Village of Long Grove Capital Improvement Plan 2019/20 thru 2024/25 <u>With 4% Inflation</u> & 7% Contingency



NameN	Project	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	6 Year Totals	6 Year Average
Determine the problemInter	Road Paving Projects			W. Cuba Road	E. Cuba Road	Oak Hills +	See Below	See Below		
Frank School with School w	•		<b>\$0</b>							<b>\$671,000</b> \$615,833
International probabilityInternational probabili	Phase II Engineering (3.75% + borings)	\$49,500		\$17,000	\$17,000	\$41,000	\$54,000	\$43,000	\$172,000	\$28,667
Later of the set			\$22,700		\$19,000	\$36,000	\$49,000	\$36,000		\$26,500 <b>\$52,300</b>
Data sympositic free strate	Construction Costs	Ф <b>Т</b> 4 4							\$1,300,000	\$216,667
Bands Advances (1998) (2000)Total (1998) (2000)Tota		\$711	\$113,525							\$0 \$18,921
Handbard bard bard bard bard bard bard bard		02	(\$00,820)							\$26,000 (\$209,270)
ControlMathematical and the set of the s			(\$90,820)	(\$1,104,000)		\$150,000				(\$209,270) <b>\$25,000</b>
Auton Auton (any auton (a) and (b) and		\$125,271.30				\$140,000				\$23,333
Index of protocols solution solution solution solution solution solution solution solution solution solution solution solution solution solution solution solution solution solution 		\$4,141.50				\$7,000			\$7,000	\$1,167
And any open spaceAnd a	Distribution Pump Improvements									<b>\$0</b>
Dep Not SpaceHere were were were were were were were										\$0 \$0
Set Biology         Set Disk	Deep Well #2 (Well & Pump Repairs)	\$100,965								\$0
Back of the factorHaddeH										\$0 \$0
Packal Reserve (2):         Second (2): <td></td> <td><i>+ -,</i> ·</td> <td>\$98,539</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$98,539</td> <td>\$16,400</td>		<i>+ -,</i> ·	\$98,539						\$98,539	\$16,400
Note which holes which show is a fact of the section										\$15,641 \$782
Stand Michia Mangalori Ruana and Pranta and Pranta Series       1723         Darie Control Mugalo       1872         Control Mugalo       1872         Stand Ruan Mugalo <t< td=""><td>Old McHenry Road Projects</td><td></td><td>ψ1,00Z</td><td></td><td></td><td></td><td></td><td></td><td><i> </i></td><td><b>.</b></td></t<>	Old McHenry Road Projects		ψ1,00Z						<i> </i>	<b>.</b>
Sense Under Jongson (1) (1) (2) (3) (3) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4										<b>\$0</b> \$11,704
Lipping (1999)         Lipping									\$0	\$0
Deside the facil Land canar) Bank of the facil Land canar) 									\$0	\$0
Unit of the set	Credit for Archer Road Turn Lane Omission	(\$85,900)								(\$14,317)
denomination of the target of the target of the target of ta		(\$2,800)							(\$2,800)	(\$467)
Days Florency (17)StatureSta	Reconstruction incl. Streetscape Improvements (Archer to OMR)	1								\$113,594
Calance Stability (12)State										\$94,662 \$9,466
Ormschrüchsich Sunger frügeling (1967) (1967)         Constant (1967) (1967)        Constant (1967) (1967)        Co	Construction Engineering (10%)		56,797						\$56,797	\$9,466
best construction to cancel of the state of the st										<b>\$113,594</b> \$94,662
December 1000 and 1000	Design Engineering (10%)		56,797						\$56,797	\$9,466
index into including scattering of the scattering		T								\$9,466 <b>\$45,888</b>
Mit Alson (11)2 idea (noise)Bit SomeSource (11)2 idea	Potential HDLGBA - Pedestrian Lighting Contribution		(\$60,000)							
temaster controltemaster controltemas										\$7,500 \$2,750
Phene Heigenering (schulder signature)Set all sequence of the set of the	Stempel Parking Lot Recon. (Village Portion Only / S. 2/3)								\$0	\$0
Pines (Engener) (M)         Site 200         Site 200 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$0</td>										\$0
House strainingUnit of the straining <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$0 \$0</td>										\$0 \$0
Shift and year Consecution Grant (19) Consecution G	Resurfacing (2019)								\$0	\$0
documents hand <td></td> <td>\$18,226</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$0</td> <td>\$0</td>		\$18,226							\$0	\$0
202 Brite Brite Schemen (Neb. Wire Approach)     35.827.00     1     1    <	Construction Costs	\$17,466.55							\$17,467	\$2,911
