

Town of Amherst

DPW Strategic Plan

Adendum - 2016



By: DPW Director Bruce W. Berry

Infrastructure update

Roads

Using a “dashboard assessment”, the need to rebuild 40 miles of road would include but not be limited to the following roads.

<i>Road name</i>	<i>Length</i>	<i>Width</i>	<i>Square yards</i>	<i>Road name</i>	<i>Length</i>	<i>Width</i>	<i>Square yards</i>
Boston Post, (New Boston to Owen Ln)	5,650	28	17402.00	Mack Hill Road (Jones to Manchester Rd)	1,300	24	3466.67
Boylston Terrace	2,191	28	6816.44	Manchester Road	1,100	28	3422.22
Buckridge Drive	1,000	28	3111.11	Martingale Road	3,931	28	12229.78
Carol Ann Lane	1,098.0	28	3381.84	Melendy Hollow	1,125	28	3500.00
Col. Wilkins Road	2,268	28	7056.00	Mont Vernon Road	2,100	28	6533.33
Deerwood Drive	3,142	24	8378.67	Nathan Lord Road	4,600	28	14311.11
Dodge Road	1,940	24	5173.33	Newbury Drive	1,373	28	4271.56
Governor Wentworth Road	1,537	28	4781.78	Old Milford Road	4,367	24	11645.33
Highland Drive	3,221	24	8589.33	Ravine Road	3,865	28	12024.44
Holt Road	3,210	28	9986.67	Roberge Drive	1764	24	4704.00
Horace Greeley Road	13,390	24	35706.67	Sherburne Drive	454	28	1412.44
Jones Road	1,400	26	4044.44	Wittemore Lane	845	28	2628.89
Mack Hill Road (beyond Sprague)	6,300	28	19600.00	Woodland Drive	3,971	28	12354.22
							134,028.28 Total Sq. Yds.

The square yard reconstruction costs were mistakenly reported last year at \$29.10, most likely derived from one particular road previously reconstructed. Many factors contribute to road design, and each road has its own special characteristics, closed drainage and land acquisition being two of the most expensive.

Of this year’s work, Cross Street was the most expensive at \$102.91 per square yard, and Danbury Circle the least expensive, at \$49.36 per square yard. For the purpose of estimating the above, we will use this year’s average construction costs \$71.00 plus engineering fees (assumed at 20% of construction costs) of \$14.20 totaling \$85.20.

Based on the above paragraph, not including inflation, the total estimated square yardage cost from the chart above (14.364 miles) is \$11,419,209.46

Mill and Fill

Baboosic Lake Road (bridge to Pavilion) 4,850’ x 20’	Main Street 1,890’ x 24’
Boston Post (Merrimack to Ponemah Rd. [122]) 7,700’ x 20’	Merrimack Road (west of 122), 5,925 x 20’

These 3.86 miles of mill and fill cost approximately \$13.50 per square yard and lasts 10 – 15 years, so the above represents a today cost of \$622,310 plus 20% for preparation work equals an estimated total of \$746,774.40

Using a “*dashboard assessment*”, the need to **overlay** (surface coat, overlay, or mill and fill) from the budget would include but not be limited to the following roads.

