

Projects	Status	Dept	2014	2015	2016	2017	2018	2019	2020	Funding	Comments
(D4) Dump Truck - 10 yard spreader		DPW		\$10,000						> Operating Budget > Shifted from 2014 to 2015	> Use existing 10 yard spreader body and switch in place of rotting dump body estimated cost.
(D5) Dump Truck Replacement		DPW			\$180,000						
Loader		DPW				\$120,000					
Snow Removal Equipment - Sidewalks		DPW		\$30,000							TBD
Qty 2 - Replace F350 Trucks		DPW					\$80,000				
GRANT PROJECTS: 2015 - Amity Road Phase 1 2016 - Amity Road Phase 2 2018 - North Shore Phase 1 2019 - North Shore Phase 2 2020 - Roseville Rd Phase 1		Roads		\$230,000	\$200,200		\$177,000	\$211,000	\$295,000	> Request 2015 - NJDOT Grant \$200,000 > 2015 Bond Ord.	> Amity Phase 1 was pushed to 2015 - did not receive NJDOT Grant 2014. > Need to plan Amity Phase 1 in 2015 regardless if grant is received. > Trouble area - Rosevill Rd to Stage Pond Road = \$125,000
Lynn Drive Drainage Improvements		Roads		\$35,000	\$32,000					SHIFTED TO 2015 & 2016 > Drainage Reserve Acct = \$30,676 > Drainage Capital Acct = \$55,000 > Raise \$5,000 each year in capital program for drainage	> Project start dependent on water company plans. > Total project cost = \$67,000 > Start project using reserve account - do not recommend drawing done all available reserve funds.
Little Paint Way - Flood Improvement		Roads		\$125,000						Hazard Mitigation Grant (90%) = \$112,500 Town Match (10%) = \$12,500 (Capital Fund Balance)	Total Project Cost = \$125,000 - FEMA Grant update due Jan. 2015
Other Paving Projects: 2016 - Mansfield Drive 2016 - Lynn Drive Phase 1 2017 - Lynn Drive Phase 2		Roads			\$225,000	\$146,000				MOVED OUT ONE YEAR - STILL NEED TO COMPLETE DRAINAGE IMPROVEMENTS Lynn Drive - Phase 1 = \$150,00 Mansfield Drive - targeted for Milling and Paving - Estimated cost \$75,000	
Chip and Seal Program		Roads		\$173,000	\$116,000	\$283,000	\$246,000	\$204,000	\$170,000	> Operating Budget - \$105,500 appropriated 2015 Operating Budget (Streets and Roads) > Operating Budget = \$105,500 > Capital Budget \$25,000 > BALANCE TBD (Approx. \$45,000)	> Forest Lakes - Phase 2 - Phase 1 completed 2014

Server for Administrative Offices - Upgrade of 5 PCs		Admin		\$11,000							NEW REQUEST - REQUESTING WRITTEN QUOTE - Sever Quote (no installation = Total \$5,209.20) - Replacement of 5 PCs = \$5000 - (NOT CAPITAL ITEMS) CAN WE COMBINE POLICE AND ADMIN SERVERS?
Server for Police Records (videos)		Police			\$12,000					MOVED OUT ONE YEAR	CAN WE COMBINE POLICE AND ADMIN SERVERS?
Four Wheel Drive Vehicle		Police			\$45,000					Operating Budget - 2016	Replacement of Car 10 - Ford Expedition
Alcotest Machine		Police		\$16,000							SHIFTED TO 2015 Depends on State - mandate
Automatic License Plate Reader		Police		\$20,000							NEW REQUEST
New Police Radios and Portables for ultra high frequency		Police		\$65,000							NEW REQUEST <u>1/20/15 Dept. Head Status Meeting:</u> 1. Addresses communication issues. 2. Radios/Agreement - State Police Ultra High Band. 3. Capital Est. \$65M - Sparta Radio ? 4. Possible per radio fee to state = \$60/radio.
Standby Generator		Emerg		\$36,000						HMG - \$25,000 Capital Improvement Fund - \$11,000	
Air Vent System (Lee Hill Fire House)		Fire		\$7,000						Operating Budget/Bond Ordinance 9-2014	> 12/16/14 Quote CACQ7030-01 - total \$10,903.28. > PO 14135 - Clean Air Company - purchased hardware - \$3722.14 > Installation estimated at \$7,000
Install Portable Generator (Lee Hill Fire House)		Fire		\$3,000						Operating Budget	
Other Improvements (Lee Hill Fire House)		Fire		\$50,000						Operating Budget/Bond Ordinance 9-2014	Estimating about \$50,000 to be available in bond ordinance after Fire Truck. Still need to address detailing for truck and mounting of equipment.
Remount 2003 Ambulance		Squad		\$140,000						TBD - Bond Ordinance	SHIFTED TO 2015- Andove Twp did not allocate funding in 2014. Historically both towns buy an ambulance at the same time.

Remount 2009 Ambulance		Squad								\$75,000		2009 ambulance that was jointly purchased by Andover Township and Byram Township. The estimated cost of this project is \$75K per town.
New Ambulance		Squad								\$90,000		Andover Township and Byram Township to jointly purchase another ambulance at that time to maintain the fleet at 4 town-owned ambulances. Roughly a new ambulance would cost \$180K (likely a bit more at that time).
TOTAL			\$968,300	\$1,165,000	\$810,200	\$1,049,000	\$503,000	\$415,000	\$630,000		\$5,540,500	
Proposed NJDOT GRANT:			-\$200,000	\$0	-\$150,000	\$0	-\$150,000	-\$150,000	-\$150,000		-\$800,000	
			\$768,300	\$1,165,000	\$660,200	\$1,049,000	\$353,000	\$265,000	\$480,000		\$4,740,500	

Projects	Status	Dept	2014	2015	2016	2017	2018	2019	2020	Funding	Comments
(M6) Replace Dump Body	W	DPW	\$5,000							Operating Budget	12/15 - Response from Adolf - I would still like to convert one of the large trucks to a spreader using the spreader we have. I think mechanically and cab wise M6 is not worth putting money into it needs replacing it is worn out.
Tamarack Road Phase 2 - resurface	C	Roads	\$130,000								COMPETED 2014
Salt Dome	C	B&G	\$122,300								COMPETED 2014
New Fire Engine - Replace E4	C	Fire	\$500,000							Reserve for Fire Dept. Equipment = \$60,000 Rerrve for Fire Dept. Grant = \$49,782.16	Replacement of Engine 4 - 1988 COMPETED 2014
Air Vent System (Lee Hill Fire House)	C	Fire	\$3,722.14							Operating Budget/Bond Ordinance 9-2014	12/16/14 Quote CACQ7030-01 - total \$10,903.28. PO 14135 - Clean Air Company - purchased hardware - \$3722.14
New Fire Engine - Replace E6	H	Fire		\$500,000							Replacement of Engine 6 - 1992 Fire Dept Study
New Fire Engine - Replace E1	H	Fire				\$500,000					Replacement of Engine 1 - 1997 Fire Dept Study



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THOMAS G. KNUTELSKY
NJ – P.E.

January 26, 2015

Via Email (jsabatini@byramtwp.org)

MEMORANDUM TO: Mr. Joseph Sabatini, Byram Township Manager

FROM: Cory L. Stoner, P.E., C.M.E., Byram Township Engineer

SUBJECT: Engineering & Construction Projects for 2015
Byram Township, Sussex County

Dear Joe:

As requested, I have put together a list of projects and engineering activities that may be considered in the 2015 Byram Township Budget. The list of these projects and activities is as follows:

1. Improvements to Amity Road – Phase I/II

With the improvements to Roseville Road and the Tamarack Road complete, it is recommended that attention be given to Amity Road. The first phase of Amity Road (near Roseville Road) was last improved in 2002. The second phase of Amity Road was last improved in 2004. With roadways having a typical life span of 12 to 15 years before major repairs are needed, it is recommended that Amity Road be targeted next.

Amity Road was last improved in three phases and has a total length of 2 miles. I recommend that Amity Road be broken into two parts (Phase I/II and Phase II/III) and that the part beginning at Roseville Road be targeted first. The project will be approximately 1 mile in length and will include milling and resurfacing and installing new traffic stripes. A 2015 NJDOT Local Aid Grant application has been submitted for this project in the amount of \$200,000.00 for this project.

Construction Costs	\$225,000.00
Contract Bidding, Construction Inspection & Management	\$ 5,000.00
Total Estimated Costs	\$230,000.00

Note: If a NJDOT Local Grant is not awarded for Amity Road in 2015, the Township Council may want to still consider improving a portion of Amity Road that has severely deteriorated over the last year. It is recommended that at least the first the first 0.5 mile section be improved. This first section would improve Amity Road between Roseville Road and Stag Pond Road. The estimated cost of completing this section is **\$125,000.00**.

2. **Improvements to Lynn Drive – Phase I**

While the Township has been diligent in maintaining the major roadways with the Township over the past years, the residential streets in the northern portion of the Township are beginning to show significant deterioration. One of these streets is Lynn Drive. Due to the degree of deterioration along this roadway, it is recommended that Lynn Drive be considered for milling and resurfacing in the near future. Due to the length of Lynn Drive (1.2 mile), it is recommended that the roadway improvements be constructed over two years.

Construction & Engineering Costs - Drainage Improvements.....	\$ 67,000.00
Construction & Engineering Costs - Phase I Improvements.....	\$150,000.00
Total Estimated Costs.....	\$217,000.00

Note: I believe that funds have been placed aside for the completion of the drainage improvements along Lynn Drive in previous years. The work related to the drainage improvements, however, has been delayed because it is the understanding that the local water company has plans to complete improvements to the watermains in this area. Any drainage work and/or resurfacing work completed along Lynn Drive will need to be coordinated with the local water company.

2. **Bituminous Chip Seal Resurfacing**

In order to continue with the 10 Year Roadway Improvement Plan, it is proposed that the Township continue the chip seal program that was started in 2012 and updated this past year with a new mechanical process. This program provides the Township with a means to extend the life of the roadways and provide the Township with a long term method of keeping up with the maintenance of its roadway infrastructure.

