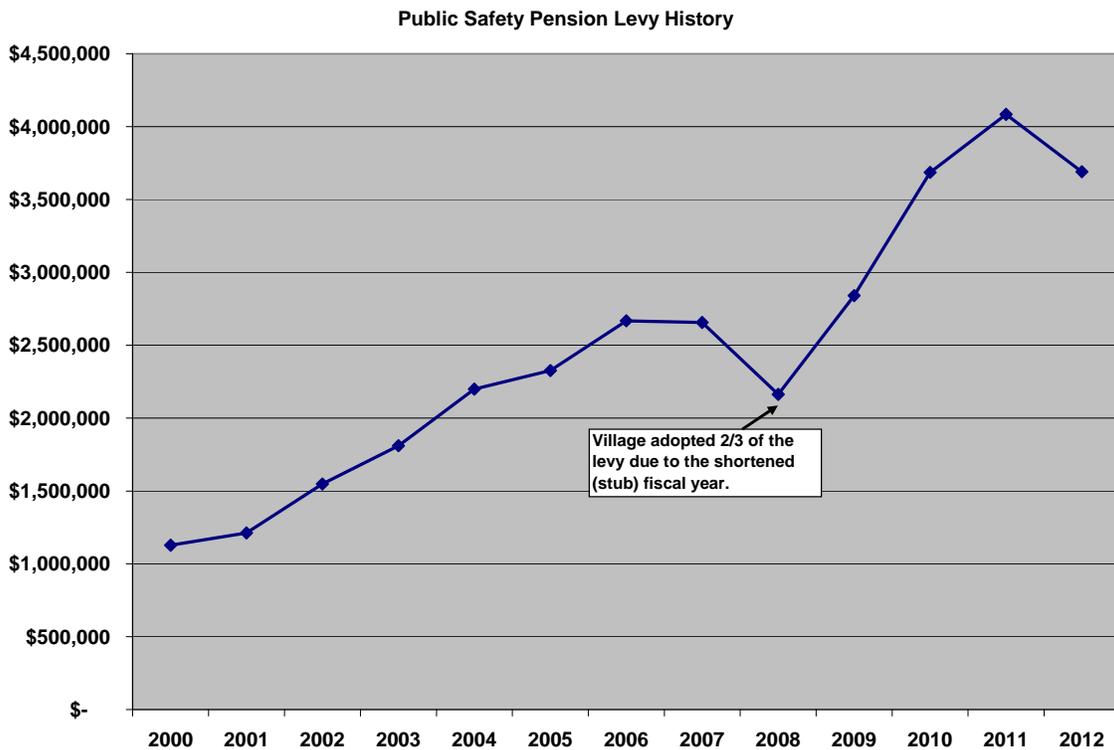


## Responses to the Questions of the October 1, 2011 Budget Workshop

Prepare a graph or chart that shows public safety pension contributions by the Village over the last few years.

	Police Pension	Fire Pension	Total	% Change
2000	\$259,379	\$867,717	\$1,127,096	N/A
2001	\$276,386	\$936,329	\$1,212,715	7.6%
2002	\$611,639	\$936,329	\$1,547,968	27.6%
2003	\$639,495	\$1,171,044	\$1,810,539	17.0%
2004	\$889,575	\$1,309,021	\$2,198,596	21.4%
2005	\$876,640	\$1,449,756	\$2,326,396	5.8%
2006	\$1,094,662	\$1,572,033	\$2,666,695	14.6%
2007	\$1,090,889	\$1,565,863	\$2,656,752	-0.4%
2008	\$1,145,133	\$1,017,249	\$2,162,382	-18.6%
2009	\$1,262,129	\$1,578,223	\$2,840,352	31.4%
2010	\$1,705,508	\$1,979,952	\$3,685,460	29.8%
2011	\$1,880,508	\$2,203,343	\$4,083,851	10.8%
2012	\$1,567,925	\$2,122,822	\$3,690,747	-9.6%

