

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 14, 2011
(immediately following the regular Village Board meeting)

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 2010-11
 - Staff Recommendations FY 2011-12 (including continued discussion from the traffic and pedestrian safety workshop regarding a draft policy governing the use of in-street pedestrian crossing signage)
 - B. WATER FUND – *Ryan Gillingham, Director of Public Works*
 - Status Report FY 2010-11
 - Staff Recommendations FY 2011-12
 - C. SEWER FUND – *Ryan Gillingham, Director of Public Works*
 - Status Report FY 2010-11
 - Staff Recommendations FY 2011-12
3. 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.

VILLAGE OF LA GRANGE
Administrative Offices

EXECUTIVE COMMITTEE REPORT

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

FROM: Robert J. Pilipiszyn, Village Manager



DATE: February 14 , 2011

RE: **CAPITAL PROJECTS WORKSHOP**

This year's budget preparation has once again presented a challenge due to a combination of downwardly-revised and continued flat revenue projections, and operating expenditures in excess of those reduced revenues, despite structured reductions in personnel expenses. Nonetheless, I believe that we have prepared an affordable and responsive capital projects plan for you consideration.

In developing the Capital Projects fund budget, we would like to bring several items to the attention of the Village Board. First, we have continued with the scheduled reduction in the annual maintenance programs by \$200,000 per year, for the term of the proposed 5-year financial planning period.

Second, we have also continued with the reduced transfer of \$700,000 per year from the General Fund to the Capital Project Fund, for the term of the proposed 5-year financial planning period.

The upside to the foregoing is that we have not had to further reduce those expenditures and transfers, respectively.

Third, while capital projects will be (relatively) lean, we are able to allocate resources to continue to make progress on Village Board strategic priorities concerning traffic and pedestrian safety, and sewer improvements.

Finally, at this time, I would like to acknowledge Public Works Director Ryan Gillingham, whose aggressive pursuit and acquisition of grant funds for projects such as the Bluff Avenue Reconstruction Project, the Village Hall HVAC renovation project, the rehabilitation of Cossitt Avenue, Neighborhood "H", and the resurfacing of Burlington Avenue, has provided us with the combined ability to perform projects that would not have been possible otherwise and to re-program funds from the cost-savings created by these alternative sources of revenue towards other Village Board priorities.

As it relates to the workshop discussion itself, we note the following:

1. Although not directly related to the Capital Projects fund budget, we have deferred to this meeting a discussion item from the traffic and pedestrian workshop regarding a draft policy governing the use of in-street pedestrian crossing signage. We have attached a copy of that staff report and recommendation at the end of the Capital Projects Workshop packet for convenient reference.
2. At the conclusion of both the traffic and pedestrian safety workshop, and the sewer improvement workshop, President Asperger invited additional citizen comments and input within these two topical areas of continued Village Board discussion. These comments will be provided to you under separate cover for your consideration.

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CAPITAL PROJECTS FUND

VILLAGE OF LA GRANGE
 CAPITAL PROJECTS FUND
 FUND BALANCE SUMMARY THROUGH APRIL 30, 2016

Fund Balance, April 30, 2008			948,658
Revenues	2008-09	1,131,277	
Expenses	2008-09	<u>(869,691)</u>	<u>261,586</u>
Fund Balance, April 30, 2009			1,210,244
Revenues	2009-10	2,500,753	
Expenses	2009-10	<u>(2,747,221)</u>	<u>(246,468)</u>
Fund Balance, April 30, 2010			963,776
Revenues	2010-11	1,739,747	
Expenses	2010-11	<u>(1,851,574)</u>	<u>(111,827)</u>
Fund Balance, April 30, 2011			851,949
Revenues	2011-12	3,890,369	
Expenses	2011-12	<u>(3,909,533)</u>	<u>(19,164)</u>
Fund Balance, April 30, 2012			832,785
Revenues	2012-13	848,100	
Expenses	2012-13	<u>(746,305)</u>	<u>101,795</u>
Fund Balance, April 30, 2013			934,580
Revenues	2013-14	2,189,100	
Expenses	2013-14	<u>(3,055,045)</u>	<u>(865,945)</u>
Fund Balance, April 30, 2014			68,635
Revenues	2014-15	708,500	
Expenses	2014-15	<u>(592,295)</u>	<u>116,205</u>
Fund Balance, April 30, 2015			184,840
Revenues	2015-16	1,610,500	
Expenses	2015-16	<u>(1,770,045)</u>	<u>(159,545)</u>
Fund Balance, April 30, 2016			<u><u>25,295</u></u>

CAPITAL PROJECTS FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2008-09 ACTUAL	2009-10 ACTUAL	2010-11 BUDGET	2010-11 EST. ACT	2011-12 BUDGET	2012-13 BUDGET	2013-14 BUDGET	2014-15 BUDGET	2015-16 BUDGET
4000 REVENUES										
<u>INTERGOVERNMENTAL REVENUES</u>										
5300	GRANTS-STP	-	73,930	106,400	99,350	122,566	-	21,350	-	26,512
5300	GRANTS - STATE (Neighborhood H)	-	-	837,500	837,500	-	-	-	-	-
5300	GRANTS - FEDERAL (Stone Ave Station)	-	-	700,000	-	700,000	-	-	-	-
5300	GRANTS - OTHER (Village Hall HVAC)	-	-	-	-	450,000	-	-	-	-
5302	GRANTS - OTHER (Stone Ave Station)	-	-	385,000	-	385,000	-	-	-	-
5302	GRANTS - OTHER (LED Traffic signal / ped signal upgrade)	-	168,509	90,000	-	-	90,000	-	-	-
	SUBTOTAL	-	242,439	2,118,900	936,850	1,657,566	90,000	21,350	-	26,512
<u>INTEREST INCOME</u>										
5500	INVESTMENT INTEREST	16,806	2,276	5,000	1,500	2,000	2,500	3,000	3,500	4,000
	SUBTOTAL	16,806	2,276	5,000	1,500	2,000	2,500	3,000	3,500	4,000
<u>FINANCING REVENUES</u>										
5700	AREA 5 SIDEWALKS-RESIDENTS	1,090	2,017	600	600	600	600	600	-	-
	SUBTOTAL	1,090	2,017	600	600	600	600	600	-	-
<u>MISCELLANEOUS REVENUES</u>										
5840	50/50 SIDEWALK PROGRAM	13,676	18,537	5,000	5,000	5,000	5,000	5,000	5,000	5,000
5864	TREE PLANTING	-	211	-	-	-	-	-	-	-
5899	MISCELLANEOUS REVENUE	99,705	1,623	-	-	-	50,000	-	-	-
	SUBTOTAL	113,381	20,371	5,000	5,000	5,000	55,000	5,000	5,000	5,000
<u>TRANSFERS IN</u>										
5919	FROM CORP FUND	1,000,000	900,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000
5921	FROM MOTOR FUEL TAX FUND	-	1,333,650	1,348,582	95,797	1,525,203	-	1,459,150	-	874,988
	SUBTOTAL	1,000,000	2,233,650	2,048,582	795,797	2,225,203	700,000	2,159,150	700,000	1,574,988
	TOTAL REVENUES	1,131,277	2,500,753	4,178,082	1,739,747	3,890,369	848,100	2,189,100	708,500	1,610,500

CAPITAL PROJECTS FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2008-09 ACTUAL	2009-10 ACTUAL	2010-11 BUDGET	2010-11 EST. ACT	2011-12 BUDGET	2012-13 BUDGET	2013-14 BUDGET	2014-15 BUDGET	2015-16 BUDGET
4000	EXPENDITURES	CAPITAL OUTLAYS								
6601	WILLOW SPRNGS RD RESURFNG	20,608	23,091	30,000	28,659	-	-	-	-	-
66XX	WILLOW SPRNGS SAFETY IMPRVMTS	-	-	85,000	18,500	-	-	-	-	-
6603	SIGN ENHANCEMENT PROJECT	-	-	100,000	-	100,000	-	-	-	-
6604	STONE AVENUE STATION RENOVATION	55,160	-	1,485,000	85,000	1,000,000	-	-	-	-
6605	PEDESTAL IMPROVEMENTS (Bollards)	3,821	-	90,000	5,000	125,000	-	-	-	-
6607	L.E.D. SIGNAL UPGRADE	-	214,000	-	-	-	-	-	-	-
6608	ABOVE GROUND FUEL TANK(S) @ DPW	-	20,795	20,000	23,092	-	-	-	-	-
6609	CBD STREET RESURFACING	154	500,363	-	-	-	-	-	-	-
6612	FIRE DEPT APPARATUS FLOOR	21,000	-	40,000	40,000	-	-	-	-	-
6615	BURLGTON / KNSGTON TO BRAINARD	230	21,086	188,750	35,650	-	-	-	-	-
6630	OPTICOM LIGHTS	2,833	-	-	-	-	-	-	-	-
6672	VILLAGE CLOCK	-	9,463	-	-	-	-	-	-	-
6678	HILL GROVE / GLBRT TO BRAINARD	-	288,154	-	-	-	-	-	-	-
6679	COSSITT/BRAINARD TO EAST AVE	-	-	62,000	-	-	-	-	-	-
6680	STREET LIGHTING	38,000	85	-	-	-	-	-	-	-
6682	SIDEWALK/CURB/GUTTER	54,039	53,410	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6684	TREE PLANTING	31,002	31,249	33,000	32,000	34,000	36,000	38,000	40,000	41,000
6685	EMERALD ASH BORER	-	-	-	10,000	35,000	60,000	110,000	150,000	200,000
6686	SEWER TELEVISION/CLEANING	99,878	40,323	25,000	35,000	25,000	25,000	25,000	25,000	25,000
6687	MANHOLE REPLACEMENT	-	-	-	-	-	-	-	-	-
6688	CBD PAVEMENT PROJECT	-	225,863	-	-	-	-	-	-	-
6689	BNSF TRESTLE - PAINTING	44,800	2,037	-	-	-	-	-	-	-
6690	VILLAGE HALL HVAC IMPROVEMENTS	-	-	-	10,000	450,000	-	-	-	-
6691	BLUFF/47 TO BURLINGTON / M.A.R.S.	30,700	587,436	1,204,232	219,798	1,211,768	-	-	-	-
6692	MAPLE AVE RELIEF SEWER PROJ	-	-	15,000	15,000	200,000	-	2,100,000	-	-
66XX	OGDEN AVE RELIEF SEWER PROJ	-	-	15,000	15,000	-	-	-	-	-
66XX	SOUTH 47TH ST DRAINAGE AREA STUDY	-	-	-	25,000	-	-	-	-	-
66XX	POPLAR PLACE SEWER IMPROVEMENTS	-	-	-	-	25,000	250,000	-	-	-
66XX	MASON WOODS AREA SEWER PROJECT	-	-	-	-	55,000	-	-	-	-
6693	MAPLE AVE UNDERPASS	-	9,457	-	-	-	-	-	-	-
6694	47TH STREET CORRIDOR IMPROVEMENTS	-	125,069	100,000	25,000	100,000	-	-	-	-
66XX	LA GRANGE RD CORRIDOR IMPROVEMENTS	-	-	80,000	-	80,000	-	-	-	-
66XX	STOP SIGN STUDY	-	-	-	-	40,000	-	-	-	-
66XX	EDGEWOOD/47TH TO 51ST	-	-	-	-	-	-	-	-	-
66XX	COSSITT AVE REHAB PROJECT	-	-	-	-	-	-	30,500	-	151,500
66XX	NORTHEAST PLANNING AREA	-	-	25,000	-	25,000	-	-	-	-
6695	AREA "F" STREET PROJECT	-	11,484	-	-	-	-	-	-	-
6697	NGHBRHD "H" STREET PROJECT	-	71,038	837,500	837,500	-	-	-	-	-
6698	NGHBRHD STREET PROJECTS	-	-	-	-	30,000	-	400,000	-	1,000,000
6699	IDOT EXTRAORD MNT	99,705	-	-	-	-	-	-	-	-
		501,930	2,234,403	4,450,482	1,475,199	3,550,768	386,000	2,718,500	230,000	1,432,500
	MISCELLANEOUS EXPENDITURES									
6862	MISC. ENGINEERING	30,047	27,714	30,000	40,000	40,000	20,000	20,000	20,000	20,000
6863	CRACKFILL PROGRAM	24,999	25,300	25,000	24,800	-	25,000	-	25,000	-
6864	THERMOPLASTIC ST MARKING	16,862	16,680	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6886	SEWER LINING PROGRAM	-	149,241	-	-	-	-	-	-	-
	SUBTOTAL	71,908	218,935	70,000	79,800	55,000	60,000	35,000	60,000	35,000
	INTERFUND TRANSFERS									
6990	TRANSFER TO DEBT SERVICE	295,853	293,883	296,575	296,575	303,765	300,305	301,545	302,295	302,545
	SUBTOTAL	295,853	293,883	296,575	296,575	303,765	300,305	301,545	302,295	302,545
	TOTAL FOR DEPARTMENT	869,691	2,747,221	4,817,057	1,851,574	3,909,533	746,305	3,055,045	592,295	1,770,045

