

# VILLAGE OF NORTHBROOK

FIVE YEAR CAPITAL  
IMPROVEMENT PLAN  
FY 2026-2030



northbrook



# VILLAGE OF NORTHBROOK

## FISCAL YEARS 2026 - 2030 CAPITAL IMPROVEMENT PLAN

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## **INTRODUCTION: CAPITAL IMPROVEMENT PLAN OVERVIEW**

The Village of Northbrook’s Capital Improvement Plan (CIP) is a long-range planning document designed to review the Village’s anticipated capital needs, the various infrastructure improvements, and capital purchases that the Village will make during the plan’s period. Ultimately, the CIP’s goal is to ensure that the Village’s infrastructure can meet both the service demands of the public and operational needs of the organization. As one of the Village’s core planning documents, it is updated annually and focuses on the five fiscal years following the current year. Staff works closely with the Board to finalize and publish the CIP each fall.

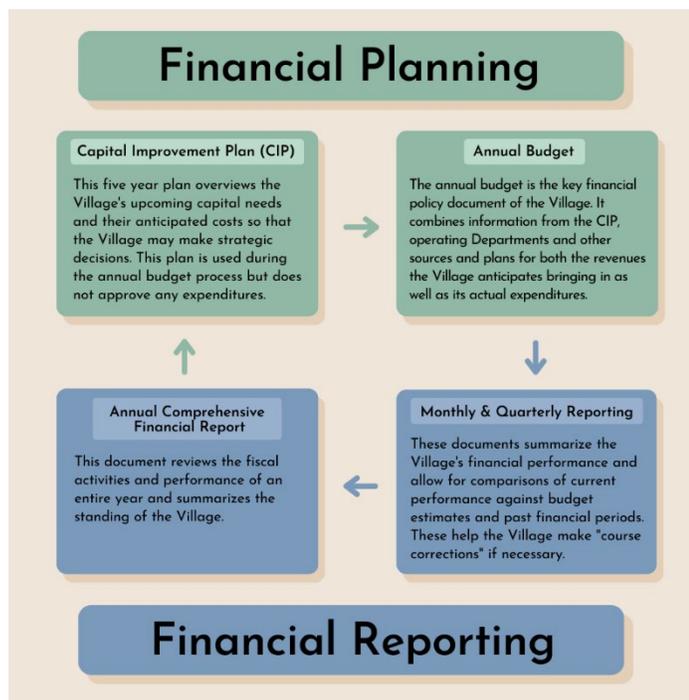
The FY 2026-2030 CIP includes projects and cost projections for the five year period of May 1, 2025 (FY26) to April 30, 2030 (FY30). As in prior years, the plan provides a significant level of detail for FY 2026 and less detail in the following years to develop a long-term perspective while maintaining flexibility as new needs or technologies arise. For this reason, the CIP should be viewed as a roadmap rather than an absolute guide.

Each fiscal year of the CIP includes a summary highlighting single-year projected expenditures by fund, detailed project pages with pictures/maps (when available), project overviews, and cost projections, and a Village-wide map identifying project locations in that year.

### **THE FINANCIAL CYCLE:**

The use of Fund Accounting for the Village’s revenues and expenditures is required as the Village of Northbrook is established under State Law as a municipal corporation and the Financial Accounting Foundation (FAF) requires the use of Generally Accepted Accounting Principles (GAAP) established by the Government Accounting Standards Board (GASB). Among the basic principles of governmental GAAP is fund accounting. Because of the diverse nature of governmental operations and the numerous legal and fiscal constraints under which those operations must be conducted, it is impossible to record all governmental financial transactions and balances in a single accounting entity. Therefore, unlike a small private business

which is accounted for as a single entity, a governmental unit is accounted for through separate funds, each of which is a fiscal and accounting entity with a self-balancing set of accounts. When compared to the private sector, fund accounting would most closely resemble a large publicly traded company that consists of a parent corporation and its subsidiaries, where each subsidiary maintains a separate set of accounting records and reports its numbers to the parent which then consolidates all the information for investor reporting.



The Village completes an annual financial cycle designed to plan how funds will be spent during the year, manage and track revenues and expenditures while that plan is in place, and report on final outcomes once the year ends. The CIP is a means to begin forecasting future capital needs and planning for the resources to pay for them. Any final expenditures must be approved each year as part of the annual budget. The chart above illustrates this workflow.

### CORE ASSUMPTIONS:

To ensure consistency, the following assumptions about the Village's capital assets were used in this CIP:

1. Financing options used in this CIP include bond proceeds, grant proceeds, designated revenues, and undesignated revenues. Designated revenues include water, stormwater, sanitary sewer, and parking user fees, and Motor Fuel Tax (MFT) revenue. Undesignated or to-be-determined funding sources are not tied to a specific funding source; no revenue source is identified for these projects at this time.
2. If a project or asset is bonded, the length of the bond shall not exceed the anticipated useful life of the project or asset.
3. The current CPI per the most recent 2023 calendar year was 3.4%. When the CPI or material costs increase or decrease, the actual price of the projects/purchases may change when they are presented for Village Board approval.
4. The costs for each project are "all-inclusive" and, in the case of vehicles, include aftermarket products and associated costs to the extent possible.
5. The cost of construction in the Chicagoland area has been increasing due to high demand in the area. Where possible, updated quotes for construction projects are provided.

### CAPITAL IMPROVEMENT FUNDING SOURCES:

The Village's CIP is funded through nine separate funds:

1. **General Fund** includes vehicle replacements, building improvements, technology replacements and enhancements.
2. **Motor Fuel Tax Fund** includes roadway and other eligible projects that can be paid with MFT distribution revenue from the Illinois Department of Transportation.
3. **Infrastructure Capital Projects Fund** includes roadway surface improvements and sidewalk projects.
4. **Facility Capital Projects Fund** includes the renovation/replacement of Fire Station 11, Police Station, and the Fleet Maintenance Garage.
5. **Water Fund** includes water production and distribution projects.
6. **Sanitary Sewer Fund** includes sanitary sewer transmission projects.
7. **Stormwater Fund** includes stormwater infrastructure improvements and associated equipment.

- 8. **Parking Fund** includes improvements to surface Metra parking lots.
- 9. **Senior Housing Fund** includes Crestwood facility improvements.

**ADDITIONAL INFORMATION:**

Other information included within this Executive Summary include a high-level overview for each Fund which appropriates capital expenditures. This overview is intended to serve as a supplement to the more detailed pages which follow the Executive Summary showing the detailed projects for readers and users to quickly gain an understanding of the most important areas to focus on regarding the Village’s ability to fund big ticket capital items.

The high-level tables included in the Executive Summary consolidate the funding sources and funding uses for all Funds containing capital projects. Also provided are summary for each individual Fund.

A consolidated summary for all Funds which contain capital projects follows:

| <u>Revenue Description</u>               | <u>Type</u> | <u>Fund</u>               | <u>FY 2026</u>    | <u>FY 2027</u>    | <u>FY 2028</u>    | <u>FY 2029</u>    | <u>FY 2030</u>    |
|--|-------------|---------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Grant Proceeds                           | Revenue     | General                   | 271,000           | 21,000            | 21,000            | 21,000            | 21,000            |
| Operating Revenues/Reserves              | Revenue     | General                   | 4,098,652         | 3,143,822         | 2,593,038         | 3,168,623         | 3,215,028         |
| Bank Installment Loan                    | Revenue     | General                   | -                 | -                 | -                 | 1,800,000         | 3,100,000         |
| Grant Proceeds                           | Revenue     | MFT                       | -                 | 2,017,049         | 927,022           | -                 | 240,000           |
| MFT Allotment                            | Revenue     | MFT                       | 1,500,000         | 1,500,000         | 1,500,000         | 1,500,000         | 1,500,000         |
| Interest Income                          | Revenue     | MFT                       | 50,000            | 50,000            | 50,000            | 50,000            | 50,000            |
| Grant Proceeds                           | Revenue     | Infrastructure CP         | 3,754,200         | -                 | -                 | -                 | -                 |
| Operating Revenues/Reserves              | Revenue     | Infrastructure CP         | 1,800,000         | 1,800,000         | 1,800,000         | 1,800,000         | 1,800,000         |
| Bond Issuance                            | Revenue     | Infrastructure CP         | -                 | 7,000,000         | -                 | 10,590,000        | -                 |
| Bond Issuance                            | Revenue     | Facility CP               | 23,820,000        | 12,665,000        | -                 | -                 | -                 |
| Operating Revenues/Reserves              | Revenue     | Enterprise Water          | 1,738,982         | 513,041           | 286,814           | 791,633           | 1,485,719         |
| Bond Issuance                            | Revenue     | Enterprise Water          | 10,067,000        | 3,275,000         | 8,500,000         | 6,450,000         | 4,860,000         |
| Operating Revenues/Reserves              | Revenue     | Enterprise Sanitary Sewer | 486,202           | 402,450           | 374,050           | 755,253           | 309,000           |
| Operating Revenues/Reserves              | Revenue     | Enterprise Stormwater     | 150,000           | -                 | -                 | -                 | -                 |
| To Be Determined                         | Revenue     | Enterprise Stormwater     | 109,901           | 109,901           | 1,099,008         | -                 | 800,000           |
| Operating Revenues/Reserves              | Revenue     | Enterprise Parking        | -                 | -                 | 120,000           | -                 | 215,325           |
| Operating Revenues/Reserves              | Revenue     | Enterprise Senior Housing | -                 | -                 | -                 | -                 | -                 |
| <b>Total Funding Sources</b>             |             |                           | <b>47,845,937</b> | <b>32,497,263</b> | <b>17,270,932</b> | <b>26,926,509</b> | <b>17,596,072</b> |
| <b>Total Funding Sources by Category</b> |             |                           |                   |                   |                   |                   |                   |
| Grant Proceeds                           |             |                           | 4,025,200         | 2,038,049         | 948,022           | 21,000            | 261,000           |
| Operating Revenues/Reserves              |             |                           | 8,273,836         | 5,859,313         | 5,173,902         | 6,515,509         | 7,025,072         |
| MFT Revenues                             |             |                           | 1,550,000         | 1,550,000         | 1,550,000         | 1,550,000         | 1,550,000         |
| Bond Issuance                            |             |                           | 33,887,000        | 22,940,000        | 8,500,000         | 17,040,000        | 4,860,000         |
| Bank Installment Loan                    |             |                           | -                 | -                 | -                 | 1,800,000         | 3,100,000         |
| To Be Determined                         |             |                           | 109,901           | 109,901           | 1,099,008         | -                 | 800,000           |
| <b>Total Funding Sources</b>             |             |                           | <b>47,845,937</b> | <b>32,497,263</b> | <b>17,270,932</b> | <b>26,926,509</b> | <b>17,596,072</b> |

# Executive Summary

| Expense Description                                    | Type               | Fund                      | FY 2026             | FY 2027           | FY 2028            | FY 2029           | FY 2030            |
|--|--------------------|---------------------------|---------------------|-------------------|--------------------|-------------------|--------------------|
| Building Improvements - Fire                           | Expenditure        | General                   | -                   | 333,100           | -                  | -                 | -                  |
| Building improvements - Public Works                   | Expenditure        | General                   | 1,176,000           | 638,000           | 1,036,000          | 624,000           | 510,000            |
| Equipment Replacement - Information Technology         | Expenditure        | General                   | 875,000             | 450,000           | 426,000            | 605,000           | 890,000            |
| E911 Equipment - Fire                                  | Expenditure        | General                   | -                   | -                 | -                  | 729,660           | -                  |
| E911 Equipment - Police                                | Expenditure        | General                   | -                   | -                 | -                  | -                 | 184,900            |
| E911 Equipment - Starcom Equipment - Police            | Expenditure        | General                   | -                   | -                 | -                  | -                 | 313,400            |
| Equipment/apparatus Police                             | Expenditure        | General                   | 711,700             | 304,100           | 308,700            | 331,300           | 642,720            |
| Vehicles - Development & Planning                      | Expenditure        | General                   | -                   | 40,000            | -                  | -                 | -                  |
| Vehicles - General Government                          | Expenditure        | General                   | -                   | -                 | -                  | -                 | 43,775             |
| Vehicles - Police                                      | Expenditure        | General                   | 131,240             | 262,480           | 205,980            | 284,320           | 284,320            |
| Vehicles - Fire  | Expenditure        | General                   | 969,653             | 794,545           | -                  | 1,937,202         | 3,123,138          |
| Vehicles - Public Works                                | Expenditure        | General                   | 506,059             | 342,597           | 637,358            | 478,141           | 343,775            |
| <b>Asphalt Streets</b>                                 | <b>Expenditure</b> | <b>MFT</b>                | <b>485,868</b>      | <b>2,709,488</b>  | <b>3,253,622</b>   | <b>1,606,759</b>  | <b>2,777,515</b>   |
| Asphalt Street Program                                 | Expenditure        | Infrastructure CP         | 1,612,702           | 120,000           | 227,500            | 120,000           | 120,000            |
| Bicycle & Pedestrian Improvements                      | Expenditure        | Infrastructure CP         | 4,527,818           | 1,962,584         | 147,286            | 311,172           | 385,099            |
| Concrete Street Program                                | Expenditure        | Infrastructure CP         | 3,077,574           | 1,500,000         | 1,500,000          | 4,655,694         | 3,385,033          |
| Electric Vehicle Charging Stations                     | Expenditure        | Infrastructure CP         | 60,326              | 120,652           | 60,652             | 45,489            | 30,326             |
| Engineering Tests                                      | Expenditure        | Infrastructure CP         | -                   | 75,000            | -                  | -                 | -                  |
| Sidewalk Construction/Improvements                     | Expenditure        | Infrastructure CP         | 574,117             | 571,540           | 549,112            | 663,967           | 351,830            |
| Streetscape/Gateway Improvements                       | Expenditure        | Infrastructure CP         | 1,920,000           | 1,825,000         | 1,750,000          | 1,750,000         | 1,750,000          |
| Traffic Signals  | Expenditure        | Infrastructure CP         | 105,000             | 110,250           | 365,765            | 121,553           | 127,630            |
| <b>Facility Improvements</b>                           | <b>Expenditure</b> | <b>Facility CP</b>        | <b>31,270,000</b>   | <b>12,665,000</b> | <b>-</b>           | <b>-</b>          | <b>-</b>           |
| Water Main Replacement                                 | Expenditure        | Enterprise Water          | 1,067,400           | 3,429,161         | 8,468,269          | 6,428,928         | 4,859,283          |
| Water Production System Improvements                   | Expenditure        | Enterprise Water          | -                   | -                 | -                  | -                 | 98,346             |
| Facility Improvements                                  | Expenditure        | Enterprise Water          | 1,673,077           | 290,375           | 218,545            | 225,105           | 401,840            |
| Parts Replacements                                     | Expenditure        | Enterprise Water          | -                   | -                 | 100,000            | 525,000           | 986,250            |
| Water Meter Replacements                               | Expenditure        | Enterprise Water          | 9,000,000           | -                 | -                  | -                 | -                  |
| Vehicle Replacements                                   | Expenditure        | Enterprise Water          | 65,505              | 68,505            | -                  | 62,600            | -                  |
| System Maintenance                                     | Expenditure        | Enterprise Sanitary Sewer | 309,000             | 309,000           | 309,000            | 309,000           | 309,000            |
| Lift Station Controls Replacement                      | Expenditure        | Enterprise Sanitary Sewer | -                   | -                 | -                  | 110,000           | -                  |
| Lift Station Generator Replacement                     | Expenditure        | Enterprise Sanitary Sewer | 89,000              | 93,450            | -                  | 196,253           | -                  |
| Equipment Replacement                                  | Expenditure        | Enterprise Sanitary Sewer | -                   | -                 | -                  | 140,000           | -                  |
| Vehicle Replacements                                   | Expenditure        | Enterprise Sanitary Sewer | 88,202              | -                 | 65,050             | -                 | -                  |
| Stormwater Improvements                                | Expenditure        | Enterprise Stormwater     | 159,901             | 109,901           | 1,099,008          | -                 | -                  |
| Equipment Replacement                                  | Expenditure        | Enterprise Stormwater     | 100,000             | -                 | -                  | -                 | 800,000            |
| Parking Lot Improvements                               | Expenditure        | Enterprise Parking        | -                   | -                 | 120,000            | -                 | 215,325            |
| Facility Improvements                                  | Expenditure        | Enterprise Senior Housing | -                   | -                 | -                  | -                 | -                  |
| <b>Total Funding Uses</b>                              |                    |                           | <b>60,555,142</b>   | <b>29,124,728</b> | <b>20,847,847</b>  | <b>22,261,143</b> | <b>22,933,505</b>  |
| Spending sources less Spending uses- Surplus (Deficit) |                    |                           | <b>(12,709,205)</b> | <b>3,372,535</b>  | <b>(3,576,915)</b> | <b>4,665,366</b>  | <b>(5,337,433)</b> |

**FY 2025 STATUS OF MAJOR PROJECTS:**

The following is a brief summary of the FY 2025 major capital projects with status updates.

**GENERAL FUND**

1. Network Upgrades and Replacement: Projects to be completed as scheduled.
2. Computer and Mobile Device Replacement: Projects to be completed as scheduled.
3. Facility Improvements: Projects to be completed as scheduled.
4. Vehicle Replacement: Staff anticipates fewer replacements.

**MOTOR FUEL TAX FUND**

1. Asphalt Street Project: Projects to be completed a scheduled.

**INFRASTRUCTURE CAPITAL PROJECTS FUND**

1. Minor Area Resurfacing Program: Work completed as scheduled.
2. Concrete Street Reconstruction: N/A
3. Sidewalk Improvements: Work completed as scheduled.
4. Arterial Sidewalk Improvements: Work completed as scheduled.
5. Bicycle & Pedestrian Plan Improvements: Projects to be completed as scheduled.
6. Village Gateway and Wayfinding Signage: \$209,760
7. Downtown Streetscape Enhancements: Engineering to be completed as scheduled.
8. Traffic Signal & Streetlight Improvements: Project to be completed as scheduled.

**FACILITY CAPITAL PROJECTS FUND**

1. Fleet Garage: Initial phase to be complete.
2. Fire Station #11: Initial phase to be complete.
3. Police Department: Work on this project continues.

**WATER FUND**

1. Water Main Replacement: Projects to be completed as scheduled.
2. Water Production System Improvements: Projects to be completed as scheduled.
3. Water Plant Safety Improvements: To be completed as scheduled.
4. Water Meter Replacement Program: Phase to be completed as scheduled.

**SANITARY SEWER FUND**

1. Sanitary Sewer Lining: Project to be completed as scheduled.
2. Manhole Rehabilitation: Project to be completed as scheduled.
3. Lift Station Generator: Work completed as scheduled.

**STORMWATER FUND**

1. Localized Drainage Improvements: Work completed as scheduled.

**SENIOR HOUSING FUND**

1. Water Heaters Crestwood Buildings: Project to be completed as scheduled.

## GENERAL FUND

The General Fund is the general operating fund of the Village. It accounts for all financial resources that support the day-to-day operations and capital needs of the Village, except for those required to be accounted for separately. The General Fund funds the operations of the seven Village departments and portions of their respective capital purchases. These purchases include vehicle replacements, building maintenance, equipment and technology needs.

### Financial Overview

The General Fund is supported by three major revenue sources: sales tax, property taxes, and state-shared income taxes. These revenues are the primary source of funding for capital purchases in this fund. General obligation bond proceeds have been used to fund purchases of capital items that will have an expected life equal to or greater than the term of the bonds.

| GENERAL FUND - CAPITAL PLAN SUMMARY            |           |           |           |           |           |            |
|--|-----------|-----------|-----------|-----------|-----------|------------|
| GL#  | FY 2026   | FY 2027   | FY 2028   | FY 2029   | FY 2030   | TOTAL      |
| <b>FUNDING SOURCES</b>                         |           |           |           |           |           |            |
| State and/or County Grants                     | 271,000   | 21,000    | 21,000    | 21,000    | 21,000    | 355,000    |
| Operating Revenues/Reserves                    | 4,098,652 | 3,143,822 | 2,593,038 | 3,168,623 | 3,215,028 | 16,219,163 |
| Bank Installment Loan                          | -         | -         | -         | 1,800,000 | 3,100,000 | 4,900,000  |
| Total Funding Sources                          | 4,369,652 | 3,164,822 | 2,614,038 | 4,989,623 | 6,336,028 | 21,474,163 |
| <b>FUNDING USES</b>                            |           |           |           |           |           |            |
| Building Improvements - Fire                   | -         | 333,100   | -         | -         | -         | 333,100    |
| Building Improvements - Public Works           | 1,176,000 | 638,000   | 1,036,000 | 624,000   | 510,000   | 3,984,000  |
| Equipment Replacement - Information Technology | 875,000   | 450,000   | 426,000   | 605,000   | 890,000   | 3,246,000  |
| E911 Equipment - Fire                          | -         | -         | -         | 729,660   | -         | 729,660    |
| E911 Equipment - Police                        | -         | -         | -         | -         | 184,900   | 184,900    |
| E911 Equipment - Starcom Equipment - Police    | -         | -         | -         | -         | 313,400   | 313,400    |
| Equipment/Apparatus - Police                   | 711,700   | 304,100   | 308,700   | 331,300   | 642,720   | 2,298,520  |
| Vehicles - Development & Planning              | -         | 40,000    | -         | -         | -         | 40,000     |
| Vehicles - General Government                  | -         | -         | -         | -         | 43,775    | 43,775     |
| Vehicles Police Department                     | 131,240   | 262,480   | 205,980   | 284,320   | 284,320   | 1,168,340  |
| Vehicles - Fire Department                     | 969,653   | 794,545   | -         | 1,937,202 | 3,123,138 | 6,824,538  |
| Vehicles - Public Works Department             | 506,059   | 342,597   | 637,358   | 478,141   | 343,775   | 2,307,930  |
| Total Funding Uses                             | 4,369,652 | 3,164,822 | 2,614,038 | 4,989,623 | 6,336,028 | 21,474,163 |
| Funding "Sources less Uses" Surplus (Deficit)  | -         | -         | -         | -         | -         | -          |

### Vehicles and Equipment

When purchasing a vehicle or piece of equipment, the Village plans for its full life cycle, identifying a useful life and planned year of replacement. The Village has a proactive preventative maintenance program to help maximize the useful life of vehicles and equipment. As vehicles approach their potential replacement date, the equipment's engine hours, miles, maintenance history, and overall condition are taken into consideration to determine if replacement is necessary. Additionally, vehicles and equipment are reviewed annually to determine if they are still operationally necessary. These findings are used to determine whether a vehicle leaves the fleet or is reassigned to a new function based on its condition. Rotating vehicles as they age from more intensive to fewer intensive uses (i.e., reassigning a police patrol vehicle to building inspections) extends the useful life of a vehicle and reduces costs.

When a vehicle is scheduled to leave the fleet or rotate, staff reviews options for a potential replacement. While the Village has purchased a number of hybrid vehicles for its fleet over the years, hybrid technology is now available for a wider range of vehicles and uses. In FY 2020, the Village purchased its first hybrid police patrol vehicle. Based on the initial success of this purchase, staff plans to continue purchasing these hybrid vehicles for the patrol fleet. Staff considers hybrid options with other vehicles and will present options when applicable.

Vehicle scarcity continues to be an issue for the Village of Northbrook as well as many other communities. Scarcity and longer lead times is especially true for hybrids and large or specialized vehicles. The Village is experiencing three to four year lead times for large equipment like fire trucks, one to two year lead times for dump trucks, and uncertainty for other vehicles such as squad cars and maintenance pickups. This has led to the Village taking advantage of vehicles that may be on dealer lots instead of ordering them and taking advantage of openings in production schedules for certain vehicle as they become available in order to meet the Village's needs.

### **Information Technology**

Similarly with Information Technology purchases, the Village will plan for an expected useful life of the equipment, taking into account how the purchases impact day-to-day operations and long-term functionality of computerized processes and operations. Unlike other assets which can be extended past their anticipated useful life, IT systems will lose vendor support.

This CIP continues to expand the Village's wired and wireless network connectivity, and also expands the telephony system. These basic technology infrastructure services are the foundation for all of the other applications and systems. As the technology needs of the Village change and evolve, the base technology infrastructure services need to expand and evolve.

An on-going Cybersecurity program began in FY 2019 and funding for this program continues in each year of this CIP. The Cybersecurity program utilizes evolving technologies to mitigate the risk of technology security incidents for the Village. The program includes hardware and software solutions and professional services to better detect threats and mitigate the risks of compromised data or systems in the Village.

### **Facilities**

Facilities improvements in the General Fund are smaller projects, which focus on facility maintenance and concerns relating to code compliance, functionality, and energy efficiency, that are reviewed regularly and evaluated in relation to the larger facilities projects identified in the Facility Capital Projects Fund.

### **Sustainability**

In 2021, the Village Board adopted its Climate Action Plan (CAP) with a vision to be the first Climate Resilient community in Illinois. The CAP was developed over 12 months by 31 planning team members and input from hundreds of community members. The CAP recommends over 100 action items. As action items are prioritized and planned, they will be incorporated in future CIPs as appropriate.

## MOTOR FUEL TAX FUND

Municipalities in Illinois automatically receive a certain percentage of State gasoline taxes which must be deposited into a separate MFT Fund. These funds may only be used on certain projects pursuant to the rules set forth by the Illinois Department of Transportation.

### Financial Overview

|  |  | <b>MOTOR FUEL TAX FUND - CAPITAL PLAN SUMMARY</b> |                  |                  |                  |                  |                  |                   |
|--|--|---|------------------|------------------|------------------|------------------|------------------|-------------------|
|  |  | <b>GL #</b>                                       | <b>FY 2026</b>   | <b>FY 2027</b>   | <b>FY 2028</b>   | <b>FY 2029</b>   | <b>FY 2030</b>   | <b>TOTAL</b>      |
| <b><u>FUNDING SOURCES</u></b>                      |  |   |                  |                  |                  |                  |                  |                   |
| Federal Grants                                     |  | 24-0000-481-32                                    | -                | 2,017,049        | 927,022          | -                | 240,000          | 3,184,071         |
| MFT Allotment                                      |  | 24-0000-403-00                                    | 1,500,000        | 1,500,000        | 1,500,000        | 1,500,000        | 1,500,000        | 7,500,000         |
| Interest Income                                    |  | 24-0000-426-01                                    | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           | 250,000           |
| Total Funding Sources                              |  |   | <u>1,550,000</u> | <u>3,567,049</u> | <u>2,477,022</u> | <u>1,550,000</u> | <u>1,790,000</u> | <u>10,934,071</u> |
| <b><u>FUNDING USES</u></b>                         |  |   |                  |                  |                  |                  |                  |                   |
| Asphalt Streets                                    |  | 24-7300-531-11                                    | 485,868          | 2,709,488        | 3,253,622        | 1,606,759        | 2,777,515        | 10,833,252        |
| Total Funding Uses                                 |  |   | <u>485,868</u>   | <u>2,709,488</u> | <u>3,253,622</u> | <u>1,606,759</u> | <u>2,777,515</u> | <u>10,833,252</u> |
| Funding "Sources less Uses" Surplus (Deficit)      |  |   | <u>1,064,132</u> | <u>857,561</u>   | <u>(776,600)</u> | <u>(56,759)</u>  | <u>(987,515)</u> | <u>100,819</u>    |
|  |  | <u>FY25</u>                                       |                  |                  |                  |                  |                  |                   |
| Beginning 5/1/XX Audited or Estimated Fund Balance |  | 1,886,983   | 663,493          | 1,727,625        | 2,585,186        | 1,808,586        | 1,751,827        |                   |
| Projected Annual Budgeted Surplus (Deficit)        |  | <u>(1,223,490)</u>                                | <u>1,064,132</u> | <u>857,561</u>   | <u>(776,600)</u> | <u>(56,759)</u>  | <u>(987,515)</u> |                   |
| Ending 4/30/XX Projected Fund Balance              |  | <u>663,493</u>                                    | <u>1,727,625</u> | <u>2,585,186</u> | <u>1,808,586</u> | <u>1,751,827</u> | <u>764,312</u>   |                   |

## INFRASTRUCTURE CAPITAL PROJECTS FUND

The Infrastructure Capital Project Fund is used for the construction of roadway and other infrastructure maintenance and improvement projects. This fund includes the annual concrete street patching program and the asphalt street resurfacing program.

### Financial Overview

The Infrastructure Capital Project Fund is primarily funded by a portion of the Village's home rule sales tax. Capital projects accounted for in this fund may also be paid with general obligation bond proceeds.

## INFRASTRUCTURE CAPITAL PLAN SUMMARY

|  | GL #           | FY 2026     | FY 2027     | FY 2028     | FY 2029     | FY 2030     | TOTAL       |
|--|----------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>FUNDING SOURCES</b>                             |                |             |             |             |             |             |             |
| Federal Grants                                     | 40-0000-481-32 | 3,504,200   | -           | -           | -           | -           | 3,504,200   |
| State and/or County Grants                         | 40-0000-481-32 | 250,000     | -           | -           | -           | -           | 250,000     |
| Operating Revenues/Reserves                        | Various        | 1,800,000   | 1,800,000   | 1,800,000   | 1,800,000   | 1,800,000   | 9,000,000   |
| Bond Issuance                                      |                | -           | 7,000,000   | -           | 10,590,000  | -           | 17,590,000  |
| Total Funding Sources                              |                | 5,554,200   | 8,800,000   | 1,800,000   | 12,390,000  | 1,800,000   | 30,344,200  |
| <b>FUNDING USES</b>                                |                |             |             |             |             |             |             |
| Asphalt Street Program                             | 40-7400-531-10 | 1,612,702   | 120,000     | 227,500     | 120,000     | 120,000     | 2,200,202   |
| Bicycle & Pedestrian Improvements                  | 40-7400-531-07 | 4,527,818   | 1,962,584   | 147,286     | 311,172     | 385,099     | 7,333,959   |
| Concrete Street Program                            | 40-7400-531-19 | 3,077,574   | 1,500,000   | 1,500,000   | 4,655,694   | 3,385,033   | 14,118,301  |
| Electric Vehicle Charging Stations                 | 40-7400-538-01 | 60,326      | 120,652     | 60,652      | 45,489      | 30,326      | 317,445     |
| Engineering Tests                                  | 40-7400-553-01 | -           | 75,000      | -           | -           | -           | 75,000      |
| Sidewalk Construction/Improvements                 | 40-7400-722-02 | 574,117     | 571,540     | 549,112     | 663,967     | 351,830     | 2,710,566   |
| Streetscape/Gateway Improvements                   | 40-7400-531-18 | 1,920,000   | 1,825,000   | 1,750,000   | 1,750,000   | 1,750,000   | 8,995,000   |
| Traffic Signals                                    | 40-7400-531-24 | 105,000     | 110,250     | 365,765     | 121,553     | 127,630     | 830,198     |
| Total Funding Uses                                 |                | 11,877,537  | 6,285,026   | 4,600,315   | 7,667,875   | 6,149,918   | 36,580,671  |
| Funding "Sources less Uses" Surplus (Deficit)      |                | (6,323,337) | 2,514,974   | (2,800,315) | 4,722,125   | (4,349,918) | (6,236,471) |
| <b>FY25</b>  |                |             |             |             |             |             |             |
| Beginning 5/1/XX Audited or Estimated Fund Balance |                | 9,429,252   | 6,269,252   | (54,085)    | 2,460,889   | (339,426)   | 4,382,699   |
| Projected Annual Budgeted Surplus (Deficit)        |                | (3,160,000) | (6,323,337) | 2,514,974   | (2,800,315) | 4,722,125   | (4,349,918) |
| Ending 4/30/XX Projected Fund Balance              |                | 6,269,252   | (54,085)    | 2,460,889   | (339,426)   | 4,382,699   | 32,781      |

## Surface Improvement

Northbrook contains over 130 centerline miles or roughly two million square yards of pavement. The Village's inventory of pavement is primarily made up of asphalt streets (roughly 75% of the total) with the remainder being concrete. The Village is responsible for maintaining these roadways. This includes routine maintenance (e.g. pothole patching) and roadway restoration following water main breaks. Northbrook also plans for and conducts roadway rehabilitation and reconstruction as roads reach the end of their useful life.

The Village utilizes its share of the State of Illinois Motor Fuel Tax (MFT) and Transportation Renewal Fund (TRF) revenues as the primary funding mechanism for asphalt street reconstruction and rehabilitation. The current combined MFT and TRF rate is \$0.470 per gallon for gasoline and similar fuels and \$0.545 per gallon for diesel. The Village estimates it will receive roughly \$1,500,000 in MFT and TRF revenues annually. This projected revenue level is assumed for all years of this CIP and is reviewed as part of the budget and CIP preparations. Roughly \$366,000 of this revenue is earmarked for debt service on the bonds issued in FY 2014 for an expanded asphalt resurfacing project in FYs 2014 and 2015.

Concrete street repairs are funded by bond proceeds. There is no dedicated revenue source to abate the debt service on the concrete street rehabilitation and reconstruction program bonds. In some fiscal years, concrete street repairs have been deferred due to other construction.

## **Asphalt Street Reconstruction and Rehabilitation**

Roadway rehabilitation is also known as resurfacing. The resurfacing process of asphalt streets includes removing the surface layer of pavement and installing a new surface layer. Resurfacing roadways helps to prevent degradation of pavement to the point where reconstruction of the roadway becomes necessary. Roadway reconstruction is more extensive and includes removing pavement to the foundation of the road

before installing all new pavement. Rehabilitation and reconstruction of roadways are done by contract.

In the 1990's, the Village established a standard for asphalt road maintenance so that in any given year, 6-7% of the asphalt streets receive some type of major maintenance. This standard was set based on the determination that the average life of asphalt roadways is approximately 20 years. In FY 2024, the Village conducted major maintenance on 2.02% of its asphalt roadways.

The Village of Northbrook proactively manages the Village's asphalt roadways by assessing their condition on an annual basis and planning for the reconstruction or rehabilitation of these streets. Roadways are assessed on a 5 point rating scale with 1 being the worst and 5 the best. This system is designated as follows:

1. **Poor** – Road surface and sections of road base are failing.
2. **Many Failures** – Large potholes form. Beginning signs of base failures is evident.
3. **Limited Failures** – Cracking of pavement along curb line. Small potholes beginning to form.
4. **Good** - Road surface has small spider cracking at curb line, no significant or obvious deficiencies in the roadway.
5. **Like New** - Road surface and base are in good condition. Road has been recently resurfaced or pavement is not exhibiting signs of spider cracking.

This information, combined with the location, number of streets in an area needing repair, age, and typical traffic loads, is used to develop a long-term plan for street rehabilitation or reconstruction.

### **Asphalt Street Ratings- Existing Condition**

|                  |             |
|------------------|-------------|
|                  | %           |
| Like New         | 9%          |
| Good             | 7%          |
| Limited Failures | 59%         |
| Many Failures    | 18%         |
| Poor             | <u>7%</u>   |
| Total            | <u>100%</u> |

Historically, the Village has sought to have no more than 10% of its asphalt streets rated as a “1” (Poor) or “2” (Many Failures). Currently, 28% of the Village’s asphalt streets are rated “1” or “2”. In FY 2024, the Village resurfaced 38,631 square yards of asphalt pavement rated a “1” or “2”. To prolong the life of streets, staff proactively patches and seals streets rated as “3” (Limited Failures).

In FY 2020, staff began programming special projects, such as Skokie Boulevard, Cherry Lane, Shermer Road and Walters Avenue, to address large segments of roadway. Additionally, staff has started programming the resurfacing of additional local streets that are not necessarily connected to a larger project to return to the Village’s stated goal.

In 2020, the Village contracted an independent consulting firm to conduct a detailed pavement survey of Village streets using sensor technology. This technology allows the consultant to review both the surface and base, and assign an indexed score to each segment of roadway. The survey was completed in 2021 and the data provided is used to complete the CIP.

At the end of this five-year CIP, it is anticipated that the Village will have rehabilitated roughly 50% of the streets currently rated as “1” or “2” (reducing the overall percentage to approximately 13%). In addition to continuing the Village’s patching program to extend the useful life of streets rated as a “3”, staff continues to pursue grant funding for the resurfacing of major sections of asphalt roads.

In FY 2024, a Minor Area Resurfacing (MARS) Program was added to the CIP to address asphalt streets with isolated segments of bad pavements that are in otherwise good shape. The intention of this program is to keep streets rated a 3 or 4.

In FY 2026, the Village anticipates the cost of asphalt reconstruction will remain elevated due to increased construction activity in the Chicagoland area. Major entities such as the Illinois Tollway and Illinois Department of Transportation continue spending on capital projects, and the increased activity has caused higher demand. Rebuild Illinois funding is likely to promote continued construction activity over the duration of this CIP. Finally, the labor market as well as high demand for commodities continue to impact the construction trades. These factors will likely increase the cost of all capital projects included in this CIP for the foreseeable future.

***Asphalt Street Ratings- Upon Completion of FY26-30***

|                  | %           |
|------------------|-------------|
| Like New         | 29%         |
| Good             | 7%          |
| Limited Failures | 51%         |
| Many Failures    | 12%         |
| Poor             | <u>1%</u>   |
| Total            | <u>100%</u> |

## **Concrete Street Reconstruction and Rehabilitation**

The Village of Northbrook proactively manages concrete roadways in a similar manner to asphalt streets. Public Works employees assess the condition of concrete streets on an annual basis. Specifically, the amount of failed and deteriorated sections of pavement on each street is inventoried. These identified sections or panels are then scheduled for replacement within our contractual concrete improvement program. This program is based on performing work geographically and by subdivision and the amount of work completed is dependent on available funding. Therefore, available funding combined with the location, number of other streets within the subdivision or neighborhood needing repair, age, and typical traffic loads are used to develop a long-term plan for concrete street rehabilitation or reconstruction.

Concrete street rehabilitation commonly includes large scale panel replacement. During this process, the Village's contractor removes concrete panels and replaces them. Concrete roadway reconstruction is similar to that of asphalt roadway reconstruction in that the road surface is removed to the road base and new roadway is constructed. Concrete rehabilitation and replacement work is done by contract. A concrete street that is well designed and constructed of Portland cement concrete should have a useful life of 30 to 40 years with maintenance required around year 20. To address the Village's concrete roadways on an equal basis over their lifetime, 8.5% or approximately 45,246 square yards of the Village's concrete roadways would need to be repaired or reconstructed annually. Due to the increased cost of construction, the Village is currently not meeting its desired target. The Village repairs or replaces an average of 7,412 square yards of concrete pavement on an annual basis.

The Village identifies roadways with significant degradation of the road surface as well as roadways proximate to a significant number of other streets within a subdivision or neighborhood needing repair, and considers age and typical traffic loads when selecting roadways for the annual concrete street rehabilitation and reconstruction program.

As with asphalt street reconstruction, the Village anticipates that the cost of concrete road reconstruction will continue to rise due to the increased demand for construction in the Chicagoland area.

## **Sidewalk Replacement Program**

The Village of Northbrook is responsible for the maintenance and replacement of public sidewalks within Village of Northbrook rights-of-way. The Village systematically surveys public sidewalks to identify defective and deteriorated sections. Sidewalk surveys are based on logical geographic areas to determine which portions are to be replaced. Failed sections of sidewalk are replaced by the Village's sidewalk concrete contractor. The Village fully funds the sidewalk replacement program with Infrastructure Capital Projects Fund revenues.

The Village also maintains the sidewalks located adjacent to major arterial streets that are generally owned/maintained by the State of Illinois or Cook County and are within the Village. The Arterial Sidewalk Program, which began in FY 2020, identifies sections of deteriorated or defective sidewalk on at least one side of the arterial road and replaces or repairs them to remove potential hazards.

### **Bicycle & Pedestrian Improvements**

In June 2018, the Village Board approved the Bicycle & Pedestrian Plan (BPP). The BPP establishes a strategy to support walking and bicycling as viable, accessible, and inclusive modes of transportation. In FY 2021, the Village began implementing bicycle and pedestrian improvements based on BPP recommendations. Where possible, the Village's strategy is to incorporate bicycle and pedestrian projects with roadwork projects. This includes coordinating design for multiple projects to allow construction to commence at the same time as well as letting the work together where feasible to achieve an economy of scale. This implementation process minimizes disruption to residents and allows for systematic improvement to the Village's bicycle and pedestrian infrastructure. The Village also completes bicycle and pedestrian improvement projects independent of roadway work where there is significant need or demand. Requests for these improvements are considered and prioritized as they are received.

### **Streetscape Improvements**

In late 2019, the consultant hired to conduct a downtown land use and parking study presented its findings to the Board. The Board expressed interest in prioritizing improvements related to bicycle and pedestrian use, streetscape, and event programming space. In 2021 the Village installed expanded outdoor dining and pedestrian walkways in the downtown on a temporary basis. At the direction of the Board, the temporary modifications were improved and expanded for the 2022 outdoor dining season. In February 2024, the Village Board reviewed various design components which were incorporated into a RFQ for engineering/design services. That RFQ is complete and engineering is underway. As part of this project, the Village will schedule construction to minimize disruption to the businesses in the Central Business District.

Other initiatives to be explored as potential downtown streetscape enhancements include acquisition and revitalization of vacant parcels, opportunities for electric vehicle charging stations, and additional landscaping and greenery. All improvements will need to address infrastructure that has reached the end of its useful life (e.g., sidewalk pavers). Downtown improvements will need to align with the Climate Action Plan.

Following the completion of the Northbrook Community Identity Strategy and Development project in early 2023, the Village has a refreshed written and visual image including a new logo and tagline. This identity will translate across all communications platforms, professional correspondence, public information, and Village content including the gateway signs located at various entrances to the Village and wayfinding signage in the downtown. The Village currently owns and maintains 12 gateway signs which are displayed at prominent locations visible to commuters as they enter the Village limits. There are an additional three Sky Harbor Industrial Park signs and two downtown parking signs at the West commuter lot. This CIP includes preliminary cost estimates for new gateway and wayfinding signage.

## FACILITY CAPITAL PROJECTS FUND

The Facility Capital Projects Fund accounts and provides for financial resources for the renovation/replacement of Fire Station 11, Police Station, and Fleet Maintenance Garage. This fund was established with the FY 2023 Budget.

### Financial Overview

In FY 2022, pursuant to Board direction, a transfer of \$4,750,000, 70% of the Fund Balance above the 40% target policy, was made into this newly established fund. In FY 2023, pursuant to Board direction, a transfer of \$5,900,000, 70% of the Fund Balance above the 40% target policy, was made.

|  |                | FACILITY CAPITAL PLAN SUMMARY |            |         |         |         |             |
|--|----------------|-------------------------------|------------|---------|---------|---------|-------------|
|  |                | FY 2026                       | FY 2027    | FY 2028 | FY 2029 | FY 2030 | TOTAL       |
| <b>FUNDING SOURCES</b>                             |                |                               |            |         |         |         |             |
| Bond Issuance                                      |                | 23,820,000                    | 12,665,000 | -       | -       | -       | 36,485,000  |
| Total Funding Sources                              |                | 23,820,000                    | 12,665,000 | -       | -       | -       | 36,485,000  |
| <b>FUNDING USES</b>                                |                |                               |            |         |         |         |             |
| Fleet Facility                                     | 38-7800-703-xx | 31,270,000                    | 12,665,000 | -       | -       | -       | 43,935,000  |
| Total Funding Uses                                 |                | 31,270,000                    | 12,665,000 | -       | -       | -       | 43,935,000  |
| Funding "Sources less Uses" Surplus (Deficit)      |                | (7,450,000)                   | -          | -       | -       | -       | (7,450,000) |
|  |                | FY25                          |            |         |         |         |             |
| Beginning 5/1/XX Audited or Estimated Fund Balance | 11,100,081     | 7,460,081                     | 10,081     | 10,081  | 10,081  | 10,081  |             |
| Projected Annual Budgeted Surplus (Deficit)        | (3,640,000)    | (7,450,000)                   | -          | -       | -       | -       |             |
| Ending 4/30/XX Projected Fund Balance              | 7,460,081      | 10,081                        | 10,081     | 10,081  | 10,081  | 10,081  |             |

### Facilities

The Village Board has undertaken a series of discussions and/or taken action on the replacement of Fire Station 11/Administration Office, Fleet Maintenance Garage and the Police Station. As a result, it has been determined that the current location of each of these facilities and the existing facility condition support identification of a new site(s) for the important operations which directly support the delivery of public safety.

Below is a summary of various actions taken to date.

1. May 23, 2023, Committee of the Whole Meeting of the Village Board, a discussion was held about the Police Station and the feasibility of the reuse of the existing site for a new Police Station.
2. April 29, 2023, Village hosts tours of Fire Station 11/Administration Office, Fleet Maintenance Garage and the Police Station for the public to view the facilities to help better understand the space needs and conditions of the buildings. Subsequently, information videos about each facility were posted for community review.

3. April 25, 2023, Village Board accepts the Space Needs report which is a foundation for moving to the next step in the process of determining how to renovate/replace Fire Station 11/Fire Administrative Offices, Fleet Maintenance Garage, and the Police Station.
4. April 25, 2023, the Village Board held a closed session for the purpose of discussing whether a particular parcel of property should be acquired pursuant to 5 ILCS 120/(c) (5).
5. February 28, 2023, Public Works and Facilities Committee Meeting of the Village Board, heard a comprehensive update on the Space Needs and Facilities Conditions, work on Solutions Design and the development of the Facilities Plan Master Schedule for Fire Station 11/Administration Office, Fleet Maintenance Garage and the Police Station.
6. October 25, 2022 Committee of the Whole, the Village Board continued their discussion concerning the goal for advancement of the replacement/renovation of the facilities and the Board was introduced to the Consultant teams of Leopardo Companies that would be providing Construction Manager Services and FGM Architects (FGMA) who would be providing facility plan services.
7. November 8, 2022, the Village Board approves contracts with Leopardo Companies and FGM Architects for professional services.
8. August 17, 2022, a Request for Qualifications is issued seeking a qualified firm for professional architectural services to assist in the planning process for future construction or modifications to three Village facilities.
9. August 9, 2022, the Village Board is presented with a status update on Facilities Project related to the future renovation/replacement of three Village Facilities: Fire Station 11/Administration, Police Station and Public Works Fleet Maintenance Garage. The following facility goals are highlighted:
  - Welcoming workplace for all employees, visitors;
  - Incorporation of sustainable practices in use of materials and long-term operations;
  - Technology that is flexible to accommodate present and future needs;
  - Attention to employee wellness, especially for shift workers as each facility is a 24/7/365 operation;
  - Structural and Operational Requirements as each facility is core to Northbrook's public safety responsibilities
  - May 1, 2022, the FY22/23 Fiscal Year begins and the adopted Budget includes for the first time a Facility Capital Project Fund.
  - May 2022, Village Manager engages Leopard Companies, Inc. for Owner's Representative/Construction Management Services for the three facilities.
  - December 21, 2021, a Request for Qualifications is issued seeking Owner's Representative/Construction Management Services for the three facilities.

- November 9, 2021, the Village Board is provided a report/review of prior work to move forward with policy considerations related to Fire Station 11/Administration Office, Fleet Maintenance Garage and the Police Station.
- March of 2019 the Village receives a Facilities Conditions Assessment and Report Card and a Facility Needs Assessment was completed by Healy Bender for Fire Station 11/Administration Office, Fleet Maintenance Garage and the Police Station.
- In FY 2017, an Ad Hoc Facilities Committee of the Board of Trustees directed staff to have facility assessments done for Fire Station 11, the Police Station and the Public Works Fleet Maintenance Garage.

## WATER FUND

Northbrook's water utility system has been growing, evolving and improving since our inland treatment facility first became operational in 1963. The Village delivers water to meet the demand generated by the Village's 12,500 residential, commercial and industrial consumer accounts. The Village supplies drinking water to residents within the corporate boundaries and sells water wholesale to Mission Brook Sanitary District and the Village of Riverwoods. The Village also has water mains in unincorporated Mission Hills Estates and supplies water to residents in that area.

The system draws Lake Michigan water via two intakes and pumps the untreated water through two raw water transmission mains to the Water Filtration Plant. The raw water supply system consists of a 30-inch intake extending about 2,550 feet from shore and a 48-inch intake extending 6,400 feet from shore. Water flows by gravity to a pump station at the shoreline in Glencoe. From there, the raw water is pumped through almost three miles of transmission mains to the Village's water treatment plant located on Dundee Road. Water treatment consists of chemical addition, mixing, sedimentation, filtration and disinfection. The Plant has an EPA approved capacity of 20 million gallons per day. Treated water is pumped to the distribution system, which consists of two elevated water storage tanks, one ground level reservoir and pumping station, and over 170 miles of water mains.

## Financial Overview

The Water Fund is managed in a way to be self-sustaining; the cost to maintain and improve the existing water system is financed by user fees. To maintain the fiscal health of this fund and provide the level of funding needed to support operations, capital improvements, and debt service an increase of 20% was approved in FY 2015, increasing the rate from \$4.08 to \$4.90 per 1,000 gallons. A subsequent increase of 20% was also recommended in FY 2017. This increase was ultimately deferred due to a transfer of \$2.4 million from General Fund excess reserves. The rate was increased in May 2018 to \$5.88 per 1,000 gallons. The water rate increase scheduled for May 2020 was deferred due to COVID-19. In December 2022 the Village Board voted to increase water rates from \$5.88 to \$6.15 per 1,000 gallons to take effect May 1, 2023. Additionally, the Village Board approved a two-year rate plan increasing rates from \$6.15 to \$6.27 per 1,000 gallons effective May 1, 2024 and from \$6.27 to \$6.40 per 1,000 gallons effective May 1, 2025.

## WATER CAPITAL PLAN SUMMARY

| GL #  | FY 2026    | FY 2027   | FY 2028   | FY 2029   | FY 2030   | TOTAL      |
|---|------------|-----------|-----------|-----------|-----------|------------|
| <b>FUNDING SOURCES</b>                        |            |           |           |           |           |            |
| Operating Revenues/Reserves                   | 1,738,982  | 513,041   | 286,814   | 791,633   | 1,485,719 | 4,816,189  |
| Bond Issuance                                 | 10,067,000 | 3,275,000 | 8,500,000 | 6,450,000 | 4,860,000 | 33,152,000 |
| Total Funding Sources                         | 11,805,982 | 3,788,041 | 8,786,814 | 7,241,633 | 6,345,719 | 37,968,189 |
| <b>FUNDING USES</b>                           |            |           |           |           |           |            |
| Water Main Replacement                        | 1,067,400  | 3,429,161 | 8,468,269 | 6,428,928 | 4,859,283 | 24,253,041 |
| Water Production System Improvements          | -          | -         | -         | -         | 98,346    | 98,346     |
| Facility Improvements                         | 1,673,077  | 290,375   | 218,545   | 225,105   | 401,840   | 2,808,942  |
| Parts Replacements                            | -          | -         | 100,000   | 525,000   | 986,250   | 1,611,250  |
| Water Meter Replacements                      | 9,000,000  | -         | -         | -         | -         | 9,000,000  |
| Vehicle Replacements                          | 65,505     | 68,505    | -         | 62,600    | -         | 196,610    |
| Total Funding Uses                            | 11,805,982 | 3,788,041 | 8,786,814 | 7,241,633 | 6,345,719 | 37,968,189 |
| Funding "Sources less Uses" Surplus (Deficit) | -          | -         | -         | -         | -         | -          |

Ending Audited Cash Balance at 04/30/2024      \$6,186,205

## Water Main Replacement Projects

The largest recurring capital cost to the Water Fund is the replacement of water mains and system improvements. When planning for the replacement of water main segments, a multitude of factors are reviewed to determine the priority in which water mains will be replaced. One of the most important factors is the number of breaks that have occurred on a section of main. Replacement of mains that chronically break helps to prevent service disruptions to customers. Breaks can be due to numerous factors including weather (freeze/thaw cycles, extended dry periods and soil movement), age of the infrastructure, pipe material, or sudden changes in pressure. Once mains suffer breaks, the integrity/strength of the pipe is compromised and they become more susceptible to future breaks.

### *Miles of Water Main by Age and Material*

| Age (Years) | Ductile Iron |               |
|-------------|--------------|---------------|
|             | Cast Iron    | or Other      |
| 0-20        | -            | 27.31         |
| 21-40       | -            | 47.29         |
| 41-60       | 41.87        | 39.79         |
| 61-75       | 17.89        | 0.67          |
| 76+         | 11.68        | 0.45          |
| Total Miles | <u>71.44</u> | <u>115.51</u> |

| <i>Water Main Breaks by Year</i> | YTD  |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|
|                                  | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 |
|                                  | 69   | 171  | 100  | 83   | 132  | 8    |

The cause of water main breaks can be attributed to a number of factors. In FY 2021, the Village worked to complete the Two Zone water distribution project, which established a second pressure zone in the northwest part of the community. This work led to an expected increase in water main breaks as pressure increased in the second zone.

Many water main materials and installation methods used in the past would be considered inadequate by today's standards. The median age of our water mains is 45 years; however, the average age of mains that have experienced a water main break is 63 years. Today, the standards by which water mains are constructed and installed are much stricter than they once were. For instance, water mains are installed in trenches on stone back fill to help prevent some breaks from ground conditions and they are wrapped with a protective material to prevent premature degradation from corrosive soils.

The American Water Works Association recommends that water mains be replaced at least once every 75 years. Approximately 6.4% of the Village's water mains are older than 75 years. Approximately 41% of our water mains are made of cast iron; the remaining 59% are ductile iron or another material. Ductile iron is much stronger and more durable than cast iron and is currently the Village's standard material when mains are replaced.

As water mains age, the flow of water through the pipes can become limited due to mineral build up. Additionally, the sizes of and standards by which water mains are installed have changed to accommodate larger homes, and reflect current best practices. Larger water mains also provide adequate water flows for firefighting. Increasing the size of a water main does not increase the pressure on that main; however, it does allow for a greater and less restricted amount of water to flow through the pipe. The above factors, in addition to break history, are considered when planning which mains will be replaced and in what sequence. Additionally, the Village works to eliminate sections of water main that do not interconnect or that are only connected to the system at one location, creating a "dead end." Interconnecting or "looping" water mains can help enhance flow capacity and provide better water quality. Looped water mains can also be used to provide water to customers who would otherwise be affected by a main break, minimizing the number of customers impacted by water shut offs.

When planning for replacement of water mains, the Village of Northbrook programs capital infrastructure improvements such as sewer main replacements and road rehabilitation within geographic areas to leverage economies of scale, avoid duplication of work, and minimize disruption to residents where possible.

## **SANITARY SEWER FUND**

The Village is responsible for managing and maintaining 134 miles of public sanitary sewer and 13 lift stations. The Village's sewer lines act as collectors of sewage, conveying waste to interceptor lines operated by the Metropolitan Water Reclamation District of Greater Chicago (MWRD). Sewage then flows to the MWRD treatment plant at Howard Street and McCormick Boulevard in Skokie. Following treatment, treated water moves southward through the branches of the Chicago and Illinois Rivers.

A major factor impacting the Sanitary Sewer Fund is MWRD's Inflow and Infiltration Ordinance, which sets specific actions for all communities within MWRD's service area. Included in these actions are requirements for reducing the amount of stormwater entering the tributary sanitary sewers feeding into MWRD's facilities, such as sanitary sewer televising and lining. In FY 2019, staff incorporated a manhole lining and program to aid in reaching compliance with the MWRD ordinance. Additionally, in

FY 2020, the Village launched a smoke and dyed water flood testing program to identify sources of potential inflow and infiltration for future remediation to comply with MWRD requirements. The findings of this testing and televising are used to program corrective work.

**Financial Overview**

The Sanitary Sewer Fund is managed in a way to be self-sustaining where the cost of transporting Northbrook’s wastewater to MWRD interceptor lines is financed through user fees. Treatment of sanitary waste is done by the MWRD. Certain large Village-operated capital projects may be funded through the issuance of general obligation bonds, which serve as loans to the fund that are paid back over a set period time.

In FY 2009, the Village hired a consultant to perform an updated analysis of its sanitary sewer rates. The study outlined the current and planned revenues and expenditures of the fund. It was identified that future rate increases would be needed to sustain the operations and maintenance of the sanitary sewer system and fund capital projects. The study recommended a rate increase of 12.5% in FY 2014 and 11% in

FY 2017. However, the planned increase for FY 2014 was deferred one year to FY 2015. A rate increase of \$0.25 per 1,000 gallons of water used was implemented in FY 2015, bringing the rate from \$0.80 to \$1.05. The recommended increase in FY 2017 was deferred due to a \$600,000 transfer from General Fund excess reserves. In May 2018, the sanitary sewer rate increased to \$1.26 per 1,000 gallons of water used. The sanitary sewer rate increase scheduled for May 2020 was deferred due to COVID-19. The Village Board approved a sanitary sewer rate increase from \$1.26 to \$1.70 per 1,000 gallons that took effect May 1, 2023.

**SANITARY SEWER CAPITAL PLAN SUMMARY**

|   | <u>GL #</u>    | <u>FY 2026</u> | <u>FY 2027</u> | <u>FY 2028</u> | <u>FY 2029</u> | <u>FY 2030</u> | <u>TOTAL</u> |
|---|----------------|----------------|----------------|----------------|----------------|----------------|--------------|
| <b>FUNDING SOURCES</b>                        |                |                |                |                |                |                |              |
| Operating Revenues/Reserves                   | 14-0000-403-00 | 486,202        | 402,450        | 374,050        | 755,253        | 309,000        | 2,326,955    |
| Total Funding Sources                         |                | 486,202        | 402,450        | 374,050        | 755,253        | 309,000        | 2,326,955    |
| <b>FUNDING USES</b>                           |                |                |                |                |                |                |              |
| System Maintenance                            | 14-4160-723-00 | 309,000        | 309,000        | 309,000        | 309,000        | 309,000        | 1,545,000    |
| Lift Station Controls Replacement             | 14-4160-723-00 | -              | -              | -              | 110,000        | -              | 110,000      |
| Lift Station Generator Replacement            | 14-4160-723-00 | 89,000         | 93,450         | -              | 196,253        | -              | 378,703      |
| Equipment Replacement                         | 14-4160-705-00 | -              | -              | -              | 140,000        | -              | 140,000      |
| Vehicle Replacements                          | 14-4160-708-00 | 88,202         | -              | 65,050         | -              | -              | 153,252      |
| Total Funding Uses                            |                | 486,202        | 402,450        | 374,050        | 755,253        | 309,000        | 2,326,955    |
| Funding "Sources less Uses" Surplus (Deficit) |                | -              | -              | -              | -              | -              | -            |

Ending Audited Cash Balance at 04/30/2024 \$0

## STORMWATER FUND

The Stormwater Fund is utilized to account and provide for financial resources for the construction of stormwater improvement projects. This fund also provides for operational costs to effectively manage, maintain, operate, and repair the Village's 123 miles of storm sewer system, ditches, detention facilities, and lift stations.

In August 2011, the Village completed the Stormwater Management Plan (SMP), which establishes the projects to be undertaken by the Village to reduce the impact of stormwater runoff on the community. The first addendum was finished in April 2012 with a second addendum being completed in April 2015. In September 2023 the third addendum was presented to the Village Board with six new projects identified. Combined, these documents identified 37 stormwater management projects to reduce flooding issues in the Village. As part of its on-going duties, the Stormwater Management Commission reviews the projects included in the SMP to ensure that they are still viable.

### Financial Overview

The Stormwater Fund is managed in a way to be self-sustaining; the cost to maintain and improve the existing stormwater system is financed by user fees. Large capital projects may be funded through the issuance of general obligation bonds, which serve as loans to the fund that are paid back over a set period time.

Northbrook's current stormwater utility fee is \$1.00 per 1,000 gallons of water. With the exception of the Koepke Road project, these additional projects have not been included in the CIP until a review of the stormwater rate has been completed in order to ensure there is an adequate funding source for this work. That review of the stormwater rate is on-going and it is expected to be completed during Calendar Year 2025.

#### STORMWATER CAPITAL PLAN SUMMARY

|   | GL #           | FY 2026 | FY 2027 | FY 2028   | FY 2029 | FY 2030 | TOTAL     |
|---|----------------|---------|---------|-----------|---------|---------|-----------|
| <b>FUNDING SOURCES</b>                        |                |         |         |           |         |         |           |
| Operating Revenues/Reserves                   | 16-0000-451-00 | 150,000 | -       | -         | -       | -       | 150,000   |
| To Be Determined                              |                | 109,901 | 109,901 | 1,099,008 | -       | 800,000 | 2,118,810 |
| Total Funding Sources                         |                | 259,901 | 109,901 | 1,099,008 | -       | 800,000 | 2,268,810 |
| <b>FUNDING USES</b>                           |                |         |         |           |         |         |           |
| Stormwater Improvements                       | 16-4190-730-03 | 159,901 | 109,901 | 1,099,008 | -       | -       | 1,368,810 |
| Equipment Replacement                         | 16-4190-708-00 | 100,000 | -       | -         | -       | 800,000 | 900,000   |
| Vehicle Replacements                          | 16-4190-708-00 | -       | -       | -         | -       | -       | -         |
| Total Funding Uses                            |                | 259,901 | 109,901 | 1,099,008 | -       | 800,000 | 2,268,810 |
| Funding "Sources less Uses" Surplus (Deficit) |                | -       | -       | -         | -       | -       | -         |

Ending Audited Cash Balance at 04/30/2024 \$1

**Localized Drainage Improvements**

Construction of local drainage improvements at specified locations in the Village help alleviate specific concerns reported by residents. The Village has addressed many of these that have been identified and there will no longer be a continuing line item in the CIP for this work after FY 26. The Village will include localized drainage improvements as needed in the CIP and Budget going forward.

**PARKING FUND CAPITAL PLAN**

The purpose of the Parking Fund is to provide and maintain adequate off-street parking to serve the Metra facilities and to provide general maintenance of the railroad passenger station. There are 707 municipal off-street parking spaces of which, 536 are for Northbrook residents only with the remainder designated as open space for the public-at-large. There are also an additional 28 no-fee spaces allocated to the Central Business District, handicapped, vendor, railroad, and tenant parking.

**Financial Overview**

|   |  | <b>PARKING CAPITAL PLAN SUMMARY</b> |                |                |                |                |                |              |
|---|--|-------------------------------------|----------------|----------------|----------------|----------------|----------------|--------------|
|   |  | <b>GL #</b>                         | <b>FY 2026</b> | <b>FY 2027</b> | <b>FY 2028</b> | <b>FY 2029</b> | <b>FY 2030</b> | <b>TOTAL</b> |
| <b>FUNDING SOURCES</b>                        |  |                                     |                |                |                |                |                |              |
| Operating Revenues/Reserves                   |  | 22-0000-404-xx                      | -              | -              | 120,000        | -              | 215,325        | 335,325      |
| Total Funding Sources                         |  |                                     | -              | -              | 120,000        | -              | 215,325        | 335,325      |
| <b>FUNDING USES</b>                           |  |                                     |                |                |                |                |                |              |
| Parking Lot Improvements                      |  | 22-7200-704-00                      | -              | -              | 120,000        | -              | 215,325        | 335,325      |
| Total Funding Uses                            |  |                                     | -              | -              | 120,000        | -              | 215,325        | 335,325      |
| Funding "Sources less Uses" Surplus (Deficit) |  |                                     | -              | -              | -              | -              | -              | -            |

Ending Audited Cash Balance at 04/30/2024    \$44,221

## SENIOR HOUSING FUND

The Senior Housing Fund is responsible for the maintenance and operation of the Village-owned Crestwood Place apartment complex. The activities of the Senior Housing Fund are overseen by the Senior Services Commission. The Commission reviews the annual budget of the Fund in advance of the Village Manager's presentation of the recommended budget. The Village contracts with a private firm to provide day-to-day maintenance, care, and management of Crestwood place.

### Financial Overview

Necessary operating funds are provided entirely by rent payments from the tenants at Crestwood Place. General obligation bond proceeds have been used to fund purchases of capital projects with an expected life equal to or greater than the term of the bonds.

During FY 2025, the Village contracted with Reserve Advisors to complete a capital reserve study for the Crestwood Place. Results of the study are pending as of the CIP report date.