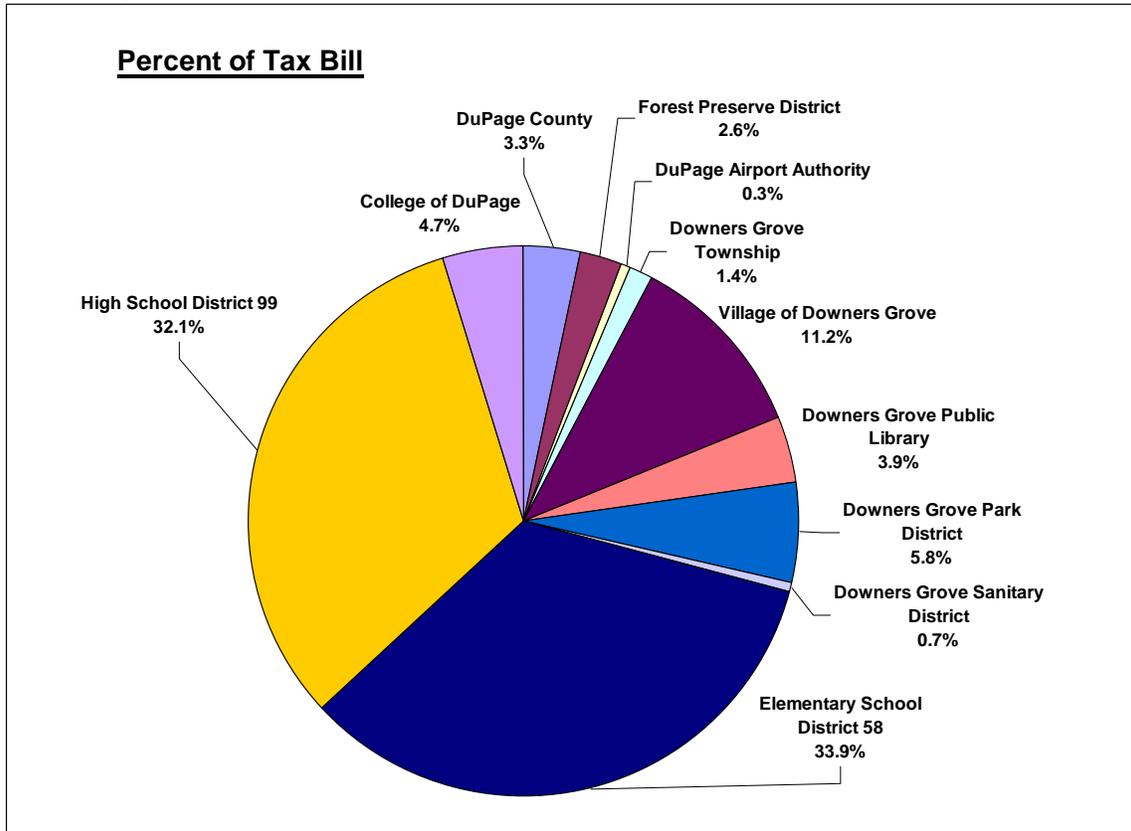


*When was the last time the amortization period changed for the public safety pensions?*  
The last time the State changed the amortization period for public safety pensions was 1993, when they set the period to 40 years to end in 2033. In 2011 the State changed the amortization period to 30 years.

*Provide the report from the Actuary for the FY12 Public Safety pensions.*  
The reports are attached.

*What amount will be needed to be levied for next years' Police and Fire Pensions?*  
The amount for the next years' Police and Fire Pension cannot be determined at this time. It is dependent on the actual return on plan assets compared to the actuarial return on plan assets of 7.5% for Police and 7.75% for Fire. Staff expects return on assets in 2011 to be less than the actuarial return. Therefore staff expects next year's levy to increase.

*Use a graph to show the portion of tax bill attributed to each taxing body.*



*Prepare an analysis of revenues to show the assumptions used for revenues that have increased over 2011 budget, specifically, Hotel tax, telecom, income tax, ambulance fees, cable franchise fees, cellular equipment rental.*

**General Fund Revenues**

<b>Description</b>	<b>2011 Budget</b>	<b>2011 Estimate</b>	<b>2012 Budget</b>
Hotel Tax	700,000	770,000	770,000
Telecommunications Tax	3,000,000	3,025,000	3,025,000
State Income Tax	3,500,000	3,600,000	3,650,000
Ambulance Fees-Residents	625,000	700,000	772,500
Ambulance Fees-Non Residents	225,000	275,000	283,000
Cable Franchise Fees	660,000	745,000	745,000
Cellular Equipment Fees	998,400	1,050,000	1,092,000

Hotel Tax- In 2010, the Village received \$729,000 in hotel tax revenue. 2011 has been tracking about 5% over 2010. Based on information from the major hoteliers, staff expects the market to remain steady in 2012 compared to 2011.

Telecom Taxes-In 2010, the Village received \$3,027,000 in telecom taxes. 2011 has been tracking to 2010 revenues. Staff expects the continued trend of no growth in 2012, and has budgeted 2012 revenues to be flat.

State Income Tax-Income taxes have been tracking favorably to budget in 2011. It is expected that we will end 2011 with \$3.6 million, which is \$100,000 greater than budgeted. The 2012 budget assumes slow growth for this revenue item of 1.4%.

Ambulance Fees-Residents-2011 revenues are tracking over budget, and are expected to reach \$750,000 by year end. In 2012 this revenue item is expected to perform like 2011, plus the 2012 budget includes a 3% fee increase.

Ambulance Fees-Non Residents-Revenues for Non Resident Ambulance billing have already exceeded budgeted levels as of September 30, and are expected to reach \$275,000 by year end. In 2012 this revenue item is expected to perform like 2011, plus the 2012 budget includes a 3% fee increase.

Cable Franchise Fees-Revenues for Cable Franchise Fees in 2011 are higher than budgeted. Although Comcast activity has remained flat, AT&T has outperformed the budget. Activity in this revenue line is expected to remain flat in 2012.

Cellular Equipment Fees-2011 revenues increased over budgeted levels due to cell towers that were added after the 2011 budget was approved. The 2012 budget reflects a 4% increase over 2011 per contracts with cell phone companies.

*What is the revenue amount in the line "49 Other Financial Resources" in the General Fund for the FY11 Year End Estimate?*

The \$20,700 in the FY2011 estimate column in Line 49 is from proceeds from the payments for alley vacations.

*Please provide the detail of activity in the 4900 and 5900 accounts for all Funds.*

4900 and 5900 accounts are for movements of money between funds in accordance with Generally Accepted Accounting Principles.

Revenues in the 4900 accounts come from three sources:

- Transfers of money from other funds
- Bond proceeds
- Gain/loss on sale of assets

The transfers are primarily for moving dollars to the Debt Service Funds from the Downtown TIF (Downtown TIF Debt), Parking Fund (Downtown TIF Debt), Capital Fund (Fire Station 2 Debt) and Stormwater Fund (Stormwater Debt). The Village budgets and accounts for the debt service payments in segregated funds to meet the requirements of the bond issuance agreements. There are two Miscellaneous Transfers that are not related to Debt Service. One transfer is from the Capital Fund to the Municipal Buildings Fund. This is done to better track costs related to maintaining Village facilities. The Municipal Buildings Projects are funded through Capital Fund Revenues, but paid out of the Municipal Buildings Fund to better track the costs of maintaining Village facilities. The second transfer is from the General Fund to the Risk Fund. This transfer is part of a multi-year effort to help reduce the accumulated Deficit in the Risk Fund.