1 ½” Overlay

				Overlay plan			
<i>Street or Road name</i>	<i>length</i>	<i>width</i>	<i>Sq. Yrds.</i>	<i>Street or Road name</i>	<i>length</i>	<i>width</i>	<i>Sq. Yrds.</i>
Bloody Brook Road	3,807.0	24	10050.48	Mayhew Road	908.0	20	1997.6
Brander Court	586.0	24	1547.04	Melody Lane	1,711.0	22	4140.62
Briarwood Ln	1,299.0	24	3429.36	Miles Road	686.0	24	1811.04
Brimstone Hill Road	771.0	24	2035.44	Monticello Drive	2,149.0	24	5673.36
Camp Road	4,149.0	20	9127.8	Mosswood Circle	2,344.0	24	6188.16
Candlewood Dr	2,710.0	24	7154.4	Narragansett Road	855.0	20	1881
Carriage Lane	644.0	18	1275.12	Nathaniel Drive	3,321.0	24	8767.44
Center Road	755.0	24	1993.2	Newbury Drive	1,373.0	24	3624.72
Chatham Court	1,035.0	24	2732.4	Northfield Road	1,536.0	24	4055.04
Chestnut Hill Road	11,774.0	20	25902.8	Oak Hill Road	2,730.0	24	7207.2
Conifer Lane	1,526.0	24	4028.64	Old Jailhouse Road	301.0	14	463.54
Courthouse Rd (south)	897.0	22	2170.74	Old Mont Vernon Road	1,415.0	18	2801.7
Crestwood Court	1,119.0	24	2954.16	Olde Lantern Way	407.0	24	1074.48
Cricket Corner Road	2,053.0	20	4516.6	Orchard View Drive	1,436.0	24	3791.04
Cricket Hill Road	3,659.0	24	9659.76	Pavillion Road	1,795.0	22	4343.9
Cross Road	3,765.0	20	8283	Pettingail Road	2,202.0	24	5813.28
Davis Lane	1,141.0	18	2259.18	Pinewood Drive	2,888.0	20	6353.6
Eaton Road	2,535.0	24	6692.4	Pinnacle Road	2,318.0	24	6119.52
Edgewood Run	2,175.0	24	5742	Ravine Road	3,818.0	24	10079.52
Fairway Drive	3,987.0	24	10525.68	Ridgewood Dr	2,878.0	24	7597.92
Farmington Road	1,051.0	24	2774.64	River Road	2,160.0	20	4752
Firwood Lane	1,093.0	24	2885.52	Rockey Hill Road	1,758.0	20	3867.6
Fieldstone Drive	1,637.0	24	4321.68	Saddle Hill Road	3,781.0	24	9981.84
Foxglove Lane	1,120.0	24	2956.8	Sargent Quarry	1,515.0	24	3999.6
Georgetown Drive	1,996.0	24	5269.44	Sawmill Lane	1,331.0	24	3513.84
Golden Pond Lane	1,537.0	24	4057.68	Southfield Rd	1,362.0	24	3595.68
Greenbriar Lane	3,960.0	24	10454.4	Stillwater Drive	1,769.0	24	4670.16
Heather Lane	982.0	24	2592.48	Story Brook Lane	3,263.0	24	8614.32
Hemlock Hill	3,089.0	24	8154.96	Taconic Drive	1,230.0	24	3247.2
High Meadow Lane	1,943.0	24	5129.52	Tech Circle	723.0	24	1908.72
Holly Hill Drive	5,043.0	24	13313.52	Terrace Lane	681.0	24	1797.84
Homestead Road	1,426.0	24	3764.64	The Flume	9,087.0	24	23989.68
Honey Brook Lane	1,162.0	22	2812.04	Town Crier Road	797.0	24	2104.08
Indian Pond Road	1,040.0	24	2745.6	Upper Flanders Road	882.0	24	2328.48
Knight Street	312.0	16	549.12	Village Woods Drive	1,859.0	24	4907.76
Laurel Lane	586.0	24	1547.04	Wilkins Road	1,331.0	20	2928.2
Lord Jeffrey Road	2,360.0	20	5192	Williamburg Drive	3,060.0	24	8078.4
Madison Ln	1,009.0	20	2219.8	Windsor Drive	2,962.0	24	7819.68
Manhattan drive	892.0	24	<u>2354.88</u>	Winterberry Drive	2,577.0	24	<u>6803.28</u>
	82,625.0		205176		79,199.0		202693
					407,869.00	sq. yards	

This is a fluid and ongoing analysis. Some of these 31 miles of road will be moved into a more aggressive category before they are touched. At \$7.55 per square yard, this represents (minus inflation) \$3,079,411 plus 20% preparation work equals an estimated total of \$3,695,293.20

Strategic Initiatives

1. It appears the Towns financial software referenced in “bullet 1” will improve year end bookkeeping issues.
2. The road software evaluation appears to be closer to \$9,000 per year
3. Create a Capital Reserve or expendable trust dedicated for FEMA events and maintain a \$200,000 balance
4. Work with Community Development Director to adopt updated road specifications that protect needs and taxpayers

DPW recommends

1. Increasing the Road Maintenance repair line (01-4312-10-2679) by a minimum of \$200,000 each of the next **five** years shifting from the Bedford model to the Goffstown model.

