

WESTON CAPITAL IMPROVEMENT PROGRAM - PROJECT REQUEST & FINANCING PLAN

| | | | | | |
|---|------------------------|---------------------------------|--|------------|-------------|
| Project Title: Roadway Improvement Program | Department: DPW | Division: Administration | <i>If existing asset is being replaced</i> | | |
| Contact: Thomas Cullen | Notes: | | Yr. Acquired | Est. Value | Disposition |
| | | | N/A | \$ | |

Prior Year(s) Requested: **\$2,000,000** Present Status of Project: **Ongoing**

Description, Justification and Life Expectancy:
 The Town's roadway system contains 87 miles of public accepted roads and 21 miles of private roads. The maintenance and up-keep of these roads are necessary in order to insure public safety and to preserve the quality of life in Weston. Maintaining the road system infrastructure requires consistent funding in order to prevent premature structural failure of the road base and surface. Maintenance and construction funding of public roads often experience wide fluctuations in material and labor costs due the volatility of the world oil market (a key component in the production and make up of asphalt and the performance construction machinery). As revealed during the Pavement Management Study conducted in April of 2015, there is a current backlog of work totaling in excess of \$15M. The past two construction seasons we have developed and implemented a crack sealing preventative maintenance program. We are developing the rubber chip seal preventative maintenance specifications that will be used to implement that program next construction season. The upcoming budget includes additional pavement work to get to a level of PCI of 70 or greater for all roadways in Weston within the next 10 years.

INSERT PHOTO HERE

Impact on Future Operating Budgets, and/or Impact on other Departments:

Failure to maintain the Town roadway infrastructure system will lead to deteriorated road surfaces and loss of mobility to the motoring public. More extensive repairs will result as well as possible liability, increased citizen complaints and inflation related rise in construction costs.

| RECOMMENDED FINANCING PLAN | Total Prior Year Expenditures | Current Year Expenditure | Estimated Expenditures by Fiscal Year | | | | | Five Yr. TTL FY22-26 |
|--------------------------------------|-------------------------------|--------------------------|---------------------------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| | | | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | |
| A. Planning, Design, Engineering | | | | | | | | |
| B. Land, ROW, Site Improvements | | | | | | | | |
| C. Construction | \$ 1,750,000 | \$ 1,250,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 10,000,000 |
| D. Equipment | | | | | | | | |
| E. Other Costs | | | | | | | | |
| TOTAL | \$1,750,000 | \$1,250,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$10,000,000 |
| F. Est. Add'l Annual Maint. & Repair | | | | | | | | \$0 |

| | | | | |
|------------------------------|-------------------|---------------------|---|---|
| TOWN MANAGER USE ONLY | | | | |
| <u>Recommendation</u> | | <u>Next FY Amt.</u> | <u>Funding Source:</u> | <u>Priority Category (1-6):</u> |
| APPROVED | DEFERRED | \$ | (1) G.O. Bond - G.F. (2) G.O. Bond - Ent. (3) Cash / Dept. Ops. | (1) Correct threat to health and safety (2) Improve to avoid costly repair (3) Replace to maintain service levels (4) Meet legal requirement (5) Improve productivity (6) Address overburdened situation |
| DENIED | TO FY ____ | | | |
| <u>NOTES:</u> | | | | |

FY - 22 D.P.W. CAPITAL BUDGET
5 Year Roadway Improvement Program
Updated November 2020

