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STUDY SESSION
WINNETKA VILLAGE COUNCIL
510 Green Bay Road
Winnetka, Illinois 60093
Tuesday, March 9, 2010
7:30 p.m.

AGENDA

- 1) Call to Order
- 2) Budget Follow-up2
- 3) Green Bay Road Parking Lane Resurface Options.....27
- 4) Discussion: New Appointment Procedure for Committees and Commissions – Village Attorney
- 5) Discussion: Reschedule April Study Session Meeting from April 13 to April 15 – Village President
- 6) Reports
- 7) Executive Session
- 8) Adjournment

NOTICE

All agenda materials are available at www.villageofwinnetka.org (click Council and then Current Agenda), the Reference Desk at the Winnetka Library, or in the Manager’s Office at Village Hall (2nd floor). Information regarding rebroadcast of regular Council meetings may also be found on the Village’s website.

ADA NOTICE

The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that all persons with disabilities, who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the Village ADA Coordinator – Liz Rosenthal, at 510 Green Bay Road, Winnetka, Illinois 60093, (Telephone (847) 716-3540; T.D.D. (847) 501-6041).

Agenda Report

Subject: **2010/2011 Budget Follow-Up**

Prepared by: Ed McKee, Finance Director

Ref: February 11, 2010 Budget Meeting
February 18, 2010 Budget Meeting
February 25, 2010 Budget Meeting
March 2, 2010 Budget Meeting

Date: March 3, 2010

The Budget has been distributed and made available for public inspection at the Village Hall and the local Library since January 21st. A public hearing was held on the budget Tuesday, March 2, 2010 at 7:30 p.m. at Village Hall.

The following items were identified for follow up at the March 9, 2010 meeting:

- 1) Should the Village drop the \$2,750,000 in the budget and capital plan for streetscape?
- 2) If streetscape is dropped from the budget, should deferred maintenance and streetscape related items be added to the budget, and if so, at what amount?
- 3) Should the demolition fee (\$13,350) be increased based on Mike's analysis of the estimated full cost (\$16,070)? Mike expects about 20 demolitions next year.

In addition to the above issues, staff was asked to prepare a 3 year projection of major operating budgets which is attached.

The steps taken in the proposed budget to reduce staffing makes future revenue and expense projections close to being balanced. The key measure of financial strength for the Village is the margin (operating revenues minus operating expenses) generated in the General Fund. On the following page is a summary that indicates the margin ranges from \$2.7 million in 2011 (the proposed budget) to \$2.5 million in 2014 (the last year of the three year projection). This healthy level of cash generated from operations should allow continued capital investment in the community.

General Fund:

General Fund
Summary of Financial Projections
(in millions)

| | FY 2009 Actual | FY 2010 Estimated | FY 2011 Budget | FYE 2012 ***** | FYE 2013 Projected | FYE 2014 ***** |
|----------------------|---------------------------|------------------------------|---------------------------|---------------------------|-------------------------------|---------------------------|
| Revenues & Transfers | \$ 22.40 | \$ 21.79 | \$ 22.10 | \$ 22.65 | \$ 23.15 | \$ 23.70 |
| Operating Expenses | \$ (17.84) | \$ (18.81) | \$ (19.39) | \$ (19.97) | \$ (20.57) | \$ (21.18) |
| Margin | \$ 4.56 | \$ 2.98 | \$ 2.71 | \$ 2.68 | \$ 2.58 | \$ 2.52 |

The FY 2010 estimated revenues and transfers amount reflects a reduction from the FY 2009 actual amounts for the following items: building permits (- \$375,000), sales tax (- \$200,000), interest income (- \$254,000), and all others (+ \$219,000).

The FY 2011 budgeted operating expenses reflect the elimination of three positions (finance secretary, police officer, public works maintenance worker), the higher pension costs, and savings from making health insurance changes.

Over the next few years, staff believes there is a chance that the State could reduce shared revenues to the Village. Currently, the Village receives \$1,000,000 of shared State income tax in the General Fund and \$310,000 of allotments in the Motor Fuel Tax Fund on an annual basis. These amounts were not reduced in the projections.

Other areas of concern include: 1) a low interest rate / investment return environment that increases pension costs, 2) limited revenue growth unless rate and tax increases are implemented, 3) increasing labor costs, and 4) national health care cost trends.

Overall, there are many uncertainties with respect to projecting General Fund finances. The uncertainties are heavily weighted towards those having a negative impact on the budget, versus opportunities for improvements. Two major advantages for the Village are 1) each year during the budget process we make adjustments as needed to make sure operating expenses are not outpacing operating revenues, and 2) conservative financial practices has established strong cash balances offering the Village flexibility to phase in changes gradually and / or make capital investments with resources in hand.

Electric Fund:

The staff anticipates 1% load growth and 1% rate increases to keep operating revenues and expenses in balance. Depending on sales in future years, it may be necessary to borrow from the General Fund when a second transformer is installed at the Northfield sub station.

Water Fund:

Staff anticipates that there will be borrowing from the General Fund to finance improvements to the water plant as identified in the long-range capital improvement plan. The last 4% water rate increase for capital improvements is currently scheduled for 4/1/2013.

Sewer Fund:

Staff anticipates resuming on 4/1/2011 the 5% annual rate increases suspended a few years ago. Staff suggested suspending these scheduled rate increases because there was adequate cash balances in this fund. If the sewer truck is replaced in 2012, cash balances will be at a level where rate increases are reasonable to maintain the pay-as-you-go approach to capital investment.

Refuse:

Staffing was reduced in this fund by three positions effective 4/1/2010. This allows for a lower level of annual subsidy from the General Fund, \$550,000. This level of subsidy and the property taxes allocated for this expense will continue to be monitored on an annual basis.

I will present this information and review the Capital Plan (tab 13 of the budget book is attached) at the March 9th meeting. Please distribute these items to the Council.

Village of Winnetka Revenue and Expenditure Projections - Major Funds

Note

3.2.2010

| | FY 2009 Actual | FY 2010 Estimated | FY 2011 Budget | % Trend | FYE 2012 Budget | FYE 2013 Budget | FYE 2014 Budget |
|---|-------------------|----------------------|-------------------|------------|--------------------|--------------------|--------------------|
| General Fund | | | | | | | |
| Revenues & Transfers | | | | | | | |
| A Property Taxes | \$ 10,695,406 | \$ 11,070,000 | \$ 11,509,450 | 2.5% | \$ 11,797,186 | \$ 12,092,116 | \$ 12,394,419 |
| Sales and Use Tax | \$ 1,300,836 | \$ 1,100,000 | \$ 1,100,000 | 2.0% | \$ 1,122,000 | \$ 1,144,440 | \$ 1,167,329 |
| Income and Corporate Repl. Tax | \$ 1,314,367 | \$ 1,090,000 | \$ 1,100,000 | 2.0% | \$ 1,122,000 | \$ 1,144,440 | \$ 1,167,329 |
| Telecommunications Tax | \$ 725,308 | \$ 715,000 | \$ 720,000 | 3.0% | \$ 741,600 | \$ 763,848 | \$ 786,763 |
| Natural Gas Tax | \$ 698,905 | \$ 625,000 | \$ 550,000 | 3.0% | \$ 566,500 | \$ 583,495 | \$ 601,000 |
| B Licenses and Permits | \$ 1,829,281 | \$ 1,449,000 | \$ 1,407,000 | 3.0% | \$ 1,449,210 | \$ 1,492,686 | \$ 1,537,467 |
| Charges for Services | \$ 918,421 | \$ 982,000 | \$ 1,018,950 | 3.0% | \$ 1,049,519 | \$ 1,081,004 | \$ 1,113,434 |
| Franchise Fees & Rent | \$ 206,537 | \$ 208,000 | \$ 210,000 | 2.5% | \$ 215,250 | \$ 220,631 | \$ 226,147 |
| C Interest (@2%) | \$ 553,981 | \$ 300,000 | \$ 280,000 | Note C | \$ 310,000 | \$ 280,000 | \$ 280,000 |
| Fines | \$ 260,678 | \$ 275,000 | \$ 255,000 | 3.0% | \$ 262,650 | \$ 270,530 | \$ 278,645 |
| All Others | \$ 722,906 | \$ 763,000 | \$ 769,210 | 0.0% | \$ 769,210 | \$ 769,210 | \$ 769,210 |
| Y Sub-tot. - Operating Revenues | \$ 19,226,626 | \$ 18,577,000 | \$ 18,919,610 | | \$ 19,405,125 | \$ 19,842,400 | \$ 20,321,743 |
| Operating Transfers In | \$ 3,174,212 | \$ 3,212,600 | \$ 3,179,720 | 2.0% | \$ 3,243,314 | \$ 3,308,181 | \$ 3,374,344 |
| U Total Revenues and Transfers | \$ 22,400,839 | \$ 21,789,600 | \$ 22,099,330 | | \$ 22,648,439 | \$ 23,150,581 | \$ 23,696,087 |
| Expenditures and Transfers | | | | | | | |
| Administration | \$ 2,724,164 | \$ 2,883,556 | \$ 2,754,292 | 3.0% | \$ 2,836,921 | \$ 2,922,028 | \$ 3,009,689 |
| D Police (see note #1) | \$ 5,583,346 | \$ 6,007,750 | \$ 6,356,137 | 3.0% | \$ 6,546,821 | \$ 6,743,226 | \$ 6,945,523 |
| D Fire (see note #1) | \$ 4,043,765 | \$ 4,534,022 | \$ 4,718,145 | 3.0% | \$ 4,859,689 | \$ 5,005,480 | \$ 5,155,644 |
| Com. Development | \$ 1,557,857 | \$ 1,535,940 | \$ 1,560,960 | 3.0% | \$ 1,607,789 | \$ 1,656,022 | \$ 1,705,703 |
| L Public Works | \$ 3,930,425 | \$ 3,846,636 | \$ 3,996,898 | 3.0% | \$ 4,116,805 | \$ 4,240,309 | \$ 4,367,518 |
| Sub-tot. - Operating Expenses | \$ 17,839,557 | \$ 18,807,904 | \$ 19,386,432 | | \$ 19,968,025 | \$ 20,567,066 | \$ 21,184,078 |
| E Operating Transfers Out | \$ 900,000 | \$ 1,575,000 | \$ 1,025,000 | | \$ 2,350,000 | \$ 550,000 | \$ 575,000 |
| F Capital Outlay | \$ 2,341,519 | \$ 2,083,757 | \$ 2,880,060 | | \$ 1,495,000 | \$ 1,685,000 | \$ 2,090,000 |
| T Tot. Expenditures & Trans. | \$ 21,081,075 | \$ 22,466,661 | \$ 23,291,492 | | \$ 23,813,025 | \$ 22,802,066 | \$ 23,849,078 |
| Memo Only: | | | | | | | |
| Operations Cash Flow (Y - Z) | \$ 1,387,070 | \$ (230,904) | \$ (466,822) | | \$ (562,900) | \$ (724,666) | \$ (862,335) |
| Total Cash Flow (T - U) | \$ 1,319,764 | \$ (677,061) | \$ (1,192,162) | | \$ (1,164,586) | \$ 348,515 | \$ (152,990) |