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 14, 2011

RE: **CAPITAL PROJECTS FUND -- STATUS REPORT FY 2010-11**

WILLOW SPRINGS ROAD RESURFACING

In cooperation with Western Springs, grant funds were secured through the Central Council of Mayors for the resurfacing of Willow Springs Road from 47th Street south to the Village's corporate limits. Streets previously reconstructed under the Surface Transportation Act are eligible for federal funding through this program. Willow Springs Road (and Gilbert Avenue from 47th Street north to Ogden Avenue) was reconstructed under this program in 1992.

Western Springs was the lead agency for this project and coordinated the engineering and construction work. Federal stimulus funding did not cover the cost of design engineering and construction engineering work relative to the Project. Therefore, an intergovernmental agreement with Western Springs was executed to share in the engineering costs for the project. The Village's share of the engineering costs was \$23,091 in FY2009-10 for design engineering and \$28,659 in FY10-11 for construction engineering.

The project was completed in June of 2010 and the final construction cost is estimated to be \$413,367.

WILLOW SPRINGS ROAD SAFETY IMPROVMENTS

The Village is considering several safety improvements to Willow Springs Road including the installation of overhead street lights, pedestrian access and crossing improvements, and a traffic control device.

The potential of adding a signal along this route is currently being assessed through a cooperative study with Western Springs, La Grange Park District, La Grange Memorial Hospital and Lyons Township High School. We anticipate that the study will be completed in early February, and will be distributed to the planning group for comments and discussion. Various

funding alternatives will be considered should the study indicate that a signal is warranted and desired by the planning group.

One potential source of funding that will be considered is the federal Surface Transportation Program where costs would be split between local (30%) and federal (70%) funds. Since this is a multi-jurisdiction project, we expect participation to be equitably distributed among the various stakeholders. Due to limited local funding, the sidewalks and street lighting improvements, which have an estimated cost of \$637,000, have been put on hold at this time.

SIGN ENHANCEMENT PROJECT

Because of the many educational, transportation and commercial destinations/amenities which exist in La Grange, there is an abundance of regulatory signage throughout the Village (i.e. - traffic control, parking, etc.). This signage is intended to preserve the integrity of our residential neighborhoods. However, many of these signs have become faded, worn and weathered over time. Many existing posts are bent, rusted and/or leaning.

Additionally, new federal requirements in the Manual On Uniform Traffic Control Devices mandate that the Village develop a program for enhanced sign reflectivity by January 22, 2012. The Village will be required to be in compliance with this standard by January 22, 2015.

The Village Board previously concurred with an initiative to improve the streetscape in our residential neighborhoods by replacing these signs and on sign posts which would blend in better with the environment as compared to the stark, metal posts currently in use. We have identified several potential sign post replacement options, samples of these options will be provided for your input and consideration.

This project has been budgeted in prior fiscal years, but has not been completed due to other priorities. The FY2011-12 budget includes \$100,000 to purchase the required number of replacement sign posts. This figure is based on an estimated cost of \$46.35 per post multiplied by estimated number of 2,000 posts.

We propose to purchase all of the sign posts and replace the posts within residential neighborhoods with Public Work crews as time permits. We estimate that the project will take three to four years to complete.

In addition, there is a corresponding increase in the Public Works sign budget to account for additional school zone and related pedestrian safety signage. We will also be exploring the use of smaller signs where appropriate to further improve contextual compatibility.

STONE AVENUE TRAIN STATION RENOVATION

The Stone Avenue train station is a local landmark. However, the station is in distress, suffering from a lack of maintenance over the years. The Village has worked closely with Metra, West Suburban Mass Transit District, BNSF and other state and federal agencies to secure funding and

approval for interior and exterior renovations to the station in order to restore this magnificent structure and assume daily maintenance responsibilities in the future.

Through those efforts, the Village has secured \$385,000 in grant funding from the West Suburban Mass Transit District and \$700,000 in federal funding by Congressman Lipinski for interior and exterior renovations to the Stone Avenue train station.

An initial planning discussion (Phase I) regarding the scope of work for the project was held with the Village Board in February, 2009 and a second discussion was held in June, 2010. The Village Board generally looked with favor on the renovation and improvements, prioritizing the scope of services recommended by the Village's architect that could be accomplished within the parameters of the available grant funding.

Now that initial planning process is complete, the Village is working with Metra to finalize the contract and grant documents so that Phase II design and bidding of the project can commence. As this process continues, the budget reflects an assumption that the grant funds will be divided between two fiscal years to reflect the cost of estimated professional design services and estimated construction / construction observation services.

Additional phases of the project will be considered in the future as grants and other funding become available.

PEDESTRIAN SIGNAL IMPROVEMENTS (BOLLARDS)

As part of our overall effort to improve pedestrian safety throughout the Village, we proposed to relocate the pedestrian activated push buttons at five signalized intersections on La Grange Road within the Central Business District. The purpose of this project is to place the push buttons in locations that are more easily accessible to pedestrians desiring to cross the roadway. As the push buttons currently exist, in some cases pedestrians must walk in the opposite direction of travel to activate the pedestrian walk cycle for the traffic signal. Originally the project as envisioned was to also create a safe harbor for pedestrians at each corner of an intersection by the use of bollards placed immediately behind the curb. Due to the unique geometry of each intersection and conflicting utilities, we propose that a single bollard with a push button be positioned at each intersection to allow for the easier activation of the pedestrian walk cycle.

The Village contracted with KLOA in FY2010-11 to complete preliminary engineering plans for the project in the amount of \$5,000. These plans will form the basis for the detailed engineering plans that are to be developed. Funding for this project was secured through a grant contained with the State's capital bill in the amount of \$90,000. Due to recent legal action regarding the State's capital bill, we are uncertain as to the availability and timing of the funds. The State has indicated that we should continue to submit the agreement for the use of these State funds, and assuming the capital bill is authorized, the approval of the agreement is estimated to take 4-5 months to complete.

We have budgeted \$125,000 in FY2011-12 for both engineering and construction. We estimate

that the engineering will cost approximately \$25,000 (\$5,000 / intersection) and construction is estimated to be \$100,000. The grant amount for this project is \$90,000, therefore the Village's share of the project would be \$35,000. Our proposed schedule would be to complete the engineering plans and specifications this year, with construction to begin either in Fall, 2011 or Spring, 2012 depending on the receipt of an approved grant agreement.

ABOVE GROUND DIESEL TANK AT PUBLIC WORKS

Due to future anticipated expenses for utilizing the Village of Brookfield's fueling station, the Village strategically assessed various options for purchasing fuel. Based on this analysis the Village decided to install both an above ground diesel storage tank (1,000 gallons) and an above ground gasoline storage tank (2,500 gallons) at the Public Works facility. The installation of the gasoline tank was completed this past year at a cost of \$23,092. The cost savings from buying fuel in bulk has been significant, and is usually 50 to 60 cents below the price at commercial gas stations. We project that the cost savings from buying fuel in bulk will result in a payback period for the new tanks of approximately one to two years. Additionally the time saved from not having to travel to the gas station has improved efficiency at Public Works.

Finally, all Village Departments have been transitioned to the new fuel system to take advantage of the cost savings.

FIRE DEPARTMENT APPARATUS FLOOR

In response to potential structural deficiencies of the apparatus floor at the Fire Department, the Public Works Department installed a temporary support beam as shoring for the cracked structural work in the basement of the building. A structural engineer was engaged to evaluate the condition of the existing floor and make recommendations for future improvements.

A critical review of previous reports and additional meetings with the structural engineer are in progress to determine the next steps for the project. Once this review has been completed, recommendations will be provided to the Village Board for the next steps associated with the project. We anticipate that the engineering costs for this project will be approximately \$35,000 in FY2010-11.

Please note that several immediate repairs to the slab are required this year in the estimated amount of \$5,000, and will be implemented in the next several months.

BURLINGTON AVENUE RESURFACING (Kensington to Brainard)

The resurfacing of Burlington Avenue from Kensington Avenue to Brainard Avenue was completed this past year. The project generally consisted of milling and resurfacing the existing pavement, intermittent sidewalk and curb and gutter replacement, and surface drainage corrections as required. The Village Board approved a contract with Baxter & Woodman in April 2009 to complete the plans and specifications for the project. The project plans were completed and approved by IDOT.

This project was originally scheduled for construction in the summer of 2009; however this schedule was changed since funds from the American Recovery and Reinvestment Act (ARRA) in the amount of \$292,908 were allocated for this project through the Central Council of Mayors. The final estimated costs for this project are as follows:

Expenses

Design Engineering - \$19,607 (MFT)
Construction Engineering - \$35,650 (MFT)
Construction - \$266,000 (ARRA)

The FY2010-11 budget reflects the MFT expenditure of \$35,650 for the project. Since federal funds were obtained for this project and the State reimburses the contractor directly for federal projects, construction costs are not included in expenditures for the Village. Therefore estimated actual expenditures reflect only the Village's share of expenses.

COSSITT AVENUE RECONSTRUCTION

To date, we have not yet received the final invoice from the State for the Cossitt Avenue Project. Previous budgets included \$62,000 for the estimated final payment to IDOT. However recent correspondence with IDOT has indicated that the Village has fulfilled it's obligation to IDOT for this project. Over the next year we will work towards officially closing out this project with the State.

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 the work. Also, funds from this account are used to repair curbs and gutters throughout the Village. Last year the budget for the 50/50 sidewalk program was reduced from \$50,000 to \$15,000. This was the result of a reduction in expenditures in the capital improvement program due to budgetary constraints in the general fund. The result of this budget decrease is that residents will have to wait longer to participate in the program. This past year we were able to repair approximately 2,500 square feet or 100 lineal feet of sidewalk.

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, we strive to plant a replacement tree for each parkway tree removed due to disease and damage (storm, vehicular, etc.). In addition, we attempt to fill vacant parkway locations if available funds allow. We will again participate in the WCMC Tree Consortium for a 2011 planting at various locations throughout the Village.

Over the last five years, the Village has on average planted approximately 115 trees per year. These trees mainly replace trees removed due to Dutch Elm Disease. Of the 68 trees that were removed by contractors in 2010 (which excludes trees removed due to the Emerald Ash Borer), 15 were elm trees that were diagnosed with Dutch Elm Disease. This past year marks a decrease in elm tree removals from prior years, and we anticipate the number of elm trees removed each year to continue to go down as the population of elm trees susceptible to the disease diminishes.