Proceeds from the sale of bonds appear as revenues in the 4900 accounts. The FY12 budget reflects \$10 million in proceeds in the Water Fund and \$25 million in proceeds in the Capital Projects Fund.

Gains and losses from the sale of assets are shown as revenues in the 4900 accounts. The FY11 budget estimates reflect funds received from the sale of vacated alleys.

The 5900 accounts are expenses for transfers to other funds, which is also detailed on the attached schedule. They show the expense side of the Debt Service Transfers and the Miscellaneous Transfers described above. In addition, there are several Administrative Transfers made from the General Fund to other Village Funds. These transfers reflect the costs of administrative support provided by staff members in various departments in the General Fund to the various Village funds.

*On page C-19 of the Budget Book, 'Other General Fund Expenses', could we delete Counseling and Social Services and Community Grants, since these programs have been discontinued?*

These lines appear on this report to provide historical information dating back to 2007. These programs were discontinued in 2010. In future budgets, these programs will be shown on a line item titles Discontinued Programs.

*How is water consumption tracking in FY11? Why are revenues in FY11 \$71,000 higher than the FY11 budget?*

Staff expected water consumption to decline in FY11; however water consumption has actually increased 1% through the first 9 months of the year. The chart below shows the water consumption for the first nine months of each year since 2007.

Jan-September	Billed Units
2007	2,017,094
2008	1,922,472
2009	1,835,224
2010	1,798,596
2011	1,817,516
Each unit: 750 gallons	

*Provide an updated water loss report.*

Staff is working to complete this report by October 31.

*Provide a report of the grant money received this year by the Village.*

The table below indicates the grant money the Village has received from 2007 through 2011.

	Funding Received by Fiscal Year				
	2011	2010	2009	2008	2007
<b>State Grants</b>	\$876,702	\$153,632	\$108,698	\$167,821	\$36,104
<b>DuPage County</b>	\$1,800				
<b>Federal Grants:</b>					
ICC	\$4,244				
US EPA		\$7,023			
Dept of Energy	\$21,477	\$168,760			
Dept of Transportation		\$5,241	\$163,959	\$1,517,476	\$152,006
Dept of Hsg & Urban Dev		\$7,196	\$143,755	\$15,684	\$19,377
Dept of Justice	\$4,794	\$12,976	\$23,182	\$10,620	\$3,036
Emergency Mgmt Agency	\$75,892	\$0	\$0	\$0	\$0
Dept of Homeland Security		\$14,386	\$14,513	\$239,743	\$34,057
	\$106,406	\$215,583	\$345,409	\$1,783,523	\$208,475
<b>Total</b>	<b>\$984,908</b>	<b>\$369,215</b>	<b>\$454,107</b>	<b>\$1,951,344</b>	<b>\$244,580</b>

*Post the road condition report with a summary of work done in 2011.*

The 2010 Road Condition Report has been posted on the Village website. In 2011, the Village has performed street maintenance projects commensurate with the approved FY2011 budget, CIP project ST-004. These maintenance activities include resurfacing projects, crack filling and pavement patching. Attached please find a list of all the streets where maintenance was performed this year, along with the corresponding condition rating that each street received in the 2010 Road Condition Report.

The resurfacing projects that occurred this year were primarily performed on streets that have generally fallen into the Fair to Failed range. This is primarily due to the fact that historic street maintenance expenditures have not been sufficient to maintain the streets at or above the “poor” condition rating, allowing the condition of our roadway network to fall below the targets as presented to the Village Council. Many of the roads that were resurfaced in 2011 had fallen into the bottom three condition rating categories, but were deemed by staff to be in a condition where our maintenance practices were still sufficient and cost-effective. These streets were selected not only to bundle them with nearby streets, but to prevent them from falling into such a state of disrepair that reconstruction would be the only option for rehabilitation. By increasing the street maintenance budget in future years, as recommended by staff during the recent Long Range Financial Planning process, and reconstructing those streets already identified to have fallen into the “reconstruction” category, staff anticipates that the average roadway condition will rise over time, thereby allowing us to focus our maintenance dollars in the Poor to Good range, maximizing cost-effectiveness.

*Can the Village use an Owners Representative (as was done for Fire Station 2) for the street reconstructs?*

Staff does not recommend the use of an Owners Representative for the street reconstruction projects. Village staff members are skilled in managing street construction projects and have the capacity to oversee the street reconstruction projects. Therefore, staff does not recommend hiring an owner’s representative for these projects. In fact, the principal from Owner Services Group, the owner’s representative on the Fire Station 2 project, recently commented to the Village Manager that Village staff members have more experience in street construction projects than the staff at Owner Services Group

*Can we ticket people that walk and run on Village streets? Does it make a difference if there are sidewalks running along the street?*

Yes. The Illinois Vehicle Code includes language prohibiting pedestrians from walking along or upon a roadway where a sidewalk is provided and its use is practical.

*How many cars in the fleet run on biodiesel?*

The Village has 87 vehicles that run on bio-diesel. There are 151 alternative fuel vehicles in the Village fleet of 191 vehicles.