#### SENIOR HOUSING CAPITAL PLAN SUMMARY

|   | GL #           | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FY 2030 | TOTAL |
|---|----------------|---------|---------|---------|---------|---------|-------|
| <b><u>FUNDING SOURCES</u></b>                 |                |         |         |         |         |         |       |
| Operating Revenues/Reserves                   | 15-0000-461-01 | -       | -       | -       | -       | -       | -     |
| Grant Proceeds                                | 15-0000-481-32 | -       | -       | -       | -       | -       | -     |
| Bond Issuance                                 | 15-0000-406-02 | -       | -       | -       | -       | -       | -     |
| To Be Determined                              |                | -       | -       | -       | -       | -       | -     |
| Total Funding Sources                         |                | -       | -       | -       | -       | -       | -     |
| <b><u>FUNDING USES</u></b>                    |                |         |         |         |         |         |       |
| Facility improvements                         | 15-7100-705-00 | -       | -       | -       | -       | -       | -     |
| Total Funding Uses                            |                | -       | -       | -       | -       | -       | -     |
| Funding "Sources less Uses" Surplus (Deficit) |                | -       | -       | -       | -       | -       | -     |

Ending Audited Cash Balance at 04/30/2024      \$2,033,295

**GENERAL FUND**

**GENERAL FUND - CAPITAL PLAN SUMMARY**

|  | <u>GL#</u>     | <b>FY 2026</b>   | <b>FY 2027</b>   | <b>FY 2028</b>   | <b>FY 2029</b>   | <b>FY 2030</b>   | <b>TOTAL</b>      |
|--|----------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| <b><u>FUNDING SOURCES</u></b>                  |                |                  |                  |                  |                  |                  |                   |
| State and/or County Grants                     | 11-0000-481-32 | 271,000          | 21,000           | 21,000           | 21,000           | 21,000           | 355,000           |
| Operating Revenues/Reserves                    | Various        | 4,098,652        | 3,143,822        | 2,593,038        | 3,168,623        | 3,215,028        | 16,219,163        |
| Bank Installment Loan                          |                | -                | -                | -                | 1,800,000        | 3,100,000        | 4,900,000         |
| Total Funding Sources                          |                | <u>4,369,652</u> | <u>3,164,822</u> | <u>2,614,038</u> | <u>4,989,623</u> | <u>6,336,028</u> | <u>21,474,163</u> |
| <b><u>FUNDING USES</u></b>                     |                |                  |                  |                  |                  |                  |                   |
| Building Improvements - Fire                   | 11-3100-703-00 | -                | 333,100          | -                | -                | -                | 333,100           |
| Building Improvements - Public Works           | 11-4100-703-00 | 1,176,000        | 638,000          | 1,036,000        | 624,000          | 510,000          | 3,984,000         |
| Equipment Replacement - Information Technology | 11-1400-706-00 | 875,000          | 450,000          | 426,000          | 605,000          | 890,000          | 3,246,000         |
| E911 Equipment - Fire                          | 11-2300-705-13 | -                | -                | -                | 729,660          | -                | 729,660           |
| E911 Equipment - Police                        | 11-2100-705-99 | -                | -                | -                | -                | 184,900          | 184,900           |
| E911 Equipment - Starcom Equipment - Police    | 11-2300-554-00 | -                | -                | -                | -                | 313,400          | 313,400           |
| Equipment/Apparatus - Police                   | 11-2100-705-31 | 711,700          | 304,100          | 308,700          | 331,300          | 642,720          | 2,298,520         |
| Vehicles - Development & Planning              | 11-6300-708-00 | -                | 40,000           | -                | -                | -                | 40,000            |
| Vehicles - General Government                  | 11-1110-708-00 | -                | -                | -                | -                | 43,775           | 43,775            |
| Vehicles Police Department                     | 11-2100-708-00 | 131,240          | 262,480          | 205,980          | 284,320          | 284,320          | 1,168,340         |
| Vehicles - Fire Department                     | 11-3100-708-00 | 969,653          | 794,545          | -                | 1,937,202        | 3,123,138        | 6,824,538         |
| Vehicles - Public Works Department             | 11-4100-708-00 | 506,059          | 342,597          | 637,358          | 478,141          | 343,775          | 2,307,930         |
| Total Funding Uses                             |                | <u>4,369,652</u> | <u>3,164,822</u> | <u>2,614,038</u> | <u>4,989,623</u> | <u>6,336,028</u> | <u>21,474,163</u> |
| Funding "Sources less Uses" Surplus (Deficit)  |                | -                | -                | -                | -                | -                | -                 |

**Village of Northbrook**  
**Capital Improvement Plan - Summary FY 2026 - 2030**

**General Fund Capital Projects**

| Project Name   | Fund | Dept | Account | Actuals |         | Budget  | Amended Budget | Year End Estimate | Recommended Budget |         |         |           |           |
|--|------|------|---------|---------|---------|---------|----------------|-------------------|--------------------|---------|---------|-----------|-----------|
|  |      |      |         | FY 2023 | FY 2024 | FY 2025 | FY 2025        | FY 2025           | FY 2026            | FY 2027 | FY 2028 | FY 2029   | FY 2030   |
| Automated License Plate Readers                      | 11   | 2100 | 705-31  | 28,890  | 55,848  | 50,000  | 50,000         | 50,000            | 52,500             | 52,500  | 52,500  | 52,500    | 52,500    |
| Barrier System Equipment Replacement                 | 11   | 2100 | 705-31  | -       | -       | -       | -              | -                 | 412,000            | -       | -       | -         | -         |
| E911 Equipment - Body-Worn Cameras                   | 11   | 2100 | 705-31  | -       | 117,932 | 192,600 | 192,600        | 192,600           | 196,800            | 201,200 | 205,800 | 228,400   | 239,820   |
| End-User Computing Device Replacement                | 11   | 1400 | 706-00  | 175,678 | 120,827 | 190,000 | 190,000        | 170,000           | 125,000            | 120,000 | 195,000 | 255,000   | 305,000   |
| IT Equipment - Cybersecurity Enhancements            | 11   | 1400 | 706-00  | 21,273  | 43,726  | 125,000 | 125,000        | 110,000           | 65,000             | 40,000  | 40,000  | 40,000    | 70,000    |
| Drone As First Responder                             | 11   | 2100 | 705-31  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 300,000   |
| Knoxbox Key Replacement                              | 11   | 3100 | 703-00  | -       | -       | -       | -              | -                 | -                  | 333,100 | -       | -         | -         |
| IT Equipment - Network Upgrades & Replacement        | 11   | 1400 | 706-00  | -       | 68,145  | 52,000  | 52,000         | 52,000            | 300,000            | 30,000  | 41,000  | -         | 325,000   |
| IT Equipment - Physical Security Enhancements        | 11   | 1400 | 706-00  | -       | -       | 20,000  | 20,000         | 20,000            | 235,000            | 120,000 | 50,000  | 40,000    | 50,000    |
| E911 Equipment - Portable Radio Replacement (Fire)   | 11   | 2300 | 705-13  | -       | -       | -       | -              | -                 | -                  | -       | -       | 729,660   | -         |
| E911 Equipment - Portable Radio Replacement (Police) | 11   | 2100 | 705-99  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 184,900   |
| Facility Improvements                                | 11   | 4100 | 703-00  | -       | -       | 41,250  | 41,250         | 41,250            | 1,051,000          | 475,000 | 652,000 | 400,000   | 360,000   |
| E911 Equipment - Starcom Equipment Replacement       | 11   | 2300 | 554-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 313,400   |
| Taser Replacement                                    | 11   | 2100 | 705-31  | 50,400  | 100,800 | 50,400  | 50,400         | 50,400            | 50,400             | 50,400  | 50,400  | 50,400    | 50,400    |
| IT Equipment - Technology Equipment Upgrades         | 11   | 1400 | 706-00  | 182,250 | 151,378 | 120,000 | 120,000        | 120,000           | 150,000            | 140,000 | 100,000 | 270,000   | 140,000   |
| Facility Improvements - Village Hall Renovations     | 11   | 4100 | 703-00  | -       | 260,000 | 117,000 | 117,000        | 117,000           | 125,000            | 163,000 | 384,000 | 224,000   | 150,000   |
| Unit 005: 2008 Chrysler Town & Country               | 11   | 4100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | 41,200  | -         | -         |
| Unit 007: 2024 Ford Explorer Utility Patrol          | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 72,180    |
| Unit 008: 2021 Ford Explorer Utility Patrol K9       | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | 72,180    | -         |
| Unit 012: 2016 Ford Explorer Utility Patrol          | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | 67,780    | -         |
| Unit 028: 2018 Ford Explorer Utility Patrol          | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 67,780    |
| Unit 030: 2023 Dodge Durango                         | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 72,180    |
| Unit 031: 2021 Ford Explorer Utility Hybrid          | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | 65,620  | -       | -         | -         |
| Unit 032: 2023 Dodge Durango Pursuit                 | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | 72,180  | -         | -         |
| Unit 034: 2021 Ford Explorer Utility Hybrid          | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | 65,620  | -       | -         | -         |
| Unit 035: 2023 Dodge Durango                         | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | 72,180  | -         | -         |
| Unit 036: 2021 Ford Explorer Utility Hybrid          | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | 65,620  | -       | -         | -         |
| Unit 036R: 2017 Ford Explorer Utility                | 11   | 4100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 43,775    |
| Unit 037: 2021 Ford Explorer Utility Hybrid          | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | 65,620  | -       | -         | -         |
| Unit 038: 2023 Dodge Durango Pursuit                 | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | 72,180    | -         |
| Unit 039: 2017 Ford Explorer Utility Patrol          | 11   | 2100 | 708-00  | -       | -       | 63,500  | 63,500         | 63,500            | -                  | -       | -       | -         | -         |
| Unit 041: 2018 Ford Explorer Utility Patrol          | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | 65,620             | -       | -       | -         | -         |
| Unit 042: 2023 Dodge Durango                         | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 72,180    |
| Unit 044: 2017 Ford Explorer Utility Patrol          | 11   | 2100 | 708-00  | -       | -       | 63,500  | 63,500         | 63,500            | -                  | -       | -       | -         | -         |
| Unit 045: 2020 Ford Explorer Utility K9              | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | 72,180    | -         |
| Unit 048: 2016 Ford Explorer                         | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | 61,620  | -         | -         |
| Unit 049: 1999 GMC Van                               | 11   | 2100 | 708-00  | -       | -       | 42,500  | 42,500         | 42,500            | -                  | -       | -       | -         | -         |
| Unit 050: 2020 Ford Explorer Utility Patrol          | 11   | 2100 | 708-00  | -       | -       | -       | -              | -                 | 65,620             | -       | -       | -         | -         |
| Unit 051: 2016 Ford Explorer Utility                 | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | -                  | 59,550  | -       | -         | -         |
| Unit 052: 2018 Ford Explorer Utility                 | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | 67,600    | -         |
| Unit 053: 2018 Ford Explorer Utility                 | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | 67,600    | -         |
| Unit 054: 2018 Ford Escape                           | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | -                  | 59,550  | -       | -         | -         |
| Unit 056: 2004 Pierce Saber Engine                   | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | 969,653            | -       | -       | -         | -         |
| Unit 058: 2008 Pierce Engine                         | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | 1,216,536 | -         |
| Unit 059: 2021 Pierce Engine                         | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 50,000    |
| Unit 061: 2009 Velocity Tower Ladder                 | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | -         | 3,073,138 |
| Unit 064: 2014 Medtec w/ Freightliner Chassis        | 11   | 3100 | 708-00  | -       | -       | 456,277 | 456,277        | 456,277           | -                  | -       | -       | -         | -         |
| Unit 065: 2017 Medtec w/ Freightliner Chassis        | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | 585,466   | -         |
| Unit 068: 2016 Ambulance Replacement                 | 11   | 3100 | 708-00  | -       | -       | -       | -              | -                 | -                  | 546,600 | -       | -         | -         |

**Village of Northbrook**  
**Capital Improvement Plan - Summary FY 2026 - 2030**

**General Fund Capital Projects**

| Project Name                                 | Fund | Dept | Account | Actuals        |                | Budget           | Amended Budget   | Year End Estimate | Recommended Budget |                  |                  |                  |                  |
|--|------|------|---------|----------------|----------------|------------------|------------------|-------------------|--------------------|------------------|------------------|------------------|------------------|
|  |      |      |         | FY 2023        | FY 2024        | FY 2025          | FY 2025          | FY 2025           | FY 2026            | FY 2027          | FY 2028          | FY 2029          | FY 2030          |
| Unit 073: 2017 Ford Expedition               | 11   | 3100 | 708-00  | -              | -              | -                | -                | -                 | -                  | 69,295           | -                | -                | -                |
| Unit 075: 2016 Ford Explorer Utility         | 11   | 3100 | 708-00  | -              | -              | -                | -                | -                 | -                  | 59,550           | -                | -                | -                |
| Unit 200: 2016 Ford F250 Pickup Truck w/Plow | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | -                | -                | 62,600           | -                |
| Unit 208: 2007 GMC Dump Truck                | 11   | 4100 | 708-00  | -              | -              | 92,135           | 92,135           | 92,135            | -                  | -                | -                | -                | -                |
| Unit 209: 2008 Ford F550 Dump Truck          | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | 112,472            | -                | -                | -                | -                |
| Unit 211: 2007 GMC 5500 Dump Truck           | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | 116,587            | -                | -                | -                | -                |
| Unit 212: 2016 Ford F250 Pickup Truck w/Plow | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | -                | -                | 62,600           | -                |
| Unit 221: 2009 Dump Truck                    | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | -                | 277,479          | -                | -                |
| Unit 222: 2012 International 7400 Dump Truck | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | -                | -                | 310,441          | -                |
| Unit 223: 2008 International Dump Truck      | 11   | 4100 | 708-00  | -              | -              | 198,689          | 198,689          | 232,153           | -                  | -                | -                | -                | -                |
| Unit 224: International 7400 2010 Dump Truck | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | -                | 277,479          | -                | -                |
| Unit 228: 2009 International Dump Truck      | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | 262,597          | -                | -                | -                |
| Unit 246: 2007 John Deere 544J Loader        | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | -                | -                | -                | 300,000          |
| Unit 252: 2007 Morbark Hurricane Chipper     | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | 150,000            | -                | -                | -                | -                |
| Unit 411: 2009 Ford F250 Pickup Truck w/Plow | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | 62,000             | -                | -                | -                | -                |
| Unit 422: 2013 Ford Explorer                 | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | 40,000           | -                | -                | -                |
| Unit 427: 2014 Ford Focus                    | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | -                | -                | 42,500           | -                |
| Unit 432: 2013 Ford Escape                   | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | 65,000             | -                | -                | -                | -                |
| Unit 433: 2016 Ford Escape                   | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | -                | 41,200           | -                | -                |
| Unit 439: 2013 Ford Explorer                 | 11   | 4100 | 708-00  | -              | -              | -                | -                | -                 | -                  | 40,000           | -                | -                | -                |
| Unit A10: 2008 Prius                         | 11   | 1110 | 708-00  | -              | -              | -                | -                | -                 | -                  | -                | -                | -                | 43,775           |
| Unit D17: 2014 Ford Explorer                 | 11   | 6300 | 708-00  | -              | -              | -                | -                | -                 | -                  | 40,000           | -                | -                | -                |
| <b>Total</b>                                 |      |      |         | <b>458,491</b> | <b>918,656</b> | <b>1,874,851</b> | <b>1,874,851</b> | <b>1,873,315</b>  | <b>4,369,652</b>   | <b>3,164,822</b> | <b>2,614,038</b> | <b>4,989,623</b> | <b>6,336,028</b> |

**Project Priority Codes:**

- A - Essential and immediate need
- B - Essential, but may be delayed
- C - Optional but beneficial to the Village through increased productivity, safety, etc.
- D - Optional but beneficial to the Village in social, cultural, or aesthetic ways
- F - Future project, no FY26 expenditures

\*Projects related to the Climate Action Plan (CAP) are identified by 

**Department:** Police Department  
**Project Type:** E911 Equipment Replacement  
**Project Name:** Automated License Plate Readers  
**Cost:** \$262,500

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Automated License Plate Readers (ALPRs) are designed to capture a license plate image on a passing vehicle and quickly compare the plate to official "hot lists" created by local police departments or other public safety agencies. ALPRs are another tool to aid in the deterrence of crime and the efficient resolution of cases where vehicle identification is of utmost importance, specifically cases of residential and vehicle burglary, stolen automobiles, and missing persons.

The cameras are mounted to existing infrastructure or IDOT and Cook County–approved locations installed by the vendor. The cameras are solar-powered and include unlimited built-in LTE internet connectivity as well as a battery backup. This particular vendor’s technology also includes the ability to capture other vehicle data such as make/model, color, temporary plates, and even any identifying logos or placards. Northbrook law enforcement personnel are only interested in the data that is returned when searching for specific plate information found on a real-time “hot list” or data that is already the subject of an investigation. Data gathered by the camera system is purged after thirty days.

The costs below includes an annual lease for 20 fixed cameras. Hardware maintenance, repair, and replacement, and software updates are the responsibility of the vendor. This purchase also includes access to a national database of shareable information gathered by neighboring agencies and other public and private entities such as schools, subdivisions, and commercial businesses.

This project began in FY 2023 and will be ongoing as long as the program continues.

**Cost Schedule**

| Project                         | Actuals |        | Budget | Estimate | Recommended Budget |        |        |        |        |
|---------------------------------|---------|--------|--------|----------|--------------------|--------|--------|--------|--------|
|                                 | FY 23   | FY 24  | FY25   | FY 25    | FY 26              | FY 27  | FY 28  | FY 29  | FY 30  |
| Automated License Plate Readers | 28,890  | 55,848 | 50,000 | 50,000   | 52,500             | 52,500 | 52,500 | 52,500 | 52,500 |

**Planned Financing**

|                                | FY 23  | FY 24  | FY25   | FY 25  | FY 26  | FY 27  | FY 28  | FY 29  | FY 30  |
|--------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| General Fund Revenues/Reserves | 28,890 | 55,848 | 50,000 | 50,000 | 52,500 | 52,500 | 52,500 | 52,500 | 52,500 |

**Department:** Police Department  
**Project Type:** Equipment Replacement  
**Project Name:** Barrier System  
**Cost:** \$412,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** Yes

**Overview**

Police Department staff is requesting the purchase of a steel barrier system that will serve to close roadways in the case of an emergency or other special events. A barrier system is designed to protect people, facilities and other assets from hostile vehicles or other heavy equipment. The barriers can also offer ballistic protection. These systems are portable, unlike fixed systems such as bollards, and can be deployed by a single person in under ten minutes and allow for pedestrian and emergency vehicle access. These barriers can be placed strategically at entry points, perimeters, and intersecting roadways. The barriers are also designed to be reusable and carry a lifetime warranty.

Police Department staff envision using the barriers at our many large scale events such as the Memorial Day and 4th of July parades, the Intelligentsia Cup/GRIT, and Northbrook Days. Previously, staff has deployed our own Public Works heavy equipment such as our five ton dump trucks and pick up trucks for this purpose. These barriers will free up these valuable resources.

The Village of Northbrook has been notified of available grant funding for this project and expects to receive \$250,000 during the next fiscal year for this purpose. The Village of Wheeling is also expecting to receive an equivalent amount of grant funding. Staff will explore the creation of an intergovernmental agreement to share this resource and cost. Currently, the cost of a ten location system with trailers, gate kits and cables is approximately \$412,000.

**Cost Schedule**

| Project        | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|----------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Barrier System | -       | -     | -      | -        | 412,000            | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| Grant Proceeds                 | -     | -     | -    | -     | 250,000 | -     | -     | -     | -     |
| General Fund Revenues/Reserves | -     | -     | -    | -     | 162,000 | -     | -     | -     | -     |

**Department:** Police Department  
**Project Type:** E911 Equipment Replacement  
**Project Name:** Body-Worn Cameras  
**Cost:** \$1,072,020

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** Yes

**Overview**

Officer body-worn cameras (BWCs) are relatively small devices that record interactions between law enforcement officers and others (e.g., the public, suspects, and victims). Video and audio recordings from BWCs can be used by law enforcement to demonstrate transparency to their communities, and to document statements, observations, behaviors, and other evidence. Recent Illinois legislation mandates that municipalities with populations less than 50,000 implement an officer-worn body camera program by January 1, 2025.

Staff originally anticipated implementing a BWC program in concert with an in-car video camera and interview room camera program to take advantage of opportunities for interoperability between these currently disparate systems. The current in-car video camera system, which is deployed in all patrol division vehicles, was purchased in 2016 and has reached the end of its useful life and technical support. The current interview room camera system was originally purchased in 2011. This system has been maintained through piece-meal replacement and includes cameras from more than one vendor.

A Request for Proposal (RFP) was released in July 2023 which included body camera, in-car camera, interview room camera, and digital evidence management systems. In December 2023, a contract was signed for the implementation of the body camera, in-car camera, and interview room camera systems. The cost table below details the contract cost, which is distributed over a five-year program, and includes all equipment for each component of the RFP. Equipment and features include all licenses, software, equipment installation, CAD integration, Flock ALPR integration, unlimited cloud data storage, and two equipment refresh programs. A 5% contingency was included in the Board's approval of the project for any necessary project changes.

As of May 2024, the body camera and in-car camera systems have been deployed. This project will be ongoing, as long as the program continues.

Police Department staff has received partial grant reimbursement for this project.

**Cost Schedule**

| Project           | Actuals |         | Budget  | Estimate | Recommended Budget |         |         |         |         |
|-------------------|---------|---------|---------|----------|--------------------|---------|---------|---------|---------|
|                   | FY 23   | FY 24   | FY25    | FY 25    | FY 26              | FY 27   | FY 28   | FY 29   | FY 30   |
| Body-Worn Cameras | -       | 117,932 | 192,600 | 192,600  | 196,800            | 201,200 | 205,800 | 228,400 | 239,820 |

**Planned Financing**

|                                | FY 23 | FY 24   | FY25    | FY 25   | FY 26   | FY 27   | FY 28   | FY 29   | FY 30   |
|--------------------------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|
| Grant Proceeds                 | -     | -       | 73,830  | 73,830  | 21,000  | 21,000  | 21,000  | 21,000  | 21,000  |
| General Fund Revenues/Reserves | -     | 117,932 | 118,770 | 118,770 | 175,800 | 180,200 | 184,800 | 207,400 | 218,820 |

**Department:** Information Technology Department  
**Project Type:** IT Equipment Replacement  
**Project Name:** End-User Computing Device Replacement  
**Cost:** \$1,000,000

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

To ensure the Village's computers/laptops, tablets, smart phones, and desk phones are reliable and supported by vendors, the three-to-five-year defined life cycle replacement schedule continues to be followed. The following provides a high level inventory of the devices to be replaced each fiscal year:

- FY 2026: 91 staff computers, 2 rugged field laptops for Public Works, 65 mobile tablets/smart phones, 51 staff desk phones
- FY 2027: 64 staff computers, 91 mobile tablets/smart phones are scheduled for replacement, 51 staff desk phones
- FY 2028: 44 staff computers, 18 rugged field laptops for Police and Public Works, 82 mobile tablets/smart phones, 51 staff desk phones
- FY 2029: 91 staff computers, 26 rugged field laptops for Police, 61 mobile tablets/smart phones, 51 staff desk phones
- FY 2030: 64 staff computers, 29 rugged field laptops and Fire and Public Works, 95 mobile tablets/smart phones, 51 staff desk phones

**Cost Schedule**

| Project                               | Actuals |         | Budget  | Estimate | Recommended Budget |         |         |         |         |
|---------------------------------------|---------|---------|---------|----------|--------------------|---------|---------|---------|---------|
|                                       | FY 23   | FY 24   | FY25    | FY 25    | FY 26              | FY 27   | FY 28   | FY 29   | FY 30   |
| End-User Computing Device Replacement | 175,678 | 120,827 | 190,000 | 170,000  | 125,000            | 120,000 | 195,000 | 255,000 | 305,000 |

**Planned Financing**

|                                | FY 23   | FY 24   | FY25    | FY 25   | FY 26   | FY 27   | FY 28   | FY 29   | FY 30   |
|--------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| General Fund Revenues/Reserves | 175,678 | 120,827 | 190,000 | 170,000 | 125,000 | 120,000 | 195,000 | 255,000 | 305,000 |

**Department:** Information Technology Department  
**Project Type:** IT Equipment Replacement  
**Project Name:** Cybersecurity Enhancements  
**Cost:** \$255,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Cybersecurity enhancement costs include ongoing implementation and upgrades of the Village's information technology security components to detect unauthorized use or access and protect the Village's data and technology components. As technology advances, these cybersecurity initiatives are ongoing and evolving, ensuring the technology infrastructure and data is continually protected. Funding will be applied to both hardware and software improvements and regular security assessments to help identify and prioritize vulnerabilities.

**Cost Schedule**

| Project                    | Actuals |        | Budget  | Estimate | Recommended Budget |        |        |        |        |
|----------------------------|---------|--------|---------|----------|--------------------|--------|--------|--------|--------|
|                            | FY 23   | FY 24  | FY25    | FY 25    | FY 26              | FY 27  | FY 28  | FY 29  | FY 30  |
| Cybersecurity Enhancements | 21,273  | 43,726 | 125,000 | 110,000  | 65,000             | 40,000 | 40,000 | 40,000 | 70,000 |

**Planned Financing**

|                                | FY 23  | FY 24  | FY25    | FY 25   | FY 26  | FY 27  | FY 28  | FY 29  | FY 30  |
|--------------------------------|--------|--------|---------|---------|--------|--------|--------|--------|--------|
| General Fund Revenues/Reserves | 21,273 | 43,726 | 125,000 | 110,000 | 65,000 | 40,000 | 40,000 | 40,000 | 70,000 |

**Department:** Police Department  
**Project Type:** Equipment Purchase  
**Project Name:** Drone As First Responder  
**Cost:** \$300,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

A Drones as First Responders (DFR) program offers drone technology to enhance the capabilities of police departments in responding to incidents and represents a significant step forward in modern policing, offering improved safety, increased efficiency, and greater effectiveness in emergency response. By integrating advanced drone technology with the police department's existing communication and dispatch infrastructure, dispatchers and officers can assess critical situations and decide on the appropriate responses.

DFR involves deploying drones equipped with cameras and other sensors to the scene of an emergency or incident, often before ground units are able to arrive. When an emergency call is received, a drone is dispatched to the scene, often autonomously, from rooftop mounted weatherproof docking stations, and based on the location data provided by the caller. A live video feed and data from the drone provides real-time situational awareness, helping officers on the ground make informed decisions quickly and efficiently, before assets and resources are sent.

A DFR program offers several benefits for the police department. First, it significantly reduces response times, as drones can often reach the scene faster than ground units, especially in congested or hard-to-reach areas. This rapid response can be critical in emergencies such as traffic crashes, suicidal subjects, domestic disputes, active shooter situations, fires, missing persons or medical calls, where every second counts. Second, the real-time video feed provides crucial information that can help in planning and executing the response, ensuring that officers are better prepared when they arrive on the scene and that they have the appropriate resources allocated. Moreover, the presence of drones can act as a deterrent to criminal activities, as potential offenders are aware that Police have "arrived" and officers are en route.

DFR can be piloted by specially trained 9-1-1 Center staff, Police Officers, or when needed, it allows for remote piloting, which eliminates the necessity for locally certified pilots to operate the drones. This flexibility allows departments to utilize highly skilled operators who can control drones from centralized or even distant locations, ensuring that the full benefit of the technology is available and effective at all times, regardless of local staffing constraints.

The vendors quoting this program have several examples of police agencies across the country already successfully operating with this equipment. The cost below includes a comprehensive acquisition of equipment and services needed to responsibly and safely develop a local DFR program. This equipment includes a local radar system that is currently required by the FAA for autonomous beyond visual line of sight (BVLOS) drone deployments. The radar system can provide coverage for any quantity of DFR docks. Given frequent changes in drone technology and geographic strategy, staff anticipates updating this project as program implementation draws near.

**Cost Schedule**

| Project                  | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|--------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|                          | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Drone As First Responder | -       | -     | -      | -        | -                  | -     | -     | -     | 300,000 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 300,000 |

**Department:** Fire Department  
**Project Type:** Equipment Purchase  
**Project Name:** Knoxbox Key Replacement  
**Cost:** \$333,100

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Fire Department must gain access to secured buildings during an emergency or other call for service. Owners of commercial or multi-family buildings with fire sprinkler systems are required to purchase a secure keybox that contains keys to the buildings. All other non-residential building owners are encouraged to install a keybox as well. Building keys provide quicker access during an emergency, which can help minimize or prevent damage due to fire, water, and forcible entry. Building owners purchase the locked keyboxes, called Knoxboxes, from the Knox Company. Northbrook Knoxboxes are all keyed the same and the Fire Department has a Knoxbox key in each fire apparatus, ambulance, fire prevention, and staff vehicle that opens all of the Knoxboxes. These knoxbox keys are currently unsecured.

Electronic Knoxbox keys, which are secure and trackable, are now available and ensure only authorized users can access and use they keys. This project includes the purchase of electronic keys, docking stations, tracking software, and lock cylinders for the approximately 850 existing Knoxboxes in Northbrook.

**Cost Schedule**

| Project                 | Actuals |       | Budget | Estimate | Recommended Budget |         |       |       |       |
|-------------------------|---------|-------|--------|----------|--------------------|---------|-------|-------|-------|
|                         | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27   | FY 28 | FY 29 | FY 30 |
| Knoxbox Key Replacement | -       | -     | -      | -        | -                  | 333,100 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27   | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|---------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 333,100 | -     | -     | -     |

**Department:** Information Technology Department  
**Project Type:** IT Equipment Replacement  
**Project Name:** Network Upgrades & Replacement  
**Cost:** \$696,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The foundation of most of the Village's IT environment is its wired network - the "roads" that allow for the exchange of information and data and support many other systems including the Village's wireless networks, computing systems, enterprise resource planning (ERP) system, e-mail, and telephones. Bringing the network components to current versions will ensure continued, reliable service along with vendor-provided support and replacements, as needed. The following replacements are planned based on anticipated vendor life cycles of equipment:

- FY 2026: Village network refresh at all locations
- FY 2027: Partial wireless network refresh
- FY 2028: Partial wireless network refresh
- FY 2029: No refreshes planed
- FY 2030: Village network refresh at all locations

**Cost Schedule**

| Project                        | Actuals |        | Budget | Estimate | Recommended Budget |        |        |       |         |
|--------------------------------|---------|--------|--------|----------|--------------------|--------|--------|-------|---------|
|                                | FY 23   | FY 24  | FY25   | FY 25    | FY 26              | FY 27  | FY 28  | FY 29 | FY 30   |
| Network Upgrades & Replacement | -       | 68,145 | 52,000 | 52,000   | 300,000            | 30,000 | 41,000 | -     | 325,000 |

**Planned Financing**

|                                | FY 23 | FY 24  | FY25   | FY 25  | FY 26   | FY 27  | FY 28  | FY 29 | FY 30   |
|--------------------------------|-------|--------|--------|--------|---------|--------|--------|-------|---------|
| General Fund Revenues/Reserves | -     | 68,145 | 52,000 | 52,000 | 300,000 | 30,000 | 41,000 | -     | 325,000 |

**Department:** Information Technology Department  
**Project Type:** IT Equipment Replacement  
**Project Name:** Physical Security Enhancements  
**Cost:** \$495,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

This project includes the necessary upgrades, enhancements, and expansion of the physical security systems located within the various Village facilities. The systems included are the surveillance and security cameras, and the physical access control system. High level details follow:

FY 2026: Replacement of outdated and end of life surveillance cameras and access control systems, addition of cameras and expanded access control at Village Hall

FY 2027: Addition of cameras and access control at Public Works Water Plant and Lake Front Pumping Station

FY 2028: Future expansion, as needed

FY 2029: Future expansion, as needed

FY 2030: Start of replacement lifecycle for end of life/end of support equipment purchased in previous years

**Cost Schedule**

| Project                        | Actuals |       | Budget | Estimate | Recommended Budget |         |        |        |        |
|--------------------------------|---------|-------|--------|----------|--------------------|---------|--------|--------|--------|
|                                | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27   | FY 28  | FY 29  | FY 30  |
| Physical Security Enhancements | N/A     | N/A   | 20,000 | 20,000   | 235,000            | 120,000 | 50,000 | 40,000 | 50,000 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25   | FY 25  | FY 26   | FY 27   | FY 28  | FY 29  | FY 30  |
|--------------------------------|-------|-------|--------|--------|---------|---------|--------|--------|--------|
| General Fund Revenues/Reserves | N/A   | N/A   | 20,000 | 20,000 | 235,000 | 120,000 | 50,000 | 40,000 | 50,000 |

**Department:** Fire Department  
**Project Type:** E911 Equipment Replacement  
**Project Name:** Portable Radio Replacement  
**Cost:** \$729,660

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The project involves the replacement of all 76 department portable radios. The primary portable radios used by the fire department, the Motorola APX 7000XE, were discontinued in February 2019 by the manufacturer. These portable radios were manufactured between 2014 and 2015. By 2029, these portable radios will be 15 years old. During this time, the portable radios will have been used in very harsh environments such as inclement weather and interior firefighting operations. Currently, there is no timeline on when these portable radios will stop being supported by Motorola, but as of 2023, we have already experienced a lack of new replacement parts and used parts are often used for repairs. This project includes the replace of 60 VHF portable radios with the Motorola APX 6000XE and 16 VHF/STARCOM portable radios with the Motorola APX 8000XE. In addition to the portable radios, all 58 vehicle chargers and four multi-bank station chargers will be replaced.

**Cost Schedule**

| Project                    | Actuals |       | Budget | Estimate | Recommended Budget |       |       |         |       |
|----------------------------|---------|-------|--------|----------|--------------------|-------|-------|---------|-------|
|                            | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29   | FY 30 |
| Portable Radio Replacement | -       | -     | -      | -        | -                  | -     | -     | 729,660 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29   | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|---------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 729,660 | -     |

**Department:** Police Department  
**Project Type:** E911 Equipment Replacement  
**Project Name:** Portable Radio Replacement  
**Cost:** \$184,900

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The project involves the replacement of 80 department portable radios (APX6000). The current portable radios used by the Police Department were purchased in 2016, along with our entrance into the Starcom21 radio system. By fiscal year 2030, the portable radios will be at least 14 years old and will be well past the end of their useful life. Currently, there is no timeline on when these portable radios will stop being supported by Motorola. However, Motorola has stopped the production of new parts. Staff is currently exploring the purchase of a number back up radios from the Village of Wheeling, as they transition to a consolidated dispatch agency.

Staff is seeking to replace the current radios with the APX Next model. The APX Next radios are all band radios, allowing officers to communicate with other departments/agencies that don't have the ability to communicate directly with the Police Department - the Fire Department, security personnel (as well as the Police Department's School Liaison Officer) at Glenbrook North High School, or the security guards at Northbrook Court shopping center. This radio is equipped with LTE technology which transmitted through cell towers and supplements its radio signal whenever it may hindered by building materials or mechanicals.

The cost below includes first year cost of the radio equipment, as well as the first year maintenance cost. The total cost of the radios and maintenance over five years will be \$923,660.

**Cost Schedule**

| Project                    | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|----------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|                            | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Portable Radio Replacement | -       | -     | -      | -        | -                  | -     | -     | -     | 184,900 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 184,900 |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Village Hall, Fire Station 11, Public Works Center Facility Improvements  
**Cost:** \$1,051,000

**Priority Code:** D - Optional but beneficial to the Village in social, cultural, or aesthetic ways  
 B - Essential, but may be delayed  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

**Village Hall Door Replacement:** The Village Hall's doors, located just outside the Sandra "Sandy" Frum Board Room, have exhibited clear signs of weather-related wear and tear, necessitating their replacement. These particular south-facing doors endure direct exposure to various environmental factors, including sunlight, moisture, extreme temperature fluctuations, and freeze-thaw cycles. Staff further attributes the use of deicing solutions on walkways during the winter months that have a detrimental impact on the applied protective coating on the wood doors. The corrosive nature of solutions has led to the corrosion of metal hardware such as hinges, handles, and locks.

Additionally, the wooden doors from the Terrace Conference Room to the terrace, and the doors from the IT storage room to the terrace are weathered and in need of replacement. These doors are similarly exposed to the elements and must be replaced.

Staff has explored the advantages of fiberglass doors with a woodgrain finish to maintain the aesthetic continuity of the building while enhancing resilience against the environmental elements and recommends moving forward with this for replacement. This project has been prioritized as "D - Optional but beneficial to the Village in social, cultural, or aesthetic ways."

**Fire Station 11 NO2/CO Detection System w/ Exhaust Installation:** The Village's 2018 Facilities Assessment identified the need to install a modern nitrogen dioxide (NO2) and carbon monoxide (CO) detection system with exhaust in the apparatus bay of Fire Station 11. Staff recommends installation to protect against exhaust build-up in the apparatus bay. This project has been prioritized as "B - Essential, but may be delayed".

**Public Works Center - Industrial Ceiling Fan Replacement:** The Public Works Center needs to purchase eight new industrial strength ceiling fans due to mechanical issues with the existing fans. The replacement is necessary to ensure adequate air circulation and ventilation in the facility which will enhance comfort, improve energy efficiency, and reduce the risk of operational disruptions caused by malfunctioning fans, benefiting both employees and visitors. This project has been prioritized as "B - Essential, but may be delayed".

**Public Works Center - Fuel Island Replacement:** At the Public Works Center, the Village maintains a fuel station consisting of tanks, pumps and dispensers which dispenses fuel for the Village's fleet. Using a fuel station allows the Village to procure its own fuel at wholesale rates and ensures continuous access to fuel in the event of an on-going emergency. The existing fuel island tanks and system are approaching the end of their useful life. The tanks were originally installed in 1980 as single walled tanks with no ground monitoring system to identify potential leaks. In 1999, the system underwent a major upgrade including an epoxy spray liner in the tanks, double wall lining, new pumps, sensors and wiring and a Veeder Root TLS-350 monitoring system. While the system passed its five-year inspection by the State Fire Marshall's office in 2020, staff recommends proactively replacing these components to avoid the possibility of it failing and being taken offline in 2025 resulting in the Village being without fueling capabilities. Due to environmental evaluations, staff started design engineering for a replacement system in FY 2024 and will continue design engineering in FY 2024/2025 with letting in early Fiscal Year 2026. Proceeding with construction will be contingent on the Village's overall plan for its facilities. Beginning engineering in Fiscal Year 2024 allows the Village to identify and apply for all necessary permits to ensure construction can be completed in Fiscal Year 2026. This project has been prioritized as "B - Essential, but may be delayed".

\*Projects scheduled at the Police Station, Fire Station 11 and Fleet Maintenance Garage will be reviewed and reassesses in relation to the ongoing Facilities Assessment.

| Project                                 | Actuals |       | Budget        | Estimate      | Recommended Budget |       |       |       |       |
|---|---------|-------|---------------|---------------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25          | FY 25         | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Village Hall Door Refurbishment         | -       | -     | -             | -             | 96,000             | -     | -     | -     | -     |
| Fire Station 11 NO2/CO Detection System | -       | -     | -             | -             | 65,000             | -     | -     | -     | -     |
| PWC Industrial Ceiling Fan Replacement  | -       | -     | -             | -             | 65,000             | -     | -     | -     | -     |
| Fuel Island Replacement                 | -       | -     | 41,250        | 41,250        | 825,000            | -     | -     | -     | -     |
| <b>Total</b>                            | -       | -     | <b>41,250</b> | <b>41,250</b> | <b>1,051,000</b>   | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25   | FY 25  | FY 26     | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|--------|--------|-----------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | 41,250 | 41,250 | 1,051,000 | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Fire Station 10, 11, and 12, Public Works Center  
**Project Name:** Facility Improvements  
**Cost:** \$475,000

**Priority Code:** A - Essential and immediate need  
 B - Essential, but may be delayed  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

**Fire Station 11 HVAC Upgrade:** The HVAC units serving the Operations Wing and Emergency Operations Center (EOC) at Fire Station 11 need to be replaced based on their advanced ages to avoid failure. This improvement offers multiple benefits, including enhanced comfort through better temperature and air circulation control, improved energy efficiency, and lower maintenance cost requirements. These units would be able to move, if needed, to a future location. Staff anticipates that design/engineering would occur in FY 2027 with replacement occurring in FY 2028. This project has been prioritized as "B - Essential, but may be delayed".

**Fire Station 11 Trench Drain Replacement:** The apparatus bay at Fire Station 11 currently feature a total of six trench drain systems designed to manage water flow effectively. However, due to the passage of time and continuous usage, these drains are now displaying signs of structural failures. To avert any potential damage or hazards, Staff advises replacing the existing trench drain systems. This proactive measure will safeguard the fire apparatus from potential harm and ensure the continued operational readiness of the fire stations. The replacement of the trench drains should immediately precede or work in conjunction with the Fire Station 11 Refinishing Concrete Floors project to limit the operational disruptions at the Stations. This project has been prioritized as "B - Essential, but may be delayed".

**Fire Stations 10 and 12 Trench Drain Replacement:** The apparatus bays at Fire Stations 10 and 12 currently feature a total of six trench drain systems designed to manage water flow effectively. However, due to the passage of time and continuous usage, these drains are now displaying signs of structural failures. To avert any potential damage or hazards, Staff advises replacing the existing trench drain systems. This proactive measure will safeguard the fire apparatus from potential harm and ensure the continued operational readiness of the fire stations. The replacement of the trench drains should immediately precede or work in conjunction with the Fire Station 10 & 12 Refinishing Concrete Floors project to limit the operational disruptions at the Stations. This project has been prioritized as "B - Essential, but may be delayed".

**Public Works Generator Replacement:** The purchase of a new generator is necessary as the current one at the Public Works Center is over 20 years old and is nearing the end of its useful life and parts are becoming more difficult to source when repairs to the unit are needed. By investing in a new generator, the Village can ensure continuous power supply, improved efficiency, and reduced maintenance costs. With advanced features that a new generator offers and enhanced fuel efficiency. The Public Works Center is a high priority facility which must be available for emergency responses, included adverse weather. The facility must have reliable backup power in the case of a loss of power. Lead times on the delivery of a new generator can take up to a year. For this reason, staff will request pre-authorization to order the replacement generator in FY 2026 for delivery and installation to occur in FY 2027. This project has been prioritized as "A - Essential and immediate need".

\*Projects scheduled at the Police Station, Fire Station 11 and Fleet Maintenance Garage will be reviewed and reassesses in relation to the ongoing Facilities Assessment.

**Cost Schedule**

| Project   | Actuals |       | Budget | Estimate | Recommended Budget |                |       |       |       |
|---|---------|-------|--------|----------|--------------------|----------------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27          | FY 28 | FY 29 | FY 30 |
| Fire Station 11 HVAC Upgrade                    | -       | -     | -      | -        | -                  | 75,000         | -     | -     | -     |
| Fire Station 11 Trench Drain Replacement        | -       | -     | -      | -        | -                  | 65,000         | -     | -     | -     |
| Fire Station 10 and 12 Trench Drain Replacement | -       | -     | -      | -        | -                  | 135,000        | -     | -     | -     |
| Public Works Center Generator                   | -       | -     | -      | -        | -                  | 200,000        | -     | -     | -     |
| <b>Total</b>                                    | -       | -     | -      | -        | -                  | <b>475,000</b> | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27   | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|---------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 475,000 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Public Works Center Facility Improvements  
**Cost:** \$652,000

**Priority Code:** B - Essential, but may be delayed  
 F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

**Fire Station 11 HVAC Upgrade:** The HVAC units serving the Operations Wing and Emergency Operations Center (EOC) at Fire Station 11 need to be replaced based on their advanced ages to avoid failure. This improvement offers multiple benefits, including enhanced comfort through better temperature and air circulation control, improved energy efficiency, and lower maintenance cost requirements. These units would be able to move, if needed, to a future location. Staff anticipates that design/engineering would occur in FY 2027 with replacement occurring in FY 2028. This project has been prioritized as "B - Essential but may be delayed."

**Fire Station 11 Refinishing of Bay Floors:** The concrete floor at Fire Station 11, which have been subjected to significant wear and tear over the years, are in need of refinishing. This refinishing is essential not only to safeguard the surfaces from further degradation but also to facilitate more efficient and hassle-free cleaning processes. Staff proposes that the refinishing project be undertaken concurrently with the ongoing trench drain replacements, ensuring that both tasks are accomplished in a timely and coordinated manner. The Fire Station 11 Trench Drain Replacement Project should immediately precede or work in conjunction with this Project to limit the operational disruptions at the Stations. This project has been prioritized as "F – Future Project, no FY26 expenditures."

**Fire Stations 10 and 12 Refinishing of Bay Floors:** The concrete floors at Fire Stations 10 and 12, which have been subjected to significant wear and tear over the years, are in need of refinishing. This refinishing is essential not only to safeguard the surfaces from further degradation but also to facilitate more efficient and hassle-free cleaning processes. Staff proposes that the refinishing project be undertaken concurrently with the ongoing trench drain replacements, ensuring that both tasks are accomplished in a timely and coordinated manner. The Fire Station 10 & 12 Trench Drain Replacement Project should immediately precede or work in conjunction this project to limit the operational disruptions at the Stations. This project has been prioritized as "F – Future Project, no FY26 expenditures."

**Public Works Center Exterior Evaluation and Design:** The exterior of the Public Works Building is showing signs of deterioration in multiple areas. To effectively tackle these concerns and devise a strategic revitalization plan, Staff recommends engaging the expertise of an architect/engineer. Their evaluation will encompass an assessment of various elements including: the stucco walls, additional insulation, wood trim, door seals, exterior painting, windows, pavement, tuck pointing and masonry work, and feasibility of burying roof drains for safety purposes. This would lead to a report and detailed plans for future Capital Improvement Project(s) to implement those identified areas. This project has been prioritized as "F – Future Project, no FY26 expenditures."

\*Projects scheduled at the Police Station, Fire Station 11 and Fleet Maintenance Garage will be reviewed and reassesses in relation to the ongoing Facilities Assessment.

**Cost Schedule**

| Project   | Actuals |       | Budget | Estimate | Recommended Budget |       |                |       |       |
|---|---------|-------|--------|----------|--------------------|-------|----------------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28          | FY 29 | FY 30 |
| Fire Station 11 HVAC Upgrade                    | -       | -     | -      | -        | -                  |       | 345,000        | -     | -     |
| Fire Station 11 Refinishing of Bay Floors       | -       | -     | -      | -        | -                  | -     | 90,000         | -     | -     |
| Fire Stations 10 & 12 Refinishing of Bay Floors | -       | -     | -      | -        | -                  | -     | 180,000        | -     | -     |
| Public Works Center Evaluation and Design       | -       | -     | -      | -        | -                  | -     | 37,000         | -     | -     |
| <b>Total</b>                                    | -       | -     | -      | -        | -                  | -     | <b>652,000</b> | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | 652,000 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Public Works Center Facility Improvements  
**Cost:** \$400,000

**Priority Code:** F - Future project, no FY26 expenditures

**CAP Item:** No  
**Grant Funding:** Potential

**Overview**

**Public Works Center Electrical Switchgear Replacement:** The building that houses the Public Works Facility was originally constructed in 1973. The electrical switchgear which distributes electricity to the building is original, obsolete, and outdated. The original manufacturer no longer supports the equipment. Additionally, as electric demand increases with the move towards electric vehicles as an alternative to gasoline or diesel-powered equipment that will put more demand on this old equipment. Modern switchgear provides additional safety protections to the circuitry and staff. This project has been prioritized as "F – Future Project, no FY26 expenditures."

**Public Works Center Exterior Evaluation and Design:** The exterior of the Public Works Building is showing signs of deterioration in multiple areas. It is anticipated that an architect/engineer would be engaged in FY 2028. Their evaluation will encompass an assessment of various elements including: the stucco walls, additional insulation, wood trim, door seals, exterior painting, windows, pavement, tuck pointing and masonry work, and feasibility of burying roof drains for safety purposes. This would lead to a report and detailed plans for construction in FY 2029. This project has been prioritized as "F – Future Project, no FY26 expenditures."

**Cost Schedule**

| Project                                   | Actuals |       | Budget | Estimate | Recommended Budget |       |       |                |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|----------------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29          | FY 30 |
| Public Works Switchgear Replacement       | -       | -     | -      | -        | -                  | -     | -     | 30,000         |       |
| Public Works Center Exterior Improvements | -       | -     | -      | -        | -                  | -     |       | 370,000        | -     |
| <b>Total</b>                              | -       | -     | -      | -        | -                  | -     | -     | <b>400,000</b> | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29   | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|---------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 400,000 | -     |

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Public Works Center Facility Improvements  
**Cost:** \$360,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** Potential

**Overview**

**Public Works Center Electrical Switchgear Replacement:** The building that houses the Public Works Facility was originally constructed in 1973. The electrical switchgear which distributes electricity to the building is original, obsolete, and outdated. The original manufacturer no longer supports the equipment. Additionally, as electric demand increases with the move towards electric vehicles as an alternative to gasoline or diesel-powered equipment that will put more demand on this old equipment. Modern switchgear provides additional safety protections to the circuitry and staff. This project has been prioritized as "F – Future Project, no FY26 expenditures."

**Village Hall Stairwell Repairs:** The south stairwell at the Village Hall has been found to have signs of settlement in the interior masonry near the third floor and running down to the basement level. Mortar joints of the CMU have opened up on the interior appear to be indications of settlement of the structure. Contractor’s recommendation to tuck point and crack inject the CMU and concrete as well as to excavate the exterior earth and replace with aggregate to facilitate drying of the soils to reduce future settlement. This project has been prioritized as "F – Future Project, no FY26 expenditures."

**Fire Station 10 and 12 Overhead Door and Operator Replacement:** The overhead doors at Fire Stations 10 and 12 are getting worn as they are operated multiple times a day in all kinds of weather. The existing doors are original to the buildings. The openers have been periodically replaced or upgraded over the years. Both the doors and openers are showing their age and are experiencing breakdowns. Since these are emergency doors, reliability is of utmost importance. New doors also offer better sealing and insulating benefits to help offset the energy used to heat and cool the station. This project has been prioritized as "F – Future Project, no FY26 expenditures."

\*Projects scheduled at the Police Station, Fire Station 11 and Fleet Maintenance Garage will be reviewed and reassesses in relation to the ongoing Facilities Assessment.

**Cost Schedule**

| Project  | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |                |
|--|---------|-------|--------|----------|--------------------|-------|-------|-------|----------------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30          |
| Public Works Switchgear Replacement                                | -       | -     | -      | -        | -                  | -     | -     | -     | 180,000        |
| Village Hall Stairwell Repairs                                     | -       | -     | -      | -        | -                  | -     | -     | -     | 75,000         |
| Fire Station 10 and 12 Overhead Door and Door Operator Replacement | -       | -     | -      | -        | -                  | -     | -     | -     | 105,000        |
| <b>Total</b>   | -       | -     | -      | -        | -                  | -     | -     | -     | <b>360,000</b> |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 360,000 |

**Department:** Police Department  
**Project Type:** E911 Equipment Replacement  
**Project Name:** Starcom Equipment Replacement  
**Cost:** \$313,400

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The project involves the replacement of all dispatch center console equipment that supports the Starcom21 radio network. Starcom21 is the official, statewide public safety radio network of Illinois. Starcom21 is a Project 25 (P25) compliant 700/800 MHz IP-based radio system with over 270 radio tower sites. Motorola Solutions, Inc. of Schaumburg, IL has built and manages this system throughout the state under the governance of a board of system users. By using the Starcom21 radio system, the Village benefits from a vendor maintained radio system with superior digital audio quality, gains interoperability with other agencies and creates a wider area of radio coverage through shared network resources.

The Starcom radio system equipment currently used by the Police Department was purchased in 2016, along with our entrance into the Motorola-operated Starcom21 radio system. Our current agreement ends in fiscal year 2027. Motorola has advised that support for the dispatch console equipment will end in 2030.

Motorola's new radio console is the Command Central AXS. This new console will give communications staff the ability to integrate our other Motorola products currently being used by the Department. These other products include the Avigilon camera system which covers the Police Station, all Fire Stations and the Metra Station), as well as the department's portable radios. For an additional fee under the Motorola Service Upgrade Agreement (SUA), the Flock License Plate Reader, which is not a Motorola product, can be incorporated into the Command Central console.

The cost below includes first year cost of the console equipment, which includes the annual maintenance cost. The total cost of the console equipment and maintenance over six years is \$1,880,200.

**Cost Schedule**

| Project                       | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|-------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|                               | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Starcom Equipment Replacement | -       | -     | -      | -        | -                  | -     | -     | -     | 313,400 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 313,400 |

**Department:** Police Department  
**Project Type:** Equipment Replacement  
**Project Name:** Taser Replacement  
**Cost:** \$252,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Sworn officers are required to carry a taser, a less-lethal piece of equipment, while performing patrol functions and/or while in uniform. In December 2021, 40 of 70 Taser X2 devices reached the end of their five-year useful life. In 2023, an additional 20 devices reached the end of their useful life. The remaining 10 devices will reach the end of their useful life in August 2024. The useful life is determined by Axon, the manufacturer. Replacing all devices at once ensures that all officers are trained and carrying the same device.

In March 2021, the Department replaced its inventory of 70 Taser X2 devices with Taser 7 devices and corresponding accessories (e.g. holsters, cartridges, batteries). Implementation of the devices was completed in FY 2022. At the time, Axon offered the option to pay for the equipment, interest free, over the device's five-year life. New devices are on a five-year replacement cycle, as recommended by the manufacturer. Staff anticipates a new replacement program in FY 2027.

**Cost Schedule**

| Project           | Actuals |         | Budget | Estimate | Recommended Budget |        |        |        |        |
|-------------------|---------|---------|--------|----------|--------------------|--------|--------|--------|--------|
|                   | FY 23   | FY 24   | FY25   | FY 25    | FY 26              | FY 27  | FY 28  | FY 29  | FY 30  |
| Taser Replacement | 50,400  | 100,800 | 50,400 | 50,400   | 50,400             | 50,400 | 50,400 | 50,400 | 50,400 |

**Planned Financing**

|                                | FY 23  | FY 24   | FY25   | FY 25  | FY 26  | FY 27  | FY 28  | FY 29  | FY 30  |
|--------------------------------|--------|---------|--------|--------|--------|--------|--------|--------|--------|
| General Fund Revenues/Reserves | 50,400 | 100,800 | 50,400 | 50,400 | 50,400 | 50,400 | 50,400 | 50,400 | 50,400 |

**Department:** Information Technology Department  
**Project Type:** IT Equipment Replacement  
**Project Name:** Technology Equipment Upgrades  
**Cost:** \$800,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

IT equipment replacements continue to focus on replacing general purpose equipment throughout the Village including copiers, printers, scanners, servers, storage, and battery backup systems that support a variety of systems and applications. This funding is also used to expand existing storage and servers as the Village's data retention needs grow and new applications are introduced. High level details follow:

- FY 2026: Upgrade backup storage system, general equipment refreshes
- FY 2027: Upgrade secondary backup storage system, general equipment refreshes
- FY 2028: General equipment refreshes
- FY 2029: Upgrade server infrastructure, upgrade telephony and voicemail infrastructure, general equipment refreshes
- FY 2030: Upgrade backup storage system, general equipment refreshes

**Cost Schedule**

| Project                       | Actuals |         | Budget  | Estimate | Recommended Budget |         |         |         |         |
|-------------------------------|---------|---------|---------|----------|--------------------|---------|---------|---------|---------|
|                               | FY 23   | FY 24   | FY25    | FY 25    | FY 26              | FY 27   | FY 28   | FY 29   | FY 30   |
| Technology Equipment Upgrades | 182,250 | 151,378 | 120,000 | 120,000  | 150,000            | 140,000 | 100,000 | 270,000 | 140,000 |

**Planned Financing**

|                                | FY 23   | FY 24   | FY25    | FY 25   | FY 26   | FY 27   | FY 28   | FY 29   | FY 30   |
|--------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| General Fund Revenues/Reserves | 182,250 | 151,378 | 120,000 | 120,000 | 150,000 | 140,000 | 100,000 | 270,000 | 140,000 |

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Village Hall Renovations  
**Cost:** \$1,046,000

**Priority Code:** D - Optional but beneficial to the Village in social, cultural, or aesthetic ways  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Village Hall is a public building housing a majority of public meetings as well as several Village Departments which can experience high traffic from customers, internal and public meeting attendees with an average 55 Village employees working at the facility. Since being built over 30 years ago, there have been some renovations and space changes over the years - the last occurring in 2008. However, there has also been no established process for smaller improvements or standardized furniture. The Village recognizes that sometimes cosmetic improvements such as new flooring, fresh paint and newer furniture can go a long way as far as the identity for the public, staff, and prospective employees. Staff worked with FGM Architects, Inc. of Oak Brook, Illinois on developing a standardized interior design pallet and identified standardized furniture to use when Village Hall spaces need remodeling or renovation. This pallet was used in the emergency Finance Department remodeling following the broken sprinkler pipe. Leopardo Companies Inc. of Chicago, Illinois was the contractor that performed that work. The offices that have not been updated in the Village Manager's Office have been identified for FY 2026. Following that the Village Manager's Office will be completed with the Information Technology Department identified for updating in FY 2027, the Development and Planning Services Department identified for updating in FY 2028, any remaining areas not redone in Finance following the sprinkler break to be updated in FY 2029, and common areas of the Village Hall (i.e. Terrace Room, bathroom, lunch room/kitchen, etc.) in FY 2030.

**Cost Schedule**

| Project                   | Actuals |         | Budget  | Estimate | Recommended Budget |         |         |         |         |
|---------------------------|---------|---------|---------|----------|--------------------|---------|---------|---------|---------|
|                           | FY 23   | FY 24   | FY25    | FY 25    | FY 26              | FY 27   | FY 28   | FY 29   | FY 30   |
| Village Hall Rennovations | -       | 260,000 | 117,000 | 117,000  | 125,000            | 163,000 | 384,000 | 224,000 | 150,000 |

**Planned Financing**

|                                | FY 23 | FY 24   | FY25    | FY 25   | FY 26   | FY 27   | FY 28   | FY 29   | FY 30   |
|--------------------------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|
| General Fund Revenues/Reserves | -     | 260,000 | 117,000 | 117,000 | 125,000 | 163,000 | 384,000 | 224,000 | 150,000 |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 005:2008 Chrysler Town and Country  
**Cost:** \$41,200

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In lieu of moving Unit #032, a 2023 Dodge Durango with internal combustion engine into the fleet as a pool vehicle used by the Public Works Department, the Village will dispose of this vehicle and purchase a new fleet hybrid or electric fleet vehicle. Unit #005 is used by the Public Works Department to conduct forestry oversight, manage programs such as tree planting, and conduct inspections.

**Cost Schedule**

| Project                                 | Actuals |       | Budget | Estimate | Recommended Budget |       |        |       |       |
|---|---------|-------|--------|----------|--------------------|-------|--------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28  | FY 29 | FY 30 |
| Unit 005:2008 Chrysler Town and Country | -       | -     | -      | -        | -                  | -     | 41,200 | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28  | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|--------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | 41,200 | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 007: 2024 Ford Explorer Utility Patrol  
**Cost:** \$72,180

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle, which was put into service in 2024, is a marked patrol vehicle with emergency response equipment. All components and assemblies underwent a condition assessment. Based on the condition assessment, the projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify accelerating replacement or extending the vehicles life. A new vehicle will have a hybrid powertrain.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |        |
|---|---------|-------|--------|----------|--------------------|-------|-------|-------|--------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30  |
| Unit 007: 2024 Ford Explorer Utility Patrol | -       | -     | -      | -        | -                  | -     | -     | -     | 72,180 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30  |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|--------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 72,180 |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 008: 2021 Ford Explorer Utility Patrol K9  
**Cost:** \$72,180

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a patrol vehicle replacement is necessary as the existing unit will reach the end of its use life and be repurposed as a Village pool vehicle. This new patrol vehicle, designated and budgeted for K9 service, will ensure the continued effectiveness of police patrol operations, providing a reliable and well-equipped vehicle to support law enforcement activities, including K9 units, and maintain public safety within the community.

**Cost Schedule**

| Project  | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|--|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 008: 2021 Ford Explorer Utility Patrol K9 | -       | -     | -      | -        | -                  | -     | -     | 72,180 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 72,180 | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 012: 2016 Ford Explorer Utility Patrol  
**Cost:** \$67,780

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a patrol vehicle replacement is necessary as the existing unit will reach the end of its useful life based on years of service and miles driven. This new patrol vehicle, designated for special operations, will ensure the continued effectiveness of police patrol operations, providing a reliable and well-equipped vehicle to support law enforcement activities and maintain public safety within the community. Staff will purchase a hybrid option for the replacement of this vehicle.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 012: 2016 Ford Explorer Utility Patrol | -       | -     | -      | -        | -                  | -     | -     | 67,780 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 67,780 | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 028: 2018 Ford Explorer Utility Patrol  
**Cost:** \$67,780

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a police administrative vehicle replacement is essential as the existing unit approaches the end of its use life and is no longer suitable for efficient administrative operations. This new vehicle will provide the police department with a reliable and well-equipped platform to support administrative duties, ensuring smooth day-to-day operations and effective coordination within the department.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |        |
|---|---------|-------|--------|----------|--------------------|-------|-------|-------|--------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30  |
| Unit 028: 2018 Ford Explorer Utility Patrol | -       | -     | -      | -        | -                  | -     | -     | -     | 67,780 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30  |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|--------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 67,780 |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 030: 2023 Dodge Durango  
**Cost:** \$72,180

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle, which was put into service in 2024, is a marked patrol vehicle with emergency response equipment. All components and assemblies underwent a condition assessment. Based on the condition assessment, the projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify accelerating replacement or extending the vehicles life. A new vehicle will have a hybrid powertrain.

In lieu of moving this traditional internal combustion engine vehicle into the fleet as a pool vehicle as would be past practice, the Village will dispose of this vehicle.

**Cost Schedule**

| Project                      | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |        |
|------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|--------|
|                              | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30  |
| Unit 030: 2023 Dodge Durango | -       | -     | -      | -        | -                  | -     | -     | -     | 72,180 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30  |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|--------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 72,180 |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 031: 2021 Ford Explorer Utility Hybrid  
**Cost:** \$65,620

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle is a black and white marked patrol vehicle with emergency response equipment. All components and assemblies were evaluated. Projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify changing the useful life. The replacement vehicle will continue to be a hybrid vehicle while the existing unit will become a pool vehicle, replacing a gas powered vehicle. This vehicle can replace Unit D12, a 2018 Ford Explorer with 148,000 miles.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|---|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 031: 2021 Ford Explorer Utility Hybrid | -       | -     | -      | -        | -                  | 65,620 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 65,620 | -     | -     | -     |

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 032: 2023 Dodge Durango Pursuit  
**Cost:** \$72,180

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle is a marked patrol vehicle with emergency response equipment. All components and assemblies underwent a condition assessment. Based on the condition assessment, the projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify accelerating replacement or extending the vehicles life. A new vehicle will have a hybrid powertrain.

In lieu of moving this traditional internal combustion engine vehicle into the fleet as a pool vehicle as would be past practice, the Village will dispose of this vehicle and purchase a new hybrid or electric fleet vehicle. This purchase will be in addition to the replacement Unit #032.

**Cost Schedule**

| Project                              | Actuals |       | Budget | Estimate | Recommended Budget |       |        |       |       |
|--------------------------------------|---------|-------|--------|----------|--------------------|-------|--------|-------|-------|
|                                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28  | FY 29 | FY 30 |
| Unit 032: 2023 Dodge Durango Pursuit | -       | -     | -      | -        | -                  | -     | 72,180 | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28  | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|--------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | 72,180 | -     | -     |

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 034: 2021 Ford Explorer Utility Hybrid  
**Cost:** \$65,620

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle is an unmarked patrol vehicle with emergency response equipment. All components and assemblies were evaluated. Projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify changing the useful life. The replacement vehicle will continue to be a hybrid vehicle while the existing unit will become a pool vehicle, replacing a gas powered vehicle. This vehicle can replace Unit D14, a 2017 Ford Explorer with 153,000 miles.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|---|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 034: 2021 Ford Explorer Utility Hybrid | -       | -     | -      | -        | -                  | 65,620 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 65,620 | -     | -     | -     |

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 035: 2023 Dodge Durango Pursuit  
**Cost:** \$72,180

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle is a marked patrol vehicle with emergency response equipment. All components and assemblies underwent a condition assessment. Based on the condition assessment, the projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify accelerating replacement or extending the vehicles life. A new vehicle will have a hybrid powertrain.

In lieu of moving this traditional internal combustion engine vehicle into the fleet as a pool vehicle as would be past practice, the Village will dispose of this vehicle and purchase a new hybrid or electric fleet vehicle. This purchase will be in addition to the replacement Unit #035.

