



Project	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	6 Year Totals	6 Year Average
<b>Road Paving Projects</b>			W. Cuba Road	E. Cuba Road	Oak Hills +	See Below	See Below		
Annual Road Maintenance Program	\$758,700	\$0	\$480,000	\$480,000	\$903,000	\$1,240,000	\$923,000	\$4,026,000	\$671,000
Construction Costs	\$680,300		\$444,000	\$444,000	\$826,000	\$1,137,000	\$844,000	\$3,695,000	\$615,833
Phase II Engineering (3.75% + borings)	\$49,500		\$17,000	\$17,000	\$41,000	\$54,000	\$43,000	\$172,000	\$28,667
Phase III Engineering (4.25%)	\$28,900		\$19,000	\$19,000	\$36,000	\$49,000	\$36,000	\$159,000	\$26,500
North Krueger Road Rehabilitation (Net Cost to Village)	\$711	\$22,700	\$291,200					\$313,900	\$52,300
Construction Costs			\$1,300,000					\$1,300,000	\$216,667
Phase I Engineering, Includes Topographic Survey	\$711							\$0	\$0
Phase II Engineering (No Land Acquisition / Wetland)		\$113,525						\$113,525	\$18,921
Phase III Engineering			\$156,000					\$156,000	\$26,000
Potential Fed. Participation (80/20 Match: Phase II & III, & Const.)	\$0	(\$90,820)	(\$1,164,800)					(\$1,255,620)	(\$209,270)
Preventative Pavement Maintenance	\$129,413				\$150,000			\$150,000	\$25,000
Construction Costs	\$125,271.30				\$140,000			\$140,000	\$23,333
Construction Engineering (5%)	\$4,141.50				\$7,000			\$7,000	\$1,167
<b>Water Treatment Plant Projects</b>									
Distribution Pump Improvements	\$51,846							\$0	\$0
Construction Costs	\$43,203.80							\$0	\$0
Phase III Engineering (10%)	\$8,641.81							\$0	\$0
Deep Well #2 (Well & Pump Repairs)	\$100,965							\$0	\$0
Construction Costs	\$94,836.55							\$0	\$0
Phase III Engineering (5%)	\$6,128.50							\$0	\$0
Deep Well #1 (Well & Pump Repairs)		\$98,539						\$98,539	\$16,400
Construction Costs		\$93,846.32						\$93,846	\$15,641
Phase III Engineering (5%)		\$4,692						\$4,692	\$782
<b>Old McHenry Road Projects</b>									
Reconstruction by LCDOT (Cost to Village)	\$320,644							\$0	\$0
Sidewalk / Multi-Use Path	\$70,226							\$70,226	\$11,704
Street Lighting Improvements (Included in Reconstruction Project)	\$274,057							\$0	\$0
Stamped Asphalt Crosswalks	\$37,861							\$0	\$0
Lighting Controller Upgrade	\$27,200							\$0	\$0
Credit for Archer Road Turn Lane Omission	(\$85,900)							(\$85,900)	(\$14,317)
Credit for Striping Crosswalks	(\$2,800)							(\$2,800)	(\$467)
<b>Robert Parker Coffin Road Projects</b>									
Reconstruction incl. Streetscape Improvements (Archer to OMR)		\$681,567						\$681,567	\$113,594
Construction Costs		\$67,972						\$67,972	\$9,462
Design Engineering (10%)		\$6,797						\$6,797	\$9,466
Construction Engineering (10%)		\$6,797						\$6,797	\$9,466
Reconstruction incl. Streetscape Improvements (OMR to Bridge)		\$681,567						\$681,567	\$113,594
Construction Costs		\$67,972						\$67,972	\$9,462
Design Engineering (10%)		\$6,797						\$6,797	\$9,466
Construction Engineering (10%)		\$6,797						\$6,797	\$9,466
Pedestrian Lighting		\$275,328						\$275,328	\$45,888
Potential HDLGBA - Pedestrian Lighting Contribution		(\$60,000)							
Mill & Resurface, 1 1/2" (Archer Road to Route 83)		\$45,000						\$45,000	\$7,500
