

# 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 3, 2014  
7:30 p.m.



## AGENDA

1. CALL TO ORDER AND ROLL CALL
2. CAPITAL PROJECTS WORKSHOP
  - A. CAPITAL PROJECTS FUND – *Ryan Gillingham, Director of Public Works*
    - Status Report FY 2013-14
    - Staff Recommendations FY 2014-15
  - B. WATER FUND – *Ryan Gillingham, Director of Public Works*
    - Status Report FY 2013-14
    - Staff Recommendations FY 2014-15
  - C. SEWER FUND – *Ryan Gillingham, Director of Public Works*
    - Status Report FY 2013-14
    - Staff Recommendations FY 2014-15
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.

**CAPITAL PROJECTS FUND**

VILLAGE OF LA GRANGE  
 CAPITAL PROJECTS FUND  
 FUND BALANCE SUMMARY THROUGH APRIL 30, 2018

Fund Balance, April 30, 2011			533,072
Revenues	2011-12	2,135,049	
Expenses	2011-12	<u>(1,782,107)</u>	<u>352,942</u>
Fund Balance, April 30, 2012			886,014
Revenues	2012-13	753,041	
Expenses	2012-13	<u>(942,243)</u>	<u>(189,202)</u>
Fund Balance, April 30, 2013			696,812
Revenues	2013-14	3,917,802	
Expenses	2013-14	<u>(4,560,006)</u>	<u>(642,204)</u>
<b>Fund Balance, April 30, 2014</b>			<b>54,608</b>
<b>Revenues</b>	<b>2014-15</b>	<b>2,153,151</b>	
<b>Expenses</b>	<b>2014-15</b>	<b><u>(2,229,349)</u></b>	<b><u>(76,198)</u></b>
<b>Fund Balance, April 30, 2015</b>			<b>(21,590)</b>
Revenues	2015-16	1,712,012	
Expenses	2015-16	<u>(1,830,645)</u>	<u>(118,633)</u>
Fund Balance, April 30, 2016			(140,223)
Revenues	2016-17	763,000	
Expenses	2016-17	<u>(603,065)</u>	<u>159,935</u>
Fund Balance, April 30, 2017			19,712
Revenues	2017-18	705,500	
Expenses	2017-18	<u>(543,549)</u>	<u>161,951</u>
Fund Balance, April 30, 2018			181,663
Revenues	2018-19	705,500	
Expenses	2018-19	<u>(598,896)</u>	<u>106,604</u>
Fund Balance, April 30, 2019			<u><u>288,267</u></u>

CAPITAL PROJECTS FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2011-12 ACTUAL	2012-13 ACTUAL	2013-14 BUDGET	2013-14 EST. ACT	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET
4000 REVENUES										
<u>INTERGOVERNMENTAL REVENUES</u>										
5300	GRANTS-STP	141,695	86,274	45,020	54,820	18,200	26,512	37,500	-	-
5300	GRANTS - STATE (Neighborhood H)	165,884	-	-	-	-	-	-	-	-
5300	GRANTS - OTHER (Village Hall HVAC)	257,408	-	-	-	-	-	-	-	-
5300	GRANTS - OTHER (Police/Fire-Lighting Grant)	13,558	-	-	-	-	-	-	-	-
5300	GRANTS - OTHER (DCEO-La Grange Road Ped	-	-	120,000	-	120,000	-	-	-	-
5300	GRANTS - OTHER (/DCEO-47th St Ped Crossin	-	-	240,000	-	240,000	-	-	-	-
5300	GRANTS - OTHER (DCEO-Ogden)	-	-	31,000	-	40,000	-	-	-	-
5300	GRANTS - FEDERAL (Stone Ave Station)	-	-	700,000	350,000	350,000	-	-	-	-
5302	GRANTS - OTHER (Stone Ave Station)	-	28,387	385,000	185,000	200,000	-	-	-	-
5302	GRANTS - OTHER (Willow Springs Road)	-	22,500	-	-	76,500	-	-	-	-
5314	GRANTS - OTHER (EAB/Reimb Gordon & Deni	16,149	-	-	3,000	-	-	-	-	-
	SUBTOTAL	594,694	137,161	1,521,020	592,820	1,044,700	26,512	37,500	-	-
<u>INTEREST INCOME</u>										
5500	INVESTMENT INTEREST	175	742	500	1,000	500	500	500	500	500
	SUBTOTAL	175	742	500	1,000	500	500	500	500	500
<u>FINANCING REVENUES</u>										
5700	AREA 5 SIDEWALKS-RESIDENTS	1,190	648	500	500	500	-	-	-	-
	SUBTOTAL	1,190	648	500	500	500	-	-	-	-
<u>MISCELLANEOUS REVENUES</u>										
5840	50/50 SIDEWALK PROGRAM	10,905	4,390	5,000	7,079	5,000	5,000	5,000	5,000	5,000
5864	TREE PLANTING PROGRAM	6,324	8,366	-	-	-	-	-	-	-
5898	EMERALD ASH BORER (EAB) PROGRAM	-	-	-	-	-	-	-	-	-
5899	MISCELLANEOUS REVENUE	21,139	1,734	-	-	-	-	-	-	-
	SUBTOTAL	38,368	14,490	5,000	7,079	5,000	5,000	5,000	5,000	5,000
<u>TRANSFERS IN</u>										
5919	FROM CORP FUND	700,000	600,000	1,370,000	1,370,000	700,000	700,000	700,000	700,000	700,000
5921	FROM MOTOR FUEL TAX FUND	800,622	-	2,248,260	1,946,403	402,451	980,000	20,000	-	-
	SUBTOTAL	1,500,622	600,000	3,618,260	3,316,403	1,102,451	1,680,000	720,000	700,000	700,000
	TOTAL REVENUES	2,135,049	753,041	5,145,280	3,917,802	2,153,151	1,712,012	763,000	705,500	705,500