*Do we have enough money in the out years in the Equipment Replacement Fund (ERF)?*

Yes. The fund balance in the ERF varies over time based on the timing of the purchase of expensive vehicles such as the ladder truck and ambulances. Over time, the fund balance remains sufficient to make the planned purchases. To insure that the Village has enough money for purchases in the out years, staff prepared projections out to 2017. The attached schedule shows the ERF history from 2007 to 2017, since this time period covers the life cycle of the vast majority of the Village's fleet.

*Sidewalk Questions* - At the October 1, 2011 Budget Workshop, the Council discussed a variety of issues related to the construction of new sidewalks (AKA the Sidewalk Matrix). Staff has prepared the following information to assist in the policy discussion.

The key policy issue is how should the Village continue to construct new sidewalks as it works toward the goal of constructing a sidewalk on at least one side of the street for all street segments within the Village. Embedded in this policy issue is a question of priorities. The Village has a finite amount of resources that can be dedicated to capital improvements and there are many areas in need of capital improvements including sidewalks, streets, stormwater, streetlights and facilities.

### **Recent Sidewalk Construction Activity**

The Village has been constructing new sidewalks for many years. The amount of new sidewalk constructed in any given year has varied. Table 1 below indicates the amount of sidewalk constructed or scheduled for construction from 2007 to 2012. The length of new sidewalk constructed has ranged from a high of 17,215 linear feet in 2007 to a low of 4,896 linear feet in 2011. The money available for new sidewalk construction has also varied. Revenue for the Capital Projects Fund 220 has ranged from a high of \$6.56 million in 2007 to a low of \$4.98 million in 2010. Since 2007, the cost of new sidewalk construction has increased by 41.6% (\$37.75 per linear foot in 2007; \$53.48 per linear foot in 2011). During that same time, the revenue in the Capital Projects fund declined by 24% (\$6.56 million in 2007; \$4.98 million in 2011).

*Table 1*  
*New Sidewalk Construction, 2007-2012*

Year	Linear Feet	Construction Cost	Cost per Linear Foot	220 Fund Revenue	Construction Cost As % of Revenue
2012	5600	\$300,000	\$53.57	\$5,260,000	5.70%
2011	4896	\$261,827	\$53.48	\$4,980,000	5.26%
2010	5815	\$263,263	\$45.27	\$4,670,000	5.64%
2009	11260	\$462,231	\$41.05	\$4,780,000	9.67%
2008	11644	\$458,253	\$39.36	\$6,080,000	7.54%
2007	17215	\$649,803	\$37.75	\$6,560,000	9.91%

### **New Sidewalk Remaining to be Constructed**

There is approximately 66,215 linear feet of sidewalk remaining to be constructed. The remaining sidewalk is shown in three categories; Sidewalk Matrix, Unique Projects and Sidewalk Gaps (see Table 2 below).

*Table 2  
Sidewalk Remaining to be Constructed*

<b>Type of Sidewalk</b>	<b>Linear Feet</b>	<b>Cost Per Foot</b>	<b>Estimated Cost</b>
Matrix	36,090	\$52.36	\$1,889,590
Unique Projects	12,430	\$79.48	\$987,930
Gaps	17,695	\$50.00	\$884,750
<b>Total</b>	<b>66,215</b>	<b>\$56.82</b>	<b>\$3,762,270</b>

Sidewalk Matrix

According to the sidewalk matrix 36,090 feet, or 6.8 miles of sidewalk remains to be constructed. The estimated cost of constructing the remaining sidewalks shown on the matrix is \$1.9 million. Assuming that the current pace of sidewalk continues, the matrix would be complete within seven years.

Because of the sensitive nature of sidewalk construction and the need for a high level of resident input and communication, Village staff plans, designs and oversees the construction of this work. One Village staff engineer has been assigned to manage the new sidewalk construction program. This staff engineer also oversees two or three additional capital projects.

The construction of new sidewalks is coordinated with other projects that may be constructed within the vicinity of the sidewalks. This bundling of construction projects is done to reduce the overall cost of construction and to minimize the construction impacts on the adjacent residents. For example, in 2011, 275 feet of sidewalk will be constructed on Sterling Road as part of the Davis Street Stormsewer project.

If additional funding were dedicated to sidewalk construction the sidewalk matrix could be constructed within five years. If the sidewalk program were to be expanded in an attempt to complete the matrix within four years or less additional staff and consulting services would be required. Further, a construction schedule of four-years or less may affect the planning and construction of the projects to be bundled with the remaining sidewalk segments.

Sidewalk Gaps

The sidewalks on the gap list fall into several categories.

*Gap Where Sidewalk Exists on the Other Side*

A number of the gap segments are on streets where there is sidewalk currently on one side of the street and where there is some sidewalk on the other side of the street. This situation is illustrated by an example on Sherwood, where a gap of 970 feet exists. There is sidewalk on the east side of Sherwood, and some sidewalk on the west side, but the west side is not complete. Another example of this category of gap is on the east side of Cunnor Road, south of Ogden Avenue. In this case a 190' long gap is adjacent to a commercial development.

### *Limited Right-of-Way*

A number of the gap segments are on streets where there is limited right-of-way. An example of this is the neighborhood of townhomes south of 63<sup>rd</sup> Street and west of Springside. There was 30' of right-of-way dedicated in this neighborhood and sidewalks were not constructed with the development.

### *Vacant Rights-of-Way*

An example of this category of gap is on Chicago Avenue from Cornell to Stonewall, on the south side of Hoopers Hollow Park. Pedestrians have formed a worn path through this right-of-way

### *No sidewalk exists, Incomplete Right-Of-Way*

An example of this is the longest identified gap on Hobson Road between the south Village limits and James. The north side of the street is in the Township's jurisdiction, as well as some portions of the south side of the street (see attached aerial photo).

