

Roadway Culvert Evaluation Linden and Court Streets Exeter, New Hampshire



Linden Street Br. No. 087/062



Court Street Br. No. 095/063

Presented to:

Town of Exeter Public Works
13 Newfields Road
Exeter, NH 03833

July 2012

Presented by:



Portsmouth, New Hampshire, Manchester, New Hampshire, Kennebunk, Maine

Portsmouth, NH ▪ Manchester, NH ▪ Kennebunk, ME





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July 16, 2012

Mr. Jay Perkins, Sr.
Highway Superintendent
Town of Exeter
13 Newfield's Road
Exeter, NH 03833

**RE: Roadway Culvert Evaluation, Linden and Court Streets, Exeter, NH
CMA# 834**

Dear Mr. Perkins:

CMA Engineers has completed our review of the project sites and the determination of options for rehabilitation and replacement of the culverts that carry Linden Street and Court Street over the Little River in the Town of Exeter. Our findings and recommendations are based on visual observations on May 31 and June 10, 2012 and are summarized below.

Executive Summary

The existing metal plate arch culvert and headwalls are generally in fair to poor condition at both Linden and Court Street crossings of the Little River. These culvert structures have deteriorated to a level that repair or replacement alternatives should be programmed in the near future by the Town before the deficiencies become serious or critical resulting in load reductions, or partial roadway closures, at either location. The roadway is currently unrestricted at both locations, but pavement cracking transverse to the roadway travel lanes was observed indicating some level of ongoing roadway settlement that should be monitored for formation of sink holes after storm events. The Little River is constricted at both locations such that replacement alternatives are anticipated to have longer spans with increased hydraulic capacity in accordance with the 2010 Stream Crossing Guidelines as incorporated in the New Hampshire Department of Environmental Services (NHDES) Administrative Rules for wetlands.

The Linden Street Culvert presently has a condition evaluation rating of 4, on a scale of 0 to 9, and is on the Municipal Red List for its structural deficiency. Heavy rusting over time has resulted in section loss of the structural metal pipe to the extent that holes and severe pitting can be observed in the lower sections of the side walls near the water line. The Court Street Culvert is not presently on the Municipal Red List, but has a rating of 5, indicating that its condition is borderline and near Red List status. Furthermore, the condition of the Court Street Culvert was observed to be similar to Linden Street. This is to be expected as the structures are of similar construction type, and were installed within two years of each other.

Repair alternatives include full slip-lining or partial invert lining. For replacement options, three-sided concrete rigid frame, or a single span bridge with precast concrete beams supported on conventional foundations, is recommended at both locations. The selection of the repair, or replacement, structure will be based on initial construction cost, life-cycle cost, schedule,

providing an adequate hydraulic opening, and properly addressing environmental considerations. A conceptual level opinion of project costs for each structure is outlined for budgetary purposes below with additional detail appended to this report.

Location	Interim Repairs	Clear Span Replacement
Linden Street	\$215,000	\$950,000
Court Street	\$315,000	\$1,200,000

If the Town opts for repair alternatives, the repairs should be considered interim and the existing structures should be closely monitored. Pavement cracks are recommended to be repaired upon completion of the structural alterations to set a baseline for observation. Provided the existing structure and site remain stable at each location, the structures can continue to operate in their current capacity until the Town is able to address long term repairs. If the sink holes appear, or pavement cracking spreads after repairs, immediate further investigation and corrective action are recommended to ensure the stability of each structure.

Existing Conditions

Linden Street: The road runs generally north-south in the project area. The culvert falls on the high point of a curved section of roadway south of the entrance to the former Exeter High School / Junior High School campus. The paved roadway is approximately 29 feet in width between driven steel post guardrails. The Little River flows under the road from west to east. A sidewalk is located on the downstream (east) side of the road. Overhead utilities are also located on the downstream side of the roadway.

The culvert consists of two 13'-0" wide metal plate arch structures separated by a 3'-0" wide stone and cast-in-place concrete infill headwalls between the arches. Record construction documents were not available for this structure.