Increasing above in FY-16 from \$740,406 to \$940,406, which is a 27% line item budget increase
Increasing above in FY-17 from \$740,406 to \$1,140,406, which is a 54% line item budget increase.
Increasing above in FY-18 from \$740,406 to \$1,340,406, which is a 81% line item budget increase.
Increasing above in FY-19 from \$740,406 to \$1,540,406, which is a 108% line item budget increase.
Increasing above in FY-20 from \$740,406 to \$1,740,406, which is a 135% line item budget increase.

2. In FY- 17 purchasing Road Evaluation software and first year reevaluation \$9,000
3. In FY- 18 create a Capital Reserve of expendable trust dedicated to FEMA events and maintain a \$200,000 balance.

Infrastructure update

Bridges

The Manchester Road Bridge has been accelerated to the FY-15 budget cycle

New Boston Road Bridge over Beaver Brook # 109/090 scheduled for replacement in 2019 now only needs a \$55,000 repair. *Repair work is not covered under the NHDOT Bridge Aid Program.* The 2011 warrant article states to “reconstruct” three bridges. A legal opinion must be sought prior to accessing this funding mechanism for engineering and repair.

Horace Greeley Road Bridge over Pulpit Brook # 060/158 is scheduled for replacement in 2020. Engineering design and replacement plans are within two months of completion. Amherst’s 20% would be covered by the 2011 warrant article.

Amherst submitted to NH Department of Transportation (NHDOT) in July 2013, two additional bridges for state bridge aid. This action places four of Amherst’s seven corrugated steel bridges under the NHDOT bridge replacement program.

<u>Location</u>	<u>State designation</u>	<u>total est.</u>	<u>town portion</u>
• Mont Vernon Road over Ceasars Brook	#112/071	\$ 930,000	\$186,000
• Thornton Ferry Road I over Beaver Brook	#145/106	\$1,100,000	\$220,000

The two above are not yet red listed, are in a holding pattern (“awaiting town action to raise funds”), and will not be assigned a replacement year, until the town can submit documented proof it has earmarked its portion of the estimated replacement cost. We have \$20,000 in the Bridge Replacement Capital Reserve and must raise an additional \$386,000.

Both of these bridges have inappropriate and unacceptable detours and both will compromise responses times for emergency services.

Bridge construction temporary and/or permanent easements are not identified until you near completion of preliminary plan submittals.

Initial Strategic Goal & Initiative

The Goal and Initiative for the Manchester Road Bridge was realized when plans were completed, approved, and NH Department of Transportation (NHDOT) accelerated construction into the FY-15 budget cycle.

Horace Greeley Road Bridge plans and bid documents will be finalized in just a few months, funding was finalized with the 2011 warrant article.

New Initiatives

1. Fund through Capital Reserve, the repair of the New Boston Road Bridge (to bring that to closure), estimated cost, \$50,000
2. Fund through Capital Reserve, the town’s estimated 20% of the Mont Vernon Road and Thornton Ferry Road I Bridges estimated at \$386,000.

DPW Recommends

- By Warrant Article in FY-16 add \$150,000 to the Bridge Capital Reserve fund
- By Warrant Article in FY-17 add \$150,000 to the Bridge Capital Reserve fund
- By Warrant Article in FY-18 add \$150,000 to the Bridge Capital Reserve fund
- By Warrant Article in FY-19 add \$150,000 to the Bridge Capital Reserve fund

Infrastructure update

Sidewalks

As a stand-alone program, the Federal government eliminated grant funding for Safe Routes to School projects.

It is now folded into the Transportation Alternative Program (TAP). TAP has a \$200,000 minimum threshold. Unfortunately, preliminary estimates for the Safe Routes to School Committee's #1 recommendation (Boston Post Road @ Cross Road) fall well below this grant program. This safety orientated goal, must be promoted by both the BOS and School Board and funded by warrant, with town and school tax dollars.

However the alternate recommendation shown below, immediately addresses the sidewalk goal set forth in the initial Strategic Plan.

