

TOWN OF DURHAM

2024- 2033

CAPITAL IMPROVEMENTS PROGRAM



***Rough Draft/
Departmental Submittals***

First Draft
Planning Board Discussion
September 13, 2023

CAPITAL IMPROVEMENT PROGRAM

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11	<i>Business Department</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
12	Municipal Software Package	500,000									
	BUSINESS TOTALS	500,000	-	-	-	-	-	-	-	-	-

13	<i>Fire Department</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
14	Replace 2007 Ford F-350 (Forestry Truck)	325,000									
15	Replace Apparatus Bay Overhead Doors	150,000									
16	Refurbish 2012 Marion Tanker (Tanker 4)		100,000								
17	Fire Station Kitchen Renovations		150,000								
18	Thermal Imaging Camera		12,000		12,000		12,000		12,000		12,000
19	Replace 2013 Chevrolet 2500 (Utility Truck)		65,000								
20	Refurbish 2015 Marion Pumper		160,000								
21	Replace 2016 Chevrolet Tahoe (Chief's Car)		95,000								
22	New Fire Station			20,000,000							
23	Replace and Update Microwave Link			90,000							
24	SCBA Replacements			750,000							
25	Airbags for Vehicle Extrication			20,000							
26	Portable Radio Replacements			250,000							
27	Replace 2017 Ford Explorer (Fire Prevention)			50,000							
28	Replace 2013 Can-Am UTV				50,000						
29	Replace 2021 Ford F-350 (Medic Truck)					175,000					
30	Defibrillator/Monitor Replacement						75,000				
31	Replace 2015 Ferrara Aerial Truck						1,240,000				
32	Refurbish 2018 Marion Pumper						175,000				
33	Automated CPR Device						16,000				
34	Extrication Tools Replacement							30,000			

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	<i>Public Works - Operations Division</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
73	Pedestrian Safety Improvements	36,000									
74	Deicing Material Reduction Program - Salt Brine Maker and Tank	45,000									
75	Pickup Truck Replacement (3/4 Ton)	71,000									
76	Motor Vehicle Fluid Distribution System Replacement		15,000								
77	Vibratory Roller		25,000								
78	Mobile Air Compressor Replacement		35,000								
79	Front End Loader Replacement			295,000							
80	Longmarsh Road Bridge Replacement			1,300,000							
81	Engineering Jeep Replacement			37,000							
82	Sidewalk Plow Tractor Replacement				240,000						
83	Pickup Truck Replacement (Dodge Ram)				67,000						
84	Rubber Tired Excavator Replacement (Cost share with Water Fund 25%)							232,500			
	PW - OPERATIONS TOTALS	4,476,774	3,288,525	4,963,676	1,418,527	726,028	928,029	894,530	662,031	941,332	662,033

	<i>Public Works - Sanitation Division</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
85											
86	Transfer Station Facility Improvements	350,000									
87	Refuse/Recycling Collection Vehicle Replacement - Automated Collection Program		1,225,000								
	PW - SANITATION TOTALS	350,000	1,225,000	-	-	-	-	-	-	-	-

	<i>WATER FUND</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
88											
89	Town Water System Improvements	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
90	Town/UNH Shared Water System Improvements	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000
91-92	Madbury Road Complete Streets Project - Water Line Replacement	1,980,000	222,000								
93	Commercial Meter Replacement	30,000									
94	Rubber Tired Excavator Replacement (Cost Share with General Fund 75%/25%)							77,500			
95	Utility Truck Replacement (One Ton)										90,000
	WATER FUND TOTALS	2,155,000	367,000	145,000	145,000	145,000	145,000	222,500	145,000	145,000	235,000

	<i>WASTEWATER FUND</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
96											
97	Wastewater Facilities Plan	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000
98	Collection System Repair/Upgrade (Town/UNH)	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
99	Collection System Repair/Upgrade (Town Only)	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
100	WWTP Major Components Contingency	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
101	Telehandler Replacement	95,000									
102	Commercial Lawnmower Replacement		25,000								
103-104	Pickup Truck Replacement (One Ton)						76,000	76,000			
	WASTEWATER FUND TOTALS	665,000	595,000	570,000	570,000	570,000	646,000	646,000	570,000	570,000	570,000

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105	<i>PARKING FUND</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
106	Replace VenTex Parking Kiosks	120,000									
107	Parking Vehicle Replacement		30,000								
	PARKING FUND TOTALS	120,000	30,000	0	0	0	0	0	0	0	0

108	<i>CHURCHILL RINK FUND</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
109	Battery Powered Zamboni Ice Resurfacer Purchase		150,000								
	CHURCHILL RINK FUND TOTALS	0	150,000	0	0	0	0	0	0	0	0

110	<i>TAX INCREMENT FINANCING DISTRICT</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
111	Purchase of Parking Lot (Sammy's Lot)							1,500,000			
	TIF DISTRICT TOTALS	0	0	0	0	0	0	1,500,000	0	0	0

	TOTAL CIP PROPOSALS	8,943,298	7,638,550	27,108,702	2,420,054	1,830,556	3,371,558	3,537,560	1,613,562	1,890,864	1,683,566
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2024 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Business/Assessing								
Financial Software Package			\$ 500,000					\$ 500,000
Fire Department								
Replace 2007 Ford F-350 (Forestry Truck)			\$ 162,500	\$ 162,500				\$ 325,000
Replace Apparatus Bay Overhead Doors			\$ 75,000	\$ 75,000				\$ 150,000
Information Technology								
IT Equipment Replacement	\$ 17,000							\$ 17,000
Police Department								
Vehicle Replacement	\$ 150,000							\$ 150,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Dump Truck Replacement (One Ton)	\$ 30,000							\$ 30,000
Operations Division								
Road Resurfacing	\$ 564,300							\$ 564,300
Road Resurfacing - UNH		\$ 123,200						\$ 123,200
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program			\$ 91,000					\$ 91,000
Drainage System Rehabilitation Program			\$ 864,250					\$ 864,250
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Dump Truck Replacement			\$ 259,000					\$ 259,000
Madbury Roadway, Sidewalk, Drainage Const.			\$ 2,286,000					\$ 2,286,000
Decorative Light Pole Painting			\$ 50,000					\$ 50,000
Pedestrian Safety Improvements			\$ 36,000					\$ 36,000
Deicing Material Reduction - Salt Brine Tank			\$ 45,000					\$ 45,000
Pickup Truck Replacement			\$ 71,000					\$ 71,000
Sanitation Division								
Transfer Station Facility Improvements			\$ 350,000					\$ 350,000
Total General Fund	\$ 848,800	\$ 123,200	\$ 4,789,750	\$ 237,500	\$ -	\$ -	\$ -	\$ 5,999,250
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Madbury Road Waterline Replacement			\$ 1,980,000					\$ 1,980,000
Commercial Meter Replacement	\$ 30,000							\$ 30,000
Total Water Fund	\$ 175,000	\$ -	\$ 1,980,000	\$ -	\$ -	\$ -	\$ -	\$ 2,155,000
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town Only)			\$ 65,000					\$ 65,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Telehandler Replacement	\$ 31,667	\$ 63,333						\$ 95,000
Total Wastewater Fund	\$ 58,334	\$ 116,666	\$ 206,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 665,000
Parking Fund								
Replace VenTex Parking Kiosks			\$ 120,000					\$ 120,000
Total Parking Fund	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000
TOTAL ALL FUNDS	\$ 1,082,134	\$ 239,866	\$ 7,096,417	\$ 520,833	\$ -	\$ -	\$ -	\$ 8,939,250

2025 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Fire Department								
Refurbish 2012 Marion Tanker			\$ 50,000	\$ 50,000				\$ 100,000
Fire Station Kitchen Renovations			\$ 75,000	\$ 75,000				\$ 150,000
Thermal Imaging Camera						\$ 12,000		\$ 12,000
Replace 2013 Chevrolet 2500 (Utility Truck)						\$ 65,000		\$ 65,000
Refurbish 2015 Marion Pumper			\$ 80,000	\$ 80,000				\$ 160,000
Replace 2016 Chevrolet Tahoe (Chief's Car)						\$ 95,000		\$ 95,000
Information Technology								
IT Equipment Replacement	\$ 29,500							\$ 29,500
Police Department								
Vehicle Replacement	\$ 150,000							\$ 150,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Courthouse/Old Town Hall Restoration			\$ 367,000					\$ 367,000
Purchase of Solar Panels (Lee Solar Array)			\$ 850,000					\$ 850,000
Operations Division								
Road Resurfacing	\$ 482,800							\$ 482,800
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program	\$ 30,700							\$ 30,700
Drainage System Rehabilitation Program			\$ 85,000					\$ 85,000
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Dump Truck Replacement			\$ 230,000					\$ 230,000
Madbury Roadway, Sidewalk, Drainage Const.			\$ 2,298,000					\$ 2,298,000
Motor Vehicle Fluid Distribution System Replacement	\$ 15,000							\$ 15,000
Vibratory Roller Replacement	\$ 25,000							\$ 25,000
Mobile Air Compressor Replacement	\$ 35,000							\$ 35,000
Sanitation Division								
Collection Vehicle Replacement/Automated			\$ 1,225,000					\$ 1,225,000
Total General Fund	\$ 855,500	\$ -	\$ 5,260,000	\$ 205,000	\$ -	\$ 172,000	\$ -	\$ 6,492,500
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Madbury Road Waterline Replacement			\$ 222,000					\$ 222,000
Total Water Fund	\$ 145,000	\$ -	\$ 222,000	\$ -	\$ -	\$ -	\$ -	\$ 367,000
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town)			\$ 65,000					\$ 65,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Commercial Lawn Mower Replacement	\$ 8,333	\$ 16,667						\$ 25,000
Total Wastewater Fund	\$ 35,000	\$ 70,000	\$ 206,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 595,000
Parking Fund								
Parking Vehicle Replacement						\$ 30,000		\$ 30,000
Total Parking Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000
Churchill Rink Fund								
Zabmoni Purchase							\$ 150,000	\$ 150,000
Total Churchill Rink Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
TOTAL ALL FUNDS	\$ 1,035,500	\$ 70,000	\$ 5,688,667	\$ 488,333	\$ -	\$ 202,000	\$ 150,000	\$ 7,634,500

2026 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Fire Department								
New Fire Station			\$ 4,000,000	\$ 16,000,000				\$ 20,000,000
Replace and Update Microwave Link						\$ 90,000		\$ 90,000
SCBA Replacements			\$ 375,000	\$ 375,000				\$ 750,000
Airbags for Vehicle Extrication						\$ 20,000		\$ 20,000
Portable Radio Replacements			\$ 125,000	\$ 125,000				\$ 250,000
Replace 2017 Ford Explorer (Prevention)						\$ 50,000		\$ 50,000
GIS								
GIS Program	\$ 30,000							\$ 30,000
Information Technology								
IT Equipment Replacement	\$ 17,500							\$ 17,500
Police Department								
Vehicle Replacement	\$ 75,000							\$ 75,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Dump Truck Replacement (One Ton)			\$ 86,000					\$ 86,000
Pickup Truck Replacement (1/2 Ton)			\$ 57,000					\$ 57,000
Operations Division								
Road Resurfacing	\$ 620,400							\$ 620,400
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program	\$ 41,000							\$ 41,000
Drainage System Rehabilitation Program			\$ 85,000					\$ 85,000
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Dump Truck Replacement			\$ 241,250					\$ 241,250
Madbury Roadway, Sidewalk, Drainage Const.			\$ 2,257,000					\$ 2,257,000
Front End Loader Replacement			\$ 295,000					\$ 295,000
Longmarsh Road Bridge Replacement			\$ 1,300,000					\$ 1,300,000
Engineering Jeep Replacement			\$ 37,000					\$ 37,000
Total General Fund	\$ 871,400	\$ -	\$ 8,858,250	\$ 16,500,000	\$ -	\$ 160,000	\$ -	\$ 26,389,650
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Total Water Fund	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town)			\$ 65,000					\$ 65,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Total Wastewater Fund	\$ 26,667	\$ 53,333	\$ 206,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 570,000
TOTAL ALL FUNDS	\$ 1,043,067	\$ 53,333	\$ 9,064,917	\$ 16,783,333	\$ -	\$ 160,000	\$ -	\$ 27,104,650

2027 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Fire Department								
Thermal-Imaging Camera						\$ 12,000		\$ 12,000
Replace 2013 Can-Am UTV						\$ 50,000		\$ 50,000
GIS								
GIS Program	\$ 40,000							\$ 40,000
Information Technology								
IT Equipment Replacement	\$ 20,000							\$ 20,000
Police Department								
Vehicle Replacement	\$ 160,000							\$ 160,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Operations Division								
Road Resurfacing	\$ 620,400							\$ 620,400
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program	\$ 65,800							\$ 65,800
Drainage System Rehabilitation Program			\$ 85,000					\$ 85,000
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Dump Truck Replacement			\$ 253,300					\$ 253,300
Sidewalk Plow Tractor			\$ 240,000					\$ 240,000
Pickup Truck Replacement (Dodge Ram)			\$ 67,000					\$ 67,000
Total General Fund	\$ 993,700	\$ -	\$ 645,300	\$ -	\$ -	\$ 62,000	\$ -	\$ 1,701,000
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Total Water Fund	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town)			\$ 65,000					\$ 65,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Total Wastewater Fund	\$ 26,667	\$ 53,333	\$ 206,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 570,000
TOTAL ALL FUNDS	\$ 1,165,367	\$ 53,333	\$ 851,967	\$ 283,333	\$ -	\$ 62,000	\$ -	\$ 2,416,000

2028 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Fire Department								
Replace 2021 Ford F-350 (Medic Truck)			\$ 87,500	\$ 87,500				\$ 175,000
GIS								
GIS Program	\$ 30,000							\$ 30,000
Information Technology								
IT Equipment Replacement	\$ 20,000							\$ 20,000
Police Department								
Vehicle Replacement	\$ 160,000							\$ 160,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Operations Division								
Road Resurfacing	\$ 474,800							\$ 474,800
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program	\$ 79,200							\$ 79,200
Drainage System Rehabilitation Program			\$ 85,000					\$ 85,000
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Total General Fund	\$ 851,500	\$ -	\$ 172,500	\$ 87,500	\$ -	\$ -	\$ -	\$ 1,111,500
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Total Water Fund	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town)			\$ 65,000					\$ 65,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Total Wastewater Fund	\$ 26,667	\$ 53,333	\$ 206,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 570,000
TOTAL ALL FUNDS	\$ 1,023,167	\$ 53,333	\$ 379,167	\$ 370,833	\$ -	\$ -	\$ -	\$ 1,826,500

2029 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Fire Department								
Thermal Imaging Camera						\$ 12,000		\$ 12,000
Defibrillator Replacement						\$ 75,000		\$ 75,000
Tower Ladder Replacement			\$ 620,000	\$ 620,000				\$ 1,240,000
Engine 2 Refurbishment			\$ 87,500	\$ 87,500				\$ 175,000
Automated CPR Device						\$ 16,000		\$ 16,000
GIS								
GIS Program	\$ 30,000							\$ 30,000
Information Technology								
IT Equipment Replacement	\$ 20,000							\$ 20,000
Police Department								
Vehicle Replacement	\$ 80,000							\$ 80,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Operations Division								
Road Resurfacing	\$ 450,000							\$ 450,000
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program	\$ 40,000							\$ 40,000
Drainage System Rehabilitation Program			\$ 85,000					\$ 85,000
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Dump Truck Replacement			\$ 266,000					\$ 266,000
Total General Fund	\$ 707,500	\$ -	\$ 1,058,500	\$ 707,500	\$ -	\$ 103,000	\$ -	\$ 2,576,500
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Total Water Fund	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town/UNH)			\$ 65,000					\$ 65,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Pickup Truck Replacement			\$ 76,000					\$ 76,000
Total Wastewater Fund	\$ 26,667	\$ 53,333	\$ 282,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 646,000
TOTAL ALL FUNDS	\$ 879,167	\$ 53,333	\$ 1,341,167	\$ 990,833	\$ -	\$ 103,000	\$ -	\$ 3,367,500

2030 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Fire Department								
Extrication Tools Replacement						\$ 30,000		\$ 30,000
Automated External Defibrillators (AEDs)						\$ 20,000		\$ 20,000
GIS								
GIS Program	\$ 30,000							\$ 30,000
Information Technology								
IT Equipment Replacement	\$ 20,000							\$ 20,000
Police Department								
Vehicle Replacement	\$ 170,000							\$ 170,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Operations Division								
Road Resurfacing	\$ 450,000							\$ 450,000
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program	\$ 40,000							\$ 40,000
Drainage System Rehabilitation Program			\$ 85,000					\$ 85,000
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Rubber Tired Excavator Replacement			\$ 232,500					\$ 232,500
Total General Fund	\$ 797,500	\$ -	\$ 317,500	\$ -	\$ -	\$ 50,000	\$ -	\$ 1,165,000
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Rubber Tired Excavator Replacement			\$ 77,500					\$ 77,500
Total Water Fund	\$ 145,000	\$ -	\$ 77,500	\$ -	\$ -	\$ -	\$ -	\$ 222,500
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town Only)			\$ 65,000					\$ 65,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Pickup Truck Replacement (One Ton)			\$ 76,000					\$ 76,000
Total Wastewater Fund	\$ 26,667	\$ 53,333	\$ 282,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 646,000
Downtown TIF District Fund								
Purchase of Parking Lot (Sammy's Lot)							\$ 1,500,000	\$ 1,500,000
Total Downtown TIF District Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
TOTAL ALL FUNDS	\$ 969,167	\$ 53,333	\$ 677,667	\$ 283,333	\$ -	\$ 50,000	\$ 1,500,000	\$ 3,533,500

2031 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Fire Department								
Thermal Imaging Camera						\$ 12,000		\$ 12,000
GIS								
GIS Program	\$ 30,000							\$ 30,000
Information Technology								
IT Equipment Replacement	\$ 20,000							\$ 20,000
Police Department								
Vehicle Replacement	\$ 170,000							\$ 170,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Operations Division								
Road Resurfacing	\$ 450,000							\$ 450,000
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program	\$ 40,000							\$ 40,000
Drainage System Rehabilitation Program			\$ 85,000					\$ 85,000
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Total General Fund	\$ 797,500	\$ -	\$ 85,000	\$ -	\$ -	\$ 12,000	\$ -	\$ 894,500
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Total Water Fund	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town Only)			\$ 65,000					\$ 65,000
Total Wastewater Fund	\$ 26,667	\$ 53,333	\$ 206,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 570,000
TOTAL ALL FUNDS	\$ 969,167	\$ 53,333	\$ 291,667	\$ 283,333	\$ -	\$ 12,000	\$ -	\$ 1,609,500

2032 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Fire Department								
Replace 2021 GMC Yukon XL (Car 1)						\$ 95,000		\$ 95,000
Information Technology								
IT Equipment Replacement	\$ 20,000							\$ 20,000
Police Department								
Vehicle Replacement	\$ 85,000							\$ 85,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Commercial Lawnmower Replacement	\$ 30,000							\$ 30,000
Operations Division								
Road Resurfacing	\$ 450,000							\$ 450,000
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program	\$ 40,000							\$ 40,000
Drainage System Rehabilitation Program			\$ 85,000					\$ 85,000
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Dump Truck Replacement			\$ 279,300					\$ 279,300
Total General Fund	\$ 712,500	\$ -	\$ 364,300	\$ -	\$ -	\$ 95,000	\$ -	\$ 1,171,800
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Total Water Fund	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town Only)			\$ 65,000					\$ 65,000
Total Wastewater Fund	\$ 26,667	\$ 53,333	\$ 206,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 570,000
TOTAL ALL FUNDS	\$ 884,167	\$ 53,333	\$ 570,967	\$ 283,333	\$ -	\$ 95,000	\$ -	\$ 1,886,800

2023 CAPITAL IMPROVEMENT PROGRAM

Description	Operating Budget	UNH Cash	Bonding		State & Federal	Capital Reserve	Grants, Trade & Other	Total
			Town	UNH				
General Fund								
Fire Department								
Thermal Imaging Camera						\$ 12,000		\$ 12,000
Information Technology								
IT Equipment Replacement	\$ 20,000							\$ 20,000
Police Department								
Vehicle Replacement	\$ 180,000							\$ 180,000
Public Works								
Buildings & Grounds Division								
Seasonal Decorative Lighting	\$ 2,500							\$ 2,500
Operations Division								
Road Resurfacing	\$ 450,000							\$ 450,000
Crack Seal Program	\$ 30,000							\$ 30,000
Sidewalk Improvement Program	\$ 40,000							\$ 40,000
Drainage System Rehabilitation Program			\$ 85,000					\$ 85,000
Stormwater Management Permit Compliance	\$ 30,000							\$ 30,000
Facility Infrastructure Preventative Maintenance	\$ 25,000							\$ 25,000
Total General Fund	\$ 777,500	\$ -	\$ 85,000	\$ -	\$ -	\$ 12,000	\$ -	\$ 874,500
Water Fund								
Town Water System Improvements	\$ 75,000							\$ 75,000
Town/UNH Shared Water System Improvements	\$ 70,000							\$ 70,000
Utility Truck Replacement (One Ton)			\$ 90,000					\$ 90,000
Total Water Fund	\$ 145,000	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ 235,000
Wastewater Fund								
Wastewater Facilities Plan			\$ 141,667	\$ 283,333				\$ 425,000
WWTP Major Components Contingency	\$ 16,667	\$ 33,333						\$ 50,000
Collection System Repair/Upgrade (Town/UNH)	\$ 10,000	\$ 20,000						\$ 30,000
Collection System Repair/Upgrade (Town Only)			\$ 65,000					\$ 65,000
Total Wastewater Fund	\$ 26,667	\$ 53,333	\$ 206,667	\$ 283,333	\$ -	\$ -	\$ -	\$ 570,000
TOTAL ALL FUNDS	\$ 949,167	\$ 53,333	\$ 381,667	\$ 283,333	\$ -	\$ 12,000	\$ -	\$ 1,679,500

CAPITAL IMPROVEMENT PROGRAM

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11	<i>Business Department</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
12	Municipal Software Package	500,000									
	BUSINESS TOTALS	500,000	-	-	-	-	-	-	-	-	-

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$500,000
DESCRIPTION	<i>Municipal Software Package</i>	DEPARTMENT	<i>Business</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>Our current software package which is used for managing finance, accounts receivable, accounts payable, budgeting, payroll, purchase orders, building permits, water and sewer management, property tax management, fixed assets, cash receipting and general ledger was installed in 2006. We know in talking with the developer that they are no longer supporting or adding new features and only fixing "bugs" at this point with our support dollars. A feature we are looking to add with new software would be the ability to interface with the current Police, Fire and Town Clerk software. We are also looking at the possibility of moving to a cloud based solution and possibly a subscription based model.</p>			
ESTIMATED COSTS:	PURCHASE AND INSTALLATION	\$	500,000
	TOTAL PROJECT COST	\$	500,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	500,000
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	500,000
IF BONDED:	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	500,000
	TOTAL INTEREST	\$	96,250
	TOTAL ESTIMATED COST	\$	596,250



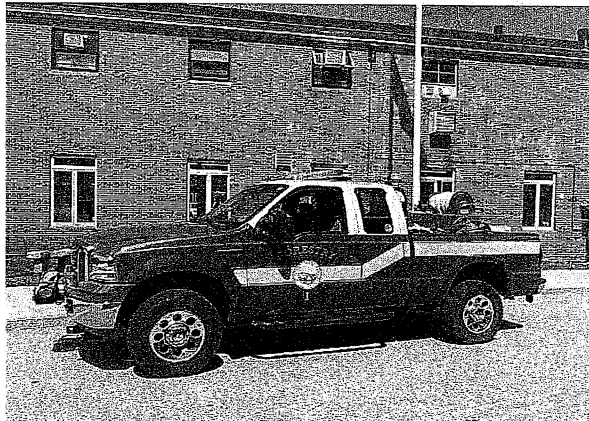
CAPITAL IMPROVEMENT PROGRAM

Page #

13	<i>Fire Department</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
14	Replace 2007 Ford F-350 (Forestry Truck)	325,000									
15	Replace Apparatus Bay Overhead Doors	150,000									
16	Refurbish 2012 Marion Tanker (Tanker 4)		100,000								
17	Fire Station Kitchen Renovations		150,000								
18	Thermal Imaging Camera		12,000		12,000		12,000		12,000		12,000
19	Replace 2013 Chevrolet 2500 (Utility Truck)		65,000								
20	Refurbish 2015 Marion Pumper		160,000								
21	Replace 2016 Chevrolet Tahoe (Chief's Car)		95,000								
22	New Fire Station			20,000,000							
23	Replace and Update Microwave Link			90,000							
24	SCBA Replacements			750,000							
25	Airbags for Vehicle Extrication			20,000							
26	Portable Radio Replacements			250,000							
27	Replace 2017 Ford Explorer (Fire Prevention)			50,000							
28	Replace 2013 Can-Am UTV				50,000						
29	Replace 2021 Ford F-350 (Medic Truck)					175,000					
30	Defibrillator/Monitor Replacement						75,000				
31	Replace 2015 Ferrara Aerial Truck						1,240,000				
32	Refurbish 2018 Marion Pumper						175,000				
33	Automated CPR Device						16,000				
34	Extrication Tools Replacement							30,000			
35	Automated External Defibrillators (AEDs)							20,000			
36	Replace 2021 GMC Yukon XL (Car 1)									95,000	
	FIRE TOTALS	475,000	582,000	21,160,000	62,000	175,000	1,518,000	50,000	12,000	95,000	12,000

