $200,000. The rebuild of the dump body and equipment would extend the vehicles service life for the Village by an estimated 10-12 years.

Prior Year Cost			Total Project Cost		67,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Vehicles	67,000					67,000
Total	67,000					67,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund	67,000					67,000
Other						
Other - Vendor Financed						
Total	67,000					67,000

Operational Impact/Other

This rehabilitation will reduce maintenance time for the existing vehicle while updating the cabin controls for winter operations.

Project Information	
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

Project Snapshot

Description

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

Justification

The vehicle in FY 2022 is to replace an existing B&Z vehicle, keeping the fleet low maintenance. The vehicle being replaced has met the criteria for vehicle replacement. All Vehicles are shared, but have a primary driver.

Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Vehicles		$29,555.00				$29,555.00
Total		$29,555.00				$29,555.00

Funding Sources						
Capital Fund						
General Fund						
Vehicle Fund		$29,555.00				$29,555.00
Water & Sewer Fund						
Other - Vendor Financed						
Total		$29,555.00				$29,555.00

Operational Impact/Other

Replacing this vehicle will ensure that vehicle maintenance costs will remain low.

Project Information	
Title Project	Police Vehicles
Account #	575,250
Location	3355 Woolley Road
Department	Police
Type	
New to CIP	No
Prepared BY	Chief Jeff Burgner
Useful Life	4-5 Years

Project Snapshot

Description

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

Justification

These vehicles are needed to replace existing vehicles that has surpassed life expectancy. A current patrol sergeant vehicle (Squad 4) will be re-purposed to an Administrative Squad. The current Administrative Squad (Squad 28) will be sold. A new sergeant vehicle will be purchased. A current Patrol SUV "Hot Seat" vehicle (Squad 14) will be re-purposed to another Administrative Squad. That current Administrative Squad (Squad 9) will be sold. A new Patrol SUV "Hot Seat" vehicle will be purchased. A current Traffic SUV (Squad1) will be sold and replaced with a new Investigations vehicle. The current Squads 1, 9 and 28 meet the vehicle replacement guidelines for Qualifies for Replacement. The re-designed 2020 SUV has an increase of approximately $5,000 from the previous years. This price increase has been included in this document.

Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25or >	Total
Vehicles	$90,000.00	$137,250.00	$127,350.00	$166,750.00	$168,000.00	$689,350.00
Equipment	$50,800.00	$92,297.00	$73,616.00	$89,060.00	$115,920.00	$421,693.00
Total	$140,800.00	$229,547.00	$200,966.00	$255,810.00	$283,920.00	$1,111,043.00

Funding Sources						
Capital Fund						
General Fund						
Vehicle Fund	$140,800.00	$229,547.00	$200,966.00	$255,810.00	$283,920.00	$1,111,043.00
Water & Sewer Fund						
Other - Vendor Financed						
Total	$140,800.00	$229,547.00	$200,966.00	$255,810.00	$283,920.00	$1,111,043.00

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 are retired or transitions to administrative use for up to three (3) years. The projected cost associated with squad purchases beyond FY '21 reflect a 5% increase per year. The Vehicle Maintenance budget has been reduce to $27,000. This reduction is mainly due to savings seen because of in-house repairs by Public Works mechanics as well as a robust fleet replacement program.

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

Project Snapshot

Description

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'21 vehicle replacement has its own sheet,

Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Vehicles		$91,000.00	$130,000.00	$155,000.00	$165,000.00	$541,000.00
Equipment		$120,000.00	$85,000.00	$110,000.00	$186,000.00	$501,000.00
Total		$211,000.00	$215,000.00	$265,000.00	$351,000.00	$1,042,000.00

Funding Sources						
Capital Fund						
General Fund						
Vehicle Fund		$211,000.00	$215,000.00	$265,000.00	$351,000.00	$1,042,000.00
Water & Sewer Fund						
Other - Vendor Financed						
Total		$211,000.00	$215,000.00	$265,000.00	$351,000.00	$1,042,000.00

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	
Title Project	Smart Trailer
Account #	
Location	3355 Woolley Road
Department	Police
Type	
New to CIP	No
Prepared BY	Chief Jeff Burgner
Useful Life	5-7 Years

Project Snapshot

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'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Equipment		$20,000.00				$20,000.00
Total		$20,000.00				$20,000.00

Funding Sources						
Capital Fund						
General Fund						
Vehicle Fund		$20,000.00				$20,000.00
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 Name	Fox River Water Plant - Prelim. Engineering
Account #	
Location	To Be Determined
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Jennifer Hughes/Timothy Zasada
Useful Life	10+Years

Project Snapshot

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'21 (carried over from FY'18).
Land Acquisition - $800,000 (Village share $384,000) including professional services in FY'21 (carried over from FY'18).
Fox River Water Quality Testing - $15,000 per year (Village share $7,200) for three years beginning in FY'21

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	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	45,000	45,000	15,000			105,000
Land Acquisition	800,000					800,000
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 Name	Booster Station #2 Generator
Account #	
Location	1613 Rt. 34
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	Yes
Prepared BY	Timothy Zasada
Useful Life	25 Years +

Project Snapshot

Description

Purchase and install a generator at booster pump station #2.

Justification

In the event of a power loss from ComEd, the booster station will be unable to pump water into the high zone. Installing a generator at this site will allow water to be pumped under emergency conditions when the regular power supply is interrupted. When the Ogden Falls water tower is out of service, the booster station will need to run with no interruption of power.

Prior Year Cost			Total Project Cost		225,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Construction			50,000			50,000
Engineering			50,000			50,000
Equipment			125,000			125,000
Total			225,000			225,000

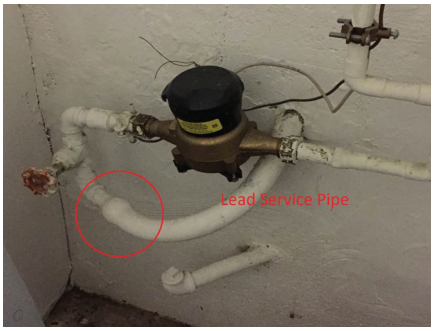
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund			225,000			225,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			225,000			225,000

Operational Impact/Other

Should the booster station fail without emergency generator on site, the high zone water system "with the water tower out of service" will lose pressure triggering violations of IEPA regulations and a boil order. Using a rental company is an option but does not guarantee the availability when the generators are needed.

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

Project Snapshot



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 months. Eight services have been identified as potentially being lead (six confirmed, two to be verified). The project includes engineering services, public bid, and construction to remove all lead service lines from the water main to the house. The estimated cost of each service line replacement is $15,000 per service line. Engineering will be completed in FY20.

