Page #	·	······									· .
61	Public Works - Operations Division	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
62	Road Resurfacing Program	482,800	628,979	632,434	620,396	620,396	450,000	450,000	450,000	450,000	450,000
64	Road Resurfacing Program - UNH	485,000									
65	Crack Seal Program	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
66	Sidewalk Improvement Program	40,000	52,000	65,000	65,000	29,000	40,000	40,000	40,000	40,000	40,000
68	Drainage System Rehabilitation Program	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000
69	Stormwater Management Program - Permit Compliance	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
70	Facility Infrastructure Improvements	36,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
71	Dump Truck Replacement (3-5 Ton)	240,000	250,100	255,302		266,020			280,239		292,177
77	Madbury Road Complete Streets Project - Roadway, Sidewalk, Drainage Construction	3,120,900	2,635,023					· · ·			•
79	Vibratory Roller	40,000						•		· · ·	·
80	Motor Vehicle Fluid Distribution System Replacement		15,000								
81	Mobile Air Compressor Replacement		40,000								
82	Front End Loader Replacement		285,906		· .						
83	Engineering Jeep Replacement		37,000					-			
84	Longmarsh Road Bridge Replacement			1,300,000							
85	Sidewalk Plow Tractor Replacement			216,442							
86	Pickup Truck Replacement (Dodge Ram)			72,997							
87	Rubber Tired Excavator Replacement (Cost share with Water Fund 25%)						292,500				
88	Roadway Sweeper Replacement								259,669		
89	Pickup Truck Replacement (3/4 Ton)		-							-	61,992
90	Front End Loader Replacement			•		,		· · ·			335,843
91	Sidewalk Plow Tractor Replacement			• .							242,070

PROJECT YEAR	2025 F	PROJECT COST		\$482,800
DESCRIPTION	Road Program	DEPARTMENT		Public Works - Operations
IMPETUS FOR PROJECT	(IE. MANDATED, COUNCIL	GOAL, DEPT IN	TIATIVE,	ETC.)
Dept. Initiative		· · · · · · · · · · · · · · · · · · ·		· · · · · · · · ·
DESCRIPTION (TO INCLU	UDE JUSTIFICATION)			
baseline condition assessment related roadway infrastructure. for the strategic planning of the identified in our 5-year action p deterioration predictions. These A roadway PCI is generated banetwork. StreetLogix then allow preventive maintenance repair economical and appropriate for volume of the roadway are use for a given year. Roads are the judgment, and coordination with adequate investment in road re routine maintenance such as or Program will be allotted to the r are experiencing significant rutt stormwater conveyance pattern	for the over 60 miles of town-mair This software uses customized an annual Road Program. Each year lan takes place. Roadways outside assessments help inform decisio used on pavement distresses and t is for various scenarios to be revie projects. The software analyzes w each road segment. The PCI, reh d to calculate the repair priority inc n selected for rehabilitation based h other planned Town and 3rd part habilitation, and drainage system rack sealing and full depth patchin reclamation of Constable Road, Fa- ting, alligator cracking, aggregate in the Additionally, funding is requested	ntained roadways inclu id standard algorithms r an inspection of the e of the action plan and m-making by developi their severity for each wed to aid in prioritizing hich type of rehabilitation treatment of dex (RPI) which priorition upon a combination of ty utility projects. Sour improvements, as app g. The funds requester alls Way, Ryan Way, a loss, and heaving, res ed for a mill and overla	ading sidewa and deterio candidate ar e also inspe ng a Pavem segment in ng pavemen tion treatme ost, repair s izes the Tow of StreetLog nd pavemen blicable, con ed for the fis and Orchard ulting in une ay treatmen	alks, curb ramps, and bration curves which allow nd other roadways cted to validate ent Condition Index or PCI the Town's roadway at rehabilitation and nt would be the most ervice life, and traffic wn's rehabilitation projects ix output, engineering t management emphasizes bined with preventive and cal year 2025 Road Drive. These roadways even surfaces and altered t on Garrison Avenue from
LOTIMATED COSTO.	FRELIMINART STUDT, DESIGN AN		-	
		ې پ VERSIGHT \$	· _	
	CONSTRUCTION COSTS	s	482 800	
	CONTINGENCY	\$	-	·
	TOTAL PROJECT COST		482,800	-
FINANCING	OPERATING BUDGET	\$	482,800	
	UNH - CASH	\$	-	
	BOND - TOWN PORTION	\$	-	6
"	UNH PORTION	\$		<u>.</u>
· · ·	FEDERAL/STATE GRANT	\$	-	· · ·
	CAPITAL RESERVE ACCOUNT	\$	-	· · · ·
	TOTAL FINANCING COSTS	\$	482,800	- ,
F BONDED:	NUMBER OF YEARS		N/A	An
	TOTAL PRINCIPAL	\$	-	
	TOTAL INTEREST	\$	· _	1
	TOTAL ESTIMATED COST	\$	_	
				· · · · · ·

Town Administrator Proposed

62

DURHAM 2025 - 2029 ROAD PROGRAM *PRELIMINARY - SUBJECT TO CHANGE WITHOUT NOTICE*

2025-PAVEMENT PLAN

ROAD NAME	TREATMENT	UTILITY	MILEAGE	DISTANCE (FT)	LAST	COST
	TYPE	UPGRADES	ROAD / SIDEWA	OAD / SIDEWAL	TREATMENT	1 A.
CONSTABLE ROAD	RECLAIM + 3.5"		0.15	800	2005	\$ 62,466
FALLS WAY	RECLAIM + 3.5"		0.2	1078	2005	\$ 78,524
RYAN WAY	RECLAIM + 3.5"		0.15	800	2005	\$ 56,655
GARRISON AVENUE	MILL + 1.5" OL		0.34	1785	2013	\$ 103,251
ORCHARD DRIVE	RECLAIM + 3.5"		0.5	2653	2006	\$ 181,908
			1.34		SUBTOTAL	\$ 482,804

2026-PAVEMENT PLAN

ROAD NAME	TREATMENT	UTILITY	MILEAGE	DISTANCE	LAST	COST
	TYPE	UPGRADES	•	(FEET)	TREATMENT	·
LAUREL LANE	1.75" SHIM + OL		0.45	2400	2006	\$ 64,750
LANGLEY ROAD	RECLAIM + 3.5"		0.61	3241	2008	\$ 200,427
MORGAN WAY	1.75" SHIM + OL		0.26	1361	2008	\$ 38,711
WILLIAMS WAY	1.75" SHIM + OL		0.26	1365	2008	\$ 38,720
TIRRELL PLACE	1.75" SHIM + OL	·	0.14	748	2008	\$ 21,097
JENKINS COURT	1.5" MILL + OL		0.07	370	2011	\$ 23,832
NOBLE K. PETERSON DRIVE	1.75" SHIM + OL		0.20	1081	1999	\$ 36,168
TECHNOLOGY DRIVE	1.5" MILL + OL		0.49	2560	2020	\$ 205,274
·			2.48		SUBTOTAL	\$ 628,979

2027-PAVEMENT PLAN

ROAD NAME	TREATMENT		MILEAGE	DISTANCE	LAST	1	COST
	TYPE		-	(FEET)	TREATMENT		
ROSS ROAD	RECLAIM + S+OL	DRAINAGE	1.14	6033	2006	\$	381,726
ELLISON LANE	1.75" S+OL	· · · ·	0.09	489	2001	\$	37,164
MEADER LANE	1.75" S+OL		0.16	858	2006	\$	19,041
BURNHAM AVENUE	RECLAIM +3.5"	DRAINAGE / WATER	0.19	1010	2007	\$	137,009
			1.58		SUBTOTAL	\$	632,434

2028-PAVEMENT PLAN

ROAD NAME	TREATMENT	MILEAGE	DISTANCE	LAST	COST
	TYPE	• •	(FEET)	TREATMENT	
DURHAM POINT ROAD WEST	COLD-IN-PLACE RECYCLING + 1.5" or RECLAIM + 3.5"	1.77	9346	2007	\$ 620,396
·		1.77	-	SUBTOTAL	\$ 620,396

2029-PAVEMENT PLAN

ROAD NAME	TREATMENT		MILEAGE	DISTANCE	LAST	COST
	TYPE			(FEET)	TREATMENT	
DURHAM POINT ROAD EAST	COLD-IN-PLACE RECYCLING + 1.5" or RECLAIM + 3.5"		1.77	9346	2007	\$ 620,396
		· · · ·	1.77		SUBTOTAL	\$ 620,396

	CAPITAL IMPROVE	EMENT PROC	GRAM		
PROJECT YEAR	2025 P	ROJECT COST		\$48	5,000
DESCRIPTION	UNH Road Program D	EPARTMENT		Public Work	s- Operations
IMPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL	GOAL, DEPT INI	TIATIVE, E	TC.)	
UNH			•	, ,	
DESCRIPTION (TO INCI	LUDE JUSTIFICATION)				
				· · ·	
				,	
University of New Hamps Town's discounted rates. Evergreen Drive, South I structure adjustment.	shire (UNH) roadways into its Ro In 2025, UNH is planning on a Drive, South Way, and Section ²	oad Program Bid 1.5" Mill + High-S 1 of A Lot. This fu	Package so trength Ov nding reque	o that UNH w erlay treatme est will incluc	/ill receive the ent along le gate box /
ESTIMATED COSTS:	PRELIMINARY STUDY DESIGN AND				
		\$	_		
		/FRSIGHT \$	· · ·		
	CONSTRUCTION COSTS		485,000		
•	CONTINGENCY	\$	-		
		÷			
	TOTAL PROJECT COST	\$	485,000		
FINANCING	TOTAL PROJECT COST	\$	485,000	lan galan ayan dalam dar maranan di sakar minin	
FINANCING	TOTAL PROJECT COST OPERATING BUDGET UNH - CASH	\$ \$ \$	485,000 - 485,000	nati a laga gadi ana por an makababatiki	
FINANCING	TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION	\$ \$ \$ \$	485,000 - 485,000 -		
FINANCING	TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION BOND - UNH PORTION	\$ \$ \$ \$ \$	485,000 - 485,000 -		
FINANCING	TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION BOND - UNH PORTION FEDERAL/STATE GRANT	\$ \$ \$ \$ \$ \$ \$	485,000 - 485,000 - -		
FINANCING	TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	\$ \$ \$ \$ \$ \$ \$ \$	485,000 - 485,000 - - -		
FINANCING	TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	\$ \$ \$ \$ \$ \$ \$ \$ \$	485,000		
FINANCING IF BONDED:	TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	\$ \$ \$ \$ \$ \$ \$	485,000 - 485,000 - - - - 485,000 N/A		
FINANCING IF BONDED:	TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	\$ \$ \$ \$ \$ \$ \$ \$ \$	485,000 - 485,000 - - - - 485,000 N/A -		
FINANCING IF BONDED:	TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	485,000 - 485,000 - - - 485,000 N/A - -		



PROJECT YEAR DESCRIPTION Cra IMPETUS FOR PROJECT (IE. MAI Dept. Initiative DESCRIPTION (TO INCLUDE JUS A critical component of a successfu Crack sealing is one pavement press base and sub-base materials which materials beneath the roadway. Thi network experiences numerous free sealing program can prolong pavem Durham Public Works proposes the Road, Scotland Road, Hampshire A Terrace, and Beech Hill Road. ESTIMATED COSTS: PRELIMI FINANCING OPERAT UNH - CA BOND - 1 FEDERAL	2025-2034 ackseal Program NDATED, COUNG STIFICATION) Il road program is servation operatio cause erosion ar s results in prema eze/thaw cycles. So nent life from 3-8 y following roadwa venue, Lundy Lau NARY STUDY, DESIGN	PROJECT O DEPARTME CIL GOAL, DI CIL GOAL, DI adequate invo on that will pre- nd compromis ature roadway Studies have years. ays tentatively ine, Wood Roa	COST ENT EPT INIT estments vent wate the strut failure, e demonst to be cra ad, Cowe	Pu IATIVE, ET in pavemen er infiltration actural integ even more s rated that an ack-sealed in ack-sealed in ack-sealed in	\$30,0 blic Works - C.) nt preserva into the ro rity of the o when the n effective n 2025: To assford Lai	oo Operations ation. badway aggregate a roadway crack om Hall ne, Sauer
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FINANCING OPERAT UNH - CA BOND - T FEDERAL	L PROJECT COST	• .	\$	30,000		· . · ·
UNH - CA BOND - 1 FEDERA		nder för att att för det ander att statistick att att för att att att statistick att att att att att att att at	\$	30,000		
BOND - 1 FEDERA	ASH		\$			
FEDERA			\$	· _ ·	· · ·	
	L/STATE GRANT		\$	_		
GAPITAL	RESERVE ACCOUNT	•	\$			
ΤΟΤΑ	L FINANCING COSTS		\$	30,000		
IF BONDED: NUMBER	OF YEARS			N/A		
TOTAL P	RINCIPAL		\$			
TOTAL II	NTEREST		\$	-		
τοτα	L ESTIMATED COST		\$			
						••••