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	VEHICLE COST	\$325,000
DESCRIPTION	Replace 2007 Ford F350 (Forestry 1)	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
This proposal is to replace the Forestry apparatus, including a water tank and forestry pump.			
The existing 2007 Ford F350 will be traded in or listed with Town surplus for repurposing.			
Vehicle to be replaced: 2007 Ford F350 4x4			
ESTIMATED COST	PURCHASE PRICE	\$	325,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	325,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	162,500
	BOND - UNH PORTION	\$	162,500
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	325,000
			*Funded 50/50 by Town and UNH
IF BONDED:	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	325,000.00
	TOTAL INTEREST (EST'D)	\$	68,000.00
	TOTAL PROJECT COST	\$	393,000.00



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$150,000
DESCRIPTION	<i>Replace Apparatus Bay Overhead Doors</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION): Replace apparatus bay doors at the existing fire station located in the Service Building at 51 College Road. The current apparatus doors were installed in the 1980's and frequently malfunction requiring onsite visits by an overhead door repair contractor. Dependable and reliable doors are a critical component to ensuring a timely response by emergency fire apparatus.			
ESTIMATED COST	PURCHASE PRICE	\$	150,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	150,000
<i>*Accessories include lighting, radios, striping, misc. equipment.</i>			
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	75,000
	BOND - UNH PORTION	\$	75,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	- <i>*Funded 50/50 by Town and UNH</i>
	TOTAL FINANCING COSTS	\$	150,000
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	150,000
	TOTAL INTEREST (EST'D)	\$	8,000
	TOTAL PROJECT COST	\$	158,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	VEHICLE COST	\$100,000
DESCRIPTION	<i>Tanker Refurbishment</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>In keeping with our commitment to extend the useful life of our major fire apparatus and as a result, obtain the maximum value for the community, we plan for a partial refurbishment of all major pieces of fire apparatus at the mid-point of their estimated 25 year life span.</p>			
<p>Vehicle to be refurbished: 2012 Marion Tanker</p>			
ESTIMATED COST	PURCHASE PRICE	\$	100,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	100,000
*Accessories include lighting, radios, striping, misc. equipment.			
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	50,000
	BOND - UNH PORTION	\$	50,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	100,000
*Funded 50/50 by Town and UNH			
IF BONDED:	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	100,000
	TOTAL INTEREST (EST'D)	\$	16,500
	TOTAL PROJECT COST	\$	116,500



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$150,000
DESCRIPTION	<i>Renovate Fire Station Kitchen Facilities</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION): Renovate kitchen facilities at the existing fire station located in the Service Building, 51 College Road. The existing kitchen facility is part of the fire department living quarters and is utilized 24/7/365 by on-duty personnel. The existing kitchen facility has not been renovated since the early 2000's. The current kitchen cabinets, countertops, and flooring have reached the end of their life cycle and are in need of replacement for a cleaner and more functional facility.			
ESTIMATED COST	PURCHASE PRICE	\$	150,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	150,000
<i>*Accessories include lighting, radios, striping, misc. equipment.</i>			
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	75,000
	BOND - UNH PORTION	\$	75,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	150,000
<i>*Funded 50/50 by Town and UNH</i>			
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	150,000
	TOTAL INTEREST (EST'D)	\$	11,000
	TOTAL PROJECT COST	\$	161,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025-2027-2029-2031-2033	EQUIPMENT COST	\$12,000 per appropriation
DESCRIPTION	Thermal Imaging Camera	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>This proposal is to upgrade the department's thermal imaging cameras as the equipment reaches the end of its service life. Infrared technology is used by fire personnel to locate the seat of a fire as well as locate victims in a hazardous environment where visibility is at a minimum or is non-existent (due to smoke and/or products of combustion), locate burning light ballasts, overheated electrical equipment and appliances. It is used by the first-in crew to locate hidden fires and/or heat sources and is a staple piece of equipment of our Rapid Intervention Team for locating downed firefighters. This equipment can also be used to locate missing, lost or injured persons in the cold weather and at night.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	12,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	12,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	12,000 *Funded 50/50 by Town and UNH
	TOTAL FINANCING COSTS	\$	12,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	VEHICLE COST	\$65,000
DESCRIPTION	<i>Replace 2013 Chevrolet 2500</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>This proposal is to replace the department's utility truck after 12 years of service with a similar vehicle. This vehicle is equipped with a radio and emergency lighting.</p> <p>The existing 2013 Chevrolet Silverado will be traded in or listed with Town surplus for repurposing.</p> <p>Vehicle to be replaced: 2013 Chevrolet Silverado</p>			
ESTIMATED COST	PURCHASE PRICE	\$	65,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	65,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	65,000 <i>*Funded 50/50 by Town and UNH</i>
	TOTAL FINANCING COSTS	\$	65,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	VEHICLE COST	\$160,000
DESCRIPTION	Refurbish 2015 Marion Pumper (Engine 1)	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>In keeping with our commitment to extend the useful life of our major fire apparatus and as a result, gain the most value for our community, we plan for a partial refurbishment of all major pieces of fire apparatus at the mid-point of their estimated 20 year life span.</p> <p>Vehicle to be reburbished: 2015 Spartan/Marion Metrostar Engine</p>			
ESTIMATED COST	PURCHASE PRICE	\$	160,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	160,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	80,000
	BOND - UNH PORTION	\$	80,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	160,000
IF BONDED:	NUMBER OF YEARS	\$	10
	TOTAL PRINCIPAL	\$	160,000
	TOTAL INTEREST (EST'D)	\$	35,000
	TOTAL PROJECT COST	\$	195,000



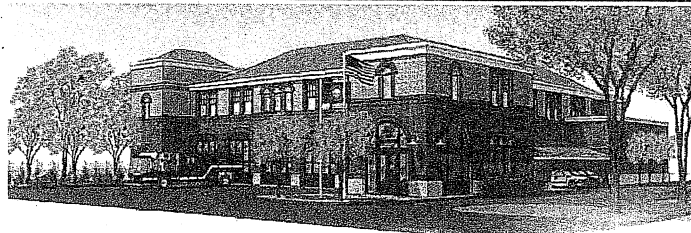
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$95,000
DESCRIPTION	Replace 2016 Chevrolet Tahoe	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>In 2016 a Chevy Tahoe was purchased and assigned as a staff vehicle to be used for daily response to calls as well as incident command. This vehicle should be replaced with a comparable vehicle.</p> <p>After years of front line service, this vehicle needs to be evaluated for its suitability for emergency operations.</p> <p>The existing 2016 Chevrolet Tahoe will be traded in or listed with Town surplus for repurposing.</p> <p>Vehicle to be replaced: 2016 Chevrolet Tahoe</p>			
ESTIMATED COST	PURCHASE PRICE	\$	79,000
	ACCESSORIES*	\$	16,000
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	95,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	95,000 *Funded 50/50 by Town and UNH
	TOTAL FINANCING COSTS	\$	95,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



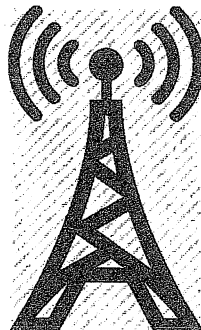
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	PROJECT COST	\$20,000,000
DESCRIPTION	<i>New Fire Station</i>	DEPARTMENT	<i>Fire Department</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>This project calls for building a new fire station. The current fire station was designed as a service building and not a fire station. The current fire station does not meet the needs of our community or the safety of our firefighters. Each year the building goes through major costly disruptive repairs and will continue to be a poor investment for many years to come, with little or no improvement to the living conditions. The current fire station is not ADA compliant and the sleeping quarters are not compliant for different gender use. The apparatus bays do not allow for proper maintenance of our apparatus during winter months due to the tight space for apparatus storage. The driveway is less than desirable for apparatus response and the turning radius to exit the building is costly on the maintenance of our apparatus and is a safety concern for our firefighters as they rapidly turn out of the fire station.</p> <p>The Town and UNH are discussing building a new Public Safety Complex to include the Durham Fire Department, UNH Police Department, and possibly McGregor Memorial EMS.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	20,000,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	20,000,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	4,000,000
	BOND - UNH PORTION	\$	16,000,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	20,000,000
IF BONDED:	NUMBER OF YEARS	20	
	TOTAL PRINCIPAL	\$	20,000,000
	TOTAL INTEREST	\$	5,250,000
	TOTAL ESTIMATED COST	\$	25,250,000



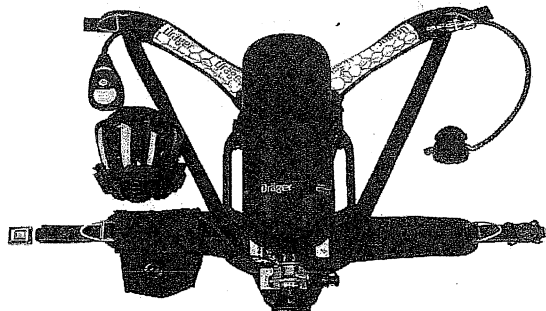
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	PROJECT COST	\$90,000
DESCRIPTION	<i>Replace and Update Microwave Link</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Replace and update the backup storage system for the Strafford County Dispatch Center microwave link. This link was installed in 2013 as additional equipment to provide clarity in radio transmission. Microwave system updates include replacement of remote site critical and non-critical links (6) with associated antennas, network equipment and power systems. This replacement/upgrade encompasses the entire loop of the microwave link.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	90,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	90,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	90,000 <i>*Funded 50/50 by Town and UNH</i>
	TOTAL FINANCING COSTS	\$	90,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



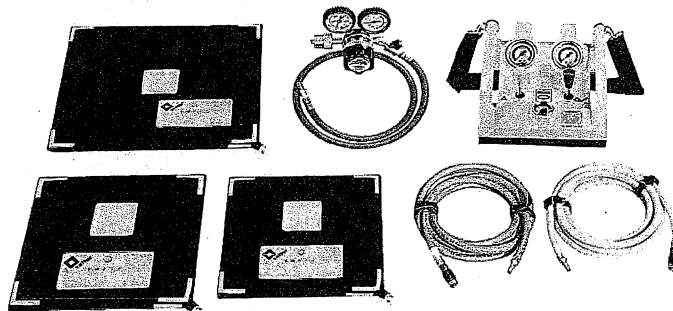
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	PROJECT COST	\$750,000
DESCRIPTION	SCBA Replacements	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The Fire Department's current Self-Contained Breathing Apparatus (SCBA) has not meet the last two editions of NFPA 1981 Standard on Open-Circuit Self-Contained Breathing Apparatus for Emergency Services 2019 and 2013. All current face pieces were purchased at the same time as the SCBA as well. Since our current equipment is both well over 10 years of age and have not met the minimum of two NFPA cycles from the date of manufacture, our SCBA have reached the point of being obsolete.</p> <p>This project will replace the Department's vintage 2011 SCBA units that are currently in service. Replacement units will be NFPA compliant and include the backpack/harness, two cylinders, and one facepiece. We currently maintain 40 SCBA units and are seeking to replace units for each of the seated riding positions.</p> <p>In January 2022, the Fire Department submitted a grant application under the FEMA Assistance to Firefighters Grant Program for an SCBA replacement project. The application is still pending as of this submission; however, if awarded the funding in 2023, the 2026 project will be rescheduled to the end of life span replacement.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	750,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	750,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	375,000
	BOND - UNH PORTION	\$	375,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	750,000
	*Funded 50/50 by Town and UNH		
IF BONDED:	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	750,000
	TOTAL INTEREST (EST'D)	\$	120,500
	TOTAL PROJECT COST	\$	870,500

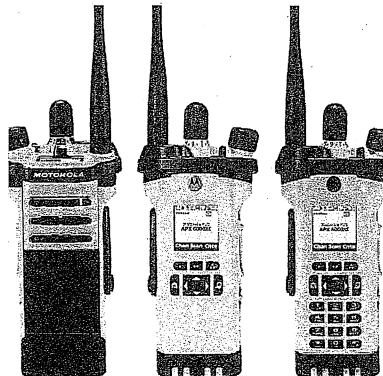


CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	PROJECT COST	\$20,000
DESCRIPTION	<i>Air Bag Replacements</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Purchase new air bags to replace our current air bags which were purchased in 2013. Air bags are used for lifting or moving heavy objects, equipment, or vehicles and can also be used in situations involving farm machinery, industrial entrapments and building collapses. When these airbags are used, victims and firefighters are often required to work under or in close proximity to the heavy loads they are lifting.</p> <p>Although these air bags are tested annually, they are subjected to large amounts of stress, lifting objects up to 32 tons. These forces can create areas of fatigue that cannot be seen. The intention of this purchase is to replace the air bags on a 10 - 15 year cycle per the manufacturer's recommendation.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	20,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	20,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	20,000 *Funded 50/50 by Town and UNH
	TOTAL FINANCING COSTS	\$	20,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



PROJECT YEAR	2026	PROJECT COST	\$250,000
DESCRIPTION	Portable Radio Replacements	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The Fire Department maintains a minimum stock of 54 handheld portable radios which are essential for critical communication between personnel, apparatus and dispatch. The portables need to be replaced to ensure that they are functioning for critical emergency communications.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	250,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	250,000
*Accessories include lighting, radios, striping, misc. equipment.			
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	125,000
	BOND - UNH PORTION	\$	125,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	250,000
*Funded 50/50 by Town and UNH			
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	250,000
	TOTAL INTEREST (EST'D)	\$	22,250
	TOTAL PROJECT COST	\$	272,250.00



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	VEHICLE COST	\$50,000
DESCRIPTION	<i>Replace 2017 Ford Explorer</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>This proposal is to replace the 2017 Ford Explorer which is assigned to the Fire Prevention Bureau and is utilized for day-to-day inspections and fire prevention activities.</p> <p>The existing 2017 Ford Explorer will be traded in or listed with Town surplus for repurposing.</p> <p>Vehicle to be replaced: 2017 Ford Explorer</p>			
ESTIMATED COST	PURCHASE PRICE	\$	50,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	50,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	50,000 <i>*Funded 50/50 by Town and UNH</i>
	TOTAL FINANCING COSTS	\$	50,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2027	VEHICLE COST	\$50,000
DESCRIPTION	<i>Replace Utility Terrain Vehicle (UTV)</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>This proposal is to replace the department's 2013 Can Am (side by side) UTV. This UTV is necessary to perform woods rescues in remote areas, support search and rescue operations, assist with brush fires, and also serves as a small agile support rescue vehicle for large events in town.</p> <p>The UTV will be outfitted with a medical skid package suitable for transporting a patient in a rescue basket, medical provider, and EMS equipment, as well as radio communications, utility lights, and an emergency warning system.</p> <p>The existing 2013 Can-Am UTV will be traded or listed with Town surplus for repurposing.</p> <p>Vehicle to be replaced: 2013 Can-Am UTV</p>			
ESTIMATED COST	PURCHASE PRICE	\$	50,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	50,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	50,000 <i>*Funded 50/50 by Town and UNH</i>
	TOTAL FINANCING COSTS	\$	50,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2028	VEHICLE COST	\$175,000
DESCRIPTION	Replace 2021 Ford F-350	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The proposal is to replace the 2021 Ford F-350 4x4 which serves as the Fire Department's primary EMS rapid response vehicle responding first-due to medical aids in conjunction with a transport ambulance. The vehicle is equipped and staffed to provide advanced life support level care.</p> <p>This vehicle will be equipped with emergency warning systems, two-way radio communications, and medical equipment. The versatility of this vehicle requires a configuration which can separate the firefighter's PPE from medical equipment, as well as easy access to EMS equipment and supplies. Current fire station physical size limitations are also driving a redesign of the apparatus configuration of cabinet doors.</p> <p>The existing 2021 Ford F-350 will be traded in or listed with Town surplus for repurposing.</p> <p>Vehicle to be replaced: 2021 Ford F-350 4x4 with utility box</p>			
ESTIMATED COST	PURCHASE PRICE	\$	125,000
	ACCESSORIES*	\$	50,000
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	175,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	87,500
	BOND - UNH PORTION	\$	87,500
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	175,000
	*Funded 50/50 by Town and UNH		
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	175,000.00
	TOTAL INTEREST (EST'D)	\$	15,750.00
	TOTAL PROJECT COST	\$	190,750.00



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2029	EQUIPMENT COST	\$75,000
DESCRIPTION	<i>Defibrillator/Monitor Replacement</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>This proposal is to purchase two cardiac defibrillator monitors which will replace the two Zoll X Series cardiac monitors that the Durham Fire Department purchased in 2019.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	75,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	75,000
	<small>*Accessories include lighting, radios, striping, misc. equipment.</small>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	75,000
	TOTAL FINANCING COSTS	\$	75,000
			<small>*Funded 50/50 by Town and UNH</small>
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2029	VEHICLE COST	\$1,240,000
DESCRIPTION	Replace 2015 Ferrara Aerial Truck	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>This proposal is for the replacement of the department's 2015 tower ladder apparatus at the projected end of service life.</p> <p>It is anticipated the existing 2015 Ferrara Aerial Truck will be traded in.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	1,240,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	1,240,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	620,000
	BOND - UNH PORTION	\$	620,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	1,240,000
IF BONDED:	NUMBER OF YEARS	\$	20
	TOTAL PRINCIPAL	\$	1,240,000
	TOTAL INTEREST (EST'D)	\$	325,500
	TOTAL PROJECT COST	\$	1,565,500



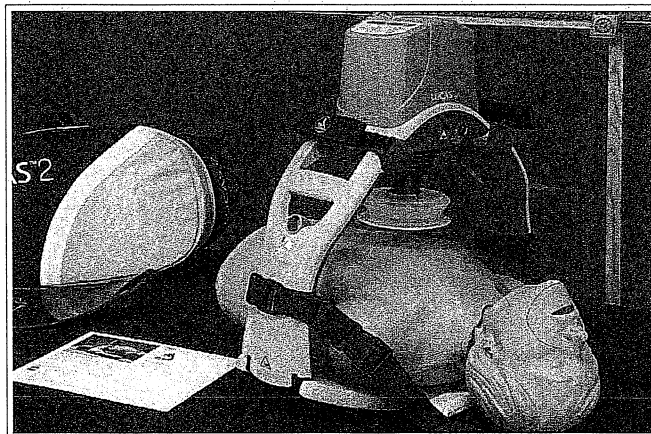
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2029	VEHICLE COST	\$175,000
DESCRIPTION	<i>Refurbish 2018 Marion Pumper</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>In keeping with our commitment to extend the useful life of our major fire apparatus and as a result, gain the most value for our community, we plan for a partial refurbishment of all major pieces of fire apparatus at the mid-point of their estimated 20 year life span.</p>			
<p>Vehicle to be reburbished: 2018 Spartan/Marion Metrostar Engine</p>			
ESTIMATED COST	PURCHASE PRICE	\$	175,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	175,000
*Accessories include lighting, radios, striping, misc. equipment.			
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	175,000
	TOTAL FINANCING COSTS	\$	175,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



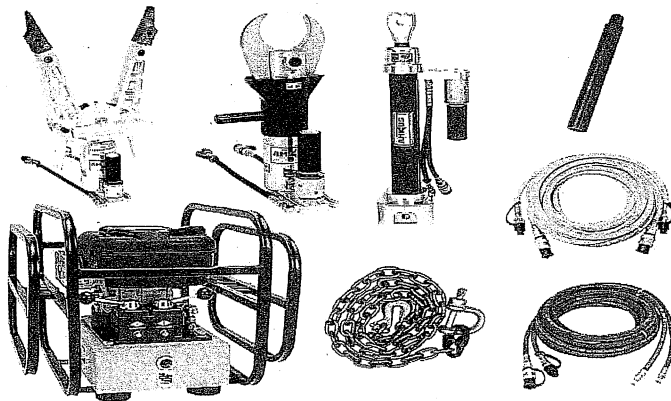
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2029	COST	\$16,000
DESCRIPTION	<i>Automated CPR Device</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>This proposal is to replace one Automated Chest Compression Device which provides continuous CPR at the correct rate and depth for EMS providers. Automated CPR devices lessens fatigue on providers and ensures consistent CPR performance while moving, carrying, loading, and unloading the patient. It allows automation of CPR and maximizes responder resources, permitting staff to focus on Advanced Life Support treatments which include administration of ALS cardiac medications, initiate fluid resuscitation, and treating underlying causes of the cardiac arrest.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	16,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	16,000
*Accessories include lighting, radios, striping, misc. equipment.			
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	16,000 *Funded 50/50 by Town and UNH
	TOTAL FINANCING COSTS	\$	16,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-




CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2030	COST	\$30,000
DESCRIPTION	<i>Extrication Tools Replacement</i>	DEPARTMENT	<i>Fire Department</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The department maintains a full complement of hydraulic rescue tools such as cutters, spreaders, and rams, etc. which are frequently utilized at the scene of motor vehicle accidents and/or other incidents which require victim extrication. Since the tools are used for critical life safety operations, it is imperative that the tools be replaced when necessary so that they are in optimal working order when needed.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	30,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	30,000
*Accessories include lighting, radios, striping, misc. equipment.			
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	30,000 *Funded 50/50 by Town and UNH
	TOTAL FINANCING COSTS	\$	30,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



MODEL CLASSIC III

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2030	COST	\$20,000
DESCRIPTION	Automated External Defibrillators (AEDs)	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The fire department's Automated External Defibrillators (AEDs) are maintained in staff vehicles, second-due fire apparatus, and with detail crews at special events. This proposal is to purchase replacement AEDs which will be at the end of their 10 year service life.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	20,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	20,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	20,000 *Funded 50/50 by Town and UNH
	TOTAL FINANCING COSTS	\$	20,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-
			

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2032	PROJECT COST	\$95,000
DESCRIPTION	Replace 2021 GMC Yukon XL (Car 1)	DEPARTMENT	Fire Department
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>In 2021 a GMC Yukon XL was purchased and assigned to the Fire Chief to be used for daily response to calls as well as incident command. This vehicle should be replaced with a comparable vehicle.</p> <p>The existing 2021 GMC Yukon XL will be traded in, reassigned, or listed with Town surplus for repurposing.</p> <p>Vehicle to be replaced: 2021 GMC Yukon XL</p>			
ESTIMATED COST	PURCHASE PRICE	\$	95,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	95,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	95,000 *Funded 50/50 by Town and UNH
	TOTAL FINANCING COSTS	\$	95,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



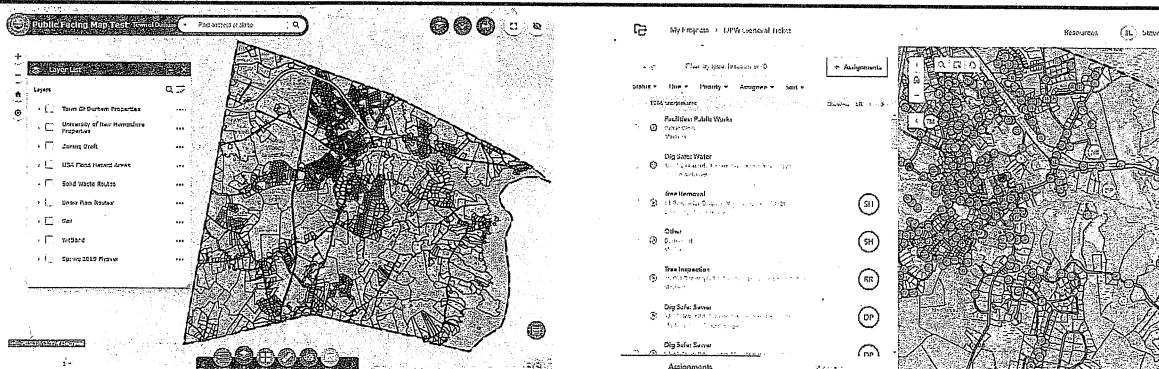
CAPITAL IMPROVEMENT PROGRAM

Page #

37	GIS	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
38	GIS Program	-	-	30,000	40,000	30,000	30,000	30,000	30,000	-	-
	GIS TOTALS	-	-	30,000	40,000	30,000	30,000	30,000	30,000	-	-