Village of Winnetka Revenue and Expenditure Projections - Major Funds

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3.2.2010

| | FY 2009 Actual | FY 2010 Estimated | FY 2011 Budget | % Trend | FYE 2012 Budget | FYE 2013 Budget | FYE 2014 Budget |
|---------------------------------|-------------------|----------------------|-------------------|------------|--------------------|--------------------|--------------------|
| Enterprise Funds | | | | | | | |
| Electric | | | | | | | |
| G Electric Operating Revenue | \$ 13,922,849 | \$ 13,501,000 | \$ 15,615,900 | 2.0% | \$ 15,928,218 | \$ 16,246,782 | \$ 16,571,718 |
| H Electric Operating Expenses | \$ 13,683,469 | \$ 14,394,070 | \$ 15,508,570 | note H | \$ 15,976,503 | \$ 16,366,628 | \$ 16,767,573 |
| Electric Operating Income | \$ 239,379 | \$ (893,070) | \$ 107,330 | | \$ (48,285) | \$ (119,846) | \$ (195,855) |
| Non-operating income - interest | \$ 151,974 | \$ 50,000 | \$ 80,000 | 0.0% | \$ 50,000 | \$ 40,000 | \$ - |
| Capital Outlay | \$ (24,262) | \$ (1,659,500) | \$ (3,006,500) | | \$ (1,876,000) | \$ (2,939,000) | \$ (4,724,000) |
| Depreciation | \$ 1,490,813 | \$ 1,500,000 | \$ 1,500,000 | | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Cash - Flow | \$ 1,857,905 | \$ (1,002,570) | \$ (1,319,170) | | \$ (374,285) | \$ (1,518,846) | \$ (3,419,855) |
| Water | | | | | | | |
| I Water Operating Revenue | \$ 2,866,188 | \$ 2,985,500 | \$ 3,512,500 | 4.0% | \$ 3,653,000 | \$ 3,799,120 | \$ 3,951,085 |
| Water Operating Expenses | \$ 3,138,243 | \$ 3,264,120 | \$ 3,376,120 | 3.0% | \$ 3,477,404 | \$ 3,581,726 | \$ 3,689,177 |
| Water Operating Income | \$ (272,055) | \$ (278,620) | \$ 136,380 | | \$ 175,596 | \$ 217,394 | \$ 261,907 |
| Non-operating income - interest | \$ 34,763 | \$ 10,000 | \$ 20,000 | | \$ - | \$ - | \$ - |
| Capital Outlay | \$ (3,080) | \$ (721,200) | \$ (1,583,000) | | \$ (1,271,000) | \$ (1,789,000) | \$ (1,141,000) |
| Depreciation | \$ 398,482 | \$ 400,000 | \$ 400,000 | 0.0% | \$ 400,000 | \$ 400,000 | \$ 400,000 |
| Cash - Flow | \$ 158,111 | \$ (589,820) | \$ (1,026,620) | | \$ (695,404) | \$ (1,171,606) | \$ (479,093) |
| Sewer | | | | | | | |
| J Sewer Operating Revenue | \$ 770,888 | \$ 789,500 | \$ 879,500 | 5.0% | \$ 923,475 | \$ 969,649 | \$ 1,018,131 |
| Sewer Operating Expenses | \$ 891,355 | \$ 1,018,235 | \$ 1,021,456 | 2.0% | \$ 1,041,885 | \$ 1,062,723 | \$ 1,083,977 |
| Sewer Operating Income | \$ (120,467) | \$ (228,735) | \$ (141,956) | | \$ (118,410) | \$ (93,074) | \$ (65,846) |
| Non-operating income - interest | \$ 48,164 | \$ 14,000 | \$ 28,000 | | \$ 22,000 | \$ 12,000 | \$ 8,000 |
| Capital Outlay | \$ - | \$ (162,000) | \$ (125,000) | | \$ (475,000) | \$ (150,000) | \$ (150,000) |
| Depreciation | \$ 72,845 | \$ 127,900 | \$ 70,000 | 0.0% | \$ 70,000 | \$ 70,000 | \$ 70,000 |
| Cash - Flow | \$ 542 | \$ (248,835) | \$ (168,956) | | \$ (501,410) | \$ (161,074) | \$ (137,846) |

Village of Winnetka Revenue and Expenditure Projections - Major Funds

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3.2.2010

| | FY 2009 Actual | FY 2010 Estimated | FY 2011 Budget | % Trend | FYE 2012 Budget | FYE 2013 Budget | FYE 2014 Budget |
|---------------------------------|---------------------------|------------------------------|---------------------------|--------------------|----------------------------|----------------------------|----------------------------|
| Refuse | | | | | | | |
| K Refuse Operating Revenue | \$ 2,681,296 | \$ 2,623,100 | \$ 2,230,000 | 3.0% | \$ 2,296,900 | \$ 2,365,807 | \$ 2,436,781 |
| Refuse Operating Expenses | \$ 2,669,043 | \$ 2,719,471 | \$ 2,454,434 | 3.0% | \$ 2,528,067 | \$ 2,603,909 | \$ 2,682,026 |
| Refuse Operating Income | \$ 12,254 | \$ (96,371) | \$ (224,434) | | \$ (231,167) | \$ (238,102) | \$ (245,245) |
| Non-operating income - interest | \$ 46,109 | \$ 12,000 | \$ 26,000 | | \$ 27,000 | \$ 26,000 | \$ 22,000 |
| Capital Outlay | \$ - | \$ (163,000) | \$ (145,000) | | \$ - | \$ (132,000) | \$ (145,000) |
| Depreciation | \$ 131,414 | \$ 150,000 | \$ 135,000 | | \$ 135,000 | \$ 135,000 | \$ 135,000 |
| Cash - Flow | \$ 189,777 | \$ (97,371) | \$ (208,434) | | \$ (69,167) | \$ (209,102) | \$ (233,245) |

Notes:

- A Based on a 2.0% annual increase plus new development of 0.5%.
- B Assumes no significant change in the permitting process or level of work. Vehicle licenses stay at \$40 each.
- C Assumes \$1.0 million of deposit balances, 2% interest, and cash balances from capital plan.
- D Assumes police and fire pension costs stabilize and grow at 6% / year.
- E Assumes continued subsidy to refuse fund. 2012 includes \$1,800,000 transfer to streetscape fund as shown in the capital plan.
- F Amounts from the capital plan. EXCLUDES Major Flood Control Projects totaling \$9.635 million. Assumes the contingency is not spent.
- G Assumes 1% load growth and a 1% rate increase each year.
- H See detail below:

| Operating Expense Detail | FY 2009 Actual | FY 2010 Estimated | FY 2011 Budget | % Trend | FYE 2012 Budget | FYE 2013 Budget | FYE 2014 Budget |
|---------------------------------|---------------------------|------------------------------|---------------------------|--------------------|----------------------------|----------------------------|----------------------------|
| Purchased Power | \$ 5,615,962 | \$ 5,769,000 | \$ 6,829,000 | 3.0% | \$ 7,033,870 | \$ 7,244,886 | \$ 7,462,233 |
| Wages and Benefits | \$ 2,793,502 | \$ 2,874,500 | \$ 2,937,500 | 3.0% | \$ 3,025,625 | \$ 3,116,394 | \$ 3,209,886 |
| PILT & Admin. | \$ 1,812,360 | \$ 1,869,120 | \$ 1,868,400 | 2.0% | \$ 1,905,768 | \$ 1,943,883 | \$ 1,982,761 |
| Depreciation | \$ 1,490,813 | \$ 1,500,000 | \$ 1,500,000 | | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| All Others | \$ 2,084,877 | \$ 2,057,500 | \$ 2,462,000 | 2.0% | \$ 2,511,240 | \$ 2,561,465 | \$ 2,612,694 |
| Total | \$ 13,797,513 | \$ 14,070,120 | \$ 15,596,900 | | \$ 15,976,503 | \$ 16,366,628 | \$ 16,767,573 |

Load growth 2%

| | | | |
|-----------------------|---------------|---------------|---------------|
| Total Per Spreadsheet | \$ 13,683,469 | \$ 14,394,070 | \$ 15,508,570 |
|-----------------------|---------------|---------------|---------------|

- I 4% annual water rate for operations shown. Last 4% for capital increase planned on 4/1/2013.
- J Assumes 5% rate increases per year until operating revenues equal operating expenses.
- K Increased revenues primarily from additional \$25,000 per year subsidy from the general fund.
- L Includes Emerald Ash Borer contingency expense.

Village of Winnetka
Capital Financing
(In Thousands of Dollars)

2.12.10

| | 09/10 Estimated | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | Total | |
|------------------------------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------|
| General Fund | | | | | | | | |
| 4/1 Beg. of Year Cash Bal. | * | 16,508 | 15,766 | 14,500 | 13,205 | 13,520 | 12,480 | |
| Sources of Cash | | | | | | | | |
| ** Contribution from Operations | | 2,188 | 2,090 | 2,000 | 2,000 | 2,000 | 2,000 | 12,278 |
| Transfer to Facilities Fund | | 0 | (400) | 0 | 0 | 0 | 0 | (400) |
| Transfer to Fleet Services | | | (75) | | | | | |
| Transfer to Streetscape Fund | | (825) | 0 | (1,800) | 0 | 0 | 0 | (2,625) |
| Stormwater Utility Bond | | | | 3,600 | 4,200 | | | 7,800 |
| a Cash Available for Capital | | 1,363 | 1,615 | 3,800 | 6,200 | 2,000 | 2,000 | 17,053 |
| Less: Cash Used for Capital | | | | | | | | |
| Debt Service | | 336 | 340 | 335 | 335 | 335 | 335 | 2,016 |
| Police | | 0 | 325 | 0 | 60 | 0 | 0 | 385 |
| Fire | | 207 | 500 | 60 | 0 | 400 | 0 | 1,167 |
| Public Works - w/o Drainage | | 1,497 | 1,156 | 1,100 | 1,290 | 1,355 | 1,453 | 7,851 |
| b Sub - Total Recurring Capital | | 2,040 | 2,321 | 1,495 | 1,685 | 2,090 | 1,788 | 11,419 |
| Cash-Flow after Recurring Capital | | (677) | (706) | 2,305 | 4,515 | (90) | 212 | 5,634 |
| c Less: Public Works - Drainage | | 65 | 560 | 3,600 | 4,200 | 950 | 250 | 9,625 |
| Net Source (Use) Of Cash | | (742) | (1,266) | (1,295) | 315 | (1,040) | (38) | |

.=a-(b+c)

Notes: * Net of deposits (\$1.61m) and \$.07m escrows. Policy minimum cash balance set at \$11 million.

** Staff estimates prior to formal budget preparation. Includes increased 2010/2011 pension costs.

**Village of Winnetka
Capital Financing
(In Thousands of Dollars)**

12.23.09

| | 09/10 Estimated | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | Total |
|---------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--------------|
| <u>Facilities Fund *</u> | | | | | | | |
| 4/1 Beg. of Year Cash | 2,620 | 2,395 | 115 | 117 | 119 | 121 | 5,487 |
| Sources of Cash | | | | | | | |
| Interest Income | 25 | 20 | 2 | 2 | 2 | 2 | 53 |
| Transfer From General Fund | | 400 | | | | | 400 |
| Revenues | 25 | 420 | 2 | 2 | 2 | 2 | 453 |
| Uses of Cash | | | | | | | |
| Village Hall - Design | 250 | | | | | | 250 |
| Village Hall - Construction | | 2,700 | | | | | 2,700 |
| Projected Expenditures | 250 | 2,700 | 0 | 0 | 0 | 0 | 2,950 |
| Net Source (Use) of Cash | (225) | (2,280) | 2 | 2 | 2 | 2 | |

* This fund was established to pay for capital costs related to existing and potential Village owned facilities.

**Village of Winnetka
Capital Financing
(In Thousands of Dollars)**

12.23.09

| | 09/10 Estimated | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | Total |
|--------------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--------------|
| <u>Streetscape Fund</u> | | | | | | | |
| 4/1 Beg. of Year Cash | 2,867 | 3,483 | 753 | 68 | 69 | 70 | 7,310 |
| Sources of Cash | | | | | | | |
| Interest Income | 29 | 20 | 15 | 1 | 1 | 1 | 67 |
| Transfer From General Fund @ | 825 | 0 | 1,800 | | | | 2,625 |
| Revenues | 854 | 20 | 1,815 | 1 | 1 | 1 | 2,692 |
| Uses of Cash | | | | | | | |
| Streetscape Design & Construction | 238 | 2,750 | 2,500 | | | | 5,488 |
| Net Source (Use) of Cash | 616 | (2,730) | (685) | 1 | 1 | 1 | |

@ Contributions from the General Fund were levelized over a three year period to fund phase 1 projects.
While the streetscape engineering is budgeted for 2010, final Council approval is required to proceed with implementation.

Village of Winnetka
Motor Fuel Tax, Refuse, and Sewer Capital Financing
(In Thousands of Dollars)

12.23.09

| | 09/10 Estimated | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | Total |
|---------------------------------------|--------------------|--------------|--------------|--------------|--------------|--------------|---------|
| <u>Motor Fuel Tax Fund</u> | | | | | | | |
| 4/1 Beg of Year Cash Balance * | 1,339 | 1,308 | 758 | 1,048 | (371) | (418) | n/a |
| Sources of Cash | | | | | | | |
| Allotments | 316 | 310 | 310 | 310 | 310 | 310 | 1,866 |
| Interest | 5 | 15 | 15 | 21 | (7) | (8) | 41 |
| Cash Generated for Capital | 321 | 325 | 325 | 331 | 303 | 302 | 1,907 |
| Cash Used | | | | | | | |
| Transfer to General Fund | 95 | 65 | 35 | 0 | 0 | 0 | 195 |
| Construction ** | 257 | 810 | 0 | 1,750 | 350 | 700 | 3,867 |
| | 352 | 875 | 35 | 1,750 | 350 | 700 | 4,062 |
| Net Source (Use) of Cash | (31) | (550) | 290 | (1,419) | (47) | (398) | n/a |
| <u>Refuse Fund</u> | | | | | | | |
| 4/1 Beg of Year Cash Balance * | 1,664 | 1,567 | 1,359 | 1,296 | 1,101 | 893 | n/a |
| Sources of Cash | | | | | | | |
| Contribution from Operations | (84) | (198) | (198) | (198) | (198) | (198) | (1,074) |
| Depreciation | 150 | 135 | 135 | 135 | 135 | 135 | 825 |
| Cash Available for Capital | 66 | (63) | (63) | (63) | (63) | (63) | (249) |
| Cash Used for Capital Expenses | 163 | 145 | 0 | 132 | 145 | 0 | 585 |
| Net Source (Use) of Cash | (97) | (208) | (63) | (195) | (208) | (63) | n/a |
| <u>Sewer Fund</u> | | | | | | | |
| 4/1 Beg of Year Cash Balance * | 1,537 | 1,287 | 1,121 | 605 | 414 | 223 | n/a |
| Sources of Cash | | | | | | | |
| Contribution from Operations | (215) | (111) | (111) | (111) | (111) | (111) | (770) |
| Depreciation | 128 | 70 | 70 | 70 | 70 | 70 | 478 |
| Cash Available for Capital | (87) | (41) | (41) | (41) | (41) | (41) | (292) |
| Cash Used for Capital Expenses | 163 | 125 | 475 | 150 | 150 | 150 | 1,213 |
| Net Source (Use) of Cash | (250) | (166) | (516) | (191) | (191) | (191) | n/a |

* Is reduced for the 3/31/08 \$149,000 refuse and \$21,000 sewer compensated absence liability & AP items.