| <u>STREET</u> | <u>TYPE OF WORK</u> | <u>AMOUNT</u> | <u>FUNDING</u> | <u>SOURCE</u> | <u>PCI</u> |
|---|----------------------|---------------|-----------------|-----------------|----------------|
| FY - 22 Crack Sealing - Various | Crack Sealing | \$ 25,000.00 | Chapter 90 | \$ 476,298.00 | Typically >85 |
| Chip Sealing | Chip Sealing | \$ 191,000.00 | Construction of | | Typically >73 |
| Conant Road (4,819' x 28') | (\$4.85 / SY) | | Public Ways | \$ 2,023,702.00 | 76 |
| (Colchester Road to Brook Road) | | | | | 78 |
| Conant Road (2,378' x 22') | | | | | 79 |
| (North Avenue to Town Line) | | | | | |
| Conant Road (2,769' x 24') | | | | | |
| (Brook Road to North Avenue) | | | | | |
| Oxbow Road (1,876' x 24') | | | | | |
| (Town Line to Ridgeway Road) | | | | | |
| Ash Street | Total Reconstruction | \$ 110,000.00 | | | 75 |
| Weston Reservoir to Case state (1,490' x 22') | | | | | |
| Kings Grant Road | Total Reconstruction | \$ 51,000.00 | | | 54 |
| Spruce Hill Rd to Plymouth Rd (620' x 26') | | | | | |
| Spruce Hill Road | Total Reconstruction | \$ 178,000.00 | | | 40 |
| Kings Grant Road to Cul-de-Sac (2579' x 22') | | | | | |
| Bay State Road | Total Reconstruction | \$ 200,000.00 | | | 54 |
| Spruce Hill Road to Dead End (2,579' x 24') | | | | | |
| Buckskin Drive | Total Reconstruction | \$ 288,000.00 | | | 53-58 |
| Route 20 to Town Line (3,932' x 24') | | | | | |
| Merriam Street Phase III | Total Reconstruction | \$ 110,000.00 | | | 67 |
| Silver Hill to Westland Road (1,975' x 20') | | | | | |
| Newton Street Phase I | Total Reconstruction | \$ 574,000.00 | | | Varies (66-73) |
| No. 150 to South Avenue (6,900 x 26) | | | | | |
| Spring Rd | Total Reconstruction | \$ 110,000.00 | | | 54 |
| Entire Length (1,843' x 20') | | | | | |
| Wellesley Street (Mill/Overlay) | Mill and Overlay | \$ 310,000.00 | | | Varies (65-98) |
| Radcliffe Road to Town-Line (4,623' x 30') | | | | | |
| Ridgeway Road (Mill/Overlay) | Mill and Overlay | \$ 150,000.00 | | | 75 |
| Chiltem Road to Town Line (2,252' x 26') | | | | | |
| Linden Circle | Total Reconstruction | \$ 60,000.00 | | | 54 |
| Entire Length (Oak Street to End) (771' x 24') | | | | | |
| Stonecroft Circle | Total Reconstruction | \$ 70,000.00 | | | 54 |
| Entire Length (Bullard to End) (836' x 24') | | | | | |
| Winter Street | Total Reconstruction | \$ 500,000.00 | | | varies (49-52) |
| Amanda Road to Town Line (6283' x 26') | | | | | |
| Hallet Hill Road | Total Reconstruction | \$ 150,000.00 | | | 55 |
| Merriam Street to Bradyll Road (2039' x 24') | | | | | |
| Bittersweet Lane | Total Reconstruction | \$ 120,000.00 | | | 55 |
| Oak Street to End (1509' x 24') | | | | | |
| Hickory Road | Total Reconstruction | \$ 200,000.00 | | | 54 |
| Entire Length (Blueberry Hill to Scotch Pine Road) (2712' x 24') | | | | | |
| Briar Lane | Total Reconstruction | \$ 50,000.00 | | | 57 |
| Entire Length (Hickory Road to End) (513' x 24') | | | | | |
| Stony Brook Road | Total Reconstruction | \$ 100,000.00 | | | 54 |
| Entire Length (Round Hill Road to End) (1352' x 24') | | | | | |
| Old Colony Rd (FY17 Water Main Project) | Total Reconstruction | \$ 90,000.00 | | | 67 |
| Entire Length - Ridgeway Road to Coulumbine Road (1,428' x 20') | | | | | |

FY - 22 D.P.W. CAPITAL BUDGET
5 Year Roadway Improvement Program
Updated November 2020