If it is agreed to continue with the chip seal resurfacing program, I recommend that we complete the resurfacing of roadways within the Forest Lake section of the Township. All of these roadways were last resurfaced between 2000 and 2003. A review of these roadways is as follows:

Conrad Strasse (2000).....	\$5,000.00
Crescent Drive South (2001).....	\$17,000.00
Crows Nest Road (2000).....	\$8,000.00
Forest Lake Drive North (2003)	\$32,000.00
Forest Lake Drive South (2003)	\$18,000.00
Glen Cove Road (2001)	\$9,000.00
Lake View Drive (2001)	\$7,000.00
Old Stage Coach Road (2000)	\$18,000.00
Peach Tree Street (2000)	\$5,000.00

Sandy's Road (2000)	\$7,000.00
Sleepy Hollow Road (2000)	\$44,000.00
Sunset Way (2000)	<u>\$2,000.00</u>

Total Estimated Oil & Stone Resurfacing Costs\$173,000.00

Note: In order to mill and resurface the roadways listed above, the cost to the Township would be \$800,000.

3. Drainage System Improvements:

a. Jet Vac Stormwater Cleaning Services

In 2014, the Township had an outside company perform jet vac stormwater basin/pipe cleaning in order to remove silt and sediment from various drainage systems in the Township. In total 127 catch basins and associated drainage pipes were cleaned during this process. The cleaning of these basins and pipes has allowed the Road Department to identify basins to be repaired and has helped reduced the silt and sediment that is washing into various streams and lakes within the Township.

With approximately 850 catch basins under Township jurisdiction, I recommend that this process be continued in 2015. Assuming 5 days of jet vac services similar to what was completed this year, it is recommended that **\$10,000.00** be budgeted for this work.

b. Lake Community Inlet Retrofits

An on-going concern in Byram Township is the runoff of silt and sediment into the lakes. There are a number of structural methods that serve to help address this issue. Many methods, however, include filter systems that are very expensive and hard to maintain. I therefore recommend that the Township consider starting an inlet retrofit program that would replace drainage basins with structures that would include sump or baffled bottoms that would be easy to maintain over time.

A sump bottom structure is simply a drainage basin with a bottom elevation that is position at a certain depth below the invert of the outlet pipe. With this type of structure, stormwater would plunge into the structure, silt to settle on the bottom, and stormwater would flow out of the structure with a reduced concentration of silt and sediment. An approximate cost would be \$1,200 per structure. A baffled bottom structure would be an oversized catch basin that would include two chambers separated by a concrete baffle or weir. The purpose of this structure would be the same as the sump but would include a second chamber separated by a baffle or weir. This structure would increase the level of sediment removal, would reduce the outflow of floatable solids and would cost approximately \$3,000 per structure.

The above costs assume that the Byram Township Road Department will assist in the installation of the catch basin structure. If such a program is desirable, I would recommend that the Township budget **\$15,000.00** in 2015 for the start of such a program.

c. Engineering Study of East Brookwood Estates Drainage Issues

The Council may want to consider a detailed study of the drainage problems that exist within the East Brookwood Estates section of the Township. This study would specifically review the drainage system that collects stormwater above Ross Road and conveys the stormwater toward Lubbers Run below Brookwood Drive. The study would involve a detailed review of the existing drainage network, field visits to review drainage areas, preparation of potential improvement concepts and cost estimates for budgeting purposes. It is estimated that this study will cost **\$10,000.00**.

I have reviewed the drainage issues several times and I believe that a portion of the drainage areas above Ross Road may be able to be redirected to other drainage discharge locations to the east. The study will determine whether redirecting stormwater will be practical, determine what impacts to other properties will occur, outline what environmental permits may be required, outline what work items can be completed by the Township Road Department, and provide cost estimates for future work activities.

4. Miscellaneous Engineering & Surveying

a. NJDEP Municipal Stormwater Permit

Work will be continued to aid the municipality in fulfilling the requirements of the Municipal Stormwater permit. It is estimated that work performed by HPA to aid the Township in fulfilling the permit requirements will be approximately **\$2,000.00**.

b. Miscellaneous Roadway & Drainage Issues

A number of roadway and drainage issues come up each year which I assist that Township Manager and the Road Department Supervisor with. It is recommended that **\$5,000.00** be set aside for miscellaneous work items that may come up during the year related to roadway and drainage problems in the Township.

c. Tax Map Maintenance

In order to continue with the maintenance of the tax maps, it is recommended that **\$3,000.00** be budgeted in 2015 for miscellaneous tax map changes.

Mr. Joseph Sabatini, Byram Township Manager
RE: Engineering & Construction Projects for 2015
January 26, 2015

Page 5

I trust this list that will aid the Mayor and Council in establishing the municipal budget for 2015. If you have any questions regarding any of the above listed items or would like to meet to discuss any of the proposed work activities in greater detail, please do not hesitate to contact me.

Very truly yours,

A handwritten signature in black ink that reads "Cory L. Stoner". The signature is fluid and cursive, with a long horizontal stroke at the end.

Cory L. Stoner, P.E., C.M.E.
HAROLD E. PELLOW & ASSOCIATES, INC.
Byram Township Engineer

CLS:cls
K:\PROJECTS\MUNICIPAL\BYRAM\COUNCIL\03-257 - COUNCIL BUSINESS\SABATINI - 2015 ENGINEERING & CONST PROJECTS.DOC

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Roadway Micro-Surfacing

Timely action can provide a bigger bang for your bucks

By Peter Rustin, Mayor, Tenafly
& Roger Fyfe, Mayor, Montvale,
Bergen County

keep up with repairs and replacement. Since most municipalities have a realistic limit to road program funding, they can't afford to continually perform full milling and paving on every street. There are just too many roadways and the process is too costly, so we decided to investigate alternatives to just filling potholes and sealing cracks. What we discovered was a procedure called micro-surfacing.

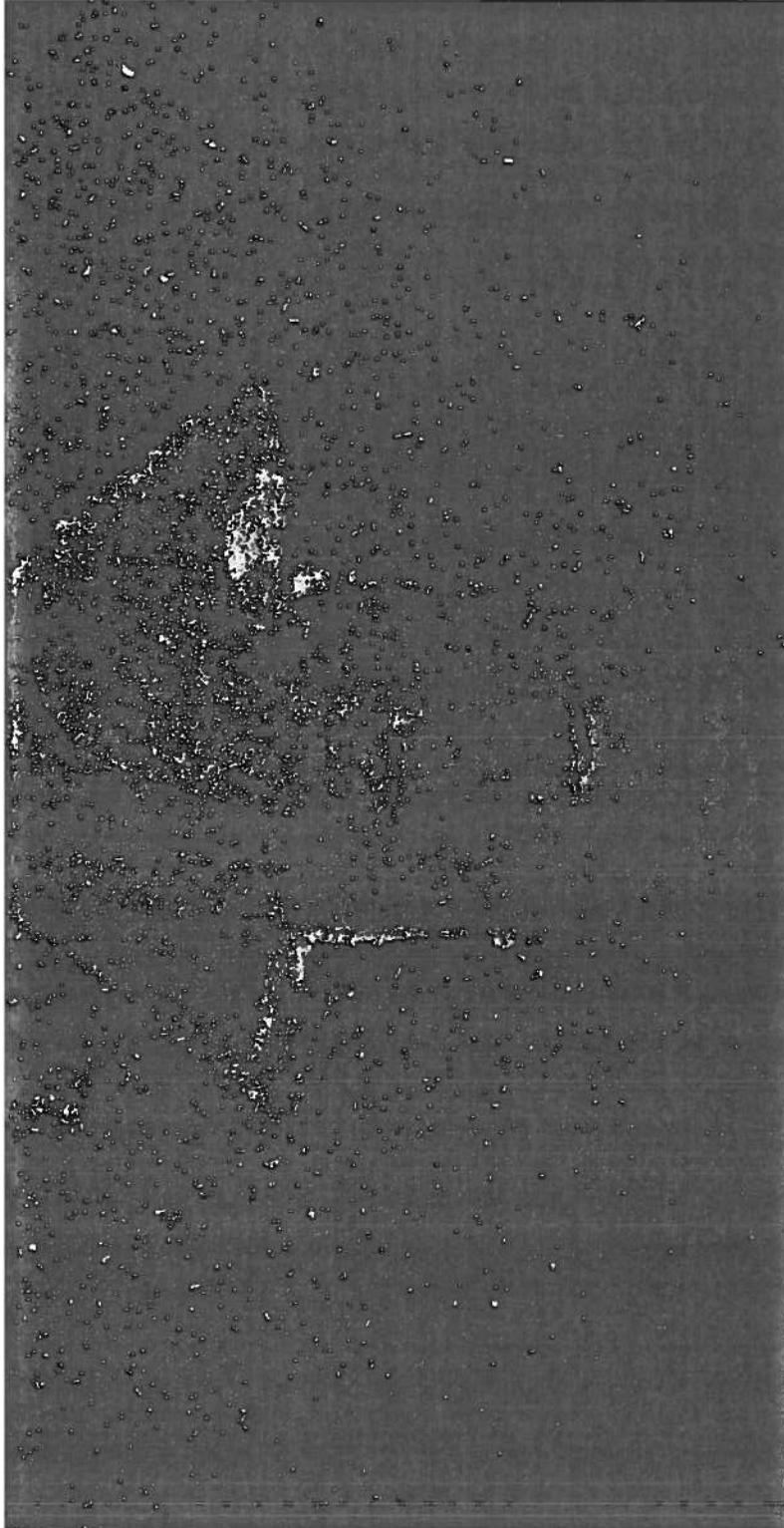
At first we were skeptical, because micro-surfacing (or micro-paving) seemed too good to be true. Our Borough Engineer, Maser Consulting's Andrew Hipolit, P.E., had worked with Summit DPW Superintendent Paul Cascais and also New Providence DPW Superintendent Jim Johnston to integrate micro-surfacing into their maintenance plans for about 10 years. We decided to try it in our towns, Tenafly and Montvale. After testing this product on a few roadways, we felt it was worthwhile. We've since used it on about 20 roadways between our two towns.

What is Micro-surfacing? Micro-surfacing is the process of applying a thin asphalt coating that adheres to the existing roadway surface. Unlike driveway sealer which has no thickness, micro-surfacing is emulsified asphalt with a ¼" lift, or thickness. Sealing the road in this manner helps prevent water and frost from penetrating through the pavement surface where freeze and thaw causes damage to the road. This process enables the road surface to withstand significant temperature variations.

Micro-surfacing can significantly forestall the need for milling and paving.

Once the condition of a roadway has deteriorated beyond 30 percent from its original surface condition it is no longer manageable and needs to be milled and paved or reconstructed. However the good news is that, if micro-surfacing can be performed before the road surface reaches that 30 percent benchmark, it can significantly forestall the need for milling and paving. Having the ability to apply a more cost effective method of saving the road surfaces, within the bounds of this percentage of degradation, provides an option we didn't have previously. Significantly reducing the need for milling and paving can save a community from issuing additional bonding and incurring more debt.

