

TOWNSHIP OF BYRAM

NEW JERSEY

MAILING ADDRESS:
10 Mansfield Drive
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WEBSITE ADDRESS:
www.byramtwp.org

MEMORANDUM

TO: Township Council

FROM: Joseph W. Sabatini, Township Manager

DATE: January 23, 2019

RE: Proposed DRAFT 2019 Capital Budget

Capital Budget:

- Local Budget Law 40A:4-43 – Capital Budgets, definition.
The governing body may and shall, when directed by the local government board, prepare, approve and adopt a budget for the expenditure of public funds for capital purposes to give effect to general improvement programs. A capital budget shall be a plan for the expenditure of public funds for capital purposes, showing as income the revenues, special assessments, free surplus, and down payment appropriations to be applied to the cost of a capital project or projects, expenses of issuance of obligations, engineering supervision, contracts and any other related expenditures.
- The Governing Body is required to adopt a capital budget and a capital improvement program in conjunction with its annual operating budget.
- The capital budget represents *the current year* of a three-year capital improvement program since the Township is under a 10,000 population.
- The capital improvement program presents the schedule for capital projects showing projected costs and revenue sources.
- The capital budget DOES NOT in itself confer any authority to raise or expend funds.
- The Governing Body may assign the responsibility for preparing the capital budget for the capital improvement program to the administrative staff or the Planning Board, or both. Final content of the plan resides with the Governing Body.
- Municipal Land Use Law permits the Governing Body to request the Planning Board to prepare the proposed capital program. The Land Use Law states that if there is an adopted master plan, the Planning Board must be given 45 days to review any “action necessitating the expenditure of any public fund” affecting the master plan.

- In Byram Township, it has been the responsibility of the Administrative Staff to prepare the capital budget and capital improvement program.

Capital Improvement Fund:

- Within the general fund under general appropriations there is a provision for Capital Improvement appropriations.
- This is for appropriations that have a useful life of 5 years or more.
- The fund permits appropriations to be set aside for purposes that may not be known or specified at time of the budget adoption.
- Municipalities annually may appropriate a fixed sum to this fund permitting it to build up over several years.
- No money may be expended from the Capital Improvement Fund without an ordinance being adopted for a specific purpose.
- The capital improvement fund is used as a means of financing down payments for bond ordinance appropriations. All bondable capital items must have a minimum 5% down payment. Also, the Governing Body can decide to fully fund an ordinance from the Capital Improvement Fund and/or Capital Fund Balance.
- Capital Fund Balance results from the cancelation of unexpended funds in a fully funded debt or mixed funded ordinance. The Governing Body may adopt an ordinance authorizing the funding of a capital project from Capital Fund Balance or it can be anticipated as revenue in the current fund operating budget.
 - As of December 31, 2018, the balance in the Capital Improvement Fund totaled \$937,592.43.
 - *Note: This includes the money that was allocated to support the 5% down payment for the municipal building project. (\$550,000)*
 - As of December 31, 2018, the balance in Capital Fund Balance totaled \$71,691.15.

Capital Planning Process:

- The Township's Master Plan serves as the blueprint for the future of the community. This is a long-term planning document that can be referenced when completing the capital planning process.
- Departments have been asked to compile their capital project requests. These projects can fall into the categories of being a recurring project such as street maintenance, previously identified projects and new projects which can include acquisition of land or structures, construction, major repairs or rehabilitation, and major equipment.
- Projects should be described with justification, estimated costs and proposed method of financing.

Debt Service:

- Local Bond Law – 40A:2:
 - 40A:2-5. Debt Limitation – no bond ordinance shall be finally adopted if it appears from the supplemental debt statement that the percentage of net debt as stated pursuant to 40A:2-42 exceeds 3.5% (based on the equalized valuations of the taxable real estate, together with the improvement for the last 3 preceding years).
 - Annual Debt Statement (1/31/2018):
 - Total Debt = \$3,070,590.79
 - Percentage of Debt = 0.312%
 - Total allowable debt = \$34,433,842.61 (3.5%)
 - NOTES:
 - Total Debt includes: Bond Anticipation Notes, Bonds, Green Acres Loans, Emergency Notes, Sewer Debt, Open Space Debt and Special Assessment Debt.
 - 40A:2-8.1 Issuance of bond anticipation notes:
 - Issued for a period not to exceed one year.
 - Shall mature and be paid no later than the first day of the fifth month following the closing of the tenth fiscal year next following the date of the original notes.
 - No notes shall be renewed beyond the third anniversary date of the original notes unless an amount of such notes, at least equal to the first legally payable installment of the bonds in anticipation of which those notes are issued, is paid.
- In 2015, the Township was at the end of its ten (10) year permanent debt cycle with the final payment on the outstanding general obligation bonds made on October 1, 2015.
- To continue with a new ten (10) year cycle, the Township took advantage of interest rates and authorized a bond sale to convert all short-term debt (bond anticipation notes) to permanent debt.
- The Township purchased \$1,928,000 in general bonds with a net interest rate of 1.911494%. The final payment on new bonds will be September 1, 2025.
- The 10 Year Debt Cycle (Average Permanent Debt issue is \$1.9 million) requires an estimated \$550,000 which covers Bond Anticipation Notes (P&I) and General Obligation Bond(s) (P&I).
- Average annual debt service obligations should not exceed \$350,000 to keep with the average \$1,900,000 ten (10) year permanent debt cycle.
- At the start of a new 10-year cycle (2016), the balance of Debt Service was moved into Capital Improvement Fund to support funding Capital Projects. As capital ordinances have been adopted (2017 & 2018), portion of the debt service balance that was moved to the Capital Improvement Fund has been moved back to debt service to support BAN principal and interest payments.
- The scheduled payment for 2019 Debt Service is as follows:

	Principal	Interest
Bond	\$200,000	\$30,520
BAN	\$95,700	\$19,450
Green Acres	\$38,042	\$5,486
TOTALS:	\$333,742	\$55,456
	TOTAL:	\$389,198

- Future Debt Obligations (plan):
 - Need to consider plan for capital projects for years 2019-2021.
 - Increasing budget for debt service or capital improvement fund provides opportunity to fund capital projects.

2019 PROPOSED Capital Improvements – funded from Budget:

- Capital Improvement Fund: \$286,393
 - \$25,000 is raised to fund Capital Improvement Fund.
- Drainage Improvements: \$5,000
- Supplement for Streets and Roads: \$100,000
- Budget Appropriation (Streets-n-Roads) \$225,500
- DPW Equipment \$100,000
- Budget Appropriation (Purchase Vehicles) \$45,000

NOTES:

- In 2019, the Township now has 14 active employees that waive health benefits. The Township remains liable to provide health benefits if the employee becomes ineligible for coverage from the independent source.
- Moved \$100,000 to DPW Equipment and \$120,000 to Improvements to Streets and Roads from the Group Health Insurance account. This will reduce unexpended balances which is a source of regenerating fund balance.

2019 DRAFT Capital Budget and 3 Year Capital Improvement Program (FOR DISCUSSION):

- Attached is the draft three-year Capital Program (2019 - 2021).
- Attached is summary of all the requested capital projects for the years 2018 – 2028.
- Attached is a ten-year capital plan for Streets and Roads (2019 – 2028). This plan will be updated during 2019 after completion of 2019 projects.
- Attached are departmental requests and other supporting documentation to support the presented Capital Projects. Not all project requests have been included in the Capital Improvement Program.
- Attached is a December 31, 2018 report regarding road edge maintenance. This is the result of an issue raised that the town needs to better maintain the shoulders and road edges. This will have capital and budget impacts should we adopt a new policy for road edge maintenance.
- Other Items for Discussion:
 - Little Paint Way Drainage Improvements – Funding allocated is at \$165,000 – new expected cost is exceeding \$200,000.

- o Mountain Heights Park – Transfer of Funds to Mohawk View - \$29,1000 (Settlement)
 - o Woods Edge Road – Emergency Access Road (Preliminary Engineering - \$15,000)
 - o Stag Pond – No improvements included in capital program.
- Remember this capital budget does not in itself confer any authority to raise or expend funds.

TOWNSHIP OF BYRAM		CAPITAL IMPROVEMENT PROGRAM 2019-2021									
2019 CAPITAL BUDGET						5% Down Pymt					
				CAPITAL	Amounts	Capital	Grants and				
		2019	2019	Budget	Reserved In	Improvement	Other	Debt	Other		
		Proposed	Budget	Budget	Prior Years	Fund	Funds	Authorized	Funding	NOTES	
Proposed Projects	DEPT	Costs	O&E	Appropriation							
Asphalt Hot Patcher Dump Trailer	DPW	\$45,000	\$0	\$0	\$0	\$2,520	\$0	\$42,480	\$0		\$45,000
Backhoe	DPW	\$110,000	\$100,000	\$0	\$0	\$10,000	\$0	\$0	\$0		\$110,000
Tractor - front bucket, snow blower attachment and dragger attachment	DPW	\$18,000	\$0	\$0	\$0	\$1,008	\$0	\$16,992	\$0		\$18,000
Mower	DPW	\$10,000	\$0	\$0	\$0	\$560	\$0	\$9,440	\$0		\$10,000
Whitehall Hill Road - Mill, Reconstruction and Resurface	ROADS	\$290,000	\$0	\$40,000	\$0	\$0	\$250,000	\$0	\$0	Requesting 2019 NJDOT Municipal Aid Grant	\$290,000
Briar Lane, Joan Drive & Ross Road - Mill and Resurface	ROADS	\$310,000	\$175,500	\$60,000	\$0	\$74,500	\$0	\$0	\$0		\$310,000
Manu Trail, Hunters Lane, Colby, Old Idian Springs and Ghost Pony - Roadway Repairs/Cape Sealing	ROADS	\$190,000	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0		\$190,000
Drainage Inlet and Roadway Repairs - Joan Drive	ROADS	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0		\$50,000
Alcotest Marchine - Police Dept	PD	\$20,000	\$0	\$0	\$0	\$1,120	\$0	\$18,880	\$0		\$20,000
Fingerprinting System	PD	\$45,000	\$0	\$0	\$0	\$2,520	\$0	\$42,480	\$0		\$45,000
Rescue Tool and Air Bag Upgrade	FIRE	\$75,000	\$0	\$0	\$0	\$4,200	\$0	\$70,800	\$0		\$75,000
Upgrade to High Band Pagers (40 pagers)	FIRE	\$15,800	\$0	\$0	\$0	\$885	\$0	\$14,915	\$0		\$15,800
Drainage Improvements		\$5,000	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	Annual approp. to reserve	\$5,000
Capital Improvements		\$25,000	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	Annual approp. to fund	\$25,000
TOTAL		\$1,208,800	\$325,500	\$130,000	\$0	\$287,313	\$250,000	\$215,987	\$0	\$1,208,800	\$1,208,800
2020 CAPITAL BUDGET						5% Down Pymt					
				CAPITAL	Amounts	Capital	Grants and				
		2019	2019	Budget	Reserved In	Improvement	Other	Debt	Other		
		Proposed	Budget	Budget	Prior Years	Fund	Funds	Authorized	Funding	NOTES	Total
Proposed Projects	DEPT	Costs	O&E	Appropriation							
North Shore Road - Mill and Resurface	ROADS	\$332,000	\$82,000	\$0	\$0	\$0	\$250,000	\$0	\$0	2019 NJDOT Municipal Aid Grant	\$332,000
Road Resurface Program - (Mill & Pave)	ROADS	\$149,500	\$49,500	\$100,000	\$0	\$0	\$0	\$0	\$0		\$149,500
Road Resurface Program - (Cape Seal)	ROADS	\$155,000	\$94,000	\$0	\$0	\$61,000	\$0	\$0	\$0		\$155,000
DPW Equipment	DPW	\$160,000	\$100,000	\$0	\$0	\$60,000	\$0	\$0	\$0	Roll Off Truck	\$160,000
DPW Vehicle - (Truck 550)	DPW	\$75,000	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0		\$75,000
Exhaust System For Apparatus	FIRE	\$47,000	\$0	\$0	\$0	\$47,000	\$0	\$0	\$0		\$47,000
Drainage Improvements		\$5,000	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	Annual approp. to reserve	\$5,000
Capital Improvements		\$25,000	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	Annual approp. to fund	\$25,000
TOTAL		\$948,500	\$325,500	\$130,000	\$0	\$243,000	\$250,000	\$0	\$0	\$948,500	\$948,500

2021 CAPITAL BUDGET						5% Down Pymt					
				CAPITAL							
		Proposed	2020	2020	Amounts	Capital	Grants and				
		Costs	Budget	Budget	Reserved In	Improvement	Other	Debt	Other		
Proposed Projects			O&E	Appropriation	Prior Years	Fund	Funds	Authorized	Funding	NOTES	Total
Road Resurface Program - (Mill & Pave)	ROADS	\$206,000	\$106,000	\$100,000	\$0	\$0	\$0	\$0	\$0		\$206,000
Road Resurface Program - (Cape Seal)	ROADS	\$524,000	\$119,500	\$160,000	\$0	\$0	\$0	\$244,500	\$0		\$524,000
DPW Equipment	DPW	\$150,000	\$100,000	\$50,000	\$0	\$0	\$0	\$0	\$0	Loader	\$150,000
DPW Vehicle - (Truck 3500)	DPW	\$45,000	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0		\$45,000
DPW Equipment	DPW	\$6,000	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	Trailer	\$6,000
Fire Engine	FIRE	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000	\$0		\$550,000
Drainage Improvements		\$5,000	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	Annual approp. to reserve	\$5,000
Capital Improvements		\$25,000	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	Annual approp. to fund	\$25,000
TOTAL		\$1,511,000	\$325,500	\$391,000	\$0	\$0	\$0	\$794,500	\$0	\$1,511,000	\$1,511,000

Projects	Dept	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Comments
Township Senior Bus	Seniors	\$75,000											On Order - 2018
		\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

P-1 2012 GMC 3500 EX Cab 4x4	DPW					\$45,000							
P-2 2017 F-350 4x4	DPW										\$45,000		
P-3 2007 Dodge 3500 DRW 4x4	DPW				\$45,000								
P-4 2017 F-350 4x4	DPW										\$45,000		
P-5 2018 F-350 SRW 4.4	DPW											\$50,000	
P-6 2017 F-250 ex cab 4x4	DPW										\$45,000		
M-1 2017 F550 Mason Dump	DPW												
M-2 2009 Sterling bullet	DPW								\$80,000				
M-3 2009 Sterling bullet	DPW						\$80,000						
M-5 2009 Sterling bullet	DPW					\$80,000							
M-6 2006 Ford F550	DPW			\$75,000									
M-7 2009 Sterling bullet	DPW							\$80,000					
D-1 2001 International Roll Off	DPW			\$160,000									
D-2 2015 Freightliner Dump	DPW												
D-3 1995 International Dump	DPW		\$50,000										D3 was auctioned March 2018 - broken frame Replacing with smaller truck - ordered December 2018
D-7 2008 International Dump	DPW									\$200,000			
2017 G521XR Case Loader	DPW												
1980 Kubota L185			\$18,000										
2001 New Holand LW170 Loader	DPW				\$150,000								2018 budget \$180,000
1999 New Holand 555E- Backhoe	DPW		\$110,000										
1999 Case Tractor CX 70	DPW												Auction 2019
2003 McCormick CX 70 Tractor	DPW						\$80,000						
Vermer chipper	DPW	\$60,000											New Chipper August 2018
Diamond Mower Attachment	DPW											\$40,000	
1999 Grounds Master 325-D	DPW		\$10,000							\$12,000			
Smithco Field Draggr	DPW												Retire 2019
2007 Grounds Master Side Winder	DPW					\$40,000							
2016 SCAG CHEETA	DPW							\$15,000					
2017 SCAG CHEETA	DPW								\$15,000				
1999 John Deere 4500 Compact Tractor	DPW	\$40,000											
2004 Elgin Street Sweeper	DPW							\$220,000					
2001 Landscape Trailer	DPW				\$6,000								
2008 Landscape Trailer	DPW											\$7,000	
2017 Equipment Trailer	DPW												
Asphalt Hot Patcher Dump Trailer (NEW)	DPW		\$45,000										Initially requested a 2-ton model (\$38,000). I would increase the number requested on the hot box if the council decides they want to do the work on road edges. This a \$5,000-\$10,000 increase.
Sub Total for DPW		\$100,000	\$233,000	\$235,000	\$201,000	\$165,000	\$160,000	\$315,000	\$95,000	\$212,000	\$135,000	\$97,000	