With support of the Safe Routes to School Committee (one of their two recommendations) and approval from the Board of Selectmen, Historic District, and many area residents, DPW made application for a grant through TAP for a sidewalk covering the following roads.

Jones Road (2,200'),
A portion of Mack Hill Road (1,580')
A portion of Manchester Road (600)
A portion of New Boston Road (485') and
A portion of Boston Post Road (350')

The proposed 5,215 feet of new sidewalk is a very popular walking loop that includes the center of town. The grant application requires BOS support, passage of a gross budget warrant article, if selected the town would be reimbursed 80% of project costs at completion.

If Amherst is not selected for grant funding, this project does not move forward, if voters do not approve the project funding, this project does not move forward.

DPW Recommends

1. A Warrant Article in FY-16 @ \$328,100 to frontload the cost of the (Mack Hill / Jones Road) project. Federal portion, \$262,418.56, final cost to taxpayers, \$65,604.64
2. A \$45,000 Sidewalk Capital Reserve established in FY-17, with BOS authority to spend
3. Add \$45,000 to the Sidewalk Capital Reserve (previously established) in FY-18

Buildings and Grounds

Town Buildings

CIP project requests were submitted for the following projects:

Last Phase of Town Hall renovations – FY-17 estimated at \$93,000 (Warrant Article and part of our CIP)

- Restore eleven 12 over 12 style, fourteen 6 over 6 style, five 2 over 2 style, and the 7 lite fan transom windows over front door
- Analyze, clean, and point the various versions of brick
- Scrape, prime, and paint the wooden clapboards addition, and remaining woodwork (doors & trim)

Safety Complex, - Driveway/Parking area – FY-18 estimated at \$156,710 (Warrant Article and part of our CIP)

- Remove by milling the existing asphalt,
- add two new catch basins and connecting culvert pipes for drainage,
- repave

New Public Works Garage – Year to be determined, estimated at \$5,536,600

Continuous roof over Transfer Station sorting tables and walkway deck – Year to be determined, estimated at \$70,000

Non-capital known building repairs include but are not limited to:

- South Fire Station
 - Remove/replace rotted soffit boards
 - Remove/replace shingles
 - Remove/replace rotted clapboards, remove mold, wash, and paint
- Central Fire Station
 - Replace metal framed main entrance
 - New carpet within administrative offices and training room
 - Establish floor plan for second floor
- Police Station
 - Repair Sally-port floor crack, this leaks water into the EMS training room
 - Repair/replace rotted steel frame main entrance
 - Rebuild employee entrance
 - Replace rotted trim, clapboards, and paint
 - Systematic replacement of five (5) condensers and air handlers
- Recreation building
 - Wall to wall carpet throughout first floor offices
 - Seal ground between two basements
 - Remove/ replace shingles
- Peabody Mill
 - Reconcile geothermal well issue

- Public Works facility
 - Lego block building to replace sander hanger shelter (est. \$14,600 per bay)
- Town Hall
 - Tile floor in elevator stairway
 - Reconstruct handicap ramp
 - Replace fire alarm panel

In the previous budget cycle, the building repair budget paid out \$102,462 for unplanned Town Hall attic related expenses.

DPW Continues to recommend

1. Continue the initiative previously established and increase above in FY – 16 from \$120,000 to \$125,000
2. Establish a “Town Building Capital Reserve” account for a minimum of ten years, and granting the Board of Selectmen the authority to expend.
 - The first year startup would be \$50,000 and \$10,000 each subsequent year (threshold requests must exceed (\$75,000)

Environmental Functions

Solid Waste

Voters passed the warrant article funding a new scale. We plan to bid and construct this in early spring of 2015.

Strategic Initiatives 2-6 however have not been planned or addressed.

2. Increase hours to include fulltime employees
3. Increase drop off time by an additional eight hours
4. Create supervisory role within existing staff
5. Have necessary staff to meet the EPA water sampling and NHDES requirements
6. Construct a continuous truss roof full length of deck

DPW continues to recommend

In FY-16 increasing the wage (and benefit) lines by \$46,762.64

Environmental Functions

Baboosic Lake Septic

Baboosic Lake covers 222 acres in Amherst and Merrimack, with a heavy concentration of homes either near or along, Amherst's water edge. The Baboosic Lake Septic is comprised of four phases constructed between 2005 and 2010 totaling forty-four homes. Many additional waterfront homes and some away from the water are situated on postage stamps lots and do not have the land space to meet today's minimum septic standards.