EMERALD ASH BORER

Unfortunately, the Emerald Ash Borer (EAB) has been discovered in the Village generally centered around Cossitt Avenue from La Grange Road to Brainard Avenue. This beetle attacks ash trees by burrowing into the tree and disrupting the nutrient supply to the tree. La Grange has approximately 2,000 ash trees located in public parkways. This does not include ash trees located on private property. We anticipate that all of the ash trees will need to be replaced and therefore have planned in the budget the replacement of these trees over a twelve year period. Expenditures are expected to increase for several years and then begin to taper off as trees are replaced. Assuming all of the ash trees will need to be replaced, total costs are estimated to be approximately \$1.7 million.

To date a total of 16 ash trees have been removed that were found to be infected with the EAB. We plan to replace each of these trees in the spring. Another 50 ash trees have been identified as showing signs of being infested with the EAB. Our current plan is to wait until the spring to see the extent to which these symptomatic trees are stressed, and then meet with adjacent property owners to discuss their removal and replacement if necessary. The goal of the delayed removal is to maximize the enjoyment of the existing mature ash tree.

We are currently researching and assessing available treatments that inhibit the EAB from infesting a tree. These treatments can protect a tree for a 2-3 year period, but require reapplication for the life of the tree. We plan to assess the cost of these treatments against the cost of removal and replacement. Also, we will continue to monitor the spread of the EAB and act as a resource to residents.

Finally, the Village has applied for several grants through the Metropolitan Mayors Caucus to replace ash trees removed due to the EAB (\$10,000) and to develop a more detailed inventory of ash trees throughout the Village (\$17,400).

SEWER TELEVISIONING

The Village owns and maintains approximately 360,000 lineal feet of sewers. Their proper operation is critically important to maintaining public health and for purposes of storm water management. 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 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 immediate 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 2010 sewer televising program was generally focused on areas that were impacted by flooding in the summer of 2010 that have not previously been televised (area south of 47th Street, northwest drainage basin, Sunset and Elm drainage area, Poplar Place, etc.) The purpose of televising these sewers was to ascertain if there were any major blockages that might have contributed to the flooding. A total of 38,600 feet of sewer were televised in 2010. Due to the additional lengths of sewer televised this year to alleviate concerns about blockages within sewer lines in specific neighborhoods, we project those expenses for this year will exceed the budget amount by \$10,000.

As a note, no blockages were discovered that would have been the cause of the severe flooding experienced during these storm events. There were however several point repairs that were identified within several sewer segments such as deteriorated pipe segments and protruding service laterals. Staff has yet to analyze the videotapes of these potential repairs, but depending on the extent of the repairs either Public Works crews will make these repairs or future budgets will include funding for a contractor to make these repairs.

We plan to continue to refine the program so that each sewer is televised and cleaned on a specific schedule. Televising of the system will provide us video documentation of the condition of our system, which will allow us to establish street reconstruction priorities based upon infrastructure needs.

As a note from the 2008 sewer televising program, we are continuing discussions with the quarry into options for reimbursement for the cleaning expenses associated with the removal of 40 tons of granular debris from the sewer line on East Avenue.

BLUFF AVENUE RECONSTRUCTION PROJECT

The Bluff Avenue Reconstruction Project consists of the reconstruction of Bluff Avenue from Burlington Avenue to 47th Street. This project includes 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 the 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 will consist 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 to Bluff Avenue – This sewer will provide the drainage necessary for Stage III and is the first phase of the larger 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 will consist of a new asphalt surface, curb and gutters, sidewalks, parkways, and water and sewer upgrades where required.

The project is funded through a combination of sources, principal among them being federal Surface Transportation Funds for street reconstruction, which require a 70/30 cost sharing. We have allocated 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. Based on the most recent estimates, revenues and expenditures for the project are as follows:

	Stage 1	Stage 2	Stage 3	Total
Estimated Expenses				
Engineering				
Phase I and II Engineering *				
Phase I and II Engineering *				
Phase III - Federal - Participating	70,000	103,279	122,566	295,845
Phase III - Local - Non-Participating	30,000	44,263	52,528	126,791
Subtotal	100,000	147,542	175,094	422,636
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	606,000	1,807,634	1,411,340	3,824,974
Local - Non-Participating	364,374	774,700	1,225,207	2,364,281
Subtotal	970,374	2,582,334	2,636,547	6,189,255
Misc. Expenses	1,086	1,790	0	2,876
Total	1,071,460	2,798,876	2,820,340	6,690,676
Revenues				
STP	676,000	1,910,913	1,533,906	4,120,819
Capital Projects Fund	0	0	0	0
Motor Fuel Tax Needed	276,460	826,962	650,435	1,753,857
Sewer Fund	0	61,000	194,000	255,000
Water Fund	119,000	0	442,000	561,000
Total	1,071,460	2,798,876	2,820,340	6,690,676

The following table details the estimate costs for each fiscal year since the different stages of the project span multiple fiscal years:

Local Expenditures	FY2008-09 Actual	FY2009-10 Actual	FY2010-11 Estimated	FY2011-12 Proposed	Total
Stage 1 - Phase 3 Engineering		88,777	11,223		100,000
Stage 1 - Construction		206,092		158,282	364,374
Stage 1 - ROW					0
Stage 1 - Misc		1,086			1,086
Stage 2 - Phase 3 Engineering		103,341	44,201		147,542
Stage 2 - Construction		285,924	320,374	168,403	774,700
Stage 2 - ROW	30,700	36,510			67,210
Stage 2 - Misc		1,790			1,790
Stage 3 - Phase 3 Engineering			80,000	95,094	175,094
Stage 3 - Construction		35,217	400,000	789,990	1,225,207
Stage 3 - ROW		8,700			8,700
Stage 3 - Misc					0
Total	30,700	767,436	855,798	1,211,768	2,865,702
Less Water / Sewer Share		180,000	636,000		816,000
Total	30,700	587,436	219,798	1,211,768	2,049,702

Construction of Stage 1 was completed in August of 2009 at a cost of \$970,374, which is below the estimated cost for the project of \$986,000. Construction of Stage 2 was completed in the spring of 2010 at a cost of \$2,582,334. Additional funding for Stage 2 and 3 was allocated by the Central Council of Mayors to cover the difference between the low bid and available funding. Construction on Stage 3 has been started and we anticipate completion of the project in September 2011. Specifically, a new 12” water main has been installed along the length of Bluff Avenue replacing an existing water main that was notoriously prone to failure.

47th STREET CORRIDOR IMPROVEMENTS

47th Street Lane Reduction

The Village initiated a study to assess the feasibility of reducing the profile of 47th Street from a four lane to a three lane cross section. Additionally an origin and destination study was 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 a recent workshop on 47th Street. The direction from the Village Board at this time was to continue to receive resident feedback on the concept, but to not allocate funding for additional assessment or design. Expenses for these two studies totaled approximately \$22,500 in FY2010-11.

Pedestrian Crossings

Pursuant to the recent Board workshop on 47th Street, an enhanced crossing at 47th Street and Waiola Avenue, similar in design to the crossing at 47th Street and 9th Avenue, is desired. The installation of a crossing at this location is part of the Village's strategy of evaluating and improving pedestrian safety throughout the Village. Proposed improvements to the pedestrian crossings include posting additional advanced warning signage, installing advanced warning pavement markings, installing dual flashing pedestrian activated yellow beacons and other recommend design elements. Funds in the amount of \$100,000 have been allocated for this project in FY2011-12. We anticipate that the design, approval from IDOT and construction would be completed this year.

While the crossing at 47th Street is anticipated to provide a safer crossing at this location, staff continues to recommend that pedestrians cross at signalized intersections when possible.

47th Street & East Avenue Traffic Signal Feasibility Study

An intersection design study was initiated for improvements to East Avenue and 47th Street to determine if a signal is warranted at the intersection to enhance the operation and safety of the intersection. Additionally a signal at this intersection would provide additional gaps in traffic for westbound traffic which would improve pedestrian safety along 47th Street. KLOA determined in their study that a signal is warranted at this intersection based on several different criteria.

Comments received by the Board on the installation of a signal at this intersection were mixed. However, since this intersection is being considered for improvements as part of a regional plan associated with the settlement agreement with Joliet Road, the Board did concur that the recently completed traffic engineering report should be forwarded to IDOT and others in the regional planning group for their consideration. Staff will provide this report to the planning group, and will report back to the Village Board on the improvements that are being considered to this intersection. The estimated expenses for FY2010-11 for this report are \$2,500.

OGDEN AVENUE CORRIDOR IMPROVEMENTS

IDOT Resurfacing

Ogden Avenue from the BNSF Railroad to Bassford Avenue was resurfaced by IDOT during the summer of 2010 as a result of a legislative appropriation by State Senator Christine Rodogno.

Speed Study

A speed study was completed for Ogden Avenue within the Village limits. The report

determined that the existing speed limit of 30 mph is appropriate for this roadway. Due to the number of schools located within the Ogden Avenue corridor, the report recommended a permanent 20 mph school zone on Ogden Avenue between Park Road and Spring Avenue be created. The Village petitioned the IDOT for a school zone at this location, but the request was denied since this location did not meet their policy requirements.

Pedestrian Improvements

Several pedestrian enhancements to the Ogden Avenue corridor were identified including enhanced pavement markings and signage, and the installation of an advanced warning flashing signs alerting motorists to the schools within the corridor. The enhanced pavement markings and signage were installed as part of the roadway resurfacing project. The advanced warning flashing signs were put on hold in order to re-petition IDOT for a school speed zone as well as to identify funding sources for this project. We will bundle this request to IDOT with the enhanced pedestrian crossing identified at Waiola Avenue within the 47th Street corridor.

LA GRANGE ROAD CORRIDOR IMPROVEMENTS

52nd Street Pedestrian Crossing

Pursuant to the Village Board's recent workshop discussion, funding for an enhanced pedestrian crossing at 52nd Street and La Grange Road has been rescheduled in FY2011-12 at an estimated cost of \$80,000. Additional engineering analysis and IDOT approval will be required to determine an appropriate design of a crossing at this location.

We do not recommend an enhanced crossing at this location due to mixed results within the 47th Street Corridor; infrequent pedestrian crossings at this location; and unlike the 47th Street Corridor this location has five lanes of traffic.

Calendar Avenue Pedestrian Crossing

Currently a pedestrian crossing exists on La Grange Road at Calendar Avenue. As this is a frequently utilized crossing, we plan over the next year to research options to enhance this crossing such as the addition of flashing yellow beacons on the pedestrian warning signs. Should an enhancement to this crossing be recommended, various funding options will be explored.

2nd Mid-Block Pedestrian Crossing in CBD

This proposed project included the installation of a designated, mid-block pedestrian crossing on La Grange Road between Harris and Cossitt Avenues to recognize existing pedestrian movements between the parking structure and the west side of La Grange Road. Recent experience with other mid-block crossing locations has shown that drivers

have a misunderstanding of pedestrian crossing laws and signage. Therefore, at this time we recommend that the most appropriate action would be to encourage pedestrians to cross La Grange Road at the signalized intersections of Harris Avenue and Cossitt Avenue rather than install a mid-block crossing. Should driver understanding of pedestrian crossings improve in the future through experience and education, a crossing at this location could be reconsidered.

NEIGHBORHOOD “H” RESURFACING PROJECT

The neighborhood street resurfacing project generally bounded by Ogden Avenue to the north, East Avenue to the east, Elm Avenue to the south and the Indiana Harbor Belt railroad tracks to the west has been completed. The project mainly consisted of milling and resurfacing the existing pavement, intermittent sidewalk and curb and gutter replacement, surface drainage corrections and sewer structure repairs as required.