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026-2031	PROJECT COST	2026 - \$30,000																									
DESCRIPTION	GIS Program	DEPARTMENT	Town-Wide																									
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)																												
DEPT Initiative																												
DESCRIPTION (TO INCLUDE JUSTIFICATION)																												
<p>GIS - Geographic Information System "Around the world, local governments use GIS to improve decision making, service delivery, and citizen engagement. Since most government data is location based, equipping your organization with the latest in GIS technology provides the tools needed to make your community better. Operations run more smoothly and citizens have more positive experiences." (ESRI's website)</p> <p>In general, the mission of Durham's Geographic Information System (GIS) program is to provide maps, applications, geographic data, and spatial analysis for the Town's departments, boards, committees, and the greater community. By using geographic tools to interpret information and reveal insights, such as patterns and relationships, decision makers are better equipped to address town issues.</p> <p>During the program's initial year, the Department has implemented ArcGIS Online environment for data management and to deploy web-based tools. The Department has put together a series of applications to streamline workflows and data collection for the Department of Public Works. Additionally, the Department worked with CAI in the deployment of the town's new parcel data and are in the process of deploying a public facing web map.</p> <p>Subsequent years of this capital improvement program will include software licensing, additional flyover imagery, and future layer developments.</p>																												
<table border="0"> <tr> <td>Proposed Fiscal Year Budgets:</td> <td>2024</td> <td>\$0,000</td> <td>2029</td> <td>\$30,000</td> </tr> <tr> <td></td> <td>2025</td> <td>\$0,000</td> <td>2030</td> <td>\$30,000</td> </tr> <tr> <td></td> <td>2026</td> <td>\$30,000</td> <td>2031</td> <td>\$30,000</td> </tr> <tr> <td></td> <td>2027</td> <td>\$40,000</td> <td></td> <td></td> </tr> <tr> <td></td> <td>2028</td> <td>\$30,000</td> <td></td> <td></td> </tr> </table>				Proposed Fiscal Year Budgets:	2024	\$0,000	2029	\$30,000		2025	\$0,000	2030	\$30,000		2026	\$30,000	2031	\$30,000		2027	\$40,000				2028	\$30,000		
Proposed Fiscal Year Budgets:	2024	\$0,000	2029	\$30,000																								
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	2026	\$30,000	2031	\$30,000																								
	2027	\$40,000																										
	2028	\$30,000																										
ESTIMATED COSTS:	PROJECT COST	\$	30,000																									
FINANCING	OPERATING BUDGET	\$	30,000																									
	UNH - CASH	\$	-																									
	BOND - TOWN PORTION	\$	-																									
	FEDERAL/STATE GRANT	\$	-																									
	CAPITAL RESERVE ACCOUNT	\$	-																									
	TOTAL FINANCING COSTS	\$	30,000																									
IF BONDED:	NUMBER OF YEARS		N/A																									
	TOTAL PRINCIPAL	\$	-																									
	TOTAL INTEREST	\$	-																									
	TOTAL ESTIMATED COST	\$	-																									



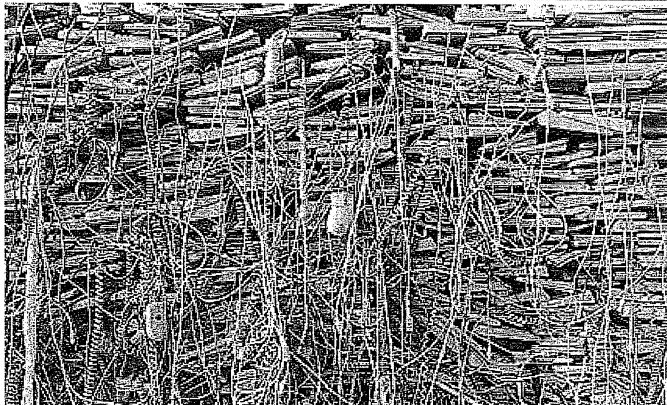
CAPITAL IMPROVEMENT PROGRAM

Page #

39	<i>Information Technology</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
40	IT Equipment Replacement	17,000	29,500	17,500	20,000	20,000	20,000	20,000	20,000	20,000	20,000
	IT TOTALS	17,000	29,500	17,500	20,000	20,000	20,000	20,000	20,000	20,000	20,000

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2031	PROJECT COST	2024 - \$17,000
DESCRIPTION	<i>I.T. Equipment Replacement</i>	DEPARTMENT	<i>Information Technology</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>During the 2016 budget year cycle the idea to split equipment replacement costs from the operating budget into a capital budget item was discussed. This project is a result of that effort and represents the non-trivial impact to the total budget of keeping our I.T. equipment working soundly. We have generally adopted a cycle that allows for the replacement of a PC every three years, switches and routers every five years and servers every seven years. We ensure that purchases include three year equipment replacement contracts as a protection of investment against variable in part quality and availability. Often PC's replaced will serve other less critical purposes in the organization. Examples include public kiosks, dedicated network monitoring devices, small project specific test labs, and spare/quick deploy temporary workstations. At the end of its life cycle equipment is either sold (in bulk) or responsibly disposed of.</p>			
YEARLY COSTS:	2021	\$22,500	2026 \$17,500
	2022	\$16,500	2027 \$20,000
	2023	\$27,000	2028 \$20,000
	2024	\$17,000	2029 \$20,000
	2025	\$29,500	2030 \$20,000
ESTIMATED COSTS:	2020 TOTAL PURCHASE COST		\$ 27,000
FINANCING	OPERATING BUDGET		\$ 27,000
	UNH - CASH		\$ -
	BOND - TOWN PORTION		\$ -
	BOND - UNH PORTION		\$ -
	FEDERAL/STATE GRANT		\$ -
	CAPITAL RESERVE ACCOUNT		\$ -
	TOTAL FINANCING COSTS		\$ 27,000
IF BONDED:	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL		\$ -
	TOTAL INTEREST		\$ -
	TOTAL ESTIMATED COST		\$ -



CAPITAL IMPROVEMENT PROGRAM

Page #

41	<i>Police Department</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
42	Vehicle Replacement	150,000	150,000	75,000	160,000	160,000	80,000	170,000	170,000	85,000	180,000
	POLICE TOTALS	150,000	150,000	75,000	160,000	160,000	80,000	170,000	170,000	85,000	180,000

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$150,000
DESCRIPTION	<i>Police Vehicle Replacement</i>	DEPARTMENT	<i>Police</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
<p>The strategy is to have each marked police vehicle, the primary responding patrol vehicle of the department, to remain on-line for three-years. This is the optimum period where the vehicles are in prime condition and operate 24/7 with reliability.</p>			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>As noted in previous years' CIP requests, Ford Motor Company has decided to make their Ford Explorer the sole police vehicle manufactured. Currently the marked fleet has seven vehicles. In 2019 the Department began purchasing the hybrid Explorer which has resulted in increase fuel mileage and a lessened carbon footprint.</p> <p>We have adopted a policy of purchasing two cruisers for two consecutive years and one cruiser in the third year. The proposal for this year is to purchase two Ford Explorers.</p> <p>This allows for cruisers taken off-line to be downshifted to other departments in Town with fewer miles and less maintenance issues.</p> <p>The pricing reflects vehicle purchase, paint and equipment outfitting for the Explorer and the transfer of equipment from one vehicle to another. In addition IT's Luke Vincent recommends purchasing the replacement in-cruiser computer, or MDT, whenever a vehicle is purchased. This timeline segways with the three year life of the computer.</p>			
ESTIMATED COSTS:	VEHICLE PURCHASE	2 Explorers	\$ 100,000
	RHINO TAB IN-CRUISER COMPUTERS - 2		\$ 14,000
	PAINT	4 Vehicles	\$ 10,000
	TRANSFER EQUIPMENT	4 Vehicles	\$ 24,500
	ADD'L EQUIPMENT		\$ 1,500
	TOTAL PROJECT COST		\$ 150,000
FINANCING	OPERATING BUDGET		\$ 150,000
	TOTAL FINANCING COSTS		\$ 150,000
IF BONDED:	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL		\$ -
	TOTAL INTEREST		\$ -
	TOTAL ESTIMATED COST		\$ -




CAPITAL IMPROVEMENT PROGRAM

Page #

43	<i>Public Works- Buildings & Grounds Division</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
44	Seasonal Decorative Lighting	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
45-46	Dump Truck Replacement (One Ton)	30,000		86,000							
47	Courthouse/Old Town Hall Design and Enhancements		367,000								
48	Purchase of Solar Panels (Gravel Pit)		850,000								
49	Commercial Lawnmower Replacement									30,000	
50	Pickup Truck Replacement (1/2 Ton)			57,000							
	PW - BUILDINGS & GROUNDS TOTALS	32,500	1,219,500	145,500	2,500	2,500	2,500	2,500	2,500	32,500	2,500

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2033	PROJECT COST	\$2,500
DESCRIPTION	Seasonal Decorative Lighting	DEPARTMENT	Public Works - Buildings and Grounds
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
Durham Public Works is currently assessing alternatives for the replacement of its current collection of 30 holiday wreaths. These wreaths are annually displayed on the decorative light poles along Main Street from December 1st to March 1st. While currently operational, the existing wreaths have aged significantly, with many wreaths having broken ornaments and damaged lighting strands. The cost for each new decoration of similar size and structure is estimated at approximately \$850 each.			
ESTIMATED COSTS	PURCHASE PRICE	\$	2,500
	ACCESSORIES	\$	-
	NET PURCHASE PRICE	\$	2,500
FINANCING	OPERATING BUDGET	\$	2,500
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	2,500
IF BONDED	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-
			

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	VEHICLE COST	\$30,000
DESCRIPTION	1 Ton Dump Truck Replacement - Accessories	DEPARTMENT	Public Works - Buildings and Grounds
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The FY23 budget included funds to replace the existing 2006 F350 1-ton, Four Wheel Drive Dump Truck with a 2023 1-ton model equipped with plowing and deicing/anti-icing application capabilities. This truck was a hold-over vehicle that has become a valuable asset for various daily operations, serving as a primary piece of equipment for parks, cemeteries, buildings and grounds, vegetation control and snow removal at all Town facilities. Unfortunately, unforeseen supply chain constraints led to unexpected price increases in 2023, nearly doubling the cost of the vehicle. Additionally, vehicle manufacturers stopped accepting orders for the 2023 model after February, which resulted in delays for acquiring this equipment until 2024 pricing becomes available this Fall. The current request for Fiscal Year 2024 supplemental funding, used along with the fiscal year 2023 capital approval, will cover the expenses associated with the truck body and plow package for the new vehicle. Durham Public Works is actively exploring alternative fuel options for this vehicle including electric and compressed natural gas (CNG) solutions. The current 2006 F-350 will be sold in surplus as part of this purchase.</p> <p>Vehicle to be Replaced: 2006 Ford F-350</p>			
ESTIMATED COST	PURCHASE PRICE	\$	30,000
	ACCESSORIES*		
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	30,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	30,000
	BOND - TOWN	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	30,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL		
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



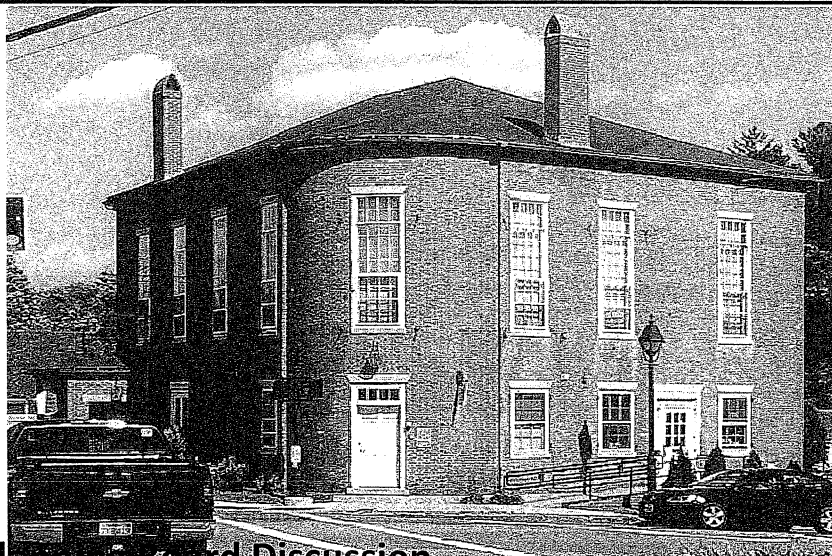
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	VEHICLE COST	\$86,000
DESCRIPTION	1-Ton Dump Truck Replacement	DEPARTMENT	Public Works - Buildings and Grounds
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2016 Dodge Ram 3500 1-ton, Four-Wheel Drive Dump Truck is scheduled for replacement in 2026. This truck is integral to daily operations and is a front-line piece of equipment for the Buildings & Grounds, Highway, and Traffic Control Divisions. The smaller nature of this truck compared to the 3-5 Ton Dump Trucks allow it to transport and dump aggregate and other materials to remote locations.</p> <p>This key piece of equipment is integral for snow and ice control operations at the Town Hall, Police Station, Lee Well, Beech Hill Tank, Foss Farm Tank, Wagon Hill Farm, Transfer Station, Public Works, Public Library, Sammy's Parking Lot, Metered Parking Lot, Aroma Joes Parking Lot, Permit Lot, Depot Lot, Old Landing, Jackson's Landing, and Churchill Rink. Snow and ice control operations are particularly hard on this piece of equipment with major mechanical problems typically emerging at the 8-10 year mark. This truck will come complete with a stainless steel body, material spreader, and 9' plow. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. This vehicle is on a 10-12 year replacement plan.</p> <p>Vehicle to be Replaced: 2016 Dodge Ram 3500 1-Ton</p>			
ESTIMATED COST	PURCHASE PRICE	\$	58,500
	ACCESSORIES*	\$	30,000
	LESS TRADE-IN**	\$	(2,500)
	NET PURCHASE PRICE	\$	86,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	BOND - TOWN	\$	86,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	86,000
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	86,000
	TOTAL INTEREST (EST'D)	\$	12,000
	TOTAL PROJECT COST	\$	98,000



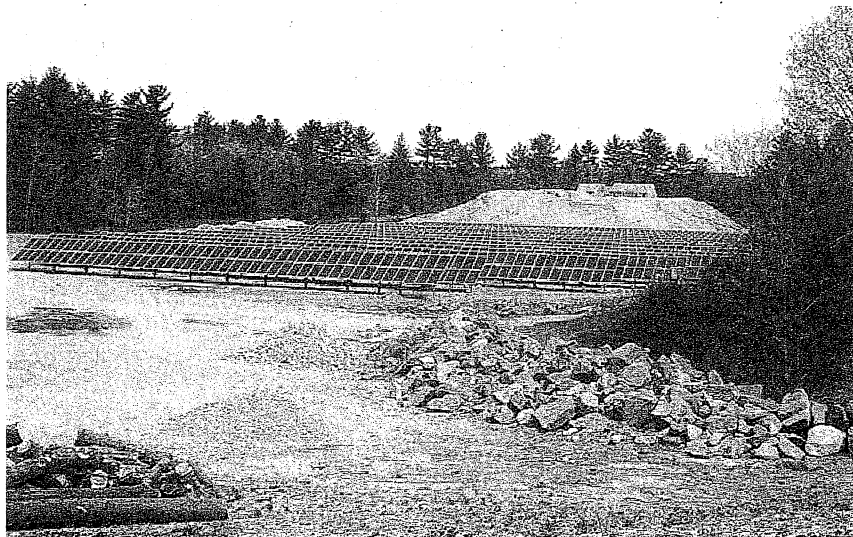
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$367,000																					
DESCRIPTION	Courthouse/Old Town Hall Restoration	DEPARTMENT	Public Works																					
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)																								
Town Administration Initiative																								
DESCRIPTION (TO INCLUDE JUSTIFICATION)																								
<p>In November 2019 Aaron Sturgis and Jessica MacNeil from Preservation Timber Framing Inc. located in Berwick, Maine performed an existing conditions assessment of Durham Old Town Hall located at the corner of Main Street and State Route 108. The Old Town Hall was constructed in 1825 by local merchant and ship builder Joseph Coe and remains one of the most unique structures in New Hampshire with historical significance, having been entered on the National Register of Historic Places in 1980 as part of the Durham Historic District. Unfortunately, due to continued deferred maintenance, the structure has deteriorated extensively now requiring substantial improvements. The Sturgis report provides a high level assessment with repair recommendations focused around basement drainage and minimization of moisture and water infiltration, replacement and repair of the undercarriage structure due to rot, repair to framing, trim and fine woodwork, replacement of heating, ventilation and air conditioning (HVAC), masonry and brick repairs, roof and gutter repairs, window repairs, glazing and painting. Not included within the report is an assessment of the mechanical, electrical, and plumbing (MEP) systems. Over the last two years Durham Public Works has utilized this capital funding allocation and has made significant progress in restoration efforts. This includes replacing the 2nd floor HVAC system, along with conversion from an oil fired system to a more efficient and sustainable gas fired heating system to replace the first floor heating system. In addition, these prior year capital requests provided funding for the replacement of the multipurpose room floor with an historically accurate white oak plank floor and reconstruction of the pass through doors to eliminate water infiltration. The Sturgis report provided an overall estimate, exclusive of any contingency, architectural or engineering design or specification services, of \$366,270 (2019). This estimate does not include any interior improvements which are also necessary, increasing project cost. A multi-year funding plan was adopted in an effort to make continued progress. This investment is based on available budgets in any given year with a focus on those actions which minimize further building deterioration, to the extent possible, while continuing to provide space for Durham Parks and Recreation and Durham Historic Association (DHA). Accumulated funding from previous years will be used in FY24 for critical repairs with the remaining balance to be used to retain a historic preservation conservator to further characterize necessary restoration work for permitting, while developing specifications, bid documents and detailed cost estimates for future year funding. The Fiscal Year 2025 request for \$367,000 may be modified as detailed specifications and cost estimates are developed and will provide funding for the implementation of this plan along with any matching funding required by potential grant programs.</p>																								
ESTIMATED COSTS:	<table border="0"> <tr> <td>PRELIMINARY STUDY, DESIGN AND ENGINEERING</td> <td>\$</td> <td align="right">-</td> </tr> <tr> <td>FINAL DESIGN AND ENGINEERING</td> <td>\$</td> <td align="right">-</td> </tr> <tr> <td>CONSTRUCTION ENGINEERING OVERSIGHT</td> <td>\$</td> <td align="right">-</td> </tr> <tr> <td>CONSTRUCTION COSTS</td> <td>\$</td> <td align="right">367,000</td> </tr> <tr> <td>CONTINGENCY</td> <td>\$</td> <td align="right">-</td> </tr> <tr> <td>TOTAL PROJECT COST</td> <td>\$</td> <td align="right">367,000</td> </tr> </table>			PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-	FINAL DESIGN AND ENGINEERING	\$	-	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-	CONSTRUCTION COSTS	\$	367,000	CONTINGENCY	\$	-	TOTAL PROJECT COST	\$	367,000			
PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-																						
FINAL DESIGN AND ENGINEERING	\$	-																						
CONSTRUCTION ENGINEERING OVERSIGHT	\$	-																						
CONSTRUCTION COSTS	\$	367,000																						
CONTINGENCY	\$	-																						
TOTAL PROJECT COST	\$	367,000																						
FINANCING	<table border="0"> <tr> <td>OPERATING BUDGET</td> <td>\$</td> <td align="right">-</td> </tr> <tr> <td>UNH - CASH</td> <td>\$</td> <td align="right">-</td> </tr> <tr> <td>BOND - TOWN PORTION</td> <td>\$</td> <td align="right">367,000</td> </tr> <tr> <td>UNH PORTION</td> <td>\$</td> <td align="right">-</td> </tr> <tr> <td>FEDERAL/STATE GRANT</td> <td>\$</td> <td align="right">-</td> </tr> <tr> <td>CAPITAL RESERVE ACCOUNT</td> <td>\$</td> <td align="right">-</td> </tr> <tr> <td>TOTAL FINANCING COSTS</td> <td>\$</td> <td align="right">367,000</td> </tr> </table>			OPERATING BUDGET	\$	-	UNH - CASH	\$	-	BOND - TOWN PORTION	\$	367,000	UNH PORTION	\$	-	FEDERAL/STATE GRANT	\$	-	CAPITAL RESERVE ACCOUNT	\$	-	TOTAL FINANCING COSTS	\$	367,000
OPERATING BUDGET	\$	-																						
UNH - CASH	\$	-																						
BOND - TOWN PORTION	\$	367,000																						
UNH PORTION	\$	-																						
FEDERAL/STATE GRANT	\$	-																						
CAPITAL RESERVE ACCOUNT	\$	-																						
TOTAL FINANCING COSTS	\$	367,000																						
IF BONDED:	<table border="0"> <tr> <td>NUMBER OF YEARS</td> <td align="right">20</td> </tr> <tr> <td>TOTAL PRINCIPAL</td> <td align="right">\$ 367,000</td> </tr> <tr> <td>TOTAL INTEREST</td> <td align="right">\$ 180,000</td> </tr> <tr> <td>TOTAL ESTIMATED COST</td> <td align="right">\$ 547,000</td> </tr> </table>			NUMBER OF YEARS	20	TOTAL PRINCIPAL	\$ 367,000	TOTAL INTEREST	\$ 180,000	TOTAL ESTIMATED COST	\$ 547,000													
NUMBER OF YEARS	20																							
TOTAL PRINCIPAL	\$ 367,000																							
TOTAL INTEREST	\$ 180,000																							
TOTAL ESTIMATED COST	\$ 547,000																							



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$850,000
DESCRIPTION	<i>Purchase of Solar Panels</i>	DEPARTMENT	<i>Public Works - Buildings & Grounds</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>In 2016 Revision Energy installed solar powered electric generating panels at the Lee Gravel Pit. The Agreement allows the Town of Durham to purchase these panels at fair market value after the sixth year of operation. This solar array will power all Town facilities except the WWTP. The Town will continue to evaluate system performance and benefits of acquiring this site over the next year and has included a placeholder in the Town's capital plan for a future year as the analysis is completed.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	850,000
	ACCESSORIES*	\$	-
	NET PURCHASE PRICE	\$	850,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	850,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	850,000
IF BONDED:	NUMBER OF YEARS		20
	TOTAL PRINCIPAL	\$	850,000
	TOTAL INTEREST (EST'D)	\$	223,000
	TOTAL PROJECT COST	\$	1,073,000



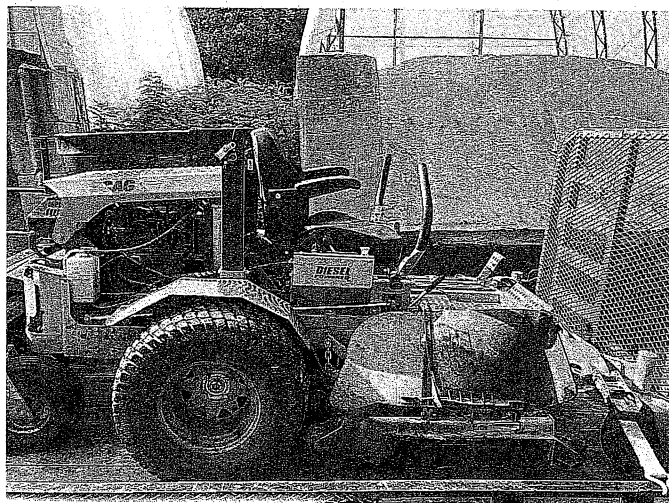
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	VEHICLE COST	\$57,000
DESCRIPTION	1/2 Ton Pick-Up	DEPARTMENT	Public Works - Buildings & Grounds
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2006 Ford-150 Buildings & Grounds Division 1/2 Ton Pickup Truck is scheduled for replacement in 2026. This vehicle plays a crucial role within the Buildings & Grounds Division, serving as a reliable means to transport staff and essential equipment from the Public Works Facility to various project sites. It also serves as the primary collection vehicle for Building & Grounds Division employees who collect daily trash and debris pick-ups from 30 receptacles contained within the downtown corridor and public parks seven days per week. The vehicle's compact design allows it to fit into confined spaces without disrupting vehicular and pedestrian traffic flow. It is used for the maintenance of all Town-owned buildings and the landscaping of the downtown garden beds and planting areas. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. This vehicle is on a 10-12 year replacement plan.</p>			
Vehicle to be Replaced: 2016 Ford F-150			
ESTIMATED COST	PURCHASE PRICE	\$	58,000
	ACCESSORIES*	\$	2,000
	LESS TRADE-IN**	\$	<u>(3,000)</u>
	NET PURCHASE PRICE	\$	57,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	BOND - TOWN	\$	57,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	<u>-</u>
	TOTAL FINANCING COSTS	\$	57,000
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	57,000
	TOTAL INTEREST (EST'D)	\$	<u>1,100</u>
	TOTAL PROJECT COST	\$	58,100