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CAPITAL PROJECTS FUND

ACCT. NO.	ACCOUNT DESCRIPTION	2011-12 ACTUAL	2012-13 ACTUAL	2013-14 BUDGET	2013-14 EST. ACT	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET
4000	EXPENDITURES	<u>CAPITAL OUTLAYS</u>								
6601	WILLOW SPRNGS RD RESRFCNG	-	-	28,659	-	-	-	-	-	-
6602	WILLOW SPRNGS SAFETY IMPRVMENTS	-	-	26,000	40,000	105,200	-	-	-	-
6604	STONE AVENUE STATION RENOVATION	6,288	78,205	885,000	500,000	500,000	-	-	-	-
6605	PED SIGNAL IMPROVMENTS (Bollards)	12,822	-	-	-	-	-	-	-	-
6611	SOUTH 47TH ST DRAINAGE AREA STUDY	25,147	-	-	-	-	-	-	-	-
6612	FIRE DEPT APPARATUS FLOOR	27,572	13,688	-	-	-	-	-	-	-
6615	BRLGTN / KNSGTN TO BRAINARD	986	-	-	-	-	-	-	-	-
6616	VILLAGE HALL ROOF REPAIR/REPLC	-	-	110,000	107,670	-	-	-	-	-
6617	PLAZA FOUNTAIN	-	-	35,000	29,970	-	-	-	-	-
6644	NORTHEAST. PLANNING AREA	27,992	2,775	-	16,750	-	-	-	-	-
6645	LA GRANGE RD CORRIDOR IMPRV	5,536	93	120,000	-	120,000	-	-	-	-
6646	POPLAR PLACE SEWER IMPROVMENTS	34,871	126,852	-	35,225	-	-	-	-	-
6647	MASON WOODS AREA SEWER PROJECT	58,200	-	-	-	-	-	-	-	-
6648	COSSITT AVE REHAB PROJECT	-	-	30,500	30,500	-	151,500	-	-	-
6682	SIDEWALK/CURB/GUTTER	23,985	14,577	95,000	100,000	15,000	15,000	15,000	15,000	15,000
6684	TREE PLANTING	37,619	30,918	39,000	39,000	32,000	33,600	35,280	37,044	38,896
6685	EMERALD ASH BORER	23,944	56,205	155,000	198,000	380,000	268,000	13,000	5,000	5,000
6686	SEWER TELEVISIONING/CLEANING	19,518	1,033	25,000	25,000	11,403	25,000	25,000	25,000	25,000
6690	VILLAGE HALL HVAC IMPROVEMENTS	261,437	-	-	-	-	-	-	-	-
6691	BLUFF/47 TO BURLNGTN / M.A.R.S.	685,747	-	490,854	168,403	322,451	-	-	-	-
6692	MAPLE AVE RELIEF SEWER PROJ	134,969	240,606	2,640,000	2,575,637	-	-	-	-	-
6694	47TH STREET CORRIDOR IMPRVMENTS	13,303	527	240,000	-	240,000	-	-	-	-
6695	OGDEN AVE CORRIDOR IMPRV	-	-	31,000	-	31,000	-	-	-	-
6698	NGHBRHD STREET PROJECTS	28,500	23,035	378,000	321,858	80,000	980,000	20,000	-	-
66XX	KENSINGTON(COSSITT-BURLG)RESURFACE	-	-	-	-	15,000	-	37,500	-	-
66XX	POLICE/FIRE ROOF REPLACEMENT	-	-	-	-	-	-	-	-	360,000
		1,428,436	588,514	5,329,013	4,188,013	1,852,054	1,473,100	145,780	82,044	443,896
		<u>MISCELLANEOUS EXPENDITURES</u>								
6862	MISC. ENGINEERING	15,982	18,937	20,000	36,000	40,000	20,000	20,000	20,000	20,000
6863	CRACKFILL PROGRAM	19,165	19,487	20,000	20,100	20,000	20,000	20,000	20,000	20,000
6864	THERMOPLASTIC ST MARKING	14,759	15,000	15,000	14,348	15,000	15,000	15,000	15,000	15,000
6886	SEWER LINING PROGRAM	-	-	-	-	-	-	100,000	100,000	100,000
	SUBTOTAL	49,906	53,424	55,000	70,448	75,000	55,000	155,000	155,000	155,000
		<u>INTERFUND TRANSFERS</u>								
6990	TRANSFER TO DEBT SERVICE	303,765	300,305	301,545	301,545	302,295	302,545	302,285	306,505	-
	SUBTOTAL	303,765	300,305	301,545	301,545	302,295	302,545	302,285	306,505	-
	TOTAL FOR DEPARTMENT	1,782,107	942,243	5,685,558	4,560,006	2,229,349	1,830,645	603,065	543,549	598,896