**Cost Schedule**

| Project                              | Actuals |       | Budget | Estimate | Recommended Budget |       |        |       |       |
|--------------------------------------|---------|-------|--------|----------|--------------------|-------|--------|-------|-------|
|                                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28  | FY 29 | FY 30 |
| Unit 035: 2023 Dodge Durango Pursuit | -       | -     | -      | -        | -                  | -     | 72,180 | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28  | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|--------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | 72,180 | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 036: 2021 Ford Explorer Utility Hybrid  
**Cost:** \$65,620

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle is a black and white marked patrol vehicle with emergency response equipment. All components and assemblies were evaluated. Projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify changing the useful life. The replacement vehicle will continue to be a hybrid vehicle while the existing unit will become a pool vehicle, replacing a gas powered vehicle. This vehicle can replace Unit 426, a 2017 Ford Explorer with 137,000 miles.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|---|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 036: 2021 Ford Explorer Utility Hybrid | -       | -     | -      | -        | -                  | 65,620 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 65,620 | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 036R: 2017 Ford Explorer Utility  
**Cost:** \$43,775

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In lieu of moving Unit #030, a 2023 Dodge Durango with internal combustion engine into the fleet as a pool vehicle used by the Public Works Department, the Village will dispose of this vehicle and purchase a new hybrid or electric fleet vehicle. Unit #036R is used by the Public Works Department to collect revenues from the parking machines, oversee cemetery operations, attend training, and pick-up parts.

**Cost Schedule**

| Project                               | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |        |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|--------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30  |
| Unit 036R: 2017 Ford Explorer Utility | -       | -     | -      | -        | -                  | -     | -     | -     | 43,775 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30  |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|--------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 43,775 |

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 037: 2021 Ford Explorer Utility Hybrid  
**Cost:** \$65,620

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle is a black and white marked patrol vehicle with emergency response equipment. All components and assemblies were evaluated. Projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify changing the useful life. The replacement vehicle will continue to be a hybrid vehicle while the existing unit will become a pool vehicle, replacing a gas powered vehicle. This vehicle can replace Unit 437, a 2017 Ford Explorer with 164,000 miles.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|---|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 037: 2021 Ford Explorer Utility Hybrid | -       | -     | -      | -        | -                  | 65,620 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 65,620 | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 038: 2023 Dodge Durango Pursuit  
**Cost:** \$72,180

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle is a marked patrol vehicle with emergency response equipment. All components and assemblies underwent a condition assessment. Based on the condition assessment, the projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify accelerating replacement or extending the vehicles life. A new vehicle will have a hybrid powertrain.

**Cost Schedule**

| Project                              | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|--------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|                                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 038: 2023 Dodge Durango Pursuit | -       | -     | -      | -        | -                  | -     | -     | 72,180 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 72,180 | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 039: 2017 Ford Explorer Utility Patrol  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Total Mileage:** 105,600  
**2022 Repair Cost:** \$1,795

**2022 Mileage:** 14,845  
**2022 Repair Hours:** 44.5 hours

**Overview**

Unit 039 is a marked patrol vehicle with emergency response equipment. All components and assemblies underwent a condition assessment, which projected that the projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify changing the useful life.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 039: 2017 Ford Explorer Utility Patrol | -       | -     | 63,500 | 63,500   | -                  | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25   | FY 25  | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|--------|--------|-------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | 63,500 | 63,500 | -     | -     | -     | -     | -     |



**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 041: 2018 Ford Explorer Utility Patrol  
**Cost:** \$65,620

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Total Mileage:** 79,364  
**2023 Repair Cost:** \$3,893

**2023 Mileage:** 14,632  
**2023 Repair Hours:** 77.5 hours

**Overview**

This vehicle is a marked patrol vehicle with emergency response equipment. All components and assemblies underwent a condition assessment. Based on the condition assessment, the projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify accelerating replacement or extending the vehicles life. A new vehicle will have a hybrid powertrain.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 041: 2018 Ford Explorer Utility Patrol | -       | -     | -      | -        | 65,620             | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26  | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|--------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | 65,620 | -     | -     | -     | -     |



**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 042: 2023 Dodge Durango  
**Cost:** \$72,180

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This vehicle, which was put into service in 2024, is a marked patrol vehicle with emergency response equipment. All components and assemblies underwent a condition assessment. Based on the condition assessment, the projected powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify accelerating replacement or extending the vehicles life. A new vehicle will have a hybrid powertrain.

In lieu of moving this traditional internal combustion engine vehicle into the fleet as a pool vehicle as would be past practice, the Village will dispose of this vehicle.

**Cost Schedule**

| Project                      | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |        |
|------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|--------|
|                              | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30  |
| Unit 042: 2023 Dodge Durango | -       | -     | -      | -        | -                  | -     | -     | -     | 72,180 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30  |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|--------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 72,180 |

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 044: 2017 Ford Explorer Utility Patrol  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Total Mileage:** 125,348      **2022 Mileage:** 16,136  
**2022 Repair Cost:** \$2,264      **2022 Repair Hours:** 42.5 hours

**Overview**

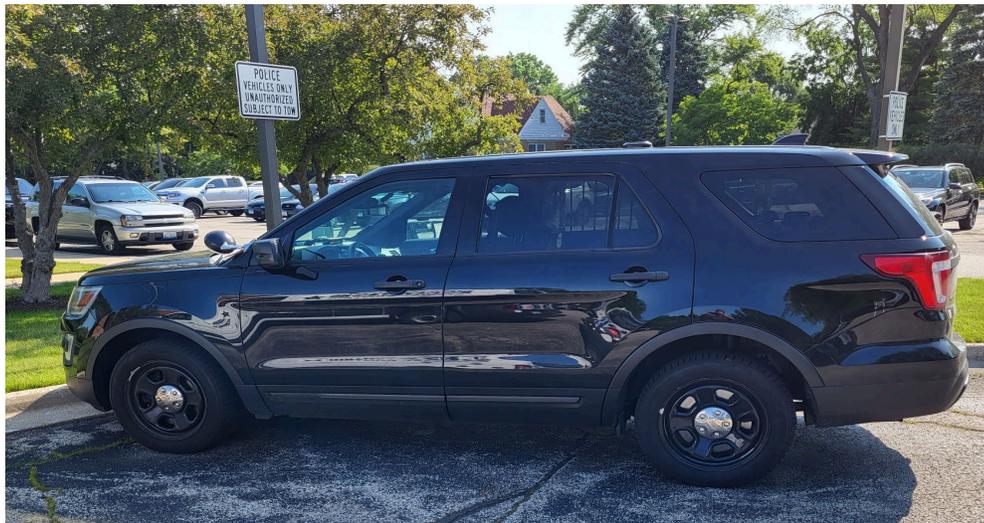
Unit 044 is an unmarked patrol vehicle with emergency response equipment. All components and assemblies underwent a condition assessment, which projected that the powertrain maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify changing the useful life.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 044: 2017 Ford Explorer Utility Patrol | -       | -     | 63,500 | 63,500   | -                  | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25   | FY 25  | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|--------|--------|-------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | 63,500 | 63,500 | -     | -     | -     | -     | -     |



**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 045: 2020 Ford Explorer Utility K9  
**Cost:** \$72,180

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a patrol vehicle replacement is necessary as the existing unit will reach the end of its use life and be repurposed as a Village pool vehicle. This new patrol vehicle, designated and budgeted for K9 service, will ensure the continued effectiveness of police patrol operations, providing a reliable and well-equipped vehicle to support law enforcement activities, including K9 units, and maintain public safety within the community.

**Cost Schedule**

| Project                                 | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 045: 2020 Ford Explorer Utility K9 | -       | -     | -      | -        | -                  | -     | -     | 72,180 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 72,180 | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 048: 2016 Ford Explorer  
**Cost:** \$61,620

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a patrol vehicle replacement is necessary as the existing unit will reach the end of its useful life based on years of service and miles driven. This new patrol vehicle, designated for special operations, will ensure the continued effectiveness of police patrol operations, providing a reliable and well-equipped vehicle to support law enforcement activities and maintain public safety within the community. Staff will purchase a hybrid option for the replacement of this vehicle.

**Cost Schedule**

| Project                      | Actuals |       | Budget | Estimate | Recommended Budget |       |        |       |       |
|------------------------------|---------|-------|--------|----------|--------------------|-------|--------|-------|-------|
|                              | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28  | FY 29 | FY 30 |
| Unit 048: 2016 Ford Explorer | -       | -     | -      | -        | -                  | -     | 61,620 | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28  | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|--------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | 61,620 | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 049: 1999 GMC Van  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Total Mileage:** 9,976  
**2022 Repair Cost:** \$20

**2022 Mileage:** 20  
**2022 Repair Hours:** 7 hours

**Overview**

Unit 049 is used by the Investigations Unit and will be replaced with a mid-sized SUV. The current vehicle can be repurposed and replace Unit #311, a 2009 Ford Van used by the Public Works Department with higher mileage.

**Cost Schedule**

| Project                | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                        | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 049: 1999 GMC Van | -       | -     | 42,500 | 42,500   | -                  | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25   | FY 25  | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|--------|--------|-------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | 42,500 | 42,500 | -     | -     | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Police Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 050: 2020 Ford Explorer Utility Patrol  
**Cost:** \$65,620

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Total Mileage:** 109,777  
**2023 Repair Cost:** \$1,565

**2023 Mileage:** 25,739  
**2023 Repair Hours:** 38.5 hours

**Overview**

The purchase of a patrol vehicle replacement is necessary as the existing unit will soon reach the end of its use life, despite passing an evaluation of all components and assemblies. The replacement vehicle will be another hybrid patrol vehicle base availability. While the useful life as a frontline patrol vehicle is over, the existing unit can be shifted to a pool vehicle with a less intensive use and replace a gas powered vehicle. This vehicle can replace CSO car #046, a 2017 Ford Explorer with 145,000 miles.

**Cost Schedule**

| Project                                     | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 050: 2020 Ford Explorer Utility Patrol | -       | -     | -      | -        | 65,620             | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26  | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|--------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | 65,620 | -     | -     | -     | -     |



**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 051: 2016 Ford Explorer Utility  
**Cost:** \$59,550

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a new administrative vehicle for the Fire Department is essential as the existing unit is nearing the end of its use life. This replacement vehicle will be a hybrid vehicle and provide the Fire Department with a reliable and well-equipped platform for administrative duties, ensuring effective coordination within the Department.

In lieu of moving this traditional internal combustion engine vehicle into the fleet as a pool vehicle as would be past practice, the Village will dispose of this vehicle.

**Cost Schedule**

| Project                              | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|--------------------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 051: 2016 Ford Explorer Utility | -       | -     | -      | -        | -                  | 59,550 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 59,550 | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 052: 2018 Ford Explorer Utility  
**Cost:** \$67,600

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a new administrative vehicle for the Fire Department is essential as the existing unit is nearing the end of its use life. This replacement vehicle will be a hybrid vehicle and provide the Fire Department with a reliable and well-equipped platform for administrative duties, ensuring effective coordination within the Department.

**Cost Schedule**

| Project                              | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|--------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|                                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 052: 2018 Ford Explorer Utility | -       | -     | -      | -        | -                  | -     | -     | 67,600 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 67,600 | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 053: 2018 Ford Explorer Utility  
**Cost:** \$67,600

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a new administrative vehicle for the Fire Department is essential as the existing unit is nearing the end of its use life. This replacement vehicle will be a hybrid vehicle and provide the Fire Department with a reliable and well-equipped platform for administrative duties, ensuring effective coordination within the Department.

**Cost Schedule**

| Project                              | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|--------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|                                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 053: 2018 Ford Explorer Utility | -       | -     | -      | -        | -                  | -     | -     | 67,600 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 67,600 | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 054: 2018 Ford Escape  
**Cost:** \$59,550

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a new administrative vehicle for the Fire Department is essential as the existing unit is nearing the end of its use life. This replacement vehicle will be a hybrid vehicle and will provide the Fire Department with a reliable and well-equipped platform for administrative duties, ensuring effective coordination within the Department.

**Cost Schedule**

| Project                    | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|----------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                            | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 054: 2018 Ford Escape | -       | -     | -      | -        | -                  | 59,550 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 59,550 | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Fire Apparatus Replacement  
**Project Name:** Unit 056: 2004 Pierce Saber Engine  
**Cost:** \$969,653

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Total Mileage:** 105,163  
**2023 Repair Cost:** \$2,150

**2023 Mileage:** 4,601  
**2023 Repair Hours:** 37.5 hours

**Overview**

On average, the Fire Department uses an engine for 10 years of front-line service and 10+ years of reserve service. This unit is experiencing severe corrosion and structural integrity issue in addition to exterior corrosion, rust jacking, and peeling paint. Lead-time for an engine replacement is currently 27-30 months; therefore, the replacement vehicle was authorized for purchase through Ordinance 2023-25 and has been ordered. This project was initially in the CIP for FY 2025, but due to manufacturing delays, staff expects to take delivery in FY 2026.

**Cost Schedule**

| Project                            | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                    | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 056: 2004 Pierce Saber Engine | -       | -     | -      | -        | 969,653            | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | 969,653 | -     | -     | -     | -     |



**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Fire Apparatus Replacement  
**Project Name:** Unit 058: 2008 Pierce Impel Engine  
**Cost:** \$1,216,536

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This is the scheduled replacement of Engine 058. Fire Department engines are on a 20 year replacement schedule. The Fire Department uses an engine for 10 years of front-line service and 10+ years of reserve service. This unit's condition will be reevaluated at this time. Lead-time for an engine replacement is 27-30 months.

**Cost Schedule**

| Project                            | Actuals |       | Budget | Estimate | Recommended Budget |       |       |           |       |
|------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-----------|-------|
|                                    | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29     | FY 30 |
| Unit 058: 2008 Pierce Impel Engine | -       | -     | -      | -        | -                  | -     | -     | 1,216,536 | -     |

**Planned Financing**

|                       | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29     | FY 30 |
|-----------------------|-------|-------|------|-------|-------|-------|-------|-----------|-------|
| Bank Installment Loan | -     | -     | -    | -     | -     | -     | -     | 1,216,536 | -     |

**Department:** Fire Department  
**Project Type:** Fire Apparatus Refurbishment  
**Project Name:** Unit 059: 2021 Pierce Impel Engine  
**Cost:** \$50,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Unit 059, a 2021 Pierce Impel Engine, is scheduled for refurbishment following the purchase of a new front-line vehicle. On average, the Fire Department uses an engine for 10 years of front-line service and 10+ years of reserve service. In order to get the most service life out of a vehicle, it is important to provide regular maintenance and critical component replacement. When a vehicle is changed from front-line service to reserve status, refurbishment enables the department to keep the vehicles longer. It also provides a more dependable fleet for emergency response and public service. Lead-time for this refurbishment could be up to 6 months.

**Cost Schedule**

| Project                            | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |        |
|------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|--------|
|                                    | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30  |
| Unit 059: 2021 Pierce Impel Engine | -       | -     | -      | -        | -                  | -     | -     | -     | 50,000 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30  |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|--------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 50,000 |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Tower Ladder Replacement  
**Project Name:** Unit 061: 2009 Velocity Tower Ladder  
**Cost:** \$3,073,138

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Total Mileage:** 93,643  
**2023 Repair Cost:** \$10,459

**2023 Mileage:** 2,796  
**2023 Repair Hours:** 179 hours

**Overview**

Unit 061 is an aerial tower ladder scheduled for replacement after ten years of front-line service and eleven years of reserve service. Unit 061 was scheduled for replacement in FY 2029 after ten years of reserve service, but was pushed back to FY 2030 due to an engine and ambulance replacement scheduled in the same year. The replacement cost includes the vehicle and necessary equipment. Lead-time for a tower ladder replacement is currently 36-48 months; therefore, the replacement vehicle may need to be authorized for purchase through Ordinance as early as FY 2027. Staff expects to take delivery in FY 2030.

**Cost Schedule**

| Project                              | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |           |
|--------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-----------|
|                                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30     |
| Unit 061: 2009 Velocity Tower Ladder | -       | -     | -      | -        | -                  | -     | -     | -     | 3,073,138 |

**Planned Financing**

|                       | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30     |
|-----------------------|-------|-------|------|-------|-------|-------|-------|-------|-----------|
| Bank Installment Loan | -     | -     | -    | -     | -     | -     | -     | -     | 3,073,138 |



**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Ambulance Replacement  
**Project Name:** Unit 064: 2014 Medtec w/ Freightliner Chassis  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Total Mileage:** 97,580  
**2023 Repair Cost:** \$6,366

**2023 Mileage:** 2,563  
**2023 Repair Hours:** 150 hours

**Overview**

Unit 064 is a medium-duty ambulance scheduled for replacement after seven years of front-line service and four years of reserve service. Although the vehicle is mechanically sound and suitable for reserve use, it's climate control system is no longer functioning which poses potential risk during patient transport. The replacement cost includes the chassis, body, and necessary equipment. Lead-time for an ambulance replacement is currently 18-30 months; therefore, the replacement vehicle was authorized for purchase through Ordinance 2023-13 and has been ordered. Staff expects to take delivery in FY 2025.

**Cost Schedule**

| Project                                       | Actuals |       | Budget  | Estimate | Recommended Budget |       |       |       |       |
|---|---------|-------|---------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25    | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 064: 2014 Medtec w/ Freightliner Chassis | -       | -     | 456,277 | 456,277  | -                  | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25    | FY 25   | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|---------|---------|-------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | 456,277 | 456,277 | -     | -     | -     | -     | -     |



**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Fire Apparatus Replacement  
**Project Name:** Unit 065: 2017 Medtec w/ Freightliner Chassis  
**Cost:** \$585,466

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

Unit 065 is a medium duty ambulance. The current schedule for medium duty ambulances calls for replacement after seven years of front-line service and four years of reserve service. The replacement cost includes the chassis, body, and necessary equipment. Lead-time for an ambulance replacement is 18-30 months.

**Cost Schedule**

| Project                                       | Actuals |       | Budget | Estimate | Recommended Budget |       |       |         |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|---------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29   | FY 30 |
| Unit 065: 2017 Medtec w/ Freightliner Chassis | -       | -     | -      | -        | -                  | -     | -     | 585,466 | -     |

**Planned Financing**

|                       | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29   | FY 30 |
|-----------------------|-------|-------|------|-------|-------|-------|-------|---------|-------|
| Bank Installment Loan | -     | -     | -    | -     | -     | -     | -     | 585,466 | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Fire Apparatus Replacement  
**Project Name:** Unit 068: 2016 Freightliner Ambulance  
**Cost:** \$546,600

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This is the anticipated replacement of Unit 068. On average, the Fire Department uses medium duty ambulances for seven years of front-line service and four years of reserve service. The replacement cost includes the chassis, body and necessary equipment. Lead-time for an ambulance replacement is 18-30 months.

**Cost Schedule**

| Project                               | Actuals |       | Budget | Estimate | Recommended Budget |         |       |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|---------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27   | FY 28 | FY 29 | FY 30 |
| Unit 068: 2016 Freightliner Ambulance | -       | -     | -      | -        | -                  | 546,600 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27   | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|---------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 546,600 | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 073: 2017 Ford Expedition  
**Cost:** \$69,295

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a new administrative vehicle for the Fire Department is essential as the existing unit is nearing the end of its use life. This replacement vehicle will be a hybrid vehicle and provide the Fire Department with a reliable and well-equipped platform for administrative duties, ensuring effective coordination within the Department.

In lieu of moving this traditional internal combustion engine vehicle into the fleet as a pool vehicle as would be past practice, the Village will dispose of this vehicle.

**Cost Schedule**

| Project                        | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|--------------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                                | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 073: 2017 Ford Expedition | -       | -     | -      | -        | -                  | 69,295 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 69,295 | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Fire Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 075: 2016 Ford Explorer Utility  
**Cost:** \$59,550

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a new administrative vehicle for the Fire Department is essential as the existing unit is nearing the end of its use life. This replacement vehicle will be a hybrid vehicle and provide the Fire Department with a reliable and well-equipped platform for administrative duties, ensuring effective coordination within the Department.

In lieu of moving this traditional internal combustion engine vehicle into the fleet as a pool vehicle as would be past practice, the Village will dispose of this vehicle.

**Cost Schedule**

| Project                              | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|--------------------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 075: 2016 Ford Explorer Utility | -       | -     | -      | -        | -                  | 59,550 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 59,550 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 200: 2016 Ford F250 Pickup Truck w/Plow  
**Cost:** \$62,600

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Based on condition assessments and years of service, the purchase of a replacement pick-up truck equipped with a plow is vital for efficient street maintenance and effective snow plowing operations. For plowing operations, the Village requires a minimum truck size of F250. While reviewing this replacement, no alternate fueled vehicles were identified which meet the Village's operational needs. This versatile vehicle will enable swift response to snowfall, ensuring safe and clear roadways for improved transportation and enhanced public safety. The cost of this vehicle replacement includes the price of a plow.

**Cost Schedule**

| Project                                      | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|--|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 200: 2016 Ford F250 Pickup Truck w/Plow | -       | -     | -      | -        | -                  | -     | -     | 62,600 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 62,600 | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 208: 2007 GMC Dump Truck  
**Cost:** \$0

**Priority Code:** A -Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Total Mileage:** 63,650  
**2022 Repair Cost:** \$90

**2022 Mileage:** 1,697  
**2022 Repair Hours:** 10 hours

**Overview**

Unit 208 is a medium-duty dump truck used for a variety of tasks including snow plowing and street maintenance. The vehicle is experiencing frame rusting. This unit has a 15-year projected life and its condition will be reevaluated at this time. The replacement vehicle will be equipped with a front mount plow and salter box for snow plowing, and a removable chipper box required for tree work.

**Cost Schedule**

| Project                       | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|-------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                               | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 208: 2007 GMC Dump Truck | -       | -     | 92,135 | 92,135   | -                  | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25   | FY 25  | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|--------|--------|-------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | 92,135 | 92,135 | -     | -     | -     | -     | -     |



**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 209: 2008 Ford F550 Dump Truck  
**Cost:** \$112,472

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Unit 209 is a medium-duty dump truck used for sanitary repairs and reconstruction. This unit has a 15-year projected life and its condition will be reevaluated at this time. Under normal supply chain conditions, lead-time for a dump truck is 8 to 12 months. The cost for this vehicle replacement includes the price of a plow and tailgate salt spreader. Due to supply chain issues, Staff will seek authorization to pre-order the replacement vehicle in FY 2025.

**Cost Schedule**

| Project                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|-------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                     | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 209: 2008 Ford F550 Dump Truck | -       | -     | -      | -        | 112,472            | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | 112,472 | -     | -     | -     | -     |



**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 211: 2007 GMC 5500 Dump Truck  
**Cost:** \$116,587

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The replacement of the medium-duty dump truck used for sanitary system maintenance, reconstruction, and lift pump service is essential to ensure uninterrupted operations and upkeep of the sanitation infrastructure. With the current vehicle reaching the end of its serviceable life, investing in a new dump truck with crane and lift gate is crucial for maintenance of the sanitary system. By acquiring a new vehicle, the organization can effectively address maintenance needs and ensure a reliable and capable vehicle for maintaining the sanitary system, conducting reconstruction work, and servicing lift pumps. The cost for this vehicle replacement includes the price of a lift gate, crane and saddle mounted tool box. While reviewing this replacement, no alternate fueled vehicles were identified which meet the Village's operational needs. Due to supply chain issues, staff will seek authorization to pre-order the replacement vehicle in FY 2025.

**Cost Schedule**

| Project                            | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                    | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 211: 2007 GMC 5500 Dump Truck | -       | -     | -      | -        | 116,587            | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | 116,587 | -     | -     | -     | -     |



**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 212: 2016 Ford F250 Pickup Truck w/Plow  
**Cost:** \$62,600

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Based on condition assessments and years of service, the purchase of a replacement pick-up truck equipped with a plow is vital for efficient street maintenance and effective snow plowing operations. For plowing operations, the Village requires a minimum truck size of F250. While reviewing this replacement, no alternate fueled vehicles were identified which meet the Village’s operational needs. This versatile vehicle will enable swift response to snowfall, ensuring safe and clear roadways for improved transportation and enhanced public safety. The cost of this vehicle replacement includes the price of a plow.

**Cost Schedule**

| Project                                      | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|--|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 212: 2016 Ford F250 Pickup Truck w/Plow | -       | -     | -      | -        | -                  | -     | -     | 62,600 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 62,600 | -     |

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 221: 2009 International Dump Truck  
**Cost:** \$277,479

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a heavy-duty dump truck and plow replacement is vital for water distribution maintenance, reconstruction projects, and snowplowing operations, as the existing unit reaches the end of its use life based on years of service and miles driven. This versatile combination of a dump truck and plow will provide the necessary capabilities to efficiently transport materials, clear snow, and facilitate water distribution maintenance, ensuring the seamless execution of tasks and enhanced snow plow operational efficiency. The cost of this replacement vehicle includes the price of both a front plow and wing plow. Additionally, the increased cost of this vehicle (\$50,000) includes new emissions standards that have increased the cost of engines in these vehicles.

**Cost Schedule**

| Project                                 | Actuals |       | Budget | Estimate | Recommended Budget |       |         |       |       |
|---|---------|-------|--------|----------|--------------------|-------|---------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29 | FY 30 |
| Unit 221: 2009 International Dump Truck | -       | -     | -      | -        | -                  | -     | 277,479 | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | 277,479 | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 222: 2012 International 7400 Dump Truck  
**Cost:** \$310,441

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a replacement heavy-duty dump truck for the Public Works Department is crucial to support street maintenance and snow plowing operations. Based on a thorough condition assessment, the existing unit is reaching the end of its use life, necessitating a replacement. This replacement vehicle will be utilized in transporting materials, clearing snow, and maintaining safe and well-maintained streets, ensuring the smooth functioning of public infrastructure and services. The replacement vehicle will be equipped with a front and wing plow both are included in the cost of the vehicle which will lead to reduced plow cycle times. The increased cost of this vehicle (\$50,000) accounts for new emissions standards that have increased the cost of engines in these vehicles.

**Cost Schedule**

| Project                                      | Actuals |       | Budget | Estimate | Recommended Budget |       |       |         |       |
|--|---------|-------|--------|----------|--------------------|-------|-------|---------|-------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29   | FY 30 |
| Unit 222: 2012 International 7400 Dump Truck | -       | -     | -      | -        | -                  | -     | -     | 310,441 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29   | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|---------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 310,441 | -     |

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 223: 2008 International Dump Truck  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Total Mileage:** 41,061  
**2022 Repair Cost:** \$3,450

**2022 Mileage:** 1,894  
**2022 Repair Hours:** 82.5 hours

**Overview**

Unit 223 is a heavy-duty dump truck used for a variety of tasks including snow plowing, street maintenance, water main breaks, and tree removals. The vehicle shows rust jacking, which poses a significant structural concern, on the truck frame but no mechanical defects. This unit has a 15-year projected life and its condition will be reevaluated at this time. Under normal supply chain conditions, lead-time for a dump truck is 8 to 12 months. The cost for this vehicle replacement includes the price of a noseblade plow and mid-mount wing plow.

**Cost Schedule**

| Project                                 | Actuals |       | Budget  | Estimate | Recommended Budget |       |       |       |       |
|---|---------|-------|---------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25    | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 223: 2008 International Dump Truck | -       | -     | 198,689 | 232,153  | -                  | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25    | FY 25   | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|---------|---------|-------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | 198,689 | 232,153 | -     | -     | -     | -     | -     |



**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 224: 2010 International 7400 Dump Truck  
**Cost:** \$277,479

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a heavy-duty dump truck and plow replacement is vital for frontline snowplowing operations, as the existing unit reaches the end of its useful life based on years of service and miles driven. This versatile combination of a dump truck and plow will provide the necessary capabilities to efficiently transport materials and improve snow plow operational efficiency. The cost of this replacement vehicle includes the price of both a front plow and wing plow. The increased cost of this vehicle (\$50,000) accounts for new emissions standards that have increased the cost of engines in these vehicles.

**Cost Schedule**

| Project                                      | Actuals |       | Budget | Estimate | Recommended Budget |       |         |       |       |
|--|---------|-------|--------|----------|--------------------|-------|---------|-------|-------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29 | FY 30 |
| Unit 224: 2010 International 7400 Dump Truck | -       | -     | -      | -        | -                  | -     | 277,479 | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | 277,479 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 228: 2009 International Dump Truck  
**Cost:** \$262,597

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The purchase of a replacement heavy-duty dump truck for the Public Works Department is crucial to support street maintenance and snow plowing operations. Based on a thorough condition assessment, the existing unit is reaching the end of its use life, necessitating a replacement. This replacement vehicle will be utilized in transporting materials, clearing snow, and maintaining safe and well-maintained streets, ensuring the smooth functioning of public infrastructure and services. The replacement vehicle will be equipped with a front and wing plow both are included in the cost of the vehicle which will lead to reduced plow cycle times. The increased cost of this vehicle (\$50,000) accounts for new emissions standards that have increased the cost of engines in these vehicles.

**Cost Schedule**

| Project                                 | Actuals |       | Budget | Estimate | Recommended Budget |         |       |       |       |
|---|---------|-------|--------|----------|--------------------|---------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27   | FY 28 | FY 29 | FY 30 |
| Unit 228: 2009 International Dump Truck | -       | -     | -      | -        | -                  | 262,597 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27   | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|---------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 262,597 | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Equipment Replacement  
**Project Name:** Unit 246: 2007 John Deere 544J Loader  
**Cost:** \$300,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

This unit is used for Public Works operations including loading trucks with various material, heavy lifting and transporting, and snow plowing. All components and assemblies underwent a condition assessment. Based on the condition assessment, the projected powertrain maintenance and corrosion to substructures could exceed the resale value of the unit. None of these items are prohibiting current use or justify accelerating replacement or extending the units life. A new wheel loader will meet projected EPA diesel off highway emissions standards.

**Cost Schedule**

| Project                               | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Unit 246: 2007 John Deere 544J Loader | -       | -     | -      | -        | -                  | -     | -     | -     | 300,000 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 300,000 |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Equipment Replacement  
**Project Name:** Unit 252: 2007 Morbark Hurricane Chipper  
**Cost:** \$150,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The purchase of a trailer-mounted wood chipper is planned as a replacement for an existing unit, aimed at enhancing tree maintenance and removal operations. This versatile equipment will reduce contracted tree work by providing wood chipping capabilities while ensuring mobility and convenience on various job sites. A new unit will meet EPA Tier 4 final emissions.

**Cost Schedule**

| Project                                  | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|--|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 252: 2007 Morbark Hurricane Chipper | -       | -     | -      | -        | 150,000            | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | 150,000 | -     | -     | -     | -     |



**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 411: 2009 Ford F250 Pickup Truck w/Plow  
**Cost:** \$62,000

**Priority Code:** A -Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Based on condition assessments and years of service, the purchase of a replacement pick-up truck equipped with a plow is vital for efficient street maintenance and effective snow plowing operations. This versatile vehicle will enable swift response to snowfall, ensuring safe and clear roadways for improved transportation and enhanced public safety. For plowing operations, the Village requires a minimum truck size of F250. While reviewing this replacement, no alternate fueled vehicles were identified which meet the Village’s operational needs. The cost of this vehicle replacement includes the price of a plow.

**Cost Schedule**

| Project                                      | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|--|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 411: 2009 Ford F250 Pickup Truck w/Plow | -       | -     | -      | -        | 62,000             | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26  | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|--------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | 62,000 | -     | -     | -     | -     |



**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 422: 2013 Ford Explorer  
**Cost:** \$40,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In lieu of moving Unit #073, a 2017 Ford Expedition internal combustion engine vehicle, into the fleet as a pool vehicle used by the Public Works Department, the Village will dispose of this vehicle and purchase a new fleet hybrid or electric fleet vehicle. Unit #422 is used by the Public Works Department in its forestry and building inspection operations.

**Cost Schedule**

| Project                      | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|------------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                              | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 422: 2013 Ford Explorer | -       | -     | -      | -        | -                  | 40,000 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 40,000 | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 427: 2014 Ford Focus  
**Cost:** \$42,500

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In lieu of moving Unit #038, a 2023 Dodge Durango with internal combustion engine into the fleet as a pool vehicle used by the Public Works Department, the Village will dispose of this vehicle and purchase a new fleet hybrid or electric fleet vehicle. Unit #427 is used by the Public Works Department for transporting staff between facilities, picking-up parts, and attending training.

**Cost Schedule**

| Project                   | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|---------------------------|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|                           | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 427: 2014 Ford Focus | -       | -     | -      | -        | -                  | -     | -     | 42,500 | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 42,500 | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 432: 2013 Ford Escape  
**Cost:** \$65,000

**Priority Code:** A -Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

Following a condition assessment, which revealed corrosion and rust to the vehicle, the purchase of a replacement engineering vehicle is essential for that division's field work. This new car will provide a reliable and safe transportation option for engineers, enabling them to efficiently travel to project sites and perform field duties. Replacement vehicle will have a hybrid or all electric powertrain.

**Cost Schedule**

| Project                    | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|----------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                            | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 432: 2013 Ford Escape | -       | -     | -      | -        | 65,000             | -     | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26  | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|--------|-------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | 65,000 | -     | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 433: 2016 Ford Escape  
**Cost:** \$41,200

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In lieu of moving Unit #035, a 2023 Dodge Durango with internal combustion engine into the fleet as a pool vehicle used by the Public Works Department, the Village will dispose of this vehicle and purchase a new fleet hybrid or electric fleet vehicle. Unit #433 is used by the Public Works Department in its engineering operations, inspecting jobsites and conducting other field operations.

**Cost Schedule**

| Project                    | Actuals |       | Budget | Estimate | Recommended Budget |       |        |       |       |
|----------------------------|---------|-------|--------|----------|--------------------|-------|--------|-------|-------|
|                            | FY 23   | FY 24 | FY 25  | FY 25    | FY 26              | FY 27 | FY 28  | FY 29 | FY 30 |
| Unit 433: 2016 Ford Escape | -       | -     | -      | -        | -                  | -     | 41,200 | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY 25 | FY 25 | FY 26 | FY 27 | FY 28  | FY 29 | FY 30 |
|--------------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -     | -     | -     | -     | 41,200 | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 439: 2013 Ford Explorer  
**Cost:** \$40,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

Following a condition assessment, which revealed corrosion and rust to the vehicle, the purchase of a replacement engineering vehicle is essential for that division's field work. This new car will provide a reliable and safe transportation option for engineers, enabling them to efficiently travel to project sites and perform field duties. Replacement vehicle will have a hybrid or all electric powertrain.

**Cost Schedule**

| Project                      | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|------------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                              | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 439: 2013 Ford Explorer | -       | -     | -      | -        | -                  | 40,000 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 40,000 | -     | -     | -     |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** General Government  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit A10: Toyota Prius  
**Cost:** \$43,775

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In lieu of moving Unit #042, a 2023 Dodge Durango with internal combustion engine into the fleet as a pool vehicle used by the Village Manager's Office and Finance Department, the Village will dispose of this vehicle and purchase a new hybrid or electric fleet vehicle. Unit #A10 is used by the Village Manager's Office and Finance Department as a pool vehicle at the Village Hall.

**Cost Schedule**

| Project                | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |        |
|------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|--------|
|                        | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30  |
| Unit A10: Toyota Prius | -       | -     | -      | -        | -                  | -     | -     | -     | 43,775 |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30  |
|--------------------------------|-------|-------|------|-------|-------|-------|-------|-------|--------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 43,775 |

**Fund:** General Fund

**FY 2026 - FY 2030**

**Department:** Development and Planning Services  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit D17: 2014 Ford Explorer  
**Cost:** \$40,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In lieu of moving Unit #075, a 2016 Ford Explorer with internal combustion engine into the fleet as a pool vehicle used by the Development and Planning Services Department, the Village will dispose of this vehicle and purchase a new fleet hybrid or electric fleet vehicle. Unit #D17 is used by the Development and Planning Services Department for building inspections.

**Cost Schedule**

| Project                      | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|------------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                              | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit D17: 2014 Ford Explorer | -       | -     | -      | -        | -                  | 40,000 | -     | -     | -     |

**Planned Financing**

|                                | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|--------------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| General Fund Revenues/Reserves | -     | -     | -    | -     | -     | 40,000 | -     | -     | -     |

**Department:** Various  
**Project Type:** Vehicle Replacement  
**Project Name:** General Fund Vehicle Replacements  
**Cost:** \$1,948,935

**Overview**

Below is the Village's anticipated schedule for general fund vehicle replacements. This schedule is subject to change based on vehicle condition and Board approval. All vehicle purchases will consider electric, hybrid, or other sustainable options and recommendations will be made based on current operational needs. The schedule does not include heavy-duty trucks, such as PW trucks w/plow, PW dump trucks, Fire ambulances and Fire trucks.

**Cost Schedule**

| Department                                   | Project                                  | Budget | Estimate | Recommended Budget |        |        |        |       |
|--|--|--------|----------|--------------------|--------|--------|--------|-------|
|  |  | FY25   | FY 25    | FY 26              | FY 27  | FY 28  | FY 29  | FY 30 |
| Police Department                            | Unit 039: 2017 Ford Explorer Utility     | 63,500 | 63,500   | -                  | -      | -      | -      | -     |
| Police Department                            | Unit 044: 2017 Ford Explorer Utility     | 63,500 | 63,500   | -                  | -      | -      | -      | -     |
| Police Department                            | Unit 049: 1999 GMC Van                   | 42,500 | 42,500   | -                  | -      | -      | -      | -     |
| Police Department                            | Unit 041: 2018 Ford Explorer Utility     | -      | -        | 65,620             | -      | -      | -      | -     |
| Police Department                            | Unit 050: 2020 Ford Explorer Utility     | -      | -        | 65,620             | -      | -      | -      | -     |
| Public Works Department                      | Unit 432: 2013 Ford Escape               | -      | -        | 65,000             | -      | -      | -      | -     |
| Police Department                            | Unit 031: 2021 Ford Explorer Hybrid      | -      | -        | -                  | 65,620 | -      | -      | -     |
| Police Department                            | Unit 034: 2021 Ford Explorer Hybrid      | -      | -        | -                  | 65,620 | -      | -      | -     |
| Police Department                            | Unit 036: 2021 Ford Explorer Hybrid      | -      | -        | -                  | 65,620 | -      | -      | -     |
| Police Department                            | Unit 037: 2021 Ford Explorer Hybrid      | -      | -        | -                  | 65,620 | -      | -      | -     |
| Fire Department                              | Unit 051: 2016 Ford Explorer             | -      | -        | -                  | 59,550 | -      | -      | -     |
| Fire Department                              | Unit 054: 2018 Ford Escape               | -      | -        | -                  | 59,550 | -      | -      | -     |
| Fire Department                              | Unit 073: 2017 Ford Expedition           | -      | -        | -                  | 69,295 | -      | -      | -     |
| Fire Department                              | Unit 075: 2016 Ford Explorer             | -      | -        | -                  | 59,550 | -      | -      | -     |
| Public Works Department                      | Unit 422: 2013 Ford Explorer             | -      | -        | -                  | 40,000 | -      | -      | -     |
| Public Works Department                      | Unit 439: 2013 Ford Explorer             | -      | -        | -                  | 40,000 | -      | -      | -     |
| Development and Planning Services Department | Unit D17: 2014 Ford Explorer             | -      | -        | -                  | 40,000 | -      | -      | -     |
| Police Department                            | Unit 032: 2023 Dodge Durango             | -      | -        | -                  | -      | 72,180 | -      | -     |
| Police Department                            | Unit 035: 2023 Dodge Durango             | -      | -        | -                  | -      | 72,180 | -      | -     |
| Police Department                            | Unit 048: 2016 Ford Explorer             | -      | -        | -                  | -      | 61,620 | -      | -     |
| Public Works Department                      | Unit 005: 2008 Chrysler Town and Country | -      | -        | -                  | -      | 41,200 | -      | -     |
| Public Works Department                      | Unit 433: 2016 Ford Escape               | -      | -        | -                  | -      | 41,200 | -      | -     |
| Police Department                            | Unit 008: 2021 Ford Explorer K9          | -      | -        | -                  | -      | -      | 72,180 | -     |

**Department:** Various  
**Project Type:** Vehicle Replacement  
**Project Name:** General Fund Vehicle Replacements  
**Cost:** \$1,948,935

**Overview**

Below is the Village's anticipated schedule for general fund vehicle replacements. This schedule is subject to change based on vehicle condition and Board approval. All vehicle purchases will consider electric, hybrid, or other sustainable options and recommendations will be made based on current operational needs. The schedule does not include heavy-duty trucks, such as PW trucks w/plow, PW dump trucks, Fire ambulances and Fire trucks.

**Cost Schedule**

| Department              | Project                               | Budget         | Estimate       | Recommended Budget |                |                |                |                |
|-------------------------|---------------------------------------|----------------|----------------|--------------------|----------------|----------------|----------------|----------------|
|                         |                                       | FY25           | FY 25          | FY 26              | FY 27          | FY 28          | FY 29          | FY 30          |
| Police Department       | Unit 012: 2016 Ford Explorer          | -              | -              | -                  | -              | -              | 67,780         | -              |
| Police Department       | Unit 038: 2023 Dodge Durango          | -              | -              | -                  | -              | -              | 72,180         | -              |
| Police Department       | Unit 045: 2020 Ford Explorer K9       | -              | -              | -                  | -              | -              | 72,180         | -              |
| Fire Department         | Unit 052: 2018 Ford Explorer          | -              | -              | -                  | -              | -              | 67,600         | -              |
| Fire Department         | Unit 053: 2018 Ford Explorer          | -              | -              | -                  | -              | -              | 67,600         | -              |
| Public Works Department | Unit 427: 2014 Ford Focus             | -              | -              | -                  | -              | -              | 42,500         | -              |
| Police Department       | Unit 007: 2024 Dodge Durango          | -              | -              | -                  | -              | -              | -              | 72,180         |
| Police Department       | Unit 028: 2018 Ford Explorer          | -              | -              | -                  | -              | -              | -              | 67,780         |
| Police Department       | Unit 030: 2023 Dodge Durango          | -              | -              | -                  | -              | -              | -              | 72,180         |
| Police Department       | Unit 042: 2023 Dodge Durango          | -              | -              | -                  | -              | -              | -              | 72,180         |
| Public Works Department | Unit 036R: 2017 Ford Explorer Utility | -              | -              | -                  | -              | -              | -              | 43,775         |
| General Government      | Unit A10: 2008 Toyota Prius           | -              | -              | -                  | -              | -              | -              | 43,775         |
| <b>Total</b>            |                                       | <b>169,500</b> | <b>169,500</b> | <b>196,240</b>     | <b>630,425</b> | <b>288,380</b> | <b>462,020</b> | <b>371,870</b> |

**Planned Financing**

|                                | FY25    | FY 25   | FY 26   | FY 27   | FY 28   | FY 29   | FY 30   |
|--------------------------------|---------|---------|---------|---------|---------|---------|---------|
| General Fund Revenues/Reserves | 169,500 | 169,500 | 196,240 | 630,425 | 288,380 | 462,020 | 371,870 |

**MOTOR FUEL TAX FUND**

**MOTOR FUEL TAX FUND - CAPITAL PLAN SUMMARY**

|  | <u>GL #</u>    | <u>FY 2026</u>     | <u>FY 2027</u>   | <u>FY 2028</u>   | <u>FY 2029</u>   | <u>FY 2030</u>   | <u>TOTAL</u>      |
|--|----------------|--------------------|------------------|------------------|------------------|------------------|-------------------|
| <b><u>FUNDING SOURCES</u></b>                      |                |                    |                  |                  |                  |                  |                   |
| Federal Grants                                     | 24-0000-481-32 | -                  | 2,017,049        | 927,022          | -                | 240,000          | 3,184,071         |
| MFT Allotment                                      | 24-0000-403-00 | 1,500,000          | 1,500,000        | 1,500,000        | 1,500,000        | 1,500,000        | 7,500,000         |
| Interest Income                                    | 24-0000-426-01 | 50,000             | 50,000           | 50,000           | 50,000           | 50,000           | 250,000           |
| Total Funding Sources                              |                | <u>1,550,000</u>   | <u>3,567,049</u> | <u>2,477,022</u> | <u>1,550,000</u> | <u>1,790,000</u> | <u>10,934,071</u> |
| <b><u>FUNDING USES</u></b>                         |                |                    |                  |                  |                  |                  |                   |
| Asphalt Streets                                    | 24-7300-531-11 | 485,868            | 2,709,488        | 3,253,622        | 1,606,759        | 2,777,515        | 10,833,252        |
| Total Funding Uses                                 |                | <u>485,868</u>     | <u>2,709,488</u> | <u>3,253,622</u> | <u>1,606,759</u> | <u>2,777,515</u> | <u>10,833,252</u> |
| Funding "Sources less Uses" Surplus (Deficit)      |                | <u>1,064,132</u>   | <u>857,561</u>   | <u>(776,600)</u> | <u>(56,759)</u>  | <u>(987,515)</u> | <u>100,819</u>    |
| <b><u>FY25</u></b>                                 |                |                    |                  |                  |                  |                  |                   |
| Beginning 5/1/XX Audited or Estimated Fund Balance |                | 1,886,983          |                  |                  |                  |                  |                   |
| Projected Annual Budgeted Surplus (Deficit)        |                | <u>(1,223,490)</u> |                  |                  |                  |                  |                   |
| Ending 4/30/XX Projected Fund Balance              |                | <u>663,493</u>     |                  |                  |                  |                  |                   |
|  |                | <u>1,727,625</u>   | <u>2,585,186</u> | <u>1,808,586</u> | <u>1,751,827</u> | <u>764,312</u>   |                   |

**Village of Northbrook**  
**Capital Improvement Plan - Summary FY 2026 - 2030**

**Motor Fuel Tax Capital Projects**

| Project Name  | Fund | Dept | Account | Actuals |         | Budget           | Amended Budget   | Year End Estimate | Recommended Budget |                  |                  |                  |                  |
|---|------|------|---------|---------|---------|------------------|------------------|-------------------|--------------------|------------------|------------------|------------------|------------------|
|   |      |      |         | FY 2023 | FY 2024 | FY 2025          | FY 2025          | FY 2025           | FY 2026            | FY 2027          | FY 2028          | FY 2029          | FY 2030          |
| Briarwood Ln, Keystone Rd, Koepke Rd Asphalt        | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | -                | 1,018,496        | -                | -                |
| Cherry Lane Asphalt                                 | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | -                | -                | -                | 1,256,616        |
| Grace Manor & Marden Court Asphalt                  | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | 82,700           | -                | -                | -                |
| Greenwood Rd Asphalt                                | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | 189,408            | -                | -                | -                | -                |
| Huntington Subdivision Asphalt                      | 24   | 7300 | 531-11  | -       | -       | 814,225          | 2,192,935        | 2,192,935         | -                  | -                | -                | -                | -                |
| Kiest Ave, Milton Ave, Angle Ave Asphalt            | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | -                | -                | -                | 275,597          |
| Miscellaneous Asphalt Projects                      | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | -                | -                | -                | 1,245,302        |
| Northbrook Glenn Asphalt                            | 24   | 7300 | 531-11  | -       | -       | 264,011          | 264,011          | 264,011           | -                  | -                | -                | -                | -                |
| Northbrook Park Asphalt                             | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | -                | 792,416          | -                | -                |
| Skokie Blvd Asphalt                                 | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | 2,626,788        | -                | -                | -                |
| Sunridge, Skokie Highlands, Northbrook East Asphalt | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | -                | -                | 1,606,759        | -                |
| Techny Road Asphalt                                 | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | -                | 244,771          | -                | -                |
| Walters Ave Asphalt                                 | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | -                  | -                | 1,197,939        | -                | -                |
| Weller Subdivision & Pamella Lane Asphalt           | 24   | 7300 | 531-11  | -       | -       | -                | -                | -                 | 296,460            | -                | -                | -                | -                |
| <b>Total</b>  |      |      |         | -       | -       | <b>1,078,236</b> | <b>2,456,946</b> | <b>2,456,946</b>  | <b>485,868</b>     | <b>2,709,488</b> | <b>3,253,622</b> | <b>1,606,759</b> | <b>2,777,515</b> |

**Project Priority Codes:**

- A - Essential and immediate need
- B - Essential, but may be delayed
- C - Optional but beneficial to the Village through increased productivity, safety, etc.
- D - Optional but beneficial to the Village in social, cultural, or aesthetic ways
- F - Future project, no FY26 expenditures

\*Projects related to the Climate Action Plan (CAP) are identified by 

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Briarwood Lane, Keystone Road, Koepke Road and Miller Road  
**Phase:** Construction Oversight & Construction  
**Cost:** \$1,018,496

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The roadways selected for the FY 2028 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

- Roadways rated as poor (1 on a scale of 5) are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.
- Roadways rated as having many failures (2 on a scale of 5) have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year’s program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates.

**FY 2028 Asphalt Street Reconstruction & Rehabilitation**

| Street         | Section                            | Rank              | Last Paved | Square Yards  | Construction cost  |
|----------------|------------------------------------|-------------------|------------|---------------|--------------------|
| Arbor Lane     | Prestwick Lane – Walters Ave       | 1 - Poor          | 1990       | 2,848         | \$93,870           |
| Briarwood Lane | Walters Avenue – Cherry Lane       | 2 – Many Failures | 2003       | 2,700         | \$88,992           |
| Era Drive      | Woodhead Drive – Commercial        | 3 – Many Failures | 2004       | 2,148         | \$70,798           |
| Keystone Road  | Western Avenue – Farnsworth Avenue | 1 - Poor          | 2007       | 6,118         | \$201,649          |
| Koepke Road    | Pfingsten Road – Landwehr Road     | 1 - Poor          | 2007       | 5,462         | \$180,028          |
| Miller Road    | Pfingsten Road – Miller Road       | 1 - Poor          | 2007       | 1,314         | \$43,309           |
| Pointe Drive   | Lake Cook – Southern Terminus      | 2 - Poor          | 2002       | 1,639         | \$54,021           |
| Woodhead Drive | Era Drive – Huehl Road             | 2 – Many Failures | 2004       | 8,672         | \$285,829          |
| <b>Total</b>   |                                    |                   |            | <b>30,901</b> | <b>\$1,018,496</b> |

**Cost Schedule**

| Component                               | Actuals |       | Budget | Estimate | Recommended Budget |       |           |       |       |
|---|---------|-------|--------|----------|--------------------|-------|-----------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28     | FY 29 | FY 30 |
| Construction and Construction Oversight | -       | -     | -      | -        | -                  | -     | 1,018,496 | -     | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28     | FY 29 | FY 30 |
|---------------------|-------|-------|------|-------|-------|-------|-----------|-------|-------|
| Designated Revenues | -     | -     | -    | -     | -     | -     | 1,018,496 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Cherry Lane  
**Phase:** Construction Oversight & Construction  
**Cost:** \$1,256,616

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** Yes

**Overview**

The roadways selected for the FY 2030 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

- Roadways rated as having many failures (2 on a scale of 5) have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.

- Roadways rated as having limited failures (3 on a scale of 5) exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year’s program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates.

This year’s asphalt street reconstruction and rehabilitation project coincides with the water main replacement along these same streets.

**FY 2030 Asphalt Street Reconstruction & Rehabilitation**

| Street       | Section                     | Rank                                    | Last Paved | Square Yards  | Construction cost  |
|--------------|-----------------------------|---|------------|---------------|--------------------|
| Cherry Lane  | Landwehr Road to Cedar Lane | 2 - Many Failures/ 3 - Limited Failures | 2008       | 33,874        | \$1,256,616        |
| <b>Total</b> |                             |   |            | <b>33,874</b> | <b>\$1,256,616</b> |

**Cost Schedule**

| Component                               | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |           |
|---|---------|-------|--------|----------|--------------------|-------|-------|-------|-----------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30     |
| Construction and Construction Oversight | -       | -     | -      | -        | -                  | -     | -     | -     | 1,256,616 |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30     |
|---------------------|-------|-------|------|-------|-------|-------|-------|-------|-----------|
| Grant Proceeds      | -     | -     | -    | -     | -     | -     | -     | -     | 240,000   |
| Designated Revenues | -     | -     | -    | -     | -     | -     | -     | -     | 1,016,616 |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Grace Manor & Marden Court  
**Phase:** Construction Oversight & Construction  
**Cost:** \$82,700

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The surface layer of pavement on Grace Manor and Marden Court needs to be replaced. These roadways were last resurfaced in 2006 and 2009 respectively, and are currently rated as being in poor condition.

- Roadways rated as poor (1 on a scale of 5) are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.

The condition of the road listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year's program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates.

This year's asphalt street reconstruction and rehabilitation project coincides with the water main replacement along these same streets.

**FY 2027 Asphalt Street Reconstruction & Rehabilitation**

| Street       | Section             | Rank    | Last Paved | Square Yards | Construction cost |
|--------------|---------------------|---------|------------|--------------|-------------------|
| Grace Manor  | Pfingsten – Termini | 1- Poor | 2006       | 1,179        | \$40,026          |
| Marden Court | Pfingsten – Termini | 1- Poor | 2009       | 1,257        | \$42,674          |
| <b>Total</b> |                     |         |            | <b>2,436</b> | <b>82,700</b>     |

**Cost Schedule**

| Component                               | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|---|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Construction and Construction Oversight | -       | -     | -      | -        | -                  | 82,700 | -     | -     | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|---------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| Designated Revenues | -     | -     | -    | -     | -     | 82,700 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Greenwood Road  
**Phase:** Construction Oversight & Construction  
**Cost:** \$189,408

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The roadways selected for the FY 2026 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

•Roadways rated as poor (1 on a scale of 5) are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year's program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates.

**FY 2026 Asphalt Street Reconstruction & Rehabilitation**

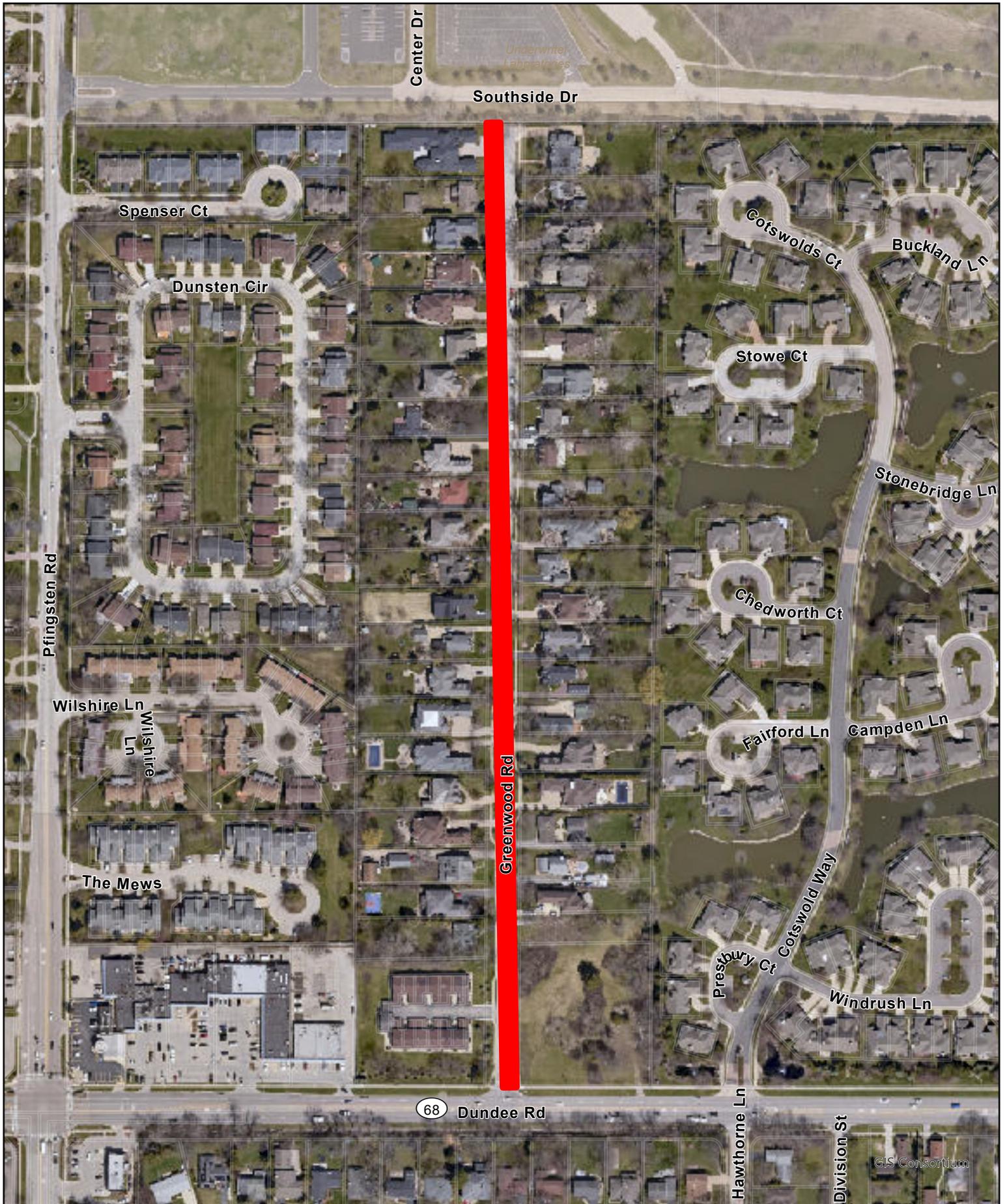
| Street         | Section                    | Rank     | Last Paved | Square Yards | Construction cost |
|----------------|----------------------------|----------|------------|--------------|-------------------|
| Greenwood Road | Dundee - Northern Terminus | 1 - Poor | 2011       | 5,919        | \$189,408         |
| <b>Total</b>   |                            |          |            | <b>5,919</b> | <b>\$189,408</b>  |

**Cost Schedule**

| Component                               | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Construction and Construction Oversight | -       | -     | -      | -        | 189,408            | -     | -     | -     | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|---------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| Designated Revenues | -     | -     | -    | -     | 189,408 | -     | -     | -     | -     |

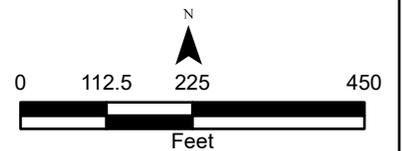


GIS Consortium

## Capital Improvement Projects

Asphalt Street Resurfacing

FY 2026



**Fund:** Motor Fuel Tax Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Huntington Subdivision  
**Phase:** Construction Oversight & Construction  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** Yes - Rebuild Illinois

**Overview**

The asphalt roadways selected for construction in FY 2025 are rated as poor, having many failures, or having limited failures. Project design took place in FY 2024.

- Roadways rated as **poor (1 on a scale of 5)** are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.
- Roadways rated as having **many failures (2 on a scale of 5)** have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.
- Roadways rated as having **limited failures (3 on a scale of 5)** exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The condition of the roads listed below is such that patching is no longer an option due to base failure and asphalt rehabilitation and reconstruction is necessary. The roads selected for this year’s program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates. The asphalt street reconstruction and rehabilitation work in Huntington Subdivision coincides with the water main replacement along these same streets.

| Street                              | Section        | Rank                 | Last Paved | Square Yards  | Construction Cost  |
|-------------------------------------|----------------|----------------------|------------|---------------|--------------------|
| Charles Drive                       | Entire Segment | 3 - Limited Failures | 2002       | 3,246         | \$340,575          |
| Eastwind Court                      | Entire Segment | 1 - Poor             | 2003       | 1,494         | \$113,211          |
| Radcliffe Drive                     | Both Segments  | 1 - Poor             | 2002       | 7,362         | \$774,918          |
| Russett Lane                        | Both Segments  | 1 - Poor             | 2002       | 8,697         | \$931,093          |
| Russett Court                       | Entire Segment | 1 - Poor             | 2003       | 954           | \$57,703           |
| Southwind Drive                     | Entire Segment | 1 - Poor             | 2003       | 3,552         | \$362,841          |
| Stratford Place                     | Both Segments  | 3 - Limited Failures | 2002       | 1,575         | \$169,660          |
| Wessling Drive                      | Entire Segment | 2 - Many Failures    | 2002       | 2,355         | \$250,257          |
| <b>Subtotal</b>                     |                |                      |            | <b>29,235</b> | <b>\$3,000,258</b> |
| Allocated to Infrastructure CP Fund |                |                      |            |               | \$2,186,033        |
| <b>Allocated to MFT Fund</b>        |                |                      |            |               | <b>\$814,225</b>   |

**Cost Schedule**

| Component                             | Actuals |       | Budget  | Estimate  | Recommended Budget |       |       |       |       |
|---------------------------------------|---------|-------|---------|-----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25    | FY 25     | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Construction Oversight & Construction | -       | -     | 814,225 | 2,192,935 | -                  | -     | -     | -     | -     |

**Planned Financing**

|                              | FY 23 | FY 24 | FY25    | FY 25     | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|------------------------------|-------|-------|---------|-----------|-------|-------|-------|-------|-------|
| Designated Revenues/Reserves | -     | -     | 814,225 | 2,192,935 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Kiest Avenue, Milton Avenue, Angle Avenue  
**Phase:** Construction Oversight & Construction  
**Cost:** \$275,597

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The roadways selected for the FY 2030 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

- Roadways rated as having many failures (2 on a scale of 5) have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.

- Roadways rated as having limited failures (3 on a scale of 5) exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year’s program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates.

This year’s asphalt street reconstruction and rehabilitation project coincides with the water main replacement along these same streets.

**FY 2030 Asphalt Street Reconstruction & Rehabilitation**

| Street        | Section                         | Rank                 | Last Paved | Square Yards | Construction cost |
|---------------|---------------------------------|----------------------|------------|--------------|-------------------|
| Kiest Avenue  | Waukegan Road - Keystone Avenue | 2 - Many Failures    | 2007       | 3,345        | \$127,931         |
| Milton Avenue | Keystone Avenue - Angle Avenue  | 3 - Limited Failures | 2013       | 2,260        | \$86,435          |
| Angle Avenue  | Kiest Avenue - Shermer Road     | 2 - Many Failures    | 2007       | 1,601        | \$61,231          |
| <b>Total</b>  |                                 |                      |            | <b>7,206</b> | <b>\$275,597</b>  |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Construction Oversight & Construction | -       | -     | -      | -        | -                  | -     | -     | -     | 275,597 |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|---------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| Designated Revenues | -     | -     | -    | -     | -     | -     | -     | -     | 275,597 |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Miscellaneous Asphalt Roadways  
**Phase:** Construction Oversight & Construction  
**Cost:** \$1,245,302

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The roadways selected for the FY 2030 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

- Roadways rated as poor (1 on a scale of 5) are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.
- Roadways rated as having many failures (2 on a scale of 5) have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.
- Roadways rated as having limited failures (3 on a scale of 5) exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year's program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates.

This year's asphalt street reconstruction and rehabilitation project coincides with the water main replacement along these same streets.

**FY 2030 Asphalt Street Reconstruction & Rehabilitation**

| Street             | Section                        | Rank                                    | Last Paved | Square Yards  | Construction cost  |
|--------------------|--------------------------------|---|------------|---------------|--------------------|
| Butternut Lane     | Crabtree Lane - Cherry Lane    | 3 - Limited Failures                    | 2009       | 2,667         | \$98,937           |
| Blackthorn Lane    | Crabtree Lane - Cherry Lane    | 2 - Many Failures                       | 2009       | 2,885         | \$107,024          |
| Briarwood Lane     | Crabtree Lane - Cherry Lane    | 2 - Many Failures                       | 2009       | 1,119         | \$41,511           |
| Crabtree Lane      | Western Avenue to Cedar Lane   | 2 - Many Failures                       | 2009       | 4,781         | \$177,360          |
| Greenbriar Lane    | Crabtree Lane - Cherry Lane    | 2 - Many Failures                       | 2009       | 2,157         | \$80,018           |
| Dana Court         | Sanders Road to Terminus       | 1 - Poor                                | 2008       | 1,308         | \$48,523           |
| Donovan Glen Court | Landwehr Road to Terminus      | 1 - Poor                                | 1995       | 1,881         | \$69,779           |
| Red Haw Road       | Shermer Road to Terminus       | 1 - Poor                                | 2006       | 909           | \$33,721           |
| Surrey Lane        | Shermer Road to Terminus       | 1 - Poor                                | 1999       | 1,687         | \$62,582           |
| Maple Avenue       | Briarwood Lane to Shermer Road | 1 - Poor/ 3 - Limited Failures          | 2005       | 6,069         | \$225,140          |
| Cedar Lane         | Walters Avenue to Oak Avenue   | 2 - Many Failures/ 3 - Limited Failures | 2011       | 2,475         | \$91,815           |
| Cedar Lane         | Ash Lane to Cherry Lane        | 3 - Limited Failures                    | 1996       | 3,543         | \$131,434          |
| Walnut Lane        | Crabtree Lane - Cherry Lane    | 2 - Many Failures                       | 1992       | 2,088         | \$77,458           |
| <b>Total</b>       |                                |   |            | <b>33,569</b> | <b>\$1,245,302</b> |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |           |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-----------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30     |
| Construction Oversight & Construction | -       | -     | -      | -        | -                  | -     | -     | -     | 1,245,302 |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30     |
|---------------------|-------|-------|------|-------|-------|-------|-------|-------|-----------|
| Designated Revenues | -     | -     | -    | -     | -     | -     | -     | -     | 1,245,302 |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Northbrook Glen Subdivision  
**Phase:** Construction Oversight & Construction  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The asphalt roadways selected for construction in FY 2025 are rated as poor or having limited failures. Project design took place in FY 20224.