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2032	EQUIPMENT COST	\$30,000
DESCRIPTION	<i>Commercial Lawnmower Replacement</i>	DEPARTMENT	<i>Public Works - Buildings and Grounds</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2020 Scag Turf Tiger II Commercial Lawn Mower is scheduled for replacement in 2032. This equipment is operated extensively for 40 hours per week throughout the growing season to maintain the Town of Durham's Facilities, Parks, and Public Lands. The 2020 Scag Turf Tiger II Commercial Lawn Mower will be 12 years old in 2032 and will require replacement due to the considerable wear and tear it will have experienced over the years, leading to reduced performance. Durham Public Works intends to replace this equipment with a fully electric machine in 2032.</p> <p>Equipment to Replace: 2020 Scag Turf Tiger II</p>			
ESTIMATED COST	PURCHASE PRICE	\$	30,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	30,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	30,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	30,000
IF BONDED	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	30,000
	TOTAL INTEREST (EST'D)	\$	3,600
	TOTAL PROJECT COST	\$	33,600



CAPITAL IMPROVEMENT PROGRAM

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51	<i>Public Works - Operations Division</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
52-54	Road Resurfacing Program	564,300	482,800	620,400	620,400	474,800	450,000	450,000	450,000	450,000	450,000
55	Road Resurfacing Program - UNH	123,200									
56	Crack Seal Program	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
57-28	Sidewalk Improvement Program	91,000	30,700	41,000	65,800	79,200	40,000	40,000	40,000	40,000	40,000
59	Drainage System Rehabilitation Program	864,250	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000
60-61	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
62	Facility Infrastructure Preventative Maintenance	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
63-68	Dump Truck Replacement (3-5 Ton)	259,000	230,000	241,250	253,300		266,000			279,300	
69-71	Madbury Road Complete Streets Project - Roadway, Sidewalk, Drainage Construction	2,286,000	2,298,000	2,257,000							
72	Decorative Light Pole Painting	50,000									
73	Pedestrian Safety Improvements	36,000									
74	Deicing Material Reduction Program - Salt Brine Maker and Tank	45,000									
75	Pickup Truck Replacement (3/4 Ton)	71,000									
76	Motor Vehicle Fluid Distribution System Replacement		15,000								
77	Vibratory Roller		25,000								
78	Mobile Air Compressor Replacement		35,000								
79	Front End Loader Replacement			295,000							
80	Longmarsh Road Bridge Replacement			1,300,000							
81	Engineering Jeep Replacement			37,000							
82	Sidewalk Plow Tractor Replacement				240,000						
83	Pickup Truck Replacement (Dodge Ram)				67,000						
84	Rubber Tired Excavator Replacement (Cost share with Water Fund 25%)							232,500			
	PW - OPERATIONS TOTALS	4,474,750	3,286,500	4,961,650	1,416,500	724,000	926,000	892,500	660,000	939,300	660,000

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$564,300
DESCRIPTION	Road Program	DEPARTMENT	Public Works - Operations
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Dept. Initiative			

DESCRIPTION (TO INCLUDE JUSTIFICATION)

In 2021 Durham Public Works adopted pavement management system software, known as StreetLogix, which provides a baseline condition assessment for the over 60 miles of Town maintained roadways including sidewalks, curb ramps and related roadway infrastructure. This software uses customized and standard algorithms and deterioration curves which allow for the strategic planning of the annual Road Program. Each year an inspection of the candidate and other roadway identified in our 5 year action plan takes place. Roadways outside of the action plan are also inspected to validate deterioration predictions. These assessments help inform decision making by developing a Pavement Condition Index or PCI. A roadway PCI is generated based on pavement distresses and their severity for each segment in the Town's roadway network. StreetLogix then allows for various scenarios to be reviewed to aid in prioritizing pavement rehabilitation and preventive maintenance repair projects. The software analyzes which type of rehabilitation treatment would be the most economical and appropriate for each road segment. The PCI, rehabilitation treatment cost, repair service life and traffic volume of the roadway are used to calculate the repair priority index (RPI) which prioritizes the Town's rehabilitation projects for a given year. Roads are then selected for rehabilitation based upon a combination of StreetLogix output, engineering judgment, and coordination with other planned Town and 3rd party utility projects. Sound pavement management emphasizes adequate investment in road rehabilitation, drainage system improvements, as applicable, combined with preventive and routine maintenance such as crack sealing and full depth patching.

The majority of funds requested for the fiscal year 2024 Road Program will be allotted to the reconstruction of Dennison Road. The Reconstruction Project will include the replacement and ADA compliant asphalt sidewalks from Woodman Road to Bagdad Road, drainage and sewer collection system infrastructure upgrades, and a reclamation of the entire roadway. Additional funding above the original FY23 request of \$389,663 for this project is required to account for increases in construction costs. Also included in the fiscal year 2024 Road Program is a reclamation and repaving of Worthen Road which is experiencing significant rutting, alligator cracking, aggregate loss, and heaving, resulting in uneven surfaces and altered stormwater conveyance patterns. Furthermore, Britton Lane and Spruce Wood Lane will receive a 1.5" shim and overlay treatment.

ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	15,000
	FINAL DESIGN AND ENGINEERING	\$	25,000
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	5,000
	CONSTRUCTION COSTS	\$	519,300
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	564,300

FINANCING	OPERATING BUDGET	\$	564,300
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	564,300

IF BONDED:	NUMBER OF YEARS	N/A
	TOTAL PRINCIPAL	\$ -
	TOTAL INTEREST	\$ -
	TOTAL ESTIMATED COST	\$ -

2024-PAVEMENT + UTILITY PLAN

ROAD NAME	TREATMENT TYPE	UTILITY UPGRADES	MILEAGE	DISTANCE (FT)	LAST TREATMENT	COST
			ROAD / SIDEWALK	ROAD / SIDEWALK		
DENNISON ROAD	RECLAIM + 3.5"	DRAINAGE / WW	0.28 / 0.16	1468 / 859	1985	\$ 417,513
WORTHEN ROAD	RECLAIM + 3.5"		0.35	1836	2004	\$ 116,585
SPRUCE WOOD LANE	1.5" SHIM + OL		0.1	544	2005	\$ 15,970
BRITTON LANE	1.5" SHIM + OL		0.12	650	2009	\$ 14,240
			0.85 / 0.16		SUBTOTAL	\$ 564,308

2023-2032 PROPOSED ROAD PROGRAM COST ESTIMATED AT \$450,000 PER YEAR

Public Works adopted sophisticated pavement management system software in 2021 which has provided a baseline condition assessment for the over 120 lane miles of Town maintained roadways, including sidewalks, curb ramps and related roadway infrastructure. This assessment has allowed the Department to strategically plan the annual Roads Program which begins with the comprehensive inspection of the candidate streets identified in the 5 year Road and Sidewalk Program action plan, in addition to streets exhibiting signs of accelerated deterioration. This assessment is one tool used to inform decision making by developing a Pavement Condition Index or PCI. A roadway PCI is generated based on pavement distresses and their severity for each segment in the Town's roadway network. The Pavement Management software will then allow for various scenarios to be reviewed which will prioritize pavement rehabilitation and preventive maintenance repair projects. The software analyzes which type of rehabilitation treatment would be the most economical and appropriate for each road segment. The PCI, rehabilitation treatment cost, repair service life and traffic volume of the roadway are used to calculate the benefit value index (BVI) which prioritizes the Town's rehabilitation projects for a given year. Roads are then selected for rehabilitation based upon a combination of pavement management software output, engineering judgment, and coordination with other planned Town and 3rd party utility projects. Sound pavement management emphasizes adequate investment in road rehabilitation, drainage system improvements, as necessary, combined with preventive and routine maintenance such as crack sealing and full depth patching. The fiscal year 2024 Road Program consists of roadway reclamation and paving of approximately .85 miles of roadway including Dennison Road, Worthen Road, Sprucewood Lane and Britton Lane.

DURHAM 2024 - 2028 ROAD PROGRAM

PRELIMINARY - SUBJECT TO CHANGE WITHOUT NOTICE

2024-PAVEMENT + UTILITY PLAN

ROAD NAME	TREATMENT TYPE	UTILITY UPGRADES	MILEAGE ROAD / SIDEWALK	DISTANCE (FT) ROAD / SIDEWALK	LAST TREATMENT	COST
DENNISON ROAD	RECLAIM + 3.5"	DRAINAGE / WW	0.28 / 0.16	1468 / 859	1985	\$ 417,513
WORTHEN ROAD	RECLAIM + 3.5"		0.35	1836	2004	\$ 116,585
SPRUCE WOOD LANE	1.5" SHIM + OL		0.1	544	2005	\$ 15,970
BRITTON LANE	1.5" SHIM + OL		0.12	650	2009	\$ 14,240
			0.85 / 0.16		SUBTOTAL	\$ 564,308

2025-PAVEMENT PLAN

ROAD NAME	TREATMENT TYPE	MILEAGE ROAD / SIDEWALK	DISTANCE (FT) ROAD / SIDEWALK	LAST TREATMENT	COST
MORGAN WAY	1.5" SHIM + OL	0.26	1361	2008	\$ 30,320
WILLIAMS WAY	1.5" SHIM + OL	0.26	1365	2008	\$ 30,320
TIRRELL PLACE	1.5" SHIM + OL	0.14	748	2008	\$ 16,660
JENKINS COURT	1.5" MILL + OL	0.07	370	2011	\$ 20,500
NOBLE K. PETERSON DRIVE	FD PATCHING 1.5" SHIM + OL	0.20	1081	1999	\$ 30,040
DAME ROAD (Paved Portion)	RECLAIM + 3.5"	0.35	1865	UNKNOWN	\$ 98,315
ORCHARD DRIVE	PARTIAL RECLAIM + 3.5"	0.5	2653	2006	\$ 123,455
LAUREL LANE	FD PATCHING 1.5" SHIM + OL	0.45	2400	2006	\$ 58,864
LANGLEY ROAD	1.5" SHIM + OL	0.61	3241	2008	\$ 74,330
			3.41	SUBTOTAL	\$ 482,804

2026-PAVEMENT PLAN

ROAD NAME	TREATMENT TYPE	MILEAGE	DISTANCE (FEET)	LAST TREATMENT	COST
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

2027-PAVEMENT PLAN

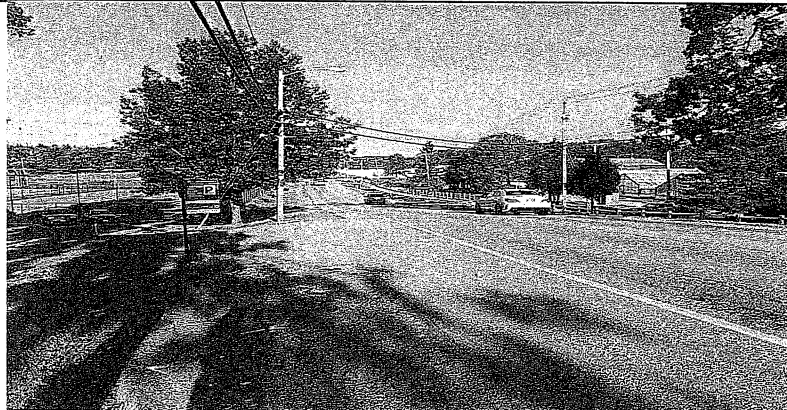
ROAD NAME	TREATMENT TYPE	MILEAGE	DISTANCE (FEET)	LAST TREATMENT	COST
DURHAM POINT ROAD WEST	COLD-IN-PLACE RECYCLING + 1.5" or RECLAIM + 3.5"	1.77	9346	2007	\$ 620,396
			1.77	SUBTOTAL	\$ 620,396

2028-PAVEMENT PLAN

ROAD NAME	TREATMENT TYPE	UTILITY UPGRADES	MILEAGE	DISTANCE (FEET)	LAST TREATMENT	COST
SPINNEY LANE	RECLAIM + 3.5"		0.15	797	2016	\$ 53,896
PARK COURT	RECLAIM + 3.5"	DRAINAGE/WW	0.1	550	2006	\$ 54,700
CONSTABLE ROAD	1.5" SHIM + OL		0.15	800	2005	\$ 24,032
FALLS WAY	1.5" SHIM + OL		0.2	1078	2005	\$ 30,998
TECHNOLOGY DRIVE	1.5" MILL + OL		0.49	2560	2020	\$ 186,613
BURNHAM AVENUE	RECLAIM + 3.5"	DRAINAGE/WWW	1.77	9346	2015	\$ 124,554
			2.86	SUBTOTAL	\$ 474,793	

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$123,200
DESCRIPTION	<i>UNH Road Program</i>	DEPARTMENT	<i>Public Works- Operations</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
UNH			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>The Town of Durham has agreed to include a line item for asphalt and its associated construction activities of University of New Hampshire (UNH) roadways into its Road Program Bid Package so that UNH will receive the Town's discounted rates. In 2024, UNH is planning on a 1.5" Mill + High-Strength Overlay treatment along Academic Way and Mitchell Way. This funding request will include an allowance for the layout and application of MUTCD compliant pavement markings where required and gate box / structure adjustment.</p>			
ESTIMATED COSTS:			
	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	123,200
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	123,200
FINANCING			
	OPERATING BUDGET	\$	-
	UNH - CASH	\$	123,200
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	123,200
IF BONDED:			
	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2033	PROJECT COST	\$30,000
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DESCRIPTION	<i>Crackseal Program</i>	DEPARTMENT	<i>Public Works - Operations</i>
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IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)

Dept. Initiative

DESCRIPTION (TO INCLUDE JUSTIFICATION)

A critical component of a successful road program is adequate investments in pavement preservation. Crack sealing is one pavement preservation operation which will prevent water infiltration into the roadway base and sub-base materials which cause erosion and compromise the structural integrity of the aggregate materials beneath the roadway. This results in premature roadway failure, even more so when the roadway network experiences numerous freeze/thaw cycles. Studies have demonstrated that an effective crack sealing program can prolong pavement life from 3-8 years. This funding request, combined with remaining capital will total \$55,000.

Durham Public Works proposes the following roadways tentatively to be crack sealed in 2024: Ross Road, Meader Lane, Ellison Lane, Shearwater Street, Cormorant Circle, Razorbill Circle, Constable Drive, Falls Way, Davis Avenue, Fairchild Drive, Rocky Lane, Adams Circle, Bayview Road, and Wiswall Road.

ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$ -
	FINAL DESIGN AND ENGINEERING	\$ -
	CONSTRUCTION ENGINEERING OVERSIGHT	\$ -
	CONSTRUCTION COSTS	\$ 30,000
	CONTINGENCY	\$ -
	TOTAL PROJECT COST	\$ 30,000

FINANCING	OPERATING BUDGET	\$ 30,000
	UNH - CASH	\$ -
	BOND - TOWN PORTION	\$ -
	UNH PORTION	\$ -
	FEDERAL/STATE GRANT	\$ -
	CAPITAL RESERVE ACCOUNT	\$ -
	TOTAL FINANCING COSTS	\$ 30,000

IF BONDED:	NUMBER OF YEARS	N/A
	TOTAL PRINCIPAL	\$ -
	TOTAL INTEREST	\$ -
	TOTAL ESTIMATED COST	\$ -



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$91,000
DESCRIPTION	Sidewalk Program	DEPARTMENT	Public Works - Operations
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Dept. Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>The rehabilitation and replacement of existing sidewalks including curb ramps is a critical component of the Town's multi-modal transportation network. The Town's sidewalk inventory consists of approximately 15 miles of sidewalks and curb ramps. Durham Public Works develops repair strategies and project scopes based on the sidewalk and curb ramp condition assessments, field observations and timing of associated infrastructure projects. Preference is given to repairs involving areas within walking distance to schools, ADA compliance, and areas with high volumes of pedestrian traffic. The StreetScan town-wide sidewalk and curb ramp assessment performed in 2020 provided condition and compliance data to help guide Durham Public Works in making decisions around appropriate investments in this critical infrastructure. A sidewalk condition index (SCI) was generated based on pavement and concrete distresses and their severity for each segment in the Town's sidewalk network.</p> <p>The 2024 Sidewalk Program consists of construction and improvements to the sidewalks located on the Northern side of Dover Road from Young Drive to Bayview Road, the Southern side of Bagdad Road from #57 - #66, and the Northern side of Bagdad Road from Strout Lane to 57 Bagdad Road. The existing asphalt sidewalks will be replaced, granite curbing reset, and ADA compliant ramps installed. Durham Public Works is requesting \$91,081 for these improvements to undertake this scope in one single phase and contractor mobilization rather than multiple mobilizations to the same roadway which would elevate costs.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	91,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	91,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	91,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	91,000
IF BONDED:	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	COST
DOVER RD NORTH - YOUNG DR TO BAYVIEW RD	ASPHALT/REPLACE	POOR	610	\$ 13,183
BAGDAD RD NORTH - STROUT LN TO 57 BAGDAD RD	ASPHALT/REPLACE	POOR	964	\$ 35,261
BAGDAD RD SOUTH - 57 BAGDAD RD TO 66 BAGDAD RD	ASPHALT/REPLACE	POOR	1308	\$ 42,637

DURHAM 2024 - 2028 SIDEWALK PROGRAM

PRELIMINARY - SUBJECT TO CHANGE WITHOUT NOTICE

2024-SIDEWALK PLAN

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	COST
DOVER RD NORTH - YOUNG DR TO BAYVIEW RD	ASPHALT / REPLACE	POOR	610	\$ 13,183
BAGDAD RD NORTH - STROUT LN TO 57 BAGDAD RD	ASPHALT/REPLACE	POOR	964	\$ 35,261
BAGDAD RD SOUTH - 57 BAGDAD RD TO 66 BAGDAD RD	ASPHALT / REPLACE	POOR	1308	\$ 42,637
SUBTOTAL				\$ 91,081

2025-SIDEWALK PLAN

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	COST
MAIN STREET - SMITH PARK LANE TO 21 MAIN STREET	CONCRETE /REPLACE	POOR	245	\$ 30,669
SUBTOTAL				\$ 30,669

2026-SIDEWALK PLAN

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	COST
MAIN STREET - 20 MAIN STREET TO MADBURY ROAD	CONCRETE/REPLACE	POOR	180	\$ 16,511
PETTEE BROOK LN - ROSEMARY LN TO MAIN STREET	ASPHALT / REPLACE WITH CONCRETE	POOR	317	\$ 24,455
SUBTOTAL				\$ 40,966

2027-SIDEWALK PLAN

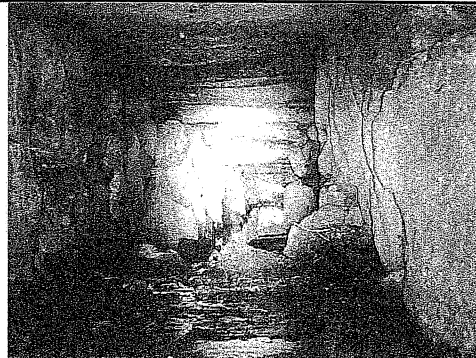
SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	COST
MAIN STREET - MILL ROAD TO 35 MAIN STREET	CONCRETE / REPLACE	POOR	357	\$ 65,743
SUBTOTAL				\$ 65,743

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$864,250
DESCRIPTION	<i>Drainage System Rehabilitation - Culverts, Outfalls and Drainage Structures</i>	DEPARTMENT	<i>Public Works</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative, MS-4 Permit			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>The Drainage System Rehabilitation Program funds repair, replacement, additions, and major repairs to the Town's stormwater drainage system consisting of approximately 70 culverts and outfalls, 30 drainage manholes, 525 catch basins, 10 miles of drain lines and 4 bioretention areas and 5 rain gardens. This network of pipes, structures, and structural Best Management Practices (BMP's) are critical components of the Town's transportation network allowing for the compliant management of stormwater while providing crossings of streams, rivers, wetlands, and other water resources. In many cases this infrastructure is original to the roadway construction and has deteriorated and beyond its useful life requiring replacement before failure. The Department's replacement strategy focuses on the highest risk culverts, where failure would have the most severe consequences such as major collector roads, arterial roadways and single ingress and egress neighborhoods while ensuring close coordination with planned road program projects.</p> <p>Over fiscal year 2023 and into 2024, work will focus on the design, permitting and construction of three major culverts and stream crossings including Ross Road at Ellison Brook, Bennett Road at Woodman Brook, Bennett Road at Corsey Brook and Bennett Road at Laroche Brook. Following the completion of CCTV inspections and on site evaluations in fiscal year 2021, as part of the development of an initial drainage master plan, two culverts on Bennett Road (Woodman and Corsey) and Ross Road were identified as priorities due to their deteriorated condition and the risk of failure they presented. The plan also included four major culverts and stream crossings conveying Littlehale Brook and Pettee Brook under Madbury and Edgewood Roads. These culverts were also identified as high risk based on their condition and potential impacts of failure. They consisted of stacked stone box culverts exceeding 72 feet in length, Corrugated Metal Pipe (CMP), concrete box culverts and Reinforced Concrete Pipe (RCP). Several deficiencies were documented including, falling and shifting stones, spalling concrete with exposed rebar, heavy corrosion and collapsed pipe and unstable headwalls and slopes. Design, permitting and bidding has recently been completed for the Littlehale at Madbury and Edgewood Roads and Pettee Brook at Edgewood Road with contract award expected to take place in September 2023 and construction to commence in spring 2024.</p> <p>Funding for the Ross Road culvert construction improvements has been included in the American Rescue Plan funding allocation for Fiscal Year 2022 in the amount of \$250,000 with additional ARPA funding totaling \$101,000 included within the fiscal year 2023 request. Additional funding proposed to be utilized for the Ross Road construction, planned for 2024 subject to finalization of design and receipt of wetland permits and favorable bids, includes state funding received for repair of bridge/stream crossings totaling approximately \$275,000. As noted above, engineering design and permitting in the amount of \$106,000, approved in Fiscal Year 2023 for additional culvert improvements will be utilized to continue to advance design of three culverts on Bennett Road conveying LaRoche Brook, Woodman Brook and Corsey Brook, on the western most segment of Bennett Road. This funding utilizes American Rescue Plan proceeds received in 2021 and 2022. Additionally, the Department is in receipt of a Congressionally Directed Funding Request (CDR) through the office of Senator Jeanne Shaheen in the amount of \$2,040,000 with a 20% cost share requirement. A portion of this cost share was included in the Fiscal Year 2023 approved capital plan with the balance of the 20% requirement or \$102,000 included within the 2024 capital request. Lastly, the conceptual engineering design and cost estimate for the Bennett Road culvert project has been completed which indicates an engineer's opinion of probable cost of \$2,973,000 for the Woodman and Corsey crossings. A request of \$423,000 for construction and \$339,250 for final engineering design or a total of \$762,250 is requested. As the Laroche brook crossing replacement has been determined to be less urgent due to its condition and reduced flooding hazard, we continue to evaluate replacement options and schedule and will include any capital funding requirements in a future year's request as needed. Please note due to ongoing volatility in the construction market and unfavorable bidding climate, reallocation of non-federal funding requested above may be necessary to facilitate the Ross Road culvert contract award planned for construction in 2024. In the event this occurs, supplemental capital funding will be requested in fiscal year 2025 for Bennett Road culvert construction.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING		
	FINAL DESIGN AND ENGINEERING	\$	339,250
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	525,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	864,250
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	864,250
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	864,250
IF BONDED:	NUMBER OF YEARS		
	TOTAL PRINCIPAL		
	TOTAL INTEREST		
	TOTAL ESTIMATED COST	#	VALUE!