Justification

Homes built prior to 1986 may have lead service lines. Lead can leach into the drinking water as the water sits in these pipes for extended periods . 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	50,000		Total Project Cost		170,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Construction	70,000					70,000
Engineering	30,000					30,000
Other	20,000					20,000
Total	120,000					120,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	120,000					120,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	120,000					120,000

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 has confirmed that there are 6 lead service lines and potentially 2 more totaling 8 lead service lines.

Project Information	
Project Name	Sanitary Lift Stations Generators
Account #	
Location	Lift Stations
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Timothy Zasada/Steve Raasch
Useful Life	10 Years +

Project Snapshot

Description

Purchase (3) portable 70kw emergency generators for the five lift stations (Stone Hill, Herrens Run, Rivermist, Penn Ct. and Walgreen's). The work will include the addition of or new electrical distribution/controls to connect the generators to the lift stations. The generators will provide emergency power during power interruptions for all of the lift stations.

Justification

In the event of a power loss from ComEd, the sanitary lift stations will be unable to pump sewage unless powered by a generator. The sanitary system will begin to fill and may back up into the service lines and homes triggering violations of IEPA regulations. One option is to purchase generators that are housed at Public Works and maintained by the Village; the generators can be moved to sites as needed and may be used for other needs. A second option is to install permanent generators at this sites; this option is more costly then the first. A third option is to obtain a generator from a rental company; there is no guarantee the generators will be available when needed. A fourth option is to contract the use of a vacuum tank truck; this option can be time consuming and not an efficient option because the trucks need to go to the interceptor to dump and return to the lift station. Postponement of this project maintains the existing risk.

Prior Year Cost	75,000		Total Project Cost		325,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Construction	25,000					25,000
Engineering	25,000					25,000
Equipment	200,000					200,000
Total	250,000					250,000

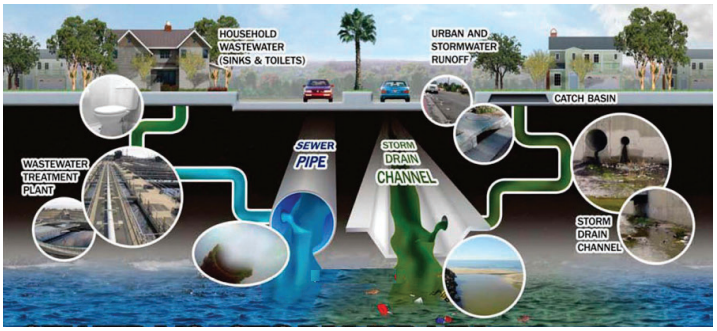
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	250,000					250,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	250,000					250,000

Operational Impact/Other

Strand Associates provided the budget amounts of $25,000 for construction and $25.000 for construction oversight and preparation of bid documents.
Rush Power Systems provided the budget amount of $200,000 for the purchase of (3) 70 KW Tier 4 generators.

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

Project Snapshot



Description

Sanitary sewer inspection, assessment, and data collection program for the Oswego collection system. Repair and line cracked and broken sanitary sewer pipes to eliminate inflow and infiltration. This also will renew the pipes integrity and give added useful life to the system.

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	160,000		Total Project Cost		1,165,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	40,000	50,000	50,000	50,000	50,000	240,000
Construction	140,000	150,000	150,000	150,000	175,000	765,000
Total	180,000	200,000	200,000	200,000	225,000	1,005,000
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	180,000	200,000	200,000	200,000	225,000	1,005,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	180,000	200,000	200,000	200,000	225,000	1,005,000

Operational Impact/Other

The sanitary sewer inspections will be done over a multiple years. Staff will focus initially 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 storm water that enters the sanitary sewers.

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

Project Snapshot

Description

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

Justification

One 12" water main feeds the Hunt Club subdivision. The proposed 12" water main along Minkler Road provides a second source of water to the subdivision, alleviating potential issues when the existing water main needs to be shut down for repair. The new main will be necessary for property to develop northwest of Well #10 tower. 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 or in conjunction with Kendall County's Collins Road construction project.

Prior Year Cost			Total Project Cost		2,325,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	275,000	100,000	83,000	67,000		525,000
Construction			1,000,000	800,000		1,800,000
Other						
Total	275,000	100,000	1,083,000	867,000		2,325,000
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	275,000	100,000	1,083,000	867,000		2,325,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	275,000	100,000	1,083,000	867,000		2,325,000

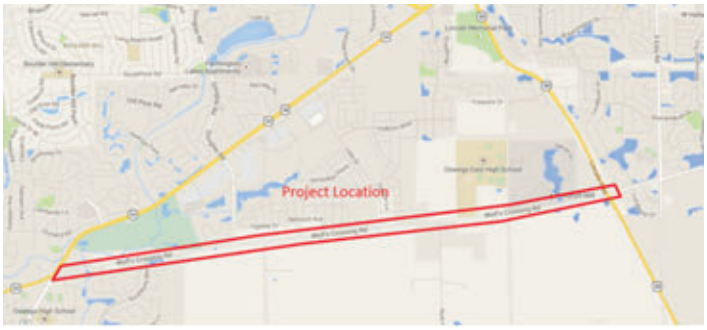
Operational Impact/Other

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.

Kendall County will start Phase 2 engineering for the Collins Road project in early 2020. The county anticipates engineering will take two years with an estimated completed date of January 1, 2022. Construction is programmed for 2023 and 2024 (Oswego's FY23 & FY24 CIP) in the Multi-Year CIP.

Project Information	
Project Name	Wolf Road Water Main Option 1 (Complete)
Account #	
Location	Wolf Road
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Timothy Zasada
Useful Life	50+Years

Project Snapshot



Description

Construct a new 12" water main along Wolf Road from US 34 to US 30. Option 1 contemplates construction of all main as part of one project. Option 2 contemplates construction of new main in segments based upon system needs, development, and road construction phasing.

Justification

There are several places along Wolf Road that do not have any water mains. The 2014 Water Study [page VIII-1] by HR Green recommends installing a 12" water main along Wolf Road. The new main provides better fire protection while improving water quality and circulation in the middle pressure zone and the southern end of the high pressure zone. This main allows future development adjacent to Wolf Road and in the middle pressure zone. Design and land acquisition will take approximately 1-1/2 years. This project should be completed in conjunction with system improvements necessary to distribute the new water source water throughout the Village.

Prior Year Cost			Total Project Cost		5,795,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design	695,000					695,000
Land Acquisition		775,000				775,000
Construction			4,325,000			4,325,000
Total	695,000	775,000	4,325,000			5,795,000
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	695,000	775,000	4,325,000			5,795,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	695,000	775,000	4,325,000			5,795,000

Operational Impact/Other

The estimated construction cost is $225 per foot.

Option 1 constructs the main from US 34 to US 30 in advance of the majority of the Wolfs Crossing road reconstruction project. In doing so, the Village will improve system operations while preparing the corridor for development. The Village's water model makes assumptions about future demand and schedules. The Village will continue to monitor development against these assumptions to confirm the timing of the main construction. Developer contributions may fund all or a portion of this project depending on timing.