- Roadways rated as **poor (1 on a scale of 5)** are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.
- Roadways rated as having **limited failures (3 on a scale of 5)** exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The condition of the roads listed below is such that patching is no longer an option due to base failure and asphalt rehabilitation and reconstruction is necessary. The roads selected for this year's program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates. The asphalt street reconstruction and rehabilitation work in the Northbrook Glen Subdivision coincides with the water main replacement along these same streets.

| Street        | Section                   | Rank                 | Last Paved | Square Yards | Construction Cost |
|---------------|---------------------------|----------------------|------------|--------------|-------------------|
| Ridge Road    | Hillside Road to Lee Road | 3 - Limited Failures | 2000       | 3,951        | \$117,509         |
| Daryl Lane    | Entire Segment            | 1 - Poor             | 2000       | 1,149        | \$32,776          |
| Wendy Drive   | Entire Segment            | 1 - Poor             | 2000       | 3,147        | \$80,950          |
| Caryn Terrace | Entire Segment            | 1 - Poor             | 2000       | 1,149        | \$32,776          |
| <b>Total</b>  |                           |                      |            | <b>9,396</b> | <b>\$264,011</b>  |

**Cost Schedule**

| Component                             | Actuals |       | Budget  | Estimate | Recommended Budget |       |       |       |       |
|---------------------------------------|---------|-------|---------|----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25    | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Construction Oversight & Construction | -       | -     | 264,011 | 264,011  | -                  | -     | -     | -     | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25    | FY 25   | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|---------------------|-------|-------|---------|---------|-------|-------|-------|-------|-------|
| Designated Revenues | -     | -     | 264,011 | 264,011 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Streetscape Improvements  
**Project Name:** Northbrook Park Asphalt Street Reconstruction and Rehabilitation  
**Phase:** Construction Oversight & Construction  
**Cost:** \$792,416

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The roadways selected for the FY 2028 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

- Roadways rated as poor (1 on a scale of 5) are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.
- Roadways rated as having many failures (2 on a scale of 5) have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.
- Roadways rated as having limited failures (3 on a scale of 5) exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year's program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates. This year's asphalt street reconstruction and rehabilitation project coincides with the water main replacement along these same streets.

**FY 2028 Asphalt Street Reconstruction & Rehabilitation**

| Street          | Section                            | Rank                                    | Last Paved | Square Yards  | Construction cost |
|-----------------|------------------------------------|---|------------|---------------|-------------------|
| Asbury Road     | Western Avenue – Glendale Road     | 3 - Limited Failures                    | 2011       | 1,947         | \$62,304          |
| Bellevue Place  | Western Avenue – Glendale Road     | 2 – Many Failures                       | 2011       | 1,849         | \$59,168          |
| Brentwood Road  | Dehne Road – Western Avenue        | 1 - Poor                                | 2007       | 5,240         | \$167,680         |
| Dehne Road      | Western Avenue – Farnsworth Avenue | 1 - Poor                                | 2008       | 4,682         | \$149,824         |
| Farnsworth Road | Penfold Place – Shermer Road       | 1 - Poor                                | 2005       | 4,008         | \$128,256         |
| Glendale Avenue | Techny Road – Scott Road           | 2 – Many Failures / 3- Limited Failures | 2011       | 3,060         | \$97,920          |
| Scott Road      | Western Avenue – Summerton Place   | 1 - Poor                                | 2008       | 3,977         | \$127,264         |
| <b>Total</b>    |                                    |   |            | <b>24,763</b> | <b>\$792,416</b>  |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |         |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|---------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29 | FY 30 |
| Construction Oversight & Construction | -       | -     | -      | -        | -                  | -     | 792,416 | -     | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|---------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| Designated Revenues | -     | -     | -    | -     | -     | -     | 792,416 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Skokie Boulevard  
**Phase:** Construction Oversight & Construction  
**Cost:** \$2,626,788

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** Yes

**Overview**

The surface layer of pavement on Skokie Boulevard between Lake Cook Road and the Village's southern limit needs to be replaced. The roadway was last resurfaced in 2006 and is currently rated as having limited failures.

•Roadways rated as having limited failures (3 on a scale of 5) exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The surface has been repeatedly patched and its condition is reaching a point where patching will no longer be an option. Skokie Boulevard is classified as a Federal Aid Urban (FAU) route by the Illinois Department of Transportation. In FY 2022, the Village received notice that this project was awarded grant funding from the North Shore Council for construction in 2026 through the Surface Transportation Program. The North Shore Council is a group of 11 municipalities representing local governments on transportation issues through the Chicago Metropolitan Agency for Planning (CMAP). Design engineering will occur in FY 2026 with in-house staff with construction occurring in FY 2027.

**FY 2027 Asphalt Street Reconstruction & Rehabilitation**

| Street           | Section                           | Rank                 | Last Paved | Square Yards  | Construction cost |
|------------------|-----------------------------------|----------------------|------------|---------------|-------------------|
| Skokie Boulevard | Lake Cook Road – Southern Village | 3 – Limited Failures | 2006       | 61,900        | \$2,626,788       |
| <b>Total</b>     |                                   |                      |            | <b>61,900</b> | <b>2,626,788</b>  |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |           |       |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-----------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27     | FY 28 | FY 29 | FY 30 |
| Construction Oversight & Construction | -       | -     | -      | -        | -                  | 2,626,788 | -     | -     | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27     | FY 28 | FY 29 | FY 30 |
|---------------------|-------|-------|------|-------|-------|-----------|-------|-------|-------|
| Grant Proceeds      | -     | -     | -    | -     | -     | 2,017,049 | -     | -     | -     |
| Designated Revenues | -     | -     | -    | -     | -     | 609,739   | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Sunridge, Skokie Highlands, Northbrook East  
**Phase:** Construction Oversight & Construction  
**Cost:** \$1,606,759

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The roadways selected for the FY 2029 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

•Roadways rated as having many failures (2 on a scale of 5) have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.

•Roadways rated as having limited failures (3 on a scale of 5) exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year's program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates.

This year's asphalt street reconstruction and rehabilitation project coincides with the water main replacement along these same streets.

**FY 2029 Asphalt Street Reconstruction & Rehabilitation**

| Street          | Section                           | Rank  | Last Paved | Square Yards  | Construction cost  |
|-----------------|-----------------------------------|---|------------|---------------|--------------------|
| Barnsley Place  | Dell Road to Terminus             | 3 - Limited Failures                              | 2010       | 813           | \$29,281           |
| Center Avenue   | Western Avenue to Terminus        | 1 - Poor/ 2 - Many Failures/ 3 - Limited Failures | 2005       | 1,932         | \$69,583           |
| Chipili Drive   | Sunset Ridge to Terminus          | 2 - Many Failures                                 | 2006       | 2,217         | \$79,848           |
| Cuyler Avenue   | Forestway Drive - Voltz Road      | 2 - Many Failures                                 | 2006       | 1,932         | \$69,583           |
| Dell Road       | Marshall Road - Midway Road       | 3 - Limited Failures                              | 2009       | 3,585         | \$129,118          |
| Forestway Drive | Sunset Ridge to Terminus          | 2 - Many Failures                                 | 2006       | 2,625         | \$94,543           |
| Midway Road     | Marshall Road - Sunset Ridge Road | 3 - Limited Failures                              | 2010       | 4,281         | \$154,186          |
| Northmoor Court | Center Avenue to Terminus         | 1 - Poor  | 2005       | 1,080         | \$38,898           |
| Otis Place      | Whitfield Road to Terminus        | 3 - Limited Failures                              | 2010       | 753           | \$27,120           |
| Park Drive      | Sunset Ridge to Terminus          | 1 - Poor  | 2006       | 1,713         | \$61,696           |
| Rosewood Court  | Sunset Ridge to Terminus          | 2 - Many Failures                                 | 2006       | 1,188         | \$42,787           |
| Southgate Drive | Sunset Ridge to Terminus          | 1 - Poor  | 2006       | 3,198         | \$115,181          |
| Voltz Road      | Sunset Ridge to Terminus          | 3 - Limited Failures                              | 2006       | 3,483         | \$125,445          |
| Westwood Court  | Center Avenue to Terminus         | 1 - Poor  | 2005       | 999           | \$35,981           |
| Whitfield Court | Marshall Road to Midway Road      | 3 - Limited Failures                              | 2010       | 2,733         | \$98,432           |
| Steven Lane     | Highland Drive to Talia Lane      | 2 - Many Failures                                 | 1997       | 1,722         | \$63,821           |
| Talia Lane      | Highland Drive to Steven Lane     | 2 - Many Failures                                 | 1997       | 1,890         | \$68,071           |
| Audrey Lane     | Highland Drive to Anne Lane       | 2 - Many Failures                                 | 1997       | 2,100         | \$75,634           |
| Anne Lane       | Highland Drive to Audrey Lane     | 2 - Many Failures                                 | 1997       | 1,980         | \$71,312           |
| Melanie Lane    | Highland Drive to Joshua Lane     | 2 - Many Failures                                 | 1997       | 2,337         | \$84,170           |
| Joshua Lane     | Highland Drive to Melanie Lane    | 2 - Many Failures                                 | 1997       | 2,001         | \$72,069           |
| <b>Total</b>    |                                   |   |            | <b>44,562</b> | <b>\$1,606,759</b> |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |           |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-----------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29     | FY 30 |
| Construction Oversight & Construction | -       | -     | -      | -        | -                  | -     | -     | 1,606,759 | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29     | FY 30 |
|---------------------|-------|-------|------|-------|-------|-------|-------|-----------|-------|
| Designated Revenues | -     | -     | -    | -     | -     | -     | -     | 1,606,759 | -     |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Techny Road  
**Phase:** Construction Oversight & Construction  
**Cost:** \$244,771

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The roadways selected for the FY 2028 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

- Roadways rated as having many failures (2 on a scale of 5) have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.

- Roadways rated as having limited failures (3 on a scale of 5) exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year’s program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates. This year’s asphalt street reconstruction and rehabilitation project coincides with the water main replacement along these same streets.

**FY 2028 Asphalt Street Reconstruction & Rehabilitation**

| Street       | Section                        | Rank                 | Last Paved | Square Yards | Construction cost |
|--------------|--------------------------------|----------------------|------------|--------------|-------------------|
| Techny Road  | Western Avenue - Second Street | 3 - Limited Failures | 2012       | 6,400        | \$244,771         |
| <b>Total</b> |                                |                      |            | <b>6,400</b> | <b>\$244,771</b>  |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |         |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|---------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29 | FY 30 |
| Construction Oversight & Construction | -       | -     | -      | -        | -                  | -     | 244,771 | -     | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|---------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| Designated Revenues | -     | -     | -    | -     | -     | -     | 244,771 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Walters Avenue  
**Phase:** Construction Oversight & Construction  
**Cost:** \$1,197,939

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** Yes

**Overview**

The roadways selected for the FY 2028 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

•Roadways rated as having many failures (2 on a scale of 5) have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year's program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates.

This year's asphalt street reconstruction and rehabilitation project coincides with the water main replacement along these same streets.

**FY 2028 Asphalt Street Reconstruction & Rehabilitation**

| Street         | Section                       | Rank              | Last Paved | Square Yards  | Construction cost  |
|----------------|-------------------------------|-------------------|------------|---------------|--------------------|
| Walters Avenue | Pfingsten Road - Shermer Road | 2 - Many Failures | 2002       | 26,102        | \$1,197,939        |
| <b>Total</b>   |                               |                   |            | <b>26,102</b> | <b>\$1,197,939</b> |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |           |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-----------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28     | FY 29 | FY 30 |
| Construction Oversight & Construction | -       | -     | -      | -        | -                  | -     | 1,197,939 | -     | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|---------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| Grant Proceeds      | -     | -     | -    | -     | -     | -     | 927,022 | -     | -     |
| Designated Revenues | -     | -     | -    | -     | -     | -     | 270,917 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Weller Subdivision and Pamela Lane  
**Phase:** Construction Oversight & Construction  
**Cost:** \$296,460

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The roadways selected for the FY 2026 asphalt street reconstruction and rehabilitation program are rated as poor, having many failures, or having limited failures.

•Roadways rated as poor (1 on a scale of 5) are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.

The condition of the roads listed above is such that patching is no longer an option and asphalt rehabilitation is necessary. The roads selected for this year’s program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates.

**FY 2026 Asphalt Street Reconstruction & Rehabilitation**

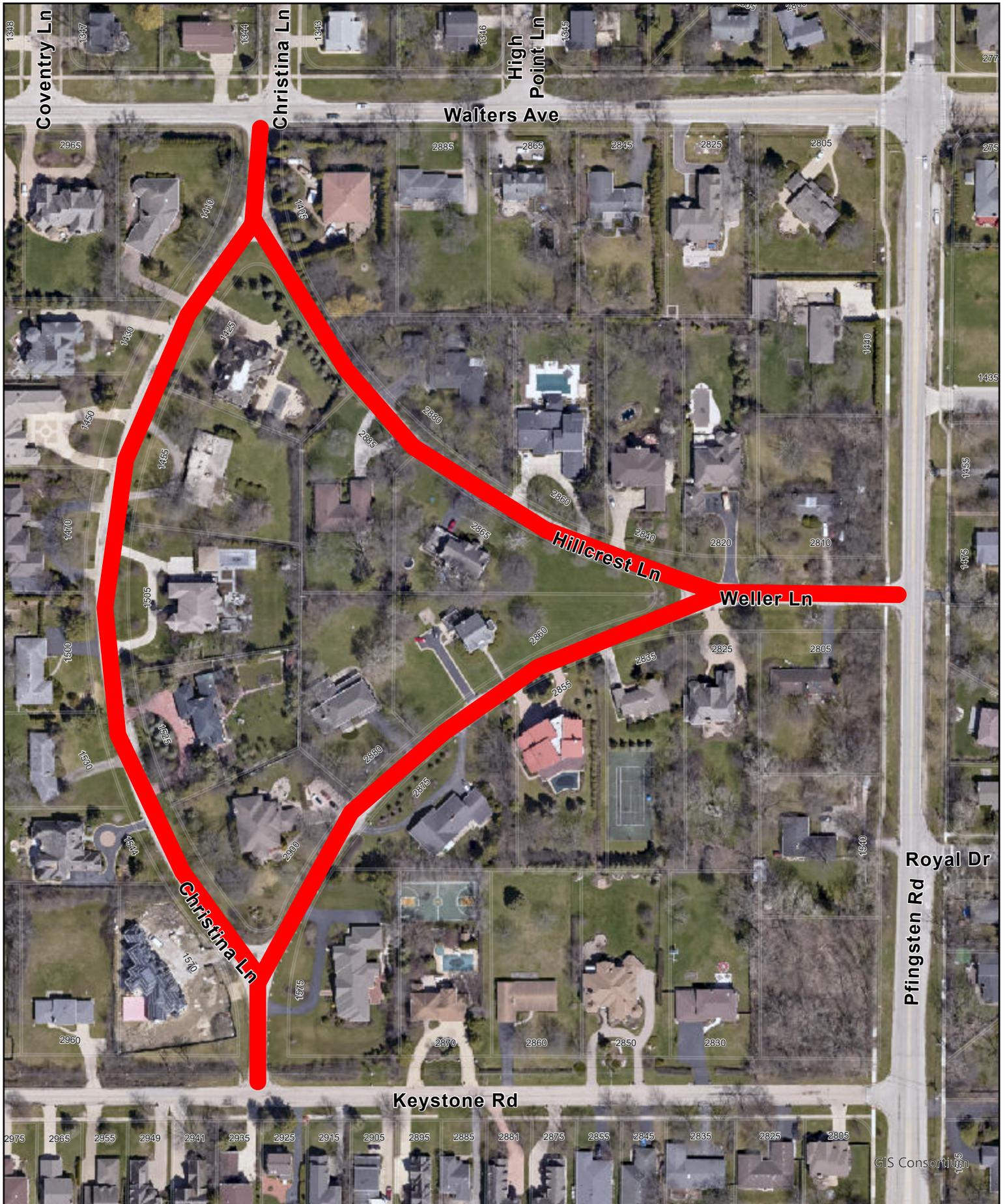
| Street         | Section                           | Rank     | Last Paved | Square Yards | Construction cost |
|----------------|-----------------------------------|----------|------------|--------------|-------------------|
| Christina Lane | Walters Avenue – Keystone Road    | 1 - Poor | 2005       | 2,738        | \$98,568          |
| Hillcrest Lane | Christina Lane – Weller Lane      | 1 - Poor | 2005       | 1,564        | \$56,304          |
| Pamella Lane   | Constance Lane – Eastern Terminus | 1 - Poor | 2001       | 1,883        | \$67,788          |
| Weller Lane    | Christina Lane – Pfingsten Road   | 1 - Poor | 2005       | 2,050        | \$73,800          |
| <b>Total</b>   |                                   |          |            | <b>8,235</b> | <b>\$296,460</b>  |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Construction Oversight & Construction | -       | -     | -      | -        | 296,460            | -     | -     | -     | -     |

**Planned Financing**

|                     | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|---------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| Designated Revenues | -     | -     | -    | -     | 296,460 | -     | -     | -     | -     |

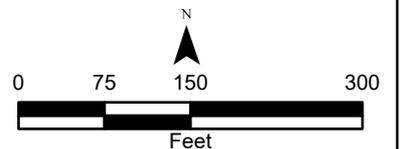


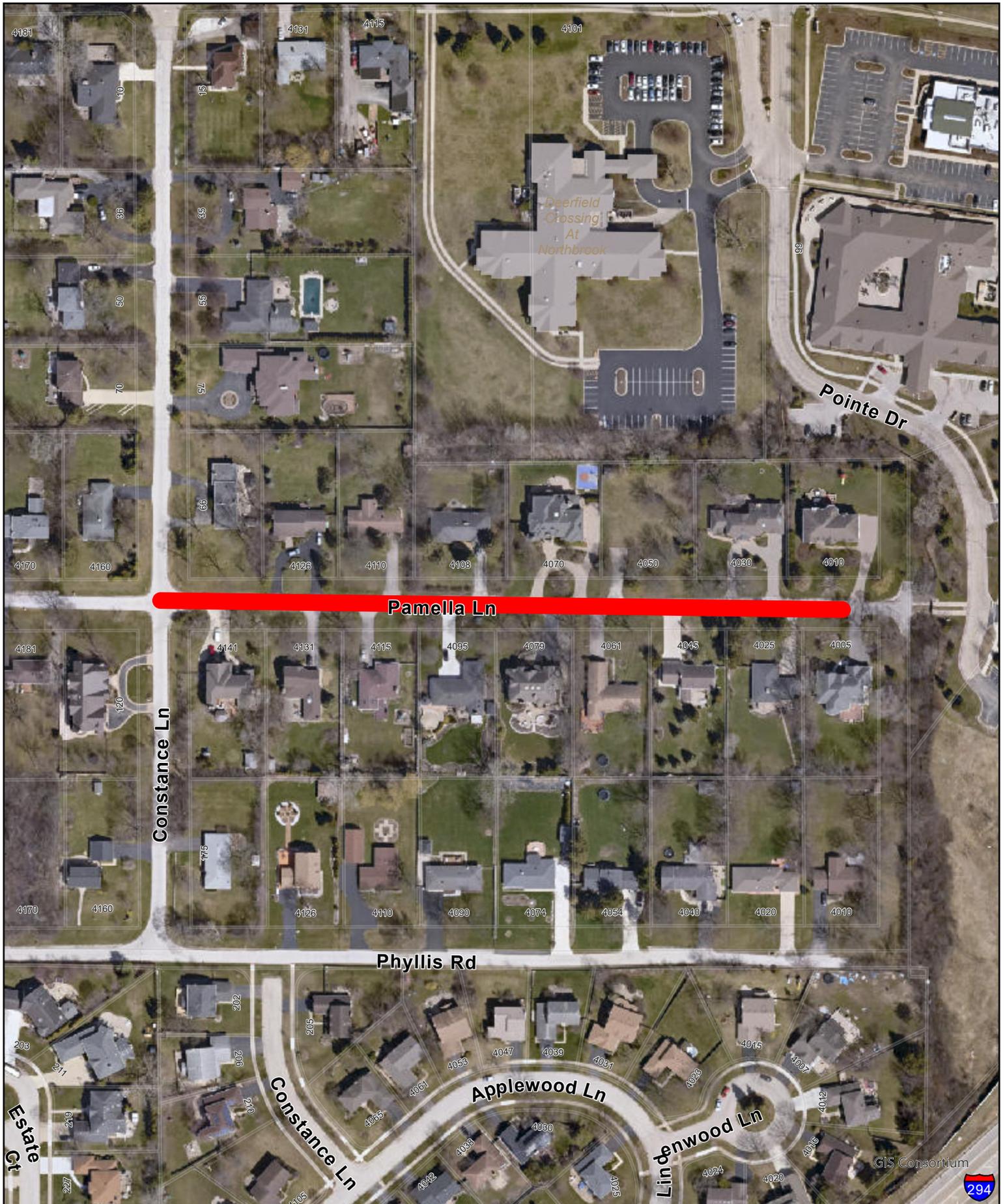
GIS Consortium

## Capital Improvement Projects

Asphalt Street Resurfacing

FY 2026



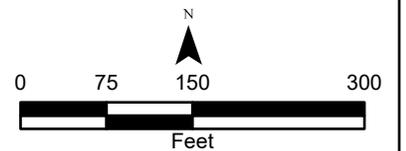


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### Capital Improvement Projects

Asphalt Street Resurfacing

FY 2026



## INFRASTRUCTURE CAPITAL PROJECTS FUND

### INFRASTRUCTURE CAPITAL PLAN SUMMARY

|  | <u>GL #</u>    | <u>FY 2026</u>     | <u>FY 2027</u>     | <u>FY 2028</u>     | <u>FY 2029</u>     | <u>FY 2030</u>     | <u>TOTAL</u>       |
|--|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| <b><u>FUNDING SOURCES</u></b>                      |                |                    |                    |                    |                    |                    |                    |
| Federal Grants                                     | 40-0000-481-32 | 3,504,200          | -                  | -                  | -                  | -                  | 3,504,200          |
| State and/or County Grants                         | 40-0000-481-32 | 250,000            | -                  | -                  | -                  | -                  | 250,000            |
| Operating Revenues/Reserves                        | Various        | 1,800,000          | 1,800,000          | 1,800,000          | 1,800,000          | 1,800,000          | 9,000,000          |
| Bond Issuance                                      |                | -                  | 7,000,000          | -                  | 10,590,000         | -                  | 17,590,000         |
| Total Funding Sources                              |                | <u>5,554,200</u>   | <u>8,800,000</u>   | <u>1,800,000</u>   | <u>12,390,000</u>  | <u>1,800,000</u>   | <u>30,344,200</u>  |
| <b><u>FUNDING USES</u></b>                         |                |                    |                    |                    |                    |                    |                    |
| Asphalt Street Program                             | 40-7400-531-10 | 1,612,702          | 120,000            | 227,500            | 120,000            | 120,000            | 2,200,202          |
| Bicycle & Pedestrian Improvements                  | 40-7400-531-07 | 4,527,818          | 1,962,584          | 147,286            | 311,172            | 385,099            | 7,333,959          |
| Concrete Street Program                            | 40-7400-531-19 | 3,077,574          | 1,500,000          | 1,500,000          | 4,655,694          | 3,385,033          | 14,118,301         |
| Electric Vehicle Charging Stations                 | 40-7400-538-01 | 60,326             | 120,652            | 60,652             | 45,489             | 30,326             | 317,445            |
| Engineering Tests                                  | 40-7400-553-01 | -                  | 75,000             | -                  | -                  | -                  | 75,000             |
| Sidewalk Construction/Improvements                 | 40-7400-722-02 | 574,117            | 571,540            | 549,112            | 663,967            | 351,830            | 2,710,566          |
| Streetscape/Gateway Improvements                   | 40-7400-531-18 | 1,920,000          | 1,825,000          | 1,750,000          | 1,750,000          | 1,750,000          | 8,995,000          |
| Traffic Signals                                    | 40-7400-531-24 | 105,000            | 110,250            | 365,765            | 121,553            | 127,630            | 830,198            |
| Total Funding Uses                                 |                | <u>11,877,537</u>  | <u>6,285,026</u>   | <u>4,600,315</u>   | <u>7,667,875</u>   | <u>6,149,918</u>   | <u>36,580,671</u>  |
| Funding "Sources less Uses" Surplus (Deficit)      |                | <u>(6,323,337)</u> | <u>2,514,974</u>   | <u>(2,800,315)</u> | <u>4,722,125</u>   | <u>(4,349,918)</u> | <u>(6,236,471)</u> |
| <b><u>FY25</u></b>                                 |                |                    |                    |                    |                    |                    |                    |
| Beginning 5/1/XX Audited or Estimated Fund Balance |                | <u>9,429,252</u>   | <u>6,269,252</u>   | <u>(54,085)</u>    | <u>2,460,889</u>   | <u>(339,426)</u>   | <u>4,382,699</u>   |
| Projected Annual Budgeted Surplus (Deficit)        |                | <u>(3,160,000)</u> | <u>(6,323,337)</u> | <u>2,514,974</u>   | <u>(2,800,315)</u> | <u>4,722,125</u>   | <u>(4,349,918)</u> |
| Ending 4/30/XX Projected Fund Balance              |                | <u>6,269,252</u>   | <u>(54,085)</u>    | <u>2,460,889</u>   | <u>(339,426)</u>   | <u>4,382,699</u>   | <u>32,781</u>      |

**Village of Northbrook**  
**Capital Improvement Plan - Summary FY 2026 - 2030**

**Infrastructure Capital Projects**

| Project Name   | Fund | Dept | Account | Actuals        |                | Budget           | Amended Budget   | Year End Estimate | Recommended Budget |                  |                  |                  |                  |
|--|------|------|---------|----------------|----------------|------------------|------------------|-------------------|--------------------|------------------|------------------|------------------|------------------|
|  |      |      |         | FY 2023        | FY 2024        | FY 2025          | FY 2025          | FY 2025           | FY 2026            | FY 2027          | FY 2028          | FY 2029          | FY 2030          |
| Arbor Lane/Preswick Bicycle/Pedestrian Improvements                | 40   | 7400 | 531-07  | -              | -              | -                | -                | -                 | -                  | 73,200           | -                | -                | -                |
| Arterial Sidewalk Rehabilitation Bicycle & Pedestrian Improvements | 40   | 7400 | 722-02  | 17,136         | -              | 114,470          | 114,470          | 114,470           | 268,244            | 125,444          | 141,629          | 115,626          | -                |
| Charlemagne Subdivision Concrete Street Reconstruction             | 40   | 7400 | 531-19  | -              | -              | -                | -                | -                 | -                  | -                | -                | -                | 2,435,016        |
| Cherry Lane Conventional Bike Lanes                                | 40   | 7400 | 531-07  | -              | -              | -                | -                | -                 | 82,086             | -                | 82,086           | 164,172          | 385,099          |
| Downtown Streetscape Enhancements                                  | 40   | 7400 | 531-18  | -              | -              | 250,000          | 250,000          | 250,000           | 1,750,000          | 1,750,000        | 1,750,000        | 1,750,000        | 1,750,000        |
| Electric Vehicle Charging Stations                                 | 40   | 7400 | 538-01  | -              | -              | -                | -                | -                 | 60,326             | 120,652          | 60,652           | 45,489           | 30,326           |
| Gateway and Wayfinding Signage                                     | 40   | 7400 | 531-18  | -              | -              | 228,000          | 228,000          | 228,000           | 170,000            | 75,000           | -                | -                | -                |
| Heathercrest Concrete Street Reconstruction                        | 40   | 7400 | 531-19  | -              | -              | -                | -                | -                 | -                  | -                | -                | 1,008,102        | -                |
| Huntington Subdivision Asphalt                                     | 40   | 7400 | 531-10  | -              | -              | 2,186,033        | 2,186,033        | -                 | -                  | -                | -                | -                | -                |
| Koepke Bicycle/Pedestrian Improvements                             | 40   | 7400 | 531-07  | -              | -              | -                | -                | -                 | -                  | -                | 65,200           | -                | -                |
| LED Conversion Program   | 40   | 7400 | 531-24  | 46,000         | 50,000         | 100,000          | 100,000          | 100,000           | 105,000            | 110,250          | 115,765          | 121,553          | 127,630          |
| Midway, Whitfield Bicycle/Pedestrian Improvements                  | 40   | 7400 | 531-07  | -              | -              | -                | -                | -                 | -                  | -                | -                | 72,000           | -                |
| Minor Area Resurfacing   | 40   | 7400 | 531-10  | 181,216        | 120,000        | 205,000          | 205,000          | 205,000           | 120,000            | 120,000          | 120,000          | 120,000          | 120,000          |
| Pavement Management Survey   | 40   | 7400 | 553-01  | -              | -              | -                | -                | -                 | -                  | 75,000           | -                | -                | -                |
| Shermer Rd Maple to Techny Concrete Street Reconstruction          | 40   | 7400 | 531-19  | -              | -              | -                | -                | -                 | 1,577,574          | -                | -                | -                | -                |
| Shermer Rd Techny to Willow Asphalt Street Reconstruction          | 40   | 7400 | 531-10  | -              | -              | -                | -                | -                 | 1,492,702          | -                | -                | -                | -                |
| Shermer Road (BPP Project L10) Bicycle/Pedestrian Improvements     | 40   | 7400 | 531-07  | -              | 511,980        | 589,430          | 589,430          | 589,430           | 2,806,097          | -                | -                | -                | -                |
| Sidewalk Replacement   | 40   | 7400 | 722-02  | 169,204        | 204,803        | 253,703          | 253,705          | 253,705           | 305,873            | 446,096          | 407,483          | 548,341          | 351,830          |
| Skierch's and White Plains Concrete Street Reconstruction          | 40   | 7400 | 531-19  | -              | -              | -                | -                | -                 | -                  | -                | -                | 3,647,592        | -                |
| Skokie Valley Trail Bicycle/Pedestrian Improvements                | 40   | 7400 | 531-07  | -              | -              | -                | -                | -                 | 1,545,166          | -                | -                | -                | -                |
| Sky Harbor Concrete Street Reconstruction                          | 40   | 7400 | 531-19  | -              | -              | -                | -                | -                 | 1,500,000          | 1,500,000        | 1,500,000        | -                | -                |
| South Bridge Commons Concrete Street Reconstruction                | 40   | 7400 | 531-19  | -              | -              | -                | -                | -                 | -                  | -                | -                | -                | 950,017          |
| Techny Rd and Second Street Asphalt                                | 40   | 7400 | 531-10  | -              | -              | -                | -                | -                 | -                  | -                | 107,500          | -                | -                |
| Traffic Signal & Streetlight Improvements                          | 40   | 7400 | 531-24  | -              | 60,755         | 50,000           | 50,000           | -                 | -                  | -                | 250,000          | -                | -                |
| Village Wide Multi Use Path and Trail Maintenance                  | 40   | 7400 | 531-07  | -              | -              | -                | -                | -                 | -                  | -                | -                | 75,000           | -                |
| Walters Avenue Separated Bike Lanes Bicycle/Ped. Improvements      | 40   | 7400 | 531-07  | -              | -              | 95,400           | 95,400           | 94,469            | 94,469             | 1,889,384        | -                | -                | -                |
| <b>Total</b>   |      |      |         | <b>413,556</b> | <b>947,538</b> | <b>4,072,036</b> | <b>4,072,038</b> | <b>1,835,074</b>  | <b>11,877,537</b>  | <b>6,285,026</b> | <b>4,600,315</b> | <b>7,667,875</b> | <b>6,149,918</b> |

**Project Priority Codes:**

- A - Essential and immediate need
- B - Essential, but may be delayed
- C - Optional but beneficial to the Village through increased productivity, safety, etc.
- D - Optional but beneficial to the Village in social, cultural, or aesthetic ways
- F - Future project, no FY26 expenditures

\*Projects related to the Climate Action Plan (CAP) are identified by 

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Arbor Lane/Prestwick (BPP L33)  
**Cost:** \$73,200

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The FY 2027 asphalt street conversion project partially overlaps with the Bicycle and Pedestrian Plan’s recommendation to create bicycle boulevards extending from Walters Avenue to Techny Road via Arbor Lane, Prestwick Lane, Prairie Avenue, Garden Street, and Highland Avenue. Bicycle boulevards improve conditions for bicyclists by installing directional signage for bicyclists and installing traffic calming measures to reduce the speed of vehicles traveling on the same route. This project will require working with the Northfield Township Highway Department to continue the boulevard from Prairie Avenue to Techny Road via Garden Street and Highland Avenue.

**Cost Schedule**

| Project | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|---------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|         | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| BPP L33 | -       | -     | -      | -        | -                  | 73,200 | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | 73,200 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Arterial Sidewalk Rehabilitation – Skokie Blvd  
**Cost:** \$118,244

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In addition to routine sidewalk removal and replacement, the Village maintains the sidewalks located adjacent to major arterial streets within the Village, such as Sunset Ridge and Skokie Boulevard. Arterial sidewalks provide pedestrians a critical link to different areas within the community and are used heavily throughout the year.

In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

This program focuses on identifying sections of deteriorated or defective sidewalk on at least one side of the arterial road and replacing or otherwise repairing them to remove potential hazards using the same replacement process outlined in the routine sidewalk replacement program.

**Cost Schedule**

| Project                          | Actuals |       | Budget  | Estimate | Recommended Budget |       |       |       |       |
|----------------------------------|---------|-------|---------|----------|--------------------|-------|-------|-------|-------|
|                                  | FY 23   | FY 24 | FY25    | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Arterial Sidewalk Rehabilitation | 17,136  | -     | 114,470 | 114,470  | 118,244            | -     | -     | -     | -     |

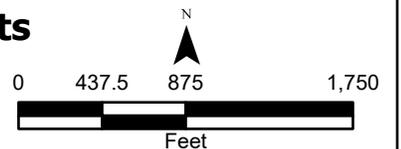
**Planned Financing**

|                             | FY 23  | FY 24 | FY25    | FY 25   | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|-----------------------------|--------|-------|---------|---------|---------|-------|-------|-------|-------|
| Operating Revenues/Reserves | 17,136 | -     | 114,470 | 114,470 | 118,244 | -     | -     | -     | -     |



# Infrastructure Capital Improvement Projects

Arterial Sidewalk  
FY 2026



GIS Consortium

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Arterial Sidewalk Rehabilitation – Techny Road  
**Cost:** \$150,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In addition to routine sidewalk removal and replacement, the Village maintains the sidewalks located adjacent to major arterial streets within the Village, such as Techny Road. This project will include the construction of new sidewalk segment along Techny Road between the Covenant Village development and Greenview Road. This estimate has included allowances for possible utility relocation expenses.

In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

This program focuses on identifying sections of deteriorated or defective sidewalk on at least one side of the arterial road and replacing or otherwise repairing them to remove potential hazards using the same replacement process outlined in the routine sidewalk replacement program.

**Cost Schedule**

| Project                          | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|----------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Arterial Sidewalk Rehabilitation | -       | -     | -      | -        | 150,000            | -     | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | 150,000 | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Arterial Sidewalk Rehabilitation – Waukegan Road:  
 Edens Spur to Shermer Road  
**Cost:** \$125,444

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In addition to routine sidewalk removal and replacement, the Village maintains the sidewalks located adjacent to major arterial streets within the Village, such as Waukegan Road. Arterial sidewalks provide pedestrians a critical link to different areas within the community and are used heavily throughout the year. In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

This program focuses on identifying sections of deteriorated or defective sidewalk on at least one side of the arterial road and replacing or otherwise repairing them to remove potential hazards using the same replacement process outlined in the routine sidewalk replacement program.

**Cost Schedule**

| Project                          | Actuals |       | Budget | Estimate | Recommended Budget |         |       |       |       |
|----------------------------------|---------|-------|--------|----------|--------------------|---------|-------|-------|-------|
|                                  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27   | FY 28 | FY 29 | FY 30 |
| Arterial Sidewalk Rehabilitation | -       | -     | -      | -        | -                  | 125,444 | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27   | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|---------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | 125,444 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Arterial Sidewalk Rehabilitation - Willow Road  
**Cost:** \$141,629

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

In addition to routine sidewalk removal and replacement, the Village maintains the sidewalks located adjacent to major arterial streets within the Village, such as Willow Road. Arterial sidewalks provide pedestrians a critical link to different areas within the community and are used heavily throughout the year. In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

This program focuses on identifying sections of deteriorated or defective sidewalk on at least one side of the arterial road and replacing or otherwise repairing them to remove potential hazards using the same replacement process outlined in the routine sidewalk replacement program.

**Cost Schedule**

| Project                          | Actuals |       | Budget | Estimate | Recommended Budget |       |         |       |       |
|----------------------------------|---------|-------|--------|----------|--------------------|-------|---------|-------|-------|
|                                  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29 | FY 30 |
| Arterial Sidewalk Rehabilitation | -       | -     | -      | -        | -                  | -     | 141,629 | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | -     | 141,629 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Arterial Sidewalk Rehabilitation – Sunset Ridge  
**Cost:** \$115,626

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

In addition to routine sidewalk removal and replacement, the Village maintains the sidewalks located adjacent to major arterial streets within the Village, such as Sunset Ridge and Skokie Boulevard. Arterial sidewalks provide pedestrians a critical link to different areas within the community and are used heavily throughout the year.

In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

This program focuses on identifying sections of deteriorated or defective sidewalk on at least one side of the arterial road and replacing or otherwise repairing them to remove potential hazards using the same replacement process outlined in the routine sidewalk replacement program.

**Cost Schedule**

| Project                          | Actuals |       | Budget | Estimate | Recommended Budget |       |       |         |       |
|----------------------------------|---------|-------|--------|----------|--------------------|-------|-------|---------|-------|
|                                  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29   | FY 30 |
| Arterial Sidewalk Rehabilitation | -       | -     | -      | -        | -                  | -     | -     | 115,626 | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29   | FY 30 |
|----------------------------|-------|-------|------|-------|-------|-------|-------|---------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | -     | -     | 115,626 | -     |

**Department:** Public Works Department  
**Project Type:** Concrete Street Reconstruction & Rehabilitation  
**Project Name:** Charlemagne Subdivision  
**Phase:** Construction & Construction Oversight  
**Cost:** \$2,435,016

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The concrete segments in the Charlemagne Subdivision have been surveyed and an estimated number of concrete panels have been identified for replacement. Deferring replacement of these deteriorated panels will result in more advanced degradation of roadway, including pavement failures and increased reconstruction and rehabilitation costs in the future.

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |           |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-----------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30     |
| Construction & Construction Oversight | -       | -     | -      | -        | -                  | -     | -     | -     | 2,435,016 |

**Planned Financing**

|               | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30     |
|---------------|-------|-------|------|-------|-------|-------|-------|-------|-----------|
| Bond Issuance | -     | -     | -    | -     | -     | -     | -     | -     | 2,435,016 |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Cherry Lane Conventional Bike Lanes  
**Cost:** \$713,442

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

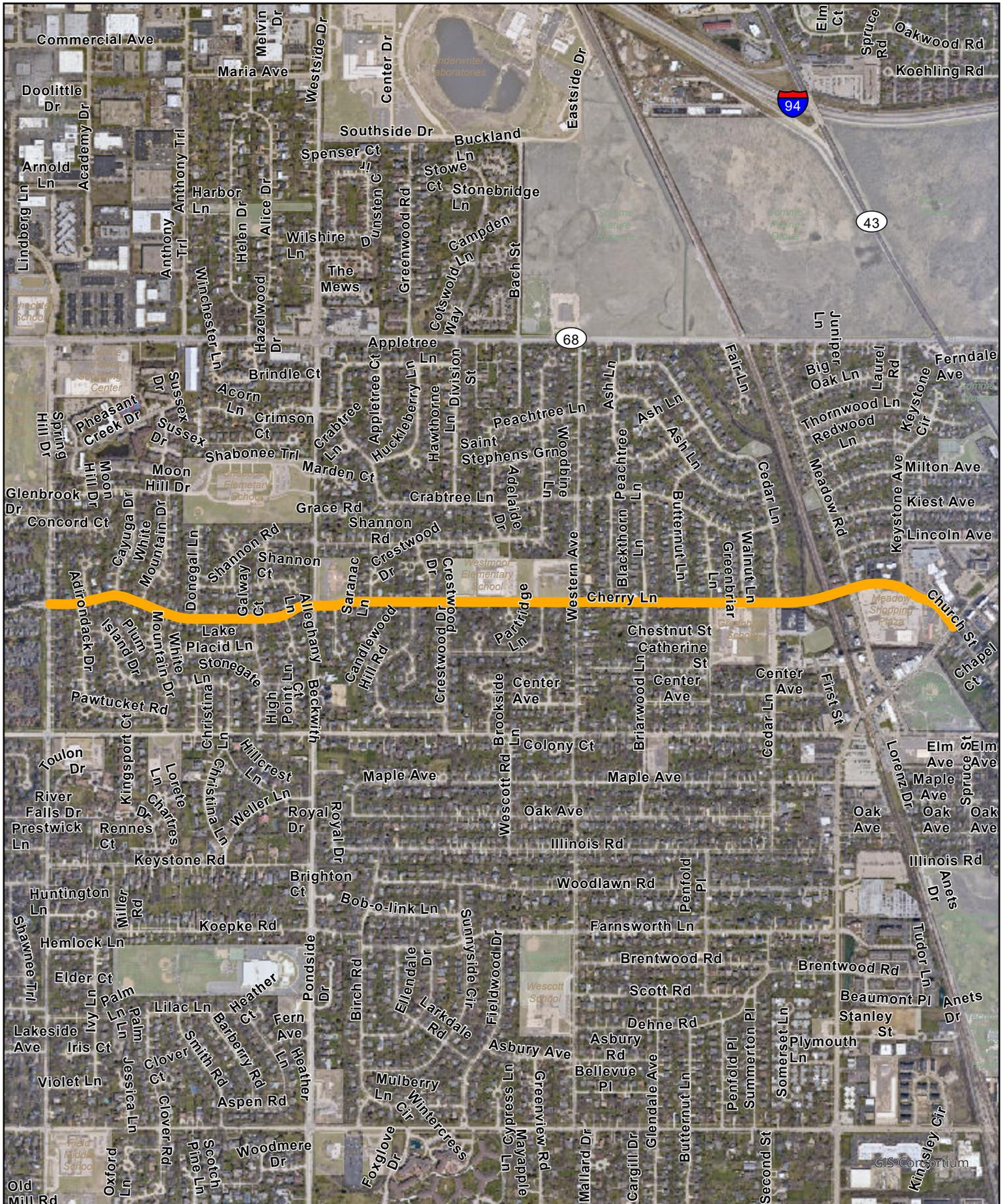
The FY 2030 asphalt street resurfacing project overlaps with the Bicycle and Pedestrian Plan’s recommendation to create conventional bike lanes extending from Landwehr Road to Shermer Road via Cherry Lane and Church Street. Conventional Bicycle Lanes use signage and striping to delineate the right-of-way assigned to bicyclists and motorists, encouraging safe and predictable movements. This project is programmed in conjunction with resurfacing of Cherry Lane.

**Cost Schedule**

| Project            | Actuals |       | Budget | Estimate | Recommended Budget |       |               |                |                |
|--------------------|---------|-------|--------|----------|--------------------|-------|---------------|----------------|----------------|
|                    | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28         | FY 29          | FY 30          |
| Design Engineering | -       | -     | -      | -        | 82,086             | -     | 82,086        | 164,172        | -              |
| Construction       | -       | -     | -      | -        | -                  | -     | -             | -              | 385,099        |
| <b>Total</b>       | -       | -     | -      | -        | <b>82,086</b>      | -     | <b>82,086</b> | <b>164,172</b> | <b>385,099</b> |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26  | FY 27 | FY 28  | FY 29   | FY 30   |
|----------------------------|-------|-------|------|-------|--------|-------|--------|---------|---------|
| Operating Revenues/Reserve | -     | -     | -    | -     | 82,086 | -     | 82,086 | 164,172 | 385,099 |

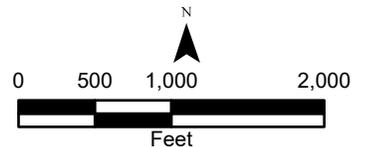


GIS Consortium

## Capital Improvement Projects

Bike and Pedestrian Improvements

FY 2026



**Department:** Public Works Department  
**Project Type:** Streetscape Improvements  
**Project Name:** Downtown Streetscape Enhancements  
**Cost:** \$8,750,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

At the direction of the Board, the improved temporary modifications for expanded outdoor dining and pedestrian walkways in the downtown continued in the 2023 outdoor dining season. In June 2023, the Village Board contracted with Houseal Lavigne in Resolution 2023-130 for concept design to transition these modifications from temporary to permanent on Shermer from Meadow to the railroad tracks, on the Meadow north of Shermer, and on Meadow from Shermer to Walters. Design is anticipated to be completed by the end of 2024 with anticipated construction completed in the spring/early summer of 2025 in advance of the outdoor dining season. Additionally, funds have been programmed for construction of enhancements along additional segments of the Downtown. This continuation of the program will in conjunction with the Village Board's direction.

**Cost Schedule**

| Project                           | Actuals |       | Budget  | Estimate | Recommended Budget |           |           |           |           |
|-----------------------------------|---------|-------|---------|----------|--------------------|-----------|-----------|-----------|-----------|
|                                   | FY 23   | FY 24 | FY25    | FY 25    | FY 26              | FY 27     | FY 28     | FY 29     | FY 30     |
| Downtown Streetscape Enhancements | -       | -     | 250,000 | 250,000  | 1,750,000          | 1,750,000 | 1,750,000 | 1,750,000 | 1,750,000 |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25    | FY 25   | FY 26     | FY 27     | FY 28     | FY 29     | FY 30     |
|----------------------------|-------|-------|---------|---------|-----------|-----------|-----------|-----------|-----------|
| Operating Revenues/Reserve | -     | -     | 250,000 | 250,000 | 1,750,000 | -         | -         | -         | -         |
| Bond Issuance              | -     | -     | -       | -       | -         | 1,750,000 | 1,750,000 | 1,750,000 | 1,750,000 |

**Department:** Sustainability  
**Project Type:** Electric Vehicle Charging Infrastructure  
**Project Name:** Electric Vehicle Charging Stations  
**Cost:** \$317,445

**Priority Code:** B - Essential, but may be delayed

**CAP Item:** Yes 

**Grant Funding:** Potential - CFI

**Overview**

This project includes installation of public electric vehicle charging stations (EVCS) at Village Hall, the Public Works Center, Police Station and north Metra commuter lot. The project will begin with two two-port stations at Village Hall in FY26, two two-port stations at Public Works in FY 2027, two two-port stations at the Metra North Commuter lot in FY 2028 and one two-port station at the Police Station in FY29. Additionally, this project includes the installation of two two-port stations in FY 2027, FY 2028, FY 2029, and FY 2030 with to be determined community partners.

Cost estimates below do not include all necessary electrical work that will required for installation and will increase the cost of each installation. There may be grant funds available in the coming year to offset some of the installation costs.

**Cost Schedule**

| Project                  | Actuals |       | Budget | Estimate | Recommended Budget |                |               |               |               |
|--------------------------|---------|-------|--------|----------|--------------------|----------------|---------------|---------------|---------------|
|                          | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27          | FY 28         | FY 29         | FY 30         |
| Village Hall             | -       | -     | -      | -        | 60,326             | -              | -             | -             | -             |
| Public Works             | -       | -     | -      | -        | -                  | 60,326         | -             | -             | -             |
| Metra North Commuter Lot | -       | -     | -      | -        | -                  | -              | 30,326        | -             | -             |
| Police Station           | -       | -     | -      | -        | -                  | -              | -             | 15,163        | -             |
| Community Partners       | -       | -     | -      | -        | -                  | 60,326         | 30,326        | 30,326        | 30,326        |
| <b>Total</b>             | -       | -     | -      | -        | <b>60,326</b>      | <b>120,652</b> | <b>60,652</b> | <b>45,489</b> | <b>30,326</b> |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26  | FY 27   | FY 28  | FY 29  | FY 30  |
|----------------------------|-------|-------|------|-------|--------|---------|--------|--------|--------|
| Operating Revenues/Reserve | -     | -     | -    | -     | 60,326 | 120,652 | 60,652 | 45,489 | 30,326 |

**Department:** Village Manager's Office  
**Project Type:** Streetscape Improvements  
**Project Name:** Gateway and Wayfinding Signage  
**Cost:** \$245,000

**Priority Code:** D - Optional but beneficial to the Village in social, cultural, or aesthetic ways

**CAP Item:** No  
**Grant Funding:** No

**Overview**

Following the completion of the Northbrook Community Identity Strategy and Development project in early 2023, the Village has a written and visual image including a new logo and tagline. This refreshed identity translates across all communications platforms, professional correspondence, public information, and Village content including the gateway signs located at various entrances to the Village and wayfinding signage in the downtown. In FY 2025, the Village will replace eight gateway signs and permanently remove the remaining gateway signs. In FY 2026, the Village will replace exterior signs at the Village Hall, Police Station, Public Works Center, and Fire Stations as well as signage at the Metra commuter lots and population signs throughout the Village. In addition, new wayfinding signs will be produced to direct visitors to key locations such as downtown. In FY 2027, the signage at Sky Harbor is recommended for replacement.

Cost estimates include design, fabrication, and installation.

**Cost Schedule**

| Project                        | Actuals |       | Budget  | Estimate | Recommended Budget |        |       |       |       |
|--------------------------------|---------|-------|---------|----------|--------------------|--------|-------|-------|-------|
|                                | FY 23   | FY 24 | FY25    | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Gateway and Wayfinding Signage | -       | -     | 228,000 | 228,000  | 170,000            | 75,000 | -     | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25    | FY 25   | FY 26   | FY 27  | FY 28 | FY 29 | FY 30 |
|----------------------------|-------|-------|---------|---------|---------|--------|-------|-------|-------|
| Operating Revenues/Reserve | -     | -     | 228,000 | 228,000 | 170,000 | 75,000 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Concrete Street Reconstruction & Rehabilitation  
**Project Name:** Heathercrest 4 & 5 Subdivision  
**Phase:** Construction & Construction Oversight  
**Cost:** \$1,008,102

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The concrete segments in the Heathercrest 4 & 5 Subdivision have been surveyed and an estimated number of concrete panels have been identified for replacement. Deferring replacement of these deteriorated panels will result in more advanced degradation of roadway, including pavement failures and increased reconstruction and rehabilitation costs in the future. Because the Sky Harbor Business Park has both concrete and asphalt streets, not all streets will be replaced simultaneously.

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |           |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-----------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29     | FY 30 |
| Construction & Construction Oversight | -       | -     | -      | -        | -                  | -     | -     | 1,008,102 | -     |

**Planned Financing**

|               | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29     | FY 30 |
|---------------|-------|-------|------|-------|-------|-------|-------|-----------|-------|
| Bond Issuance | -     | -     | -    | -     | -     | -     | -     | 1,008,102 | -     |

**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Huntington Subdivision  
**Phase:** Construction & Construction Oversight  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** Yes - Rebuild Illinois

**Overview**

The asphalt roadways selected for construction in FY 2025 are rated as poor, having many failures, or having limited failures. Project design took place in FY 2024.

- Roadways rated as **poor (1 on a scale of 5)** are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.
- Roadways rated as having **many failures (2 on a scale of 5)** have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.
- Roadways rated as having **limited failures (3 on a scale of 5)** exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.

The condition of the roads listed below is such that patching is no longer an option due to base failure and asphalt rehabilitation and reconstruction is necessary. The roads selected for this year’s program are based on staff and IMS ratings. Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS considers many variables, including square yards of pavement, when estimating costs; therefore, segments with similar yardage may have different cost estimates. The asphalt street reconstruction and rehabilitation work in Huntington Subdivision coincides with the water main replacement along these same streets.

| Street                       | Section        | Rank                 | Last Paved | Square Yards  | Construction Cost  |
|------------------------------|----------------|----------------------|------------|---------------|--------------------|
| Charles Drive                | Entire Segment | 3 - Limited Failures | 2002       | 3,246         | \$340,575          |
| Eastwind Court               | Entire Segment | 1 - Poor             | 2003       | 1,494         | \$113,211          |
| Radcliffe Drive              | Both Segments  | 1 - Poor             | 2002       | 7,362         | \$774,918          |
| Russett Lane                 | Both Segments  | 1 - Poor             | 2002       | 8,697         | \$931,093          |
| Russett Court                | Entire Segment | 1 - Poor             | 2003       | 954           | \$57,703           |
| Southwind Drive              | Entire Segment | 1 - Poor             | 2003       | 3,552         | \$362,841          |
| Stratford Place              | Both Segments  | 3 - Limited Failures | 2002       | 1,575         | \$169,660          |
| Wessling Drive               | Entire Segment | 2 - Many Failures    | 2002       | 2,355         | \$250,257          |
| <b>Subtotal</b>              |                |                      |            | <b>29,235</b> | <b>\$3,000,258</b> |
| <b>Allocated to MFT Fund</b> |                |                      |            |               | <b>\$814,225</b>   |
| <b>Total</b>                 |                |                      |            |               | <b>\$2,186,033</b> |

**Cost Schedule**

| Component                             | Actuals |       | Budget    | Estimate  | Recommended Budget |       |       |       |       |
|---------------------------------------|---------|-------|-----------|-----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25      | FY 25     | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Construction & Construction Oversight | -       | -     | 2,186,033 | 2,186,033 | -                  | -     | -     | -     | -     |

**Planned Financing**

|                | FY 23 | FY 24 | FY25      | FY 25     | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|----------------|-------|-------|-----------|-----------|-------|-------|-------|-------|-------|
| Grant Proceeds | -     | -     | 2,186,033 | 2,186,033 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Koepke, Miller, Keystone Roads (BPP L40 & L47)  
**Cost:** \$65,200

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The FY 2028 asphalt street resurfacing project overlaps with the Bicycle and Pedestrian Plan’s recommendation to create bicycle boulevards extending from Landwehr Road to Pfingsten Road via Keystone Road, Miller Road, and Koepke Road. Bicycle boulevards improve conditions for bicyclists by installing directional signage for bicyclists and installing traffic calming measures including sharrows and signage to reduce the speed of vehicles traveling on the same route. This project is programmed in conjunction with storm water improvements on Koepke Road and resurfacing of Keystone Road, Miller Road and Koepke Road.

**Cost Schedule**

| Project  | Actuals |       | Budget | Estimate | Recommended Budget |       |        |       |       |
|--|---------|-------|--------|----------|--------------------|-------|--------|-------|-------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28  | FY 29 | FY 30 |
| Koepke Rd/Miller Rd/<br>Keystone Rd BPP L40<br>& L47 | -       | -     | -      | -        | -                  | -     | 65,200 | -     | -     |

**Planned Financing**

|                               | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28  | FY 29 | FY 30 |
|-------------------------------|-------|-------|------|-------|-------|-------|--------|-------|-------|
| Operating<br>Revenues/Reserve | -     | -     | -    | -     | -     | -     | 65,200 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Streetscape Improvements  
**Project Name:** LED Conversion Program  
**Cost:** \$580,198

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** Yes 

**Grant Funding:** Yes - Energy Efficiency and Conversion Block Grant; ComEd Rebate

**Overview**

In accordance with the Climate Action Plan item BE 5-1, the Village is in the process of converting all current streetlight fixtures to LED fixtures. The program goal is to complete the conversion of all existing streetlight fixtures to LED by 2031. Currently the installation of all LED replacement fixtures is being handled by in-house staff.

Annual ComEd rebates will be sought as they are available as sections are completed and is variable from year to year. All rebate funds will offset the purchase of new LED streetlights.

**Cost Schedule**

| Project                | Actuals |        | Budget  | Estimate | Recommended Budget |         |         |         |         |
|------------------------|---------|--------|---------|----------|--------------------|---------|---------|---------|---------|
|                        | FY 23   | FY 24  | FY25    | FY 25    | FY 26              | FY 27   | FY 28   | FY 29   | FY 30   |
| LED Conversion Program | 46,000  | 50,000 | 100,000 | 100,000  | 105,000            | 110,250 | 115,765 | 121,553 | 127,630 |

**Planned Financing**

|                            | FY 23  | FY 24  | FY25    | FY 25   | FY 26   | FY 27   | FY 28   | FY 29   | FY 30   |
|----------------------------|--------|--------|---------|---------|---------|---------|---------|---------|---------|
| Operating Revenues/Reserve | 46,000 | 50,000 | 100,000 | 100,000 | 105,000 | 110,250 | 115,765 | 121,553 | 127,630 |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Midway, Whitfield, and Berglund Bicycle Boulevards (BPP L35 & L46)  
**Cost:** \$72,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The FY 2029 asphalt street resurfacing project overlaps with the Bicycle and Pedestrian Plan’s recommendation to create bicycle boulevards extending from Sunset Ridge Woods to Midway Road via Berglund Place and Whitfield Road. Bicycle boulevards improve conditions for bicyclists by installing directional signage for bicyclists and installing traffic calming measures including arrows and signage to reduce the speed of vehicles traveling on the same route. This project is programmed in conjunction with water main replacements on and resurfacing of Midway Road and Whitfield Road.

**Cost Schedule**

| Project       | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|---------------|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|               | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| BPP L35 & L46 | -       | -     | -      | -        | -                  | -     | -     | 72,000 | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|----------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | -     | -     | 72,000 | -     |

**Department:** Public Works Department  
**Project Type:** Minor Area Resurfacing Program  
**Project Name:** Minor Area Resurfacing Program  
**Cost:** \$600,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Minor Area Resurfacing (MARs) Program funds patching of asphalt streets that have a segment of bad pavement but are otherwise in good shape. The intention of this program is to help keep streets rated a 3 or 4, at that same rating.

- Roadways rated as **poor (1 on a scale of 5)** are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.
- Roadways rated as having **many failures (2 on a scale of 5)** have large potholes and signs of the base beginning to fail will become evident. Examples of these failures include alligator cracking and failure of the roadway surface.
- Roadways rated as having **limited failures (3 on a scale of 5)** exhibit signs of road surface cracking and have small potholes beginning to form. Examples of these failures include horizontal and longitudinal road surface cracking.
- Roadways rated as **good (4 on a scale of 5)** have small spider cracking at the curb line, but no significant or obvious deficiencies.
- Roadways rated as like **new (5 on a scale of 5)** are in good condition. Road has been recently resurfaced or pavement is not exhibiting signs of spider cracking.

**Cost Schedule**

| Project                        | Actuals |         | Budget  | Estimate | Recommended Budget |         |         |         |         |
|--------------------------------|---------|---------|---------|----------|--------------------|---------|---------|---------|---------|
|                                | FY 23   | FY 24   | FY25    | FY 25    | FY 26              | FY 27   | FY 28   | FY 29   | FY 30   |
| Minor Area Resurfacing Program | 181,216 | 120,000 | 205,000 | 205,000  | 120,000            | 120,000 | 120,000 | 120,000 | 120,000 |

**Planned Financing**

|                            | FY 23   | FY 24   | FY25    | FY 25   | FY 26   | FY 27   | FY 28   | FY 29   | FY 30   |
|----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Operating Revenues/Reserve | 181,216 | 120,000 | 205,000 | 205,000 | 120,000 | 120,000 | 120,000 | 120,000 | 120,000 |

**Department:** Public Works Department  
**Project Type:** Asphalt Roadway Structure Analysis  
**Project Name:** Construction Oversight & Construction Pavement Management Survey  
**Cost:** \$75,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Staff utilizes IMS, a pavement management system, to estimate costs for rehabilitation or reconstruction of each segment of asphalt street. IMS survey is performed by applying force from a vehicle mounted device to the various segments of Village roadway and measuring the deflection in the roadway. This allows for the determination of the roadway condition in layers below the surface layer of asphalt.

Staff utilizes this data to assist in capital planning and preparing preliminary project cost estimates. The last roadway survey was performed in 2020 and a new survey is warranted to ensure roadway projects are planned with up-to-date data.

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Construction Oversight & Construction | -       | -     | -      | -        | -                  | 75,000 | -     | -     |       |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|----------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | 75,000 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Concrete Street Reconstruction & Rehabilitation  
**Project Name:** Shermer Road: Maple Avenue to Techny Road  
**Phase:** Construction & Construction Oversight  
**Cost:** \$1,577,574

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** Yes - STP

**Overview**

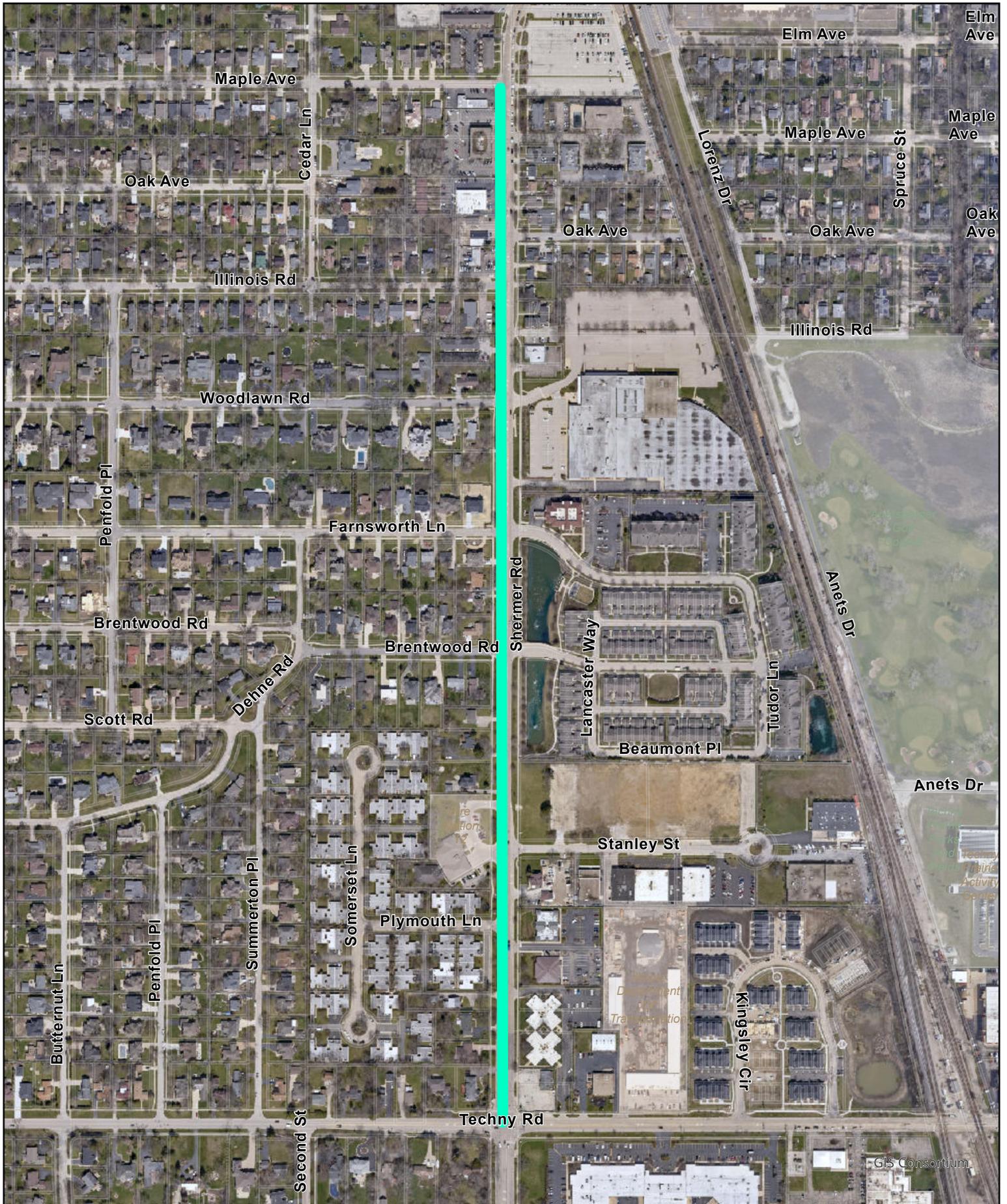
The concrete segments on Shermer Road between Maple Avenue and Techny Road have been surveyed and an estimated number of concrete panels have been identified for replacement. Deferring replacement of these deteriorated panels will result in more advanced degradation of roadway, including pavement failures and increased reconstruction and rehabilitation costs in the future. Staff has also determined that the curb and gutter on the west side of the roadway requires significant repairs. Engineering design was conducted in FY 2025 by in-house staff. Construction will be coordinated with the FY 2026 asphalt reconstruction and rehabilitation project to minimize potential disruption to local residents and businesses.