Data III sequence (194)         57.071.94         58.382         5         58.382         5         58.382         5         58.382         5         5         58.372         5         5         58.372         5									-	\$127 <b>\$0</b>
2019 Annow Registering (National Access of National										\$10,634
Construction Cosis         747 500         5         547 500         5         547 500         5           Descriptingening         41.000         37.050         5		\$2,701.94	**** <b>-</b> ***	I						\$450
Contraction Engineering (%)Set of the set of the se										<b>\$33,966</b> \$124,651
DCEO on a state of the state of th										\$6,917 \$6,222
Iterational (Controllation (Case) (Viaconal (										\$6,233 (\$41,667)
2019 Theorem Replacement Near Cases of Wangs) (1999	-									(\$49,500) (\$12,667)
Consistencies         State Sign Engineering (SN)         State Sign E		1								(\$12,007) <b>\$16,667</b>
Contraction Engineering (S%) Isear Fairn Isear Fairn 	Construction Costs		\$195,000	I						\$32,500
Been manage Bernam         550.00										\$9,000 \$1,625
Name         Statute         Statute         Statute         Statute           0rdN+minn Shute In 0144 DMR)         \$402.083         \$38.200         \$402.283         \$38.200         \$58.200 </td <td>Steel Frame</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$10,000</td>	Steel Frame									\$10,000
Odd Maternami Hildit Lane to 144 CMR)         586,200         583,200			(\$258,750)						(\$258,750)	(\$43,125)
Phase III Engineering Phase III Engineering (10%)         \$66,754.0         \$241,834         \$521,834         \$521,834         \$521,834         \$521,844         \$521,	Old McHenry Road Watermain (Hist. Lane to 144 OMR)							I		\$6,367
Plane II Engineering (10%)       \$547.334       \$547.334       \$247.343       \$247.		\$402,268.38	\$38,236.02							\$6,373 \$0
Construction Coats         \$214,849         \$244,849 <td></td> <td>\$66,754.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$0 \$0</td>		\$66,754.00								\$0 \$0
Phase II Engineering       \$5.00       \$5.00       \$5.00       \$5.00         Phase II Engineering (10%)       \$214.33       \$5.00       \$21.433       \$5.00       \$21.434 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><b>\$40,222</b> \$35,808</td></t<>										<b>\$40,222</b> \$35,808
RPC Watermain Extension (Old McHenry Road to Bridge)       第241,344       1	Phase II Engineering		\$5,000						\$5,000	\$833
Construction Costs         \$214.849         \$214.849         \$214.849         \$214.849         \$214.849         \$214.849         \$214.849         \$21.85         \$21.860         \$21.800         \$25.00         \$25		T								\$3,581 <b>\$40,222</b>
Phase III Engineering (10%)       521,485       \$25,500       \$26,500       \$26,500       \$26,500       \$26,500       \$26,500       \$20,500       \$21,485       \$21,485       \$21,485       \$21,485       \$21,485       \$21,485       \$25,500       \$26,500				l					\$214,849	\$35,808
Sol         S212,000         S56,300         S58,600         S60,900         S63,300         S56,832         S516,932         S516,930         S516,										\$833 \$3,581
Pathway State Grant (RPC Road)       \$\$	Phase III Engineering (10%) Pathway Construction	\$0		\$56.300	\$58,600	\$60.900	\$63.300	\$65.832		\$3,581 \$86,200
Misc. Drainage Improvements / Ditch Reshaping       \$15,600       \$16,200       \$16,200       \$17,500       \$18,200       \$18,800       \$19,556       \$107,256       \$2         Chickanauga Drive Drainage Improvements       \$0       \$62,600       \$0 <t< td=""><td>•</td><td></td><td>(\$106,000)</td><td></td><td></td><td></td><td></td><td></td><td>(\$106,000)</td><td>(\$17,700)</td></t<>	•		(\$106,000)						(\$106,000)	(\$17,700)
S0         S62,600         S0         S0 <t< td=""><td>Pavement Patching</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>\$31,200 \$17,900</td></t<>	Pavement Patching									\$31,200 \$17,900