It is difficult to determine when the sidewalks on the gap list might be completed. The Village is not actively constructing sidewalks that appear on the gap list. As the Village works to complete construction of sidewalks shown on the matrix, staff recommends that further review of the gap list be done. Higher priority might be given to segments like Hobson, where sidewalk does not exist on either side, and to other missing segments in the vicinity of pedestrian destinations. It is likely that many of the gap segments will be constructed as development occurs.

### Unique Projects

The "Listing of Unique Sidewalks" includes sections of Village streets that are listed separately from the matrix because of significant constructability issues that include limited right-of-way and grading. The total length of these segments is 12,430 feet and includes the neighborhoods of Denburn Woods and Johnson Woods.

### **Attachments**

Actuarial Reports for the Police and Fire Pensions

4900 & 5900 Accounts Summary

Summary of 2011 Street Maintenance Activity

Equipment Replacement Fund projections

April 21, 2011

**VILLAGE OF DOWNERS GROVE**  
**Actuarial Valuation Results**

<b>FIRE</b>	<u>1/1/10</u>	<u>1/1/11</u>			
	Int: 7.75%				
	<u>Sal: 5.00%</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
1. City Normal Cost	731,618	776,637	776,637	1,395,105	1,395,105
2. Accrued Liability	52,221,916	54,836,758	54,836,758	49,172,390	49,172,390
3. Assets	28,433,326	32,098,164	32,098,164	32,098,164	32,098,164
4. Unfunded Liability/(Surplus)	23,788,590	22,738,594	22,738,594	17,074,226	17,074,226
5. Amortization of UL	1,313,248	1,294,721	1,075,545	575,031	807,618
6. Interest for One Year	158,477	160,530	143,544	152,686	170,711
7. Tax Levy Requirement (1+5+6)	<u>2,203,343</u>	<u>2,231,888</u>	<u>1,995,726</u>	<u>2,122,822</u>	<u>2,373,434</u>
8. Payroll	6,230,701	6,564,530	6,564,530	6,564,530	6,564,530
9. Percent Funded (3/2)	54.4%	58.5%	58.5%	65.3%	65.3%

2) Reflects pre-PA 096-1495 provisions (23-year amortization)

3) Reflects (2) plus 30-year amortization

4) Reflects PA 096-1495 (90% Target amortization)

5) Reflects (4) plus 100% Target amortization

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*Timothy W. Sharpe, Actuary, Geneva, IL (630) 262-0600*

April 21, 2011

**VILLAGE OF DOWNERS GROVE**  
**Actuarial Valuation Results**

<b>POLICE</b>	<u>1/1/10</u>	<u>1/1/11</u>			
		<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
	Int: 7.50%				
	Sal: 5.00%				
1. Village Normal Cost	631,761	591,976	591,976	936,348	936,348
2. Accrued Liability	57,051,451	58,929,756	58,929,756	56,670,704	56,670,704
3. Assets	33,882,250	37,680,654	37,680,654	37,680,654	37,680,654
4. Unfunded Liability/(Surplus)	23,169,201	21,249,102	21,249,102	18,990,050	18,990,050
5. Amortization of UL	1,248,747	1,182,351	975,949	611,910	872,193
6. Tax Levy Requirement (1+5)	<u>1,880,508</u>	<u>1,774,327</u>	<u>1,567,925</u>	<u>1,548,258</u>	<u>1,808,541</u>
7. Payroll	6,649,392	6,237,227	6,237,227	6,237,227	6,237,227
8. Percent Funded (3/2)	59.4%	63.9%	63.9%	66.5%	66.5%

2) Reflects pre-PA 096-1495 provisions (23-year amortization)

3) Reflects (2) plus 30-year amortization

4) Reflects PA 096-1495 (90% Target amortization)

5) Reflects (4) plus 100% Target amortization

FY12 Budget  
 Schedule of 4900 and 5900 accounts

	001 General	107 Downtown TIF	110 Ogden TIF	220 Capital Projects	223 Municipal Buildings	226 Real Estate	243 Stormwater	338 Downtown Debt Svc	339 SW/Fac. Debt Svc	471 Parking	481 Water	531 Fleet Services	562 Risk Mgt	563 Health Insurance	651 Police Pension	652 Fire Pension	Totals	
<b>4900 Accounts</b>																		
Bond Proceeds																		-
Road Reconstruction				25,000,000														25,000,000
Water Projects											10,000,000							10,000,000
Transfers from Other Funds:																		
Capital Fund for Municipal Bldg Projects					265,100													265,100
General Fund for Risk													200,000					200,000
Transfers for Debt Service From:																		
From Downtown TIF								2,573,313										2,573,313
From Parking Fund								300,000										300,000
Capital Fund for Fire Station 2									700,108									700,108
Stormwater Fund									3,463,763									3,463,763
																		-
<b>Total 4900 Accounts</b>	-	-	-	25,000,000	265,100	-	-	2,873,313	4,163,871	-	10,000,000	-	200,000	-	-	-	-	42,502,284
<b>5900 Accounts</b>																		
Transfers to Other Funds:																		
For Risk Expenses	200,000																	200,000
Capital Fund for Municipal Bldg Projects				265,100														265,100
Administrative Transfer from General Fund:																		
To Support Ogden TIF			79,568															79,568
To Support Real Estate Fund						53,045												53,045
To Support Parking Fund									534,172									534,172
To Support Water Fund										1,106,462								1,106,462
To Support Fleet Fund												113,423						113,423
To Support Health Fund														78,062				78,062
To Support Pension Funds															6,852	6,852		13,704
Transfers to Debt Service Funds:																		
From Downtown TIF		2,573,313																2,573,313
From Capital Fund for Fire Station 2				700,108														700,108
From Parking Fund									300,000									300,000
From Stormwater Fund							3,463,763											3,463,763
																		-
<b>Total 5900 Accounts</b>	200,000	2,573,313	79,568	965,208	-	53,045	3,463,763	-	-	834,172	1,106,462	113,423	-	78,062	6,852	6,852	9,480,720	