Project Information	
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 Improvements
New to CIP	No
Prepared BY	Timothy Zasada
Useful Life	50+Years

Project Snapshot

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 was scheduled in FY 2020. Due to a change in scope and the ability to give contractors time to bid on the project the work will go out for bid in January 2020 and work completed by winter 2020 carrying into FY2021

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. Project cost has increased due to the addition of road replacement, curb and sidewalk repairs.

Prior Year Cost	30,000		Total Project Cost		570,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Construction	500,000					500,000
Engineering	40,000					40,000
Total	540,000					540,000

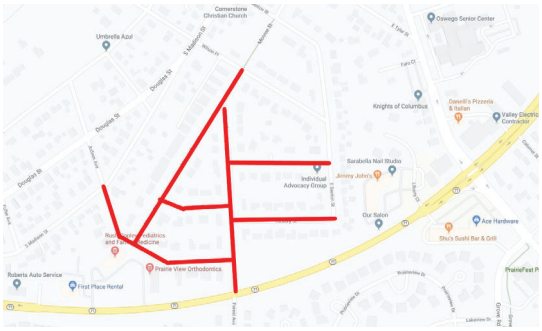
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	540,000					540,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	540,000					540,000

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 Name	Water Main Replacement Brookside
Account #	
Location	Various
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	Yes
Prepared BY	Timothy Zasada
Useful Life	50+Years

Project Snapshot



Description

Water Main Replacement project and standardize pipe size to 8" ductile iron pipe.
Forest Ave. from Rt. 71 to Monroe St. 1,114 feet
Judson Ave. from Forest Ave. to Madison St. 1,058 feet
Monroe St. from Judson Ave. to Wilson Pl. 1,000 feet
Locust St. from Forest Ave. to E. Benton St. 605 feet
Hickory St. from Forest Ave. to E. Benton St. 620 feet
Hickory St. from Forest Ave. to Monroe St. 454 feet
Total 4,851 feet Est. $85.00 Per Foot: $413,000.00, Street resurface $500,000.0

Justification

The water main that supplies residence in Brookside Manor is at the end of it's useful life and needs to be replaced. 75% of the water main failures Village-wide are in this area. Replacing the water main will increase the fire flow and give reliable source of water for 50 or more years.

Prior Year Cost			Total Project Cost		1,180,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering				150,000	30,000	180,000
Construction					1,000,000	1,000,000
Total				150,000	1,030,000	1,180,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund				150,000	1,030,000	1,180,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total				150,000	1,030,000	1,180,000

Operational Impact/Other

The new water main will give residence a reliable source of water and improved water quality and fire flow in Brookside Manor. After a detailed engineers evaluation a comprehensive cost analysis will give staff precise budget numbers. The sanitary sewers will be cleaned and televised in the fall of 2019. After the inspection of the sewers staff will know the condition of the sanitary pipes.

Project Information	
Project Name	Water Meter and Reader Replacement
Account #	
Location	The Entire Village
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Timothy Zasada
Useful Life	20 years

Project Snapshot

Description

The Village has approximately 11,500 water meter accounts. In accordance with industry best practices and equipment obsolescence, the Village is replacing all water meters and outside readers. We will contract program management, coordination with property owners, and installation. We replaced 2,500 meters in FY 2019 and 5,150 meters in FY 2020. Due to a surplus of funds in the Water Sewer Capital Fund, we completed an additional $1,000,000 than was planned to advance the program. The program is on track to be completed in three years instead of five years as originally conceived.

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 20-35 years and have reached the end of their useful lives. Replacing old meters improves revenue recovery.
The previous outside transmitters are no longer produced as of 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.

Prior Year Cost			Total Project Cost		1,976,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Equipment	1,143,000					1,143,000
Installation	833,000					833,000
Total	1,976,000					1,976,000
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	1,976,000					1,976,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	1,976,000					1,976,000

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

Project Snapshot

Description

Inspect, repair, and paint the 300,000 gallon water tower. This water tower was built in 1992 and was repainted in 2007. The interior of the tower will be abrasive blast cleaned and then repainted. The exterior will require full containment and abrasive blast cleaning with full repaint. Additional structural modifications such as fall protection, new screen and safety railing will be added. An engineering evaluation will be completed in FY2021 and construction is expected to be in spring of 2022.

Justification

Repairs and repainting are 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'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	55,000					55,000
Construction		695,000				695,000
Total	55,000	695,000				750,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	55,000	695,000				750,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	55,000	695,000				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.

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

Project Snapshot

Description

Inspect, repair, and repaint the 1,500,000 gallon water tower. The exterior will be sand blast with containment curtain in place. 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

This water tower was constructed in 2005. The tower is showing signs of the coating system failing. Rust and or coating failure is beginning to show at the crown of the tower. The tower will need an engineering inspection to evaluate the overall condition and potential repairs. A full blasting of the paint may be needed. Repairs and repainting are 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		1,025,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering					75,000	75,000
Construction					950,000	950,000
Equipment						
Total					1,025,000	1,025,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund					1,025,000	1,025,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total					1,025,000	1,025,000

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. Special Note: a new water main along Wolfs Crossing must be constructed before this tower may be taken out of service in order to ensure the residence on the south side of the mid zone have enough volume of water to meet demand and fire flow.

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

Project Snapshot

Description

Inspect, repair, and repaint the 500,000 gallon water tower. The interior of the tower will be abrasive blast cleaned and then repainted. The exterior will require full containment and abrasive blast cleaning with full repaint. Additional structural modifications such as fall protection, new screens, and safety railing will be added. An engineering evaluation will be completed in FY2023 and construction is expected to be in spring of 2024.

Justification

This water tower was built in 2006 and has the original paint. The tower is showing signs of the coating system failing. Rust is beginning to show at the crown of the tower. The tower will need an engineering inspection to evaluate the overall condition and repairs that need to be done. Repairs and repainting are 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		805,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering			55,000			55,000
Construction				750,000		750,000
Total			55,000	750,000		805,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund			55,000	750,000		805,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			55,000	750,000		805,000

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.

Project Information	
Project Name	Water Tower Tank Cleaning
Account #	
Location	Various Locations
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Timothy Zasada
Useful Life	3-Years

Project Snapshot

Description

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

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 65 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 to crack, peel and flake that will eventually leave rust marks on the surface of the tank. Tower cleaning is proposed for Three-year intervals commencing in FY'21 (last done in FY'18).