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|--|----------------------|---------------|----------------|
| Ferndale Rd (FY 17 Water Main Replacement) <i>Entire Length (630' x 20')</i> | Total Reconstruction | \$ 50,000.00 | 70 |
| Columbine Rd (FY 18 Water Main Replacement) <i>Entire Length (752' x 22')</i> | Total Reconstruction | \$ 50,000.00 | 88 |
| Dean Rd (FY 18 Water Main Replacement) <i>Columbine Road to Ridgeway Road (602' x 22')</i> | Total Reconstruction | \$ 50,000.00 | 86 |
| Chiltern Road (FY19 Water Main Replacement) <i>Entire Length (2173' x 22')</i> | Total Reconstruction | \$ 145,000.00 | varies (69-76) |
| Lantern Lane (FY20 Water Main Replacement) <i>Entire Length (1039' x 22')</i> | Total Reconstruction | \$ 70,000.00 | 59 |
| Old Coach Road (FY20 Water Main Replacement) <i>Entire Length (682' x 22')</i> | Total Reconstruction | \$ 50,000.00 | 57 |
| Longmeadow Road (FY21 Water Main Replacement) <i>Entire Length (1107' x 22')</i> | Total Reconstruction | \$ 75,000.00 | 52 |
| Walnut Road (Beaver Rd Ext.) <i>Beaver Road to Private Portion (250' x 22')</i> | Total Reconstruction | \$ 25,000.00 | 47 |

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|---------------|--------------|------------------------|---------------|------------------------|
| TOTAL: | FY 22 | \$ 4,152,000.00 | TOTAL: | \$ 2,500,000.00 |
|---------------|--------------|------------------------|---------------|------------------------|

| <u>STREET</u> | <u>TYPE OF WORK</u> | <u>AMOUNT</u> | <u>FUNDING</u> | <u>SOURCE</u> | <u>PCI</u> |
|--|--------------------------------|---------------|--------------------------------|-----------------|---------------------|
| <u>FY - 23</u> Crack Sealing - Various | Crack Sealing | \$ 25,000.00 | Chapter 90 | \$ 476,298.00 | Typically >85 |
| Chip Sealing Chestnut Street (4,497' x 22') | Chip Sealing (\$4.85 / S/Y) | \$ 100,000.00 | Construction of Public Ways | \$ 2,023,702.00 | Typically >73 80 |
| Oak Street (Mill/Overlay) <i>Route 30 to Glen Road (4,206' x 26')</i> | Mill and Overlay | \$ 250,000.00 | | | 66-71 |
| Concord Road <i>Sudbury Road to Lincoln Town-line (3,727' x 22')</i> | Total Reconstruction | \$ 235,000.00 | | | 55 |
| Warren Avenue <i>Entire Length (1988' x 24')</i> | Total Reconstruction | \$ 150,000.00 | | | 66 |
| Myles Standish Road <i>Entire Length (Kings Grant to End) (2418' x 24')</i> | Total Reconstruction | \$ 200,000.00 | | | 57 |
| Hancock Road <i>Entire Length (Baystate Rd to Kings Grant Rd) (1,022' x 24')</i> | Total Reconstruction | \$ 80,000.00 | | | 60 |
| Colchester Road <i>Entire Length (Conant Rd to Laurel Rd) (1,790' x 24')</i> | Total Reconstruction | \$ 140,000.00 | | | 56 |
| Laurel Road <i>Entire Length (Sunset Rd to Colchester Rd) (1,597' x 24')</i> | Total Reconstruction | \$ 130,000.00 | | | 56 |
| Willard Road <i>Entire Length (Merriam Street to End) (1,362' x 24')</i> | Total Reconstruction | \$ 100,000.00 | | | 56 |
| Linwood Avenue <i>Entire Length (827' x 24')</i> | Total Reconstruction | \$ 65,000.00 | | | 58 |
| Elliston Road <i>Entire Length (451' x 24')</i> | Total Reconstruction | \$ 50,000.00 | | | 55 |
| Tamarack Road <i>Entire Length (Orchard Ave to Blake Rd) (1725' x 24')</i> | Total Reconstruction | \$ 130,000.00 | | | 56 |
| Black Oak Road <i>Entire Length (3012' x 24')</i> | Mill and Overlay | \$ 210,000.00 | | | 78 |

FY - 22 D.P.W. CAPITAL BUDGET
5 Year Roadway Improvement Program
Updated November 2020