** 2012 MFT expenditure amount includes \$1.0m for the Willow Rd. jurisdictional transfer (Provident to Forestway).

*** 2012 Sewer Fund expenditures of \$500k includes \$300k for a sewer jet truck. 2011 - 2015 assumes 5% rate increase / yr.

**Village of Winnetka
Schedule of Projects
(In Thousands of Dollars)**

12.23.09

| Dept. / Prog. | Description | Proj. # | Budget 09/10 | Estm. 09/10 | ***-----Projected-----*** | | | | | | | Total (Est. - 15) |
|--------------------------------|---|------------|-----------------|----------------|--|-----------------|-----------------|---------------|---------------|---------------|-----------------|----------------------|
| | | | | | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | | | |
| General Fund | | | | | <i>Italics if Project Over \$250,000</i> | | | | | | | |
| A | | | | | | | | | | | | |
| 100 | Contingency / Transfers | 1 | \$ 250 | | \$ 1,000 | \$ 250 | \$ 250 | \$ 250 | \$ 250 | \$ 250 | \$ 2,000 | |
| 104 | Public Safety Building Bonds (maturity 10/1/14) | 2 | \$ 336 | \$ 336 | \$ 340 | \$ 335 | \$ 335 | \$ 335 | \$ 335 | \$ 335 | \$ 2,016 | |
| Administration Total | | | \$ 586 | \$ 336 | \$ 1,340 | \$ 585 | \$ 585 | \$ 585 | \$ 585 | \$ 585 | \$ 4,016 | |
| B | | | | | | | | | | | | |
| 121 | Communications System Periodic Upgrade | 1 | | | | | \$ 60 | | | | \$ 60 | |
| 121 | Radio System (combined dispatch) | 2 | | | \$ 250 | | | | | | \$ 250 | |
| 129 | Public Safety Building Roof | 3 | | | \$ 75 | | | | | | \$ 75 | |
| Police Department Total | | | \$ - | \$ - | \$ 325 | \$ - | \$ 60 | \$ - | \$ - | \$ - | \$ 385 | |
| F | | | | | | | | | | | | |
| 133 | Replace 1990 75' Ladder Truck | 1 | | \$ 207 | \$ 500 | | | | | | \$ 707 | |
| 133 | Replace Command Vehicle (2001) | 2 | | | | \$ 60 | | | | | \$ 60 | |
| 134 | Replace 2000 Road Rescue | 3 | | | | | | \$ 400 | | | \$ 400 | |
| Fire Department Total | | | \$ - | \$ 207 | \$ 500 | \$ 60 | \$ - | \$ 400 | \$ - | \$ - | \$ 1,167 | |
| P | | | | | | | | | | | | |
| 140 | SW Winn. Drainage Phase I (Hill Rd. Relief Swr) - Eng. | 1 | \$ 200 | \$ 65 | \$ 400 | | | | | | \$ 465 | |
| 140 | SW Winn. Drainage Phase I (Hill Rd. Relief Swr) - Cnst. | 2 | | | | \$ 3,100 | | | | | \$ 3,100 | |
| 140 | North & East Winnetka Study | 3 | | | \$ 160 | | | | | | \$ 160 | |
| 140 | SW Winn. Drainage Phase II (Duke Child Det.) - Eng | 4 | | | | \$ 500 | | | | | \$ 500 | |
| 140 | SW Winn. Drainage Phase II (Duke Child Det.) - Cnst. | 5 | | | | | \$ 4,000 | | | | \$ 4,000 | |
| 140 | Elm Street Cross-Connection Repair | 6 | | | | | \$ 150 | | | | \$ 150 | |
| 140 | Sheridan Road Drainage Improvements | 7 | | | | | \$ 50 | \$ 500 | | | \$ 550 | |
| 140 | Willow Rd. Storm Sewer Outfall Replacement | 8 | | | | | | \$ 300 | | | \$ 300 | |
| 140 | Oak Street Storm Sewer Replacement (W. of Glendale) | 9 | | | | | | \$ 150 | | | \$ 150 | |
| 140 | Elm St. Storm Sewer Outfall Replacement | 10 | | | | | | | | \$ 250 | \$ 250 | |
| P.W. Drainage Sub-total | | | \$ 200 | \$ 65 | \$ 560 | \$ 3,600 | \$ 4,200 | \$ 950 | \$ 250 | \$ 250 | \$ 9,075 | |

**Village of Winnetka
Schedule of Projects
(In Thousands of Dollars)**

| Dept. / Prog. | Description | Proj. # | Budget 09/10 | Estm. 09/10 | ***-----Projected-----*** | | | | | | | Total (Est. - 15) |
|---|--|-----------------|-----------------|-----------------|--|-----------------|-----------------|-----------------|-----------------|------------------|--|----------------------|
| | | | | | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 | | |
| General Fund | | | | | <i>Italics if Project Over \$250,000</i> | | | | | | | |
| <u>P.W. Equipment</u> | | <u>P</u> | | | | | | | | | | |
| 138 | 1997 2.5 Ton Roll-off (PW-15) | 11 | \$ - | \$ 152 | | | | | | | | \$ 152 |
| 138 | Replace 3 Plows, Refurbish 3 Dump Bodies (PW-19, 20, 22) | 12 | \$ 65 | \$ 43 | | | | | | | | \$ 43 |
| 138 | Backhoe Replacement (PW-47, split 50% with sewer fund) | 13 | \$ 61 | \$ 58 | | | | | | | | \$ 58 |
| 106 | Computer Replacements | 14 | | | \$ 56 | | | | | | | \$ 56 |
| 138 | Replace 2000 2.5 Ton Dump (PW 19) | 15 | | | | | \$ 140 | | | | | \$ 140 |
| 138 | Replace 2000 2.5 Ton Dump (PW 20) | 16 | | | | | | \$ 145 | | | | \$ 145 |
| 138 | Replace 2000 2.5 Ton Dump (PW 22) | 17 | | | | | | | \$ 150 | | | \$ 150 |
| 138 | Replace 1/2 Ton Pickup/Sign Maintenance (PW-8) | 18 | | | | | | | | \$ 43 | | \$ 43 |
| P.W. Equipment Sub-Total | | | \$ 126 | \$ 253 | \$ 56 | \$ - | \$ 140 | \$ 145 | \$ 193 | \$ 787 | | |
| <u>Streets</u> | | <u>P</u> | | | | | | | | | | |
| 139 | Street & Alley Reconstruction/Rehabilitation | 19 | \$ 950 | \$ 756 | \$ 1,000 | \$ 1,000 | \$ 1,050 | \$ 1,100 | \$ 1,100 | \$ 1,100 | | \$ 6,006 |
| Street Sub-Total | | | \$ 950 | \$ 756 | \$ 1,000 | \$ 1,000 | \$ 1,050 | \$ 1,100 | \$ 1,100 | \$ 1,100 | | \$ 6,006 |
| <u>Public Facilities</u> | | <u>P</u> | | | | | | | | | | |
| 142 | Sidewalks - replacement & new | 20 | \$ 100 | \$ 105 | \$ 100 | \$ 100 | \$ 100 | \$ 110 | \$ 110 | \$ 110 | | \$ 625 |
| 142 | Elm St. Train Station - Village Contribution | 21 | \$ 175 | \$ - | \$ - | | | | | | | \$ - |
| 142 | Hubbard Woods Train Station - Village Contribution | 22 | | | | | | | | \$ 50 | | \$ 50 |
| P.W. Public Facilities Sub-Total | | | \$ 275 | \$ 105 | \$ 100 | \$ 100 | \$ 100 | \$ 110 | \$ 160 | \$ 675 | | |
| <u>Public Property</u> | | <u>P</u> | | | | | | | | | | |
| 142 | Cenotaph/Village Green Improvements | 23 | \$ 360 | \$ 383 | | | | | | | | \$ 383 |
| P.W. Public Property Sub-Total | | | \$ 360 | \$ 383 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ 383 |
| Total Public Works | | | \$ 1,911 | \$ 1,562 | \$ 1,716 | \$ 4,700 | \$ 5,490 | \$ 2,305 | \$ 1,703 | \$ 16,926 | | |
| ***** General Fund Total | | | \$ 2,497 | \$ 2,105 | \$ 3,881 | \$ 5,345 | \$ 6,135 | \$ 3,290 | \$ 2,288 | \$ 22,494 | | |

**Village of Winnetka
Schedule of Projects
(In Thousands of Dollars)**

12.23.09

| Dept. / Prog. | Description | Proj. # | Budget 09/10 | Estm. 09/10 | ***-----Projected-----*** | | | | | Total (Est. - 15) |
|--------------------------------|--|------------|-----------------|----------------|--|---------------|-----------------|---------------|---------------|----------------------|
| | | | | | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | |
| Other Funds | | | | | <i>Italics if Project Over \$250,000</i> | | | | | |
| Refuse Fund | | | | | | | | | | |
| Equipment | | | | | R | | | | | |
| 508 | Refuse Trucks (#28,29,31, 9 trucks in total) | 1 | \$ 145 | \$ - | \$ 145 | | \$ 132 | \$ 145 | | \$ 422 |
| 510 | Leachate Migration Remediation - \$1.5m | 2 | | | | | | | ** | \$ - |
| 508 | Replace 1996 5 ton roll-off (#25) | 3 | | \$ 163 | | | | | | \$ 163 |
| ***** Refuse Fund Total | | | \$ 145 | \$ 163 | \$ 145 | \$ - | \$ 132 | \$ 145 | \$ - | \$ 585 |
| Motor Fuel Tax Fund | | | | | M | | | | | |
| 902 | Street Rehabilitation | 1 | \$ 200 | \$ 152 | \$ 200 | | | \$ 200 | \$ 200 | \$ 752 |
| 902 | Winnetka & Green Bay Traffic Signal | 2 | \$ 450 | \$ 40 | \$ 450 | | | | | \$ 490 |
| 902 | Tower Road Resurfacing (Fed. Stimulus - \$440,000) | 3 | | | \$ - | | | | | \$ - |
| 902 | Green Bay Rd. Resurfacing (State Stimulus - \$730,000) | 4 | | | \$ - | | | | | \$ - |
| 902 | Willow Road Phase I Engineering | 5 | \$ 60 | \$ 65 | \$ 35 | | | | | \$ 100 |
| 902 | Willow Road Phase II Engineering (Local Match) | 6 | \$ 125 | \$ - | \$ 125 | | | | | \$ 125 |
| 902 | Hibbard & Elm Traffic Signal | 7 | | | | | \$ 150 | | | |
| 902 | Elm, Oak / Linden, etc. -3 Traffic Signals | 8 | | | | | | | \$ 500 | |
| 902 | Willow Road Construction (Local Match) | 9 | | | | | \$ 1,750 | | | \$ 1,750 |
| ***** MFT Fund Total | | | \$ 835 | \$ 257 | \$ 810 | \$ - | \$ 1,750 | \$ 350 | \$ 700 | \$ 3,217 |
| Sewer Fund | | | | | S | | | | | |
| Equipment | | | | | | | | | | |
| | Replace Sewer Jet | 1 | | | | 325 | | | | \$ 325 |
| | PW-47 Backhoe Replacement (50%, general fund) | 2 | \$ 61 | \$ 58 | | | | | | \$ 58 |
| | Trenchless Lining | 3 | \$ 125 | \$ 105 | \$ 125 | \$ 150 | \$ 150 | \$ 150 | \$ 150 | \$ 830 |
| ***** Sewer Fund Total | | | \$ 186 | \$ 163 | \$ 125 | \$ 475 | \$ 150 | \$ 150 | \$ 150 | \$ 1,213 |

