



Project	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	6 Year Totals	6 Year Average
<b>Road Paving Projects</b>		<b>Cuba Road</b>	<b>Oak Hills +</b>	<b>See Below</b>	<b>See Below</b>	<b>See Below</b>		
Annual Road Maintenance Program	\$0	\$1,198,000	\$1,110,000	\$1,145,000	\$1,107,000	\$1,196,000	\$5,756,000	\$959,300
Construction Costs		\$1,103,000	\$1,017,000	\$1,050,000	\$1,014,000	\$1,096,000	\$5,280,000	\$880,000
Phase II Engineering (3.75% + borings)		\$39,000	\$49,000	\$50,000	\$49,000	\$53,000	\$240,000	\$40,000
Phase III Engineering (4.25%)		\$56,000	\$44,000	\$45,000	\$44,000	\$47,000	\$236,000	\$39,333
North Krueger Road Rehabilitation (Net Cost to Village)	\$22,700	\$276,200	\$304,800				\$603,700	\$100,600
Construction Costs (Total)							\$0	\$0
Construction Costs (Subject to 80/20 Split)			\$1,369,925					
Construction Costs (100% Village Responsibility)		\$263,000						
Phase I Engineering, Includes Topographic Survey							\$0	\$0
Phase II Engineering (No Land Acquisition / Wetland)	\$113,525						\$113,525	\$18,921
Phase III Engineering		\$13,150	\$153,862				\$167,012	\$27,835
Potential Fed. Participation (80/20 Match: Phase II & III, & Const.)	(\$90,820)		(\$1,219,030)				(\$1,309,850)	(\$218,308)
Preventative Pavement Maintenance				\$150,000			\$150,000	\$25,000
Construction Costs				\$140,000			\$140,000	\$23,333
Construction Engineering (5%)				\$7,000			\$7,000	\$1,167
<b>Archer Parking Lot Maintenance (Mill and Resurface 2")</b>				\$280,000			\$280,000	\$46,700
Construction Costs				\$250,000			\$250,000	\$41,667
Phase II Limited Engineering & Topography (5%)				\$12,500			\$12,500	\$2,083
Phase III Engineering (6%)				\$15,000			\$15,000	\$2,500
<b>Village Hall Parking Lot Maintenance (Pulverize)</b>					\$100,000		\$100,000	\$16,700
Construction Costs					\$81,000		\$81,000	\$13,500
Phase II Limited Engineering & Topography (10%)					\$8,100		\$8,100	\$1,350
Phase III Engineering (8%)					\$6,480		\$6,480	\$1,080
<b>Water Treatment Plant Projects</b>								
Distribution Pump Improvements							\$0	\$0
Construction Costs							\$0	\$0
Phase III Engineering (10%)							\$0	\$0
Deep Well #2 (Well & Pump Repairs)							\$0	\$0
Construction Costs							\$0	\$0
Phase III Engineering (5%)							\$0	\$0
Deep Well #1 (Well & Pump Repairs)	\$95,413						\$95,413	\$15,900
Construction Costs	\$93,656						\$93,656	\$15,609
Phase III Engineering (5%)	\$1,757						\$1,757	\$293
<b>Old McHenry Road Projects</b>								
Reconstruction by LCDOT (Cost to Village)							\$0	\$0
Sidewalk / Multi-Use Path							\$70,226	\$11,704
Street Lighting Improvements (Included in Reconstruction Project)							\$0	\$0
Stamped Asphalt Crosswalks							\$0	\$0
Lighting Controller Upgrade								
Credit for Archer Road Turn Lane Omission							(\$85,900)	(\$14,317)
Credit for Striping Crosswalks							(\$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	567,972						\$567,972	\$94,662
Design Engineering (10%)	56,797						\$56,797	\$9,466
Construction Engineering (10%)	56,797						\$56,797	\$9,466
Reconstruction incl. Streetscape Improvements (OMR to Bridge)	\$681,567						\$681,567	\$113,594
Construction Costs	567,972						\$567,972	\$94,662
Design Engineering (10%)	56,797						\$56,797	\$9,466
Construction Engineering (10%)	56,797						\$56,797	\$9,466
Pedestrian Lighting	\$215,328						\$215,328	\$35,888
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							\$0	\$0
Phase III Engineering (4%)							\$0	\$0
Resurfacing							\$0	\$0
<b>Covered Bridge Projects</b>								
2019 Abutment Replacement (Net Costs to Village)	\$136,200	\$145,052					\$281,252	\$46,875
Construction Costs	\$59,526	\$688,377					\$747,903	\$124,651
Pending Change Orders		\$53,475						
Engineering (GHA & Civiltech)	\$28,624						\$28,624	\$4,771
Design Engineering (ESI Consultants, Ltd.)	\$41,500						\$41,500	\$6,917
Construction Engineering (5%)	\$6,550	\$26,200					\$32,750	\$5,458
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)	\$0	\$76,890					\$76,890	\$12,815
Construction Costs		\$182,750					\$182,750	\$30,458
Timber Cover Bracing & Removal Construction								
Engineering (GHA & Civiltech)	\$5,490						\$5,490	\$915
Design Engineering	\$54,000						\$54,000	\$9,000
Detour Signage		\$10,880					\$10,880	\$1,813
Construction Engineering (5%)		\$9,138					\$9,138	\$1,523
Steel Frame		\$76,890					\$76,890	\$12,815
Insurance Reimbursement	(\$59,490)	(\$202,768)					(\$262,258)	(\$43,709)