Town Administrator Proposed

65

PROJECT YEAR	2025 PROJ	ECT COS	Γ		\$40,000
DESCRIPTION	Sidewalk Program DEPA	RTMENT			Public Works - Operation
IMPETUS FOR PROJE	CT (IE. MANDATED, COUNCIL GOA	L, DEPT I	NITIA	TIVE, E	TC.)
Dept. Initiative					
DESCRIPTION (TO INC	CLUDE JUSTIFICATION)				
The renabilitation and replace transportation network. The Durham Public Works deve assessments, field observat within walking distance to so wide sidewalk and curb ram Public Works in making dec (SCI) was generated based network. It is updated annual The 2025 Sidewalk Program	Town's sidewalk inventory consists of appr lops repair strategies and project scopes ba tions, and timing of associated infrastructure chools, ADA compliance, and areas with hig p assessment performed in 2020 provided isions around appropriate investments in th on pavement and concrete distresses and ally by the program's algorithm to reflect con n includes the reconstruction of 245 lineal fe	ramps is a c oximately 15 sed on the s projects. Pr h volumes o condition and is critical infr their severity tinued deterion thet of concre	milea di miles idewall eferen f pedes I comp astruct for ea oration	ompone of sidewa k and cu ce is give strian tra liance da ure. A s ch segm h walks wir	th of the Town's multi-mod alks and curb ramps. rb ramp condition en to repairs involving area ffic. The StreetScan town- ata to help guide Durham idewalk condition index ent in the town's sidewalk th deteriorating brick ramps. The sidewalks
banding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el	n Smith Park Lane to 21 Main Street, inclusing nt accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I	rturned curb oncrete and Public Works	ing, an brick-t is req	d dislode banded s uesting S	ged bricks with upheaved idewalks and replace then \$40,000 for these
banding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el improvements. ESTIMATED COSTS:	n Smith Park Lane to 21 Main Street, inclusi nt accessible ramps, areas of failed and ove anels. The project will remove the existing c iminating the failed brick banding. Durham l PRELIMINARY STUDY, DESIGN AND ENG	oncrete and Public Works	ing, an brick-t is req	d dislodg banded s uesting S	ged bricks with upheaved idewalks and replace then \$40,000 for these
canding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el mprovements.	n Smith Park Lane to 21 Main Street, inclusing an accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham l PRELIMINARY STUDY, DESIGN AND ENGINEERING	ve of ADA a rturned curb concrete and Public Works	brick-t	d dislodg banded s uesting S	ged bricks with upheaved idewalks and replace then \$40,000 for these
canding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el mprovements.	n Smith Park Lane to 21 Main Street, inclusing taccessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI	GHT	ing, an brick-t is req	d dislodg banded s uesting \$	ged bricks with upheaved idewalks and replace then \$40,000 for these
banding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el improvements. ESTIMATED COSTS:	n Smith Park Lane to 21 Main Street, inclusing an accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENGINE FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS	GHT	ing, an brick-t is req	d dislodg banded s uesting S	ged bricks with upheaved idewalks and replace then \$40,000 for these
banding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el improvements. ESTIMATED COSTS:	n Smith Park Lane to 21 Main Street, inclusing an accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY	GHT	brick-t	d dislodg banded s uesting S - - 40,000	ged bricks with upheaved idewalks and replace then \$40,000 for these
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banding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el improvements. ESTIMATED COSTS:	n Smith Park Lane to 21 Main Street, inclusing that accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIC CONSTRUCTION ENGINEERING OVERSIC CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH	GHT	brick-t	d dislodg panded s uesting \$ - - - 40,000 - 40,000	ged bricks with upheaved idewalks and replace then \$40,000 for these
FINANCING	n Smith Park Lane to 21 Main Street, inclusing accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSING CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION	GHT	brick-t	d dislodg panded s uesting \$ - - - 40,000 - - 40,000 - - - - - - - - - - - - - - - - -	ged bricks with upheaved idewalks and replace then \$40,000 for these
FINANCING	n Smith Park Lane to 21 Main Street, inclusing accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENGINEERING FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSICONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION UNH PORTION	GHT	brick-t is req	d dislodg panded s uesting \$ - - - 40,000 - 40,000 - - - - - - - - - - - - - - - - -	ged bricks with upheaved idewalks and replace then \$40,000 for these
banding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el improvements. ESTIMATED COSTS:	n Smith Park Lane to 21 Main Street, inclusing accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENGINEERING FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIC CONSTRUCTION ENGINEERING OVERSIC CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT	GHT	brick-t is req	d dislod panded s uesting S - - - 40,000 - - - 40,000 - - - - - - - - - - - - - - - - -	ged bricks with upheaved idewalks and replace then \$40,000 for these
banding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el improvements. ESTIMATED COSTS:	n Smith Park Lane to 21 Main Street, inclusing accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIC CONSTRUCTION ENGINEERING OVERSIC CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	GHT	brick-t is req	d dislodg panded s uesting \$ - - - 40,000 - - - - - - - - - - - - - - - - -	ged bricks with upheaved idewalks and replace then \$40,000 for these Municipal Transportation
panding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el improvements. ESTIMATED COSTS:	n Smith Park Lane to 21 Main Street, inclusing a coessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIC CONSTRUCTION ENGINEERING OVERSIC CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS.	GHT	brick-t is req	d dislodg panded s uesting \$ - - - 40,000 - - - - - - - - - - - - - - - - -	ged bricks with upheaved idewalks and replace then \$40,000 for these Municipal Transportation Improvement Reserve Fund
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banding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el improvements. ESTIMATED COSTS: FINANCING	n Smith Park Lane to 21 Main Street, inclusin ta accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS. NUMBER OF YEARS TOTAL PRINCIPAL	GHT	brick-t brick-	d dislodg panded s uesting \$ - - - 40,000 - - - - - - - - - - - - - - - - -	ged bricks with upheaved idewalks and replace then \$40,000 for these Municipal Transportation Improvement Reserve Fund
banding on Main Street from currently have non-compliar and deteriorated concrete p with new concrete panels el improvements. ESTIMATED COSTS: FINANCING	n Smith Park Lane to 21 Main Street, inclusin ta accessible ramps, areas of failed and over anels. The project will remove the existing of iminating the failed brick banding. Durham I PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS. NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	GHT	bick-te is req	d dislodg panded s uesting \$ - - - 40,000 - - - - - - - - - - - - - - - - -	ged bricks with upheaved idewalks and replace then \$40,000 for these Municipal Transportation Improvement Reserve Fund



DURHAM 2025 - 2029 SIDEWALK PROGRAM *PRELIMINARY - SUBJECT TO CHANGE WITHOUT NOTICE*

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	COST
MAIN STREET - SMITH PARK LANE TO 21 MAIN STREET	CONCRETE /REPLACE	POOR	245	\$ 40,000
			SUBTOTAL	\$ 40,000

2025-SIDEWALK PLAN

2026-SIDEWALK PLAN

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	cc	DST
MAIN STREET - 20 MAIN STREET TO MADBURY ROAD PETTEE BROOK LN - ROSEMARY LN TO MAIN STREET	CONCRETE/REPLACE ASPHALI / REPLACE WITH CONCRETE	POOR POOR	180 317	\$ \$	17,000 35,000
			SUBTOTAL	\$	52,000

2027-SIDEWALK PLAN

 SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	CC	DST
MAIN STREET - MILL ROAD TO 35 MAIN STREET	CONCRETE / REPLACE	POOR	357	\$	66,000
			SUBTOTAL	\$	66,000

2028-SIDEWALK PLAN

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	COST
 MAIN ST - QUAD WAY TO 66 MAIN STREET	CONCRETE/REPLACE	POOR	430	\$ 65,000
			SUBTOTAL	\$ 65,000

2029-SIDEWALK PLAN

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	COST
ROSEMARY LN - 10 PETTEE BROOK LN TO PETTEE BROOK LN	BRICK / REPLACE	POOR	60	\$ 11,000
PETTEE BROOK LN - 10 PETTEE BROOK LN TO ROSEMARY LN	BRICK / REPLACE	POOR	90	\$ 18,000
			SUBTOTAL	\$ 29,000

PROJECT YEAR	2025 P	ROJECT COST		\$85,000
DESCRIPTION	Drainage System Rehabilitation - Culverts, Outfalls and Drainage Structures	EPARTMENT		Public Works
IMPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL GOAL,	DEPT INITIATIVE	, ETC.)	
Department Initiative, MS-4 Permit				· · · · ·
DESCRIPTION (TO INC	LUDE JUSTIFICATION)			
		•		<u>.</u>
The Drainage System Rehabilita consisting of approximately 70 and 5 rain gardens. This networ transportation network allowing water resources. In many cases replacement before failure. The severe consequences such as m coordination with planned road	tion Program funds repair, replacement, addition culverts and outfalls, 30 drainage manholes, 525 of k of pipes, structures, and structural Best Manage g for the compliant management of stormwater w , this infrastructure is original to the roadway con e Department's replacement strategy focuses on t ajor collector roads, arterial roadways, and single program projects.	s, and major repairs to t catch basins, 10 miles of ment Practices (BMP's) while providing crossings struction and has deteri the highest-risk assets, v ingress and egress neig	he Town's stormy drain lines and 4 are critical compo of streams, river orated beyond its vhere failure wou hborhoods while	water drainage system bioretention areas onents of the Town's s, wetlands, and other s useful life requiring Id have the most ensuring close
As described in the FY25 Capita inventory, condition assessmen repair or replacement which the drainage infrastructure repairs i candidates.	Sheet "Stormwater Management Program Permi t, and life cycle cost analysis of the Town's MS4 sy e Department began targeting in FY25 with this fu dentified by the inventory on Ross Road, Ellison L	it Compiance", Durham /stem in 2024. This proj nding request. The FY26 ane, and Meader Lane,	Public Works com ect identified seve 5 funding request all of which are F	npleted an asset eral assets requiring will support needed Y27 Road Program
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND F	ENGINEERING	\$ -	
	FINAL DESIGN AND ENGINEERING		\$ -	
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			Ψ -	•
	CONSTRUCTION COSTS		\$ 85,000	
	CONSTRUCTION COSTS CONTINGENCY		\$ 85,000 \$ -	
	CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST		\$ 85,000 \$ - \$ 85,000	
FINANCING	CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET		\$ 85,000 \$ - \$ 85,000 \$ -	
FINANCING	CONSTRUCTION ENGINEERING OVER CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH		\$ 85,000 <u>\$ -</u> <u>\$ 85,000</u> \$ - \$ -	
FINANCING	CONSTRUCTION ENGINEERING OVER CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION		\$ 85,000 \$ - \$ 85,000 \$ - \$ - \$ - \$ 85,000	
FINANCING	CONSTRUCTION ENGINEERING OVER CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION		\$ 85,000 \$	
FINANCING	CONSTRUCTION ENGINEERING OVER CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT		\$ 85,000 \$ - \$ 85,000 \$ - \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ - \$ 85,000	
FINANCING	CONSTRUCTION ENGINEERING OVER CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT		\$ 85,000 <u>\$ -</u> <u>\$ 85,000</u> \$ - \$ - \$ 85,000 \$ - \$ - \$. \$. \$. \$. \$. \$. \$. \$.	
FINANCING	CONSTRUCTION ENGINEERING OVER CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS		\$ 85,000 <u>\$ -</u> <u>\$ 85,000</u> \$ - \$ - \$ 85,000 \$ - \$. \$. \$. \$. \$. \$. \$. \$.	
FINANCING IF BONDED:	CONSTRUCTION ENGINEERING OVER CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS		\$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ 5	
FINANCING IF BONDED:	CONSTRUCTION ENGINEERING OVER CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL		\$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 5 \$ 85,000 5 \$ 85,000	
FINANCING IF BONDED:	CONSTRUCTION ENGINEERING OVER CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST		\$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ - \$ 85,000 \$ 5 \$ 85,000 \$ 7,650	