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025 - 2032	PROJECT COST	\$85,000
DESCRIPTION	<i>Drainage System Rehabilitation - Culverts, Outfalls and Drainage Structures</i>	DEPARTMENT	<i>Public Works - Operations</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative, MS-4 Permit			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>The Drainage System Rehabilitation Program funds repair, replacement, additions, and major repairs to the Town's stormwater drainage system consisting of approximately 70 culverts, and outfalls, 30 drainage manholes, 525 catch basins, 10 miles of drain lines and 4 bioretention areas and 5 rain gardens. This network of pipes, structures, and structural Best Management Practices (BMP's) are critical components of the Town's roadway network allowing for the compliant management of stormwater while providing crossings of streams, rivers, wetlands, and other water resources. In many cases this infrastructure is aging and has deteriorated beyond its useful life requiring replacement before failure. This annual funding request allows for continued investment in this aging infrastructure on a yearly basis or as funds are accumulated for larger stormwater projects. Projects requiring larger funding amounts which exceed this annual appropriation will be included in the capital plan separately as needed.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	85,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	85,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	85,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	85,000
IF BONDED:	NUMBER OF YEARS		
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



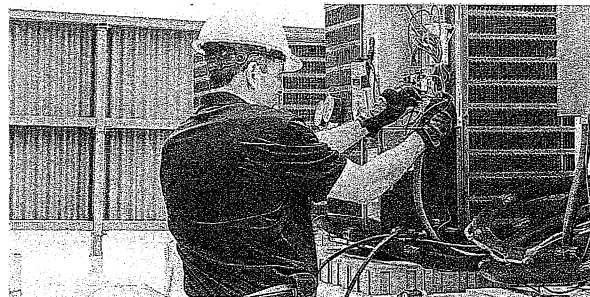
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2033	PROJECT COST	\$30,000
DESCRIPTION	Stormwater Management Program Permit Compliance	DEPARTMENT	Public Works - Operations
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative, MS-4 Permit			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>This program funds annual compliance with the EPA's National Pollution Discharge Elimination System Municipal Separate Storm Sewer System Phase II General Permit (NPDES MS4 Permit). The revised final permit, recently re-issued in 2018, requires towns to meet "Minimal Control Measures" to improve water quality within jurisdictional areas. These minimum control measures include: 1. Public education and outreach 2. Public involvement and participation 3. Illicit discharge detection and elimination 4. Construction-site stormwater runoff control 5. Post-construction stormwater management in new development and redevelopment 6. Pollution prevention and good housekeeping in municipal operations. In addition, Durham Public Works continues to advance its Drainage Master Plan development utilizing 3rd party engineering services. This will include an inventory, evaluation and condition assessment of all drainage infrastructure which will allow for the development of a drainage GIS layer and prioritization of drainage system rehabilitation.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	10,000
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	20,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	30,000
FINANCING	OPERATING BUDGET	\$	30,000
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	30,000
IF BONDED:	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



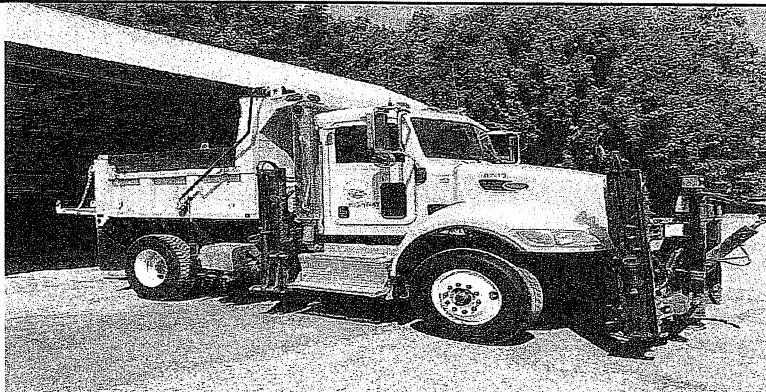
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2033	PROJECT COST	\$25,000
DESCRIPTION	<i>Facility Infrastructure Capital Rehabilitation and Replacement</i>	DEPARTMENT	<i>Public Works - Operations</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>The Heating, Ventilation, and Air Conditioning (HVAC) system is a critical infrastructure component of a facility. They provide a comfortable indoor environment for visitors and employees by controlling the temperature, humidity, and air quality. Appropriate investments in HVAC system will help ensure that it runs as efficiently as possible, avoiding costly breakdowns and premature failure of wear components. Other benefits include increased air quality and overall comfort. The HVAC systems within the newer Town facilities, namely the Town Hall, Police Station, and Library are advanced systems that require specialized training and licensing to service and repair. As these systems continue to age, necessary investments are essential for their continued uninterrupted operation. The fire sprinkler systems within the Town Hall and Library facilities are essential life safety infrastructure. In addition to yearly inspections and maintenance, three and five year full trip and hydrostatic inspections, dry sprinkler head testing and replacement are required to ensure their uninterrupted operation. Similar to the HVAC systems, specialized training and licensing is required to inspect, service, and repair. This capital request will cover the yearly costs associated with performing preventative maintenance on this equipment. Additionally, Durham Public Works is in the process of developing a Facility Infrastructure Capital Improvement Program which will address aging infrastructure within Town facilities. Future years under this Facility Infrastructure Preventative Maintenance Program will include the repair or replacement of items such as interior/exterior paint, roofing, siding, HVAC systems, carpet, tiles, windows, plumbing, electrical, landscaping, et cetera.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	25,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	25,000
FINANCING	OPERATING BUDGET	\$	25,000
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	25,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	VEHICLE COST	\$259,000
DESCRIPTION	Dump Truck 35,000 GVW	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Purchase of a 35,000 LB GVW (Gross Vehicle Weight) dump truck with sand/salt spreader, side wing and front plow.</p> <p>Durham Public Works has a fleet of six 35,000 LB GVW dump trucks that are on a 10 year replacement cycle. These front-line pieces of equipment are operated up to eight hours daily, four to five workdays per week. Their design and carrying capacity make them well-suited for transporting construction materials, aggregates, debris, and other essential supplies to and from job sites to facilitate activities such as road repairs, infrastructure upgrades, utility installations, and landscaping projects.</p> <p>Furthermore, these trucks assume a crucial role in Durham Public Works' Snow and Ice Control Program. During multifaceted winter weather events, these vehicles are mobilized as the front line defense for snow and ice control on 120 lane miles of Town roads. Equipped with snow plows and material spreaders, these vehicles efficiently clear pathways, ensuring safe and accessible roadways for residents and commuters during the challenging winter months. In cases where the demands of snow and ice removal operations surpass the capabilities of the internal fleet, Durham Public Works supplements its efforts by enlisting the support of qualified contractors.</p> <p>Durham Public Works procured a "swap loader" body configuration for this equipment in FY22. This setup involves equipping the truck cab and chassis with a hydraulic hook lift hoist. This feature enables seamless interchangeability of various truck bodies, and liquid deicing and anti-icing tankers. In instances where the Durham Public Works fleet is configured for winter plowing and deicing, swift changeovers are crucial. For example, during operations like addressing a water main break requiring a dump body, the new "swap loader" setup with a hydraulic hook lift hoist allows for the quick transition between the material spreader and dump body, in under five minutes. Durham Public Works is requesting funding in FY24 to purchase a second "swap loader" configuration as part of the truck procurement to add further flexibility and dependability to the Durham Public Works fleet. The Department is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. Durham Public Works' spare 35,000 GVW Truck, a 2012 Peterbilt, will be traded in as part of this acquisition. This legacy asset was a hold over from the 2022 procurement of the Department's 2022 International/Navistar Swap Loader Truck.</p> <p>Vehicle to be Replaced: Truck H-2, 2013 Peterbilt</p>			
ESTIMATED COST	PURCHASE PRICE	\$	120,000
	ACCESSORIES*	\$	164,000
	LESS TRADE-IN**	\$	(25,000)
	NET PURCHASE PRICE	\$	259,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	259,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	259,000
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	259,000
	TOTAL INTEREST (EST'D)	\$	21,000
	TOTAL PROJECT COST	\$	280,000



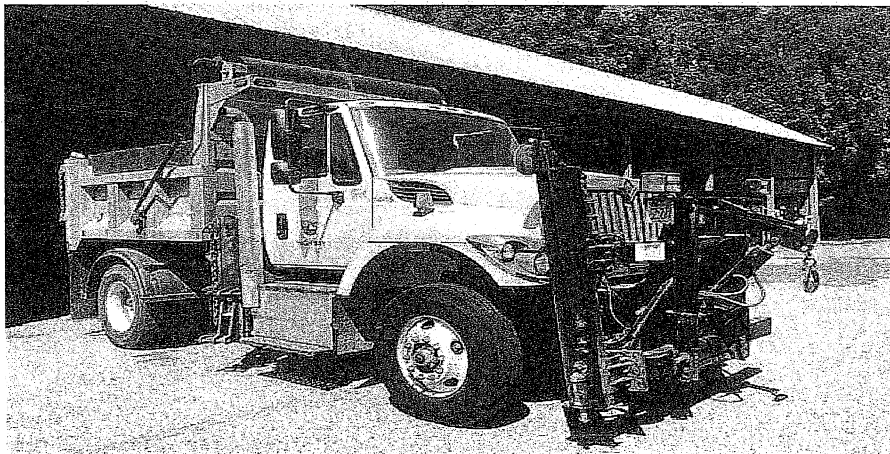
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	VEHICLE COST	\$230,000
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Purchase of a 35,000 LB GVW (Gross Vehicle Weight) dump truck with sand/salt spreader, side wing and front plow.</p> <p>Durham Public Works has a fleet of six 35,000 LB GVW dump trucks that are on a 10 year replacement cycle. These front-line pieces of equipment are operated up to eight hours daily, four to five workdays per week. Their design and carrying capacity make them well-suited for transporting construction materials, aggregates, debris, and other essential supplies to and from job sites to facilitate activities such as road repairs, infrastructure upgrades, utility installations, and landscaping projects.</p> <p>Furthermore, these trucks assume a crucial role in Durham Public Works' Snow and Ice Control Program. During multifaceted winter weather events, these vehicles are mobilized as the front line defense for snow and ice control on 120 lane miles of Town roads. Equipped with snow plows and material spreaders, these vehicles efficiently clear pathways, ensuring safe and accessible roadways for residents and commuters during the challenging winter months. In cases where the demands of snow and ice removal operations surpass the capabilities of the internal fleet, Durham Public Works supplements its efforts by enlisting the support of qualified contractors.</p> <p>Vehicle to be Replaced: Truck H-3, 2014 International/Navistar</p>			
ESTIMATED COST	PURCHASE PRICE	\$	126,000
	ACCESSORIES*	\$	114,000
	LESS TRADE-IN**	\$	(10,000)
	NET PURCHASE PRICE	\$	230,000
	*Accessories include lighting, plows, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	230,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	230,000
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	230,000
	TOTAL INTEREST (EST'D)	\$	16,600
	TOTAL PROJECT COST	\$	246,600



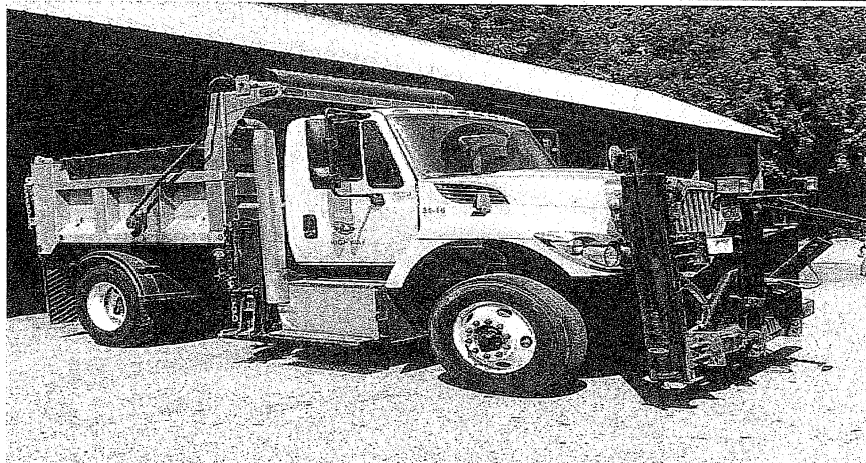
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	VEHICLE COST	\$241,250
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Purchase of a 35,000 LB GVW (Gross Vehicle Weight) dump truck with sand/salt spreader, side wing and front plow.</p> <p>Durham Public Works has a fleet of six 35,000 LB GVW dump trucks that are on a 10 year replacement cycle. These front-line pieces of equipment are operated up to eight hours daily, four to five workdays per week. Their design and carrying capacity make them well-suited for transporting construction materials, aggregates, debrs, and other essential supplies to and from job sites to facilitate activities such as road repairs, infrastructure upgrades, utility installations, and landscaping projects.</p> <p>Furthermore, these trucks assume a crucial role in Durham Public Works' Snow and Ice Control Program. During multifaceted winter weather events, these vehicles are mobilized as the front line defense for snow and ice control on 120 lane miles of Town roads. Equipped with snow plows and material spreaders, these vehicles efficiently clear pathways, ensuring safe and accessible roadways for residents and commuters during the challenging winter months. In cases where the demands of snow and ice removal operations surpass the capabilities of the internal fleet, Durham Public Works supplements its efforts by enlisting the support of qualified contractors.</p> <p>Vehicle to be Replaced: Truck H-4, 2015 International/Navistar</p>			
ESTIMATED COST	PURCHASE PRICE	\$	131,500
	ACCESSORIES*	\$	119,750
	LESS TRADE-IN**	\$	(10,000)
	NET PURCHASE PRICE	\$	241,250
	*Accessories include lighting, plows, radios, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	241,250
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	241,250
IF BONDED:	NUMBER OF YEARS	5	
	TOTAL PRINCIPAL	\$	241,250
	TOTAL INTEREST (EST'D)	\$	17,400
	TOTAL PROJECT COST	\$	258,650



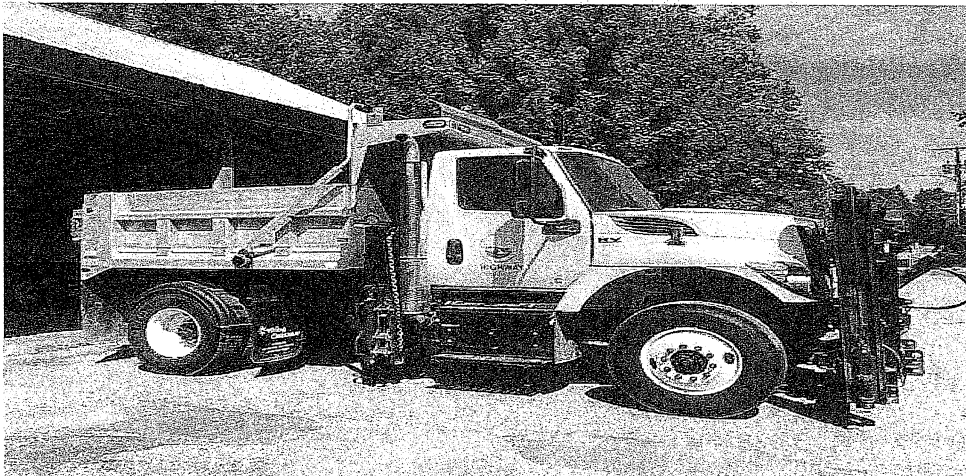
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2027	VEHICLE COST	\$253,300
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Purchase of a 35,000 LB GVW (Gross Vehicle Weight) dump truck with sand/salt spreader, side wing and front plow.</p> <p>Durham Public Works has a fleet of six 35,000 LB GVW dump trucks that are on a 10 year replacement cycle. These front-line pieces of equipment are operated up to eight hours daily, four to five workdays per week. Their design and carrying capacity make them well-suited for transporting construction materials, aggregates, debris, and other essential supplies to and from job sites to facilitate activities such as road repairs, infrastructure upgrades, utility installations, and landscaping projects.</p> <p>Furthermore, these trucks assume a crucial role in Durham Public Works' Snow and Ice Control Program. During multifaceted winter weather events, these vehicles are mobilized as the front line defense for snow and ice control on 120 lane miles of Town roads. Equipped with snow plows and material spreaders, these vehicles efficiently clear pathways, ensuring safe and accessible roadways for residents and commuters during the challenging winter months. In cases where the demands of snow and ice removal operations surpass the capabilities of the internal fleet, Durham Public Works supplements its efforts by enlisting the support of qualified contractors.</p> <p>Vehicle to be Replaced: Truck H-5, 2016 International/Navistar</p>			
ESTIMATED COST	PURCHASE PRICE	\$	137,530
	ACCESSORIES*	\$	125,770
	LESS TRADE-IN**	\$	(10,000)
	NET PURCHASE PRICE	\$	253,300
	*Accessories include lighting, plows, radios, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	253,300
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	253,300
IF BONDED:	NUMBER OF YEARS	5	
	TOTAL PRINCIPAL	\$	253,300
	TOTAL INTEREST (EST'D)	\$	18,000
	TOTAL PROJECT COST	\$	271,300



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2029	VEHICLE COST	\$266,000
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Purchase of a 35,000 LB GVW (Gross Vehicle Weight) dump truck with sand/salt spreader, side wing and front plow.</p> <p>Durham Public Works has a fleet of six 35,000 LB GVW dump trucks that are on a 10 year replacement cycle. These front-line pieces of equipment are operated up to eight hours daily, four to five workdays per week. Their design and carrying capacity make them well-suited for transporting construction materials, aggregates, debrs, and other essential supplies to and from job sites to facilitate activities such as road repairs, infrastructure upgrades, utility installations, and landscaping projects.</p> <p>Furthermore, these trucks assume a crucial role in Durham Public Works' Snow and Ice Control Program. During multifaceted winter weather events, these vehicles are mobilized as the front line defense for snow and ice control on 120 lane miles of Town roads. Equipped with snow plows and material spreaders, these vehicles efficiently clear pathways, ensuring safe and accessible roadways for residents and commuters during the challenging winter months. In cases where the demands of snow and ice removal operations surpass the capabilities of the internal fleet, Durham Public Works supplements its efforts by enlisting the support of qualified contractors.</p> <p>Vehicle to be Replaced: Truck H-6, 2019 International/Navistar</p>			
ESTIMATED COST	PURCHASE PRICE	\$	143,900
	ACCESSORIES*	\$	132,100
	LESS TRADE-IN**	\$	(10,000)
	NET PURCHASE PRICE	\$	266,000
	*Accessories include lighting, plows, radios, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	266,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	266,000
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	266,000
	TOTAL INTEREST (EST'D)	\$	18,600
	TOTAL PROJECT COST	\$	284,600



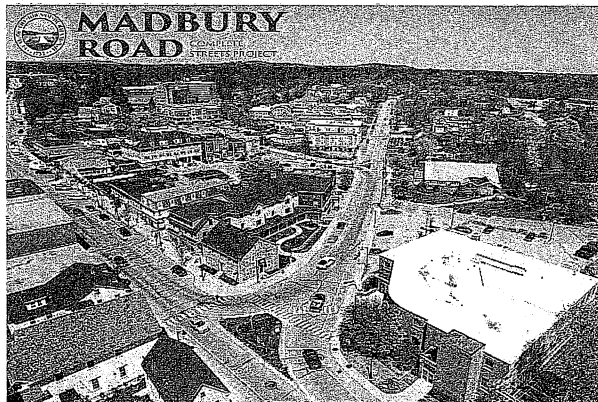
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2032	VEHICLE COST	\$279,300
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Purchase of a 35,000 LB GVW (Gross Vehicle Weight) dump truck with sand/salt spreader, side wing and front plow.</p> <p>Durham Public Works has a fleet of six 35,000 LB GVW dump trucks that are on a 10 year replacement cycle. These front-line pieces of equipment are operated up to eight hours daily, four to five workdays per week. Their design and carrying capacity make them well-suited for transporting construction materials, aggregates, debris, and other essential supplies to and from job sites to facilitate activities such as road repairs, infrastructure upgrades, utility installations, and landscaping projects.</p> <p>Furthermore, these trucks assume a crucial role in Durham Public Works' Snow and Ice Control Program. During multifaceted winter weather events, these vehicles are mobilized as the front line defense for snow and ice control on 120 lane miles of Town roads. Equipped with snow plows and material spreaders, these vehicles efficiently clear pathways, ensuring safe and accessible roadways for residents and commuters during the challenging winter months. In cases where the demands of snow and ice removal operations surpass the capabilities of the internal fleet, Durham Public Works supplements its efforts by enlisting the support of qualified contractors.</p> <p>Vehicle to be Replaced: Truck H-7, 2019 International/Navistar</p>			
ESTIMATED COST	PURCHASE PRICE	\$	150,500
	ACCESSORIES*	\$	138,800
	LESS TRADE-IN**	\$	(10,000)
	NET PURCHASE PRICE	\$	279,300
	*Accessories include lighting, plows, radios, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	279,300
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	279,300
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	279,300
	TOTAL INTEREST (EST'D)	\$	19,000
	TOTAL PROJECT COST	\$	298,300



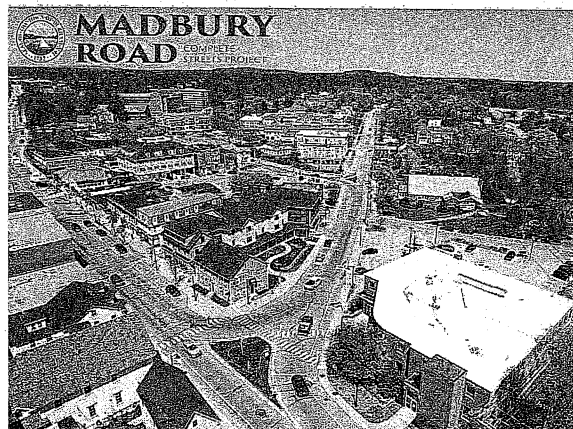
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$2,286,000
DESCRIPTION	Madbury Road Roadway, Sidewalk, Drainage Streetscape Complete Streets Project - Construction	DEPARTMENT	Public Works - Operations
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>Madbury Road is approximately 6,500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was transferred to Town ownership from the State of New Hampshire 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 raveling, delamination, longitudinal and alligator cracking, rutting, settlement, and base failure. The sidewalks and curb ramps are ADA non-compliant and curb reveal is minimal or non-existent in some areas. The drainage system is undersized with drainage structures and drainage pipeline in a deteriorated condition. On September 13th, 2021, the Town Council approved a contract award in the amount of \$1,142,898.00 to VHB Engineering to provide design engineering services for the reconstruction of Madbury Road. The Madbury Road design project team has taken a "Complete Streets" approach, which includes evaluating and constructing multi-modal transportation improvements where possible, including traffic calming and pedestrian and bicycle accommodations. The design will also include a sustainable environmental approach to construction of public infrastructure, incorporating low impact development stormwater features, and environmentally conscious construction techniques and materials. A robust public involvement component has been developed to ensure all stakeholder's perspectives are considered within the design and incorporated where possible. The project team has developed a GIS "Story Map" using interactive maps to solicit feedback and hosted public information meetings on June 15th and October 6th, 2022 and is planning an additional meeting in the September/October timeframe to share updated design concepts with project stakeholders. Project components include culvert rehabilitation and replacement, stormwater and drainage system reconstruction, water distribution system and sewer collection system rehabilitation and replacement and roadway, sidewalk, streetscape reconstruction. The project has been divided into 3 separate segments, drainage/streetscape, water, and sewer. The project construction timeline includes four separate phases annually through 2026. The first phase which includes the reconstruction of the Littlehale Creek over Edgewood Road culvert and a rehabilitation of the Littlehale Creek over Madbury Road culvert will be awarded in September 2023 with construction anticipated to begin in Spring 2024. The Public Works Department continues to aggressively pursue grant and principal forgiveness opportunity and has been successful in receiving \$800,000 in American Rescue Plan Act (ARPA) Funding and principal forgiveness thus far through the State Revolving Loan Fund Program. The proposed funding requests annually through Fiscal Year 2026 will provide the necessary funding to design and construct the Madbury Road Complete Streets Project.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	2,286,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	2,286,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	2,286,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	2,286,000
IF BONDED:	NUMBER OF YEARS		20
	TOTAL PRINCIPAL	\$	2,286,000
	TOTAL INTEREST	\$	1,307,000
	TOTAL ESTIMATED COST	\$	3,593,000