Baboosic Lake is listed impaired by the State of New Hampshire with Chlorophyll – A, Cyanobacteria Hepatotoxic, Escherichia coli (e-coli) PH, Phosphorus, and excess Algal growth. Several of the above can be attributed to faulty failed septic systems, cesspools, and holding tanks. Other sources are pet waste, waterfowl, and fertilizer runoff.

Amherst's septic issues, and soon to be released Stormwater requirements under Section 303(d) EPA Clean Water Act are intermingled. As part of the MS-4, Amherst will be required to meet a Total Maximum Daily Load (TMDL) standard to reduce pollutants and write a Phosphorus Control Plan which will create a baseline of existing phosphorus loading throughout our portion of the Baboosic watershed.

In a published study of the Baboosic Lake Watershed written by Nashua Regional Planning Commission, thirteen Merrimack and four Amherst sites had a combined estimated phosphorus load reduction of 4.2 pounds per year.

The report references five additional septic phases covering one hundred sixty-seven additional homes with an estimated phosphorus load reduction of one hundred seventy-six pounds per year.

Grants and user fees financed the first four phases. As part of the Clean Water Act's Stormwater mandate, tax dollars will finance the TMDL's and Phosphorus Control Plan mandates. I believe we need to re-strategize our approach to how both of the above are financed.

Environmental Functions

Stormwater Management

During the summer of 2014 facilitated by Nashua Regional Planning Commission (NRPC) staff, the DPW director and Stormwater interns participated in talks with DES personnel, representatives from Merrimack DPW, and the Baboosic Lake Association on the state's ranking impairment of Baboosic Lake.

Interns were trained by DES staff, and water testing equipment was purchased to assist in water testing. It is somewhat critical that one of these interns returns next summer to continue this new program.

Nearly four years after its original draft release, Massachusetts second MS4 draft permit is released for publication in the Federal Register and public comment till early December. The MS4 permit being crafted for New Hampshire is extremely similar to the Massachusetts permit (both being crafted and regulated by EPA Region 1) because both states are regulated by the Environmental Protection Agency (EPA) instead of their respective state agencies.

For budgeting purposes, it is like constantly crying wolf. We do not have specifics on what to expect nor an anticipated start date to plan for. As a result, Amherst does not have the resources (manpower or financial) to meet the anticipated mandates.

DPW has adjusted its strategy to Recommend

1. In FY-17, fund water testing and other operating expenses to meet Stormwater requirements
2. In FY-16, fund a halftime position dedicated to meeting EPA's Stormwater requirements

Budget impact

01-4311-20-1110	wage & benefit	\$43,6933.95
01-4311-20-6382	Stormwater projects	\$20,000 per year for the next four years

Staffing and Equipment

Staffing

The original report detailed our staffing levels, our reliance on seasonal help, and our dependence on outside hires.

Earlier in this report, a dashboard assessment identified, specific road repairs estimated just under 16 million dollars covering,

- 14.36 miles of road to be reconstructed,
- 3.86 miles of road to be milled and filled, and
- 31 miles of road to be overlaid

Prior to any repairs to asphalt, trees and brush must be removed. This is very expensive if it is subbed out, and very time labor intensive / time consuming if performed in house. We attempt to strike a balance and look to outsourcings bucket truck work and doing underbrush work internally.

In the first bullet, removal of shoulder debris is typically included in a road reconstruction contract it is not part of the two remaining bullets.

Supporting this work requires adequate office staff. Restructuring between two departments created a secretarial loss of ten hours per week, to meet this workload; those hours need to be restored.

Besides the duties of maintaining roads, over the last ten years DPW has also assumed the responsibility for Baboosic Lake Community Septic, Stormwater, managed oversight of major town building repairs, and bond road reconstruction with very minimal increases in staff. It is appropriate to step back using independent resources and evaluate this department for staffing and equipment levels.