The culvert constricts the bank-full width of the Little River by approximately twenty feet at this location. The west side of the southerly culvert has rotted through near the inlet just above the normal water level. Flow was observed through the sidewall of the pipe, and velocities were slightly higher in the southerly culvert as beavers had recently constructed a dam. Transverse pavement cracking was observed at this location approximately in line with the side walls of each arch.

The culvert structure is generally in poor condition due to advanced corrosion and partial failure of the structural steel plate arches. The observed condition is likely the result of low initial quality, exposure to fluctuating water levels, and other environmental conditions.

Court Street (NH Route 108): The road runs generally north-south as Court Street parallels Linden Street in the project area. The culvert is the next structure downstream from the Linden Street Culvert and falls on a tangent section of roadway immediately north of the intersection with Bell Avenue. The paved roadway is approximately 30-feet in width between driven steel post guardrails. A sidewalk is located on the downstream (east) side of the road. Overhead and underground utilities are also located on the downstream side of the roadway.



Project Location Map

The culvert consists of three 14'-0" wide metal plate arch structures separated by a 3'-6" wide stone and cast-in-place concrete infill headwalls between the arches. Record construction documents were not available for this structure.

The culvert constricts the bank-full width of the Little River by approximately thirty feet at this location. The headwalls were observed to have settled and substantial pavement longitudinal and transverse pavement cracking was observed at this location.

The culvert structure is generally in fair condition according to New Hampshire Department of Transportation (NHDOT) inspection reports and the culvert is not presently structurally deficient. Water levels and accumulation of sedimentation in the invert of the structure did not allow as detailed a review of the physical characteristics of the metal plate arches at, and below, water level. Given the age, traffic counts, overall condition, and age of the structure, this structure should be given a similar priority for repair and replacement as the Linden Street Culvert.

Per NH RSA 234:2, the geometry of both structures meet the definition of a bridge as they each have an overall combined span greater than ten feet and the distance between the culverts is less than half the diameter of the smallest culvert. Therefore, improvements to either structure would be eligible for funding under the NHDOT Municipally Managed Bridge Aid program.

Interim Repairs

The Town may choose from multiple interim repair options to strengthen each structure in an effort to gain an additional five to fifteen years of service from each structure prior to full replacement. The alternatives below apply to both the Linden Street and Court Street Culverts.

Under the interim repair alternative, it is recommended to excavate the pavement and fill any voids with Class F, Flowable Fill in accordance with NHDOT Standard Specifications to stabilize the current backfill and prevent further cracking of the pavement. This repair is only suitable for stabilization of the roadway base, and is not considered a structural repair that will increase the load carrying capacity of the crossing.

Steel road plates could be placed over the plate arches to distribute vehicle loads after placement of Flowable Fill. The weight of road plates on the structure should be evaluated to ensure that the arches have capacity to carry the additional dead loads from road plates. Road plates would likely need to be spliced together to achieve a sufficient length to extend beyond the outer walls of each plate arch and span over the structure. The extension of the plate beyond the limits of the arch is important to ensure that bearing will be maintained if settlement occurs as soil washes through holes in the plate arch walls.

Another alternative interim repair to increase structural capacity is to line the invert of each culvert with cast-in-place concrete to an elevation above normal high water or fully slip-line the structure with a new plate arch or pipe inside each of the existing arches. The annular space between the existing and new pipe under a full slip-line option would be filled with grout to make a composite structural system. The viability of slip lining the structure in an effort to extend its service life needs to be confirmed with a hydraulic analysis. Partial slip lining as an interim repair is more likely to be allowed in the NHDES permitting process than a full slip lining

The selected alternative for interim repairs, if any, is dependent on the Town's timeline for replacement of the existing structures. We would be happy to further review the cost / benefit and timing analyses of the alternatives with the Town.

Bridge Replacement

The replacement alternatives below apply to both the Linden Street and Court Street Culverts. A replacement structure would be designed for a minimum seventy-five year service life in accordance with NHDOT / AASHTO bridge design provisions. Use of high-quality durable materials facilitates new bridges to be designed for a 100-year life in most environments. For structures in the span range for the Linden and Court Street culverts, precast concrete bridges are most competitive when considering initial costs, life cycle maintenance, and overall performance. Three-sided concrete rigid frame bridges on precast or cast-in-place footings, and precast beam bridges on conventional abutments have been installed throughout the state over the past five years, and are well suited to these sites.