| | | | |
|---|----------------------|------------------------|-------------------------------|
| Nobscot Road <i>Entire Length</i> <i>(2169' x 24')</i> | Total Reconstruction | \$ 160,000.00 | 54 |
| Middle Way <i>Entire Length</i> <i>(719' x 24')</i> | Total Reconstruction | \$ 60,000.00 | 57 |
| Terrace Road <i>Entire Length</i> <i>(848' x 22')</i> | Total Reconstruction | \$ 60,000.00 | Varies (52-90) |
| Greenridge Road <i>Entire Length</i> <i>(650' x 22')</i> | Total Reconstruction | \$ 50,000.00 | 58 |
| Plymouth Road <i>Myles Standish Way to Kings Grant Road</i> <i>(699' x 22')</i> | Total Reconstruction | \$ 50,000.00 | 58 |
| Bradford Road <i>Kings Grant to End</i> <i>(2703' x 24')</i> | Total Reconstruction | \$ 200,000.00 | 55 |
| Bemis Street <i>Merriam Street to End</i> <i>(1582' x 22')</i> | Total Reconstruction | \$ 110,000.00 | 57 |
| Brook Road (FY 22 Water Main Replacement) <i>Entire Length</i> <i>(2243' x 24')</i> | Total Reconstruction | \$ 170,000.00 | 78 |
| Valley View Road (FY 22 Water Main Replacement) <i>Entire Length</i> <i>(890' x 24')</i> | Total Reconstruction | \$ 70,000.00 | 79 |
| Roundhill Road <i>North Avenue to Town Line</i> <i>(589' x 22')</i> | Total Reconstruction | \$ 55,000.00 | 45 |
| Bakers Hill Road <i>October Lane to Dead End</i> <i>(408' x 22')</i> | Total Reconstruction | \$ 50,000.00 | 45 |
| TOTAL: | FY 23 | \$ 2,900,000.00 | TOTAL: \$ 2,500,000.00 |

| <u>STREET</u> | <u>TYPE OF WORK</u> | <u>AMOUNT</u> | <u>FUNDING</u> | <u>SOURCE</u> | <u>PCI</u> |
|--|--------------------------------|---------------|--------------------------------|-----------------|---------------------|
| FY - 24 Crack Sealing - Various | Crack Sealing | \$ 25,000.00 | Chapter 90 | \$ 476,298.00 | Typically >85 |
| Chip Sealing | Chip Sealing (\$4.85 / S/Y) | \$ 100,000.00 | Construction of Public Ways | \$ 2,023,702.00 | Typically >73 75 |
| South Avenue <i>Natick Townline to Wellesley Street</i> <i>(8223' x 30')</i> | Mill and Overlay | \$ 515,000.00 | | | Varies (67-83) |
| South Avenue <i>Wellesley Street to Ridgeway Road</i> <i>(8756' x 30')</i> | Mill and Overlay | \$ 570,573.00 | | | Varies (77-81) |
| Rolling Lane <i>Route 20 to Private Portion</i> <i>(2491' x 24')</i> | Total Reconstruction | \$ 200,000.00 | | | 57 |
| Scotch Pine Road <i>Falmouth Road to Shady Hill Road</i> <i>(1095' x 24')</i> | Total Reconstruction | \$ 100,000.00 | | | 57 |
| Westgate Road <i>Rockport Road to Town Line</i> <i>(315' x 24')</i> | Total Reconstruction | \$ 50,000.00 | | | 56 |
| Overlook Drive <i>North Avenue to Whitney Tavern</i> <i>(1090' x 24')</i> | Total Reconstruction | \$ 100,000.00 | | | 57 |
| Whispering Lane <i>Buckskin Drive to Town Line</i> <i>(650' x 24')</i> | Total Reconstruction | \$ 51,000.00 | | | 57 |
| Byron Road <i>Oak Street to Hawthorne Lane</i> <i>(753' x 24')</i> | Total Reconstruction | \$ 60,000.00 | | | 57 |

FY - 22 D.P.W. CAPITAL BUDGET
5 Year Roadway Improvement Program
Updated November 2020

| | | | | | | |
|--|----------------------|----|--------------|------------------------|---------------|------------------------|
| Village Road 2 <i>Merriam Street to Cul-de-sac (394' x 24')</i> | Total Reconstruction | \$ | 50,000.00 | | 57 | |
| Stillmeadow Road <i>Bittersweet Lane to End (820' x 24')</i> | Total Reconstruction | \$ | 70,000.00 | | 58 | |
| Irving Road <i>Route 20 to Highland Street (668' x 22')</i> | Total Reconstruction | \$ | 50,000.00 | | 58 | |
| Woodridge Road <i>Ash Street to End (976' x 22')</i> | Total Reconstruction | \$ | 75,000.00 | | 59 | |
| Westcliff Road <i>Cliff Road to Scotch Pine Road (2847' x 24')</i> | Total Reconstruction | \$ | 210,000.00 | | 64 | |
| Whitney Tavern Road <i>North Avenue to End (1571' x 24')</i> | Total Reconstruction | \$ | 120,000.00 | | 64 | |
| Legion Road (FY 23 Water Main Replacement) <i>Entire Length (1,413' x 24')</i> | Total Reconstruction | \$ | 110,000.00 | | 62 | |
| TOTAL: | | | FY 24 | \$ 2,456,573.00 | TOTAL: | \$ 2,500,000.00 |

