

13. 2019 BRIDGE & ROAD PAVING PROGRAM - HIGHWAY

A. **Proposed 2019 Bonding:** \$ 5,158,000

B. **Project Costs and Sources of Funds:**

PROJECT COSTS:	2019	2020	2021	2022	2023	Total
Planning & design	\$ 440,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 590,000
Land purchase	200,000	-	-	-	-	200,000
Construction	6,260,000	3,742,000	-	-	-	10,002,000
Equipment	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total costs	\$ 6,900,000	\$ 3,892,000	\$ -	\$ -	\$ -	\$ 10,792,000
PROJECT FUNDS:						
G.O.Bonds or notes	\$ 5,158,000	\$ 778,000	\$ -	\$ -	\$ -	\$ 5,936,000
Outside funding	1,742,000	3,114,000	-	-	-	4,856,000
Tax levy	-	-	-	-	-	-
Previous bonding	-	-	-	-	-	-
Total funds	\$ 6,900,000	\$ 3,892,000	\$ -	\$ -	\$ -	\$ 10,792,000

C. **Description and Justification:**

Project Description: There are several road projects included here. They are as follows with the total project cost for each over the planning horizon:

Project Description	2019	2020	2021	2022	2023	Total
CTH "A" (Indian Pt. Rd - CTH "GG")	420,000	3,892,000	-	-	-	4,312,000
CTH "CB" & Oakridge Rd. Roundabout	2,100,000	-	-	-	-	2,100,000
CTH "CB" (Shady Ln. - CTH "BB")	1,820,000	-	-	-	-	1,820,000
CTH "CB" Bridge Widening	400,000	-	-	-	-	400,000
CTH "K" (Clairville Rd. - STH "116")	1,500,000	-	-	-	-	1,500,000
CTH "FF" (STH "44" - STH "91")	660,000	-	-	-	-	660,000
Total	\$ 6,900,000	\$ 3,892,000	\$ -	\$ -	\$ -	\$ 10,792,000

12. BUTLER AVENUE AND PARKS DEPT. PARKING AREAS

A. Proposed 2019 Bonding: \$400,000

B. Project Costs and Sources of Funds:

PROJECT COSTS:	2019	2020	2021	2022	2023	Total
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase	-	-	-	-	-	-
Construction	400,000	-	-	-	-	400,000
Equipment	-	-	-	-	-	-
Other	-	-	-	-	-	-
Total costs	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
PROJECT FUNDS:						
G.O.Bonds or notes	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Outside funding	-	-	-	-	-	-
Tax levy	-	-	-	-	-	-
Previous bonding	-	-	-	-	-	-
Total funds	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000