Costs Performing a full milling and re-paving process to an average suburban municipal roadway costs about \$250,000 and lasts between 10 and 20 years. Micro-surfacing the same



Roadway repair and maintenance is a never ending problem. Many roadways in the northern New Jersey counties are showing their age after nearly 100 years of use. And, as a result of our high traffic volume and harsh winters, the roadways are showing more deterioration than usual. All of these factors combined with rising costs, are making it more difficult to

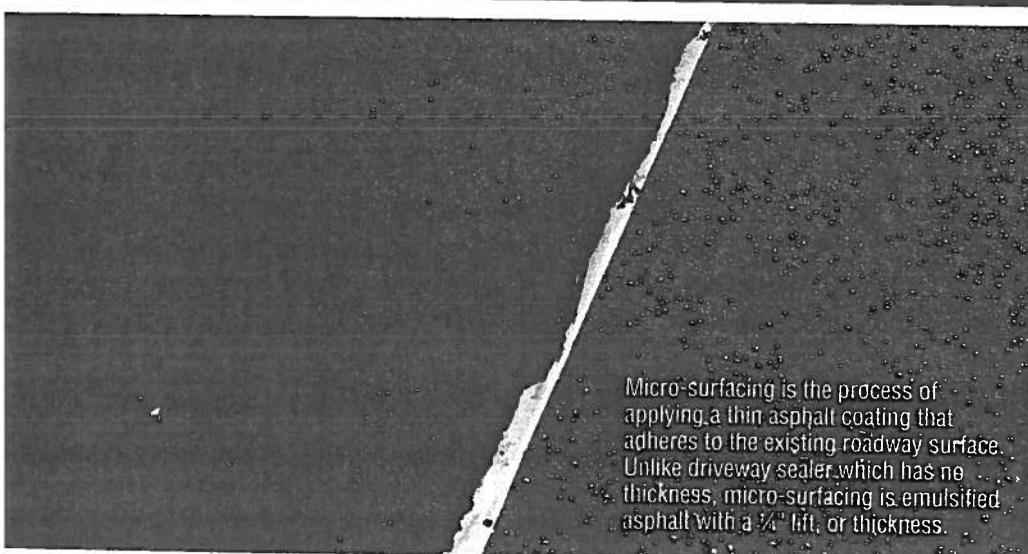
Roadway Micro-Surfacing



Micro-surface asphalt slurry being applied



Micro-surfacing application begins after roadway sweeping.



Micro-surfacing is the process of applying a thin asphalt coating that adheres to the existing roadway surface. Unlike driveway sealer which has no thickness, micro-surfacing is emulsified asphalt with a $\frac{1}{4}$ " lift, or thickness.

road costs about \$20,000 and lasts five to eight years. Being pro-active and adding micro-surfacing to your maintenance schedule (pothole repair and crack sealing), enables you to address as many streets as possible, and can buy you desperately needed time between more costly milling and paving.

The average cost of milling and paving roads costs about \$13/sq. yd. Micro-surfacing costs about \$3/sq. yard and includes patching potholes and sealing cracks. Think of it this way, you could micro-pave the same roads three times for about a quarter of the cost of one mill and pave, over the same period of time. With numbers like that, how can you not afford to take advantage?

Integrating this method into your roadway maintenance plan will help you to control costs.

How to Proceed Montvale DPW Superintendent, Rich Campanelli and the borough engineer performed a Pavement Management Study to evaluate the condition of every road. In Tenafly, Robert Culvert, the Director of Public Works and Parks Department and the Borough engineer performed the same kind of study for paving inspection and repair. In both boroughs, once the roadway conditions were identified, they determined which roads meet the criteria for micro-surfacing, other types of patching or full milling and paving and develop cost estimates for presentation to council. This evaluation and process can also be extended to public parking lots and walkways.

While micro-surfacing isn't an end-all fix to roadway maintenance, it can significantly extend the life of a road surface if applied at the right stage of deterioration. Integrating this method into your roadway maintenance plan will extend the life of your roads while helping you to control costs. ♣

Potholes Are Preventable

Rutgers' Pavement Resource Program offers materials and management solutions to help preserve New Jersey's roads

By Carissa Sestito, Rutgers' Center for Advanced Infrastructure and Transportation (CAIT)

O rion. Maximus. Pax. Nika. New Jersey's 2014 winter storms sounded more like names from a Greek drama than a concentrated series of heavy snow events. And municipal leaders know that the story doesn't end once a storm moves out to sea. After the roads have been cleared of snow and ice, it's time to fix epic potholes.

Contrary to popular belief, the salt-brine deicing solution used in New Jersey does not play a significant role in the creation of potholes. The two main pavement-destroying culprits are actually water and ice.

The Birth of a Pothole In the winter, water from melted ice and snow seeps into cracks within and between the asphalt pavement layers. When the temperature drops, that water refreezes and expands beneath the surface. Pressure caused by this expansion eventually begins to separate and weaken asphalt layers and diminish their load-bearing capacity. As vehicles continue to pound the roadway, these weakened areas becomes larger and deeper.

When spring arrives, rising temperatures thaw and soften the ground, diminishing its ability to support the pavement structure. This loss of support causes asphalt layers already weakened by winter's freeze-thaw cycles to collapse, leaving the craters we're all familiar with.

Preventing Weather Damage The Pavement Resource Program (PRP) at Rutgers' Center for Advanced Infrastructure and Transportation (CAIT) researches advanced materials that improve roadway resilience and performance. PRP program Director Dr. Tom Bennert studies asphalt surfaces and preventative maintenance treatments



The key to treatments is applying them before the pavement surface develops significant cracking.

that mitigate the damaging effects of weather. Pavement preservation practices, developed with support from NJDOT, can seal pavements so water and contaminants can't infiltrate the spaces within and between the layers.

"We've created a number of pavement materials for NJDOT to help prevent weather damage. One of these is a High Performance Thin Overlay (HPTO) that is placed over a pavement surface. We've

Pavement preservation costs about 60 percent less than traditional rehabilitation methods if treatments are applied to roads that don't already have significant damage.

also created a protective material for bridge deck concrete, called Bridge Deck Waterproofing Surface Course (BDWSC), which NJDOT uses to prevent salt and water from getting into the

deck and corroding steel rebars under the surface," Bennert said. "The state adheres to a strict pavement preservation treatment schedule, so you may notice that an area of pavement that just had some major work done on it is being worked on again every few months or so."

PRP senior pavement researcher Dr. Nick Vitillo says, "The key to treatments is applying them before the pavement surface develops significant cracking."

"Pavement preservation costs about 60 percent less than traditional rehabilitation methods if treatments are applied to roads that don't already have significant

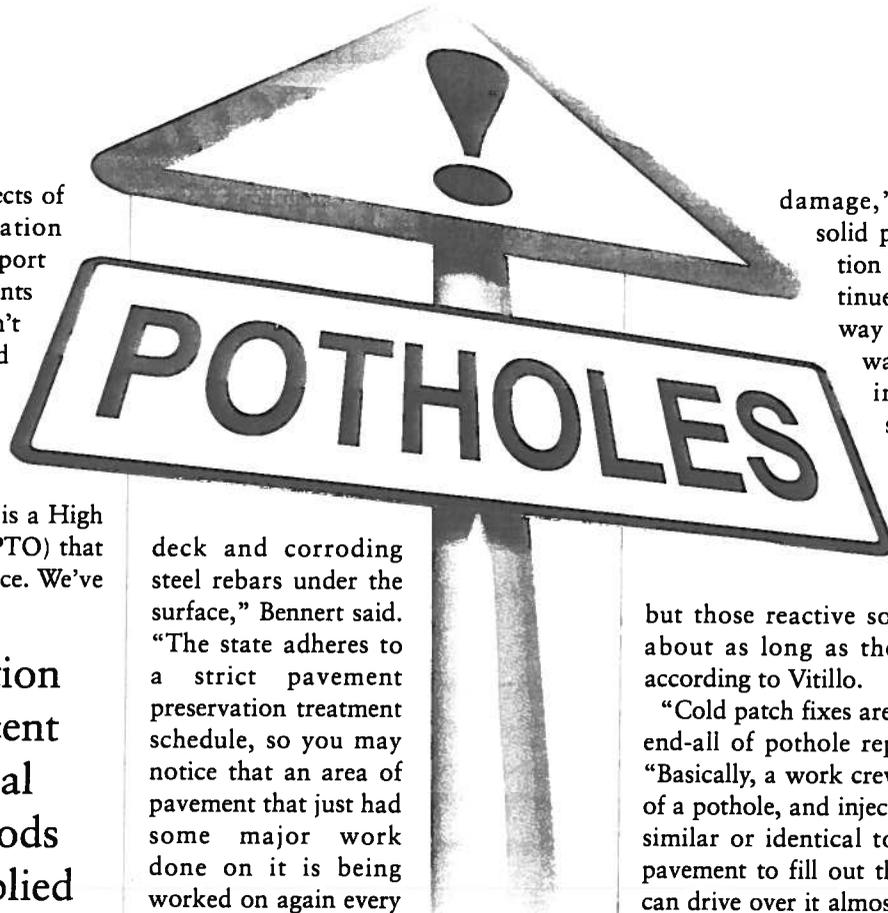
damage," Vitillo said. "A solid pavement preservation schedule will continue to seal the roadway surface, preventing water from penetrating the pavement structure."

Quick fixes—like cold-patch repairs—can even out roadway surfaces,

but those reactive solutions often last about as long as they take to apply, according to Vitillo.

"Cold patch fixes are not the be-all and end-all of pothole repair," Vitillo said. "Basically, a work crew will visit the site of a pothole, and inject an aggregate mix similar or identical to the surrounding pavement to fill out the pothole. Traffic can drive over it almost immediately, but we find that sometimes these mixes 'pop out' in a short time, requiring the pothole be refilled. It's a great temporary fix, but it's just that: temporary."

More permanent management solutions are essential to keeping New Jersey's roadways healthy and pothole-free. Part of that solution, Vitillo says, is understanding and categorizing roadway conditions in real-time.



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Pothole Maintenance Software CAIT shares the pavement advancements it develops with NJDOT with municipal and county agencies. The center also works with local agencies on road materials and management. The pavement management system (PMS) developed by Vitillo's team under the direction of NJDOT, is a data analysis and

software package that categorizes pavement condition, repair schedules, and preservation and maintenance treatments and can be tailored to individual municipalities—like the PMS CAIT developed for Woodbridge, New Jersey.

Woodbridge engineer Scott Lee Thompson met with Vitillo and PRP pavement researcher Carl Rascoe to

conduct an inventory of 248 centerline miles of roadway within limits of the state's sixth largest city.