Replace Engine 6 - 1992 E-One Engine	Fire	\$550,000											
Tender 5 & 7: Update lights to LED													
Rescue 3: Replace broken Light Tower													
Replace Engine 1 1998 E-one Engine	Fire				\$550,000								Moved up from 2022 - was presented as \$500,00 in 2018.
Resue Tool and Air Bag Upgrade - New Car Technology	Fire		\$75,000										2018 Request was \$30,000
Exhaust System for Apparatus (Cranberry and Lackawanna)	Fire			\$47,000									Fire Dept - Requested AFG Grant 2018 - original price presented as \$87,000.
Upgrade to High Band Pagers -40 pagers	Fire		\$15,800										2018 - Requested \$25,000 in 2020
SCBA Replacement - End Of Life	Fire					\$70,000	\$70,000	\$70,000					2018 - Requested \$110,000 in 2023
Sub Total for Fire		\$550,000	\$90,800	\$47,000	\$550,000	\$70,000	\$70,000	\$70,000	\$0	\$0	\$0		

Alcotest	Police		\$20,000											New Alcotest machine will be rolled out statewide beginning in 2018/early 2019. I am unsure of whether or not we will receive our new machine in 2019 or 2020 but a plan should be solidly in place for 2019 as it was for 2018. The state dictates roll out and no plans of how the roll out will be accomplished (ie county by county, most DWI arrests etc) have been released even in rumor form \$18,000 State Mandate. - Requested since 2017.
BEAST - Evidence Mgmt System	Police	\$8,000												Operating Budget
Window Replacement PD	Police		\$2,200											11 Windows - \$200 per unit - Dependent on New Building Requested 2018
Hallway/Identification Room Carpet PD	Police		\$5,000											Requested 2018
Police Department Bathroom	Police		\$15,000											Requested 2018
Replacement Chief's Vehicle - Requesting F150 pursuit rated vehicle	Police	\$43,000												Vehicle to serve multiple purposes in addition to replacing Chief's vehicle (towing radar / ATV trailers, inclement weather, firing range duties, food/supply collection drives) (Prosecutor's Office Purchasing - 2018)
Car Video Camera System and Interview System	Police	\$45,000												5 Primary Patrol Cars and interview room.
Electronic Fingerprint System	Police		\$30,000											Dependant on support existing for current system and new directives/policies/procedures. Requested 2018. PRIORITY - Electronic fingerprint system – support on our current system expires June 30th, 2019, \$29,000 to upgrade/replace system based on current pricing.
Replace 4-wheel drive vehicle - Chevrolet Tahoe if necessary.							\$60,000							Chief - My best guess would be around 58k, 50k for vehicle and 8k for outfitting.
Sub Total for Police		\$96,000	\$72,200	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	

Drainage Inlets Repairs - Joan Drive	Roads		\$50,000											Roadway and Inlet Repairs to Joan Drive (2019 - \$50,000)
GRANT PROJECTS (Mill & Resurface): Whitehall Hill Road - 2019	Roads		\$290,000	\$335,000	\$0	\$0	\$206,000	\$200,000	\$175,000	\$206,000	\$250,000	\$305,000		Requesting NJDOT Municipal Aid Grants
Mill Paving, Cape Seal and Oil Stone Projects	Roads		\$500,000	\$300,000	\$730,000	\$470,000	\$430,000	\$517,000	\$562,000	\$610,000	\$423,000	\$313,000		Proposal for 2019 - Total = \$500,000: Briar Lane, Joan Drive & Ross Road - mill and pave. Finish streets and roads in East Brookwood (\$310,000) Cape Seal Various Roadways - Colby, Old Indian Springs, Ghost Pony and Misc Roadway Repairs by DPW for these streets. (\$190,000)
Stag Pond Road - Considering for Paving	Roads		\$113,500											12/26/18 Update: The addition of a large number of logging trucks changes things in my mind. If this was a new roadway to be accepted by the Township, I would recommend 2" HMA Surface Course, 3" HMA Base Course and 6" Dense Graded Aggregate Base Course. This would meet the roadway design standards listed in the Township Code. The above being stated, I would we would add at least an additional two inches to the asphalt pavement box for Stag pond Road. That would add approximately \$37,500 to the cost of the project.

Little Paint Way - Flood Improvement	Roads												Hazard Mitigation Grant (90%) = \$112,500 Town Match (10%) = \$12,500
Woods Edge Road Emergency Access Road - ENGINEERING ONLY			\$15,000										
Sub Total for Roads		\$0	\$953,500	\$635,000	\$730,000	\$470,000	\$636,000	\$717,000	\$737,000	\$816,000	\$673,000	\$618,000	

NEW CONSIDERATION - MOHAWK VIEW PARKING LOT	Parks		\$29,100										PSE&G Funding
Mountain Heights Park: 1. Basketball Court Paving - \$26,000 2. Allowance for Landscaping \$3,100													NOTE: This project was bid two times. Cost is excessive and may not be wisest use of funds for construction of basketball courts. Consider transfer of funds to resurface parking lot located at Mohawk View Park. This parking lot is located under/adjacent to the PSE&G easement.
Sub Total for Recreation		\$0	\$29,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

ADMIN	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DPW	\$100,000	\$233,000	\$235,000	\$201,000	\$165,000	\$160,000	\$315,000	\$95,000	\$212,000	\$135,000		
FIRE	\$550,000	\$90,800	\$47,000	\$550,000	\$70,000	\$70,000	\$70,000	\$0	\$0	\$0		
Police	\$96,000	\$72,200	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0		
Roads	\$0	\$953,500	\$635,000	\$730,000	\$470,000	\$636,000	\$717,000	\$737,000	\$816,000	\$673,000		
Recreation	\$0	\$29,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Totals	\$821,000	\$1,378,600	\$917,000	\$1,481,000	\$705,000	\$926,000	\$1,102,000	\$832,000	\$1,028,000	\$808,000		

TOWNSHIP OF BYRAM
NEW JERSEY



MAILING ADDRESS:
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WEBSITE ADDRESS:
www.byramtwp.org

To: Joe Sabatini
From: Mike Orgera
Date: 9/19/18
RE: Capital Budget 2019

Joe,

Attached you will find my 10-year capital plan that has been updated for 2019. Also, you will find my 2019 capital requests for my department. So, you are aware I plan on moving unexpended funds from two of my line items to fund my first request. I didn't want to leave it out of the capital in case the council didn't approve of the transfer. Also, the mower request may be able to be funded using another source, but I am waiting on Ashleigh to advise me if the funds are available.

Thanks
Mike

Michael Orgera
Superintendent of Public Works

2019 Department of Public Works Capital Requests

Michael Orgera

Superintendent of Public Works

1995 International Dump

- Truck was used as a spare do to age and condition.
- Frame broke on truck and was unrepairable, truck was auctioned.
- Replacing with smaller more versatile truck.
- Truck is needed for snow plowing, salting and storm work
- Will allow us to have a truck free in winter months to perform roadwork.
- With this truck I can then repurpose another truck to make more useful for the department throughout the year and during storm events.
- Requesting \$50,000.00

1999 New Holland 555E Backhoe

- Machine has approximately 8500 hours of run time.
- Only full size Backhoe the Township has.
- Used for all drainage work. Also used for tree, brush, and snow removal.
- Most versatile machine in fleet.
- Electrical issues- gauges not working, failure to start on jobs.
- Rust issues- cab floor, outriggers and fuel tank.
- Front and rear bucket in need of repair/replacement.
- Backhoe arm bushings and pins worn and have play in them.
- Hydraulic lines and cylinders leaking front and rear.
- Requesting \$110,000.00 to replace with like machine.



1980 Kubota L185 and 2002 Smithco Field Rake

- Would like to replace both machines with one compact tractor. Compact tractor will have front bucket, snow blower attachment, and the dragger attachment we currently use can be attached via the 3pt hitch. This new machine would be able to be used throughout the year, fill the place of two machines, and increase productivity during snow removal on township maintained sidewalks.
- Kubota- 38 years old
 - 1825 hours when meter stopped working unknown true hours
 - Leaking transmission fluid and gear oil.
 - Electrical issues and no safety cutoffs.
 - Needs tires and brakes are failing.
 - Parts availability an issue.
 - Currently used to drag and turn over baseball fields
- Smithco- 16 years old
 - 1938 hours
 - Hydraulic drive system failing
 - Motor burning oil
 - Battery dies after sitting one day (electrical draw)
 - Rear rake assembly failed and unusable
- Requesting \$18,000.00



1999 Toro Groundsmaster Mower

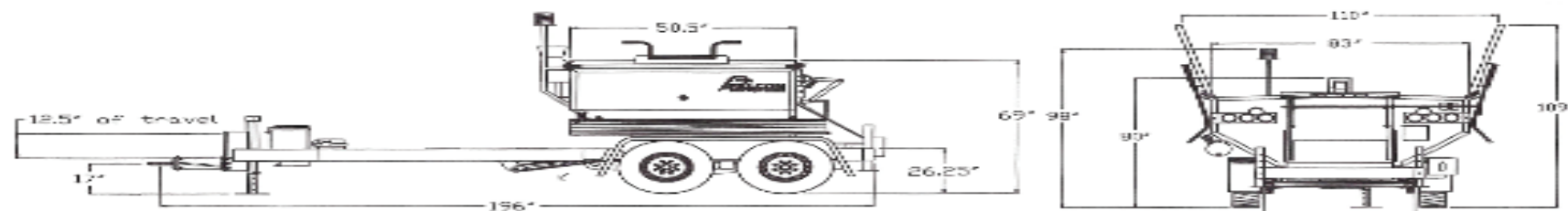
- 3078 hours
- Machine leaks fluids
- Cutting deck worn out and not able to use
- Motor burning oil
- Needs tires
- Brakes need to be replaced
- Requesting \$11,000 to replace



2-Ton Falcon RME Asphalt Hot Patcher Dump Trailer

- Will increase productivity and save a minimum of 2 hours a day while crews out repairing potholes and berms
- Lower working height for employees, would not have to work out of back of mason dump
- Self contained- will carry tack coat, and tamper.
- Will allow for better repairs of roadways
- Option for a Crack Seal tank mounted to trailer for small scale crack sealing jobs.
- Requesting \$29,000.00 for Unit
- Option of Crack Sealer unit \$7,000.00
- Total \$38,000.00

2 TON ASPHALT HOT BOX AND RECYCLER



Type	2 Ton Trailer
Capacity	4,000 lbs of material
Base Weight	3,350 lbs
Weight loaded with material	7,350 lbs
GVWR	7,000 lbs (Dump box): 9,810 lbs
Fuel Source	Diesel
Fuel Capacity	15 gallons for dump box - 18 gallons on fixed trailer
Burner Type	105,000 BTU Diesel Beckett burner w/electronic spark ignite
Number of burners	1 (options for dual burner)
Unloading door	Insulated guillotine, 16"Hx33" W
Loading doors	Manual 50"L x 41"W
Hopper opening	110" - doors open
Width	83"
Length	16'
Height	69"
Construction	Triple wall insulated - air jacketed
	10 gauge capping channel and corner molding (adds structural integrity)
	Hopper floor heated - 1/4" steel
	Wiring is external to hopper
Axes	Double eye leaf springs, Single axle - Tandem axle on dump box
Tires	8-bolt wheels w/9x14.5" tire upgrade option to 16" tires
Brakes	Electric brakes with safety breakaway
Hitch	2.5" pintle eye
Paint	Blasted and painted with two coats of epoxy primer and urethane finish
Frame	Tubular steel frame with boxed-in and enclosed gussets
Asphalt repair areas	9'x9'x4" depth (80 potholes 1'x1'x4" depth)
Warranty	Two year machine warranty, Lifetime frame warranty

Falcon Asphalt Repair Equipment
 2000 Austin Street
 Midland, MI 48642
 sales@falconrme.com

Phone: (989) 495-9332
 Fax: (989) 495-9342
 www.falconrme.com

WWW.FALCONRME.COM

Vehicle	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Notes:
P-1 2012 GMC 3500 EX Cab 4x4				45,000								
P-2 2017 F-350 DWR 4x4									45,000			
P-3 2007 Dodge 3500 DRW 4x4			45,000									
P-4 2017 F-350 DRW 4x4									45,000			
P-5 2018 F-350 SRW 4x4										50,000		
P-6 2017 F-250 EX Cab 4x4									45,000			
M-1 2017 Ford F550												
M-2 2009 Sterling buillet (Rich plow)							80,000					
M-3 2009 Sterling buillet (Pat)				80,000								
M-5 2009 Sterling buillet (Steve)			80,000									
M-6 2006 Ford F550 (John)		75,000										
M-7 2009 Sterling buillet (Don)					80,000							
D-1 2001 International Roll Off		160,000										
D-2 2015 Friehtliner Dump												
D-3 1995 International Dump	*50,000											auctioned 3/18 broken frame
D-7 2008 International Dump								200,000				
1999 New Holand 555E- Backhoe	110,000											
1999 Case Tractor CX 70												To be auctoned
2001 New Holand LW170 Loader			150,000									
2003 McCormick CX 70				80,000								
2017 Case G521XR Loader												
1980 Kubota L185	**18000											
Vermer chipper												New Chiper 8/2018
Diamond Road Mower Attachment 2017										40,000		
2018 John Deere Compact Tractor												
2004 Elgin Street Sweeper					220,000							
Bandit Chipper 2018												
1999 Grounds Master 325-D												Used to tow water cannon
2007 Grounds Master Side Winder			40,000									
2017 Scag 72" Zero Turn mower					15,000							
2017 Scag 72" Zero Turn mower						15,000						
1999 Grounds Master 325-D	10,000							12,000				

Smithco Field Dragger

2001 Landscape Trailer

2008 Landscape Trailer

2017 CCM20SE Equipment Trailer

2019 E-350 Senior Bus

**Retire											
		6000									
								7000			
									70,000		

* Plan to replace with smaller truck using unexpended funds

** Replace Kubota and Retire Dragger go down to one machine for year round use

Byram Township Fire Department
6 Year Capital Project Planning Tool 2017-2022

Capital Project / Purchases	Specific Use	Is This a Replacement	Total Cost	Source of Funding	2019	2020	2021	2022	2023	2024
Resue Tool and Air Bag Upgrade - New Car Technology	Extrication	Yes	\$75,000	Twp Debt	75,000					
Upgrade to High Band Pagers -40 pagers	Communications	Yes	\$15,800	Twp Dept	15,800					
Exhaust System for Apparatus -Add on to the Truck	PEOSHA	No	\$47,000	Twp Debt		47,000				
Replace Engine 1 1998 E-one Engine	Engine	Yes	\$550,000	Twp Debt			550000		.	
SCBA Replacement - End Of Life	PEOSHA	Yes	\$210,000	TWP / AFG				70,000	70,000	70,000
CAPITAL TOTAL COST			\$897,800		90,800	47,000	550,000	70,000	70,000	70,000

Joseph Sabatini

From: Todd Rudloff <chief@byramfd.com>
Sent: Saturday, December 29, 2018 12:10 PM
To: Joseph Sabatini
Cc: Alex Rubenstein; Ashleigh Frueholz
Subject: Re: CAPITAL BUDGET - RESPONSE NEEDED BY MONDAY, OCTOBER 1

Joe

The exhaust systems I have been researching after the grant writer told me we would never get a grant as we do not have bunk rooms for members to sleep. So I began to research it and I was teamed up with the owner of ward diesel systems out of New York when I participated in Hill days in DC. This is a system that is significantly less money and gets added on to the apparatus providing filtering all the time instead of just start up. They run between 8 and 9k.