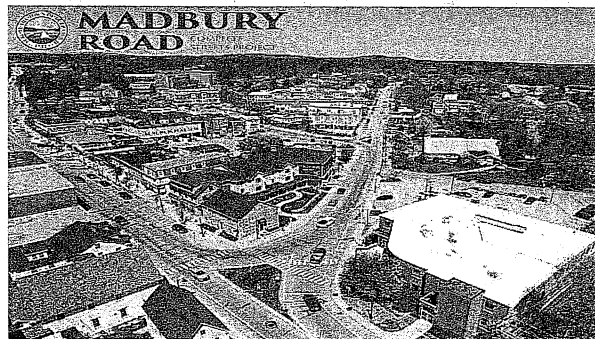
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$2,298,000
DESCRIPTION	Madbury Road Roadway, Sidewalk, Drainage Streetscape Complete Streets Project - Construction	DEPARTMENT	Public Works - Operations
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>Madbury Road is approximately 6,500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was transferred to Town ownership from the State of New Hampshire 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 raveling, delamination, longitudinal and alligator cracking, rutting, settlement, and base failure. The sidewalks and curb ramps are ADA non-compliant and curb reveal is minimal or non-existent in some areas. The drainage system is undersized with drainage structures and drainage pipeline in a deteriorated condition. On September 13th, 2021, the Town Council approved a contract award in the amount of \$1,142,898.00 to VHB Engineering to provide design engineering services for the reconstruction of Madbury Road. The Madbury Road design project team has taken a "Complete Streets" approach, which includes evaluating and constructing multi-modal transportation improvements where possible, including traffic calming and pedestrian and bicycle accommodations. The design will also include a sustainable environmental approach to construction of public infrastructure, incorporating low impact development stormwater features, and environmentally conscious construction techniques and materials. A robust public involvement component has been developed to ensure all stakeholder's perspectives are considered within the design and incorporated where possible. The project team has developed a GIS "Story Map" using interactive maps to solicit feedback and hosted public information meetings on June 15th and October 6th, 2022 and is planning an additional meeting in the September/October timeframe to share updated design concepts with project stakeholders. Project components include culvert rehabilitation and replacement, stormwater and drainage system reconstruction, water distribution system and sewer collection system rehabilitation and replacement and roadway, sidewalk, streetscape reconstruction. The project has been divided into 3 separate segments, drainage/streetscape, water, and sewer. The project construction timeline includes four separate phases annually through 2026. The first phase which includes the reconstruction of the Littlehale Creek over Edgewood Road culvert and a rehabilitation of the Littlehale Creek over Madbury Road culvert will be awarded in September 2023 with construction anticipated to begin in Spring 2024. The Public Work Department continues to aggressively pursue grant and principal forgiveness opportunity and has been successful in receiving \$800,000 in American Rescue Plan Act (ARPA) Funding and principal forgiveness thus far through the State Revolving Loan Fund Program. The proposed funding requests annually through Fiscal Year 2026 will provide the necessary funding to design and construct the Madbury Road Complete Streets Project.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	2,298,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	2,298,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	2,298,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	2,298,000
IF BONDED:	NUMBER OF YEARS		20
	TOTAL PRINCIPAL	\$	2,298,000
	TOTAL INTEREST	\$	1,322,400
	TOTAL ESTIMATED COST	\$	3,620,400



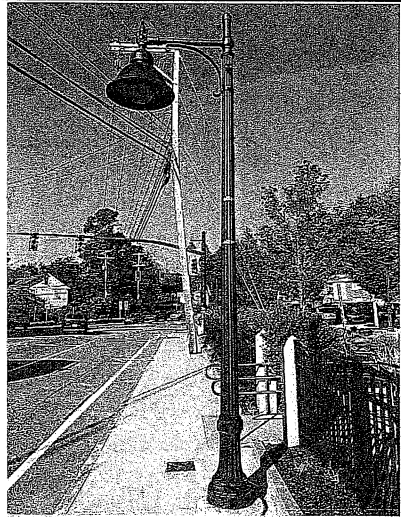
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	PROJECT COST	\$2,257,000
DESCRIPTION	Madbury Road Roadway, Sidewalk, Drainage Streetscape Complete Streets Project - Construction	DEPARTMENT	Public Works - Operations
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>Madbury Road is approximately 6,500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was transferred to Town ownership from the State of New Hampshire 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 raveling, delamination, longitudinal and alligator cracking, rutting, settlement, and base failure. The sidewalks and curb ramps are ADA non-compliant and curb reveal is minimal or non-existent in some areas. The drainage system is undersized with drainage structures and drainage pipeline in a deteriorated condition. On September 13th, 2021, the Town Council approved a contract award in the amount of \$1,142,898.00 to VHB Engineering to provide design engineering services for the reconstruction of Madbury Road. The Madbury Road design project team has taken a "Complete Streets" approach, which includes evaluating and constructing multi-modal transportation improvements where possible, including traffic calming and pedestrian and bicycle accommodations. The design will also include a sustainable environmental approach to construction of public infrastructure, incorporating low impact development stormwater features, and environmentally conscious construction techniques and materials. A robust public involvement component has been developed to ensure all stakeholder's perspectives are considered within the design and incorporated where possible. The project team has developed a GIS "Story Map" using interactive maps to solicit feedback and hosted public information meetings on June 15th and October 6th, 2022 and is planning an additional meeting in the September/October timeframe to share updated design concepts with project stakeholders. Project components include culvert rehabilitation and replacement, stormwater and drainage system reconstruction, water distribution system and sewer collection system rehabilitation and replacement and roadway, sidewalk, streetscape reconstruction. The project has been divided into 3 separate segments, drainage/streetscape, water, and sewer. The project construction timeline includes four separate phases annually through 2026. The first phase which includes the reconstruction of the Littlehale Creek over Edgewood Road culvert and a rehabilitation of the Littlehale Creek over Madbury Road culvert will be awarded in September 2023 with construction anticipated to begin in Spring 2024. The Public Work Department continues to aggressively pursue grant and principal forgiveness opportunities and has been successful in receiving \$800,000 in American Rescue Plan Act (ARPA) Funding and principal forgiveness thus far through the State Revolving Loan Fund Program. The proposed funding requests annually through Fiscal Year 2026 will provide the necessary funding to design and construct the Madbury Road Complete Streets Project.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	2,257,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	2,257,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	2,257,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	2,257,000
IF BONDED:	NUMBER OF YEARS	20	
	TOTAL PRINCIPAL	\$	2,257,000
	TOTAL INTEREST	\$	1,283,100
	TOTAL ESTIMATED COST	\$	3,540,100



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$50,000
DESCRIPTION	<i>Decorative Light Pole Painting</i>	DEPARTMENT	<i>Public Works - Buildings and Grounds</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Durham Public Works is responsible for the comprehensive maintenance of 123 decorative lights in the downtown corridor. These poles require periodic painting to ensure their aesthetic appeal and structural integrity. Prolonged exposure to environmental factors such as sunlight, rain, and deicing materials cause the paint on the poles to degrade overtime. Painting serves as a protective measure to prevent corrosion and rust that could compromise the poles' structural integrity. Additionally, regular painting enhances the overall visual quality of the downtown corridor. Durham Public Works is requesting \$50,000 for the completion of this project which will occur in phases over several years to minimize traffic and parking impacts.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	50,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	50,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	50,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	50,000
IF BONDED	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

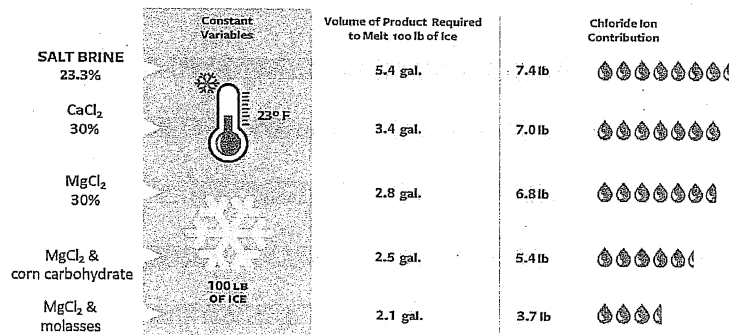
PROJECT YEAR	2024	PROJECT COST	\$36,000
DESCRIPTION	<i>Pedestrian Safety Improvements</i>	DEPARTMENT	<i>Public Works - Operations</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The Town of Durham is working collaboratively with the University of New Hampshire to conduct a Pedestrian Crossing Safety Review on several crosswalks throughout Town and on campus. In June 2023, the team contracted with Engineering firm Tighe and Bond and a Professional Traffic Operations Engineer (PTOE) to undertake a review of the crosswalks to identify immediate "near term" enhancements (i.e. signage, pavement markings, lighting adjustments, sightline improvements) which 1) comply with the Manual on Uniform Traffic Control Devices (MUTCD), 2) are contextually appropriate and 3) are appropriate based on the mix of users (pedestrians, cyclists and motorists). The review will also include development of a 1-3 year improvement plan for the identified study area roadways and crosswalks which will require larger capital investments including potentially, Rectangular Rapid Flashing Beacons (RRFB), roadway geometric changes and crosswalk relocation. The Town has previously identified locations, including Newmarket Road (Route 108) where a RRFB is desirable following further consultation and discussion with relevant boards and committees, including HDC/Heritage Commission. This capital request includes the procurement and installation of 2 sets of solar powered RRFB's with required signage/retrofits.</p>			
ESTIMATED COST	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	36,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	36,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	36,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	36,000
IF BONDED	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

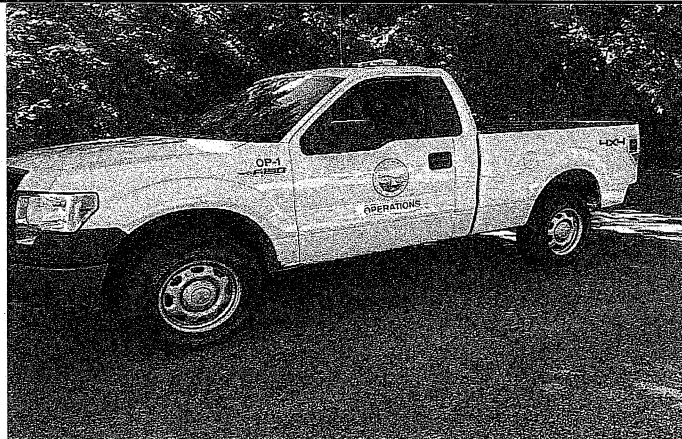
PROJECT YEAR	2024	EQUIPMENT COST	\$45,000
DESCRIPTION	<i>Deicing Material Reduction Program</i>	DEPARTMENT	<i>Public Works - Operations</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>In the Department's continued efforts to increase cost efficiency and employ sustainable practices in our snow fighting program, Durham Public Works has adopted the use of treated salt and Organic Based Performance Enhanced liquids (OBPE) in its winter maintenance operations. This Type 2 treated salt is rock salt which has been fully encapsulated with OBPE liquids. Organic Based Performance Enhanced liquids are created to strict specifications and are comprised of a refined carbohydrate source, such as molasses, blended with premium magnesium chloride. These premium liquids are designed for instant melting results, reduced corrosion impact, working at lower temperatures, ensuring the material applied remains on the roadway and has lasting residual effectiveness. This material is specifically designed for anti-icing, direct application de-icing, frost prevention and prewetting of solids.</p> <p>The addition of the first swap loader interchangeable truck system into the Durham Public Works fleet in FY 2023 provides significant flexibility. It enables the Department to utilize the existing and proposed 2024 swap loader trucks for the application of these enhanced magnesium chloride liquids during winter events, without the need for a separate and dedicated cab and chassis. This capital request of \$45,000 includes the purchase of a 925-gallon skidded tank and roadway liquid application system. This skidded tank, spray bar and controller system along with two, 3,000-gallon storage tanks would enable Durham Public Works to store and apply these OBPE liquids prior to and during winter storm events, furthering our efforts to decrease sodium chloride usage while providing safe conditions for the traveling public.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	45,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	45,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	45,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	45,000
IF BONDED	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	45,000
	TOTAL INTEREST (EST'D)	\$	3,600
	TOTAL PROJECT COST	\$	48,600

Lbs of chloride ion contributed when melting 100 lb of ice, at 23° F



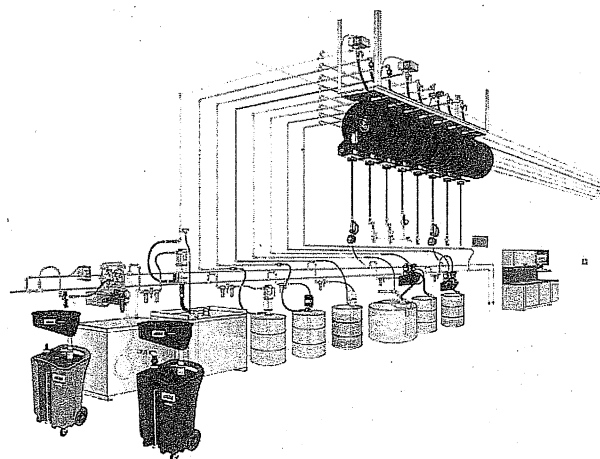
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	VEHICLE COST	\$71,000
DESCRIPTION	3/4 Ton Pick-Up Replacement	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2013 Ford F-150 Pick-Up Truck is scheduled for replacement in 2024. This vehicle is the Assistant Public Works Director's daily means of transportation. This employee is responsible for the planning and supervision of routine and emergency operations in the Highway, Buildings & Grounds, Traffic Control, Solid Waste, and Water Divisions. The existing 2013 Ford F-150 1/2 Ton Pick-up averages 10,000 miles per year and is beginning to experience more frequent mechanical and electrical repairs due to its age. Durham Public Works is proposing to purchase a 3/4 Ton, Four-Wheel Drive Pick-Up Truck to accommodate a plow package. This upgrade will allow the Department to utilize the vehicle more effectively during snow and ice control operations. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. This vehicle is on a 10-12 year replacement plan.</p>			
Vehicle to be Replaced: 2013 Ford F-150			
ESTIMATED COST	PURCHASE PRICE	\$	63,000
	ACCESSORIES*	\$	9,000
	LESS TRADE-IN**	\$	1,000
	NET PURCHASE PRICE	\$	71,000
*Accessories include lighting, radios, striping, misc. equipment.			
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	71,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	71,000
IF BONDED:	NUMBER OF YEARS	\$	5
	TOTAL PRINCIPAL	\$	71,000
	TOTAL INTEREST (EST'D)	\$	3,825
	TOTAL PROJECT COST	\$	74,825



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$15,000
DESCRIPTION	<i>Motor Vehicle Lubrication Distribution System Replacement</i>	DEPARTMENT	<i>Public Works- Operations</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The Motor Vehicle Lubrication Distribution System at Durham Public Works requires replacement. Originally installed in 1996, the Lubrication Distribution System utilizes a bank of hoses, pumps, and compressed air to simultaneously distribute different types of motor vehicle fluids from storage tanks to a centralized location in the Durham Public Works maintenance garage. This system allows technicians to quickly and conveniently access the right lubricant for each specific application without having to change hoses or containers frequently. A lubrication system with multiple fluid hoses allows for the right fluid to be delivered for each maintenance task, optimizing performance, and extending the equipment's lifespan. Furthermore, as industry requirements or equipment specifications change, a lubrication system with multiple fluid hoses can adapt to accommodate new lubricants or fluids, providing flexibility in the maintenance process. The current system is near the end of its useful life with several of the hoses, hose reels, and pumps requiring replacement in the short term.</p>			
ESTIMATED COST	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	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	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	15,000
IF BONDED	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	EQUIPMENT COST	\$25,000
DESCRIPTION	<i>Vibratory Roller Replacement</i>	DEPARTMENT	<i>Public Works - Operations</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 1998 Bomag BW 90 AD Vibratory Roller is scheduled for replacement in 2025 when it will be 27 years old. This piece of heavy equipment is utilized specifically for construction and road maintenance projects. Vibratory rollers are used for achieving optimal compaction and surface smoothness of various materials, such as soil, asphalt, and concrete. The significance of these pieces of equipment is found in their ability to efficiently and uniformly compact materials to provide a stable foundation for road and construction projects, increasing load-bearing capacity and resistance to settlement and deformation. Due to the age and mechanical condition of the 1998 Bomag BW 90 AD, it's reliability and repair history have become a concern for this front line piece of equipment. Significant investments in several critical mechanical components are required in both the short and long-term. The 1998 Bomag BW 90 AD will be traded in as part of the procurement process.</p> <p>Equipment to be Replaced: 1998 Bomag BW 90 AD</p>			
ESTIMATED COST	PURCHASE PRICE	\$	26,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	1,000
	NET PURCHASE PRICE	\$	25,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	25,000
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	25,000
IF BONDED	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	EQUIPMENT COST	\$35,000
DESCRIPTION	<i>Mobile Air Compressor Replacement</i>	DEPARTMENT	<i>Public Works - Operations</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Durham Public Works is proposing to replace the Department's 2006 Mobile Air Compressor in 2025. This vital piece of equipment delivers compressed air to an array of pneumatic hand tools and machinery at remote sites. Notably, it supplies the pneumatic power requirements to operate pavement and concrete saws, jack hammers, small plate compactors, and impact wrenches, among other tools. The versatility and portability of this equipment make it critical asset, enabling the completion of various construction, repair, and maintenance tasks across different locations. This piece of equipment is on a 15 year replacement program.</p>			
<p>Equipment to be replaced: 2006 Sullivan/Palatek D210</p>			
ESTIMATED COST	PURCHASE PRICE	\$	35,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	35,000
*Accessories include lighting, radios, striping, misc. equipment.			
FINANCING	OPERATING BUDGET	\$	35,000
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	35,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	EQUIPMENT COST	\$295,000
DESCRIPTION	<i>Front End Loader Replacement</i>	DEPARTMENT	<i>Public Works - Operations</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2004 Volvo L60 Front End Loader is scheduled for replacement in 2024 but due to its condition, replacement will likely be deferred until 2025 or 2026 when it will be 21- 22 years old. This highly versatile front line piece of equipment is used for loading, digging, grading, leveling, lifting, and transporting various materials such as dirt, gravel, sand, debris, snow, and construction materials. This versatility allows Durham Public Works to efficiently tackle different types of projects without the need for multiple specialized machines. Specifically, during multifaceted severe weather and other emergency events, the capabilities of the Front End Loader make it an invaluable piece of equipment. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. Durham Public Works' spare Front End Loader, a 1990 John Deere 544E will be traded in as part of this acquisition. This legacy asset was a hold over from the 2017 procurement of the Department's Volvo L70.</p> <p>Equipment to be Replaced: 1990 John Deere 544E</p>			
ESTIMATED COST	PURCHASE PRICE	\$	300,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	5,000
	NET PURCHASE PRICE	\$	295,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	295,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	295,000
IF BONDED	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	295,000
	TOTAL INTEREST (EST'D)	\$	19,800
	TOTAL PROJECT COST	\$	314,800



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	PROJECT COST	\$1,300,000
DESCRIPTION	<i>Longmarsh Road Bridge</i>	DEPARTMENT	<i>Public Works - Operations</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Dept Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>This project includes the replacement of the existing culverts at the Longmarsh Road crossing of Longmarsh Brook with a 59 foot clear span bridge. The Longmarsh Road crossing over Longmarsh Brook is a causeway like structure consisting of two 60-inch diameter corrugated metal pipes (CMP) with dry-laid stone headwalls. The existing structure was constructed in the 1980's and has been reconstructed after being washed out during storm events in 2006, 2007, and 2010. The combination of a low roadway profile elevation over Longmarsh Brook and the inadequate hydraulic capacity of the existing culverts results in overtopping of the roadway during extreme storm events. The proposed improvements involve both replacement of the existing structure for one with a greater hydraulic capacity and increasing the roadway profile elevation at the low point of the crossing. The Town previously had a FEMA Hazard Mitigation grant but due to the costs of the construction, the project was not able to demonstrate cost effectiveness under FEMA's benefit-to-cost analysis criteria.</p> <p>Other sources of funding including State Bridge Aid will be explored. In addition the Department is also moving forward with design of the Bennett Road culverts and roadway improvements to raise the roadway profiles above the 100 year flood elevation. This will provide a benefit for those residents unable to access their property during extreme storm events. In FY22, the Town was awarded non-financial technical assistance through the Seacoast Flood Smart Program in order to help NH coastal communities in accessing FEMA Hazard Mitigation Assistance (HMA) Grants.</p>			
ESTIMATED COSTS:			
	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	150,000
	CONSTRUCTION COSTS	\$	1,150,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	1,300,000
FINANCING			
	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	1,300,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	1,300,000
IF BONDED:			
	NUMBER OF YEARS		20
	TOTAL PRINCIPAL	\$	1,300,000
	TOTAL INTEREST	\$	682,500
	TOTAL ESTIMATED COST	\$	1,982,500



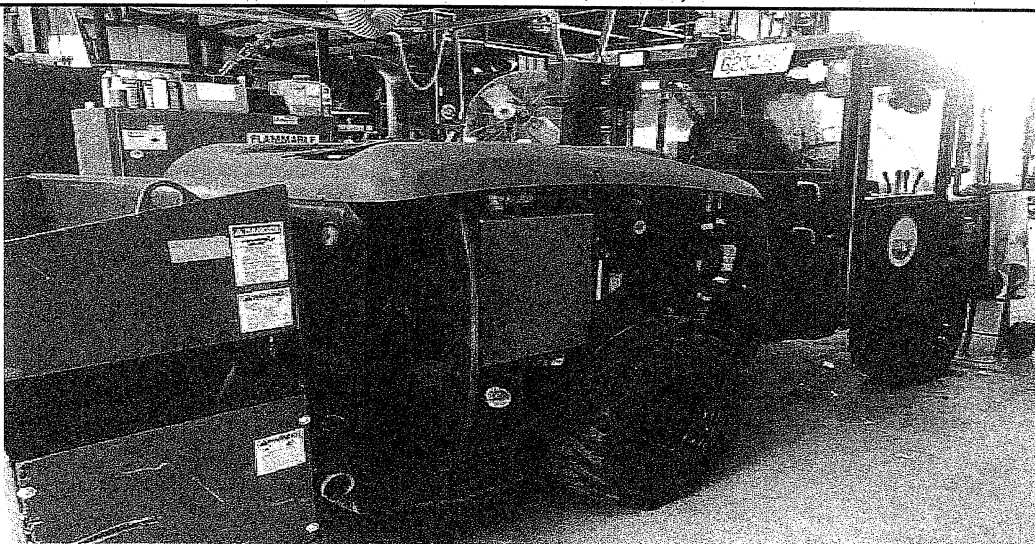
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2026	EQUIPMENT COST	\$37,000
DESCRIPTION	<i>Engineering Jeep Replacement</i>	DEPARTMENT	<i>Public Works - Operations/Engineering</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2014 Jeep Patriot is scheduled for replacement in 2026. This vehicle serves to transport the Engineering Division between various job sites, sometimes traversing rugged terrain. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. This vehicle is on a 10-12 year replacement plan.</p> <p>Vehicle to be Replaced: 2014 Jeep Patriot</p>			
ESTIMATED COST	PURCHASE PRICE	\$	40,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	(3,000)
	NET PURCHASE PRICE	\$	37,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	37,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	37,000
IF BONDED	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	37,000
	TOTAL INTEREST (EST'D)	\$	2,700
	TOTAL PROJECT COST	\$	39,700



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2027	EQUIPMENT COST	\$240,000
DESCRIPTION	<i>Sidewalk Plow Tractor Replacement</i>	DEPARTMENT	<i>Public Works - Operations</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2012 Maclean MV2 Sidewalk Tractor is scheduled for replacement in 2027. Durham has over 15 miles of sidewalks, many of which receive significant daily use. Durham Public Works is requesting funding to purchase a Prinoth SW50 which is a municipal snow removal vehicle engineered and designed for snow removal and clearing of sidewalks in compact municipal settings. The Prinoth SW50 is equipped with a versatile quick-mount attachment system, allowing it to be fitted with various standard skid-steer implements like snow blowers, power angle front blades, and V-plows. This specialized, powerful tracked vehicle is capable of handling even the most challenging snow and ice clearing tasks, especially in tight spaces, making it highly effective during severe storms. Additionally, the Prinoth SW50 serves as an efficient snow blower, enabling quick loading of trucks during snow removal operations. This feature is particularly valuable for efficiently managing the snow removal and hauling processes in Durham's business district and parking lots. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions.</p>			
Vehicle to be Replaced: 2012 Maclean MV2 Sidewalk Tractor			
ESTIMATED COST	PURCHASE PRICE	\$	243,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	3,000
	NET PURCHASE PRICE	\$	240,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	240,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	240,000
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	240,000
	TOTAL INTEREST (EST'D)	\$	20,100
	TOTAL PROJECT COST	\$	260,100