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Construction & Construction Oversight | -       | -     | -      | -        | 1,577,574          | -     | -     | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26     | FY 27 | FY 28 | FY 29 | FY 30 |
|----------------------------|-------|-------|------|-------|-----------|-------|-------|-------|-------|
| Grant Proceeds             | -     | -     | -    | -     | 1,262,000 | -     | -     | -     | -     |
| Operating Revenues/Reserve | -     | -     | -    | -     | 315,574   | -     | -     | -     | -     |

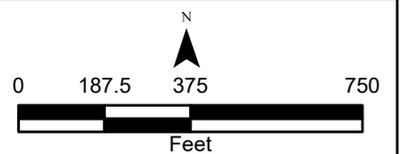


GIS Consortium

# Capital Improvement Projects

## Concrete Street Rehabilitation

FY 2026



**Department:** Public Works Department  
**Project Type:** Asphalt Street Reconstruction & Rehabilitation  
**Project Name:** Shermer Road: Techny to Willow  
**Phase:** Construction & Construction Oversight  
**Cost:** \$1,492,702

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** Yes - STP

**Overview**

The surface layer of pavement on Shermer Road between Techny Road and Willow Road needs to be replaced. Since its last resurfacing in 2001, the roadway has begun to exhibit a number of faults, including linear and transverse cracks, and is rated as having many failures.

•Roadways rated as poor (1 on a scale of 5) are significantly compromised and have potholes and/or alligator cracking and will quickly deteriorate.

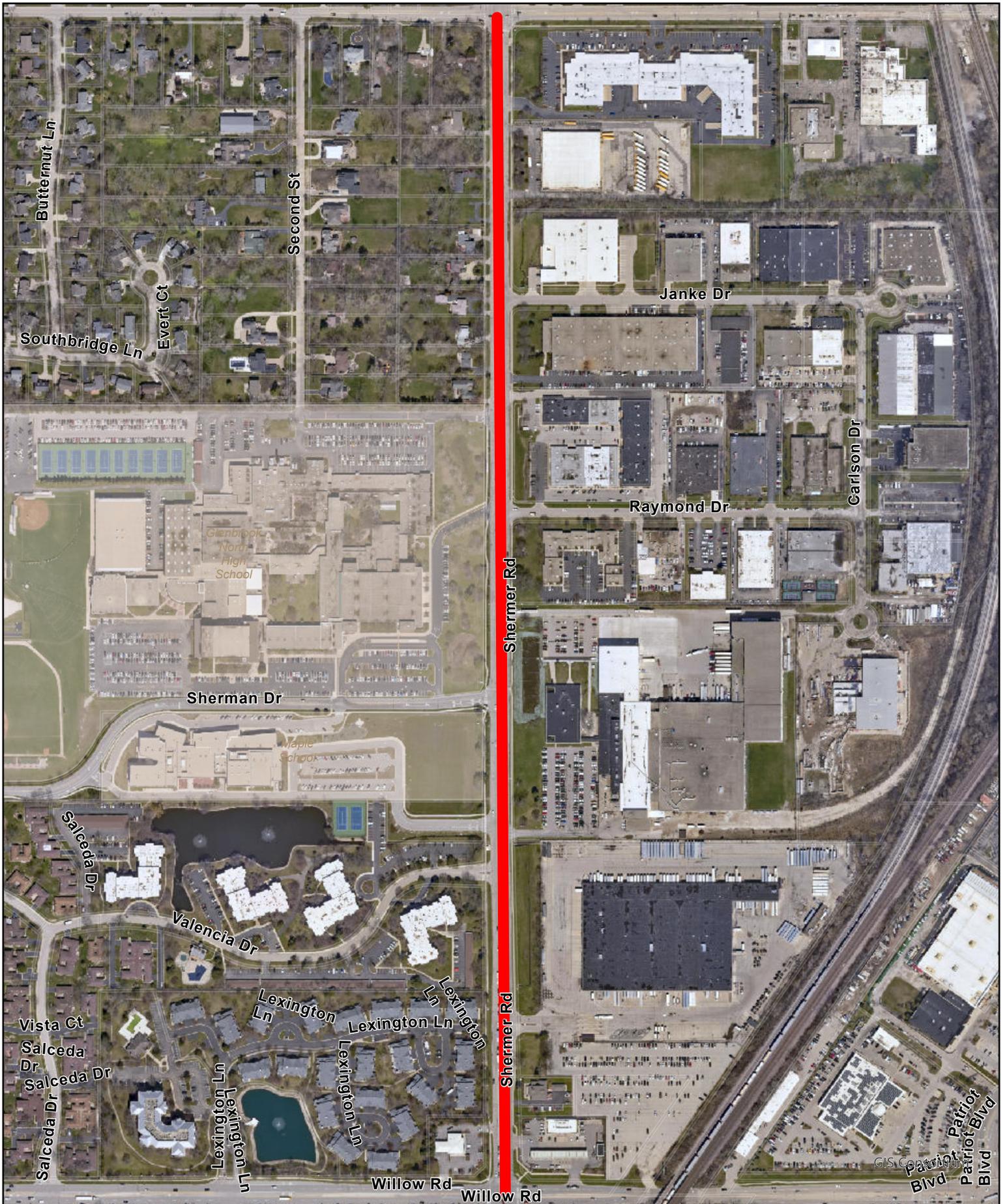
The surface layer has been repeatedly patched and its condition is reaching the point where patching will no longer be an option. Staff has sought, and the Village received, grant funding to offset the cost of milling and relaying two inches of asphalt, which will prolong the life of the base and restore the road surface. This work will be coordinated with the FY 2026 Shermer Road concrete street reconstruction and rehabilitation project to minimize potential disruption to local residents and businesses.

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Construction & Construction Oversight | -       | -     | -      | -        | 1,492,702          | -     | -     | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26     | FY 27 | FY 28 | FY 29 | FY 30 |
|----------------------------|-------|-------|------|-------|-----------|-------|-------|-------|-------|
| Grant Proceeds             | -     | -     | -    | -     | 1,194,000 | -     | -     | -     | -     |
| Operating Revenues/Reserve | -     | -     | -    | -     | 298,702   | -     | -     | -     | -     |

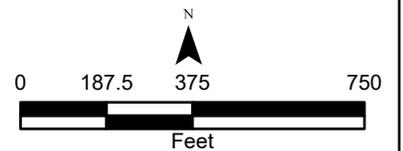


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# Capital Improvement Projects

## Asphalt Street Resurfacing

FY 2026



**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Shermer Road (BPP Project L10)  
**Phase:** Construction & Construction Oversight  
**Cost:** \$2,806,097

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** Yes - STP & Invest in Cook

**Overview**

Shermer Road Bicycle and Pedestrian Improvements: This project includes sidepath construction along Shermer Road from Walters Road to Willow Road. Sidepaths run adjacent to a roadway for both bicycle and pedestrian traffic. Phase I engineering took place in FY 2021 and 2022. Staff anticipates Phase II engineering and any necessary right-of-way acquisition occurred in FY 2024 and construction will occur in FY 2025. Construction will be coordinated with the FY 2026 concrete and asphalt programs for Shermer Road to incorporate road modifications as necessary and minimize disruption to this heavily trafficked corridor.

**Cost Schedule**

| Component                             | Actuals |         | Budget  | Estimate | Recommended Budget |       |       |       |       |
|---------------------------------------|---------|---------|---------|----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23   | FY 24   | FY25    | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Design Engineering                    | -       | 511,980 | -       | -        | -                  | -     | -     | -     | -     |
| Construction & Construction Oversight | -       | -       | 589,430 | 589,430  | 2,806,097          | -     | -     | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24   | FY25    | FY 25   | FY 26     | FY 27 | FY 28 | FY 29 | FY 30 |
|----------------------------|-------|---------|---------|---------|-----------|-------|-------|-------|-------|
| Grant Proceeds             | -     | -       | -       | -       | 1,298,200 | -     | -     | -     | -     |
| Operating Revenues/Reserve | -     | 511,980 | 589,430 | 589,430 | 1,507,897 | -     | -     | -     | -     |

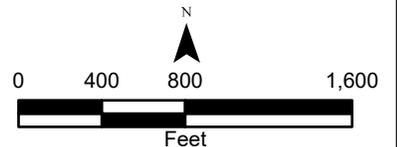


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# Capital Improvement Projects

## Bike and Pedestrian Improvements

FY 2026



**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Sidewalk Replacement: Northbrook Estates and Forest Vista Subdivision  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook systematically surveys public sidewalks to identify defective and deteriorated sections that create a potential hazard. A number of factors, including tree roots pushing up sections of sidewalk and the Midwest's freeze/thaw cycle, cause defective and deteriorated sections of sidewalk. In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

**Replacement Process:**

- Village staff survey sidewalks based on logical geographic areas (such as the one depicted in the map on the next page) to determine which portions are to be replaced.
- In addition to the replacement of failed sidewalk squares, the Village also installs Americans with Disabilities Act (ADA) required handicapped ramps at intersections and replaces select curbs adjacent to the sidewalks.
- The Village replaces approximately 6% of its sidewalks each year.
- The Village's contractor performs all replacements.

In 2023, the Village experienced an increase in material costs which has affected project budgeting for future fiscal years. Staff has continued to program work to meet established service levels.

**Cost Schedule**

| Project Component    | Actuals |         | Budget  | Estimate | Recommended Budget |       |       |       |       |
|----------------------|---------|---------|---------|----------|--------------------|-------|-------|-------|-------|
|                      | FY 23   | FY 24   | FY25    | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Sidewalk Replacement | 169,204 | 204,803 | 253,705 | 253,705  | -                  | -     | -     | -     | -     |

**Planned Financing**

|                            | FY 23   | FY 24   | FY25    | FY 25   | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|----------------------------|---------|---------|---------|---------|-------|-------|-------|-------|-------|
| Operating Revenues/Reserve | 169,204 | 204,803 | 253,705 | 253,705 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Sidewalk Replacement – Northbrook Knolls, St. Stephens Green, Dundee Road Acres and Dunsten Green  
**Cost:** \$305,873

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Village of Northbrook systematically surveys public sidewalks to identify defective and deteriorated sections that create a potential hazard. A number of factors, including tree roots pushing up sections of sidewalk and the Midwest’s freeze/thaw cycle, cause defective and deteriorated sections of sidewalk.

In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

**Replacement Process:**

- Village staff survey sidewalks based on logical geographic areas (such as the one depicted in the map on the next page) to determine which portions are to be replaced.
- In addition to the replacement of failed sidewalk squares, the Village also installs Americans with Disabilities Act (ADA) required handicapped ramps at intersections and replaces select curbs adjacent to the sidewalks.
- The Village replaces approximately 6% of its sidewalks each year.
- The Village’s contractor performs all replacements.

**Cost Schedule**

| Project Component    | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|----------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Sidewalk Replacement | -       | -     | -      | -        | 305,873            | -     | -     | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|----------------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | 305,873 | -     | -     | -     | -     |

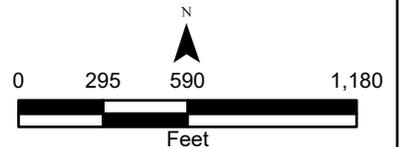


GIS Consortium

# Capital Improvement Projects

## Neighborhood Sidewalk Improvements

FY 2026



**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Sidewalk Replacement – Northbrook Highlands and Northfield Acres Subdivisions, and Walters subdivision  
**Cost:** \$446,096

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook systematically surveys public sidewalks to identify defective and deteriorated sections that create a potential hazard. A number of factors, including tree roots pushing up sections of sidewalk and the Midwest’s freeze/thaw cycle, cause defective and deteriorated sections of sidewalk.

In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

**Replacement Process:**

- Village staff survey sidewalks based on logical geographic areas (such as the one depicted in the map on the next page) to determine which portions are to be replaced.
- In addition to the replacement of failed sidewalk squares, the Village also installs Americans with Disabilities Act (ADA) required handicapped ramps at intersections and replaces select curbs adjacent to the sidewalks.
- The Village replaces approximately 6% of its sidewalks each year.
- The Village’s contractor performs all replacements.

**Cost Schedule**

| Project Component    | Actuals |       | Budget | Estimate | Recommended Budget |         |       |       |       |
|----------------------|---------|-------|--------|----------|--------------------|---------|-------|-------|-------|
|                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27   | FY 28 | FY 29 | FY 30 |
| Sidewalk Replacement | -       | -     | -      | -        | -                  | 446,096 | -     | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27   | FY 28 | FY 29 | FY 30 |
|----------------------------|-------|-------|------|-------|-------|---------|-------|-------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | 446,096 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Sidewalk Replacement – La Salceda, Stonehedge, Willow Woods, Cobblewood, Stonehedge Manor, the Courts, and Willow Cove Subdivisions  
**Cost:** \$407,483

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook systematically surveys public sidewalks to identify defective and deteriorated sections that create a potential hazard. A number of factors, including tree roots pushing up sections of sidewalk and the Midwest’s freeze/thaw cycle, cause defective and deteriorated sections of sidewalk.

In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

**Replacement Process:**

- Village staff survey sidewalks based on logical geographic areas (such as the one depicted in the map on the next page) to determine which portions are to be replaced.
- In addition to the replacement of failed sidewalk squares, the Village also installs Americans with Disabilities Act (ADA) required handicapped ramps at intersections and replaces select curbs adjacent to the sidewalks.
- The Village replaces approximately 6% of its sidewalks each year.
- The Village’s contractor performs all replacements.

**Cost Schedule**

| Project Component    | Actuals |       | Budget | Estimate | Recommended Budget |       |         |       |       |
|----------------------|---------|-------|--------|----------|--------------------|-------|---------|-------|-------|
|                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29 | FY 30 |
| Sidewalk Replacement | -       | -     | -      | -        | -                  | -     | 407,483 | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|----------------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | -     | 407,483 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Sidewalk Replacement – Southbridge Commons and Northbrook Acres Subdivisions  
**Cost:** \$548,341

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook systematically surveys public sidewalks to identify defective and deteriorated sections that create a potential hazard. A number of factors, including tree roots pushing up sections of sidewalk and the Midwest’s freeze/thaw cycle, cause defective and deteriorated sections of sidewalk.

In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

**Replacement Process:**

- Village staff survey sidewalks based on logical geographic areas (such as the one depicted in the map on the next page) to determine which portions are to be replaced.
- In addition to the replacement of failed sidewalk squares, the Village also installs Americans with Disabilities Act (ADA) required handicapped ramps at intersections and replaces select curbs adjacent to the sidewalks.
- The Village replaces approximately 6% of its sidewalks each year.
- The Village’s contractor performs all replacements.

**Cost Schedule**

| Project Component    | Actuals |       | Budget | Estimate | Recommended Budget |       |       |         |       |
|----------------------|---------|-------|--------|----------|--------------------|-------|-------|---------|-------|
|                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29   | FY 30 |
| Sidewalk Replacement | -       | -     | -      | -        | -                  | -     | -     | 548,341 | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29   | FY 30 |
|----------------------------|-------|-------|------|-------|-------|-------|-------|---------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | -     | -     | 548,341 | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Sidewalk Replacement – Northbrook Knolls and St. Stephens Green Subdivisions  
**Cost:** \$351,830

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook systematically surveys public sidewalks to identify defective and deteriorated sections that create a potential hazard. A number of factors, including tree roots pushing up sections of sidewalk and the Midwest’s freeze/thaw cycle, cause defective and deteriorated sections of sidewalk.

In the Bicycle and Pedestrian Plan, sidewalk maintenance was identified as a key component of network connectivity for pedestrians.

**Replacement Process:**

- Village staff survey sidewalks based on logical geographic areas (such as the one depicted in the map on the next page) to determine which portions are to be replaced.
- In addition to the replacement of failed sidewalk squares, the Village also installs Americans with Disabilities Act (ADA) required handicapped ramps at intersections and replaces select curbs adjacent to the sidewalks.
- The Village replaces approximately 6% of its sidewalks each year.
- The Village’s contractor performs all replacements.

**Cost Schedule**

| Project Component    | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|----------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Sidewalk Replacement | -       | -     | -      | -        | -                  | -     | -     | -     | 351,830 |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|----------------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | -     | -     | -     | 351,830 |

**Department:** Public Works Department  
**Project Type:** Concrete Street Reconstruction & Rehabilitation  
**Project Name:** Skierch's and White Plains Unit 8 Subdivisions  
**Phase:** Construction & Construction Oversight  
**Cost:** \$3,647,592

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

In FY 2029, the Village will replace water mains in the Skierch's and White Plains Unit 8 subdivisions. To avoid utility conflicts and removal of the parkway trees in the subdivision, the new water mains will need to be placed in the roadway. As such, staff recommends converting River Falls Drive, Prestwick Lane, Prairie Avenue, Hemlock Knoll Terrace, and Little Moose Lane from concrete to asphalt, which will ultimately reduce the cost of future roadway maintenance.

**Cost Schedule**

| Component                                       | Actuals |       | Budget | Estimate | Recommended Budget |       |       |           |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|-----------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29     | FY 30 |
| Concrete Street Reconstruction & Rehabilitation | -       | -     | -      | -        | -                  | -     | -     | 3,647,592 | -     |

**Planned Financing**

|               | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29     | FY 30 |
|---------------|-------|-------|------|-------|-------|-------|-------|-----------|-------|
| Bond Issuance | -     | -     | -    | -     | -     | -     | -     | 3,647,592 | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Skokie Valley Trail  
**Cost:** \$1,545,166

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** Yes - CMAP

**Overview**

The Skokie Valley Trail (SVT) is a planned 28-mile multi-use trail identified in the Northwest municipal Conference's Bicycle Plan as a tier one priority project. Within Northbrook, the Skokie Valley Trail will link the Village of Northbrook to the Botanic Gardens and a bike trail network that extends south to the City of Chicago and as far north as the Illinois-Wisconsin border. The proposed route for this project runs west of and parallel to the Edens Expressway and, once complete, would increase the Village's total trail mileage to seven miles.

The Village has been working with Lake and Cook Counties to plan and design this segment. Phase I engineering is complete, Phase II engineering began in FY 2020, and the majority of engineering and permitting occurred in FY 2021. The Village, Lake, and Cook Counties (with Cook County as the lead agency), submitted an application to the Chicago Metropolitan Agency for Planning (CMAP) for grant funding to cover construction and construction oversight costs. In October 2017, CMAP awarded a grant for these costs along with the construction of a bridge spanning Lake Cook Road that Lake and Cook Counties have partnered on separately from the Village.

This project has seen substantial delays, primarily due to challenges in receiving permitting approval from ComEd and Union Pacific. The challenges that are presented with permitting are uniquely present to the northern half of the proposed project. No permitting delays are anticipated for locations of the project south of Dundee Road. For this reason, Village staff will be pursuing the construction of the project in two separate Phases. Phase I, from Dundee Road to Voltz Road would be managed by the Village with construction occurring in Fiscal Year 2026. Phase II, from Lake Cook Road to Dundee Road will budgeted for and occur once permitting challenges have been overcome with ComEd and Union Pacific.

While CMAP has previously awarded a grant for SVT construction costs, it has yet to be determined if these funds will be made available for the phased approach the Village is pursuing. Village staff will be seeking grant funding through CMAP's Congestion Mitigation and Air Quality program as well as the Invest in Cook grant in the coming year as the original awarded grant funding would not be able to be utilized for the project as proposed with separate construction staging.

**Cost Schedule**

| Project                               | Actuals       |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---------------------------------------|---------------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23         | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Design Engineering                    | 85,000        | -     | -      | -        | 67,181             | -     | -     | -     | -     |
| Construction & Construction Oversight | -             | -     | -      | -        | 1,477,985          | -     | -     | -     | -     |
| <b>Total</b>                          | <b>85,000</b> | -     | -      | -        | <b>1,545,166</b>   | -     | -     | -     | -     |

**Planned Financing**

|                            | FY 23  | FY 24 | FY25 | FY 25 | FY 26     | FY 27 | FY 28 | FY 29 | FY 30 |
|----------------------------|--------|-------|------|-------|-----------|-------|-------|-------|-------|
| Operating Revenues/Reserve | 85,000 | -     | -    | -     | 1,545,166 | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Concrete Street Reconstruction & Rehabilitation  
**Project Name:** Sky Harbor Business Park  
**Phase:** Construction & Construction Oversight  
**Cost:** \$4,500,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

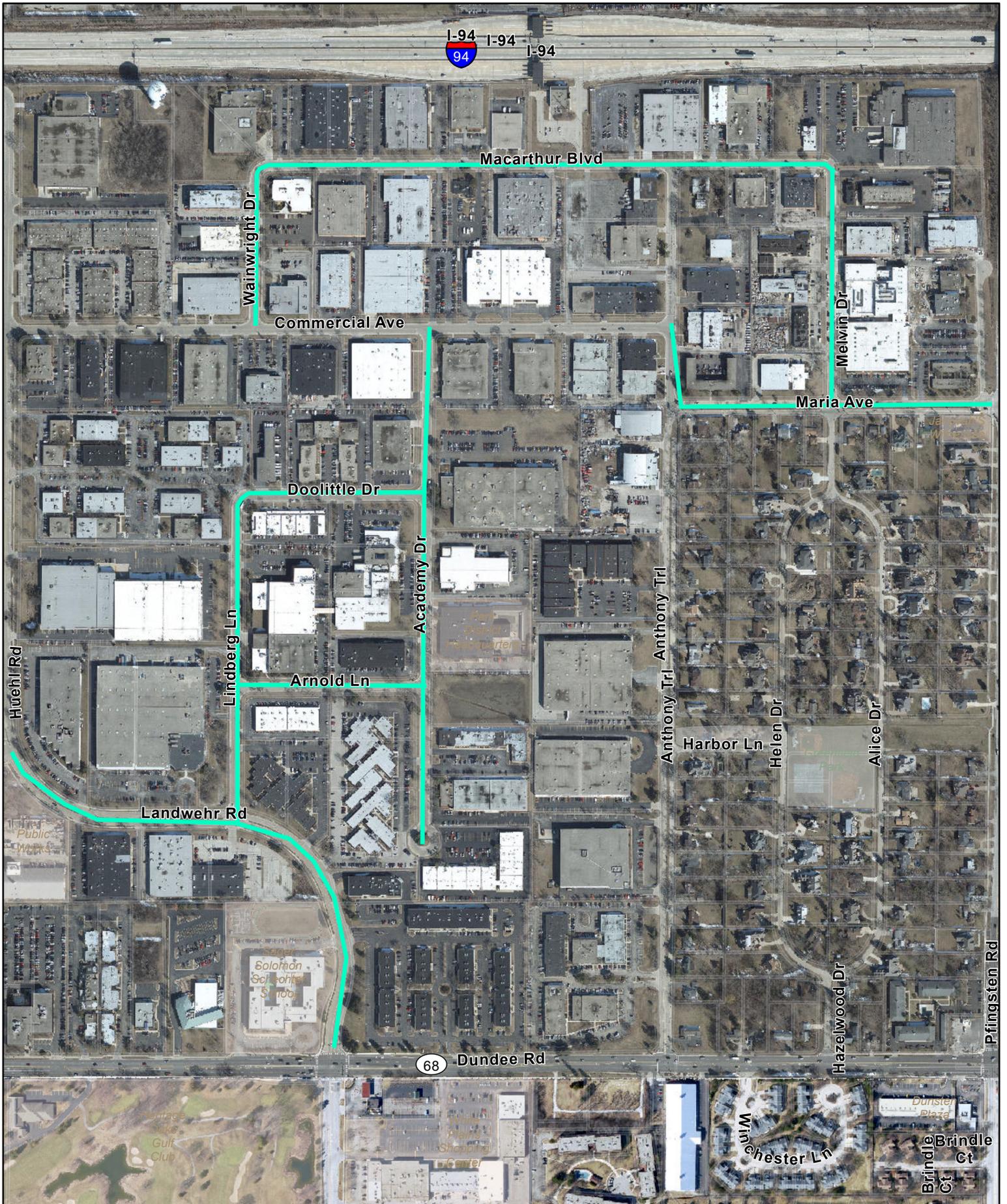
The concrete segments in the Sky Harbor Business Park have been surveyed and an estimated number of concrete panels have been identified for replacement. The project is expected to be completed in three phases over Fiscal Years 2026, 2027 and 2028. Deferring replacement of these deteriorated panels will result in more advanced degradation of roadway, including pavement failures and increased reconstruction and rehabilitation costs in the future. Because the Sky Harbor Business Park has both concrete and asphalt streets, not all streets will be replaced simultaneously.

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |           |           |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-----------|-----------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27     | FY 28     | FY 29 | FY 30 |
| Construction & Construction Oversight | -       | -     | -      | -        | 1,500,000          | 1,500,000 | 1,500,000 | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26     | FY 27     | FY 28     | FY 29 | FY 30 |
|----------------------------|-------|-------|------|-------|-----------|-----------|-----------|-------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | 1,500,000 | 1,500,000 | -         | -     | -     |
| Bond Issuance              | -     | -     | -    | -     | -         | -         | 1,500,000 | -     | -     |



Concrete Rehabilitation

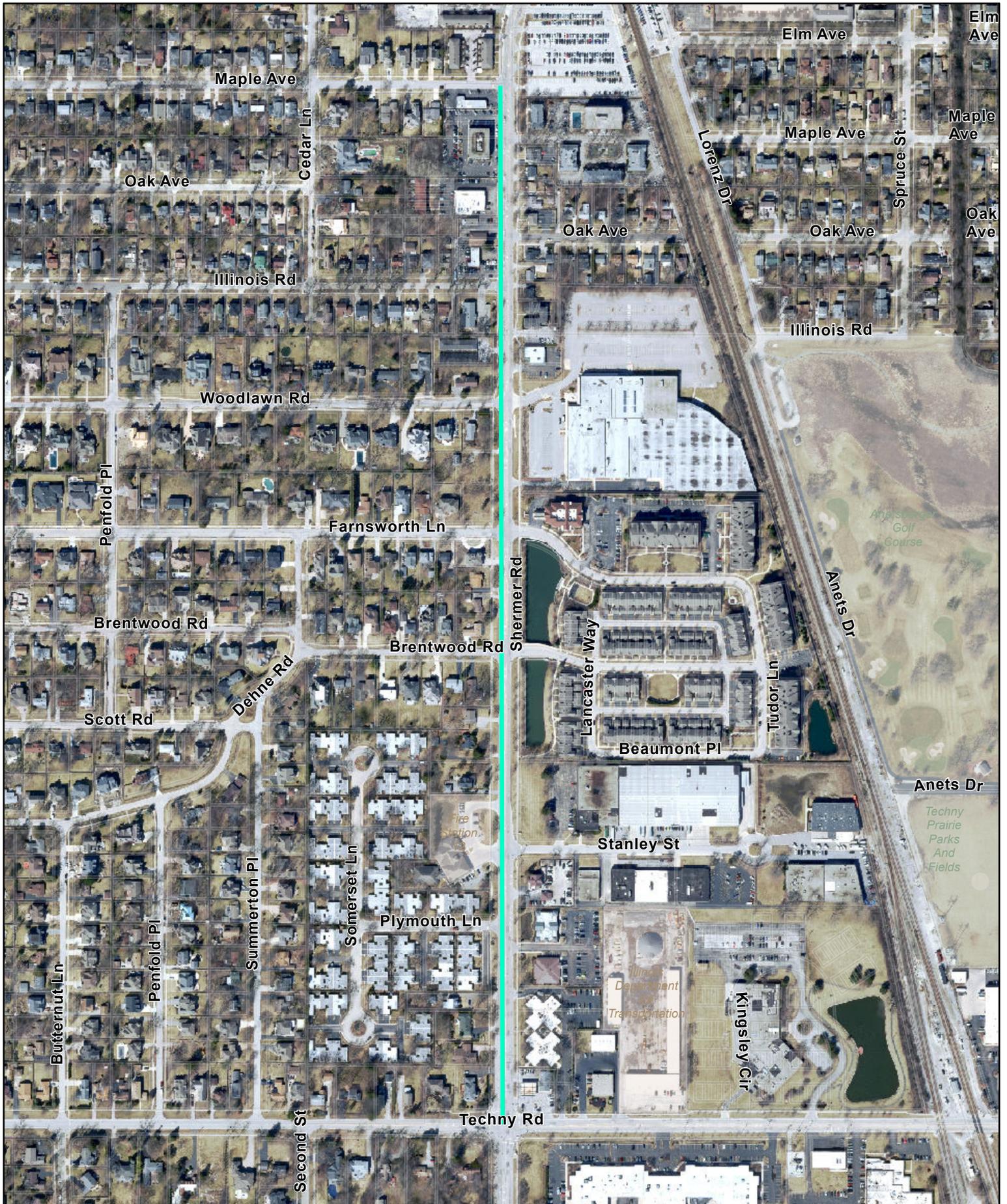
GIS Consortium 7/12/2022

# Capital Improvement Projects

## Concrete Street Rehabilitation

FY 2026





 Concrete Rehabilitation  
**GIS Consortium** 7/12/2022

## Capital Improvement Projects

### Concrete Street Rehabilitation

FY 2026



**Department:** Public Works Department  
**Project Type:** Concrete Street Reconstruction & Rehabilitation  
**Project Name:** South Bridge Commons and Williamsburg Subdivisions  
**Phase:** Construction & Construction Oversight  
**Cost:** \$950,017

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The concrete segments in the South Bridge Commons Subdivision have been surveyed and an estimated number of concrete panels have been identified for replacement. Deferring replacement of these deteriorated panels will result in more advanced degradation of roadway, including pavement failures and increased reconstruction and rehabilitation costs in the future.

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Construction & Construction Oversight | -       | -     | -      | -        | -                  | -     | -     | -     | 950,017 |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|----------------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | -     | -     | -     | 950,017 |

**Fund:** Infrastructure Capital Projects Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Intersection Improvement  
**Project Name:** Techny Road and Second Street (BPP P39, L29)  
**Cost:** \$107,500

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The FY 2028 asphalt street resurfacing project overlaps with the Bicycle and Pedestrian Plan's recommendation to improve the intersection of Techny Road and Second Street with curb extensions and pedestrian activated flashing beacons. Additionally, Techny Road between Pfingsten Road and Shermer road is identified for conventional bike lanes. This project is programmed in conjunction with water main improvements on Techny Road and Second Street as well as resurfacing of Techny Road.

**Cost Schedule**

| Project      | Actuals |       | Budget | Estimate | Recommended Budget |       |         |       |       |
|--------------|---------|-------|--------|----------|--------------------|-------|---------|-------|-------|
|              | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29 | FY 30 |
| BPP P39, L29 | -       | -     | -      | -        | -                  | -     | 107,500 | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|----------------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | -     | 107,500 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Intersection Improvement  
**Project Name:** Pfingsten and Koepke Traffic Signal Replacement (BPP 31)  
**Cost:** \$250,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The traffic signals at the intersection of Pflingsten and Koepke Roads are approaching the end of their useful life and in need of replacement. Simultaneously, the Village's Bicycle and Pedestrian Plan recommends that the intersection be upgraded to high visibility crosswalks with new median refuge islands on Pflingsten Road and new curbs with minimized radii.

**Cost Schedule**

| Project | Actuals |       | Budget | Estimate | Recommended Budget |       |         |       |       |
|---------|---------|-------|--------|----------|--------------------|-------|---------|-------|-------|
|         | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29 | FY 30 |
| BPP 31  | -       | -     | -      | -        | -                  | -     | 250,000 | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|----------------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | -     | 250,000 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Intersection Improvements  
**Project Name:** Traffic Signal & Streetlight Improvements  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

As changes to the Manual on Uniform Traffic Control Devices (MUTCD), State of Illinois law, and traffic patterns occur, the Village installs additional and new types of signage, control devices, and streetlights to ensure roadways are safe and in compliance with applicable regulations. These improvements also help minimize traffic delays and conflicts between motorists and pedestrians. As various components age, they must be replaced and upgraded.

In FY 2024, these improvements included the replacement of antiquated traffic control cabinets that control the signals at the intersections of Shermer Road and Meadow Road, and Shermer Road and Walters Avenue.

**Cost Schedule**

| Project                                  | Actuals |        | Budget | Estimate | Recommended Budget |       |       |       |       |
|--|---------|--------|--------|----------|--------------------|-------|-------|-------|-------|
|  | FY 23   | FY 24  | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Traffic Signal & Streetlight Improvement | -       | 60,755 | 50,000 | 50,000   | -                  | -     | -     | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24  | FY25   | FY 25  | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|----------------------------|-------|--------|--------|--------|-------|-------|-------|-------|-------|
| Operating Revenues/Reserve | -     | 60,755 | 50,000 | 50,000 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Village Wide Multi-use Path and Trail Maintenance  
**Phase:** Design  
**Cost:** \$75,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village is responsible for the maintenance of certain multi-use paths and trails throughout the Village. These paths provide improved safety for all path users and offer greater active transport options and recreational benefits designed to enhance connectivity to transport, schools and shops. The FY 2029 Village Wide Multi-use path and Trail Maintenance program is intended to maintain, replace and upgrade existing sections the Village maintains.

**Cost Schedule**

| Project Component    | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|----------------------|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|                      | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Sidewalk Replacement | -       | -     | -      | -        | -                  | -     | -     | 75,000 | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|----------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| Operating Revenues/Reserve | -     | -     | -    | -     | -     | -     | -     | 75,000 | -     |

**Department:** Public Works Department  
**Project Type:** Bicycle and Pedestrian Improvements  
**Project Name:** Walters Avenue Separated Bike Lanes  
**Cost:** \$1,983,853

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

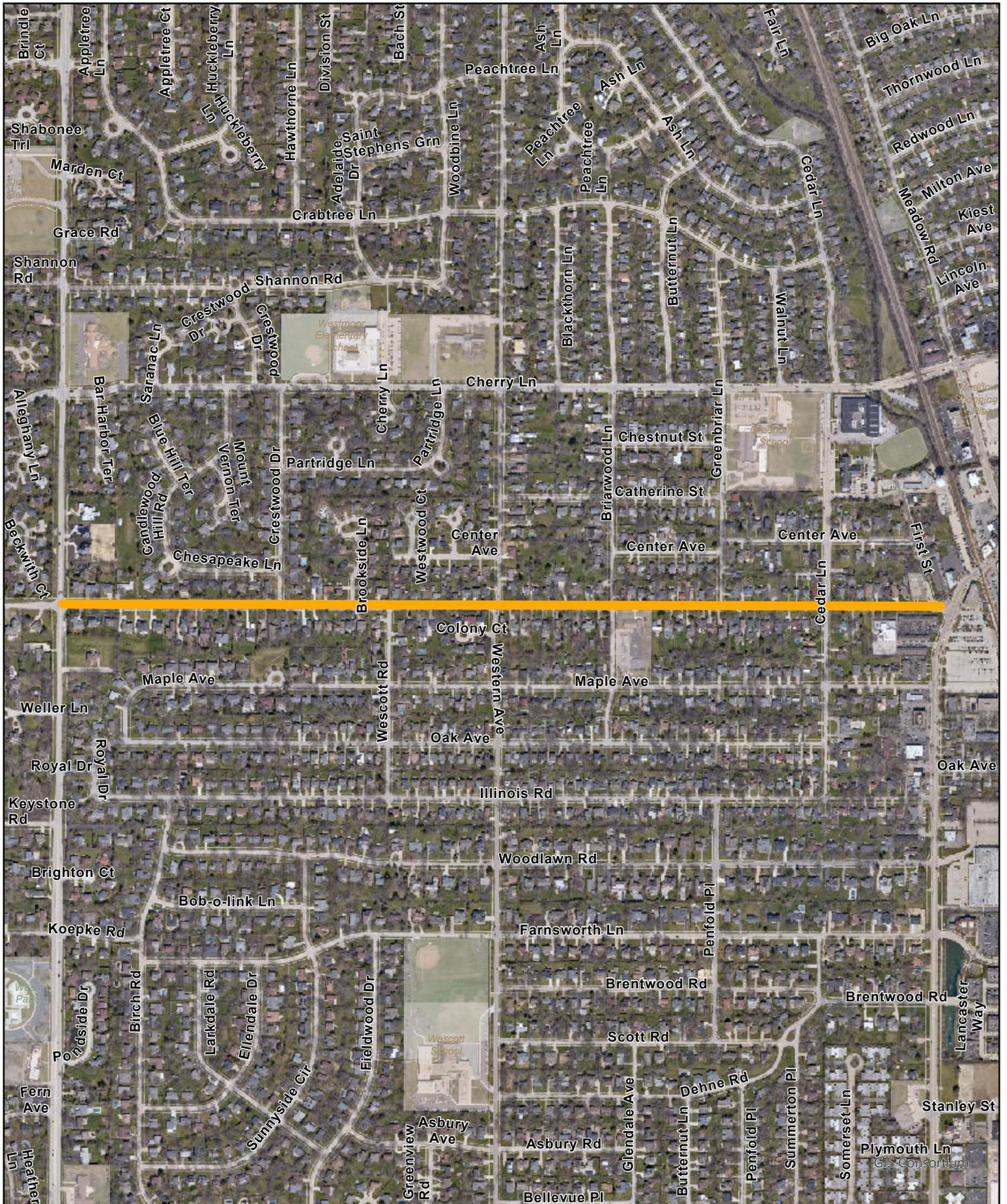
The Village of Northbrook plans to resurface Walters Avenue in FY 2027 in conjunction with Surface Transportation Program (STP) grant funds the Village has received. As part of the planning for that work the water main on Walters Avenue has been identified for replacement and the Village’s Master Bicycle and Pedestrian Plan (MBPP) identifies Walters Avenue for separated bike lanes. An initial review of the bike/pedestrian improvements was conducted and an open house was held in April 2023 for the Public. The PBC has recommended moving forward with Phase I preliminary engineering of conventional bike lanes along the corridor. Preliminary engineering is underway and will be completed in FY 2026 before a determination of what if any bike and pedestrian improvements are included in the final design and scope of the project.

**Cost Schedule**

| Component                             | Actuals |       | Budget        | Estimate      | Recommended Budget |                  |       |       |       |
|---------------------------------------|---------|-------|---------------|---------------|--------------------|------------------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25          | FY 25         | FY 26              | FY 27            | FY 28 | FY 29 | FY 30 |
| Design Engineering                    | -       | -     | 95,400        | 94,469        | 94,469             | -                | -     | -     | -     |
| Construction & Construction Oversight | -       | -     | -             | -             | -                  | 1,889,384        | -     | -     | -     |
| <b>Total</b>                          | -       | -     | <b>95,400</b> | <b>94,469</b> | <b>94,469</b>      | <b>1,889,384</b> | -     | -     | -     |

**Planned Financing**

|                            | FY 23 | FY 24 | FY25   | FY 25  | FY 26  | FY 27     | FY 28 | FY 29 | FY 30 |
|----------------------------|-------|-------|--------|--------|--------|-----------|-------|-------|-------|
| Operating Revenues/Reserve | -     | -     | 95,400 | 94,469 | 94,469 | -         | -     | -     | -     |
| Bond Issuance              | -     | -     | -      | -      | -      | 1,889,384 | -     | -     | -     |

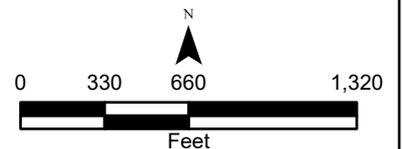


GIS Consortium

## Capital Improvement Projects

Bike and Pedestrian Improvements

FY 2026



**FACILITY CAPITAL PROJECTS FUND**

**FACILITY CAPITAL PLAN SUMMARY**

|  | <u>GL #</u>      | <b>FY 2026</b>     | <b>FY 2027</b>    | <b>FY 2028</b> | <b>FY 2029</b> | <b>FY 2030</b> | <b>TOTAL</b>       |
|--|------------------|--------------------|-------------------|----------------|----------------|----------------|--------------------|
| <b><u>FUNDING SOURCES</u></b>                      |                  |                    |                   |                |                |                |                    |
| Bond Issuance                                      |                  | 23,820,000         | 12,665,000        | -              | -              | -              | 36,485,000         |
| Total Funding Sources                              |                  | <u>23,820,000</u>  | <u>12,665,000</u> | <u>-</u>       | <u>-</u>       | <u>-</u>       | <u>36,485,000</u>  |
| <b><u>FUNDING USES</u></b>                         |                  |                    |                   |                |                |                |                    |
| Fleet Facility                                     | 38-7800-703-xx   | 31,270,000         | 12,665,000        | -              | -              | -              | 43,935,000         |
| Total Funding Uses                                 |                  | <u>31,270,000</u>  | <u>12,665,000</u> | <u>-</u>       | <u>-</u>       | <u>-</u>       | <u>43,935,000</u>  |
| Funding "Sources less Uses" Surplus (Deficit)      |                  | <u>(7,450,000)</u> | <u>-</u>          | <u>-</u>       | <u>-</u>       | <u>-</u>       | <u>(7,450,000)</u> |
| <br>   |                  |                    |                   |                |                |                |                    |
|  | <u>FY25</u>      |                    |                   |                |                |                |                    |
| Beginning 5/1/XX Audited or Estimated Fund Balance | 11,100,081       | 7,460,081          | 10,081            | 10,081         | 10,081         | 10,081         |                    |
| Projected Annual Budgeted Surplus (Deficit)        | (3,640,000)      | (7,450,000)        | -                 | -              | -              | -              |                    |
| Ending 4/30/XX Projected Fund Balance              | <u>7,460,081</u> | <u>10,081</u>      | <u>10,081</u>     | <u>10,081</u>  | <u>10,081</u>  | <u>10,081</u>  |                    |

## Village of Northbrook

### Capital Improvement Plan - Summary FY 2026 - 2030

#### Facility Capital Projects

| Project Name                   | Fund | Dept | Account | Actuals |         | Budget     | Amended Budget | Year End Estimate | Recommended Budget |            |         |         |         |
|--------------------------------|------|------|---------|---------|---------|------------|----------------|-------------------|--------------------|------------|---------|---------|---------|
|                                |      |      |         | FY 2023 | FY 2024 | FY 2025    | FY 2025        | FY 2025           | FY 2026            | FY 2027    | FY 2028 | FY 2029 | FY 2030 |
| Fire Station 11                | 38   | 7800 | 703     | 39,447  | 9,121   | 3,116,270  | 3,116,270      | 2,060,000         | 13,270,000         | 2,850,000  | -       | -       | -       |
| Fire Department Administration | 38   | 7800 | 703     | -       | -       | -          | -              | 350,000           | 6,350,000          | 4,215,000  | -       | -       | -       |
| Fleet Maintenance Garage       | 38   | 7800 | 703     | 39,447  | 9,121   | 2,206,140  | 2,206,140      | 3,230,000         | 11,650,000         | 5,600,000  | -       | -       | -       |
| Police Station                 | 38   | 7800 | 703     | 39,447  | 9,121   | 5,482,590  | 5,482,590      | 2,000,000         | -                  | -          | -       | -       | -       |
|                                |      |      |         | 118,340 | 27,363  | 10,805,000 | 10,805,000     | 7,640,000         | 31,270,000         | 12,665,000 | -       | -       | -       |

**Project Priority Codes:**

- A - Essential and immediate need
- B - Essential, but may be delayed
- C - Optional but beneficial to the Village through increased productivity, safety, etc.
- D - Optional but beneficial to the Village in social, cultural, or aesthetic ways
- F - Future project, no FY26 expenditures

\*Projects related to the Climate Action Plan (CAP) are identified by 

\*\*The Village is actively performing site selection due diligence for a new Police Station facility. Upon site selection, budget planning will be updated with new cost estimates to include land acquisition. For some background, the Village has a space needs program for an 85,773 square foot building with estimated construction costs of \$63 million.

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Fire Station 11  
**Cost:** \$16,120,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook has identified the replacement and/or relocation of some functions currently operated out of Fire Station 11 as a priority. Following an extensive RFQ process, the Village has worked with Leopardo for Construction Manager Services. Preliminarily, the construction manager facilitated stakeholder meetings, created a master schedule, and assisted in architect selection. The architect, FGMA, has started and will continue to perform facility planning services including, but not limited to, validation & update of Facilities Conditions Assessment and Facilities Needs Assessment including space and programming needs, development of preliminary plans, preliminary site parameters and collaborate with the Construction Manager to develop initial estimates for options which may include a comparison of renovation versus new construction of the selected facilities. The Village has purchased a property at 820 Dundee Road for a replacement of this station. The Village will be moving to the next step in the process which will be architectural design. Cost estimates included in this CIP are for preliminary planning purposes only.

**Cost Schedule**

| Project               | Actuals |       | Budget    | Estimate  | Recommended Budget |           |       |       |       |
|-----------------------|---------|-------|-----------|-----------|--------------------|-----------|-------|-------|-------|
|                       | FY 23   | FY 24 | FY25      | FY 25     | FY 26              | FY 27     | FY 28 | FY 29 | FY 30 |
| Facility Improvements | 39,447  | 9,121 | 3,116,270 | 2,060,000 | 13,270,000         | 2,850,000 | -     | -     | -     |

**Planned Financing**

|               | FY 23  | FY 24 | FY25      | FY 25     | FY 26     | FY 27     | FY 28 | FY 29 | FY 30 |
|---------------|--------|-------|-----------|-----------|-----------|-----------|-------|-------|-------|
| Fund Balance  | 39,447 | 9,121 | 3,116,270 | 2,060,000 | 7,450,000 | -         | -     | -     | -     |
| Bond Issuance | -      | -     | -         | -         | 5,820,000 | 2,850,000 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Fire Department Administration  
**Cost:** \$10,565,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook has identified the replacement and/or relocation of some functions currently operated out of Fire Station 11 as a priority. Following an extensive RFQ process, the Village has worked with Leopardo for Construction Manager Services. Preliminarily, the construction manager facilitated stakeholder meetings, created a master schedule, and assisted in architect selection. The architect, FGMA, has started and will continue to perform facility planning services including, but not limited to, validation & update of Facilities Conditions Assessment and Facilities Needs Assessment including space and programming needs, development of preliminary plans, preliminary site parameters and collaborate with the Construction Manager to develop initial estimates for options which may include a comparison of renovation versus new construction of the selected facilities. The Village is working with the Construction Manager and Architect to identify locations at existing Village Sites that may meet the needs of the Village's Fire Department Administrative team. Once a site is identified the Village will move to the next step in the process which will be architectural design. Cost estimates included in this CIP are for preliminary planning purposes only.

**Cost Schedule**

| Project               | Actuals |       | Budget | Estimate | Recommended Budget |           |       |       |       |
|-----------------------|---------|-------|--------|----------|--------------------|-----------|-------|-------|-------|
|                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27     | FY 28 | FY 29 | FY 30 |
| Facility Improvements | -       | -     | -      | 350,000  | 6,350,000          | 4,215,000 | -     | -     | -     |

**Planned Financing**

|               | FY 23 | FY 24 | FY25 | FY 25   | FY 26     | FY 27     | FY 28 | FY 29 | FY 30 |
|---------------|-------|-------|------|---------|-----------|-----------|-------|-------|-------|
| Fund Balance  | -     | -     | -    | 350,000 | -         | -         | -     | -     | -     |
| Bond Issuance | -     | -     | -    | -       | 6,350,000 | 4,215,000 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Fleet Maintenance Garage  
**Cost:** \$17,250,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook has identified the replacement of its Fleet Maintenance Garage as a priority. Following an extensive RFQ process, the Village has worked with Leopardo for Construction Manager Services. Preliminarily, the construction manager facilitated stakeholder meetings, created a master schedule, and assisted in architect selection. The architect, FGMA, has started and will continue to perform facility planning services including, but not limited to, validation & update of Facilities Conditions Assessment and Facilities Needs Assessment including space and programming needs, development of preliminary plans, preliminary site parameters and collaborate with the Construction Manager to develop initial estimates for options which may include a comparison of renovation versus new construction of the selected facilities.

The Village of Northbrook has purchased 3504 Commercial Avenue that meets the Village's needs for a fleet maintenance garage and which will allow for an adaptive re-use of the building. The new facility will allow for a more modern fleet operation and meet the Village's current needs. The next steps in the process will be architectural design which will occur over FY 2025 and FY 2026. If approved, construction would begin in FY 2027. Cost estimates included in this CIP are for preliminary planning purposes only.

**Cost Schedule**

| Project               | Actuals |       | Budget    | Estimate  | Recommended Budget |           |       |       |       |
|-----------------------|---------|-------|-----------|-----------|--------------------|-----------|-------|-------|-------|
|                       | FY 23   | FY 24 | FY25      | FY 25     | FY 26              | FY 27     | FY 28 | FY 29 | FY 30 |
| Facility Improvements | 39,447  | 9,121 | 2,206,140 | 3,230,000 | 11,650,000         | 5,600,000 | -     | -     | -     |

**Planned Financing**

|               | FY 23  | FY 24 | FY25      | FY 25     | FY 26      | FY 27     | FY 28 | FY 29 | FY 30 |
|---------------|--------|-------|-----------|-----------|------------|-----------|-------|-------|-------|
| Fund Balance  | 39,447 | 9,121 | 2,206,140 | 3,230,000 | -          | -         | -     | -     | -     |
| Bond Issuance | -      | -     | -         | -         | 11,650,000 | 5,600,000 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Police Station  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook has identified the replacement of the Police Station as a priority. Following an extensive RFQ process, the Village hired Leopardo for Construction Manager Services. Preliminarily, the construction manager facilitated stakeholder meetings, created a master schedule, and assisted in architect selection. The architect, FGMA, has started and will continue to perform facility planning services including, but not limited to, validation & update of Facilities Conditions Assessment and Facilities Needs Assessment including space and programming needs, development of preliminary plans, preliminary site parameters and collaborate with the Construction Manager to develop initial estimates for options which may include a comparison of renovation versus new construction of the selected facilities. The Village is working with the Construction Manager and Architect to identify sites that will meet the needs of the Village for the replacement of the Police Department and once a site is procured the Village will move to the next step in the process which will be architectural design. Cost estimates included in this CIP are for preliminary planning purposes only.

**Cost Schedule**

| Project               | Actuals |       | Budget    | Estimate  | Recommended Budget |       |       |       |       |
|-----------------------|---------|-------|-----------|-----------|--------------------|-------|-------|-------|-------|
|                       | FY 23   | FY 24 | FY25      | FY 25     | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Facility Improvements | 39,447  | 9,121 | 5,482,590 | 2,000,000 | -                  | -     | -     | -     | -     |

**Planned Financing**

|              | FY 23  | FY 24 | FY25      | FY 25     | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------|--------|-------|-----------|-----------|-------|-------|-------|-------|-------|
| Fund Balance | 39,447 | 9,121 | 5,482,590 | 2,000,000 | -     | -     | -     | -     | -     |

\*\*The Village is actively performing site selection due diligence for a new Police Station facility. Upon site selection, budget planning will be updated with new cost estimates to include land acquisition. For some background, the Village has a space needs program for an 85,773 square foot building with estimated construction costs of \$63 million.

**WATER FUND**

**WATER CAPITAL PLAN SUMMARY**

|   | <u>GL #</u>    | <b>FY 2026</b>    | <b>FY 2027</b>   | <b>FY 2028</b>   | <b>FY 2029</b>   | <b>FY 2030</b>   | <b>TOTAL</b>      |
|---|----------------|-------------------|------------------|------------------|------------------|------------------|-------------------|
| <b><u>FUNDING SOURCES</u></b>                 |                |                   |                  |                  |                  |                  |                   |
| Operating Revenues/Reserves                   | Various        | 1,738,982         | 513,041          | 286,814          | 791,633          | 1,485,719        | 4,816,189         |
| Bond Issuance                                 | 21-0000-406-01 | 10,067,000        | 3,275,000        | 8,500,000        | 6,450,000        | 4,860,000        | 33,152,000        |
| Total Funding Sources                         |                | <u>11,805,982</u> | <u>3,788,041</u> | <u>8,786,814</u> | <u>7,241,633</u> | <u>6,345,719</u> | <u>37,968,189</u> |
| <b><u>FUNDING USES</u></b>                    |                |                   |                  |                  |                  |                  |                   |
| Water Main Replacement                        | 21-4180-727-00 | 1,067,400         | 3,429,161        | 8,468,269        | 6,428,928        | 4,859,283        | 24,253,041        |
| Water Production System Improvements          | 21-4170-729-00 | -                 | -                | -                | -                | 98,346           | 98,346            |
| Facility Improvements                         | 21-4170-729-00 | 1,673,077         | 290,375          | 218,545          | 225,105          | 401,840          | 2,808,942         |
| Parts Replacements                            | 21-4180-705-00 | -                 | -                | 100,000          | 525,000          | 986,250          | 1,611,250         |
| Water Meter Replacements                      | 21-4180-702-00 | 9,000,000         | -                | -                | -                | -                | 9,000,000         |
| Vehicle Replacements                          | 21-4180-708-00 | 65,505            | 68,505           | -                | 62,600           | -                | 196,610           |
| Total Funding Uses                            |                | <u>11,805,982</u> | <u>3,788,041</u> | <u>8,786,814</u> | <u>7,241,633</u> | <u>6,345,719</u> | <u>37,968,189</u> |
| Funding "Sources less Uses" Surplus (Deficit) |                | <u>-</u>          | <u>-</u>         | <u>-</u>         | <u>-</u>         | <u>-</u>         | <u>-</u>          |

Ending Audited Cash Balance at 04/30/2024                      \$6,186,205

**Village of Northbrook**  
**Capital Improvement Plan - Summary FY 2026 - 2030**

**Water Capital Projects**

|  | Fund | Dept | Account | Actuals        |                  | Budget            | Amended Budget    | Year End Estimate | Recommended Budget |                  |                  |                  |                  |
|--|------|------|---------|----------------|------------------|-------------------|-------------------|-------------------|--------------------|------------------|------------------|------------------|------------------|
|  |      |      |         | FY 2023        | FY 2024          | FY 2025           | FY 2025           | FY 2025           | FY 2026            | FY 2027          | FY 2028          | FY 2029          | FY 2030          |
| Dundee at Railroad Tracks                                      | 21   | 4180 | 727-00  | 45,462         | 1,493,893        | 2,360,155         | 2,360,155         | 3,565,563         | -                  | -                | -                | -                | -                |
| Filter, Filter Basin Valve Replacements                        | 21   | 4180 | 705-00  | 25,730         | -                | -                 | -                 | -                 | -                  | -                | 100,000          | 375,000          | 386,250          |
| Lakefront Pumping Station Tuckpointing                         | 21   | 4170 | 729-00  | -              | -                | 19,000            | 19,000            | 19,000            | 150,000            | -                | -                | -                | -                |
| Motor Control Center Replacements                              | 21   | 4180 | 705-00  | -              | -                | -                 | -                 | -                 | -                  | -                | -                | 150,000          | 600,000          |
| Pipe Support & Electrical Conduit Replacement                  | 21   | 4170 | 729-00  | -              | -                | 500,000           | 500,000           | 500,000           | -                  | -                | -                | -                | -                |
| Pump and Motor Refurbishment                                   | 21   | 4170 | 729-00  | -              | -                | 200,000           | 200,000           | 200,000           | -                  | -                | 218,545          | 225,105          | 231,840          |
| SCADA System Replacement                                       | 21   | 4170 | 729-00  | -              | 310,912          | 411,750           | 411,750           | 474,174           | 1,445,735          | 220,000          | -                | -                | -                |
| Unit 042: 2016 Ford F250                                       | 21   | 4180 | 708-00  | -              | -                | -                 | -                 | -                 | -                  | -                | -                | 62,600           | -                |
| Unit 409: 2015 Ford F250                                       | 21   | 4180 | 708-00  | -              | -                | -                 | -                 | -                 | -                  | 68,505           | -                | -                | -                |
| Unit 429: 2015 Ford Transit                                    | 21   | 4180 | 708-00  | -              | -                | -                 | -                 | -                 | 65,505             | -                | -                | -                | -                |
| Variable Frequency Drive Replacements                          | 21   | 4170 | 729-00  | -              | 96,000           | -                 | -                 | -                 | -                  | -                | -                | -                | 98,346           |
| Water Main Replacement Grace Manor                             | 21   | 4180 | 727-00  | -              | -                | -                 | -                 | -                 | -                  | 154,361          | -                | -                | -                |
| Water Main Replacement Huntington Subdivision                  | 21   | 4180 | 727-00  | -              | -                | 3,994,000         | 3,994,000         | 4,062,820         | -                  | -                | -                | -                | -                |
| Water Main Replacement Lee Road                                | 21   | 4180 | 727-00  | -              | -                | -                 | -                 | -                 | 783,000            | 2,990,400        | 1,536,000        | 2,739,000        | -                |
| Water Main Replacement Northbrook Park                         | 21   | 4180 | 727-00  | -              | -                | -                 | -                 | -                 | -                  | -                | 3,735,837        | -                | -                |
| Water Main Replacement Northbrook Glen & Ridgcroft Subdivision | 21   | 4180 | 727-00  | -              | -                | 2,720,470         | 2,720,470         | 2,507,741         | -                  | -                | -                | -                | -                |
| Water Main Replacement Skierch's & White Plans                 | 21   | 4180 | 727-00  | -              | -                | -                 | -                 | -                 | -                  | -                | 352,440          | 3,204,000        | -                |
| Water Main Replacement South Bridge Commons                    | 21   | 4180 | 727-00  | -              | -                | -                 | -                 | -                 | -                  | -                | -                | 485,928          | 4,859,283        |
| Water Main Replacement Walters Avenue: Shermer to Pflingsten   | 21   | 4180 | 727-00  | -              | -                | 120,295           | 120,295           | 120,295           | 284,400            | 284,400          | 2,843,992        | -                | -                |
| Water Meter Replacement  | 21   | 4180 | 702-00  | 116,955        | 94,750           | 100,000           | 100,000           | 1,700,000         | 9,000,000          | -                | -                | -                | -                |
| Water Plant Lighting Upgrade                                   | 21   | 4170 | 729-00  | -              | -                | 71,353            | 71,353            | 71,353            | 77,342             | 70,375           | -                | -                | -                |
| Water Plant Safety Improvements                                | 21   | 4170 | 729-00  | -              | -                | 85,000            | 85,000            | 85,000            | -                  | -                | -                | -                | 170,000          |
| <b>Total</b>   |      |      |         | <b>188,147</b> | <b>1,995,555</b> | <b>10,582,023</b> | <b>10,582,023</b> | <b>13,305,946</b> | <b>11,805,982</b>  | <b>3,788,041</b> | <b>8,786,814</b> | <b>7,241,633</b> | <b>6,345,719</b> |

**Project Priority Codes:**

- A - Essential and immediate need
- B - Essential, but may be delayed
- C - Optional but beneficial to the Village through increased productivity, safety, etc.
- D - Optional but beneficial to the Village in social, cultural, or aesthetic ways
- F - Future project, no FY26 expenditures

\*Projects related to the Climate Action Plan (CAP) are identified by 

**Department:** Public Works Department  
**Project Type:** Water Main Replacement  
**Project Name:** Dundee at Railroad Tracks  
**Phase:** Construction & Construction Oversight  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The 16-inch cast iron Dundee Road water main was installed in 1963. The water main is located under the railroad and West Fork of the North Branch of the Chicago River. A failure of this main could impair the Village’s ability to supply water to the western portions of the community and impact traffic on a major arterial roadway and potentially commuter rail service on the Milwaukee District North Line. This main will be replaced with a 24-inch diameter pipe. Design and completion of this work will require the Village to work with the Illinois Department of Transportation, the Cook County Forest Preserve District, and Metra.

Due to the complexity of the terrain and proximity to the railroad, Dundee Road, and Cook County Forest Preserve, a consultant was contracted to complete the design, which began in FY 2020 and was completed in FY 2022. The original design contemplated acquiring a license agreement with Cook County Forest Preserve District on the north side of Dundee Road. This license could not be secured and design was shifted to the south side of Dundee Road. The consultant identified the need to acquire a number of easements for this revised design. These easements were acquired in FY 2023 and construction took place beginning in FY 2024 and will be completed in FY 2025.

**Cost Schedule**

| Component                             | Actuals       |                  | Budget           | Estimate         | Recommended Budget |       |       |       |       |
|---------------------------------------|---------------|------------------|------------------|------------------|--------------------|-------|-------|-------|-------|
|                                       | FY 23         | FY 24            | FY25             | FY 25            | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Design                                | 45,462        | -                | -                | -                | -                  | -     | -     | -     | -     |
| Construction & Construction Oversight | -             | 1,493,893        | 2,360,155        | 3,565,563        | -                  | -     | -     | -     | -     |
| <b>Total</b>                          | <b>45,462</b> | <b>1,493,893</b> | <b>2,360,155</b> | <b>3,565,563</b> | -                  | -     | -     | -     | -     |

**Planned Financing**

|              | FY 23 | FY 24     | FY25      | FY 25     | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------|-------|-----------|-----------|-----------|-------|-------|-------|-------|-------|
| Fund Balance | -     | 1,493,893 | 2,360,155 | 3,565,563 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Water Production System Improvement  
**Project Name:** Filter, Filter Basin Valve Replacements  
**Cost:** \$861,250

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Village uses layers of aggregate to trap and filter out any remaining particulates in the water before it is pumped into the distribution system. The filters are nearing the end of their useful life and need to be replaced. For this reason, the Village contracted with Baxter & Woodman, Inc. in FY 2023 to perform filter analysis and provide recommendations for filter media replacement. The valves controlling the flow of water from the filters also need to be replaced.

In FY 2028, the Filter 9 media and filter effluent valve with electric actuator and Filter 1 and 2 drain valve actuators will be replaced. In FY 2029, the Filter 8 media and filter effluent valve with electric actuator and Filter 3 and 4 drain valve actuators will be replaced. In FY 2030, the Filter 9 media and filter effluent valve with electric actuator and with Filter 5 and 6 drain valve actuators will be replaced.

**Cost Schedule**

| Project                                 | Actuals |       | Budget | Estimate | Recommended Budget |       |         |         |         |
|---|---------|-------|--------|----------|--------------------|-------|---------|---------|---------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29   | FY 30   |
| Filter, Filter Basin Valve Replacements | 25,730  | -     | -      | -        | -                  | -     | 100,000 | 375,000 | 386,250 |

**Planned Financing**

|                             | FY 23  | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29   | FY 30   |
|-----------------------------|--------|-------|------|-------|-------|-------|---------|---------|---------|
| Operating Revenues/Reserves | 25,730 | -     | -    | -     | -     | -     | 100,000 | 375,000 | 386,250 |

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Lakefront Pumping Station Tuckpointing  
**Cost:** \$150,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Village's Lakefront Water Pumping Station, situated on the shores of Lake Michigan, endures substantial damage from winds and powerful waves. The deteriorating mortar, impacted by harsh weather conditions, requires thorough evaluation and subsequent repair of the mortar joints between stones as the structural integrity of the pumping station is compromised. To ensure its long-term stability and functionality, a comprehensive evaluation of the mortar condition is necessary, followed by repair work to restore the integrity of the mortar joints and safeguard against future damage. The project timeline suggests design and bidding in FY 2025 and construction in FY 2026.

**Cost Schedule**

| Project                                | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|--|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Lakefront Pumping Station Tuckpointing | -       | -     | 19,000 | 19,000   | 150,000            | -     | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25   | FY 25  | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|--------|--------|---------|-------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | 19,000 | 19,000 | 150,000 | -     | -     | -     | -     |

**Fund:** Water Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Water Production System Improvement  
**Project Name:** Motor Control Center Replacements  
**Cost:** \$750,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

This project involves the replacement of existing Motor Control Centers which control the flow of electricity to and operation of pumps, motors, variable frequency drives and other components of the Water Plant. These units have reached the end of their useful life and need to be replaced prior to their failure. The FY 2030 cost also includes the replacement of the cooling system in the Motor Control Center room.