MFT funds were originally budgeted for the project in the amount of \$863,047, however as a result of a legislative appropriation by State Senator Louis Viverito; the Village received a grant through the State’s Emergency Repair Program in the amount of \$837,500 that covered the engineering and construction of the project. Additional sidewalk repairs were able to be completed as the result of the bids being below the engineer’s estimate.

NEIGHBORHOOD STREET PROJECTS

The Village Engineer was contracted to complete a street condition survey that would establish the next generation of neighborhood street rehabilitation priorities for the Village. Heuer and Associates was unable to complete this work activity in a timely fashion, and therefore a proposal from Baxter & Woodman was requested to complete this project. We estimate the total cost for this project to be \$30,000 and that the work to be completed in FY2011-12 to coincide with the Capital Project budget development process next year.

Also we will be looking to coordinate the rehabilitation of sewer and water utilities as part of the street condition survey. Street priorities will be identified by a rating system which takes into consideration water and sewer infrastructure data, traffic volumes and life expectancy. Sewer infrastructure information will come from the data being collected from our Sewer Televising Program while water infrastructure will be based upon research into water main maintenance.

Based on the anticipated need to resurface several roadways in the short term, the five year capital improvement plan includes \$400,000 in FY2013-14 and \$1,000,000 in FY2015-16 for neighborhood resurfacing projects based on estimated availability of funds. A better idea of the priorities and required funding levels for these projects will be determined once the street condition survey is completed.

MISCELLANEOUS ENGINEERING

The miscellaneous engineering line covers expenses for consulting engineering services that are

(1) are not anticipated at the time of budgeting, (2) are not associated with a separate capital improvement project and/or (3) require special expertise. Miscellaneous engineering includes expenses for both services from the Village Engineer, Heuer and Associates, as well as expenses for services previously under the line item titled Supplemental Engineering Services. Previously two line items were created to differentiate between the work of the Village Engineer and other consulting engineering firms, however as these two line items are for the same services and management of engineering services has changed, we have combined them into a single account for purposes of tracking expenses.

The majority of miscellaneous engineering expenses in FY2010-11 were used to pay for Heuer and Associates for services associated with the Summer 2010 flooding events. The engineering services associated with this event totaled approximately \$15,000. An additional \$7,200 was paid to Heuer and Associates for an analysis of the La Grange Library parking.

A long-term strategic planning and facility needs analysis for the Public Works facility was budgeted for in FY2010-11. Due to other priorities this project has not yet been completed and has been re-budgeted in FY2011-12 in the amount of \$20,000.

CRACK FILLING PROGRAM

Our annual crack filling program is generally based upon the order of the neighborhood resurfacing projects. Hot asphalt is applied to cracks in the pavement, extending the life expectancy of the street surface. Crack filling was completed in Neighborhood “D” which is generally bound by Burlington Avenue to the north, IHB tracks to the east, 47th Street to the south and La Grange Road to the west.

As part of the expenditure reduction in the maintenance programs, no funds are budgeted for the crack filling program in FY2011-12. The program is planned to be done every other year. We will continue to examine the streets each year for crack sealing and make recommendations based on field conditions.

THERMOPLASTIC STREET MARKING

As part of our overall effort to improve pedestrian and vehicle safety throughout the Village, each year we restripe various thermoplastic street markings that are damaged or worn from vehicles, plows and other deteriorating conditions to improve the visibility of the markings. We have established a schedule 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. Intersections such as La Grange Road and Ogden Avenue will be relined annually while intersections with less traffic volume are scheduled at varying intervals. The Village contracts annually with a thermoplastic pavement milling 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.

To start repairing some of the Village's sewers, we proposed an annual sewer lining program with a cured-in-place liner that provides a new structurally sufficient pipe within the existing pipe. This process is less disruptive to residents since it does not require traditional open trench methods for installation. Traditionally the Village has split the cost of maintaining the combined sewers between the Capital Projects Fund (storm sewer portion (90%) and Sewer Fund (sanitary sewer portion – 10%).

Due to limited funding, this program has been put on hold until revenues recover sufficiently to cover the cost of 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 14, 2011

RE: **CAPITAL PROJECTS FUND -- STAFF RECOMMENDATIONS**
FY 2010-11 / FUTURE OUTLOOK

VILLAGE HALL / PUBLIC WORKS / FIRE DEPARTMENT ENERGY EFFICIENCY IMPROVEMENTS

The Village owns and maintains three primary buildings used in the operation of municipal government operations. These buildings include the Village Hall facility (53 S. La Grange Road), Police and Fire Facility (300 W. Burlington), and Public Works Facility (320 East Avenue.) Recently several grants for energy efficiency improvements have been made available through the federal stimulus programs administered through the State of Illinois, Cook County, and Metropolitan Mayors Caucus. Based on the facility improvement projects identified in the budget, Village staff applied for several grants in order to offset the cost of the required repairs to all three of the Village's main facilities. The Village was awarded several grants for the following facility improvement and energy efficiency projects.

Village Hall Improvements

The largest of the projects identified included the complete replacement of the HVAC systems within the Village Hall facility. Village Hall was originally built c 1900 with heating, cooling and lighting systems as old as the 1950s. The existing HVAC is inefficient by current standards and does not provide proper temperature balancing within the building for staff and visitors. The replacement of the Village Hall HVAC system has been planned for within the Equipment Replacement Fund, but has not moved forward since the specific project scope had not been determined and lack of funding within the ERF based on the anticipated HVAC improvement costs. In order to determine the exact scope of work and costs for the HVAC improvements within Village Hall, the completion of a mechanical engineering report recommending improvements for the facility was included in the FY2010-11 budget. The preliminary

engineering analysis determined that the Village's boiler, baseboard controls, chiller, condenser and air handling units were in need of replacement.

Police and Fire Station Facility

The Police and Fire Station Facility was rehabilitated in the early 1990's. As part of this renovation new HVAC systems were installed throughout the facility. Unfortunately the HVAC within the second floor of the Fire Department does not provide the proper temperature balance. The mechanical engineer recommended as a first step that a HVAC balancing contractor be hired to assess the operation of the equipment to ensure its proper operation. From the information obtained from the balancing contractor, the mechanical engineer will make recommendations for improvements to the operation of the existing equipment and physical changes to the facility as required. The mechanical engineer has estimated the cost for these improvements to be \$25,000.

Public Works Facility

The Public Works administrative facilities were built in 1987. The administrative offices are in need of reorganization based on the current needs of the department. Additionally the existing HVAC systems within the facility are inefficient and have reached the end of their useful life.

Based on the above projects the Village applied for and received a total of \$442,017 in grant funding through the American Recovery and Reinvestment Act and the Department of Community and Economic Opportunity's Energy Efficiency Program.

In addition to the above grants, the Village has set aside funding for improvements to the Village's facilities in the Equipment Replacement Fund. Specifically, the FY2011-12 budget includes \$200,000 from ERF for the Village's local match requirement. We recommend that these funds be used as intended for this project to take advantage of the grant funding that has been available for this project this year.

The following table summarizes the project costs and available funding for the project:

LOCATION AND WORK REQUIRED	GRANT FUNDING			VILLAGE ERF FUNDING	TOTAL PER WORK ITEM
	DCEO- PSEE	ARRA- EECBG COOK COUNTY	ARRA- EECBG MAYORS CAUCUS		
VILLAGE HALL					
Construction	4,195	33,767	332,055	97,233	467,250
Architectural / Engineering Fees	1,500	8,500	31,500	5,000	46,500
Subtotal	5,695	42,267	363,555	102,233	513,750
PUBLIC WORKS					
Construction		20,000		75,000	95,000
Architectural / Engineering Fees		3,000		1,000	4,000
Subtotal		23,000		76,000	99,000
FIRE DEPARTMENT					
Construction		5,000		20,000	25,000
Architectural / Engineering Fees		2,500		1,000	3,500
Subtotal		7,500		21,000	28,500
TOTAL PROJECT COSTS	5,695	72,767	363,555	199,233	641,250

The plans and specifications for the project have been completed, and bids are currently being requested from contractors for this work. We anticipate that construction will start in March, 2011 and will be completed by September, 2011. The contract documents for these projects have been developed in such a way as to minimize the impact to Village operations.

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 is estimated to range 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 flows from MARS would flow directly into the regional deep tunnel system operated by the Metropolitan Water Reclamation District of Greater Chicago (MWRD.)

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 recently presented to the Village Board at the sewer improvement workshop. 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 has been allocated in FY2011-12 for the design of the next stage of MARS from roughly Bluff Avenue to La Grange Road, and \$2,100,000 has been allocated for construction in FY2013-14. These funds consist of a combination of MFT and capital improvement program funds.

Staff has applied for several grants for this project, and will continue to identify alternate funding sources to offset the costs of construction. Additionally, other funding sources such as low interest loans from the IEPA or local bonds will be researched should the Village Board decide to pursue the construction of additional segments of MARS.

OGDEN AVENUE RELIEF SEWER (OARS)

The OARS project involves the construction of a relief sewer along Ogden Avenue, Ashland Avenue and Bell Avenue to serve the northern drainage central drainage basin of the Village, which is roughly 170 acres. Once OARS is completed the wet weather drainage from approximately 82 acres will be redirected to go directly into the deep tunnel. The preliminary engineering study indicated that the existing combination sewer system serving this area has the capacity to accommodate the one-year storm. The construction of OARS would dramatically improve the drainage characteristics of the area and the ability of the combination sewer to accommodate larger storms. Additionally, a separate relief sewer serving the low lying area at the intersection of Ogden Avenue and the BNSF railroad is proposed as part of the report.

The estimated cost to complete construction of OARS is \$6.0 million. Similar to MARS, due to funding limitations we recommend that the project be phased. Since the first phase of the project involves the construction of a sewer adjacent to and within Gordon Park and the YMCA property, we recommend that the construction of the first stage of this project be coordinated with any improvements to these parcels. By doing so we would be limiting the disruption to the community and secondly, cost sharing initiatives could be explored.

We therefore recommend initiating the detailed design and construction of the first stage of the OARS project from Gordon Park to La Grange Road with the future redevelopment of the YMCA. As additional funds become available future segments of the project could be constructed. Finally any improvements will require coordination with IDOT as Ogden Avenue is under their jurisdiction. Finally, we recommend that the information contained in the OARS report be forwarded to IDOT regarding the underpass sewer as Ogden Avenue.

SOUTH OF 47TH STREET DRAINAGE STUDY

On July 24 the Village experienced an unprecedented amount of rainfall (over six inches in a twelve hour period), which resulted in widespread flooding of streets, basements, rear yards and other low areas of the Village. While all neighborhoods were affected by the severe rain event, the area south of 47th Street between Brainard Avenue and La Grange Road, which traditionally has not experienced such wide spread flooding problems, was particularly impacted as well.

The Village commissioned Heuer and Associates to complete a drainage study of this area. This report has yet to be completed by Heuer and Associates and will be forwarded to your review as soon as it is received and staff has had an opportunity evaluate and make recommendations based on the information contained within the report.