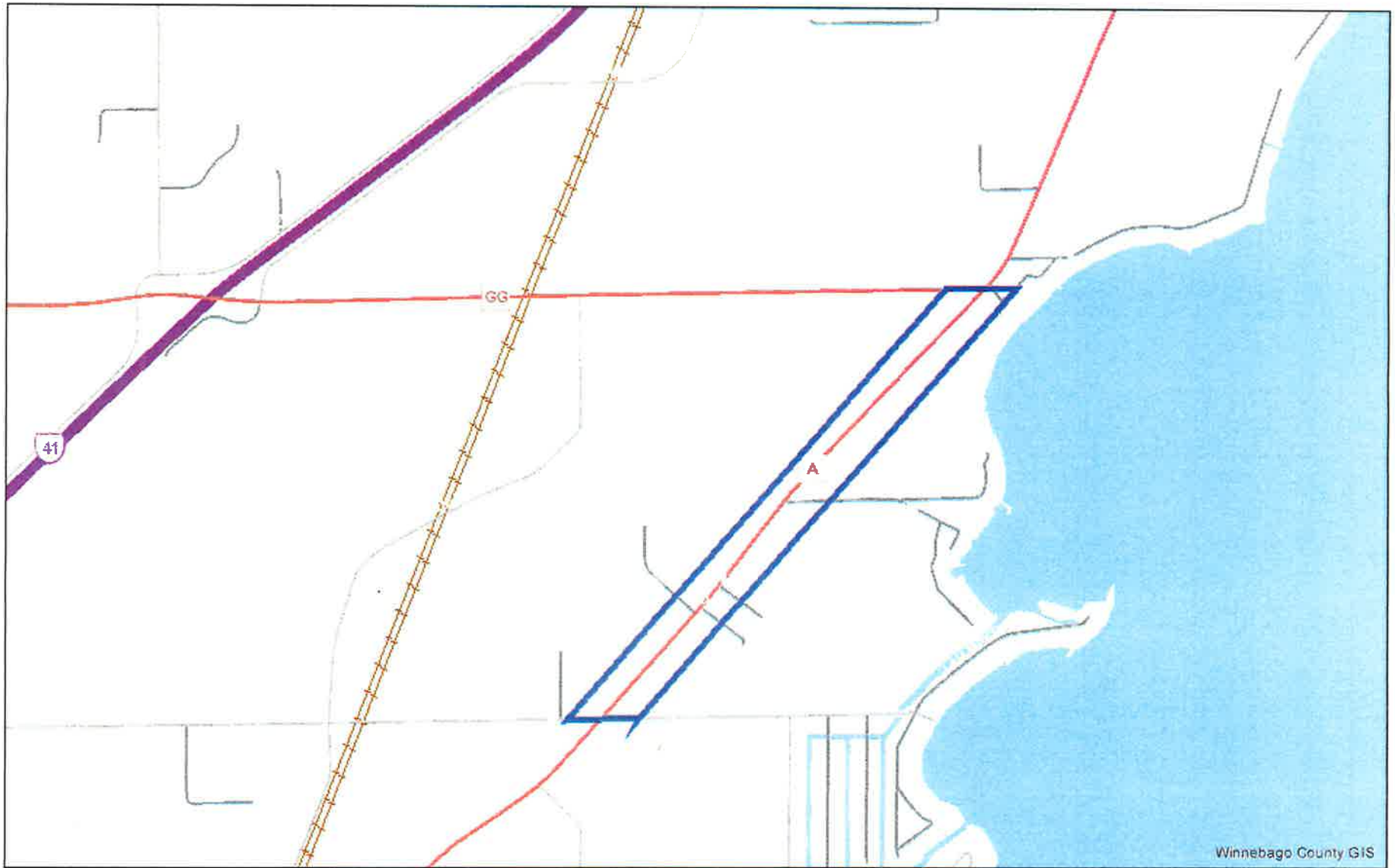
C. Description and Justification:

Project Description: This project involves profile milling the existing asphalt pavement, repairing failed areas, and installing an asphalt overlay.

Relationship to other projects and plans: Regular maintenance is essential to maintaining effective pavements county wide.

Justification and alternatives considered: The existing asphalt has cracked and settled causing rapid deterioration of the pavement surfaces. Installing an overlay will re-establish proper rainwater runoff and protect the pavement from infiltration of rainwater causing unstable subgrade materials and rapid deterioration.

