



STREETS & FINANCE COMMITTEE AGENDA

August 25, 2026 8:30 AM

Mark Mockensturm (Chair), Heather Phillips, Wendy Greeley
Ed Shimborske (Chair), Mark Mockensturm, Heather Phillips

- I. Call to Order
- II. Citizen Comments
- III. Financial Future Planning and Infrastructure Discussion
 - a. Jon Drummond, Fishbeck
- IV. Citizen Comments
- V. Adjournment

Public comments are limited to three (3) minutes per speaker, unless extended by the Mayor or Council. Comment is permitted only during designated citizen comment periods on the agenda.

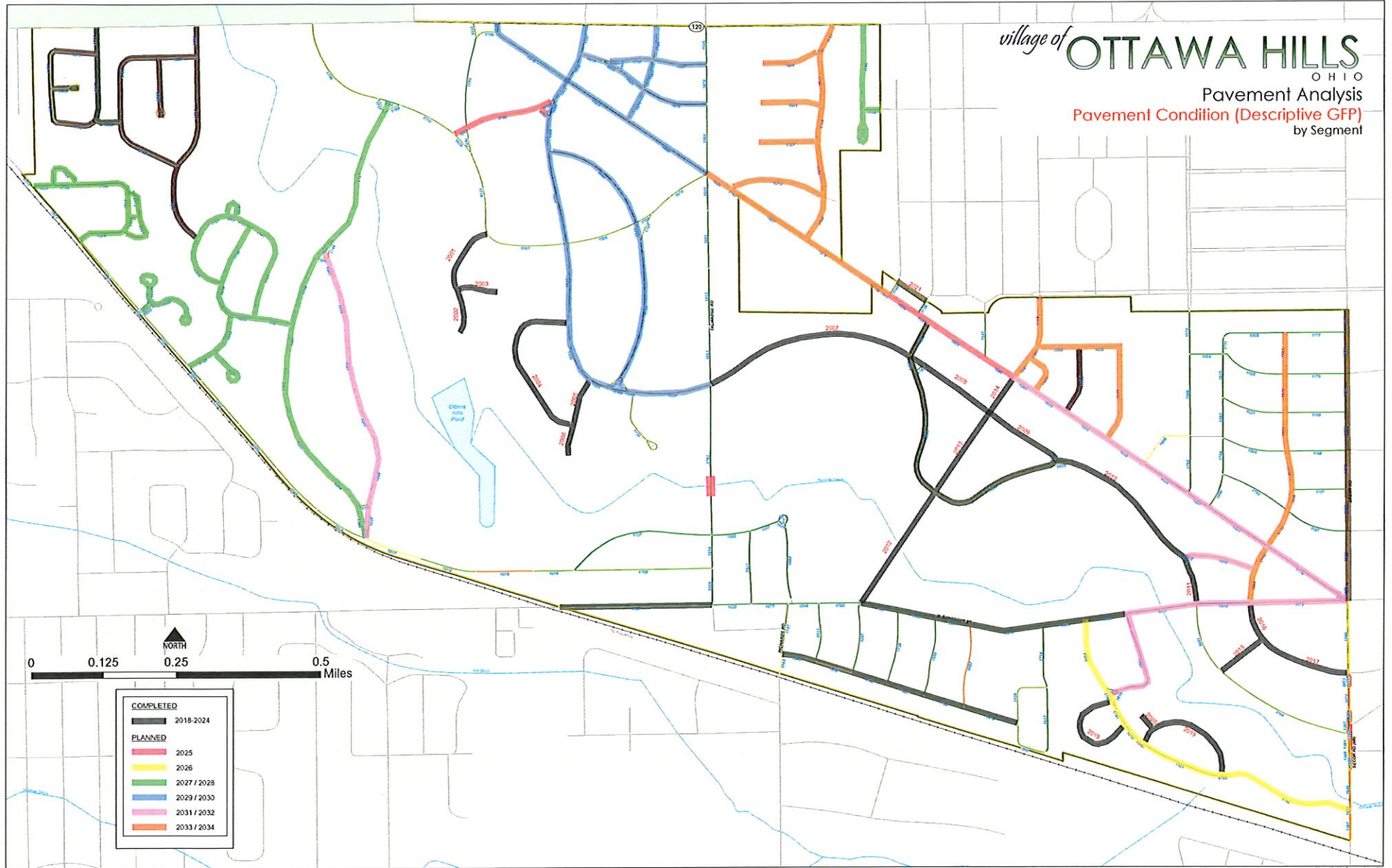
Individuals wishing to speak must sign in prior to the meeting, providing: Name; Address; Affiliation (if applicable); Topic of comment

Council and staff will generally not respond during public comments, but limited responses may be given at the Presiding Officer's discretion. The Presiding Officer may limit repetitive comments on a single topic after 30 minutes, provided viewpoints are not restricted based on content.

The full and complete public comment policy is set forth in Section IV of the Rules of Council.

village of **OTTAWA HILLS**
OHIO

Pavement Analysis
Pavement Condition (Descriptive GFP)
by Segment



OTTAWA HILLS 10-YEAR PAVEMENT MANAGEMENT PLAN
NOTE: All Estimates are in 2024 Dollars

YEAR	CONST. TOTAL	STREET	PROJECT SEGMENT			CONST. + 10%	COST PE & CE	TOTAL	NOTES
			FROM	TO	TREATMENT				
2025	\$230,000	Miner Road	Brookside	Westchester	1.5" Mill & Fill	\$65,000	\$9,750	\$74,750	
		Indian Road	Jodore	Evergreen	1.5" Mill & Fill	\$150,000	\$22,500	\$172,500	
		Talmadge Road	Ottawa River	Ottawa River	3" Mill & Fill	\$15,000	\$2,250	\$17,250	
2026	\$1,400,000	Edgevale Road	Bancroft	Secor	Full Depth Reconstruction	\$1,400,000	\$280,000	\$1,680,000	Does not include Waterline costs
2027/2028	\$1,020,000	Edgehill Road	Hasty	Valley View	1.5" Mill & Fill	\$255,000	\$38,250	\$293,250	Needs drainage improvements but pavement won't last long enough to fund full-depth reconstruction
per year	\$510,000	Citation Road & Loops	Hasty	Hasty	1.5" Mill & Fill	\$205,000	\$30,750	\$235,750	
		Stableside & Loops	Hasty	Hasty	3" Mill & Fill	\$130,000	\$19,500	\$149,500	
		Hardale Blvd & Lape Kafa Way	Central	Village Limits	1.5" Mill & Fill	\$85,000	\$12,750	\$97,750	
		Dauber Drive	Derby	Derby	1.5" Mill & Fill	\$165,000	\$24,750	\$189,750	Needs drainage improvements but pavement won't last long enough to fund full-depth reconstruction
		Derby Road	Edgehill	Dauber	1.5" Mill & Fill	\$100,000	\$15,000	\$115,000	Needs drainage improvements but pavement won't last long enough to fund full-depth reconstruction
		Damascus Drive	Hasty	Derby	1.5" Mill & Fill	\$45,000	\$6,750	\$51,750	Needs drainage improvements but pavement won't last long enough to fund full-depth reconstruction
		Chalcedon Court	Damascus	End	1.5" Mill & Fill	\$35,000	\$5,250	\$40,250	Needs drainage improvements but pavement won't last long enough to fund full-depth reconstruction
2029/2030	\$990,000	Northmoor Road	Sheraton	Talmadge	3" Mill & Fill	\$100,000	\$15,000	\$115,000	
per year	\$495,000	Indian Road	Central	Talmadge	1.5" Mill & Fill	\$240,000	\$36,000	\$276,000	
		Falmouth Road	Brookside	Westchester	1.5" Mill & Fill	\$175,000	\$26,250	\$201,250	
		Sheraton Road	Westchester	Talmadge	3" Mill & Fill	\$140,000	\$21,000	\$161,000	
		Scarsborough Road	Indian	Central	3" Mill & Fill	\$85,000	\$12,750	\$97,750	
		Westchester Road	Brookside	Central	1.5" Mill & Fill	\$190,000	\$28,500	\$218,500	Keep these 2 segments together
		Brookside Road	Westchester	Talmadge	1.5" Mill & Fill	\$60,000	\$9,000	\$69,000	
2031/2032	\$1,030,000	Underhill Road	Brittany	Edgehill	3" Mill & Fill	\$300,000	\$45,000	\$345,000	Needs drainage improvements but pavement won't last long enough to fund full-depth reconstruction. Too late for 1.5" mill & fill, so wait a little longer and do 3" mill & fill.
per year	\$515,000	Indian Road	Evergreen	Secor	1.5" Mill & Fill	\$350,000	\$52,500	\$402,500	
		Chestnut Hill Road	Brookside	Orchard	1.5" Mill & Fill	\$55,000	\$8,250	\$63,250	
		Bancroft Street	Hawthorne	Secor	1.5" Mill & Fill	\$260,000	\$39,000	\$299,000	
		Hawthorne Road	Edgevale	Bancroft	1.5" Mill & Fill	\$65,000	\$9,750	\$74,750	
2033/2034	\$915,000	Northmoor Road	Pembroke	End	1.5" Mill & Fill	\$40,000	\$6,000	\$46,000	
per year	\$457,500	Sheraton Road	Pembroke	End	1.5" Mill & Fill	\$30,000	\$4,500	\$34,500	
		Dunkirk Road	Pembroke	End	1.5" Mill & Fill	\$30,000	\$4,500	\$34,500	
		Halifax Road	Indian	Pembroke	1.5" Mill & Fill	\$50,000	\$7,500	\$57,500	
		Pembroke Road	Indian	Central	1.5" Mill & Fill	\$130,000	\$19,500	\$149,500	
		Indian Road	Talmadge	Jodore	1.5" Mill & Fill	\$165,000	\$24,750	\$189,750	
		Evergreen Road	Indian	Kenwood	3" Mill & Fill	\$90,000	\$13,500	\$103,500	
		Cheryl Lane	Evergreen	Indian	3" Mill & Fill	\$35,000	\$5,250	\$40,250	
		Osborn Street	Evergreen	Ashborne	3" Mill & Fill	\$90,000	\$13,500	\$103,500	
		Ashborne Place	Osborn	Indian	3" Mill & Fill	\$90,000	\$13,500	\$103,500	
		Orchard Road	Bancroft	Gallatin	1.5" Mill & Fill	\$165,000	\$24,750	\$189,750	

Please note that all estimates are in 2024 dollars. Rule of thumb is 3% inflation per year to project to current/future years.