**Cost Schedule**

| Project                           | Actuals |       | Budget | Estimate | Recommended Budget |       |       |         |         |
|-----------------------------------|---------|-------|--------|----------|--------------------|-------|-------|---------|---------|
|                                   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29   | FY 30   |
| Motor Control Center Replacements | -       | -     | -      | -        | -                  | -     | -     | 150,000 | 600,000 |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29   | FY 30   |
|-----------------------------|-------|-------|------|-------|-------|-------|-------|---------|---------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 150,000 | 600,000 |

**Department:** Public Works Department  
**Project Type:** Water Production System Improvement  
**Project Name:** Pipe Support & Electrical Conduit Replacement  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Within the Water Plant, large diameter iron pipes supported by ceiling anchors and metal bands treated and untreated water through the treatment process. Due to the wet and corrosive nature of the Water Plant, the anchors and bands as well as the Water Plant’s electrical conduit have started to deteriorate and need to be replaced. In FY 2024, engineering design occurred to evaluate pipes, help design new pipe supports, and review and design replacement of the corroded electrical conduit. As part of this project, staff will be running the new wiring for the phone system, wireless connectivity, and emergency alert/man down alarm within the Water Plant.

**Cost Schedule**

| Project                                       | Actuals |        | Budget  | Estimate | Recommended Budget |       |       |       |       |
|---|---------|--------|---------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24  | FY25    | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Pipe Support & Electrical Conduit Replacement | -       | 45,425 | 500,000 | 500,000  | -                  | -     | -     | -     | -     |

**Planned Financing**

|              | FY 23 | FY 24  | FY25    | FY 25   | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------|-------|--------|---------|---------|-------|-------|-------|-------|-------|
| Fund Balance | -     | 45,425 | 500,000 | 500,000 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Water Production System Improvement  
**Project Name:** Pump and Motor Refurbishment  
**Cost:** \$675,490

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

This project involves the routine pulling and maintenance of pumps and motors used in the Water Production System. In FY 2028 a pump and motor at the Water Plant will be refurbished. In FY 2029 a pump and motor at the Lake Front Pumping Station will be refurbished. In FY 2030 a pump and motor at the West Side Reservoir will be refurbished.

**Cost Schedule**

| Project                      | Actuals |       | Budget  | Estimate | Recommended Budget |       |         |         |         |
|------------------------------|---------|-------|---------|----------|--------------------|-------|---------|---------|---------|
|                              | FY 23   | FY 24 | FY25    | FY 25    | FY 26              | FY 27 | FY 28   | FY 29   | FY 30   |
| Pump and Motor Refurbishment | -       | -     | 200,000 | 200,000  | -                  | -     | 218,545 | 225,105 | 231,840 |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25    | FY 25   | FY 26 | FY 27 | FY 28   | FY 29   | FY 30   |
|-----------------------------|-------|-------|---------|---------|-------|-------|---------|---------|---------|
| Operating Revenues/Reserves | -     | -     | 200,000 | 200,000 | -     | -     | 218,545 | 225,105 | 231,840 |

**Department:** Public Works Department  
**Project Type:** Water Production System Improvement  
**Project Name:** SCADA System Replacement  
**Phase:** Design, Construction & Construction Oversight  
**Cost:** \$1,665,735

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Supervisory Control and Data Collection System (SCADA) controls the Water Plants' operations and monitors and operates the satellite facilities such as the Lake Front Pump Station, West Side Reservoir, Huehl Road Water Tower, and Cedar Lane Water Tower. The current system was installed in the early 2000s and is no longer patched or serviced. In conjunction with the system's replacement, the IT infrastructure will be replaced and upgraded. The Village has contracted with Stanley Consultants for Phase I Design of this project, which began in FY 2024. It is the intention to retain these services for FY 2025 and FY 2026 for continued design work. A Request for Proposal will be released in FY 2025 to select the construction contractor to begin installation, which is anticipated to begin in FY 2025 and continue in FY 2026. It is anticipated that the design firm will be retained through the duration of the construction to provide construction oversight services in FY 2025 and FY 2026.

**Cost Schedule**

| Component                             | Actuals |                | Budget         | Estimate       | Recommended Budget |                |       |       |       |
|---------------------------------------|---------|----------------|----------------|----------------|--------------------|----------------|-------|-------|-------|
|                                       | FY 23   | FY 24          | FY25           | FY 25          | FY 26              | FY 27          | FY 28 | FY 29 | FY 30 |
| Design                                | -       | 310,912        | -              | 287,174        | -                  | -              | -     | -     | -     |
| Construction & Construction Oversight | -       | -              | 411,750        | 187,000        | 1,445,735          | 220,000        | -     | -     | -     |
| <b>Total</b>                          | -       | <b>310,912</b> | <b>411,750</b> | <b>474,174</b> | <b>1,445,735</b>   | <b>220,000</b> | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24   | FY25    | FY 25   | FY 26     | FY 27   | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|---------|---------|---------|-----------|---------|-------|-------|-------|
| Operating Revenues/Reserves | -     | 310,912 | 411,750 | 474,174 | 1,445,735 | 220,000 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 042: 2016 Ford F250  
**Cost:** \$62,600

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Based on condition assessments and years of service, the purchase of a replacement pick-up truck equipped with a plow is vital for efficient street maintenance and effective snow plowing operations. For plowing operations, the Village requires a minimum truck size of F250. While reviewing this replacement, no alternate fueled vehicles were identified which meet the Village's operational needs. This versatile vehicle will enable swift response to snowfall, ensuring safe and clear roadways for improved transportation and enhanced public safety. The cost of this vehicle replacement includes the price of a plow.

**Cost Schedule**

| Project                  | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|--------------------------|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|                          | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Unit 042: 2016 Ford F250 | -       | -     | -      | -        | -                  | -     | -     | 62,600 | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 62,600 | -     |

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 409: 2015 Ford F250  
**Cost:** \$68,505

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The purchase of a pick-up truck for the Public Works Department's water distribution system operations is essential due to the existing unit reaching the end of its use life based on years of service and miles driven. This replacement vehicle, equipped with a snow plow, will ensure efficient maintenance of the water system year-round, while also providing the necessary equipment for effective snow removal during winter months. For plowing operations, the Village requires a minimum truck size of F250. While reviewing this replacement, no alternate fueled vehicles were identified which meet the Village's operational needs. With the new unit, the Department will have a reliable and versatile resource to support their water distribution operations and enhance their ability to address snow-related emergencies.

**Cost Schedule**

| Project                  | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|--------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                          | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Unit 409: 2015 Ford F250 | -       | -     | -      | -        | -                  | 68,505 | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | 68,505 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 429: 2015 Ford Transit  
**Cost:** \$65,505

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

Following a condition assessment, along with mileage, the projected powertrain maintenance could exceed the resale value of the unit. Staff recommends the purchase of a replacement utility locate vehicle. The replacement vehicle will be a mid to full size pickup truck with a hybrid powertrain or electric drivetrain. It will be outfitted a slide in shell which will offer flexibility and multiple uses for the department.

**Cost Schedule**

| Project                     | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|-----------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                             | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 429: 2015 Ford Transit | -       | -     | -      | -        | 65,505             | -     | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26  | FY 27 | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|--------|-------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | 65,505 | -     | -     | -     | -     |



**Department:** Public Works Department  
**Project Type:** Water Production System Improvement  
**Project Name:** Variable Frequency Drive Replacements  
**Cost:** \$98,346

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The variable frequency drive (VFD) allows the speed of the motor and pump to be controlled and adjusted to meet the demands of the water distribution system's pressure. In FY 2024, the failed VFD for pump #5 at the Water Plant was replaced. In FY 2030, the VFD for Low Lift Pump 9 at the Lake Front Pump Station will reach the end of their useful life and need replacement.

**Cost Schedule**

| Project                              | Actuals |        | Budget | Estimate | Recommended Budget |       |       |       |        |
|--------------------------------------|---------|--------|--------|----------|--------------------|-------|-------|-------|--------|
|                                      | FY 23   | FY 24  | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30  |
| Variable Frequency Drive Replacement | -       | 96,000 | -      | -        | -                  | -     | -     | -     | 98,346 |

**Planned Financing**

|                             | FY 23 | FY 24  | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30  |
|-----------------------------|-------|--------|------|-------|-------|-------|-------|-------|--------|
| Operating Revenues/Reserves | -     | 96,000 | -    | -     | -     | -     | -     | -     | 98,346 |

**Department:** Public Works Department  
**Project Type:** Water Main Replacement  
**Project Name:** Grace Manor Subdivision  
**Phase:** Construction & Construction Oversight  
**Cost:** \$154,361

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

As part of the Village's Water Fund review, the Village instituted a water main replacement program with the focus of replacing 1.5 miles of water main annually. The program's focus is to replace 6-inch cast iron main within the water distribution system, as this main is historically the worst performing classification of main in the distribution system.

The water main in the Grace Manor subdivision is scheduled for replacement due to its age and overall condition. This replacement coincides with the asphalt rehabilitation project in the same area.

| Segment    | Limits              | Existing Size | Replace With | Length   | Year |
|------------|---------------------|---------------|--------------|----------|------|
| Grace Road | Pfigsten to Termini | 6 inch        | 6 inch       | 300 feet | 1962 |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |         |       |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|---------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27   | FY 28 | FY 29 | FY 30 |
| Construction & Construction Oversight | -       | -     | -      | -        | -                  | 154,361 | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27   | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|---------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | 154,361 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Water Main Replacement  
**Project Name:** Huntington Subdivision  
**Phase:** Construction & Construction Oversight  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Village of Northbrook plans for and funds the replacement of water main each year. A particular focus is placed on replacing 6-inch cast iron water mains as this is historically the worst performing classification of main within the water distribution system.

The replacement of water mains in the Huntington Subdivision coincides with the scheduled asphalt rehabilitation project in the same area.

| Segment         | Limits                     | Existing Size | Replace With | Length    | Year |
|-----------------|----------------------------|---------------|--------------|-----------|------|
| Charles Drive   | Northern Terminus to Ridge | 8 inch        | 8 inch       | 1030 feet | 1967 |
| Eastwind Court  | Southwind to Terminus      | 8 inch        | 8 inch       | 300 feet  | 1968 |
| Radcliffe Drive | Russett to Southwind       | 6 inch        | 8 inch       | 1211 feet | 1969 |
| Radcliffe Drive | Charles to Stratford       | 8 inch        | 12 inch      | 1360 feet | 1969 |
| Russett Court   | Russett to Terminus        | 6 inch        | 8 inch       | 186 feet  | 1969 |
| Russett Lane    | Sanders to Southwind       | 12 inch       | 12 inch      | 1150 feet | 1969 |
| Russett Lane    | Charles to Stratford       | 6 inch        | 8 inch       | 1720 feet | 1969 |
| Russett Lane    | Southwind to Charles       | 6 inch        | 8 inch       | 750 feet  | 1969 |
| Southwind Drive | Russett to Walters         | 12 inch       | 12 inch      | 1190 feet | 1967 |
| Stratford Place | Russett to Terminus        | 6 inch        | 8 inch       | 522 feet  | 1969 |
| Wessling Drive  | Charles to Walters         | 6 inch        | 8 inch       | 820 feet  | 1967 |

**Cost Schedule**

| Component                             | Actuals |         | Budget    | Estimate  | Recommended Budget |       |       |       |       |
|---------------------------------------|---------|---------|-----------|-----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23   | FY 24   | FY25      | FY 25     | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Construction & Construction Oversight | -       | 532,663 | 4,062,820 | 4,062,820 | -                  | -     | -     | -     | -     |

**Planned Financing**

|              | FY 23 | FY 24   | FY25      | FY 25     | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------|-------|---------|-----------|-----------|-------|-------|-------|-------|-------|
| Fund Balance | -     | 532,663 | 4,062,820 | 4,062,820 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Water Main Replacement  
**Project Name:** Lee Road Water Main Replacement  
**Phase:** Survey & Design, Construction & Construction Oversight  
**Cost:** \$8,048,400

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The 12-inch cast iron main that runs on Lee Road from Dundee to Rudolph was installed in 1968. The water main has a crossing under the Edens Expressway Spur. The Village’s water distribution system has limited capacity and redundancies to the North Eastern portion of the system. Main replacement has been identified as a critical main requiring replacement and upsizing or redundancy. A failure of this main could impair the Village’s ability to supply water to the North Eastern portions of the community and impact traffic on a major expressway. The planned development and increased number of water customers associated with the proposed redevelopment of Northbrook Court also increases the needs for this improvement. Currently this main will be replaced with a 20-inch diameter pipe. Additional water model analysis and review will be required prior to final design. Design and completion of this work will require the Village to work with the Illinois Department of Transportation, and the Illinois State Toll Highway Authority.

Due to the complexity of the terrain and proximity to Dundee Road, Cook County Forest Preserve, and the Tollway a Consultant will be contracted to start the design in FY 2026. The number provided below are estimates of the work that would be required but still subject to changes and the work is better defined.

| Segment  | Limits                      | Existing Size | Replace With | Length     | Year |
|----------|-----------------------------|---------------|--------------|------------|------|
| Lee Road | Dundee Road - Rudolph Drive | 12 inch       | 20 inch      | 4,245 feet | 1968 |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |                  |                  |                  |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|------------------|------------------|------------------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27            | FY 28            | FY 29            | FY 30 |
| Survey & Design                       | -       | -     | -      | -        | 783,000            | -                | -                | -                | -     |
| Construction & Construction Oversight | -       | -     | -      | -        | -                  | 2,990,400        | 1,536,000        | 2,739,000        | -     |
| <b>Total</b>                          | -       | -     | -      | -        | <b>783,000</b>     | <b>2,990,400</b> | <b>1,536,000</b> | <b>2,739,000</b> | -     |

**Planned Financing**

|               | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27     | FY 28     | FY 29     | FY 30 |
|---------------|-------|-------|------|-------|---------|-----------|-----------|-----------|-------|
| Bond Issuance | -     | -     | -    | -     | 783,000 | 2,990,400 | 1,536,000 | 2,739,000 | -     |

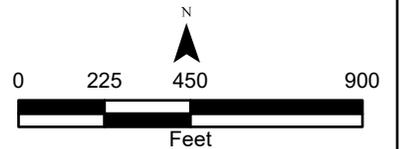


GIS Consortium

## Capital Improvement Projects

Water Main Improvements

FY 2026



**Department:** Public Works Department  
**Project Type:** Water Main Replacement  
**Project Name:** Northbrook Park Subdivision  
**Phase:** Construction & Construction Oversight  
**Cost:** \$3,735,837

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Village of Northbrook plans for and funds the replacement of water main each year. A particular focus is placed on replacing 6-inch cast iron water mains as this is historically the worst performing classification of main within the water distribution system.

The water mains in the Northbrook Park subdivision are scheduled for replacement due to their age and overall condition. These replacements coincide with the asphalt rehabilitation project in the same area in FY 2028.

| Segment         | Limits              | Existing Size | Replace With | Length    | Year |
|-----------------|---------------------|---------------|--------------|-----------|------|
| Asbury Road     | Western to Glendale | 6 inch        | 8 inch       | 835 feet  | 1950 |
| Bellevue Place  | Western to Glendale | 6 inch        | 8 inch       | 835 feet  | 1950 |
| Brentwood Road  | Western to Dehne    | 6 inch        | 8 inch       | 1900 feet | 1950 |
| Dehne Road      | Western to Scott    | 8 inch        | 12 inch      | 1855 feet | 1950 |
| Dehne Road      | Scott to Brentwood  | 8 inch        | 12 inch      | 350 feet  | 1950 |
| Glendale Avenue | Dehne to Techny     | 6 inch        | 8 inch       | 1000 feet | 1950 |
| Scott Road      | Western to Dehne    | 6 inch        | 8 inch       | 1815 feet | 1950 |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |           |       |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-----------|-------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28     | FY 29 | FY 30 |
| Construction & Construction Oversight | -       | -     | -      | -        | -                  | -     | 3,735,837 | -     | -     |

**Planned Financing**

|               | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28     | FY 29 | FY 30 |
|---------------|-------|-------|------|-------|-------|-------|-----------|-------|-------|
| Bond Issuance | -     | -     | -    | -     | -     | -     | 3,735,837 | -     | -     |

**Department:** Public Works Department  
**Project Type:** Water Main Replacement  
**Project Name:** Northbrook Glen and Ridgcroft Subdivision  
**Phase:** Construction & Construction Oversight  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Village of Northbrook plans for and funds the replacement of water main each year. A particular focus is placed on replacing 6-inch cast iron water mains as this is historically the worst performing classification of main within the water distribution system.

The mains in Northbrook Glen and Ridgcroft Subdivisions have been scheduled for replacement due to their age and overall condition. It should be noted that Larrabee Lane and Eastwood Lane are private roads which may require additional easements for those portions of the project to proceed and the work may be deferred if the easements are not obtained. The replacement of water mains in the Northbrook Glen and Ridgcroft Subdivision coincides with the scheduled asphalt rehabilitation project in the same area.

| Segment       | Limits                     | Existing Size | Replace With | Length    | Year |
|---------------|----------------------------|---------------|--------------|-----------|------|
| Daryl Lane    | Southern Terminus to Ridge | 6 inch        | 8 inch       | 342 feet  | 1956 |
| Eastwood Lane | Hillside to Lee            | 6 inch        | 8 inch       | 1323 feet | 1926 |
| Larrabee Lane | Hillside to Lee            | 6 inch        | 8 inch       | 1316 feet | 1929 |
| Ridge Road    | Western Terminus to Lee    | 6 inch        | 8 inch       | 1900 feet | 1968 |
| Wendy Drive   | Southern Terminus to Ridge | 6 inch        | 8 inch       | 860 feet  | 1956 |

**Cost Schedule**

| Component                             | Actuals |       | Budget    | Estimate  | Recommended Budget |       |       |       |       |
|---------------------------------------|---------|-------|-----------|-----------|--------------------|-------|-------|-------|-------|
|                                       | FY 23   | FY 24 | FY25      | FY 25     | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Construction & Construction Oversight | -       | -     | 2,720,470 | 2,507,741 | -                  | -     | -     | -     | -     |

**Planned Financing**

|              | FY 23 | FY 24 | FY25      | FY 25     | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|--------------|-------|-------|-----------|-----------|-------|-------|-------|-------|-------|
| Fund Balance | -     | -     | 2,720,470 | 2,507,741 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Water Main Replacement  
**Project Name:** Skierch's and White Plains Unit 8 Subdivisions  
**Phase:** Survey & Design, Construction & Construction Oversight  
**Cost:** \$3,556,440

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Village of Northbrook plans for and funds the replacement of water main each year. A particular focus is placed on replacing 6-inch cast iron water mains as this is historically the worst performing classification of main within the water distribution system.

The mains in the Skierch's and White Plains Unit 8 subdivisions and Briarwood Lane have been scheduled for replacement due to their age and overall condition. Staff anticipates engineering for this project will take place in FY 2028 with construction occurring in FY 2029. The replacement of these mains will be coordinated with the asphalt street conversion program occurring in the same area in FY 2029.

| Segment                   | Limits                    | Existing Size | Replace With | Length    | Year |
|---------------------------|---------------------------|---------------|--------------|-----------|------|
| Prestwick Lane            | Landwehr to Arbor         | 6 inch        | 8 inch       | 2656 feet | 1966 |
| River Falls Drive         | Landwehr to Arbor         | 6 inch        | 8 inch       | 2650 feet | 1965 |
| Hemlock Knoll to Terminus | Walters to River Falls    | 6 inch        | 8 inch       | 850 feet  | 1965 |
| Little Moose Lane         | Hemlock Knoll to Terminus | 6 inch        | 8 inch       | 565 feet  | 1965 |
| Briarwood Lane            | Cherry to Chestnut        | 4 inch        | 8 inch       | 1290 feet | 1922 |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |                |                  |       |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|----------------|------------------|-------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28          | FY 29            | FY 30 |
| Survey & Design                       | -       | -     | -      | -        | -                  | -     | 352,440        | -                | -     |
| Construction & Construction Oversight | -       | -     | -      | -        | -                  | -     | -              | 3,204,000        | -     |
| <b>Total</b>                          | -       | -     | -      | -        | -                  | -     | <b>352,440</b> | <b>3,204,000</b> | -     |

**Planned Financing**

|               | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29     | FY 30 |
|---------------|-------|-------|------|-------|-------|-------|---------|-----------|-------|
| Bond Issuance | -     | -     | -    | -     | -     | -     | 352,440 | 3,204,000 | -     |

**Department:** Public Works Department  
**Project Type:** Water Main Replacement  
**Project Name:** South Bridge Commons, Kiest Ave and Milton Ave  
**Phase:** Survey & Design, Construction & Construction Oversight  
**Cost:** \$5,345,211

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

As part of the Village's Water Fund review, the Village instituted a water main replacement program with the focus of replacing 1.5 miles of water main annually. The program's focus is to replace 6-inch cast iron main within the water distribution system, as this main is historically the worst performing classification of main in the distribution system.

The mains in South Bridge Commons, Kiest Avenue and Milton Avenue have been scheduled for replacement due to their age and overall condition. Contractual engineering for this project is scheduled for FY 2029 with construction scheduled in FY 2030.

| Segment             | Limits                   | Existing Size | Replace With | Length    | Year |
|---------------------|--------------------------|---------------|--------------|-----------|------|
| Butternut Lane      | South Bridge to Techny   | 6 inch        | 8 inch       | 1184 feet | 1966 |
| Glendale Avenue     | South Bridge to Techny   | 6 inch        | 8 inch       | 1205 feet | 1966 |
| South Bridge Lane   | Glendale to Butternut    | 6 inch        | 8 inch       | 668 feet  | 1966 |
| Techny Road         | Western to Second        | 6 inch        | 8 inch       | 1948 feet | 1950 |
| Angel Avenue        | Lincoln to Kiest         | 4 inch        | 8 inch       | 327 feet  | 1916 |
| Kiest Avenue        | Keystone to Angel        | 4 inch        | 8 inch       | 1033 feet | 1916 |
| Milton Avenue       | Keystone to Angel        | 4 inch        | 8 inch       | 908 feet  | 1924 |
| Second Street       | Terminus to Techny       | 6 inch        | 8 inch       | 1348 feet | 1954 |
| Evert Court         | South Bridge to Terminus | 6 inch        | 8 inch       | 243 feet  | 1966 |
| Second - Evert Loop | Second Street to Evert   | 8 inch        | 8 inch       | 580 feet  | 1966 |

**Cost Schedule**

| Component                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |                |                  |
|---------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|----------------|------------------|
|                                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29          | FY 30            |
| Engineering Design                    | -       | -     | -      | -        | -                  | -     | -     | 485,928        | -                |
| Construction & Construction Oversight | -       | -     | -      | -        | -                  | -     | -     | -              | 4,859,283        |
| <b>Total</b>                          | -       | -     | -      | -        | -                  | -     | -     | <b>485,928</b> | <b>4,859,283</b> |

**Planned Financing**

|               | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29   | FY 30     |
|---------------|-------|-------|------|-------|-------|-------|-------|---------|-----------|
| Bond Issuance | -     | -     | -    | -     | -     | -     | -     | 485,928 | 4,859,283 |

**Department:** Public Works Department  
**Project Type:** Water Main Replacement  
**Project Name:** Walters Avenue: Shermer to Pfingsten  
**Phase:** Survey & Design, Construction & Construction Oversight  
**Cost:** \$3,412,792

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Village of Northbrook plans for and funds the replacement of water main each year. A particular focus is placed on replacing 6-inch cast iron water mains as this is historically the worst performing classification of main within the water distribution system.

The 1916 6-inch and 8-inch cast iron water mains on Walters Avenue between Shermer Road and Pfingsten Road have been scheduled for replacement due to their age and overall condition. Contractual topographic surveys will be conducted in FY 2025, design and engineering will take place in FY 2026 and FY 2027 with construction planned for FY 2028. The replacement of these water mains coincides with the road rehabilitation and bike and pedestrian improvements planned for FY 2028.

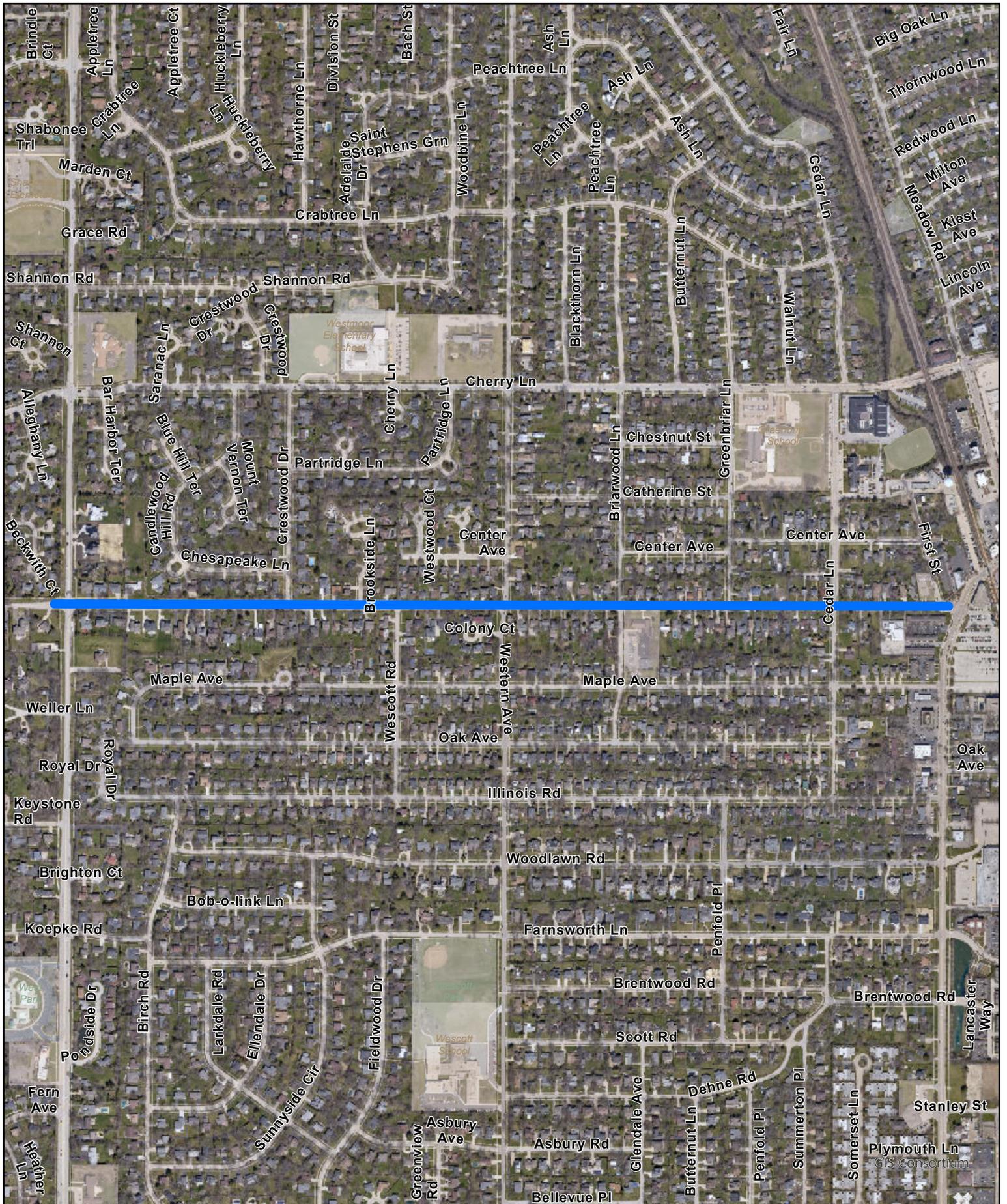
| Segment        | Limits                | Existing Size | Replace With | Length    | Year |
|----------------|-----------------------|---------------|--------------|-----------|------|
| Walters Avenue | Pfingsten to Western  | 8 inch        | 12 inch      | 2598 feet | 1916 |
| Walters Avenue | Western to Greenbriar | 6 inch        | 12 inch      | 1347 feet | 1916 |
| Walters Avenue | Greenbriar to Shermer | 8 inch        | 12 inch      | 1257 feet | 1916 |

**Cost Schedule**

| Component                             | Actuals |       | Budget         | Estimate       | Recommended Budget |                |                  |       |       |
|---------------------------------------|---------|-------|----------------|----------------|--------------------|----------------|------------------|-------|-------|
|                                       | FY 23   | FY 24 | FY25           | FY 25          | FY 26              | FY 27          | FY 28            | FY 29 | FY 30 |
| Survey & Design                       | -       | -     | 120,295        | 120,295        | 284,400            | 284,400        | -                | -     | -     |
| Construction & Construction Oversight | -       | -     | -              | -              | -                  | -              | 2,843,992        | -     | -     |
| <b>Total</b>                          | -       | -     | <b>120,295</b> | <b>120,295</b> | <b>284,400</b>     | <b>284,400</b> | <b>2,843,992</b> | -     | -     |

**Planned Financing**

|               | FY 23 | FY 24 | FY25    | FY 25   | FY 26   | FY 27   | FY 28     | FY 29 | FY 30 |
|---------------|-------|-------|---------|---------|---------|---------|-----------|-------|-------|
| Fund Balance  | -     | -     | 120,295 | 120,295 | -       | -       | -         | -     | -     |
| Bond Issuance | -     | -     | -       | -       | 284,400 | 284,400 | 2,843,992 | -     | -     |

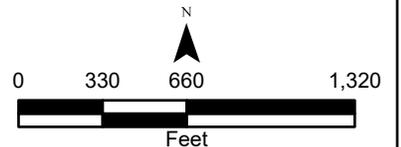


GIS Consortium

# Capital Improvement Projects

## Water Main Improvements

FY 2026



**Department:** Public Works Department  
**Project Type:** Water Meter Replacement  
**Project Name:** Water Meter Replacement  
**Cost:** \$9,000,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The Village of Northbrook has identified the replacement of its water meters as a priority in order to:

1. Improve customer service by implementing a remotely read system;
2. Improve customer service by providing residents with more ready access to their usage system;
3. Provide customers with usage information that will allow them to be more sustainable in their water usage or identify when they may have a leak in their property;
4. Reduce the amount of unaccounted usage for water usage the Village must report as part of its water allocation.

**Cost Schedule**

| Project                 | Actuals |        | Budget  | Estimate  | Recommended Budget |       |       |       |       |
|-------------------------|---------|--------|---------|-----------|--------------------|-------|-------|-------|-------|
|                         | FY 23   | FY 24  | FY25    | FY 25     | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Water Meter Replacement | 116,955 | 94,750 | 100,000 | 1,700,000 | 9,000,000          | -     | -     | -     | -     |

**Planned Financing**

|               | FY 23   | FY 24  | FY25    | FY 25     | FY 26     | FY 27 | FY 28 | FY 29 | FY 30 |
|---------------|---------|--------|---------|-----------|-----------|-------|-------|-------|-------|
| Fund Balance  | 116,955 | 94,750 | 100,000 | -         | -         | -     | -     | -     | -     |
| Bond Issuance | -       | -      | -       | 1,700,000 | 9,000,000 | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Facility Improvement  
**Project Name:** Water Plant Lighting Upgrade  
**Cost:** \$147,717

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** Yes   
**Grant Funding:** Yes - ComEd Rebate

**Overview**

The lighting in the Water Treatment Plant is reaching the end of useful life and is in need of replacement. Throughout the Village, LED lights are being installed to reduce energy costs, receive rebates from ComEd as they are available, and to increase visibility throughout the Water Plant and work spaces. The conversion from standard lighting to LED lighting will start in FY 2025 with the purchase of all materials for the project and installation occurring from FY 2025 through FY 2027. Due to the scope of work and location of light fixtures, contractual services will be utilized to install all new fixtures.

**Cost Schedule**

| Project          | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Lighting Upgrade | -       | -     | 71,353 | 71,353   | 77,342             | 70,375 | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25   | FY 25  | FY 26  | FY 27  | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|--------|--------|--------|--------|-------|-------|-------|
| Grant Proceeds              | -     | -     | 13,140 | 13,142 | -      | -      | -     | -     | -     |
| Operating Revenues/Reserves | -     | -     | 58,213 | 58,211 | 77,342 | 70,375 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Water Production System Improvement  
**Project Name:** Water Plant Safety Improvements  
**Cost:** \$170,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Some of the Water Plant's sprinkler heads are corroded and in need of replacement. Additionally, the Water Plant's door access and video camera systems are antiquated and difficult to repair and integrate into the Village-wide system. In FY 2030, the door and camera system will be replaced and the new camera system will have the ability to integrate into the Village-wide system.

**Cost Schedule**

| Component           | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|---------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|                     | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Safety Improvements | -       | -     | 85,000 | 85,000   | -                  | -     | -     | -     | 170,000 |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25   | FY 25  | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|-----------------------------|-------|-------|--------|--------|-------|-------|-------|-------|---------|
| Operating Revenues/Reserves | -     | -     | 85,000 | 85,000 | -     | -     | -     | -     | 170,000 |

## SANITARY SEWER FUND

### SANITARY SEWER CAPITAL PLAN SUMMARY

|   | <u>GL #</u>    | <u>FY 2026</u> | <u>FY 2027</u> | <u>FY 2028</u> | <u>FY 2029</u> | <u>FY 2030</u> | <u>TOTAL</u>     |
|---|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| <b>FUNDING SOURCES</b>                        |                |                |                |                |                |                |                  |
| Operating Revenues/Reserves                   | 14-0000-403-00 | 486,202        | 402,450        | 374,050        | 755,253        | 309,000        | 2,326,955        |
| Total Funding Sources                         |                | <u>486,202</u> | <u>402,450</u> | <u>374,050</u> | <u>755,253</u> | <u>309,000</u> | <u>2,326,955</u> |
| <b>FUNDING USES</b>                           |                |                |                |                |                |                |                  |
| System Maintenance                            | 14-4160-723-00 | 309,000        | 309,000        | 309,000        | 309,000        | 309,000        | 1,545,000        |
| Lift Station Controls Replacement             | 14-4160-723-00 | -              | -              | -              | 110,000        | -              | 110,000          |
| Lift Station Generator Replacement            | 14-4160-723-00 | 89,000         | 93,450         | -              | 196,253        | -              | 378,703          |
| Equipment Replacement                         | 14-4160-705-00 | -              | -              | -              | 140,000        | -              | 140,000          |
| Vehicle Replacements                          | 14-4160-708-00 | 88,202         | -              | 65,050         | -              | -              | 153,252          |
| Total Funding Uses                            |                | <u>486,202</u> | <u>402,450</u> | <u>374,050</u> | <u>755,253</u> | <u>309,000</u> | <u>2,326,955</u> |
| Funding "Sources less Uses" Surplus (Deficit) |                | <u>-</u>       | <u>-</u>       | <u>-</u>       | <u>-</u>       | <u>-</u>       | <u>-</u>         |

Ending Audited Cash Balance at 04/30/2024      \$0

## Village of Northbrook

### Capital Improvement Plan - Summary FY 2026 - 2030

#### Sanitary Sewer Capital Projects

| Project Name  | Fund | Dept | Account | Actuals        |                | Budget         | Amended Budget | Year End Estimate | Recommended Budget |                |                |                |                |
|---|------|------|---------|----------------|----------------|----------------|----------------|-------------------|--------------------|----------------|----------------|----------------|----------------|
|   |      |      |         | FY 2023        | FY 2024        | FY 2025        | FY 2025        | FY 2025           | FY 2026            | FY 2027        | FY 2028        | FY 2029        | FY 2030        |
| Controls Replacement : Cotswold Sanitary Lift Station     | 14   | 4160 | 723-00  | -              | -              | 95,000         | 95,000         | 95,000            | -                  | -              | -              | 110,000        | -              |
| Generator Replacement : Cotswold Sanitary Lift Station    | 14   | 4160 | 723-00  | -              | -              | -              | -              | -                 | -                  | -              | -              | 98,102         | -              |
| Generator Replacement : Edgewood Sanitary Lift Station    | 14   | 4160 | 723-00  | -              | -              | 83,280         | 83,280         | 75,571            | -                  | -              | -              | -              | -              |
| Generator Replacement : Forestview Sanitary Lift Station  | 14   | 4160 | 723-00  | -              | -              | -              | -              | -                 | -                  | -              | -              | 98,151         | -              |
| Generator Replacement : Kilarny Sanitary Lift Station     | 14   | 4160 | 723-00  | -              | -              | -              | -              | -                 | 89,000             | -              | -              | -              | -              |
| Generator Replacement : Royal Ridge Sanitary Lift Station | 14   | 4160 | 723-00  | -              | -              | -              | -              | -                 | -                  | 93,450         | -              | -              | -              |
| Manhole Rehabilitation                                    | 14   | 4160 | 723-00  | 58,305         | 58,840         | 61,910         | 61,910         | 59,763            | 64,000             | 64,000         | 64,000         | 64,000         | 64,000         |
| Sanitary Sewer Lining                                     | 14   | 4160 | 723-00  | 231,796        | 235,000        | 240,000        | 240,000        | 240,000           | 245,000            | 245,000        | 245,000        | 245,000        | 245,000        |
| Sewer Televising Equipment Replacement                    | 14   | 4160 | 705-00  | -              | -              | -              | -              | -                 | -                  | -              | -              | 140,000        | -              |
| Unit 300: 2007 Ford F550 Dump Truck                       | 14   | 4160 | 708-00  | -              | -              | -              | -              | -                 | 88,202             | -              | -              | -              | -              |
| Unit 424: 2013 Ford F250                                  | 14   | 4160 | 708-00  | -              | -              | -              | -              | -                 | -                  | -              | 65,050         | -              | -              |
| <b>Total</b>  |      |      |         | <b>290,101</b> | <b>293,840</b> | <b>480,190</b> | <b>480,190</b> | <b>470,334</b>    | <b>486,202</b>     | <b>402,450</b> | <b>374,050</b> | <b>755,253</b> | <b>309,000</b> |

**Project Priority Codes:**

- A - Essential and immediate need
- B - Essential, but may be delayed
- C - Optional but beneficial to the Village through increased productivity, safety, etc.
- D - Optional but beneficial to the Village in social, cultural, or aesthetic ways
- F - Future project, no FY26 expenditures

\*Projects related to the Climate Action Plan (CAP) are identified by 

**Department:** Public Works Department  
**Project Type:** Lift Station Controls Replacement  
**Project Name:** Cotswold Sanitary Lift Station  
**Cost:** \$110,000

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The controls and cabinets responsible for operating the Village's Cotswold sanitary lift station electronics were installed in 1990 and have exceeded their lifespan. Lift stations play a vital role in the efficient functioning of the Village's sanitary sewer system by lifting sewage from lower elevated sewers to higher elevated sewers. This enables the waste to flow naturally by gravity and ultimately be deposited into the Metropolitan Water Reclamation District's main truck line sewers, which transport the contents to treatment facilities. If these controls and cabinets fail, the pumps will cease to function effectively, possibly resulting in sewage backup in sanitary lines. Ensuring the reliability and functionality of these controls and cabinets is of utmost importance to maintain a well-functioning and safe sanitary sewer system.

**Cost Schedule**

| Project                           | Actuals |       | Budget | Estimate | Recommended Budget |       |       |         |       |
|-----------------------------------|---------|-------|--------|----------|--------------------|-------|-------|---------|-------|
|                                   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29   | FY 30 |
| Lift Station Controls Replacement | -       | -     | 95,000 | 95,000   | -                  | -     | -     | 110,000 | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25   | FY 25  | FY 26 | FY 27 | FY 28 | FY 29   | FY 30 |
|-----------------------------|-------|-------|--------|--------|-------|-------|-------|---------|-------|
| Operating Revenues/Reserves | -     | -     | 95,000 | 95,000 | -     | -     | -     | 110,000 | -     |

**Department:** Public Works Department  
**Project Type:** Lift Station Generator Replacement  
**Project Name:** Cotswold Sanitary Lift Station  
**Cost:** \$98,102

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The generator at the Cotswold sanitary lift station, installed in 2005, has reached the end of its useful life. This lift station and generator serve an important purpose in the operation of the Village’s sanitary sewer system, lifting sewage from lower elevated sewers to higher elevated sewers so that the waste can again flow by gravity and be deposited in the Metropolitan Water Reclamation District’s main truck line sewers that transport contents to the their treatments facilities. A power failure at one of these lift stations could cause sewage to back up sanitary sewer lines making reliable generators of critical importance.

Generator build out and delivery lead times have been 12-15 months over the past several years. The replacement generator for the Cotswold sanitary lift station will be ordered in FY 2028 and installed in FY 2029.

**Cost Schedule**

| Project                        | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|--------------------------------|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|                                | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Cotswold Sanitary Lift Station | -       | -     | -      | -        | -                  | -     | -     | 98,102 | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 98,102 | -     |

**Department:** Public Works Department  
**Project Type:** Lift Station Generator Replacement  
**Project Name:** Edgewood Sanitary Lift Station  
**Cost:** \$0

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The generator at the Edgewood sanitary lift station, installed with the lift station at the time of the subdivision buildout, has reached the end of its useful life. This lift station and generator serve an important purpose in the operation of the Village’s sanitary sewer system, lifting sewage from lower elevated sewers to higher elevated sewers so that the waste can again flow by gravity and be deposited in the Metropolitan Water Reclamation District’s main truck line sewers that transport contents to the their treatments facilities. A power failure at one of these lift stations could cause sewage to back up sanitary sewer lines making reliable generators of critical importance.

Generator build out and delivery lead times have been 12-15 months over the past several years. The replacement generator for the Edgewood sanitary lift station was ordered in FY 2024 and will be installed in FY 2025.

**Cost Schedule**

| Project                            | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                    | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Lift Station Generator Replacement | -       | -     | 83,280 | 75,571   | -                  | -     | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25   | FY 25  | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|--------|--------|-------|-------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | 83,280 | 75,571 | -     | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Lift Station Generator Replacement  
**Project Name:** Forestview Sanitary Lift Station  
**Cost:** \$98,151

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Forestview lift station generator, installed in 2008, has reached the end of its useful life. This lift station and generator serve an important purpose in the operation of the Village’s sanitary sewer system, lifting sewage from lower elevated sewers to higher elevated sewers so that the waste can again flow by gravity and be deposited in the Metropolitan Water Reclamation District’s main truck line sewers that transport contents to their treatments facilities. A power failure at one of these lift stations will cause sewage to back up sanitary sewer lines making reliable generators of critical importance.

Generator build out and delivery lead times have been 12-15 months over the past several years. Staff will order the Forestview lift station generator in FY 2028 for planned installation in FY 2029.

**Cost Schedule**

| Project                          | Actuals |       | Budget | Estimate | Recommended Budget |       |       |        |       |
|----------------------------------|---------|-------|--------|----------|--------------------|-------|-------|--------|-------|
|                                  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29  | FY 30 |
| Forestview Sanitary Lift Station | -       | -     | -      | -        | -                  | -     | -     | 98,151 | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29  | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|-------|-------|--------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 98,151 | -     |

**Department:** Public Works Department  
**Project Type:** Lift Station Generator Replacement  
**Project Name:** Kilarny Sanitary Lift Station  
**Cost:** \$89,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The generator at the Kilarny sanitary lift station, installed in 1997, has reached the end of its useful life. This lift station and generator serve an important purpose in the operation of the Village’s sanitary sewer system, lifting sewage from lower elevated sewers to higher elevated sewers so that the waste can again flow by gravity and be deposited in the Metropolitan Water Reclamation District’s main truck line sewers that transport contents to the their treatments facilities. A power failure at one of these lift stations could cause sewage to back up sanitary sewer lines making reliable generators of critical importance.

Generator build out and delivery lead times have been 12-15 months over the past several years. The replacement generator for the Kilarny sanitary lift station will be ordered in FY 2025 and installed in FY 2026.

**Cost Schedule**

| Project                       | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|-------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                               | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Kilarny Sanitary Lift Station | -       | -     | -      | -        | 89,000             | -     | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26  | FY 27 | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|--------|-------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | 89,000 | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Lift Station Generator Replacement  
**Project Name:** Royal Ridge Sanitary Lift Station  
**Cost:** \$93,450

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The Royal Ridge lift station generator, installed in 1997, has reached the end of its useful life. This lift station and generator serve an important purpose in the operation of the Village’s sanitary sewer system, lifting sewage from lower elevated sewers to higher elevated sewers so that the waste can again flow by gravity and be deposited in the Metropolitan Water Reclamation District’s main truck line sewers that transport contents to their treatments facilities. A power failure at one of these lift stations will cause sewage to back up sanitary sewer lines making reliable generators of critical importance.

Generator build out and delivery lead times have been 12-15 months over the past several years. Staff will order the Royal Ridge lift station generator in FY 2026 for planned installation in FY 2027.

**Cost Schedule**

| Project                           | Actuals |       | Budget | Estimate | Recommended Budget |        |       |       |       |
|-----------------------------------|---------|-------|--------|----------|--------------------|--------|-------|-------|-------|
|                                   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27  | FY 28 | FY 29 | FY 30 |
| Royal Ridge Sanitary Lift Station | -       | -     | -      | -        | -                  | 93,450 | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27  | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | 93,450 | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Sanitary Sewer System Maintenance  
**Project Name:** Manhole Rehabilitation  
**Cost:** \$320,000

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

Stormwater inflow and infiltration occurs when stormwater enters the sanitary sewer system. Common problems that can result in infiltration include damage to sanitary sewer services, unlined sewers, and degrading manholes. In severe cases, stormwater can cause sanitary sewers to reach capacity and back up or possibly cause the Metropolitan Water Reclamation District (MWRD) to exceed their treatment capacity.

As a result, the MWRD enacted new, more stringent inflow and infiltration regulations with their Watershed Management Ordinance. These regulations require contributing systems, such as the Village of Northbrook's, to report annually on sanitary sewer back-ups, inspect problem areas within their systems, and seek out and eliminate sources of inflow and infiltration. The Village's rehabilitation program includes lid and frame replacements, interior epoxy grouting, and addressing degrading manholes as necessary.

The Village plans to line 46 structures in FY 2025.

**Cost Schedule**

| Project                | Actuals |        | Budget | Estimate | Recommended Budget |        |        |        |        |
|------------------------|---------|--------|--------|----------|--------------------|--------|--------|--------|--------|
|                        | FY 23   | FY 24  | FY25   | FY 25    | FY 26              | FY 27  | FY 28  | FY 29  | FY 30  |
| Manhole Rehabilitation | 58,305  | 58,840 | 61,910 | 59,763   | 64,000             | 64,000 | 64,000 | 64,000 | 64,000 |

**Planned Financing**

|                             | FY 23  | FY 24  | FY25   | FY 25  | FY 26  | FY 27  | FY 28  | FY 29  | FY 30  |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Operating Revenues/Reserves | 58,305 | 58,840 | 61,910 | 59,763 | 64,000 | 64,000 | 64,000 | 64,000 | 64,000 |



 Manhole Rehab

**GIS Consortium**

## Capital Improvement Projects

Manhole Rehabilitation

FY 2026



N



**Department:** Public Works Department  
**Project Type:** Sanitary Sewer System Maintenance  
**Project Name:** Sanitary Sewer Lining  
**Cost:** \$1,225,000

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

On a routine basis, the Village inspects its sanitary sewer lines with televising equipment to identify areas in need of repair due to pipe failures, joint degradation, cracks in pipes, obstructions, and other age-related failures. To repair the deficiencies in sanitary sewer lines, one of three methods can be used: repair at the point of failure, replace the failed segment, or line the section of sanitary sewer. Point repair and line replacement require excavation, which could require roadway excavation and potentially disturb public and private property. Sewer lining requires no excavation, creates limited or no interruptions to the sanitary sewer system, and rehabilitates the existing infrastructure, providing a significant increase in the useful life of the system. The Village first began lining sanitary sewers over 40 years ago.

During the sewer lining process, a thin liner is inserted in sanitary sewer pipes to reinforce the existing infrastructure. The lining process usually takes hours, minimizing disruption to resident or business use of wastewater generating fixtures. The Metropolitan Water Reclamation District requires the Village to line its sanitary sewers to limit the amount of storm and other water that infiltrates the sanitary sewer system. Limiting the amount of water infiltrating sanitary sewers can help reduce the volume of water in the sewer system during large rainstorms and thereby helping prevent sewage back-ups into private property. Priority is given to lines showing signs of significant deterioration and/or those that would be difficult to access for repairs via standard excavation techniques.

**Cost Schedule**

| Project               | Actuals |         | Budget  | Estimate | Recommended Budget |         |         |         |         |
|-----------------------|---------|---------|---------|----------|--------------------|---------|---------|---------|---------|
|                       | FY 23   | FY 24   | FY25    | FY 25    | FY 26              | FY 27   | FY 28   | FY 29   | FY 30   |
| Sanitary Sewer Lining | 231,796 | 235,000 | 240,000 | 240,000  | 245,000            | 245,000 | 245,000 | 245,000 | 245,000 |

**Planned Financing**

|                             | FY 23   | FY 24   | FY25    | FY 25   | FY 26   | FY 27   | FY 28   | FY 29   | FY 30   |
|-----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Operating Revenues/Reserves | 231,796 | 235,000 | 240,000 | 240,000 | 245,000 | 245,000 | 245,000 | 245,000 | 245,000 |



 Sanitary Lining

**GIS Consortium**

## Capital Improvement Projects

Sanitary Lining

FY 2026



**Department:** Public Works Department  
**Project Type:** Equipment Replacement  
**Project Name:** Sewer Televising Equipment Replacement  
**Cost:** \$140,000

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The village is responsible for maintaining 257 miles of storm and sanitary mains. As part of general maintenance activities sewer lines are rodded and televised during cleaning procedures for blockages, intruding tree roots, cracked and offset pipe which can potentially create a back-up in either system. The village also responds to approximately 100 calls for service per year and has televised 7,581 feet of sewer over the last three years. Inspections are conducted for sinkholes, backups, blockages, street flooding, retention/ detention ponds holding water and private request for service tap connection locations. Using this equipment, the Village is able to locate failures and identify necessary repairs for this infrastructure.

**Cost Schedule**

| Project               | Actuals |       | Budget | Estimate | Recommended Budget |       |       |         |       |
|-----------------------|---------|-------|--------|----------|--------------------|-------|-------|---------|-------|
|                       | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29   | FY 30 |
| Equipment Replacement | -       | -     | -      | -        | -                  | -     | -     | 140,000 | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29   | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|-------|-------|---------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | 140,000 | -     |

**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 300: 2007 Ford F550 Dump Truck  
**Cost:** \$88,202

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Based on a condition assessment and years of service, the purchase of a medium-duty dump truck replacement with a lift gate and saddle mounted tool box is essential for facilitating sanitary repairs and reconstruction projects. This versatile vehicle will enable swift material transportation and streamlined movement of heavy equipment, ensuring timely completion of tasks and enhancing overall project productivity. The cost for this vehicle replacement includes the price of a power lift gate. While reviewing this replacement, no alternate fueled vehicles were identified which meet the Village’s operational needs. Due to supply chain issues, Staff will seek authorization to pre-order the replacement vehicle in FY 2025.

**Cost Schedule**

| Project                             | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|-------------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                     | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 300: 2007 Ford F550 Dump Truck | -       | -     | -      | -        | 88,202             | -     | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26  | FY 27 | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|--------|-------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | 88,202 | -     | -     | -     | -     |



**Department:** Public Works Department  
**Project Type:** Vehicle Replacement  
**Project Name:** Unit 424: 2013 Ford F250  
**Cost:** \$65,050

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The purchase of a pick-up truck for the Public Works Department's sanitary system operations is essential due to the existing unit reaching the end of its use life based on years of service and total mileage. This replacement vehicle, equipped with a snow plow, will ensure efficient maintenance of the sanitary system year-round, while also providing the necessary equipment for effective snow removal during winter months. For plowing operations, the Village requires a minimum truck size of F250. While reviewing this replacement, no alternate fueled vehicles were identified which meet the Village's operational needs. With the new unit, the Department will have a reliable and versatile resource to support their sanitary operations and enhance their ability to address snow-related emergencies.

**Cost Schedule**

| Project                  | Actuals |       | Budget | Estimate | Recommended Budget |       |        |       |       |
|--------------------------|---------|-------|--------|----------|--------------------|-------|--------|-------|-------|
|                          | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28  | FY 29 | FY 30 |
| Unit 424: 2013 Ford F250 | -       | -     | -      | -        | -                  | -     | 65,050 | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28  | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|-------|--------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | -     | 65,050 | -     | -     |

**STORMWATER FUND**

**STORMWATER CAPITAL PLAN SUMMARY**

|   | <u>GL #</u>    | <b>FY 2026</b> | <b>FY 2027</b> | <b>FY 2028</b>   | <b>FY 2029</b> | <b>FY 2030</b> | <b>TOTAL</b>     |
|---|----------------|----------------|----------------|------------------|----------------|----------------|------------------|
| <b><u>FUNDING SOURCES</u></b>                 |                |                |                |                  |                |                |                  |
| Operating Revenues/Reserves                   | 16-0000-451-00 | 150,000        | -              | -                | -              | -              | 150,000          |
| To Be Determined                              |                | 109,901        | 109,901        | 1,099,008        | -              | 800,000        | 2,118,810        |
| Total Funding Sources                         |                | <u>259,901</u> | <u>109,901</u> | <u>1,099,008</u> | <u>-</u>       | <u>800,000</u> | <u>2,268,810</u> |
| <b><u>FUNDING USES</u></b>                    |                |                |                |                  |                |                |                  |
| Stormwater Improvements                       | 16-4190-730-03 | 159,901        | 109,901        | 1,099,008        | -              | -              | 1,368,810        |
| Equipment Replacement                         | 16-4190-708-00 | 100,000        | -              | -                | -              | 800,000        | 900,000          |
| Vehicle Replacements                          | 16-4190-708-00 | -              | -              | -                | -              | -              | -                |
| Total Funding Uses                            |                | <u>259,901</u> | <u>109,901</u> | <u>1,099,008</u> | <u>-</u>       | <u>800,000</u> | <u>2,268,810</u> |
| Funding "Sources less Uses" Surplus (Deficit) |                | <u>-</u>       | <u>-</u>       | <u>-</u>         | <u>-</u>       | <u>-</u>       | <u>-</u>         |

Ending Audited Cash Balance at 04/30/2024      \$1

**Village of Northbrook**  
**Capital Improvement Plan - Summary FY 2026 - 2030**

**Stormwater Capital Projects**

| Project Name                       | Fund | Dept | Account | Actuals       |          | Budget         | Amended Budget | Year End Estimate | Recommended Budget |                |                  |          |                |
|------------------------------------|------|------|---------|---------------|----------|----------------|----------------|-------------------|--------------------|----------------|------------------|----------|----------------|
|                                    |      |      |         | FY 2023       | FY 2024  | FY 2025        | FY 2025        | FY 2025           | FY 2026            | FY 2027        | FY 2028          | FY 2029  | FY 2030        |
| Koepke Road (MSMP Project #37)     | 16   | 4190 | 730-03  | -             | -        | 103,594        | 103,594        | -                 | 109,901            | 109,901        | 1,099,008        | -        | -              |
| Localized Drainage Improvements    | 16   | 4190 | 730-03  | 19,000        | -        | 50,000         | 50,000         | 43,396            | 50,000             | -              | -                | -        | -              |
| Unit 310: 2013 Vactor Hopper       | 16   | 4190 | 708-00  | -             | -        | -              | -              | -                 | 100,000            | -              | -                | -        | -              |
| Unit 310: 2013 Freightliner Vactor | 16   | 4190 | 708-00  | -             | -        | -              | -              | -                 | -                  | -              | -                | -        | 800,000        |
| <b>Total</b>                       |      |      |         | <b>19,000</b> | <b>-</b> | <b>153,594</b> | <b>153,594</b> | <b>43,396</b>     | <b>259,901</b>     | <b>109,901</b> | <b>1,099,008</b> | <b>-</b> | <b>800,000</b> |

**Project Priority Codes:**

- A - Essential and immediate need
- B - Essential, but may be delayed
- C - Optional but beneficial to the Village through increased productivity, safety, etc.
- D - Optional but beneficial to the Village in social, cultural, or aesthetic ways
- F - Future project, no FY26 expenditures

\*Projects related to the Climate Action Plan (CAP) are identified by 

**Department:** Public Works Department  
**Project Type:** Stormwater Improvements  
**Project Name:** Koepke Road (MSMP Project #37)  
**Cost:** \$1,318,810

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

Over the years the Village has worked to re-establish priorities for stormwater. In 2011, the Village developed a Master Stormwater Management Plan (MSMP) which identified areas in the Village where opportunities existing to improve storm systems in order to alleviate areas with significant flooding. The Village completed the third Addendum to the MSMP in 2023 which identified and recommended Project #37 where structure flooding occurred due to the poor condition of the existing storm sewer system on Koepke Road.

**Properties Impacted:** This project will impact Koepke Road from Miller Road to Pfingsten Road. 2 properties will experience a reduction in property flooding. 1 property currently experiences structure flooding. Staff anticipates that this project will create a reduction in structure flooding for this property.

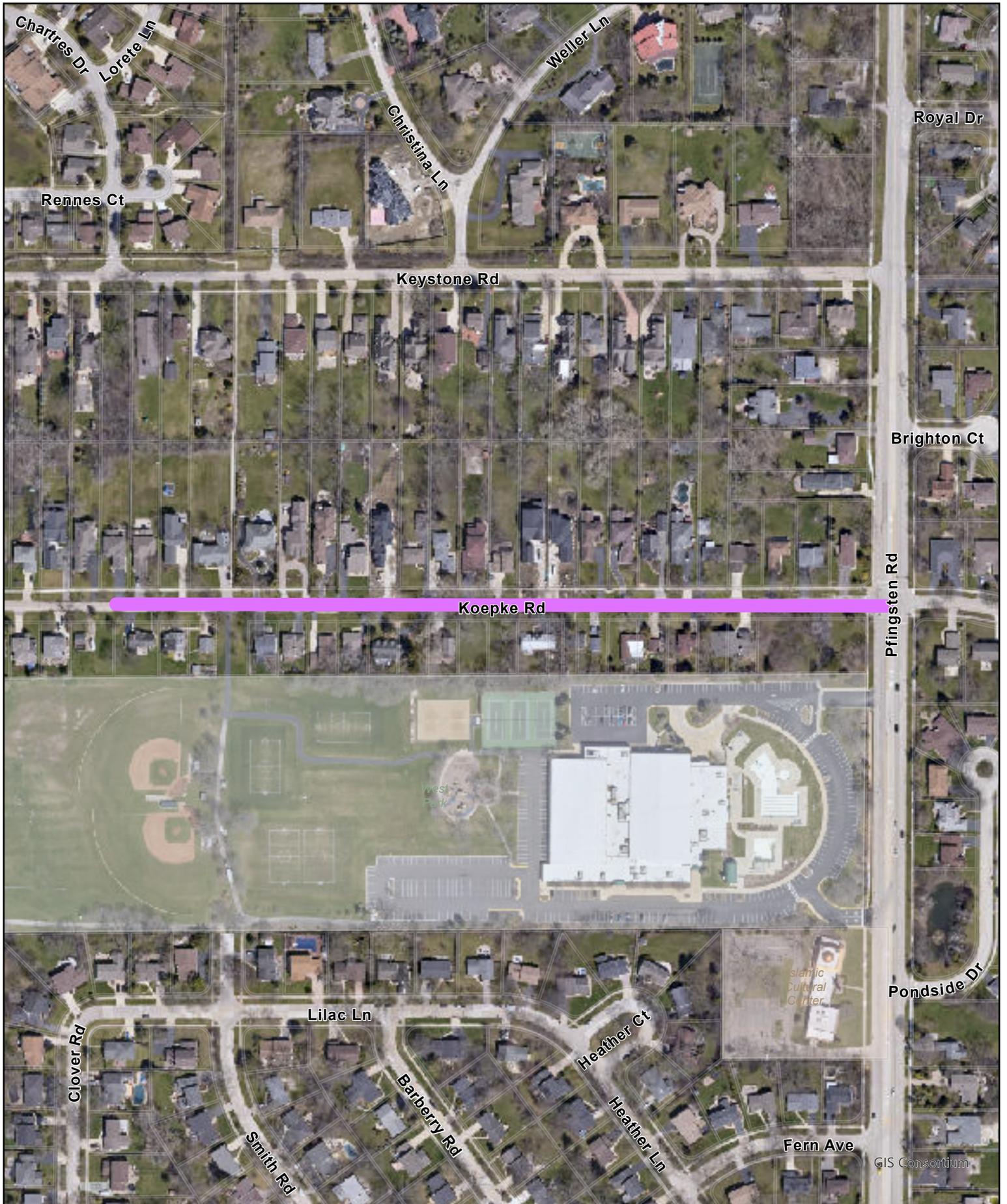
**Construction Timeframe:** The engineering and design of this project will occur in FY 2026 and FY 2027 and construction of this project has been scheduled to be constructed concurrent to an asphalt rehabilitation project and bicycle and pedestrian improvements along the corridor in FY 2028.

**Cost Schedule**

| Component          | Actuals |       | Budget         | Estimate | Recommended Budget |                |                  |       |       |
|--------------------|---------|-------|----------------|----------|--------------------|----------------|------------------|-------|-------|
|                    | FY 23   | FY 24 | FY25           | FY 25    | FY 26              | FY 27          | FY 28            | FY 29 | FY 30 |
| Engineering Design | -       | -     | 103,594        | -        | 109,901            | 109,901        | -                | -     | -     |
| Construction       | -       | -     | -              | -        | -                  | -              | 1,099,008        | -     | -     |
| <b>Total</b>       | -       | -     | <b>103,594</b> | -        | <b>109,901</b>     | <b>109,901</b> | <b>1,099,008</b> | -     | -     |

**Planned Financing**

|                  | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27   | FY 28     | FY 29 | FY 30 |
|------------------|-------|-------|------|-------|---------|---------|-----------|-------|-------|
| To Be Determined | -     | -     | -    | -     | 109,901 | 109,901 | 1,099,008 | -     | -     |

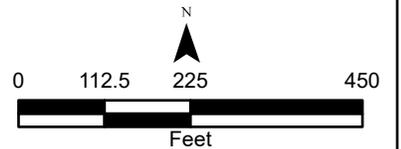


GIS Consortium

# Capital Improvement Projects

## Stormwater Improvements

FY 2026



**Fund:** Stormwater Fund

**FY 2026 - FY 2030**

**Department:** Public Works Department  
**Project Type:** Stormwater Improvements  
**Project Name:** Localized Drainage Improvements  
**Cost:** \$50,000

**Priority Code:** C - Optional but beneficial to the Village through increased productivity, safety, etc.

**CAP Item:** Yes 

**Grant Funding:** No

**Overview**

As part of its stormwater system, the Village maintains an integrated network of storm sewers, stormwater storage facilities, ditches, drainage structures, overland flooding routes, naturalized detention basins, and other flood control infrastructure. This system works to manage stormwater runoff throughout the Village. Construction of local drainage improvements at specified locations in the Village help alleviate specific concerns reported by residents. These projects are separate from those identified in the Master Stormwater Management Plan and involve completing smaller, localized improvements, such as building berms or adding new storm sewer inlets or sewer pipe, in the public right-of-way to help alleviate or mitigate these specific points of concern.

**Cost Schedule**

| Project                         | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---------------------------------|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|                                 | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Localized Drainage Improvements | 19,000  | -     | 50,000 | 43,396   | 50,000             | -     | -     | -     | -     |

**Planned Financing**

|                             | FY 23  | FY 24 | FY25   | FY 25  | FY 26  | FY 27 | FY 28 | FY 29 | FY 30 |
|-----------------------------|--------|-------|--------|--------|--------|-------|-------|-------|-------|
| Operating Revenues/Reserves | 19,000 | -     | 50,000 | 43,396 | 50,000 | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Equipment Replacement  
**Project Name:** Unit 310: 2013 Freightliner Vactor Hopper  
**Cost:** \$100,000

**Priority Code:** A - Essential and immediate need  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Unit 310 is a combination flusher and vacuum vehicle that is used to maintain sanitary and storm sewer and perform underground utility repairs when conventional digging is not possible. The hopper, which holds water and other spoils from digging, has been thoroughly evaluated and is coming to the end of its useful life due to corrosion on the hopper door and along welded joints. It is anticipated that the new hopper will extend the useful life of the vehicle for an additional 5-7 years.