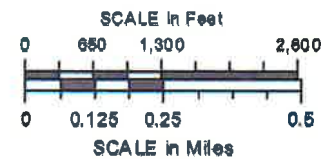
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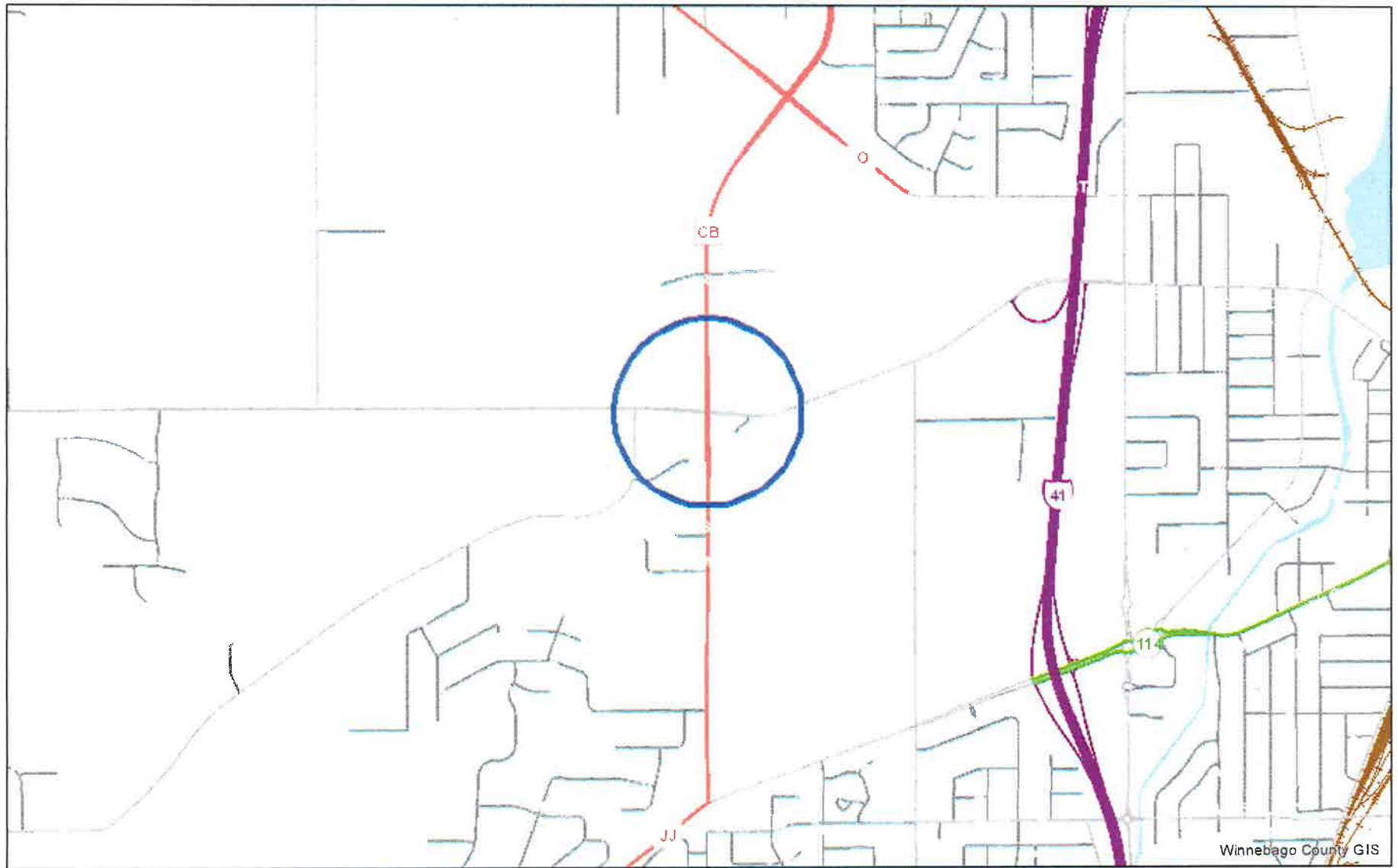


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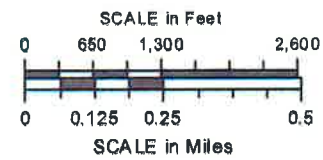