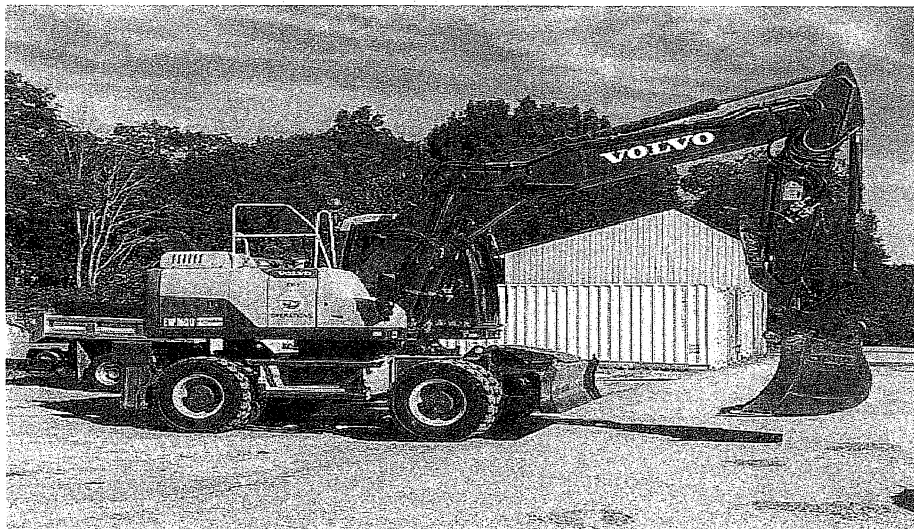
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2027	EQUIPMENT COST	\$67,000
DESCRIPTION	Pickup Truck Replacement - Dodge Ram 2500	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Durham Public Works will be replacing the Operations Manager's 2017 Dodge Ram 2500 Pick-up truck in 2027. This vehicle serves as an essential means of transportation for the Operations Manager, dedicated to the daily upkeep and management of critical infrastructure, including roads, bridges, dams, utilities, traffic control, stormwater management, snow plowing, emergency response and annual cleanups. Considering the wide range of responsibilities assigned, it is imperative that the replacement truck be outfitted with the necessary features to accommodate various pieces of specialized equipment and responses. The truck must be capable of transporting tools such as chain saws, pavement saws, mechanical equipment, repair tools, hand tools, marking paints, survey equipment, and other necessary gear. To meet these requirements, Durham Public Works proposes replacing the current vehicle with a one-ton truck, incorporating a utility body and plow package. The utility body ensures ample storage and organizational capacity for the various equipment and tools utilized by the Operations Manager. Additionally, the inclusion of a plow package enhances the vehicle's useability during snow plowing operations, further optimizing its functionality throughout the year. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. This vehicle is on a 10-12 year replacement plan.</p> <p>Vehicle to be Replaced: 2017 Dodge Ram 2500</p>			
ESTIMATED COST	PURCHASE PRICE	\$	72,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	(5,000)
	NET PURCHASE PRICE	\$	67,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	67,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	67,000
IF BONDED	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	67,000
	TOTAL INTEREST (EST'D)	\$	4,275
	TOTAL PROJECT COST	\$	71,275



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2030	EQUIPMENT COST	\$232,500
DESCRIPTION	<i>Replacement of Rubber Tired Excavator</i>	DEPARTMENT	<i>Public Works Operations/ Water</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2013 Volvo EW160D Rubber-Tired Excavator is scheduled for replacement in 2030. This is one of the most critical pieces of front-line equipment for Public Works projects and emergencies, delivering a multitude of indispensable benefits across various critical tasks and Divisions. The excavator's versatility allows it to be utilized across nearly all of our Public Works projects. It is irreplaceable when faced with water main breaks, performing roadside mowing, completing large and small drainage projects, excavating culverts, and roadside ditching. The machine's rubber tires add a valuable dimension to its capabilities, enabling it to be driven from site to site. This mobility feature eliminates the need for additional transportation equipment, streamlining logistics and reducing operational costs. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions.</p> <p>The total cost for this piece of equipment is \$310,000. The cost is being shared 75% Operations and 25% Water Fund.</p> <p>Vehicle to be Replaced: 2013 Volvo EW160 D Rubber-Tired Excavator</p>			
ESTIMATED COST	PURCHASE PRICE	\$	232,500
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	232,500
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	232,500
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	232,500
IF BONDED	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	232,500
	TOTAL INTEREST (EST'D)	\$	38,400
	TOTAL PROJECT COST	\$	270,900



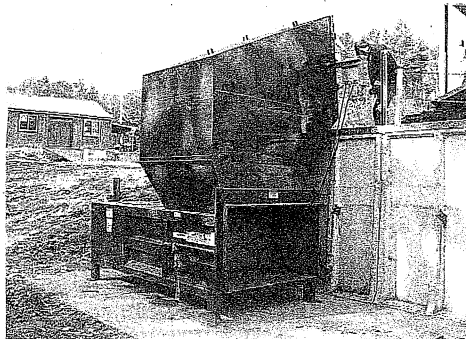
CAPITAL IMPROVEMENT PROGRAM

Page #

85	<i>Public Works - Sanitation Division</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
86	Transfer Station Facility Improvements	350,000									
87	Refuse/Recycling Collection Vehicle Replacement - Automated Collection Program		1,225,000								
	PW - SANITATION TOTALS	350,000	1,225,000	-	-	-	-	-	-	-	-

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$350,000
DESCRIPTION	<i>Transfer Station Facility Improvements</i>	DEPARTMENT	<i>Public Works - Sanitation</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Durham Public Works is requesting funding in fiscal year 2024 to implement facility improvements meant to increase operational efficiencies at the Raymond A. LaRoche, Sr. Transfer Station and Recycling Center. The proposed improvements include measures to optimize traffic flow, increase public safety and user convenience along the saw-tooth wall through the incorporation of protective barriers, improved signage and elevated MSW and recycling disposal locations.</p> <p>The proposed plan integrates ground-mounted MSW and single stream recycling stationary compactors with standard detachable and enclosed roll-off containers. This much needed addition will significantly streamline the waste handling process, resulting in more resource efficient and sustainable facility operations. Presently, Durham Public Works utilizes a backhoe for the compaction of materials within the roll-off containers. This antiquated method produces a relatively low compaction rate ranging between 3 to 5 tons per rolloff container. Incorporating ground-mounted material compactors will substantially enhance compaction rates for MSW, ranging between 10-12 tons per container. This increase in compaction efficiency will reduce the number of landfill disposal trips by Solid Waste Division Operators by 65%, which translates into a significant reduction in diesel fuel consumption, vehicle wear and tear, increased productivity, and a substantial reduction in greenhouse gas emissions. This funding proposal encompasses the procurement of four compactors, six material containers, and all related construction expenses. The inclusion of two spare containers ensures seamless operations, preventing any disruptions in the event a container reaches its capacity during a time when the facility is open to the public.</p> <p>The facility currently operates under a multi-stream recycling collection setup, with discreet disposal locations for specific commodities such as commingled containers, mixed paper, aluminum cans, and old corrugated containers. This arrangement often results in crossover traffic flows, backing of vehicles, unnecessary pedestrian traffic and recurrent bottlenecks around individual disposal locations frequently creating less than desirable conditions for facility users. Durham Public Works is proposing to reconfigure the existing layout to allow for the addition of the ground-mounted material compactors and facilitate the transition towards a single-stream recycling program. This reconfiguration will include two redundant locations for the disposal of household trash and single-stream recycling compactors/containers, in a revised configuration with the goal of mitigating traffic and pedestrian safety concerns.</p> <p>Furthermore, a redesigned traffic pattern with new paint markings will improve the facility traffic flow of the approximately 600 daily visitors. The increased popularity of the Linda Hollister Swap Shop over several years has resulted in logistical hurdles associated with the lack of available parking. This congestion will be reduced by an expansion of the parking capacity on the Northwestern side of the facility and designating parking adjacent to the swap-shop for active loading/unloading only. This will reduce chokepoints at the exit of the facility, further streamlining traffic flow.</p> <p>Lastly, within this funding proposal, provisions are made for the installation of Occupational Safety and Health Administration (OSHA) compliant protective barriers encircling the upper perimeter of the saw-tooth wall. This important addition will aid in ensuring a secure and risk-mitigated environment for facility users.</p>			
ESTIMATED COST	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	350,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	350,000
FINANCING	OPERATING BUDGET	\$	-
	BOND - TOWN PORTION	\$	350,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS		
IF BONDED	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	350,000
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	350,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$1,225,000
DESCRIPTION	<i>Automated Curbside Collection Vehicles</i>	DEPARTMENT	<i>Public Works- Sanitation</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Durham Public Works' Curbside Municipal Solid Waste Collection Program consists of two collection vehicles that operate four days per week. Each vehicle is operated by a single collection equipment operator and services approximately 1,900 collection points, collecting an average of 40,000 pounds of household trash and 24,000 pounds of recycling per week. While these semi-automated collection vehicles are capable of mechanically hoisting certain receptables, the majority of the containers setout curbside requires manual loading by the single collection equipment operator, as it is not in a receptable compatible with automatic hoisting. Collection efficiencies are further reduced by uncontained household trash and recycling which is frequently windblown, lending itself to unsightly areas and animal scavenging. These factors significantly reduce Durham Public Works' ability to maintain right-of-way cleanliness. Over the past two years, Durham Public Works prioritized this issue and began to explore the potential advantages that would result from the transition to what has become an industry standard of a fully automated curbside collection program, complete with uniform collection carts. Automated Collection Equipment Operators of automated curbside collection vehicles utilize a remotely operated telescoping arm from the driver's seat to unload material carts, eliminating the need to exit the vehicle at each collection point.</p> <p>To further understand the details of the current program, the Department undertook a series of comprehensive curbside audits targeting the network of approximately 1,900 collection points. These audits were designed to gather information on metrics such as program participation, quantity of disposed materials and recycling participation and contamination levels. Additionally, to gain a further understanding of the potential program benefits, the Department had consultations with surrounding municipalities who have established similar programs, as well as, soliciting input from automated collection vehicle manufacturers. Based on these discussions, it was determined that the average community with an established automated collection program can collect 700-900 stops per day with an aggregate material weight of 10-12 tons utilizing a single truck and operator. Based on the results of the curbside audit and combined with industry standards, Durham Public Works is projecting that their Curbside Municipal Solid Waste Collection Program could be completed with a single truck over the course of three days, inclusive of conversion of the commercial recycling route to cart based automated collection. This increase in efficiency would result in the reduction of one truck and the need for one less operator, providing program cost savings and a significant reduction in greenhouse gas emissions. Additionally, street aesthetics would be enhanced significantly with the elimination of wind-induced scattering and recycling would be further incentivized through the uniform placement of standardized collection carts. Furthermore, a transition to an automated collection program would result in a safer working environment by minimizing physical strain and reducing the risk of operator injuries while increasing their longevity. Durham Public Works is proposing to further streamline the waste collection process by implementing single stream recycling for this program in alignment with the proposed 2024 improvements conducted at the Raymond A. LaRoche Sr. Transfer Station and Recycling Center.</p> <p>Durham Public Works also evaluated the feasibility of contracting this program to a private waste hauler. Waste Management, Inc. provided a proposal for a similar level of service of \$551,000 annually, exclusive of tipping fees or cart costs. This compares to the program's projected cost in FY25 of approximately \$390,000 annually, inclusive of a 10-year amortization on the automated collection vehicles and exclusive of cart costs or tipping fees. This funding request will include the purchase of two automated collection carts for each collection point.</p> <p>This funding request includes the purchase of two automated collection vehicles in Fiscal Year 2025. Durham Public Works will trade in the 2013 and 2015 Freightliner/GSP Curbside Collection Vehicles and is proactively exploring alternative fuel options as part of this acquisition including electric and compressed natural gas (CNG) solutions. The Town is in active conversations with UNH regarding the potential use of their CNG filling station.</p>			
<p>Vehicle to be Replaced: # SW-3, 2013 Freightliner/GSP Curbside Recycler # SW-1, 2015 Freightliner/GSP Curbside Recycler</p>			
ESTIMATED COST	PURCHASE PRICE	\$	1,285,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	(60,000)
	NET PURCHASE PRICE	\$	1,225,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	1,225,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	1,225,000
IF BONDED:	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	1,225,000
	TOTAL INTEREST (EST'D)	\$	49,300
	TOTAL PROJECT COST	\$	1,274,300



CAPITAL IMPROVEMENT PROGRAM

Page #

88	<i>WATER FUND</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
89	Town Water System Improvements	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
90	Town/UNH Shared Water System Improvements	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000
91-92	Madbury Road Complete Streets Project - Water Line Replacement	1,980,000	222,000								
93	Commercial Meter Replacement	30,000									
94	Rubber Tired Excavator Replacement (Cost Share with General Fund 75%/25%)							77,500			
95	Utility Truck Replacement (One Ton)										90,000
	WATER FUND TOTALS	2,155,000	367,000	145,000	145,000	145,000	145,000	222,500	145,000	145,000	235,000

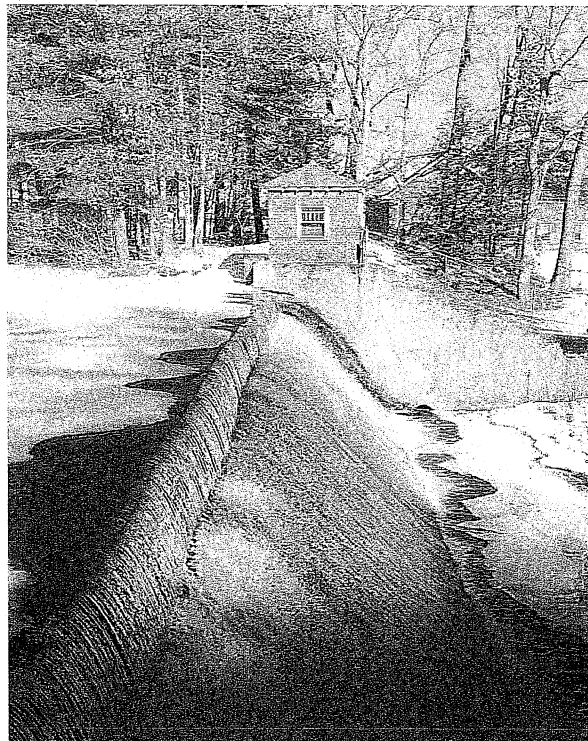
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2033	PROJECT COST	\$75,000
DESCRIPTION	Town Water System Improvements	DEPARTMENT	Public Works - Water
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>The Town's water distribution infrastructure includes 29 miles of water main along with valves, hydrants and appurtenances. Recognizing that a new ductile iron water main has an approximate useful life of 80 years, a water main replacement program targeting this timeframe is a prudent investment to ensure proper system operation. Given the lineal footage and age of the Durham's system, a replacement of approximately 1,900 lineal feet of water main each year at a cost of \$380,000 would be warranted. It is important to plan for these water main replacement programs proactively before failures occur. The goal of the Department's water system improvement program is to budget a minimum of \$75,000 annually and accumulate several years of funding, while identifying sections of the oldest water mains and replace them in conjunction with the Town's Road and Drainage Program. This is also done in coordination with other underground utilities. Projects requiring larger funding amounts which exceed this annual appropriation and previous accumulations will be included in the capital plan separately as needed. The reconstruction of Burnham Avenue is scheduled for FY28 and will include replacement of its transite watermain.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	75,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	75,000
FINANCING	OPERATING BUDGET	\$	75,000
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	75,000
IF BONDED:	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



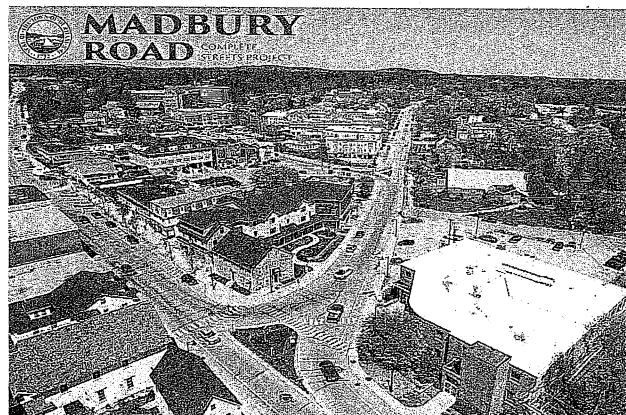
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024- 2033	PROJECT COST	\$70,000
DESCRIPTION	Town/UNH Shared Water System Improvements	DEPARTMENT	Public Works - Water
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>This capital project is for design and construction of jointly shared Town/UNH water distribution, storage and treatment assets. This proposed capital request represents the Town's contribution toward these improvements which is equal to 1/3 of the total project cost estimated at \$210,000 per year.</p>			
*Estimated costs are Town's Share of 1/3 of the total cost estimated at \$210,000 per year			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	70,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	-
FINANCING	OPERATING BUDGET	\$	70,000
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	70,000
IF BONDED:	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



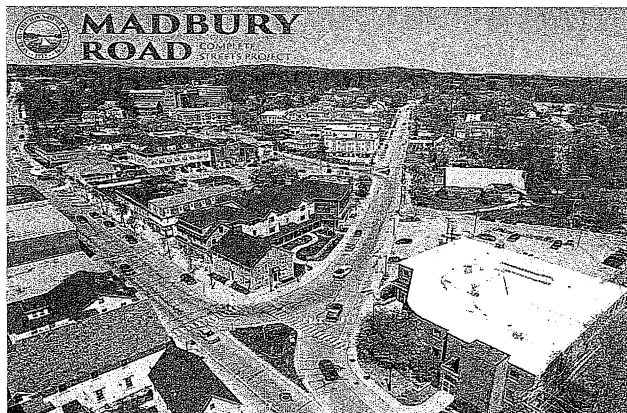
CAPITAL IMPROVEMENTS PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$1,980,000
DESCRIPTION	<i>Madbury Road Water Distribution Complete Streets Project - Construction</i>	DEPARTMENT	<i>Public Works - Water</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>Madbury Road is approximately 6,500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was transferred to Town ownership from the State of New Hampshire 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 raveling, delamination, longitudinal and alligator cracking, rutting, settlement, and base failure. The sidewalks and curb ramps are ADA non-compliant and curb reveal is minimal or non-existent in some areas. The drainage system is undersized with drainage structures and drainage pipeline in a deteriorated condition. On September 13th, 2021, the Town Council approved a contract award in the amount of \$1,142,898.00 to VHB Engineering to provide design engineering services for the reconstruction of Madbury Road. The Madbury Road design project team has taken a "Complete Streets" approach, which includes evaluating and constructing multi-modal transportation improvements where possible, including traffic calming and pedestrian and bicycle accommodations. The design will also include a sustainable environmental approach to construction of public infrastructure, incorporating low impact development stormwater features, and environmentally conscious construction techniques and materials. A robust public involvement component has been developed to ensure all stakeholder's perspectives are considered within the design and incorporated where possible. The project team has developed a GIS "Story Map" using interactive maps to solicit feedback and has hosted a public information meeting on June 15th, 2022 and is planning a project open house in a September/October timeframe to share design concepts with project stakeholders. The project construction timeline includes four separate phases beginning in 2023 and continuing through 2026. Project components include Culvert rehabilitation and replacement, stormwater and drainage system reconstruction, water distribution system and sewer collection system rehabilitation and replacement and roadway, sidewalk, streetscape reconstruction. The project has been divided into 3 separate segments. The Public Work Department continues to aggressively pursue grant and principal forgiveness opportunities and has been successful in receiving \$800,000 in American Rescue Plan Act (ARPA) Funding and principal forgiveness thus far through the State Revolving Loan Fund Program. The proposed funding requests over Fiscal Year 2023 through Fiscal Year 2026 provides the necessary funding to design and construct the Madbury Road Complete Streets Improvements.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	1,980,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	1,980,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	1,980,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	1,980,000
IF BONDED:	NUMBER OF YEARS		20
	TOTAL PRINCIPAL	\$	1,980,000
	TOTAL INTEREST	\$	935,000
	TOTAL ESTIMATED COST	\$	2,915,000



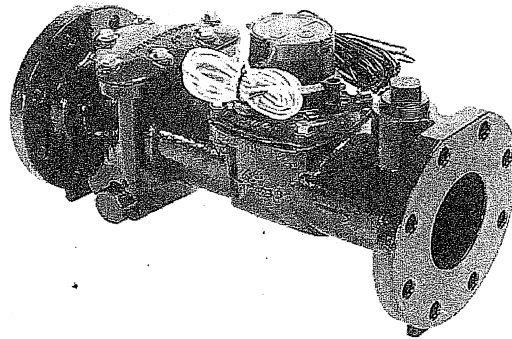
CAPITAL IMPROVEMENTS PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$222,000
DESCRIPTION	<i>Madbury Road Water Distribution Complete Streets Project - Construction</i>	DEPARTMENT	<i>Public Works - Water</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>Madbury Road is approximately 6,500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was transferred to Town ownership from the State of New Hampshire 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 raveling, delamination, longitudinal and alligator cracking, rutting, settlement, and base failure. The sidewalks and curb ramps are ADA non-compliant and curb reveal is minimal or non-existent in some areas. The drainage system is undersized with drainage structures and drainage pipeline in a deteriorated condition. On September 13th, 2021, the Town Council approved a contract award in the amount of \$1,142,898.00 to VHB Engineering to provide design engineering services for the reconstruction of Madbury Road. The Madbury Road design project team has taken a "Complete Streets" approach, which includes evaluating and constructing multi-modal transportation improvements where possible, including traffic calming and pedestrian and bicycle accommodations. The design will also include a sustainable environmental approach to construction of public infrastructure, incorporating low impact development stormwater features, and environmentally conscious construction techniques and materials. A robust public involvement component has been developed to ensure all stakeholder's perspectives are considered within the design and incorporated where possible. The project team has developed a GIS "Story Map" using interactive maps to solicit feedback and has hosted a public information meeting on June 15th, 2022 and is planning a project open house in a September/October timeframe to share design concepts with project stakeholders. The project construction timeline includes four separate phases beginning in 2023 and continuing through 2026. Project components include Culvert rehabilitation and replacement, stormwater and drainage system reconstruction, water distribution system and sewer collection system rehabilitation and replacement and roadway, sidewalk, streetscape reconstruction. The project has been divided into 3 separate segments. The Public Work Department continues to aggressively pursue grant and principal forgiveness opportunities and has been successful in receiving \$800,000 in American Rescue Plan Act (ARPA) Funding and principal forgiveness thus far through the State Revolving Loan Fund Program. The proposed funding requests over Fiscal Year 2023 through Fiscal Year 2026 provides the necessary funding to design and construct the Madbury Road Complete Streets Improvements.</p>			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	222,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	222,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	222,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	222,000
IF BONDED:	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	222,000
	TOTAL INTEREST	\$	58,600
	TOTAL ESTIMATED COST	\$	280,600



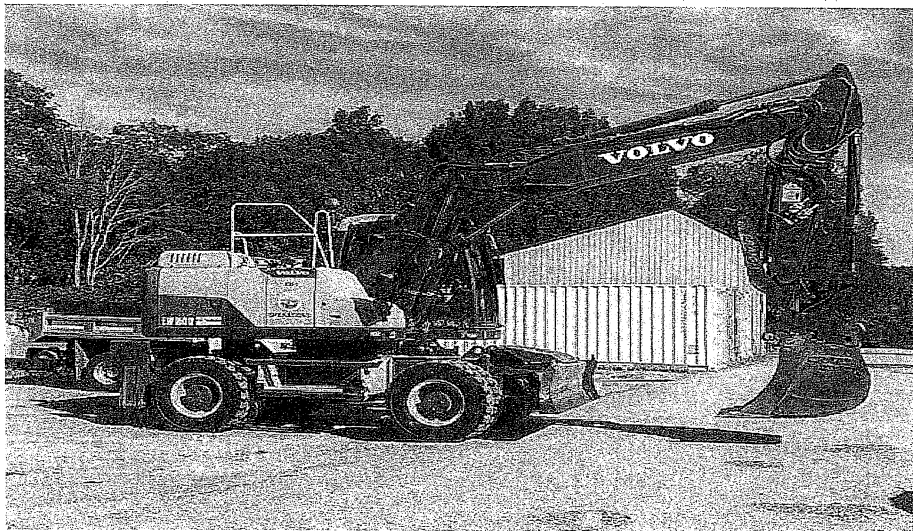
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$30,000
DESCRIPTION	<i>Commercial Meter Replacement</i>	DEPARTMENT	<i>Public Works - Water</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Water meters at homes and businesses are vital because they ensure that the water consumed is accurately billed. In 2013, Durham Public Works replaced the approximately 30 1.75" - 4" commercial water meters its distribution system. The non-replaceable batteries in these meters had an expected life of 10 years at the time of installation and are now beginning to fail. Durham Public Works replaced several of these meters in FY23 which had failed utilizing operating funds and is proposing capital funding in fiscal year 2024 to complete the replacement project. Each meter is valued at approximately \$1,500.00</p>			
ESTIMATED COST	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	30,000
	CONTINGENCY	\$	--
	TOTAL PROJECT COST	\$	30,000
FINANCING	OPERATING BUDGET	\$	30,000
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	30,000
IF BONDED	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2030	EQUIPMENT COST	\$77,500
DESCRIPTION	<i>Replacement of Rubber Tired Excavator</i>	DEPARTMENT	<i>Public Works Operations/ Water</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2013 Volvo EW160D Rubber-Tired Excavator is scheduled for replacement in 2030. This is one of the most critical pieces of front-line equipment for Public Works projects and emergencies, delivering a multitude of indispensable benefits across various critical tasks and Divisions. The excavator's versatility allows it to be utilized across nearly all of our Public Works projects. It is irreplaceable when faced with water main breaks, performing roadside mowing, completing large and small drainage projects, excavating culverts, and roadside ditching. The machine's rubber tires add a valuable dimension to its capabilities, enabling it to be driven from site to site. This mobility feature eliminates the need for additional transportation equipment, streamlining logistics and reducing operational costs. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions.</p> <p>The total cost for this piece of equipment is \$310,000. The cost is being shared 75% Operations and 25% Water Fund.</p> <p>Vehicle to be Replaced: 2013 Volvo EW160D Rubber-Tired Excavator</p>			
ESTIMATED COST	PURCHASE PRICE	\$	77,500
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	77,500
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	77,500
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	77,500
IF BONDED	NUMBER OF YEARS		5
	TOTAL PRINCIPAL	\$	77,500
	TOTAL INTEREST (EST'D)	\$	11,625
	TOTAL PROJECT COST	\$	89,125