"I came to work in Woodbridge Township as the municipal engineer in January 2004. At that time, the number one complaint from residents was the condition of our roads," Thompson explained, adding that in 2006—under the direction of Mayor John E. McCormac—the township modified its "default" road restoration mechanism from total road reconstruction to less costly milling and paving repairs.

"We had been running the same basic road maintenance program for years and ... [the PMS has helped us make a] huge leap in prioritizing projects. We have a lot more information at our fingertips to make decisions, and we use that system to present more organized information on what we were doing with road maintenance to residents."

Budgeting Planning assistance is only one advantage of the PMS, Thompson said. It also has helped Woodbridge craft its roadway maintenance budgets by automatically identifying roadways in need of major repairs and those for which a little investment can go a long way.

"Through the PMS we have been able to stretch our road maintenance budget to improve many more roads in [Woodbridge]," Thompson said. "That, in and of itself, has helped to reduce the number of potholes. In the long run, it's going to be a huge boost for our road conditions overall."

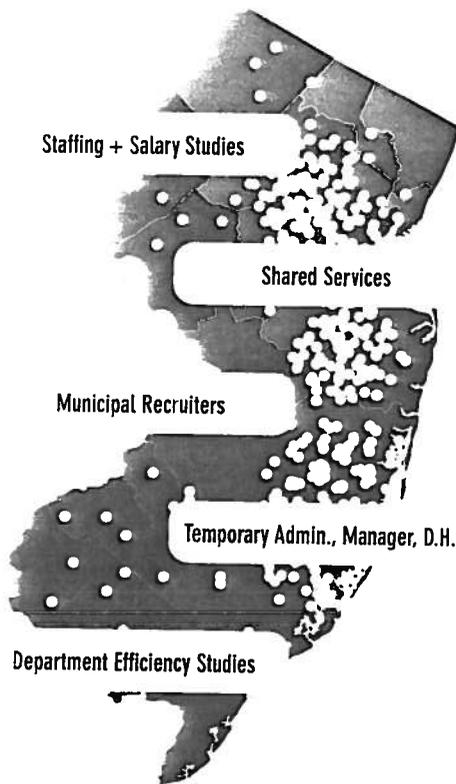
CAIT is dedicated to conducting research and sharing technology with state and local agencies to improve New Jersey's roadways. CAIT's PRP team shares its knowledge and experience in training sessions, conferences, and technical meetings for municipal administrators and county officials, such as the New Jersey League of Municipalities, National Association of County Engineers, the Mid-Atlantic Quality Assurance Workshop, and the Rutgers Annual Asphalt Paving Conference. 



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Joe Sabatini <jsabatini@byramtwp.org>

Ticket#83511/ByramTownship/Put together new server Sales ticket 83509 -- has been updated

1 message

navitend Service Team <Service@navitend.com>
To: jsabatini@byramtwp.org

Mon, Jan 19, 2015 at 4:54 PM

--REPLY above this line to respond--

This ticket has been updated by Rick Smith

Server eQuote done... Dell # 1018792660293

Category Description

PowerEdge R420

PowerEdge R420, Intel® Xeon® E-24XX v2 Processors

Chassis Configuration

3.5" Chassis with up to 4 Hot Plug Hard Drives

Processor

Intel® Xeon® E5-2430 v2 2.50GHz, 15M Cache, 7.2GT/s QPI, Turbo, 6C, 80W, Max Mem 1600MHz

Additional Processor

No Additional Processor

Memory Configuration Type

Performance Optimized

Memory DIMM Type and Speed

1600MT/s RDIMMS

Memory Capacity

(2) 16GB RDIMM, 1600MT/s, Low Volt, Dual Rank, x4 Data Width

Operating System

Windows Server® 2012, Standard Ed, Factory Install, No MED, 2 Socket, 2 VMs

OS Media kits

Windows Server® 2012, Standard Edition, Media Kit

RAID Configuration

RAID 5 for H710P/H710/H310 (3-8 HDDs)

RAID Controller

PERC H710p Integrated RAID Controller, 1GB NV Cache

Hard Drives

(4) 600GB 15K RPM SAS 6Gbps 3.5in Hot-plug Hard Drive

Client Access Licenses

(4) 5-pack of Windows® Server 2012 User CALs (Standard or Datacenter)

Embedded Systems Management

iDRAC7 Enterprise

PCIe Riser

PCIe Riser for Chassis with 1 Proc

Add-in Network Adapter

On-Board Broadcom 5720 Dual Port 1Gb LOM

Power Supply

Dual, Hot-plug, Redundant Power Supply, 350W

Power Cords

(2) NEMA 5-15P to C13 Wall Plug, 125 Volt, 15 AMP, 10 Feet (3m), Power Cord

Power Management BIOS Settings

Performance BIOS Setting

Rack Rails

ReadyRails™ Sliding Rails With Cable Management Arm

Bezel

Bezel

Internal Optical Drive

DVD+/-RW, SATA, Internal for 4HD Chassis

System Documentation

Electronic System Documentation and OpenManage DVD Kit for R420
 Shipping
 Shipping Material,PowerEdge R420
 Hardware Support Services
 3Yr Basic Hardware Warranty Repair: 5x10 HW-Only, 5x10 NBD Onsite
 Installation Services
 No Installation
 Proactive Maintenance
 Maintenance Declined
 Server Accessories
 Keyboard and Optical Mouse, USB, Black, English
 Subtotal \$4,868.41
 Estimated Shipping \$0.00
 Estimated Tax \$340.79
 Total \$5,209.20

Full ticket details

Ticket #83511

View Ticket: Put together new server Sales ticket 83509

Status: Scheduled

Company: Byram Township

Contact: Joe Sabatini

Phone: (973) 347-2500 x129

Address: 10 Mansfield Drive
Byram, NJ 07874

Detail Description:

Mon 1/19/2015/ Rick Smith (time)-
Server eQuote done... Dell # 1018792660293

Category Description

PowerEdge R420

PowerEdge R420, Intel® Xeon® E-24XX v2 Processors

Chassis Configuration

3.5" Chassis with up to 4 Hot Plug Hard Drives

Processor

Intel® Xeon® E5-2430 v2 2.50GHz, 15M Cache, 7.2GT/s QPI, Turbo, 6C, 80W, Max Mem 1600MHz

Additional Processor

No Additional Processor

Memory Configuration Type

Performance Optimized

Memory DIMM Type and Speed

1600MT/s RDIMMS

Memory Capacity

(2) 16GB RDIMM, 1600MT/s, Low Volt, Dual Rank, x4 Data Width

Operating System

Windows Server® 2012,Standard Ed,Factory Install,No MED,2 Socket,2 VMs

OS Media kits

Windows Server® 2012, Standard Edition, Media Kit

RAID Configuration

RAID 5 for H710P/H710/H310 (3-8 HDDs)

RAID Controller

PERC H710p Integrated RAID Controller, 1GB NV Cache

Hard Drives

(4) 600GB 15K RPM SAS 6Gbps 3.5in Hot-plug Hard Drive

Client Access Licenses

(4) 5-pack of Windows® Server 2012 User CALs (Standard or Datacenter)

Embedded Systems Management

iDRAC7 Enterprise

PCIe Riser

PCIe Riser for Chassis with 1 Proc

Add-in Network Adapter

On-Board Broadcom 5720 Dual Port 1Gb LOM
Power Supply
Dual, Hot-plug, Redundant Power Supply, 350W
Power Cords
(2) NEMA 5-15P to C13 Wall Plug, 125 Volt, 15 AMP, 10 Feet (3m), Power Cord
Power Management BIOS Settings
Performance BIOS Setting
Rack Rails
ReadyRails™ Sliding Rails With Cable Management Arm
Bezel
Bezel
Internal Optical Drive
DVD+/-RW, SATA, Internal for 4HD Chassis
System Documentation
Electronic System Documentation and OpenManage DVD Kit for R420
Shipping
Shipping Material,PowerEdge R420
Hardware Support Services
3Yr Basic Hardware Warranty Repair: 5x10 HW-Only, 5x10 NBD Onsite
Installation Services
No Installation
Proactive Maintenance
Maintenance Declined
Server Accessories
Keyboard and Optical Mouse, USB, Black, English
Subtotal \$4,868.41
Estimated Shipping \$0.00
Estimated Tax \$340.79
Total \$5,209.20

Fri 12/12/2014/8:34 AM EST/ Vincent Nordfors-
New Server

Need to spec out a machine.

Need to confirm software compatibility.

Need to confirm current Datto could support new server

Need project plan

[View Ticket](#)



Storr Tractor Company



Distributors of Quality Commercial Turf Care Equipment & Supplies

3191 Route 22, Somerville, New Jersey 08876 · Phone: 908-722-9830 · Fax: 908-722-9847
175 13th Avenue, Ronkonkoma, New York 11779 · 631-588-5222 · Fax: 631-588-5222

Friday, December 12, 2014

Adolf Steyh
Byram Township DPW
Municipal Building
Mansfield Drive
Stanhope, NJ 07874

Dear Adolf,

As requested I am pleased to submit the following quotation. The Toro Groundsmaster 7210 and accessories are supported under the Middlesex Regional Educational Services Commission cooperative contract.

NJ State Approved Co-Op #65MCESCCPS, Bid #MRESC 14/15-04

- 1 **Toro Groundsmaster 7210**, 36hp TierIV Emission Turbo charged diesel, commercial duty transaxle and hydraulic pumps designed to eliminate belt drives, twin stick steering, heavy duty hydraulic actuated PTO drive w/wet clutch, deluxe seat suspension w/arm rests, 72" side discharge mower deck and a two year warranty inclusive of parts, labor and transportation.
- | | |
|-------------------|---------------------|
| List | \$ 31,672.00 |
| MRESC CoOp | \$ 25,337.60 |

GM7210 Snow Conversion Polar Trac

- 1 **Toro Polar Trac Conversion Kit** includes winter frame, bogie wheels and tracks. Cab required. (30675)
- | | |
|-------------------|--------------------|
| List | \$ 9,056.00 |
| MRESC CoOp | \$ 7,244.80 |
- 1 **Toro Polar Trac Cab** all steel and glass construction, includes heater, front wiper, work/road lights, signal/flasher lights, SMV sign. (30474)
- | | |
|-------------------|---------------------|
| List | \$ 10,493.00 |
| MRESC CoOp | \$ 8,394.40 |

Snow Attachments @ MRESC CoOp Price

- | | | |
|---|--|-------------|
| 1 | M-B Combination Plow, V to Clam | \$ 4,864.00 |
| 1 | M-B 60" Straight Snow Blade, hydraulic angle | \$ 3,225.25 |
| 1 | Erskine 53" Snow Blower, two stage, PTO drive | \$ 5,505.25 |
| 1 | M-B 60" Rotary Broom, hydraulic angle, PTO drive | \$ 4,892.50 |

If you should have any questions feel free to contact me at (908)413-5640.