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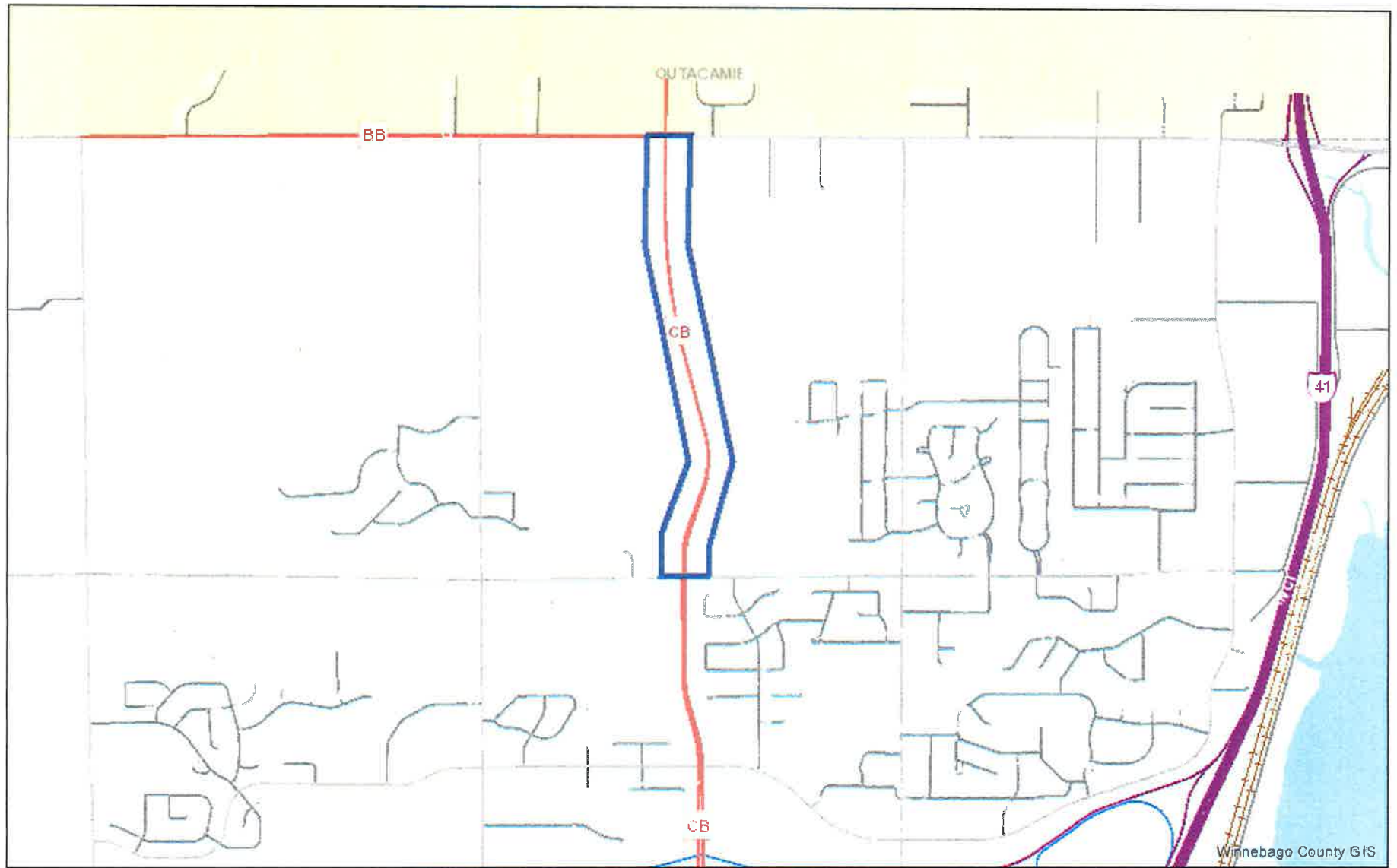


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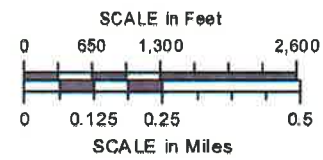