Ottawa Hills, Ohio (Fishbeck Engineers)

Ottawa Hills-OH [2026-27 PCI w/Optional
into ESA]

IMS Fee Proposal

Opportunity ID: 23-10-03229



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6/17/2026

Village of Ottawa Hills, Ohio
Jonathan Drummond, P.E., Fishbeck Engineers
Email: jdrummond@fishbeck.com
Phone: (419) 360-0863

Re: Ottawa Hills-OH [2026-27 PCI with Opt. Analysis into ESA]

Dear Jonathan,

IMS Infrastructure Management Services (IMS) is pleased to present this budgetary estimate for a roadway pavement condition survey for the Village Ottawa Hills. As an industry leader with five decades of pavement and asset management experience, we enable data-driven decision-making, ensuring that your agency's maintenance and rehabilitation funding results in the highest return on investment.

Our project approach is based on four principles:

- **Starting with the end in mind.** We are committed to understanding your agency's goals and objectives for this project. We work with our clients to meet all project goals and provide high-quality deliverables on time and within budget.
- **Confident, informed decision-making.** Accurate data provides the foundation for pavement management analyses, which identify the most appropriate maintenance or rehabilitation activity for each roadway pavement.
- **Maximizing return on investment.** When you choose IMS, you gain a dedicated partner. Backed by decades of experience, our support results in better outcomes and translates to enhanced funding justification and more strategic allocation of existing funding.
- **Providing smart, end-to-end solutions.** We provide professional services powered by end-to-end software, enabling your agency to review and visualize data confidently and easily.

We look forward to delivering this project successfully. Please do not hesitate to contact me with any additional questions at (480) 741-1847 or by email at jtourek@icc-ims.com.

Best regards,

**International Cybernetics Company, LP d/b/a
IMS Infrastructure Management Services**

Jim Tourek, Client Success Manager



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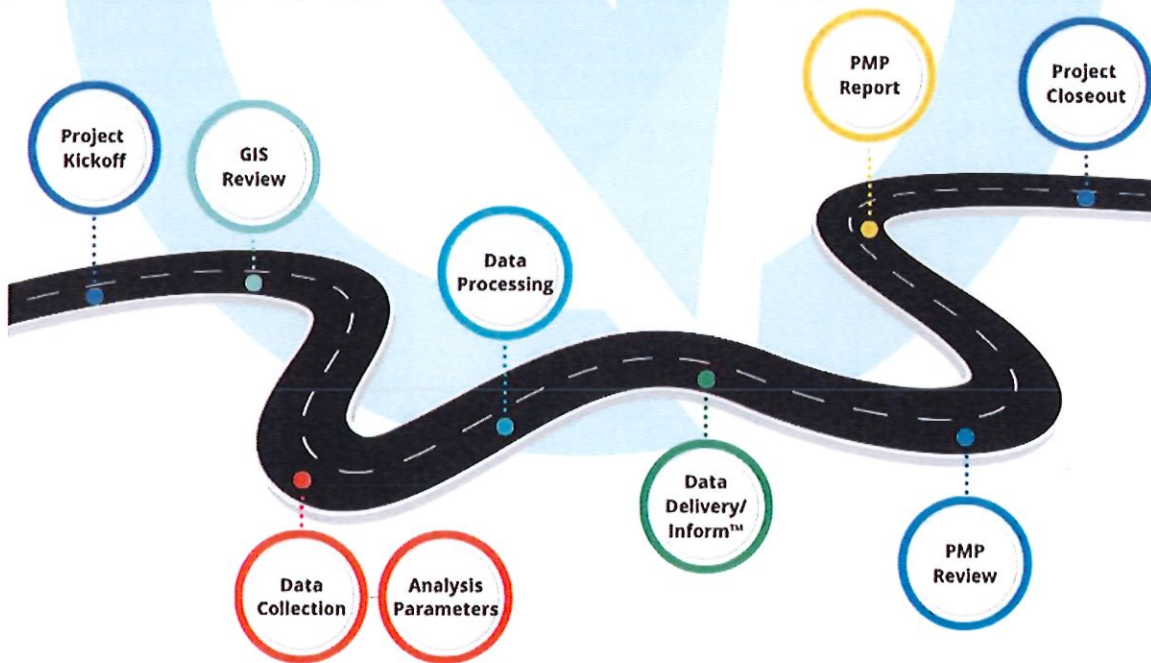
Project Overview

The primary objective of this project is to collect **27 test miles of roadway condition data**. To ensure adequate coverage across the 24 centerline miles of roadway network, we survey +/-3 miles of Collectors roads in both directions and all remaining roads in one direction. Our project roadmap, shown in the figure below, has evolved over the years and reflects our team's collective experience of successfully delivering thousands of similar projects. (See *Appendix A* for more details on each step in our project roadmap.)

The pavement condition survey will be performed with an IrisPRO Pave™ data collection system. The IrisPRO Pave™ collects georeferenced, high-resolution 3D imagery of the pavement surface, spherical right-of-way imagery, and longitudinal and transverse profile measurements.

Collected data are processed to quantify the type, severity, and quantity of pavement surface distresses, including cracking and rutting. Pavement roughness values are reported following the International Roughness Index (IRI) method. Processed data are delivered in both an Excel spreadsheet and a geodatabase. Roadway imagery is published to our Inform™ online data visualization platform for easy review and reference by agency staff.

Our data analysis approach provides 100% coverage of **all collected lanes**, 100% rating of all pavement in those lanes (no sampling), and no reliance on field operators/crew to perform manual rating or supplemented with "windshield surveys." This approach meets stringent industry standards (ASTM and AASHTO) and state DOT reporting requirements. We are the only vendor bringing our fifty-year legacy of state DOT pavement condition survey experience, quality, accuracy, and repeatability to municipal agencies.



Deliverables

01**Roadway Pavement Condition Data**

Reported in an Excel spreadsheet and a geodatabase.

02**Optional Easy Street Analysis (ESA) of Roadway Pavements**

- Easy Street Analysis (ESA) pavement management spreadsheet
- Customizable prioritization and deferred cost analysis (refer to **ESA Overview** for specified customizations and optional value add enhancements)
- ESA training session (one hour) via Teams

03**Opt. Five (5) Year, Network-Level Pavement Management Plan via ESA**

Treatment recommendations based on client-provided (or client-verified) treatment types, treatment costs (\$ per square yard), budget, already-planned treatments, and any additional network-level prioritization rules.

04**Inform™ Online Data Viewer**

Enables convenient, browser-based viewing of collected data and imagery. *(Note: One Year of hosting for unlimited agency users is included from the time of implementation **for new/first-time instances only.**)*

05**Additional Value-Added Services**

If applicable, based on our discussions with you, this budgetary estimate includes information and pricing on additional value-added services, described in more detail below.





IMS Fee Proposal

Ottawa Hills-OH [2026-27 PCI into ESA (Renew)]

(Note: final fee/scope depends on confirmation of test miles to be surveyed, analysis and reporting requirements)

Budgetary Estimate					
Name	Qty.	Units	Price	Disc.	Total Price
Project Setup and Kickoff	1	Lump Sum	\$3,300.00		\$3,300.00
Project Management	1	Lump Sum	\$2,300.00		\$2,300.00
GIS Review and Survey Extents Verification	1	Centerline Miles	\$2,000.00		\$2,000.00
Mobilization/Calibration	1	Lump Sum	\$2,925.00		\$2,925.00
Field Data Collection - IrisPRO Pave	1	Test Miles	\$4,000.00		\$4,000.00
Data Processing: Enhanced Ohio PCR (Including QC/QA) - According to Standard Data Dictionary	1	Test Miles	\$2,675.00		\$2,675.00
Condition Data Delivery (Standard Geodatabase/Tabular Format Only)	1	Lump Sum	\$2,300.00		\$2,300.00
Easy Street Analysis (ESA) Pavement Mgt. Plan/Analysis, Draft	1	Lump Sum	\$6,500.00		\$6,500.00
Draft Pavement Mgt. Report	1	Lump Sum	\$2,400.00		\$2,400.00
Final Pavement Management Report and Analysis Results	1	Lump Sum	\$500.00		\$500.00
Inform, Including Data Hosting: - <400 miles	1	Lump Sum	\$2,480.00	100%	\$0.00
			PCR & PCI Total:		\$19,500.00

Easy Street Analysis (ESA) Pavement Mgt. Plan/Analysis, Draft	1	Lump Sum	\$6,500.00		\$6,500.00
Draft Pavement Mgt. Report	1	Lump Sum	\$2,400.00		\$2,400.00
Final Pavement Management Report and Analysis Results	1	Lump Sum	\$500.00		\$500.00
			Analysis & Report Fee:		\$28,900.00



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Optional Value-Added Service Fees/Rates

