

EXHIBIT - C

Estimated Annual Cash Flow / Mill Levy Calculation

Lake Shore Gardens

Date: November 19, 2025

Year	Planned Maintenance Activity - Refer to Maintenance Plan for Work Description	Annual Revenue (includes assessed valuation inflation)	Annual Cost	Account Balance
2027		\$466,000	\$2,080	\$463,920
2028		\$489,591	\$2,163	\$951,348
2029		\$501,831	\$2,250	\$1,450,929
2030		\$514,377	\$2,340	\$1,962,966
2031	Full Depth Reconstruction w/ 15% R&B Contribution	\$527,236	\$2,466,155	\$24,047
2032		\$52,766	\$2,531	\$74,283
2033		\$54,085	\$2,632	\$125,736
2034	Crack Seal	\$55,437	\$14,781	\$166,393
2035		\$56,823	\$2,847	\$220,369
2036	Asphalt Patching	\$58,244	\$46,349	\$232,264
2037	Crack Seal	\$59,700	\$16,626	\$275,338
2038		\$61,192	\$3,202	\$333,328
2039		\$62,722	\$3,330	\$392,720
2040	Crack Seal	\$64,290	\$18,702	\$438,308
2041	Asphalt Patching	\$65,898	\$56,391	\$447,815
2042		\$67,545	\$3,746	\$511,614
2043		\$69,234	\$3,896	\$576,951
2044	Crack Seal	\$70,964	\$21,879	\$626,037
2045		\$72,739	\$4,214	\$694,562
2046	Asphalt Patching	\$74,557	\$68,609	\$700,511
2047	Crack Seal	\$76,421	\$24,611	\$752,321
2048		\$78,331	\$4,740	\$825,912
2049		\$80,290	\$4,929	\$901,273
2050	Crack Seal	\$82,297	\$27,684	\$955,886
2051		\$84,354	\$5,332	\$1,034,909
2052		\$86,463	\$5,545	\$1,115,827
2053	2" Asphalt Overlay (w/ 15% R&B Contribution) & Asphalt Patching	\$88,625	\$1,177,977	\$26,475
2054		\$90,841	\$5,997	\$111,318
2055		\$93,112	\$6,237	\$198,192
2056	Crack Seal	\$95,439	\$35,029	\$258,603

Overall Total Costs (30-yr Life Cycle):	\$4,042,803
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Total Assessed Valuation:	\$4,427,770
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Total Number of Lots Included in Public Improvement District	95
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		Average Collection Per Lot
Initial Annual Assessment	\$466,000	\$4,905
Mill Levy	105.245	

		Average Collection Per Lot
2031 Proposed Annual Assessment	\$45,500	\$479
2031 Proposed Mill Levy	10.276	

The above data is intended to represent a general maintenance plan in conformance with normal industry maintenance practices. This data is necessary to create a cost estimate and ultimately generate a proposed mill levy for the Public Improvement District. Although the data includes information gained thru a condition assessment of the streets in the subdivision, it remains general in nature and should not be viewed as a construction schedule. Each street within the PID will be assessed on an annual basis and the actual maintenance techniques and construction schedule will be based on this annual assessment. The PID board ultimately decides what, if any, maintenance will be performed during any given year.