	2025-2034	PROJECT COST		\$30,000
DESCRIPTION	Stormwater Management Program Permit Compliance		Public Wor	ks - Operations
				s - Operations
Department Initiative MS 4 Department	CI (IE. MANDATED, COUNCIL GOA	L, DEFT INITIATIVE,	E10.)	
DESCRIPTION (TO INC	LUDE JUSTIFICATION)	was Elimination System Mus	visional Constrato	Storm Source System
Phase II General Permit (NPDES improve water quality within ju involvement and participation 3 construction stormwater mana operations. Durham Public Wor investigations in areas where p stormwater connections. In add Town'stormwater BMP networ This effort compliments the Ass services, which began in 2023. in 2024 to complete an asset in stormwater assets included cat	5 MS4 Permit). The revised final permit, re-issued risdictional areas. These minimum control meas 3. Illicit discharge detection and elimination (IDD gement in new development and redevelopment ks will utilize \$12,000 of this capital request to o reviously completed dry weather outfall screenin dition, this capital request would fund the comp k which will further the development of the Tow set Management Program development project To faciilate this work Durham Public Works obta ventory, condition assessment, and life cycle co ch basins, drainage manholes, outfalls, culverts, be MS4 area the ongoing development of a drai	d in 2018, requires towns to ures include: 1. Public educa- E) 4. Construction site storn at 6. Pollution prevention an complete permit required ID ng and catchment investigat letion of an updated invent on's drainage master plan. where the Department is ut ained a \$30,000 grant and p st analysis of the Town's MS and BMP's. This funding rea-	meet "Minimal ation and outrea water runoff co d good houseke DE dry weather ions indicated p ory and conditio ilizing third-part artnered with Er 4 system. Field quest will contri	Control Measures" to ach 2. Public pontrol 5. Post- eping in municipal catchment otential IDDE in assessment on the ty engineering nvironmental Partners data collection of ibute to the collection
based on the results of the life	cycle cost analysis.	hage GIS layer, and drainage	e system renabil	
based on the results of the life	PRELIMINARY STUDY, DESIGN AND	ENGINEERING \$	-	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING	D ENGINEERING \$	- 12,000	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV	ERSIGHT \$	- 12,000 -	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS	ERSIGHT \$	12,000 - 18,000	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY	D ENGINEERING \$ ERSIGHT \$	12,000 - 18,000	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST	ERSIGHT \$	12,000 - 18,000 - 30,000	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET	D ENGINEERING \$ ERSIGHT \$ \$ \$	- 12,000 - 18,000 - 30,000 30,000	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH	D ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$	12,000 - 18,000 - 30,000 - 30,000	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION	ERSIGHT \$	12,000 - 18,000 - 30,000 30,000 -	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION	D ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	12,000 - 18,000 - 30,000 - - - - -	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT	ERSIGHT \$	12,000 - 18,000 - 30,000 - - - - - - -	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	D ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 12,000 - - 18,000 - - 30,000 - - - - - - - - -	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	D ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	12,000 - 18,000 - 30,000 - - - - - - - - - - - - - - - - -	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	D ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 12,000 - 18,000 - 30,000 - - - - - - - 30,000 N/A	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	D ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	12,000 - 18,000 - 30,000 - - - - - - - - - - - - - - - - -	
FINANCING	PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OV CONSTRUCTION ENGINEERING OV CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	D ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 12,000 - - 18,000 - - 30,000 - - - - - - - - - - - - - - - - -	



PROJECT YEAR	2025 P	ROJECT COST		\$36,000
DESCRIPTION	Facility Infrastructure Improvements	EPARTMENT	Public	Works - Operation
IMPETUS FOR PROJI	ECT (IE. MANDATED, COUNCIL GOAL,	DEPT INITIATIVE, I	ETC.)	
Department Initiative		:		
DESCRIPTION (TO IN				
Durham Public Works is responsil and Police Station have advanced necessary investments are essent	ble for the maintenance of Town-owned buildings within Du I systems that require specialized training and licensing to se tial for their continued uninterrupted operation and to prese	rham. Many of these newer fa ervice and repair. As all of our erve their aesthetic appeal.	acilities including building systems	the Library, Town Hall, continue to age,
Over the 2024 fiscal year Durham Fown Hall, Police Station, Library, electrical, fire protection, heating eplacement of each asset. Utilizi innual requests beginning in FY 2 sheer number of facilities and the documented and current pricing	Public Works efforts focused on the development of a com Public Works, Courthouse, and Transfer Station. This invent ventilation and air conditioning, plumbing, roofing, walls, fl ng the inventory, Durham Public Works will focus on the dev 026, prioritizing projects based on urgency, cost, and impace e diversity of their respective building systems. This project is information must take into consideration projections for fut	prehensive inventory of over s tory is broken down into sever ooring, and shell. This invento velopment of a capital improv t. Developing this type of plan s particularly time-consuming ure costs, considering inflation ined to augment the Congress	500 individual as al categories inc ry contains estin ement plan in 20 is particularly cl as each asset mu n, market trends ionally Directed	sets contained within th luding conveyances, nated costs for repairs o 125 for inclusion within nallenging due to the ust be accurately , and potential supply Spending Request (CDR)
nain disruptions. The Fiscal year and FEMA grant for which Durhau generators at the Police Departm Department's 25% cost share of t levelopment of an engineer's op	² 2025 request contains only the supplemental funding requ m Public Works was successful in receiving funding in the an ent, the Spruce Hole well, the Lee Well and the Durham Puk he FEMA grant, along with funding required to implement t inion of probable cost.	nount of \$570,150.00 for the i plic Works campus. This fundi he improvements following th	replacement of e ng request repre le completion of	emergency power backu sents both the Police the final design and the
And Gistuptions. The Fiscal year and FEMA grant for which Durhan generators at the Police Departm Department's 25% cost share of t development of an engineer's op	2025 request contains only the supplemental funding requ m Public Works was successful in receiving funding in the an ent, the Spruce Hole well, the Lee Well and the Durham Put he FEMA grant, along with funding required to implement t inion of probable cost.	hount of \$570,150.00 for the i olic Works campus. This fundi he improvements following th	replacement of e ng request repre e completion of	emergency power backu sents both the Police the final design and the
enand disruptions. The Fiscal year and FEMA grant for which Durhan generators at the Police Departm Department's 25% cost share of t levelopment of an engineer's op	2025 request contains only the supplemental funding requ m Public Works was successful in receiving funding in the an ent, the Spruce Hole well, the Lee Well and the Durham Pub he FEMA grant, along with funding required to implement t inion of probable cost. PRELIMINARY STUDY, DESIGN AND E FINAL DESIGN AND ENGINEERING	nount of \$570,150.00 for the rollic Works campus. This fundi he improvements following th NGINEERING \$	replacement of 6 ng request repre le completion of	emergency power backu esents both the Police the final design and the
ind FEMA grant for which Durhan generators at the Police Departm Department's 25% cost share of t levelopment of an engineer's op	2025 request contains only the supplemental funding requ m Public Works was successful in receiving funding in the an ent, the Spruce Hole well, the Lee Well and the Durham Pub he FEMA grant, along with funding required to implement t inion of probable cost. PRELIMINARY STUDY, DESIGN AND E FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER	INCLUE OF \$570,150.00 for the inplice of \$570,150.00 for the inplice Works campus. This fundii he improvements following the improvements following the improvements following the second secon	replacement of e ng request repre e completion of	emergency power backu sents both the Police the final design and the
ind FEMA grant for which Durhan generators at the Police Departm Department's 25% cost share of t levelopment of an engineer's op	2025 request contains only the supplemental funding requ m Public Works was successful in receiving funding in the an ent, the Spruce Hole well, the Lee Well and the Durham Put he FEMA grant, along with funding required to implement t inion of probable cost. PRELIMINARY STUDY, DESIGN AND E FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVEF CONSTRUCTION COSTS	Nount of \$570,150.00 for the rollic Works campus. This fundi he improvements following th NGINEERING \$ SSIGHT \$	replacement of e ng request repre e completion of - - - 36 000	emergency power backu esents both the Police the final design and the
and FEMA grant for which Durhan generators at the Police Departm Department's 25% cost share of t levelopment of an engineer's op ESTIMATED COSTS:	2025 request contains only the supplemental funding requ m Public Works was successful in receiving funding in the an ent, the Spruce Hole well, the Lee Well and the Durham Pub he FEMA grant, along with funding required to implement t inion of probable cost. PRELIMINARY STUDY, DESIGN AND E FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVEF CONSTRUCTION COSTS	Induct of \$570,150.00 for the induction of \$570,150.00 for the indication of \$570,150.00 for the indication of \$5000000000000000000000000000000000000	replacement of 6 ng request repre e completion of - - - 36,000	emergency power backu esents both the Police the final design and the
and FEMA grant for which Durhan generators at the Police Departm Department's 25% cost share of t levelopment of an engineer's op	2025 request contains only the supplemental funding requ m Public Works was successful in receiving funding in the an ent, the Spruce Hole well, the Lee Well and the Durham Pub he FEMA grant, along with funding required to implement t inion of probable cost. PRELIMINARY STUDY, DESIGN AND E FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVEF CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST	Incurt of \$570,150.00 for the rollic Works campus. This fundi he improvements following th INGINEERING \$ RSIGHT \$ S S	replacement of engrequest represented e completion of	emergency power backu esents both the Police the final design and the
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nam disruptions. The Fiscal year and FEMA grant for which Durhan generators at the Police Departm Department's 25% cost share of t levelopment of an engineer's op ESTIMATED COSTS:	2025 request contains only the supplemental funding requ m Public Works was successful in receiving funding in the an ent, the Spruce Hole well, the Lee Well and the Durham Put he FEMA grant, along with funding required to implement t inion of probable cost. PRELIMINARY STUDY, DESIGN AND E FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVEF CONSTRUCTION ENGINEERING OVEF CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	Incurt of \$570,150.00 for the rount of \$570,150.00 for the round	replacement of 6 ng request repre e completion of - - - - - - - - - - - - - - - - - - -	emergency power backu esents both the Police the final design and the
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FINANCING	2025 request contains only the supplemental funding requ m Public Works was successful in receiving funding in the an ent, the Spruce Hole well, the Lee Well and the Durham Pub he FEMA grant, along with funding required to implement t inion of probable cost. PRELIMINARY STUDY, DESIGN AND E FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	And the constraint of \$570,150.00 for the relation of \$570,150.00 for \$570,150	replacement of 6 ng request repre e completion of - - - - - - - - - - - - - - - - - - -	emergency power backu esents both the Police the final design and the