Village of Winnetka
Electric and Water Fund Capital Financing
(In Thousands of Dollars)

1.18.10

| Electric Fund | 09/10 | 2010 | 2011 | 2012 | 2013 | 2014 | Total |
|--|------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | Estimated | 2011 | 2012 | 2013 | 2014 | 2015 | |
| 4/1 Beg. of Yr. Cash Balance ** | 4,150 | 3,401 | 2,537 | 2,200 | 2,700 | 1,358 | n/a |
| Sources (Uses) of Cash | | | | | | | |
| Issuance of Debt or Interfund Loan | - | - | - | | 1,500 | - | 1,500 |
| * Contribution from Operations | (674) | 105 | 105 | 105 | 105 | 105 | (149) |
| Interest Income | 50 | 80 | 51 | 44 | 54 | 27 | 306 |
| # Principal and Interest Expense | - | - | - | - | (180) | (180) | (360) |
| NTHS Improvements Revenue | - | 458 | 1,306 | - | - | - | 1,764 |
| ## Revenue Increases | - | - | 150 | 300 | 450 | 600 | 1,500 |
| Depreciation | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 9,000 |
| Cash Generated | 876 | 2,143 | 3,112 | 1,949 | 3,429 | 2,052 | 13,561 |
| Less: Capital Projects | (1,625) | (3,007) | (3,449) | (1,449) | (4,771) | (1,656) | (15,957) |
| Net Annual Source (Use) of Cash | (749) | (864) | (337) | 500 | (1,342) | 396 | (2,396) |
| Water Fund | | | | | | | |
| 4/1 Beg. of Yr. Cash Balance ** | 835 | 246 | 216 | 269 | 157 | 215 | n/a |
| Sources (Uses) of Cash | | | | | | | |
| Issuance of Debt or Interfund Loan | - | 900 | 600 | 900 | 300 | 200 | 2,900 |
| * Contribution from Operations | (278) | 141 | 200 | 260 | 320 | 380 | 1,023 |
| Interest Income | 10 | 20 | 4 | 5 | 3 | 4 | 46 |
| # Principal and Interest Expense | - | (108) | (180) | (288) | (324) | (348) | (1,248) |
| ## Revenue Increases | - | 200 | 300 | 400 | 500 | 500 | 1,900 |
| Depreciation | 400 | 400 | 400 | 400 | 400 | 400 | 2,400 |
| Cash Generated | 132 | 1,553 | 1,324 | 1,677 | 1,199 | 1,136 | 7,021 |
| Less: Capital Projects | (721) | (1,583) | (1,271) | (1,789) | (1,141) | (1,256) | (7,711) |
| Net Annual Source (Use) of Cash | (589) | (30) | 53 | (112) | 58 | (120) | (690) |

* Based on net income history, includes interest income.

** Net of compensated absences (long-term liability) of \$333k and \$166k, for electric and water, respectively. Cash balances are net of account payable (\$471k electric and \$14k water). Electric min. target \$2.0m, Water \$0.4 million.

Based on a 10 year interfund loan @ 3% interest (factor of 0.12) 0.12 <<< Principal and Interest Factor

Water - Assumes a 4% annual increase for inflation (\$100,000) and 4% increase per year for 5 years to phase in P&I costs.

Electric - Assumes a 1.0% annual increase in 2012, 2013, 2014, 2015 to pay for bond issuance.

Capital Plan (in thousands of dollars)

12.23.09

| | # | Budget | Estm. | ***-----Projected-----*** | | | | | Total (Est. - 15) | | |
|-------------------------|---|---|--------------|---------------------------|--------------|--------------|--------------|--------------|----------------------|----------|-----------|
| | | 2009 2010 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | | | |
| Electric Fund | | | | | | | | | | | |
| E | | | | | | | | | | | |
| <u>Transportation</u> | | | | | | | | | | | |
| Yards | | Replace Line Truck #66 (1993) | 1 | \$ 146 | \$ 146 | | | | | \$ 146 | |
| Yards | | 67% of 64 Service Truck (2000) | 2 | | | | \$ 90 | | | \$ 90 | |
| Yards | | 50% of 60 Dump Truck (1995) | 3 | | | \$ 41 | | | | \$ 41 | |
| Yards | | 50% of 61 Dump Truck (1996) | 4 | | | | \$ 28 | | | \$ 28 | |
| Yards | | Replace Line Truck #81 (1976) | 5 | | | \$ 140 | | | | \$ 140 | |
| Yards | | 50% of 62 Dump Truck (1997) | 6 | | | | | \$ 30 | | \$ 30 | |
| Sub-Total | | | | \$ 146 | \$ 146 | \$ - | \$ 181 | \$ 118 | \$ 30 | \$ - | \$ 475 |
| Electric Plant | | | | | | | | | | | |
| Plant | | Fire Protection | 7 | \$ 60 | \$ 60 | \$ 60 | | | | \$ 120 | |
| Plant | | Diesel Fuel Supply Improvements | 8 | \$ 600 | \$ 104 | \$ 300 | | | | \$ 404 | |
| Plant | | Engineer Emission Controls | 9 | | | \$ 50 | \$ 350 | | | \$ 400 | |
| Sub-Total | | | | \$ 660 | \$ 164 | \$ 410 | \$ 350 | \$ - | \$ - | \$ - | \$ 924 |
| Substations | | | | | | | | | | | |
| Northfield Sub. | | Capacitor Bank | 10 | | | | | | \$ 200 | \$ 200 | |
| Northfield Sub. | | New Transformer | 11 | | | | | \$ 2,600 | | \$ 2,600 | |
| Northfield Sub. | | New Switchgear | 12 | | | | | \$ 450 | | \$ 450 | |
| Northfield Sub. | | Future Substation Property | 13 | \$ 300 | \$ 8 | \$ 292 | | | | \$ 300 | |
| Sub-Total | | | | \$ 300 | \$ 8 | \$ 292 | \$ - | \$ - | \$ 3,050 | \$ 200 | \$ 3,550 |
| Distribution | | | | | | | | | | | |
| UG Conduits | | Conduits ¹ | 14 | \$ 159 | \$ 157 | \$ 275 | \$ 379 | \$ 172 | \$ 189 | \$ 208 | \$ 1,380 |
| UG Conductors | | Underground Conductors ² | 15 | \$ 1,268 | \$ 786 | \$ 1,319 | \$ 1,945 | \$ 666 | \$ 999 | \$ 734 | \$ 6,449 |
| System Upgrades | | New Construction Reinforcement ³ | 16 | \$ 288 | \$ 217 | \$ 264 | \$ 356 | \$ 288 | \$ 288 | \$ 288 | \$ 1,701 |
| Cable Devices | | Cable Devices ⁴ | 17 | \$ 240 | \$ 147 | \$ 447 | \$ 238 | \$ 205 | \$ 215 | \$ 226 | \$ 1,478 |
| Sub-Total | | | | \$ 1,955 | \$ 1,307 | \$ 2,305 | \$ 2,918 | \$ 1,331 | \$ 1,691 | \$ 1,456 | \$ 11,008 |
| Electric Capital | | | | \$ 3,061 | \$ 1,625 | \$ 3,007 | \$ 3,449 | \$ 1,449 | \$ 4,771 | \$ 1,656 | \$ 15,957 |

Capital Plan (in thousands of dollars)

12.23.09

Electric Fund

| # | Budget | Estm. | ***-----Projected-----*** | | | | | Total (Est. - 15) |
|---|--------------|--------------|---------------------------|--------------|--------------|--------------|--------------|----------------------|
| | 2009 2010 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | |

⁽¹⁾ Conduits Detail

| | | | | | |
|-------------------------|--------|--------|--------|--------|--------|
| Normal - Infrastructure | \$ 142 | \$ 156 | \$ 172 | \$ 189 | \$ 208 |
| NTHS Addition | \$ 133 | \$ 223 | | | |
| | \$ 275 | \$ 379 | \$ 172 | \$ 189 | \$ 208 |

⁽²⁾ Underground Conductors Detail

| | | | | | |
|---|----------|----------|--------|--------|--------|
| Normal - Infrastructure | \$ 604 | \$ 634 | \$ 666 | \$ 699 | \$ 734 |
| Line 30 - (Glencoe to Hibbard) Phase 1 | \$ 325 | | | | |
| Line 30 - (Hibbard to Plant) Phase 2 | | \$ 341 | | | |
| Tie 5-2 (S. Load Center to Plant Load Center) | \$ 315 | | | | |
| NTHS Addition | \$ 75 | \$ 970 | | | |
| Circuit A | | | | \$ 300 | |
| | \$ 1,319 | \$ 1,945 | \$ 666 | \$ 999 | \$ 734 |

⁽³⁾ New Construction Reinforcement Detail

| | | | | | |
|-------------------------|--------|--------|--------|--------|--------|
| Normal - Infrastructure | \$ 205 | \$ 256 | \$ 288 | \$ 288 | \$ 288 |
| NTHS On Property | \$ 59 | \$ 100 | | | |
| | \$ 264 | \$ 356 | \$ 288 | \$ 288 | \$ 288 |

⁽⁴⁾ Cable Devices Detail

| | | | | | |
|------------------------------------|---------------|-----------------|--------|--------|--------|
| Normal - Infrastructure | \$ 186 | \$ 195 | \$ 205 | \$ 215 | \$ 226 |
| Tie 5-2 | \$ 40 | | | | |
| Tie 30 | \$ 30 | \$ 30 | | | |
| NTHS Addition | \$ 191 | \$ 13 | | | |
| | \$ 447 | \$ 238 | \$ 205 | \$ 215 | \$ 226 |
| Total NTHS Costs, memo only | \$ 458 | \$ 1,306 | \$ - | \$ - | \$ - |

Capital Plan (in thousands of dollars)

| 12.23.09 | | Project # | Budget 09/10 | Estm. 09/10 | ***-----Projected-----*** | | | | | Total (Est. - 15) |
|------------------------------|--|-----------|--------------|-------------|---------------------------|-----------|-----------|-----------|-----------|-------------------|
| Water Fund | | | | | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | |
| W | | | | | | | | | | |
| <u>Transportation</u> | | | | | | | | | | |
| Yards | Replace 65 Boom Truck (1991) | 1 | \$ 187 | \$ 187 | | | | | \$ 187 | |
| Yards | Replace 50% of 60 Dump Truck (1995) | 2 | | | \$ 41 | | | | \$ 41 | |
| Yards | Replace 50% of 61 Dump Truck (1996) | 3 | | | | \$ 28 | | | \$ 28 | |
| Yards | Replace 50% of 62 Dump Truck (1997) | 4 | | | | | \$ 30 | | \$ 30 | |
| Yards | Replace 33% of 64 Service Truck (2000) | 5 | | | | \$ 41 | | | \$ 41 | |
| Sub-Total | | | \$ 187 | \$ 187 | \$ - | \$ 41 | \$ 69 | \$ 30 | \$ - | \$ 327 |
| <u>Pumping and Equipment</u> | | | | | | | | | | |
| Plant | Motor Control Center | 6 | | | | | \$ 480 | | \$ 480 | |
| Plant | Place Stone on Exposed Intake Pipe | 7 | \$ 71 | \$ 75 | | \$ 80 | \$ 80 | | \$ 235 | |
| Plant | Replace Screen House Valves | 8 | | | | \$ 100 | | | \$ 100 | |
| Plant | Repl. #4 High Lift Pump | 9 | | | \$ 528 | | | | \$ 528 | |
| Sub-Total | | | \$ 71 | \$ 75 | \$ 528 | \$ 180 | \$ - | \$ 560 | \$ - | \$ 1,343 |
| <u>Filtration</u> | | | | | | | | | | |
| Plant | Pipe Gallery Dehumidification | 10 | \$ 152 | \$ 152 | | | | | \$ 152 | |
| Plant | Replace SCADA | 11 | | | | \$ 250 | | | \$ 250 | |
| Plant | Control System Upgrade | 12 | | | | \$ 100 | | | \$ 100 | |
| Plant | Rapid Mix System | 13 | \$ 162 | \$ 162 | | | | | \$ 162 | |
| Plant | Install Effluent Pipe in Clearwell #3 | 14 | \$ 305 | \$ 25 | \$ 305 | | | | \$ 330 | |
| Plant | Replace Sections of Pipe Gallery | 15 | | | \$ 75 | | | | \$ 75 | |
| Plant | Replace Pipe Manifold | 16 | | | | \$ 300 | | | \$ 300 | |
| Plant | Replace Pratt Control Valves | 17 | | | \$ 175 | | | | \$ 175 | |
| Plant | Chlorination System Changes | 18 | | | | | \$ 600 | | \$ 600 | |
| Plant | Concrete Repairs Clearwell #1 | 19 | | | | \$ 300 | | | \$ 300 | |
| Plant | Concrete Repairs Clearwell #2 | 20 | | | | | \$ 300 | | \$ 300 | |
| Plant | Concrete Repairs Clearwell #3 | 21 | | | | \$ 300 | | | \$ 300 | |
| Plant | Replace filter media 5-8 | 22 | | | | \$ 420 | | | \$ 420 | |
| Plant | Replace flocculators | 23 | | | | | \$ 68 | \$ 342 | \$ 410 | |
| Plant | Install backwash/filter to waste tank | 24 | | | | | \$ 83 | \$ 414 | \$ 497 | |
| Plant | Concrete Repairs | 25 | \$ 90 | \$ 20 | | | | | \$ 20 | |
| Sub-Total | | | \$ 709 | \$ 359 | \$ 555 | \$ 950 | \$ 1,320 | \$ 451 | \$ 756 | \$ 4,391 |