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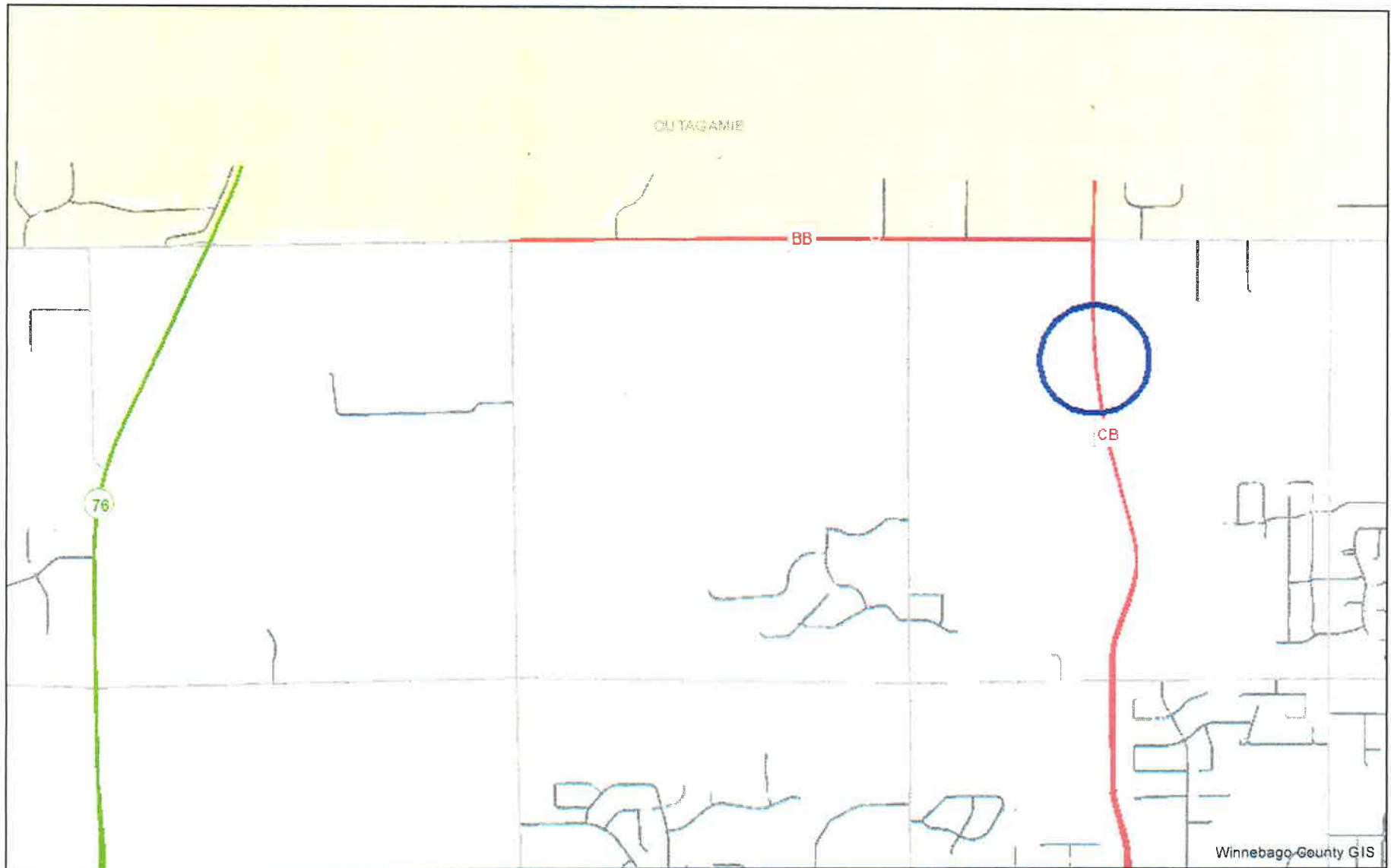


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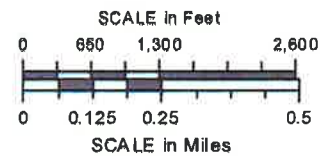