Rescue Tools we performed an inventory of all of our rescue tools in Rescue 3. They are original to the apparatus including the air bags that have a 10 year shelf life. We have exceeded that by 8 years. So that is where the increase in that line item.

The county is going to a county wide high band paging system in 2019. We will have to move to that system. There is a value to our low band so the town will recoup money if we sell them or trade them in so it may be less. I wanted to plan for what the pagers cost.

The SCBA increase is just the increase in the items since the 6 year plan was put into place. There is a NFPA update in 2018 into 2019 so that had a impact on pricing. There is a good chance it may even go up more as there will be another one in 5 years. We can apply for grants for that as well in the next year or so but like last time it took three years. Also we would have to plan for the 5% match as well.

Any questions please ask

Thanks
Todd

On Sat, Dec 29, 2018 at 12:00 PM Joseph Sabatini <jsabatini@byramtwp.org> wrote:

Hi Todd,

I am preparing for a meeting with the subcommittee and noted a couple of significant differences in your updated capital budget.

Late year you requested \$87,000 for Exhaust System for Apparatus - (Cranberry and Lackawanna). In the capital budget you presented as Exhaust System for Apparatus -Add on to the Truck with an amount of only \$47,000.

Rescue Tool - New Car Technology was \$30,000 and this year Rescue Tool and Air Bag Upgrade - New Car Technology was \$75,000.

Upgrade to High Band Pagers -40 pagers was reduced from \$25,000 to \$15,800.

Also, the SCBA replacement went from \$110,000 to \$210,000.

I need you help to identify the differences in request from last year to this year.

Thanks - Joe

Joseph W. Sabatini
Byram Township Manager
[10 Mansfield Drive](#)
[Stanhope, NJ 07874](#)
Phone: 973.347.2500, Ext. 129
Fax: 973.347.0502
Email: jsabatini@byramtwp.org

From: Todd Rudloff <chief@byramfd.com>
Sent: Friday, December 28, 2018 7:07 PM
To: Joseph Sabatini <jsabatini@byramtwp.org>
Cc: Alex Rubenstein <arubenstein@byramtwp.org>; Ashleigh Frueholz <afrueholz@byramtwp.org>
Subject: Re: CAPITAL BUDGET - RESPONSE NEEDED BY MONDAY, OCTOBER 1

Joe

As Promised I have updated the 6-year plan. Sorry for the delay.

Happy New Year Everyone.

Thanks

Todd

On Wed, Dec 26, 2018 at 10:43 PM Todd Rudloff <chief@byramfd.com> wrote:

Joe,

I will have this for you on Friday as i am out of town tomorrow. I sat with the officers and I just want to clean up this as we have tackled several projects.

Thanks

Todd

On Wed, Dec 26, 2018 at 12:18 PM Joseph Sabatini <jsabatini@byramtwp.org> wrote:

Hi Todd,

I have not seen a response. For purposes of presentation, I am shifting last year's capital program for the FD by one year.

Thanks - Joe

Joseph W. Sabatini
Byram Township Manager
[10 Mansfield Drive](#)
[Stanhope, NJ 07874](#)
Phone: 973.347.2500, Ext. 129
Fax: 973.347.0502
Email: jsabatini@byramtwp.org

From: Joseph Sabatini

Sent: Tuesday, December 11, 2018 4:27 PM

To: Todd Rudloff <chief@byramfd.com>

Subject: FW: CAPITAL BUDGET - RESPONSE NEEDED BY MONDAY, OCTOBER 1

Hi Todd,

I do not recall receiving an update for 2019. Please find below capital budget presented in 2018.

		2018	2019	2020	2021	2022	2023
Replace Engine 6 - 1992 E-One Engine Tender 5 & 7: Update lights to LED	Fire	\$550,000					
Rescue 3: Replace broken Light Tower							
Replace Engine 1 1998 E-one Engine	Fire					\$500,000	
Rescue Tool Upgrade - New Car Technology	Fire	\$30,000					
Exhaust System for Apparatus (Cranberry and Lackawanna)	Fire	\$87,000					
Radio Upgrades - Mobiles, Portables	Fire		\$35,000				
Upgrade to High Band Pagers	Fire			\$25,000			
SCBA Replacement - End Of Life	Fire						\$110,000

Thanks - Joe

Joseph W. Sabatini
Byram Township Manager
[10 Mansfield Drive](#)
[Stanhope, NJ 07874](#)
Phone: 973.347.2500, Ext. 129
Fax: 973.347.0502
Email: jsabatini@byramtwp.org

From: Joseph Sabatini

Sent: Monday, September 10, 2018 10:54 AM

To: Ashleigh Frueholz <afrueholz@byramtwp.org>; Doris Flynn <dflynn@byramtwp.org>; Michael Orgera <morgera@byramtwp.org>; Penny Holenstein <pholenstein@byramtwp.org>; Pete Zabita <pzabita@byrampd.org>; Todd Rudloff <chief@byramfd.com>; Zoning Officer <zoning@byramtwp.org>

Cc: Alex Rubenstein <arubenstein@byramtwp.org>; David Gray <dgray@byramtwp.org>; Harvey Roseff <hroseff@byramtwp.org>; Nisha Kash <nkash@byramtwp.org>; Scott Olson <solson@byramtwp.org>

Subject: CAPITAL BUDGET - RESPONSE NEEDED BY MONDAY, OCTOBER 1

All,

Joseph Sabatini

From: Pete Zabita
Sent: Tuesday, September 25, 2018 1:56 PM
To: Joseph Sabatini
Subject: RE: CAPITAL BUDGET - RESPONSE NEEDED BY MONDAY, OCTOBER 1

Joe,

Here is my capital budget request for the next 5 years. The only capital project in the works for the police department is the car video purchase. Three cars and the interview room have been installed. Project will be completed once the two new patrol cars we have leased are received.

2019

PRIORITY - Electronic fingerprint system – support on our current system expires June 30th, 2019, \$29,000 to upgrade/replace system based on current pricing.

Alcotest - New Alcotest machine will be rolled out statewide beginning in 2018/early 2019. I am unsure of whether or not we will receive our new machine in 2019 or 2020 but a plan should be solidly in place for 2019 as it was for 2018. The state dictates roll out and no plans of how the roll out will be accomplished (ie county by county, most DWI arrests etc) have been released even in rumor form \$18,000

Police Department bathroom remodel \$15,000. I am keeping this request active dependent on final plans on new/replacement building.

Hallway carpeting and identification room carpeting replaced with vinyl tile. This should be a priority due to condition and need for a flooring material that is fluid resistant in those areas \$5,000, again dependent on new/replacement building plans.

Window replacement Police Station 11 windows estimating \$200 per window \$2,200 if installed by DPW. Current windows are not energy or security efficient dependent on new/replacement building plans.

2020

Unknown needs at this time. Most likely alcotest purchase will occur this year unless the state speeds up the rollout process for the new machine which is unlikely.

2021

Unknown needs at this time.

2022

Unknown needs at this time.

2023

Replace 4 wheel drive vehicle Chevrolet Tahoe if necessary.

Please let me know if any further information is needed.

Pete

Chief Peter J. Zabita
Byram Township Police Department
(973) 347-4008
FBI NA 244



From: Joseph Sabatini

Sent: Monday, September 10, 2018 10:54 AM

To: Ashleigh Frueholz <afrueholz@byramtwp.org>; Doris Flynn <dflynn@byramtwp.org>; Michael Orgera <morgera@byramtwp.org>; Penny Holenstein <pholenstein@byramtwp.org>; Pete Zabita <pzabita@byrampd.org>; Todd Rudloff <chief@byramfd.com>; Zoning Officer <zoning@byramtwp.org>

Cc: Alex Rubenstein <arubenstein@byramtwp.org>; David Gray <dgray@byramtwp.org>; Harvey Roseff <hroseff@byramtwp.org>; Nisha Kash <nkash@byramtwp.org>; Scott Olson <solson@byramtwp.org>

Subject: CAPITAL BUDGET - RESPONSE NEEDED BY MONDAY, OCTOBER 1

All,

I am starting the process to get organized to discuss the Township's Capital Program with the subcommittee of the Mayor and Council.

Please reference the information below on the Capital Budget and the Capital Improvement Fund. Under the Local Budget Law the Governing Body is required to adopt a capital budget and a 3 year capital improvement program in conjunction with the annual operating budget.

I need each department head to provide a complete listing of all known capital items (improvements, equipment, vehicles, etc.) with a description of need, estimated cost and prioritization. Do not restrict to the next three years. I minimally want a five-year schedule for replacement of vehicles and equipment. Also, I need to inventory all known projects that have started or still need to be started (i.e. sewer, municipal building, etc.).

Mainly, I expect you take last year's plan and update.

Following are links to 2018 Capital Budget Schedules and Memos that were reviewed with the Mayor and Council.

<https://www.byramtwp.org/useruploads/files/012218%20Capital%20Budget%202018%20-BKUP.pdf>

Please provide your requests to me by October 1.

If you have any questions, please feel free to ask.

Thanks - Joe

From: [Pete Zabita](#)
To: [Joseph Sabatini](#)
Subject: Updated Proposal for new LiveScan System - new lower pricing for palm capture systems
Date: Tuesday, January 22, 2019 2:38:17 PM
Attachments: [Byram Twp PD_MTNJ-L090518-02A_11-9-2018.pdf](#)
[image008.png](#)

Joe,

Last quoted price is \$22,532 for the system we need, quoted in table 3 on attached quote. I don't see any expiration date on quote and it appears the pricing will be valid throughout 2019.

Pete

Chief Peter J. Zabita
Byram Township Police Department
(973) 347-4008
FBI NA 244



From: GOODALL Jayne <jayne.goodall@idemia.com>
Sent: Friday, November 09, 2018 10:37 AM
To: Robert Tierney <rtierney@byrampd.org>
Cc: Pete Zabita <pzabita@byrampd.org>
Subject: Updated Proposal for new LiveScan System - new lower pricing for palm capture systems

Good morning - For your reference, we have just recently lowered pricing on palm capture systems. Please find attached an updated proposal which reflects the lower pricing. Please contact me with any questions.

Jayne Goodall
Sr. Manager | Inside Sales & Operation
Identity & Security, N.A.

P. (714) 575 2956
E. jayne.goodall@idemia.com

5515 East La Palma Avenue, Suite 100
Anaheim CA 92807



Join us on    

www.idemia.com

OT-MORPHO is now IDEMIA

IMPORTANT NOTE: IDEMIA is a trademark of MorphoTrak, LLC. Effective 7/1/2018, the Company has changed its legal name to IDEMIA.

From: GOODALL Jayne
Sent: Wednesday, September 05, 2018 7:44 AM
To: 'rtierney@byrampd.org' <rtierney@byrampd.org>
Subject: Proposal for new LiveScan System

Good morning – as requested, please find attached the proposal for a new LiveScan System. Please contact me with any questions.

Jayne Goodall
Sr. Manager | Inside Sales & Operation
Identity & Security, N.A.

P. (714) 575 2956
E. jayne.goodall@idemias.com

5515 East La Palma Avenue, Suite 100
Anaheim CA 92807



Join us on    

www.idemias.com

OT-MORPHO is now IDEMIA

IMPORTANT NOTE: IDEMIA is a trademark of MorphoTrak, LLC. Effective 7/1/2018, the Company has changed its legal name to IDEMIA.



5515 East La Palma Avenue
Suite 100
Anaheim, CA 92807

November 9, 2018

Detective Bob Tierney
Byram Township Police
BADGE # 21
10 Mansfield Drive
Stanhope, NJ 07874
Tel: (973) 347-4008
Fax: (973) 347-9089 Fax
Email: Rtierney@byrampd.org

*State of New Jersey
Trusted Identification
Partner for 29 Years*

Reference No. MTNJ-L090518-02A

IDEMIA is pleased to provide Byram Township Police with the following proposal for IDEMIA LiveScan Systems. Since 1989, IDEMIA has been the State of New Jersey AFIS provider. In 2012, IDEMIA was awarded the **State of New Jersey Livescan Contract # A81520**.

Please note the purchase price of all livescan configurations includes on-site installation, training, three (3) years of next-day on-site support with corrective maintenance and parts replacement.

IDEMIA's fully integrated LiveScan solution provides Byram Township Police the following features and benefits:

- ◆ Single-source vendor for all components of the LiveScan solution, including the AFIS interface
- ◆ Integrated Palmprint Capture ensures compliance with the Federal Sex Offender Registry and Notification Act (SORNA)
- ◆ Digital image capture of upper, lower and writer's palms, slaps and rolls
- ◆ Fingerprinting and mugshot capture seamlessly integrated into the same interface
- ◆ Certification to the FBI's Electronic Fingerprint Transmission Specifications
- ◆ Full compliance with New Jersey State AFIS, FBI IAFIS/NGI EBTS and ANSI/NIST image standards
- ◆ All livescan configurations includes on-site installation and training
- ◆ Purchase price includes 3 years of next-day on-site support and parts replacement
- ◆ Eliminate all RFP associated costs by purchasing livescan system off the State of New Jersey State Contract

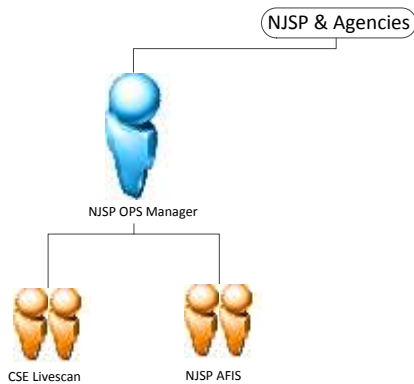


State of New Jersey Trusted Identification Partner for 29 Years

IDEMIA has been the sole provider of the AFIS System in place at the New Jersey State Police since 1989. IDEMIA is the only vendor who can deliver a Livescan system that is 100% compatible with the NJSP system. In fact, IDEMIA Livescan systems use the same AFIS quality checking algorithms to ensure Byram Township Police can submit the highest-quality prints to NJSP and FBI IAFIS/NGI.

Figure 1 shows a map of the state of New Jersey with IDEMIA Livescan installations.

625+ IDEMIA Livescans installed in the State of New Jersey



IDEMIA's ***In-State Support Organization*** is **dedicated solely** to the support of New Jersey customers. Our Organization includes both a [LiveScan Support Team](#) and an [AFIS Support Team](#) managed by the IDEMIA Operations Manager who is also located in New Jersey.

IDEMIA's approach to in-state support is demonstrated by our commitment to provide field resources that are located in close proximity to our customer sites. This reinforces IDEMIA's on-going commitment to customer satisfaction and the delivery of the highest level of support in the industry.

Figure 2. IDEMIA's dedicated in-State New Jersey Support Team

In 2016 IDEMIA's New Jersey Support Organization resolved 99% of all livescan service calls within 24 hours.