Optional Value-Added Service Activities - Cost Estimates				
Name	Qty.	Units	Price	Total Price
FastFWD Structural Testing - Recommended 2-Pass Test for Major Roads			(Available Upon Request)	
Right of Way (ROW) Asset Extraction - Using Standard Data Dictionary Attributes				
Crosswalks	27	Test Miles	\$ 20.00	\$ 540.00
Curb & Gutter	27	Test Miles	\$ 35.00	\$ 945.00
Curb Markings	27	Test Miles	\$ 25.00	\$ 675.00
Drainage Ditches	27	Test Miles	\$ 20.00	\$ 540.00
Drainage Structures (Inlets)	27	Test Miles	\$ 40.00	\$ 1,080.00
Driveway Aprons	27	Test Miles	\$ 60.00	\$ 1,620.00
Fence	27	Test Miles	\$ 25.00	\$ 675.00
Fire Hydrants	27	Test Miles	\$ 25.00	\$ 675.00
Guardrail/Guiderail	27	Test Miles	\$ 20.00	\$ 540.00
Landscaping	27	Test Miles	\$ 30.00	\$ 810.00
Manhole Covers	27	Test Miles	\$ 30.00	\$ 810.00
Pavement Striping - Linear	27	Test Miles	\$ 60.00	\$ 1,620.00
Pavement Markings - Point	27	Test Miles	\$ 45.00	\$ 1,215.00
Retaining Walls	27	Test Miles	\$ 15.00	\$ 405.00
Pedestrian Curb Ramps	27	Test Miles	\$ 30.00	\$ 810.00
Sidewalks	27	Test Miles	\$ 35.00	\$ 945.00
Signs	27	Test Miles	\$ 85.00	\$ 2,295.00
Sign & Supports - Combined - Discounted Rate	27	Test Miles	\$ 80.00	\$ 2,160.00
Sound/Noise Barriers	27	Test Miles	\$ 15.00	\$ 405.00
Street Furniture	27	Test Miles	\$ 30.00	\$ 810.00
Street Lights	27	Test Miles	\$ 40.00	\$ 1,080.00
Traffic Signals and Flashers	27	Test Miles	\$ 30.00	\$ 810.00
Trees (Point)	27	Test Miles	\$ 90.00	\$ 2,430.00
Trees (Tree line, Polyline)	27	Test Miles	\$ 50.00	\$ 1,350.00
Utility Poles	27	Test Miles	\$ 50.00	\$ 1,350.00
Valves	27	Test Miles	\$ 40.00	\$ 1,080.00
Bridge	27	Test Miles	\$ 10.00	\$ 270.00
Culvert	27	Test Miles	\$ 15.00	\$ 405.00
Cycling Facilities	27	Test Miles	\$ 30.00	\$ 810.00
Impact Attenuator	27	Test Miles	\$ 10.00	\$ 270.00
Median	27	Test Miles	\$ 10.00	\$ 270.00
Pedestrian Guardrail	27	Test Miles	\$ 10.00	\$ 270.00
Raised Pavement Marking	27	Test Miles	\$ 50.00	\$ 1,350.00
Shoulder	27	Test Miles	\$ 20.00	\$ 540.00
Speed Hump	27	Test Miles	\$ 15.00	\$ 405.00
Swale	27	Test Miles	\$ 15.00	\$ 405.00
Pavement Management as a Service (PMaaS) - Standard - Annual subscription, ongoing FMP updates	1	Lump Sum	\$ 10,500.00	\$ 10,500.00
Pavement Management as a Service (PMaaS) - Expert - Annual subscription, ongoing FMP updates	1	Lump Sum	\$ 16,000.00	\$ 16,000.00
Pavement Story Map for External Viewers, Standard, With Hosting for 1 year	1	Lump Sum	\$ 7,500.00	\$ 7,500.00
a. Years 2 - 4 Annual Updates of Rehabs; + hosting fees of \$1.20 per mile (if applicable)	3	Lump Sum	\$ 2,000.00	\$ 6,000.00
Pavement Condition Dashboard for Client Internal Viewing, Standard, With Hosting for 1 year	1	Lump Sum	\$ 5,500.00	\$ 5,500.00
a. Years 2 - 4 Annual Updates of Rehabs; + hosting fees of \$1.20 per mile (if applicable)	3	Lump Sum	\$ 2,000.00	\$ 6,000.00
City Council/County Commission Presentation - Virtual	1	Lump Sum	\$ 3,500.00	\$ 3,500.00
a. Add for an Onsite Presentation	1	Lump Sum	\$ 2,500.00	\$ 2,500.00
Non-Standard Written Report (Min. 8-Hours; beyond at Hourly Rate)	8	Hours	\$ 189.00	\$ 1,512.00
Additional or Specialty Maps for Reporting (In Addition to Maps in Standard Report)	1	Lump Sum	\$ 750.00	\$ 750.00
Additional Printed/Hard Copies of the Standard Final Report	1	Lump Sum	\$ 500.00	\$ 500.00
Sidewalk Condition Survey via Sidewalk-Surface Tester (SST) Data Collection			(Available Upon Request)	
Pedestrian Curb Ramp Non-Compliance Survey & Analysis via Mobile Lidar Data Collection			(Available Upon Request)	
Easy Street Analysis (ESA) - Pavement Management Plan/Analysis				
a. "ESA - Easy Street Analysis" Pavement Management Spreadsheet Software				
b. Customizable Prioritization & Cost-Benefit Analysis				
c. Unlimited Access - Training Library				
d. Online ESA Spreadsheet Training via Teams				
			Included in Base Activities (ESA)	



Company Profile

IMS Infrastructure Management Services – now powered by International Cybernetics Company (ICC) – has revolutionized roadway infrastructure management since 1975. With the 2022 merger of IMS and ICC, the IMS team of infrastructure consultants is now backed by ICC's industry-leading data acquisition technologies. We take pride in having one of the industry's largest fleets of advanced pavement, sidewalk, and right-of-way asset data collection systems.



Over the past five years, we have made a \$5 million investment in enhancing our Unify™ software suite, solidifying our position as an industry leader in providing fully integrated, end-to-end data collection, processing, and visualization tools. Our advanced systems – combined with our rigorous approach to quality control – empower us to generate unparalleled data quality while setting the industry benchmark for the fastest turnaround time. The actions that we have taken over the past five years illustrate our continued commitment to improving data quality while simultaneously reducing data collection costs for our clients.

We offer the following pavement management services:

- Automated and semi-automated pavement condition assessments.
- Non-destructive pavement testing and analysis.
- Pavement management system implementation and training.
- Pavement management plan development and presentation.

In addition to pavement management services, IMS offers complementary services such as:

- Right-of-way asset inventory development using 360-degree imagery and mobile Lidar.
- Sidewalk and Americans with Disabilities (ADA)/PROWAG non-compliance surveys.
- Data visualization services using dashboards, StoryMaps, and web applications built on GIS.

Welcome to the new era of infrastructure management, where consulting services are powered by advanced technologies. ***Together, IMS – now powered by ICC – are paving the way forward!***



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Industry-Leading Technologies

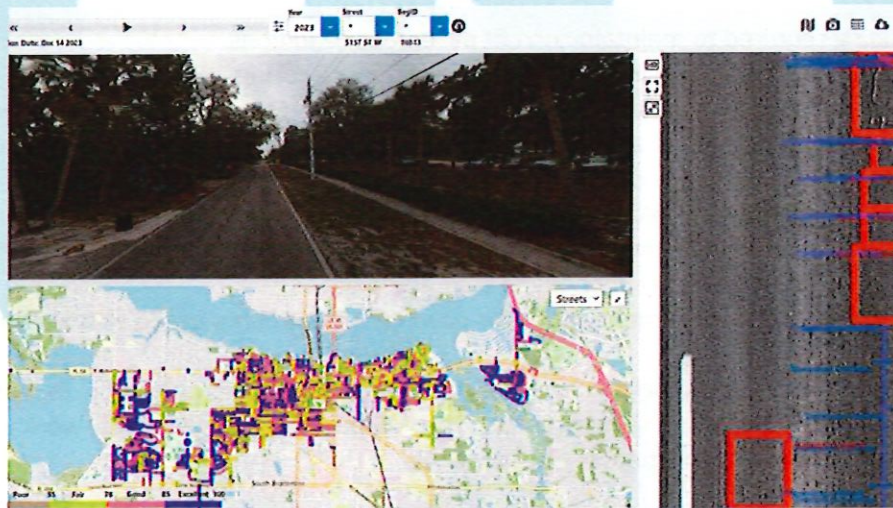
IrisPRO Pavé™

The pavement condition survey will be performed using an IrisPRO Pavé™ data collection system. The IrisPRO Pavé™ is equipped with industry-leading data acquisition technologies, including an inertial profiler, a second-generation Laser Crack Measurement System (LCMS-2), a FLIR Ladybug5+ 30MP 360-degree camera, and an iXBlue A7 or Oxts INS with DGPS.



Inform™ Online Data Viewer

The Inform™ data viewer is an easy-to-use, browser-based, cloud-hosted tool for reviewing pavement condition data and associated imagery. Inform™ presents the data in a map-based environment, enabling agencies to review all collected pavement data, including cracking, rutting, and roughness. The Inform™ viewer is fast, intuitive, and reduces the need for field visits. Inform™ provides color coded roads by condition values like PCI, PSCI, Roughness (IRI), Rutting Index and more. This allows for insights at a glance and effective reporting to decision makers.



"Inform has not only met but also surpassed our expectations. It is quick, exceptionally responsive, requires no IT involvement, and is incredibly user-friendly for individuals of all levels."

– Robert Bush, Program Manager, Arizona DOT



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Optional Easy Street Analysis (ESA) Overview

Pavement Management Plan and Included Deliverables

ESA integrates the core analysis capabilities of the most powerful pavement management systems within a familiar Microsoft® Excel environment. It is a pavement management tool designed to provide agencies with easy access to pavement condition data and analysis results. It is often used to enhance the use of traditional licensed-based software.

ESA was engineered as a simple solution that eliminates the need for users to become pavement management software experts before they can leverage their survey results. ESA is an interactive spreadsheet that contains deterioration curves, functional classes, pavement types, pavement strength rating, agency-specific rehabilitation methods and costs, associated rehab resets, budget information, and other agency-specific parameters. Our interactive ESA spreadsheet is fully customizable to the needs of our clients and programmed to develop multi-year M&R plans built around practical prioritization techniques and financial optimization, typically as cost of deferral analyses. Results can be visualized using both ESRI GIS software and Excel-based mapping tools. IMS has deployed ESA successfully on hundreds of government agencies across North America.