Capital Plan (in thousands of dollars)

12.23.09

| Project # | Budget 09/10 | Estm. 09/10 | ***-----Projected-----*** | | | | | Total (Est. - 15) |
|-----------|--------------|-------------|---------------------------|--------------|--------------|--------------|--------------|-------------------|
| | | | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | |

Water Fund

Water Fund - Projects Continued

Distribution

| | | | | | | | | | | |
|-------|--------------------------------------|----|----------|--------|----------|----------|----------|----------|----------|----------|
| Yards | Lead Service Replacements | 26 | \$ 80 | \$ 100 | \$ 100 | \$ 100 | \$ 100 | \$ 100 | \$ 100 | \$ 600 |
| Yards | 10" Winnetka - Wilson to Church | 27 | \$ 500 | | \$ 350 | | | | | \$ 350 |
| Yards | Extend Trapp Lane Watermain | 28 | | | \$ 50 | | | | | |
| Yards | Replace water main - Auburn | 29 | | | | \$ 300 | | | | \$ 300 |
| Yards | Replace water main - Indian Hill Rd. | 30 | | | | | | \$ 400 | | \$ 400 |
| 1030 | Sub-Total | | \$ 580 | \$ 100 | \$ 500 | \$ 100 | \$ 400 | \$ 100 | \$ 500 | \$ 1,650 |
| | Water Department Total | | \$ 1,547 | \$ 721 | \$ 1,583 | \$ 1,271 | \$ 1,789 | \$ 1,141 | \$ 1,256 | \$ 7,711 |

Explanation of Capital Projects by Department and Project Number 12.21.09

Administration

| | |
|-------|---|
| A - 1 | Contingency – Annual budget for unforeseeable items, projects initiated by the Council that are not budgeted, etc. Spending out of this account requires the Village Manager’s authorization. The 2010 amount provides for several possible events including financing a combined police dispatch center and / or financing a loan for a new Village Manager to obtain housing. Because the contingency is rarely spent, these amounts are EXCLUDED from the cash-flow analysis and expenditure totals in the capital plan. |
| A - 2 | Public Safety Building (Alternate Revenue) Bonds – Principal and interest payments on the Public Safety Building Bonds. Annually sales tax dollars and transferred from the General Fund to the Debt Service fund to pay this expense allowing the tax levy for this bond issue to be abated each year. |

Police

| | |
|-------|--|
| B - 1 | Communications System Periodic Upgrade – Vehicle mobile radios are current. Anticipate replacement in 2012/2013. |
| B - 2 | Radio System Upgrade (Combined Dispatch - Funds anticipate the Village’s share of initial capital costs associated with building remodeling, equipment and technology for an anticipated combined dispatch center. |
| B – 3 | Police Building Roof - This project renovates the police department portion of the PSB roof. Several leaks have occurred in recent years requiring repair and affecting operations. Planned renovation anticipates an environmentally friendly roof with greater reflectivity and lower building cooling costs. No cosmetic changes to the building are necessary. |

Fire

| | |
|-------|---|
| F - 1 | Replace 1990 75’ Ladder Truck - scheduled replacement. The chassis (\$207,000) was paid for in the 2009 / 2010 budget. The remaining \$500,000 in the 2010 / 2011 budget reflects the balance of the \$675,000 truck cost and \$32,000 of set up items to make the truck fully functional (pc terminals, tools, equipment, equipment mounting charges, striping, etc.). |
| F – 2 | Replace 2001 Chevy command vehicle. |
| F – 3 | Replace ambulance – existing unit is 2000 Ford/Road Rescue. |

Public Works

| | |
|------|--|
| P-1 | Southwest Winnetka Drainage Improvements Phase I – This project consists of design engineering to implement improvements identified as Phase I in the Christopher Burke 2009 Drainage Study, including a relief storm sewer along Hill Road, and pump station improvements. |
| P-2 | Southwest Winnetka Drainage Improvements Phase I – This project consists of constructing improvements, including a relief storm sewer along Hill Road, and pump station improvements. |
| P-3 | North/East Winnetka Drainage Study – This project consists of expanding the 2009 Christopher Burke Drainage Study to the remaining areas of the Village. |
| P-4 | Southwest Winnetka Drainage Improvements Phase II – This project consists of design engineering to implement improvements identified as Phase II in the Christopher Burke 2009 Drainage Study, including Pine Street and Spruce Street sewer improvements, a detention facility in Duke Child Field, and a relief storm sewer along Willow Road to the Skokie River. |
| P-5 | Southwest Winnetka Drainage Improvements Phase II – This project consists of constructing improvements, including Pine Street and Spruce Street sewer improvements, a detention facility in Duke Child Field, and a relief storm sewer along Willow Road to the Skokie River. |
| P-6 | Elm Street Cross Connection Repair – This project eliminates a discharge connection of the Elm Street storm sewer to the MWRD. |
| P-7 | Sheridan Road Drainage Improvements – This project improves the ravines area of Sheridan Road which can become impassable in heavy rains. |
| P-8 | Willow Road Storm Sewer Outfall – This project provides for rehabilitation of the existing deteriorated storm water outfall at the lake end of the Willow Road right-of-way. |
| P-9 | Oak Street Storm Sewer Replacement – This project replaces a deteriorating storm sewer on Oak Street west of Glendale Avenue. |
| P-10 | Elm Street Storm Sewer Outfall – This project provides for rehabilitation of the existing deteriorated storm water outfall at the lake end of the Elm Street right-of-way. |
| P-11 | Replace 1991 2 ½ Ton Hook-Lift Truck – Replace 1 front-line dump/snow-plowing truck with a hook-lift/shuttle system (interchangeable cargo boxes). |
| P-12 | Replace 3 Plows and Refurbish Bodies - replace 3 snow plows and refurbish the bodies of three truck to extend their useful life. The bodies are exposed to salt and are in need of repair. |
| P-13 | Replace 2001 Backhoe – Replace 1 front-line combination loader/backhoe used for street and sewer repairs, and snow removal (shared with 50% Sewer Fund) |

Public Works Continued

| | |
|------|---|
| P-14 | Computer Replacements – Upgrade and modernize 13 computer workstations. |
| P-15 | Replace 2000 2 ½ Dump Truck – Replace 1 front-line dump/snow-plowing truck. |
| P-16 | Replace 2000 2 ½ Dump Truck – Replace 1 front-line dump/snow-plowing truck. |
| P-17 | Replace 2000 2 ½ Dump Truck – Replace 1 front-line dump/snow-plowing truck. |
| P-18 | Replace 2001 ½ ton pickup – Replace ½ ton pickup truck used for street/sign maintenance and snow removal. |
| P-19 | Street/Alley Rehabilitation/Reconstruction – Rehabilitation of various streets and alleys whose pavement surfaces are distressed, but which require minimal or minor structural and curb repairs. Reconstruction of various Village streets requiring new curb and gutter or structural pavement replacement. |
| P-20 | Sidewalk Replacement Program – This program provides for replacement of deteriorated and/or dangerous sidewalks throughout the Village, and construction of new sidewalk sections to fill existing gaps in the Village’s sidewalk network. |
| P-21 | Elm Street Station Improvements – Village contribution towards Metra-funded improvements to station interior, platforms, stairways, and pedestrian bridge. |
| P-22 | Hubbard Woods Station Improvements – Village contribution towards Metra-funded improvements to station interior, platforms, stairways and pedestrian bridge. |
| P-23 | Cenotaph/Village Green Improvements – Restoration and rededication of Cenotaph. Donations of \$68,000 were received to offset a portion of this cost. |

Motor Fuel Tax

| | |
|-----|---|
| M-1 | Street Rehabilitation - This project uses motor fuel tax funds to repair streets whose pavement surfaces are distressed, but which require minimal or minor structural and curb repairs. Most of the roadway rehabilitation and reconstruction costs are in the general fund. |
| M-2 | Winnetka & Green Bay Traffic Signal. - Upgrade/modernize existing traffic signal at Winnetka and Green Bay. |
| M-3 | Tower Road Resurfacing – This project consists of the Federally-funded resurfacing of Tower Road from Hibbard Road to Sheridan Road. There is no Village cost for this project. |
| M-4 | Green Bay Road Resurfacing – The Village has received State funding to resurface portions of Green Bay Road in Winnetka. There is no Village match for this project. |
| M-5 | Willow Road Phase I Engineering – Consists of preliminary engineering for Federally-funded reconstruction of Willow Road west of Provident. |
| M-6 | Willow Road Phase II Engineering – This project provides for the Village’s share of the federally funded design engineering for reconstruction/jurisdictional transfer of Willow Road west of Provident. |
| M-7 | Hibbard & Elm Traffic Signal. - Upgrade/modernize existing traffic signal at Hibbard and Elm. |
| M-8 | 3 Traffic Signals – Upgrade/Modernize traffic signals at Elm/Green Bay, Linden/Oak/Green Bay, and Oak (east)/Green Bay. |
| M-9 | Willow Road Construction – Village’s share of Federally funded reconstruction and jurisdictional transfer of Willow Road west of Provident. IDOT Project. |

Facilities Fund

| | |
|--|---|
| | Village Hall – The Council is evaluating plans to rehabilitate the Village Hall exterior and interior, including mechanical upgrades such as ventilation. |
|--|---|

Streetscape Fund

| | |
|--|--|
| | Streetscape – The Council is evaluating streetscape improvements to the business districts. The first phase of this work is estimated to cost about \$5.5 million. |
|--|--|

Electric

| | |
|------|---|
| E-1 | Replace #66 bucket truck (1993) |
| E-2 | Pay 2/3 of replacement #64 service truck (2000) w/Water |
| E-3 | Pay 1/2 of replacement #60, 1 ton dump truck (1995) w/Water |
| E-4 | Pay 1/2 of replacement #61, 1 ton dump truck (1996) w/Water |
| E-5 | Replace #81 bucket truck (1976) |
| E-6 | Pay 1/2 of replacement #62, 1 ton dump truck (1997) w/Water |
| E-7 | Fire protection measures at Electric Plant. |
| E-8 | Installation of diesel fuel tank at Electric Plant. |
| E-9 | Engineer emission controls for diesel engines at the electric plant. 2011/2012 reflects installation. |
| E-10 | Installation of substation 12.5 kV capacitor bank at Northfield for voltage support. |
| E-11 | New 138 kV to 12.5 kV 18/30 MVA Substation Transformer at Northfield Substation |
| E-12 | New switchgear to distribute power from Northfield Substation |
| E-13 | Purchase of future substation site |
| E-14 | Purchase and install conduits (mostly by contractor) |
| E-15 | Purchase and install underground conductors |
| E-16 | Purchase and install transformers for new construction |
| E-17 | Purchase and install cable splice materials and switching devices |

Water Fund

| | |
|------|---|
| W-1 | Replacement #65 boom truck (1991) |
| W-2 | Pay 1/2 of replacement #60 dump truck (1995), w/Electric |
| W-3 | Pay 1/2 of replacement #61, 1 ton dump truck (1996), w/Electric |
| W-4 | Pay 1/2 of replacement #62, 1 ton dump truck (1997), w/Electric |
| W-5 | Pay 1/3 of replacement #64 service truck (2000), w/Electric |
| W-6 | Install motor control center for high lift pump and flocculators |
| W-7 | Place stone on exposed intake pipe |
| W-8 | Replace two gate valves in screen house wells |
| W-9 | Replace #4 High Lift Pump w/ 2 pumps, each with 1/2 of the capacity, to improve operational flexibility |
| W-10 | Install dehumidification system in pipe gallery |
| W-11 | Replace supervisory control and data system (SCADA) |
| W-12 | Upgrade existing process controls for filters |
| W-13 | Install rapid mix chemical system in mixing basins |
| W-14 | Install filter effluent pipe to clearwell #3 |
| W-15 | Replace sections of pipe gallery |
| W-16 | Replace pipe manifold in to eliminate hydraulic problem |
| W-17 | Replace Pratt control valves |
| W-18 | Install chlorine scrubbers or liquid chlorine system |
| W-19 | Concrete repairs to clearwell #1 |
| W-20 | Concrete repairs to clearwell #2 |
| W-21 | Concrete repairs to clearwell #3 |
| W-22 | Replace filter media in filters 5-8 |
| W-23 | Replace existing flocculators with hydrofoil mixing blade flocculators |
| W-24 | Install tank for backwash/filter waste water |
| W-25 | Concrete repairs on the settling basins & filters |
| W-26 | Replacement of lead water services |
| W-27 | Install 10" on Winnetka, Wilson to Church (1,100') |
| W-28 | Extend Trapp Lane water main. |
| W-29 | Replace 600' of water main on Auburn |
| W-30 | Replace 1,300' of water main on Indian Hill Road |