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2033	VEHICLE COST	\$90,000
DESCRIPTION	1-Ton Utility Truck Replacement	DEPARTMENT	Public Works - Water
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Durham Public Works will be replacing with Water Division Chief Operator's 2022 Ford F-350 Utility Truck in 2033. This vehicle serves as an essential means of transportation for the Water Division Chief Operator, who is responsible for the daily upkeep and management of Durham's potable drinking water distribution system and production facilities. Considering the wide range of responsibilities assigned, it is imperative that the replacement truck be outfitted with the necessary features to accommodate various pieces of specialized equipment and responses. The truck must be capable of transporting tools such as generators, piping locating equipment, pavement saws, mechanical equipment, repair tools, hand tools, marking paints, and other necessary gear. Additionally, this vehicle must carry a 2-ton crane for use in the repair of hydrants and distribution piping appurtenances. Furthermore, the inclusion of a plow package will enhance the vehicle's useability during snow plowing operations, further optimizing its functionality throughout the year. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. This vehicle is on a 10-12 year replacement plan.</p>			
<p>Vehicle to be Replaced: 2022 Ford Utility Truck with utility body and crane.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	72,000
	ACCESSORIES*	\$	20,500
	LESS TRADE-IN**	\$	(2,500)
	NET PURCHASE PRICE	\$	90,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	90,000
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	90,000
IF BONDED:	NUMBER OF YEARS		
	TOTAL PRINCIPAL		
	TOTAL INTEREST (EST'D)		
	TOTAL PROJECT COST	\$	-



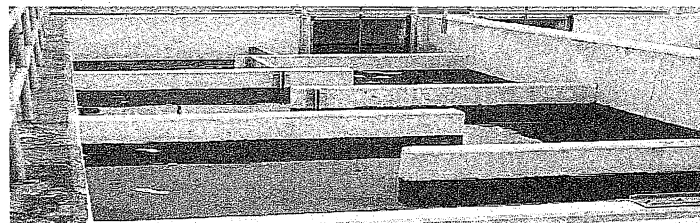
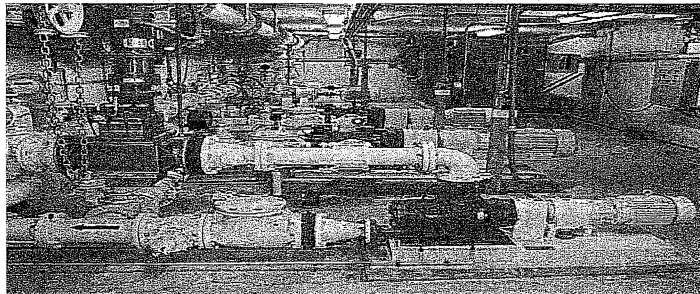
CAPITAL IMPROVEMENT PROGRAM

Page #

96	WASTEWATER FUND	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
97	Wastewater Facilities Plan	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000
98	Collection System Repair/Upgrade (Town/UNH)	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
99	Collection System Repair/Upgrade (Town Only)	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
100	WWTP Major Components Contingency	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
101	Telehandler Replacement	95,000									
102	Commercial Lawnmower Replacement		25,000								
103-104	Pickup Truck Replacement (One Ton)						76,000	76,000			
	WASTEWATER FUND TOTALS	665,000	595,000	570,000	570,000	570,000	646,000	646,000	570,000	570,000	570,000

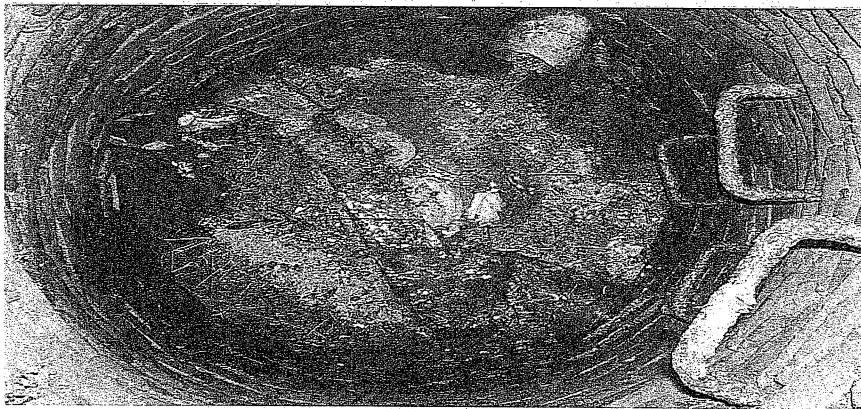
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2033	PROJECT COST	\$425,000
DESCRIPTION	Wastewater Facilities Plan	DEPARTMENT	Public Works - Wastewater
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
<i>Dept Initiative</i>			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
Durham Public Works completed a Facility Plan Update in 2020. The following projects are immediate priorities as determined by the facility plan.			
<u>2024</u> - \$425,000 - Civil Site Work/Pavement Phase 1, Sludge Drying System Preliminary Design/Permitting			
<u>2025</u> - \$425,000 - Civil Site Work/Pavement Phase 2, Sludge Drying System Final Design/Permitting			
<u>2026</u> - \$425,000 - Sludge Drying System Phase 1			
<u>2027</u> - \$425,000 - Sludge Drying System Phase 2			
Per current Agreement, these projects would be funded 2/3 UNH and 1/3 Town.			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	425,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	425,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	141,667
	BOND - UNH PORTION	\$	283,333
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	425,000
IF BONDED:	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	425,000
	TOTAL INTEREST	\$	93,500
	TOTAL ESTIMATED COST	\$	518,500



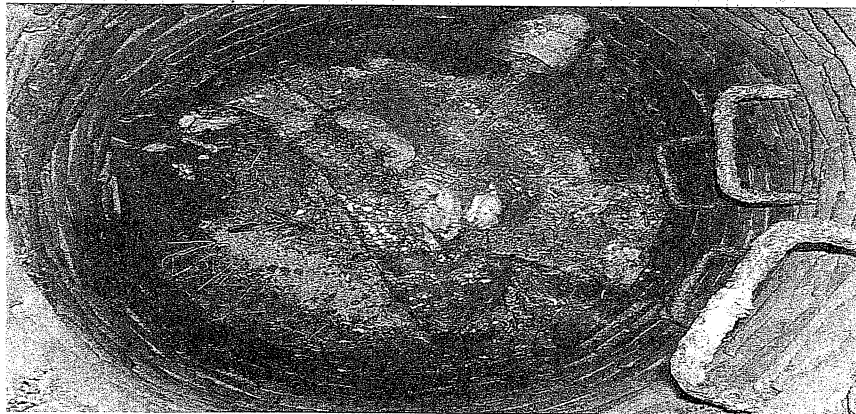
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2033	PROJECT COST	\$30,000
DESCRIPTION	Collection System Repair/ Upgrade (Town/UNH)	DEPARTMENT	Public Works - Wastewater
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Dept Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>Repairs will be made to the Town/UNH shared wastewater collection system including line replacement and line repairs, engineering investigation, sewer manhole rehabilitation or replacement. This project also includes an updated I/I Study (inflow and infiltration), to locate needed repairs within the wastewater collection system. Inflow is the illegal connection of plumbing such as a sump pump into the Wastewater Collection System and infiltration is the seepage of groundwater or stormwater into the Wastewater Collection System. The amount of staff time spent on collection system maintenance will decrease as these problem areas are corrected.</p> <p>The Town received a \$100,000 ARPA grant in FY22 to complete a West End Sewer Study and recently awarded a contract to Wright-Pierce Engineers to undertake this work. Findings will allow appropriate planning and upgrades to take place as required for new development and capacity demands on the Western side of the collection system.</p>			
Per current Agreement, these projects would be funded 2/3 UNH and 1/3 Town.			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	30,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	30,000
FINANCING	OPERATING BUDGET	\$	10,000
	UNH - CASH	\$	20,000
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	30,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



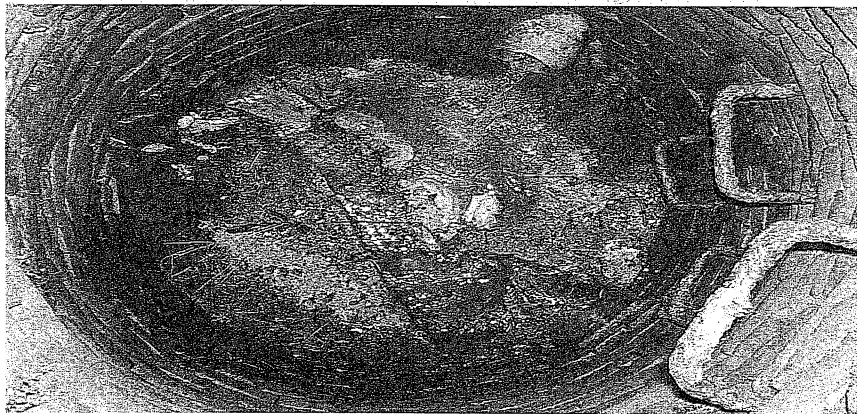
CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2033	PROJECT COST	\$65,000
DESCRIPTION	<i>Collection System Repair/ Upgrade (Town)</i>	DEPARTMENT	<i>Public Works - Wastewater</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
<i>Dept Initiative</i>			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
Repairs will be made to the Town's wastewater collection system including line replacement and line repairs, engineering investigation, sewer manhole rehabilitation or replacement. This project also includes inflow and infiltration within the wastewater collection system. Inflow is the illegal connection of plumbing such as a sump pump into the Wastewater Collection System and infiltration is the seepage of groundwater or stormwater into the Wastewater Collection System. The amount of staff time spent on collection system maintenance will decrease as these problem areas are corrected. The last inflow/infiltration study was completed in 2013 to prioritize future areas of repairs/improvements in the sewer collection system. The Town was fortunate to receive a \$100,000 ARPA grant in FY22 to undertake additional studies including inflow/infiltration on the Western side of the collection system. Further inflow/infiltration studies and improvements are planned over the next several years including collection system rehabilitation on roadways such as Pettee Brook Lane and Woodman Road. Additionally, this capital request will fund collection system piping rehabilitation on Dennison Road in FY24 as part of the FY24 Road Program.			
Per current Agreement, this project will be funded 100% by the Town.			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	65,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	65,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	65,000
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	65,000
IF BONDED:	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	65,000
	TOTAL INTEREST	\$	7,800
	TOTAL ESTIMATED COST	\$	72,800



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024-2033	PROJECT COST	\$50,000
DESCRIPTION	WWTP Major Components Contingency	DEPARTMENT	Public Works - Wastewater
IMPETUS FOR PROJECT (IE: MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
<i>Dept Initiative</i>			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>It is a sound management practice to build a major components contingency fund for the Durham Wastewater Treatment Plant which operates on a continuous basis, 24 hours a day, 7 days per week. This fund allocates funding for unplanned, extraordinary equipment failures to maintain uninterrupted operations, and to prudently manage unforeseen challenges, while complying with the facilities federal and state discharge permits and upholding the facility's vital role in environmental protection and public health. Given the non-stop nature of operations at the Treatment Plant, the contingency fund becomes even more essential.</p>			
Per current Agreement, these projects would be funded 2/3 UNH and 1/3 Town.			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINEERING	\$	-
	FINAL DESIGN AND ENGINEERING	\$	-
	CONSTRUCTION ENGINEERING OVERSIGHT	\$	-
	CONSTRUCTION COSTS	\$	50,000
	CONTINGENCY	\$	-
	TOTAL PROJECT COST	\$	50,000
FINANCING	OPERATING BUDGET	\$	16,667
	UNH - CASH	\$	33,333
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	50,000
IF BONDED:	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



CAPITAL IMPROVEMENTS PROGRAM

PROJECT YEAR	2024	EQUIPMENT COST	\$95,000
DESCRIPTION	<i>Telehandler Replacement</i>	DEPARTMENT	<i>Public Works - Wastewater</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2010 JLG G5-18A Compact Telehandler is scheduled for replacement in 2024. It is primarily utilized to transport an assortment of consumables and waste materials at the wastewater treatment facility. The lifting and carrying capabilities of the telehandler significantly streamlines this process, making it more efficient overall. Additionally, during the winter months, the telehandler plays a crucial role in snow removal around the treatment plant campus to maintain accessibility during such conditions. The telehandler is a multipurpose machine involved in key function ranging from material handling to various landscaping projects. However, as the telehandler reaches its 14th year in 2024, it is now at the end of its useful life, necessitating its replacement to ensure continued smooth operations and safety. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions.</p>			
Equipment to Replace: 2010 JLG G5-18A Telehandler			
Per current Agreement, these projects would be funded 2/3 UNH and 1/3 Town.			
ESTIMATED COST	PURCHASE PRICE	\$	100,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	(5,000)
	NET PURCHASE PRICE	\$	95,000
	<i>*Accessories include lighting, radios, striping, misc. equipment.</i>		
FINANCING	OPERATING BUDGET	\$	31,667
	UNH - CASH	\$	63,333
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	95,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENTS PROGRAM

PROJECT YEAR	2025	EQUIPMENT COST	\$25,000
DESCRIPTION	<i>Commercial Lawnmower Replacement</i>	DEPARTMENT	<i>Public Works - Wastewater</i>
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>The 2013 John Deere Z72 Commercial Lawn Mower is scheduled for replacement in 2025. This equipment is operated for weekly throughout the growing season, to maintain the turf on the five acre Wastewater Treatment Plant site.</p> <p>The 2013 John Deere Z72 Commercial Lawn Mower will be 12 years old in 2025 and requires replacement due to the wear and tear it has experienced over the years, leading to reduced performance. Minor routine maintenance has been undertaken annually, however it is evident after several costly mechanical failures recently that a new mower is necessary to ensure optimal efficiency and effectiveness in maintaining the site's grounds. Durham Public Works intends to replace this equipment with a fully electric machine in 2025.</p>			
Equipment to Replace: 2013 John Deere Z72			
Per current Agreement, these projects would be funded 2/3 UNH and 1/3 Town.			
ESTIMATED COST	PURCHASE PRICE	\$	25,000
	ACCESSORIES*	\$	-
	LESS TRADE-IN**	\$	-
	NET PURCHASE PRICE	\$	25,000
<i>*Accessories include lighting, radios, striping, misc. equipment.</i>			
FINANCING	OPERATING BUDGET	\$	8,333
	UNH - CASH	\$	16,667
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	25,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2029	VEHICLE COST	\$76,000
DESCRIPTION	One Ton Pick-Up Replacement	DEPARTMENT	Public Works - Wastewater
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Durham Public Works will be replacing the Wastewater Division's 2019 Ford F-350 One Ton Pick-Up Truck in 2029. The Wastewater Division's motor pool currently includes two one-ton pick-up trucks, which are used by the five plant employees. These trucks play a crucial role in transporting personnel, equipment, and materials for both routine and emergency maintenance tasks across the Wastewater Treatment Plant Campus and the Town's network of 14 miles of wastewater collection and conveyance system piping, ~350 sewer manholes, and five pump stations. Furthermore, the pick-up truck is instrumental in handling snow and ice control operations at the Wastewater Treatment Plant Campus and the pump station facilities. To facilitate these operational requirements, this vehicle will come equipped with a plow package. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. As part of its maintenance plan, this vehicle is scheduled for replacement every 10-12 years and is jointly funded 2/3 (UNH) and 1/3 (Town of Durham).</p> <p>Vehicle to be Replaced: Truck # WW-1- 2019 Ford F-350</p>			
Per current Agreement, these projects would be funded 2/3 UNH and 1/3 Town.			
ESTIMATED COST	PURCHASE PRICE	\$	72,000
	ACCESSORIES*	\$	8,000
	LESS TRADE-IN**	\$	(4,000)
	NET PURCHASE PRICE	\$	76,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	25,333
	UNH - CASH	\$	50,667
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	76,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2030	VEHICLE COST	\$76,000
DESCRIPTION	One Ton Pick-Up Replacement	DEPARTMENT	Public Works - Wastewater
DESCRIPTION (TO INCLUDE JUSTIFICATION):			
<p>Durham Public Works will be replacing the Wastewater Division's 2019 Ford F-350 One Ton Pick-Up Truck in 2030. The Wastewater Division's motor pool currently includes two one-ton pick-up trucks, which are used by the five plant employees. These trucks play a crucial role in transporting personnel, equipment, and materials for both routine and emergency maintenance tasks across the Wastewater Treatment Plant Campus and the Town's network of 14 miles of wastewater collection and conveyance system piping, ~350 sewer manholes, and five pump stations. Furthermore, the pick-up truck is instrumental in handling snow and ice control operations at the Wastewater Treatment Plant Campus and the pump station facilities. To facilitate these operational requirements, this vehicle will come equipped with a plow package. Durham Public Works is proactively exploring alternative fuel options for this upcoming acquisition, including electric and compressed natural gas (CNG) solutions. As part of its maintenance plan, this vehicle is scheduled for replacement every 10-12 years and is jointly funded 2/3 (UNH) and 1/3 (Town of Durham).</p>			
<p>Vehicle to be Replaced: Truck # WW-2- 2019 Ford F-350</p>			
Per current Agreement, these projects would be funded 2/3 UNH and 1/3 Town.			
ESTIMATED COST	PURCHASE PRICE	\$	72,000
	ACCESSORIES*	\$	8,000
	LESS TRADE-IN**	\$	(4,000)
	NET PURCHASE PRICE	\$	76,000
	*Accessories include lighting, radios, striping, misc. equipment.		
FINANCING	OPERATING BUDGET	\$	25,333
	UNH - CASH	\$	50,667
	BOND - TOWN PORTION	\$	-
	BOND - UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	76,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST (EST'D)	\$	-
	TOTAL PROJECT COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

118	<i>PARKING FUND</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
119	Replace VenTex Parking Kiosks	120,000									
120	Parking Vehicle Replacement		30,000								
	PARKING FUND TOTALS	120,000	30,000	0	0	0	0	0	0	0	0

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2024	PROJECT COST	\$120,000
DESCRIPTION	<i>Replace VenTek Parking Kiosks</i>	DEPARTMENT	<i>Parking</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
<p>The Police Department replaced 13 outdated parking machines in 2023. In order to have continuity we need to replace 14 more. This will make the entire town on the same parking kiosks.</p>			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>The Town of Durham has switched from VenTek Corporation to FlowBird. The outdated machines took coins, bills and credit cards. The new machines will be Pay by Plate with choices for coins and credit cards as well. We will be replacing 14 kiosks at an estimated cost of \$6,350/each. Additional funds are needed for spare parts, installation, support, software services, etc.</p>			
ESTIMATED COST	PURCHASE PRICE	\$	120,000
	ACCESSORIES	\$	-
	TOTAL PROJECT COST	\$	120,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	120,000
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	-
	TOTAL FINANCING COSTS	\$	120,000
IF BONDED:	NUMBER OF YEARS		10
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$30,000
DESCRIPTION	<i>Vehicle Replacement</i>	DEPARTMENT	<i>Parking</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
<p>This vehicle will replace a 2010 Ford F-150 Truck with 80,000 miles. This vehicle will be used primarily for parking enforcement. This model is a "Maverick FWD SuperCrew". It is a fuel efficient 2.5L 4 cylinder, Hybrid model.</p>			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>Replacement of the existing Ford-F-150 Parking Enforcement truck will result is less maintenance costs, less of a carbon footprint, significantly better fuel mileage and is part of our fleet replacement strategy of purchasing only Hybrid model police vehicles.</p>			
ESTIMATED COSTS:	VEHICLE PURCHASE	\$	26,500
	PAINT	\$	2,000
	TRANSFER EQUIPMENT	\$	1,500
	TOTAL PROJECT COST	\$	30,000
FINANCING	PARKING FUND BALANCE	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	-
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	-
	CAPITAL RESERVE ACCOUNT	\$	30,000
	TOTAL FINANCING COSTS	\$	30,000
IF BONDED:	NUMBER OF YEARS		N/A
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



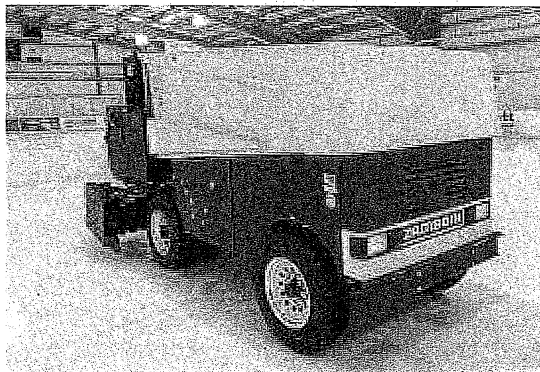
CAPITAL IMPROVEMENT PROGRAM

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108	<i>CHURCHILL RINK FUND</i>	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
109	Battery Powered Zamboni Ice Resurfacer Purchase		150,000								
	CHURCHILL RINK FUND TOTALS	0	150,000	0	0	0	0	0	0	0	0

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2025	PROJECT COST	\$150,000
DESCRIPTION	<i>Purchase New Zamboni Battery Powered Ice Resurfacer</i>	DEPARTMENT	<i>Churchill Rink/Recreation</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Upgrade aging equipment, eliminate any concern for issues related to emissions in the facility.			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
We are recommending purchasing a battery powered unit in 2025.			
Funding will come from fundraising is available or the rink's fund balance.			
ESTIMATED COSTS:	PURCHASE	\$	150,000
	NET PURCHASE PRICE	\$	150,000
FINANCING	FUNDRAISING	??	
	FUND BALANCE	??	
	TOTAL FINANCING COSTS	\$	150,000
IF BONDED:	NUMBER OF YEARS	N/A	
	TOTAL PRINCIPAL	\$	-
	TOTAL INTEREST	\$	-
	TOTAL ESTIMATED COST	\$	-



CAPITAL IMPROVEMENT PROGRAM

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		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
110	TAX INCREMENT FINANCING DISTRICT										
111	Purchase of Parking Lot (Sammy's Lot)							1,500,000			
	TIF DISTRICT TOTALS	0	0	0	0	0	0	1,500,000	0	0	0

CAPITAL IMPROVEMENT PROGRAM

PROJECT YEAR	2030	PROJECT COST	\$1,500,000
DESCRIPTION	<i>Purchase of Sammy's Lot (Formerly Store 24/Tedesci)</i>	DEPARTMENT	<i>Administration</i>
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)			
Department Initiative			
DESCRIPTION (TO INCLUDE JUSTIFICATION)			
<p>The 51 space Sammy's lot lies in the heart of downtown Durham and provides essential parking to service many of Durham's downtown businesses. The lot is actually owned by UNH and is conveyed to Durham on a year to year basis via a Memorandum of Agreement between the parties in exchange for UNH use of parking on Town-owned Strafford Avenue. Given the strategic proximity of this parcel to downtown Durham, it makes good sense for Durham to propose to UNH the outright purchase of the property. The parcel has not been appraised but value is an assessor's estimate.</p> <p>Tax Map 4, Lot 13 - 0.86 Total Acres</p> <p>Allocation of Spaces: 46 Spaces - Regular Parking 4 Spaces - Universal Access 1 Space - 15 Minute Parking</p>			
ESTIMATED COSTS:	PURCHASE COST	\$	1,500,000
FINANCING	OPERATING BUDGET	\$	-
	UNH - CASH	\$	-
	BOND - TOWN PORTION	\$	1,500,000
	FEDERAL/STATE GRANT	\$	-
	PARKING IMPACT FEES	\$	-
		TOTAL FINANCING COSTS	\$
IF BONDED:	NUMBER OF YEARS		20
	TOTAL PRINCIPAL	\$	1,500,000
	TOTAL INTEREST	\$	395,000
		TOTAL ESTIMATED COST	\$