The proposed bridge replacement alternatives include removal of the existing bridge; possible relocation of overhead utilities by others; installation of water diversion or cofferdam structures, installation of a new precast bridge; installation of bridge rail at the Town's option; and completion of roadway approach work to tie each new bridge into the existing roadway approaches. The replacement structures are envisioned to be generally within the footprint of the existing structure at both sites, which will simplify the environmental permitting process.

Given the hydraulic constrictions at both sites, it is very likely that replacement bridges will need to span from bank to bank under current NHDES permitting rules. The current bridge length of

29 feet at Linden Street could be increased to between 45 and 50 feet. The current bridge length of 49 feet at Court Street could be increased to between 75 and 80 feet.

A multiple span rigid frame structure with cast-in-place or precast concrete footings is well suited for both locations. If a rigid frame option is selected, the top of the frame is expected to be close to finish grade to minimize roadway profile adjustments. Therefore, approach slabs are anticipated with a rigid frame to provide a smooth transition from the road to the bridge. A combination of bridge rails suited for vehicular and pedestrian use that is attached at the deck level is anticipated. A rigid frame provides an environmental advantage over the existing metal pipe arches at these sites in that a true natural channel bottom would be provided. A disadvantage of this structure type is that piers will be located in the river that will need periodic maintenance associated with debris removal.

A single clear-span concrete beam superstructure consisting of adjacent prestressed box beams or New England Extreme Tee (NEXT) beams with cast-in-place 'stub' or mid-height concrete abutments and footings is also well suited for both locations. Similar to rigid frame structures, the deck surface will be close to finished grade with a bituminous pavement overlay. This bridge type requires minimal maintenance and is considered 'jointless' with the primary difference between it and a rigid frame being that the vertical abutment walls that the deck beams sit on are not integral with the superstructure. The minimized maintenance, added environmental benefits, and less robust construction dewatering requirements compared to the multi-span rigid frame option, will need to be weighed against the additional superstructure and foundation construction costs of the single span option.

Permitting Requirements

Interim repairs requiring work in the river bed may be completed under existing town wide maintenance permits or by an abbreviated Permit by Rule. A NH Department of Environmental Services Dredge & Fill (Wetlands) permit will be required to complete the replacement projects. Any work adjacent to or within a prime wetland will require a Major level permit. As part of the permitting process, several other agencies are likely to review the project. NH Division of Historical Resources approval will be required in addition to reviews from the NH Natural Heritage Bureau and the U.S. Army Corps of Engineers.

Cost Estimates

A conceptual level opinion of project costs for budgetary purposes is outlined below for the box culvert and rigid frame alternatives using 2012 pricing. To project pricing to future years, a cost index of 4% annually may be applied.

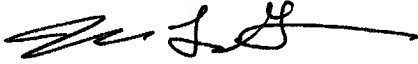
Conclusion

The extent of present deterioration does not put either structure in jeopardy of imminent failure, but as time goes on and deterioration advances, repair alternatives are less likely to be viable from the standpoints of cost and environmental permitting. These culvert structures have deteriorated to a level that repair or replacement alternatives should be programmed in the near future by the Town before the deficiencies become serious or critical resulting in load reductions, or partial roadway closures, at either location.

We appreciate the opportunity to be of assistance to the Town of Exeter. We trust that the findings and recommendations herein will be useful to the Town in planning for interim and

long-term solutions at each project site. If you have any questions, or need additional information, please feel free to contact us at 603-431-6196.

Very truly yours,
CMA ENGINEERS, INC.



Jason L. Gallant, P.E
Vice President and Project Manager

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Encl.