Sincerely,

Steve Bradley

Steve Bradley
Sales Consultant



Joe Sabatini <jsabatini@byramtwp.org>

Capital Budget request for 2015

1 message

Chief Raymond F. Rafferty <r Rafferty@byrampd.org>

Tue, Dec 9, 2014 at 11:42 AM

To: Ashleigh Frueholz <afrueholz@byramtwp.org>

Cc: Joe Sabatini <jsabatini@byramtwp.org>

Ashleigh,

Here is a request for the 2015 capital budget.

1. Automatic License Plate Reader, estimated cost of \$20,000.
2. New Police Radios and Portables for ultra high frequency, estimated cost of \$40,000.

If you need anything else please let me know.

Thanks,

Chief Raymond F. Rafferty

Byram Township Police Department

Phone: 973-347-4008

Fax: 973-347-9089

FBI NA 230



Joe Sabatini <jsabatini@byramtwp.org>

FW: Alcotest Changeover Program

1 MESSAGE

Chief Raymond F. Rafferty <r Rafferty@byrampd.org>
To: Joe Sabatini <jsabatini@byramtwp.org>

Tue, Feb 11, 2014 at 10:21 AM

Joe,

Here is the information you requested on the Alcotest from the Drager representative.

As per our conversation I will be willing to work with MSI to see what we need for the server in the police department.

If you need anything else let me know.

Chief Raymond F. Rafferty

Byram Township Police Department

Phone: 973-347-4008

Fax: 973-347-9089

FBI NA 230

From: Pouliot, Don [mailto:Don.Pouliot@draeger.com]
Sent: Monday, February 10, 2014 12:04 PM
To: RRafferty@Byrampd.Org
Subject: Alcotest Changeover Program

Chief Rafferty,

Over a year ago we notified the NJSP and State Crime Lab Director that Drager would no longer be able to produce new Alcotest 7110 MK III-C breath testing instruments. This was in part due to the fact that Motorola stopped making the Microprocessor for the 7110 the year before. We had to turn down almost a dozen NJ agencies who wanted to buy second instruments last year because of the parts shortage. We do have sufficient trade in instruments from the New York State Police who purchased the Alcotest 9510 so keeping the program going will not be the issue.

The Alcotest 7110 continues to be the accepted leading edge technology worldwide with other manufacturers attempting to develop competing dual sensor versions. Our Alcotest 9510 has been placed in several states nationwide and will be the unit we hope the State of New Jersey chooses as we enter the changeover year of 2017. The NJ State Crime Lab under Dr. Ali Alaouie has indicated a decision will be made and that the state would

like to begin the changeover Q2 or Q3 of 2017.

Current programs are costing states in the area of \$15-\$16,000 per system. 2-3 years from now that cost is sure to adjust annually with components, raw materials and labor always on the upswing but our best guess is that given the quantity here in New Jersey you should estimate the budget in the \$16,000+ neighborhood. There will be updates as the program gets well out from a year away to give agencies statewide sufficient time to budget. The last Alcotest 7110 systems went out in late 2012 at \$14,754 configured with the hardware, software and 5 year warranty that was offered to every agency at every level of government. Much depends on how the state wants the system configured. We believe they will drop the wet bath simulators in favor of dry gas as all states have done in the past few years. There is a positive offset to the cost in less man hours to maintain the day to day operation.

Later this year we should receive more information from the state on their projected target dates to begin the rollout and of course which manufacturers instrument will be chosen. As soon as that happens there will be statewide notification through the NJ Chiefs Association email network. Until then you should budget as indicated and until further notice from the state be prepared for mid-2017 for the County by County roll out to begin.

Regards,

Don Pouliot

Regional Sales Manager

Draeger Safety Diagnostics, Inc.

4040 West Royal Lane Suite 136

Irving, TX 75063

Texas Office: 972-929-1100

New Jersey Office: 973-398-3228

NJ Fax: 973-398-3449

NJ Cell: 973-219-9520

Email: Don.Pouliot@Draeger.Com

Web Site: WWW.Draeger.Com



LAKELAND EMERGENCY SQUAD

Serving
ANDOVER BORO
ANDOVER TWP.
BYRAM TWP.

Lakeland EMS Capital Budgeting Plan

Matthew Jones - President





LAKELAND
EMERGENCY SQUAD

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ANDOVER TWP.
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Master title style

Current Financial Situation





LAKELAND EMERGENCY SQUAD

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Objectives

- Discuss Lakeland EMS Sources of revenue/expenses
- Discuss impending financial issues
- Discuss current financial mitigation efforts





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Current Sources of Income

- Mailing Donations - ~\$60,000
- Hudson Farm Charity Hike - ~\$17,000
- Other Donations - ~\$4,000
- County Donation - \$3,000
- Byram Twp. Donation - \$25,000
- Andover Twp. Annual Donation - \$25,000
- Andover Boro Donation - \$5,000
- *2013 Total Revenue- \$196,921*



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Current Annual Expenditures

- Loan repayment for building - \$7,500
- Vehicle/ Equipment Maintenance – - \$26,000
- Building Maintenance - \$9,000
- Insurance - \$25,000
- Equipment Upgrades - \$17,000
- Supplies - \$8,500
- Uniforms - \$15,000
- Squad Dinner - \$9,000

- *2013 Total - \$177,777*



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Current Financial Issues

- Annual donations have remained about the same from year to year
- Township donations remain the same
- Maintenance costs increasing
- New member equipment costs rising ~ **\$/member**
- AICC donations have ceased due to legal advice from their lawyer – loss of ~\$10,000/yr



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Near Term Mitigation

- Gooddale Oil Cost Reduction - ~\$1000/yr – New Oil Provider
- Phone/Internet Cost Reduction - ~\$800/yr – New internet/phone provider
- Cranberry Electrical Cost Reduction - ~\$400/yr – Bay light motion sensors
- Supply cost reduction - ~\$600/yr – Reduce inventory and minimize expiration
- Clothing Donation Bin - \$1,750/yr
- Cumulative mitigation does not offset AICC losses



LAKELAND
EMERGENCY SQUAD

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Future Financial Situation





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Impending Financial Liabilities

- Warranty on new rigs ends 2019 – sharp increase in maintenance costs
 - 32.8% of calls are simultaneous - requiring 2+ rigs
- >\$75,000 to fix Cranberry Bldg – High priority
- >\$55,000 to fix Gooddale bldg - Urgent
- \$126,500 to rechassis Lakeland owned 53-52

Loan Analysis

- Building Repair
 - Gooddale+ Cranberry

- 43-52 Financial Liability

Loan calculator and Amortization

Loan amount:
\$

Loan term:
 years or months

Interest rate:
 % per year

Loan start date:

Monthly Payments:
\$

Loan calculator and Amortization

Loan amount:
\$

Loan term:
 years or months

Interest rate:
 % per year

Loan start date:

Monthly Payments:
\$

- \$2327/month repayment - \$27924/yr
 - Best annual net income = ~\$15,000
 - Lakeland can only afford half of necessary expenses

Loan Analysis

- Building Repair (30 Year)

- 43-52 Financial Liability

Loan calculator and Amortization

Loan amount:
\$ 125000

Loan term:
30.000 years or 360 months

Interest rate:
5.15 % per year

Loan start date:
Sep 29 2015

Monthly Payments:
\$ 682.53

Calculate



- \$682/month repayment - \$8184/yr!
 - Best annual net income = ~\$15,000
 - Can afford building repair only without rig replacement



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Objectives

- Repeater radio system
- Upgraded buildings with energy efficiency and ability to act as emergency community shelters
- Officer radio upgrades for interoperability
- Mechanical CPR assist devices





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BYRAM TWP.

Township Assistance

- Annual allocation from Andover/Byram Twp
 - ~\$20,000/yr to keep 3 rigs current and upgrade 2 to 4 WD
 - Assuming 1300 annual calls ~\$15.38/call





Serving _____
ANDOVER BORO
ANDOVER TWP.
BYRAM TWP.

Conclusions

- Lakeland cannot afford building repair and rechassis of Lakeland owned rig (43-52) (does not include rescue truck)
- The use of loans to finance improvements will result in significant impact to annual financial income and cause excessive increase to our financial risk for 30 years

We are on an unsustainable path in terms of equipment and facility costs



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Long Term Mitigation

- Establish long term capital budgeting with Byram Twp and Andover Twp to minimize financial risk and ensure continuity of care

We are on an unsustainable path in terms of equipment and facility costs

Lakeland EMS Capital Budgeting Plan



President: Matt Jones 848-992-9193 president@lakelandems.org
 Chief: Rourke Day 973-903-2809 chief@lakeandems.org
 Treasurer: Bill Keller 201-919-6496 bkeller@lakelandems.org

The purpose of this document is to serve as an annual budgeting tool for Andover/Byram Township in order to offset the cost of replacing apparatus at the end of their lifecycle. These costs assume use of the same high quality equipment that has made us so successful in serving our community since 1939

Objectives

Establish a recurring and ongoing replacement program which eliminates the "last minute" purchases that have burdened our town councils in the past
 Equip ourselves with two 4 wheel drive rigs due to the nature of our coverage area terrain and historical winter weather
 Minimize apparatus downtime through routine maintenance, vehicle duty rotation and planned lifetime replacement

Ambulance

Annual Allocation Breakdown

	CY16	CY17	CY18	CY19	CY20	CY21	CY22	CY23	CY24	CY25
43-51 (4WD) - Andover Owned (2003)	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00
										New Rig Actual Cost
43-55 (2WD) - Andover/Byram Owned(2009)	12,890.00	12,890.00	12,890.00	12,890.00	12,880.00	12,486.36	12,486.36	12,486.36	12,486.36	12,486.36
					Rechassis Cost/Town					
					64,400.00					
43-53 - (4WD) - Byram Owned (2003)	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00	24,800.00
										New Rig Actual Cost
43-52 (2WD) - Lakeland Owned (2009)	25,760.00	25,760.00	25,760.00	25,760.00	25,760.00	24,972.73	24,972.73	24,972.73	24,972.73	24,972.73
					Rechassis Cost					
					128,800.00					
Years from 2014	2	3	4	5	6	7	8	9	10	11