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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 3, 2014

RE: **CAPITAL PROJECTS FUND -- STATUS REPORT FY2013-14**

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**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 47<sup>th</sup> Street south to the Village's corporate limits. Streets previously reconstructed under the Surface Transportation Act are eligible for federal funding through this program. The project was originally to be funded as a Federal Local Agency Pavement Preservation (LAPP) project, however in March of 2009, La Grange and Western Springs jointly secured federal stimulus funding (American Recovery and Reinvestment Act of 2009) to pay for the construction costs associated with the project.

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.

Staff contacted Western Springs regarding any outstanding obligations and did not receive an invoice. Therefore, staff recommends closing this project.

**WILLOW SPRINGS ROAD SAFETY IMPROVEMENTS**

The Willow Springs Road Safety Improvements line-item contemplates the installation of overhead street lights, pedestrian access and crossing improvements, a traffic control device and related safety enhancements to this active corridor.

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

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project participants. The Park District of La Grange and La Grange Memorial Hospital also participated in the discussions.

Improvements proposed within the report include the following:

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

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

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

Staff is in the process of working with LTHS and PDLG on drafting the permanent easements for Board consideration. Additionally, staff will draft an agreement between La Grange and Western Springs for traffic signal maintenance for Board consideration. Finally, staff will develop engineering and federal participation agreements for construction for Board consideration once the project plans have been approved by IDOT. We anticipate that the construction agreements will be presented to the Board for consideration in the Spring of 2014.

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

Willow Springs Road Traffic Signal Project	BUDGET	FY2012-13	FY2013-14	FY2014-15
		Village Participation		
Expenses				
Engineering				

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Executive Committee Report  
 RE: Capital Projects Fund – Status Report 13-14  
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Phase 2 - Development of Plans and Specifications	40,000		40,000	
Phase 3 – Construction Engineering	26,000			26,000
<b>Subtotal</b>	<b>66,000</b>			
<b>Construction</b>	<b>264,000</b>			79,200
<b>Total</b>	<b>330,000</b>		<b>40,000</b>	<b>105,200</b>
<b>Revenues</b>				
Federal Surface Transportation Program Funding (STP) - FY13	28,000		28,000	
Federal Surface Transportation Program Funding (STP) - FY14	203,000			18,200
State of Illinois - Legislative Appropriation – DCEO	90,000	22,500		67,500
Village of La Grange	3,000			3,000
Village of Western Springs	3,000			3,000
Lyons Township High School District 204	3,000			3,000
<b>Total</b>	<b>330,000</b>	<b>22,500</b>	<b>28,000</b>	<b>94,700</b>