	2025	VEF	IICLE COST	\$240,000
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEF	PARTMENT	Public Works - Operations
DESCRIPTION (TO II	NCLUDE JUSTIFICATION):		en de la companya de la constata de	
Purchase of a 35,000 LB	GVW (Gross Vehicle Weight) dump tr	uck with	h sand/salt spreade	r, side wing and front plow.
Durham Public Works has a equipment are operated up to transporting construction mat repairs, infrastructure upgrad	fleet of six 35,000 LB GVW dump trucks that be eight hours daily, four to five workdays per erials, aggregates, debris, and other essent es, utility installations, and landscaping proj	at are on week. 1 tial suppl ects.	a 10 year replacemen Fheir design and carryi lies to and from job site	It cycle. These front-line pieces of ing capacity make them well-suited for es to facilitate activities such as road
Furthermore, these trucks as events, these vehicles are m plows and material spreaders during the challenging winter fleet, Durham Public Works s	sume a crucial role in Durham Public Works obilized as the front line defense for snow a s, these vehicles efficiently clear pathways, months. In cases where the demands of sn upplements its efforts by enlisting the supp	s' Snow a nd ice co ensuring low and i ort of qui	and Ice Control Progra ontrol on 120 lane mile safe and accessible r ice removal operations alified contractors.	am. During multifaceted winter weather is of Town roads. Equipped with snow oadways for residents and commuters is surpass the capabilities of the internal
Durham Public Works procur truck cab and chassis with a deicing and anti-icing tankers are crucial. For example, duri hydraulic hook lift hoist allow	ed a "swap loader" body configuration for th hydraulic hook lift hoist. This feature enable . In instances where the Durham Public Wo ng operations like addressing a water main for a quick transition between the material s	is equip the se orks fleet break re spreader	ment in FY22 and FY2 amless interchangeab is configured for winte equiring a dump body, and dump body, in un	24. This setup involves equipping the ility of various truck bodies, and liquid er plowing and deicing, swift changeovers these new "swap loader" setups with a ider five minutes.
Durham Public Works is requ 2013 Peterbilt, will be traded 2025 International/Navistar S emission reduction systems in dump truck fleet for the last to ensured the continuity of serv	esting funding in FY25 for a conventional tr in as part of this procurement. This legacy a wap Loader Truck and will require significan n the near future if held for front-line use. Th wo years following the swap loader acquisiti ices when a front-line vehicle experiences	ruck/bod asset wa nt invest he Depa ions. Thi	y setup. Durham Publi is a holdover from the ments in the powerpla rtment has utilized a re s strategy has effectiv	c Works' spare 35,000 GVW Truck, a 2024 procurement of the Department's nt and steering control systems and eserve vehicle to supplement its 6-wheel ely mitigated operational challenges and
emergency winter storm and structure of the Snow and lee losing two trucks during mech to explore alternative fuel opt vehicles, sometimes exceedii has proven to be unavailable	water break responses. The spare truck is control Team, which includes the Departm nanical failures (the truck experiencing failur ions for this upcoming acquisition, including ng 30 continuous hours during winter emer at this time.	critical fo nent's on re and th battery gency re	nical failure and is out or maintaining this leve ly full-time mechanic. I le truck operated by th electric. However due asponse events, the ba	of service, most notably during of service, especially considering the Without the spare vehicle, the team risks re mechanic). The Department continues to the operational demands of these attery technology to satisfy this demand
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PROJECT YEAR	2026	VĖI	HICLE COST	\$250,100
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEI	PARTMENT	Public Works - Operations
DESCRIPTION (TO I	NCLUDE JUSTIFICATION):		· ·	•
^o urchase of a 35,000 LB	GVW (Gross Vehicle Weight) dump to	ruck wi	th sand/salt spreade	er, side wing and front plow.
Durham Public Works ha line pieces of equipment capacity make them well- and from job sites to facil projects.	s a fleet of six 35,000 LB GVW dump are operated for up to eight hours dail suited for transporting construction ma itate activities such as road repairs, in	trucks y, four aterials frastru	that are on a 10-yea to five workdays per , aggregates, debris cture upgrades, utilit	ar replacement cycle. These front- r week. Their design and carrying s, and other essential supplies to ty installations, and landscaping
Furthermore, these trucks winter weather events, th Town roads. Equipped wi accessible roadways for i snow and ice removal op by enlisting the support o	s assume a crutial role in Durham Pub ese vehicles are mobilized as the fron th snow plows and material spreaders residents and commuters during the c erations surpass the capabilities of the f qualified contractors.	lic Wo t-line o these the halleng interr	rks' Snow and Ice C lefense for snow and e vehicles efficiently jing winter months. I al fleet, Durham Pu	ontrol Program. During multifacete d ice control on 120-lane miles of clear pathways, ensuring safe and In cases where the demands of blic Works supplements its efforts
The Department continue However due to the opera emergency response eve	es to explorie alternative fuel options for ational demands of these vehicles, so nts, the battery technology to satisfy th	or this o metime nis den	upcoming acquisition s exceeding 30 con nand has proven to	n, including battery electric. ntinuous hours during winter be unavailable at this time.
/ehicle to be Replaced:	Truck H-4, 2015 International/Navis	star		
			-	
ESTIMATED COST	PURCHASE PRICE	\$	131,090	
	ACCESSORIES*	\$	129,010	
	LESS TRADE-IN**	\$	(10,000)	
- 4 1	NET PURCHASE PRICE	\$	250,100	
	*Accessories include lighting, pl	ows, r	adios, misc. equipi	ment.
INANCING	OPERATING BUDGET	\$	-	
· · · · · ·	UNH - CASH	\$	-	
	BOND - TOWN PORTION	\$	250,100	
	FEDERAL/STATE GRANT	\$	-	
	CAPITAL RESERVE ACCOUNT	\$		
	TOTAL FINANCING COSTS	\$	250,100	
F BONDED:	NUMBER OF YEARS		5	
	TOTAL PRINCIPAL	\$	250.100	
	TOTAL INTEREST (EST'D)	· \$	25 300	
4			275 400	
		¥	1.0,100	

	2027	VE	IICLE COST	\$255,302
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEI	PARTMENT	Public Works - Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):	-	<u></u>	
			1. A	
^o urchase of a 35,000 LB	GVW (Gross Vehicle Weight) dump tr	uck wit	h sand/salt spreade	er, side wing and front plow.
Durham Public Works has line pieces of equipment a capacity make them well-s and from job sites to facili projects.	a fleet of six 35,000 LB GVW dump t are operated for up to eight hours daily suited for transporting construction ma tate activities such as road repairs, inf	trucks t /, four t terials, rastruc	hat are on a 10-yea o five workdays per aggregates, debris ture upgrades, utilit	ar replacement cycle. These front- r week. Their design and carrying s, and other essential supplies to ty installations, and landscaping
Furthermore, these trucks winter weather events, the Town roads. Equipped wit accessible roadways for ru snow and ice removal ope by enlisting the support of	assume a crutial role in Durham Publese vehicles are mobilized as the front th snow plows and material spreaders esidents and commuters during the ch erations surpass the capabilities of the qualified contractors.	lic Wor I-line de these allengi	ks' Snow and Ice C efense for snow and vehicles efficiently ng winter months. I al fleet, Durham Pul	Control Program. During multifacete d ice control on 120-lane miles of clear pathways, ensuring safe and In cases where the demands of blic Works supplements its efforts
The Department continue: Jue to the operational den response events, the batte	s to explorie alternative fuel options fo nands of these vehicles, sometimes e ery technology to satisfy this demand l	or this u xceedi has pro	pcoming acquisition ng 30 continuous h ven to be unavailat	n, including battery electric. Howev nours during winter emergency ble at this time.
√ehicle to be Replaced:	Truck H-5, 2016 International/Navis	tar	· . *	
ESTIMATED COST	PURCHASE PRICE	\$	133,712	an a
	ACCESSORIES*	\$	131,590	
	LESS TRADE-IN**	\$	(10,000)	
	NET PURCHASE PRICE	\$	255,302	
	*Accessories include lighting, plo	ows, ra	dios, misc. equipr	ment.
INANCING	OPERATING BUDGET	\$	•	
	UNH - CASH	\$		
, .		Ψ	-	
	BOND - TOWN PORTION	\$	255,302	· · · · · · · · · · · · · · · · · · ·
	BOND - TOWN PORTION FEDERAL/STATE GRANT	\$ \$	- 255,302 -	
	BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	\$ \$ \$	- 255,302 - -	
	BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	\$ \$ \$ \$	255,302	
F BONDED:	BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	\$ \$ \$ \$	255,302 - 255,302 5	
F BONDED:	BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	\$ \$ \$ \$	255,302 - 255,302 5 255,302	
F BONDED:	BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST (EST'D)	\$ \$ \$ \$ \$	255,302 - 255,302 5 255,302 26,900	

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Durn DESCRIPTION (TO INCLUDE JU Purchase of a 35,000 LB GVW (Gross Durham Public Works has a fleet of six pieces of equipment are operated for u make them well-suited for transporting sites to facilitate activities such as road Furthermore, these trucks assume a cr winter weather events, these vehicles a roads. Equipped with snow plows and n accessible roadways for residents and and ice removal operations surpass the enlisting the support of qualified contract	p Truck 35,000 GVW Replacement STIFICATION): Vehicle Weight) dump tru 35,000 LB GVW dump tru 5,000 LB GVW dump tru to to eight hours daily, fou construction materials, ag repairs, infrastructure up utial role in Durham Publi re mobilized as the front- naterial spreaders, these commuters during the char commuters during the char	DEP uck with sa rucks that r to five w ggregates grades, u c Works' line defer vehicles o	ARTMENT and/salt spreade are on a 10-yea orkdays per we , debris, and oth tility installations Snow and Ice C ase for snow and	Public Works - Operation er, side wing and front plow. ar replacement cycle. These front-l ek. Their design and carrying capa her essential supplies to and from j s, and landscaping projects.
DESCRIPTION (TO INCLUDE JU Purchase of a 35,000 LB GVW (Gross Durham Public Works has a fleet of six pieces of equipment are operated for u make them well-suited for transporting sites to facilitate activities such as road Furthermore, these trucks assume a cri winter weather events, these vehicles a roads. Equipped with snow plows and n accessible roadways for residents and and ice removal operations surpass the enlisting the support of qualified contract	STIFICATION): Vehicle Weight) dump tru 35,000 LB GVW dump tro to eight hours daily, fou construction materials, ag repairs, infrastructure up utial role in Durham Publi re mobilized as the front- naterial spreaders, these commuters during the char commuters during the interna	uck with sa rucks that r to five w ggregates grades, u c Works' line defer vehicles o	and/salt spreade are on a 10-yea orkdays per we , debris, and oth tility installations Snow and Ice C use for snow and	er, side wing and front plow. ar replacement cycle. These front-l ek. Their design and carrying capa ner essential supplies to and from j s, and landscaping projects. Control Program. During multifacete
Purchase of a 35,000 LB GVW (Gross Durham Public Works has a fleet of six pieces of equipment are operated for u make them well-suited for transporting sites to facilitate activities such as road Furthermore, these trucks assume a cr winter weather events, these vehicles a roads. Equipped with snow plows and n accessible roadways for residents and and ice removal operations surpass the enlisting the support of qualified contract	Vehicle Weight) dump tru 35,000 LB GVW dump tru o to eight hours daily, fou construction materials, ag repairs, infrastructure up utial role in Durham Publi re mobilized as the front- naterial spreaders, these commuters during the char commuters during the char combilities of the interne	uck with sa rucks that r to five w ggregates grades, u c Works' line defer vehicles o	and/salt spreade are on a 10-yea orkdays per we , debris, and oth tility installations Snow and Ice C use for snow and	er, side wing and front plow. ar replacement cycle. These front-l ek. Their design and carrying capa her essential supplies to and from j s, and landscaping projects. Control Program. During multifacete
Purchase of a 35,000 LB GVW (Gross Durham Public Works has a fleet of six pieces of equipment are operated for u make them well-suited for transporting sites to facilitate activities such as road Furthermore, these trucks assume a cr winter weather events, these vehicles a roads. Equipped with snow plows and n accessible roadways for residents and and ice removal operations surpass the enlisting the support of qualified contract	Venicle Weight) dump tru 35,000 LB GVW dump tro o to eight hours daily, fou construction materials, ag repairs, infrastructure up utial role in Durham Publi re mobilized as the front- naterial spreaders, these commuters during the char commuters during the interne	uck with sa rucks that r to five w ggregates grades, u c Works' line defer vehicles o	and/sait spreade are on a 10-yea orkdays per we , debris, and oth tility installations Snow and Ice C ase for snow and	er, side wing and front plow. ar replacement cycle. These front-l ek. Their design and carrying capa ner essential supplies to and from j s, and landscaping projects. Control Program. During multifacete
Durham Public Works has a fleet of six pieces of equipment are operated for u make them well-suited for transporting sites to facilitate activities such as road Furthermore, these trucks assume a cri winter weather events, these vehicles a roads. Equipped with snow plows and n accessible roadways for residents and and ice removal operations surpass the enlisting the support of qualified contract	35,000 LB GVW dump tr o to eight hours daily, fou construction materials, ag repairs, infrastructure up utial role in Durham Publi re mobilized as the front- naterial spreaders, these commuters during the char canabilities of the interne	rucks that r to five w ggregates grades, u c Works' line defer vehicles o	are on a 10-yea orkdays per we , debris, and oth tility installations Snow and Ice C use for snow and	ar replacement cycle. These front-l ek. Their design and carrying capa ner essential supplies to and from j s, and landscaping projects. Control Program. During multifacete
Furthermore, these trucks assume a cr winter weather events, these vehicles a roads. Equipped with snow plows and r accessible roadways for residents and and ice removal operations surpass the enlisting the support of qualified contract	utial role in Durham Publi re mobilized as the front- naterial spreaders, these commuters during the cha canabilities of the intern	c Works' line defer vehicles	Snow and Ice C use for snow and	Control Program. During multifacete
	ctors.	allenging al fleet, D	efficiently clear winter months. I urham Public W	d ice control on 120-lane miles of T pathways, ensuring safe and In cases where the demands of sn /orks supplements its efforts by
The Department continues to explore a due to the operational demands of thes response events, the battery technolog	alternative fuel options for e vehicles, sometimes ex y to satisfy this demand h	r this upco ceeding : nas prove	oming acquisitio 30 continuous ł n to be unavaila	n, including battery electric. Howev nours during winter emergency able at this time.
Vehicle to be Replaced: Truck H-6,	2019 International/Navis	star		
ESTIMATED COST PURCHAS	E PRICE	\$	139,114	
ACCESSO	RIES*	\$ -	136,906	
LESS TRA	DE-IN**	\$	(10,000)	
NET PU	RCHASE PRICE	\$	266,020	
*Accessor	ies include lighting, plo	ws, radio	os, misc. equip	oment.
		¢	-	
		ф.	-	
	STATE GRANT	¢	200,020	
		φ \$	-	
TOTAL	FINANCING COSTS	\$	266,020	
IF BONDED: NUMBER (OF YEARS		5	
TOTAL PR	INCIPAL	\$	266,020	
TOTAL IN	EREST (EST'D)	\$	28,100	
TOTAL	PROJECT COST	\$	294,120	· · · · · · · · · · · · · · · · · · ·