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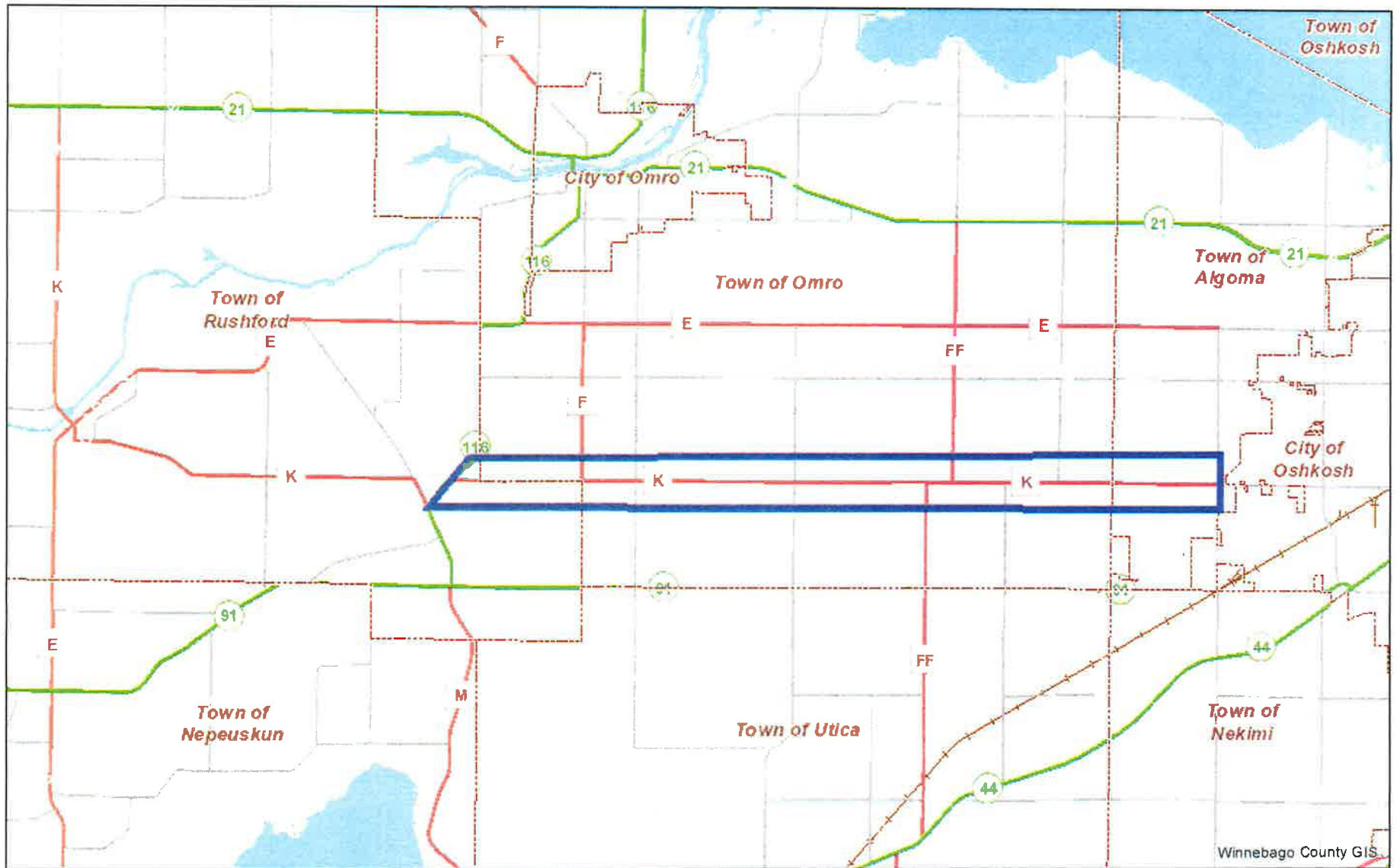


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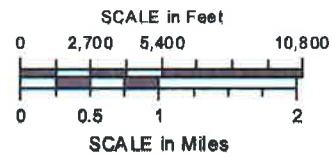