**Cost Schedule**

| Project                                   | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |       |
|---|---------|-------|--------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Unit 310: 2013 Freightliner Vactor Hopper | -       | -     | -      | -        | 100,000            | -     | -     | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26   | FY 27 | FY 28 | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|---------|-------|-------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | 100,000 | -     | -     | -     | -     |

**Department:** Public Works Department  
**Project Type:** Equipment Replacement  
**Project Name:** Unit 310: 2013 Freightliner Vactor 2100 Series  
**Cost:** \$800,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Unit #310 is a combination flusher and vacuum vehicle that is used to maintain sanitary and storm sewer as well as perform underground utility repairs when conventional digging is not possible due to different factors such as conflicting underground utilities. All components and assemblies underwent a condition assessment. Based on the condition assessment, the projected powertrain and mounted equipment maintenance could exceed the resale value of the unit. None of these items are prohibiting current use or justify accelerating replacement or extending the units life. A new unit will meet EPA diesel Tier 4 emissions or greater and be powered by one dual purpose engine.

**Cost Schedule**

| Project  | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|--|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|  | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Unit 310: 2013 Freightliner Vactor 2100 Series | -       | -     | -      | -        | -                  | -     | -     | -     | 800,000 |

**Planned Financing**

|                  | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| To Be Determined | -     | -     | -    | -     | -     | -     | -     | -     | 800,000 |

## PARKING FUND

### PARKING CAPITAL PLAN SUMMARY

|   | <u>GL #</u>    | <u>FY 2026</u> | <u>FY 2027</u> | <u>FY 2028</u> | <u>FY 2029</u> | <u>FY 2030</u> | <u>TOTAL</u> |
|---|----------------|----------------|----------------|----------------|----------------|----------------|--------------|
| <b>FUNDING SOURCES</b>                        |                |                |                |                |                |                |              |
| Operating Revenues/Reserves                   | 22-0000-404-xx | -              | -              | 120,000        | -              | 215,325        | 335,325      |
| Total Funding Sources                         |                | -              | -              | 120,000        | -              | 215,325        | 335,325      |
| <b>FUNDING USES</b>                           |                |                |                |                |                |                |              |
| Parking Lot Improvements                      | 22-7200-704-00 | -              | -              | 120,000        | -              | 215,325        | 335,325      |
| Total Funding Uses                            |                | -              | -              | 120,000        | -              | 215,325        | 335,325      |
| Funding "Sources less Uses" Surplus (Deficit) |                | -              | -              | -              | -              | -              | -            |

Ending Audited Cash Balance at 04/30/2024      \$44,221

## Village of Northbrook

### Capital Improvement Plan - Summary FY 2026 - 2030

#### Parking Capital Projects

| Project Name                             | Fund | Dept | Account | Actuals |         | Budget  | Amended Budget | Year End Estimate | Recommended Budget |         |         |         |         |
|--|------|------|---------|---------|---------|---------|----------------|-------------------|--------------------|---------|---------|---------|---------|
|  |      |      |         | FY 2023 | FY 2024 | FY 2025 | FY 2025        | FY 2025           | FY 2026            | FY 2027 | FY 2028 | FY 2029 | FY 2030 |
| Parking Machine and Software Replacement | 22   | 7200 | 704-00  | -       | -       | -       | -              | -                 | -                  | -       | 120,000 | -       | -       |
| North Metra Lot Improvement              | 22   | 7200 | 704-00  | -       | -       | -       | -              | -                 | -                  | -       | -       | -       | 215,325 |
| <b>Total</b>                             |      |      |         | -       | -       | -       | -              | -                 | -                  | -       | 120,000 | -       | 215,325 |

**Project Priority Codes:**

- A - Essential and immediate need
- B - Essential, but may be delayed
- C - Optional but beneficial to the Village through increased productivity, safety, etc.
- D - Optional but beneficial to the Village in social, cultural, or aesthetic ways
- F - Future project, no FY26 expenditures

\*Projects related to the Climate Action Plan (CAP) are identified by 

**Fund:** Parking Fund

FY 2026 - FY 2030

**Department:** Public Works Department  
**Project Type:** Parking Lot Improvements  
**Project Name:** Parking Machine and Software Replacement  
**Phase:** Construction  
**Cost:** \$120,000

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

The parking machines were installed in 2012 and are nearing the end of useful life. The replacement parts are difficult to obtain and the software is no longer supported or updated. Staff will be looking to install the replacement of the eight current machines in the commuter lots with a similar style of collection process.

**Cost Schedule**

| Component    | Actuals |       | Budget | Estimate | Recommended Budget |       |         |       |       |
|--------------|---------|-------|--------|----------|--------------------|-------|---------|-------|-------|
|              | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28   | FY 29 | FY 30 |
| Construction | -       | -     | -      | -        | -                  | -     | 120,000 | -     | -     |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28   | FY 29 | FY 30 |
|-----------------------------|-------|-------|------|-------|-------|-------|---------|-------|-------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | -     | 120,000 | -     | -     |

**Fund:** Parking Fund

FY 2026 - FY 2030

**Department:** Public Works Department  
**Project Type:** Parking Lot Improvements  
**Project Name:** North Metra Lot Improvement  
**Phase:** Construction  
**Cost:** \$215,325

**Priority Code:** F - Future project, no FY26 expenditures  
**CAP Item:** Yes   
**Grant Funding:** No

**Overview**

The North Metra Lot was resurfaced in 2007 and is nearing the end of its useful life. Spot curb repair, accessibility improvements and drainage improvements are expected to occur along with the resurfacing project. This project is expected to be designed in-house with construction oversight to be provided by Northbrook Staff as well. This project will be contingent on sufficient funds being available in the Parking Fund for this work to occur.

**Cost Schedule**

| Component    | Actuals |       | Budget | Estimate | Recommended Budget |       |       |       |         |
|--------------|---------|-------|--------|----------|--------------------|-------|-------|-------|---------|
|              | FY 23   | FY 24 | FY25   | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30   |
| Construction | -       | -     | -      | -        | -                  | -     | -     | -     | 215,325 |

**Planned Financing**

|                             | FY 23 | FY 24 | FY25 | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | FY 30   |
|-----------------------------|-------|-------|------|-------|-------|-------|-------|-------|---------|
| Operating Revenues/Reserves | -     | -     | -    | -     | -     | -     | -     | -     | 215,325 |

**SENIOR HOUSING FUND**

**SENIOR HOUSING CAPITAL PLAN SUMMARY**

|   | <u>GL #</u>    | <b>FY 2026</b> | <b>FY 2027</b> | <b>FY 2028</b> | <b>FY 2029</b> | <b>FY 2030</b> | <b>TOTAL</b> |
|---|----------------|----------------|----------------|----------------|----------------|----------------|--------------|
| <b><u>FUNDING SOURCES</u></b>                 |                |                |                |                |                |                |              |
| Operating Revenues/Reserves                   | 15-0000-461-01 | -              | -              | -              | -              | -              | -            |
| Grant Proceeds                                | 15-0000-481-32 | -              | -              | -              | -              | -              | -            |
| Bond Issuance                                 | 15-0000-406-02 | -              | -              | -              | -              | -              | -            |
| To Be Determined                              |                | -              | -              | -              | -              | -              | -            |
| Total Funding Sources                         |                | -              | -              | -              | -              | -              | -            |
| <b><u>FUNDING USES</u></b>                    |                |                |                |                |                |                |              |
| Facility improvements                         | 15-7100-705-00 | -              | -              | -              | -              | -              | -            |
| Total Funding Uses                            |                | -              | -              | -              | -              | -              | -            |
| Funding "Sources less Uses" Surplus (Deficit) |                | -              | -              | -              | -              | -              | -            |

Ending Audited Cash Balance at 04/30/2024      \$2,033,295

## Village of Northbrook

### Capital Improvement Plan - Summary FY 2026 - 2030

#### Senior Housing

| Project Name                               | Fund | Dept | Account | Actuals |         | Budget  | Amended Budget | Year End Estimate | Recommended Budget |         |         |         |         |
|--|------|------|---------|---------|---------|---------|----------------|-------------------|--------------------|---------|---------|---------|---------|
|  |      |      |         | FY 2023 | FY 2024 | FY 2025 | FY 2025        | FY 2025           | FY 2026            | FY 2027 | FY 2028 | FY 2029 | FY 2030 |
| Water Heaters Crestwood Buildings A, B & C | 15   | 7100 | 705-00  |         |         | 270,000 | 270,000        | 270,000           | -                  | -       | -       | -       | -       |
| <b>Total</b>                               |      |      |         | -       | -       | 270,000 | 270,000        | 270,000           | -                  | -       | -       | -       | -       |

**Project Priority Codes:**

- A - Essential and immediate need
- B - Essential, but may be delayed
- C - Optional but beneficial to the Village through increased productivity, safety, etc.
- D - Optional but beneficial to the Village in social, cultural, or aesthetic ways
- F - Future project, no FY26 expenditures

\*Projects related to the Climate Action Plan (CAP) are identified by 

**Department:** Finance  
**Project Type:** Facility Improvement  
**Project Name:** Water Heaters Crestwood Buildings A, B, & C  
**Cost:** \$0

**Priority Code:** B - Essential, but may be delayed  
**CAP Item:** No  
**Grant Funding:** No

**Overview**

Crestwood Place apartment complex is a Village-owned living facility. The Village contracts with a private property management company to provide day-to-day maintenance, care, and management. This project includes the replacement of water heaters at all three buildings using previously issued bond proceeds. The water heaters were identified for replacement in the 2014 Facility Assessment.

During FY 2025, the Village contracted with Reserve Advisors to complete a capital reserve study for the Crestwood Place. Results of the study are pending as of the CIP report date.

**Cost Schedule**

| Project                                     | Actuals |       | Budget  | Estimate | Recommended Budget |       |       |       |       |
|---|---------|-------|---------|----------|--------------------|-------|-------|-------|-------|
|   | FY 23   | FY 24 | FY25    | FY 25    | FY 26              | FY 27 | FY 28 | FY 29 | FY 30 |
| Water Heaters Crestwood Buildings A, B, & C | -       | -     | 270,000 | 270,000  | -                  | -     | -     | -     | -     |

**Planned Financing**

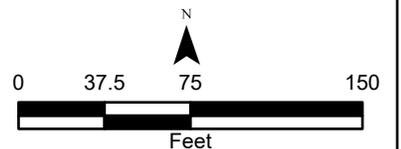
|                                 | FY 23 | FY 24 | FY25    | FY 25   | FY 26 | FY 27 | FY 28 | FY 29 | FY 30 |
|---------------------------------|-------|-------|---------|---------|-------|-------|-------|-------|-------|
| Previously Issued Bond Proceeds | -     | -     | 270,000 | 270,000 | -     | -     | -     | -     | -     |



**MFT Capital Improvement Projects**  
 Asphalt Street Resurfacing  
 FY 2027



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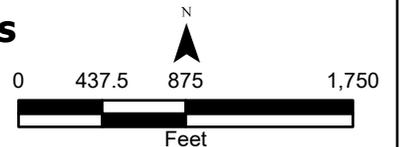


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## MFT Capital Improvement Projects

Asphalt Street Resurfacing

FY 2027



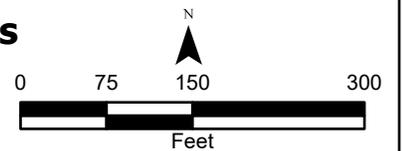


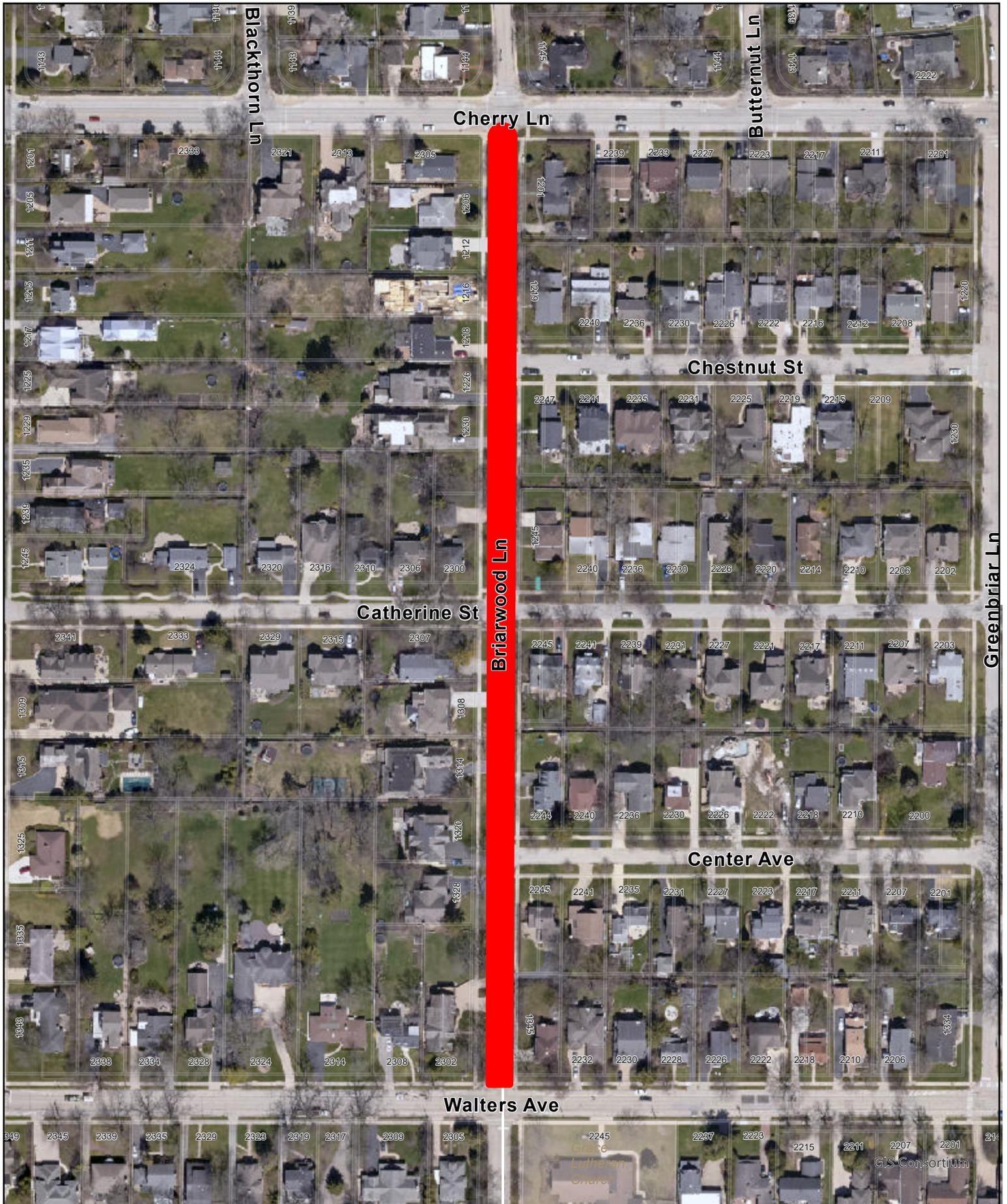
GIS Consortium

### MFT Capital Improvement Projects

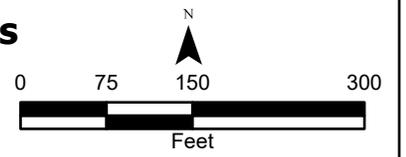
Asphalt Street Resurfacing

FY 2028

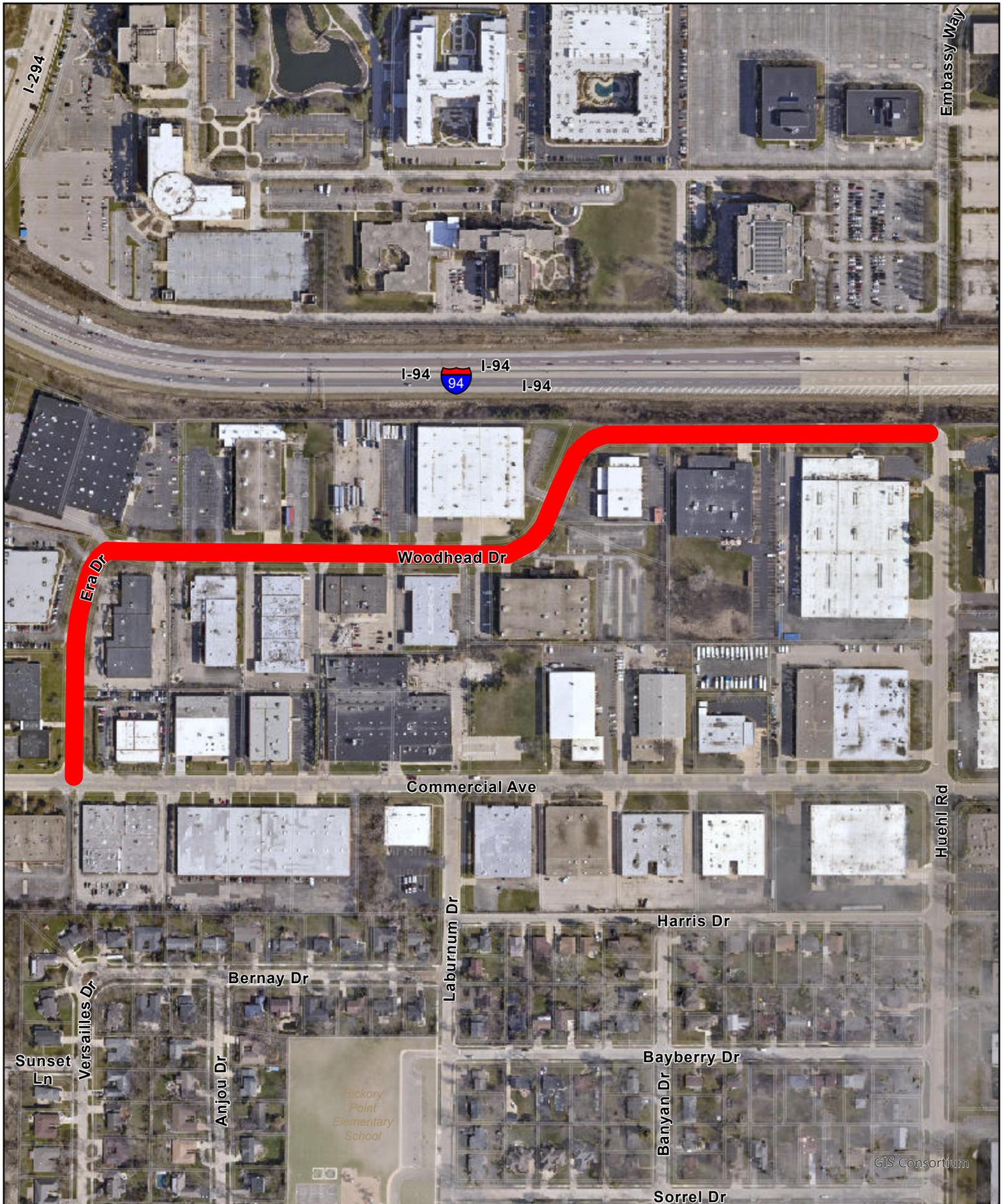




**MFT Capital Improvement Projects**  
 Asphalt Street Resurfacing  
 FY 2028



GIS Consortium

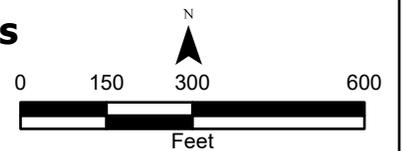


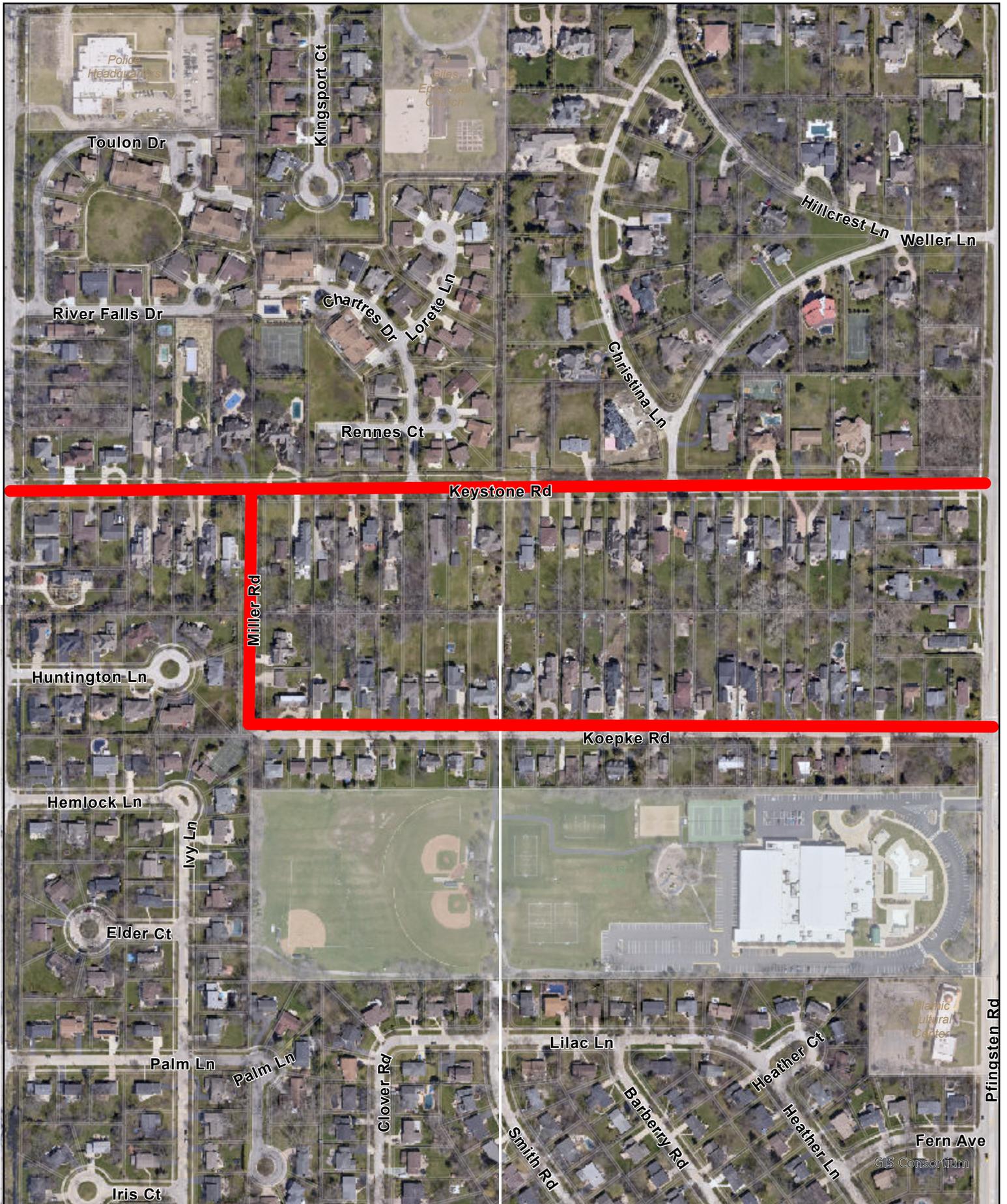
GIS Consortium

## MFT Capital Improvement Projects

Asphalt Street Resurfacing

FY 2028



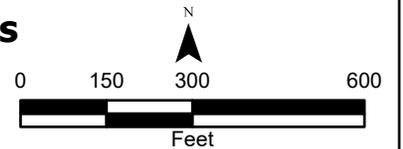


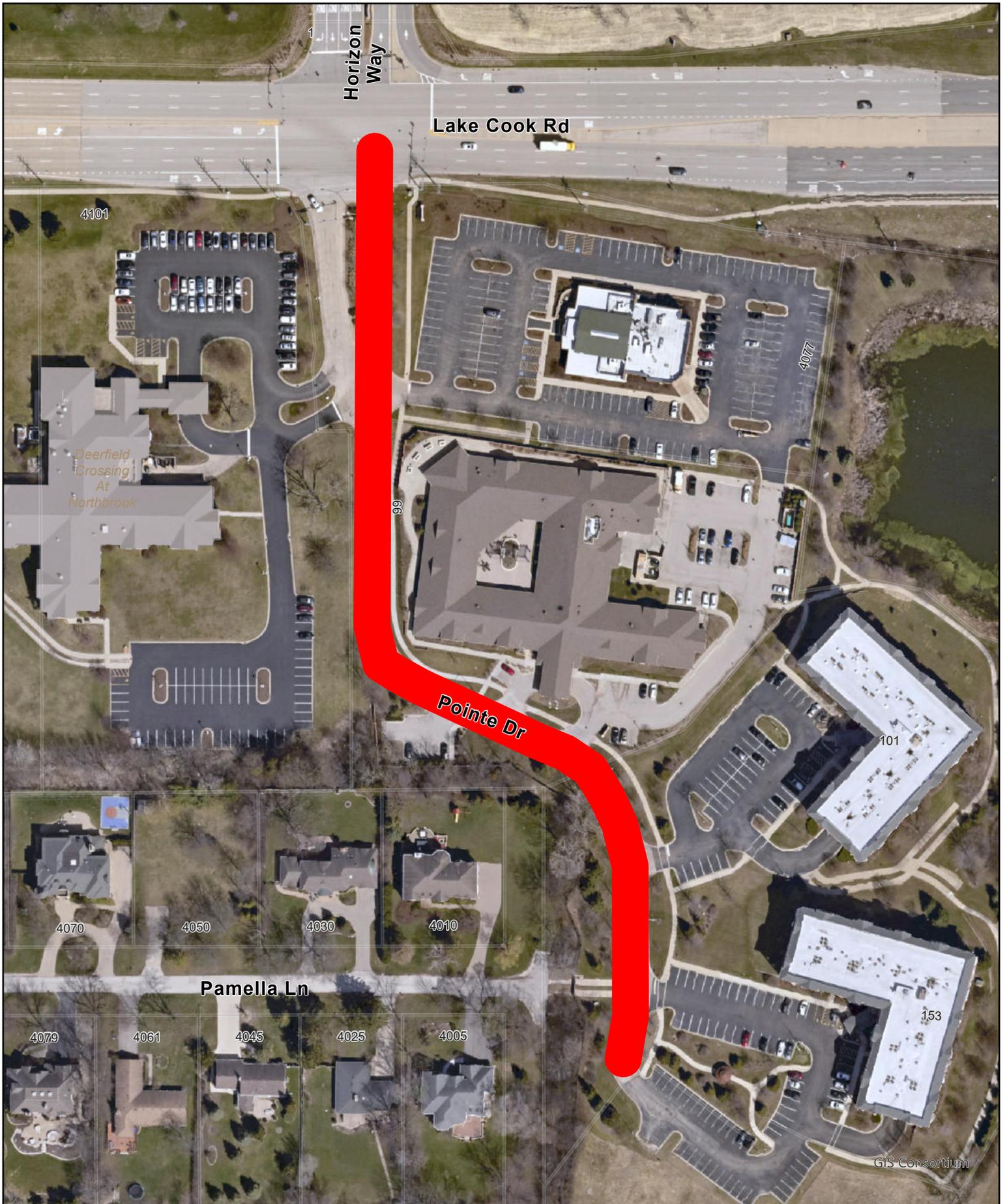
GIS Consortium

## MFT Capital Improvement Projects

Asphalt Street Resurfacing

FY 2028



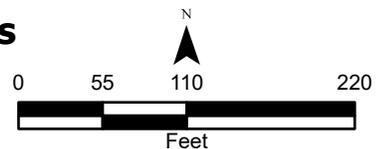


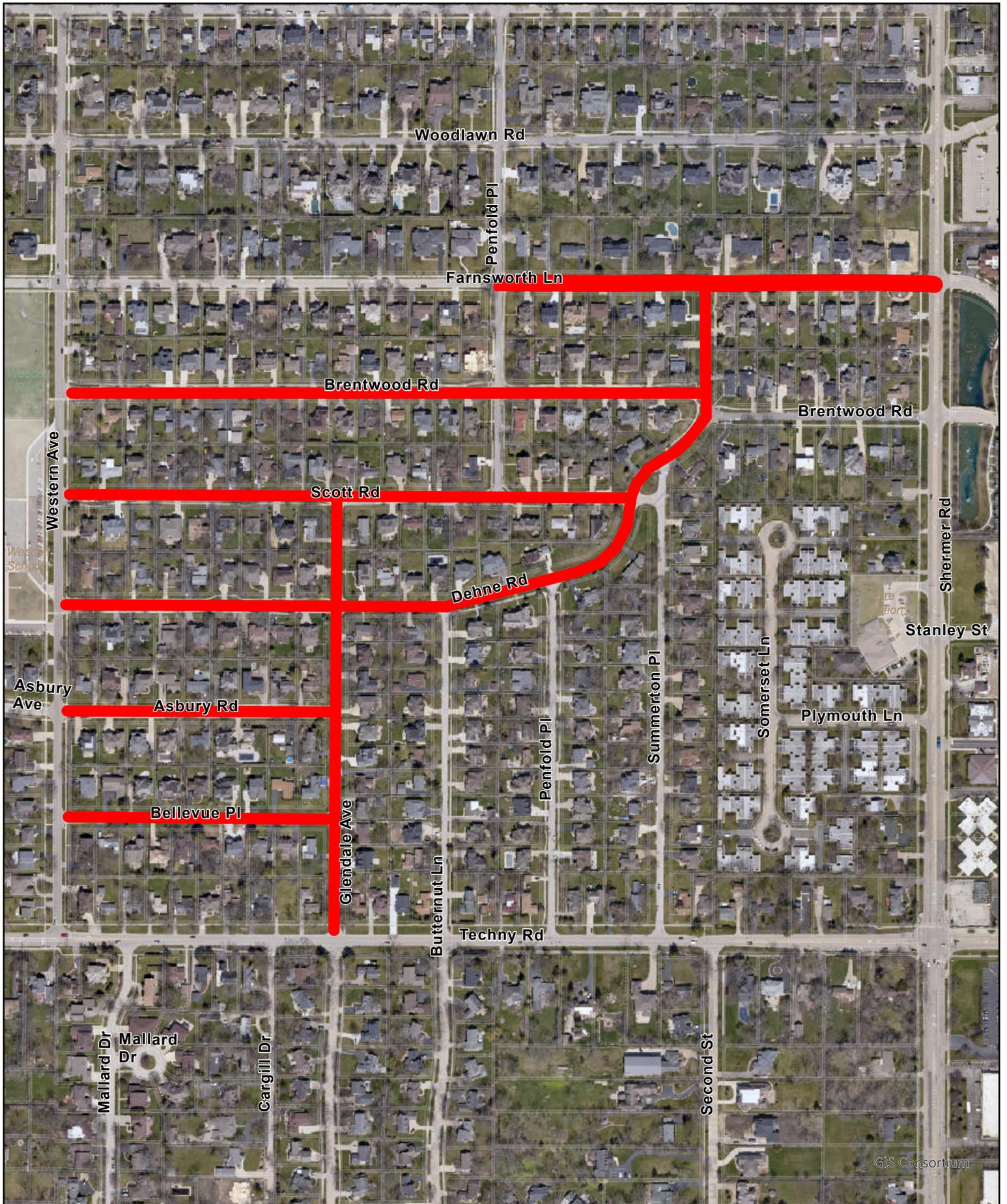
GIS Consortium

### MFT Capital Improvement Projects

Asphalt Street Resurfacing

FY 2028



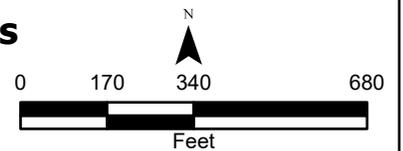


GIS Consortium

## MFT Capital Improvement Projects

Asphalt Street Resurfacing

FY 2028



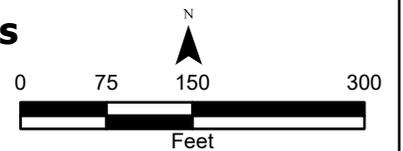


GIS Consortium

## MFT Capital Improvement Projects

Asphalt Street Resurfacing

FY 2029



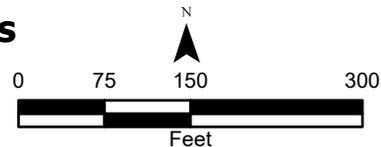


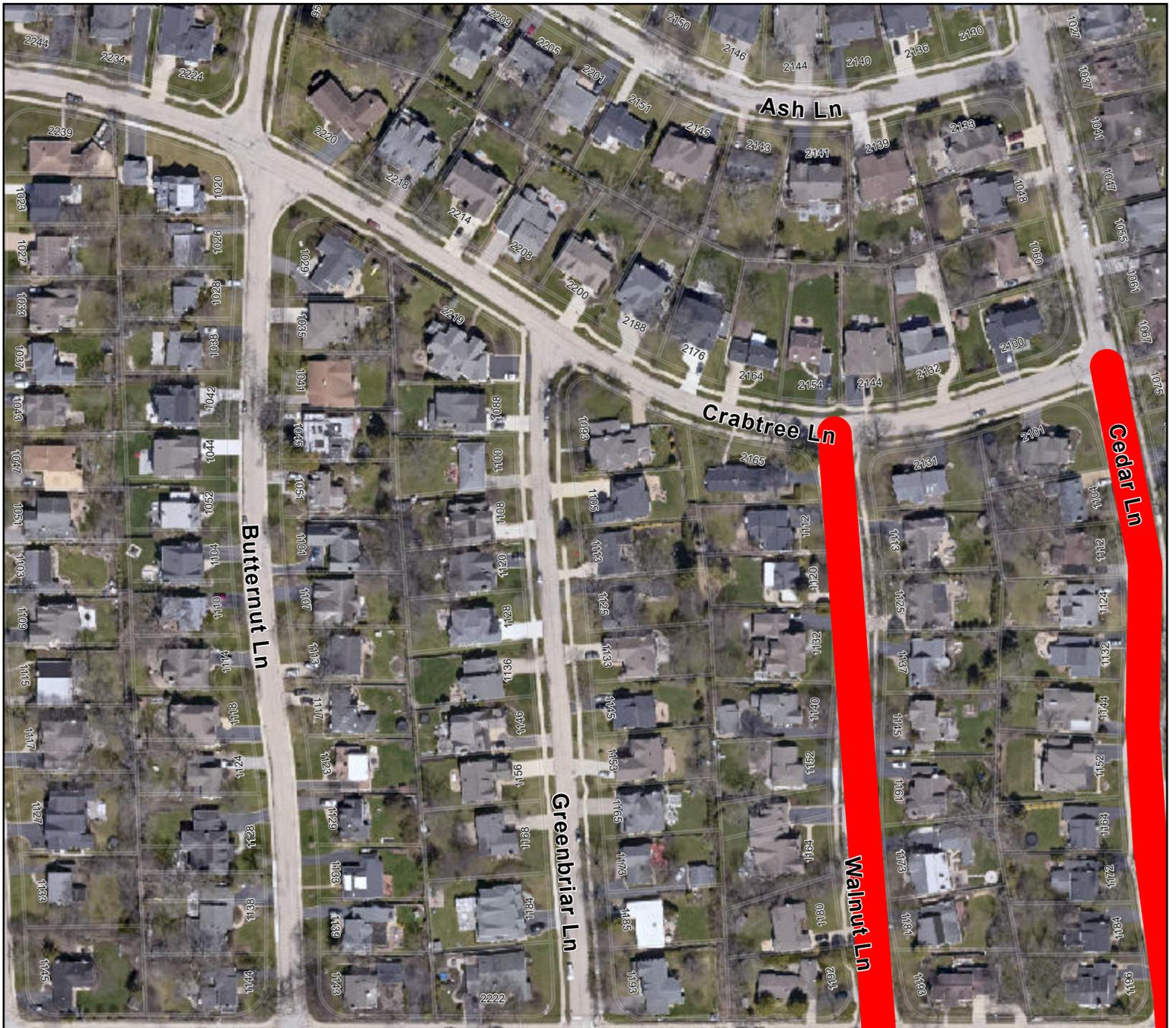
GIS Consortium

# MFT Capital Improvement Projects

## Asphalt Street Resurfacing

FY 2029



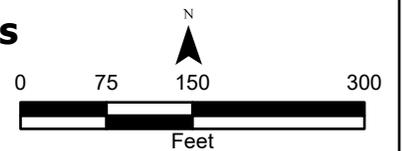


GIS Consortium

# MFT Capital Improvement Projects

## Asphalt Street Resurfacing

FY 2030

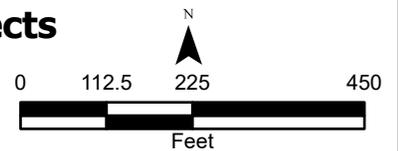






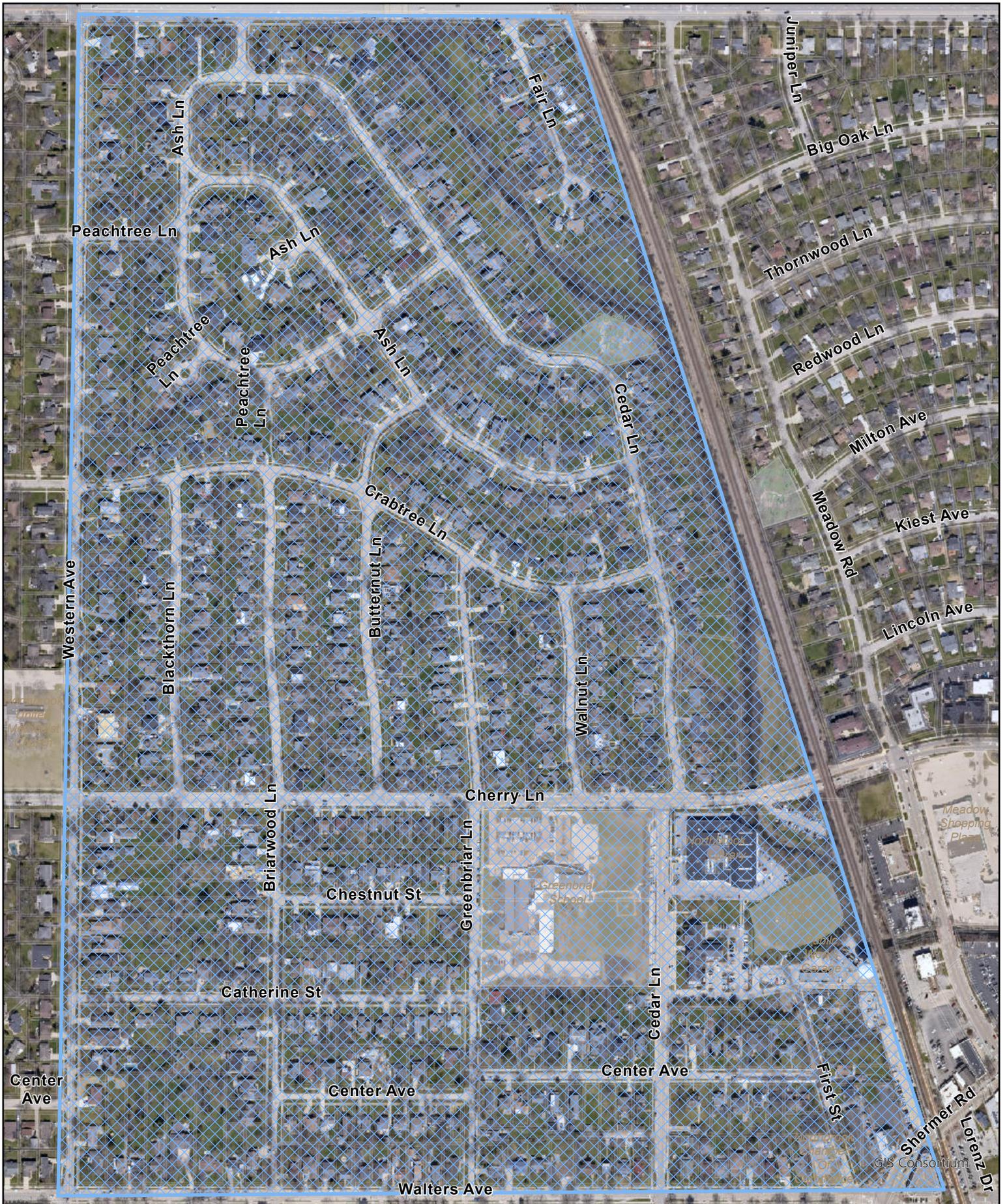
# Infrastructure Capital Improvement Projects

Arterial Sidewalk  
FY 2027



GIS Consortium

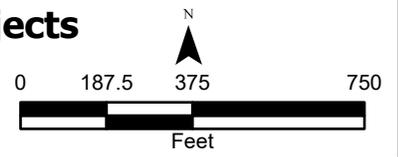
GIS Consortium

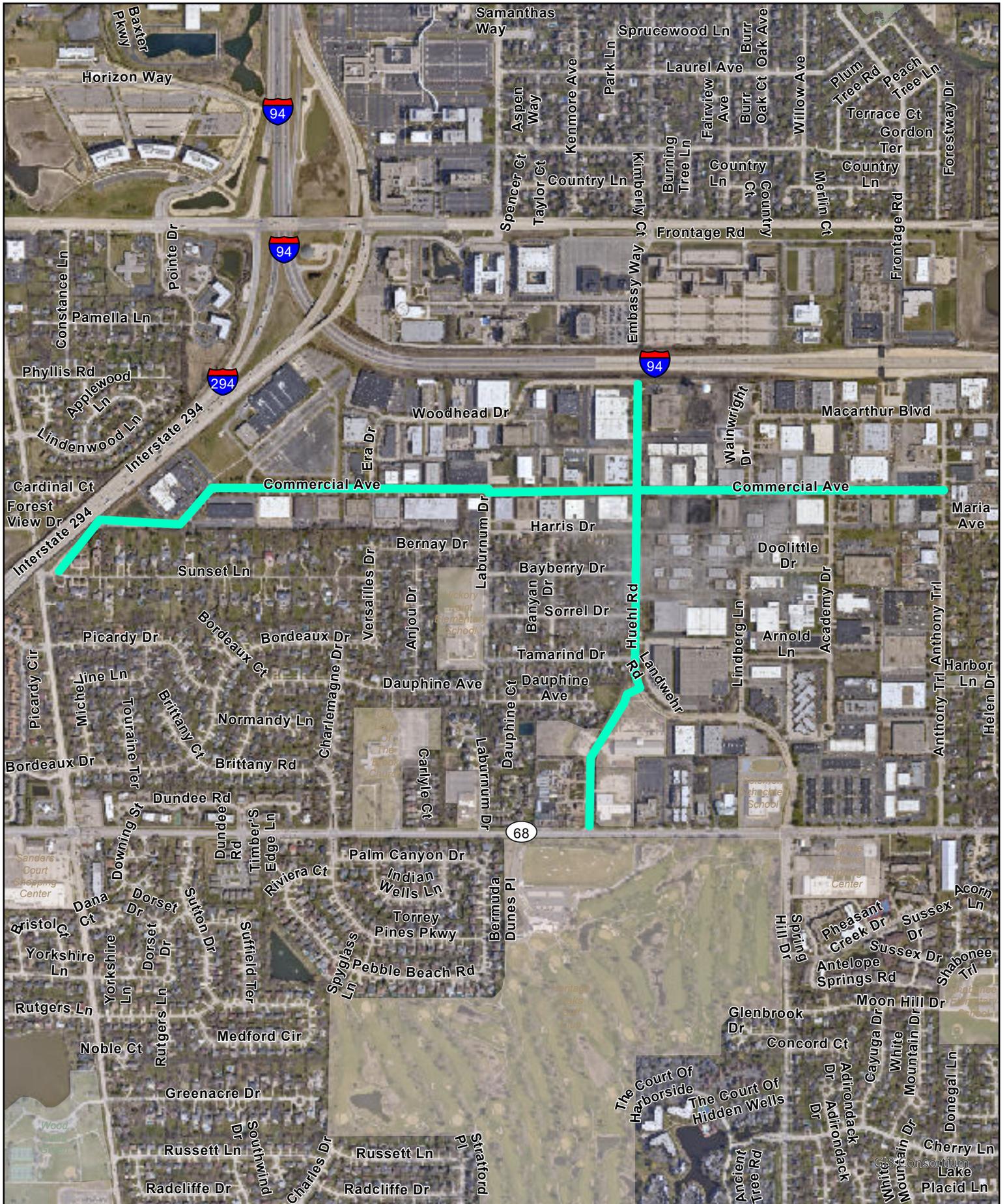


GIS Consortium

# Infrastructure Capital Improvement Projects

Neighborhood Sidewalk Improvements  
FY 2027



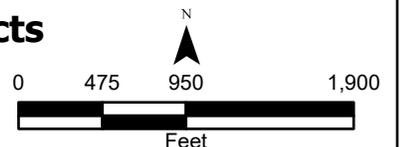


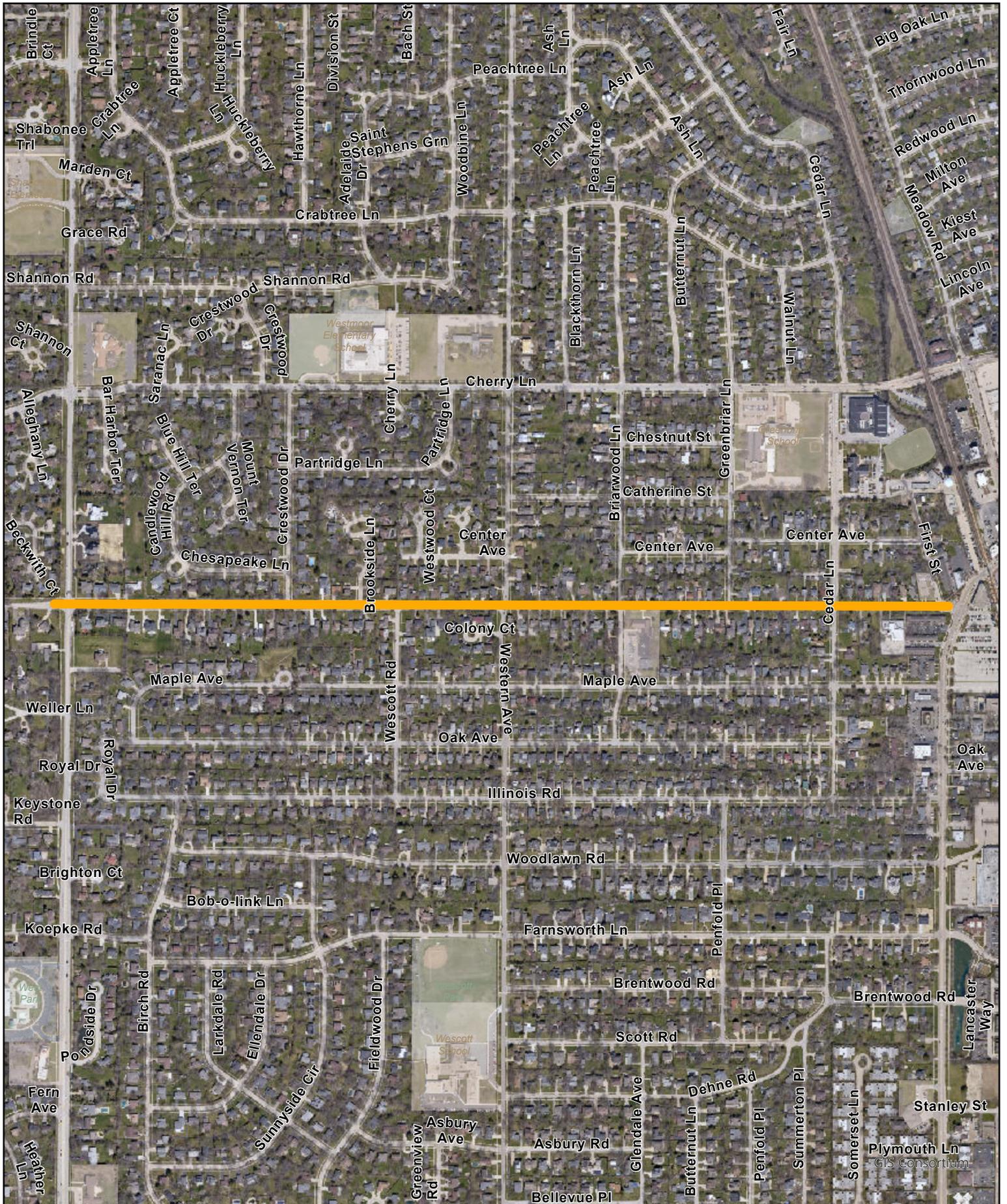
# Infrastructure Capital Improvement Projects

Concrete Street Rehabilitation  
 FY 2027



GIS Consortium



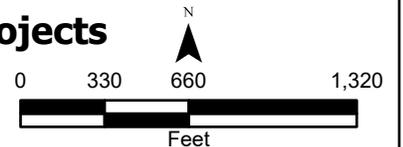


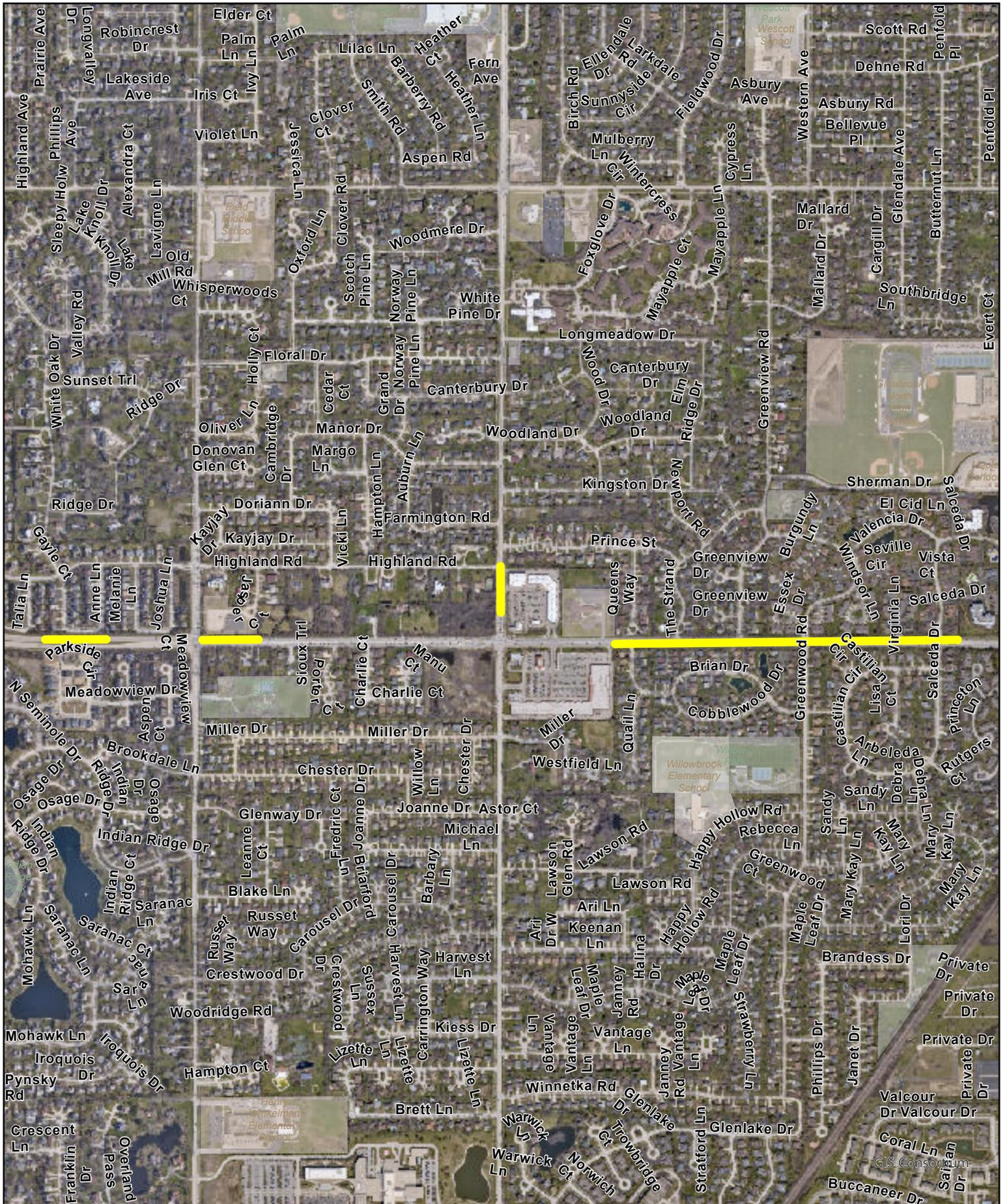
GIS Consortium

## Infrastructure Capital Improvement Projects

Bike and Pedestrian Improvements

FY 2027

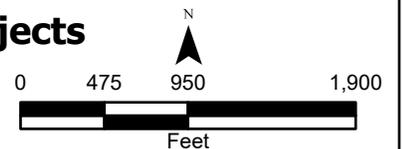


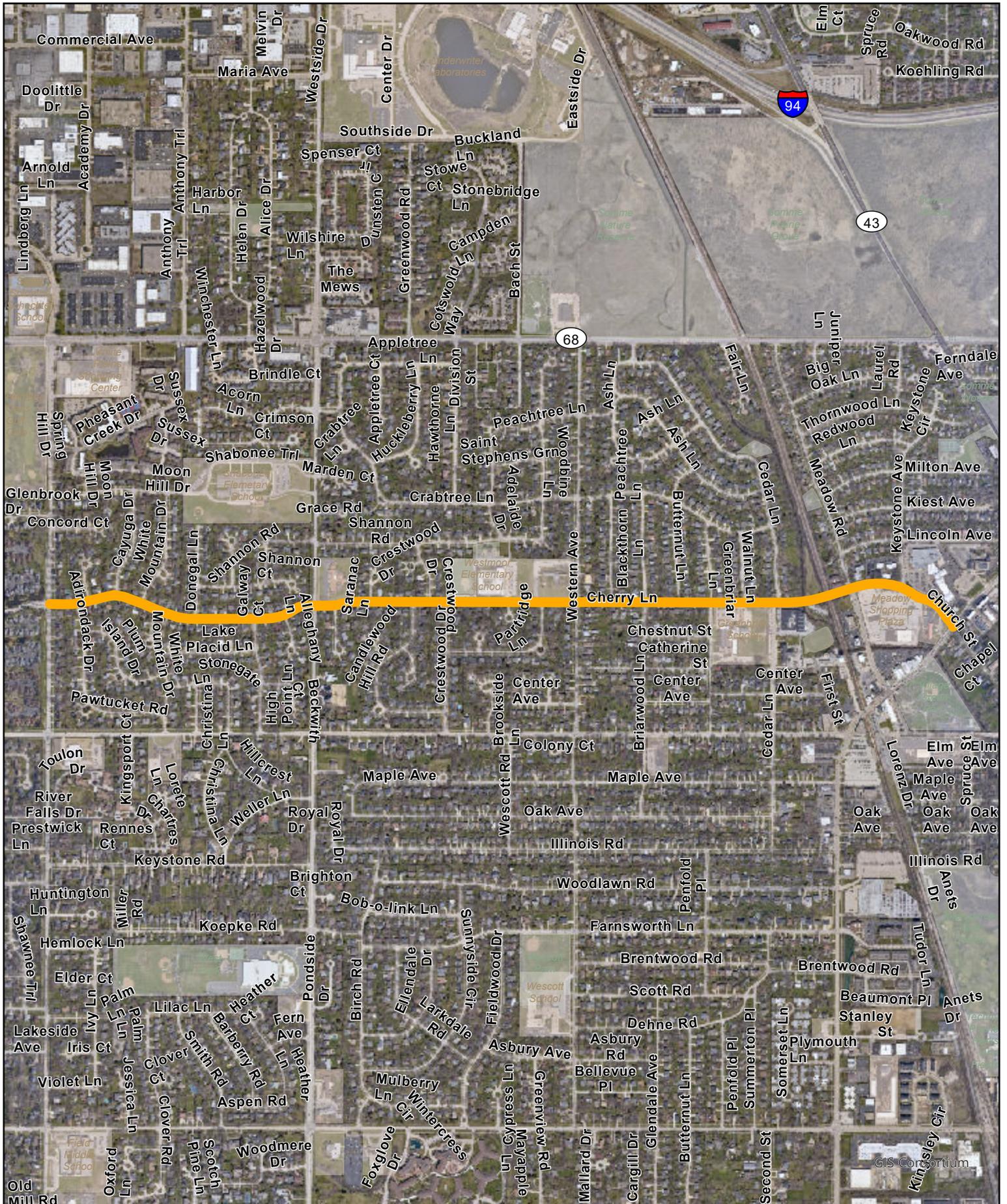


# Infrastructure Capital Improvement Projects

Arterial Sidewalk  
FY 2028

GIS Consortium





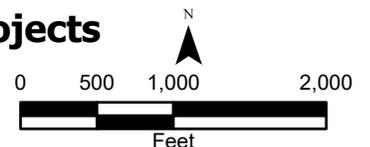
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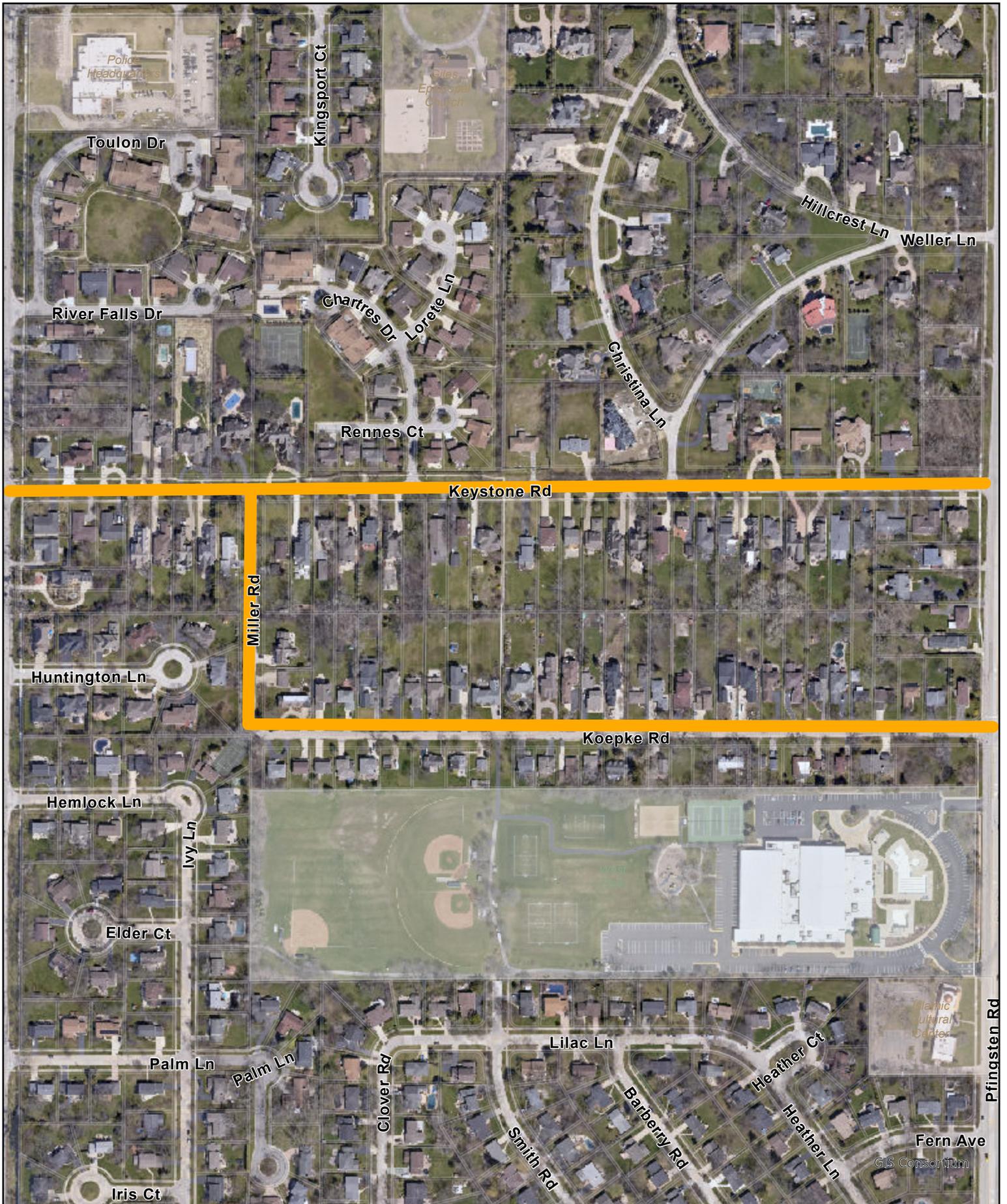
Bike and Pedestrian Improvements