Town of Exeter, NH
Linden Street and Court Street Bridges over Little River
CMA Engineers, Inc. Project # 834
July 2012

Opinion of Probable Design and Construction Costs

Rigid Frame Option - Linden Street	Quantity	Unit	Unit Price	Cost
Clearing and grubbing	0.25	AC	\$ 5,000.00	\$ 1,250.00
Cofferdam / dewatering system	1	LS	\$ 50,000.00	\$ 50,000.00
Site preparation for abutment construction	1	LS	\$ 40,400.00	\$ 40,400.00
structure removal	1	LS	\$ 15,000.00	
common bridge excavation	500	CY	\$ 15.00	
granular backfill / structure fill	400	CY	\$ 38.00	
stone fill channel protection	85	CY	\$ 32.00	
Footing & wingwall concrete	80	CY	\$ 700.00	\$ 56,000.00
Approach slabs	30	CY	\$ 1,000.00	\$ 30,000.00
Concrete reinforcing	8000	LB	\$ 1.55	\$ 12,400.00
2-25' rigid frames FOB job site	2	EA	\$ 85,000.00	\$ 170,000.00
Set structure by crane	1.5	DAY	\$ 10,000.00	\$ 15,000.00
Approach site work / restoration	1	LS	\$ 65,000.00	\$ 65,000.00
Traffic control and signage	1	LS	\$ 4,000.00	\$ 4,000.00
Erosion control and SWPPP	1	LS	\$ 3,000.00	\$ 3,000.00
QC testing program	1	LS	\$ 5,000.00	\$ 5,000.00
structure subtotal				\$ 452,050.00
contractor mobilization @8%				\$ 36,200.00
contingency @ 20%				\$ 90,400.00
survey and geotechnical program allowance				\$ 9,000.00
engineering / bidding / construction administration				\$ 95,000.00
project total				\$ 682,650.00

Cost Range: Say \$615,000 to \$685,000

Town of Exeter, NH
Linden Street and Court Street Bridges over Little River
CMA Engineers, Inc. Project # 834
July 2012

Opinion of Probable Design and Construction Costs

Rigid Frame Option - Court Street	Quantity	Unit	Unit Price	Cost
Clearing and grubbing	0.25	AC	\$ 5,000.00	\$ 1,250.00
Cofferdam / dewatering system	1	LS	\$ 60,000.00	\$ 60,000.00
Site preparation for abutment construction	1	LS	\$ 40,400.00	\$ 40,400.00
structure removal	1	LS	\$ 15,000.00	
common bridge excavation	500	CY	\$ 15.00	
granular backfill / structure fill	400	CY	\$ 38.00	
stone fill channel protection	85	CY	\$ 32.00	
Footing & wingwall concrete	90	CY	\$ 700.00	\$ 63,000.00
Approach slabs	30	CY	\$ 1,000.00	\$ 30,000.00
Concrete reinforcing	9000	LB	\$ 1.55	\$ 13,950.00
3-25' rigid frames FOB job site	3	EA	\$ 85,000.00	\$ 255,000.00
Set structure by crane	2	DAY	\$ 10,000.00	\$ 20,000.00
Approach site work / restoration	1	LS	\$ 80,000.00	\$ 80,000.00
Traffic control and signage	1	LS	\$ 4,000.00	\$ 4,000.00
Erosion control and SWPPP	1	LS	\$ 3,000.00	\$ 3,000.00
QC testing program	1	LS	\$ 5,000.00	\$ 5,000.00
structure subtotal				\$ 575,600.00
contractor mobilization @8%				\$ 46,000.00
contingency @ 20%				\$ 115,100.00
survey and geotechnical program allowance				\$ 9,000.00
engineering / bidding / construction administration				\$ 105,000.00
project total				\$ 850,700.00

Cost Range: Say \$765,000 to \$850,000

Town of Exeter, NH
Linden Street and Court Street Bridges over Little River
CMA Engineers, Inc. Project # 834
July 2012

