

TOWN OF ACWORTH
CAPITAL IMPROVEMENT PROGRAM

2018 Update by
Acworth Planning Board:

November 2018

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INTRODUCTION

AUTHORIZATION

The Acworth Planning Board was authorized to create a Capital Improvement Plan with funds designated for that purpose by vote at Town Meeting on March 13, 2007. The Plan was developed by a Town committee with assistance from Kenneth B. McWilliams & Associates. The first edition was adopted by the Planning Board on November 28, 2007.

SCOPE

NH RSA 674:5 describes a Capital Improvement Plan as a program of town capital improvements over a period of at least six years. The Acworth Capital Improvement Plan uses a cost criterion of at least \$8,000 and a life expectancy of at least three years. A capital expenditure is one that is generally not recurring

PURPOSE

The purpose of the Capital Improvement Plan is to aid the Selectmen and Budget Committee in their consideration of the annual budget.

ANNUAL UPDATE

The Planning Board reviews recommended levels of capital expenditure and arrives at suggested annual funding levels for each area. It is not the intention of the Planning Board to manage capital projects. The specific items listed are based on department projections and are subject to real time prioritization and implementation. It is anticipated that the annual update of the CIP will incorporate the previous year's actual expenditures and priorities to revise the projections for the years ahead.

The Planning Board would like to thank all who have contributed of their time and energy to create this update of Acworth's Capital Improvement Plan.

**Table 1: Highway Equipment Replacement Program
Acworth: 2018 - 2024**

11/26/2018

Equipment	Projected year of replacement	Replacement, Cost or Trade	Estimated life of equipment	Year												
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028		
2007 GMC One Ton Truck/2018 Dodge 5500	2018		5-7 years	\$ 115,000												
2006 International Dump Truck/2018 Internat. Dump	2018	\$ 200,000	7-10 years	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
2005 Grader	2025	\$310,000New	20 years													
2003 IT 420D Backhoe	2021	\$ 80,000	15 years													
2012 550 Ford Truck*	2022	\$ 125,000	5-7 years													
1994 Komatsu Loader - purchased in 2010	2021	\$ 90,000	10 years													\$ 125,000
2011 307D Caterpillar Excavator	2021	\$ 86,000	10 years													\$ 150,000
2015 Western Star Dump Truck	2025	\$ 186,290	10 years	\$ 36,156	\$ 27,117											
CS54 Caterpillar Roller	2038	\$ 101,000	25 years	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400
Equipment capital reserve fund deposits					\$ 25,000			\$ 50,000				\$ 50,000			\$ 50,000	
Equipment capital reserve fund withdrawals																\$ 50,000
Block Grant Withdrawal of funds																-\$ 100,000
Fund Balance				-\$ 71,000												-\$ 100,000
Totals				\$ 87,566	\$ 103,517	\$ 101,400	\$ 101,400	\$ 101,400	\$ 101,400	\$ 101,400	\$ 101,400	\$ 101,400	\$ 101,400	\$ 101,400	\$ 101,400	\$ 100,000

Note # 1: The costs listed in this table are current and do not include any adjustments that may be necessary for inflation.

Note # 2: Replacement dates are for broad planning purposes only and are not indicative of automatic replacement. As with all major equipment replacements, the condition of the equipment and the ongoing maintenance costs will need a thorough review and analysis before the Selection can determine the practicality of extending the current estimated life beyond the life expectancy listed.

Note # 3: Use of capital reserve funds for lease payments will require equipment leases to be structured as capital leases without escape clauses.

Note # 4: Multi-year lease payments are based on 5 years for trucks and 7-10 years for equipment

Note#5: Beginning 2019 increases to the CRF anticipate Loader replacement not previously scheduled.