Town Administrator Proposed

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	2032	VEH	HICLE COS	Т	\$280,239
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEF	PARTMENT		Public Works - Operations
DESCRIPTION (TO II	NCLUDE JUSTIFICATION):				
Purchase of a 35,000 LB	GVW (Gross Vehicle Weight) swap load	ler truck	with sand/sa	lt spreade	r, side wing and front plow.
Durham Public Works ha pieces of equipment are of make them well-suited for sites to facilitate activities	s a fleet of six 35,000 LB GVW dump tru operated for up to eight hours daily, four transporting construction materials, ago such as road repairs, infrastructure upg	icks that to five w gregates rades, u	t are on a 10-y vorkdays per v , debris, and utility installation	vear repla veek. The other ess ons, and I	cement cycle. These front-line ir design and carrying capacity ential supplies to and from job andscaping projects.
Furthermore, these trucks winter weather events, the roads. Equipped with sno roadways for residents ar removal operations surpa support of qualified contra	a assume a crutial role in Durham Public ese vehicles are mobilized as the front-lin w plows and material spreaders, these v id commuters during the challenging win ss the capabilities of the internal fleet, D actors.	Works' ne defer vehicles iter mon vurham F	Snow and Ice nse for snow a efficiently clea ths. In cases Public Works	e Control I and ice co ar pathwa where the suppleme	Program. During multifaceted ontrol on 120-lane miles of Town ys, ensuring safe and accessib e demands of snow and ice onts its efforts by enlisting the
The Department continue due to the operational dep events, the battery technology	s to explorie alternative fuel options for t nands of these vehicles, sometimes exc loov to satisfy this demand has proven t	this upco ceeding to be up	oming acquisi 30 continuou available at th	tion, inclu s hours d iis time	ding battery electric. However uring winter emergency respons
svonto, the battory tooline					
Vehicle to be Replaced	Truck H-7 2022 International/Navist	ar Swan	Loader		
Vehicle to be Replaced:	Truck H-7, 2022 International/Navista	ar Swap	Loader		
Vehicle to be Replaced:	Truck H-7, 2022 International/Navista	ar Swap	Loader		
Vehicle to be Replaced:	Truck H-7, 2022 International/Navista	ar Swap \$ \$	Loader 145,285 174,954		
Vehicle to be Replaced:	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN**	ar Swap \$ \$	145,285 174,954 (40,000)		
Vehicle to be Replaced:	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE	ar Swap \$ \$ \$ \$	145,285 174,954 (40,000) 280,239		
Vehicle to be Replaced:	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plov	ar Swap \$ \$ \$ \$ \$ vs, radio	145,285 174,954 (40,000) 280,239 os, misc. equ	lipment.	
Vehicle to be Replaced: ESTIMATED COST FÍNANCING	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plov OPERATING BUDGET	ar Swap \$ \$ <u>\$</u> \$ vs, radio \$	145,285 174,954 (40,000) 280,239 os, misc. equ	iipment.	
Vehicle to be Replaced: ESTIMATED COST FÍNANCING	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plov OPERATING BUDGET UNH - CASH	ar Swap \$ \$ \$ vs, radio \$ \$	145,285 174,954 (40,000) 280,239 os, misc. equ -	ipment.	
Vehicle to be Replaced: ESTIMATED COST FINANCING	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plov OPERATING BUDGET UNH - CASH BOND - TOWN PORTION	ar Swap \$ \$ <u>\$</u> \$ vs, radio \$ \$ \$	145,285 174,954 (40,000) 280,239 os, misc. equ - 280,239	iipment.	
Vehicle to be Replaced: ESTIMATED COST	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plov OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT	ar Swap \$ \$ \$ vs, radio \$ \$ \$ \$	2 Loader 145,285 174,954 (40,000) 280,239 os, misc. equ - - 280,239 -	ipment.	
Vehicle to be Replaced:	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plov OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	ar Swap \$ \$ \$ vs, radi \$ \$ \$ \$ \$ \$ \$	145,285 174,954 (40,000) 280,239 os, misc. equ - - 280,239 -	ipment.	
Vehicle to be Replaced: ESTIMATED COST FINANCING	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plow OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	ar Swap \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	2 Loader 145,285 174,954 (40,000) 280,239 os, misc. equ - 280,239 - 280,239 - 280,239	iipment.	
/ehicle to be Replaced: ESTIMATED COST FINANCING F BONDED:	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plow OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	ar Swap \$ \$ \$ vs, radio \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	2 Loader 145,285 174,954 (40,000) 280,239 os, misc. equ - - 280,239 - - 280,239 5	lipment.	
Vehicle to be Replaced: ESTIMATED COST FINANCING	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plov OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	ar Swap \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	2 Loader 145,285 174,954 (40,000) 280,239 os, misc. equ - 280,239 - 280,239 5 280,239	ipment.	
Vehicle to be Replaced: ESTIMATED COST FINANCING	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plow OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST (EST'D)	ar Swap \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Loader 145,285 174,954 (40,000) 280,239 os, misc. equ - 280,239 - 280,239 5 280,239 5 280,239 8,099	iipment.	
Vehicle to be Replaced: ESTIMATED COST FİNANCING IF BONDED:	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plow OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST (EST'D) TOTAL PROJECT COST	ar Swap \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Loader 145,285 174,954 (40,000) 280,239 os, misc. equ - 280,239 - 280,239 5 280,239 5 280,239 8,099 288,338	ipment.	
Vehicle to be Replaced: ESTIMATED COST FINANCING IF BONDED:	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plow OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST (EST'D) TOTAL PROJECT COST	ar Swap \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	2 Loader 145,285 174,954 (40,000) 280,239 os, misc. equ - - 280,239 - - 280,239 5 280,239 5 280,239 8,099 288,338	ipment.	
Vehicle to be Replaced: ESTIMATED COST FÍNANCING	Truck H-7, 2022 International/Navista PURCHASE PRICE ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, plow OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST (EST'D) TOTAL PROJECT COST	ar Swap \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Loader 145,285 174,954 (40,000) 280,239 os, misc. equ - 280,239 - 280,239 5 280,239 5 280,239 8,099 288,338	ipment.	



PROJECT YEAR	2034	VEHICLE	COST	\$292,177
DESCRIPTION	Dump Truck 35,000 GVW	DEPARTM	ENT	Public Works - Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):			
Purchase of a 35,000 LB 0	GVW (Gross Vehicle Weight) swa	p loader trucł	c with sand/salt sp	preader, side wing and front plow.
Durham Public Works has pieces of equipment are of capacity make them well-s from job sites to facilitate a	a fleet of six 35,000 LB GVW dur perated for up to eight hours daily, uited for transporting construction activities such as road repairs, infr	np trucks tha , four to five v materials, ag astructure up	t are on a 10-year vorkdays per wee ggregates, debris, grades, utility inst	r replacement cycle. These front-line k. Their design and carrying , and other essential supplies to and tallations, and landscaping projects.
Furthermore, these trucks winter weather events, the Town roads. Equipped with accessible roadways for re and ice removal operations enlisting the support of qua	assume a crucial role in Durham i se vehicles are mobilized as the fi h snow plows and material spread esidents and commuters during the s surpass the capabilities of the in alified contractors.	Public Works ront-line defe lers, these ve e challenging ternal fleet, D	' Snow and Ice C nse for snow and hicles efficiently o winter months. Ir Durham Public Wo	ontrol Program. During multifaceted ice control on 120-lane miles of clear pathways, ensuring safe and n cases where the demands of snow orks supplements its efforts by
The Department continues due to the operational dem response events, the batte	to explorie alternative fuel option nands of these vehicles, sometime ary technology to satisfy this dema	s for this upc as exceeding nd has prove	oming acquisition 30 continuous ho n to be unavailab	, including battery electric. However ours during winter emergency le at this time.
Vehicle to be Replaced:	Truck H-2, 2025 International/N	avistar Swap	Loader	
ESTIMATED COST	PURCHASE PRICE	\$ 151,1	55	
	ACCESSORIES*	\$ 181,0	22	
	LESS TRADE-IN**	\$ (40,0	00)	
•	NET PURCHASE PRICE	\$ 292,1	77	
	*Accessories include lighting	, radios, stri	ping, misc. equi	pment.
FINANCING		\$ -		n a chairte a chairte an chairte an an ann ann an Mhairte ann an Chairte ann an Ann ann an Ann ann an Ann an An
	UNH - CASH	\$ -		
	BOND - TOWN PORTION	\$ 292.1	77	
		\$,-	• •	
, ,	FEDERAL/STATE GRANT	¢		
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		به - د 2021	77	
		Ψ <u>2</u> 32,1 Ε	1 1 	
		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	77	
		ज ८७८,1 ¢ ०₄	11	
•	TOTAL INTEREST (EST D)	ຈ 8,4 \$ 300 ຄ	44 21	- -
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			and the second se	

PROJECT YEAR	2025	PROJECT COST	\$3,120,900
	Madbury Road Roadway, Sidewalk, Drainage		
DESCRIPTION	Streetscape Complete Streets Project - Construction	DEPARTMENT	Public Works - Operations
IMPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL GOAL, DI	EPT INITIATIVE, ETC.)	
Department Initiative			
DESCRIPTION (TO INCI	LUDE JUSTIFICATION)		
Madbury Road is approxima	ately 6,500 feet in length and serves as a maj	or arterial roadway in Dur	ham with Average Daily Traffic exceeding
4,500 vehicles. The roadwa	y was transferred to Town ownership from th	e State of New Hampshire	e when Route 4 was upgraded many years
ago. The roadway was last j	paved in 2009 at which time it received an ov	erlay treatment. Current	y the roadway is in poor condition with
significant pavement raveli	ng, delamination, longitudinal and alligator cr	acking, rutting, settlemen	t, and base failure. The sidewalks and curb
ramps are non-compliant, r	elative to ADA, and curb reveal is minimal or	non-existent in some area	is. The drainage system is undersized with
drainage structures and dra	Inage conveyance systems in a deteriorated (condition. On September	13th, 2021, the Town Council approved a
contract award in the amou	Int of \$1,142,898.00 to VHB Engineering to p	rovide design engineering	, services for the reconstruction of
madbury Road. The Madbu	ry Road design project team has taken a Cor	including traffic colming o	which includes evaluating and
constructing muni-modal tr	ansportation improvements where possible,	tal approach to construct	on of public infrastructure incorporating
low impact development st	armwater features, and environmentally con	cal approach to construction	iques and materials. A robust public
involvement component ba	binnwater reatures, and environmentally con	scious construction techni s perspectives are conside	red within the decign and incorporated
where possible. The project	t has recently entered the Phase 1 construction	on phase beginning in the	spring of 2024. This included the
reconstruction of two main	r culverts, which convey littlebale creek ben	ath Madhury and Edgew	and Roads. This phase of construction has
reached substantial comple	tion an entire month ahead of schedule and	on hudget Phase 2 water	and sewer utility reconstruction between
Main Street and Manle stre	ets also continues to progress and has reach	ed substantial completion	during the month of August also ahead of
schedule and on budget. Th	e Phase 2 Complete Streets roadway, draina	ge, multi-use path and stru	eetscape portion of the project inloudes
two separate segments whi	ch stretch between Main Street and Garrisor	Avenue Construction im	provements on the first segment, between
Pettee Brook and Garrison	Ave began in mid-lune and progresses on sch	edule, with this first segment	ent planned for completion this current
construction season. Segme	ent two of this phase, between Main Street a	nd Pettee Brook, is schedu	uled for completion early summer 2025.
The proposed funding requ	ests for Fiscal Year 2025 will continue to prov	vide the necessary funding	for engineering and construction
improvements for Phase 3	construction. planned for calendar year 2025	5. This will include Comple	te Street construction improvements
between Garrison Avenue a	and Edgewood Road with Phase 4 construction	on planned for 2026, begin	ning at Edgewood Road and linking to the
NHDOT's Madbury Road at	Route 4 Roundabout project, also currently	scheduled to begin in 202	6. The state project however, is subject to
change dependent on NHD	OT planning and design/permitting progress.	Water and sewer main re	construction and rehabilitation is planned
to conicide with the road re	construction schedule. Fiscal Year 2025 fund	ling for watermain replace	ment is requested within a "Madbury Road
Complete Streets Project - \	Nater Line Replacement" capital request.		
· ·			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND EN	GINEERING \$	
	FINAL DESIGN AND ENGINEERING	\$	•
	CONSTRUCTION ENGINEERING OVERS	IGHT \$	
	CONSTRUCTION COSTS	\$	3,120,900
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	· · · · · · · · · · · · · · · · · · ·	3 120 900