Assumptions/Variables

Description	Value	Unit	Notes
New Apparatus Life	11	Years	10-12 yr actual life
New Apparatus cost FY14 - 4WD	220,000.00	\$	
New Apparatus cost FY14 - 2WD	205,000.00	\$	
Rechassis Life	11	Years	10-12 yr actual life
Rechassis cost FY14- 4WD	135,000.00	\$	
Rechassis cost FY14- 2WD	115,000.00	\$	
Annual Inflation rate		%	
Rechassis of 51,53 executed in FY 16			
Rechassis of all rigs after initial life span			
50% cost sharing of joint rigs			

Feel free to adjust these values - chart will update automatically

Mean Annual allocation/Town until CY 37

**BYRAM TOWNSHIP - ROADWAY IMPROVEMENT PLAN
10 YEAR PLAN - 2011 to 2020**

STREET NAME	Year	Length	Width	Area	Milling (Y/N),	2013 Asphalt	2013 Oil &	2013	2013	ACTUAL COSTS	ACTUAL COSTS	ACTUAL COSTS	ACTUAL COSTS	2015	2016	2017	2018	2019	2020
	Last Paved	(Feet)	(Feet)	(SY)	Reclamation	Costs (\$/SY)	Stone Costs (\$/SY)	Paving Costs	O&S Costs	2011	2012	2013	2014						
Roseville Road																			
Roseville Road - Section I	2009	3,550	24	9,467	N	\$10.25	NA	\$97,033.33	NA										\$136,535.64
Roseville Road - Section II	2011	3,350	24	8,933	R	\$20.50	NA	\$225,000.00	NA	\$237,500.00									
Roseville Road - Section II (to Tunnel)	2012	1,000	26	2,889	R	\$20.50	NA	\$59,222.22	NA		\$40,000.00								
Roseville Road - Section III	2012	6,050	24	16,133	R	\$20.50	NA	\$330,733.33	NA	\$10,000.00	\$326,500.00								
Roseville Road - Section IV	2013	4,025	24	10,733	R	\$20.50	NA	\$220,033.33	NA		\$10,000.00	\$200,000.00							
Tamarack Road																			
Tamarack Road - Section I	2000/2013	3,400	30	11,333	Y	\$12.25	NA	\$138,833.33	NA			\$180,000.00							
Tamarack Road - Section II	2001	4,485	30	14,950	Y	\$12.25	NA	\$183,137.50	NA				\$135,000.00						
Amity Road																			
Amity Road - Section I	2002	24	3,500	9,333	R	\$20.50	NA	\$191,333.33	NA				\$5,000.00	\$190,000.00					
Amity Road - Section II	2004	24	3,115	8,307	Y	\$12.25	NA	\$101,756.67	NA					\$40,000.00	\$85,000.00				
Amity Road - Section III	2006	24	3,405	9,080	Y	\$12.25	NA	\$111,230.00	NA						\$135,000.00				
North Shore Road																			
North Shore Road - I	2004	2,400	24	6,400	Y	\$12.25	NA	\$78,400.00	NA									\$100,060.47	
North Shore Road - II	2007	2,900	24	7,733	Y	\$12.25	NA	\$94,733.33	NA									\$120,906.41	
North Shore Road - III	2008	3,370	24	8,987	Y	\$12.25	NA	\$110,086.67	NA										\$147,526.66
Lake Lackawanna																			
Mansfield Drive	?	1,800	28	5,600	Y	\$12.25	\$2.40	\$68,600.00	\$13,440.00						\$79,413.08				
Bank Street	1999	800	20	1,778	N	\$10.25	\$2.40	\$18,222.22	\$4,266.67			\$2,500.00						\$5,445.47	
Carpenter Road	1999	245	12	327	N	\$10.25	\$2.40	\$3,348.33	\$784.00		\$6,000.00								
Heminover Street	1999	860	22	2,102	N	\$10.25	\$2.40	\$21,547.78	\$5,045.33			\$3,000.00						\$6,439.27	
Lake Drive/Reis Avenue/Brown Dr	1999	7,250	22	17,722	N	\$10.25	\$2.40	\$181,652.78	\$42,533.33			\$25,000.00						\$54,284.51	
Lake Drive - Loop Roads	1999	6,850	22	16,744	N	\$10.25	\$2.40	\$171,630.56	\$40,186.67			\$24,000.00						\$51,289.50	
Partridge Road	2005	200	12	267	N	\$10.25	\$2.40	\$2,733.33	\$640.00									\$816.82	
Richmond Road	1999	2,650	22	6,478	N	\$10.25	\$2.40	\$66,397.22	\$15,546.67			\$9,000.00						\$19,841.92	
Orchard Street	???	400	15	667	N	\$10.25	\$2.40	\$6,833.33	\$1,600.00										
Forest Lakes																			
Conrad Strasse	2000	720	24	1,920	Y	\$12.25	\$2.40	\$23,520.00	\$4,608.00					\$5,080.32					\$6,483.92
Crecent Drive North	2001/2002	3,085	24	8,227	Y	\$12.25	\$2.40	\$100,776.67	\$19,744.00				\$22,000.00					\$26,458.85	
Crecent Drive South	2001	2,455	24	6,547	Y	\$12.25	\$2.40	\$80,196.67	\$15,712.00					\$17,322.48					\$22,108.36
Crows Nest Road	2000	1,185	24	3,160	Y	\$12.25	\$2.40	\$38,710.00	\$7,584.00					\$8,361.36					\$10,671.45
Deer Run	2002	1,285	22	3,141	Y	\$12.25	\$2.40	\$38,478.61	\$7,538.67				\$9,000.00						\$10,102.53
Forest Lakes Drive North	2003	4,835	22	11,819	Y	\$12.25	\$2.40	\$144,781.39	\$28,365.33					\$31,272.78					\$39,912.87
Forest Lakes Drive South	2003	2,905	22	7,101	Y	\$12.25	\$2.40	\$86,988.61	\$17,042.67					\$18,789.54					\$23,980.74
Glen Clove Road	2001	1,335	22	3,263	Y	\$12.25	\$2.40	\$39,975.83	\$7,832.00					\$8,634.78					\$11,020.41
Harbor View Drive	2001	970	26	2,802	Y	\$12.25	\$2.40	\$34,327.22	\$6,725.33				\$8,000.00						\$9,012.59
Hemlock Road	2001	1,860	22	4,547	Y	\$12.25	\$2.40	\$55,696.67	\$10,912.00				\$12,000.00						\$14,623.12
Lake View Drive	2001	1,210	20	2,689	Y	\$12.25	\$2.40	\$32,938.89	\$6,453.33					\$7,114.80					\$9,080.49
Old Stage Coach Road	2000	2,980	20	6,622	Y	\$12.25	\$2.40	\$81,122.22	\$15,893.33					\$17,522.40					\$22,363.52
Peach Tree Street	2000	715	22	1,748	Y	\$12.25	\$2.40	\$21,410.28	\$4,194.67					\$4,624.62					\$5,902.32
The Rotunda	2001	1,645	24	4,387	Y	\$12.25	\$2.40	\$53,736.67	\$10,528.00				\$12,000.00						\$14,108.53
Sandy's Road	2000	1,025	22	2,506	Y	\$12.25	\$2.40	\$30,693.06	\$6,013.33					\$6,629.70					\$8,461.36
Sherwood Forest Drive	2002	3,590	22	8,776	Y	\$12.25	\$2.40	\$107,500.56	\$21,061.33				\$23,000.00					\$28,224.20	
Sleepy Hollow Road	2000	5,805	26	16,770	Y	\$12.25	\$2.40	\$205,432.50	\$40,248.00					\$44,373.42					\$56,632.98
Sunset Way	2000	150	28	467	Y	\$12.25	\$2.40	\$5,716.67	\$1,120.00					\$1,234.80					\$1,575.95
Winding Way	2002	2,160	20	4,800	Y	\$12.25	\$2.40	\$58,800.00	\$11,520.00				\$12,000.00						\$15,437.90
Woodlawn Drive	2001	185	20	411	Y	\$12.25	\$2.40	\$5,036.11	\$986.67				\$2,000.00						\$1,322.23
Cranberry Lake																			
Allamuchy Trail	2006	1,290	18	2,580	Y	\$12.25	\$2.40	\$31,605.00	\$6,192.00										\$7,902.74
Bald Rock Trail	2005	190	12	253	Y	\$12.25	\$2.40	\$3,103.33	\$608.00									\$739.03	
Birch Trail	1998	605	16	1,076	Y	\$12.25	\$2.40	\$13,175.56	\$2,581.33									\$3,137.63	
Boulder Trail	2006	260	17	491	Y	\$12.25	\$2.40	\$6,016.11	\$1,178.67									\$1,432.68	
Bridge Trail	2006	215	10	239	Y	\$12.25	\$2.40	\$2,926.39	\$573.33										\$731.73
Brook Trail	2005	320	14	498	Y	\$12.25	\$2.40	\$6,097.78	\$1,194.67										\$1,452.12
Cabin Spring Trail	2005	845	21	1,972	Y	\$12.25	\$2.40	\$24,152.92	\$4,732.00										\$6,039.36
Cliff Drive	2005	200	12	267	Y	\$12.25	\$2.40	\$3,266.67	\$640.00					\$777.92					
Cranberry Ledge Road	1998	3,275	20	7,278	Y	\$12.25	\$2.40	\$89,152.78	\$17,466.67					\$21,230.84					
Dennis Hill Road	2006	880	19	1,858	Y	\$12.25	\$2.40	\$22,757.78	\$4,458.67										\$5,690.51
Fox Trail	2004	515	16	916	Y	\$12.25	\$2.40	\$11,215.56	\$2,197.33										\$2,670.87
Frenche's Grove Road	2006	1,210	24	3,227	Y	\$12.25	\$2.40	\$39,526.67	\$7,744.00										\$9,883.52
Greywood Lane	2006	165	16	293	Y	\$12.25	\$2.40	\$3,593.33	\$704.00										\$898.50
Grove Path	2006	215	10	239	Y	\$12.25	\$2.40	\$2,926.39	\$573.33										\$731.73
Harding Road	2005	610	12	813	Y	\$12.25	\$2.40	\$9,963.33	\$1,952.00										\$2,491.30
Hart Trail	1998	686	15	1,143	Y	\$12.25	\$2.40	\$14,005.83	\$2,744.00										\$3,335.35
Hawthorne Trail	2004	785	18	1,570	Y	\$12.25	\$2.40	\$19,232.50	\$3,768.00										\$4,580.03
Hickory Trail	2005	215	12	287	Y	\$12.25	\$2.40	\$3,511.67	\$688.00										\$878.08
High-To-Ga Trail	2005	480	15	800	Y	\$12.25	\$2.40	\$9,800.00	\$1,920.00										\$2,450.46
Hilltop Trail	2005	490	14	762	Y	\$12.25	\$2.40	\$9,337.22	\$1,829.33										\$2,334.74
Ka-Ton-Ah Trail	2005	545	16	969	Y	\$12.25	\$2.40	\$11,868.89	\$2,325.33										\$2,967.78
La-Bo-Ga Trail	2006	270	17	510	Y	\$12.25	\$2.40	\$6,247.50	\$1,224.00										\$1,562.17