<b>Watermain Projects</b>								
Old McHenry Road Watermain (Hist. Lane to 144 OMR)	\$38,236						\$38,236	\$6,373
Construction Costs	\$38,236						\$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>	\$54,100	\$56,300	\$58,600	\$60,900	\$63,300	\$65,832	\$359,032	\$59,800
<b>RPC Path (Archer to E. Side of Route 83) - Net Costs to Village</b>	\$0	\$9,405	\$96,343	\$0	\$0	\$0	\$105,748	\$17,600
Construction Costs			\$183,510				\$183,510	\$30,600
Design Engineering		\$18,810					\$18,810	\$3,100
Construction Engineering			\$9,176				\$9,176	\$1,500
IDNR Bike Path Grant - Agreement Pending		(\$9,405)	(\$96,343)				(\$105,748)	(\$17,600)
<b>Pavement Patching</b>	\$35,000	\$28,100	\$29,200	\$30,400	\$31,600	\$32,900	\$187,200	\$31,200
<b>Misc. Drainage Improvements / Ditch Reshaping</b>	\$16,200	\$16,800	\$17,500	\$18,200	\$18,900	\$19,656	\$107,256	\$17,900
<b>Chickamauga Drive Drainage Improvements</b>	\$24,872	\$0	\$0	\$0	\$0	\$0	\$24,872	\$4,100
Construction Costs	\$32,994						\$32,994	\$5,500
Design Engineering	\$8,500						\$8,500	\$1,400
Construction Engineering	\$8,250						\$8,250	\$1,400
SMC SIRF Grant Reimbursement	(\$24,872)						(\$24,872)	(\$4,100)
<b>Total Expenditures (Road Paving)</b>	\$22,700	\$1,474,200	\$1,414,800	\$1,575,000	\$1,107,000	\$1,296,000	\$6,889,700	\$1,148,283
<b>Total Expenditures Downtown (TIF)</b>	\$95,413	\$0	\$0	\$0	\$0	\$0	\$95,413	\$15,900
<b>Total Expenditures (Downtown)</b>	\$2,235,565	\$292,847	\$96,343	\$0	\$0	\$0	\$2,624,755	\$437,459
<b>Total Exp. (All Projects excl. Road Paving, Downtown &amp; TIF)</b>	\$130,172	\$101,200	\$105,300	\$109,500	\$113,800	\$118,388	\$678,360	\$113,100
<b>Total Expenditures (All Projects)</b>	\$2,483,850	\$1,868,247	\$1,616,443	\$1,684,500	\$1,220,800	\$1,414,388	\$10,288,228	\$1,714,700
<b>Total Available Funds for Capital Projects</b>								
General Fund Revenue (3% growth after FY20-21, + 100K SG Bond Rei)	\$3,400,000	\$3,500,000	\$3,605,000	\$3,713,000	\$3,824,000	\$3,939,000		
General Fund Expenses Incl. Snow Removal (2% growth after FY20-21)	(\$3,000,000)	(\$3,000,000)	(\$3,060,000)	(\$3,121,000)	(\$3,183,000)	(\$3,247,000)		
Available Net General Fund Balance (net of Revenue - Expense)	\$400,000	\$500,000	\$545,000	\$592,000	\$641,000	\$692,000		
Capital Fund (1% NHRMT Infra Sales Tax) (3% growth after FY 20-21)	\$780,000	\$803,000	\$827,000	\$852,000	\$878,000	\$904,000		
Motor Fuel Tax (MFT) Fund	\$212,961	\$212,000	\$212,000	\$212,000	\$212,000	\$212,000		
Transportation Renewal Fund (TRF)	\$41,086	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000		
Committed & Setasides	\$615,682	\$929,629	\$0	\$0	\$0	\$0		
<b>Total Available Capital Funds (Excluding TIF)</b>	\$2,049,729	\$2,579,629	\$1,719,000	\$1,791,000	\$1,866,000	\$1,943,000		
<b>Surplus / Deficit for Capital Projects</b>	(\$434,121)	\$711,382	\$102,557	\$106,500	\$645,200	\$528,612		
<b>Notes:</b>								
Total Expense (General + Capital)	(\$5,484,000)	(\$4,868,000)	(\$4,676,000)	(\$4,806,000)	(\$4,404,000)	(\$4,661,000)		
Cash Available (FY19-20 is as of 4/30/18)	\$2,762,242	\$2,328,121	\$3,039,503	\$3,142,060	\$3,248,560	\$3,893,760		
Change in Cash (Capital Surplus/Deficit)	(\$434,121)	\$711,382	\$102,557	\$106,500	\$645,200	\$528,612		
Ending Cash Balance (FY19-20 is as of 4/30/19)	\$2,328,121	\$3,039,503	\$3,142,060	\$3,248,560	\$3,893,760	\$4,422,372		
<b>Cash Pct. of General Fund Expenditures per Minimum Reserve Policy</b>	78%	101%	103%	104%	122%	136%		
Italicized Number = incurred/paid expenses								
Black Number, Arial Font = budget / projected expenses								
Blue Number, Arial Font = contracted expense, not yet paid								
15-Year Road Program started in 2015, ends in 2028-2029								



Project	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	6 Year Totals	6 Year Average
Refer to monthly Treasurer's Report for Set Asides / Available Funding								
2020-2021 Road Paving: E Cuba Road								
2021-2022 Road Paving: Oak Grove Drive, Oak Grove Lane								
2022-2023 Road Paving: Chickamauga Lane, Creekside Drive, Arrowhead Road, Tribal Court								
2023-2024 Road Paving: Sumter Drive, Sumter Court, Three Lakes Drive, Three Lakes Court								
2024-2025 Road Paving: Robert Parker Coffin, Manasses, S. Krueger, Port Clinton Road								
Stemple Parking Lot Patching Recommended, if not overlaid = \$45,000								
* Note General Fund Expense Budget Used For Minimum Reserves = \$								