Please note that IDOT requires the Village to pay for the engineering services in the total amount of \$66,000 and then request reimbursement. Construction expenses are paid directly by IDOT to the contractor with Village reimbursement.

Based on the current IDOT letting schedule, we anticipate the following schedule for the project:

<b>Phase 2 – Development of Plans and Specifications</b>	
Notice To Proceed	August, 2013
Complete Survey	September , 2013
Complete Intersection Design Study	October, 2013
IDOT IDS Approval	December, 2013
Final IDOT plan submittal	February 3, 2014
IDOT Design Approval	March 7, 2014
<b>Phase 3 – Construction</b>	
IDOT Bid Opening	April 25, 2014
Construction Start	June, 2014
Construction Finish	September , 2014

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Due to limited funding, other potential improvements such as street lighting and sidewalk improvements, which have an estimated cost of \$637,000, are not being recommended at this time.

### 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 worked with Metra, West Suburban Mass Transit District, BNSF and other state and federal agencies towards securing funding for approval of interior and exterior renovations to the Station in order to restore the structure and assume daily maintenance responsibilities in the future.

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

After securing necessary approvals from Metra, the Village let the project for bid three times in order to award a contract to a qualified contractor that was also within budget parameters. The Village Board approved a contract with Boller Construction in September, 2013 in the amount of \$919,000. The base bid largely consists of the following work items: 1) replacement of the roof, gutters and downspouts; 2) station tuckpointing; 3) replacement of doors and light fixtures; 4) completion of the platform area under the outbound shelter; and 5) re-grading of the Burlington Avenue approaches to the station. Work is anticipated to be completed by May 30, 2014.

An additional grant of \$40,000 was provided by the West Suburban Mass Transit District for security systems at the La Grange Road and Stone Avenue Stations. This work will be coordinated with overall Stone Avenue Station project.

A CMAQ grant in the total amount of \$385,100 was also received with the assistance of the RTA. The funds are planned to be used for pedestrian and mobility improvements that have been previously identified adjacent to the Stone Avenue Station. While the WSMTD approved \$68,010 for matching funds for this project, the RTA has agreed to fund the required match. Therefore, the WSMTD funds may also be available for alternative projects related to the station and adjacent areas.

Some of the project elements under the CMAQ grant overlap with elements of the Stone Avenue Station project, and some components of the CMAQ grant may require additional design and / or modification by IDOT. As such, a recommendation regarding the project scope under each of the various funding sources is in the process of being developed with the assistance of the Village Engineer. A final recommendation is anticipated in the first quarter of 2014, after meeting with IDOT representatives to confirm the requirements.

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### SOUTH of 47<sup>TH</sup> STREET DRAINAGE STUDY

A drainage study for the area south of 47th Street between Brainard and La Grange Road was initiated due to wide spread flooding problems in the summer of 2010. This study has been completed and determined flooding resulted from a sewer infrastructure system that did not have (1) the adequate drainage capacity, (2) an effective overland flow path, or (3) a sufficient drainage outlet to handle a rain event of that magnitude. The total cost of Village improvements identified in the report were estimated to be \$22,198,000.

The issues associated with the drainage basin south of 47th Street involve many stakeholders both at the local and regional levels (Villages of La Grange, Countryside, Indian Head Park, Lyons Township, Metropolitan Water Reclamation District, Cook County and the Illinois Department of Natural Resources). A meeting with the stakeholders was held on August 31, 2011 to discuss the regional problems of flooding in this area.

As a result of the regional coordination efforts, MWRD partnered with Cook County and allocated funds for this area to be studied as part of its Stormwater Management Phase II (Conceptual Projects). Specifically, the concept being studied is the construction of a new storm sewer on Plainfield Road that would outlet to the quarry adjacent to East Avenue. Since an available storm water outfall is a challenge the existing storm sewers that cross under the IHB may also be considered. Staff will continue to coordinate with the regional planning group for a solution to the drainage issues identified within this watershed.