- Are our employees classified in the correct pay grade?
- Are we strategically using resources correctly?
- Is there a better way to meet the growing demands of the community?

The *Strategic Goal* is and was to adequately staff DPW to meet community expectations

From the original report, our *Initiative* needs to be adjusted. Instead of a full-time Assistant Director, I believe we need to focus on Stormwater and Community Septic.

So, our new strategy is **DPW Recommends**

In FY-16, returning the part-time Secretary position to 20 hours \$9,042.80

In FY-16, allocate \$40,000 to perform an independent study of all Public Works functions.

Staffing and Equipment

Vehicles and Heavy Equipment

Our original document, reviewed six years of vehicle and equipment maintenance costs. It explained in detail the financial pitfalls in keeping motorized vehicles/ equipment too long.

Voters turned down a \$300,000 warrant article geared towards improving the fleet. Taking a smaller bite of the apple, the following represent a long range incremental plan that starts with lease purchase, and ends with outright purchase.

	Type	Model	Model Year	Purchased	Engine	CIP Replacement	Useful Life	Current Age	Trade in Value 8 Year / 50K miles	Trade in Value 10 year / 62K miles	Trade in Value 12 Year / 75K miles	Current Condition	Replacement Cost (2014 Dollars)	Trade In / Residual Value Purchase	Trade In / Residual Value Purchase Price 10 Year
Truck 7	Pick up	4X4 F350	2011		Gas		10	3	\$3,000.00	\$2,500.00	\$2,000.00	Excellent	\$25,000.00	\$23,000.00	\$22,500.00
Truck 12	Ranger	Ranger	2003		Gas		10	11	\$3,000.00	\$2,500.00	\$2,000.00	Fair	\$25,000.00	\$23,000.00	\$22,500.00
Truck 13	1/2 Ton	F150	2002		Gas		10	12	\$3,000.00	\$2,500.00	\$2,000.00	Fair	\$25,000.00	\$23,000.00	\$22,500.00
Truck 11	3/4	F250	2012		Gas		10	2	\$3,000.00	\$2,500.00	\$2,000.00	Excellent	\$25,000.00	\$23,000.00	\$22,500.00
Rec 1	3/4	F350	2008		Gas		10	6	\$3,000.00	\$2,500.00	\$2,000.00	Good	\$25,000.00	\$23,000.00	\$22,500.00
Rec 3	One Ton Dump	4X4 F550	2004		Diesel		10	10	\$7,500.00	\$3,125.00	\$5,000.00	Fair / Poor	\$35,200.00	\$32,700.00	\$32,075.00
Truck 5	One Ton Dump	4X4 F550	2011		Diesel		10	3	\$7,500.00	\$6,250.00	\$5,000.00	Excellent	\$70,400.00	\$65,400.00	\$64,150.00
Truck 9	One Ton Dump	4X4 F550	2006		Diesel		10	8	\$7,500.00	\$6,250.00	\$5,000.00	Good	\$70,400.00	\$65,400.00	\$64,150.00
Truck 1	One Ton Dump	4X4 F250	2012		Diesel	FY 15	10	18	\$7,500.00	\$6,250.00	\$5,000.00	Replacing	\$70,400.00	\$65,400.00	\$64,150.00
Truck 4	6 Wheel Dump	IH	2012		Diesel		10	1	\$33,000.00	\$22,500.00	\$12,000.00	Excellent	\$167,000.00	\$155,000.00	\$144,500.00
Truck 2	6 Wheel Dump	IH	2008		Diesel		10	5	\$33,000.00	\$22,500.00	\$12,000.00	Good	\$167,000.00	\$155,000.00	\$144,500.00
Truck 8	6 Wheel Dump	IH	2008		Diesel		10	5	\$33,000.00	\$22,500.00	\$12,000.00	Good	\$167,000.00	\$155,000.00	\$144,500.00
Truck 14	6 Wheel Dump	IH	2005		Diesel	FY 18	10	8	\$33,000.00	\$22,500.00	\$12,000.00	Good	\$167,000.00	\$155,000.00	\$144,500.00
Truck 15	6 Wheel Dump	IH	2005		Diesel	FY 17 / 18	10	8	\$33,000.00	\$22,500.00	\$12,000.00	Good	\$167,000.00	\$155,000.00	\$144,500.00
Truck 6	6 Wheel Dump	IH	1999		Diesel	FY 16 / 15	10	15	\$33,000.00	\$22,500.00	\$10,000.00	Fair / Poor	\$167,000.00	\$160,000.00	\$144,500.00
Truck 17	10 Wheel	Freightliner	2012		Diesel		10	1	\$39,000.00	\$28,000.00	\$17,000.00	Excellent	\$194,000.00	\$177,000.00	\$166,000.00
Truck 10	10 Wheel	IH	2003		Diesel	FY 16	10	10	\$39,000.00	\$28,000.00	\$17,000.00	Fair	\$194,000.00	\$177,000.00	\$166,000.00
Back Hoe	Back Hoe	New Holland	2000		Diesel	FY 15 / 16	10	10				Poor	\$120,000.00		
Tractor	Tractor	Trackless	2001		Diesel	FY 15	10	11				Critical	\$143,000.00		
Loader 1	Loader	Hyundai	2001		Diesel	FY 16	10	13					\$140,000.00		
Tractor M	Tractor	Massy	2007		Diesel		10	6					\$55,000.00		
DPW Loader	Loader	Hyundai	2008		Diesel		10	5				Good	\$140,000.00		
Asphalt	Asphalt Zipper	AZ-580	2008		Diesel		10	5					\$90,000.00		
Chipper	Chipper	Bandit	2013		Diesel		10	New					\$30,000.00		
Grader	Grader	Champion	1996		Diesel	FY 19		18				Good / Fair	\$300,000.00		