ESA offers the following key scenarios for analysis:

- Annual funding required to maintain current pavement conditions.
- Annual funding required to maintain the current network backlog.
- Funding projections needed to achieve and sustain a target PCI over the next five years.
- Funding projections needed to achieve and sustain a target backlog over the next five years.
- Minimum funding level required to avoid falling below control PCI limit.
- Minimum funding level required to avoid falling below control backlog limit.
- Future network performance predictions, including the network average PCI and segment level PCI, if current funding levels remain unchanged over five years.
- Strategic rehabilitation recommendations for pavement treatments based on the current budget.

For the pavement analysis results to be practically useful to the agency, IMS endeavors to work closely with every client agency to select appropriate parameters. The IMS pavement engineer will work with the client to select and define the analysis parameters. These include:

- Analysis period (standard is 5 years)
- Road maintenance budget (one value in \$/YR; can vary over the years)
- Rehab types and unit rates (in \$/SY)
- Completed work (rehab type and rehab date for any work done after survey but before analysis start date), provided in a GIS-compatible format (shapefile, geodatabase, or list of GISIDs)
- Planned work (rehab type and rehab date for any work to be done after analysis start date; e.g., CIP, future work etc.), provided in a GIS-compatible format (shapefile, geodatabase, or list of GISIDs)



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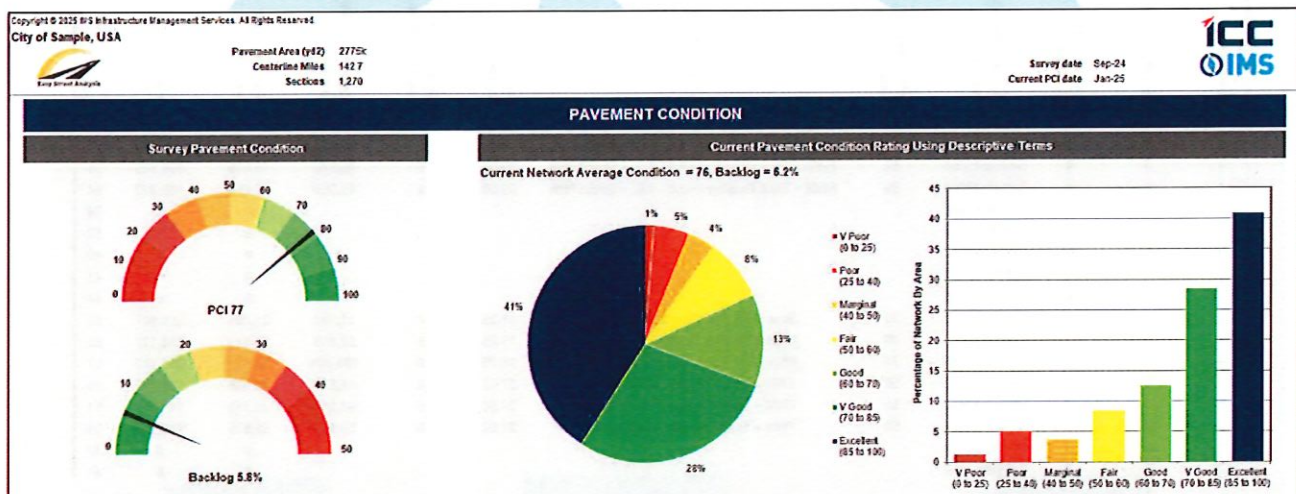
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- Project groupings by proximity, functional classes, pavement types, and similar conditions (PCI spread of 20 and PCI below 40)
- *If structural testing using the Fast-Falling Weight Deflectometer (FFWD) is involved: traffic data (AADT, %Trucks, and/or ESALs), provided in a GIS-compatible format (shapefile, geodatabase, or list of GISIDs). Default traffic count will be used if requested data is one of the specified formats.

Additional parameters and customizations are possible and can be discussed with the pavement engineer during the analysis initiation. IMS pricing includes up to 2 iterations (back-and-forths) of the analysis. Additional iterations or parameters will incur an additional cost. Also, any analysis parameter inputs such as completed or planned work lists provided in non-GIS or non-digital formats will incur an extra cost.

The following snapshots showcase some of the highlights of ESA:



ESA dashboard, providing overview of network condition. ESA offers a detailed evaluation of the network's PCI, with the ability to breakdown analyses by pavement type, functional classes, and index, delivering valuable insights into the overall network condition. The distribution of network area by pavement type and functional classes is displayed.



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Network Analysis Summary - Five Year Rehab Plan Development

Current PCI Date: 1/1/2025		Annual Budget Increase (%/yr): 0.00		% of Budget Dedicated to Surface Treatments: 0							
Analysis Start Date: 1/1/2025 (MM/DD/YYYY)		Unit Rate Inflation (%/yr): 0.00									
Program Year	Annual Budget (\$)	Calendar Year	Block Count	Annual Expenditure (\$)	Pavement Costs (\$)	Peripheral Concrete Costs (\$)	Miles (mi)	PCI	Backlog (%)	Refresh	
Avg:	1,300,000	1,380	2024	1,270	19,006,510	19,006,510	0	142.7	76	6.2	Run ESA
1	1,300,000	2025	25	1,379,910	1,379,910	0	3.7	76			Agency Budget
2	1,300,000	2026	30	1,379,402	1,379,402	0	3.9	75			Inventory and Rehab Plan
3	1,300,000	2027	20	1,379,960	1,379,960	0	2.6	75			
4	1,300,000	2028	31	1,379,804	1,379,804	0	3.2	74			
5	1,300,000	2029	30	1,379,919	1,379,919	0	3.8	74	4.5		
Totals:			136	6,898,995	6,898,995	0	17.1				

Easy Street Analysis										ICC IMS			
Need Year	Committed Year	Year of First Selection	Segment Rehab Results	Rehab Activity Code	Rehab Activity	Avg Unit Rate (\$/yd2)	Segment Peripheral Concrete Costs (\$)	Segment Pavement Cost (\$)	Segment Total Cost (\$)	Project Cost (\$)	Five Year Post Rehab PCI		
4	0	0	Fall Thru Yr 4						0	0	79		
4	0	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	0	73,863	73,863	169,302	94		
4	0	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	0	49,830	49,830	169,302	94		
4	0	4	Selected Yr 4	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Pch	29.00	0	45,559	45,559	169,302	94		
6	0	0	Not Selected						0	0	84		
1	0	0	Fall Thru Yr 1						0	0	52		
3	0	0	Fall Thru Yr 3						0	0	42		
3	0	0	Fall Thru Yr 3						0	0	45		
3	0	0	Fall Thru Yr 3						0	0	44		
4	0	5	Selected Yr 5	30	Edge Mill + Thin Overlay (1.5 - 2.0)	15.25	0	31,293	31,293	258,107	92		
4	0	5	Selected Yr 5	30	Edge Mill + Thin Overlay (1.5 - 2.0)	15.25	0	57,813	57,813	258,107	92		
4	0	5	Selected Yr 5	30	Edge Mill + Thin Overlay (1.5 - 2.0)	15.25	0	169,001	169,001	258,107	92		
3	0	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	27.00	0	41,526	41,526	149,715	91		
3	0	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	27.00	0	48,519	48,519	149,715	91		
3	0	3	Selected Yr 3	50	FWM + Thick Overlay (> 2.0 - 3.0)	27.00	0	59,670	59,670	149,715	91		
2	0	0	Fall Thru Yr 2						0	0	37		
2	0	0	Fall Thru Yr 2						0	0	41		

ESA has a straightforward design with simplified buttons to allow for agile review of recommended solutions for selected segments. The total budget and annual breakdown of each year of the respective analysis and network-level evolution of PCI and backlog are summarized.



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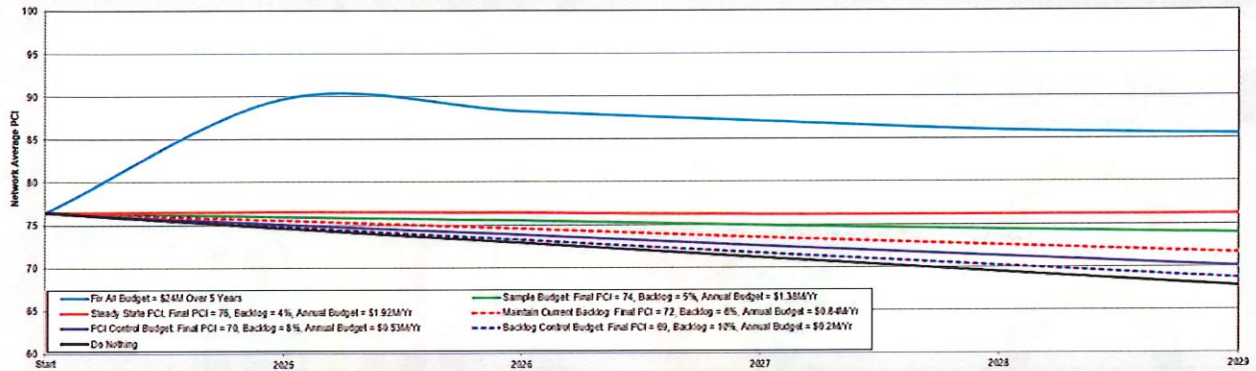
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PAVEMENT MANAGEMENT PLAN - ANALYSIS PERIOD 2025 TO 2029