| <u>STREET</u> | <u>TYPE OF WORK</u> | <u>AMOUNT</u> | <u>FUNDING</u> | <u>SOURCE</u> | <u>PCI</u> | |
|---|-----------------------------|---------------|--------------------------------|------------------------|---------------------|------------------------|
| FY - 25 Crack Sealing - Various | Crack Sealing | \$ 25,000.00 | Chapter 90 | \$ 476,298.00 | Typically >85 | |
| Chip Sealing | Chip Sealing (\$4.85/SY) | \$ 100,000.00 | Construction of Public Ways | \$ 2,023,702.00 | Typically >73 75 | |
| Bakers Hill Road <i>Entire Length (3096' x 26')</i> | Total Reconstruction | \$ 370,000.00 | | | 51-65 | |
| Blake Road <i>Park Road to Tamarack Road (909' x 26')</i> | Total Reconstruction | \$ 100,000.00 | | | 59 | |
| Ledgewood Road <i>Entire Length (1274' x 26')</i> | Total Reconstruction | \$ 110,000.00 | | | 53 | |
| Shady Hill Road <i>Ledgewood to Scotch Pine (1665' x 26')</i> | Total Reconstruction | \$ 160,000.00 | | | 55 | |
| Autumn Road <i>Entire Length (1731' x 26')</i> | Total Reconstruction | \$ 160,000.00 | | | 56 | |
| Woodridge Circle <i>Entire Length (593' x 26')</i> | Total Reconstruction | \$ 80,000.00 | | | 59 | |
| Audubon Road <i>Entire Length (1109' x 26')</i> | Total Reconstruction | \$ 110,000.00 | | | 65 | |
| Brenton Road <i>Entire Length (1054' x 26')</i> | Total Reconstruction | \$ 110,000.00 | | | 66 | |
| Chadwick Road <i>Entire Length (1311' x 26')</i> | Total Reconstruction | \$ 120,000.00 | | | 67 | |
| Sears Road <i>Entire Length (1239' x 26')</i> | Total Reconstruction | \$ 120,000.00 | | | 67 | |
| Scotch Pine Road <i>Entire Length (1533' x 26')</i> | Total Reconstruction | \$ 160,000.00 | | | 67 | |
| Eliot Road <i>Entire Length (611' x 26')</i> | Total Reconstruction | \$ 80,000.00 | | | 67 | |
| Bullard Road <i>Entire Length (2367' x 26')</i> | Total Reconstruction | \$ 210,000.00 | | | 67 | |
| Hawthorne Circle <i>Entire Length (392' x 26')</i> | Total Reconstruction | \$ 55,000.00 | | | 69 | |
| Rockport Lane <i>Entire Length (4525' x 26')</i> | Total Reconstruction | \$ 380,000.00 | | | 73 | |
| TOTAL: | | | FY 25 | \$ 2,450,000.00 | TOTAL: | \$ 2,500,000.00 |

FY - 22 D.P.W. CAPITAL BUDGET
5 Year Roadway Improvement Program
Updated November 2020

