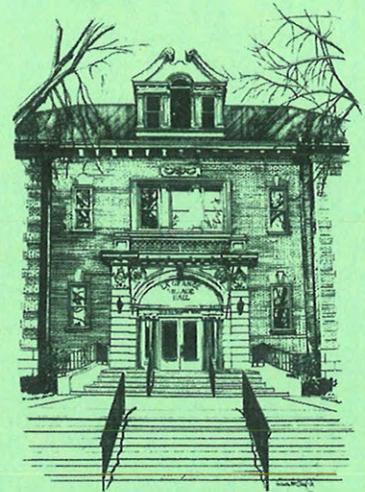


Village of La Grange

VILLAGE OF LA GRANGE SPECIAL MEETING OF THE VILLAGE BOARD OF TRUSTEES

Village Hall Auditorium
53 South La Grange Road
La Grange, IL 60525

Monday, February 2, 2015
7:30 p.m.



AGENDA

1. CALL TO ORDER AND ROLL CALL
2. CAPITAL PROJECTS WORKSHOP
 - A. CAPITAL PROJECTS FUND – *Ryan Gillingham, Director of Public Works*
 - Status Report FY 2014-15
 - Staff Recommendations FY 2015-16
 - B. WATER FUND – *Ryan Gillingham, Director of Public Works*
 - Status Report FY 2014-15
 - Staff Recommendations FY 2015-16
 - C. SEWER FUND – *Ryan Gillingham, Director of Public Works*
 - Status Report FY 2014-15
 - Staff Recommendations FY 2015-16
3. CONTINUED DISCUSSION AND CONFIRMATION OF CONSENSUS DIRECTION OF FUNDING PLAN FOR SEWER SYSTEM IMPROVEMENTS AND OTHER VILLAGE PRIORITIES
4. ADJOURNMENT

Individuals with disabilities and who require certain accommodations to participate at this meeting are requested to contact the ADA Coordinator at (708) 579-2315 to allow the Village to make reasonable accommodations.

CAPITAL PROJECTS FUND

VILLAGE OF LA GRANGE
 CAPITAL PROJECTS FUND
 FUND BALANCE SUMMARY THROUGH APRIL 30, 2020

Fund Balance, April 30, 2012			886,014
Revenues	2012-13	753,041	
Expenses	2012-13	<u>(942,243)</u>	<u>(189,202)</u>
Fund Balance, April 30, 2013			696,812
Revenues	2013-14	3,234,310	
Expenses	2013-14	<u>(3,790,904)</u>	<u>(556,594)</u>
Fund Balance, April 30, 2014			140,218
Revenues	2014-15	2,271,559	
Expenses	2014-15	<u>(2,386,857)</u>	<u>(115,298)</u>
Fund Balance, April 30, 2015			24,920
Revenues	2015-16	15,658,251	
Expenses	2015-16	<u>(5,252,646)</u>	<u>10,405,605</u>
Fund Balance, April 30, 2016			10,430,525
Revenues	2016-17	1,795,900	
Expenses	2016-17	<u>(7,060,260)</u>	<u>(5,264,360)</u>
Fund Balance, April 30, 2017			5,166,165
Revenues	2017-18	2,171,000	
Expenses	2017-18	<u>(7,433,580)</u>	<u>(5,262,580)</u>
Fund Balance, April 30, 2018			(96,415)
Revenues	2018-19	1,495,100	
Expenses	2018-19	<u>(1,555,000)</u>	<u>(59,900)</u>
Fund Balance, April 30, 2019			(156,315)
Revenues	2019-20	2,795,100	
Expenses	2019-20	<u>(2,632,000)</u>	<u>163,100</u>
Fund Balance, April 30, 2020			<u><u>6,785</u></u>

CAPITAL PROJECTS FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2012-13 ACTUAL	2013-14 ACTUAL	2014-15 BUDGET	2014-15 EST. ACT	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET	2019-20 BUDGET
4000	REVENUES									
	<u>INTERGOVERNMENTAL REVENUES</u>									
5300	GRANTS-STP	86,274	-	-	-	-	-	-	-	-
5300	GRANTS - OTHER (Kensington)	-	-	-	-	48,750	-	-	-	-
5300	GRANTS - OTHER (Cossitt)	-	-	-	21,350	36,050	-	-	-	-
5300	GRANTS - OTHER (47th & East)	-	-	-	50,000	150,000	-	-	-	-
5300	GRANTS - OTHER (DCEO-LG RD Ped Crs)	-	-	120,000	-	120,000	-	-	-	-
5300	GRANTS - OTHER (/DCEO-47th Ped Crs)	-	-	240,000	100,000	140,000	-	-	-	-
5300	GRANTS - OTHER (DCEO-Ogden)	-	-	40,000	-	40,000	-	-	-	-
5300	GRANTS - FEDERAL (Stone Ave Station)	-	-	350,000	700,000	-	-	-	-	-
5302	GRANTS - OTHER (Stone Ave Station)	28,387	45,707	200,000	310,906	-	-	-	-	-
5302	GRANTS - OTHER (WSMTD - Stone/Station)	-	-	40,000	40,000	-	-	-	-	-
5302	GRANTS - OTHER (CMAQ Stone/Station)	-	-	-	-	385,100	269,900	-	-	-
5302	GRANTS - OTHER (Willow Springs Road)	22,500	24,343	76,500	3,657	67,500	-	-	-	-
5302	GRANTS - OTHER (Willow Springs Road)	-	-	18,200	23,200	22,400	-	-	-	-
5314	GRANTS - EAB/Reimb Gordon & Denning Park	-	3,000	-	-	-	-	-	-	-
	SUBTOTAL	137,161	73,050	1,084,700	1,249,113	1,009,800	269,900	-	-	-
	<u>INTEREST INCOME</u>									
5500	INVESTMENT INTEREST	742	32	500	500	1,000	1,000	1,000	100	100
	SUBTOTAL	742	32	500	500	1,000	1,000	1,000	100	100
	<u>FINANCING REVENUES</u>									
5700	AREA 5 SIDEWALKS-RESIDENTS	648	366	-	-	-	-	-	-	-
5701	SSA 7 SIDEWALKS-RESIDENTS	-	-	10,000	-	-	-	-	-	-
	SUBTOTAL	648	366	10,000	-	-	-	-	-	-
	<u>MISCELLANEOUS REVENUES</u>									
5840	50/50 SIDEWALK PROGRAM	4,390	7,079	5,000	16,946	5,000	5,000	5,000	5,000	5,000
5864	TREE PLANTING PROGRAM	8,366	-	-	-	-	-	-	-	-
5899	MISCELLANEOUS REVENUE	-	-	-	-	360,000	-	675,000	-	-
5899	BOND PROCEEDS	1,734	154	-	-	11,500,000	-	-	-	-
	SUBTOTAL	14,490	7,233	5,000	16,946	11,865,000	5,000	680,000	5,000	5,000
	<u>TRANSFERS IN</u>									
5919	FROM CORP FUND	600,000	1,370,000	700,000	925,000	700,000	700,000	700,000	700,000	700,000
5919	FROM CORP FUND	-	-	-	-	780,000	790,000	790,000	790,000	790,000
5921	FROM MOTOR FUEL TAX FUND	-	1,783,629	402,451	80,000	1,302,451	30,000	-	-	1,300,000
	SUBTOTAL	600,000	3,153,629	1,102,451	1,005,000	2,782,451	1,520,000	1,490,000	1,490,000	2,790,000
	TOTAL REVENUES	753,041	3,234,310	2,202,651	2,271,559	15,658,251	1,795,900	2,171,000	1,495,100	2,795,100

CAPITAL PROJECTS FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2012-13 ACTUAL	2013-14 ACTUAL	2014-15 BUDGET	2014-15 EST. ACT	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET	2019-20 BUDGET
4000	EXPENDITURES	CAPITAL OUTLAYS								
6601	WILLOW SPRNGS RD RESRFCNG	-	-	-	-	-	-	-	-	-
6602	WILLOW SPRNGS SAFETY IMPRVMTS	-	33,706	105,200	10,000	114,700	-	-	-	-
6604	STONE AVENUE STATION RENOVATION	78,205	103,162	500,000	974,000	-	-	-	-	-
6605	STONE AVENUE STN IMPRVMENTS-CMAQ	-	38,180	20,000	50,000	385,100	269,900	-	-	-
6611	SOUTH 47TH ST DRAINAGE AREA & HYDROLOGY STUDY	-	-	-	44,628	731,850	5,424,075	5,424,075	-	-
6616	VILLAGE HALL ROOF REPAIR/REPLC	-	107,670	-	-	-	-	-	-	-
6617	PLAZA FOUNTAIN	-	29,970	-	-	-	-	-	-	-
6643	OGDEN AVE RELIEF SEWER PROJECT	-	-	-	-	-	-	-	-	-
6644	NORTHEAST. PLANNING AREA/ST LIGHT	2,775	1,144	-	-	360,000	-	-	-	-
6645	LA GRANGE RD CORRIDOR IMPRV	93	-	120,000	-	120,000	-	-	-	-
6646	POPLAR PLACE SEWER IMPROVMENTS	126,852	35,226	-	-	-	-	-	-	-
6647	MASON WOODS AREA SEWER PROJECT	-	-	-	-	-	-	-	-	-
6648	COSSITT AVE REHAB PROJECT	-	12,050	-	21,293	206,000	-	-	-	-
6682	SIDEWALK/CURB/GUTTER	14,577	95,892	15,000	23,840	15,000	15,000	15,000	15,000	15,000
6683	NEIGHBORHOOD SIDEWALKS - SSA 7	-	-	100,000	-	-	-	-	-	-
6684	TREE PLANTING	30,918	7,914	32,000	32,000	33,500	36,000	38,000	40,000	42,000
6685	EMERALD ASH BORER	56,205	121,232	380,000	380,000	268,000	13,000	5,000	5,000	5,000
6686	SEWER TELEVISIONING/CLEANING	1,033	11,403	11,403	201,384	25,000	25,000	25,000	25,000	25,000
6691	BLUFF/47 TO BURLNGTN / M.A.R.S.	-	168,403	322,451	-	322,451	-	-	-	-
6692	MAPLE AVE RELIEF SEWER PROJ	240,606	2,329,992	-	127,447	-	-	-	150,000	1,600,000
6694	47TH STREET CORRIDOR IMPRVMENTS	527	-	240,000	-	240,000	-	-	-	-
6695	OGDEN AVE CORRIDOR IMPRV	-	-	31,000	-	31,000	-	-	-	-
6698	NGHBRHD STREET PROJECTS	23,035	322,150	80,000	80,000	980,000	30,000	-	-	-
6699	IDOT EXTRAORDINARY MAINTENANCE	-	-	-	-	-	-	-	-	-
66XX	47TH/EAST INTERSECTION IMPRV-DCEO GRANT	-	-	-	50,000	150,000	-	-	-	-
66XX	KENSINGTON(COSSITT-BURLG)RESURFACE	-	-	15,000	15,000	192,500	-	-	-	-
66XX	FIRE DEPT APPARATUS FLOOR	-	-	-	-	-	-	400,000	-	-
66XX	POLICE/FIRE HVAC	13,688	-	-	-	-	-	275,000	-	-
66XX	POLICE/FIRE ROOF REPLACEMENT	-	-	-	-	-	-	-	375,000	-
		588,514	3,418,094	1,972,054	2,009,592	4,175,101	5,812,975	6,182,075	610,000	1,687,000
	MISCELLANEOUS EXPENDITURES									
6862	MISC. ENGINEERING	18,937	36,816	40,000	40,000	40,000	20,000	20,000	20,000	20,000
6863	CRACKFILL PROGRAM	19,487	20,101	20,000	20,000	20,000	20,000	20,000	20,000	20,000
6864	THERMOPLASTIC ST MARKING	15,000	14,348	15,000	14,970	15,000	15,000	15,000	15,000	15,000
6886	SEWER LINING PROGRAM	-	-	-	-	600,000	100,000	100,000	100,000	100,000
	SUBTOTAL	53,424	71,265	75,000	74,970	675,000	155,000	155,000	155,000	155,000
	INTERFUND TRANSFERS									
6990	TRANSFER TO DEBT SERVICE/St Lighting	300,305	301,545	302,295	302,295	302,545	302,285	306,505	-	-
6990	TRANSFER TO DEBT SERVICE/Sewer Imprvmnt	-	-	-	-	100,000	790,000	790,000	790,000	790,000
	SUBTOTAL	300,305	301,545	302,295	302,295	402,545	1,092,285	1,096,505	790,000	790,000
	TOTAL FOR DEPARTMENT	942,243	3,790,904	2,349,349	2,386,857	5,252,646	7,060,260	7,433,580	1,555,000	2,632,000

VILLAGE OF LA GRANGE
Department of Public Works

EXECUTIVE COMMITTEE REPORT

TO: Village President, Village Board of Trustees
Village Clerk and Village Attorney

FROM: Robert Pilipiszyn, Village Manager
Ryan Gillingham, Director of Public Works
Lou Cipparrone, Finance Director

DATE: February 2, 2015

RE: **CAPITAL PROJECTS FUND -- STATUS REPORT FY2014-15**

WILLOW SPRINGS ROAD SAFETY IMPROVEMENTS

A corridor study was completed to assess traffic calming and pedestrian safety within the Willow Springs Road Corridor From 47th Street on the north to just south of the Adventist La Grange Memorial Hospital south access driveway. This study was a cooperative effort between the Village of La Grange, the Village of Western Springs and Lyons Township High School (LTHS). The cost for this study was approximately \$18,500 and was shared equally between project participants. The Park District of La Grange and La Grange Memorial Hospital also participated in the discussions.

Improvements proposed within the report included the following:

1. Installation of a traffic signal at the intersection of Willow Springs Road and the southern entrance of LTHS.
2. Reconfiguration of internal roadways and drop-off and pick-up procedures within the LTHS campus.
3. Alignment of the driveway entrances at Denning Park with the proposed signal at LTHS.
4. Installation of east-west sidewalk through Denning Park to provide connectivity to existing neighborhood sidewalk system.
5. Enhanced crosswalk at Mason Drive and Willow Springs Road.
6. Enhanced school speed zone signs with flashing yellow beacons.

The intergovernmental team agreed to pursue the implementation of the recommendations identified in the corridor study. Based on the scope of work and cost estimates in the corridor study, La Grange and Western Springs applied for and received a grant through the Federal Surface Transportation Program (STP) allocated by the Central Council of Mayors for the engineering and construction of the project in the total amount of \$231,000. Additionally, the Village was able to repurpose a State grant in the amount of \$90,000 towards this project.

An intergovernmental agreement between the participants defining cost sharing and maintenance responsibilities was also completed and approved by all participants. The agreement established La Grange as the lead participant with financial participation by La Grange, Western Springs and LTHS. As the lead participant, the Village entered into a contract with Baxter & Woodman and KLOA to complete the plans and specifications for both the civil engineering and traffic signal work in the amount of \$40,000. Additionally, agreements with IDOT for the use of federal funds for engineering services was approved by IDOT on June 20, 2013.

Agreements with LTHS and the Park District of La Grange were executed for the installation and maintenance of the traffic signal. Additionally, a traffic signal maintenance agreement between La Grange and the Western Springs was approved on May 12, 2014. This agreement defines the responsibility for maintaining the signal, and cost participation. Finally, IDOT approved the agreements for the use of federal funds for engineering services on June 26, 2014.

IDOT let bids for the project on August 1, 2014. The bid along with the construction engineering included in the agreement was over the programmed amount. As a result of the bid and in order to cover the total program cost, staff requested and subsequently received an increase in the amount of Surface Transportation Program funding from the Central Council of Mayors in the total project amount of \$376,000.

Funding for this project is split between Federal, State and Local funding sources as indicated in the below budget table:

Willow Springs Road Traffic Signal Project	BUDGET	FY2012-13	FY2013-14	FY2014-15	FY2015-16
		Village Participation / Budget			
Expenses					
Engineering					
Phase 2 - Development of Plans and Specifications	40,000		40,000		
Phase 3 – Construction Engineering	32,000			8,000	24,000
Subtotal	72,000				
Construction	344,000				344,000
Total	416,000		40,000	8,000	368,000
Revenues					
Federal Surface Transportation Program Funding (STP) - FY13	28,000		28,000		
Federal Surface Transportation Program Funding (STP) - FY14	263,200			10,000	12,400
State of Illinois - Legislative Appropriation – DCEO	90,000	22,500			67,500
Village of La Grange	11,600				11,600

Village of Western Springs	11,600				11,600
Lyons Township High School District 204	11,600				11,600
Total	416,000	22,500	28,000	10,000	114,700

Please note that IDOT requires the Village to pay for the engineering services in the total amount of \$72,000 and then request reimbursement. Construction expenses are paid directly by IDOT to the contractor with Village reimbursement.