	TOTAL PROJECT COST	\$ 3,120,900	
FINANCING	OPERATING BUDGET (FUND BALANCE)	\$ 1,000,000	
	UNH - CASH	\$ -	• .
	BOND - TOWN PORTION	\$ 2,120,900	
	UNH PORTION	\$	
	FEDERAL/STATE GRANT	\$ -	
	CAPITAL RESERVE ACCOUNT	\$ -	
	TOTAL FINANCING COSTS	\$ 3,120,900	
IF BONDED:	NUMBER OF YEARS	20	
	TOTAL PRINCIPAL	\$ 2,120,900	
- M	TOTAL INTEREST	\$ 940,000	
	TOTAL ESTIMATED COST	\$ 3,060,900	

PROJECT YEAR	2026	PROJECT COST	\$2,635,023
	Madbury Road Roadway, Sidewalk, Drainage Streetscape Complete Streets Project -		
DESCRIPTION	Construction	DEPARTMENT	Public Works - Operations
IMPETUS FOR PROJE	CT (IE. MANDATED, COUNCIL GOAL,	DEPT INITIATIVE, ETC.)	· · ·
Department Initiative	• •		
DESCRIPTION (TO INC	LUDE JUSTIFICATION)	etan seren da da mandata da	
· · · · ·		· · ·	
Madhury Boad is approvin	nately 6 500 feet in length and serves as a m	azior arterial roadway in Durha	m with Average Daily Traffic exceeding
4.500 vehicles. The roadwa	av was transferred to Town ownership from	the State of New Hampshire v	when Route 4 was upgraded many years
ago. The roadway was last	paved in 2009 at which time it received an	overlay treatment. Currently	the roadway is in poor condition with
significant pavement ravel	ing, delamination, longitudinal and alligator	cracking, rutting, settlement,	and base failure. The sidewalks and curb
ramps are non-compliant,	relative to ADA, and curb reveal is minimal	or non-existent in some areas.	The drainage system is undersized with
drainage structures and dr	ainage conveyance systems in a deteriorate	d condition. On September 13	th, 2021, the Town Council approved a
contract award in the amo	unt of \$1,142,898.00 to VHB Engineering to	provide design engineering second se second second sec	ervices for the reconstruction of
IVIAUDURY KOAO. The IVIAUDI	ary Road design project team has taken a "C	complete Streets" approach, v	vnich includes evaluating and
accommodations. The desi	ign will also include a sustainable environm	ental approach to construction	of public infrastructure, incorporating
low impact development s	tormwater features, and environmentally c	onscious construction technia	ues and materials. A robust public
involvement component h	as been developed to ensure all stakeholde	er's perspectives are considere	d within the design and incorporated
where possible. The projec	t has recently entered the Phase 1 construct	ction phase, beginning in the s	pring of 2024. This included the
reconstruction of two majo	or culverts, which convey Littlehale creek be	eneath Madbury and Edgewoo	d Roads. This phase of construction has
reached substantial compl	etion, an entire month ahead of schedule a	nd on budget. Phase 2 water a	nd sewer utility reconstruction, between
Main Street and Maple stre	eets, also continues to progress and has rea	ched substantial completion d	luring the month of August, also ahead
two separate segments wh	ich stretch between Main Street and Garris	ianage, multi-use pathanu su	ovements on the first segment, between
Pettee Brook and Garrison	Ave began in mid-June and progresses on s	schedule, with this first segme	nt planned for completion this current
construction season. Segm	ient two of this phase, between Main Stree	t and Pettee Brook, is schedule	ed for completion early summer 2025.
The proposed funding requ	uests for Fiscal Year 2025 will continue to p	rovide the necessary funding for	or engineering and construction
improvements for Phase 3	construction, planned for calendar year 20	25. This will include Complete	Street construction improvements
between Garrison Avenue	and Edgewood Road with Phase 4 construc	tion planned for 2026, beginni	ng at Edgewood Road and linking the
NHDOT's Madbury Road at	Route 4 Roundabout project, also current	ly scheduled to begin in 2026.	The state project however, is subject to
to conjude with the road r	Poli planning and design/permitting progres	is. Water and sewer main reco	Addumy Road Complete Streets Project -
Water Line Replacement"	capital request.	nuing is requested within a w	
FOTHATED COOTO)
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	NGINEERING \$	· · · ·
		ююцт ⁶	·····
		ې ۱ مىند. مەرب	-
		\$ 2,63 r	
м		<u>⊅</u>	
FINANCING		ې \$	-
		۳. ۴	
· · ·	BOND - TOWN PORTION	Ψ \$ 26'	35.023
		\$	 -
	FEDERAL/STATE GRANT	\$	_
	CAPITAL RESERVE ACCOUNT	s	_
	TOTAL FINANCING COSTS	\$ 2.6:	35,023
IF BONDED:	NUMBER OF YEARS	2(D
		\$ 2.6:	35 023

TOTAL INTEREST

TOTAL ESTIMATED COST

1,025,000

3,660,023

\$

\$

PROJECT YEAR	2025	EQU	JIPMENT	COST \$40,000
DESCRIPTION	Vibratory Roller Replacement	DEF	PARTMEN	IT Public Works - Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):	· · ·		
The 1998 Bomag BW 90 A heavy equipment is utilized optimal compaction and su pieces of equipment is fou and construction projects, mechanical condition of th piece of equipment. Signif term. The 1998 Bomag BV	AD Vibratory Roller is scheduled for rep d specifically for construction and road r urface smoothness of various materials ind in their ability to efficiently and unifor increasing load-bearing capacity and re e 1998 Bomag BW 90 AD, it's reliability icant investments in several critical med W 90 AD will be traded in as part of the	lacemen mainten , such a rmly con esistanc v and re chanical procure	nt in 2025 w ance project is soil, asph mpact mate e to settlem pair history component ment proce	when it will be 27 years old. This piece of cts. Vibratory rollers are used for achieving halt, and concrete. The significance of these trials to provide a stable foundation for road nent and deformation. Due to the age and have become a concern for this front line its are required in both the short and long- ess.
Equipment to be Replaced	I. 1998 Bomag BW 90 AD			1.
ESTIMATED COST	PURCHASE PRICE	\$	41.000	
	ACCESSORIES*	\$		
	LESS TRADE-IN**	\$	1.000	
	NET PURCHASE PRICE	\$	40,000	-
N	*Accessories include lighting, radio	os, stri∣	ping, misc.	. equipment.
FINANCING	OPERATING BUDGET	\$	-	
	UNH - CASH	\$	-	
	BOND - TOWN PORTION	\$	-	
	FEDERAL/STATE GRANT	\$	-	
	CAPITAL RESERVE ACCOUNT	\$	40,000	Municipal Improvement Transportation Fund
	TOTAL FINANCING COSTS	\$	40,000	
IF BONDED	NUMBER OF YEARS		N/A	
	TOTAL PRINCIPAL	\$	-	
·	TOTAL INTEREST (EST'D)	_\$	-	
· · · · · · · · · · · · · · · · · · ·	TOTAL PROJECT COST	\$		



PROJECT YEAR	2026	PROJECT CO	ST	\$15,000
	Motor Vehicle Lubrication Distribution			
DESCRIPTION	System Replacement	DEPARTMEN	<u> </u>	Public Works - Operations
DESCRIPTION (TO INC	CLUDE JUSTIFICATION):			
The Motor Vehicle Lubricati	ion Distribution System at Durham Public	Works requires	replacemer	nt. Originally installed in 1996,
types of motor vehicle fluids	s from storage tanks to a centralized loca	, and compressed ation in the Durha	n air to simu m Public W	Interest distribute different forks maintenance darage. This
system allows technicians t	o quickly and conveniently access the rig	tht lubricant for ea	ach specific	application without having to
change hoses or containers	s frequently. A lubrication system with mu	ultiple fluid hoses	allows for t	he right fluid to be delivered for
requirements or equipment	specifications change, and extending the specifications change.	equipments lifes em with multiple f	µan. ⊢uπn∈ luid hoses ∈	can adapt to accommodate new
lubricants or fluids, providin	ig flexibility in the maintenance process.	The current syste	m is near th	he end of its useful life with
several of the hoses, hose	reels, and pumps requiring replacement	in the short term.	÷	
	· · · · · · · · · · · · · · · · · · ·		·.	
		Remain result and constantic to a constantic set with		
ESTIMATED COST	PRELIMINARY STUDY, DESIGN AND ENGIN	EERING	\$ -	
	FINAL DESIGN AND ENGINEERING		\$ -	
	CONSTRUCTION ENGINEERING OVERSIGH	Т	\$ -	
	CONSTRUCTION COSTS		\$ 15,000	
	CONTINGENCY	-	\$ -	
	TOTAL PROJECT COST		\$ 15,000	
FINANCING	OPERATING BUDGET	,	\$ 15,000	
	UNH - CASH		\$ -	
	BOND - TOWN PORTION		\$ -	
	UNH PORTION		\$ -	
	FEDERAL/STATE GRANT		\$ -	
		-	<u>\$</u> -	- .
			\$ 15,000	
			N/A	×
· · · · · · · · · · · · · · · · · · ·			5 -	
			<u> </u>	-
	TOTAL ESTIMATED COST		\$ -	



PROJECT YEAR	2026	EQL		COST	\$40	0,000
DESCRIPTION	Mobile Air Compressor Replacement	DEF	PARTMEN	Т	Public Work	s - Operations
DESCRIPTION (TO INC	LUDE JUSTIFICATION):					
The 2006 Sullivan/Palatek D replacement will likely be de compressed air to an array o requirements to operate pay other tools. The versatility an construction, repair, and ma Sullivan/Palatek D210 as pa	210 Mobile Air Compressor is sched ferred to 2026 or 2027 when it will be of pneumatic hand tools and machine rement and concrete saws, jackhamn nd portability of this equipment make intenance tasks across different loca int of this acquisition.	uled fo 20-2 ry at r ners, s it critions.	or replaceme 1 years old. T emote sites. mall plate co cal asset, en Durham Pub	nt in 202 This vital Notably ompacto abling th lic Work	25, but due to its of piece of equipme , it supplies the pr rs, and impact wre ne completion of v s will be trading in	ondition, nt delivers neumatic power enches, among arious n the
					· · · ·	
		•				
Equipment to be replaced:	2006 Sullivan/Palatek D210					
ESTIMATED COST	PURCHASE PRICE	\$	41,000			-
	ACCESSORIES*	\$	-			
	LESS TRADE-IN**	\$	(1,000)			
	NET PURCHASE PRICE	\$	40,000			· · · ·
	*Accessories include lighting, rac	lios, s	striping, mis	c. equip	oment.	
FINANCING	OPERATING BUDGET	\$	40,000			
	UNH - CASH	\$	-			
	BOND - TOWN PORTION	\$	· -			•
	FEDERAL/STATE GRANT	\$	-	-		
,	CAPITAL RESERVE ACCOUNT	\$	-		•	
х. 	TOTAL FINANCING COSTS	\$	40,000			
IF BONDED:	NUMBER OF YEARS		N/A			
	TOTAL PRINCIPAL	\$	-			•
	TOTAL INTEREST (EST'D)	\$	•		·	
	TOTAL PROJECT COST	\$				