Prior Year Cost			Total Project Cost		95,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Maintenance	45,000			50,000		95,000
Total	45,000			50,000		95,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	45,000			50,000		95,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	45,000			50,000		95,000

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

Project Snapshot

Description

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

Justification

In the event of a power loss from ComEd, 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, 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'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering				50,000		50,000
Construction				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 5 pressure reducing stations provided the these stations have power. Well 4 is located in the middle zone. 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 Name	Decommission Woolley Road Lift Station
Account #	
Location	1 Stone Hill Rd.
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	
Useful Life	

Project Snapshot

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	10,000		Total Project Cost		140,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Construction	122,000					122,000
Engineering	8,000					8,000
Total	130,000					130,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	130,000					130,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	130,000					130,000

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 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

Project Snapshot

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. This project commenced construction in FY20. Based upon the contractor's schedule, 70% of the work is anticipated to be complete in FY20 with the remained completed in FY21.

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	3,723,000		Total Project Cost		5,036,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design						
Engineering	84,000					84,000
Construction	1,229,000					1,229,000
Total	1,313,000					1,313,000
Funding Sources						
Capital Fund	853,000					853,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	460,000					460,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	1,313,000					1,313,000

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 Name	Alley headwall
Account #	
Location	Near Tyler and Main
Department	Public Works
Category	Roadways
New to CIP	Yes
Prepared BY	Susan Quasney
Useful Life	50 years

Project Snapshot

Description

Reconstruct the severely deteriorated headwalls under an alley north of Tyler between Main and Madison Streets. Lengthen the north wing-wall to protect a garage being undermined by the creek during high flow periods. Replace the existing corrugated metal culvert and reconstruct the alley over the creek.

Justification

A section of the alleyway washed out through a hole in the headwall in 2019. A temporary concrete repair was made and the road was patched. The concrete headwalls are beyond their useful life and require replacement to properly support the alley as it crosses the creek. Also in the FY 21 budget is reconstruction of alleyways throughout the Village. The headwall reconstruction should be done in conjunction with this pavement work.

Prior Year Cost			Total Project Cost		43,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	9,000					9,000
Construction	34,000					34,000
Total	43,000					43,000
Funding Sources						
Capital Fund	43,000					43,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	43,000					43,000

Operational Impact/Other

The budget estimate is based on an estimate provided by HR Green in October 2019.

Project Information	
Project Name	Reconstruct Alleys
Account #	
Location	Original Town of Oswego
Department	Public Works
Category	Roadways
New to CIP	Yes
Prepared BY	S. Quasney
Useful Life	25 years

Project Snapshot

Description

Reconstruct approximately 3,000 feet of alleyways through the downtown.

Justification

Alleys provide primary access to residential garages and parking areas, as well as commercial parking lots. The alleys have deteriorated to the point that full reconstruction is required. Improvements will enhance safety for pedestrians utilizing the alleys in the commercial areas.

Prior Year Cost			Total Project Cost		120,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	20,000					20,000
Construction	100,000					100,000
Total	120,000					120,000
Funding Sources						
Capital Fund	120,000					120,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	120,000					120,000

Operational Impact/Other

Reconstruction of alleys will reduce pothole patching.

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

Project Snapshot

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 last conducted a Village-wide pavement analysis in the fall of 2014. We rated each pavement segment based upon surface and subsurface condition, ride-ability, potholes and other elements. Road resurfacing projects are selected based upon the rating; deterioration since last rating; and in coordination with other construction projects such as utility and/or drainage improvements.

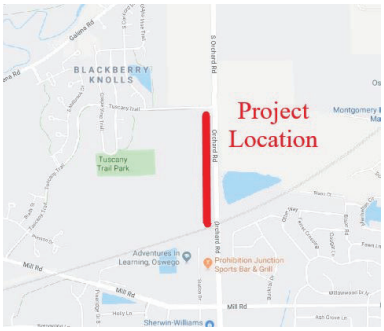
Prior Year Cost			Total Project Cost		10,000,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	100,000	100,000	100,000	100,000	100,000	500,000
Construction	1,780,000	1,780,000	1,780,000	1,780,000	1,780,000	8,900,000
Other	120,000	120,000	120,000	120,000	120,000	600,000
Total	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Funding Sources						
Capital Fund	1,280,000	1,400,000	1,400,000	1,400,000	1,400,000	6,880,000
TIF Fund						
MFT Fund	600,000	600,000	600,000	600,000	600,000	3,000,000
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	1,880,000	2,000,000	2,000,000	2,000,000	2,000,000	9,880,000

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 failure of the base course, requiring roads to be reconstructed. The cost to reconstruct a road is approximately 6 times more than to resurface the same road.

Project Information	
Project Name	Orchard Road Path
Account #	
Location	Orchard Road from Tuscany Trail to BNSF Bridge
Department	Public Works
Category	Roadways
New to CIP	Yes
Prepared BY	S. Quasney
Useful Life	20-30 years

Project Snapshot



Description

This project would involve approximately 1,700 feet of path along the west side of Orchard Road. This path removes a gap between an existing path on the south side of Tuscany Trail to the path that ends on the north side of the BNSF railroad bridge.

Justification

This path provides pedestrian access to the residents of Blackberry Knoll to the remainder of the Village's path system as well as the proposed amphitheater at the Park-n-Ride.

Prior Year Cost			Total Project Cost		115,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	15,000					15,000
Construction		100,000				100,000
Total	15,000	100,000				115,000
Funding Sources						
Capital Fund	15,000	50,000				65,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed		50,000				50,000
Total	15,000	100,000				115,000

Operational Impact/Other

Operational impact of this project will be include basic maintenance of sidewalks, primarily involving management of future cracked panels or trip hazards. The funding structure assumes the Village will receive funding through the Kendall County Transportation Alternatives Program (TAP). The Village is working on a path master plan to prioritize maintenance and expansion of the sidewalk/path network.

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

Project Snapshot

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. Sealing should be done every 3 to 5 years to delay more costly pavement replacement.

Prior Year Cost			Total Project Cost		95,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Maintenance	45,000			50,000		95,000
Total	45,000			50,000		95,000

Funding Sources						
Capital Fund	45,000			50,000		95,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	45,000			50,000		95,000

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.

Project Information	
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	S. Quasney
Useful Life	50 Years

Project Snapshot

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. Engineering was started in FY 20.