Construction on the project is expected to occur when LTHS is out of session during Spring Break and starting in June, 2015 so as to avoid conflicts with school activities. The Village will work with LTHS and Western Springs in preparing public education materials that will be provided to residents and LTHS parents describing the procedures of the new traffic signal and cross walk as well as detailing the new drop off and pick up procedures. We anticipate the following schedule for the project:

Phase 3 – Construction	
Begin Construction	June, 2015
Construction Completion	August, 2015

Due to limited funding, other potential improvements within the corridor such as street lighting and sidewalk improvements, which have an estimated cost of \$637,000, are not included in the budget at this time.

STONE AVENUE TRAIN STATION

The Stone Avenue Train Station is a local landmark. The Village worked with Metra, West Suburban Mass Transit District, BNSF and other state and federal agencies towards securing funding for approval of interior and exterior renovations to the Station in order to restore the structure and assume daily maintenance responsibilities in the future.

The Village secured \$385,000 in grant funding from the West Suburban Mass Transit District and \$700,000 in federal funding from Congressman Lipinski for a total approved project budget of \$1,085,000. The project budget includes the costs related to construction as well as professional architectural services.

After securing necessary approvals from Metra, the Village let the project for bid three times in order to award a contract to a qualified contractor that was also within budget parameters. The Village Board approved a contract with Boller Construction in September, 2013 in the amount of \$919,000. The base bid largely consisted of the following work items: 1) replacement of the roof, gutters and downspouts; 2) station tuckpointing; 3) replacement of doors and light fixtures; 4) completion of the platform area under the outbound shelter; and 5) re-grading of the Burlington Avenue approaches to the station.

In April 2014, the Village Board approved a change order for the Stone Avenue Train Station project in the amount of \$104,213. The funding for the change order was provided by a credit from the contractor for work which will now be performed under the CMAQ grant (\$36,195) and a grant from the West Suburban Mass Transit District (\$68,018). The total cost of the project budget therefore was increased to \$1,152,055.

Work was substantially completed in the fall of 2014. Final payment will be made once punch list items are completed to the Village's satisfaction. Estimated actual for FY2014-15 assumes final payment will be made this fiscal year, however it is possible that expense and/or grant reimbursement will not be received until FY2015-16.

The original base plans for the Station renovation called for a significant redesign of the Hillgrove Avenue drop off area, relocating the drop off to the east edge of the platform and converting the existing area in to short-term parking. The plan also called for enhanced bicycle parking adjacent to the existing outbound shelter and the removal of the handicapped ramp. As a result of budget constraints, these plans were shifted from the base project to an alternate bid item. Notably, these plans were submitted and accepted for funding under the CMAQ program.

In February, 2014, the Village received a Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant in the amount of \$308,100 from the Chicago Metropolitan Agency for Planning (CMAP) to fund identified pedestrian and mobility improvements in the vicinity of the Stone Avenue Train Station. The required grant match of \$77,000 has been funded by the Regional Transportation Authority for a total grant allocation of \$385,100.

In September, 2014, the Village Board approved a Phase I Engineering Services agreement with Baxter & Woodman in the amount of \$48,000 for the project. Reimbursement of the expenses related to Phase I engineering will be provided through a grant from the West Suburban Mass Transit District. Anticipated expenses in FY2014-15 assume that Phase I Engineering will be completed by April 1, 2015.

Phase II Engineering is anticipated to be completed by June 20, 2016, with construction beginning in Spring 2017. Construction completion is anticipated in Fall 2017.

In October, 2014, the CMAQ Project Selection Committee approved a request from the Village for a grant scope and cost increase to its existing CMAQ grant for the project. There were additional scope items (engineering, covered bicycle parking magazine racks, etc) that were not included in the original CMAQ award. While initially we planned to wait until the next CMAQ call for projects, the Village had an opportunity to apply for the funding through CMAQ earlier because additional funding was available in their current budget.

The award for additional funding requires a local grant match of \$54,000, the funding for which has not yet been identified. Since construction is not scheduled to start until FY2016-17, a funding source will need to be identified before then. The WSMTD is one potential funding option.

Funding reflected in proposed FY2016-17 represents the additional funding allocation of \$215,900 plus a grant match of \$54,000.

SOUTH of 47TH STREET DRAINAGE IMPROVEMENTS

This past summer the Village experienced multiple high intensity rain events that exceeded the limited capacity of the Village’s sewer system resulting in flooded basements, overland flooding in a number of depressional areas and private property drainage issues. In response to the increasing frequency and intensity of rain events, the Village Board requested staff to pursue funding and engineering solutions that reduce flooding in an affordable and shorter time frame than currently planned.

In late September, staff recommended to the Board a tiered approach to the prioritization of flooding objectives given the Village’s limited resources. In the first tier, staff recommended implementing solutions that will address overland flooding and water pooling in depressional areas. Staff recommended implementing these solutions first as residents that experience this type of flooding are generally unable to undertake individual property solutions to address this type of flooding. In the second tier, staff recommended implementing solutions that will reduce the frequency of combined sewer backups. As the next tier, staff recommended carrying out solutions that reduce the incidences of private property drainage issues.

Based on this tiered approach, a contract with Baxter & Woodman was executed to update the hydraulic model of the area south of 47th Street to evaluate alternatives that directly address overland flooding in the depressional areas. This report was completed and presented to the Board. The cost for the hydraulic study of \$47,000 is included in FY2014-15 as an expense.

The hydraulic model determined that a storm sewer constructed on 50th Street to the depressional area of 50th and Spring with laterals constructed to other depressional areas was the most effective solution to reduce the incidences of overland flooding. Also included is the construction of a flood wall on Brainard Avenue which will increase the overtopping elevation of storm water from the adjacent La Grange County Club. Lastly, based on the almost complete sewer televising program, approximately \$775,000 in sewer repairs were identified. These repairs will most likely be a combination of point repairs and sewer lining. Since the anticipated cost to construct the improvements exceed available funding, staff recommended a phased approach to implementation as follows:

Phase 1		Cost
A	Construct 50 th Street Relief Sewer to Depression 2	\$11,720,000
B	Brainard Avenue Floodwall	\$750,000
C	Construct Lateral to Depression 5	\$2,110,000
Sub-Total Flood Mitigation Projects		\$14,580,000
D	Immediate Sewer Lining	\$775,000
Total Sewer Improvements		\$15,355,000

On January 26, 2015, the Board discussed various revenue enhancements to fund the identified sewer improvements. The Village Board is currently considering a combination of fee and tax increases to fund flood mitigation projects. Also, a referendum is on the April, 2015 ballot asking residents to fund these storm water improvement projects through an increase in the local retail sales tax. Additionally, increases in the Municipal Utility Tax, Simplified Telecommunications tax, and sewer rate are also being considered.

At the January 26, 2015 meeting staff proposed to initiate detailed engineering for both the 50th Street storm sewer and the Brainard Avenue floodwall. Based on this direction staff anticipates the following schedule for these two projects:

- February 9, 2015: Agreement – Engineering Services – Brainard Avenue Flood Wall (approximately six months to design and prepare bid documents, plans, and specifications. Also obtain permits from the La Grange Country Club, MWRD, FEMA conditional letter of map amendment, IEPA Notice of Intent and U.S. Army Corp of Engineers).
- March 9, 2015: Agreement – Engineering Services – 50th St. Storm Sewer, Laterals 2 & 5 and Sewer Lining (approximately 8 months to design and prepare bid documents, plans and specifications. Also, obtain permits from MWRD and IEPA Notice of Intent.)
- July, 2015: Commence with bidding process – Flood Wall (approximately 2 months to complete.)
- August, 2015: Award of contract – construction of Flood Wall (30 day mobilization, 90-120 days to complete construction.)
- Jan/Feb, 2016: Commence with bidding process and award of contract – 50th St. Storm Sewer
- Spring, 2016: Start of Construction – 50th St. Storm Sewer (2 years to complete construction; Spring 2018)

The schedule for securing funds for this project is separate and anticipates receipt of bond funds in September of 2015 contingent upon the results of the April 2015 referendum.

For budgeting purposes staff has included the costs for engineering in the amount of \$731,850 for FY2015-16 and \$5,424,075 for construction split over the following two fiscal years. An additional \$3,000,000 is budgeted in the sewer fund for the projects. Funding for the emergency sewer repairs are included separately in the Sewer Lining Program line item. These budget numbers will be updated based on the finalized scope of work, engineering, funding schedule and actual bid prices received. Staff recommends that the Village maintains a measure of

flexibility in re-prioritizing the projects noted above should project expenses be different than amounts estimated or if additional funding is received through grants.

Staff will continue to seek out grants for these projects to reduce the cost of the projects to Village residents, through MWRD, FEMA, the State of Illinois and Cook County.

FIRE DEPARTMENT APPARATUS FLOOR

In response to potential structural deficiencies of the apparatus floor at the Fire Department, a structural engineer was engaged to evaluate the condition of the existing floor and make recommendations for improvement. The structural report was completed in 2009 and determined that the following repairs are needed:

- A. Repairs to deteriorated slab due to corrosion of reinforcement steel.
- B. Assessment of beam capacity. Should beam capacity be determined to be insufficient repair is needed.
- C. Shim existing girders with support beams to add support.

Based on these recommendations, the Village contracted with the structural engineer to design the repairs for the concrete floor, perform physical load tests of the beams to verify capacity, and develop detailed plans and specifications for the work. The contract for this work is in the amount of \$36,000. Funds were budgeted for this work in FY2010-11, however the work was delayed to the following fiscal year due to other priorities.

The structural load test of the west and center bays of the apparatus floor was completed in April 2012. Test results indicated that the actual strength of the beams below the west and center bays have sufficient capacity to support the weight of the current apparatus. Therefore, no strengthening repairs are needed. This determination represents a significant cost savings to the Village.

The plans, specifications and cost estimates for repairs to the floor slab have also been completed. The estimated construction costs for the identified repairs to the floor slab are approximately \$400,000. These repairs are not immediately required; however completion of the plans will allow the Village to move forward with the project in the future if so desired. Public Safety grants will be sought for this project. Funding may also be available from other projects coming in under budget or from reserves funds should repairs need to be completed sooner.

Repairs to the apparatus floor will be included as part of the overall facilities plan, which will be completed over the next several years.

Expenses in FY2012-13 include engineering costs associated with the physical load test of the apparatus floor and the final report. Funds for this work were budgeted in FY2011-12, however the work could not be finished until the structural test was completed in April 2012.

OGDEN AVENUE RELIEF SEWER PROJECT

The OARS project involves the construction of a relief sewer along Ogden Avenue, Ashland Avenue and Bell Avenue to improve the drainage characteristics of the watershed. A preliminary engineering study of the project was completed in 2010 to develop a preliminary layout for future segments and create a detailed construction cost estimate.

The estimated cost to complete construction of OARS is \$6.0 million. Additionally, MWRD indicated that OARS will not be allowed to discharge additional storm water to TARP until the McCook reservoir comes online. Similar to MARS, due to funding limitations staff recommends that the project be phased. A preliminary cost estimate for the construction of the first segment of OARS from the MWRD connection in Gordon Park to Locust Avenue estimates the costs for this stage to be approximately \$1.3 million.

Due to the significant cost of constructing the first segment of OARS, MWRD restrictions, and limited Village resources, there is no budget allocation for this project at this time. However, staff is also currently exploring grant opportunities with MWRD for the construction of the first segment of OARS and the reconstruction of Lot 14 as a permeable paver lot. This permeable paver / sewer project would reduce urban storm water runoff through infiltration and create approximately 0.75 acre-feet of storage volume. The estimated cost for the permeable paver parking lot and relief storm sewer is \$2,180,000. Should staff be successful in securing grant funds a budget amendment would be required and presented to the Village Board for approval.

Also staff was able to work with the Park District to identify and secure the necessary easements and proposed structures within Gordon Park in order to support the future construction of OARS.

NORTHEAST PLANNING AREA& YMCA

As part of the now-expired 2008 land use approval for the YMCA redevelopment project, a number of public improvements were identified, which would serve the development and also result in community benefits. This line item was created to reflect expenditures to design and implement certain improvements in advance of any redevelopment projects, primarily: (a) traffic lane re-configuration on southbound La Grange Road, between Brewster and Ogden Avenues; and (b) completion of the engineering process to secure IDOT approval and for the future installation of a traffic signal at Ogden and Locust Avenues.

IDOT is planning several improvements to the La Grange Road/Ogden Avenue intersection as part of their Highway Safety Improvement Program. These improvements include the addition of a right turn lane, turning radius modifications, improvements to the intersection of Ogden and Locust, and other signal improvements at the intersection of Ogden and La Grange Road. Opus is also planning improvements as part of Uptown La Grange development.

Based on the proposed IDOT improvements and Opus redevelopment, a Traffic Engineering Study which coordinated the anticipated improvements from both projects was executed with KLOA. Staff included within the FY2014-15 budget \$16,750 for KLOA to complete the preliminary traffic engineering report. This report assessed the signalization of Ogden and

Locust and other related roadway improvements.

In order to complete all the proposed work within the single corridor as part of a project, the Village secured grants, land and other concessions from IDOT, Park District of La Grange, Opus, and Central Council of Mayors.

Specifically, the following components were incorporated into the project:

- Opus agreed to donate the ROW required for the improvement as well as the realignment of Locust Avenue at US 34. The estimated value of the ROW is \$600,000.
- The Village secured a STP grant in the amount of \$1.2 million for the realignment of Locust Avenue at US 34 and the installation of traffic signals. This would involve STP funding in the amount of \$940,000 and a local match of \$360,000.
- Opus agreed to contribute \$300,000 toward the local match for the STP grant.
- Opus will relocate the sidewalk along US 34.
- Opus will pay to bury the overhead utilities along Ogden Avenue from La Grange Road to Locust Avenue.
- IDOT agreed to combine the improvements at Locust Avenue with the HSIP project, utilizing both HSIP and STP funding in one contract. The installation of traffic signals would be subject to approval of the IDS within a timeframe that would allow contract plans to be prepared for letting.
- Lighting upgrades needed for Locust Avenue Improvements would be included with STP funding.
- The Park District of La Grange deeded a triangular parcel of land to the Village.

The Village also requested that US 34 be restriped to provide a westbound left turn lane at Burlington Avenue, located just east of the railroad bridge. IDOT stated they will evaluate the request.

The HSIP improvement is included in IDOT's FY2015-2020 Proposed Multi-Modal Transportation Improvement Program, with a letting targeted for June 2016. An earlier letting would be subject to funding availability. The next step is for IDOT to prepare a Letter of Intent to outline the Village cost responsibilities for the project.

Included in the FY2015-16 Budget is \$360,000 for the local match requirement for the Federal Surface Transportation Program funds. The Village plans to be reimbursed for this through a combination of OPUS and IDOT funds.

LA GRANGE ROAD CORRIDOR IMPROVEMENTS

52nd Street Pedestrian Crossing

In 2011, an engineering agreement with KLOA was executed in the amount of \$14,500 to complete the detailed engineering for the project. The preliminary design for this project has been completed. Since pedestrian volumes fall short of threshold levels for a red beacon device,

KLOA has recommended the existing crosswalk be enhanced with rectangular rapid flashing yellow beacons on the existing pedestrian crossing sign, the installation of a pedestrian refuge island and additional signage. Additionally, IDOT is not supportive of a pedestrian hybrid beacon that would include a stop condition at this location.

Staff then worked with the DCEO and state representatives to reallocate funding designated in the State's Capital Bill for a pedestrian bridge over Ogden Avenue to this project. The DCEO approved the reallocation of funds in April 2014 and a grant agreement was executed in May 2014.

Pursuant to direction from the Village Board funding for an enhanced pedestrian crossing at 52nd Street and La Grange Road was rescheduled for FY2014-15 at an estimated cost of \$120,000.

Staff is currently seeking IDOT approval on the proposed design being considered as these improvements are on a State Route. IDOT reviewed the proposed pedestrian safety enhancements and issued a letter in July 2012 stating these projects were not approved. Staff subsequently met with IDOT representatives in August 2012 at which time IDOT agreed to take another look at the proposed projects. Specifically, IDOT was to review the following issues:

- Review the applicable Illinois statutes
- Check with other state DOT's on the locations where pedestrian hybrid beacons have been installed (including intersection locations)
- Check with other IDOT Districts on locations where the pedestrian hybrid beacons have been installed.
- Check on the potential changes to the Illinois and Federal MUTCD regarding the elimination of the requirement that pedestrian hybrid beacons be located 100' from a cross street.

This past summer IDOT provided a response that a pedestrian hybrid beacon would not be allowed at an intersection citing several safety concerns. Staff is planning to meet again with IDOT officials to follow up on the above items and to advocate for installation of a pedestrian hybrid beacon. Staff recommends re-budgeting the grant funds for this project in FY2015-16 in the amount of \$120,000.

COSSITT AVENUE RESURFACING PROJECT

Cossitt Avenue from Gilbert Avenue to Brainard Avenue is in need of repair due to deterioration of the roadway. Previous estimates provided for the complete reconstruction of the roadway. Baxter & Woodman reviewed the condition of the roadway and recommended a combination of patching and resurfacing to repair the roadway, which lowered the costs of the project. Based on this assessment, the Village applied for and received funding through the Central Council of Mayors for the project in the total amount of \$417,900.