## 2011 Street Maintenance Summary ST-004

Street	From	To	2010 Pavement Condition
<b>Resurfacing - Contract A</b>			
BOLSON DR	WOODWARD AVE	DUNHAM RD	Very Poor/Serious
BRADLEY CT	DUNHAM RD	S END	Serious
BRUNETTE DR	SPRINGSIDE AVE	BOLSON DR	Very Poor
DAVIS ST	DOUGLAS RD	FAIRVIEW AVE	Very Poor
DEVEREUX RD	CAMDEN RD	75TH ST	Very Poor
FRANKLIN ST	WASHINGTON ST	FAIRVIEW AVE	Poor
LAKE AVE	W END	FAIRVIEW AVE	Very Poor
LEXINGTON LN	SPRINGSIDE AVE	PLYMOUTH RD	Poor
LINDEN PL	AUSTIN ST	PRAIRIE AVE	Serious
MEADE PL	MEADE RD	N. END	Fair
MEADE RD	CONCORD DR	MEADE PL	Poor
PALMER ST	W. END	DUNHAM RD	Very Poor
PLYMOUTH RD	CONCORD DR	LEXINGTON LN	Fair
PROSPECT AVE	S END	OGDEN AVE	Very Poor/Serious
REVERE RD	MEADE PL	CONCORD DR	Failed
SHERMAN ST	ELM ST	FAIRVIEW AVE	Very Poor
SPRINGSIDE AVE	71ST ST	VIL LIMIT N. OF 63RD	Poor/Very Poor/Serious/Failed
SPRINGSIDE PL	CUL DE SAC	SPRINGSIDE AVE	Fair
STERLING RD	SHERMAN ST	OGDEN AVE	Poor
TICONDEROGA PL	DEVEREUX RD	N. END	Poor
WHITE PL	CAMDEN RD	W END	Fair

### Resurfacing - Contract B

35th St	Venard Rd	West End	Satisfactory
Acorn Dr	Hickory Trail	Oak Hill Rd	Serious
Arrowwood Ln	Downers Dr	Buckthorn Ln	Very Poor
Barneswood Dr	Venard Rd	Saratoga Ave	Serious
Belle Aire / Wood	Venard Rd	S. Cul De Sac	Very Poor
Buckthorn Ln	N. of Arrowwood	Coral Berry Ln	Serious
Coral Berry Ln	Downers Dr	Venard Rd	Very Poor/Serious
Downers Dr	Coral Berry Ln	N. of Arrowwood	Good
Goldenbell Ct	Venard Rd	W. Cul De Sac	Very Poor
Hickory Ct	Venard Rd	E. Cul De Sac	Very Poor
Hickory Trail	Oak Hill Rd	35th St	Serious
Holly Ct	Barneswood	S. Cul De Sac	Serious
Laurel Ct	Barneswood	N. Cul De Sac	Serious
Oak Hill Ct	Venard Rd	W. Cul De Sac	Serious
Oak Hill Rd	Saratoga Ave	Highland Ave	Serious
Parrish Ct	Venard Rd	W. Cul De Sac	Serious
Pomeroy Ct	35th St	S. Cul De Sac	Serious
Pomeroy Rd	35th St	N. Cul De Sac	Very Poor
Red Bud Ct	Venard Rd	E. Cul De Sac	Poor

## 2011 Street Maintenance Summary ST-004

Street	From	To	2010 Pavement Condition
Red Silver Ct	Saratoga Ave	W. Cul De Sac	Failed
Venard Rd north	Drew St	Saratoga Ave	Very Poor
Venard Rd south	Barneswood	N. Cul De Sac	Very Poor

### Crack Fill - Rubberized

40th Pl	Fairview Ave	Florence Ave	Good
41st St	Florence Ave	Cumnor Rd	Good
41st St	Cumnor Rd	Williams St	Good
55th Pl	Wilcox Ave	Cumnor Rd	Not Assessed in 2010
60th Pl	Brookbank Rd	E. end cul-de-sac	Good
60th St	Blodgett Ave	Osage Ave	Good
60th St	Carpenter St	E. end cul-de-sac	Good
61st St	Brookbank Rd	Main St	Good
65th St	Lyman Ave	Fairmount Ave	Good
67th St	Fairmount Ave	Briargate Dr	Good
67th St	Fairmount Ave	W End 67th St	Good/Satisfactory
Ashbrook Pl	Inverness Ave	S. of Inverness	Not Assessed in 2010
Ashley Ct	Belmont Rd	E. of Belmont	Good
Aspen Ave	Durand Ave	Tamarack Dr	Not Assessed in 2010
Austin St	Linden Pl	Fairview Ave	Good
Benton Ave	55th St	Maple Ave	Good
Birchwood Pl	Woodcreek Dr	cul-de-sac	Good
Blackstone Dr	Oxford St	67th St	Good
Bonnie Brae Dr	Oxford St	Lyman Ave	Not Assessed in 2010
Briargate Dr	68th St	Fairmount Ave	Good
Brookbank Rd	59th St	N. end cul-de-sac	Good
Carpenter St	63rd St	59th St	Good
Carpenter St	Maple Ave	Summit St	Good
Chase Ave	Durand Ave	Tamarack Dr	Not Assessed in 2010
Claremont Dr	Main St	Fairview Ave	Not Assessed in 2010
Clayton Ct	cul-de-sac	Claremont Dr	Serious (resurfaced in 2010)
Durand Dr	Maple Ave	Belmont Rd	Not Assessed in 2010
Esplanade Rd	Butterfield Rd	Lacey Rd	Good
Farley Pl	Lyman Ave	Park Ave	Good
Florence Ave	Shady Ln	41st St	Not Assessed in 2010
George St	Plymouth St	Hillcrest Rd	Good
Gierz St	Linden Pl	Fairview Ave	Good
Grand Ave	59th St	61st St	Good
Hillcrest Rd	Jefferson Ave	Thornwood Dr	Good
Lacey Rd	Lloyd Ave	Wood Creek Dr	Good/Satisfactory
Lancaster Ave	Bonnie Brae Dr	Lancaster Pl	Not Assessed in 2010
Lane Pl	Maple Ave	Summit St	Good
Longmeadow Rd	41st St	Tower Rd	Good
Lyman Ave	Valley View Dr	Claremont Dr	Poor