**BYRAM TOWNSHIP - ROADWAY IMPROVEMENT PLAN
10 YEAR PLAN - 2011 to 2020**

STREET NAME	Year	Length	Width	Area	Milling (Y/N),	2013 Asphalt	2013 Oil &	2013	2013	ACTUAL COSTS	ACTUAL COSTS	ACTUAL COSTS	ACTUAL COSTS	2015	2016	2017	2018	2019	2020
	Last Paved	(Feet)	(Feet)	(SY)	Reclamation	Costs (\$/SY)	Stone Costs (\$/SY)	Paving Costs	O&S Costs	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Lakeview Trail	2006	1,095	14	1,703	Y	\$12.25	\$2.40	\$20,865.83	\$4,088.00								\$5,217.44		
Landone Trail	2006	370	13	534	Y	\$12.25	\$2.40	\$6,546.94	\$1,282.67							\$1,559.09			
Laurel Trail	2006	775	16	1,378	Y	\$12.25	\$2.40	\$16,877.78	\$3,306.67								\$4,220.24		
Meteor Trail	2006	1,480	17	2,796	Y	\$12.25	\$2.40	\$34,245.56	\$6,709.33								\$8,563.00		
Maugtaug Trail	2005	345	12	460	Y	\$12.25	\$2.40	\$5,635.00	\$1,104.00								\$1,409.01		
North Shore Trail	2006	575	16	1,022	Y	\$12.25	\$2.40	\$12,522.22	\$2,453.33								\$3,131.14		
Oak Trail	1998	515	14	801	Y	\$12.25	\$2.40	\$9,813.61	\$1,922.67							\$2,337.01			
Opa Pass	2005	140	12	187	Y	\$12.25	\$2.40	\$2,286.67	\$448.00								\$571.77		
Overview	2005	175	14	272	Y	\$12.25	\$2.40	\$3,334.72	\$653.33								\$833.84		
Panther Pass	2005	495	17	935	Y	\$12.25	\$2.40	\$11,453.75	\$2,244.00								\$2,863.98		
Pathfinder Trail	2006	520	21	1,213	Y	\$12.25	\$2.40	\$14,863.33	\$2,912.00							\$3,539.55			
Racoon Trail	2004	135	14	210	Y	\$12.25	\$2.40	\$2,572.50	\$504.00							\$612.62			
Rose Trail	2006	805	16	1,431	Y	\$12.25	\$2.40	\$17,531.11	\$3,434.67								\$4,383.60		
Saddle Lane	1998	180	22	440	Y	\$12.25	\$2.40	\$5,390.00	\$1,056.00							\$1,283.57			
Saugtaug Trail	2005	795	12	1,060	Y	\$12.25	\$2.40	\$12,985.00	\$2,544.00								\$3,246.86		
Side Hill Trail	2004	450	19	950	Y	\$12.25	\$2.40	\$11,637.50	\$2,280.00								\$2,771.35		
South Lake Trail	2004	400	12	533	Y	\$12.25	\$2.40	\$6,533.33	\$1,280.00								\$1,555.85		
South Shore Road	2005	4,160	20	9,244	Y	\$12.25	\$2.40	\$113,244.44	\$22,186.67								\$28,316.43		
South Shore Road	???	1,450	20	3,222	Y	\$12.25	\$2.40	\$39,472.22	\$7,733.33	\$28,000.00							\$9,869.91		
Spring Trail	2005	190	16	338	Y	\$12.25	\$2.40	\$4,137.78	\$810.67								\$985.37		
Spruce Trail	2005	495	17	935	Y	\$12.25	\$2.40	\$11,453.75	\$2,244.00								\$2,727.60		
Strawberry Point Drive	2004	2,840	24	7,573	Y	\$12.25	\$2.40	\$92,773.33	\$18,176.00								\$23,197.69		
Tote Road	2005	1,290	20	2,867	Y	\$12.25	\$2.40	\$35,116.67	\$6,880.00								\$8,780.82		
Weasaug Trail	2005	380	12	507	Y	\$12.25	\$2.40	\$6,206.67	\$1,216.00								\$1,551.96		
Weaver House Cove Road	2004	1,315	25	3,653	Y	\$12.25	\$2.40	\$44,746.53	\$8,766.67							\$10,655.94			
Wo-Ta-Ga Trail	2006	745	14	1,159	Y	\$12.25	\$2.40	\$14,196.39	\$2,781.33								\$3,549.76		
Tamarack																			
Manu Trail	2000	1,375	30	4,583	N	\$10.25	\$2.40	\$46,979.17	\$11,000.00		\$5,500.00				\$12,733.88				
Hunters Lane	2000	1,465	26	4,232	N	\$10.25	\$2.40	\$43,380.28	\$10,157.33		\$5,100.00				\$11,758.38				
Knute Drive	2002	375	19	792	N	\$10.25	\$2.40	\$8,114.58	\$1,900.00							\$2,199.49			
C.O. Drive	2002	755	18	1,510	N	\$10.25	\$2.40	\$15,477.50	\$3,624.00							\$4,195.23			
Colby Drive	2002	1,465	30	4,883	N	\$10.25	\$2.40	\$50,054.17	\$11,720.00			\$7,000.00					\$14,958.02		
Cross Trail	2002	220	21	513	N	\$10.25	\$2.40	\$5,261.67	\$1,232.00			\$1,000.00					\$1,572.38		
Little Paint Way	2002	1,440	22	3,520	N	\$10.25	\$2.40	\$36,080.00	\$8,448.00						\$9,779.62				
Old Indian Spring Road	2002	3,050	18	6,100	N	\$10.25	\$2.40	\$62,525.00	\$14,640.00			\$8,500.00					\$18,684.76		
Roger Drive	2002	560	20	1,244	N	\$10.25	\$2.40	\$12,755.56	\$2,986.67						\$3,457.44				
Ghost Pony Road	2002	1,960	21	4,573	N	\$10.25	\$2.40	\$46,876.67	\$10,976.00			\$6,500.00					\$14,008.47		
East Brookwood																			
Brookwood Road - II	2002	2,000	28	6,222	Y	\$12.25	\$2.40	\$76,222.22	\$14,933.33								\$18,151.56		
Brookwood Road - III	2005	2,400	28	7,467	Y	\$12.25	\$2.40	\$91,466.67	\$17,920.00								\$21,781.87		
Briar Lane	2005	1,775	30	5,917	Y	\$12.25	\$2.40	\$72,479.17	\$14,200.00								\$17,260.19		
Joan Drive	2006	2,445	30	8,150	Y	\$12.25	\$2.40	\$99,837.50	\$19,560.00								\$23,775.30		
Ross Road	2004	3,330	30	11,100	Y	\$12.25	\$2.40	\$135,975.00	\$26,640.00								\$32,381.09		
Brookwood Drive	2009	3,410	30	11,367	Y	\$12.25	\$2.40	\$139,241.67	\$27,280.00										
Brookwood Road - I	2009	2,000	28	6,222	Y	\$12.25	\$2.40	\$76,222.22	\$14,933.33										
Debbie Drive	2009	535	30	1,783	Y	\$12.25	\$2.40	\$21,845.83	\$4,280.00										
Dogwood Lane Road	2009	185	16	329	Y	\$12.25	\$2.40	\$4,028.89	\$789.33										
Mountain Avenue	2009	245	20	544	Y	\$12.25	\$2.40	\$6,669.44	\$1,306.67										
Pleasant Hill Road	2009	170	17	321	Y	\$12.25	\$2.40	\$3,933.61	\$770.67										
Sand Hill Road	2009	565	18	1,130	Y	\$12.25	\$2.40	\$13,842.50	\$2,712.00										
Sandy Brook Road	2009	330	13	477	Y	\$12.25	\$2.40	\$5,839.17	\$1,144.00										
Shady Brook Road	2009	320	22	782	Y	\$12.25	\$2.40	\$9,582.22	\$1,877.33										
Stony Brook Road	2009	1,210	20	2,689	Y	\$12.25	\$2.40	\$32,938.89	\$6,453.33										
Trout Brook Road	2009	355	17	671	Y	\$12.25	\$2.40	\$8,214.31	\$1,609.33										
Waterloo Road	2009	330	17	623	Y	\$12.25	\$2.40	\$7,635.83	\$1,496.00										
White Birch Road	2009	690	22	1,687	Y	\$12.25	\$2.40	\$20,661.67	\$4,048.00										
Wildwood Road	2009	445	22	1,088	Y	\$12.25	\$2.40	\$13,325.28	\$2,610.67										
Woods Edge Road	2009	1,320	22	3,227	Y	\$12.25	\$2.40	\$39,526.67	\$7,744.00										
West Brookwood																			
Acorn Street	2010	2,555	22	6,246	Y	\$12.25	\$2.40	\$76,508.06	\$14,989.33										
Adair Street	2010	1,195	21	2,788	Y	\$12.25	\$2.40	\$34,157.08	\$6,692.00										
Ash Street	2010	3,150	24	8,400	Y	\$12.25	\$2.40	\$102,900.00	\$20,160.00										
Avon Street	2010	800	20	1,778	Y	\$12.25	\$2.40	\$21,777.78	\$4,266.67										
Banker Drive	2010	620	18	1,240	Y	\$12.25	\$2.40	\$15,190.00	\$2,976.00										
Beech Street	2009	1,675	22	4,094	Y	\$12.25	\$2.40	\$50,156.94	\$9,826.67										
Belton Road	2010	3,600	20	8,000	Y	\$12.25	\$2.40	\$98,000.00	\$19,200.00	\$69,000.00									
Broad Avenue	2010	1,500	20	3,333	Y	\$12.25	\$2.40	\$40,833.33	\$8,000.00										
Byram Avenue	2010	330	24	880	Y	\$12.25	\$2.40	\$10,780.00	\$2,112.00										
Cascade Avenue	2010	240	24	640	Y	\$12.25	\$2.40	\$7,840.00	\$1,536.00										
Chestnut Street - Part I	2008	500	22	1,222	Y	\$12.25	\$2.40	\$14,972.22	\$2,933.33										
Chestnut Street - Part II	2009	1,100	22	2,689	Y	\$12.25	\$2.40	\$32,938.89	\$6,453.33										
Chestnut Street - Part III	???	900	22	2,200	Y	\$12.25	\$2.40	\$26,950.00	\$5,280.00	\$19,000.00									
Drain Way	2010	210	16	373	Y	\$12.25	\$2.40	\$4,573.33	\$896.00										
Glen Brook Street	???	250	20	556	Y	\$12.25	\$2.40	\$6,805.56	\$1,333.33	\$6,500.00									
Lockwood Avenue	2008	1,725	20	3,833	Y	\$12.25	\$2.40	\$46,958.33	\$9,200.00										

