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Pennichuck Water Works, Inc. Proposed 2016 WICA Water Main Projects 11/30/2016 - 4th Quarter Update

Quaterly Update Attachment B

March Marc	Fossa Ave Int with Main St Buchanan St Int with Main St Lincoln Ave Int with Main St Russell Ave Int with Main St. Taylor St Int with Main St. Faxon St Int with Main St. Alids St Int with Main St. Alids St Int with Main St. Alids St Int with Main St. Revere St Int with Main St. Freed St Int with Main St. Freed St Int with Main St. Fowell St Int with Main St. Femple Street (Armory to Commercial Manchester Road Amheral Street Bruce Street Bruce Street Bruce Street Bruce Street Bruce Street Bruce Street Chapman St (Lund to end) McKean St (Arlington to #31 McKet Gilman Street Hughey St (Hutchison to Warsaw Worcester Street (Kinsley to W. Otters Hughey St (Hutchison to Warsaw Worcester Street (Kinsley to W. Otters Hughey St (Femple to Worce Hydys Ln (Scripture to Howard) Tolies Street (Canal to Wintney) Gorman Ave (Temple to Hoyta) Birch Brow Road Edwards Ave Gillis Street (Arlington to Alido) Orange St (Concord to Locke)	st in	NASHUA	V (V (V (V (V (V (V (V (V (V (CAST IRON UNLINED TANASITE TRANSITE TRANSITE CAST IRON UNLINED	WICA filing LENGTH (FEET) 68 45 36 18 26 15 60 50 42 38 33 37 15 300 0 0 3150 280 260 575	Length as of 4/30/2016 (FEET) 83 45 40 20 26 15 113 59 42 38 49 33 15 300 0 0 3150 280 260 575	F Length as of 7/1/2016 (FEET) 83 45 40 20 26 15 113 59 42 38 49 33 15 300 165 3150 280 260	Length as of 10/1/2016 (FEFT) 83 45 40 20 26 15 113 59 42 38 49 33 15 300 165 986 3150 280	as of 11/30/2016 (FEET) B3 45 40 20 26 15 113 59 42 38 49 33 15 0 0 165 986	DIAMETER (INCHES) 6 8 6 6 6 16 2 6 6 6 6 8 8	PIPE DIAMETER (INCHES) 8	ESTIMATED COST A:	65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$	S OF 7/01/2016 AS 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 15,000 \$ 65,000 \$ 90,000 \$ 15,000 \$ 65,000 \$ 65,000 \$	OF 10/01/2016 AS 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 15,000 \$ 65,000 \$ 15,000 \$ 90,000 \$ 15,000 \$ 65,000 \$ 65,000 \$	5 OF 11/30/2016 57,000 57,000 57,000 57,000 57,000 57,000 80,000 13,000 57,000 57,000 60,000	INSTALLATION DATE 1928 1934 1889 1906 1906 1906 1906 1902 1952 1930 1922 1921 1908	TIFE 70 70 70 70 70 70 70 70 70 7	DEPREC YES Y	Length adjusted/confirmed with survey. Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Final Paving deferred until 2017 Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Final Paving deferred until 2017 Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017	Projected Ci Paving costs 2017
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Control Principle	Lincoln Ave Int with Main St. Russell Ave Int with Main St. Taylor St Int with Main St. Faxon St Int with Main St. Alids St Int with Main St. Alids St Int with Main St. Alids St Int with Main St. Revere St Int with Main St. Revere St Int with Main St. Fratt St Int with Main St. Frowell St Int with Main St. Fowell St Int with Main St. Stevens St Int with Main St. Stevens St Int with Main St. Temple Street (Armory to Commercial Manchester Road Manchester Road Manchester Road Amheral Street Terrace Street Bruce Street Bruce Street Bruce Street Bruce Street Bruce Street Bruce Street Chapman St (Lund to end) McKean St (Arlington to #31 McKet Gilman Street Fligher Street (Kinsley to W. Ottert Hughey St (Hutchison to Warsaw Worcester Street (Kinsley to W. Ottert Hughey St (Furchison to Warsaw Worcester Street (Scripture to Shed Scripture Street (Canal to Wintney) Gorman Ave (Temple to Hoyts) Birch Brow Road Edwards Ave Gillis Street (Arlington to Alido) Orange St (Concord to Locke)	st s	NASHUA		CAST IRON UNLINED TRANSITE TRANSITE TRANSITE CAST IRON UNLINED	36 18 26 15 60 50 42 38 33 37 15 300 0 0 3150 280 260 575	40 20 26 15 113 59 42 38 49 33 15 300 0 0 0 3150 280 575	40 20 26 15 113 59 42 38 49 33 15 300 165 986 3150 280	40 20 26 15 113 59 42 38 49 33 15 300 165 986 3150 280	40 20 26 15 113 59 42 38 49 33 15 0	6 6 6 6 16 2 6 6 6 6 6 8	8 5 8 8 5 12 5 6 5 6 5 5 6 5 5 8 8 5 5	6 65,000 S 6 65,000 S 6 65,000 S 6 65,000 S 6 15,000 S 6 15,000 S 6 65,000 S 6 65,000 S 6 65,000 S 6 90,000 S 6 90,000 S	65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 90,000 \$ 15,000 \$ 65,000 \$ 90,000 \$ 65,000 \$ 90,000 \$ 55,000 \$ 90,000 \$	65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 90,000 \$ 15,000 \$ 65,000 \$ 90,000 \$ 65,000 \$	65,000 \$ 65,000 \$ 65,000 \$ 65,000 \$ 90,000 \$ 15,000 \$ 65,000 \$ 65,000 \$ 65,000 \$	57,000 57,000 57,000 57,000 80,000 13,000 57,000 57,000 80,000	1889 1906 1906 1906 1962 1930 1922 1921 1908	70 70 70 70 70 70 70 70 70	YES	Length adjusted/confirmed with survey. Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Final Paving deferred until 2017 Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Final Paving deferred until 2017 Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017 Length adjusted/confirmed with survey. Final Paving deferred until 2017	\$ 100,0