PROJECT YEAR	2026	EQI	JIPMENT COST	\$285,906
DESCRIPTION	Front End Loader Replacement	DEF	PARTMENT	Public Works - Operations
DESCRIPTION (TO I	NCLUDE JUSTIFICATION):		ka ana ina mpika mpik	
The 2004 Volvo L60 From deferred until 2026 at the loading, digging, grading, construction materials. The need for multiple specialit capabilities of the Front E Loader, a 1990 John Dee procurement of the Depa	at End Loader is scheduled for replacem earliest when it will be 22 years old. T leveling, lifting, and transporting various his versatility allows Durham Public Wor zed machines. Specifically, during multif ind Loader make it an invaluable piece of are 544E will be traded in as part of this rtment's Volvo L70.	hent in 2 his high s materi rks to eff faceted of equip acquisit	024 but due to its con ly versatile front line p als such as dirt, grave ficiently tackle differen severe weather and o ment. Durham Public ion. This legacy asset	dition, replacement will likely be piece of equipment is used for el, sand, debris, snow, and nt types of projects without the ther emergency events, the Works' standby Front End was a hold over from the 2017
Equipment to be Replace	ed: 2004 Volvo L60			
	and and a second se In the second br>In the second		•	
ESTIMATED COST	PURCHASE PRICE	\$	290,906	
	ACCESSORIES*	\$	_	
ана стана br>•	LESS TRADE-IN**	\$	(5,000)	
	NET PURCHASE PRICE	\$	285,906	
· .	*Accessories include lighting, radi	ios, stri	ping, misc. equipme	ent.
FINANCING	OPERATING BUDGET	\$		
	UNH - CASH	\$		
	BOND - TOWN PORTION	\$	285,906	
	FEDERAL/STATE GRANT	-\$		
	CAPITAL RESERVE ACCOUNT	\$		
	TOTAL FINANCING COSTS	\$	285,906	
IF BONDED	NUMBER OF YEARS		5	
	TOTAL PRINCIPAL	\$	285,906	
	TOTAL INTEREST (EST'D)	\$	25,730	· · · · · · · · · · · · · · · · · · ·
	TOTAL PROJECT COST	\$	311,636	



Town Administrator Proposed

82

PROJECT YEAR	2026	EQL	JIPMENT CO	OST	\$37,000
DESCRIPTION	Engineering Jeep Replacement	DEP	ARTMENT		Public Works - Operations/Engineering
DESCRIPTION (TO IN	CLUDE JUSTIFICATION):				
Durham Public Works is re transport the Engineering I proactively exploring alterr this vehicle's operational d replacement plan.	equesting funding to replace the Town Er Division between various job sites, some native fuel options for this upcoming acqu emands, existing battery technology may	ngineer times t isition / be a	r's 2014 Jeep traversing rug , including bat viable option.	Patriot in 202 ged terrain. D tery electric w This vehicle	6. This vehicle serves to urham Public Works is here, due to the nature of is on a 10-12 year
Vehicle to be Replaced: 20	014 Jeep Patriot				
		-			
ESTIMATED COST	PURCHASE PRICE	\$	40,000		
	ACCESSORIES*	\$	-		
	LESS TRADE-IN**	\$	(3,000)		
	NET PURCHASE PRICE	\$	37,000	* 	
	*Accessories include lighting, radio	s, strij	oing, misc. e	quipment.	
FINANCING	OPERATING BUDGET	\$	-		
	UNH - CASH	\$			en e
	BOND - TOWN PORTION	\$	37,000		
	FEDERAL/STATE GRANT	\$	-		
	CAPITAL RESERVE ACCOUNT	\$	· .		
	TOTAL FINANCING COSTS	\$	37,000		
IF BONDED	NUMBER OF YEARS		3	•	
	TOTAL PRINCIPAL	\$	37,000		
	TOTAL INTEREST (EST'D)	\$	2,475	ан 1 Ал 1	
·	TOTAL PROJECT COST	\$	39,475		



PROJECT YEAR	2027	PROJECT COST		\$1,	300,000
DESCRIPTION	Longmarsh Road Bridge	DEPARTMENT		Public Wor	rks - Operation
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOA	L, DEPT INITIATIV	E, ETC.)		
Dept Initiative					
DESCRIPTION (TO INCLUI This project included the replaceme bridge. The Longmarsh Road crossi pipes (CMP) with dry- laid stone hea out during storm events in 2006, 20 hydraulic capacity of the existing cul involve both replacement of the exis point of the crossing. The Town pre- to demonstrate cost effectiveness u been awarded a technical assistance increase the likelihood that the Long Other potential sources of funding ir moving forward with design of the B address flooding during similar ever	DE JUSTIFICATION) Int of the existing culverts at the Longmarsh ing over Longmarsh Brook is a causeway I adwalls. The existing structure was constru 07, and 2010. The combination of a low row verts results in overtopping of the roadway sting structure for one with a greater hydrau viously had a FEMA Hazard Mitigation gran nder FEMA's benefit-to-cost analysis criteri e grant to further explore approaches to m gmarsh Road project would be eligible for F nelude State Bridge Aid. In addition, Durha ennett Road culverts and roadway improve its. This will provide a benefit for those resi	A Road crossing of Longri ke structure consisting of cted in the 1980's and ha adway profile elevation ov during extreme storm ev lic capacity and increasir it but due to the costs of t a. The Strafford Region eet the FEMA required Be ederal assistance. m Public Works has rece ements to raise the roadw dents unable to access the	narsh Brook f two 60-inch is been reco ver Longmai rents. The ping the roadw the construct al Planning enefit/Cost r sived a \$2,04 vay profile al neir properfy	with a 59 foo n diameter con nstructed after rsh Brook and roposed impor vay profile ele tion, the proj Commission of equirements 40,000 Feder the crossing during extrem	ot clear span rrugated metal er being washe d the inadequal ovements vation at the lo ject was not ab (SRPC) has to potentially al Grant and is location(s) to me storm even
address hooding during similar ever	as. This will provide a benefit for those resi	ucinto unable to access th	nen property	a ann y extrei	me storm even
					and an all the states to an address and
		IFERING			and a fait the fifty of the second
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN	IEERING \$			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIGN	IEERING \$ \$ IT ¢)	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS	IEERING \$ \$ IT \$ ¢	- - 150,000)	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS	IEERING \$ \$ IT \$ \$ ¢	- - 150,000 1,150,000)	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST	IEERING \$ \$ IT \$ \$ <u>\$</u> \$	- - 1,150,000 - - 1,300,000))	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET	IEERING \$ \$ IT \$ \$ <u>\$</u> \$ \$ \$	- - 150,000 1,150,000 - - 1,300,000)	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH	IEERING \$ \$ IT \$ \$ <u>\$</u> \$ \$ \$	- - 1,150,000 1,150,000 - - 1,300,000)) _	
STIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION	IEERING \$ \$ IT \$ \$ <u>\$</u> \$ \$ \$ \$ \$	- 150,000 1,150,000 - 1,300,000 - 1,300,000)))	
STIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION	IEERING \$ \$ IT \$ \$ <u>\$</u> \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - 1,150,000 - - 1,300,000 - - - 1,300,000)) _)	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT	IEERING \$ 1T \$ 5 1T \$ 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	- - 1,150,000 - - 1,300,000 - - 1,300,000)	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	IEERING \$ \$ IT \$ \$ <u>\$</u> \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 150,000 1,150,000 - 1,300,000 - 1,300,000		
STIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	IEERING \$ \$ IT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - 1,150,000 - 1,300,000 - - 1,300,000 - - - - - - - - - - - - - - - - -		
STIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	IEERING \$ 1T \$ 1T \$ 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	- 150,000 1,150,000 - 1,300,000 - - 1,300,000 20		
STIMATED COSTS: INANCING	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	IEERING \$ 17 \$ 17 \$ 5 17 \$ 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	- - 1,150,000 - 1,300,000 - - 1,300,000 20 1,300,000		
ESTIMATED COSTS: INANCING	PRELIMINARY STUDY, DESIGN AND ENGIN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSIG CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	IEERING \$ IT	- - 1,150,000 - - 1,300,000 - - - 1,300,000 20 1,300,000 682,500		



PROJECT YEAR	2027	EQI	JIPMENT COS	T \$216,442
DESCRIPTION	Sidewalk Plow Tractor Replacement	DEF	PARTMENT	Public Works - Operations
DESCRIPTION (TO IN	CLUDE JUSTIFICATION):			
The 2012 Maclean MV2 Si 15 miles of sidewalks, mar Prinoth SW50 in 2027 which sidewalks in compact mun allowing it to be fitted with This specialized, powerful especially in tight spaces, efficient snow blower, enable for efficiently managing the Department acquired its fir Department continues to e the operational demands of events, the battery technol	dewalk Tractor is scheduled for replace by of which receive significant daily use ch is a municipal snow removal vehicle icipal settings. The Prinoth SW50 is evarious standard skid-steer implement tracked vehicle is capable of handling making it highly effective during sever oling quick loading of trucks during snow e snow removal and hauling processes st Prinoth in 2023 and is very pleased xplorie alternative fuel options for this of this vehicle, sometimes exceeding 3 ogy to satisfy this demand has prover	ement e. Dur e engir quippe s like e ven e storr ow ren s in Du with h type o 0 con to be	t in 2027 when it w ham Public Works neered and design ed with a versatile of snow blowers, pow the most challengi ns. Additionally, th noval operations. T inham's business of ow it performed du of equipment, inclu- tinuous hours duri unavailable at this	vill be 15 years old. Durham has over s is requesting funding to procure a ned for snow removal and clearing of quick-mount attachment system, wer angle front blades, and V-plows. ing snow and ice-clearing tasks, ne Prinoth SW50 serves as an This feature is particularly valuable district and parking lots. The luring severe storm events. The uding battery electric. However due to ing winter emergency response s time.
Vehicle to be Replaced:	2012 Maclean MV2 Sidewalk Tracto	ſ		
ESTIMATED COST	PURCHASE PRICE	\$	219,442	
	ACCESSORIES*	\$		
	LESS TRADE-IN**	\$	(3,000)	· · · · · · · · · · · · · · · · · · ·
	NET PURCHASE PRICE	\$	216,442	
	*Accessories include lighting, rad	ios, si	triping, misc. equ	uipment.
FINANCING	OPERATING BUDGET	\$		
	UNH - CASH	\$	-	
	BOND - TOWN PORTION	\$	216,442	
	FEDERAL/STATE GRANT	\$	-	
	CAPITAL RESERVE ACCOUNT	\$	-	
•	TOTAL FINANCING COSTS	\$	216,442	
IF BONDED:	NUMBER OF YEARS		5	
	TOTAL PRINCIPAL	\$	216,442	
	TOTAL INTEREST (EST'D)	\$	19,480	
	TOTAL PROJECT COST	\$	235,922	
		H4 ,		

PROJECT YEAR	2027	EQUIPMENT COST	\$72,997
DESCRIPTION	Pickup Truck Replacement - Dodge Ram 2500	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):		
Durham Public Works is req vehicle serves as an essenti critical infrastructure, includii and annual cleanups. Consi features to accommodate va chain saws, pavement saws To meet these requirements and plow package. The utility Operations Manager. Additio further optimizing its function acquisition, including battery hours during winter emerger This vehicle is on a 10-12 ye	uesting funding to replace the Operations M al means of transportation for the Operation ng roads, bridges, dams, utilities, traffic cont idering the wide range of responsibilities ass rious pieces of specialized equipment and r , mechanical equipment, repair tools, hand t , Durham Public Works proposes replacing y body ensures ample storage and organiza onally, the inclusion of a plow package enha hality throughout the year. The Department of electric. However due to the operational de ney response events, the battery technology ar replacement plan.	anager's 2017 Dodge Ram 28 s Manager, dedicated to the o rol, stormwater management, igned, the replacement truck esponses. The truck must be bools, marking paints, survey e the current vehicle with a one ional capacity for the various nees the vehicle's useability d ontinues to explorie alternativ mands of these vehicles, som to satisfy this demand has pro-	500 Pick-up truck in 2027. This daily upkeep and management of snow plowing, emergency response must be outfitted with the necessary capable of transporting tools such as equipment, and other necessary gear. ton truck, incorporating a utility body equipment and tools utilized by the uring snow plowing operations, re fuel options for this upcoming netimes exceeding 30 continuous oven to be unavailable at this time.
Vehicle to be Replaced:	2017 Dodge Ram 2500		
ESTIMATED COST	PURCHASE PRICE	\$ 46,597	
		\$ 28,900	
		<u>\$ (2,500)</u>	
· · · · · ·		\$ 72,997	
EINANGING		s, striping, misc. utility e	quipment.
FINANCING		ъ - с	
		₽ - ¢ 72.007	
•	EEDEDAL/STATE GDANT	\$ 12,33(¢ _	
		φ - , , ¢ _	
	TOTAL FINANCING COSTS	\$ 72.997	
IF BONDED	NUMBER OF YEARS	5	
		\$ 72.997	
	TOTAL INTEREST (EST'D)	\$ 6.570	
· · · · · · · · · · · · · · · · · · ·	TOTAL PROJECT COST	\$ 79,567	
	a 🐜 🦻		