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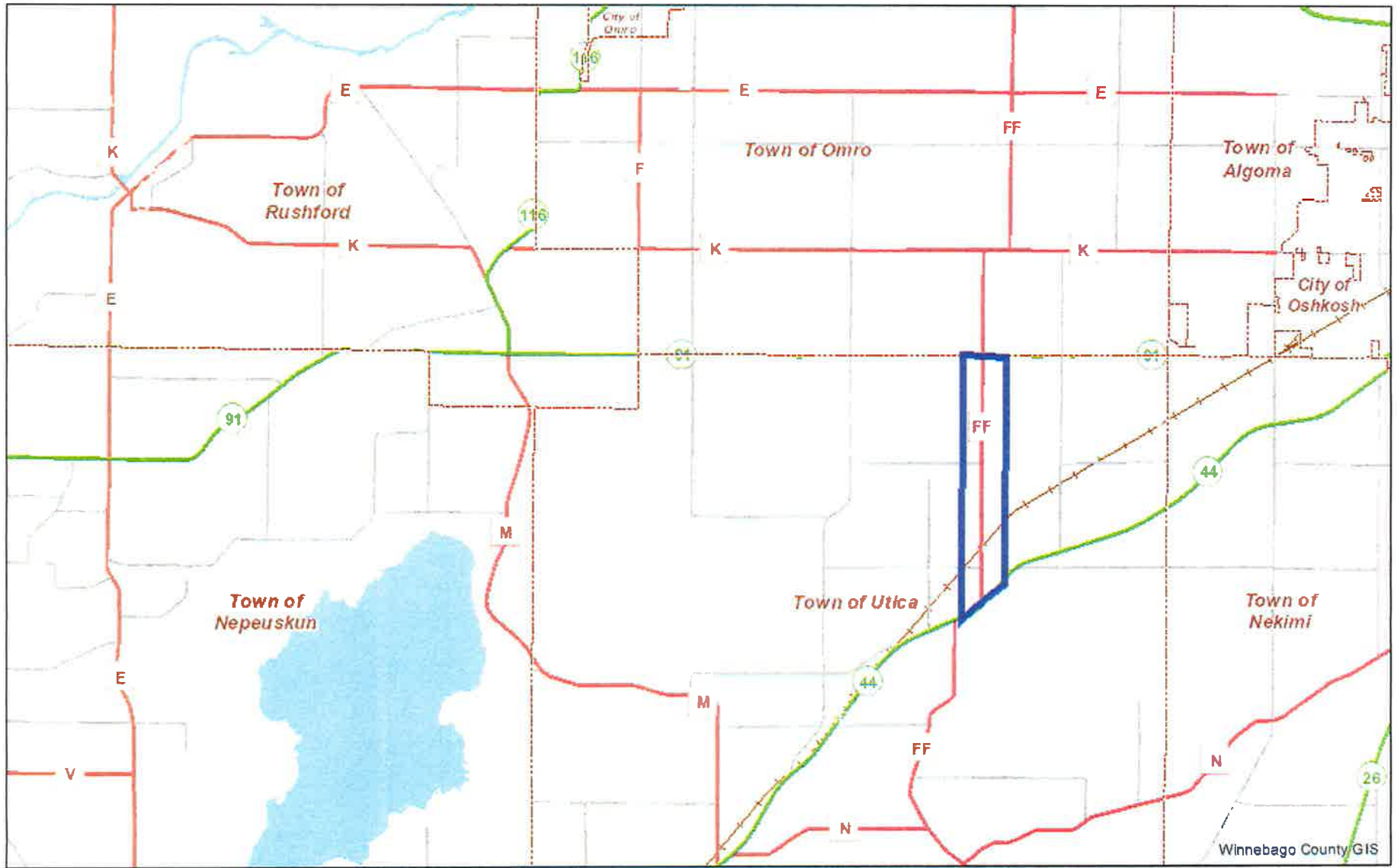


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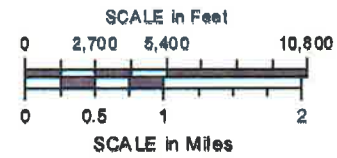


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