POPLAR PLACE DRAINAGE IMPROVEMENTS

A drainage investigation for Poplar Place was initiated due to complaints received by residents related to street, rear yard and basement flooding occurring within the Poplar Place neighborhood, generally located north of Hillgrove Avenue, west of Edgewood Avenue, south of 41st Street, and east of Drexel Avenue. Heuer and Associates determined that the flooding caused within this neighborhood is mainly the result of a poorly planned and constructed sewer system built to serve this neighborhood. Heuer provided a recommendation to construct a new sewer that will drain to Edgewood Avenue at a cost of approximately \$928,000. Due to the importance of correcting this drainage issue coupled with the limited resources, we have designated \$25,000 for detailed engineering in FY2011-12 and \$250,000 in the FY2012-13 budget for this project. There is an additional \$200,000 allocated for this project from the Sewer Fund in FY2012-13. Our hope is that through further analysis a more economical solution can be found and implemented. If this is not possible, we would re-engage the Village Board on this project to determine the next steps.

SUNSET AND ELM INTERSECTION DRAINAGE IMPROVEMENTS

The drainage investigation for this intersection was initiated last year due to complaints received by residents related to street flooding within the intersection of Sunset and Elm Avenues. This intersection floods mainly due to the existing topography of the intersection and limited available sewer conveyance systems.

The topography of this intersection is unique, and that even if improvements are made to the drainage system at the intersection the sewer system is still limited by the capacity of the sewer at Cossitt Avenue. Therefore at this time we recommend the allocation of resources towards MARS as the more cost effective solution to address this localized drainage issue. The MARS project will not only benefit this intersection, but the entire drainage basin as well.

MASON WOODS AREA SEWER PROJECT

The drainage investigation for this area was initiated due to complaints received by the residents of 623 Mason that their sump pump system is unable to handle the amount of ground water draining into their system. Given the pipe's current condition and that water from the pipe could be contributing to loading on the private drain tile system, we recommend that the pipe be scheduled for sewer lining. This method of sewer rehabilitation would provide a new structurally sufficient pipe inside the existing pipe without the disruption and cost associated with traditional open trench excavation methods. Heuer and Associates has estimated that the cost of lining this pipe segment is roughly \$55,000. Funding in this amount has been designated in the draft FY2011-12 budget for this project.

MAPLE AVENUE PEDESTRIAN UNDERPASS

A safe pedestrian crossing at Maple Avenue at its intersection with the IHB Railroad is important to facilitate east-west access to public facilities on either side of the tracks. A preliminary feasibility study for the underpass was completed very recently. The study indicated that the cost of constructing a ped-only underpass is approximately \$4.8 million.

Elevation changes to accommodate vehicular access are not possible. The preliminary cost estimate of \$4.8 million reflects the cost of general construction to build an improvement of this nature; the project does not require any extraordinary measures specific to the site.

The pedestrian tunnel is designed to be located in the southern half of the Maple Avenue right-of-way, so as not to be in conflict with the recently completed MARS sewer. No funding has been identified for this project at this time.

MANHOLE REPLACEMENT

The manhole replacement program is intended to repair catch basins and manholes that have deteriorated. Typically, these types of repairs would be completed as part of a roadway reconstruction or resurfacing project, but in some cases repairs may be required between roadway maintenance cycles. Due to current funding limitations, this program has been put on hold until additional revenues become available.

STOP SIGN STUDY

From time-to-time, Village staff receives resident requests for (additional) stop signs. Most of these requests are denied because they are not warranted by established traffic engineering

standards, including our existing stop sign policy. Moreover, when reviewing these requests, we cannot identify unique or changed conditions to support an engineering judgment to justify a(n) (additional) stop sign.

To address citizen concerns and frustrations on a more comprehensive basis, we recommend a Village-wide stop sign study as part of the proposed Village budget for the fiscal year beginning May 1, 2011. The project scope will be to evaluate existing traffic control on residential streets and recommend modifications as determined to be appropriate. The study will also provide a go-forward baseline for responding to future stop sign requests.

The FY2011-12 budget includes \$40,000 for the completion of this study.

EDGEWOOD AVENUE RESURFACING

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, we believe it is appropriate to list Edgewood Avenue as a future, stand alone project while we identify potential funding sources. In previous budgets funds were designated in the five-year capital improvement program for this project. However due to other priorities such as MARS, this project has been delayed until additional revenues can be identified for this project.

COSSITT AVENUE REHABILITATION – BRAINARD TO GILBERT

Cossitt Avenue from Gilbert Avenue to Sunset 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 as follows:

	Local 30%	Federal 70%	Total	Village FY2013-14	Village FY2015-16
Engineering Phase 2	9,150	21,350	30,500	30,500	0
Construction Engineering Phase 3	11,363	26,512	37,875	0	37,875
Construction	113,625	265,124	378,749	0	113,625
Totals	134,138	312,986	447,124	30,500	151,500

We anticipate that the engineering will be completed by May 1, 2014 and construction will be completed by September 30, 2015.

NORTHEAST PLANNING AREA

As part of the 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. We are still waiting for a response from IDOT as to the Village's request to reconfigure the lanes on southbound La Grange Road as indicated above.

Future expenditures related to public improvements to serve Gordon Park, such as a pedestrian bridge over Ogden Avenue, would also be charged to this line item. We note that funds as sponsored by State Representative Jim Durkin have been allocated in the state capital bill for a pedestrian bridge at this location.

FUTURE OUTLOOK

This proposed plan for capital improvements demonstrates the continued emphasis on maintenance and replacement of the Village infrastructure. While these projects provide a realistic plan for infrastructure improvements, they also provide flexibility to reschedule the specific timing of projects should the Village's priorities 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 project scope, engineering, construction and material costs are reviewed and reevaluated annually.

The Capital Project Fund reflects a small surplus fund balance at the end of this five-year budget period ending in FY 2015-16 which demonstrates the ability to fund these identified and proposed future projects over the long term. 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.

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.

La Grange Road and Ogden Avenue Intersection Improvements

The Village has met with the IDOT to discuss pedestrian safety and traffic management solutions at the intersection of Ogden Avenue and La Grange Road. While it is our objective to have most of the improvements funded by private development, the overall intersection requires attention.

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. We propose to make improvements to this intersection as either a standalone project or as part of future improvements to the adjacent parcel located at this corner.

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; anywhere between five to ten years. We should be aware of this regional transportation project, and its potential impacts and benefits to La Grange. For example, this project would provide roadway and related public improvements specific to grade separation, it may facilitate the relocation of gravel truck traffic off of La Grange Road and 47th Street, and it would facilitate a Deep Tunnel connection at 55th Street. Looking ahead, we will need to allocate funds for engineering at some point to provide input on design.

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. For example, we would like Metra to replace the interior doors with new wooden doors. 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.

Community Center – Reserves are available for remodeling, pending a discussion with the Park District. Community Development Block Grants were investigated as an alternative funding

source, but funding criteria does not meet our needs. We continue to explore alternate funding sources.

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.

WATER FUND

VILLAGE OF LA GRANGE
WATER FUND
WORKING CAPITAL SUMMARY THROUGH APRIL 30, 2016

Working Capital, April 30, 2008			1,995,779
Revenues	2008-09	3,078,300	
Expenses	2008-09	<u>(3,622,291)</u>	<u>(543,991)</u>
Working Capital, April 30, 2009			1,451,788
Revenues	2009-10	2,956,783	
Expenses	2009-10	<u>(3,144,482)</u>	<u>(187,699)</u>
Working Capital, April 30, 2010			1,264,089
Revenues	2010-11	3,277,350	
Expenses	2010-11	<u>(3,656,792)</u>	<u>(379,443)</u>
Working Capital, April 30, 2011			884,646
Revenues	2011-12	5,897,100	
Expenses	2011-12	<u>(5,779,137)</u>	<u>117,963</u>
Working Capital, April 30, 2012			1,002,609
Revenues	2012-13	3,955,100	
Expenses	2012-13	<u>(3,782,229)</u>	<u>172,871</u>
Working Capital, April 30, 2013			1,175,480
Revenues	2013-14	3,963,100	
Expenses	2013-14	<u>(3,846,428)</u>	<u>116,672</u>
Working Capital, April 30, 2014			1,292,153
Revenues	2014-15	3,973,100	
Expenses	2014-15	<u>(3,900,711)</u>	<u>72,389</u>
Working Capital, April 30, 2015			1,364,541
Revenues	2015-16	3,979,100	
Expenses	2015-16	<u>(3,965,041)</u>	<u>14,059</u>
Working Capital, April 30, 2016			<u><u>1,378,601</u></u>

WATER FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2008-09 ACTUAL	2009-10 ACTUAL	2010-11 BUDGET	2010-11 EST. ACT	2011-12 BUDGET	2012-13 BUDGET	2013-14 BUDGET	2014-15 BUDGET	2015-16 BUDGET
5000	REVENUES									
	CHARGES FOR SERVICES									
5200	WATER SALES	2,637,687	2,879,605	3,200,000	3,200,000	3,525,000	3,875,000	3,875,000	3,875,000	3,875,000
5204	WATER TAPS	14,644	8,055	20,000	25,000	20,000	20,000	20,000	20,000	20,000
5203	FIRE LINES	11,165	11,475	11,000	11,000	11,000	11,000	11,000	11,000	11,000
5209	PENALTY	34,542	38,618	37,000	37,000	37,000	37,000	37,000	37,000	37,000
	SUBTOTAL	2,698,038	2,937,753	3,268,000	3,273,000	3,593,000	3,943,000	3,943,000	3,943,000	3,943,000
	INTEREST INCOME									
5500	INVESTMENT INTEREST	39,952	18,389	8,000	4,250	4,000	12,000	20,000	30,000	36,000
	SUBTOTAL	39,952	18,389	8,000	4,250	4,000	12,000	20,000	30,000	36,000
	FINANCING REVENUES									
5700	BOND PROCEEDS	-	-	-	-	2,300,000	-	-	-	-
	SUBTOTAL	-	-	-	-	2,300,000	-	-	-	-
	MISCELLANEOUS REVENUES									
5899	MISCELLANEOUS	340,310	641	100	100	100	100	100	100	100
	SUBTOTAL	340,310	641	100	100	100	100	100	100	100
	TOTAL REVENUES	3,078,300	2,956,783	3,276,100	3,277,350	5,897,100	3,955,100	3,963,100	3,973,100	3,979,100