and the second sec	2027	EQI	UIPMENT C	COST \$292,500	•
	Replacement of Rubber Tired			Public Works Operations	3/
DESCRIPTION	Excavator	DEF	PARTMENT	T Water	
DESCRIPTION (TO IN	CLUDE JUSTIFICATION):				
			с. Х.		
The 2013 Volvo EW160D one of the most critical pie indispensable benefits acr performing roadside mowin machine's rubber tires add eliminates the need for add	Rubber-Tired Excavator is scheduled for ces of front-line equipment for Public V oss various critical tasks and Divisions. ng, completing large and small drainag a valuable dimension to its capabilities ditional transportation equipment, strea	or repla Vorks p It is irr e projec s, enabl mlining being	cement in 20: rojects and er replaceable w cts, excavatin ling it to be dri logistics and shared 75% 0	27 when it will be 15 years old. This is mergencies, delivering a multitude of when faced with water main breaks, ng culverts, and roadside ditching. The riven from site to site. This mobility featu I reducing operational costs.	ure
		being			
Vehicle to be Replaced:	2013 Volvo EW160 D Rubber-Tired I	Excavat	or		
ESTIMATED COST					-
	PUKCHASE PRICE	\$	292,500		
	ACCESSORIES*	\$	292,500 -		
	ACCESSORIES* LESS TRADE-IN**	\$ \$	292,500 - -		
	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE	\$ \$ \$	292,500 - - 292,500		
	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi	\$ \$ \$ \$ ios, stri	292,500 - - 292,500 iping, misc. (equipment.	
FINANCING	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi	\$ \$ \$ ios, stri \$	292,500 - - 292,500 iping, misc. e -	equipment.	
FINANCING	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi OPERATING BUDGET UNH - CASH	\$ <u>\$</u> ios, stri \$ \$	292,500 - 292,500 iping, misc. e -	equipment.	
FINANCING	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi OPERATING BUDGET UNH - CASH BOND - TOWN PORTION	\$ <u>\$</u> ios, stri \$ \$ \$	292,500 - - 292,500 iping, misc. e - - 292,500	equipment.	
FINANCING	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT	\$ \$ \$ \$ \$ \$ \$ \$	292,500 - 292,500 iping, misc. c - 292,500 -	equipment.	
FINANCING	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	\$ \$ (os, stri \$ \$ \$ \$ \$	292,500 - - 292,500 iping, misc. e - - 292,500 - -	equipment.	
FINANCING	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	\$ \$ os, stri \$ \$ \$ \$ \$ \$	292,500 - - 292,500 iping, misc. e - 292,500 - - 292,500	equipment.	
FINANCING	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	\$ \$ (os, stri \$ \$ \$ \$ \$ \$ \$	292,500 - 292,500 iping, misc. e - 292,500 - 292,500 5	equipment.	
FINANCING IF BONDED	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	\$ \$ os, stri \$ \$ \$ \$ \$ \$	292,500 - - 292,500 iping, misc. e - 292,500 - - 292,500 5 292,500	equipment.	
FINANCING	ACCESSORIES* LESS TRADE-IN** NET PURCHASE PRICE *Accessories include lighting, radi OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST (EST'D)	\$ \$ (os, stri \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	292,500 - - 292,500 iping, misc. e - 292,500 - - 292,500 5 292,500 26,325	equipment.	



Town Administrator Proposed

87

PROJECT YEAR	2032	EQU	JIPMENT COS	ST \$259,669
DESCRIPTION	Roadway Sweeper Replacement	DEF	ARTMENT	Public Works - Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):	and a juntation of		
Durham Public Works is r street sweeper collects ro equipment on Downtown along curbed roadways in amount of pollution from s Department continues to on a 10-12 year replacem	equesting funding to replace the 2022 E adway debris, including organic materia roadways two (2) times per week outsid the Fall. The street sweeper is an integ tormwater runoff, while also providing a explore alternative fuel options for this u ent plan.	lgin Pe ls, aggr e of wir ral com n aesth pcomin	lican Three-Whe egates, and litter ter, the entire ro ponent of the De etically pleasing g acquisition, inc	eeled Street Sweeper in 2032. The r. Durham Public Works operates this ad network in late March/April, and epartment's efforts to mitigate the roadway surface and curbline. The cluding battery electric. This vehicle is
•				
Equipment to be replaced	: 2022 Elgin Pelican Street Sweeper			
••••••	· · · · · · · · · · · · · · · · · · ·			
× * *		1+		
ESTIMATED COST	PURCHASE PRICE	\$	289,669	
	ACCESSORIES*	\$	-	
	LESS TRADE-IN**	\$	(30,000)	
-	NET PURCHASE PRICE	\$	259,669	
	*Accessories include lighting, radio	os, stri	ping, misc. equ	ipment.
FINANCING	OPERATING BUDGET	\$	-	
	UNH - CASH	\$	-	
	BOND - TOWN PORTION	\$	259,669	
	FEDERAL/STATE GRANT	\$		
· · · · · · ·	CAPITAL RESERVE ACCOUNT	\$	·	
· · · · · · · · · · · · · · · · · · ·	TOTAL FINANCING COSTS	\$	259,669	
IF BONDED:	NUMBER OF YEARS		5	
· · · ·	TOTAL PRINCIPAL	\$	259,669	
, e ¹	TOTAL INTEREST (EST'D)	\$	23,370	
•	TOTAL PROJECT COST	\$	283,039	



PROJECT YEAR	2034	VEH	IICLE COST	\$61,992
DESCRIPTION	3/4 Ton Pick-Up Replacement	DEF	PARTMENT	Public Works - Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):			
Durham Public Works is re employee is responsible for Grounds, Traffic Control, S miles per year. Durham Pu Department to utilize the v alternative fuel options for	equesting funding to replace the Assist or the planning and supervision of rout Solid Waste, and Water Divisions. The ublic Works upgraded this truck to a 3/ ehicle more effectively during snow an this upcoming acquisition, including b	tant Dire ine and existing 4 ton in 2 ind ice co attery ele	ctor's 2024 For emergency ope 2024 Ford F-2 2024, including ntrol operations ectric. This vehi	d F-250 Pick-Up Truck in 2034. This rations in the Highway, Buildings & 50 3/4 Ton Pick-up averages 10,000 a plow package, to allow the 5.The Department continues to explore icle is on a 10-12 year replacement plan.
			,	
Vehicle to be Replaced:	2024 Ford F-250			
ESTIMATED COST	PURCHASE PRICE	\$	54,147	
	ACCESSORIES*	\$	9,345	
	LESS TRADE-IN**	\$	(1,500)	
	NET PURCHASE PRICE	\$	61,992	
automatical and a state of the	*Accessories include lighting, rac	dios, str	iping, misc. ec	luipment.
FINANCING	OPERATING BUDGET	\$	-	
	UNH - CASH	\$		
	BOND - TOWN PORTION	\$	61,992	
	FEDERAL/STATE GRANT	\$. –	
	CAPITAL RESERVE ACCOUNT	\$	=	
	TOTAL FINANCING COSTS	\$	61,992	
IF BONDED:	NUMBER OF YEARS	\$	5	
	TOTAL PRINCIPAL	\$	61,992	
	TOTAL INTEREST (EST'D)	\$	5,580	
	TOTAL PROJECT COST	\$	67,572	· · · · · · · · · · · · · · · · · · ·
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PROJECT YEAR	2034	EQU	JIPMENT COS	<u>T</u>	\$335,843
DESCRIPTION	Front End Loader Replacement	DEF	PARTMENT	Public V	Vorks - Operations
DESCRIPTION (TO II	NCLUDE JUSTIFICATION):				
		•			
The 2017 Volvo L70H Fro front-line piece of equipm dirt, gravel, sand, debris, different types of projects and other emergency eve Works' spare Front End L from the 2026 procureme	ont End Loader is scheduled for replace nent is used for loading, digging, grading snow, and construction materials. This v without the need for multiple specialized ants, the capabilities of the Front End Lo Loader, a 2004 Volvo L60 will be traded ant of the Department's current primary lo	ment in I, levelin versatilil d machi ader ma in as pa oader.	2034 when it will t g, lifting, and trans ty allows Durham I ines. Specifically, o ake it an invaluable int of this acquisitio	be 17 years old. sporting various r Public Works to e during multifacete e piece of equipm on. This legacy as	This highly versatile naterials such as efficiently tackle ed severe weather tent. Durham Public sset was a holdover
			*		
Equipment to be Replace	:d: 2017 Volvo L70H				• .
			· · ·	н стран 1970 - Салан С 1971 - Салан Са	
ESTIMATED COST	PURCHASE PRICE	\$	340,843		
	ACCESSORIES*	\$	-		
	LESS TRADE-IN**	\$	5,000	· · · · · · · · · ·	
	NET PURCHASE PRICE	\$	335,843		• •
	*Accessories include lighting, radi	ios, stri	ping, misc. equip	oment.	
FINANCING	OPERATING BUDGET	\$	-		
ан сан сан сан сан сан сан сан сан сан с	UNH - CASH	\$	-		
	BOND - TOWN PORTION	\$	335,843		
· · · ·	FEDERAL/STATE GRANT	\$	-		
	CAPITAL RESERVE ACCOUNT	\$		· · ·	
· · · · · · · · · · · · · · · · · · ·	TOTAL FINANCING COSTS	\$	335,843	1	•
IF BONDED	NUMBER OF YEARS		5		and an an an an and an
	TOTAL PRINCIPAL	\$	335,843		
	TOTAL INTEREST (EST'D)	\$	30,226		
	· ·				



PROJECT YEAR	2034	EQ	UIPMENT COST	\$242,070
DESCRIPTION	Sidewalk Plow Tractor Replacemen	t DEI	PARTMENT	Public Works - Operations
DESCRIPTION (TO IN The 2023 Prinoth SW50 S many of which receive sign for snow removal and clear quick-mount attachment s angle front blades, and V- snow and ice-clearing task Prinoth SW50 serves as a	ICLUDE JUSTIFICATION): idewalk Tractor is scheduled for repla nificant daily use. The Prinoth SW50 aring of sidewalks in compact municipal ystem, allowing it to be fitted with vari- plows. This specialized, powerful track (s, especially in tight spaces, making in n efficient snow blower, enabling quic	cemen is a mu al settir ous sta ced ver t highly k loadii	t in 2034. Durham h nicipal snow remov gs. The Prinoth SW ndard skid-steer im icle is capable of ha effective during se ng of trucks during s	has over 15 miles of sidewalks, al vehicle engineered and designed /50 is equipped with a versatile plements like snow blowers, power andling even the most challenging vere storms. Additionally, the snow removal operations. This
feature is particularly valua and parking lots. The Dep storm events. The Departr electric. However due to th emergency response ever	able for efficiently managing the snow artment acquired its first Prinoth in 20 ment continues to explore alternative the operational demands of these vehic nts, the battery technology to satisfy th	remov 23 and uel opt cles, so is dem	al and hauling proce is very pleased with ions for this upcomi metimes exceeding and has proven to b	esses in Durham's business district n how it performed during severe ng acquisition, including battery 30 continuous hours during winter be unavailable at this time.
Vehicle to be Replaced:	2023 Prinoth SW50 Sidewalk Tract	or		
ESTIMATED COST	PURCHASE PRICE	\$	252,070	
	ACCESSORIES*	\$	-	
	LESS TRADE-IN**	\$	10,000	
	NET PURCHASE PRICE	\$	242,070	
	*Accessories include lighting, rac	lios, si	triping, misc. equi	pment.
FINANCING	OPERATING BUDGET	\$	-	
	UNH - CASH	\$	-	
	BOND - TOWN PORTION	\$	242,070	
	FEDERAL/STATE GRANT	\$		
	CAPITAL RESERVE ACCOUNT	\$	-	
3	TOTAL FINANCING COSTS	\$	242,070	
IF BONDED:	NUMBER OF YEARS		5	
	TOTAL PRINCIPAL	\$	242,070	
	TOTAL INTEREST (EST'D)	\$	21,788	
	TOTAL PROJECT COST	\$	263,858	