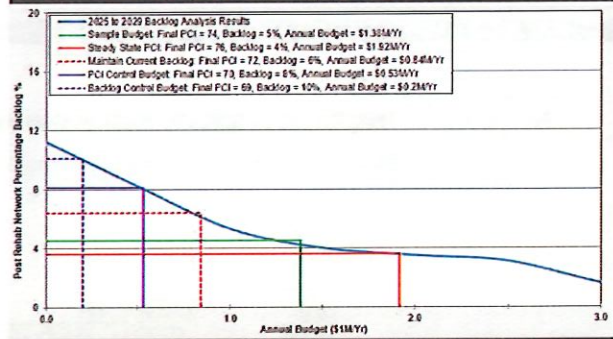
Annual PCI for Various Budget Levels



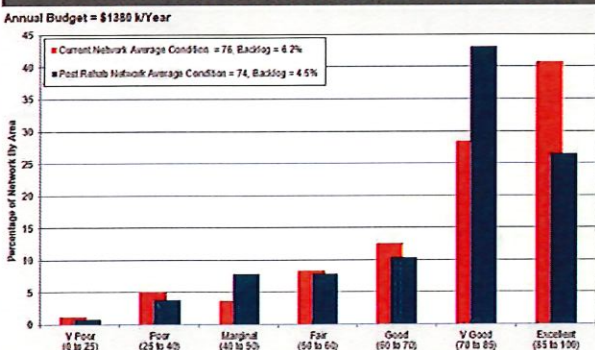
Five Year Post Rehab PCI versus Annual Budget



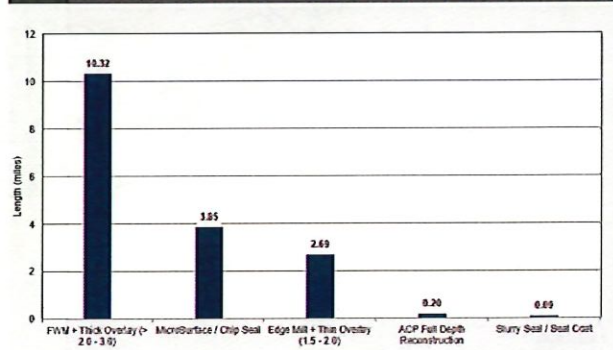
Five Year Post Rehab Backlog (%) versus Annual Budget



Post Rehab Pavement Condition Comparison - Current Condition Versus Selected Budget

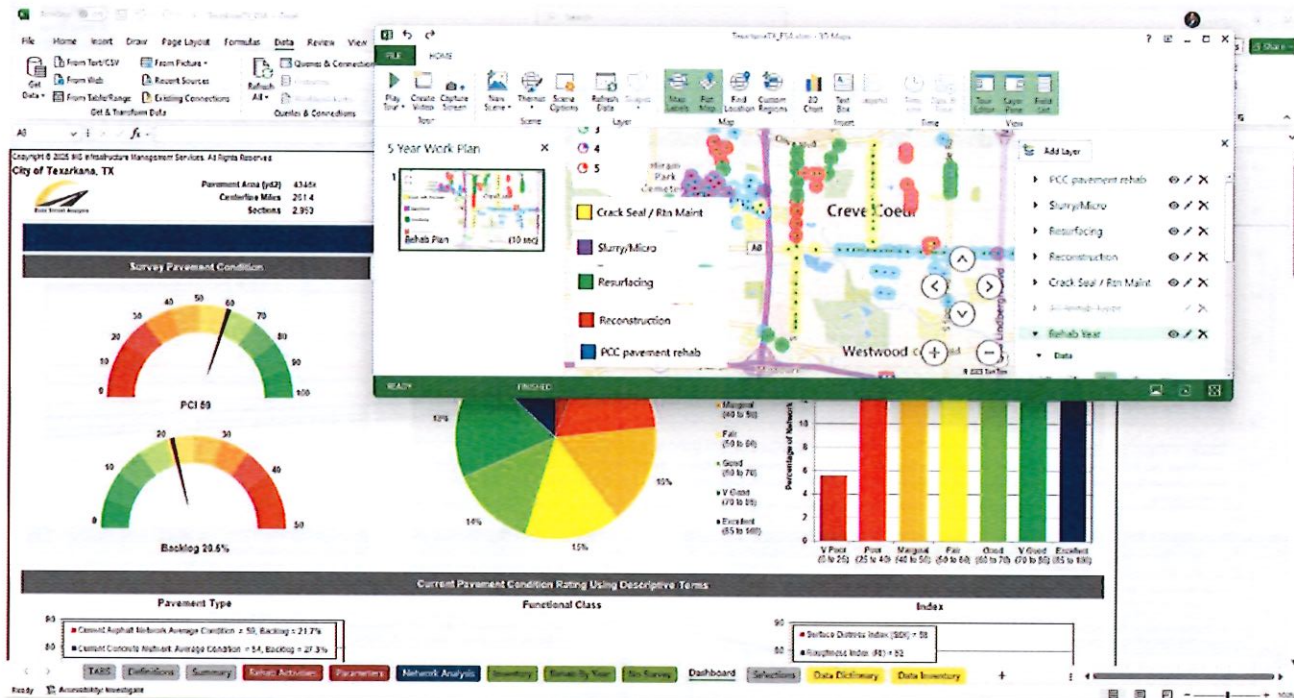


Pavement Rehab Activities Distribution by Extent

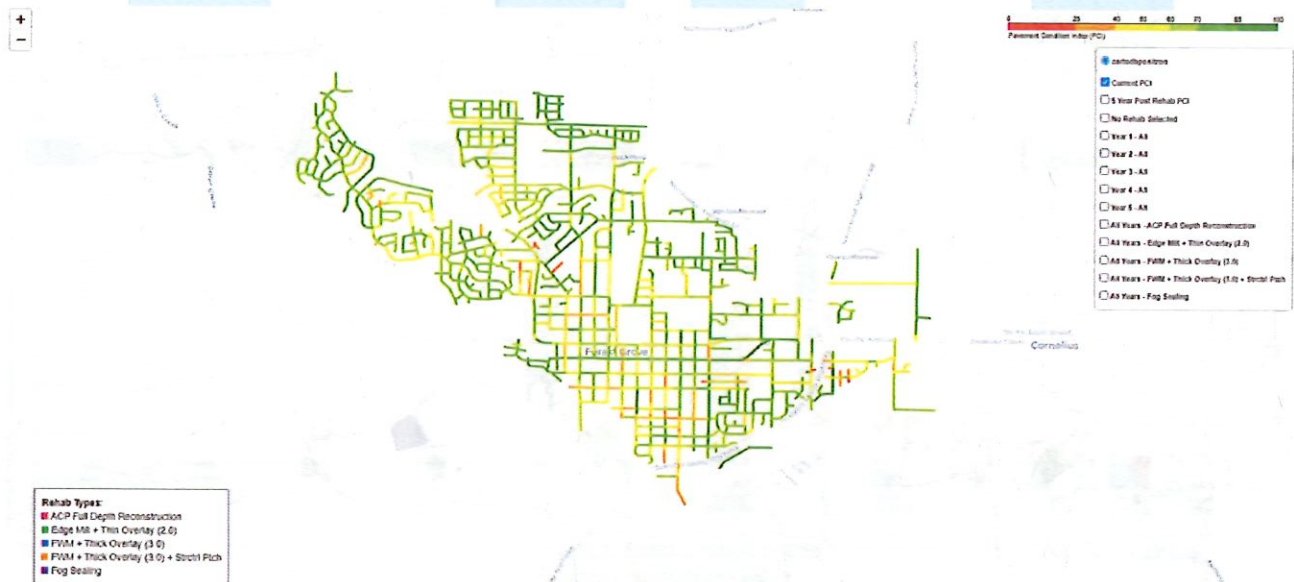


ESA dashboards, presenting PCI and backlog values after a 5-year analysis is generated under various budget scenarios and summarizing the recommended rehabilitation activities by extent.





ESA contains embedded GIS maps, allowing users to open GIS maps within the Excel interface.



ESA viewer, provides a map-based view of the pavement condition before and after applying recommended treatments. Various options can be accessed and filtered from this view. Clicking any segment on the map displays detailed information such as GISID, PCI, year, and more.



Optional Value-Added ESA Enhancements

- Increase analysis period from 5 years to 10 years (ESA fee is multiplied by two (2))
- Additional budget breakdowns, other than one value in \$/YR (*specific scoping required by pavement engineer*)
- Conversion of rehab unit rates to \$/SY (*specific scoping required by pavement engineer*)
- Conversion of completed work (rehab type and rehab date for any work done after survey but before analysis start date) from any format other than a GIS-compatible format (shapefile, geodatabase or list of GISIDs) to an acceptable format for ESA (*specific scoping required by pavement engineer*)
- Conversion of planned work (rehab type and rehab date for any work to be done after analysis start date e.g., CIP, future work etc.), provided in a GIS-compatible format (shapefile, geodatabase, or list of GISIDs) to an acceptable format for ESA (*specific scoping required by pavement engineer*)
- Inclusion of project groupings by any other approach such as groupings by subdivisions, zones, neighborhoods, etc. (*specific scoping required by pavement engineer*)
- Conversion of traffic data for integration of FWD data into ESA (*specific scoping required by pavement engineer*)
- Client GIS 1-to-1 synchronization with ESA via one of our trusted partners, NewEdge.
- ESA Viewer - Full GIS Map, Allows for Client Updating of Map Scenarios from 5-Year Plan (*Priced as a \$2,000 one-time cost add-on; a lightweight software installation is required that allows for regeneration of maps of your pavement management plan. As part of the core ESA deliverable, a map is generated. ESA Viewer allows for unlimited map refreshing if you make updates to the plan. Allows for viewing in any current web browser.*)

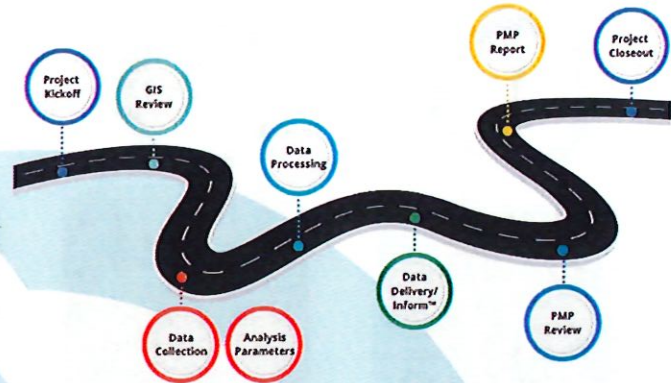


APPENDIX

Appendix A – Typical Project Roadmap

Step 1: GIS Linkage and Survey Map Development

Following the kickoff meeting, IMS' GIS team reviews the agency's roadway network and verifies the roadways to be collected. The agreed-upon roadway network is loaded into ICC Drive™ software, which defines the pavement network segmentation and attribution to be collected and delivered.