| <u>STREET</u> | <u>TYPE OF WORK</u> | <u>AMOUNT</u> | <u>FUNDING</u> | <u>SOURCE</u> | <u>PCI</u> |
|--|-------------------------------|---------------|--------------------------------|-----------------|---------------------|
| FY - 26 Crack Sealing - Various | Crack Sealing | \$ 25,000.00 | Chapter 90 | \$ 476,298.00 | Typically >85 |
| Chip Sealing | Chip Sealing (\$4.85 / SY) | \$ 100,000.00 | Construction of Public Ways | \$ 2,023,702.00 | Typically >73 75 |
| April Lane Entire Length (171'x18') | Total Reconstruction | \$ 9,941.94 | | | 48 |
| Davenport Rd Chandler Circle to Chestnut Street (478'x25') | Total Reconstruction | \$ 38,598.50 | | | 48 |
| Park Rd 430' South of Rt 30 to 985' South of Rt 30 Recreation Rd to Town line ((555'+1821')x26') | Total Reconstruction | \$ 200,000.00 | | | 55-64 |
| Radcliff Rd Wellesley St to Winter St (3377'x25') | Total Reconstruction | \$ 272,692.75 | | | 60 |
| Beaver Rd Winter St to Cul De Sac Loop (4163'x25') | Total Reconstruction | \$ 336,162.25 | | | 61 |
| Sherburn Circle Winter St to Bogle St (4066'x25') | Total Reconstruction | \$ 328,329.50 | | | 61 |
| Holly Circle Hickory Rd to Cul De Sac Loop (993'x19') | Total Reconstruction | \$ 60,940.41 | | | 61 |
| Driftwood Ln Hickory Rd to Rockport Rd (1086'x20') | Total Reconstruction | \$ 70,155.60 | | | 62 |
| Loring Rd River Rd to Summer St (3768'x22') | Total Reconstruction | \$ 267,754.08 | | | 62 |
| Coburn Rd Carroll Cir to Church St (1400'x18') | Total Reconstruction | \$ 81,396.00 | | | 62 |
| Woodchester Dr Wellesley St to 400' North of Ledgewood (1479'x22') | Total Reconstruction | \$ 105,097.74 | | | 62 |
| Oakdale Ave Wellesley Town Line to Dead End (1093'x21') | Total Reconstruction | \$ 74,138.19 | | | 62 |
| Pinecroft Rd Conant Rd to Montvale Rd (508'x20') | Total Reconstruction | \$ 32,816.80 | | | 62 |
| Deer Path Ln Highland St to Westerly Rd (3052'x25') | Total Reconstruction | \$ 246,449.00 | | | 63 |
| Kendal Common Rd Lexington St to Cul De Sac Loop (1500'x20') | Total Reconstruction | \$ 96,900.00 | | | 63 |
| Carroll Cir Coburn Rd to Cul De Sac Loop (1276'x25') | Total Reconstruction | \$ 103,037.00 | | | 63 |
| Drabbington Way North Ave to Cul De Sac Loop (2585'x20') | Total Reconstruction | \$ 166,991.00 | | | 63 |
| Tyler Rd Sherburne Cir to Dead End (1350'x24') | Total Reconstruction | \$ 105,000.00 | | | 63 |
| Bayberry Ln Old North Ave to Cul De Sac Loop (804'x25') | Total Reconstruction | \$ 65,000.00 | | | 64 |
| Hubbard Rd Bullard Rd to Cul De Sac Loop (1681'x24') | Total Reconstruction | \$ 131,000.00 | | | 64 |

FY - 22 D.P.W. CAPITAL BUDGET
5 Year Roadway Improvement Program
Updated November 2020

| | | | | |
|---|----------------------|----|-----------|----|
| Lion Ln <i>Hallet Hill Rd to Dead End</i> <i>(143'x22')</i> | Total Reconstruction | \$ | 10,500.00 | 65 |
| Walker St <i>Chestnut St to Dead End</i> <i>(638'x24')</i> | Total Reconstruction | \$ | 50,000.00 | 65 |
| Warren Ln <i>Warren Ave to Dead End</i> <i>(517'x20')</i> | Total Reconstruction | \$ | 34,000.00 | 65 |
| Wits End <i>Rockport Rd to Cul De Sac Loop</i> <i>(860'x20')</i> | Total Reconstruction | \$ | 56,000.00 | 65 |

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|---------------|--------------|-----------|---------------------|---------------|-----------|---------------------|
| TOTAL: | FY 26 | \$ | 3,067,900.76 | TOTAL: | \$ | 2,500,000.00 |
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- * The projected street repair schedule is subject to change based on funding and the possible early deterioration of other Town roadways.
- ** Due to yearly fluctuations in Chapter 90 funding FY21-25 apportionments are estimated at \$476,298 per year.
- *** Chapter 90 funds are allotted to municipalities based on a complex formula that disburses the total State apportionment and is determined by the entire State road mileage, population and employed population compared to an individual communities total accepted road mileage, population and employed population, etc..