BUD1112WTRBUD
2/8/2011

WATER FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2008-09 ACTUAL	2009-10 ACTUAL	2010-11 BUDGET	2010-11 EST. ACT	2011-12 BUDGET	2012-13 BUDGET	2013-14 BUDGET	2014-15 BUDGET	2015-16 BUDGET	
5000	EXPENDITURES	<u>PERSONNEL</u>									
6000	SALARIES - FULL-TIME	547,869	623,526	661,215	640,221	679,478	703,304	731,916	761,832	793,117	
	SALARY ALLOCATIONS										
	Salaries - F/T - Admin	97,180	110,115	106,559	106,162	105,949	109,893	113,965	118,213	122,643	
	Salaries - F/T - Finance	105,069	112,692	109,787	110,314	110,438	112,991	115,816	118,712	121,679	
	Salaries - F/T - DPW	(73,684)	(79,398)	(77,517)	(78,209)	(76,631)	(78,933)	(81,624)	(84,421)	(87,326)	
	Salaries - F/T - Sewer	(18,798)	(18,662)	(18,369)	(18,591)	(17,876)	(18,644)	(19,110)	(19,587)	(20,077)	
		657,636	748,273	781,675	759,896	801,357	828,612	860,963	894,748	930,036	
6001	SALARIES - PART-TIME	26,116	22,459	22,040	21,306	22,094	23,057	24,058	25,099	26,181	
	Salaries - P/T - Finance	17,237	21,306	19,088	18,536	19,088	20,090	21,145	22,255	23,423	
	Salaries - President	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	
		45,333	45,745	43,108	41,822	43,162	45,127	47,183	49,334	51,584	
6002	SALARIES - OVERTIME	65,090	32,690	31,500	45,000	31,500	33,075	34,729	36,465	38,288	
6004	IMRF CONTRIBUTIONS	69,934	78,475	91,549	85,112	102,084	115,015	128,819	134,000	139,417	
6005	FICA/MEDICARE	59,071	60,877	65,505	63,069	66,762	69,572	72,338	75,230	78,103	
6009	IRMA CONTRIB / CLAIMS	47,657	66,262	89,337	89,337	95,531	95,531	95,531	95,531	95,531	
6010	HEALTH INSURANCE	96,744	112,612	126,052	118,366	128,661	138,267	148,593	159,692	171,622	
6020	TRAINING & MEMBERSHIP	10,015	1,693	3,200	3,200	3,200	3,200	3,200	3,200	3,200	
6021	UNIFORMS	4,372	5,176	5,200	5,200	6,000	5,200	6,000	5,200	6,000	
	SUBTOTAL	1,055,852	1,151,803	1,237,126	1,211,003	1,278,256	1,333,599	1,397,357	1,453,400	1,513,781	
	<u>SUPPLIES & MATERIALS</u>										
6100	SUPPLIES	3,003	4,800	3,300	3,300	3,300	3,300	3,300	3,300	3,300	
6101	PRINTING & POSTAGE	13,918	14,079	15,000	15,000	15,000	15,000	15,000	15,000	15,000	
6102	GAS & OIL	11,593	11,524	12,000	12,000	12,000	12,000	12,000	12,000	12,000	
	SUBTOTAL	28,514	30,403	30,300	30,300	30,300	30,300	30,300	30,300	30,300	
	<u>OPERATIONS & CONTRACTUAL</u>										
6210	TELEPHONE	9,591	9,988	10,000	10,000	10,200	10,200	10,200	10,200	10,200	
6211	ELECTRIC FEES	56,732	48,844	51,000	54,000	40,000	40,000	40,000	40,000	40,000	
6220	MAINTENANCE - WATER	74,067	98,132	90,000	90,000	90,000	90,000	90,000	90,000	90,000	
6230	PROFESSIONAL SERVICES	11,792	16,258	42,000	22,000	32,000	32,000	27,000	27,000	27,000	
6232	AUDITING	9,090	10,835	11,333	9,935	12,126	10,546	11,755	11,195	12,658	
6290	WATER PURCHASES-McCOOK	1,442,427	1,530,947	1,775,000	1,680,000	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	
6291	LEAK STUDY	-	6,300	13,000	13,000	13,000	13,000	13,000	13,000	13,000	
	SUBTOTAL	1,603,699	1,721,304	1,992,333	1,878,935	1,897,326	1,895,746	1,891,955	1,891,395	1,892,858	

WATER FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2008-09 ACTUAL	2009-10 ACTUAL	2010-11 BUDGET	2010-11 EST. ACT	2011-12 BUDGET	2012-13 BUDGET	2013-14 BUDGET	2014-15 BUDGET	2015-16 BUDGET
<u>CAPITAL OUTLAY</u>										
6605	COMPUTER EQUIPMENT	637	880	1,000	1,000	1,000	1,000	1,000	1,000	1,000
6600	NEW EQUIPMENT	12,527	2,770	5,000	5,000	7,500	5,000	5,000	5,000	5,000
6660	EQUIPMENT - RESERVE(ERF)	44,557	42,775	45,055	45,055	45,055	48,083	51,116	51,116	52,402
6691	MAINS	850,912	151,017	442,000	442,000	2,300,000	250,000	250,000	250,000	250,000
6692	METERS	14,625	24,469	20,000	20,000	20,000	20,000	20,000	20,000	20,000
6693	HYDRANT & VALVES	3,467	14,402	15,000	15,000	15,000	15,000	15,000	15,000	15,000
	SUBTOTAL	926,725	236,313	528,055	528,055	2,388,555	339,083	342,116	342,116	343,402
<u>FINANCING EXPENSES</u>										
6700	BOND PRINCIPAL / INTEREST	-	-	-	-	175,000	175,000	175,000	175,000	175,000
<u>MISCELLANEOUS EXPENSES</u>										
6899	MISC/LAB EXPENSES	7,501	4,659	10,700	8,500	9,700	8,500	9,700	8,500	9,700
	SUBTOTAL	7,501	4,659	10,700	8,500	9,700	8,500	9,700	8,500	9,700
	TOTAL FOR DEPARTMENT	3,622,291	3,144,482	3,798,514	3,656,792	5,779,137	3,782,229	3,846,428	3,900,711	3,965,041

BUD11\12WTRBUD
2/8/2011

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 14, 2011

RE: **WATER FUND – STATUS REPORT FY 2010-11**

PROFESSIONAL SERVICES

As a potable water supplier, the IEPA requires that the Village have a backflow prevention program in place that monitors the testing of backflow prevention devices on private systems. Backflow prevention devices are required in certain applications such as fire sprinkler systems, irrigation systems, and restaurants in order to prevent the potential for containments to enter the Village's water system through private service lines. These lines must be inspected on a yearly basis and the Village is responsible for tracking and reporting the testing of these private systems. The Village is not responsible for performing the actual tests. In order to improve the administration of our backflow prevention program, we propose to hire an outside firm to administer the program for the Village in the amount of \$6,000. Due to other work activities, this project has not yet been started and funds have been moved forward for this activity to FY2011-12.

Also budgeted in FY2010-11 were funds to perform an engineering analysis of the Village's pump station located on East Avenue. Many of the current systems at the pump station are nearing the end of their useful life and will require replacement such as the generator, control systems, pumps, motors, etc. Additionally, water pumping technology has evolved that could improve the energy efficiency and reliability of the pump station.

This engineering report has been completed and the recommendations contained within this report were used to identify upgrades to the pump station that are included in the proposed FY2011-12 budget. These proposed improvements will be discussed as part of the recommendations section of this report.

WATER MAINS

Included in FY2010-11 budget is the replacement of an existing 12-inch water main on Bluff Avenue between 47th Street and Cossitt Avenue as part of the Bluff Avenue Reconstruction Project. This project was completed in December 2010 at a cost of \$442,000

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 14, 2011

RE: **WATER FUND -- STAFF RECOMMENDATIONS FY 2010-11**

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. It is the Village's policy to "pass on" water rate increases from the Village of McCook which supplies water to the Village. Our goal is to maintain reserves at approximately 50 percent of operating expenses.

In order for revenues to keep pace with projected operating and capital expenditures and provide funding for the bond issue recommended in FY2011-12 for the replacement of water meters and rehabilitation of the pumping station, 10 percent water rate increases are reflected in FY2011-12 and FY2012-13. It is estimated that these increases will cost homeowners approximately \$65 annually. We will reevaluate the need for subsequent increases during budget preparation in future years.

Sewer service fees are based on the cubic feet of water used by a property owner multiplied by a separate sewer rate. Therefore, an increase in the water rate does not affect sewer revenues.

PROFESSIONAL SERVICES

Included in the professional services line item for the FY2011-12 budget are funds for the shared cost of implementing a Geographical Information System (GIS.) The Village is proposing to enter into a contract with a Municipal GIS Consortium to provide descriptive, geographical information which enables spatial and descriptive querying, reporting and mapping. Participation in the Consortium allows small and medium sized municipalities to share the overhead cost of establishing and maintaining a GIS program by partnering to develop a regional system. The annual cost of the GIS consortium (\$45,000) is proposed to be shared between the ETSB, Water, Sewer, Parking and General Funds (Community Development Department) based upon anticipated usage of the system capabilities. Funds in the amount of \$10,000 have been

allocated within the Water Fund for this initiative. Additional information regarding this program will be discussed as part of the budget workshop in March.

WATER MAINS / CAPITAL IMPROVEMENTS

The Water Main line item includes expenses generally associated with Capital Improvement Projects in the Water Fund. The following table is an estimate of these expenses for proposed five-year capital improvements within the Water Fund:

YEAR	LOCATION	COST
2010-11	Bluff Avenue Project (Stage III)	\$442,000
2011-12	Water Meter Replacements / East Avenue Pump Station Improvements	\$2,300,000
2012-13	To be determined	\$250,000
2013-14	To be determined	\$250,000
2014-15	To be determined	\$250,000

As noted in the above table, the budget for FY2011-12 includes an expense of \$2,300,000 for the water meter replacement program and East Avenue Pump Station Improvements. In order to complete these projects staff recommends that the Village issue an alternate revenue bond to complete these projects. The advantage of bonding for these projects rather than complete on a pay as you go basis is that the Village would be able to complete these projects within the next two years in order to address water accountability and pump stations enhancements in the short term while amortizing the expenditures over the useful life of the improvements. Additionally current financial conditions are such that the Village would benefit by bonding for these projects while interest rates are low. The projects included in this bond issue are discussed in more detail below.

WATER METERS

The water meters within the Village were last replaced over 20 years ago and have exceeded their anticipated useful life. As water meters age, their accuracy decreases as the moving parts inside of the meters become worn. This decrease in accuracy has a direct, negative impact of the Village's water accountability as water that passes through an inaccurate meter is not accounted for and billed to the user. The Village has tested multiple meters throughout the Village for accuracy and the results confirmed that some meters are not accurately accounting for the water that is passing through them.

Therefore staff recommends the replacement of all water meters throughout the Village in the estimated amount of \$1,800,000. The water meter replacement program would consist of hiring a contractor to replace all of the meters throughout the Village in a single year rather than utilizing Village staff to install the water meters over a longer time frame. In addition to the

replacement of the metes, technology would be implemented that would read the meters without the need for an individual to go to each home.

PUMP STATION

The Village's pump station was constructed in 1984. Many of the components within the station have reached the end of their useful life and are in need of replacement. A study was initiated to determine the remaining useful life of the equipment, make recommendations for repair, and suggest improvements for efficiency. This report was recently completed and included the following major recommendations for improvements:

1. Upgrade electronic controls for pump station with new SCADA technology. The existing control system is over twenty years old and replacement parts are becoming difficult to find. Furthermore, computer and electronic pump control technology has changed significantly since this system was first put into place. The implementation of newer technology would decrease the costs of operating the station over time.
2. Replace the automatic transfer switch. Similar to the control equipment, the transfer switch is over twenty years old and is need of replacement. Furthermore, replacement parts for this equipment are difficult to find.
3. Convert from gas to liquid chlorine additive systems. The existing gas chlorine system is out dated and in need of replacement. A safer alternative to the existing gas chlorine is liquid chlorine, which will be considered during the design portion of the project.
4. Replace various valves and pumps due to corrosion.

The total cost of repairs including engineering is estimated to be \$500,000. These repairs will support the continued delivery of potable water to residents and reduce operating costs over the long term. Baxter & Woodman concludes in their analysis that the life of the pump station can be extended for approximately 20 more years with the improvements noted above.

WATER MAINS

Completed as part of the Bluff Avenue Project in FY 2010-11 was the replacement of aging water main throughout the Stage 3 corridor on Bluff Avenue from 47th Street to Cossitt Avenue. Funds were budgeted within the Water Fund in the amount of \$442,000 for this project as water main replacement is not eligible for STP funding.

More specific water main replacement projects for future years will be scheduled in conjunction with the Street Condition Survey. However, we would like to note the water main which runs the entire length of the 47th Street corridor is an "identified, but not yet budgeted" project. The estimated replacement cost exceeds \$1.0 million. Funding and timing of the replacement of this water main, which has experienced frequent breaks, should coincide with the reconstruction of the roadway. Other "identified, but not yet budgeted" projects include the replacement of the water main on Edgewood Avenue from 51st Street to Linklater Court. Also, we will be evaluating the condition of the water main on Cossitt Avenue to determine if it should be

replaced as part of the Cossitt Avenue resurfacing project, which is anticipated for construction in FY2015-16.