In August 2013, an agreement was executed with Baxter and Woodman to complete the plans and specifications for the design engineering work. The project plans were completed and

submitted to IDOT in August 2014 for review and comment. The scope of work for the project includes milling and resurfacing the existing pavement, replacing curb and gutter, pavement patching, and upgrading sidewalks for ADA compliance.

During the engineering design phase a detailed field review determined additional rehabilitation work is required including sidewalk replacement, curb and gutter replacement, parkway restoration, roadway replacement, hot-mix asphalt patching, structure adjustments and detector loop replacement. As a result of the review and in order to cover the total program cost, staff requested and subsequently received an increase in the amount of Surface Transportation Program funding from the Central Council of Mayors in the total project amount of \$597,000. The following is a breakdown of the STP Grant:

	Local 30%	Federal 70%	Total	Village FY2013-14	Village FY2015-16
Engineering Phase 2 (Federal FY14)	9,150	21,350	30,500	30,500	0
Construction Engineering Phase 3 (Federal FY 15)	15,450	36,050	51,500	0	51,500
Construction	154,500	360,500	515,000	0	154,500
Totals	179,100	417,900	597,000	30,500	206,000

Please note the entire costs for engineering are budgeted as a Village expense since these are reimbursable through the federal grant. Construction costs are paid directly by IDOT.

On November 10, 2014, an agreement with Baxter and Woodman was executed for construction engineering services. The agreements have been submitted to IDOT for approval.

The project is currently scheduled for bidding in Springfield on January 30, 2015. The project bidding date and schedule are set up to have construction occur during the summer so as not to conflict with school activities.

The anticipated schedule for the project is as follows:

Action	Completion Date
IDOT Project Letting	January 30, 2015
Begin Construction	June, 2015
Construction Completion	September, 2015

Expenses in FY2014-15 include design engineering costs. Funds for this work were budgeted in FY2013-14 however all of the work was not completed until FY2014-15.

As part of the Cossitt Avenue Resurfacing Program staff also recommended replacement of the water main on Cossitt Avenue from Gilbert Avenue to Leitch Avenue. This main was installed

in 1925 and experienced a number of recent water main breaks. The remaining water main on Cossitt Avenue from Leitch Avenue to Park Road was replaced in 1995. The water main replacement project was completed in the summer of 2014 in advance of the roadway resurfacing. Funding for the water main improvements was included in the Water Fund.

50/50 SIDEWALK PROGRAM

The Village offers an annual program to residents to split the cost of public sidewalk repairs. A list is maintained of residents that have requested to participate and the funds from this account pay for the Village's portion of work. Also, funds from this account are used to repair curbs and gutters throughout the Village. As part of the cost containment plan this program was reduced four years ago from \$50,000 to \$15,000. The sidewalk replacement program continues to be a popular program with approximately 112 residents on the waiting list as of December 3, 2014.

Due to limited funds and a backlog of residents interested in participating in the program, the Village offered residents a new opportunity starting with the 2014 Sidewalk Program. Residents who wish to participate immediately in the next sidewalk program can choose to participate in the annual program by paying the total cost for the sidewalk replacement. This option allows residents an opportunity to replace public sidewalk at a competitive unit price without having to wait several years to participate in the 50/50 Sidewalk Program. In FY2013-14, staff sent a letter to all residents on the waiting list (96) offering them this opportunity. 20 residents expressed interest in this program and of those 20 residents 10 participated in the 2014 Sidewalk Program at 100% of the cost. (\$9,726)

In the summer of 2014 staff completed an inspection of the sidewalks for the residents that are currently on the sidewalk program list. Staff performed this inspection in order to determine the approximate number of squares that may need to be replaced. Staff estimates there are 421 squares that will need to be removed and replaced with an estimated cost of \$71,000.

The FY2015-16 budget includes \$10,000 for the 50/50 sidewalk replacement program. In addition, funds of \$5,000 are budgeted for the replacement of damaged or hazardous sidewalk squares in the business districts, which may be used for the residential program depending upon demand.

In FY2014-15, 3,580 square feet of sidewalk were replaced under the sidewalk program. Total expenditures in FY2014-15 are estimated to be \$23,840. Please note the estimated total expense includes costs associated with the removal and replacement of squares for resident who chose to participate at 100% of the cost. Total expenditures less those that participated at 100% for the 2014 50/50 Sidewalk Program was approximately \$14,100. In an effort to reduce costs through economies of scale, the Villages of La Grange, Western Springs, Riverside, La Grange Park, and North Riverside developed a joint purchasing program for sidewalk replacement, which the Village plans to participate again in FY2015-16.

TREE PLANTING

The Village has a long and proud heritage of maintaining tree-lined streets dating back to its founding father, Franklin Cossitt. In maintaining our urban forest, the Village strives to plant a replacement tree for each parkway tree removed due to disease and damage (storm, vehicular, etc.) In addition, the Village attempts to fill vacant parkway locations if available funds allow. The Village again plans to participate in the WCMC Tree Consortium for tree planting in 2015 at various locations throughout the Village. Due to the limited number of trees through the WCMC program this year staff was able to purchase additional trees meeting the Village's standards through other area nurseries.

The average number of trees planted for the past seven years is 100 per year, which excludes ash trees removed and replaced due to the EAB. The total number of trees planted in FY2014-15 under the normal tree planting program is estimated to be 80. Please note that the number of elm trees removed each year is going down as the population of elm trees susceptible to Dutch Elm disease diminishes.

In addition to the tree planting costs, \$575 is included in the budget for participation in WCMC Suburban Tree Consortium.

Tree planting costs associated with the Emerald Ash Borer is a separate line item in the Capital Budget in order to keep track of costs separately.

EMERALD ASH BORER

The Emerald Ash Borer (EAB) continues to spread rapidly throughout the Village since its initial discovery in August 2009. This beetle attacks ash trees by burrowing into the tree and disrupting the nutrient supply to the tree. La Grange has approximately 1,600 ash trees located in public parkways. This does not include ash trees located on private property. The Village anticipates that all of the ash trees, except those that are being treated, will need to be replaced.

The budget was initially based on replacing ash trees over a twelve year period, however tree decline due to the EAB progressed more quickly than the schedule assumed for budgeting purposes. Based on current progression staff anticipates that the removal of ash trees will have occurred over a seven year period starting in 2010. Assuming all of the ash trees will need to be replaced, total costs are estimated to be approximately \$1.0 million.

To date a total of 1,010 ash trees have been removed and replaced that were found to be infected with the EAB. In August 2013, staff provided the Village Board with a mid-year status report concerning our EAB management efforts. We advised that the EAB infestation had progressed at a much faster rate than anticipated, which would put us into a position that there would not be sufficient funds to replant trees in the same year in which they were removed. In response to this development, we proposed to use Capital Projects Fund reserves to cover the added expenses of continuing to replant trees as they are removed. The proposed EAB budget has been built based on this recommendation and is illustrated in the table below.

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Fiscal Year		Expenses						Funding Sources				Difference	
		EAB Tree Removal Quantity	Total Tree Removal Cost	EAB Tree Planting Quantity	Total Tree Planting Cost	EAB Treatment	Total Expenses	FY2013-14 Proposed EAB Budget	Earmarked Tree Removal Funds For EAB	Earmarked Tree Planting Funds For EAB	Total Available Funds		
FY2010-11	Actual	16	\$4,519	16	\$4,226	0	\$8,745						-\$8,745
FY2011-12	Actual	1	\$14,648	41	\$11,695	\$3,918	\$30,261	\$35,000				\$35,000	\$4,739
FY2012-13	Actual	2	\$38,571	85	\$27,279	\$4,628	\$70,478	\$60,000	\$11,378	-\$900		\$70,478	\$0
FY2013-14	Actual	3	\$97,755	159	\$49,608	\$4,000	\$151,363	\$155,000	\$20,000	\$20,000		\$195,000	\$43,637
FY2014-15	Estimated	4	\$179,550	600	\$196,560	\$4,200	\$380,310	\$202,000	\$20,000	\$20,000		\$242,000	-\$138,310
FY2015-16	Estimated	5	\$125,685	400	\$137,592	\$4,410	\$267,687	\$212,000	\$20,000	\$20,000		\$252,000	-\$15,687
FY2016-17	Estimated	6	\$3,959	12	\$4,334	\$4,631	\$12,924	\$223,000				\$223,000	\$210,076
FY2017-18	Estimated	7	\$0		\$0	\$4,862	\$4,862	\$234,000				\$234,000	\$229,138
FY2018-19	Estimated	8	\$0		\$0	\$5,105	\$5,105						-\$5,105
FY2019-20	Estimated	9	\$0		\$0	\$5,360	\$5,360						-\$5,360
FY2020-21	Estimated	10	\$0		\$0	\$5,628	\$5,628						-\$5,628
FY2021-22	Estimated	11	\$0		\$0	\$5,910	\$5,910						-\$5,910
FY2022-23	Estimated	12	\$0		\$0	\$6,205	\$6,205						-\$6,205
Trees Removed		1,524		1313			\$954,839					\$1,251,478	
Trees Treated		112											
Total Trees		1,636											

As noted in the above table 2014 and 2015 are the peak years for removing and replacing ash trees.

We are continuing with our plan to meet with adjacent property owners to discuss removal and replacement once EAB has been identified. While sensitivity will be exercised, removal will be encouraged when ash trees reach the point of no longer providing a benefit such as shade, are not aesthetically pleasing and/or pose a hazard.

Staff has also developed a pilot program for treating approximately 100 healthy white Ash trees to gauge the effectiveness of the chemical treatments and save some of the most desirable ash tree specimens. Additionally, some property owners have elected to treat the ash tree located in the parkway adjacent to their property. To date there are a total of 27 ash trees being treated by property owners. Staff will continue to monitor the spread of EAB and act as a resource to residents.

Finally, staff continues to seek out grants to offset the costs associated with the EAB. In June 2013 the Village was awarded a \$3,000 grant through the Metropolitan Mayors Caucus to replant trees. To date the Village has received a total of \$13,000 in grants for EAB tree removal and replacement.

SEWER TELEVISIONING

The Village owns and maintains approximately 360,000 lineal feet of sanitary, storm and combined sewers. Their proper operation is critically important to maintaining public health and for purposes of storm water management. Current funding allows for the videotaping and cleaning of each sewer every 20 years.

Traditionally, the Village has budgeted a total of \$60,000 annually (\$25,000 within the Capital Projects Fund and \$35,000 within the Sewer Fund) to conduct the cleaning and televising of our

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sewer system infrastructure. The purpose of the sewer televising and cleaning program is to maintain the Village’s sewer system by removing debris from within the sewers, assessing the condition of the pipes, and identifying areas that require immediated repair. The information collected from the televising is then used to aid in future infrastructure planning and mapping objectives. Generally, this program focuses on televising sewers on streets in advance of resurfacing or other reconstruction projects.

The FY2015-16 budget reflects the continuation of this program due to the importance of assessing the condition of the mains, identifying areas that require immediate repair and removing debris within the sewers to maintain the optimum operational effect of the sewer system. The information collected from the televising is then used to aid in future infrastructure planning and mapping objectives

FY2014-15 expenditures reflect the costs of emergency cleaning and televising of the Village’s main line sewers. On June 24, 2014, June 30, 2014, and August 22, 2014 the Village experienced high intensity rain events. The volume of water from these rain events exceeded the limited capacity of the Village’s combined sewer system resulting in flooded basements and streets. In response to these flooding events the Village identified several immediate action items including the cleaning and televising of the Village’s main line sewers.

The purpose of prioritizing the assessment of the Village’s main line sewers is to (1) confirm they are operating properly as they serve as the backbone for all other sewers within the Village, (2) remove any debris within the sewers to re-establish optimal performance and capacity, (3) identify any required repairs to the sewers, (4) estimate remaining useful life, and (5) identify long-term repair alternatives. To date, the sewer televising program has not identified any collapsed or critically blocked sewers that would have been responsible for flooding this past summer.

In addition to planning for the televising of the main line sewers, a sewer televising company was also hired on an emergency basis to televise several smaller diameter sewers to confirm operation and condition. Baxter and Woodman reviewed these videos and provided a summary report with recommendations to the Village. Recommendations from the sewer televising program will be summarized by Baxter & Woodman in a report and provided to the Village Board. The costs for emergency sewer televising are reflected in the line items within the Sewer and Capital Projects Fund.

The total costs of cleaning and televising the main line sewers is as follows:

FY2014-15 Sewer Televising Program	FY2014-15 BUDGET
Expenses	
Emergency Sewer Televising	
Sewer Televising (Emergency) - Visu-Sewer (Completed)	11,730
Engineering – Review of Tapes (Emergency	5,500

Televising) – Baxter & Woodman (Completed)	
Total Emergency Sewer Televising	17,230
Main Line Sewer Televising	
Engineering & Contract Administration – Baxter & Woodman (Completed)	9,500
Sewer Televising – Sheridan Plumbing & Sewer, Inc.	173,614
Construction Engineering – Baxter & Woodman	16,500
Engineering – Review of Tapes and Recommendations – Baxter & Woodman	19,540
Total Main Line Sewer Televising	219,154
Total	236,384
Funding Sources	
Capital Projects Fund – FY2014-15 Budget	25,000
Sewer Fund – FY2014-15 Budget	35,000
General Fund - Reserves	176,384
Total	236,384

Please note that the information gained from this program is used to identify sewer repairs prior to roadway construction. The Village plans to continue to refine the program so that each sewer is televised and cleaned on a specific schedule. Televising of the system provides video documentation of the condition of our system, and will help establish street reconstruction priorities based upon infrastructure needs.

BLUFF AVENUE RECONSTRUCTION PROJECT

The Bluff Avenue Reconstruction Project consisted of the reconstruction of Bluff Avenue from Burlington Avenue to 47th Street. This project included the installation of new combined sewers, water main, drainage structures, sidewalk, curb/gutter and reconstruction of the street. In order to facilitate receiving grant funding for this project, the project was divided up into three stages as follows:

- Stage I Reconstruction of Bluff Avenue from Burlington Avenue to Cossitt Avenue – Street reconstruction consisted of a new asphalt surface, curb and gutters, sidewalks, parkways, and water and sewer upgrades where required.

- Stage II Sewer construction from Cossitt Avenue to Maple Avenue – This sewer provides the drainage necessary for Stage III and is the first phase of the large Maple Avenue Relief Sewer (MARS) initiative, the construction of an outlet sewer is scheduled to be completed in conjunction with the reconstruction of Bluff Avenue. The outlet sewer will connect the Bluff

Avenue corridor to the deep tunnel connection at Cossitt and East Avenues.

Stage III Reconstruction of Bluff Avenue from Cossitt Avenue to 47th Street – Street reconstruction consisted of a new asphalt surface, curb and gutters, sidewalks, parkways, and water and sewer upgrades where required.

The project was funded through a combination of sources, principal among them being Federal Surface Transportation Funds for street reconstruction, which required a 70/30 cost sharing. The Village used MFT funds for our local 30 percent match. The combination and staging of the projects has allowed the Village to secure additional STP funding and increased utilization of MFT funds. The following chart is the total project budget, please note that the fiscal year budgets are allocated differently due to the timing of the project phases.

	Phase I and II Engineering	Stage 1	Stage 2	Stage 3	Total
Estimated Expenses					
Engineering					
Phase I and II Engineering *	397,917				
Phase I and II Engineering **	120,000				
Phase III - Federal - Participating		68,538	101,512	140,069	310,119
Phase III - Local - Non-Participating		29,374	43,505	35,017	107,896
Subtotal		97,912	145,017	175,086	418,014
ROW Acquisition					
Appraisal and Negotiation			3,400	6,700	10,100
Railroad Easement		0	35,310	0	35,310
Pinner Electric Easement		0	28,500	0	28,500
Elizabeth Patterson				2,000	2,000
Subtotal		0	67,210	8,700	75,910
Construction					
Federal - Participating		555,275	1,807,634	1,411,340	3,774,249
Local - Non-Participating		415,099	774,700	1,264,910	2,454,708
Subtotal		970,374	2,582,334	2,676,250	6,228,958
Misc. Expenses		1,086	1,790	0	2,876
Total	517,917	1,069,372	2,796,350	2,860,035	6,725,758
Revenues					
STP		623,814	1,909,146	1,551,409	4,084,368
Capital Projects Fund		0	0	0	0
Motor Fuel Tax Needed		326,558	826,205	672,627	1,825,390
Sewer Fund		0	61,000	194,000	255,000
Water Fund		119,000	0	442,000	561,000

Total		1,069,372	2,796,350	2,860,035	6,725,757
Motor Fuel Tax Approved		300,000	835,860	844,068	1,979,928

Construction of Stage I was completed in summer of 2009. Stage II was completed in 2010. Stage III construction was substantially completed in fall of 2011. Stage III also included the installation of a new 12” water main along the length of Bluff Avenue replacing an existing water main that was prone to failure.