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	20,100		Total Project Cost		187,100	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design						
Engineering	15,000					15,000
Construction	152,000					152,000
Total	167,000					167,000
Funding Sources						
Capital Fund	167,000					167,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	167,000					167,000

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 Name	Minkler Bridge Reconstruction
Account #	
Location	Minkler Rd
Department	Public Works
Category	Roadways
New to CIP	No
Prepared BY	S. Quasney
Useful Life	50 Years

Project Snapshot

Description

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

Justification

HR Green inspected this bridge in March 2017. 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		3,081,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	205,000	185,500	190,000			580,500
Land Acquisition		130,500				130,500
Construction			2,370,000			2,370,000
Total	205,000	316,000	2,560,000			3,081,000
Funding Sources						
Capital Fund	205,000	64,000	513,000			782,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other		252,000	2,047,000			2,299,000
Other - Vendor Financed						
Total	205,000	316,000	2,560,000			3,081,000

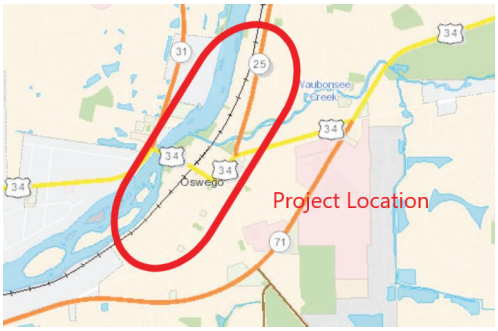
Operational Impact/Other

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.

Project Information	
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

Project Snapshot



Description

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

Justification

The Village proposes to create a 24-hour Quiet Zone nine 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	7,500		Total Project Cost		1,233,500	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	26,000					26,000
Construction		1,200,000				1,200,000
Other						
Total	26,000	1,200,000				1,226,000
Funding Sources						
Capital Fund	26,000	1,200,000				1,226,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	26,000	1,200,000				1,226,000

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 Name	IMS pavement analysis
Account #	
Location	Throughout the Village
Department	Public Works
Category	Roadways
New to CIP	Yes
Prepared BY	S. Quasney
Useful Life	5 years

Project Snapshot

Description

IMS provides truck mounted surface testing equipment that analyzes and rates the condition of the pavement throughout the Village. Each pavement segment is rated based upon structural condition, rideability, potholes and other elements. Included is pavement management software that estimates future rates of deterioration of each segment of roadway to help prioritize resurfacing projects. Included in the estimate are three optional asset inventories that would be developed at the same time as the analysis, using the truck mounted camera and GPS location equipment. Staff recommends including inventories for Signs & Supports, Markings and Striping,Traffic Signals, and ADA ramps.

Justification

IMS last performed a Village-wide pavement analysis in the fall of 2014 and has provided the basis for the roadway resurfacing program for five years. This CIP will provide the data required for the next multi-year maintenance and rehabilitation plan. The additional inventories will create databases to be integrated into the new asset management system.

Prior Year Cost			Total Project Cost		116,400	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Other	116,400					116,400
Total	116,400					116,400
Funding Sources						
Capital Fund	116,400					116,400
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	116,400					116,400

Operational Impact/Other

The breakdown of costs are as follows:

Pavement data collection - $70,000
Additional asset inventories
- Signs & Supports - $17,600
- Markings & Striping - $10,400
- Traffic Signals - $8,000
- ADA ramps - $10,400

Project Information	
Project Name	Pathway Asphalt Replacement - Main to Adams
Account #	
Location	Downtown between Main & Adams
Department	Public Works
Category	Other
New to CIP	Yes
Prepared BY	S. Quasney
Useful Life	20 years

Project Snapshot

Description

The pathway was installed in 2001 using stamped asphalt colored red. The project will consist of a full replacement of the existing 253' x 10' asphalt path. Replacement is tentatively scheduled for FY 2022 upon completion of the first phase of the Reserve at Hudson Crossing development.

Justification

Crack sealant was applied to several large cracks across the pathway in fall 2019. The edges of the asphalt closer to Adams are deteriorating and will require larger patches. The color of the asphalt cannot be matched with the sealant or the patches.

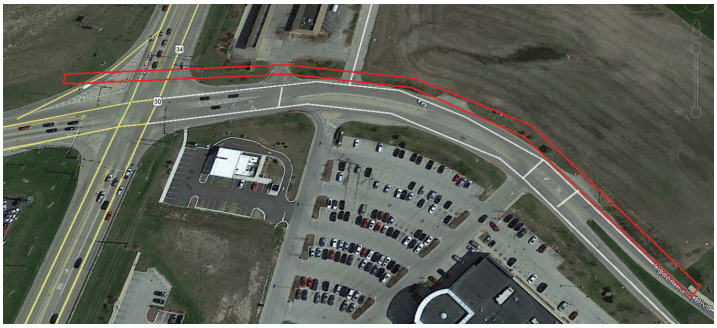
Prior Year Cost			Total Project Cost		25,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Construction		25,000				25,000
Total		25,000				25,000
Funding Sources						
Capital Fund		25,000				25,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total		25,000				25,000

Operational Impact/Other

Repair of this path will reduce the risk of trips and falls. As the path continues to degrade and requires additional repairs, the decorative look will be compromised.

Project Information	
Project Name	Sidewalk & Traffic Signal Modifications
Account #	
Location	U.S. Route 34 and Ogden Falls Blvd.
Department	Public Works
Category	Roadways
New to CIP	No
Prepared BY	S. Quasney
Useful Life	50 Years

Project Snapshot



Description

Continue sidewalk on east side of Ogden Falls Blvd. north to cross U.S. Route 34 for pedestrian access to the library and shopping center on the northeast corner of U.S. Route 34 and U.S. Route 30.

Justification

There is no sidewalk along the agricultural property on the north side of Ogden Falls Boulevard. As a result, residents of the Ogden Falls Subdivision do not have pedestrian access to the US 34 and destinations west including the library and shopping center. The sidewalk extension would eliminate pedestrians from having to walk in the grass parkway or the roadway and provide for a safe crossing of US 34. Design is budgeted to start in FY'25.

Prior Year Cost			Total Project Cost		295,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design					11,000	11,000
Engineering					26,000	26,000
Construction					258,000	258,000
Total					295,000	295,000
Funding Sources						
Capital Fund					295,000	295,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total					295,000	295,000

Operational Impact/Other

The Village will be responsible for maintaining the pedestrian signals, pavement markings, and sidewalk. The work will be completed under a permit with the Illinois Department of Transportation. Grants may be available to assist with the cost of this project. The Village will work with the Village of Montgomery and the Illinois Department of Transportation to construct this project.

Project Information	
Project Name	Streetlight Replacement
Account #	
Location	Harrison Street south of Washington Street
Department	Public Works
Category	Other
New to CIP	Yes
Prepared BY	Brian Evans
Useful Life	30 years

Project Snapshot

Description

Removal and replacing the 3 solar streetlights with permanent hard wired streetlights at Harrison Street south of Washington Street.

Justification

The 3 solar lights at this location are constantly in need of maintenance due to the solar panels. The batteries need to be replaced frequently. During the winter months it is difficult for the batteries to charge, resulting in calls from residents about the light being out and also a safety concern as the area is not as lit as is needed.

Prior Year Cost			Total Project Cost		46,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Installation	46,000					46,000
Total	46,000					46,000

Funding Sources						
Capital Fund	46,000					46,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	46,000					46,000

Operational Impact/Other

By replacing these 3 lights and having them on direct power with LED it should decrease the amount of calls that we receive for the light being out during the winter. It will also save money by not having to frequently purchase and change the batteries.