Tenprint/Palmprint Capture - Table 1 – Table 2

Tenprint/Palmprint capture – Desktop

Table 1

New Jersey Comm. Code	Qty	GSA Sched #	Description	Unit Price
204-96-083962	1	TPL5- OPT003-00	Live Scan System Desktop to include: ◆ Live Scan Station Software License ◆ Tenprint/Palmprint 500PPI Scanner ◆ Computer, monitor, keyboard ◆ Signature Capture Pad ◆ NJ specific transmission Software Installation / On-site Training Warranty: 1 Year On-site Advantage Solution, 9X5 (Year 1) Maintenance: 2 additional Years - On-site Advantage Solution, 9X5 (Year 2-3) Freight	\$20,600.00
Annual Maintenance pricing - starting in Year 4				
		TPL5- OPT003- 0M	Maintenance: On-site Advantage Solution, 9X5	\$3,171.69
			Please see Table 5 Options for Printer pricing	

Tenprint/Palmprint Capture - Cabinet Ruggedized fixed-height

Table 2

New Jersey Comm. Code	Qty	GSA Sched #	Description	Unit Price
204-10-083973	1	TPL5- OPT011-00	Live Scan System Cabinet (fixed-height) to include: ◆ Live Scan Station Software License ◆ Tenprint/Palmprint 500PPI Scanner ◆ Computer, monitor, keyboard ◆ Ruggedized fixed-height Cabinet ◆ Signature Capture Pad ◆ NJ specific transmission Software Installation / On-site Training Warranty: 1 Year On-site Advantage Solution, 9X5 (Year 1) Maintenance: 2 additional Years - On-site Advantage Solution, 9X5 (Year 2-3) Freight	\$23,325.00
Annual Maintenance pricing - starting in Year 4				
		TPL5- OPT011- 0M	Maintenance: On-site Advantage Solution, 9X5	\$3,594.52
			Please see Table 5 Options for Printer pricing	

Tenprint/Palmprint Capture with Integrated MugPhoto – Table 3 – Table 4

Tenprint/Palmprint Capture with Integrated Mug Photo - Desktop

Table 3

New Jersey Comm. Code	Qty	GSA Sched #	Description	Unit Price
204-96-083963	1	TPL5- OPT004-00	Live Scan System Desktop to include: ◆ Live Scan Station Software License ◆ Tenprint/Palmprint 500PPI Scanner ◆ Computer, monitor, keyboard ◆ Signature Capture Pad ◆ Integrated Mug Photo Capture (Digital camera, Software) ◆ NJ specific transmission Software Installation / On-site Training Warranty: 1 Year On-site Advantage Solution, 9X5 (Year 1) Maintenance: 2 additional Years - On-site Advantage Solution, 9X5 (Year 2-3) Freight	\$22,532.00
Annual Maintenance pricing - starting in Year 4				

New Jersey Comm. Code	Qty	GSA Sched #	Description	Unit Price
		TPL5- OPT004- OM	Maintenance: On-site Advantage Solution, 9X5	\$3,344.06
			Please see Table 5 Options for Printer pricing	

Tenprint/Palmprint Capture with Integrated Mug Photo - Cabinet Ruggedized fixed-height Table 4

New Jersey Comm. Code	Qty	GSA Sched #	Description	Unit Price
204-10-083974	1	TPL5- OPT012-00	Live Scan System Cabinet (fixed-height) to include: ◆ Live Scan Station Software License ◆ Tenprint/Palmprint 500PPI Scanner ◆ Computer, monitor, keyboard ◆ Ruggedized fixed-height Cabinet ◆ Signature Capture Pad ◆ NJ specific transmission Software ◆ Integrated Mug Photo Capture (Digital camera, Software) Installation / On-site Training Warranty: 1 Year On-site Advantage Solution, 9X5 (Year 1) Maintenance: 2 additional Years - On-site Advantage Solution, 9X5 (Year 2-3) Freight	\$25,032.00
Annual Maintenance pricing - starting in Year 4				
		TPL5- OPT012- OM	Maintenance: On-site Advantage Solution, 9X5	\$3,765.99
			Please see Table 5 Options for Printer pricing	

IDEMIA's Standard Warranty and Maintenance support includes remote dial in AND on-site support services.

Shipment is approximately 30 days after IDEMIA receipt of purchase order.

Livescan System pricing includes a 1 year warranty and 2 additional years of annual maintenance. Annual Maintenance pricing shown is for Year 4.

Options and Pricing

IDEMIA equipment and service options and pricing described in Table 5.

Table 5. Pricing, Maintenance

New Jersey Comm. Code	Qty	GSA Sched #	Description	Unit Price
204-96-083970	1	TPLO- DFCP00-01	Duplex Black & White Fingerprint Card Printer, Double-sided card printing Installation / On-site Training Warranty: 1 Year On-site Advantage Solution, 9X5 (Year 1) Freight	\$1,086.15
Annual Maintenance pricing - starting in Year 2				
			Maintenance: On-site Advantage Solution, 9X5	\$164.58

NOTE: Existing Lexmark Optra R, Optra S, T5xx, T620, T630, T640, T650 or Xerox Printers are not supported with the new Live Scan System.

Customer Responsibilities

Byram Township Police is responsible for the following:

- ◆ Providing necessary facility resources required for equipment installation and operation including access, space, environmental control, electrical power and networking.
- ◆ Network communications: To obtain and maintain the required transmission lines and hardware for remote communications to and from the necessary agencies (to/from NJSP).
- ◆ Obtaining all required authorizations and permissions for connecting to New Jersey State Police (NJSP) AFIS. This includes establishing a network connection and user agreement with NJSP

Assumptions

In developing this proposal, IDEMIA has made the following assumptions:

- ◆ Should Byram Township Police desire or require the ability to interface the proposed IDEMIA Livescan with an RMS, IDEMIA will provide Byram Township Police an Interface Control Document (ICD) in which the Byram Township Police RMS vendor can use to ensure compliance for the interface. If it is determined that the RMS cannot meet the requirements of the ICD, IDEMIA can analyze and quote any specific development

needs required to establish the interface between the proposed IDEMIA Livescan and the Byram Township Police RMS.

- ◆ An inter-agency agreement between Byram Township Police and NJSP will be in place.
- ◆ Byram Township Police will provide all necessary communication to connect to NJSP. This includes, but is not limited to hubs, routers, modems, etc.
- ◆ Existing Lexmark Optra R, Optra S, T5xx, T620, T630, T640, T650 or Xerox Printers are not supported with the new Live Scan System. Please refer to Pricing Table 5 above for supported Printer pricing.
- ◆ On-site Installation Services will be scheduled after network connectivity to NJSP has been established and verified.

Installation is contingent upon Byram Township Police establishing a network connection and user agreement with the New Jersey State Police (NJSP). Byram Township Police shall be responsible for the purchase and installation of all necessary external communications equipment and electrical wiring of the facilities. Permission from the NJSP is required for access to their AFIS network.

The MugPhoto system interfaces directly with the Live Scan Booking System. Front and side profile mug shots are captured through the Live Scan Software and transmitted to the New Jersey State Police's mug shot database at the same time as the tenprint fingerprint card transmission. These mug shots can then be accessed through SBI # from a CJIS terminal. The MugPhoto System features software-driven zooming (in/out) as well as an automated facial cropping feature with the option of manual cropping. The MugPhoto System allows for the capture of front and profile mug shots only (no scars/marks/tattoos) which are then transmitted with the electronic tenprint card, stored in a New Jersey State Police mug shot database, and can be retrieved locally via the Byram Township Police CJIS terminal. An interface can be set up to store the mug shots locally, but the majority of the work in setting up this type interface will need to be completed by Byram Township Police IT staff. IDEMIA can transmit the ANSI/NIST records to a local Byram Township Police-specified e-mail address/server in addition to sending the transmission to the New Jersey State Police. The extraction and storage of the mug shots from the ANSI/NIST records is solely the responsibility of Byram Township Police.

Proposal Expiration: January 31, 2019

Purchase orders should be sent to IDEMIA by electronic mail, facsimile or U.S. mail. Prices are exclusive of any and all state, or local taxes, or other fees or levies. Please direct all order questions and correspondence, including Purchase Order, to:

Jayne Goodall
IDEMIA
5515 East La Palma Avenue, Suite 100
Anaheim, CA 92807
Email: jayne.goodall@idemia.com | Tel: (714) 575-2956 | Fax: (714) 238-2049

We look forward to working with you.

Sincerely,



Michael Kato
Vice President of Public Security, State & Local Government - IDEMIA

Advantage Solution Support – New Jersey

The following table provides a summary of the maintenance services and support available during warranty and following warranty expiration. Initial warranty period is 3 years from the date of installation.

Support Features	Warranty Period	Post Warranty
Software Support 24x7	Included in Warranty	Available for purchase
Unlimited Telephone Technical Support	√	√
1 Hour Telephone Response Time	√	√
Remote Dial-in Analysis	√	√
Software Standard Releases	√	√
Software Supplemental Releases	√	√
Automatic Call Escalation	√	√
Software Customer Alert Bulletins	√	√
Hardware Support – On-site 9X5 (8 am-5 pm M-F) Customer Local Time	Included in Warranty	Available for purchase
On-Site Response	4-hours	√
On-Site Corrective Maintenance	√	√
On-Site Parts Replacement	√	√
Preventive Maintenance	√	√
Escalation Support	√	√
Hardware Service Reporting	√	√
Hardware Customer Alert Bulletins	√	√
Parts Support	Included in Warranty	Available for purchase
Advanced Exchange Parts Replacement	√	√
Telephone Technical Support for Parts Replacement	√	√
Parts Customer Alert Bulletins	√	√

Attachment A

Terms

Additional engineering effort by IDEMIA beyond the scope of the standard product will be quoted at a firm fixed price based on our current service rates in effect at the time of the change, plus any related travel or administrative expenses. Assistance with training and questions for Byram Township Police database or any programming, scripting, or review of programs beyond work quoted above are excluded from this offer. IDEMIA assumes that organizations requesting these utilities have advanced programming expertise and will assume all responsibility for the deployment and support of the final application.

IDEMIA reserves the right to substitute hardware of equal value with equal or better capability, based upon market availability. If, however, such equipment is unavailable, IDEMIA will make its best effort to provide a suitable replacement.

Purchase orders should include the reference ***New Jersey State Contract # A81520 / IDEMIA GSA Contract #GS-35F-0523U, Schedule 70*** and should be sent to IDEMIA by electronic mail, facsimile or United States mail. Please direct all questions and order correspondence, including Purchase Order, to:

Jayne Goodall
IDEMIA
5515 East La Palma Avenue, Suite 100
Anaheim, CA 92807
Email: jayne.goodall@idemia.com | Tel: (714) 575-2956 | Fax: (714) 238-2049

Product purchase shall be governed by ***New Jersey State Contract # A81520 / IDEMIA GSA Contract #GS-35F-0523U, Schedule 70***. No subsequent Purchase Order can override such terms. Nothing additional shall be binding upon IDEMIA unless a subsequent agreement is signed by both parties. Firm delivery schedules will be provided and order fulfillment will commence upon receipt of Purchase Order from Byram Township Police.

By signing this signature block below, Byram Township Police agrees to the terms and pricing stated in this proposal for the product and services as referenced above. My signature below constitutes the acceptance of this order and authorizes IDEMIA, LLC to ship and provide these product and services:

Please ensure that Byram Township Police references New Jersey State Contract # A81520 and GSA Contract #GS-35F-0523U, Schedule 70 on the Purchase Order.

Signature Authorization for Order:

Signature

Name

Date

Total Purchase Price (including any Options): \$

Please provide Billing Address:

Check if Billing Address is same as Shipping Address: ☐

Please provide Shipping Address (if different from Billing Address):

PLEASE PROVIDE A COPY OF YOUR CURRENT TAX EXEMPTION CERTIFICATE (if applicable).



HAROLD E. PELLOW & ASSOCIATES, INC.

CONSULTING ENGINEERS · PLANNERS · LAND SURVEYORS

ESTABLISHED 1969

HAROLD E. PELLOW, *PRESIDENT*
NJ – P.E. & L.S., NJ – P.P., NJ – C.M.E.

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THOMAS G. KNUTELSKY, *ASSOCIATE*
NJ – P.E.

October 12, 2018

Updated: December 10, 2018

Via Email (jsabatini@byramtwp.org)

MEMORANDUM TO: Mr. Joseph Sabatini, Byram Township Manager

FROM: Cory L. Stoner, P.E., C.M.E., Byram Township Engineer

SUBJECT: Engineering, Construction & Other Projects for 2019
Byram Township, Sussex County

Dear Joe:

As requested, I have put together a list of projects and engineering activities that may be considered in the 2019 Byram Township Budget. The list of these projects and activities is as follows:

1. **Improvements to Whitehall Hill Road**

Whitehall Hill Road (located off of Route 206 near the Byram Township, Andover Township, Green Township boundary lines) is showing considerable signs of deterioration and is in need of rehabilitation. The roadway was last paved back in 2003 and is breaking up in many locations. The section near Route 206 has also settled and the existing guide rail has been leaning down the embankment toward the Sussex Branch Trail for many years. Due to the advanced state of deterioration and the settlement of the roadway base near the Sussex Branch Trail, I am proposing to reconstruct Whitehall Hill Road between Route 206 and the intersection with Whitehall Road near the Byram Township, Andover Township and Green Township line. A 2019 NJDOT Municipal Aid Grant application has been submitted for this project in the amount of \$250,000. It is recommended that this roadway be considered for improvements in 2019.

Construction Costs	\$275,000.00
Engineering Design, Construction Inspection & Management.....	\$ 20,000.00
Total Estimated Costs	\$290,000.00

2. **Improvements to Briar Lane, Joan Drive & Ross Road**

Briar Lane, Joan Drive & Ross Road are all located in the East Brookwood section of the Township. These roadways have been patched many times over the years and are showing considerable deterioration. To my knowledge, these roadways were last paved in 2004 and 2005. Due to the advanced state of deterioration and the steepness of these roadways, it is my

recommendation that these roadways be considered for milling and resurfacing in 2019. A review of the anticipated costs (construction, engineering & inspection) to complete these improvements is as follows:

Briar Lane	\$ 85,000.00
Joan Drive	\$110,000.00
Ross Road	\$115,000.00
Total Estimated Costs	\$310,000.00

3. **Roadway and Inlet Repairs – Joan Drive**

In 2018, two (2) deep drainage structures along Joan Drive were reconstructed due to advanced deterioration that was jeopardizing the safety of the roadway. An emergency contract was awarded to Salmon Brothers to repair these structures. Before we complete roadway improvements to Joan Drive, there are additional repairs to the roadway and other drainage structures that need to be completed.

There is one (1) 12 foot deep structure and two (2) other 4' to 5' foot deep structures which have sidewalls that are deteriorating and need of repairs. Additionally, a portion of Joan Drive close to the middle of the roadway near a steep roadway embankment has settled. I have inspected this area several times over the years due to concerns that the roadway was settling, and I don't believe that there are any issues with the roadway or the boulder wall located below this section of Joan Drive. It is therefore, my recommendation that this section of Joan Driveway be sawcut and the roadway base be repaired before the roadway is resurfaced.

The estimated cost for the roadway and inlet repair work that needs to be completed before the roadway can be resurfaced is **\$50,000.00** (including engineering design and inspection costs).

4. **Improvements to Various Roadways**

In 2019, I also recommend that the Township consider improvements to roadways in the Tamarack Section of the Township. These roadways include Manu Terrace, Hunters Lane, Ghost Pony Road, Colby Drive and Old Indian Spring. These roadways were last paved in 2000 and 2002. These roadways were chip sealed in 2012 and 2013. These roadways are all showing signs of deterioration and need attention. These roadways can be chip sealed again, they can be asphalt resurfaced or they can be cape sealed in the same manner that the roadways were resurfaced in the Lake Lackawanna are this past year.

The roadways are showing cracking and breakup in very similar to what was occurring in Lake Lackawanna before the cape seal work was performed this year. It is my recommendation that the Township consider cape sealing these roadways in 2019. The he estimated cost for cape sealing these roadways (including engineering and inspection costs) are as follows:

Cape Sealing – Manu Trail (5000 SY)	\$ 35,000.00
Cape Sealing – Hunters Lane (4500 SY)	\$ 31,000.00

Cape Sealing – Colby Drive (5500 SY)	\$ 38,000.00
Cape Sealing – Old Indian Spring (6000 SY)	\$ 42,000.00
Cape Sealing – Ghost Pony (5000 SY)	\$ 35,000.00
Misc. Roadway Repairs (To be completed by Road Dept)	\$ 9,000.00

Total Estimated Costs\$190,000.00

It should be noted that in order to mill and resurface the roadways listed above, the cost to the Township would be approximately \$330,000 and the anticipated life cycle would be approximately 12 years before additional improvements would be needed. The anticipated life cycle for this cape seal procedure is approximately 8 years.