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 maintain its water accountability (pumped vs. billed ratio) within the water distribution system. This past year we found several smaller leaks as part of the program, and they were subsequently repaired. 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. We propose to continue with the annual leak study in order to improve accountability and detect leaks whenever possible.

SEWER FUND

VILLAGE OF LA GRANGE
SEWER FUND
WORKING CAPITAL SUMMARY THROUGH APRIL 30, 2016

Working Capital, April 30, 2008			446,091
Revenues	2008-09	419,672	
Expenses	2008-09	<u>(439,341)</u>	<u>(19,669)</u>
Working Capital, April 30, 2009			426,422
Revenues	2009-10	409,066	
Expenses	2009-10	<u>(463,365)</u>	<u>(54,299)</u>
Working Capital, April 30, 2010			372,123
Revenues	2010-11	417,400	
Expenses	2010-11	<u>(596,711)</u>	<u>(179,311)</u>
Working Capital, April 30, 2011			192,812
Revenues	2011-12	417,400	
Expenses	2011-12	<u>(407,905)</u>	<u>9,495</u>
Working Capital, April 30, 2012			202,307
Revenues	2012-13	417,000	
Expenses	2012-13	<u>(618,838)</u>	<u>(201,838)</u>
Working Capital, April 30, 2013			469
Revenues	2013-14	457,000	
Expenses	2013-14	<u>(436,740)</u>	<u>20,260</u>
Working Capital, April 30, 2014			20,729
Revenues	2014-15	502,000	
Expenses	2014-15	<u>(447,867)</u>	<u>54,133</u>
Working Capital, April 30, 2015			74,862
Revenues	2015-16	553,000	
Expenses	2015-16	<u>(459,102)</u>	<u>93,898</u>
Working Capital, April 30, 2016			<u><u>168,760</u></u>

SEWER

ACCT. NO.	ACCOUNT DESCRIPTION	2008-09 ACTUAL	2009-10 ACTUAL	2010-11 BUDGET	2010-11 EST. ACT	2011-12 BUDGET	2012-13 BUDGET	2013-14 BUDGET	2014-15 BUDGET	2015-16 BUDGET
8000 REVENUES										
<u>CHARGES FOR SERVICES</u>										
5210	SEWER SERVICE FEE	405,562	403,827	435,000	410,000	410,000	410,000	450,000	495,000	545,000
5211	CONNECTION FEES	7,700	3,786	8,000	6,000	6,000	6,000	6,000	6,000	6,000
	SUBTOTAL	413,262	407,613	443,000	416,000	416,000	416,000	456,000	501,000	551,000
<u>INTEREST INCOME</u>										
5500	INVESTMENT INTEREST	6,410	824	4,000	1,400	1,400	1,000	1,000	1,000	2,000
	SUBTOTAL	6,410	824	4,000	1,400	1,400	1,000	1,000	1,000	2,000
<u>MISCELLANEOUS REVENUES</u>										
5899	MISCELLANEOUS	-	629	-	-	-	-	-	-	-
	SUBTOTAL	-	629	-	-	-	-	-	-	-
	TOTAL REVENUES	419,672	409,066	447,000	417,400	417,400	417,000	457,000	502,000	553,000

BUD1011SWRBUD
2/8/2011

SEWER FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2008-09 ACTUAL	2009-10 ACTUAL	2010-11 BUDGET	2010-11 EST. ACT	2011-12 BUDGET	2012-13 BUDGET	2013-14 BUDGET	2014-15 BUDGET	2015-16 BUDGET
8000	EXPENDITURES	<u>PERSONNEL</u>								
6000	SALARIES - FULL-TIME	112,473	120,389	122,920	124,312	129,679	134,832	138,295	142,444	146,717
	SALARY ALLOCATIONS									
	Salaries - F/T - Admin	24,524	28,706	27,999	27,823	27,478	28,773	29,934	31,149	32,419
	Salaries - F/T - Finance	20,803	23,076	22,356	22,510	22,288	22,922	23,495	24,082	24,684
	Salaries - F/T - Water	18,798	18,662	18,369	18,591	17,876	18,644	19,110	19,587	20,077
		176,598	190,833	191,644	193,236	197,321	205,171	210,834	217,262	223,898
6002	SALARIES - OVERTIME	23,939	12,713	10,500	15,000	10,500	11,025	11,576	12,155	12,763
6004	IMRF CONTRIBUTIONS	18,224	20,312	18,881	19,592	24,939	28,105	31,137	33,664	34,727
6005	FICA/MEDICARE	14,699	15,080	14,059	15,548	15,898	16,539	17,014	17,550	18,105
6009	IRMA CONTRIB / CLAIMS	7,793	11,228	12,179	12,149	13,217	13,217	13,217	13,217	13,217
6010	HEALTH INSURANCE	12,964	14,046	14,576	14,499	15,567	16,716	17,950	19,277	20,703
6020	TRAINING & MEMBERSHIP	162	305	500	500	500	500	500	500	500
6021	UNIFORMS	1,053	1,894	1,400	1,400	1,600	1,400	1,600	1,400	1,600
	SUBTOTAL	255,432	266,411	263,739	271,923	279,542	292,673	303,829	315,026	325,512
		<u>SUPPLIES & MATERIALS</u>								
6100	TOOLS & SUPPLIES	1,983	1,116	1,500	1,500	1,500	1,500	1,500	1,500	1,500
6102	GAS & OIL	5,888	4,578	5,000	5,600	5,000	5,000	5,000	5,000	5,000
	SUBTOTAL	7,871	5,694	6,500	7,100	6,500	6,500	6,500	6,500	6,500
		<u>OPERATIONS & CONTRACTUAL</u>								
6210	TELEPHONE	3,533	3,412	3,600	3,700	3,600	3,600	3,600	3,600	3,600
6220	MTCE-EQUIPMENT	13,753	7,589	7,000	7,000	7,000	7,000	7,000	7,000	7,000
6224	MTCE-MANHOLE/SEWERS	6,546	10,642	10,000	10,000	10,000	10,000	10,000	10,000	10,000
6230	PROFESSIONAL SERVICES	32,640	8,664	5,000	10,000	15,000	15,000	15,000	15,000	15,000
6232	AUDITING	1,426	1,354	1,419	1,242	1,516	1,318	1,469	1,399	1,582
	SUBTOTAL	57,898	31,661	27,019	31,942	37,116	36,918	37,069	36,999	37,182

CAPITAL OUTLAY

6600 NEW EQUIPMENT	2,500	2,092	3,000	2,000	5,000	3,000	3,000	3,000	3,000
6605 COMPUTER EQUIPMENT	637	930	1,000	1,000	1,000	1,000	1,000	1,000	1,000
6625 SEWERS	28,997	66,000	199,000	199,000	5,000	205,000	5,000	5,000	5,000
66XX SEWER LINING	-	14,660	-	-	-	-	-	-	-
6660 EQUIPMENT - RESERVE (ERF)	37,170	36,097	36,097	38,747	38,747	38,747	45,342	45,342	45,908
6681 MANHOLE REPLACEMENT	48,836	39,820	35,000	45,000	35,000	35,000	35,000	35,000	35,000
SUBTOTAL	118,140	159,599	274,097	285,747	84,747	282,747	89,342	89,342	89,908
TOTAL FOR DEPARTMENT	439,341	463,365	571,355	596,711	407,905	618,838	436,740	447,867	459,102

BUD1011SWRBUD
2/8/2011

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 14, 2011

RE: **SEWER FUND – STATUS REPORT FY 2010-11**

SEWERS

The FY 2010-11 budget includes \$194,000 for sewer construction associated with the MARS project (Bluff Avenue Stage 2.) This work has been started and is expected to be completed by October 2011. Additional information concerning this project is contained in the Capital Projects Fund under the Bluff Avenue Reconstruction Project.

In addition, FY 2010-11 expenditures reflect the annual \$5,000 NPDES (National Pollutants Discharge Elimination System) permit fee charged by the State of Illinois, which allows us to discharge to Deep Tunnel.

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.

To start repairing some of the Village's sewers, we proposed an annual sewer lining program with a cured-in-place liner that provides a new structurally sufficient pipe within the existing pipe. This process is less disruptive to residents since it does not require traditional open trench methods for installation. Traditionally the Village has split the cost of maintaining the combined sewers between the Capital Projects Fund (storm sewer portion (90%) and Sewer Fund (sanitary sewer portion – 10%).

Due to limited funding, this program has been put on hold until revenues recover sufficiently to cover the cost of 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 14, 2011

RE: **SEWER FUND -- STAFF RECOMMENDATIONS FY 2011-12**

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 Projects Fund). The Sewer Fund will however contribute towards but not fully fund, the maintenance and replacement of work involving combined sewers.

In order to provide funding for projected operations and capital expenditures, and to rebuild sewer reserves, we are recommending beginning in FY2013-14 sewer rate increases of 10% each year for three consecutive years. As we continue with aggressive repairs and main replacement we may need to consider additional rate increases to fund sewer projects and maintain adequate reserves. We estimate that these planned increases will result in an increase of \$15 per year for each sewer customer.

Sewer fees are based upon cubic feet of water used multiplied by a separate sewer rate. Therefore, an increase in the sewer rate does not affect water charges, nor does an increase in the water rate affect sewer charges.

SEWERS

Capital expenses within this line item for the next five years are detailed in the table below:

	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
NPDES Permit	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Bluff/ MARS Project					
Poplar Place Drainage Improvements		\$200,000			
TOTAL	\$5,000	\$ 205,000	\$5,000	\$5,000	\$5,000

Prior budgets had allocated \$200,000 to cover the cost of the sanitary sewer upgrades within the Edgewood Avenue Project limits. Due to other priorities, the Edgewood Avenue Resurfacing project has been delayed to a time outside of the five-year capital improvement program. Therefore, the corresponding funds that were made available in the Sewer Fund have been reallocated to the Poplar Place Drainage Improvements.

The Sewer Fund was established as an enterprise fund to finance the cost of sanitary sewer expenses. The Village’s sewer system consists of three types of flows: storm, sanitary and combined. While much of the Village’s sewer system is combined flow, we would not be able to finance the entire cost of MARS solely using this Fund or at a higher funding level. The preliminary engineering estimates for MARS indicate that we may need some increase in sewer rates to fund future segments of this project. Staff will be assessing these various options for financing and will provide additional information during future budget development processes.

Finally, other future sewer replacement projects will be identified, prioritized and scheduled when the new Street Condition Survey is completed.

PROFESSIONAL SERVICES

Included in the professional services line item for the FY2011-12 budget are funds for the shared cost of implementing a Geographical Information System (GIS.) The Village is proposing to enter into a contract with a Municipal GIS Consortium to provide descriptive, geographical information which enables spatial and descriptive querying, reporting and mapping. Participation in the Consortium allows small and medium sized municipalities to share the overhead cost of establishing and maintaining a GIS program by partnering to develop a regional system. The annual cost of the GIS consortium (\$45,000) is proposed to be shared between the ETSB, Water, Sewer, Parking and General Funds (Community Development Department) based upon anticipated usage of the system capabilities. Funds in the amount of \$10,000 have been allocated within the Sewer Fund for this initiative. Additional information regarding this program will be discussed as part of the budget workshop in March.