Sewer Fund

| | |
|-----|---|
| S-1 | Replace Sewer Jet – Provides for replacement of the existing sewer jet. |
| S-2 | Replace 2001 Backhoe – Replace Backhoe used for excavation and repairs to storm and sanitary sewer systems (Split 50/50 with General Fund) |
| S-3 | Sewer Lining – Trenchless repair method by which a flexible liner is placed in a deteriorated reach of sewer and then cured, forming a “pipe within a pipe”. Locations vary throughout Village. |

Refuse Fund

| | |
|-----|---|
| R-1 | Replace Refuse Trucks – This project consists of periodic replacement of the Village’s fleet of refuse trucks. Better maintenance and purchasing higher quality trucks is allowing for some purchase deferrals. |
| R-2 | Leachate Migration Remediation – The closed landfill contains leachate, which is quite simply groundwater that has been in contact with buried refuse and has become contaminated. The possibility exists that some of this leachate is migrating outward from the landfill into the surrounding Forest Preserve. The Village is actively examining this issue via its network of groundwater monitoring wells. Should leachate migration be detected, the Village will need to initiate remedial action. |
| R-3 | Replace 1996 5-ton Roll Off Truck – Replacement of tandem-axle roll-off/plow truck (PW-25). |

Agenda Report

Subject: Green Bay Road Resurfacing – Village Contribution for Parking Lanes

Prepared By: Steven M. Saunders, Director of Public Works/Village Engineer

Date: March 3, 2010

The Illinois Department of Transportation intends to resurface Green Bay Road from Scott Avenue to 16th Street, through the Villages of Winnetka and Kenilworth, during the summer of 2010. The proposed project entails resurfacing the entire width of pavement, minimal patching and curb replacement, and restriping, and is scheduled for IDOT's April letting.

The Village recently received the attached letter pertaining to the resurfacing of the existing striped parking lanes between Tower and Scott, between Spruce and Oak, and between Cherry and Willow. By IDOT policy, IDOT will only perform minimal resurfacing in striped parking lanes. If a municipality wishes a complete resurfacing (2-¼" asphalt rather than 1" to 1-½" asphalt) the municipality is responsible for 50% of the cost of the full resurfacing. Using plan quantities and estimated unit prices, IDOT estimates that the full resurfacing option would cost the Village \$28,870, including 15% for engineering costs.

The main structural difference between the two options is that the full resurfacing includes an additional 1" nominal layer of polymer-modified asphalt beneath the surface layer. This additional asphalt layer is part of the roadway resurfacing, but would not be placed in the parking lanes unless the municipality agrees to pay the additional cost.

The benefit of the additional 1" layer of polymer modified asphalt is to slow the progress of reflective cracking (cracking of the concrete pavement base that reflects upward to the surface). It is estimated that the additional polymer-modified asphalt might delay the onset of reflective cracking by a 2-3 years.

In summary, IDOT has given the Village two options:

1. Decline IDOT's offer to perform a complete resurfacing of the parking lanes, in which case IDOT will only resurface these areas with 1" to 1-½" of asphalt surface. This will result in no additional cost to the Village, but will allow reflective cracking to propagate to the surface a few years sooner, leading to earlier pavement deterioration in these areas.
2. Accept IDOT's offer to perform a complete resurfacing of the parking lanes, in which case IDOT will resurface these areas with 2-¾" asphalt, including a 1"

nominal layer of polymer-modified asphalt to slow reflective cracking. This option would result in a slowed rate of reflective crack propagation extending the pavement life by a few years in these areas. This option would cost the Village an estimated \$28,870 up front for a somewhat more durable pavement.

This is a limited sum that would provide a longer-life pavement in areas of pavement (parking areas) that receive more concentrated pedestrian traffic, which would be a safety benefit to pedestrians. Staff recommends accepting IDOT's offer to perform a complete resurfacing of the parking lanes, as outlined in the attached letter.

IDOT has requested a written response by March 22, 2010.

Recommendation:

Provide policy direction



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

BUREAU OF DESIGN
Route: FAU 2744 (Green Bay Road)
Limits: Scott Avenue to 16th Street
Section: 2009-120 RS
County: Cook
Contract No. 60J73

February 25, 2010

Ms. Jessica Tucker
Village President
Village of Winnetka
510 Green Bay Road
Winnetka, IL 60093

Dear Ms. Tucker:

The Illinois Department of Transportation proposes to resurface Green Bay Road from Scott Avenue to 16th Street within the Villages of Winnetka and Kenilworth in Cook County. Existing striped parking lanes on Green Bay Road from Willow Road to Cherry Street, Oak Street to Spruce Street and Tower Road to Scott Avenue are within the limits of the proposed resurfacing improvement in the Village of Winnetka. Should the Village of Winnetka desire a full resurfacing of the parking lanes, which will consist of 2 ¼" of hot-mix asphalt milling, resurfacing and pavement markings, the Village shall be financially responsible for 50% of the associated costs. The estimated cost for the full resurfacing of the parking lanes to the Village is \$25,105, plus 15% for preliminary and construction engineering costs for a total cost to the Village of \$28,870.

Should the Village decline on the full resurfacing and repair to the parking lanes, the Department will provide for a minimal resurfacing, which will consist of 1" to 1 ½" variable depth milling and hot-mix asphalt resurfacing.

The proposed Green Bay Road resurfacing project is tentatively scheduled for the April 23, 2010 letting and is subject to the availability of funding.


We request that the Village of Winnetka respond in writing by March 22, 2010 as to the preferred resurfacing treatment of the parking lanes. The final contract plans will then be revised accordingly and if necessary, an intergovernmental agreement will be processed.

Ms. Jessica Tucker
February 25, 2010
Page two

If you have any questions or need additional information, please contact me at
(847) 705-4247.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
Ken Eng, P.E.
Plan Preparation Engineer

FAU R.T.C. 2144 SECTION 2009-120 RS COUNTY COOK TOTAL SH SHEETS 29 ILLINOIS CONTRACT NO. 60J73

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

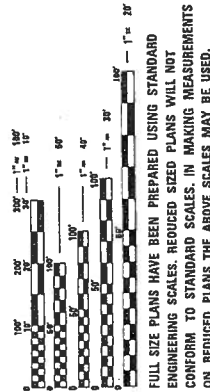
FAU ROUTE 2744 GREEN BAY RD/GLENCOE RD.
SECTION 2009-120 RS
SCOTT AVENUE TO 16TH STREET
RESURFACING
PROJECT
COOK COUNTY
C-91-263-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

EXISTING ADT = 10,100 TO 14,500 (2007)
SPEED LIMIT = 20 - 35 MPH

THE IMPROVEMENT IS LOCATED WITHIN
THE VILLAGES OF WINNETKA AND KENILWORTH



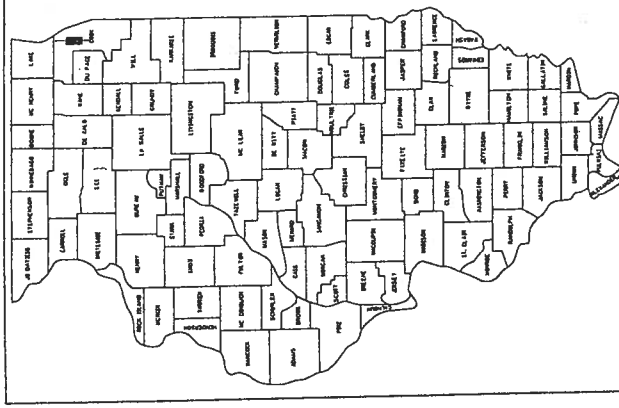
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.JULIEN
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
DR 811

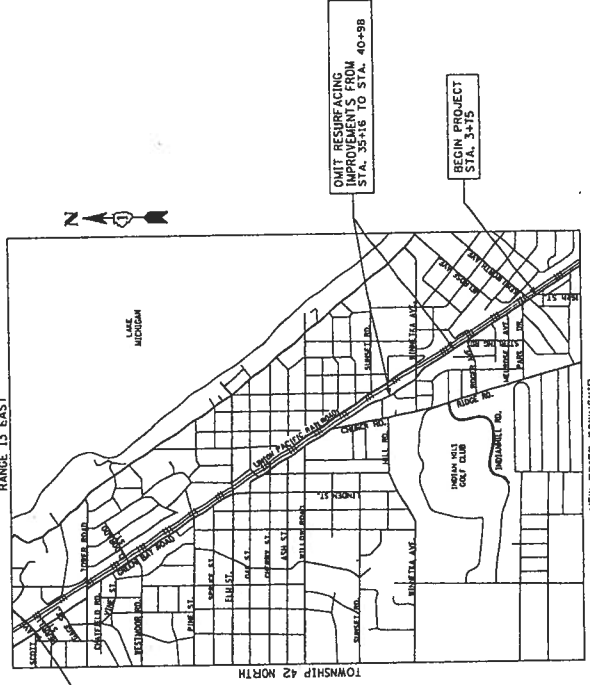
PROJECT ENGINEER: PETER JOHNSTON (GRAEF) 773-399-0112
PROJECT MANAGER: KEN ENG (IDOT) 847-705-4247

CONTRACT NO. 60J73

D-91-363-10



LOCATION OF SECTION INDICATED THEREIN -



NEW TRIER TOWNSHIP

GROSS LENGTH = 15,080 FT. = 2.85 MILES

NET LENGTH = 14,478 FT. = 2.74 MILES

8501 W. Higgins Road, Suite 280
Chicago, Illinois 60631
(773) 399-0112



PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED _____ 20 _____

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER _____ 20 _____

ENGINEER OF DESIGN AND ENVIRONMENT _____ 20 _____

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER _____

SUMMARY OF QUANTITIES

| PAY ITEM NUMBER | DESCRIPTION | UNIT | TOTAL QUANTITY | 1000-2A STATE | 1000-2A KENILWORTH | 1000-2A WINNETKA |
|-----------------|--|--------|----------------|---------------|--------------------|------------------|
| 21101515 | TOP SOIL FURNISH AND PLACE, 4" | SO YD | 63 | 63 | 0 | 0 |
| 25200110 | SODDING, SALT TOLERANT | SO YD | 63 | 63 | 0 | 0 |
| 40600200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 71 | 68 | 0.2 | 3 |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 353 | 339 | 1 | 13 |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 132 | 127 | 0.3 | 5 |
| 40600826 | POLYMERIZED LEVELING BINDER (MACHINE METHOD), 1.4-1.75, NS0 | TON | 3,710 | 3,562 | 9 | 138 |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 2 | 2 | 0 | 0 |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SO YD | 804 | 804 | 0 | 0 |
| 40601005 | HOT-MIX ASPHALT REPLACEMENT OVER PATCHES | TON | 2,596 | 2,596 | 0 | 0 |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 7,419 | 7,124 | 18 | 276 |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SO YD | 83,416 | 79,904 | 225 | 3,287 |
| 44000158 | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" | SO YD | 4,908 | 4,908 | 0 | 0 |
| 44000188 | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | SO FT | 567 | 567 | 0 | 0 |
| 44000800 | SIDEWALK REMOVAL | FOOT | 750 | 750 | 0 | 0 |
| 44001700 | COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT | SO YD | 14,264 | 14,264 | 0 | 0 |
| 44002210 | HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3 1/4" | SO YD | 2,502 | 2,502 | 0 | 0 |
| 44201761 | CLASS D PATCHES, TYPE I, 10 INCH | SO YD | 4,378 | 4,378 | 0 | 0 |
| 44201765 | CLASS D PATCHES, TYPE II, 10 INCH | SO YD | 4,378 | 4,378 | 0 | 0 |
| 44201768 | CLASS D PATCHES, TYPE III, 10 INCH | SO YD | 1,251 | 1,251 | 0 | 0 |
| 44201771 | CLASS D PATCHES, TYPE IV, 10 INCH | EACH | 75 | 75 | 0 | 0 |
| 60300095 | FRAMES AND LIDS TO BE ADJUSTED | EACH | 30 | 30 | 0 | 0 |
| 60408100 | FRAMES AND LIDS, TYPE 1, CLOSED LID | CAL MO | 6 | 6 | 0 | 0 |
| 67000400 | ENGINEERS FIELD OFFICE TYPE A | L SUM | 1 | 1 | 0 | 0 |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | 0 | 0 |
| 70102825 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701608 | L SUM | 1 | 1 | 0 | 0 |
| 70102835 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 1 | 0 | 0 |
| 70300100 | SHORT-TERM PAVEMENT MARKING | FOOT | 7,981 | 6,818 | 35 | 1,128 |
| 70300210 | TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 924 | 924 | 0 | 0 |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 79,812 | 68,184 | 346 | 11,282 |
| 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 12,090 | 12,090 | 0 | 0 |
| 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 1,140 | 1,140 | 0 | 0 |
| 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 2,540 | 2,540 | 0 | 0 |
| 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 462 | 462 | 0 | 0 |
| 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 39,096 | 34,092 | 173 | 5,641 |
| 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 6,045 | 6,045 | 0 | 0 |
| 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 570 | 570 | 0 | 0 |
| 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 1,270 | 1,270 | 0 | 0 |
| 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 1,173 | 1,173 | 0 | 0 |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 1,173 | 1,173 | 0 | 0 |
| 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 3,119 | 3,119 | 0 | 0 |
| 20048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 | 1 | 0 | 0 |
| X0327256 | TEMPORARY INFORMATION SIGNING | SO FT | 411 | 411 | 0 | 0 |