This chart lists all DPW vehicles and equipment, year of manufacture, CIP replacement, current condition, estimated value, and replacement costs.

FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
three	four	five	six	seven	eight	\$23,000.00	one	two	three	four	five	six	seven	eight
eleven	twelve	\$24,000.00	one	two	three	four	five	six	seven	eight	nine	\$23,000.00	one	two
\$24,000.00	one	two	three	four	five	six	seven	eight	nine	\$23,000.00	one	two	three	four
\$20,000.00	three	four	five	six	seven	eight	nine	\$23,000.00	one	two	three	four	five	six
six	seven	eight	nine	ten	\$11,500.00	one	two	three	four	five	six	seven	eight	nine
ten	eleven	\$32,075.00	one	two	three	four	five	six	seven	eight	nine	\$32,075.00	one	two
three	four	five	six	seven	eight	nine	\$70,400.00	one	two	three	four	five	six	seven
eight	nine	ten	eleven	\$70,400.00	one	two	three	four	five	six	seven	eight	nine	\$70,400.00
\$70,400.00	one	two	three	four	five	six	seven	eight	nine	\$70,400.00	one	two	three	four
two	three	four	five	six	seven	eight	nine	\$155,000.00	one	two	three	four	five	six
six	seven	eight	nine	ten	eleven	\$155,000.00	one	two	three	four	five	six	seven	eight
six	seven	eight	nine	ten	\$155,000.00	one	two	three	four	five	six	seven	eight	nine
nine	ten	eleven	\$155,000.00	one	two	three	four	five	six	seven	eight	nine	\$155,000.00	one
nine	ten	eleven	\$155,000.00	one	two	three	four	five	six	seven	eight	\$155,000.00	one	two
\$151,545.00	one	two	three	four	five	six	seven	eight	nine	\$155,000.00	one	two	three	four
two	three	four	five	six	seven	eight	\$177,000.00	one	two	three	four	five	six	seven
eleven	twelve	\$177,000.00	one	two	three	four	five	six	seven	eight	nine	\$177,000.00	one	two
Fourteen	\$120,000.00	one	two	three	four	five	six	seven	eight	nine	\$120,000.00	one	two	three
\$127,000.00	one	two	three	four	five	six	seven	eight	nine	\$143,000.00	one	two	three	four
Thirteen	\$140,000.00	one	two	three	four	five	six	seven	eight	nine	\$155,000.00	one	two	three
seven	eight	nine	ten	\$55,000.00	one	two	three	four	five	six	seven	eight	nine	\$55,000.00
six	seven	eight	nine	ten	\$140,000.00	one	two	three	four	five	six	seven	eight	nine
six	seven	eight	nine	ten	\$90,000.00	one	two	three	four	five	six	seven	eight	nine
one	two	three	four	five	six	seven	eight	nine	\$30,000.00	one	two	three	four	five
Lease Purchase														
Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch	Total Purch
\$392,945.00	\$260,000.00	\$233,075.00	\$310,000.00	\$215,400.00	\$306,500.00	\$178,000.00	\$247,400.00	\$178,000.00	\$30,000.00	\$391,400.00	\$275,000.00	\$387,075.00	\$155,000.00	\$215,400.00
L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed	L/P Committed
\$126,312.43	\$126,312.43	\$175,136.98	\$185,255.33	\$251,381.63	\$218,896.76	\$228,890.82	\$217,053.77	\$203,599.40	\$195,561.17	\$136,134.13	\$181,999.34	\$187,931.29	\$232,866.95	\$129,400.00
Annual L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget	L/P Budget
\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00	\$129,400.00
L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta	L/P Delta
\$3,087.57	\$3,087.57	-\$45,736.98	-\$55,855.33	-\$121,981.63	-\$89,496.76	-\$99,490.82	-\$87,653.77	-\$74,199.40	-\$66,161.17	-\$6,734.13	-\$52,599.34	-\$58,531.29	-\$103,466.95	\$129,400.00
\$3,087.57	-\$256,912.43	-\$278,811.98	-\$365,855.33	-\$337,381.63	-\$395,996.76	-\$277,490.82	-\$335,053.77	-\$252,199.40	-\$96,161.17	-\$398,134.13	-\$327,599.34	-\$445,606.29	-\$258,466.95	-\$86,000.00