**Proposed Policy Governing
the Use of In-street
Pedestrian Crossing Signage**

VILLAGE OF LA GRANGE
Department of Public Works

MEMORANDUM

TO: Robert Pilipiszyn
FROM: Ryan Gillingham 
DATE: January 20, 2011
RE: Policy on In-Street Pedestrian Crossing Signs

As part of the Village's strategic goal of improving pedestrian safety throughout the Village, in-street pedestrian crossing signs (see Figure 1) have been installed at various pedestrian crossings to improve driver awareness and enhance pedestrian safety. These signs provide motorists with a visual reference within the roadway that pedestrians may be present. The increased use of these in-street signs throughout many communities including La Grange coincides with acceptance of these signs as approved devices in federal traffic sign standards, changes in State law, and heightened awareness of pedestrian safety issues. The federal standards and guidance for these signs contained within the 2009 Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is attached to this memorandum for your reference. Additionally the recently passed State law that states motorists must stop for pedestrians within the crosswalk, rather than just yielding, is also attached to this memorandum for your reference.



Figure 1

The Village first started deploying these in-street pedestrian crossing signs within the Central Business District as this area tends to have the greatest number of pedestrian and vehicle interactions. Specifically these signs have been deployed during weekends in the spring, summer and fall so as not to conflict with snow plowing operations. Additional in-street pedestrian crossing signs have been installed, such as at the intersection of Brainard Avenue and Burlington Avenues, based on requests by the Police Department and residents. Since use of the in-street pedestrian crossing signs with a STOP sign insert is in conflict with locations controlled by traffic signals, the Village has modified the current signs used at signalized locations to simply state "watch for pedestrians" without the STOP sign element to the sign.

The current locations of the in-street pedestrian signs include the following:

Location	Deployment	Type
47 th Street / 9 th Avenue – Mid-block crossing	All times from April 1 to November 30	R1-6a – Stop For Pedestrians
La Grange Road at Cossitt Avenue	Weekends from April 1 to November 30	Watch For Pedestrians
La Grange Road at Harris Avenue	Weekends from April 1 to November 30	Watch For Pedestrian
La Grange Road at Calendar Avenue	Weekends from April 1 to November 30	R1-6a – Stop For Pedestrians
La Grange Road at Burlington Avenue	Weekends from April 1 to November 30	Watch For Pedestrians
La Grange Road at Hillgrove Avenue	Weekends from April 1 to November 30	Watch For Pedestrians
Burlington Avenue and Brainard Avenue	All times from April 1 to November 30	R1-6a – Stop For Pedestrians
Brainard Avenue at Bell Avenue	All times from April 1 to November 30	R1-6a – Stop For Pedestrians
Burlington Avenue at Stone Avenue Station	All times from April 1 to November 30	R1-6a – Stop For Pedestrians
Parking Garage Entrances on 6 th Avenue	All times	R1-6a – Stop For Pedestrians

In addition to the use of the in-street pedestrian crossing signs shown in the picture above, school crossing guards for the Village also utilize similar but portable/collapsible in-street minicades on a daily basis to warn motorists of children crossing the street.

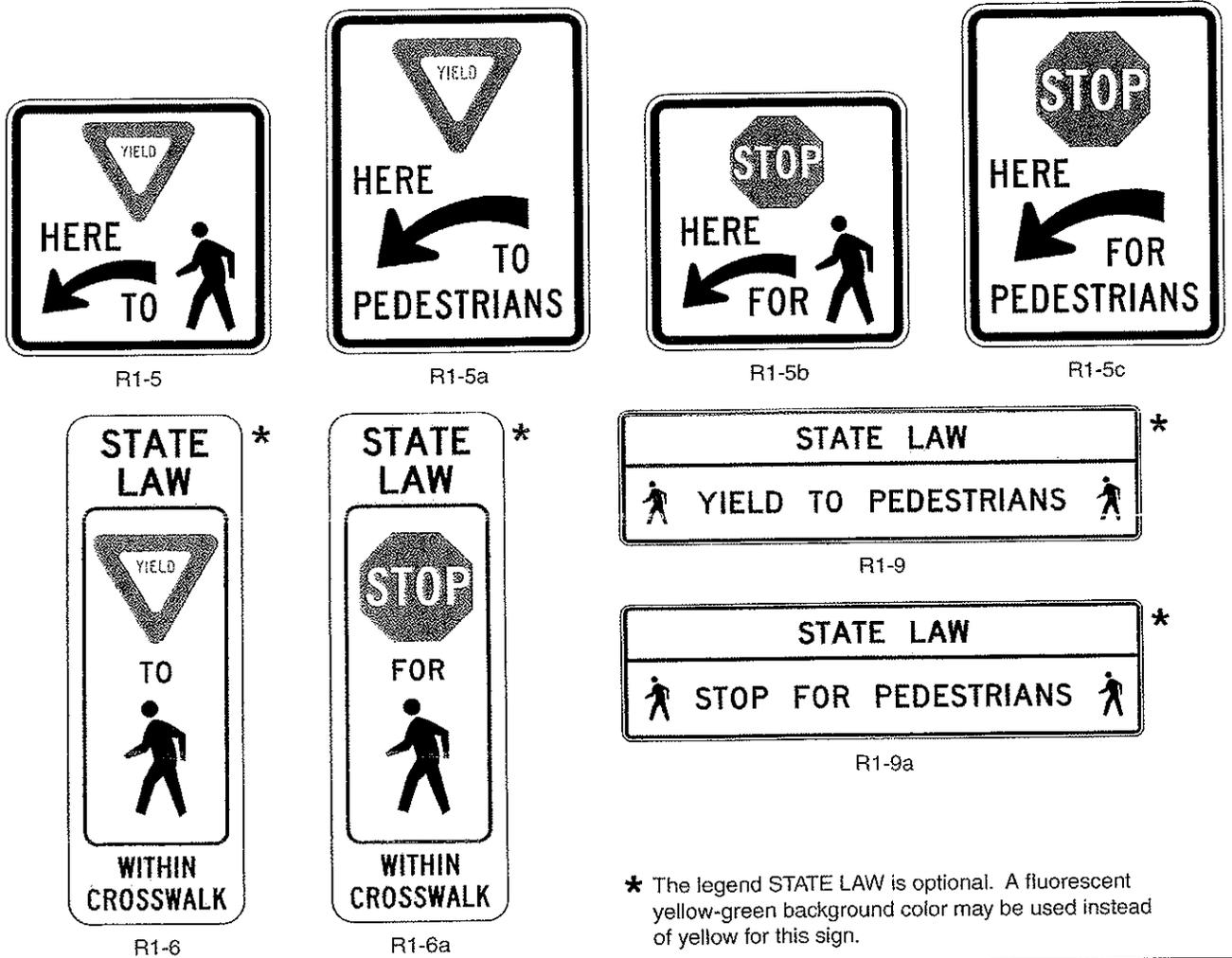
In order to provide a consistent application of these in-street pedestrian signs throughout the Village, and to avoid the over-deployment which could result in motorist desensitization to these signs, a proposed policy for the implementation of these signs is provided below.

Proposed Policy

The following guidelines shall be used by staff for the deployment of In-Street Pedestrian Crossing Signs (R1-6b) throughout the Village:

1. The provisions of the Manual on Uniform Traffic Control Devices (MUTCD) shall be followed. The particular sections of this code are attached to this memorandum for reference.
2. Relevant speed, volumes, accident records, pedestrian counts, sight obstructions and demographic analysis shall be reviewed when considering In-Street Pedestrian Crossing Sign installations.
3. The sign should only be used at key locations, such as high pedestrian volume crosswalks, to avoid overuse.
4. The sign shall only be used at existing crosswalk locations.
5. The sign shall only be used as an in-street sign, not on the outside shoulder or parking lane. When installed, the sign shall not impede or obstruct any traffic movement including through or turning movements. The preferred location is on the center line or the median island of the roadway.
6. The sign shall be used seasonally due to safety issues with the use of the sign during the winter and to prevent damage during the winter because of plowing operations.
7. The sign shall only be used on streets that are classified as collectors or arterials.
8. The use of in-street minicades within school zones will be allowed provided that the school agrees to be responsible for installing and removing the signs on a daily basis on school days only. Additionally the signs cannot be deployed during Village snow plowing operations.
9. In-street pedestrian crossing signs or minicades can be temporarily deployed during special events such the Hometown Holiday event.

Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs



* The legend STATE LAW is optional. A fluorescent yellow-green background color may be used instead of yellow for this sign.

05 A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To (Stop Here For) Pedestrians signs have been installed in advance of the crosswalk.

Standard:

06 If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here To (Stop Here For) Pedestrians sign is used on the approach, the Yield Here To (Stop Here For) Pedestrians sign shall not be placed on the same post as or block the road user's view of the W11-2 sign.

Option:

07 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To (Stop Here For) Pedestrians sign on the approach to the same crosswalk.

08 In-Street Pedestrian Crossing signs and Yield Here To (Stop Here For) Pedestrians signs may be used together at the same crosswalk.

Section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a)

Option:

01 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6, R1-6a, R1-9, and R1-9a signs, if applicable. On the R1-6 and R1-6a signs, the legends STOP or YIELD may be used instead of the appropriate STOP sign or YIELD sign symbol.

02 Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.

Standard:

03 If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.

04 If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.

05 An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

Guidance:

06 If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.

09 The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

10 The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).

11 Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.

Option:

14 The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To (Stop Here For) Pedestrians signs may be used together at the same crosswalk.

Section 2B.13 Speed Limit Sign (R2-1)

Standard:

01 Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

02 The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.

03 Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.

Public Act 096-1165

HB0043 Enrolled

LRB096 03462 AJT 13486 b

AN ACT concerning transportation.

Be it enacted by the People of the State of Illinois,
represented in the General Assembly:

Section 5. The Illinois Vehicle Code is amended by changing Sections 11-1002 and 11-1002.5 as follows:

(625 ILCS 5/11-1002) (from Ch. 95 1/2, par. 11-1002)

Sec. 11-1002. Pedestrians' right-of-way at crosswalks. (a) When traffic control signals are not in place or not in operation the driver of a vehicle shall stop and yield the right-of-way, ~~slowing down or stopping if need be to so yield,~~ to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a moving vehicle which is so close as to constitute an immediate hazard.

(c) Paragraph (a) shall not apply under the condition stated in Section 11-1003 (b).

(d) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(e) Whenever stop signs or flashing red signals are in place at an intersection or at a plainly marked crosswalk between intersections, drivers shall yield right-of-way to pedestrians as set forth in Section 11-904 of this Chapter. (Source: P.A. 79-857.)

(625 ILCS 5/11-1002.5)

Sec. 11-1002.5. Pedestrians' right-of-way at crosswalks; school zones.

(a) For the purpose of this Section, "school" has the meaning ascribed to that term in Section 11-605.

On a school day when school children are present and so close thereto that a potential hazard exists because of the close proximity of the motorized traffic and when traffic control signals are not in place or not in operation, the driver of a vehicle shall stop and yield the right-of-way, ~~slowing down or stopping if need be to so yield,~~ to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

For the purpose of this Section, a school day shall begin at seven ante meridian and shall conclude at four post

meridian.

This Section shall not be applicable unless appropriate signs are posted in accordance with Section 11-605.

(b) A first violation of this Section is a petty offense with a minimum fine of \$150. A second or subsequent violation of this Section is a petty offense with a minimum fine of \$300.

(c) When a fine for a violation of subsection (a) is \$150 or greater, the person who violates subsection (a) shall be charged an additional \$50 to be paid to the unit school district where the violation occurred for school safety purposes. If the violation occurred in a dual school district, \$25 of the surcharge shall be paid to the elementary school district for school safety purposes and \$25 of the surcharge shall be paid to the high school district for school safety purposes. Notwithstanding any other provision of law, the entire \$50 surcharge shall be paid to the appropriate school district or districts.

For purposes of this subsection (c), "school safety purposes" has the meaning ascribed to that term in Section 11-605.

(Source: P.A. 95-302, eff. 1-1-08.)

Section 99. Effective date. This Act takes effect upon becoming law.

Effective Date: 07/22/2010