Also note that the estimate above includes costs for miscellaneous roadway repairs that we will need the Township Road Department to complete prior to start of construction. Each roadway shows signs of deterioration in locations and those locations will need to be repaired prior to cape sealing. These repairs include repairs to pavement areas that have settled near inlets, the patching of severely deteriorated pavement areas, and placement of stone underdrains along roadway edges where standing water is a problem today.

5. Woods Edge Road Emergency Access Road – Preliminary Engineering

The Woods Edge Road extension to the intersection of Route 206 and Acorn Street has been discussed for many years due to the desire to have an alternate route into and out of the East Brookwood section of Byram Township in case of an emergency. The extension of Woods Edge Road has a number of obstacles that will need to be tackled if the project is ever to be constructed. These obstacles include access through two (2) privately owned pieces of land (one in Byram Township and one in Stanhope Borough), Highlands and NJDEP permitting, and NJDOT approvals needed to connect to the jughandle that is located along the northbound side of Route 206 at the Acorn Street intersection.

In order to progress this project forward, it is my recommendation that preliminary engineering be completed in 2019 to define all obstacles, meet with the NJDEP and NJDOT to review what approvals would be required, and determine the costs that could be anticipated if this project would be actually constructed. The estimated cost for preliminary engineering work required to complete these tasks would be as follows:

Topographic Survey & Base Mapping	\$ 6,000.00
Preparation of Preliminary Engineering Plans & Cost Estimates	\$ 6,000.00
Meet with NJDEP & NJDOT	\$ 1,000.00
Preparation of Project Summary Report	\$ 2,000.00

Total Estimated Costs..... \$15,000.00

6. Improvements to Parks

a. C.O. Johnson Park – Field #8 Deep Tine Aeration & Sand Top Dress

Field #8 is a field that is heavily utilized at C.O. Johnson Park. It is also a field that drains poorly and is often wet to a point that use has become restricted. Since it has been a number of years since the field was deep tined, it is my recommendation that the Township consider deep tining this field to help loosen the field soil. A deep tining will penetrate and work to break up the soil to depth of approximately 6 inches. I would recommend that the field then be topdressed with a clean sand material to help fill the newly created tine holes and promote continued free drainage. It is estimated that work that would be involved with deep tining and topdressing Field #8 would be approximately \$6,000.00.

I would also like to note that the Township may want to consider a more aggressive approach to addressing the drainage of this field. This approach would be to provide some form of drainage in the field to help move water from the field quicker. There are a number of expensive means of doing this but I would recommend that the Township considering a process known as WaterWick. WaterWick is the process of slicing the turf to install sand wick drains that would help carry excess water from the field to underdrain piping that would be installed around the perimeter of the field. The estimated cost for such a project would be approximately \$50,000.00.

b. Mountain Heights Park & Mohawk View Park Improvements

Bids were received on September 14, 2017 for the proposed basketball court construction project at Mountain Heights Park located in the Tomahawk Lake section of the Township. The low base bid for the construction of the basketball court and related improvements was \$29,997.00. This project would include the construction of one (1) half court basketball court. The funds for this project were to come from an agreement with PSE&G to cover the costs of damages caused by the PSE&G Susquehanna-Roseland Project. The funds transferred to the Township were in the amount of \$29,100.00.

Our office has bid this project two (2) times to attempt to obtain bids that would allow for the reconstruction of the proposed basketball court. With the new bids, we have been once again unsuccessful in doing so. Based on my review of the bids, it is my opinion that the costs for constructing a half basketball court in this location is excessive and not the wisest use of the PSE&G funds. It is my recommendation that the PSE&G funds be utilized for the resurfacing of the asphalt parking lot located at the Mohawk View Park. This parking lot is located under or adjacent to the PSE&G aerial easement a short distance from the Mountain Heights Park. It is my opinion that using these funds to resurface this parking lot will be better use of funds by the Township and provide an adequate parking lot for all the residents that use the Mohawk View Park field.

7. **Drainage System Improvements:**

a. **Jet Vac Stormwater Cleaning Services**

In 2014, 2015, 2016, and 2017 the Township had an outside company perform jet vac stormwater basin/pipe cleaning in order to remove silt and sediment from various drainage systems in the Township. The cleaning of these basins and pipes has allowed the Road Department to identify basins to be repaired and has helped reduced the silt and sediment that is washing into various streams and lakes within the Township.

With approximately 850 catch basins under Township jurisdiction, I recommend that this process be continued in 2019. Assuming 5 days of jet vac services similar to what was completed this year, it is recommended that **\$10,000.00** be budgeted for this work.

b. **Lake Community Inlet Retrofits**

An on-going concern in Byram Township is the runoff of silt and sediment into the lakes. There are a number of structural methods that serve to help address this issue. Many methods, however, include filter systems that are very expensive and hard to maintain. I therefore recommend that the Township consider starting an inlet retrofit program that would replace drainage basins with structures that would include sump or baffled bottoms that would be easy to maintain over time.

A sump bottom structure is simply a drainage basin with a bottom elevation that is position at a certain depth below the invert of the outlet pipe. With this type of structure, stormwater would plunge into the structure, silt to settle on the bottom, and stormwater would flow out of the structure with a reduced concentration of silt and sediment. An approximate cost would be \$1,200 per structure. A baffled bottom structure would be an oversized catch basin that would include two chambers separated by a concrete baffle or weir. The purpose of this structure would be the same as the sump but would include a second chamber separated by a baffle or weir. This structure would increase the level of sediment removal, would reduce the outflow of floatable solids and would cost approximately \$3,000 per structure.

The above costs assume that the Byram Township Road Department will assist in the installation of the catch basin structure. If such a program is desirable, I would recommend that the Township budget **\$15,000.00** in 2019 for the start of such a program.

c. **Engineering Study of East Brookwood Estates Drainage Issues**

The Council may want to consider a detailed study of the drainage problems that exist within the East Brookwood Estates section of the Township. This study would specifically review the drainage system that collects stormwater above Ross Road and conveys the stormwater toward Lubbers Run below Brookwood Drive. The study would involve a detailed review of the existing drainage network, field visits to review drainage areas, preparation of potential

improvement concepts and cost estimates for budgeting purposes. It is estimated that this study will cost \$10,000.00.

I have reviewed the drainage issues several times and I believe that a portion of the drainage areas above Ross Road may be able to be redirected to other drainage discharge locations to the east. The study will determine whether redirecting stormwater will be practical, determine what impacts to other properties will occur, outline what environmental permits may be required, outline what work items can be completed by the Township Road Department, and provide cost estimates for future work activities.

8. **Miscellaneous Engineering & Surveying**

a. **NJDEP Municipal Stormwater Permit**

Work will be continued to aid the municipality in fulfilling the requirements of the Municipal Stormwater permit. It is estimated that work performed by HPA to aid the Township in fulfilling the permit requirements will be approximately \$2,000.00.

b. **Miscellaneous Roadway & Drainage Issues**

A number of roadway and drainage issues come up each year which I assist that Township Manager and the Road Department Supervisor with. It is recommended that \$5,000.00 be set aside for miscellaneous work items that may come up during the year related to roadway and drainage problems in the Township.

c. **Tax Map Maintenance**

In order to continue with the maintenance of the tax maps, it is recommended that \$3,000.00 be budgeted in for miscellaneous tax map changes.

I trust this list that will aid the Mayor and Council in establishing the municipal budget for 2019. If you have any questions regarding any of the above listed items or would like to meet to discuss any of the proposed work activities in greater detail, please do not hesitate to contact me.

Very truly yours,



Cory L. Stoner, P.E., C.M.E.

HAROLD E. PELLOW & ASSOCIATES, INC.
Byram Township Engineer

**BYRAM TOWNSHIP - ROADWAY IMPROVEMENT PLAN
10 YEAR PLAN - 2019 to 2028**

STREET NAME	Year	Year	Length	Width	Area	2018	2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Last Paved	Last O/S or Cape Seal	(Feet)	(Feet)	(SY)	O&S Costs	Cape Seal Costs	Milling & Paving Costs										
ARTERIAL ROADWAYS																		
Roseville Road																		
Roseville Road - Section I	2018		3,550	24	9,467	\$23,666.67	\$56,800.00	\$123,066.67										
Roseville Road - Section II	2011/2018		3,350	24	8,933	\$22,333.33	\$53,600.00	\$116,133.33					\$58,218.83					
Roseville Road - Section II (to Tunnel)	2012		1,000	26	2,889	\$7,222.22	\$17,333.33	\$37,555.56					\$47,931.46					
Roseville Road - Section III	2012		6,050	24	16,133	\$40,333.33	\$96,800.00	\$209,733.33					\$100,000.00	\$200,000.00				
Roseville Road - Section IV	2013		4,025	24	10,733	\$26,833.33	\$64,400.00	\$139,533.33								\$206,154.28		
Tamarack Road																		
Tamarack Road - Section I	2013		3,400	30	11,333	\$28,333.33	\$68,000.00	\$147,333.33									\$250,000.00	
Tamarack Road - Section II	2014		4,485	30	14,950	\$37,375.00	\$89,700.00	\$194,350.00										\$305,000.00
Amity Road																		
Amity Road - Section I	2015		24	3,500	9,333	\$23,333.33	\$56,000.00	\$121,333.33										
Amity Road - Section II	2017		24	3,115	8,307	\$20,766.67	\$49,840.00	\$107,986.67										
Amity Road - Section III	2017		24	3,405	9,080	\$22,700.00	\$54,480.00	\$118,040.00										
Tomahawk Trail																		
Tomahawk Trail	2011		24	3,500	9,333	\$23,333.33	\$56,000.00	\$121,333.33							\$170,728.18			
COLLECTOR ROADWAYS																		
Cranberry Lake																		
North Shore Road - I	2004		2,400	24	6,400	\$16,000.00	\$38,400.00	\$83,200.00		\$91,728.00								
North Shore Road - II	2007		2,900	24	7,733	\$19,333.33	\$46,400.00	\$100,533.33		\$110,838.00								
North Shore Road - III	2008		3,370	24	8,987	\$22,466.67	\$53,920.00	\$116,826.67		\$128,801.40								
East Brookwood																		
Brookwood Road - I	2009		2,000	28	6,222	\$15,555.56	\$37,333.33	\$80,888.89			\$93,639.00			\$108,398.85				
Brookwood Road - II	2017		2,000	28	6,222	\$15,555.56	\$37,333.33	\$80,888.89										
Brookwood Road - III	2005		2,400	28	7,467	\$18,666.67	\$44,800.00	\$97,066.67			\$112,366.80							
West Brookwood																		
Acorn Street	2010		2,555	22	6,246	\$15,613.89	\$37,473.33	\$81,192.22		\$89,514.43								
Route 206																		
Whitehall Hill Road	2003	2012	2,065	24	5,507	\$13,766.67	\$33,040.00	\$71,586.67	\$290,000.00									
Lake Lackawanna																		
Mansfield Drive	2018		1,800	28	6,000	\$15,000.00	\$36,000.00	\$78,000.00										
LOCAL ROADWAYS																		
Lake Lackawanna																		
Heminover Street	1999	2013	860	22	2,102	\$5,255.56	\$12,613.33	\$27,328.89									\$19,567.42	
Lake Drive/Reis Avenue/Brown Dr	1999	2013	7,250	22	17,722	\$44,305.56	\$106,333.33	\$230,388.89									\$164,957.90	
Bank Street	1999	2013	800	20	1,778	\$4,444.44	\$10,666.67	\$23,111.11									\$16,547.50	
Carpenter Road	2012		245	12	327	\$816.67	\$1,960.00	\$4,246.67									\$3,040.60	
Lake Drive - Loop Roads	1999	2013	6,850	22	16,744	\$41,861.11	\$100,466.67	\$217,677.78									\$155,856.77	
Partridge Road	2005	2018	200	12	267	\$666.67	\$1,600.00	\$3,466.67									\$2,482.13	
Richmond Road	1999	2018	2,650	22	6,478	\$16,194.44	\$38,866.67	\$84,211.11									\$60,294.96	
Orchard Street	???		400	15	667	\$1,666.67	\$4,000.00	\$8,666.67										
Carpenter Road - Old Gravel Sect.	2018																	
Forest Lakes																		
Forest Lakes Drive	2003	2016	7,740	22	18,920	\$47,300.00	\$113,520.00	\$245,960.00					\$144,883.48					
Conrad Strasse	2000	2015	720	24	1,920	\$4,800.00	\$11,520.00	\$24,960.00			\$13,335.84							
Crecent Drive North	2001/2002	2014	3,085	24	8,227	\$20,566.67	\$49,360.00	\$106,946.67			\$57,140.37							
Crecent Drive South	2001	2015	2,455	24	6,547	\$16,366.67	\$39,280.00	\$85,106.67			\$45,471.51							
Crows Nest Road	2000	2015	1,185	24	3,160	\$7,900.00	\$18,960.00	\$41,080.00			\$21,948.57							
Deer Run	2002	2014	1,285	22	3,141	\$7,852.78	\$18,846.67	\$40,834.44			\$21,817.37							
Glen Clove Road	2001	2015	1,335	22	3,263	\$8,158.33	\$19,580.00	\$42,423.33			\$22,666.30							
Harbor View Drive	2001	2014	970	26	2,802	\$7,005.56	\$16,813.33	\$36,428.89			\$19,463.54							
Hemlock Road	2001	2014	1,860	22	4,547	\$11,366.67	\$27,280.00	\$59,106.67			\$31,580.01							
Lake View Drive	2001	2015	1,210	20	2,689	\$6,722.22	\$16,133.33	\$34,955.56			\$18,676.35							