Step 2: Project Kickoff

The IMS project manager schedules a kickoff meeting with your agency's project team to review the project scope, schedule, and fee. The IMS project manager ensures that the IMS team and agency stakeholders clearly understand the goals and objectives of the project.

Step 3: Data Collection

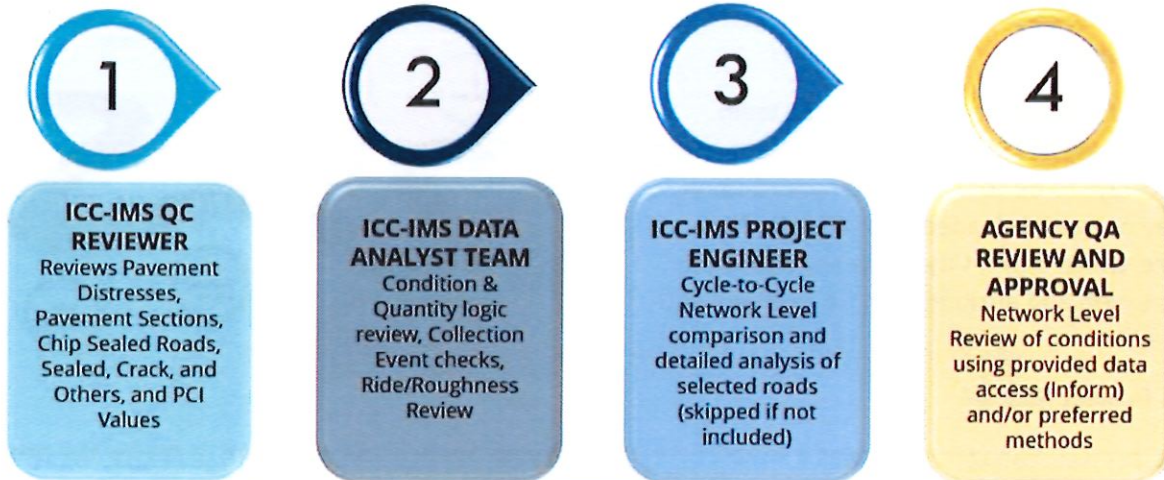
The pavement condition survey is performed with an ICC IrisPRO Pave™ data collection system. Georeferenced, high-resolution 3D imagery of the pavement surface, spherical right-of-way imagery, and longitudinal and transverse profile measurements are collected.

Step 4: Data Processing

The collected data are processed using ICC Connect™ software to quantify the type, severity, and quantity of pavement surface distresses, including cracking and rutting. Pavement roughness values are reported using the International Roughness Index (IRI) method.



Comprehensive Data Quality Management



Step 5: Multi-step QC/QA IMS has developed a unique approach to pavement condition surveys by coupling the power of automated algorithms with manual review of distress data by trained and certified pavement raters. All data is manually reviewed by our QC team, then reviewed by Data Analysts and Project Engineers, and lastly, submitted to the agency for final review and acceptance. This rigorous QC/QA process provides an added measure of confidence that the pavement condition data is accurate.

Step 6: Data Analysis & Reports

- **Comprehensive Analysis**
Our data analysis is thorough and tailored to provide insights that drive decision-making.
- **Detailed Reporting**
We deliver comprehensive reports that are clear, concise, and customized to your reporting standards.

Step 7: Project Closeout

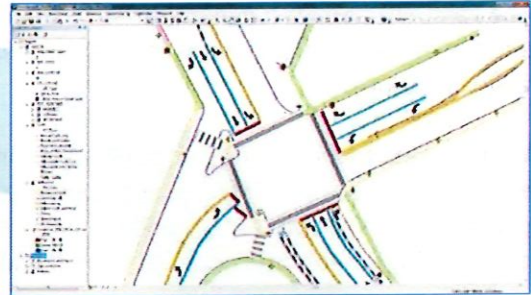
Project deliverables will be sent to you for final approval and acceptance. Once accepted, we will facilitate a final project close-out meeting with you, where we will present our findings and recommendations. This workshop-style meeting is an opportunity to clarify any final questions and discuss other ways IMS can support your pavement management program in the future.



Appendix B – Additional Value-Added Services

Right of Way (ROW) Asset Collection (e.g., signs, markings, curb, and gutter, etc.)

Imagery collected during the pavement condition survey can be used to build ROW asset inventories and condition assessments for signs, sign supports, curb and gutter, sidewalks and multi-use trails, pedestrian curb ramps, pavement markings and striping, traffic signals, trees, and many others. Our ability to leverage the high resolution 360-degree imagery already collected makes this a frequently used add on service by our clients.



Web-based GIS Visualization via StoryMaps and Dashboards

Easy-to-use and easy-to-maintain web-based, geocentric StoryMaps and Dashboards can be built to serve not only internal staff but also constituents. These tools provide a dynamic way to present complicated information visually. StoryMaps and Dashboards may be configured for use within the agency for coordinating projects across departments or for presentation to the public to promote transparency and trust.



Inform™ Web Based Viewing Software, Including Thematic Maps

IMS offers a convenient, web-based tool for reviewing pavement condition data and associated imagery. Our cloud-hosted visualization and analysis software Inform™ enables agencies to review collected pavement and asset data. The software is fast, intuitive, and is the simplest way to make valuable photolog images available to every user. **Ninety (90) days of complimentary hosting is included with all IMS projects.** Competitive pricing for data hosting in year two and beyond is available upon request.





Structural Testing with a Fast-Falling Weight Deflectometer (FastFWD)

IMS offers additional pavement testing techniques to enhance decision-making and project prioritization.

The FastFWD applies a dynamic load to the pavement surface to measure structural capacity and pavement layer stiffness values.

We integrate the structural index (SI) as a component of each roadway's final PCI to help you better predict future performance and fine-tune rehabilitation activities, such as determining when to reconstruct vs. mill and overlay.



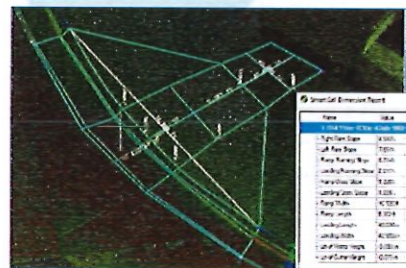
Sidewalk, Trail, and Parking Lot Surveys with a Sidewalk Surface Tester (SST)

We deploy our Sidewalk Surface Testers (SST) for capturing sidewalk inventory and condition data, SSTs may also be deployed to collect data for narrow alleys, parking lots, bike paths, and multi-use trails. SST surveys yield comprehensive sidewalk condition data that may be used in combination with lidar pedestrian curb ramp data to develop detailed ADA non-compliance identification. With the evolving PROWAG requirements, it is critical for agencies to have a plan in place for routinely assessing the condition of and proactively maintaining their pedestrian walkways.



Mobile Lidar for Pedestrian Curb Ramp Assessments

Mobile Lidar is deployed to supplement ROW inventory surveys by creating a 3D point cloud from which measurements can be extracted. Our mobile lidar system (a Riegl VMQ-1HA) collects 1.2 million points per second, resulting in extremely dense point clouds. The integrated Ladybug 5+ camera captures high-resolution spherical imagery at defined intervals. Using the lidar point cloud, IMS can efficiently take detailed measurements of pedestrian curb ramps to identify non-compliance.



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Roadway Friction Testing

Friction testing is a critical element of roadway safety inspections. Adequate friction can help reduce accidents and save lives. In the last five years alone, we have successfully completed over 200 friction testing projects. The friction of the pavement surface is measured in accordance with ASTM E274 and incorporates a ribbed tire in accordance with ASTM E501 for studies of the left wheel path at each site.



In-Person (or Virtual) Council Presentations

IMS is often asked to develop and deliver a council presentation to educate council members and the public on the concepts of pavement management and the results of the surveys, health of the roadway network and recommendations as a value-added service. We work collaboratively with agency staff to develop highly focused presentations that layout the existing state of the agency's roadways and the funding required to meet the agency's goals and objectives.



Customized Written Reports and Specialty Maps

IMS will prepare all project documentation, including a draft and final summary report of the findings and conclusions as part of the project. Additional analyses and specialty maps may be added to the final report to enhance the ability of the agency to communicate existing pavement conditions, forecasted conditions, and M&R needs and priorities.