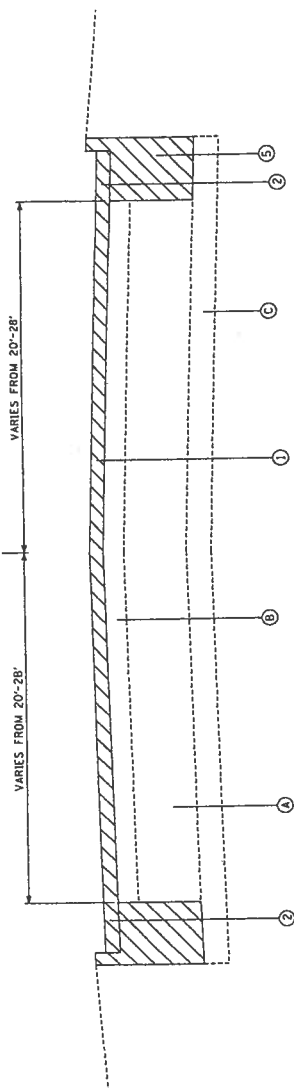
* DENOTES SPECIALTY ITEM

| | | | | | |
|---------------|------------|--------------------------|------------------------------|------------------------------|------------------------------|
| DESIGNED - EF | REVISION - | FILE NAME - | 1000-2A | 1000-2A | 1000-2A |
| DRAWN - EF | REVISION - | USER NAME - | STATE OF ILLINOIS | STATE OF ILLINOIS | STATE OF ILLINOIS |
| CHECKED - RS | REVISION - | PLLOT SCALE - 1/8"=1'-0" | DEPARTMENT OF TRANSPORTATION | DEPARTMENT OF TRANSPORTATION | DEPARTMENT OF TRANSPORTATION |
| DATE - | REVISION - | | | | |

GREEN BAY ROAD/GLENCOE ROAD - SCOTT AVENUE TO 16TH STREET
 SUMMARY OF QUANTITIES
 SCALE: MTS
 SHEET NO. OF SHEETS 1 STA. TO STA.

| | | |
|----------------|--------|-------|
| SECTION | COUNTY | DATE |
| 2009-10-05 | DEKALB | 2/14 |
| CONTRACT NO. E | SHEETS | NO. E |
| | 23 | 23 |

GREEN BAY ROAD



EXISTING CONDITIONS:

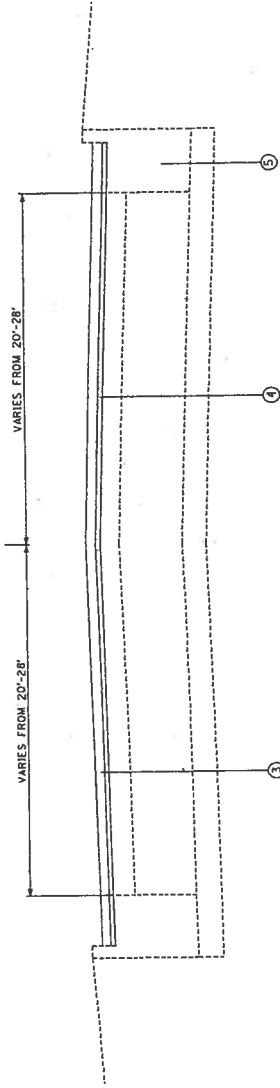
- Ⓐ EXISTING PCC PAVEMENT, 10"
- Ⓑ EXISTING HOT-MIX ASPHALT SURFACE, 5 1/2"
- Ⓒ GRANULAR SUB-BASE
- ▨ ITEMS TO BE REMOVED

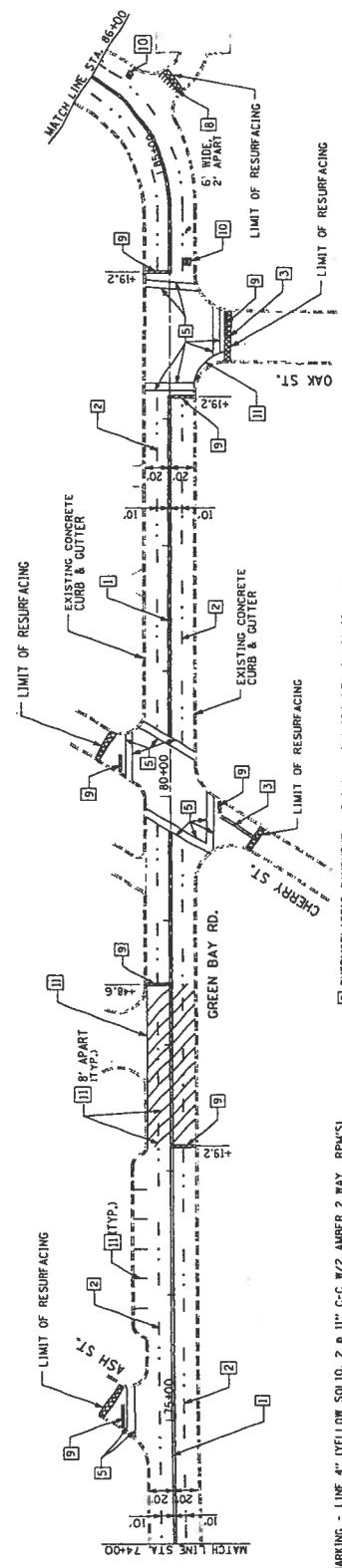
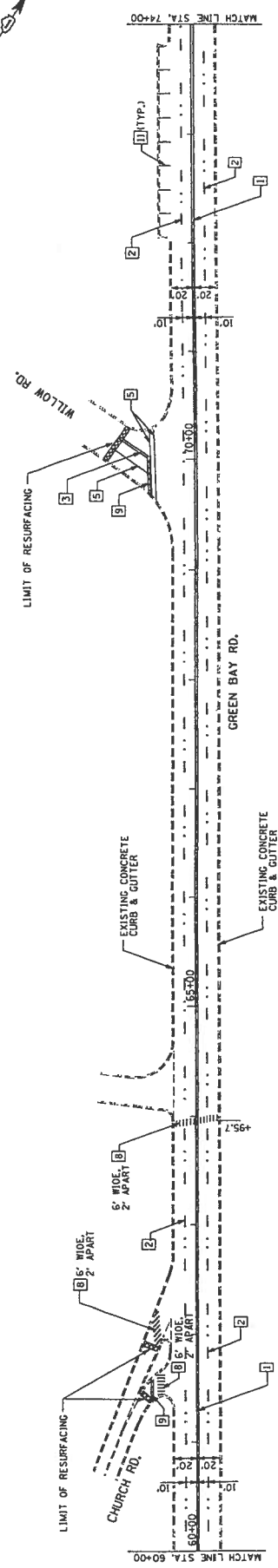
PROPOSED IMPROVEMENTS:

- ① HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ② HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ③ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NYO, 1 1/2"
- ④ POLYMERIZED LEVELING BINDER MACHINE METHOD, IL-4.75, NSD, 3/4"
- ⑤ COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)

NOTE:
NEED TO MILL FIRST BEFORE PATCHING
MATCH EXISTING PAVEMENT MARKING AT PROJECT LIMITS

GREEN BAY ROAD



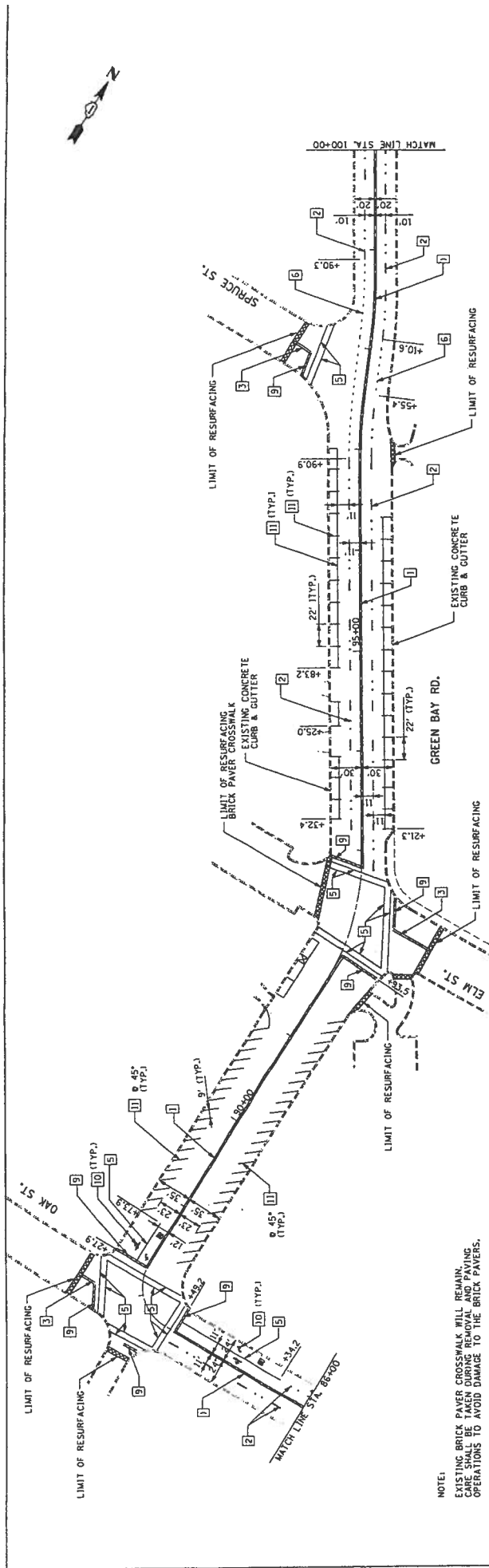


HOT-MIX ASPHALT SURFACE REMOVAL
 BUTT JOINT
 TEMPORARY RAMPS

LEGEND

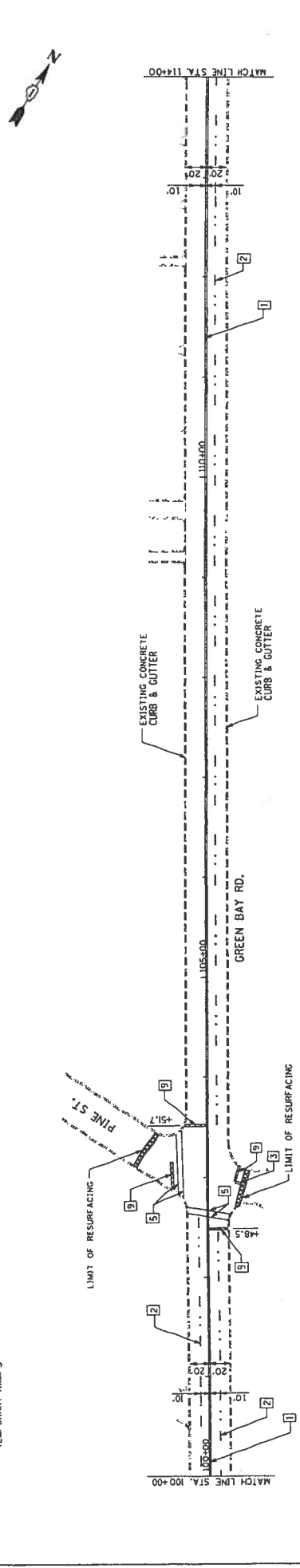
- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID, 2 @ 11" C-C W/2 AMBER 2 WAY RPW(S)
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE LANE LINE - 10' DASH, 30' SKIP W/ 2 CRYSTAL/OPAQUE RPW(S)
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID, 2 @ 11" C-C
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH - 10' DASH, 30' SKIP
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID LINE
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE LANE LINE - 2' DASH, 6' SKIP
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW SOLID LINE
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE SOLID LINE
- 9 THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE STOP LINE(S)
- 10 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS (TYP.)
- 11 THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID LINE
- 12 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID LINE

| | | | | | | | | | | | | | |
|-----------|----------|------|----------|------|------------|------------------|---------------|-------------------|---|------------------------------------|------|--------------|----|
| FILE NAME | DESIGNED | RS | REVISION | DATE | 01-29-2000 | SHEET NO. 3 OF 6 | SHEETS 1 STA. | TO STA. | CONTRACT NO. 601 | COUNTY | COOK | TOTAL SHEETS | 29 |
| DRAWN | RS | RS | REVISION | DATE | 01-29-2000 | SECTION | 2005-10-05 | SCALE: 50' | GREEN BAY ROAD/GLENCOE ROAD - SCOTT AVENUE TO 16TH STREET | ROADWAY AND PAVEMENT MARKING PLANS | 2144 | 2005-10-05 | 29 |
| DATE | DATE | DATE | DATE | DATE | DATE | PROJECT | ILLINOIS | STATE OF ILLINOIS | DEPARTMENT OF TRANSPORTATION | | | | |



NOTE:
EXISTING BRICK PAVER CROSSWALK WILL REMAIN.
CARE SHALL BE TAKEN DURING REMOVAL AND PAVING
OPERATIONS TO AVOID DAMAGE TO THE BRICK PAVERS.