The total cost for all three stages of the project is roughly \$6.7 million. Of this amount, the Village received approximately \$4.1 million in federal grants through the Surface Transportation Program for the project. Staff will continue to work to close out this project and submit the required close out materials to IDOT. The FY2015-16 budget includes the final payment to IDOT for this project in the amount of \$322,451.

MAPLE AVENUE RELIEF SEWER PROJECT

The MARS project involves the construction of a relief sewer along Maple Avenue from Bluff Avenue to Peck Avenue. The drainage area that will directly benefit from the construction of this sewer is roughly 560 acres and extends from 47th Street to the BNSF railroad and from Bluff Avenue to Gilbert Avenue. Once MARS is completed the wet weather drainage from approximately 240 acres south of Maple Avenue will be intercepted by the Maple Avenue Relief Sewer and will be redirected to go directly into the deep tunnel. Stated another way, the area draining to the Cossitt Avenue sewer will be reduced by 43% (240/560) during wet weather events.

The sewer pipe ranges from 60 inches in diameter at Bluff Avenue to 24 inches at Peck Avenue. The relief sewer will intercept drainage from the existing combination sewers crossed in construction, providing relief for the existing Cossitt Avenue sewer. The wet weather flow from MARS will flow directly into the regional deep tunnel system known as the Tunnel and Reservoir Plan (TARP) operated by the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC).

The Village was able to construct the first stage of MARS in 2009-10 as part of the Bluff Avenue Reconstruction Project. The construction of the first stage of the MARS project involved connecting a sewer to the TARP or “Deep Tunnel” system at the corner of Cossitt and East Avenues. The new sewer then extends to the intersection of Maple and Bluff Avenues where storm water from this area is redirected to the new MARS sewer segments.

In order to plan for the construction of the remaining segments of MARS project, a preliminary engineering study was initiated with Heuer and Associates in the amount of \$15,000. The findings contained within this report were presented to the Village Board at the sewer improvement workshop in January 2011. At this meeting the Village Board directed staff to continue with the advancement of this project by constructing the next segment of MARS. In furtherance of this direction, \$200,000 was allocated in FY2011-12 for the design of the next stage of MARS, and \$2,000,000 was allocated for construction in FY2013-14. These funds

consisted of a combination of MFT (\$1,400,000) and capital improvement program funds (\$600,000.)

A contract was awarded to Baxter & Woodman for the completion of the detailed engineering for the next stage of MARS in the amount of \$189,700. Final plans and specifications were completed in March 2013.

Based on the bids received, an additional \$640,000 in general fund reserves was allocated to complete the Maple Avenue Relief Sewer up to 6th Avenue.

In April 2013 the Village entered into a contract with A-Lamp Concrete Contractors, Inc. for construction of the next stage of MARS. The project included the construction of a 60” relief storm sewer on Maple Avenue from Bluff Avenue to 6th Avenue, utility relocations, water main, service and natural gas main replacements, installation of ADA compliant sidewalks, parkway restoration, and a total roadway reconstruction. Included with the roadway construction was the excavation of approximately 5,000 cubic yards of rock. The project was substantially completed on time in November 2013. The final step, which was to place the top 2” asphalt surface layer was completed in the Spring of 2014.

The total expenditures and revenues for the project are detailed in the following table.

MAPLE AVENUE RELIEF SEWER	BUDGET
Expenses	
Engineering	
Phase II – Development of Plans and Specifications	199,670
Phase III – Construction Engineering	172,240
Subtotal	371,910
Construction	
Construction – A- Lamp Concrete Contractors	2,409,860
Subtotal	2,409,860
Total	2,781,770
Funding Sources	
Capital Projects Fund – FY2011-12 Budget (Engineering)	200,000
Capital Projects Fund - FY2013-14 Budget – MFT (Construction)	1,400,000
Capital Projects Fund - FY2013-14 Budget – MFT (Construction)	600,000
General Fund Reserves	640,000
Total	2,840,000

The project came in approximately \$58,000 below budgeted costs.

The next segment of the MARS project is planned to be constructed in FY2019-20 in the total amount of \$1,750,000 (\$150,000 – Engineering FY2018-19, \$1,600,000 – Construction – FY2019-20.) As such the Village has budgeted \$150,000 in FY2018-19 to complete the engineering work in advance of construction. We anticipate that the next segment will extend on Maple Avenue from roughly 6th Avenue to Madison Avenue. The next segment is then scheduled in FY2023-24 in the total amount of \$1.60 million (\$100,000 – Engineering – FY2022-23, \$1,500,000 – Construction FY2023-24.)

47th STREET CORRIDOR IMPROVEMENTS

47th Street Lane Reduction

The Village initiated a study in FY2010-11 to assess the feasibility of reducing the profile of 47th Street from a four lane to a three lane cross section. An origin and destination study was also completed to determine and quantify the user groups and percentage of local traffic on 47th Street.

These studies were presented to the Village Board for consideration at the traffic and pedestrian safety workshop held on January 25, 2011. The direction from the Village Board was to continue to receive resident feedback on the concept, and not to allocate funding for additional assessment or design at this time. Expenditures for the two studies totaled approximately \$22,500 in FY2010-11.

Pedestrian Activated Crossings

Pursuant to a discussion by the Village Board at the traffic and pedestrian safety workshop, staff was directed to pursue the installation of an enhanced crossing, with a stop condition, at 47th Street and Waiola Avenue. The Village Board also directed staff to upgrade the existing pedestrian crossing at 47th Street and 9th Avenue to a stop condition. These improvements are part of the Village's strategy of evaluating and improving pedestrian safety throughout the Village. The proposed design to these two pedestrian crossings provides for the installation of a pedestrian activated red signal that would require vehicles to stop at the intersection.

An engineering agreement with KLOA was executed in the amount of \$14,000 and \$13,500 to complete the detailed engineering for pedestrian crossing improvements at 47th Street and Waiola Avenue and 47th Street and 9th Avenue, respectively. The preliminary design for these projects has been completed.

Staff then worked with the DCEO and state representatives to reallocate funding designated in the State's Capital Bill for a pedestrian bridge over Ogden Avenue to this project. The DCEO approved the reallocation of funds in April 2014 and a grant agreement was executed in May 2014.

Pursuant to direction from the Village Board funding for an enhanced pedestrian crossings at

47th Street were rescheduled in FY2014-15 at an estimated cost of \$240,000.

Staff is currently seeking IDOT approval on the proposed design being considered as these improvements are on a State Route. IDOT reviewed the proposed pedestrian safety enhancements and issued a letter in July 2012 stating these projects were not approved. Staff subsequently met with IDOT representatives in August 2012 at which time, IDOT agreed to take another look at the proposed projects. Specifically, IDOT was to review the following issues:

- Review the applicable Illinois statutes
- Check with other state DOT's on the locations where pedestrian hybrid beacons have been installed (including intersection locations)
- Check with other IDOT Districts on locations where the pedestrian hybrid beacons have been installed.
- Check on the potential changes to the Illinois and Federal MUTCD regarding the elimination of the requirement that pedestrian hybrid beacons be located 100' from a cross street.

This past summer IDOT provided a response that a pedestrian hybrid beacon would not be allowed at an intersection citing several safety concerns. Staff is planning to meet again with IDOT officials to follow up on the above items and to advocate for installation of a pedestrian hybrid beacon. Staff recommends re-budgeting the grant funds for this project in FY2015-16 in the amount of \$240,000,

47th Street & East Avenue Traffic Signal Feasibility Study

An intersection design study was initiated for improvements at East Avenue and 47th Street to determine if a signal is warranted at the intersection to enhance the operation and safety of the intersection. As part of their study KLOA determined that a signal is warranted at this intersection based on several different criteria.

It was the consensus of the Village Board that since this intersection is being considered for improvements as part of a regional plan associated with the settlement agreement with Joliet Road, the traffic engineering report should be forwarded to IDOT and others in the regional planning group for their consideration. The regional planning group and IDOT are currently implementing projects that have been identified as part of the Joliet Road closure. Additionally, this project has been identified as part of the CREATE Project, to improve traffic flow at the intersection with the IHB Railroad.

IDOT initiated a Phase I study for these intersection improvements including hosting several public meetings on the subject in 2013. As part of the Phase I study, IDOT is recommending the signalization of the intersection and converting the two-way spur ramp to one-way southbound. Several trustees have expressed concern that the elimination of northbound traffic on the spur ramp that by-passes the railroad will create additional cut-through traffic in adjacent neighborhoods. Therefore, staff is continuing to work with IDOT on solutions that will maintain the existing two-way spur ramp.

OGDEN AVENUE CORRIDOR IMPROVEMENTS

The Village has requested that a permanent 20 mph school speed zone be implemented along Ogden Avenue between Park Road and Spring Avenue due to the multiple schools within this corridor that are adjacent to the roadway. IDOT has denied this request stating that this stretch of Ogden Avenue does not meet their standards for a school speed zone. Staff plans to continue to petition IDOT for the creation of a school speed zone.

Additionally, plans and specifications were developed by KLOA for the installation of a flashing yellow beacon mounted above the advanced school crossing sign. These flashing signs would be activated during school hours to alert motorists of the school crossing. The estimated cost to install these signs is \$31,000. Staff has requested a highway permit from IDOT for the installation of these signage enhancements. IDOT initially did not support the installation of the flashing beacons as requested in the Village's application. However, staff responded to IDOT's comments and is still waiting for a response on the permit request.

Staff worked with the DCEO and state representatives to reallocate funding designated in the State's Capital Bill for a pedestrian bridge over Ogden Avenue to this project. The DCEO approved the reallocation of funds in April 2014 and a grant agreement was executed in May 2014.

NEIGHBORHOOD STREET PROJECTS

The purpose of the Neighborhood Resurfacing Program is to plan for the routine resurfacing and repair of neighborhood streets on a defined schedule.

A detailed street condition survey was performed and completed in the Fall of 2011 by Baxter & Woodman. The report provides a pavement condition index for each segment of street within the Village. Based on results from the survey, staff recommended, and the Board concurred with, modifying the approach of street resurfacing from a neighborhood based system to one in which street resurfacing priorities are based on the individual condition of street block segments.

The detailed street condition survey performed by Baxter & Woodman provides for the "next generation" street resurfacing program with the added dimension of having our underground utilities (water & sewer) considered for repairs or replacement at the same time. The street condition survey is proposed to be updated in FY2016-17.

In May of 2014 the Village contracted with Baxter and Woodman for the completion of the detailed engineering and design for the FY 2015-2016 Neighborhood Resurfacing Project. (\$80,000). Construction for these street segments are budgeted for in FY 2015-16 in the amount of \$980,000. More information on the proposed street program is included in the staff recommendations.

KENSINGTON AVENUE RESURFACING – COSSITT TO BURLINGTON

Kensington Avenue from Cossitt Avenue to Burlington Avenue is in need of repair due to deterioration of the roadway. This section of roadway was considered to be in poor to fair condition in the 2010 Street Condition Survey. Additionally, a recent visual inspection of this roadway was completed and indicated a need for resurfacing in the near future.

In June 2013, the Central Council of Mayors issued a request for Local Surface Transportation projects for funding in Federal Fiscal Year 2016 to 2019. In order to apply for this grant funding, a roadway must be approved by the State as a Federal Aid Eligible Route (FAU Route). Roadways must meet minimum criteria such as lane width, traffic volumes, and connectivity to other FAU Routes to be designated as an FAU Route. Staff compared the FAU routes in La Grange to the 2010 Street Condition Survey in an effort to identify suitable roadway segments for the STP grant application. From this analysis, staff submitted an STP grant application for the resurfacing of Kensington Avenue from Cossitt Avenue to Burlington Avenue.

Based on the Village’s application, Kensington Avenue was selected for funding through the Federal Surface Transportation Program in the total grant amount of \$112,500. Since Kensington Avenue from 47th Street to Cossitt Avenue is scheduled for resurfacing in FY2015-16. Staff requested that the STP funding for resurfacing of Kensington Avenue from Cossitt to Burlington be moved up one year so that there would be a consistent roadway condition and for potential economies of scale.

We anticipate the scope of work would consist of milling and resurfacing the existing pavement, intermittent curb and gutter patching, and ADA sidewalk ramp replacement.

In May 2014, an agreement was executed with Baxter and Woodman to complete the plans and specifications for the design engineering work.

During Phase II Engineering, a detailed review determined additional rehabilitation work is needed including lining of an existing 42-inch diameter combined sewer, reconstruction and grouting of existing sanitary sewer manholes, replacement of existing valve vaults, sidewalk removal and replacement, curb and gutter removal and replacement, parkway restoration, hot-mix asphalt patching and structure adjustments. As a result of the additional work staff requested and received an increase in Surface Transportation Program funding in the total amount of \$575,000.

The following table details the estimated expenses and funding sources needed to complete the resurfacing of Kensington Avenue based upon the receipt of STP grant funds:

Kensington Avenue Resurfacing – Cossitt to Burlington	Estimated
Expenses	
Engineering	
Design Engineering - Development of Plans and Specifications	15,000

Construction Engineering	65,000
Sub-total	80,000
Construction (Estimated)	510,000
Total	590,000
Funding Sources	
Capital Projects Fund - Phase II Engineering Services	15,000
Federal Surface Transportation Program Funding (STP) - FY16 Construction	431,250
Capital Projects Fund – Construction	143,750
Total	590,000

As reflected in the table above the Village’s grant application requests the maximum grant amount of \$431,250 from the Central Council of Mayors for this project. The proposed budget includes \$15,000 for Design Engineering Services in FY2014-15 and \$143,750 in FY2016-17 for construction costs. Expenses for FY2015-16 included the full amount for construction engineering of \$65,000 as this is a reimbursable expense up to 75% and \$127,500 for the Village’s 25% matching contribution for construction (Total \$192,500). Total cost to the Village is estimated to be \$158,750.

We anticipate the following schedule for the project:

Action	Completion Date
IDOT Letting	April 24, 2015
Construction Start	June, 2015
Construction Completion	August, 2015

MISCELLANEOUS ENGINEERING

The miscellaneous engineering line covers expenses for consulting engineering services that are (1) not anticipated at the time of budgeting, (2) are not associated with a separate capital improvement project and/or (3) require special expertise.

As of October 31, 2014, FY2014-15 expenditures include plan reviews for 40 S. Ashland, Countryside LOMR, and the Uptown La Grange Project and miscellaneous engineering services for the Gordon Park Redevelopment Project, OARS Implementation Modeling, Edgewood Avenue Functional Classification, and evaluation for the installation of additional antennas on the Tilden Avenue Water Tower. Reimbursable expense from this account total \$14,546 for the Uptown La Grange Review, 40 S. Ashland Review, Gordon Park Redevelopment Project and the

evaluation for the installation of additional antennas on the water tower.

Project	Estimated Expense	Reimbursement Amount
40 S. Ashland Site Review	\$4,800	\$4,800
Countryside LOMR	\$4,300	\$0
Edgewood Avenue Functional Classification	\$2,000	\$0
La Grange Road Train Station Parking Alternates	\$4,660	\$0
Locust STP Application	\$2,000	\$0
NPDES II Notice of Intent	\$6,000	\$0
OARS Implementation Modeling	\$6,000	\$0
Uptown La Grange	\$9,700	\$9,700

Proposed for FY2014-15 is re-budgeting \$20,000 for the completion of the long-term strategic plan for the Public Works Department building. This item has been budgeted several times, but has not been initiated due to other department priorities. The completion of this report will assist with the development of the facilities plan for the Village.

CRACK FILLING PROGRAM

Crack sealing streets is a preventative maintenance activity that extends the life expectancy of the Village's streets. The exact streets to be cracked sealed will be determined each year based on a visual street condition assessment. The program will also be assessed against expected street resurfacing projects as identified in the Street Condition Survey.

During FY2014-15 crack sealing was completed in Area 5 (East-West Streets); on Cossitt Avenue from Brainard Avenue to East Avenue; On 54th Street from Brainard Avenue to Spring Avenue and on Tilden Avenue from Cossitt Avenue to Shawmut. Based on initial survey we expect crack sealing to occur in FY2015-16 in the following areas: (1) Area G which is generally bound by Ogden Avenue to the north, Edgewood Avenue to the east, the BNSF railroad to the south and Gilbert Avenue to the west, (2) Area H which is generally bound by Ogden Avenue to the north, East Avenue to the east, Cossitt Avenue to the South and the IHB Railroad on the west, (3) Area J which is generally bound by Ogden Avenue to the north, Brainard Avenue to the east, the BNSF railroad to the south and Edgewood Avenue to the west, (4) On Washington from Cossitt to Maple.

THERMOPLASTIC STREET MARKING

As part of our overall effort to improve pedestrian and vehicle safety throughout the Village, each year we re-stripe various thermoplastic street markings that are damaged or worn from vehicles, plows and other deteriorating conditions to improve the visibility of the markings.