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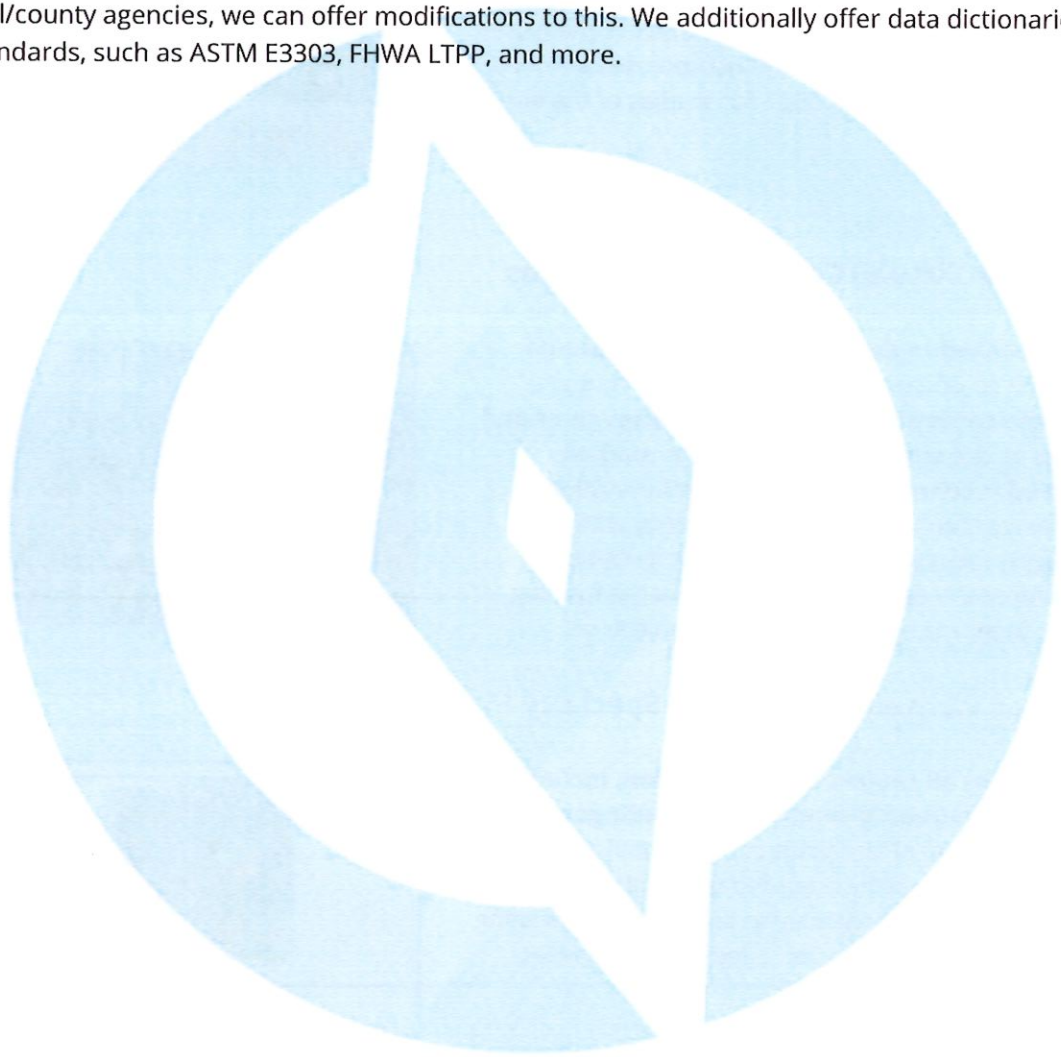


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Appendix C – Enhanced ASTM D6433 Data Dictionary

The following pages outline the standard measurements that will be reported from our collected and processed data for roadways. We refer to this as a data dictionary, to clearly outline to our clients all data points we will be collecting and reporting data for. While this is the most typical data dictionary for municipal/county agencies, we can offer modifications to this. We additionally offer data dictionaries for other standards, such as ASTM E3303, FHWA LTPP, and more.



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	Field Name	Units	Description
A	SegmentID	n/a	Unique Segment ID as per the client provided network GIS
B	Road	n/a	Road name as per the client provided network GIS
C	Road ID	n/a	Integer version of Road, Called Street Number in ESA - New field to be generated by Connect
D	Sequence ID	n/a	Polyline order, called Block Number in ESA (use integers 1, 2, 3, etc) - New field to be generated by Connect
E	Supersegment ID	n/a	Segment grouping by logical treatment area - Imported into Connect from Excel; attached to network definition
F	From Street	n/a	From Street in ESA - Imported into Connect from Excel; attached to network definition
G	To Street	n/a	To Street in ESA - Imported into Connect from Excel; attached to network definition
H	Primary_Direction_Collection	n/a	True where collection matches digitized direction of GIS, False where collected opposite.
I	Direction	n/a	Predominant direction of travel, N/E/S/W based upon average heading value of the segment.
J	FunctionalClass	n/a	Client functional class from GIS (Local, Collector, Arterial, etc)
K	PavementType	n/a	Predominant pavement type observed over reporting interval
L	StartChain	Miles	Start chainage as defined for segment by the shp file
M	EndChain	Miles	End chainage as defined for segment by the shp file
N	Length	Feet	Chainage Length of the Segment in feet
O	Inform Link	URL	URL to launch Inform to beginning of this section
P	Image Path	File Path	This is the internal path to the first image of each segment (e.g. M:/Raw/Images/image1.jpg)
Q	ASP %	%	Percentage of segment that is ASP and not affected by any Event Flags
R	ASP Area	Square Feet	Total accessible pavement area that is ASP and not affected by any Event Flags
S	Other %	%	Percentage of segment that is Other and not affected by any Event Flags
T	JCP %	%	Percentage of segment that is JCP and not affected by any Event Flags



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U	JCP Area	Square Feet	Total accessible pavement area that is JCP and not affected by any Event Flags
V	Valid %	%	Percentage of the segment length containing valid data and not affected by any Event Flags
W	EventFlag		Flag indicating presence of either Construction, Bridge, Railroad etc for which the data is invalidated
X	AssessableLength	Feet	Assessable pavement length captured from IrisPRO Pave not affected by any Event Flags
Y	AssessableWidth	Feet	Assessable pavement width captured from IrisPRO Pave not affected by any Event Flags
Z	AssessableArea	Square Feet	Assessable pavement area captured from IrisPRO Pave not affected by any Event Flags
AA	PavementLength	Feet	Actual pavement length from aerial images - Imported into Connect from Excel; attached to network definition
AB	PavementWidth	Feet	Actual pavement width from aerial images - Imported into Connect from Excel; attached to network definition
AC	Speed	mph	Average speed of collection through segment
AD	MinSpeed	mph	Minimum speed of collection through segment
AE	MaxSpeed	mph	Maximum speed of collection through segment
AF	IRI Left	in/mi	Lane left IRI where speed is greater than 12.5mph (Average)
AG	IRI Right	in/mi	Lane right IRI where speed is greater than 12.5mph (Average)
AH	IRI Avg	in/mi	Lane average IRI where speed is greater than 12.5mph
AI	IRI %Invalid	%	Percentage of segment where IRI has been invalidated due to low speed or Event Flags
AJ	Rutting Left	Inches	Left wheelpath rut depth (Average)
AK	Rutting Right	Inches	Right wheelpath rut depth (Average)
AL	Alligator_Low	Square Feet	Total area of low severity Alligator Cracking as defined by ASTM D6433
AM	Alligator_Mod	Square Feet	Total area of moderate severity Alligator Cracking as defined by ASTM D6433
AN	Alligator_High	Square Feet	Total area of high severity Alligator Cracking as defined by ASTM D6433
AO	LongTrans_Low	Feet	Total length of low severity Longitudinal & Transverse Cracking as defined by ASTM D6433
AP	LongTrans_Mod	Feet	Total length of moderate severity Longitudinal & Transverse Cracking as defined by ASTM D6433
AQ	LongTrans_High	Feet	Total length of high severity Longitudinal & Transverse Cracking as defined by ASTM D6433



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AR	PatchingUtilityCuts_Low	Square Feet	Total area of low severity Patching & Utility Cuts as defined by ASTM D6433
AS	PatchingUtilityCuts_Mod	Square Feet	Total area of moderate severity Patching & Utility Cuts as defined by ASTM D6433
AT	PatchingUtilityCuts_High	Square Feet	Total area of high severity Patching & Utility Cuts as defined by ASTM D6433
AU	Pothole_Low		Count of low severity Potholes as defined by ASTM D6433
AV	Pothole_Mod		Count of moderate severity Potholes as defined by ASTM D6433
AW	Pothole_High		Count of high severity Potholes as defined by ASTM D6433
AX	Rutting_Low	Square Feet	Total area of low severity Rutting as defined by ASTM D6433
AY	Rutting_Mod	Square Feet	Total area of moderate severity Rutting as defined by ASTM D6433
AZ	Rutting_High	Square Feet	Total area of high severity Rutting as defined by ASTM D6433
BA	CornerBreak_Low		Count of low severity Corner Break as defined by ASTM D6433
BB	CornerBreak_Mod		Count of moderate severity Corner Break as defined by ASTM D6433
BC	CornerBreak_High		Count of high severity Corner Break as defined by ASTM D6433
BD	DividedSlab_Low		Count of low severity Divided Slab as defined by ASTM D6433
BE	DividedSlab_Mod		Count of moderate severity Divided Slab as defined by ASTM D6433
BF	DividedSlab_High		Count of high severity Divided Slab as defined by ASTM D6433
BG	Faulting_Low		Count of low severity Faulting as defined by ASTM D6433
BH	Faulting_Mod		Count of moderate severity Faulting as defined by ASTM D6433
BI	Faulting_High		Count of high severity Faulting as defined by ASTM D6433
BJ	Linear_Low		Count of low severity Linear Cracking as defined by ASTM D6433
BK	Linear_Mod		Count of moderate severity Linear Cracking as defined by ASTM D6433
BL	Linear_High		Count of high severity Linear Cracking as defined by ASTM D6433
BM	Patching(Large)UtilityCuts_Low		Count of low severity Patching (Large) & Utility Cuts as defined by ASTM D6433
BN	Patching(Large)UtilityCuts_Mod		Count of moderate severity Patching (Large) & Utility Cuts as defined by ASTM D6433
BO	Patching(Large)UtilityCuts_High		Count of high severity Patching (Large) & Utility Cuts as defined by ASTM D6433
BP	Patching(Small)_Low		Count of low severity Patching (Small) as defined by ASTM D6433
BQ	Patching(Small)_Mod		Count of moderate severity Patching (Small) as defined by ASTM D6433