**BYRAM TOWNSHIP - ROADWAY IMPROVEMENT PLAN
10 YEAR PLAN - 2019 to 2028**

STREET NAME	Year	Year	Length	Width	Area	2018	2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Last Paved	Last O/S or Cape Seal	(Feet)	(Feet)	(SY)	O&S Costs	Cape Seal Costs	Milling & Paving Costs										
Old Stage Coach Road	2000	2015	2,980	20	6,622	\$16,555.56	\$39,733.33	\$86,088.89				\$45,996.30						
Peach Tree Street	2000	2015	715	22	1,748	\$4,369.44	\$10,486.67	\$22,721.11				\$12,139.63						
The Rotunda	2001	2014	1,645	24	4,387	\$10,966.67	\$26,320.00	\$57,026.67				\$30,468.69						
Sandy's Road	2000	2015	1,025	22	2,506	\$6,263.89	\$15,033.33	\$32,572.22				\$17,402.96						
Sherwood Forest Drive	2002	2014	3,590	22	8,776	\$21,938.89	\$52,653.33	\$114,082.22				\$64,000.46						
Sleepy Hollow Road	2000	2015	5,805	26	16,770	\$41,925.00	\$100,620.00	\$218,010.00				\$122,304.24						
Sunset Way	2000	2015	150	28	467	\$1,166.67	\$2,800.00	\$6,066.67				\$3,403.42						
Winding Way	2002	2014	2,160	20	4,800	\$12,000.00	\$28,800.00	\$62,400.00				\$35,006.58						
Woodlawn Drive	2001	2014	185	20	411	\$1,027.78	\$2,466.67	\$5,344.44				\$2,998.25						
Cranberry Lake																		
Allamuchy Trail	2006		1,290	18	2,580	\$6,450.00	\$15,480.00	\$33,540.00				\$17,920.04						
Bald Rock Trail	2005		190	12	253	\$633.33	\$1,520.00	\$3,293.33				\$1,759.59						
Birch Trail	1998		605	16	1,076	\$2,688.89	\$6,453.33	\$13,982.22				\$7,470.54						
Boulder Trail	2006		260	17	491	\$1,227.78	\$2,946.67	\$6,384.44				\$3,411.14						
Bridge Trail	2006		215	10	239	\$597.22	\$1,433.33	\$3,105.56				\$1,659.26						
Brook Trail	2005		320	14	498	\$1,244.44	\$2,986.67	\$6,471.11				\$3,457.44						
Cabin Spring Trail	2005		845	21	1,972	\$4,929.17	\$11,830.00	\$25,631.67				\$13,694.70						
Cliff Drive	2005		200	12	267	\$666.67	\$1,600.00	\$3,466.67				\$1,852.20						
Cranberry Ledge Road	1998		3,275	20	7,278	\$18,194.44	\$43,666.67	\$94,611.11				\$50,549.63						
Dennis Hill Road	2006		880	19	1,858	\$4,644.44	\$11,146.67	\$24,151.11				\$12,903.66						
Fox Trail	2004		515	16	916	\$2,288.89	\$5,493.33	\$11,902.22				\$6,359.22						
Frenche's Grove Road	2006		1,210	24	3,227	\$8,066.67	\$19,360.00	\$41,946.67				\$22,411.62						
Greywood Lane	2006		165	16	293	\$733.33	\$1,760.00	\$3,813.33				\$2,037.42						
Grove Path	2006		215	10	239	\$597.22	\$1,433.33	\$3,105.56				\$1,659.26						
Harding Road	2005		610	12	813	\$2,033.33	\$4,880.00	\$10,573.33				\$5,649.21						
Hart Trail	1998		686	15	1,143	\$2,858.33	\$6,860.00	\$14,863.33				\$7,941.31						
Hawthorne Trail	2004		785	18	1,570	\$3,925.00	\$9,420.00	\$20,410.00				\$10,904.83						
Hickory Trail	2005		215	12	287	\$716.67	\$1,720.00	\$3,726.67				\$1,991.12						
High-To-Ga Trail	2005		480	15	800	\$2,000.00	\$4,800.00	\$10,400.00				\$5,556.60						
Hilltop Trail	2005		490	14	762	\$1,905.56	\$4,573.33	\$9,908.89				\$5,294.21						
Ka-Ton-Ah Trail	2005		545	16	969	\$2,422.22	\$5,813.33	\$12,595.56				\$6,729.66						
La-Bo-Ga Trail	2006		270	17	510	\$1,275.00	\$3,060.00	\$6,630.00				\$3,542.33						
Lakeview Trail	2006		1,095	14	1,703	\$4,258.33	\$10,220.00	\$22,143.33				\$11,830.93						
Landone Trail	2006		370	13	534	\$1,336.11	\$3,206.67	\$6,947.78				\$3,712.12						
Laurel Trail	2006		775	16	1,378	\$3,444.44	\$8,266.67	\$17,911.11				\$9,569.70						
Meteor Trail	2006		1,480	17	2,796	\$6,988.89	\$16,773.33	\$36,342.22				\$19,417.23						
Maugtaug Trail	2005		345	12	460	\$1,150.00	\$2,760.00	\$5,980.00				\$3,354.80						
North Shore Trail	2006		575	16	1,022	\$2,555.56	\$6,133.33	\$13,288.89				\$7,455.11						
Oak Trail	1998		515	14	801	\$2,002.78	\$4,806.67	\$10,414.44				\$5,842.53						
Opa Pass	2005		140	12	187	\$466.67	\$1,120.00	\$2,426.67				\$1,361.37						
Overview	2005		175	14	272	\$680.56	\$1,633.33	\$3,538.89				\$1,985.33						
Panther Pass	2005		495	17	935	\$2,337.50	\$5,610.00	\$12,155.00				\$6,818.99						
Pathfinder Trail	2006		520	21	1,213	\$3,033.33	\$7,280.00	\$15,773.33				\$8,848.89						
Racoon Trail	2004		135	14	210	\$525.00	\$1,260.00	\$2,730.00				\$1,531.54						
Rose Trail	2006		805	16	1,431	\$3,577.78	\$8,586.67	\$18,604.44				\$10,437.15						
Saddle Lane	1998		180	22	440	\$1,100.00	\$2,640.00	\$5,720.00				\$3,208.94						
Saugtaug Trail	2005		795	12	1,060	\$2,650.00	\$6,360.00	\$13,780.00				\$7,730.62						
Side Hill Trail	2004		450	19	950	\$2,375.00	\$5,700.00	\$12,350.00				\$6,928.39						
South Lake Trail	2004		400	12	533	\$1,333.33	\$3,200.00	\$6,933.33				\$3,889.62						
South Shore Road	2005		4,160	20	9,244	\$23,111.11	\$55,466.67	\$120,177.78				\$67,420.08						
South Shore Road	2011		1,450	20	3,222	\$8,055.56	\$19,333.33	\$41,888.89				\$23,499.79						
Spring Trail	2005		190	16	338	\$844.44	\$2,026.67	\$4,391.11				\$2,463.43						
Spruce Trail	2005		495	17	935	\$2,337.50	\$5,610.00	\$12,155.00				\$6,818.99						
Strawberry Point Drive	2004		2,840	24	7,573	\$18,933.33	\$45,440.00	\$98,453.33				\$55,232.60						
Tote Road	2005		1,290	20	2,867	\$7,166.67	\$17,200.00	\$37,266.67				\$20,906.71						
Weasaug Trail	2005		380	12	507	\$1,266.67	\$3,040.00	\$6,586.67				\$3,695.14						
Weaver House Cove Road	2004		1,315	25	3,653	\$9,131.94	\$21,916.67	\$47,486.11				\$26,639.85						
Wo-Ta-Ga Trail	2006		745	14	1,159	\$2,897.22	\$6,953.33	\$15,065.56				\$8,451.82						
Tamarack																		
Manu Trail	2000	2012	1,375	30	4,583	\$11,458.33	\$27,500.00	\$59,583.33	\$36,500.00									\$44,794.60
Hunters Lane	2000	2012	1,465	26	4,232	\$10,580.56	\$25,393.33	\$55,018.89	\$32,500.00									\$41,363.06
Colby Drive	2002	2013	1,465	30	4,883	\$12,208.33	\$29,300.00	\$63,483.33	\$39,500.00									\$47,726.61
Old Indian Spring Road	2002	2013	3,050	18	6,100	\$15,250.00	\$36,600.00	\$79,300.00	\$44,000.00									\$59,617.54
Ghost Pony Road	2002	2013	1,960	21	4,573	\$11,433.33	\$27,440.00	\$59,453.33	\$37,500.00									\$44,696.87
Knute Drive	2002		375	19	792	\$1,979.17	\$4,750.00	\$10,291.67		\$5,236.88								\$7,737.25
C.O. Drive	2002		755	18	1,510	\$3,775.00	\$9,060.00	\$19,630.00		\$9,988.65								\$14,757.79
Cross Trail	2002	2013	220	21	513	\$1,283.33	\$3,080.00	\$6,673.33		\$3,395.70								\$5,017.00
Little Paint Way	2002		1,440	22	3,520	\$8,800.00	\$21,120.00	\$45,760.00		\$23,284.80								\$34,402.25

**BYRAM TOWNSHIP - ROADWAY IMPROVEMENT PLAN
10 YEAR PLAN - 2019 to 2028**

STREET NAME	Year	Year	Length	Width	Area	2018	2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Last Paved	Last O/S or Cape Seal	(Feet)	(Feet)	(SY)	O&S Costs	Cape Seal Costs	Milling & Paving Costs										
Roger Drive	2002		560	20	1,244	\$3,111.11	\$7,466.67	\$16,177.78		\$8,232.00								\$12,162.41
East Brookwood																		
Brookwood Drive	2009		3,410	30	11,367	\$28,416.67	\$68,200.00	\$147,766.67			\$75,190.50							
Debbie Drive	2017		535	30	1,783	\$4,458.33	\$10,700.00	\$23,183.33								\$15,808.77		
Briar Lane	2005		1,775	30	5,917	\$14,791.67	\$35,500.00	\$76,916.67	\$85,000.00							\$52,449.67		
Joan Drive	2006		2,445	30	8,150	\$20,375.00	\$48,900.00	\$105,950.00	\$110,000.00							\$72,247.57		
Ross Road	2004		3,330	30	11,100	\$27,750.00	\$66,600.00	\$144,300.00	\$115,000.00							\$98,398.53		
Dogwood Lane Road	2009		185	16	329	\$822.22	\$1,973.33	\$4,275.56			\$2,175.60							
Mountain Avenue	2009		245	20	544	\$1,361.11	\$3,266.67	\$7,077.78			\$3,601.50							
Pleasant Hill Road	2009		170	17	321	\$802.78	\$1,926.67	\$4,174.44			\$2,124.15							
Sand Hill Road	2009		565	18	1,130	\$2,825.00	\$6,780.00	\$14,690.00			\$7,474.95							
Sandy Brook Road	2009		330	13	477	\$1,191.67	\$2,860.00	\$6,196.67			\$3,153.15							
Shady Brook Road	2009		320	22	782	\$1,955.56	\$4,693.33	\$10,168.89			\$5,174.40							
Stony Brook Road	2009		1,210	20	2,689	\$6,722.22	\$16,133.33	\$34,955.56			\$17,787.00							
Trout Brook Road	2009		355	17	671	\$1,676.39	\$4,023.33	\$8,717.22			\$4,435.73							
Waterloo Road	2009		330	17	623	\$1,558.33	\$3,740.00	\$8,103.33			\$4,123.35							
White Birch Road	2009		690	22	1,687	\$4,216.67	\$10,120.00	\$21,926.67			\$11,157.30							
Wildwood Road	2009		445	22	1,088	\$2,719.44	\$6,526.67	\$14,141.11			\$7,195.65							
Woods Edge Road	2009		1,320	22	3,227	\$8,066.67	\$19,360.00	\$41,946.67			\$21,344.40							
West Brookwood																		
Adair Street	2010		1,195	21	2,788	\$6,970.83	\$16,730.00	\$36,248.33							\$22,419.80			
Ash Street	2010		3,150	24	8,400	\$21,000.00	\$50,400.00	\$109,200.00							\$67,540.82			
Avon Street	2010		800	20	1,778	\$4,444.44	\$10,666.67	\$23,111.11							\$14,294.35			
Banker Drive	2010		620	18	1,240	\$3,100.00	\$7,440.00	\$16,120.00							\$9,970.31			
Beech Street	2009		1,675	22	4,094	\$10,236.11	\$24,566.67	\$53,227.78							\$32,921.68			
Belton Road	2011		3,600	20	8,000	\$20,000.00	\$48,000.00	\$104,000.00							\$64,324.59			
Broad Avenue	2010		1,500	20	3,333	\$8,333.33	\$20,000.00	\$43,333.33							\$26,801.91			
Byram Avenue	2010		330	24	880	\$2,200.00	\$5,280.00	\$11,440.00							\$7,075.70			
Cascade Avenue	2010		240	24	640	\$1,600.00	\$3,840.00	\$8,320.00							\$5,145.97			
Chestnut Street - Part I	2008		500	22	1,222	\$3,055.56	\$7,333.33	\$15,888.89								\$10,318.74		
Chestnut Street - Part II	2009		1,100	22	2,689	\$6,722.22	\$16,133.33	\$34,955.56								\$22,701.22		
Chestnut Street - Part III	2011		900	22	2,200	\$5,500.00	\$13,200.00	\$28,600.00								\$18,573.73		
Drain Way	2010		210	16	373	\$933.33	\$2,240.00	\$4,853.33								\$3,151.90		
Glen Brook Street	2011		250	20	556	\$1,388.89	\$3,333.33	\$7,222.22								\$4,690.33		
Lockwood Avenue	2008		1,725	20	3,833	\$9,583.33	\$23,000.00	\$49,833.33								\$32,363.31		
Mayne Avenue	2008		1,960	22	4,791	\$11,977.78	\$28,746.67	\$62,284.44								\$40,449.45		
Newton Avenue	2010		850	16	1,511	\$3,777.78	\$9,066.67	\$19,644.44								\$12,757.71		
River Road - Part I	2010		1,825	20	4,056	\$10,138.89	\$24,333.33	\$52,722.22								\$34,239.44		
River Road - Part II	2011		2,300	20	5,111	\$12,777.78	\$30,666.67	\$66,444.44								\$43,151.08		
River Road - Part II	2011		2,300	20	5,111	\$12,777.78	\$30,666.67	\$66,444.44								\$43,151.08		
Spring Brook Street	2011		275	18	550	\$1,375.00	\$3,300.00	\$7,150.00								\$4,643.43		
Sussex Street	2010		685	18	1,370	\$3,425.00	\$8,220.00	\$17,810.00								\$11,566.37		
Union Street	2009		1,010	16	1,796	\$4,488.89	\$10,773.33	\$23,342.22								\$15,159.16		
Lauren Court	???	2012	1,010	30	3,367	\$8,416.67	\$20,200.00	\$43,766.67								\$28,423.43		
Robert Street	???	2012	585	30	1,950	\$4,875.00	\$11,700.00	\$25,350.00								\$16,463.07		
Jefferson Lake Road	???	2012	1,750	18	3,500	\$8,750.00	\$21,000.00	\$45,500.00								\$29,549.11		
Route 206																		
Jans Way	2011		405	18	810	\$2,025.00	\$4,860.00	\$10,530.00		\$5,103.00								
Rosemaire Lane	2011		520	18	1,040	\$2,600.00	\$6,240.00	\$13,520.00		\$6,552.00								
Maple Road	2000	2012	715	18	1,430	\$3,575.00	\$8,580.00	\$18,590.00		\$9,009.00								
Birch Road	2000	2012	1,360	20	3,022	\$7,555.56	\$18,133.33	\$39,288.89		\$19,040.00								
Willor Drive	2000	2012	700	20	1,556	\$3,888.89	\$9,333.33	\$20,222.22		\$9,800.00								
Jones Lane	?		690	18	1,380	\$3,450.00	\$8,280.00	\$17,940.00		\$8,694.00								
Drexel Drive	2001	2012	710	23	1,814	\$4,536.11	\$10,886.67	\$23,587.78		\$11,431.00								
Francis Terrace	2001	2012	370	22	904	\$2,261.11	\$5,426.67	\$11,757.78		\$5,698.00								
Hi Glen Drive	2001	2012	320	31	1,102	\$2,755.56	\$6,613.33	\$14,328.89		\$6,944.00								
Pierson Drive	2002	2012	700	22	1,711	\$4,277.78	\$10,266.67	\$22,244.44		\$10,780.00								
Ridge Place	2002	2012	190	18	380	\$950.00	\$2,280.00	\$4,940.00		\$2,394.00								
Johnson Boulevard	2002	2012	700	20	1,556	\$3,888.89	\$9,333.33	\$20,222.22		\$9,800.00								
Lake Mohawk/Tomahawk Lake																		
Lynn Drive	2017		6,160	30	20,533	\$51,333.33	\$123,200.00	\$266,933.33										
Susan Lane	2017		635	30	2,117	\$5,291.67	\$12,700.00	\$27,516.67										
Douglas Terrace	2017		1,055	30	3,517	\$8,791.67	\$21,100.00	\$45,716.67										
Catherine Terrace	2017		620	30	2,067	\$5,166.67	\$12,400.00	\$26,866.67										
Carlisle Drive	2017		850	30	2,833	\$7,083.33	\$17,000.00	\$36,833.33										
Tartan Court	2018		400	30	1,333	\$3,333.33	\$8,000.00	\$17,333.33							\$10,720.77			