**Table 1-1: Highway Equipment
Capital Reserve Account Balance
Acworth : 12007-2024**

11/26/2018

Capital Reserve Account					
Year	Interest	Appropriation	Expended	Balance	
prior balance	\$ 0	\$ 0	\$ 0	\$ 15,889	
2007	\$ 314	\$ 25,000	\$ 0	\$ 41,203	
2008	\$ 272	\$ 0	\$ 0	\$ 41,475	
2009	\$ 899	\$ 25,000	\$ 0	\$ 67,374	
2010	\$ 95	\$ 0	\$ 0	\$ 67,469	
2011	\$ 46	\$ 30,000	\$ 0	\$ 97,515	
2012	\$ 37	\$ 30,000	\$ 87,400	\$ 40,152	
2013	\$ 5	\$ 30,000	\$ 14,791	\$ 55,366	
2014	\$ 6	\$ 30,000	\$ 0	\$ 85,372	
2015	\$ 69	\$ 39,935	\$ 59,039	\$ 66,337	
2016	\$ 0	\$ 15,000		\$ 81,337	
2017	\$ 0		\$ 80,000	\$ 1,337	
2018	\$ 0	\$ 0		\$ 1,337	
2019	\$ 0	\$ 25,000		\$ 26,337	
2020	\$ 0	\$ 50,000		\$ 76,337	
2021	\$ 0	\$ 50,000		\$ 126,337	
2022	\$ 0	\$ 40,000	\$ 100,000	\$ 66,337	
2023	\$ 0	\$ 50,000	\$ 100,000	\$ 16,337	
2024					

Table 2: Road & Bridge Construction program

Acworth 2018-2027		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Revised 10/25/2018	Scenic										
Crane Brook Rd. 2.6 miles (Drain, grind and pave)		268382									
Charlestown Rd Starting at the Charlestown town line and go to Luther Hill Rd (1.5 inch shim)	X	80042									
Derry Hill Rd first hill near Five Points (Underdrainage)	X	9600									
Beryl Mountain (Culverts)		8000									
Luther Hill Rd 1.1 miles (Shim, overlay and Shoulder work)	X		91000								
Beryl Mountain Rd. (Culverts and underdrainage)			111500								
Derry Hill Rd starting at Five Points to Nelson Rd (Grind and gravel)	X		75500								
Cold Pond Rd (Culverts)	X		90000								
Beryl Mountain Rd and Forest Rd, to Alstead town line (Pave Base 3 inches)				394000							
Beryl Mountain Rd and Forest Rd, to Alstead town line(1 inch overlay)					128000						
Cold Pond Rd. Old section near center of town (Culverts and Underdrainage)	X				122800						
Derry Hill Rd. (Culverts and Underdrainage)	X				55000						
Forest rd. (Culverts and underdrainage)	X				65000						
Cold Pond Rd old section near center of town (Grind and gravel and pave 3 inch base)	X					275000					
Charlestown Rd (Old section grind and gravel)	X					95000					
Cold Pond Rd Starting at Gove Rd to center of town (Shim, overlay and shoulder work)	X						347000				
Derry Hill Rd (Culverts)	X						48000				
Charlestown Rd (Old section 3 inch base)	X							205000			
Derry Hill Rd. Grind and gravel	X							165000			
Charlestown Rd (Old section 1 inch Overlay)	X								67000		
Charlestown Rd Starting at Luther Hill Rd to state maintained (Shim and overlay)	X								245000		
Forest Rd. Grind and gravel and pave	X									350000	
Derry Hill Rd. Grind and gravel	X									20000	
Allen Rd. (Grind Gravel and Pave)	X										200000
Derry Hill Rd. Grind and gravel											170000
Bridge Capital Reserve Deposit	X		25000								25000
Bridge Capital Reserve Withdrawal			25000								25000
Gravel Crushing		75000	75000	50000	75000	75000	50000	75000	75000	75000	75000
Totals		466024	468000	469000	470800	470000	470000	470000	412000	470000	470000

Note #1: Allen and Forest Bridges have been enrolled in State Bridge Program an 80/20 State/Town split.

Note #2: Table show Bridge reserve deposits and withdrawals to cover Town portion of bridge projects.

Note #3: Table assumes maintaining 4 major paved roads: Beryl, Charlestown, Cold Pond, Crane Brook.