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BR	Patching(Small)_High	Count of high severity Patching (Small) as defined by ASTM D6433
BS	CornerSpalling_Low	Count of low severity Corner Spalling as defined by ASTM D6433
BT	CornerSpalling_Mod	Count of moderate severity Corner Spalling as defined by ASTM D6433
BU	CornerSpalling_High	Count of high severity Corner Spalling as defined by ASTM D6433
BV	SlabCount	Count of slabs within the segment, not affected by any Event Flags
BW	Deflection Results	Empty Placeholder field for ESA
BX	SNeff	Empty Placeholder field for ESA
BY	SNreq	Empty Placeholder field for ESA
BZ	Rutting (ACP Only)	Distress Index field for ESA - Will be populated by Python processor
CA	L&T Crk / Linear Crk	Distress Index field for ESA - Will be populated by Python processor
CB	Alligator Crk / Divided Slab	Distress Index field for ESA - Will be populated by Python processor
CC	Map Crk (Block Crk) / Crnr Brk	Distress Index field for ESA - Will be populated by Python processor
CD	Edge Crk / Jnt Spall	Distress Index field for ESA - Will be populated by Python processor
CE	Distortions / Faulting	Distress Index field for ESA - Will be populated by Python processor
CF	Bleeding / Polished Agg	Distress Index field for ESA - Will be populated by Python processor
CG	Raveling / Scaling	Distress Index field for ESA - Will be populated by Python processor
CH	Patches	Distress Index field for ESA - Will be populated by Python processor
CI	Potholes	Distress Index field for ESA - Will be populated by Python processor
CJ	Crossfall	Distress Index field for ESA - Will be populated by Python processor
CK	Grade	Crossfall, positive when right side is lower than left side
CL	PCI	Grade, positive when pitching uphill
CM	PSCM	Pavement Condition Index (PCI)
CN	PSCI	ASTM Pavement Surface Cracking Metric (Crack Length * Crack Width / Interval Area) as defined by ASTM E3303
CO	PSCPRM	ASTM Pavement Surface Cracking Index as defined by ASTM E3303 Pavement Surface Cracking, Potholes and Repair Metric is a variation of the PSCM which also includes patches, potholes and sealed cracks



CP	PSCPRI	Pavement Surface Cracking, Potholes and Repair Index is a variation of the PSCI which also includes patches, potholes and sealed cracks
CQ	Roughness Index (RI)	Roughness Index field for ESA
CR	Structural Index (SI)	Empty Placeholder field for ESA (Structural Index, calculated from Deflections)
CS	Overall Condition Index (OCI)	Empty Placeholder field for ESA (Composite Index, calculated from PCI, RI, and SI) 50% PCI + 25% RI +25% SI (with structural) or 67% PCI + 33% RI (without)
CT	Start_Coords (LAT)	Latitude at start of segment in decimal degrees (WGS84)
CU	Start_Coords (LON)	Longitude at start of segment in decimal degrees (WGS84)
CV	End_Coords (LAT)	Latitude at end of segment in decimal degrees (WGS84)
CW	End_Coords (LON)	Longitude at end of segment in decimal degrees (WGS84)
CX	SurveyDate	Date of data collection.



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VILLAGE OF OTTAWA HILLS
2015-2025 ACTUAL
2026-2030 FORECAST

8/21/2026

	ACTUAL				
	2021	2022	2023	2024	2025
BEGIN UNENC. BALANCE	4,699,928	5,250,344	6,326,520	5,297,537	5,722,014
INCOME TAX	3,732,303	4,107,675	4,416,525	4,300,345	4,553,130
REAL ESTATE TAX	667,723	747,178	753,727	745,655	849,969
OTHER	1,115,662	923,005	1,317,895	1,376,827	1,608,870
RITA RETAINER REFUND					
FEDERAL COVID FUNDS	117,531	119,000	0	0	0
TOTAL OPERATING REVENUE	5,633,219	5,896,858	6,488,147	6,422,826	7,011,969
WAGES, TAXES, ETC.	(2,719,296)	(3,019,400)	(3,223,280)	(3,176,009)	(3,131,214)
OPERATING & MAINT	(2,054,357)	(1,920,082)	(2,597,331)	(2,221,081)	(2,164,415)
RITA				(128,956)	(131,744)
TEN MILE					
TOTAL OPERATING EXPENSE	(4,773,653)	(4,939,482)	(5,820,611)	(5,526,046)	(5,427,373)
OPERATING SURPLUS (DEF)	859,566	957,376	667,536	896,780	1,584,596
CAPITAL REVENUES	867,389	1,957,800	974,414	1,765,678	842,730
CAPITAL EXPENSES					
ROAD CONSTRUCTION	(640,952)	(653,756)	(1,588,344)	(1,728,319)	(552,515)
SEWER/SIDEWALK	4,228	(1,086,916)	(30,297)	(26,375)	(37,536)
CAPITAL IMPROVEMENTS	(130,509)	(14,653)	(776,233)	(269,556)	(437,178)
EQUIPMENT, MISC	(409,306)	(83,675)	(276,059)	(213,731)	(93,000)
TOTAL CAPITAL EXPENSE	(1,176,539)	(1,839,000)	(2,670,933)	(2,237,981)	(1,120,228)
NET SURPLUS (DEF) no proj	550,416	1,076,176	(1,028,983)	424,477	1,307,097
UNENC BALANCE - no proj				5,722,014	7,029,111
PROJECTS					
NET SURPLUS (DEFICIT)	550,416	1,076,176	(1,028,983)	424,477	1,307,097
END UNENC. BALANCE	5,250,344	6,326,520	5,297,537	5,722,014	7,029,111
50% Operating Budget†				2,763,023	2,713,687

CAPITAL

Secor/ Ridgewood	Riva Bridge & Road	Bexford	Hasty I 300K grant	Maint
	Secor Bridge		Avatar Riva Ridge Secretariat	

FORECAST					
2026	2027	2028	2029	2030	2031
7,029,111	4,972,901	4,928,937	4,851,677	4,652,611	4,480,025
4,534,117	4,670,141	4,810,245	4,954,552	5,103,189	5,256,284
849,969	849,969	849,969	849,969	849,969	849,969
1,513,062	1,528,193	1,543,475	1,558,909	1,574,498	1,590,243
87,416	93,403	96,205	99,091	102,064	105,126
0	0	0	0	0	0
6,984,564	7,141,705	7,299,893	7,462,521	7,629,720	7,801,622
(3,531,850)	(3,637,805)	(3,746,940)	(3,859,348)	(3,975,128)	(4,094,382)
(3,720,177)	(2,999,909)	(3,089,906)	(3,182,603)	(3,278,082)	(3,376,424)
(138,089)	(140,104)	(144,307)	(148,637)	(153,096)	(157,689)
(31,000)	(31,000)	(31,000)	(31,000)	(31,000)	(31,000)
(7,421,116)	(6,808,819)	(7,012,153)	(7,221,588)	(7,437,305)	(7,659,495)
(436,552)	332,886	287,740	240,934	192,414	142,128
2,554,250	3,681,725	682,000	682,000	682,000	682,000
(2,410,577)	(3,418,575)	(682,000)	(682,000)	(682,000)	(682,000)
(65,000)	(65,000)	(65,000)	(65,000)	(65,000)	(65,000)
(1,416,500)	(350,000)	(150,000)	(150,000)	(150,000)	(150,000)
(281,831)	(225,000)	(150,000)	(225,000)	(150,000)	(225,000)
(4,173,908)	(4,058,575)	(1,047,000)	(1,122,000)	(1,047,000)	(1,122,000)
(2,056,210)	(43,964)	(77,260)	(199,066)	(172,586)	(297,872)
4,972,901	4,928,937	4,851,677	4,652,611	4,480,025	4,182,153
(2,056,210)	(43,964)	(77,260)	(199,066)	(172,586)	(297,872)
4,972,901	4,928,937	4,851,677	4,652,611	4,480,025	4,182,153
3,710,558	3,404,409	3,506,077	3,610,794	3,718,653	3,829,747

Forecast assumes we are 6% under operating budget
The Dana D. and H. David White Sports Complex is budgeted in 2026 and will carryover to 2027
Future equipment needs need to be re-evaluated

Q & A

Q: What funds are included in operating budget?

A: All funds, except the 400 capital accounts.

Q: Could you explain what each fund is?

A:

- 101 GENERAL
- 201 STREET CONSTR. MAINT. & REPAIR
- 202 STATE HWY IMPROVEMENT
- 208 LAW ENFORCEMENT
- 209 DRUG ENFORCEMENT
- 210 EMPLOYEE APPRECIATION
- 214 ONE OHIO OPIOID FUND
- 290 TERMINATION BENEFIT FUND
- 401 *CAPITAL PROJECTS*
- 404 *CAPITAL GRANTS FUND*
- 405 *VOTED ROAD LEVY*
- 502 STREET LIGHTS
- 503 SHADE TREE
- 801 POLICE PENSION
- 802 FIREMEN'S PENSION

Q: In prior years, there has always been an operating surplus, why does 2026 have a deficit?

A: Due to using fund 201 (Street Construction, Maintenance, and Repair) for some of our Edgevale Rd costs, that fund is considered as our operating budget, not capital budget, which are the 400 accounts.

Q: Are we guaranteed a RITA retainer refund each year?

A: No, RITA withholds a 3% retainer throughout the year on our collections. After the fiscal year is complete, they send us a letter about our allocation and refund, if any. In 2024 and 2025, our allocation of their services was near 1%, resulting in refunds. Or assumption is that will continue.

Q: Why is the The Dana D. and H. David White Sports Complex construction still budgeted in 2026?

A: Due to the unknown timeline while creating the 2026 budget, the appropriation was placed in 2026. We will incur engineering in 2026 but we will not start construction until 2027, so those costs will shift to 2027. It does not change the overall financial position of the village.

Q: What capital equipment is needed in the future?

A: Mrs. Hoffman will meet with each department head before budget prep to finalize what capital is needed. We used placeholders of \$150k and \$225k for upcoming years.

Q: Why is the 50% of operating budget important?

A: In 2013, Council passed Resolution 2023-10 stating that a minimum total cash balance of 50% of the annual operating budget should be maintained for the stability of the Village. In reviewing future financial planning, the Village will take necessary steps to maintain this minimum total cash balance.

Q: Why is there no big street projects scheduled in 2028-2031?

A: Due to budget constraints and no new revenue sources, we kept the future costs to match our expected revenue. Our revenue could change based on any OPWC grants we apply for.

Q: When will we start prepping the 2027 budget?

A: Mrs. Hoffman is likely to present a draft budget in October 2026. We will need a joint HR and Finance committee meeting to discuss the draft budget and employee compensation for 2027. Prior to that, she will meet with department heads and Ms. McDonald to review numerous budgetary items.