## 2011 Street Maintenance Summary ST-004

Street	From	To	2010 Pavement Condition
Lyman Ave	Oxford St	65th St	Not Assessed in 2010
Meadow Crest Dr	Claremont Dr	Oxford St	Not Assessed in 2010
Meadow Ln	Brookbank Rd	cul-de-sac	Good
Osage Ave	N. of 60th St	S. of 62nd St	Good
Park Ave	55th St	Randall St	Good
Parkview Dr	Claremont Dr	Fairmount Ave	Not Assessed in 2010
Priairie Ave	Belmont Rd	Fairview Ave	Good
Randall St	Webster St	Fairmount Ave	Good
Roslyn Rd	41st St	Tower Rd	Good
Shady Ln	Florence Ave	Cumnor Rd	Good
Summit St	Main St	Carpenter St	Good/Satisfactory
Summit St	Main St	Washington St	Good
Summit St	Lyman Ave	Blodgett Ave	Good
Tamarack Dr	Chase Ave	Aspen Ave	Not Assessed in 2010
Tower Rd	Cumnor Rd	Williams St	Good
Valley View Dr	Meadow Crest Dr	Fairmount Ave	Very Poor (resurfaced in 2010)
Weatherbee Ave	Washington St	Weatherbee Pl	Not Assessed in 2010
Webster St	55th St	Randall St	Good
West End Rd	41st St	Tower Rd	Good
Wilson St	Linden Pl	Fairview Ave	Good
Wood Creek Dr	Lacey Rd	Lacey Rd	Good

### Crack Fill - Fiber

35th St	Venard Rd	Highland Ave	Satisfactory
57th St	Dearborn Pkwy	Fairview Ave	Satisfactory
60th St	Puffer Rd	Belmont Rd	Satisfactory
62nd Pl	Brookbank Rd	Carpenter St	Satisfactory
62nd St	Plymouth Ct	Dunham Rd	Good
62nd St	Janes Ave	Chase Ave	Fair
Bateman St	Hawkins Ave	Powell St	Good
Belden Ave	Curtiss St	Maple Ave	Satisfactory
Bentley Ct	Grand Ave	W. end	Good
Blodgett Ave	55th St	Elmwood Ave	Satisfactory
Buckingham Pl	Grand Ave	Fairview Ave	Satisfactory
Cambridge Rd	Newport Rd	Concord Dr	Satisfactory
Chase Ave	63rd St	Hobson Rd	Satisfactory
Churchill Ct	Buckingham Pl	N. end	Good
Curtiss St	Main St	Mackie Pl	Satisfactory
Dearborn Pkwy	59th St	57th St	Satisfactory
Essex Pl	Penner Ave	W. end	Satisfactory
Gilbert Ave	Jacqueline Dr	Forest Ave	Satisfactory
Grand Ave	Bunning Dr	57th St	Satisfactory
Grand Ave	Buckingham Pl	68th St	Satisfactory
Hawkins Ave	Powell St	Kidwell Rd	Good
Hughes Ave	Powell St	Oneil Rd	Satisfactory

## 2011 Street Maintenance Summary ST-004

Street	From	To	2010 Pavement Condition
Janes Ave	63rd St	Hobson Rd	Satisfactory
Kidwell Rd	Klein Ave	Hawkins Ave	Good
Klein Ave	Powell St	Kidwell Rd	Good
Leonard Ave	63rd St	Hobson Rd	Good/Satisfactory
Mackie Pl	Curtiss St	Maple Ave	Satisfactory
Middaugh Ave	59th St	55th St	Satisfactory/Fair
Newport Rd	Penner Ave	Cambridge Rd	Satisfactory
Northbridge Pl	Penner Ave	W. end	Good
Penner Ave	Newport Rd	Concord Dr	Satisfactory
Penner Pl	Penner Ave	N. end	Satisfactory
Plymouth Ct	62nd St	S. end	Good
Plymouth St	62nd St	61st St	Good
Powell Ct	71st St	N. end	Satisfactory
Powell St	71st St	Powell Pl	Satisfactory
Puffer Rd	63rd St	Hobson Rd	Satisfactory
Stonewall Ave	Prairie Ave	Ogden Ave	Good
Sturbridge Pl	Penner Ave	W. end	Good
Woodward Ave	Warren Ave	Ogden Ave	Good/Satisfactory