Construction Costs       \$47,000       \$8,500       \$8,500       \$8,500       \$8,500       \$8,500       \$8,500       \$8,500       \$8,500       \$8,500       \$8,500       \$8,500       \$8,500       \$8,500       \$1,03,000       \$1,04,000       \$9,23,000       \$8,48,802       \$22,700       \$77,120       \$480,000       \$1,053,000       \$1,24,000       \$1,480,000       \$1,053,000       \$1,44,80,900       \$2       \$8,500       \$5       \$5       \$50       \$5       \$50       \$50       \$50       \$50       \$50       \$50       \$50       \$50       \$50       \$50       \$50       \$50       \$50       \$50       \$50       \$51,500       \$50       \$51,500       \$51,500       \$50       \$50       \$52,550       \$52,150       \$5       \$50,500										\$17,900
Construction Engineering (15%)       57,100       57,100       \$480,000       \$1,053,000       \$1,240,000       \$923,000       \$4,469,900       \$1         Total Expenditures (Road Paving)       \$1052,811       \$98,533       \$2       \$0       \$0       \$0       \$0       \$98,539       \$0       \$0       \$0       \$0       \$98,539       \$0       \$0       \$0       \$0       \$98,539       \$0       \$0       \$0       \$0       \$2,464,627       \$0       \$0       \$0       \$0       \$2,464,627       \$0       \$0       \$0       \$0       \$2,464,627       \$0       \$0       \$0       \$0       \$2,464,627       \$0       \$0       \$0       \$0       \$2,464,627       \$0       \$0       \$0       \$0       \$2,464,627       \$0       \$0       \$0       \$0       \$2,464,627       \$0       \$0       \$0       \$0       \$0       \$0       \$2,464,627       \$0       \$0       \$0       \$0       \$50,500       \$52,556       \$25,156       \$25,156       \$25,156       \$1,313,608       \$2,93,666       \$816,100       \$3,47,900       \$3,170,000       \$3,01,000       \$3,170,000       \$3,01,000       \$3,47,806       \$3,443,910       \$3,457,806       \$3,443,9104       \$3,457,806       \$3,443,9104       <	Construction Costs		\$47,000						\$47,000	\$7,800
Total Expenditures (Road Paving)       \$888,824       \$22,700       \$771,200       \$480,000       \$1,240,000       \$923,000       \$4,489,000       \$         Total Expenditures (TIF)       \$152,811       \$98,533       \$0       \$0       \$0       \$0       \$0       \$98,533       \$2         Total Expenditures (Downtown)       \$874,373       \$2,464,627       \$0       \$0       \$0       \$0       \$2,464,627       \$         Total Expenditures (All Projects excl. Road Paving, Downtown & TIF)       \$15,600       \$7,800       \$44,900       \$46,700       \$48,600       \$50,500       \$52,556       \$251,056       \$251,056       \$21,057,000       \$1,01,000       \$1,290,500       \$57,304,122       \$1         Total Expenditures (All Projects       \$1,931,608       \$2,575,06       \$3,432,914       \$3,617,000       \$3,797,000       \$3,984,000       \$4,178,000       \$44,5000       \$445,000       \$445,000       \$445,000       \$445,000       \$445,000       \$445,000       \$445,000       \$445,000       \$3,984,000       \$41,78,000       \$52,972,000       \$3,432,904       \$3,457,806       \$3,443,914       \$3,617,000       \$3,984,000       \$44,5000       \$445,000       \$445,000       \$445,000       \$445,000       \$470,000       \$44,5000       \$470,0000       \$700,000										\$1,400 \$1,200
Total Expenditures (Downtown)       \$874,373       \$2,464,627       \$0       \$0       \$0       \$2,464,627       \$         Total Exp. (All Projects excl. Road Paving, Downtown & TIF)       \$15,600       \$7,800       \$44,900       \$46,700       \$48,600       \$50,500       \$52,556       \$251,056       \$         Total Expenditures (All Projects)       \$1,931,608       \$2,593,666       \$816,100       \$526,700       \$1,101,600       \$1,290,500       \$975,556       \$7,304,122       \$         Total Expenditures (All Projects)       \$3,432,000       \$3,457,806       \$3,443,914       \$3,617,000       \$3,987,000       \$44,900       \$44,900       \$44,900       \$43,979,000       \$3,984,000       \$44,178,000       \$3,984,000       \$44,178,000       \$3,984,000       \$44,900       \$445,000       \$3,984,000       \$449,000 <t< td=""><td></td><td>\$888,824</td><td></td><td>\$771,200</td><td>\$480,000</td><td>\$1,053,000</td><td>\$1,240,000</td><td>\$923,000</td><td></td><td>\$748,317</td></t<>		\$888,824		\$771,200	\$480,000	\$1,053,000	\$1,240,000	\$923,000		\$748,317