Mill & Resurface, 1 1/2" Archer Road (OMR to RPC)		\$16,500						\$16,500	\$2,750
<b>Stempel Parking Lot Recon. (Village Portion Only / S. 2/3)</b>								\$0	\$0
Construction Costs								\$0	\$0
Phase II Engineering, Includes Topographic Survey (4%)								\$0	\$0
Phase III Engineering (4%)								\$0	\$0
Resurfacing (2019)								\$0	\$0
<b>Covered Bridge Projects</b>									
2018 Re-Roofing	\$18,226							\$0	\$0
Construction Costs	\$17,466.55							\$17,467	\$2,911
Phase III Engineering (10%)	\$759.00							\$759	\$127
2018 Bridge Drainage & Abutment Rprs. (West Approach)	\$66,503							\$0	\$0
Construction Costs	\$63,801.50							\$63,802	\$10,634
Phase III Engineering (15%)	\$2,701.94							\$2,702	\$450
2019 Abutment Replacement (Net Costs to Village)		\$203,798						\$203,798	\$33,966
Construction Costs		\$747,903						\$747,903	\$124,651
Design Engineering		\$41,500						\$41,500	\$6,917
Construction Engineering (5%)		\$37,395						\$37,395	\$6,233
DCEO Grant		(\$250,000)						(\$250,000)	(\$41,667)
Village Set-Aside		(\$297,000)						(\$297,000)	(\$49,500)
Historic Society Contribution		(\$76,000)						(\$76,000)	(\$12,667)
2019 Timber Cover Replacement (Net Costs to Village)		\$100,000						\$100,000	\$16,667
Construction Costs		\$195,000						\$195,000	\$32,500
Design Engineering		\$54,000						\$54,000	\$9,000
Construction Engineering (5%)		\$9,750						\$9,750	\$1,625
Steel Frame		\$60,000						\$60,000	\$10,000
Insurance Reimbursement		(\$258,750)						(\$258,750)	(\$43,125)
<b>Watermain Projects</b>									
Old McHenry Road Watermain (Hist. Lane to 144 OMR)	\$469,000	\$38,200						\$38,200	\$6,367
Construction Costs	\$402,268.38	\$38,236.02						\$38,236	\$6,373
Phase II Engineering								\$0	\$0
Phase III Engineering (10%)								\$0	\$0
RPC Watermain Extension (Archer to Old McHenry Road)		\$241,334						\$241,334	\$40,222
Construction Costs		\$214,849						\$214,849	\$35,808
Phase II Engineering		\$5,000						\$5,000	\$833
Phase III Engineering (10%)		\$21,485						\$21,485	\$3,581
RPC Watermain Extension (Old McHenry Road to Bridge)		\$241,334						\$241,334	\$40,222
Construction Costs		\$214,849						\$214,849	\$35,808
Phase II Engineering		\$5,000						\$5,000	\$833
Phase III Engineering (10%)		\$21,485						\$21,485	\$3,581
<b>Pathway Construction</b>		\$0	\$212,000	\$56,300	\$58,600	\$60,900	\$63,300	\$65,832	\$516,932
Pathway State Grant (RPC Road)	\$0	(\$106,000)						(\$106,000)	(\$17,700)
<b>Pavement Patching</b>	\$0	\$35,000	\$28,100	\$29,200	\$30,400	\$31,600	\$32,900	\$187,200	\$31,200
<b>Misc. Drainage Improvements / Ditch Reshaping</b>	\$15,600	\$16,200	\$16,800	\$17,500	\$18,200	\$18,900	\$19,656	\$107,256	\$17,900
<b>Chickamauga Drive Drainage Improvements</b>	\$0	\$62,600	\$0	\$0	\$0	\$0	\$0	\$62,600	\$10,400
Construction Costs		\$47,000						\$47,000	\$7,800
Design Engineering		\$8,500						\$8,500	\$1,400
Construction Engineering (15%)		\$7,100						\$7,100	\$1,200
<b>Total Expenditures (Road Paving)</b>	\$888,824	\$22,700	\$771,200	\$480,000	\$1,053,000	\$1,240,000	\$923,000	\$4,489,900	\$748,317
<b>Total Expenditures (TIF)</b>	\$152,811	\$98,539	\$0	\$0	\$0	\$0	\$0	\$98,539	\$16,400