A schedule has been established for replacing the thermoplastic street lining at all marked intersections within the Village. This will be an ongoing project with each intersection being

updated during specific years. Major intersections will be relined annually while intersections with less traffic volume are scheduled at varying intervals. The exact streets to be striped will be determined after snow plowing season has ended. The Village contracts annually with a thermoplastic pavement marking company through the Northwest Municipal Conference in order to take advantage of the economies of scale through bulk purchasing.

SEWER LINING PROGRAM

The Village owns and maintains approximately 360,000 feet of sewers. The life expectancy of a sewer can vary, but a conservative estimate is that the useful life of a sewer is 100 years. Therefore a rehabilitation program to repair, replace and/or rehabilitate the existing infrastructure is required to maintain the functionality of the existing system. Traditionally, the Village splits the cost of maintaining combined sewers between the Capital Projects Fund (storm sewer portion -90%) and Sewer Fund (sanitary sewer portion – 10%).

Beginning in FY2009-10, the Village implemented the sewer lining program to rehabilitate existing sewers that are reaching the end of their useful life. This process is less disruptive to residents since it does not require traditional open trench methods for installation. Although replacing the Village's aging sewer infrastructure remains an important long term goal, this program was temporarily postponed due to reduced funding within the Capital Projects Fund.

Staff is in the process of completing the emergency sewer televising program in response to the severe storm events during the summer of 2014. Recommendations from this report, which are expected in February, will be included in a summary report by Baxter & Woodman and provided to the Village Board. Based on initial estimates, \$775,000 is budgeted next year to address immediate repairs identified as part of the sewer televising.

The routine sewer lining program is budgeted to resume in FY2016-17 in the amount of \$50,000 per year with a corresponding \$100,000 budgeted in the Capital Projects line item for the program.

TRANSFER FOR DEBT SERVICE

The proposed five-year budget reflects the end of debt service payments for the 2005 Alternate Revenue Streetlight Refunding Bond in FY2017-18. For financial planning purposes, the additional funds have been appropriated to provide funding for future capital projects in subsequent fiscal years. These funds could also be utilized to allow for a reduced transfer from the General Fund to provide additional funding for operations.

Beginning in FY2015-16 transfer to debt service also includes debt requirements for proposed \$11.5 million 2015 Sewer Improvement Bonds. Due to the timing of the bond issue, the first bond payment due December 1, 2015 will consist of interest only payment for approximately three months. The sewer fund also includes a \$3.0 million dollar 2015 Sewer Improvement Bond to complete all of the sewer projects.

VILLAGE OF LA GRANGE
Department of Public Works

EXECUTIVE COMMITTEE REPORT

TO: Village President, Village Board of Trustees
Village Clerk and Village Attorney

FROM: Robert Pilipiszyn, Village Manager
Ryan Gillingham, Director of Public Works
Lou Cipparrone, Finance Director

DATE: February 2, 2015

RE: **CAPITAL PROJECTS FUND -- STAFF RECOMMENDATIONS**
FY 2015-16 & FUTURE OUTLOOK

NEIGHBORHOOD STREET PROJECTS

The purpose of the Neighborhood Street Resurfacing Program is to plan for the routine resurfacing and repair of neighborhood streets on a defined schedule. The detailed street condition survey completed by Baxter & Woodman in 2011 provides for the “next generation” street resurfacing program with the added dimension of having our underground utilities (water & sewer) considered for repairs or replacement at the same time.

As part of the development of this program, staff recommended a change in policy in the resurfacing program. Under our recently completed 15-year plan, street resurfacing was prioritized on a neighborhood-wide basis. As the street condition survey provides for a reliable set of baseline information, staff recommends taking a more data-driven approach to street resurfacing by allocating resources on a block segment basis through the resurfacing of streets segments with the greatest need within the annual budget allotment. The intent is to maximize available resources by performing work to extend the underlying integrity of the roadway and thus avoid prematurely incurring the cost of street reconstruction.

Staff recommends updating the street condition survey every five years to note changes in condition and to update the relative ranking of street segments. Additionally, staff plans to make an assessment of our capital maintenance needs such as crack-filling and street patching to see if additional resources will be required to keep streets in good condition stable until such time that resurfacing occurs.

Based on results from the street condition survey, staff recommends the following streets for the FY2015-16 street resurfacing program include:

2-A-29

<u>Street</u>	<u>From</u>	<u>To</u>
Park Road	41 st Street	Ogden Avenue
Kensington Avenue	47 th Street	Cossitt Avenue
Elm Avenue	Sunset Avenue	Blackstone Avenue
Maple Avenue	Sunset Avenue	Blackstone Avenue
Blackstone Avenue	47 th Street	Elm Avenue
50 th Street	Willow Springs Road	End

Baxter & Woodman has completed the detailed engineering for these projects and found that the cost to resurface these streets has increased significantly. Baxter & Woodman indicates that the cost increases are primarily from:

1. Increases in roadway rebuilding costs from 2011.
2. Further deterioration of the roadway requiring additional work to be completed.
3. Additional repairs to the roadway drainage systems that were not included in the initial estimate.

Based on these cost estimates staff recommends the following street segments be included for the FY2015-16 roadway resurfacing program:

Base Bid		
<u>Street</u>	<u>From</u>	<u>To</u>
Kensington Avenue	47 th Street	Cossitt Avenue

Alternate Bid		
<u>Street</u>	<u>From</u>	<u>To</u>
Park Road	41 st Street	Ogden Avenue

Following the FY2015-16 Street Resurfacing Program the next street resurfacing program is planned in FY2021-22 in the amount of \$1.71 million.

The following is a summary of the proposed budget allocations for the neighborhood street resurfacing project:

- FY2014-15 – Design Engineering - \$80,000
- FY2015-16 - Construction and Construction Engineering - \$980,000
- FY2016-17 - Street Condition Survey Update - \$30,000
- FY2020-21 – Design Engineering - \$110,000
- FY2021-22 – Construction and Construction Engineering - \$1,600,000

Staff recommends completing the engineering work for the resurfacing program in the fiscal year before construction so that work can start on May 1 at the beginning of the construction season.

In FY2016-17, staff recommends that the street condition survey be updated to reflect changed conditions. The FY2016-17 budget includes \$30,000 for this work. Please note that all funding for the neighborhood street improvement project is provided by Motor Fuel Tax funds.

Staff also plans to incorporate the resurfacing of Lot 12 (corner of Bluff and Brainard) into the FY2015-16 street resurfacing program in order to gain economies of scale. Funding for the parking lot resurfacing is from the Parking Fund and will be kept separate from the roadway resurfacing program which uses MFT funds.

EDGEWOOD RECONSTRUCTION FROM 47TH TO 51ST STREET

Under the Village's first residential street resurfacing program, Edgewood Avenue was excluded due to cost considerations and with the thought that La Grange Memorial Hospital would financially participate in the project. At this point, the Village believes it is appropriate to list Edgewood Avenue as a future, stand alone project while potential funding sources are identified. In previous budgets funds were designated in the five-year capital improvement program for this project. However due to other Village priorities, this project has been delayed until such time additional revenues can be identified for this project.

As this project is not planned to occur within the current capital improvement program, we have included an estimated cost of this project below for discussion purposes:

Estimated costs for the project are as follows:

Engineering - \$120,000
Construction - \$1,000,000
Construction - Sewer - \$200,000
Total - \$1,520,000

Additionally, the water main below Edgewood Avenue is also in need of replacement. Should this project move forward estimates for water main replacement will need to be developed and included in future Water Fund budgets.

Please note this is a preliminary estimate of cost to rehabilitate the sewer and resurface the roadway on Edgewood Avenue between 47th and 51st. Since this project requires the reconstruction of the roadway in addition to sewer improvements, it has been separated from the neighborhood resurfacing program. Many components of this project would be eligible for the use of MFT funding. The next step for this project would be to perform a preliminary engineering assessment to determine the scope of work so that more detailed cost estimates could be developed.

Additionally staff has pursued the designation of Edgewood Avenue as a federal aid eligible

route. In order to be eligible for federal designation a roadway must have logical termini points. For Edgewood Avenue this would be 47th Street and 55th Street. In working with Lyons Township on this issue, they recently approved the designation of Edgewood Avenue as an FAU Route, so the next step would be to make a joint application to the Central Council of Mayors.

POLICE / FIRE DEPARTMENT ROOF

The existing Police / Fire building roof consists of a built-up roof membrane that was installed approximately 25+ years ago. Over the last several years various leaks have been discovered and repaired in the roof. Based on these leaks, a complete three part roof thermal scan and inspection report was conducted. The scan consisted of a moisture scan, infrared scan and a nuclear survey in order to detect underlying moisture and saturation in the roof system. A complete map of the entire roof system noting the current conditions was created as part of the report.

A considerable amount of moisture was detected in the existing roof system. Based on the results of the survey, existing leaks, inspection and assessment, the roofing consultant recommends that the existing roofing system be replaced as it has reached the end of its sustainable life. The estimated cost to replace the roof is \$350,000. Over the next year this roof report, assessment and recommendation will be incorporated into the Village's facility plan. Based on the need to replace the roof, staff has included the roof replacement costs in the FY2018-19 Capital Improvement Budget. Staff will also pursue public safety grants for the replacement of the roof.

POLICE/FIRE DEPARTMENT HVAC

The Police and Fire Facility located at 304 Burlington was reconstructed in early 1990's. At that time the mechanical systems in the building were replaced and upgraded. These systems are now approximately 25 years old and many of the components have reached the end of their useful life. For example the boilers in the facility were repaired numerous times through various re-welding procedures, however additional repairs are no longer possible on some of these systems. Also, some of the control systems are no longer supported by the manufacturer.

In order to keep the system operational staff solicited and received estimates to perform the necessary repairs and upgrade various components of the system. The proposals received were costly (> \$100,000) and each contractor approached the repairs and upgrades in slightly different ways. Given the estimated costs involved and different approaches, staff contracted with the mechanical engineering firm Building Engineering Systems, LLC to perform an evaluation of the entire mechanical system at the Police and Fire facility. The goal of the report was to inspect and document the condition of the existing mechanical systems, estimate remaining useful life, and provide recommendations for replacements and upgrades to the existing system and controls.

From the engineering report, the following mechanical systems are recommended for replacement:

1. Replace the two 25 year old boilers as one boiler has failed and the other is at or near the end of its useful life.
2. The existing chillers are past their useful life and are recommended for replacement within the next several years. The estimated cost to replace the chillers is \$120,000.
3. The HVAC control system is obsolete and is no longer supported by the manufacturer. The estimated cost to upgrade the control systems is \$100,000.
4. The exhaust fan controls are recommended to be upgraded in the amount of \$20,000.

The identified mechanical improvements have been separated into two phases: Phase 1 – Immediate Repairs and Phase 2 - Repairs recommended within the next two years. The following chart details the estimated costs for the two phases of work from the mechanical engineering report:

	Duration	Cost
Phase 1 (Boiler Replacement)		
Engineering	2 weeks	\$5,000
Bid	4 weeks	
Installation	6-8 weeks	\$130,000 to \$180,000
Total		\$135,000 to \$185,000
Phase 2		
Engineering	6-8 weeks	\$15,000
Bid	4 weeks	
Replace Chiller	6-10 weeks	\$80,000 to \$120,000
Upgrade HVAC Controls	4-8 weeks	\$80,000 to \$100,000
Upgrade Exhaust fan controls	4-6 weeks	\$10,000 to 20,000
Total		\$185,000 to \$255,000

Since one boiler was non-operational, and the other boiler was the same age and likely to fail again soon, staff recommended moving forward with the replacement of both boilers as soon as possible to ensure the reliable supply of heat to the Police and Fire Facility this winter.

In October 2014, the Village Board approved a contract to replace the boilers in the amount of \$164,000. This work was completed in December, 2014 on time and within budget.

Due to the importance of this emergency facility, staff recommends that the Phase 2 mechanical improvements be included in the FY2015-16 budget in the amount of \$255,000 as the identified systems are in need of replacement. Funding for this project will also be sought through available public safety grants.

PARKING STRUCTURE – KELMAR REAPPLICATION

The parking structure located at the corner of Harris and 6th Avenues was completed in 2005. As part of the design, a protective coating called Kelmar was applied to the driving surfaces to protect the concrete and steel reinforcement. This coating is now almost 10 years old and has

worn out in a number of locations. Most notably in the driving lanes. The installer indicates that this experience is consistent with the expected approximate life span of the product. In order to continue to receive the benefits of this protective coating, the manufacturer’s representative recommends re-application of this product over areas that are showing deterioration. Specifically these areas are generally on to the top deck of the parking garage that are exposed to plowing, salt, sunlight and other weather conditions.

The Village received a quote to re-apply this product in the amount of \$144,360. Staff recommends reapplication of this coating during the next fiscal year in order to maintain the protective benefits. Funding for this project is included in the parking fund in the amount of \$150,000.

PARKING LOT 12 RESURFACING PROJECT

Lot 12 is a commuter parking lot with 38 parking spaces located at the intersection of Bluff and Burlington Avenues. The lot is mainly used by commuters accessing the La Grange Road Train Station.

Currently there are two access points to this lot on the east side of Bluff Avenue immediately south of Burlington Avenue. The existing lot consists of an asphalt surface with concrete curbs outlining the lot and internal aisles. The existing surface is in poor condition and is in need of repair.

Staff proposes to resurface the lot similar to Lot 2 as funding for installation of green infrastructure similar to Lot 13 is not available. The estimated expenses and funding sources for the project are as follows:

Lot 12 Reconstruction Project	Estimated
Expenses	
Engineering	
Design Engineering - Development of Plans and Specifications	5,000
Construction Engineering	7,000
Sub-total	12,000
Construction	120,000
Total	132,000
Funding Sources	
Parking Fund – FY2014-15	5,000
Parking Fund – FY2015-16	127,000

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Total	132,000
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Costs for the resurfacing of Lot 12 have increased since the original estimates for the lot were completed. Cost increases are the result of general construction cost increases and additional deterioration within the lot. Funding for the parking lot improvements is included in the Parking Fund.

Staff also plans to incorporate the resurfacing of Lot 12 (corner of Bluff and Brainard) into the bidding documents for the street resurfacing program in order to gain economies of scale. The funding for the parking lot resurfacing is from the Parking Fund and will be kept separate from the roadway resurfacing program which uses MFT funds.

During construction, decal holders for Lot 12 will be redirected to park in other zone parking areas around the La Grange Road Train Station.

FUTURE OUTLOOK

The proposed plan for capital improvements demonstrates the continued emphasis on maintenance and replacement of the Village’s aging infrastructure. While these projects provide a realistic plan for infrastructure improvements, they also provide the flexibility to reschedule the specific timing of the projects due to changes in scope, alternate funding or as Village priorities may change over the years. Project timing and budgets are based on the best information available at this time and may need to be adjusted as engineering; construction and material costs are reviewed and evaluated annually.

Although the Capital Project Fund reflects deficit fund balances at the end of FY 2017-18 and FY 2018-19, there is a surplus fund balance, or reserve, of approximately \$6,785 at the end of the five-year budget period which demonstrates the ability to fund these identified projects over this time period. A deficit fund balance in a given year represents a short term, interfund loan from the General Fund, which would be repaid at such time funds become available within the Capital Projects Fund. The financial impact of an outstanding interfund loan during the fiscal year would be a slight reduction in interest income to the General Fund.

In addition to the above projects, we have several “previously identified, but not yet budgeted” capital projects which are being considered or developed for future fiscal years. Below we present a description of those projects. They will be scheduled as project scope and cost estimates are refined, and funding becomes available. Finally, we will continue to aggressively seek out and apply for grant funds for these projects as evidenced earlier in this report.

La Grange Road Street Light Replacement – We propose to replace the overhead streetlights on La Grange Road between Brewster Avenue and 47th Street with ornamental poles consistent with the design of our current streetscape furnishings. The current system was installed over 50 years ago. Although this system is functioning, the poles are showing signs of severe cracking and

deterioration. Replacement parts and poles are becoming more difficult to locate. We estimate the current cost of this project to be approximately \$1,000,000.

However, we are specifically examining the replacement of only the light fixtures at this time through energy efficiency grant opportunities.

Burlington Avenue Streetlights – Ogden to Brainard - We propose to replace the overhead streetlights on Burlington Avenue between Ogden Avenue and Brainard Avenue as a companion piece to the La Grange Road Street Light Replacement project. As these are the same light standards used on La Grange Road, the same issues of deterioration and diminishing replacement inventory apply. We estimate the cost of this work in this project corridor to be \$500,000. Similarly, we are planning for the replacement of only the light fixtures through energy efficiency grant opportunities.

Ogden & East Avenue Intersection Improvements – A significant amount of trucks utilize Ogden Avenue and East Avenue to access the quarry to the south. The current geometry at the southwest corner of Ogden and East Avenues does not facilitate efficient truck movement at the intersection. Specifically, trucks attempting to make a right hand turn from eastbound Ogden Avenue to southbound East Avenue jump the curb, and on many occasions damage traffic signal equipment at this corner. As part of the proposed BEDS development at this corner, the right-of-way necessary for the radius improvements will be identified as part of a future IDOT project at this location.