Total Exp. (All Projects excl. Road Paving, Downtown & TIF)       \$15,600       \$7,800       \$44,900       \$46,700       \$48,600       \$50,500       \$52,556       \$251,056       \$251										\$16,400
Total Expenditures (All Projects)       \$1,931,608       \$2,593,666       \$816,100       \$526,700       \$1,101,600       \$1,290,500       \$975,556       \$7,304,122       \$1         Fotal Available Funds for Capital Projects       RDA \$127K       Sunset Foods \$60K       \$3,433,914       \$3,617,000       \$3,797,000       \$3,984,000       \$4,178,000       \$4,178,000       \$3,432,000       \$3,457,806       \$3,443,914       \$3,617,000       \$3,797,000       \$3,984,000       \$4,178,000       \$4,178,000       \$3,432,000       \$3,457,806       \$3,443,914       \$3,617,000       \$3,797,000       \$3,984,000       \$4,178,000       \$3,681,000)       \$3,432,000       \$3,423,200       \$3,427,2000       \$3,403,000       \$3,458,000       \$3,403,000       \$3,681,000)       \$3,681,000)       \$3,681,000       \$3,272,000       \$3,403,000       \$3,681,000)       \$3,681,000)       \$3,681,000       \$3,681,000       \$3,403,000       \$3,403,000       \$3,681,000       \$3,681,000       \$3,697,000       \$3,000,000										\$410,771 \$41,800
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       \$3,984,000       \$4,178,000         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       \$3,984,000       \$4,178,000         General Fund Expenses + Snow Removal (4% growth after FY19-20)       \$3,252,002       \$297,914       \$345,000       \$3,994,000       \$445,000       \$497,000         Available Net General Fund Balance (net of Revenue - Expense)       \$523,725       \$432,902       \$297,914       \$345,000       \$700,000										\$1,217,400
General Fund Revenue (4% growth + 216K Annual Tele Tax, +127,806 RDA, +\$60K Sunset Foods FY 21-22)       \$3,432,000       \$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)       (\$3,024,904)       (\$3,024,904)       (\$3,146,000)       (\$3,272,000)       \$3,984,000       \$4,45,000       \$4,97,000         Available Net General Fund Balance (net of Revenue - Expense)       \$523,725       \$432,902       \$297,914       \$345,000       \$445,000       \$497,000         Capital Fund (1% NHRMT Infra Sales Tax)       \$729,769       \$751,000       \$700,000										
Available Net General Fund Balance (net of Revenue - Expense)       \$523,725       \$432,902       \$297,914       \$345,000       \$445,000       \$497,000         Capital Fund (1% NHRMT Infra Sales Tax)       \$729,769       \$751,000       \$700,000	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				
Capital Fund (1% NHRMT Infra Sales Tax)       \$729,769       \$751,000       \$700,000								1		
TIF       \$0       \$0       \$0       \$0       \$0       \$0       \$0       \$0         Total Available Capital Funds (incl. TIF)       \$1,466,011       \$1,441,009       \$1,305,021       \$1,352,107       \$1,401,107       \$1,452,107       \$1,504,107	Capital Fund (1% NHRMT Infra Sales Tax)	\$729,769	\$751,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000		
Fotal Available Capital Funds (incl. TIF) \$1,466,011 \$1,441,009 \$1,305,021 \$1,352,107 \$1,401,107 \$1,452,107 \$1,504,107										
	Total Available Capital Funds (incl. TIF)									
Surplus / Deficit for Capital Projects (\$465,597) (\$1,152,657) \$488,921 \$825,407 \$299,507 \$161,607 \$528,551	Surplus / Deficit for Capital Projects	(\$465,597)	(\$1,152,657)	\$488,921	\$825,407	\$299,507	<mark>\$161,607</mark>	\$528,551		

Notes:							
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
Cash Pct. of General Fund Expenditures per Minimum Reserve Policy (Current)	133%	90%	102%	123%	127%	127%	136%
Cash Pct. of General Fund Expenditures per Minimum Reserve Policy (06112019 Version)	133%	85%	97%	117%	119%	115%	121%
Italicized Number = incurred/paid expenses							
FY 2019-2020 Includes Expenses For Snow Removal Totaling \$372,000							
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 = \$							