Opinion of Probable Design and Construction Costs

Clear Span Option - Linden Street	Quantity	Unit	Unit Price	Cost
Clearing and grubbing	0.25	AC	\$ 5,000.00	\$ 1,250.00
Cofferdam / dewatering system	1	LS	\$ 40,000.00	\$ 40,000.00
Site preparation for abutment construction	1	LS	\$ 35,100.00	\$ 35,100.00
structure removal	1	LS	\$ 15,000.00	
common bridge excavation	400	CY	\$ 15.00	
granular backfill / structure fill	300	CY	\$ 38.00	
stone fill channel protection	85	CY	\$ 32.00	
Footing & wingwall concrete	130	CY	\$ 700.00	\$ 91,000.00
Approach slabs	30	CY	\$ 1,000.00	\$ 30,000.00
Concrete reinforcing	13000	LB	\$ 1.55	\$ 20,150.00
precast beam superstructure	200	LF	\$ 1,540.00	\$ 308,000.00
Set structure by crane	0	DAY	\$ 10,000.00	\$ -
Approach site work / restoration	1	LS	\$ 65,000.00	\$ 65,000.00
Traffic control and signage	1	LS	\$ 4,000.00	\$ 4,000.00
Erosion control and SWPPP	1	LS	\$ 3,000.00	\$ 3,000.00
QC testing program	1	LS	\$ 5,000.00	\$ 5,000.00
structure subtotal				\$ 602,500.00
contractor mobilization @8%				\$ 48,200.00
contingency @ 20%				\$ 120,500.00
survey and geotechnical program allowance				\$ 9,000.00
engineering / bidding / construction administration				\$ 170,000.00
project total				\$ 950,200.00

Cost Range: Say \$860,000 to \$950,000

Town of Exeter, NH
Linden Street and Court Street Bridges over Little River
CMA Engineers, Inc. Project # 834
July 2012

Opinion of Probable Design and Construction Costs

Clear Span Option - Court Street	Quantity	Unit	Unit Price	Cost
Clearing and grubbing	0.25	AC	\$ 5,000.00	\$ 1,250.00
Cofferdam / dewatering system	1	LS	\$ 50,000.00	\$ 50,000.00
Site preparation for abutment construction	1	LS	\$ 35,100.00	\$ 35,100.00
structure removal	1	LS	\$ 15,000.00	
common bridge excavation	400	CY	\$ 15.00	
granular backfill / structure fill	300	CY	\$ 38.00	
stone fill channel protection	85	CY	\$ 32.00	
Footing & wingwall concrete	130	CY	\$ 700.00	\$ 91,000.00
Approach slabs	30	CY	\$ 1,000.00	\$ 30,000.00
Concrete reinforcing	13000	LB	\$ 1.55	\$ 20,150.00
precast beam superstructure	300	LF	\$ 1,540.00	\$ 462,000.00
Set structure by crane	0	DAY	\$ 10,000.00	\$ -
Approach site work / restoration	1	LS	\$ 80,000.00	\$ 80,000.00
Traffic control and signage	1	LS	\$ 4,000.00	\$ 4,000.00
Erosion control and SWPPP	1	LS	\$ 3,000.00	\$ 3,000.00
QC testing program	1	LS	\$ 5,000.00	\$ 5,000.00
structure subtotal				\$ 781,500.00
contractor mobilization @8%				\$ 62,500.00
contingency @ 20%				\$ 156,300.00
survey and geotechnical program allowance				\$ 9,000.00
engineering / bidding / construction administration				\$ 190,000.00
project total				\$ 1,199,300.00

Cost Range: Say \$1,100,000 to \$1,200,000

Town of Exeter, NH
Linden Street and Court Street Bridges over Little River
CMA Engineers, Inc. Project # 834
July 2012

Opinion of Probable Design and Construction Costs

Invert Lining Option - Linden Street	Quantity	Unit	Unit Price	Cost
Cofferdam / dewatering system	1	LS	\$ 15,000.00	\$ 15,000.00
Invert lining with reinforced concrete	2	LS	\$ 70,000.00	\$ 140,000.00
structure subtotal				\$ 155,000.00
contractor mobilization @8%				\$ 12,400.00
contingency @ 20%				\$ 31,000.00
engineering / bidding / construction administration				\$ 18,000.00
project total				\$ 216,400.00

Cost Range: Say \$195,000 to \$215,000

Invert Lining Option - Court Street	Quantity	Unit	Unit Price	Cost
Cofferdam / dewatering system	1	LS	\$ 20,000.00	\$ 20,000.00
Invert lining with reinforced concrete	3	LS	\$ 70,000.00	\$ 210,000.00
structure subtotal				\$ 230,000.00
contractor mobilization @8%				\$ 18,400.00
contingency @ 20%				\$ 46,000.00
engineering / bidding / construction administration				\$ 18,000.00
project total				\$ 312,400.00

Cost Range: Say \$280,000 to \$315,000



Linden Street north approach looking south (downstream is to the left)