CREATE — CREATE (Chicago Region Environmental and Transportation Efficiency) is a major public-private partnership established in 2003 to improve freight rail traffic in the Chicago metropolitan area. Architects of the plan include the six major Class I railroads, the City of Chicago and IDOT. Among the many infrastructure improvements being considered, the plan identifies 25 new grade separations, including the IHB crossing at 47th Street and East Avenue.

This is a long term project. We should be aware of this regional transportation project, and its potential impacts and benefits to La Grange. As discussed in the Status Report, IDOT is working on a Phase I Engineering report for improvements to the intersection of 47th Street and East Avenue which may include signalization of the intersection as part of the project. This improvement is not currently included in IDOT's five year highway program for construction. However, this improvement is on the list of projects to mitigate impacts from the closure of Joliet Road, using settlement funds.

Wayfinding Signage – Phase III — The Village completed Phases I and II of the wayfinding signage project in FY 2007-08. Phases I and II included parking lot directional and identification signs within the Central Business District (CBD). Phase III of the project would involve Village entrance signs, trailblazing signage to the CBD and other destinations, and gateway treatments/monuments for the CBD and potentially other shopping areas. At this time, we are not recommending funding Phase III of this project which has an estimated cost of \$350,000.

La Grange Road Train Station – As time, budgets and other priorities permit, we will continue to

look at ways to upgrade the interior of the La Grange Road Train Station. We are also interested in enhancing bicycle parking opportunities at the station. Finally, we are also looking to improve vehicle movement and parking at the La Grange Road Train Station along Hillgrove Avenue, as noted under the status update for miscellaneous engineering.

Hillgrove Avenue – Utility System Relocation Project — This project involves the burial of aerial utilities to underground locations on Hillgrove Avenue from Brainard to Gilbert. The project will remove the unsightly cables and poles which detract from our beautification efforts in the West End Business District. Secondly, the Village will benefit from approximately 9 additional parking spaces in areas currently obstructed by the poles. Removal of the poles will also facilitate maintenance activities. The project is estimated to cost approximately \$500,000.

Public Works Facility – The existing Public Works facility is a collection of various structures that have been constructed over many years. Several of the structures / buildings are estimated to be a hundred years old. In order to gain a better understanding of the current condition and estimated remaining useful life of the facility staff has proposed completing a facilities analysis. This study is budgeted in the miscellaneous engineering line item. Once this facilities analysis is complete, more detailed recommendations will be provided to the Village Board. Costs for any improvements are unknown at this time.

Police / Fire Parking Lot Repair – The parking lot behind the Police / Fire facility is nearing the end of its useful life. Funds are currently budgeted in the parking fund for resurfacing in FY2020-21. Staff will evaluate the remaining useful life of the lot, estimate the cost and make recommendations for repairs.

WATER FUND

VILLAGE OF LA GRANGE
WATER FUND
WORKING CAPITAL SUMMARY THROUGH APRIL 30, 2020

Working Capital, April 30, 2012			939,503
Revenues	2012-13	6,444,631	
Expenses	2012-13	<u>(4,475,180)</u>	<u>1,969,451</u>
Working Capital, April 30, 2013			2,908,954
Revenues	2013-14	4,491,439	
Expenses	2013-14	<u>(5,181,189)</u>	<u>(689,750)</u>
Working Capital, April 30, 2014			2,219,204
Revenues	2014-15	4,565,900	
Expenses	2014-15	<u>(4,557,936)</u>	<u>7,964</u>
Working Capital, April 30, 2015			2,227,168
Revenues	2015-16	5,149,600	
Expenses	2015-16	<u>(6,351,111)</u>	<u>(1,201,511)</u>
Working Capital, April 30, 2016			1,025,658
Revenues	2016-17	5,152,100	
Expenses	2016-17	<u>(5,049,470)</u>	<u>102,630</u>
Working Capital, April 30, 2017			1,128,287
Revenues	2017-18	5,162,100	
Expenses	2017-18	<u>(4,838,913)</u>	<u>323,187</u>
Working Capital, April 30, 2018			1,451,474
Revenues	2018-19	5,167,100	
Expenses	2018-19	<u>(5,156,460)</u>	<u>10,640</u>
Working Capital, April 30, 2019			1,462,114
Revenues	2019-20	5,172,100	
Expenses	2019-20	<u>(5,222,527)</u>	<u>(50,427)</u>
Working Capital, April 30, 2020			<u><u>1,411,687</u></u>

WATER FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2012-13 ACTUAL	2013-14 ACTUAL	2014-15 BUDGET	2014-15 EST. ACT	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET	2019-20 BUDGET
5000	REVENUES									
	CHARGES FOR SERVICES									
5200	WATER SALES	4,258,741	4,375,358	4,700,000	4,450,000	5,050,000	5,050,000	5,050,000	5,050,000	5,050,000
5201	WATER TAPS	35,960	45,966	35,000	50,000	35,000	35,000	35,000	35,000	35,000
5203	FIRE LINES	12,240	12,143	12,000	12,000	12,000	12,000	12,000	12,000	12,000
5209	PENALTY	48,844	48,512	45,000	46,900	45,000	45,000	45,000	45,000	45,000
	SUBTOTAL	4,355,785	4,481,979	4,792,000	4,558,900	5,142,000	5,142,000	5,142,000	5,142,000	5,142,000
	INTEREST INCOME									
5500	INVESTMENT INTEREST	2,452	2,047	7,500	2,500	7,500	10,000	20,000	25,000	30,000
	SUBTOTAL	2,452	2,047	7,500	2,500	7,500	10,000	20,000	25,000	30,000
	FINANCING REVENUES									
5700	BOND PROCEEDS	2,080,000	-	-	-	-	-	-	-	-
	SUBTOTAL	2,080,000	-	-	-	-	-	-	-	-
	MISCELLANEOUS REVENUES									
5899	MISCELLANEOUS	6,394	7,413	100	4,500	100	100	100	100	100
	SUBTOTAL	6,394	7,413	100	4,500	100	100	100	100	100
	TOTAL REVENUES	6,444,631	4,491,439	4,799,600	4,565,900	5,149,600	5,152,100	5,162,100	5,167,100	5,172,100

BUD16\16WTRBUD
1/29/2015

2-B.1

WATER FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2012-13 ACTUAL	2013-14 ACTUAL	2014-15 BUDGET	2014-15 EST. ACT	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET	2019-20 BUDGET	
5000	EXPENDITURES	PERSONNEL									
6000	SALARIES - FULL-TIME	714,137	705,742	731,969	724,681	745,082	778,636	811,986	845,325	877,850	
	SALARY ALLOCATIONS										
	Salaries - F/T - Admin	104,397	107,654	112,296	112,137	113,942	116,920	121,229	125,722	130,407	
	Salaries - F/T - Finance	117,603	128,881	131,246	131,933	134,160	136,002	140,198	144,541	149,036	
	Salaries - F/T - DPW	(68,124)	(72,986)	(72,558)	(74,139)	(73,428)	(73,171)	(74,530)	(75,895)	(77,265)	
	Salaries - F/T - Sewer	(18,535)	(19,961)	(20,056)	(20,496)	(20,357)	(20,520)	(21,033)	(21,559)	(22,098)	
		849,478	849,330	882,897	874,116	899,398	937,867	977,849	1,018,133	1,057,930	
6001	SALARIES - PART-TIME	5,948	8,796	9,360	9,360	9,860	10,360	10,860	11,360	11,860	
	Salaries - President	1,980	900	1,980	900	1,980	1,980	1,980	1,980	1,980	
		7,928	9,696	11,340	10,260	11,840	12,340	12,840	13,340	13,840	
6002	SALARIES - OVERTIME	38,135	82,655	41,000	46,548	48,825	51,266	53,830	56,521	59,347	
6004	IMRF CONTRIBUTIONS	111,046	119,384	120,350	117,506	117,923	122,990	128,270	133,600	138,884	
6005	FICA/MEDICARE	63,643	67,131	71,394	70,238	72,339	75,434	78,998	81,926	85,156	
6009	IRMA CONTRIB / CLAIMS	84,256	77,231	111,012	91,512	116,614	116,614	116,614	116,614	116,614	
6010	HEALTH INSURANCE	136,298	150,843	162,083	162,083	175,403	188,444	202,463	217,533	233,734	
6020	TRAINING & MEMBERSHIP	663	3,633	3,200	3,200	3,200	3,200	3,200	3,200	3,200	
6021	UNIFORMS	2,350	3,201	4,700	4,700	4,700	4,700	4,700	4,700	4,700	
	SUBTOTAL	1,293,797	1,363,104	1,407,976	1,380,580	1,450,241	1,518,134	1,584,094	1,650,852	1,713,405	
	SUPPLIES & MATERIALS										
6100	SUPPLIES	1,723	1,964	3,300	3,300	3,300	3,300	3,300	3,300	3,300	
6101	PRINTING & POSTAGE	18,786	14,428	17,400	15,150	12,750	15,150	12,750	15,150	12,750	
6102	GAS & OIL	16,460	21,617	16,000	15,551	16,000	16,000	16,000	16,000	16,000	
	SUBTOTAL	36,969	38,009	36,700	34,001	32,050	34,450	32,050	34,450	32,050	
	OPERATIONS & CONTRACTUAL										
6210	TELEPHONE	9,721	11,418	10,200	11,862	12,467	12,467	12,467	12,467	12,467	
6211	ELECTRIC FEES	35,949	33,484	35,000	33,633	35,000	35,000	35,000	35,000	35,000	
6220	MAINTENANCE - WATER	110,602	150,542	110,000	110,000	110,000	110,000	110,000	110,000	110,000	
6230	PROFESSIONAL SERVICES	26,564	21,051	55,000	55,870	55,000	55,000	55,000	55,000	55,000	
6232	AUDITING	11,420	10,755	11,095	11,095	12,658	12,025	12,383	13,772	14,185	
6290	WATER PURCHASES-McCOOK	2,106,852	2,217,346	2,600,000	2,375,000	2,750,000	2,750,000	2,750,000	2,750,000	2,750,000	
6291	LEAK STUDY	-	22,751	13,000	13,000	13,000	13,000	13,000	13,000	13,000	
	SUBTOTAL	2,301,108	2,467,347	2,834,295	2,610,460	2,988,125	2,987,492	2,987,850	2,989,239	2,989,652	

2-B.2

WATER FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2012-13 ACTUAL	2013-14 ACTUAL	2014-15 BUDGET	2014-15 EST. ACT	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET	2019-20 BUDGET
<u>CAPITAL OUTLAY</u>										
6600	NEW EQUIPMENT	7,000	2,154	5,000	5,000	5,000	5,000	5,000	5,000	5,000
6605	COMPUTER EQUIPMENT	532	1,075	1,000	1,000	1,000	1,000	1,000	1,000	1,000
6660	EQUIPMENT - RESERVE (ERF)	43,529	46,310	46,465	46,465	46,465	46,465	47,589	47,589	49,889
6691	MAINS / IMPROVEMENTS	715,446	1,072,383	1,419,000	293,000	1,642,500	275,000	-	250,000	250,000
6692	METERS	19,239	30,651	20,000	20,000	20,000	20,000	20,000	20,000	20,000
6693	HYDRANT & VALVES	21,289	18,764	20,000	20,000	20,000	20,000	20,000	20,000	20,000
	SUBTOTAL	807,035	1,171,337	1,511,465	385,465	1,734,965	367,465	93,589	343,589	345,889
<u>FINANCING EXPENSES</u>										
6700	BOND PRINCIPAL	-	85,000	85,000	85,000	90,000	90,000	90,000	90,000	95,000
6701	BOND INTEREST	27,196	44,859	44,230	44,230	42,530	40,730	38,930	37,130	35,330
	SUBTOTAL	27,196	129,859	129,230	129,230	132,530	130,730	128,930	127,130	130,330
<u>MISCELLANEOUS EXPENSES</u>										
6899	MISC/LAB EXPENSES	9,075	11,533	13,200	18,200	13,200	11,200	12,400	11,200	11,200
	SUBTOTAL	9,075	11,533	13,200	18,200	13,200	11,200	12,400	11,200	11,200
	TOTAL FOR DEPARTMENT	4,475,180	5,181,189	5,932,866	4,557,936	6,351,111	5,049,470	4,838,913	5,156,460	5,222,527

2-B.3

VILLAGE OF LA GRANGE
Department of Public Works

EXECUTIVE COMMITTEE REPORT

TO: Village President, Village Board of Trustees
Village Clerk and Village Attorney

FROM: Robert Pilipiszyn, Village Manager
Ryan Gillingham, Director of Public Works
Lou Cipparrone, Finance Director

DATE: February 2, 2015

RE: **WATER FUND – STATUS REPORT FY 2014-15**

SALARIES – FULL-TIME & PART-TIME

FY2014-15 full-time salaries are under budget to reflect temporary vacancies and actual labor rates from the most recent union contract. Subsequent year salaries reflect a cost of living increase and continuation of existing staffing levels.

Subsequent year budgets reflect part-time employees hired during the summer months and over winter break to assist with maintenance of water systems and infrastructure.

PROFESSIONAL SERVICES

Expenses in this line item include emergency locates, outsourcing of printing and mailing of monthly water bills (which includes payments via the internet), engineering service for the water system including the Pump Station, professional services for the Backflow Prevention Program, and GIS.

Geographical Information System (GIS)

Expenses in this line item also include \$35,000 for a Geographical Information System (GIS). This system documents and records the location of Village utilities (water, sewer, lighting) electronically. This system assists the Village staff to locate utilities in the field and make updates to utility atlases. Staff is currently in the process of inputting utility information into the system. This system will replace the existing paper map system.

LEAK SURVEY

Each year the Village performs a leak survey with electronic equipment in order to detect

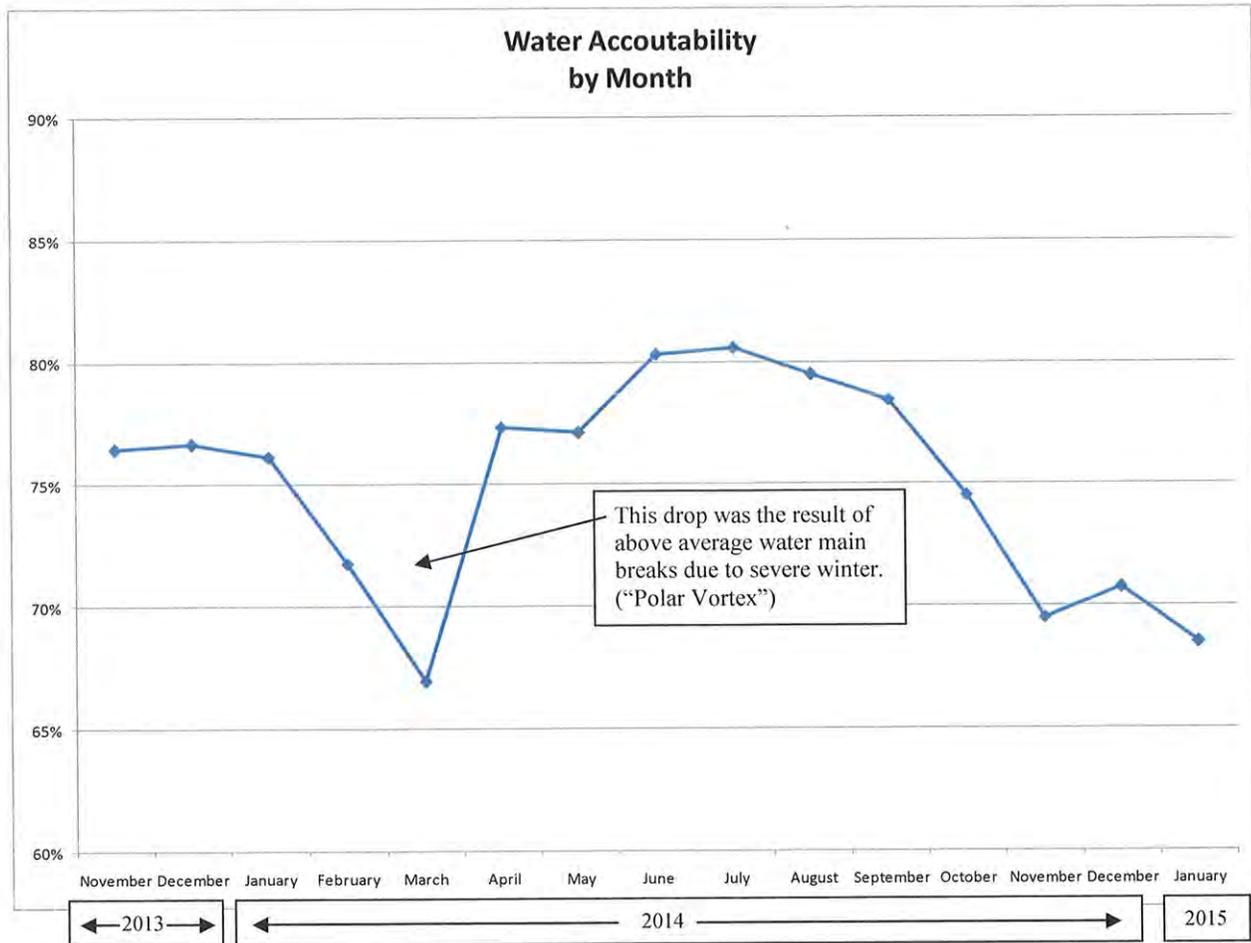
possible water leakage on hydrants, valves, mains and services. This program helps the Village improve its water accountability (pumped vs. billed ratio) within the water distribution system.