**Table 2-1: Bridge Repair/Replacement
Capital Reserve Account Balance
Acworth : 2014-2024**

11/26/2018

Capital Reserve Account					
Year	Interest	Appropriation	Expended	Balance	
prior balance				\$ 0	
2014		\$ 20,000	\$ 0	\$ 20,000	
2015		\$ 50,000		\$ 70,000	
2016		\$ 100,000	\$ 50,000	\$ 120,000	
2017		\$ 20,000	\$ 100,000	\$ 40,000	
2018		\$ 20,000		\$ 60,000	
2019		\$ 25,000		\$ 85,000	
2020		\$ 25,000		\$ 110,000	
2021		\$ 25,000		\$ 135,000	
2022		\$ 25,000		\$ 160,000	
2023		\$ 25,000		\$ 185,000	
2024		\$ 25,000		\$ 210,000	

**Table 3-1: Town Revaluation
Capital Reserve Account Balance
Acworth : 2010-2024**

11/26/2018

Capital Reserve Account					
Year	Interest	Appropriation	Expended	Balance	
prior balance					\$ 0
2010	\$ 3	\$ 20,000	\$ 0		\$ 20,003
2011	\$ 10	\$ 0	\$ 20,000		\$ 13
2012	\$ 0	\$ 8,000	\$ 0		\$ 8,013
2013	\$ 1	\$ 8,000	\$ 0		\$ 16,014
2014	\$ 1	\$ 8,000	\$ 0		\$ 24,015
2015	\$ 0	\$ 8,000	\$ 0		\$ 32,015
2016	\$ 0	\$ 0	\$ 32,000		\$ 15
2017	\$ 0	\$ 8,000	\$ 0		\$ 8,015
2018	\$ 0	\$ 8,000	\$ 0		\$ 16,015
2019	\$ 0	\$ 8,000	\$ 0		\$ 24,015
2020	\$ 0	\$ 8,000	\$ 0		\$ 32,015
2021	\$ 0	\$ 8,000	\$ 40,000		\$ 15
2022	\$ 0	\$ 10,000	\$ 0		\$ 10,015
2023	\$ 0	\$ 10,000	\$ 0		\$ 20,015
2024	\$ 0	\$ 10,000	\$ 0		\$ 30,015

Table 4: Impact of CIP recommendations on tax rate

Acworth: 2018 - 2024

	2018	2019	2020	2021	2022	2023	2024
Town assessed net value as a fixed projection	Projected \$ 98,569,250	Projected \$ 98,569,250	Projected \$ 98,569,250	Projected \$ 98,569,250	Projected \$ 98,569,250	Projected \$ 98,569,250	Projected \$ 98,569,250
Projected capital appropriations:							
Table 1: Equipment	\$ 87,566	\$ 103,517	\$ 101,400	\$ 101,400	\$ 105,000	\$ 100,000	NA
Table 2: Roads and bridges	\$ 466,024	\$ 468,000	\$ 469,000	\$ 470,800	\$ 470,000	\$ 470,000	\$ 470,000
Table 3: Other needs	\$ 8,500	\$ 13,500	\$ 13,500	\$ 13,500	\$ 15,500	\$ 15,500	\$ 15,500
Total CIP expenditures	\$ 562,090	\$ 585,017	\$ 583,900	\$ 585,700	\$ 590,500	\$ 585,500	
Percent of current year tax rate	6.00%						
Potential tax rate of CIP expenditures at projected assessed net value	\$ 5.70	\$ 5.93	\$ 5.92	\$ 5.94	\$ 5.99	\$ 5.94	

NOTES:

- {1} Projected Assessed Net Value is based on the 2018 Assessed Valuation.
- {2} Due to the potential for variation in the inflation rate the costs presented above are without adjustment for inflation.
- {3} The maximum suggested town tax rate per joint committee meeting of BOS, BUDGET COMM AND PLANNING BOARD in 2007 was \$7.86 per \$1,000 of assessed value with a town value of \$100,457,510; 10% of value was lost in 2011 due to recession; 1.5% of value was lost in 2013 due to State CU value decreases.