**BYRAM TOWNSHIP - ROADWAY IMPROVEMENT PLAN
10 YEAR PLAN - 2011 to 2020**

STREET NAME	Year	Length	Width	Area	Milling (Y/N),	2013 Asphalt	2013 Oil &	2013	2013	ACTUAL COSTS	ACTUAL COSTS	ACTUAL COSTS	ACTUAL COSTS	2015	2016	2017	2018	2019	2020	
	Last Paved	(Feet)	(Feet)	(SY)	Reclamation	Costs (\$/SY)	Stone Costs (\$/SY)	Paving Costs	O&S Costs	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Mayne Avenue	2008	1,960	22	4,791	Y	\$12.25	\$2.40	\$58,691.11	\$11,498.67											
Newton Avenue	2010	850	16	1,511	Y	\$12.25	\$2.40	\$18,511.11	\$3,626.67											
River Road - Part I	2010	1,825	20	4,056	Y	\$12.25	\$2.40	\$49,680.56	\$9,733.33											
River Road - Part II	???	2,300	20	5,111	Y	\$12.25	\$2.40	\$62,611.11	\$12,266.67	\$44,000.00										
Spring Brook Street	???	275	18	550	Y	\$12.25	\$2.40	\$6,737.50	\$1,320.00	\$6,500.00										
Sussex Street	2010	685	18	1,370	Y	\$12.25	\$2.40	\$16,782.50	\$3,288.00											
Union Street	2009	1,010	16	1,796	Y	\$12.25	\$2.40	\$21,995.56	\$4,309.33											
Lauren Court	???	1,010	30	3,367	Y	\$12.25	\$2.40	\$41,241.67	\$8,080.00		\$4,100.00					\$9,821.29				
Robert Street	???	585	30	1,950	Y	\$12.25	\$2.40	\$23,887.50	\$4,680.00		\$2,400.00					\$5,688.57				
Jefferson Lake Road	???	1,750	18	3,500	N	\$10.25	\$2.40	\$35,875.00	\$8,400.00		\$4,800.00					\$10,210.25				
Route 206																				
Jans Way	2000	405	18	810	N	\$10.25	\$2.40	\$8,302.50	\$1,944.00	\$7,500.00										
Rosemaire Lane	2000	520	18	1,040	N	\$10.25	\$2.40	\$10,660.00	\$2,496.00	\$10,000.00										
Maple Road	2000	715	18	1,430	N	\$10.25	\$2.40	\$14,657.50	\$3,432.00		\$1,800.00					\$4,171.62				
Birch Road	2000	1,360	20	3,022	N	\$10.25	\$2.40	\$30,977.78	\$7,253.33		\$3,600.00					\$8,816.47				
Willor Drive	2000	700	20	1,566	N	\$10.25	\$2.40	\$15,944.44	\$3,733.33		\$1,900.00					\$4,537.89				
Jones Lane	?	690	18	1,380	N	\$10.25	\$2.40	\$14,145.00	\$3,312.00											
Drexel Drive	2001	710	23	1,814	N	\$10.25	\$2.40	\$18,598.06	\$4,354.67		\$2,200.00					\$5,293.12				
Francis Terrace	2001	370	22	904	N	\$10.25	\$2.40	\$9,270.56	\$2,170.67		\$1,200.00					\$2,638.46				
Hi Glen Drive	2001	320	31	1,102	N	\$10.25	\$2.40	\$11,297.78	\$2,645.33		\$1,300.00					\$3,215.42				
Whitehall Hill Road	2003	2,065	24	5,507	N	\$10.25	\$2.40	\$56,443.33	\$13,216.00		\$6,600.00					\$16,064.13				
Pierson Drive	2002	700	22	1,711	N	\$10.25	\$2.40	\$17,538.89	\$4,106.67		\$2,000.00					\$4,991.68				
Ridge Place	2002	190	18	380	N	\$10.25	\$2.40	\$3,895.00	\$912.00		\$500.00					\$1,108.54				
Johnson Boulevard	2002	700	20	1,566	N	\$10.25	\$2.40	\$15,944.44	\$3,733.33		\$1,900.00					\$4,537.89				
Lake Mohawk/Tomahawk Lake																				
Tomahawk Trail	2011	24	3,500	9,333	Y	\$12.25	\$2.40	\$114,333.33	NA											
Lynn Drive	???	30	6,160	20,533	Y	\$12.25	\$2.40	\$251,533.33	\$49,280.00		\$50,000.00			\$150,000.00	\$150,000.00					
Cathrine Terrace	???	30	620	2,067	N	\$10.25	\$2.40	\$21,183.33	\$4,960.00						\$24,522.36					
Carlisle Drive	???	30	850	2,833	N	\$10.25	\$2.40	\$29,041.67	\$6,800.00						\$33,619.36					
Douglas Terrace	???	30	1,055	3,517	N	\$10.25	\$2.40	\$36,045.83	\$8,440.00						\$41,727.56					
Susan Lane	???	30	635	2,117	Y	\$12.25	\$2.40	\$25,929.17	\$5,080.00							\$6,174.77				
Tartan Court	???	30	400	1,333	N	\$10.25	\$2.40	\$13,666.67	\$3,200.00							\$3,889.62				
Braemar Court	???	30	700	2,333	N	\$10.25	\$2.40	\$23,916.67	\$5,600.00							\$6,806.84				
Elizabeth Lane	???	30	670	2,233	N	\$10.25	\$2.40	\$22,891.67	\$5,360.00							\$6,515.11				
Ascot Lane	???	28	1,250	3,889	N	\$10.25	\$2.40	\$39,861.11	\$9,333.33										\$12,507.56	
Mara Lane	???	28	185	576	N	\$10.25	\$2.40	\$5,899.44	\$1,381.33										\$1,851.12	
Anderson Lane	???	30	250	833	N	\$10.25	\$2.40	\$8,541.67	\$2,000.00										\$2,680.19	
Birch Parkway	???	24	980	2,613	N	\$10.25	\$2.40	\$26,786.67	\$6,272.00							\$7,623.66				
Bridget Way	???	30	1,415	4,717	N	\$10.25	\$2.40	\$48,345.83	\$11,320.00										\$15,169.88	
Camelot Drive	???	24	1,500	4,000	N	\$10.25	\$2.40	\$41,000.00	\$9,600.00										\$12,864.92	
Carlson Lane	2004	22	480	1,173	N	\$10.25	\$2.40	\$12,026.67	\$2,816.00							\$3,422.87				
Circle Drive	???	28	350	1,089	N	\$10.25	\$2.40	\$11,161.11	\$2,613.33							\$3,176.52				
Deer Hill Run North	???	30	430	1,433	N	\$10.25	\$2.40	\$14,691.67	\$3,440.00										\$4,609.93	
Deer Hill Run South	???	30	830	2,767	N	\$10.25	\$2.40	\$28,358.33	\$6,640.00										\$8,898.24	
Manor Drive	2006	30	3,900	13,000	N	\$10.25	\$2.40	\$133,250.00	\$31,200.00										\$41,810.98	
Fieldstone Trail	???	30	5,440	18,133	N	\$10.25	\$2.40	\$185,866.67	\$43,520.00										\$58,320.96	
Marine Terrace	???	17	1,210	2,286	N	\$10.25	\$2.40	\$23,426.94	\$5,485.33							\$6,667.46				
Matthew Drive	???	28	720	2,240	N	\$10.25	\$2.40	\$22,960.00	\$5,376.00							\$6,534.56				
Mayfair Lane	???	22	700	1,711	N	\$10.25	\$2.40	\$17,538.89	\$4,106.67										\$5,503.33	
Meadowbrook Terrace	???	17	870	1,643	N	\$10.25	\$2.40	\$16,844.17	\$3,944.00							\$4,793.96				
Mountain Heights	2004	24	2,400	6,400	N	\$10.25	\$2.40	\$65,600.00	\$15,360.00							\$18,670.18				
Mountain View Terrace	2004	24	300	800	N	\$10.25	\$2.40	\$8,200.00	\$1,920.00							\$2,333.77				
Sandra lane	???	30	1,555	5,183	N	\$10.25	\$2.40	\$53,129.17	\$12,440.00										\$16,670.79	
Seneca Lake Road	???	25	350	972	N	\$10.25	\$2.40	\$9,965.28	\$2,333.33							\$2,836.18				
Stag pond Road	???	14	365	568	N	\$10.25	\$2.40	\$5,819.72	\$1,362.67										\$1,826.10	
Stone Hedge Lane	???	30	4,950	16,500	N	\$10.25	\$2.40	\$169,125.00	\$39,600.00										\$53,067.79	
Westshore Trail	???	24	335	893	N	\$10.25	\$2.40	\$9,156.67	\$2,144.00										\$2,873.17	
Total Paving Costs:										\$438,000.00	\$477,400.00	\$466,500.00	\$240,000.00	\$550,961.00	\$593,406.38	\$341,275.26	\$562,578.11	\$505,471.57	\$354,730.02	
Minus Grants:										-\$165,000.00	-\$200,000.00	-\$150,000.00	\$0.00	-\$200,000.00	-\$200,000.00	\$0.00	-\$150,000.00	-\$100,000.00	\$0.00	
Budget Amount:										\$273,000.00	\$277,400.00	\$316,500.00	\$240,000.00	\$350,961.00	\$393,406.38	\$341,275.26	\$412,578.11	\$405,471.57	\$354,730.02	

PAVING: \$438,000.00 \$432,500.00 \$380,000.00 \$140,000.00 \$380,000.00 \$449,413.08 \$0.00 \$220,966.88 \$147,526.66 \$136,535.64
OIL & STONE: \$44,900.00 \$86,500.00 \$100,000.00 \$170,961.00 \$143,993.31 \$341,275.26 \$341,611.22 \$357,944.91 \$218,194.37