Project Information	
Project Name	LED Streetlight Conversion
Account #	
Location	Village-wide
Department	Public Works
Category	Roadways
New to CIP	No
Prepared BY	Brian Evans
Useful Life	30 years

Project Snapshot

Description

Convert existing Village streetlights to LED lights. The Village has 2,500 streetlights which need to converted to the LED light. This work will be completed over three years beginning in FY'24. New fixtures cost ~$472.50 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
Wattage Reduction: 157 per fixture

As of FY20, ComEd offers a rebate of $0.70 per watt of reduction.

157 watts x $.070 = $109.90 rebate per fixture 2,500 fixtures x $109.90 = $274,750 in possible rebates

Prior Year Cost			Total Project Cost		1,431,500	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Equipment				394,000	787,500	1,181,500
Installation				84,000	166,000	250,000
Other						
Total				478,000	953,500	1,431,500
Funding Sources						
Capital Fund				388,000	768,500	1,156,500
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed				90,000	185,000	275,000
Total				478,000	953,500	1,431,500

Operational Impact/Other

The payback period for this conversion is approximately 5-7 years for each fixture.
As of FY20, ComEd is offering an energy rebate (Other - Vendor Financed) of $.70 per watt of energy reduced for LED street lights. ComED is required to offer energy incentives through the end of 2021, but the incentive amounts may change during that time. After 2021, it has not been confirmed if rebates will be offered.
This project could provide an estimated reduction in energy consumption of 1,170,000 kWh annually.

Project Information	
Project Name	Parking Lot LED's
Account #	
Location	Village Hall, Public Works Facility & Park and Ride
Department	Public Works
Category	Facilities
New to CIP	No
Prepared BY	Brian Evans/Steve Raasch
Useful Life	30 years

Project Snapshot

Description

Retrofit the existing luminaries at the Village Hall, Park and Ride lot, and Public Works Facility with Light Emitting Diode fixtures (LED).

Justification

The Park and Ride has 44 each 250w metal halide fixtures. The estimated decrease in electrical use is 9,020 watts per fixture and 39,508 kWh per year. The Village would save an estimated $4,000 in annual maintenance costs for bulb and ballast replacement and work hours.
Village Hall has 42 parking light fixtures ranging from 175w metal halide to 250w metal halide, and 3 wall mounted 100w fixtures. The estimated decrease in electrical use is 7,455 watts per fixture and 32,653 kWh per year. The Village would save an estimated $3,000 in annual maintenance costs.
Public Works has nine 400w metal halide fixtures, and 13 wall mounted 175w fixtures. The estimated decrease in electrical use is 3,375 watts per fixture and 14,472 kWh per year. The Village would save an estimated $640 in annual maintenance costs. This project provides for cost-effective and sustainable infrastructure.

Prior Year Cost			Total Project Cost		65,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Materials	60,000					60,000
Installation	5,000					5,000
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

Installation may be completed using Public Works Department personnel.
An estimated reduction in total energy consumption of 86,633 kWh annually and $7,640 of internal maintenance labor and material costs.
As of FY20, ComEd is offering an energy rebate of $.50 per watt of energy reduced for LED exterior lights. ComED is required to offer energy incentives through the end of calendar year 2021, but the incentive amounts may change during that time. The program may be extended beyond calendar year 2021, but this cannot be verified at this time.

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

Project Snapshot

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 conjunction with the traffic signal at Washington and Main. Both signals will be designed and installed in FY'2021 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.

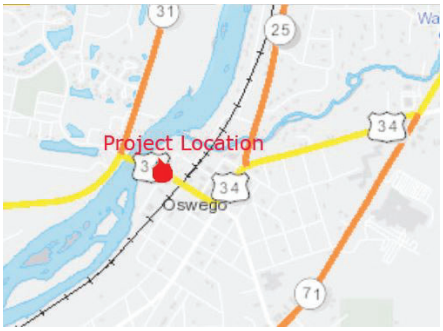
Prior Year Cost			Total Project Cost		330,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	30,000					30,000
Construction	300,000					300,000
Other						
Total	330,000					330,000
Funding Sources						
Capital Fund	330,000					330,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	330,000					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 Name	New Traffic Signal
Account #	
Location	Washington Street at Harrison Street
Department	Public Works
Category	Roadways
New to CIP	No
Prepared BY	S. Quasney
Useful Life	50 Years

Project Snapshot



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 conjunction with the traffic signal at Washington and Main. Both signals will be designed and installed in FY'2021 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'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	30,000					30,000
Construction	300,000					300,000
Other						
Total	330,000					330,000
Funding Sources						
Capital Fund	330,000					330,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	330,000					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 Name	Waubonsee Creek Embankment Repair
Account #	
Location	Farmington Lakes Subdivision
Department	Public Works
Category	Other
New to CIP	No
Prepared BY	S. Quasney
Useful Life	50 Years

Project Snapshot

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 seperation between the basin and the creek.

Prior Year Cost			Total Project Cost		50,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 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 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

Project Snapshot

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**	**2020**	**2020**	**2021**	**$6,986,000**
2	Champions Run to Harvey Rd	2023	2024	2025	$7,055,000
3	Douglas Rd West Intersection				$6,028,000
4	US 30 Intersection				$5,305,000
5	Eola/Heggs Rd Intersection				$1,882,000
6	Fifth Street to Champions Run				$4,921,000
7	Douglas West to Fifth				$8,692,000
8	Southbury to Douglas West				$7,014,000
9	US 34 Intersection				$2,137,000
10	US 34 to Southbury				$7,024,000

Justification

The Village completed Phase 1 engineering in 2020 which establishes the purpose and need for the project. The total estimated cost for the project is approximately $60 million to construct the entire road.

Prior Year Cost			Total Project Cost		6,773,400	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering	212,600	486,000				698,600
Land Acquisition	201,000					201,000
Construction		5,873,800				5,873,800
Total	413,600	6,359,800				6,773,400
Funding Sources						
Capital Fund	206,800	4,172,900				4,379,700
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other	206,800	2,186,900				2,393,700
Other - Vendor Financed						
Total	413,600	6,359,800				6,773,400

Operational Impact/Other

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 Name	Wolfs Crossing Road Recon.-Segment 2
Account #	
Location	Wolfs Crossing Road
Department	Public Works
Category	Roadways
New to CIP	No
Prepared BY	Jennifer Hughes
Useful Life	50 years

Project Snapshot

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 2.