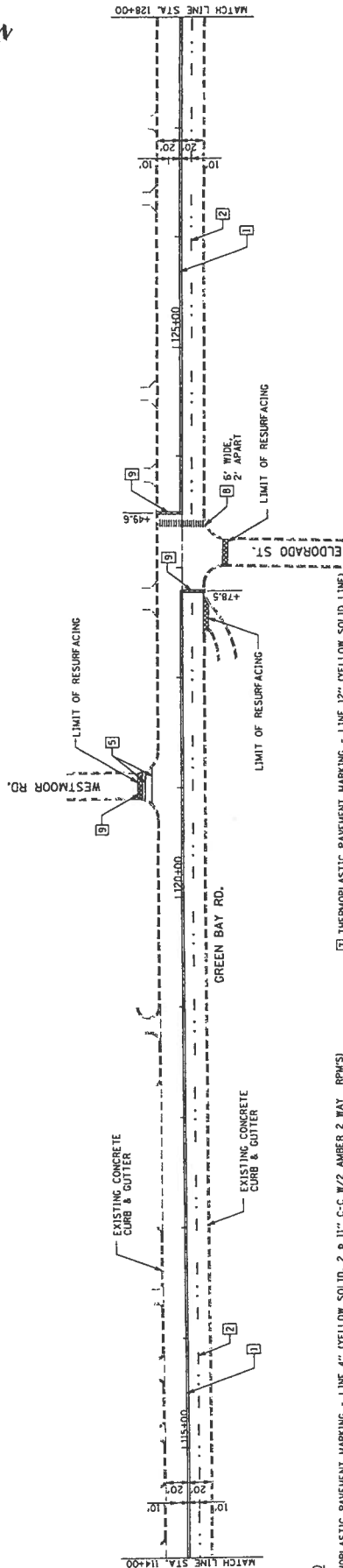
NOTARY ASPHALT SURFACE REMOVAL
BUILT JOINT
TEMPORARY RAMPS



LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, 2 @ 11" C-C W/2 AMBER 2 WAY RPM'S)
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID, 2 @ 11" C-C)
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, 2 @ 11" C-C)
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SKIP DASH - 10' DASH, 30' SKIP)
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE)
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE)
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW SOLID LINE)
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE SOLID LINE)
- 9 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP LINES)
- 10 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS (TYP.)
- 11 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID LINE)
- 12 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID LINE)

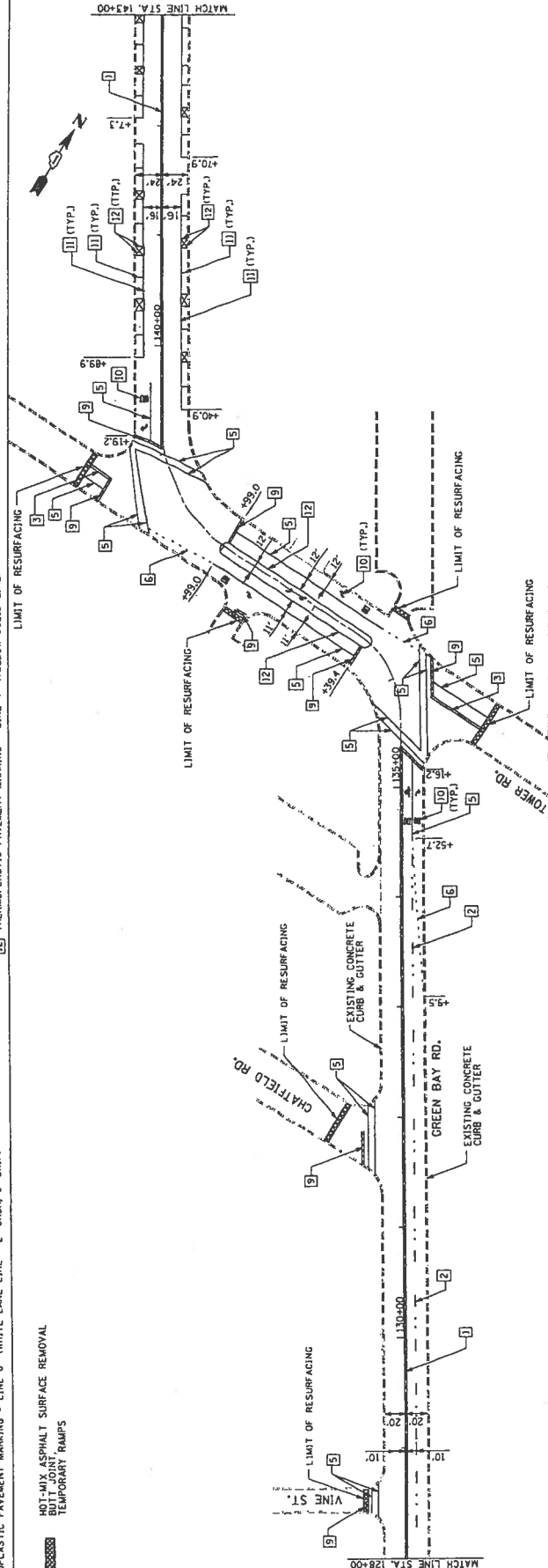
| | | | | | |
|--|---------------|-------------------|------------------------|------------------|--|
| FILE NAME * P:\2010 | DESIGNED - BS | REVISIONS | SECTION 2005-120 RS | COUNTY COOK | TOTAL SHEETS 29 |
| DRAWN - RS | CHECKED - RS | DATE - 01-29-2010 | SECTION 2005-120 RS | CONTRACT NO. 60U | SHEET NO. 4 OF 6 SHEETS TO STA. 113+00 |
| PROJECT SCALE * 1/8" = 1'-0" | DATE | | SECTION 2005-120 RS | CONTRACT NO. 60U | SHEET NO. 4 OF 6 SHEETS TO STA. 113+00 |
| PROJECT NAME * GREEN BAY ROAD/OLETHODE ROAD - SCOTT AVENUE TO 16TH STREET ROADWAY AND PAVEMENT MARKING PLANS | DATE | | SECTION 2005-120 RS | CONTRACT NO. 60U | SHEET NO. 4 OF 6 SHEETS TO STA. 113+00 |
| PROJECT NO. * 11-1151 | DATE | | SECTION 2005-120 RS | CONTRACT NO. 60U | SHEET NO. 4 OF 6 SHEETS TO STA. 113+00 |



LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, 2 @ 11" C-C W/2 AMBER 2 WAY RPM'S)
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID, 2 @ 11" C-C)
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, 2 @ 11" C-C)
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SKIP DASH, 30' SKIP)
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE)
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE)
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW SOLID LINE)
- 8 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE SOLID LINE)
- 9 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE STOP LINES)
- 10 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS (TYP.)
- 11 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID LINE)
- 12 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID LINE)

HOT-MIX ASPHALT SURFACE REMOVAL
 BUTT JOINT, RAMP
 TEMPORARY RAMP

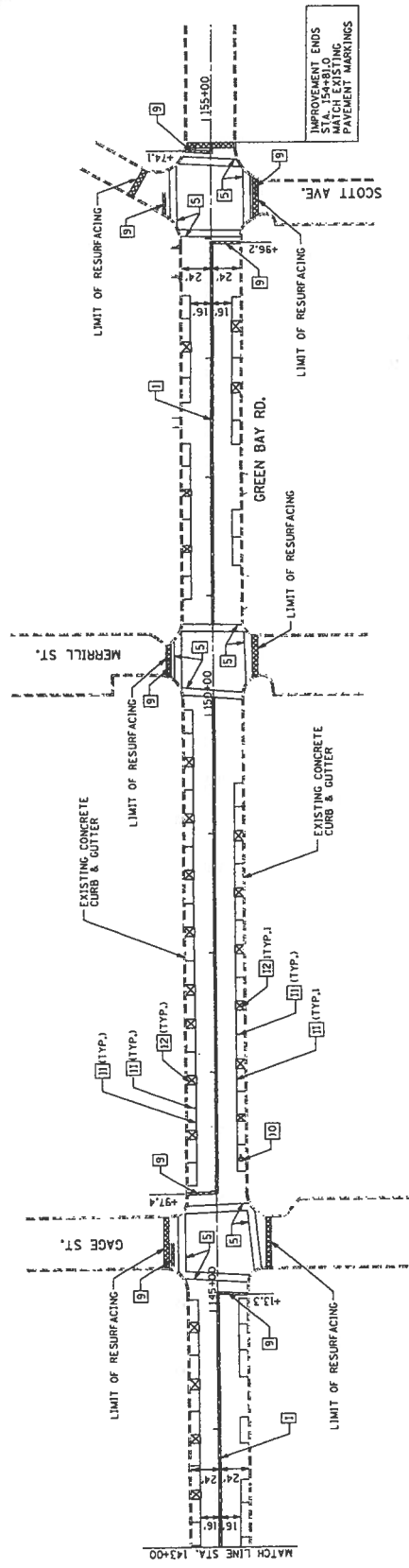


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|------------------------|---------------|----------|------|
| FILE NAME * PFILE | DESIGNED - RS | REVISION | DATE |
| DRAWN - RS | CHECKED - RS | REVISION | DATE |
| PLAT SCALE: 1/8"=1'-0" | CHECKED - RS | REVISION | DATE |
| PLAT DATE: 7/27/2010 | CHECKED - RS | REVISION | DATE |
| PLAT DATE: 7/27/2010 | CHECKED - RS | REVISION | DATE |

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| SECTION | 2009-2120 RS |
| CONTRACT NO. | 601 |
| CONTRACT NO. | 601 |
| CONTRACT NO. | 601 |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GREEN BAY ROAD/GLENCOE ROAD - SCOTT AVENUE TO 16TH STREET
 ROADWAY AND PAVEMENT PLANS



HOT-MIX ASPHALT SURFACE REMOVAL
BUTT JOINT,
TEMPORARY RAMPS

LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW SOLID, 2 @ 11" C-C W/2 AMBER 2 WAY RPM'S
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE LANE LINE - 10' DASH, 30' SKIP W/ 2 CRYSTAL/OPAQUE RPM'S)
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, 2 @ 11" C-C)
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SKIP DASH - 10' DASH, 30' SKIP)
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID LINE)
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE LANE LINE - 2' DASH, 6' SKIP)
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW SOLID LINE)
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|-----------|-----------|--------|----------|------------|------------|-----------|----|--------|--------|--------|---------|---------|---------|---------|--------------|
| FILE NAME | USER NAME | DESIGN | REVISION | DATE | SCALE | SHEET NO. | OF | SHEETS | STA. | TO | STA. | SECTION | PROJECT | COUNTY | TOTAL SHEETS |
| MPALV | | | REVISED | 01-28-2010 | SCALE: 50' | 50 | 6 | 6 | 153+00 | 155+00 | 2005-10 | 2144 | 2144 | 2144 | 21 |
| | | | | | | | | | | | | | GLACIER | NO. 801 | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREEN BAY ROAD/GLENCOE ROAD - SCOTT AVENUE TO 16TH STREET
ROADWAY AND PAVEMENT MARKING PLANS