FY 2028



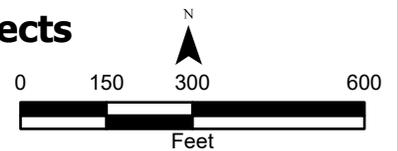
GIS Consortium





# Infrastructure Capital Improvement Projects

Bike and Pedestrian Improvements  
 FY 2028



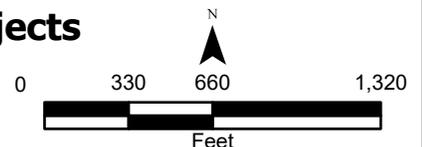
GIS Consortium



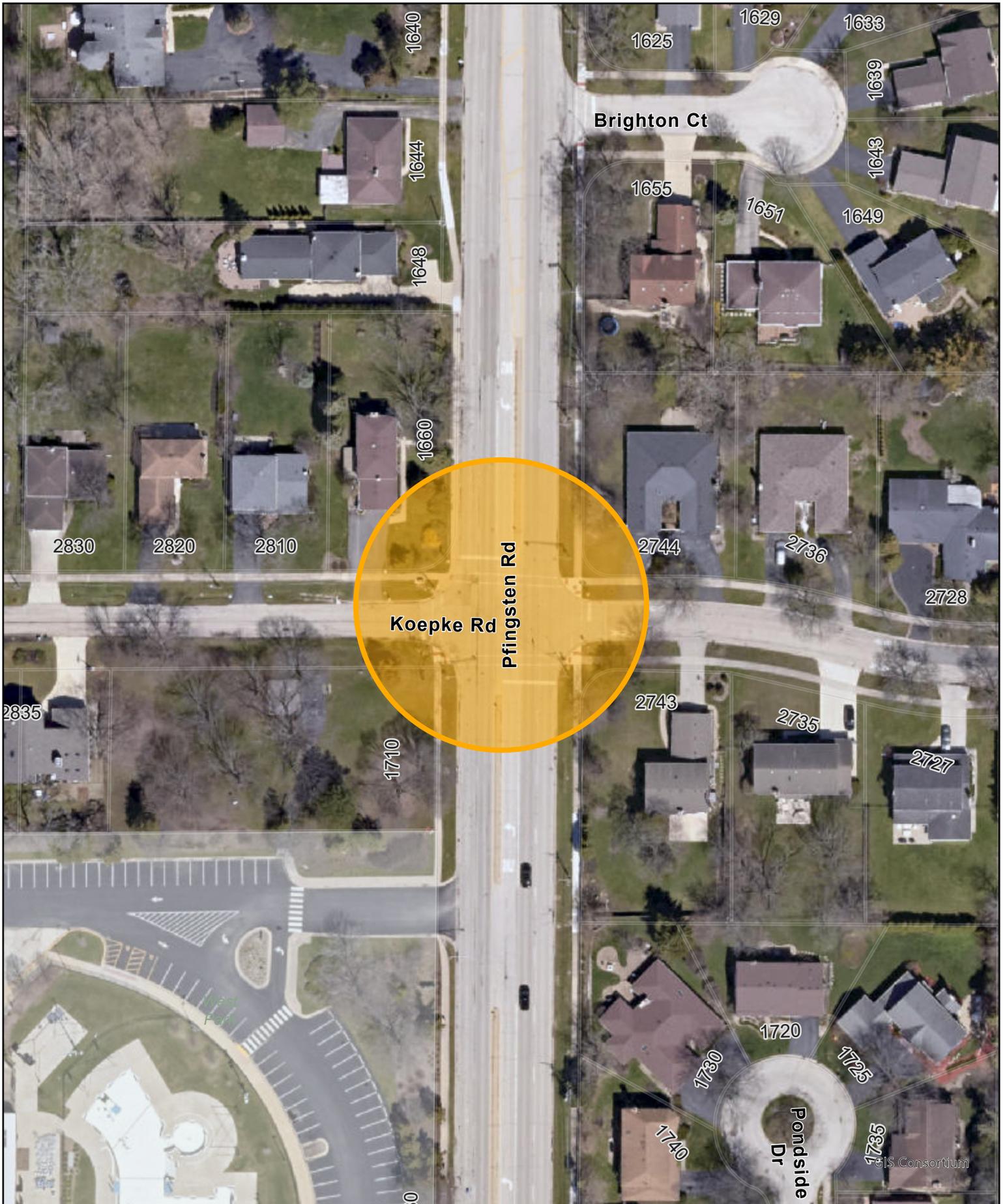


# Infrastructure Capital Improvement Projects

Bike and Pedestrian Improvements  
FY 2028



**GIS Consortium**

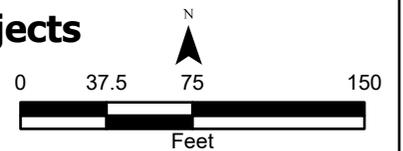


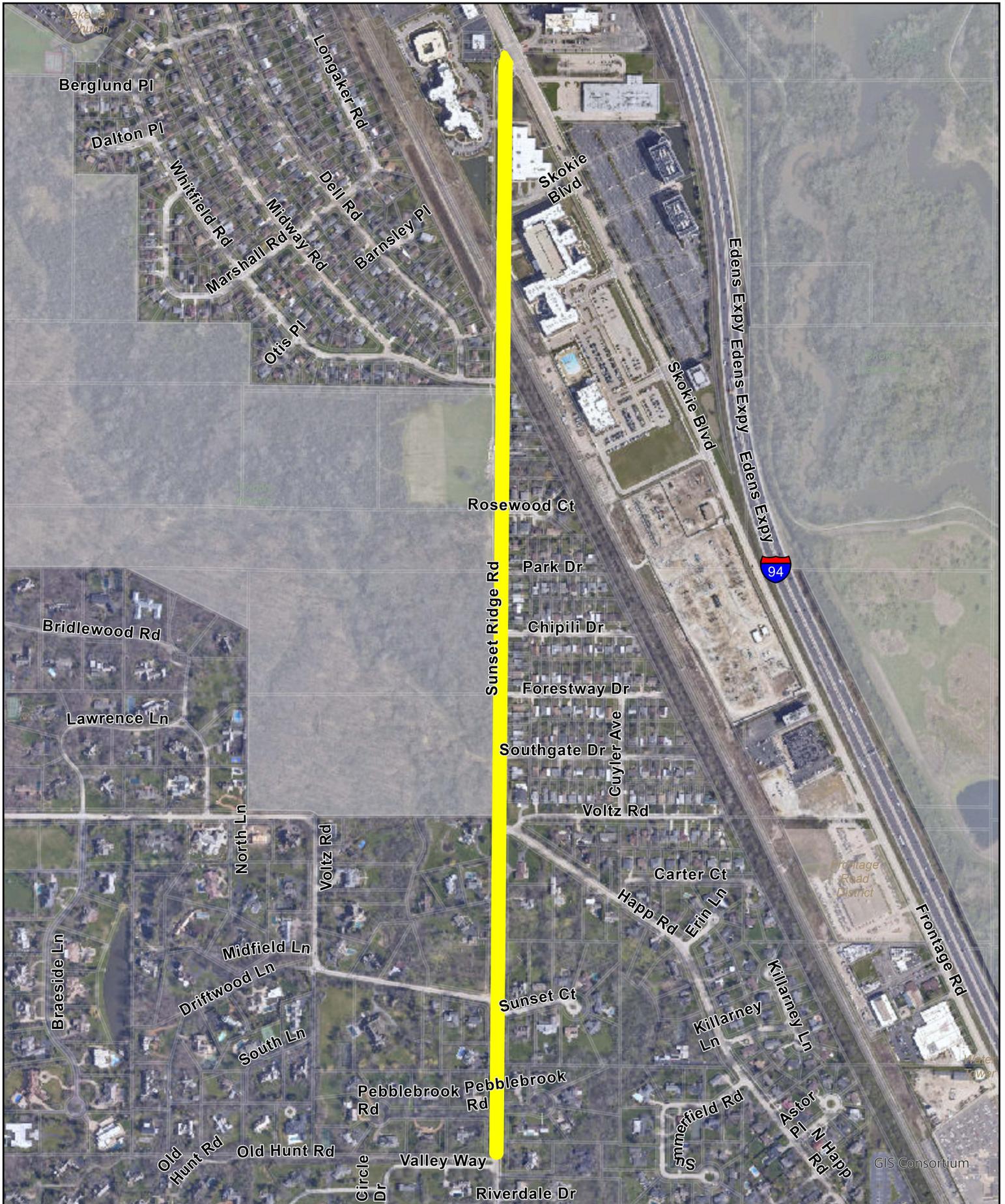
GIS Consortium

## Infrastructure Capital Improvement Projects

Traffic Signal Replacement

FY 2028





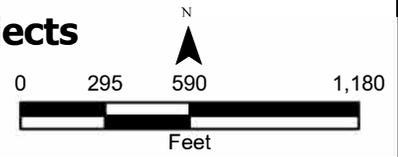
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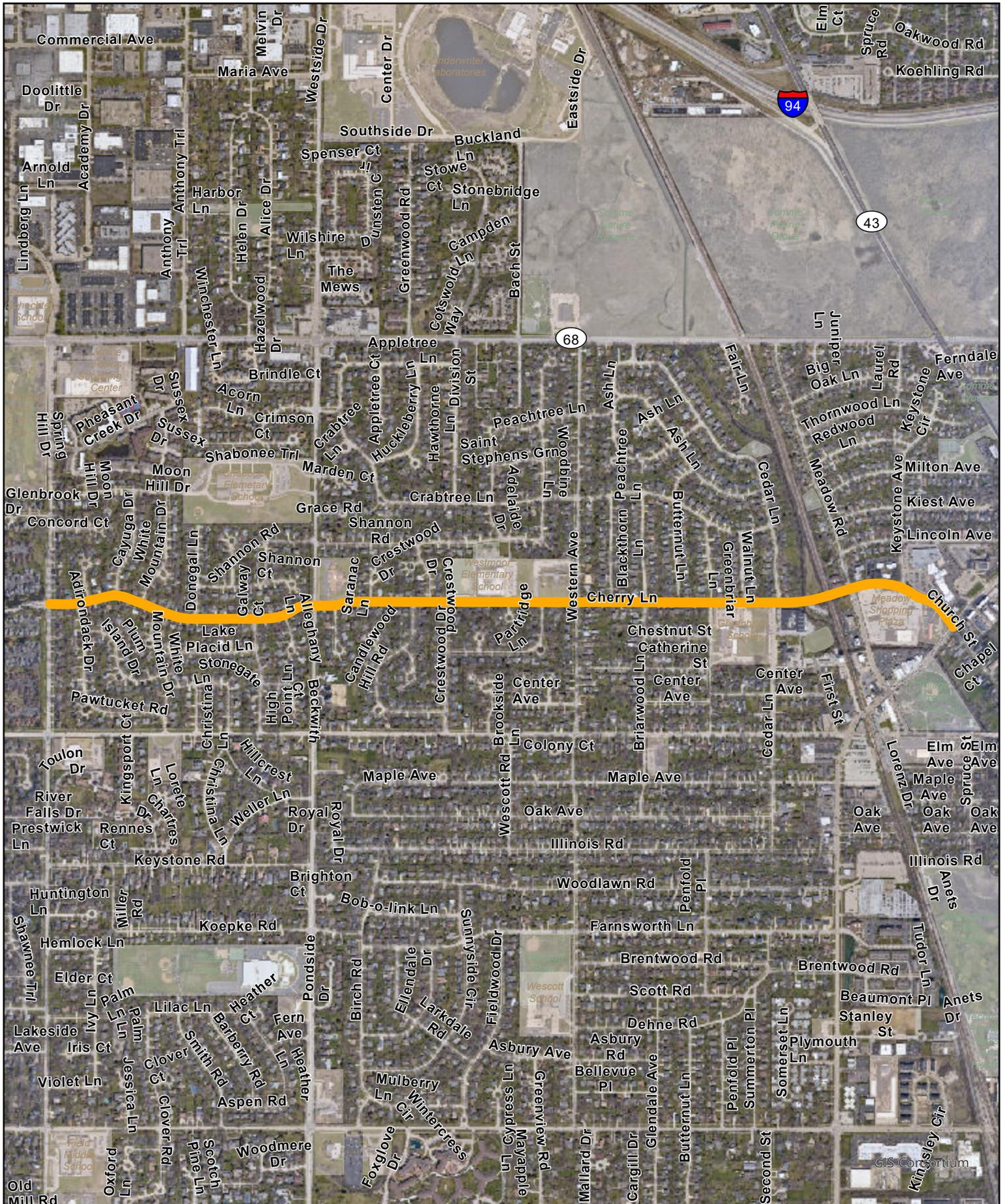
Arterial Sidewalk

FY 2029



GIS Consortium





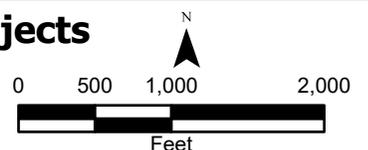
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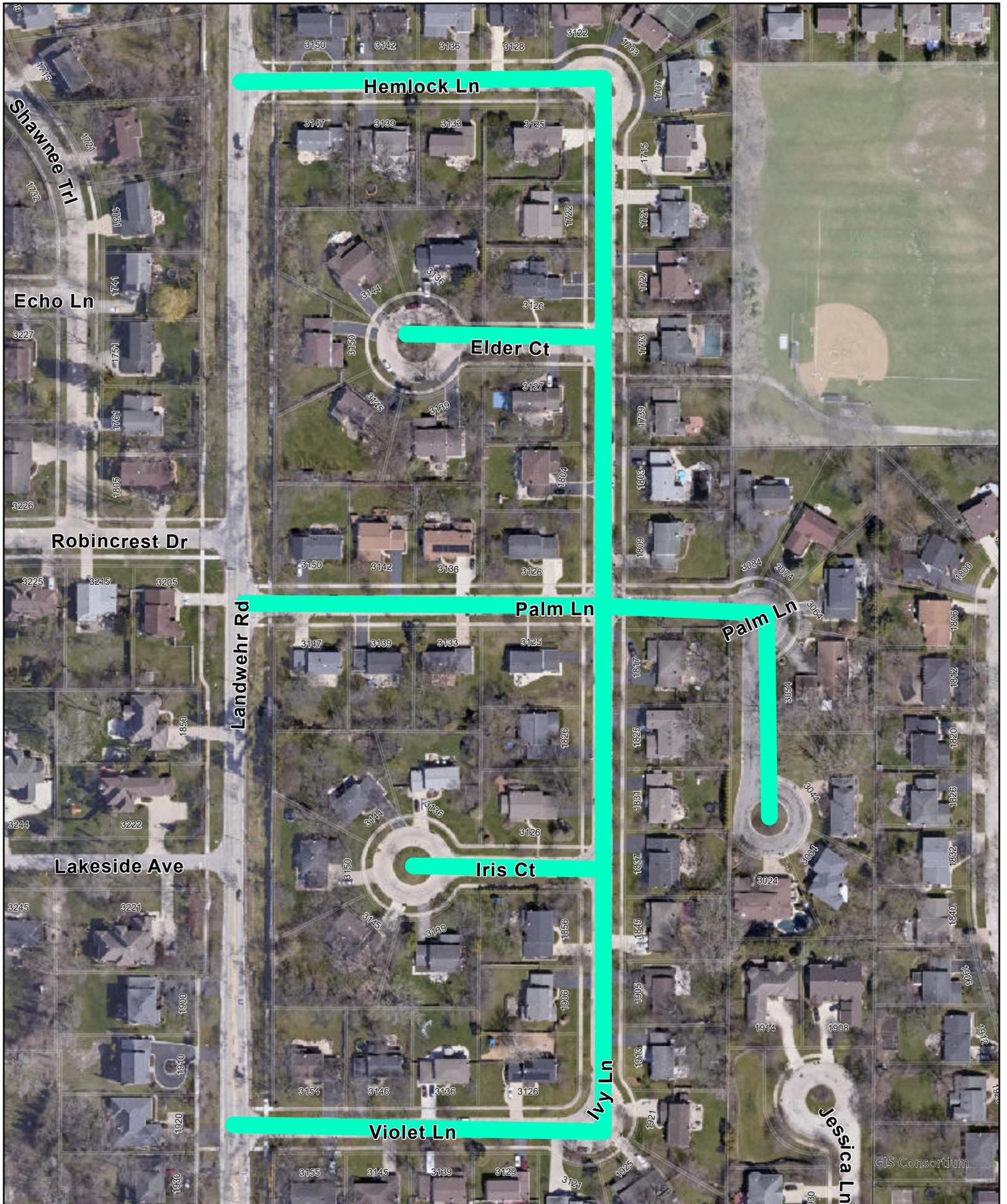
Bike and Pedestrian Improvements

FY 2029



GIS Consortium



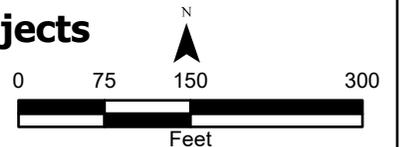


GIS Consortium

## Infrastructure Capital Improvement Projects

Concrete Street Rehabilitation

FY 2029



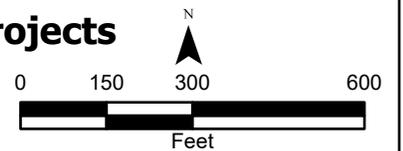


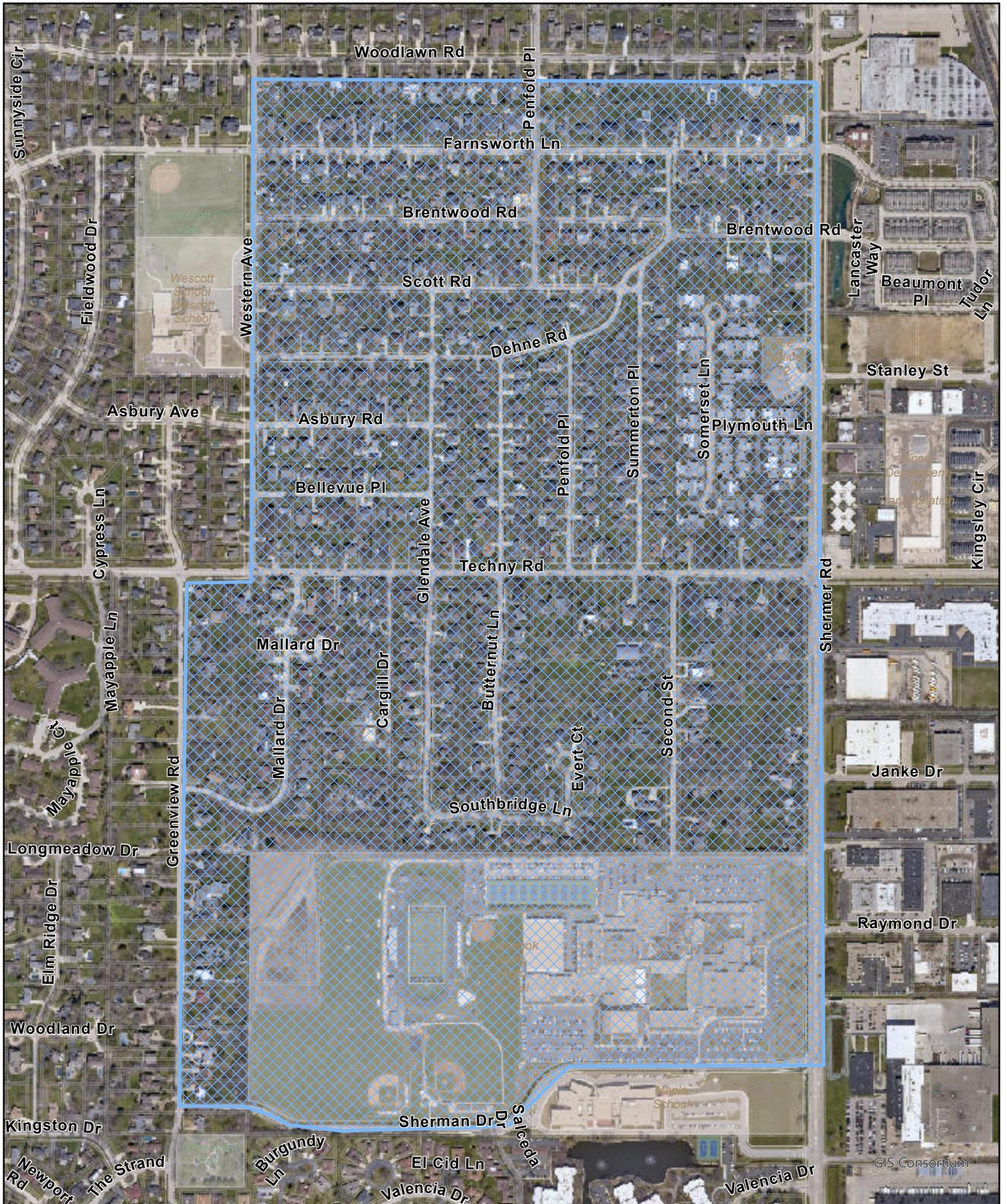
GIS Consortium

## Infrastructure Capital Improvement Projects

Bike and Pedestrian Improvements

FY 2029



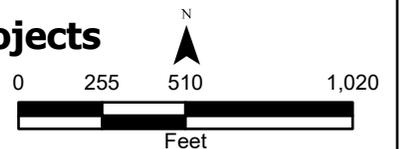


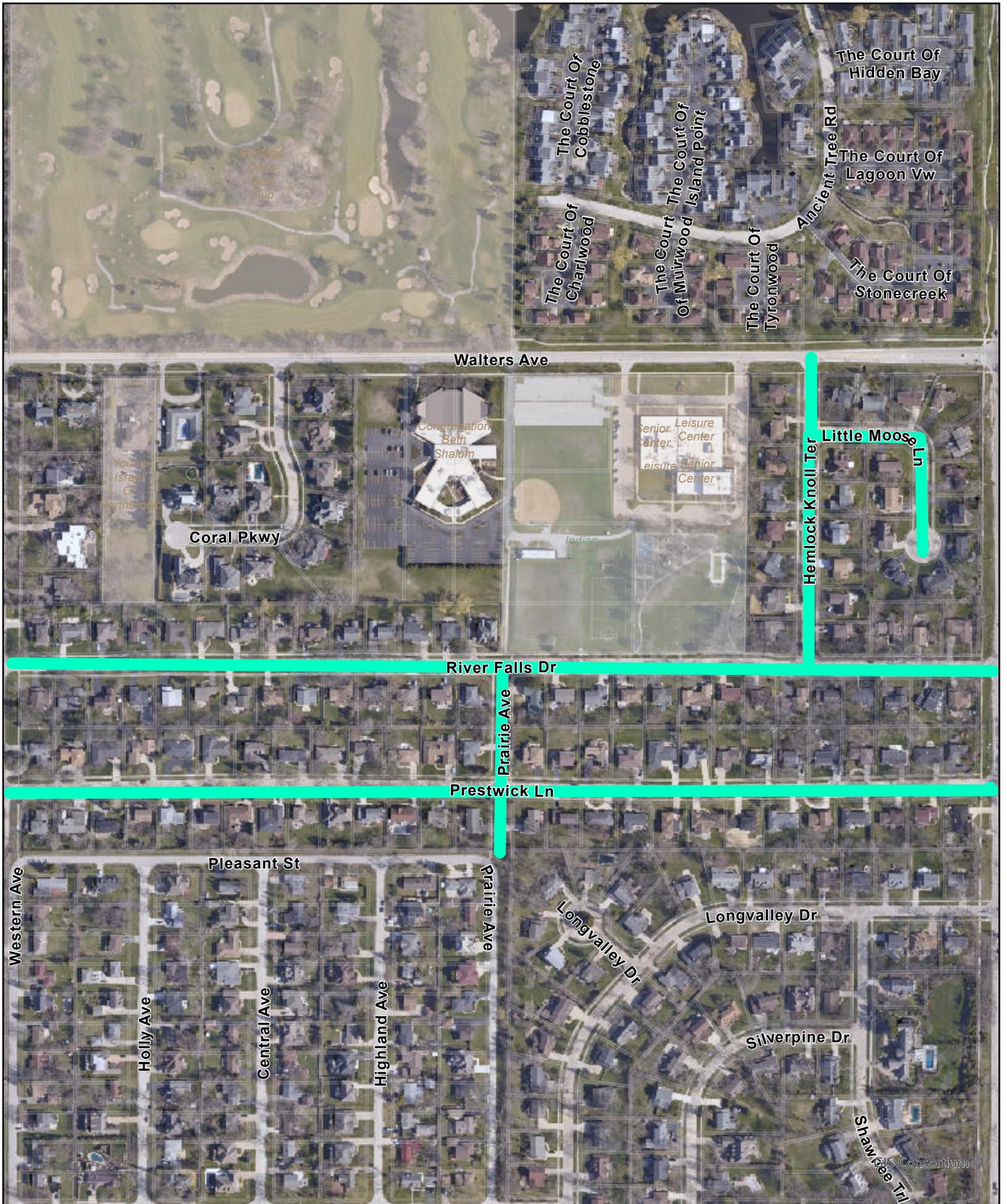
GIS Consortium

# Infrastructure Capital Improvement Projects

## Neighborhood Sidewalk Improvements

FY 2029



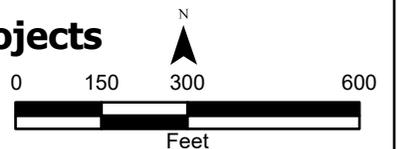


GIS Consortium

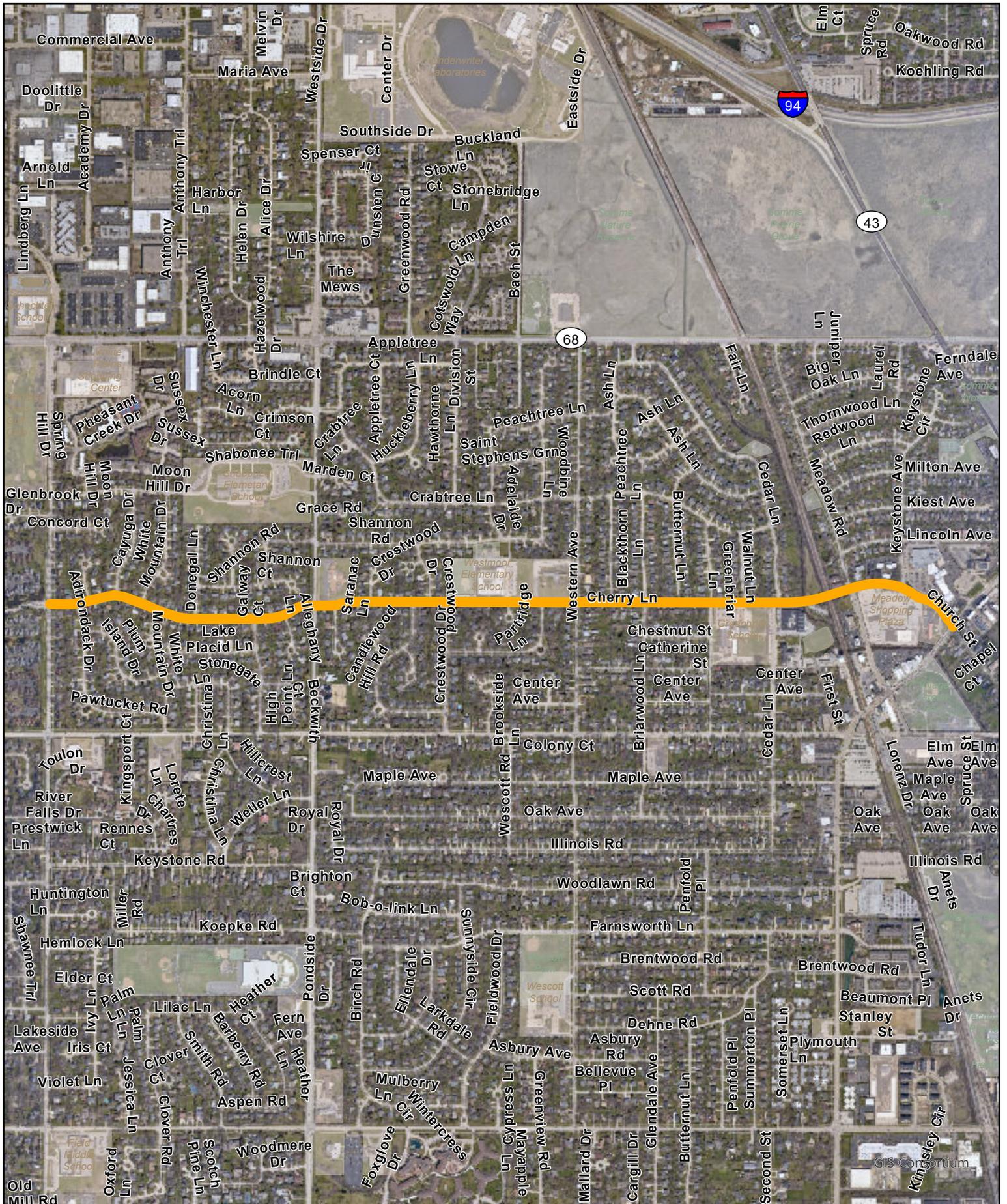
## Infrastructure Capital Improvement Projects

Concrete Street Rehabilitation

FY 2029







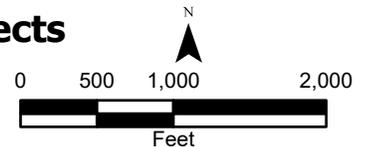
# Infrastructure Capital Improvement Projects

Bike and Pedestrian Improvements

FY 2030



GIS Consortium







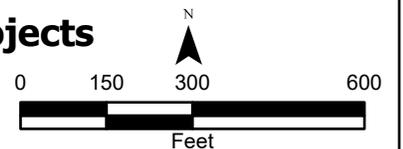


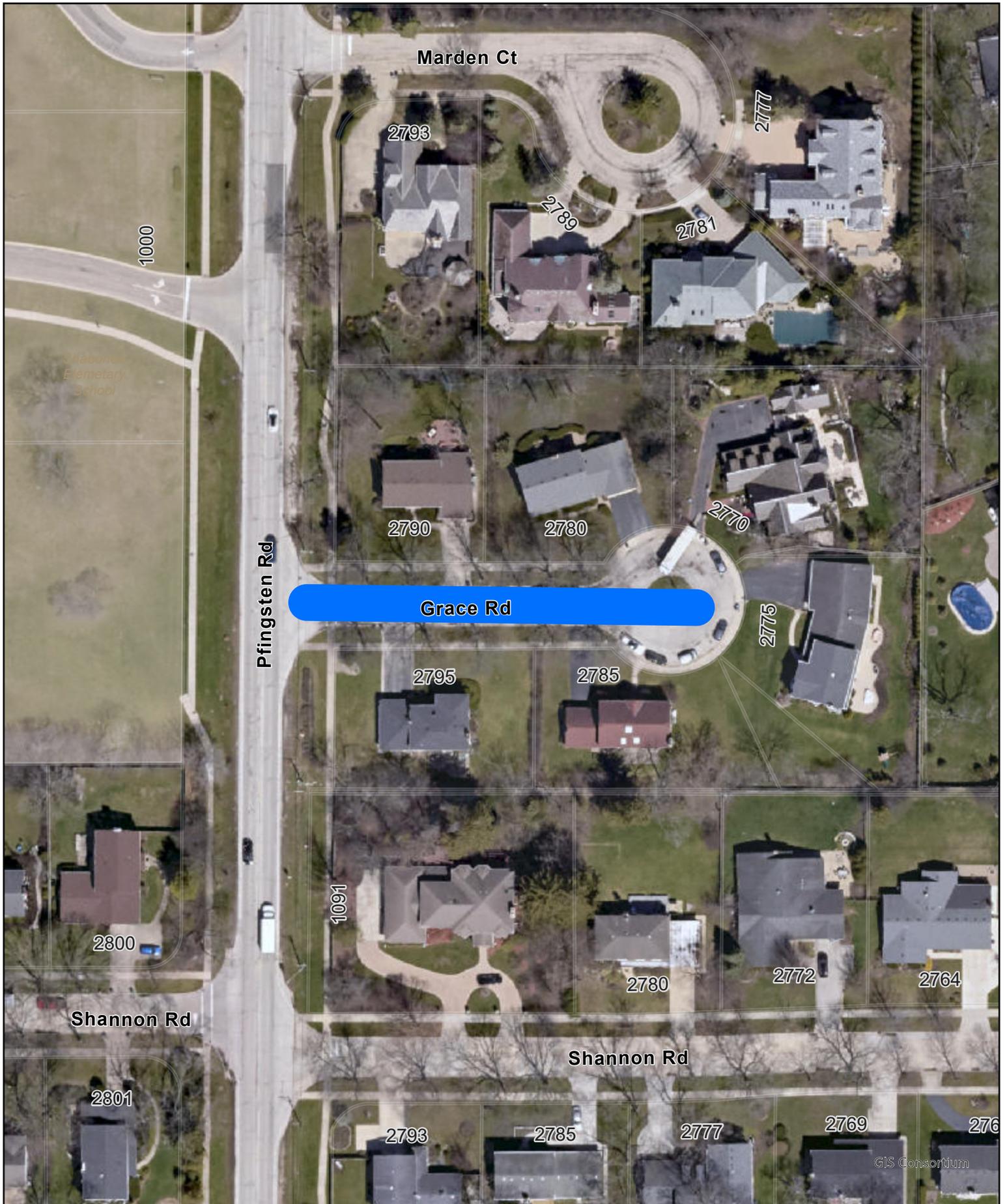
GIS Consortium

# Infrastructure Capital Improvement Projects

## Concrete Street Rehabilitation

FY 2030



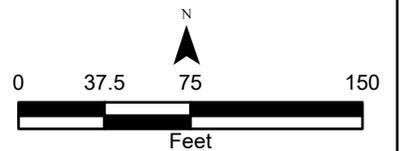


GIS Consortium

## Water Capital Improvement Projects

Water Main Improvements

FY 2027





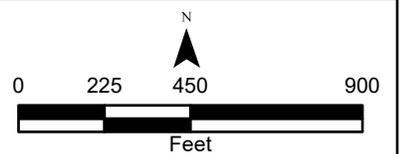
# Water Capital Improvement Projects

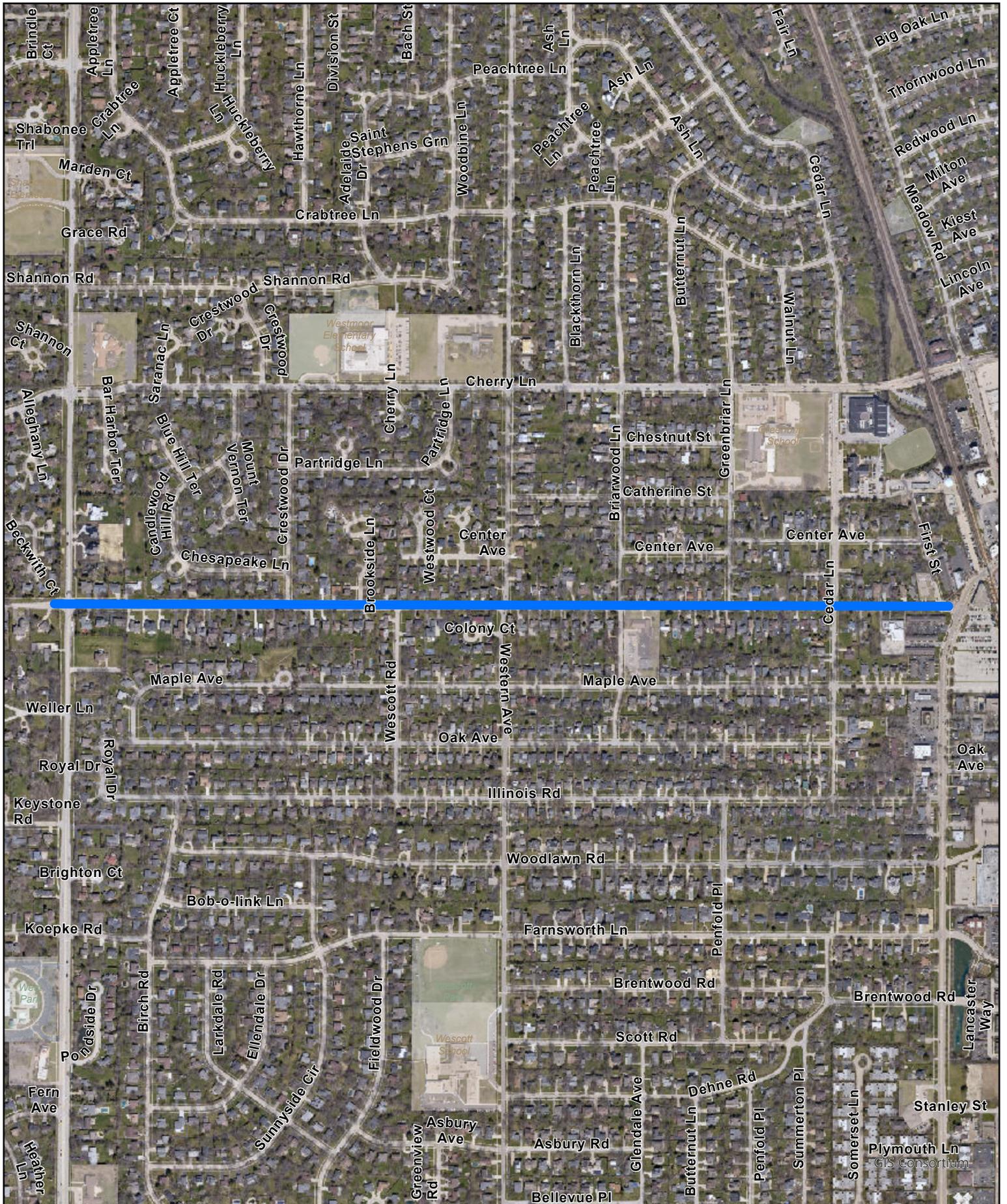
Water Main Improvements

FY 2027



GIS Consortium



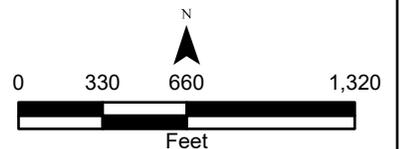


GIS Consortium

# Water Capital Improvement Projects

## Water Main Improvements

FY 2027





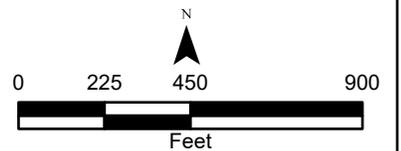
# Water Capital Improvement Projects

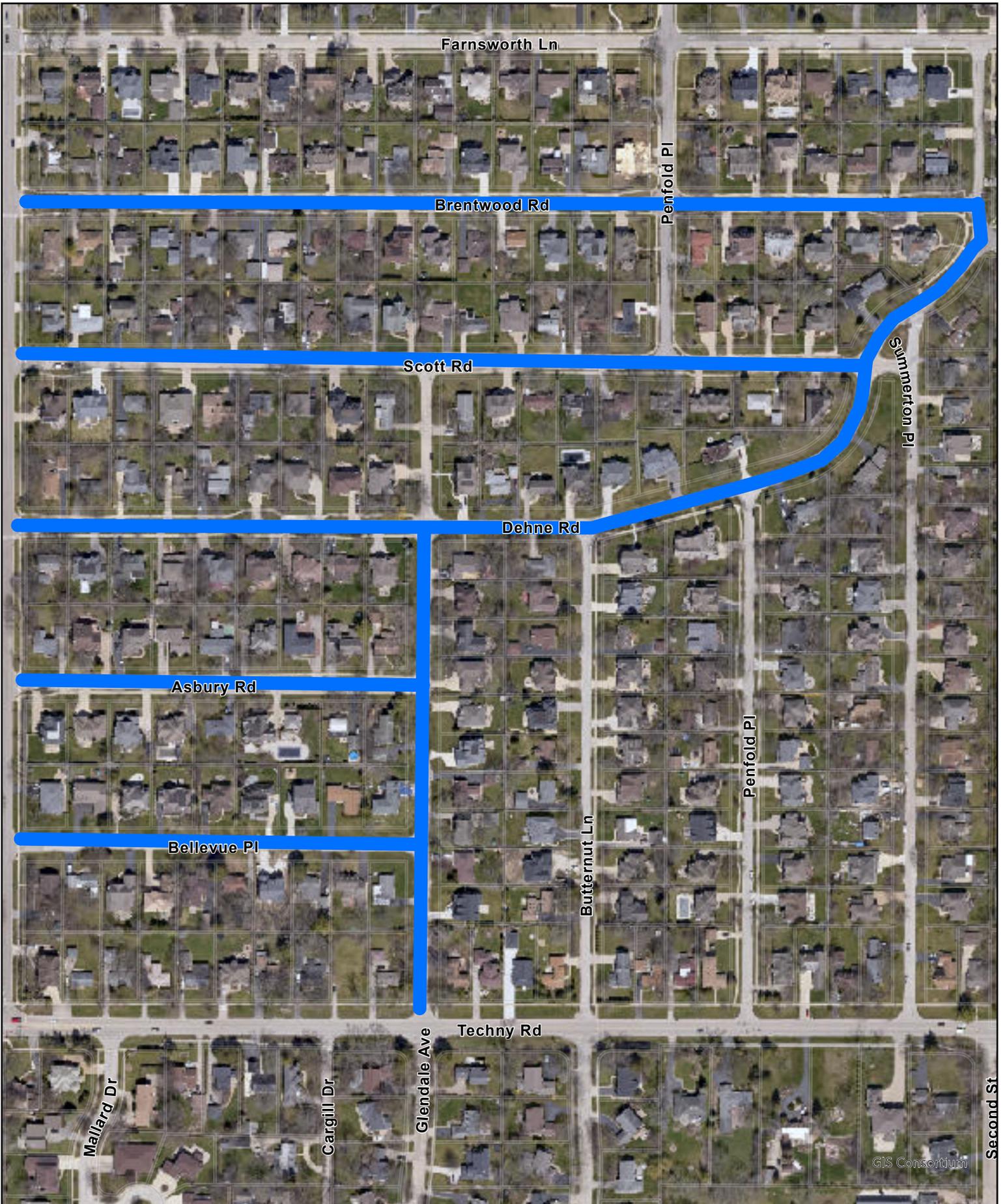
## Water Main Improvements

FY 2028



GIS Consortium

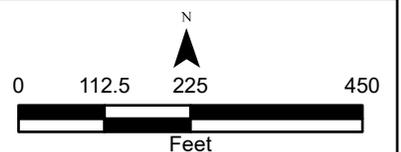




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## Water Capital Improvement Projects

Water Main Improvements - NB Park  
FY 2028



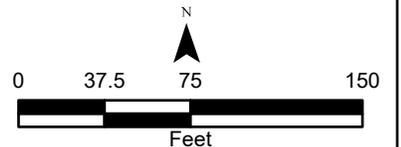


GIS Consortium

## Water Capital Improvement Projects

Water Main Improvements

FY 2028





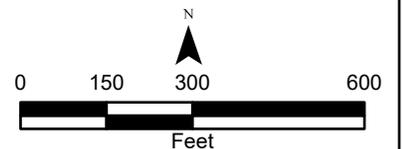
# Water Capital Improvement Projects

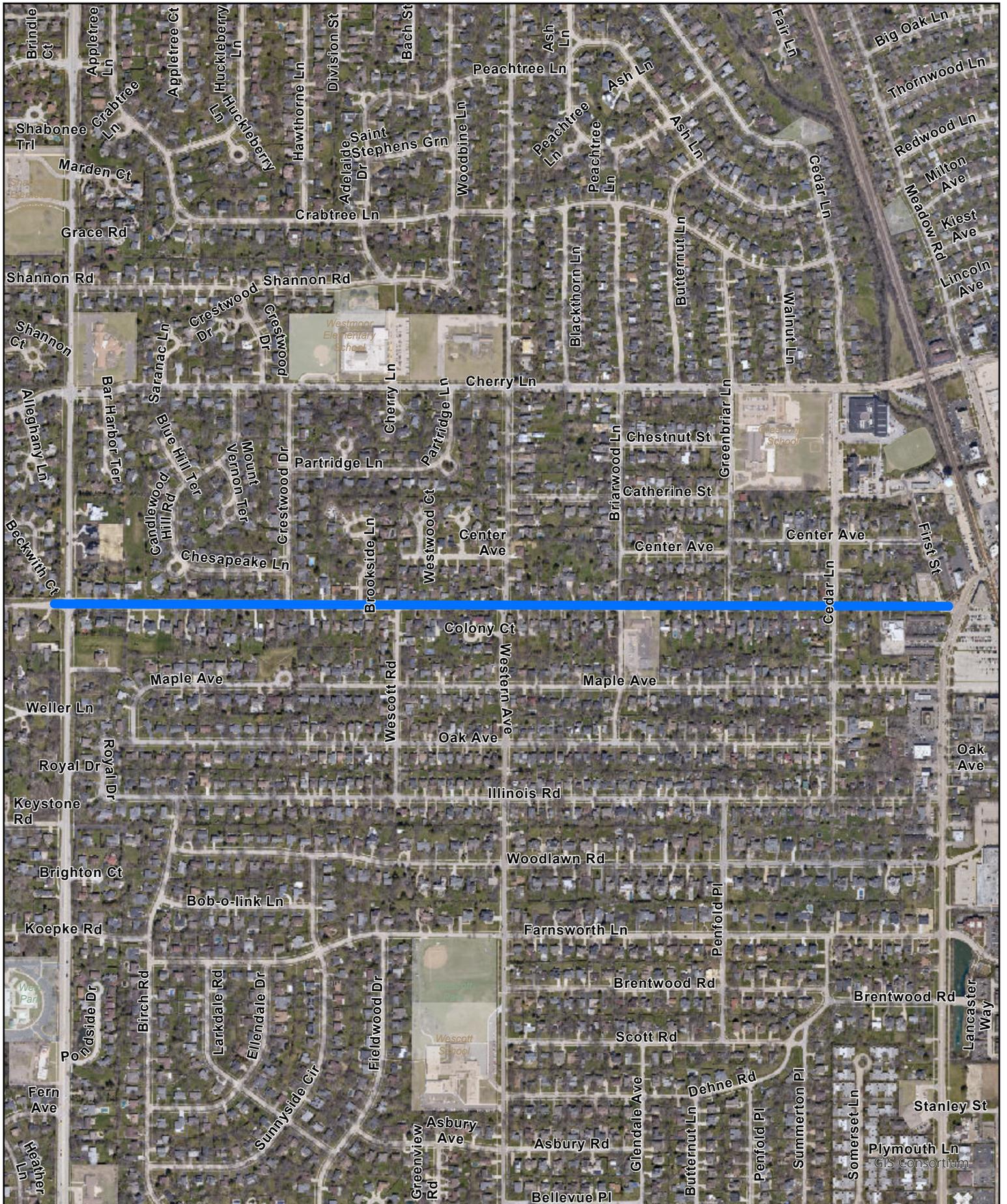
Water Main Improvements

FY 2028



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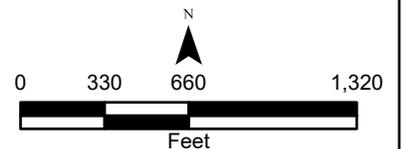
## Water Capital Improvement Projects

Water Main Improvements - Walters Ave

FY 2028



GIS Consortium



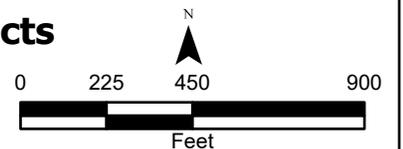


GIS Consortium

# Water Capital Improvement Projects

## Water Main Improvements

FY 2029





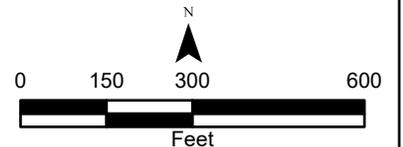
# Water Capital Improvement Projects

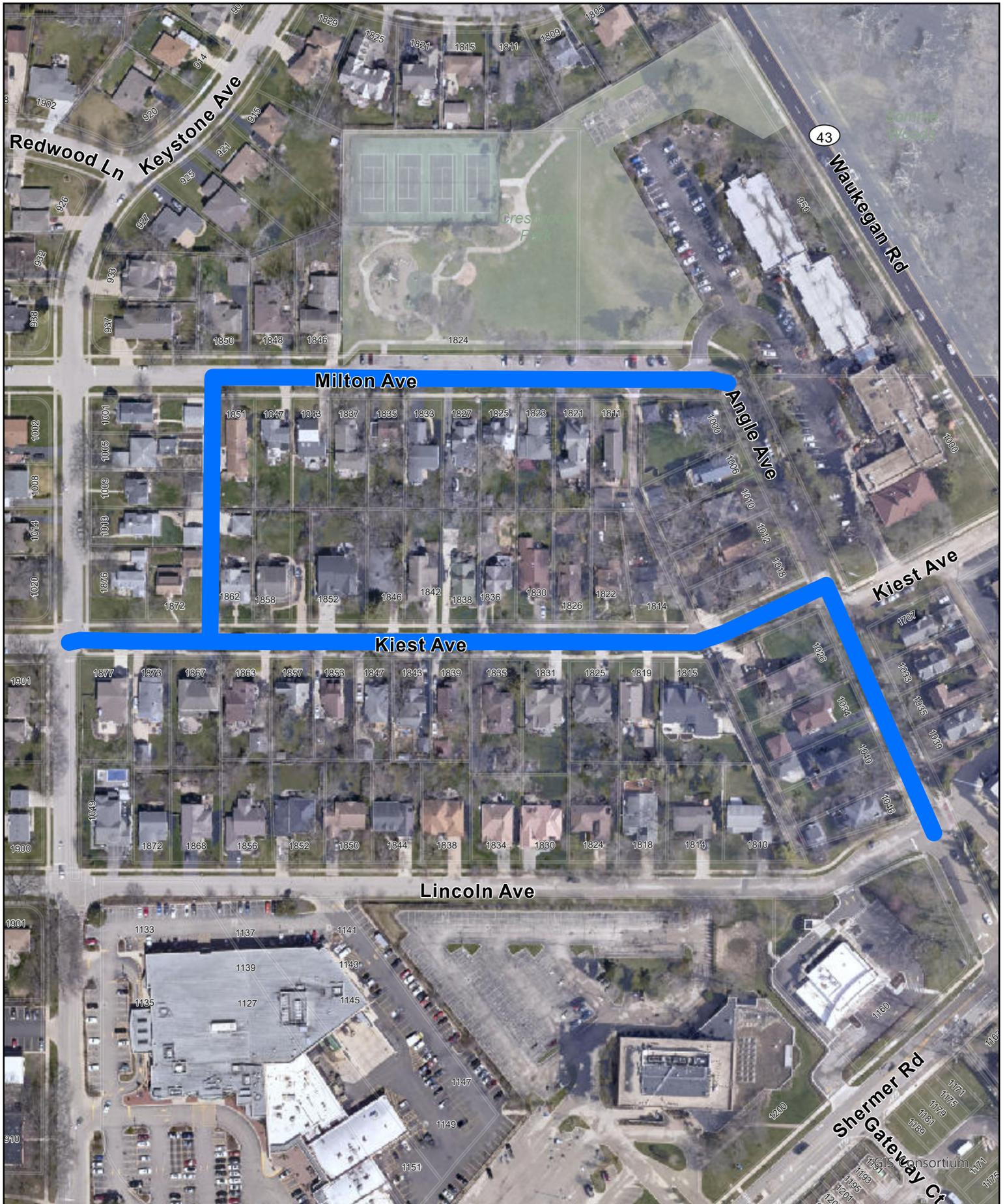
Water Main Improvements

FY 2029



GIS Consortium



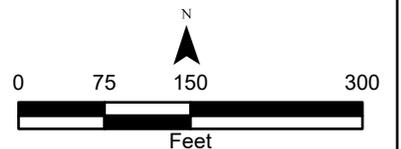


GIS Consortium

## Water Capital Improvement Projects

Water Main Improvements

FY 2029

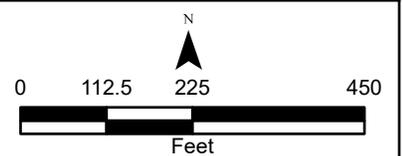




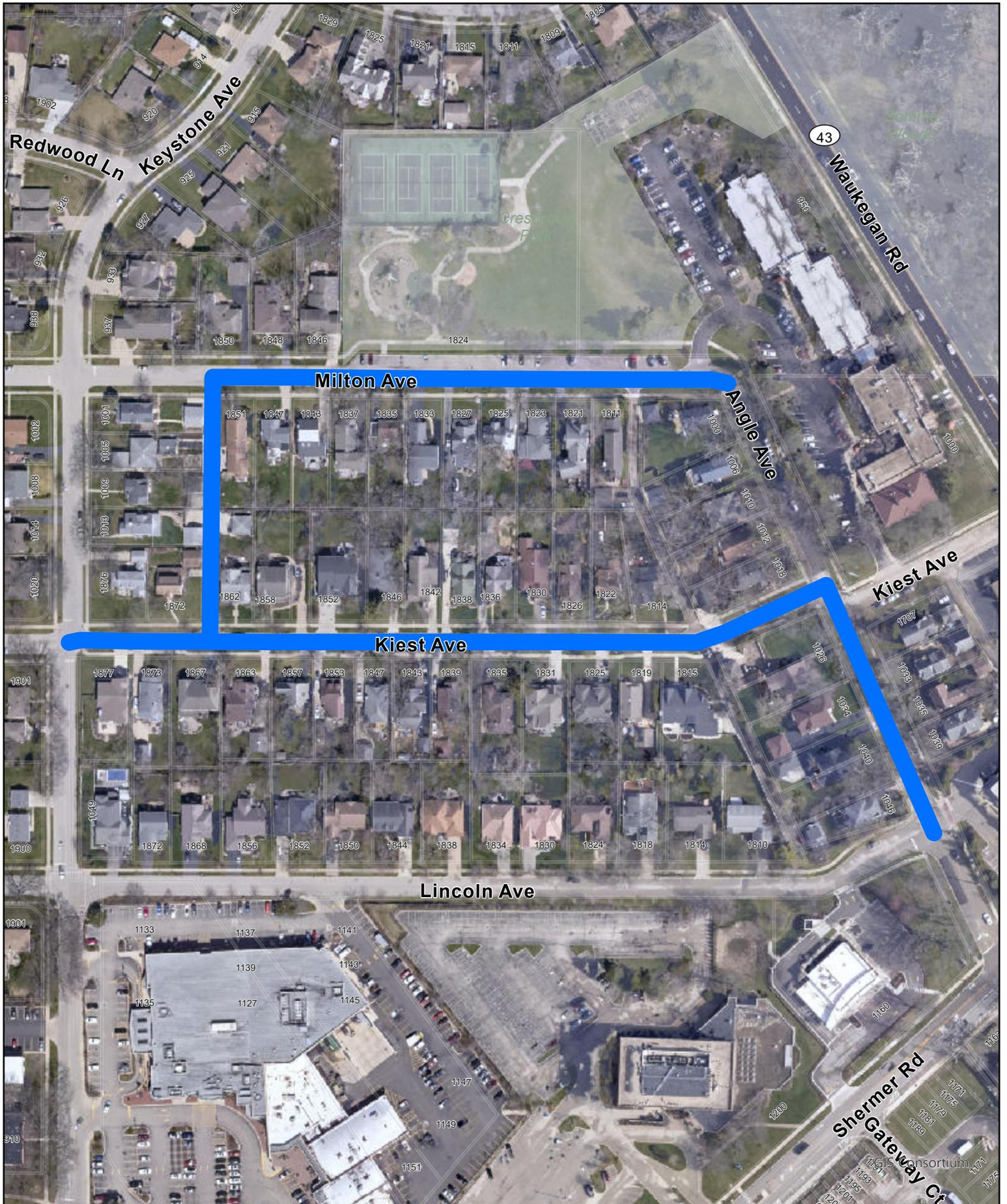
# Water Capital Improvement Projects

Water Main Improvements

FY 2029



GIS Consortium

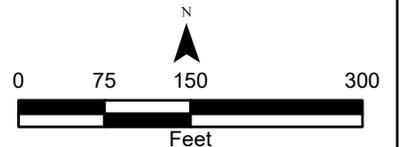


GIS Consortium

## Water Capital Improvement Projects

Water Main Improvements

FY 2030



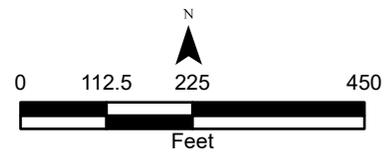


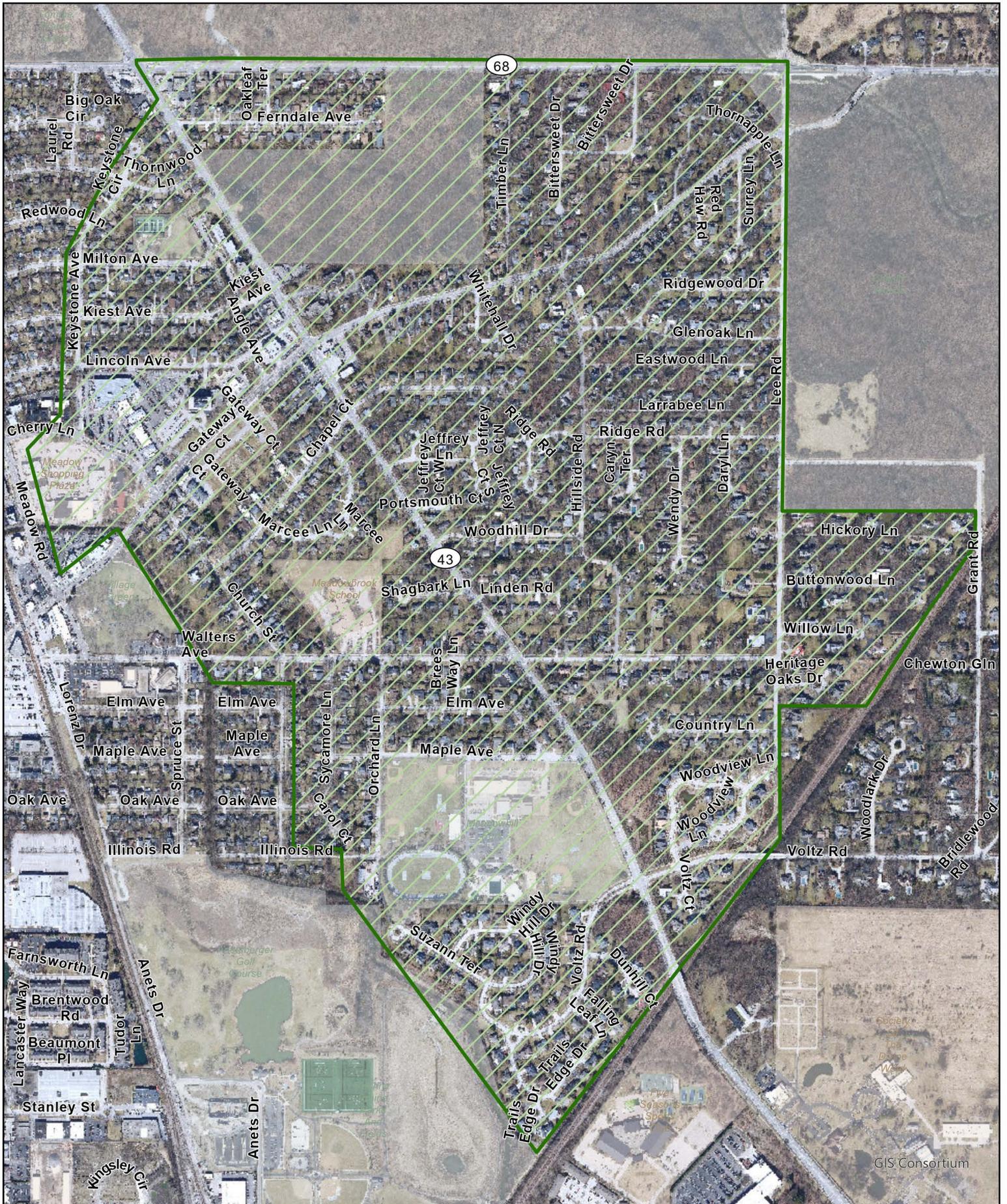
GIS Consortium

# Water Capital Improvement Projects

## Water Main Improvements

FY 2030





# Sewer Capital Improvement Projects

Manhole Rehabilitation

FY 2027

 Manhole Rehab

 GIS Consortium

0 337.5 675 1,350

 Feet

N









 Sanitary Lining

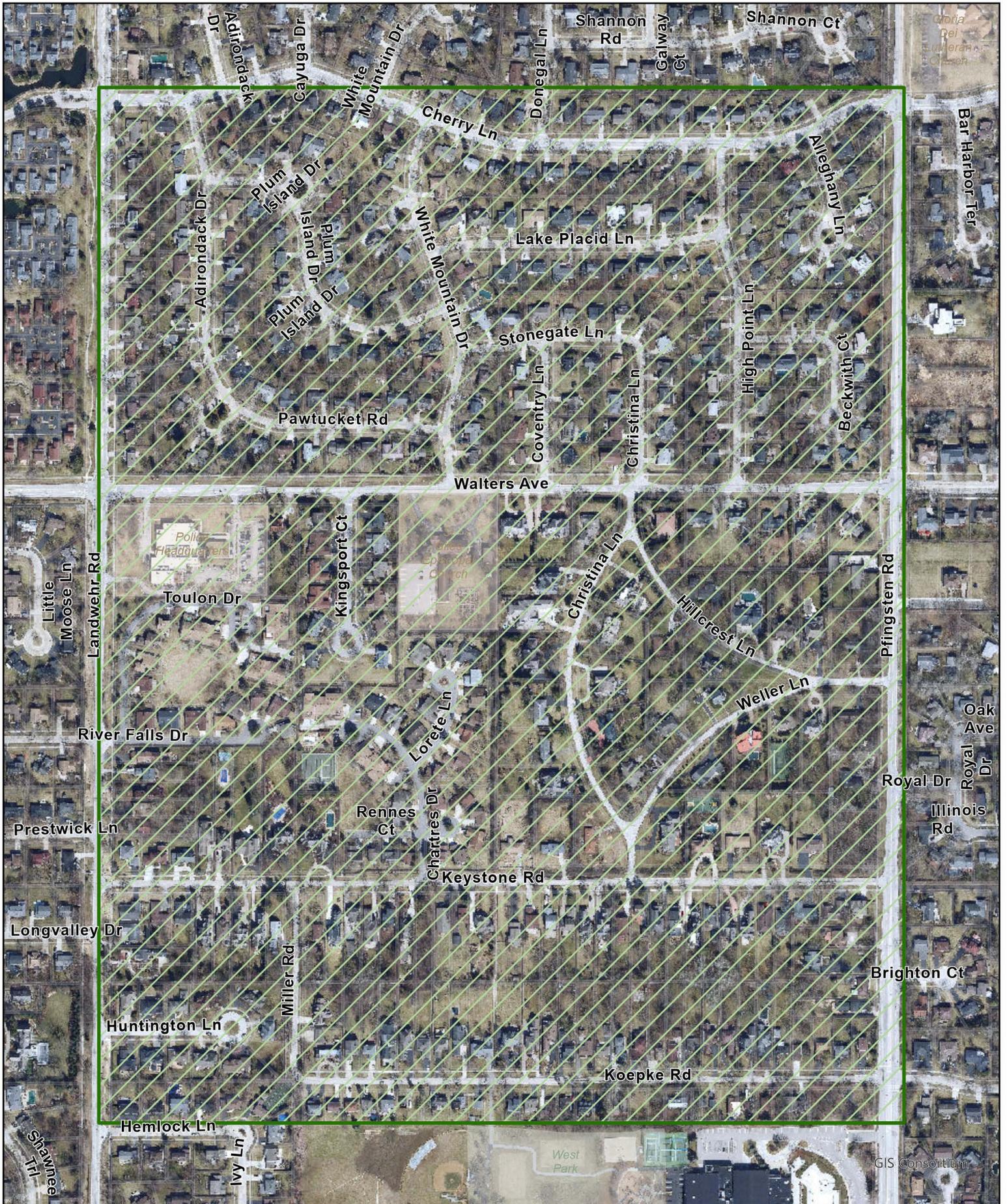
**GIS Consortium**

## Capital Improvement Projects

Sanitary Lining

FY 27/28





 Manhole Rehab

**GIS Consortium**

## Sewer Capital Improvement Projects

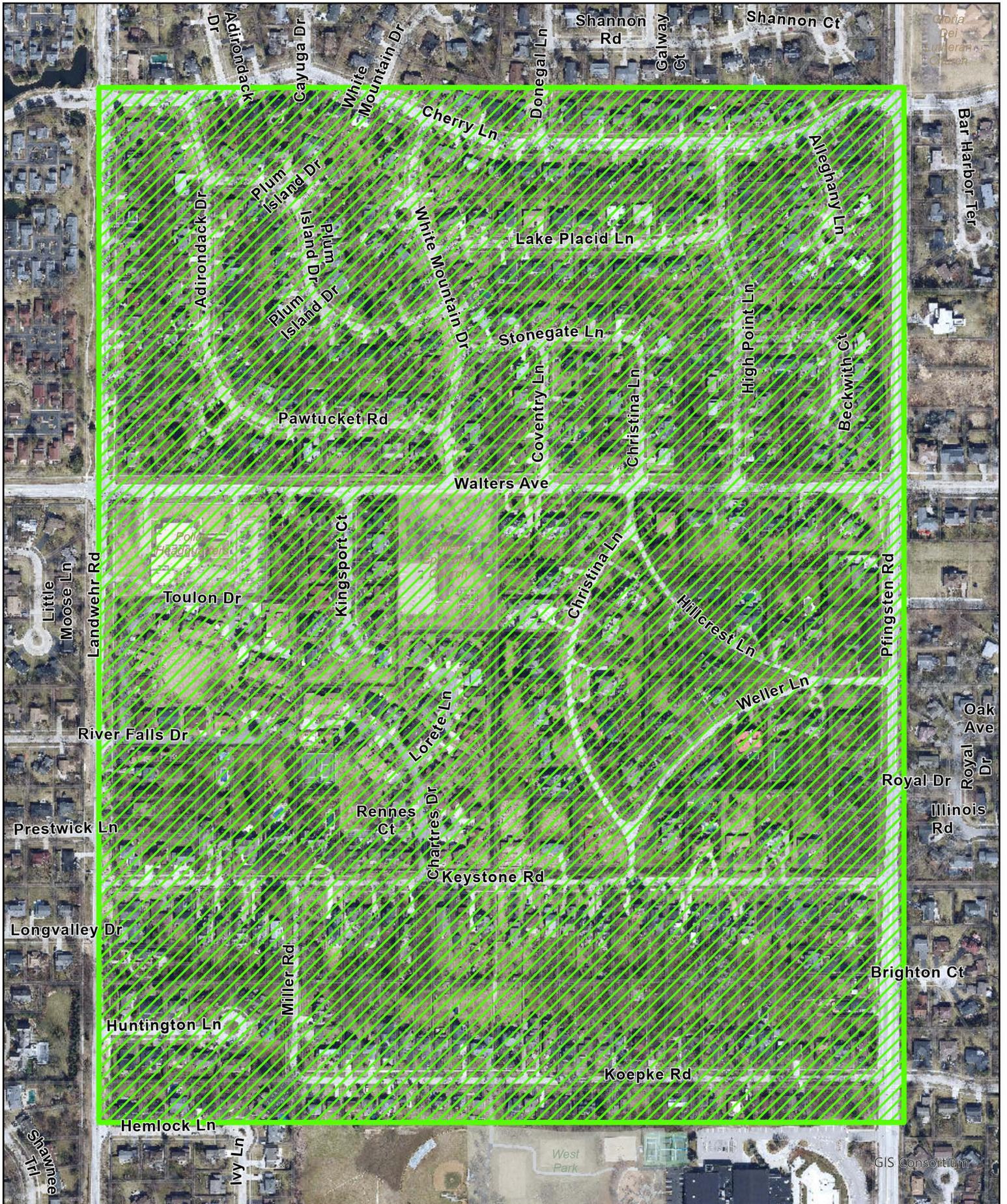
Manhole Rehabilitation

FY 2029



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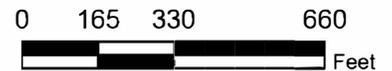
 Sanitary Lining

GIS Consortium

## Sewer Capital Improvement Projects

Sanitary Lining

FY 2029



N