In FY2013-14 two leak surveys were completed. The first survey was completed in the Spring/Summer of 2013. A total of 39 leaks were discovered in 316,800 lineal feet of water main surveyed. (30 hydrant leaks, 5 main leaks, 11 service leaks, and 3 valve leaks.) The second leak survey was performed in the Spring of 2014. A total of 17 leaks were located throughout the Village. (6 hydrant leaks, 5 main leaks, 4 service leaks and 2 valve leaks.)

The FY 2012-13 leak study was completed in late spring and was not billed until FY 2013-14. Therefore, there is \$0 expended in FY2012-13 and \$22,751 expended in FY2013-14 to account for the prior year's leak survey.

This pro-active approach has resulted in some increase in water accountability this past year. Unfortunately, these surveys are snapshots of the system at the time they are conducted and cannot effectively anticipate the periodic main breaks of consequence which tend to occur during freeze/thaw cycles.

Through the new water meter reading system, the Village is able to track water accountability on a real time basis. A chart detailing the water accountability on a monthly basis is included below:



As noted in the above chart, there was a significant drop in water accountability in March, 2014. This drop in water accountability was the result of numerous water main breaks during that period, which were fixed resulting in an increase in water accountability. Unfortunately, through an analysis of the most recent water accountability information, we believe a significant leak exists within the system that has not surfaced. We are in the process of initiating a complete Village wide leak survey. We also propose to continue with the annual leak study in order to improve accountability and detect leaks whenever possible. We will also explore the feasibility of utilizing new technologies in an effort to improve leak detection.

WATER MAINS

This line item generally contains capital improvement expenditures for the Water Fund. Current capital improvement projects are noted below.

Water Meter Replacement Program

The Village implemented the Water Meter Replacement Program in order to improve water accountability (billed vs. pumped) and to improve efficiency of water meter reading. A contract with HD Waterworks was approved on April 23, 2012 in the amount of \$1,444,218 to replace

water meters and install a new fixed based water meter reading system. The project is substantially complete. A total of 4,820 meters were replaced as part of the project. A few minor software updates remain to be completed. The anticipated final cost for the project is \$1,576,791 which is slightly over the budgeted amount of \$1,500,000. The budget for the project is as follows:

WATER METER REPLACEMENT PROJECT	BUDGET
Expenses	
Water Meter Replacement Project	1,576,791
Total	1,576,791
Funding Sources	
Water Fund – 2012 Bond Issue	1,576,791
Total	1,576,791

Water Pump Station Improvements

The main component of the Village’s distribution system is the East Avenue Pump Station located at the intersection of East Avenue and Plainfield Road. Water is received at the pump station from the Village of McCook, re-chlorinated, and redistributed through a network of pipes to individual properties. The existing 1.75 million gallon reservoir and pump station facility at East Avenue was constructed in the early 1980’s. In 1993 the pumping capacity of the original station was augmented with the construction of a prefabricated below grade pumping station.

Since many of the current systems at the pump station are nearing the end of their useful life, a preliminary engineering study was completed by Baxter & Woodman in 2010 to assess the condition of this critical piece of infrastructure and its components. The goal of this study was to evaluate the existing equipment, identify equipment that should be scheduled for replacement, assess new technologies that could increase efficiency thus decreasing operating and maintenance costs, and review operations to identify areas for improvement. The study determined that in fact some equipment has reached the end of its useful and should be replaced as replacement parts are no longer available. Additionally, water pumping station technology has changed significantly over the last thirty years and the implementation of newer technology would decrease the costs of operating the station over time.

From the preliminary engineering study, the scope of work for the project includes the following recommended improvements:

1. Replace existing Supervisory Controls and Data Acquisition (SCADA) equipment with new computer based technology that will allow for remote operations, automatic report writing, enhanced controls, and improved communications and alarm notifications.
2. Replace existing generator, automatic transfer switch and motor controls. Install diesel storage tank for generator that will allow for continuous operation of pump station in the

event of an emergency.

3. Replace existing building interior lights.
4. Replace roof.
5. Replace existing motor control center including new motor starters, circuit breakers, surge protection, lighting panel, transformer and connection of all power and control wiring.
6. Replace communications infrastructure and power for access control, security, video surveillance, instrumentation, and control systems.
7. Perform structural inspection of the existing ground storage tank given adjacency of quarry and prepare a summary report of the findings. The water storage tank was last inspected in the late 1990's.
8. Inspect three vertical turbine pumps and associated steel casings by removing pumps and videotaping conditions.
9. Update the existing Emergency Response Plan and Vulnerability Study.
10. Install new dehumidification system for the Main East Avenue Pumping Station in order to reduce maintenance costs due to corrosion associated with condensation on equipment.
11. Assess existing chlorine injection system and potentially modify chlorine system from a gas to liquid system depending on assessment.
12. Upgrade pump control valves to improve operations and reduce electrical costs.
13. Install new isolation valve exterior to the station to provide the ability for redundant effluent water lines from the station for improved operations in the event of an emergency.

A contract with Baxter & Woodman was approved in December 2012 in the amount of \$125,776 for detailed engineering design and inspection services for the identified improvements to the East Avenue Pumping Station.

From the preliminary engineering study, review of current operations, assessment of past failures, and consideration of future challenges, staff also identified the replacement of the existing pumps in the above ground pump station as a priority for the following reasons:

1. The existing rate of pump failure is not consistent with other pump station experience in the Chicago area. The style of pump in use (vertical turbine pump) is not common for similar pump station applications. Staff hypothesizes that the length of the pump shaft and

adjacency of the quarry operations may be related to the pumps wearing out prematurely. Pumps on average have required replacement every 7-10 years at a cost of approximately \$20,000 - \$30,000. For reference other pumps in similar applications can last 50+ years.

2. The existing gas chlorine injection system is located 20' under the station building and is not accessible for repairs. Given the corrosive nature of chlorine gas with metallic pipe, the connection point is anticipated to eventually fail. The existing connection is approximately 30 years old. A break in the suction pipe below the pump station would result in completely shutting down the above ground pump station and would require removal of the building structure to make the repair given the depth and location of the underground pipes.
3. The existing pumps and controls are inefficient and antiquated compared to new pumps and technology.

Based on these factors, staff assessed different pump designs to determine if an alternate pump configuration could be installed. Based on this analysis, staff recommends that the existing vertical turbine pumps be replaced with new vertical split case pumps inside a new enclosure next to the existing building. The advantage of this configuration is that the pump assembly is accessible for maintenance. Should a break in a line occur, the system would not have to be demolished to make the repair. Secondly, the pump would be installed with robust vibration isolators to mitigate any effects from adjacent quarry vibrations. Third, the new liquid chlorine injection point would be accessible for maintenance. Fourth, the new pumps and controls would be more energy efficient than the existing system. Lastly, replacement of the pumps at this time would coincide with the other pump station improvements providing economies of scale for the project.

Based on these recommendations, the plans and specifications were completed and the project was bid in September 2014. The low bid for the project was \$1.69 million which exceeded the engineer's estimate of \$1.15 million. Baxter and Woodman assessed the bid results and believed that the bid prices were higher than expected for the following reasons:

1. Recent increases in equipment and labor costs have occurred as demand for these services have increased with the economy.
2. There was an abundance of work available at the time of bidding which reduced the competitiveness of the bids.

Additionally, contractors indicated that bid results, in northern Illinois have been significantly higher (40-50% over engineer's estimates) in the last several months due to the increase in labor costs. Some bidders indicated that lower prices would be received if the project was re-bid this winter.

As such, staff recommended re-bidding the project later in the winter when pricing may be more competitive and also re-evaluated the scope of work for the project to remove components that

do not need to be completed at this time. The project scope was reviewed and the following changes were made:

1. Delay demolition of the existing pump station building and continue to use the existing generator and water feed from McCook.
2. Delay the purchase and installation of a new electrical generator.
3. Reuse existing water feed control system from McCook.
4. Delay other miscellaneous site improvements.

The plans and specifications were revised based on the reduced scope of work. The bid opening for the revised project was held on Wednesday, January 14, 2015. The low bid for the project was \$1,350,000 which was \$340,000 less than the previous bid.

Staff will be recommending to the Village Board approval of a contract with the low bidder at the Board Meeting on February 9, 2015.

The following table details the proposed budget for the Pump Station Improvement Project:

East Avenue Pumping Station Improvements	BUDGET
Expenses	
Engineering	
Phase 2 - Development of Plans and Specifications	125,776
Phase 3 – Construction Engineering	94,500
Subtotal	220,276
Construction	
Construction	1,350,000
SCADA System	198,000
Subtotal	1,548,000
Total	1,768,276
Funding Sources	
Water Fund – 2012 Bond Issue (Reallocated to FY2013-14)	503,209
Water Fund - Reserves	1,265,067
Total	1,768,276

As noted in the table the budget continues to reflect the use of Water Fund Reserves and bond proceeds to complete the project as discussed last year.

Cossitt Avenue Water Main Lining Project

In advance of the Cossitt Avenue Resurfacing Project (Gilbert to Brainard) staff recommended replacement of the water main on Cossitt Avenue from Gilbert Avenue to Leitch Avenue. This section of the main was installed in 1925 and has experienced a number of recent water main breaks. The remaining water main on Cossitt Avenue from Leitch Avenue to Park Road was replaced in 1995. This project was scheduled to be completed a year in advance of the Cossitt Avenue Street Resurfacing Program.

This past summer the Cossitt Avenue Water Main Replacement Project was completed using a new rehabilitation process called cured-in-place pipe lining technology. The following chart details the estimated final expenses for the project:

Cossitt Avenue Water Main Replacement Project – Gilbert Avenue to Leitch Avenue	BUDGET
Expenses	
Engineering	
Phase 2 – Development of Plans and Specifications	15,495
Phase 3 – Construction Engineering	19,875
Subtotal	35,370
Construction	
Fer-Pal Construction	226,781
Total	262,151
Funding Sources	
Water Fund – Mains – FY2013-14	15,495
Water Fund – Mains – FY2015-16	246,656
Total	262,151

Originally, the project anticipated using Water Fund Reserves as the bid prices were higher than initial estimates. However, the final project costs were lower due to quantities being lower than anticipated and value of engineering performed during construction.

VILLAGE OF LA GRANGE
Department of Public Works

EXECUTIVE COMMITTEE REPORT

TO: Village President, Village Board of Trustees
Village Clerk and Village Attorney

FROM: Robert Pilipiszyn, Village Manager
Ryan Gillingham, Director of Public Works
Lou Cipparrone, Finance Director

DATE: February 2, 2015

RE: **WATER FUND -- STAFF RECOMMENDATIONS FY 2015-16**

WATER RATE INCREASE

The Water fund was established as an enterprise fund to finance the cost of operating, maintaining and replacing the Village's water distribution system. Our goal is to maintain reserves at about 50% of operating expenses. Due to the estimated expenses for the pump station, we estimate that water fund reserves at the end of the fiscal year period will be \$1.4 million or 28% of operating expenses.

Water sales are estimated to be under budget \$250,000 (5.5%) in FY2014-15 due to above normal rainfall during the spring/early summer months resulting in below average water consumption during the first half of the fiscal year. Consistent with the lower water usage, there is corresponding decrease in water purchased from McCook.

Since the completion of the water meter replacement program this past summer, the Village's pumped to billed ratio has averaged approximately 80%. However, as noted at the Village Board meeting on December 8th and in the status report, staff believes a significant undiscovered leak exists in the system, which has caused a decrease in accountability.

Please note, the Village continues to seek ways to improve water accountability including main replacement, leak studies and system repairs.

In order for the Water Fund to continue to 1) fund ongoing operations including the water rate increase from the City of Chicago, 2) fund the water meter replacement program/pumping station bonds 3) remain active with the replacement of water mains as part of the neighborhood street replacement program, 4) replace mains where known deficiencies exist within the system and 5) rebuild/maintain reserves; water rate increases in the amount of 15%, 6.0%, 7.5% and 7.5% are included in the proposed budget over four fiscal years. The last budgeted increase of 7.5% is effective May 1, 2015 consistent with the last increase from the City of Chicago.

We do not yet have an indication from either McCook or the City of Chicago for future increases beyond FY2015-16. As per Village policy an increase from the City of Chicago would be passed along as part of future rate increases.

WATER MAINS / CAPITAL IMPROVEMENTS

The Water Main line item includes expenses generally associated with Capital Improvement Projects in the Water Fund. For future budget estimating, the Village allocates on average approximately \$250,000 each year towards Capital Improvements in the Water Fund. Due to the pump station project we propose no projects in FY2017-18 to rebuild water fund balances.

Water Mains

In general, staff attempts to coordinate water main replacement projects in conjunction with street resurfacing in order to limit disruption and reduce overall project costs. Staff has assessed the water mains along future roadway resurfacing projects and provides the following recommendations:

Villa Venice Water Main Lining Project

In FY2016-17 staff has identified the rehabilitation of the Village's water main located on Villa Venice's property as a needed project. Over the last several years there have been numerous water main breaks on this section of pipe resulting in service disruption and damage to their parking lot. The estimated cost to repair this pipe with a lining process is approximately \$275,000. Engineering is scheduled in the amount of \$15,000 to be completed in FY2015-16, one year in advance of the project.

Future Water Main Replacement Projects

More specific water main replacement projects for future years will be scheduled in conjunction with water main projects that were identified in the Street Condition Survey. Other Water Fund projects "identified, but not yet budgeted" include the following:

47th Street Water Main Replacement

The water main which runs the entire length of the 47th Street corridor is an "identified, but not yet budgeted" project. This water main is between 77 and 86 years old and has experienced frequent breaks. The estimated replacement exceeds \$1.0 million. Staff plans to consider lining this water main instead of the traditional removal and replacement. The advantage of lining this water main would be to reduce costs by not having to replace the roadway due to water main excavation. Additionally, limiting the disruption on 47th Street by lining the water main is beneficial since 47th Street is under the jurisdiction of IDOT and carries significant amount of traffic.

Edgewood Avenue Water Main Replacement

The water main on Edgewood Avenue from 51st Street to Linklater Court has experienced frequent water main breaks. The replacement of this water main will be considered as part of any future resurfacing project on this street.