This is a continuation of the previous page showing the anticipated year of purchase on the top in green and the lower section in white covers our lease/purchase commitment by budget year.

Our Strategic Goal is/was

Replace vehicles and heavy equipment in a logical and systematic order.

Our Strategic Initiative is/was

To formulate a plan within the budget to outright purchases (within a single year) vehicle/equipment similar to what is done for police cruisers. The Lease/Purchase line item is budgeted at \$129,045 and with small bites of the apple, and utilizing the municipal lease format, we will eventually work towards an outright purchase program.

Starting in FY-16, DPW Recommends

Increasing Lease/Purchase budget line item 01-4312-50-2760

FY-16 increasing from \$129,045.00 to \$178,950.61 a 36% increase over the previous year

FY-17 increasing from \$178,950.61 to \$225,075.85 a 26% increase over the previous year

FY-18 increasing from \$225,075.85 to \$253,226.63 a 13% increase over the previous year

FY-19 increasing from \$253,226.63 to \$300,022.45 a 19% increase over the previous year

	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Infrastructure							
Roads	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00		
Road Software		\$ 9,000.00					
FEMA Capital Reserve			\$ 100,000.00	\$ 100,000.00			
Bridges	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00			
Sidewalks	\$ 328,100.00	\$ 45,000.00	\$ 45,000.00				
Building & Grounds							
Building Improvements	\$ 5,000.00						
town hall exterior		\$ 93,000.00					
Safety Complex parking			\$ 156,710.00				
Town Building Cap Reserve			\$ 50,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Environmental							
Transfer Station	\$ 46,762.64						
Baboosic Lake Septic							
Stormwater	\$ 43,633.95	\$ 63,633.95	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00		
Staffing & Equipment							
DPW Evaluation	\$ 40,000.00						
Secretary 10 hrs restored	\$ 9,735.00						
Vehicles / Equipment	\$ 49,905.61	\$ 46,125.24	\$ 28,150.78	\$ 46,795.82			
	\$ 873,137.20	\$ 606,759.19	\$ 749,860.78	\$ 526,795.82	\$ 230,000.00	\$ 10,000.00	\$ 10,000.00
Proposed Operating Budget	\$ 4,518,051.00	\$ 4,779,602.00	\$ 4,843,028.00				
Total Initiatives and operating budget	\$ 5,133,734.30	\$ 5,142,727.24	\$ 5,592,888.78				
Percentage budget increase	13.62%	7.59%	15.48%				