Segment	Location	Design	Row	Construction	Cost
1	Harvey Rd Intersection	2020	2020	2021	$6,986,000
2	**Champions Run to Harvey Rd**	**2023**	**2024**	**2025**	**$7,055,000**
3	Douglas Rd West Intersection				$6,028,000
4	US 30 Intersection				$5,305,000
5	Eola/Heggs Rd Intersection				$1,882,000
6	Fifth Street to Champions Run				$4,921,000
7	Douglas West to Fifth				$8,692,000
8	Southbury to Douglas West				$7,014,000
9	US 34 Intersection				$2,137,000
10	US 34 to Southbury				$7,024,000

Justification

The Village completed Phase 1 engineering in 2020 which establishes the purpose and need for the project. The total estimated cost for the project is approximately $60 million to construct the entire road.

Prior Year Cost			Total Project Cost		7,055,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering				215,000	705,000	920,000
Land Acquisition					66,000	66,000
Construction					6,069,000	6,069,000
Total				215,000	6,840,000	7,055,000
Funding Sources						
Capital Fund				108,000	4,447,000	4,555,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other				107,000	2,393,000	2,500,000
Other - Vendor Financed						
Total				215,000	6,840,000	7,055,000

Operational Impact/Other

The cost estimate is dated 9/17/18 as prepared by Benesch and is based upon 2017 prices.

Project Information	
Project Name	Wolfs Crossing Road Recon.-Segment 3
Account #	
Location	Wolfs Crossing Road
Department	Public Works
Category	Roadways
New to CIP	No
Prepared BY	Jennifer Hughes
Useful Life	50 years

Project Snapshot

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

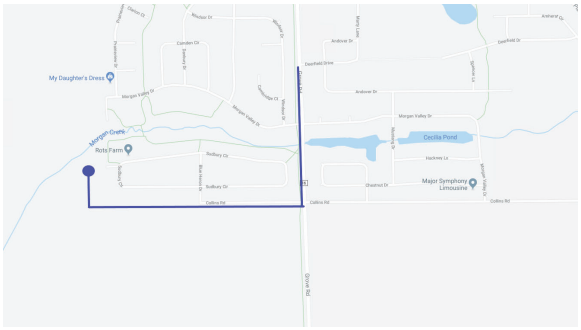
Prior Year Cost			Total Project Cost		6,028,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering					786,000	786,000
Land Acquisition					60,000	60,000
Construction					5,182,000	5,182,000
Total					6,028,000	6,028,000
Funding Sources						
Capital Fund					3,528,000	3,528,000
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed					2,500,000	2,500,000
Total					6,028,000	6,028,000

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 Name	Lake Michigan Watermain Improvements
Account #	
Location	Hunt Club Water Tower and Grove Rd.
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Timothy Zasada
Useful Life	50+Years

Project Snapshot



Description

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

Install approximately 4,300 feet of watermain in the distribution system downstream of DWC Connection No. 2 (Hunt Club Tank) to improve flow within the medium pressure zone. Under existing conditions, the existing pipes convey far less flow and are therefore sized accordingly. However, with the DWC connection, more flow is required through the existing pipes to distribute water to the rest of the pressure zone. This project is based upon recommendations in AECOM's "Addendum to Feasibility Study to Receive Lake Michigan Water Via the DuPage Water Commission" dated October 2018. See Figure 2 in Appendix B and Appendix C-1.1 for more information.

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. The DuPage Water Commission has the water allocation to supply the Village with water from Lake Michigan and is a viable option for an alternative water source. The water main upsizing is needed to achieve proper flows and pressures through out the distribution system.

Prior Year Cost			Total Project Cost		2,968,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design		330,000				330,000
Other						
Construction			2,638,000			2,638,000
Total		330,000	2,638,000			2,968,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund		330,000	2,638,000			2,968,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total		330,000	2,638,000			2,968,000

Operational Impact/Other

The operational impact of the new water main will increase the flow into other areas of the distribution system.
Kendall County will start Phase 2 engineering for the Collins Road project in early 2020. The county anticipates engineering will take two years with an estimated completed date of January 1, 2022. Construction is programmed for 2023 and 2024 (Oswego's FY23 & FY24 CIP) in the Multi-Year CIP.

Project Information	
Project Name	Lake Michigan Water Receiving Stations
Account #	
Location	Various Locations
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Timothy Zasada
Useful Life	50+Years

Project Snapshot

Description

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

Construct three receiving stations to receive Lake Michigan water from the DuPage Water Commission.

- DWC Connection No. 1 – Ogden Falls Blvd. Tank (High Pressure Zone) - high service pumps to fill the water tower
- DWC Connection No. 2 – Hunt Club Tank (Medium Pressure Zone) - pressure sustaining or pressure reducing station
- DWC Connection No. 3 – Orchard Tank (Low Pressure Zone) - pressure sustaining or pressure reducing station

The cost estimate is taken from Table 10 in AECOM's "Addendum to Feasibility Study to Receive Lake Michigan Water Via the DuPage Water Commission" presented by AECOM, report dated October 2018.

The Village may need to install an addition high service pump to the Hunt Club tower at an estimated cost of $500,000.00.

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. The DuPage Water Commission has the water allocation to supply the Village with water from Lake Michigan and is a viable option for an alternative water source.

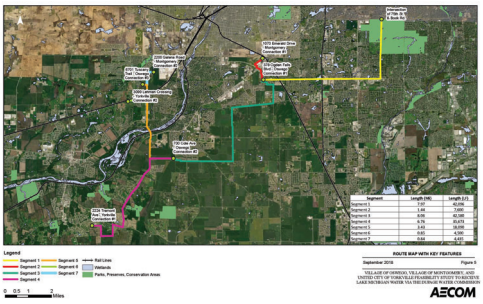
Prior Year Cost			Total Project Cost		2,500,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design			200,000			200,000
Other						
Construction				2,300,000		2,300,000
Total			200,000	2,300,000		2,500,000
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund			200,000	2,300,000		2,500,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			200,000	2,300,000		2,500,000

Operational Impact/Other

The operational costs are anticipated to decrease when the existing wells are taken out of production. The wells may be kept on stand-by for emergency back up in case the single transmission water main experienced a failure. These projects will take approximately two to three years from the start of design to the completion of construction.

Project Information	
Project Name	Lake Michigan Water - Connection
Account #	
Location	Various Locations
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Timothy Zasada
Useful Life	50+Years

Project Snapshot



Description

The Village is studying two options for a new water source: the Fox River and Lake Michigan. If the Lake Michigan option is selected, then this project will be necessary. Should the Fox River option be selected, this project will be deleted from the CIP.
The Village of Oswego is reviewing the option to receive Lake Michigan water through the DuPage Water Commission by constructing a new transmission main from Naperville through Oswego to three points of delivery. The Village's consultant, AECOM, analyzed the necessary improvements in order for this to be hydraulically feasible. They modeled four (4) scenarios: 2020 and 2050 average and maximum day demands. The capital cost estimates are taken from Table 11 in the "Addendum to Feasibility Study to Receive Lake Michigan Water Via the DuPage Water Commission" by AECOM, dated October 2018. Oswego share 47%, Buy-in cost $9.6 million, treated water transmission main $26.6 million assuming that the Village of Montgomery and United City of Yorkville participate in the project (*draft revised # by VOO 10/17/18). If these communities do not participate, the construction cost will increase to approximately $56 million. This cost is exclusive of any termination costs for the WRT system.