Little River at Linden Street looking downstream



Typical headwall construction with granite and concrete infill



Typical culvert wall rusting with debris in the southerly culvert



Linden Street south approach looking south (downstream is to the left)



Little River at Court Street looking upstream



Typical headwall construction with granite and concrete



Typical culvert wall rusting at northerly culvert

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:
 Year Funding is Requested:

Department: Public Works - Highway
Project Title: Linden Street Bridge
Contact: Jay Perkins
Phone: 778 - 0591 ext. 163
e-Mail: jperkins@town.exeter.nh.us

Priority (1 of 8, etc.):
Estimated Total Cost:
Estimated Useful Life (Years): 75
Previously Presented? (Yes/No)
When (Please give year):
Growth Related? (Yes/No):

Request Results from ("√" all that apply)	
☒ Reduce Long Term Operating Cost	☒ Health or Safety
☐ Continuation of Existing Project	☒ Expand Public Demand
☐ Reflects Master Plan	☒ Reduces Liability
☐ Fed./State Action Required	☒ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☐ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. General Project Description: Replacement of the Linden Street Bridge over Little River (NHDOT BR. No. 087/062)

2. Rational: The extent and type of deterioration of the existing structure are beyond the practicable limits of cost-effective, long-term rehabilitation. The multi-culvert bridge is structurally deficient and is on the NHDOT Municipal Red List due to its poor condition.

3. Operating Budget Impact:

4. Basis of Cost: The cost estimate for the project, which includes engineering, permitting and construction of a single span replacement bridge in 2012 dollars is \$950,000.



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☐ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction							-	☐ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost	-	-	-	-	-	-	-	☐ Impact Fee Account
Totals	-	-	-	-	-	-	-	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost	-	-	-	-	-	-	-	
Totals	-	-	-	-	-	-	-	

Town of Exeter, New Hampshire

2012 - 2017 CIP Project Request

Date Submitted:
 Year Funding is Requested:

Department: Public Works - Highway
Project Title: Court Street (NH RT 108) Bridge
Contact: Jay Perkins
Phone: 778 - 0591 ext. 163
e-Mail: jperkins@town.exeter.nh.us

Priority (1 of 8, etc.):
Estimated Total Cost:
Estimated Useful Life (Years): 75
Previously Presented? (Yes/No)
When (Please give year):
Growth Related? (Yes/No):

Request Results from ("√" all that apply)

☒ Reduce Long Term Operating Cost	☒ Health or Safety
☐ Continuation of Existing Project	☒ Expand Public Demand
☐ Reflects Master Plan	☒ Reduces Liability
☐ Fed./State Action Required	☒ Deemed Critical by Department

PROJECT DESCRIPTION, RATIONAL & OPERATING BUDGET IMPACT

Proposed ("√" all that apply) ☐ Building Renovation, Addition, New Construction ☐ Equipment New/Replacement ☐ Real Property Acquisition ☐ Road Improvements ☐ Water/Sewer System Improvements

1. General Project Description: Replacement of the Court Street (NH Rt 108) Bridge over Little River (NHDOT BR. No. 095/063)

2. Rational: The extent and type of deterioration of the existing structure are beyond the practicable limits of cost-effective, long-term rehabilitation. The condition of the multi-culvert bridge is presently fair, but deteriorating similarly to the Linden Street and borderline to be added to the NHDOT Municipal Red List.

3. Operating Budget Impact:

4. Basis of Cost: The cost estimate for the project, which includes engineering, permitting and construction of a single span replacement bridge in 2012 dollars is \$1,200,000.



Capital Cost:	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	Total	Proposed Funding Source
Planning/Design/Engineering							-	☐ General Fund (tax rate)
Land/Site Improvements							-	☐ Water Fund (user fees)
Construction							-	☐ Sewer Fund (user fees)
Equipment Cost							-	☐ Capital Reserve Fund
Other Cost							-	☐ Impact Fee Account
Totals							-	☐ Other (Grants, Special Assessment)
Operating Budget Impact:								
Salaries/Wages							-	
Fringe Benefits							-	
Contracted Services							-	
Expenses							-	
Other Cost							-	
Totals							-	