<b>Total Expenditures (Downtown)</b>	\$874,373	\$2,464,627	\$0	\$0	\$0	\$0	\$0	\$2,464,627	\$410,771
<b>Total Exp. (All Projects excl. Road Paving, Downtown &amp; TIF)</b>	\$15,600	\$7,800	\$44,900	\$46,700	\$48,600	\$50,500	\$52,556	\$251,056	\$41,800
<b>Total Expenditures (All Projects)</b>	\$1,931,608	\$2,593,666	\$816,100	\$526,700	\$1,101,600	\$1,290,500	\$975,556	\$7,304,122	\$1,217,400
<b>Total Available Funds for Capital Projects</b>			RDA \$127K		Sunset Foods \$60K ---->				
General Fund Revenue (4% growth + 216K Annual Tele Tax, +127,806 RDA, +\$60K Sunset Foods FY 21-22)	\$3,432,000	\$3,457,806	\$3,443,914	\$3,617,000	\$3,797,000	\$3,984,000	\$4,178,000		
General Fund Expenses + Snow Removal (4% growth after FY19-20)	(\$2,909,375)	(\$3,024,904)	(\$3,146,000)	(\$3,272,000)	(\$3,403,000)	(\$3,539,000)	(\$3,681,000)		
Available Net General Fund Balance (net of Revenue - Expense)	\$522,625	\$432,902	\$297,914	\$345,000	\$394,000	\$445,000	\$497,000		
Capital Fund (1% NHRMT Infra Sales Tax)	\$729,769	\$751,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000		
MFT Fund (2019 State Budget = \$50K (6 Months) FY 19-20, Full \$100K (50%) MFT Increase FY 20-21)	\$212,517	\$257,107	\$307,107	\$307,107	\$307,107	\$307,107	\$307,107		
TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>Total Available Capital Funds (incl. TIF)</b>	\$1,466,011	\$1,441,009	\$1,305,021	\$1,352,107	\$1,401,107	\$1,452,107	\$1,504,107		
<b>Surplus / Deficit for Capital Projects</b>	(\$465,597)	(\$1,152,657)	\$488,921	\$825,407	\$299,507	\$161,607	\$528,551		
<b>Notes:</b>									
Total Expense (General + Capital)	(\$4,841,000)	(\$5,619,000)	(\$3,962,000)	(\$3,799,000)	(\$4,505,000)	(\$4,830,000)	(\$4,657,000)		
Cash Available (FY18-19 is as of 4/30/18)	\$2,762,242	\$3,870,633	\$2,717,976	\$3,206,897	\$4,032,304	\$4,331,811	\$4,493,418		
Change in Cash (Capital Surplus/Deficit)	(\$465,597)	(\$1,152,657)	\$488,921	\$825,407	\$299,507	\$161,607	\$528,551		
Ending Cash Balance (FY18-19 is as of 4/30/19)	\$3,870,633	\$2,717,976	\$3,206,897	\$4,032,304	\$4,331,811	\$4,493,418	\$5,021,969		
<b>Cash Pct. of General Fund Expenditures per Minimum Reserve Policy (Current)</b>	133%	90%	102%	123%	127%	127%	136%		
<b>Cash Pct. of General Fund Expenditures per Minimum Reserve Policy (06/12019 Version)</b>	133%	85%	97%	117%	119%	115%	121%		
<b>Italicized Number = incurred/paid expenses</b>									
<b>FY 2019-2020 Includes Expenses For Snow Removal Totaling \$372,000</b>									
15-Year Road Program started in 2015, ends in 2028-2029									
Refer to monthly Treasurer's Report for Set Asides / Available Funding									
2020-2021 Road Paving: E Cuba Road (West Portion)									
2021-2022 Road Paving: E Cuba Road (East Portion)									
2022-2023 Road Paving: Oak Grove Drive, Oak Grove Lane									
2023-2024 Road Paving: Chickamauga Lane, Sumter Drive, Sumter Court, Creekside Drive, Arrowhead Road, Tribal Court									
2024-2025 Road Paving: Port Clinton Road, Hampton Court, Tall Oaks Drive									
Stemple Parking Lot Patching Recommended, if not overlaid = \$45,000									
* Note General Fund Expense Budget Used For Minimum Reserves = \$									