Justification

The "Groundwater Studies for Water Supply Planning in Kendall County, IL", by the Illinois State Water Survey in 2014, concludes that the aquifers in northern Kendall County could deplete by the year 2050. The Village's Strategic Plan Objective 4.1.6 (Research and Consider Alternative Water Sources) identifies the need for an alternative water source. Further impacts by drilling deep wells and drawing from the existing aquifer will expedite this dewatering. The Dupage Water Commission has the available resources to meet the Village water demands now and into the future.

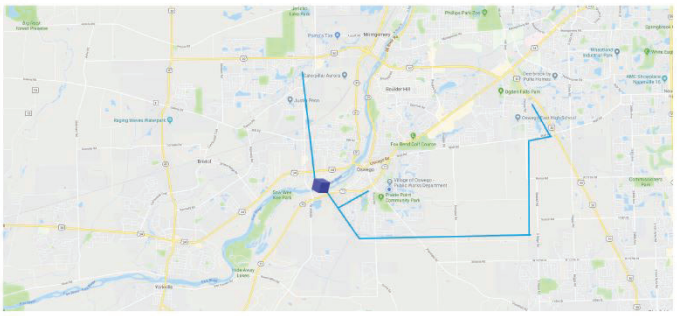
Prior Year Cost			Total Project Cost		36,179,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design	200,000	1,000,000	1,000,000			2,200,000
Other				9,579,000		9,579,000
Construction				24,400,000		24,400,000
Total	200,000	1,000,000	1,000,000	33,979,000		36,179,000
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund	200,000	1,000,000	1,000,000	33,979,000		36,179,000
Vehicle Fund						
Other						
Other - Vendor Financed						
Total	200,000	1,000,000	1,000,000	33,979,000		36,179,000

Operational Impact/Other

The operational costs are anticipated to decrease when the existing wells are taken out of production. The wells may be kept on stand-by for emergency back up in case the single transmission water main experienced a failure. This project will take approximately four to five years from the start of design to the completion of construction.

Project Information	
Project Name	Fox River - Internal Water Lines
Account #	
Location	Various
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Timothy Zasada
Useful Life	50+Years

Project Snapshot



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.

Construct new raw and finished water transmission mains between the new water treatment plant and existing wells. Revised cost estimates are from the "Feasibility Study to Receive Lake Michigan Water Via the DuPage Water Commission" presented by AECOM, draft report dated September 2018. Fox River Supply Internal distribution improvements $4,020,000.00, treated transmission mains $6,317,000, and raw water transmission mains $18,387,000.00

Justification

The Village proposes to obtain a new water supply to augment or replace the the depleting aquifer. The Village is considering two sources: the Fox River or Lake Michigan. In either scenario, the Village will need to pump water from the source connection point to water towers for distribution. The new mains need to be constructed prior to connection to the new source. Details of this capital project are yet to be developed.

Prior Year Cost			Total Project Cost		31,596,400	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Engineering				2,872,400		2,872,400
Construction					28,724,000	28,724,000
Total				2,872,400	28,724,000	31,596,400

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund				2,872,400	28,724,000	31,596,400
Vehicle Fund						
Other						
Other - Vendor Financed						
Total				2,872,400	28,724,000	31,596,400

Operational Impact/Other

Staff time will be required to manage this project. Construction will impact Village roads, rights-of-way, and well sites.

Project Information	
Project Name	Fox River Water Treatment Facility
Account #	
Location	Orchard Road Area
Department	Public Works
Category	Water & Sewer Improvements
New to CIP	No
Prepared BY	Timothy Zasada
Useful Life	50+Years

Project Snapshot

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.

This new 5 million gallon per day (MGD) water treatment facility will extract water from the Fox River. The project includes construction of an intake structure or shallow well. The project requires installation of 3 new Booster Stations. The water treatment for this water source will be different than the treatment for the existing wells. Further explanation on this facility is in the Water Model Report on page VIII-2 . The Opinion of Probable Costs is based upon 2014 costs (see Table VIII-3 on page VIII-3) and assumes the Village of Montgomery and the United City of Yorkville will not participate in the project.

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, if not sooner. Further impacts by drilling deep wells and drawing from the existing aquifer will expedite this dewatering. We anticipate expanding the plant capacity when Village population reaches 80,000.

Prior Year Cost			Total Project Cost		28,632,500	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design			1,767,500	1,767,500	2,356,600	5,891,600
Other					3,927,700	3,927,700
Construction					18,813,200	18,813,200
Total			1,767,500	1,767,500	25,097,500	28,632,500
Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund			1,767,500	1,767,500	25,097,500	28,632,500
Vehicle Fund						
Other						
Other - Vendor Financed						
Total			1,767,500	1,767,500	25,097,500	28,632,500

Operational Impact/Other

The operational impact of this new Treatment Facility will be more costly to construct and build and to operate than the existing wells. During drought conditions the existing wells would need to be utilized to provide the majority of the drinking water. But long term this Treatment Facility will lessen the impacts to the existing aquifers. The project will take approximately 3 years from the start of design to the start of construction.

Project Information	
Project Name	Goodwin Drive Roadway Extension
Account #	
Location	
Department	Public Works
Category	Roadways
New to CIP	No
Prepared BY	S. Quasney
Useful Life	30 years

Project Snapshot

Description

Section #1 Phase III engineering and construction of Goodwin Drive extension will be constructed in conjunction with development in the area. This project will be paid in whole or in part be developers or grants. Alternatively, the Village has the option of creating a Special Service Area (SSA) to provide financing.

Justification

The proposed project will improve North/South traffic flow through Kendall Point Business Park, as well as, provide additional access point for Westphal Chevrolet. Construction is anticipated in FY '26

Prior Year Cost			Total Project Cost		1,127,000	
Expenditures	FY'21	FY'22	FY'23	FY'24	FY'25 or >	Total
Planning/Design					78,500	78,500
Engineering					68,500	68,500
Construction					980,000	980,000
Total					1,127,000	1,127,000

Funding Sources						
Capital Fund						
TIF Fund						
MFT Fund						
Water & Sewer Cap Fund						
Vehicle Fund						
Other						
Other - Vendor Financed					1,127,000	1,127,000
Total					1,127,000	1,127,000

Operational Impact/Other

This project will add roadway improvement costs and additional workload for street maintenance in subsequent years to the Public Works department.