### Patching - In-House

3rd St	Fairview Av	Cumnor Rd	Serious
40th	Fairview Av	Earlston Rd	Serious
4th St	Willams St	Victor St	Poor
66th St	Berrywood Ln	Briargate Dr	Poor
67th Pl	Dunhan Rd	Powell St	Very Poor
6th St	Cumnor Rd	Willams St	Poor
7th St	Cumnor Rd	Willams St	Poor/Serious
8th St	Cumnor Rd	Willams St	Poor
Barberry Ct	Saratoga Av	East end	Serious
Barrett St	Palmer St	67th	Very Poor
Blanchard Rd	Dunham Rd	Main St	Poor/Very Poor
Blodgett Ct	65th St	North end	Serious
Burlington Av	Maple Av	Fairview Av	Fair/Very Poor
Carpenter Ct			Serious
Cornell Av	Warren Av	Prairie Av	Very Poor
Cumnor Rd	3rd St	8th St	Serious
Curtiss Av	Belmont Rd	Cornell Av	Fair/Poor
Earlston Rd	39th	Ogden Av	Failed
Elm St	Rodgers St	Warren Av	Very Poor
Florence Av	2nd St	5th St	Very Poor
Franklin Av	Washington St	Highland Av	Poor
Grand Av	Burlington Av	Hill St	Serious
Grant St	Seeley Av	Linscott Av	Fair/Poor
Grant St	Fairview Av	Cumnor Rd	Very Poor

## 2011 Street Maintenance Summary ST-004

Street	From	To	2010 Pavement Condition
Grove St	Main St	Carpenter Rd	Failed
Highland Av	Rodgers St	Prairie Av	Poor/Serious
Highland Ct	Highland	East end	Very Poor
Inverness Av	Chase Av	Lomond Av	Poor
Jefferson Av	Dunham Rd	Middaugh St	Poor
Lincoln Av	Statton St	Sterling Rd	Poor/Very Poor
Lindley St	41st	Ogden Av	Very Poor
Montgomery Av	Warren Av	Prairie Av	Not Assessed in 2010
Montgomery Av	Chicago Av	Prairie Av	Very Poor
Morton	40th	Herbert St	Very Poor
Oakwood Av	Chicago Av	Grant St	Poor
Palmer St	Saratoga Av	Dunham Rd	Very Poor
Powell St	63rd	Norfolk St	Serious
Powell St	Palmer St	67th	Very Poor
Prince St	Grant St	Lincoln Av	Poor
Saylor St	Dunham Rd	Powell St	Very Poor
Seeley Av	Warren Av	Prairie Av	Serious
Sterling Rd	39th	Ogden Av	Failed
Stonewall Av	Warren Av	Prairie Av	Very Poor
Traube Av	Cumnor Rd	Village Limit	Very Poor
Valleyview Dr	Meadowcrest Ln	Main St	Very Poor
Victor St	2nd St	8th St	Very Poor
Walnut Av	College Rd	South end	Very Poor
Woodward Av	Prairie Av	Warren Av	Very Poor

### Patching - Contractor

59th Street	Fairview Avenue	Main Street	Fair/Very Poor
Brookbank Road	60th Place	59th Street	Not Assessed in 2010
Carpenter Street	Carol Street	63rd Street	Serious
Concord Drive	Dunham Road	Stonewall Avenue	Fair/Poor/Very Poor
Creekside Road	Robey Avenue	Valley View Drive	Serious
Downers Drive	Brooke Drive	Butterfield Road	Fair
Hobart Avenue	Foster Road	Valley View Drive	Serious
Maple Avenue	Main Street	Benton Avenue	Satisfactory/Fair/Very Poor
Maple Avenue	Cumnor Road	Fairview Avenue	Fair/Poor
Parker Avenue	Robey Avenue	Robey Avenue	Serious
Robey Avenue	Parker Avenue	Main Street	Very Poor
Saratoga Avenue	63rd Street	Norfolk Street	Fair
Washington Street	Maple Avenue	Burlington Avenue	Very Poor

**Equipment Replacement  
Fund 530**

	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Actual 2009</b>	<b>Actual 2010</b>	<b>Estimate 2011</b>	<b>Proposed 2012</b>	<b>Projected 2013</b>	<b>Projected 2014</b>	<b>Projected 2015</b>	<b>Projected 2016</b>	<b>Projected 2017</b>
<b>Revenues</b>											
Transfers from Departments	1,231,208	1,511,765	870,424	1,184,880	956,163	1,185,000	1,285,000	1,285,000	1,335,000	1,385,000	1,385,000
Misc Revenues	(32,731)	61,368	12,707	71,406	31,200	1,500	1,500	1,500	1,500	1,500	1,500
<b>Total Revenues</b>	<b>1,198,477</b>	<b>1,573,133</b>	<b>883,131</b>	<b>1,256,286</b>	<b>987,363</b>	<b>1,186,500</b>	<b>1,286,500</b>	<b>1,286,500</b>	<b>1,336,500</b>	<b>1,386,500</b>	<b>1,386,500</b>
<b>Expenses</b>											
Purchases	1,150,319	1,284,374	750,150	794,078	2,025,280	1,395,500	1,840,932	1,529,600	578,684	1,135,500	939,111
Net Income (Loss)					(1,037,917)	(209,000)	(554,432)	(243,100)	757,816	251,000	447,389
Cash Balance at 12/31	677,967	885,860	1,202,483	2,211,868	1,173,951	964,951	410,519	167,419	925,235	1,176,235	1,623,624