SEWER FUND

VILLAGE OF LA GRANGE
SEWER FUND
WORKING CAPITAL SUMMARY THROUGH APRIL 30, 2020

Working Capital, April 30, 2012			159,720
Revenues	2012-13	423,783	
Expenses	2012-13	<u>(555,856)</u>	<u>(132,073)</u>
Working Capital, April 30, 2013			27,647
Revenues	2013-14	440,224	
Expenses	2013-14	<u>(413,026)</u>	<u>27,198</u>
Working Capital, April 30, 2014			54,845
Revenues	2014-15	468,510	
Expenses	2014-15	<u>(450,130)</u>	<u>18,380</u>
Working Capital, April 30, 2015			73,225
Revenues	2015-16	3,806,025	
Expenses	2015-16	<u>(3,652,464)</u>	<u>153,561</u>
Working Capital, April 30, 2016			226,785
Revenues	2016-17	806,100	
Expenses	2016-17	<u>(716,686)</u>	<u>89,414</u>
Working Capital, April 30, 2017			316,199
Revenues	2017-18	808,500	
Expenses	2017-18	<u>(737,350)</u>	<u>71,150</u>
Working Capital, April 30, 2018			387,349
Revenues	2018-19	806,500	
Expenses	2018-19	<u>(750,195)</u>	<u>56,305</u>
Working Capital, April 30, 2019			443,654
Revenues	2019-20	806,500	
Expenses	2019-20	<u>(761,797)</u>	<u>44,703</u>
Working Capital, April 30, 2020			<u><u>488,357</u></u>

SEWER

ACCT. NO.	ACCOUNT DESCRIPTION	2012-13 ACTUAL	2013-14 ACTUAL	2014-15 BUDGET	2014-15 EST. ACT	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET	2019-20 BUDGET
8000 REVENUES										
<u>CHARGES FOR SERVICES</u>										
5210	SEWER SERVICE FEE	415,041	433,018	500,000	462,500	800,000	800,000	800,000	800,000	800,000
5211	CONNECTION FEES	7,200	7,200	6,000	6,000	6,000	6,000	6,000	6,000	6,000
	SUBTOTAL	422,241	440,218	506,000	468,500	806,000	806,000	806,000	806,000	806,000
<u>INTEREST INCOME</u>										
5500	INVESTMENT INTEREST	107	6	100	10	25	100	2,500	500	500
	SUBTOTAL	107	6	100	10	25	100	2,500	500	500
<u>MISCELLANEOUS REVENUES</u>										
5899	MISC/BOND PROCEEDS	1,435	-	-	-	3,000,000	-	-	-	-
	SUBTOTAL	1,435	-	-	-	3,000,000	-	-	-	-
	TOTAL REVENUES	423,783	440,224	506,100	468,510	3,806,025	806,100	808,500	806,500	806,500

BUD16\16SWRBUD
1/29/2015

2-C.1

SEWER FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2012-13 ACTUAL	2013-14 ACTUAL	2014-15 BUDGET	2014-15 EST. ACT	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET	2019-20 BUDGET
8000	EXPENDITURES	<u>PERSONNEL</u>								
6000	SALARIES - FULL-TIME	135,435	142,158	143,876	141,437	144,266	148,593	153,051	157,643	162,372
	SALARY ALLOCATIONS									
	Salaries - F/T - Admin	27,281	27,933	29,404	29,282	29,832	30,760	31,990	33,277	34,623
	Salaries - F/T - Finance	23,101	23,498	23,725	23,861	24,167	24,430	25,113	25,817	26,543
	Salaries - F/T - Water	18,535	19,961	20,056	20,496	20,357	20,520	21,033	21,559	22,098
		<u>204,352</u>	<u>213,550</u>	<u>217,062</u>	<u>215,075</u>	218,622	<u>224,303</u>	<u>231,188</u>	<u>238,296</u>	<u>245,636</u>
6002	SALARIES - OVERTIME	11,692	24,627	14,000	16,300	17,115	17,971	18,869	19,813	20,803
6004	IMRF CONTRIBUTIONS	28,458	30,315	28,972	29,685	29,467	30,284	31,257	32,264	32,389
6005	FICA/MEDICARE	15,822	17,005	16,142	17,700	17,967	18,534	19,129	19,745	20,383
6009	IRMA CONTRIB / CLAIMS	10,400	8,581	10,739	8,851	11,430	11,430	11,430	11,430	11,430
6010	HEALTH INSURANCE	14,876	15,178	15,857	15,857	17,084	18,340	19,691	21,144	22,705
6020	TRAINING & MEMBERSHIP	308	205	500	500	500	500	500	500	500
6021	UNIFORMS	936	706	1,400	1,400	1,600	1,600	1,600	1,600	1,600
	SUBTOTAL	<u>286,844</u>	<u>310,167</u>	<u>304,672</u>	<u>305,369</u>	313,785	<u>322,963</u>	<u>333,665</u>	<u>344,792</u>	<u>355,446</u>
		<u>SUPPLIES & MATERIALS</u>								
6100	TOOLS & SUPPLIES	854	692	1,500	1,500	1,500	1,500	1,500	1,500	1,500
6102	GAS & OIL	7,009	7,966	8,000	8,000	8,000	8,000	8,000	8,000	8,000
	SUBTOTAL	<u>7,863</u>	<u>8,658</u>	<u>9,500</u>	<u>9,500</u>	9,500	<u>9,500</u>	<u>9,500</u>	<u>9,500</u>	<u>9,500</u>
		<u>OPERATIONS & CONTRACTUAL</u>								
6210	TELEPHONE	2,807	3,182	3,000	3,200	3,300	3,300	3,300	3,300	3,300
6220	MTCE-EQUIPMENT	17,604	26,574	14,000	20,000	14,000	14,000	14,000	14,000	14,000
6224	MTCE-MANHOLE/SEWERS	6,949	626	7,000	7,000	7,000	7,000	7,000	7,000	7,000
6230	PROFESSIONAL SERVICES	6,126	5,967	20,000	20,000	20,000	20,000	20,000	20,000	20,000
6232	AUDITING	1,428	1,344	1,387	1,387	1,456	1,500	1,545	1,591	1,639
	SUBTOTAL	<u>34,914</u>	<u>37,693</u>	<u>45,387</u>	<u>51,587</u>	45,756	<u>45,800</u>	<u>45,845</u>	<u>45,891</u>	<u>45,939</u>

2-C.2

SEWER

ACCT. NO. ACCOUNT DESCRIPTION	2012-13 ACTUAL	2013-14 ACTUAL	2014-15 BUDGET	2014-15 EST. ACT	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET	2019-20 BUDGET
<u>CAPITAL OUTLAY</u>									
6600 NEW EQUIPMENT	-	-	3,000	3,250	3,000	3,000	3,000	3,000	3,000
6605 COMPUTER EQUIPMENT	309	951	1,000	-	-	-	-	-	-
6625 SEWERS	185,000	5,000	5,000	5,000	3,005,000	5,000	5,000	5,000	5,000
66XX SEWER LINING	-	-	-	-	175,000	50,000	50,000	50,000	50,000
6660 EQUIPMENT - RESERVE (ERF)	34,346	39,110	40,424	40,424	40,424	40,424	50,340	52,012	52,912
6681 MANHOLE REPLACEMENT	6,580	11,447	35,000	35,000	35,000	35,000	35,000	35,000	35,000
SUBTOTAL	226,235	56,508	84,424	83,674	3,258,424	133,424	143,340	145,012	145,912
<u>FINANCING EXPENSES</u>									
6700 BOND PRINCIPAL									
6701 BOND INTEREST					25,000	205,000	205,000	205,000	205,000
SUBTOTAL	-	-	-	-	25,000	205,000	205,000	205,000	205,000
TOTAL FOR DEPARTMENT	555,856	413,026	443,983	450,130	3,652,464	716,686	737,350	750,195	761,797

BUD16\16SWRBUD
1/29/2015

VILLAGE OF LA GRANGE
Department of Public Works

EXECUTIVE COMMITTEE REPORT

TO: Village President, Village Board of Trustees
Village Clerk and Village Attorney

FROM: Robert Pilipiszyn, Village Manager
Ryan Gillingham, Director of Public Works
Lou Cipparrone, Finance Director

DATE: February 2, 2015

RE: **SEWER FUND – STATUS REPORT FY 2014-15**

SALARIES – FULL-TIME

Salary expenses for FY2014-15 are anticipated to be near the budgeted amounts.

SEWERS

The FY2014-15 budget includes the annual \$5,000 NPDES (National Pollutants Discharge Elimination System) permit fee charged by the State of Illinois.

SEWER LINING

The Village owns and maintains approximately 360,000 feet of sewers. The life expectancy of a sewer can vary, but a conservative estimate is that the useful life of a sewer is 100 years. Therefore a rehabilitation program to repair, replace and/or rehabilitate the existing infrastructure is required to maintain the functionality of the existing system. Traditionally, the Village splits the cost of maintaining combined sewers between the Capital Projects Fund (storm sewer portion -90%) and Sewer Fund (sanitary sewer portion – 10%).

Beginning in FY2009-10, the Village implemented the sewer lining program to rehabilitate existing sewers that are reaching the end of their useful life. This process is less disruptive to residents since it does not require traditional open trench methods for installation. Although replacing the Village's aging sewer infrastructure remains an important long term goal, this program was temporarily postponed due to reduced funding within the Capital Projects Fund.

Staff is in the process of completing the sewer televising program in response to the severe storm events during the summer of 2014. Recommendations from this report, which are expected in February, will be included in a summary report by Baxter & Woodman and provided to the Village Board. Based on initial estimates, \$775,000 is budgeted next year (\$175,000 in sewer, \$600,000 in capital projects) to address immediate repairs identified as part of the sewer televising.

The routine sewer lining program is budgeted to resume in FY2016-17 in the amount of \$50,000 per year with a corresponding \$100,000 budgeted in the Capital Projects line item for the program.

VILLAGE OF LA GRANGE
Department of Public Works

EXECUTIVE COMMITTEE REPORT

TO: Village President, Village Board of Trustees
Village Clerk and Village Attorney

FROM: Robert Pilipiszyn, Village Manager
Ryan Gillingham, Director of Public Works
Lou Cipparrone, Finance Director

DATE: February 2, 2015

RE: **SEWER FUND -- STAFF RECOMMENDATIONS FY 2015-16**

SEWER RATE

The Sewer Fund was established many years ago as an Enterprise Fund to pay for the maintenance and replacement of the Village's sanitary sewer system (as compared to storm sewer and combined storm and sanitary sewer work, which is funded through the Capital Project Fund). The Sewer Fund will however contribute towards but not fully fund, the maintenance and replacement of work involving combined sewers. Our goal is to maintain Sewer Fund reserves at about 50% of operating expenses.

FY2014-15 sewer service fees are also under budget \$36,500 (7.5%) due to above normal rainfall during the spring/early summer months resulting in below average water consumption during the first half of the fiscal year. Please note, sewer fees are based on the cubic feet of water used by property owners multiplied by a separate sewer rate.

Sewer fees increase in FY2015-16 to \$1.50 per 100 cubic feet of water usage to provide funding for a \$3.0 million bond issue, which will be utilized to support sewer mitigation efforts including a 50th Street storm sewer, Brainard Avenue floodwall and lateral to depression 5 (additional funds of \$11.35 million are budgeted in Capital Projects).

SEWERS

The Sewer Fund was established as an enterprise fund to finance the cost of sanitary sewer expenses.

As part of the Street Condition Survey and street improvement projects, staff continues to identify repairs to the various sewers within the roadways to be resurfaced and proposes cost estimates based on the sewer televising program.

As detailed in the Capital Projects Fund, there are a number of planned sewer improvement projects which include the following:

1. Maple Avenue Relief Sewer (MARS)
2. Ogden Avenue Relief Sewer (OARS)
3. Sewer improvements south of 47th Street

Staff will continue to focus on the completion of these projects over the long term.

PROFESSIONAL SERVICES

Expenditures include costs for miscellaneous engineering services, annual updates to the sewer atlas as well as costs associated with the review and recommendations arising from the sewer televising program.

**REVISED FUNDING PLAN
FOR SEWER SYSTEM IMPROVEMENTS
AND
OTHER VILLAGE PRIORITIES**

VILLAGE OF LA GRANGE
Administration Offices

EXECUTIVE COMMITTEE REPORT

TO: Village President, Village Clerk.
Board of Trustees and Village Attorney

FROM: Robert J. Pilipiszyn, Village Manager
Ryan Gillingham, Director of Public Works
Lou Cipparrone, Finance Director
Mark Burkland, Village Attorney

DATE: February 2, 2015

RE: **PRE-BUDGET DEVELOPMENT WORKSHOP – CONTINUED
DISCUSSION AND CONFIRMATION OF CONSENSUS
DIRECTION ON REVISED FUNDING PLAN FOR SEWER
SYSTEM IMPROVEMENTS AND OTHER VILLAGE
PRIORITIES**

Pursuant to preliminary direction from the Village Board of Trustees at the pre-budget workshop on January 26, 2015, please find attached a revised Referendum Budget reflecting the realignment of revenues and expenditures. As noted during the workshop, by eliminating the abatement of the property tax levy, combined with the complete rollback of the Places for Eating tax (Food and Beverage Tax), the net impact on the annual surplus/deficit is immaterial. (See Exhibit 1).

In addition, we have also attached an updated planning calendar based upon the revised funding plan (See Exhibit 2). The substitution of a complete roll back of the Food and Beverage Tax, in exchange for not abating the Village's property tax levy does not alter the schedule for budget development, the issuance of bonds or the proposed capital sewer improvements.

The proposed referendum budget also assumes that the Village will continue to issue free CBD decals to employees of food service and dining establishments, even though the revised funding plan provides for the complete rollback of the Food and Beverage tax.

**VILLAGE OF LA GRANGE PROPOSED "REFERENDUM" BUDGET- REVISED 1/29/15,
WITH ALIGNMENT OF REVENUES & SPENDING PRIORITIES**

	REFERENDUM BUDGET	
	<u>FY 2015-16</u>	<u>FY 2016-17+</u>
<u>Revenue Enhancements</u>		
+ .Additional 75% Non-Home Rule Sales Tax-to 1% total Referendum Spring 2015, Effective July 1, 2015 (10 months)	750,000	900,000
+ Utility/Simplified Tax to Max rates (5% & 6%; respectively) State mandated implementation date of July 1 (10 months)	425,000	450,000
+ Sewer Rate Increase - 55% to \$1.50 per 100 cf	205,000	205,000
- Rollback of 1.0% Places For Eating Tax	(350,000)	(350,000)
Revenue for Capital/Operating Expenditures	1,030,000	1,205,000
<u>Expenditures</u>		
11.5 ml bonds - Funded by NHR sales & Utility/Simplified Tax 3 months interest only @ 3.25% in Year 1 based upon 9/1/15 issue	(100,000)	(790,000)
3 ml bonds - Funded by Sewer rate increase 3 months interest only @ 3.25% in Year 1 based upon 9/1/15 issue	(25,000)	(205,000)
Emergency Sewer Lining - Capital Projects	(600,000)	
Emergency Sewer Lining - Sewer Fund	(175,000)	
Additional Funding for Sewer Mitigation Projects	(80,000)	
Public Safety Staffing	(100,000)	(100,000)
Economic Development	(50,000)	(50,000)
Debt Service, Capital & Operating Expenditures	(1,130,000)	(1,145,000)
Increase / (Decrease) Annual Surplus/Deficit	(100,000)	60,000

Planning Calendar for Budget Development (assumes referendum budget), Bond Issue and Engineering and Construction of Capital Sewer Improvements (Revised 1/29/15)

- January 12, 2015: - Pre-Budget Development Workshop - Sewer System Improvements / Presentation of Hydrology Study
- January 26, 2015: - Pre-Budget Development Workshop - Funding for Sewer System Improvements
- February 2, 2015: - Capital Improvement Program (CIP) Budget Workshop
- February 9, 2015: - Agreement - Engineering Services - Brainard Avenue Flood Wall (approximately six months to design and prepare bid documents, plans, and specifications. Also obtain permits from the La Grange Country Club, MWRD, FEMA conditional letter of map amendment, IEPA Notice of Intent and U.S. Army Corp of Engineers).
- March 9, 2015: - Agreement - Engineering Services - 50th St. Storm Sewer, Laterals 2 & 5 and Sewer Lining (approximately 8 months to design and prepare bid documents, plans, and specifications. Also, obtain permits from MWRD and IEPA Notice of Intent).
- Ordinance -Increase the Village's Simplified Telecom Tax rate from 5% to 6%, must be filed with State by March 20, for July 1 effective date (September 20, for Jan. 1, 2016 effective date).
 - Ordinance -Increase in Village's Utility Tax rate from 3% to 5%, must be filed with utility companies (Com Ed & NiCor) by March 31 for May 1 effective date.
 - Ordinance -Increase in Village's Sewer Rate from \$0.88 to \$0.97 (10% per budget) -and - to \$1.50 (55%) for sewer bonds with effective date May 1.
- March 14, 2015: - FY 2015-16 Budget Workshop (Saturday)
- April 7, 2015: - Consolidated Election with 1% Non-Home Rule Sale Tax Referendum (Tuesday)
- April 13, 2015: - Public Hearing & Adoption of FY 2015-16 Operating/Capital Budget
- Professional Services Agreements for Financial Consultant & Bond Counsel
 - Resolution - Reimbursement of Capital Expenditures from Bond Proceeds (includes expenditures incurred up to 60 day prior to adoption of resolution)
 - Ordinance -Increase in Non-Home Rule Sales Tax, if approved by voters, must be filed with State by May 1 for July 1 effective date (November 1 for January 1, 2016 effective date)
 - Ordinance -Decrease in Food & Beverage tax from 1.0% to 0.0%, if NHR sales tax increase approved by voters, effective date, May 1.

Planning Calendar for Budget Development (assumes referendum budget), Bond Issue and Engineering and Construction of Capital Sewer Improvements (Revised 1/29/15)

- May 11, 2015: - Adopt Bond Authorization Ordinance
- May 20, 2015: - Publish Notice of Intent To Issue Bonds & Right to File A Petition;
Begins 30 day waiting period for "Backdoor Referendum" (Wednesday)
- June 19, 2015: - Backdoor Referendum Waiting Period Expires
- July, 2015: - Commence with bidding process - Flood Wall (approximately 2 months to complete)
- July 13, 2015: - Hold a Bond Issue Notification Act (BINA) Hearing, not less than 10 days prior
to publication & posting notification of BINA hearing.
- July 13, 2015 to August 17, 2014 - Preparation of preliminary official statement, notice of sale, feasibility report, meeting with
Moody's to discuss bond rating, draft bond ordinances and competitive sale documents.
- August, 2015: - Award of contract - construction of Flood Wall (30 day mobilization; 90-120 days to
complete construction)
- August 24, 2015: - Adoption of Bond Issuance Ordinance by Village Board & Sale of Bonds
- September 7, 2015: - Bond Closing
- December 1, 2015: - First Bond Payment Due (Interest Only)
- Jan/Feb, 2016: - Commence with bidding process and award of contract - 50th St. Storm Sewer
- Spring, 2016: - Start of Construction - 50th St Storm Sewer (2 years to complete construction; Spring 2018)