BYRAM TOWNSHIP - ROADWAY IMPROVEMENT PLAN
10 YEAR PLAN - 2019 to 2028

STREET NAME	Year	Year	Length	Width	Area	2018	2018	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Last Paved	Last O/S or Cape Seal				O&S Costs	Cape Seal Costs	Milling & Paving Costs										
Braemar Court	2018		700	30	2,333	\$5,833.33	\$14,000.00	\$30,333.33							\$18,761.34			
Elizabeth Lane	2018		670	30	2,233	\$5,583.33	\$13,400.00	\$29,033.33							\$17,957.28			
Ascot Lane	???		1,250	28	3,889	\$9,722.22	\$23,333.33	\$50,555.56							\$31,268.90			
Mara Lane	???		185	28	576	\$1,438.89	\$3,453.33	\$7,482.22							\$4,627.80			
Anderson Lane	???		250	30	833	\$2,083.33	\$5,000.00	\$10,833.33							\$6,700.48			
Birch Parkway	???		1,200	24	3,200	\$8,000.00	\$19,200.00	\$41,600.00		\$60,000.00								
Bridget Way	???		1,415	30	4,717	\$11,791.67	\$28,300.00	\$61,316.67							\$37,924.71			
Camelot Drive	???		1,500	24	4,000	\$10,000.00	\$24,000.00	\$52,000.00							\$32,162.30			
Carlson Lane	2004		480	22	1,173	\$2,933.33	\$7,040.00	\$15,253.33							\$9,434.27			
Circle Drive	???		350	28	1,089	\$2,722.22	\$6,533.33	\$14,155.56							\$8,755.29			
Deer Hill Run North	???		430	30	1,433	\$3,583.33	\$8,600.00	\$18,633.33							\$11,524.82			
Deer Hill Run South	???		830	30	2,767	\$6,916.67	\$16,600.00	\$35,966.67							\$22,245.59			
Manor Drive	2006		3,900	30	13,000	\$32,500.00	\$78,000.00	\$169,000.00							\$104,527.46			
Fieldstone Trail	???		5,440	30	18,133	\$45,333.33	\$108,800.00	\$235,733.33						\$138,859.43				
Matthew Drive	???		720	28	2,240	\$5,600.00	\$13,440.00	\$29,120.00						\$17,153.22				
Mayfair Lane	???		700	22	1,711	\$4,277.78	\$10,266.67	\$22,244.44						\$13,103.16				
Mountain Heights	2004		2,400	24	6,400	\$16,000.00	\$38,400.00	\$83,200.00						\$49,009.21				
Mountain View Terrace	2004		300	24	800	\$2,000.00	\$4,800.00	\$10,400.00						\$6,126.15				
Sandra lane	???		1,555	30	5,183	\$12,958.33	\$31,100.00	\$67,383.33						\$39,692.36				
Seneca Lake Road	???		350	25	972	\$2,430.56	\$5,833.33	\$12,638.89						\$7,444.98				
Stag pond Road	???		365	14	568	\$1,419.44	\$3,406.67	\$7,381.11						\$4,347.87				
Stone Hedge Lane	???		4,950	30	16,500	\$41,250.00	\$99,000.00	\$214,500.00						\$126,351.87				
	???		335	24	893	\$2,233.33	\$5,360.00	\$11,613.33						\$6,840.87				
Total Paving Costs:									\$790,000.00	\$636,264.85	\$729,050.91	\$466,997.89	\$635,555.43	\$717,327.97	\$737,834.32	\$816,411.39	\$672,747.28	\$617,275.39
Minus Grants:									-\$250,000.00	-\$200,000.00	\$0.00	\$0.00	-\$200,000.00	-\$200,000.00	-\$150,000.00	-\$175,000.00	-\$175,000.00	-\$250,000.00
Budget Amount:									\$540,000.00	\$436,264.85	\$729,050.91	\$466,997.89	\$435,555.43	\$517,327.97	\$587,834.32	\$641,411.39	\$497,747.28	\$367,275.39

	2018	47.96 Miles	PAVING:	\$600,000.00	\$420,881.83	\$206,005.80	\$0.00	\$206,150.30	\$308,398.85	\$170,728.18	\$206,154.28	\$250,000.00	\$305,000.00
Oil & Stone Cost per SY :	\$2.50		OIL & STONE / CAPE SEAL:	\$190,000.00	\$215,383.03	\$523,045.11	\$466,997.89	\$429,405.13	\$408,929.12	\$567,106.14	\$610,257.11	\$422,747.28	\$312,275.39
Milling & Resurfacing per SY:	\$13.00												
Resurfacing Only per SY:	\$10.00												
Microsurfacing Cost per SY :	\$3.50												
Cape Seal Cost per SY :	\$6.00												
				\$790,000.00	\$636,264.85	\$729,050.91	\$466,997.89	\$635,555.43	\$717,327.97	\$737,834.32	\$816,411.39	\$672,747.28	\$617,275.39
			GRANT PROJECTS	\$290,000.00	\$331,367.40	\$0.00	\$0.00	\$206,150.30	\$200,000.00	\$170,728.18	\$206,154.28	\$250,000.00	\$305,000.00



HAROLD E. PELLOW & ASSOCIATES, INC.

CONSULTING ENGINEERS · PLANNERS · LAND SURVEYORS

ESTABLISHED 1969

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NJ – P.E.

November 30, 2018

Via Email (jsabatini@byramtwp.org)

MEMORANDUM TO: Mr. Joseph Sabatini, Byram Township Manager

FROM: Cory L. Stoner, P.E., C.M.E., Byram Township Engineer

SUBJECT: Stag Pond Road Improvements
Byram Township, Sussex County

Dear Joe:

As requested, I visited Stag Pond Road with the Township DPW Supervisor Michael Orgera to review the condition of the existing roadway and outline the improvements that would be required to provide a paved roadway surface that could be easily maintained and plowed. Based on this visit, I would recommend the following improvements be considered for Stag Pond Road:

- Grade the existing gravel roadway to provide a uniform cross slope.
- Place additional dense graded aggregate to address low areas or “soft” areas as needed.
- Install underdrains along sections of the roadway to address wet shoulder areas.
- Place Hot Mix Asphalt Surface Course, 3 inches thick over the newly graded road base.

The above being stated, it is my understanding that the determination of how much of Stag Pond Road falls under the responsibility of Byram Township still needs to be made. Per the title search review performed by my office, it was found that approximately 1400 feet of the gravel portion of Stag Pond Road has been officially dedicated to the Township. Discussions between the Township and the private Stag Pond residential community, however, have raised the question whether the length of the Township’s responsibility should be extended to the first or second set of roadway pillars that are located further back into the community. The first set of pillars is located approximately 2,200 feet from the paved section of Stag Pond Road and the second set of pillars is located approximately 5,800 feet from this same point. A review of the improvement costs that would be incurred under any of these three (3) options is as follows:

- Option No. 1 – Improve to End of Deeded Right-of-Way:

Roadway Grading	\$ 4,000.00
Underdrains	\$ 4,000.00
Hot Mix Asphalt Surface Course, 3” Thick	\$ 37,000.00
Engineering, Inspection & Management	\$ 5,000.00
Total Estimated Costs	\$ 50,000.00

- Option No. 2 – First Set of Pillars (2,200 Ft. +/-):

Roadway Grading	\$ 9,000.00
Underdrains	\$ 4,000.00
Hot Mix Asphalt Surface Course, 3" Thick	\$ 56,000.00
Engineering, Inspection & Management	\$ 7,000.00
Total Estimated Costs	\$ 76,000.00

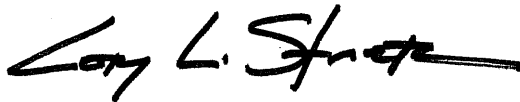
- Option No. 3– Second Set of Pillars (5,800 Ft. +/-):

Roadway Grading	\$ 13,500.00
Underdrains	\$ 8,000.00
Hot Mix Asphalt Surface Course, 3" Thick	\$135,000.00
Engineering, Inspection & Management	\$ 15,000.00
Total Estimated Costs	\$171,500.00

I would like to note that the existing roadway is narrow in width, approximately 14 feet in most locations, and has a horizontal and vertical alignments that do not meet Township or State standards for a new residential roadway. This roadway, however, has existed for many years and is utilized only by the families that live in the homes located near Stag Pond and/or emergency vehicles that need to reach those homes. It is my opinion that the simple grading and paving of this roadway would be acceptable for the traffic that utilizes this roadway. I would, however, recommend that the Township install warning signs along the paved roadway to inform drivers of the narrow roadway and other deficiencies to keep driver speeds at a minimum.

I trust this information will be useful to the Mayor and Council. If you have any questions regarding any of the information included above or would like to meet to discuss any of the proposed work activities in greater detail, please do not hesitate to contact me.

Very truly yours,



Cory L. Stoner, P.E., C.M.E.

HAROLD E. PELLOW & ASSOCIATES, INC.
Byram Township Engineer

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Joseph Sabatini

From: Joseph Sabatini
Sent: Saturday, December 29, 2018 11:38 AM
To: Cory Stoner
Cc: Doris Flynn; Cindy Church; Michael Orgera
Subject: RE: Byram Township - Stag Pond Road Improvement Memo

Thanks Cory,

I am assuming this is to go to option B in your original memo. First set of pillars.

Thanks - Joe

Joseph W. Sabatini
Byram Township Manager
10 Mansfield Drive
Stanhope, NJ 07874
Phone: 973.347.2500, Ext. 129
Fax: 973.347.0502
Email: jsabatini@byramtwp.org

From: Cory Stoner <CStoner@hpellow.com>
Sent: Wednesday, December 26, 2018 3:10 PM
To: Joseph Sabatini <jsabatini@byramtwp.org>
Cc: Doris Flynn <dflynn@byramtwp.org>; Cindy Church <cchurch@byramtwp.org>; Michael Orgera <morgera@byramtwp.org>
Subject: RE: Byram Township - Stag Pond Road Improvement Memo

The initial design would be fine for occasional truck traffic. That would include garage trucks and standard delivery trucks. My concern is the heavy loads of the logging trucks, how frequently this will occur and how many trucks can be expected?

The costs that we prepared included grading of the gravel roadway, installation of underdrains in wet areas and the placement of a 3 inch Hot Mix Asphalt (HMA) surface course. This is the minimum that I would consider for a low volume residential roadway. The addition of a large number of logging trucks changes things in my mind. If this was a new roadway to be accepted by the Township, I would recommend 2" HMA Surface Course, 3" HMA Base Course and 6" Dense Graded Aggregate Base Course. This would meet the roadway design standards listed in the Township Code.

The above being stated, I would we would add at least an additional two inches to the asphalt pavement box for Stag pond Road. That would add approximately \$37,500 to the cost of the project.

Cory L. Stoner, P.E., C.M.E.
Harold E. Pellow & Associates, Inc.
17 Plains Road
Augusta, N.J. 07822
Phone: 973.948.6463, Ext. 213

Fax: 973.948.2916
cstoner@hpellow.com
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From: Joseph Sabatini <jsabatini@byramtwp.org>
Sent: Wednesday, December 26, 2018 12:54 PM
To: Cory Stoner <CStoner@hpellow.com>
Cc: Doris Flynn <dflynn@byramtwp.org>; Cindy Church <cchurch@byramtwp.org>; Michael Orgera <morgera@byramtwp.org>
Subject: RE: Byram Township - Stag Pond Road Improvement Memo

Hi Cory,

I am assuming option 2 is inclusive of option one for a total cost of \$76,000 to go to second set of pillars.

What would the estimated cost increase be if we had to design to consider the heavy loads of traffic associated with logging? I am assuming the initial design would cover garbage trucks and occasional emergency vehicles.

Thanks - Joe

Joseph W. Sabatini
Byram Township Manager
10 Mansfield Drive
Stanhope, NJ 07874
Phone: 973.347.2500, Ext. 129
Fax: 973.347.0502
Email: jsabatini@byramtwp.org

From: Cory Stoner <CStoner@hpellow.com>
Sent: Friday, November 30, 2018 4:41 PM
To: Joseph Sabatini <jsabatini@byramtwp.org>
Cc: Doris Flynn <dflynn@byramtwp.org>; Cindy Church <cchurch@byramtwp.org>; Michael Orgera <morgera@byramtwp.org>
Subject: Byram Township - Stag Pond Road Improvement Memo
Importance: High

Joe,

Attached please find my memo regarding improvements for Stag Pond Road. Please note that I have listed the recommended improvements for this roadway and then broke down estimates for each of three options that were discussed. In preparing my estimates, I utilized information that Mike provided me with but I did increase costs for asphalt paving to assume that project would be competitively bid (not using the Co-Op) and assuming prevailing wages would be needed for all grading and drainage work.

If you have any questions regarding any of the information in my memo, please feel free to give me a call. Thank you.



HAROLD E. PELLOW & ASSOCIATES, INC.

CONSULTING ENGINEERS · PLANNERS · LAND SURVEYORS

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NJ – L.L.A., NJ – P.P.

THOMAS G. KNUTELSKY, *ASSOCIATE*
NJ – P.E.

December 31, 2018

Via Email (jsabatini@byramtwp.org)

MEMORANDUM TO: Mr. Joseph Sabatini, Byram Township Manager

FROM: Cory L. Stoner, P.E., C.M.E., Byram Township Engineer

SUBJECT: Road Edge Maintenance
Byram Township, Sussex County

Dear Joe:

As we have discussed, concerns have been raised by the Township Council regarding the maintenance of Township roadways and more specifically, the maintenance and care of roadway edges. These concerns center mostly around how the edge of pavements have become deteriorated and broken in various locations and that the deterioration is shortening the expected life of these roadways. As requested, I have reviewed this issue with the Township Road Department Supervisor Michael Orgera and I have visited a number of roadways to assess the degree of deterioration.

The roadways that I visited were mostly located within the Cranberry Lake and Forest Lake communities where known roadway edge problems exist today. I also traveled a number of the roadways located in the Tamarack Road and East Brookwood sections of the Township. Based on these visits, I did observe various degrees of deterioration. In some locations, the edges of roadway were cracked or deteriorated due to wet conditions along the roadway or they were cracked due to expected poor subgrade conditions. The vast majority of the roadway edge problems, however, were due to the erosion of roadway border areas and the undermining of the roadway edge as a result of that erosion.

The majority of the roadways within the residential communities of Bram Township were once oil and stone roadways. Over the years, these roadways have been resurfaced with asphalt but no real attention was given to roadway edges. Asphalt berms have been constructed in many locations, but in most areas, the roadways were simply paved and roadway borders consist of gravel or lawn areas. These gravel and lawn areas are highly susceptible to erosion when steep grades exist. This is in the case in many locations within the Township lake communities. When these communities were constructed, they were not constructed with sufficient drainage collection systems. The lack of proper drainage collection results in significant amounts of stormwater running along the edge of roadways. Large volumes of stormwater flow combined with roadways with no curbs or berms often results in the undermining of the roadway. Once a roadway begins to undermine, the roadway base is compromised and the asphalt pavement breaks and the asphalt surface rapidly deteriorates.

The above being stated, it has been the procedure of the Township Road Department to make pavement repairs as needed on a yearly basis with the manpower, budget and equipment that they have been provided. It is my understanding that the Road Department received \$10,000 in 2018 for asphalt pavement repair materials. Most of the attention (and funds) provided to roadway maintenance by the Road Department during this past year was given to the various roadways that were scheduled for cape sealing and asphalt pavement resurfacing.

The work performed by the Road Department during 2018 included roadway patching, repairs of roadway edges and drainage inlet repairs in the Lake Lackawanna community prior to the start of cape sealing work. After the work on the Lake Lackawanna roadways was completed, the Road Department then performed work on other roadways within the Township as time and budget allowed.

While the work in the Lake Lackawanna community was well done, it is my belief that the Road Department was not given proper funding to adequately address the problem or roadway edge breakup throughout the Township. Based on my discussion with Michael Orgera, the budget for asphalt pavement repairs for this past year was mostly used during the repairs to the Lake Lackawanna community. This left very little in the way of funding for pavement repairs in other areas of the Township. I also was told that the Road Department forces are repairing roadway edges by completing patches to the edge of pavement with basic equipment such as shovels, rakes and a small roller. The Township does not currently own a plate tamper or jumping jack for base compaction and does not own a "hot box" of any kind for the transfer of hot asphalt material. The limited equipment at their disposal results in a limited scope of the work that they can complete in a timely manner.