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Geman Ave (Employ to Hosphay) NASHUA CEMENT UNID STEEL 113 20 20 30 1 1/2 4 5 100,000 5 100,000 5 100,000 5 100,000 5 100,000 1940 40 YTS Interval processed of his waste in proposed in propose	Gorman Ave (Temple to Hoyts) Birch Brow Road Edwards Ave Gaille Street (Arlington to Allds) Orange St (Concord to Locke)	watgy																		_	The state of the s	\$ 11,
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Education New NASHUA CLISING, ETPUC 0 65 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 462 4	Edwards Ave Gillis Street (Arlington to Alids) Orange St (Concord to Locke)	oyts)			CEMENT LINED STEEL	113	20	20		30	1 1/2	4 5	100,000 \$	100,000 \$	100,000 \$		100,000	1940	40	YES	In lieu of Gorman 665' of NEW main is proposed on Howard	\$ 2,
Gin Sheet (Afringon to Alaks) ANSHUA CATIRON UNLINED O O O O O O O O O O O O O	Gillis Street (Arlington to Alids) Orange St (Concord to Locke)												-		100000000000000000000000000000000000000	1124.00.01		-				
Orange 91 (Concord to Locke) MASHUA CAST IRON UNLINED O O O O O O O O O O O O O	Orange St (Concord to Locke)	NIGON .	The second secon		The second of the last of the second of the	100			7.27	-				90,000 \$		130,000 \$	The state of the s		70.00			V 1400
W Alids Street (Main to end) NASHUA CEMENT LINED STEEL 0 0 0 0 225 2 6 5 5 5 5 5 5 5 5 5					The state of the s								-	. 3		- 5	The second second second			_	THE PARTY OF THE P	\$ 75.0
Paving from 2015 projects 4 \$ 292,330 \$ 292,330 \$ 292,330 \$ 292,330 \$ 292,330 \$ 360,997 * Valve Replacements - 7						0		0	0		2	6 \$		- 5		. 5						\$ 25,
Valve Replacements 7 @ \$ 2,112 * \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,784 \$ 14,7					Total LF -	12164	12287	8479	10819	8966				4,298,000 \$	3,446,000 \$	4,629,000 \$,		Projected pavement carry over into 2017 from 2016 projects -	\$ 687,
Service Replacements 1 31 @ \$ 2,067 = \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$ 64,077 \$							4.7					from 2015 projects* - \$			100			•				
Hydrant Replacements 9 @ \$ 4,528 # \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40,752 \$ 40									7	@	22	* 1										
Planning Contingency ² - \$ 418,000 \$ 308,800 \$ 344,600 \$ 5 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,743 \$ 5,018,									- 31	@ @		5 7										
umber of Service, Valve and hydrant replacments is the average of the past 5 years. The average cost for each replacement types is the average cost for 2015 the City operates on a Fiscal year basis between July 1 and June 30 of the following Calendar year. A contingency of 10% is carried for planning purposes. rojects were deferred due to the fact that engineering staff dedicated to completing project design work was reassigned to the design of the proposed water main extension in North Litchfield to provide public water to homes with PFOA tainted wells, lity paving for PWW WICA projects completed in 2015 (Chestnut St., Lovell St., Ash St., Rochette Ave., Marquis Ave., and Bridle Path) has been delayed by the City into 2017 - Changes made to the original WICA filing as part of 1st quarter filing Changes made to the original WICA filing as part of 2nd quarter filing.							,	reprocentants				nning Contingency2 - \$		100	The second secon							
he City operates on a Fiscal year basis between July 1 and June 30 of the following Calendar year. A contingency of 10% is carried for planning purposes. rojects were deferred due to the fact that engineering staff dedicated to completing project design work was reassigned to the design of the proposed water main extension in North Litchfield to provide public water to homes with PFOA tainted wells, lity paving for PWW WICA projects completed in 2015 (Chestnut St., Lovell St., Ash St., Rochette Ave., Marquis Ave., and Bridle Path) has been delayed by the City into 2017 - Changes made to the original WICA filing as part of 1st quarter filing Changes made to the original WICA filing as part of 2nd quarter filing.											Total Estimate	ed WICA \$\$ in 2016 - \$		5,018,743 \$	4,202,543 \$	5,040,943 \$	3,579,547					
	ne City operates on a Fiscal year basis b	asis between July 1 : act that engineering completed in 2015	and June 30 of the g staff dedicated to (Chestnut St., Love - Changes made to - Changes made to	following Calenda completing proje ill St., Ash St., Roc the original WICA the original WICA	ar year. A contingency of 10 ect design work was reassign chette Ave., Marquis Ave., an A filing as part of 1st quarter A filing as part of 2nd quarter	0% is carried fo ned to the desi and Bridle Path) filing, r filing.	or planning pur lign of the prop) has been dela	rposes posed water mai ayed by the City	into 2017			ter to homes with PFOA	tainted wells.									
	sent year payment for projects from 20 nestnut St (lake to end), Lovell St, Marq ette Ave.																					