It should also be noted that the repairs being made by the Road Department consist primarily of the removal of broken pavement edges and the asphalt patching of the pavement surface. The edges of pavement are then backed up with additional asphalt or dense graded aggregate material. The proper repair of roadway pavement edges should ideally consist of the sawcutting or milling of the roadway edges, tacking of roadway edge, the replacement of the asphalt pavement, and the construction of asphalt or dense graded aggregate berms. Additional drainage constructed along the edge of pavement in areas of known wet conditions should also be completed where needed. This type of repair can only be made if proper equipment is allocated to the work. The equipment that would typically be used to perform this work would include: skid steer milling machine, jumping jack compactor, plate tamper, and a "hot box" to allow for larger amounts of hot asphalt material to be brought to a job site at one time.

Overall, I believe the Township's roadway edge maintenance plan can definitely be enhanced. This is can only be done if proper funding is provided. Per my discussions with Michael Orgera, it is estimated that the costs for equipment and the additional pavement repair material that would be needed to adequately address the maintenance of roadway edges in 2019 would be as follows:

Pavement Repair Materials (asphalt, stone and drainage products)	\$ 20,000.00
Skid Steer with miller, sweeper and bucket attachments.....	\$ 96,000.00
Jumping Jack Compactor/Tamper	\$ 2,500.00
Asphalt Plate Compactor	\$ 3,000.00
Hot Box (4 ton unit)	\$ 37,000.00
Engineering Services (as needed)	\$ 3,000.00
Total Estimated Costs	\$ 161,500.00

Mr. Joseph Sabatini, Byram Township Manager
RE: Road Edge Maintenance
December 31, 2018

Page 3

Please note that the above listed costs do not include the additional manpower labor that will be required by the Road Department. The Road Department manpower that will be available for this work will need to be discussed further with the Michael Orgera to assess if any additional labor will be required.

I trust this assessment will be of service to you. If you have any questions regarding any of the items discussed above or would like to meet to discuss anything in greater detail, please do not hesitate to contact me.

Very truly yours,

A handwritten signature in black ink, appearing to read "Cory L. Stoner", with a stylized flourish at the end.

Cory L. Stoner, P.E., C.M.E.
HAROLD E. PELLOW & ASSOCIATES, INC.
Byram Township Engineer

CLS:cls
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Byram Township Town Council
Byram Township Municipal Building
10 Mansfield Drive
Byram Township NJ 07874
Phone: (973) 347-2500

12/16/2015

RE: Byram Recreation Committee recommendation to Byram Township for capital improvements to our town's recreational facilities. 4.01 FINAL DRAFT FOR REVIEW

Dear Council,

The Byram Township Recreation Committee (BRC), on behalf of Byram Township residents would like to recommend to the Byram Town Council and other Town Departments and Committees the following prioritized plan for capital improvements to our town recreational facilities. We believe this plan not only represents the desire of the residents in Byram Township but it also improves the quality of life for our total population. It will act as a statement to all, residents and nonresidents that Byram is a desirable place to live, raise a family, visit, own a business and a town that is beneficial to be associated with both personally and economically.

The plan focuses around maintaining and improving our current recreational facilities (active and non-active). The plan requires a significant investment and funding for these capital improvements. The Recreation Committee prefers that all improvements are addressed in a single or two phased approach as this is a complete plan for the town. Leaving any part behind or delaying any part would affect the total plan and groups of individual's using these facilities. However, we understand that the town has limited resources and may need to put this plan into a multi-phased approach. For that reason we have prioritized each part of the plan into two levels. The first character in the priority key represents a suggested time-lined approach to implementing the plan. Under ideal circumstances we are recommending these dates be considered for the priority levels:

1. Priority Timing High 2017 or sooner
2. Priority Timing Strong, 2018 or sooner
3. Priority Timing Meaningful, 2019 or sooner

CO Johnson Park (COJ) has often been referred to as the "face of Byram" and our "recreational town center". It is our most used facility therefore much of this plan focuses on COJ. It is the BRC recommendation that the Township conducts a comprehensive assessment of these recommendations in the form of a professionally prepared master plan so that further priorities can be assigned in a realistic manner. We ask that this committee be actively involved with further discussions and prioritizing before, during and after a master plan is completed.

The second character in the priority key is placed on the need for the individual item. An outline of the priority levels is recorded below.

Sincerely,

The Byram Township Recreation Committee

Byram Recreation Committee recommendation to Byram Township for capital improvements to our town's recreational facilities.

Priority Level – First character (Timing):

1. Priority Timing High, Importance to the community is significant and high. Need is significant for number of people and groups requiring these items. Timeline is urgent.
2. Priority Timing Strong, Importance to the community is desirable and formidable. Need is significant for the number of people and groups requiring these item: as lack of having this improvement would affect additional town oriented organizations and groups. Timeline is important as it will affect users of this item and others while a Band-Aid solution remains in place.
3. Priority Timing Meaningful, Importance to the community is desired. Need is important for the number of people and groups requiring these item: as lack of having this improvement would affect additional town oriented organizations and groups. Timeline is not consequential as it will not significantly affect users of this item.

Priority Level – Second character (Needs & Wants):

- A. Priority Need High – Public opinion is strong and often heard without solicitation.
- B. Priority Need Strong – Public opinion is strong when topic is open to discussion.
- C. Priority Need Meaningful – Public has requested, when the topic is being discussed.
- D. Priority Need Useful - Public has requested, but there is an understanding of cost vs. benefit so it might not be a top priority.

The BRC total plan for capital improvement to our town focuses on the four most visible and used (or required) recreational areas of our town. CO Johnson, the new Tamarack Park, Waterloo Park and our current “groomed” trails. These areas have high exposure inside and outside of our town and we believe they represent “the face of Byram” to all that use it.

- (1A) CO Johnson – COJ has often been referred to as the face of Byram and our Recreational Town Center, is our most used facility.
 - o (1A) Field house upgrades
 - (1A) It is the RC opinion that the Field House, in its current condition is a detriment to our towns brand and it is nonfunctional to our community. It requires a complete overhaul. The question then becomes can it be gutted and renovated or should it be demolished and rebuilt. If renovation is not a feasible or cost effective alternative than a rebuild should include:
 - (1A) All items below
 - (1C) Possibly a larger multi-purpose room
 - (1C) Additional meeting rooms, possibly on a 2nd floor.
 - (1D) Roof top access to a safe and covered broadcast area.
 - o Line of site and PA addressing football field.
 - o Line of site and PA addressing baseball Field One (1).

- (1B) efficient ventilation, heating and cooling.
- (1D) Ability to view a projected video both inside and outside.
- (1D) Covered picnic or table area
- Items below should be considered for an upgrade with or without rebuild of the Field House
 - (1A) ADA Compliant
 - (1A) Bathrooms Renovations:
 - o (1A) Accessible from both inside and outside the facility
 - o (1A) Easy to clean and maintain
 - o (1A) Open most if not all year long or at a minimum when park and facility is open
 - o (1A) No danger of leaking into basement storage areas.
 - o (1A) The BRC does not see the existing restroom as upgradeable and is recommending a complete modernization.
 - (1B) Kitchen Renovations
 - o (1B) Use accessible from inside
 - o (1B) Access accessibility from outside (same as current) with locking security window (upgraded from current).
 - o (1B) Electrical current upgraded for needs and use of community.
 - o (3C) Industrial and cost effective fundamental equipment (sink, oven {gas}, stove top, refrigerator).
 - (1A) Multi-purpose room upgrade.
 - o (1A) Meaningful and secure access
 - o (1A) Easy to clean and maintain and low maintenance design
 - o (1B) WiFi
 - (1A) Storage Upgraded (up and down stairs)
 - o (1A) Clean, well lit and safe
 - o (1A) Free from risk of plumbing issues or water damage.
 - o (1A) Meaningful and secure access
- o (2B) Athletic Field Upgrades: *The upgrade to COJ athletic field coincides with the upgrade of the new Tamarack Park as the sports and recreation centers of Byram. It has long been contested that we have too few athletic fields for the size and population of our town and the many youth and adult recreational sports/activities requiring use of these athletic fields. Today, all users are forced to share these limited resources, often limiting one or more organization to be left behind without appropriate facilities to use or limited times to use them. The overall plan focuses COJ fields as the football and baseball center for our town, and focuses Tamarack Park as the soccer, field hockey, and lacrosse centers of our town. Other sports and activities would of course have access and use of these fields as permitted and since COJ is our primary recreation park it should always be used as a multi-purpose venue for any major recreational or special event.
 - (2A) ADA Compliant
 - (2B) COJ should be equipped with electronic and automated lightning detection.

- (2B) Field 8 upgrade*
 - (2B) Upgrade to drainage system to make the field usable under normal weather conditions.
 - (2B) Addition of a walking/running track
 - (2B) Stands, score board, broadcast station, shed, and gear (goals) appropriate for a primary town football field but also usable for a semi multi-sport environment (soccer, lacrosse, field hockey, etc. Not baseball).
 - (3D) Lights adequate to play night games.
 - (3C) Additional parking
 - (3C) Field 4 and Field 6 upgrade*
 - (3C) F4 upgraded to accommodate 50/70 style baseball as well as standard 46/60 play
 - (3D) F4 Removable fence in outfield.
 - (3D) Lights adequate to play night games that accommodate both F4 (baseball) and F6 (multi-purpose).
 - (3D) Field 3 upgrade*
 - (3D) Lights adequate to play night games.
 - (3D) Safe and finished paths for walking to the field that also aid in appropriate drainage.
 - (3D) Field 1 Upgrade
 - (3D) Lights adequate to play night games.
 - (3D) Safe and finished paths for walking to and around the backstop (possibly connecting to the path behind F4) and approaching the field from the field house area. This path should also aid in appropriate drainage
- (2B) The new Tamarack Park (West)
 - o (1A) ADA Compliant
 - o (2B) Tamarack Park should be equipped with electronic and automated lightning detection.
 - o (2B) Athletic Field Upgrades
 - (2B) Field (large field) upgrade*
 - (2B) Stands, score board, broadcast station, shed, and gear (goals) appropriate for a primary town soccer, field hockey and lacrosse field but also usable for a semi multi-sport environment (Other recreational activities TBD)
 - (3D) Lights adequate to play night games
 - (3D) Addition of a walking/running track
 - (3D) Safe and finished paths for walking to and approaching the field that also aid in appropriate drainage
 - (3C) Field (smaller field) upgrade*
 - (3C) Stands, score board and gear (goals) appropriate for a primary town soccer, field hockey and lacrosse field but also usable for a semi multi-sport environment (Other recreational activities TBD)

- (3D) Lights adequate to play night games
 - (3D) Safe and finished paths for walking to the field that also aid in appropriate drainage
- o Field house requirements
 - (3A) Bathrooms:
 - (3A) Accessible from both inside and outside the facility
 - (3A) Easy to clean and maintain
 - (3A) Open most if not all year long or minimally when park and facility is open
 - (3B) Kitchen or Snack Stand
 - (3B) Accessible from inside
 - (3B) Accessible from outside (same as COJ) with locking security window
 - (3B) Electrical current for needs and use of community
 - (3C) Limited but Industrial and cost effective fundamental equipment (sink, oven {gas}, stove top, refrigerator)
 - (3D) Covered picnic or table area
- (3C) Outdoor Theater or Stage: The need to hold events in Byram (ex: Byram Day, etc.) at a resilient a location with an accessible, multi-purpose stage available for plays, speeches, bands and other public performances. This can be accomplished in one of 2 ways:
 - o Mobile Approach – if a venue is not deemed ideal for a permanent location the option of a stage on a trailer would be the preferred approach. Further details TBD. A few pictures and general examples can be seen on the follow web sites however the BRC is not endorsing these or any specific mobile-trailer-stage at this time.
 - <http://www.stageline.com/>
 - <http://www.apexstages.com/>
 - <http://www.wengercorp.com/acoustics/showmobile-mobile-stage-and-canopy.php>
 - o Permanent Approach – location open to discussion and TBD.
 - (1A) Disability access to all facilities
 - Because so many Byram residents consider COJ park the town's recreational center, a possible location for this structure might be east Tamarack park (<https://www.google.com/maps/place/40%C2%B058'03.2%22N+74%C2%B043'13.1%22W/@40.967552,-74.720312,17z/data=!3m1!4b1!4m2!3m1!1s0x0:0x0>) Or more descriptively known as the property adjacent to Roseville and Tamarack.

Special considerations and concerns for this specific location include

 - o Residential approval
 - o Parking
 - o Sound and noise control
- Other Byram locations are certainly an option open to discussion. In any and all locations the following qualities should be considered:
 - (3C) Seating is natural (no permanent seats) but the seating area is leveled for better visual and auditory purposes.
 - (3C) Electrical access

- (3D) Covered stage
 - (3D) Natural, leveled or layered seating
 - (3C) Acoustically correct backdrop
- (1A) Upgrades and maintenance to Byram's many trails, paths and open space recreation areas. Byram Township is known as the "Gateway to New Jersey Trails" (Biking, Hiking and Sightseeing). There are many trails and open space properties that dot the Byram Township topography yet many of these properties are "islands", with no direct or indirect access and/or parking. Additionally, inclement weather and normal depreciation of existing trails and paths has left some unusable and many in desperate need of immediate maintenance. If we are to pride ourselves as being the Gateway to NJ trails then we need to expand and maintain these existing paths and trails properly and on an annual basis. If we cannot maintain what we have we should consider alternative solutions. However, the overwhelming consensus is part of Byram's allure is the ability to access the many open space locations for which we have invested. Our master plan recommendation would therefore include:
 - o (1A) ADA compliant where applicable
 - o (1A) Expansion of groomed trails or path to connect as many of the open space recreation areas as possible. Further conversations will be required to determine what locations are possible and a priority as well as what type of access (walking, hiking, bicycle, horses, etc.) should be permitted at each site and on each trail.
 - o (1A) Budgeted funding to maintain and upkeep these trails and open space locations.
 - o "Groomed" refers to graveled or vehicle maintained paths or trails, NOT trails or paths marked and with natural walking ways. "Walking" refers to paved or paths specifically designed for walking or running, NOT graveled or vehicle maintained paths or trails.
- (3C) Upgrades and maintenance to Byram's designated and official community parks and play areas. There are many neighborhoods and communities in Byram that have or should have a recreational community parks and play areas. Each community is distinct in their own way but these parks should be modernized with a town-wide design or theme. Each community should have at least one park or play area that can exhibit the individual character of the community and landscape, but with a master theme and similar resources applied to each and all the parks.
 - o The communities and parks identified by the BRC are as follows:
 1. West Brookwood/Riverside Park
 2. East Brookwood/Brookwood Park
 3. Forest Lakes/COJ Park
 4. Lackawanna/Neil Gylling Memorial Park
 5. Tomahawk/Mountain Heights Park
 6. Mohawk-Lee Hill/Mountain Heights Park
 7. Tamarack/Tamarack Park (east)
 8. Cranberry/ TBD
 - o Our master plan recommendation would therefore include for each of these parks:
 - (1A) ADA compliant where applicable
 - (3C) Picnic table(s)
 - (1A) Trash policy and resources
 - (3C) A TBD but minimal standard in playground resources so that they all look and play similarly.

- (3D) Running water
- (3D) Electric
- (3D) Basketball or paddleball court/other
- (3D) TBD
- o Additional improvements should be made to the following parks and play areas:
 - (2B) Neil Gylling Memorial Park
 - Park should be equipped with electronic and automated lightning detection.
 - Improved access to water in back area for fishing purposes.
 - Boardwalk “style” access to environmental habitat.
 - Improved picnic area
 - Improved parking
 - Playground
 - Safe, finished paths for walking to the field that also aid in appropriate drainage
 - TBD
 - (1A if funds are available) Tomahawk/Mountain Heights Park
 - Picnic area
 - Parking
 - (3D) Basketball or paddleball court/other
 - Playground
 - TBD
 - (3C) Mohawk-Lee Hill/Mountain Ridge Park
 - Improved picnic area
 - Improved parking
 - Basketball or paddleball court/other
 - Playground
 - TBD

The Byram Township Recreation Committee