Additionally, staff will continue researching financing options for funding identified sewer projects such as OARS, MARS and South of 47<sup>th</sup> Street.

### VILLAGE HALL ROOF REPAIR/REPLACEMENT

A visual inspection of the Village Hall roof was performed in the fall of 2012. The inspection was performed to assess the roof's overall condition in order to determine its remaining useful life and to develop an estimated cost for replacement.

The inspection determined the roof had reached the end of its sustainable life and needed to be replaced. The roof was 30+ years old and the shingles were severely deteriorated and were corroding due to the extended exposure to UV rays, weather/water erosion and the thermal change of seasons.

The FY2013-14 Capital Projects Fund budget included \$80,000 for the project. Staff anticipated expenses for the project would exceed the budgeted amount by approximately \$30,000 and proposed that General Fund Reserves be utilized for the additional funding. The Village Board concurred with this recommendation and \$30,000 was transferred to the Capital Projects Fund Village Hall Roof Repair/Replacement line item.

In April 2013 the Village entered into a contract with All American Exterior Solutions to remove and replace the roof at Village Hall. The project included removing the roof system down to the

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existing deck, inspecting the existing deck and replacing damaged decking, ice and water shield underlayment and architectural shingles. The project was completed in May 2013.

The final cost of the project was \$107,670, which was below the combined budget amount of \$110,000.

#### PLAZA FOUNTAIN

In the summer of 2012, the water fountain located in the plaza area to the south of the Village Hall was severely damaged and subsequently removed from the plaza. A claim for damage to Village property was filed with the Village's insurance carrier after the incident. The Village was reimbursed in the approximate amount of \$30,000, which represents the estimated value for replacing the fountain as it was.

In the fall of 2012, the Village contracted with Hitchcock Design Group, the designers of the public space, to identify alternative fountain designs and associated cost estimates. The design options were evaluated and provided to the Village Board for consideration. Cost estimates for the alternate designs exceeded the amount the Village was reimbursed, therefore in deference to the cost-containment plan staff recommended re-installing the same fountain feature that was destroyed.

In February 2013 the Village entered into a contract with Fountain Technologies Ltd. for the purchase and installation of a new fountain. The contractor completed the installation in May 2013 at a cost of \$29,970, which was below the reimbursable amount of \$30,000.

#### OGDEN AVENUE RELIEF SEWER PROJECT

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

The estimated cost to complete construction of OARS is \$6.0 million. Similar to MARS, due to funding limitations staff recommends that the project be phased. A preliminary cost estimate for the construction of the first segment of OARS from the MWRD connection in Gordon Park to Locust Avenue estimates the costs for this stage to be approximately \$1.3 million.

Due to the significant cost of constructing the first segment of OARS and limited Village resources, there is no budget recommendation for this project at this time. Staff is also currently exploring opportunities to construct the first stage of OARS as part of the proposed redevelopment of the YMCA property. Staff is also working with IDOT towards implementing a solution to the drainage problems that exist at the BNSF/Ogden Avenue underpass.

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

Finally, staff will continue researching financing options for funding identified sewer projects such as OARS, MARS and South of 47<sup>th</sup> Street.

#### NORTHEAST PLANNING AREA & YMCA

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

FY2011-12 budgeted expenditures included costs for replacing the sidewalk and curbs on the northeast corner of Ogden Avenue and La Grange Road (\$18,000) and expenses for re-striping La Grange Road between Ogden Avenue and Brewster Avenue. The re-striping project included the removal of striping for six on street spaces on the west side of La Grange Road north of Ogden Avenue and South of Brewster Avenue. (\$4,279)

Over the last year, separate improvements have been proposed by IDOT. IDOT is considering several improvements to the intersection as part of their Highway Safety Improvement Program. These improvements include the addition of a right turn lane, turning radius modifications, improvements to the intersection of Ogden and Locust, including a pedestrian crossing, and other related improvements at the intersection of Ogden and La Grange Road.

IDOT is currently in the process of completing the Phase I Engineering Study and anticipates that Phase II Engineering (development of the plans and specifications) will start in the 2<sup>nd</sup> quarter of 2014. Additionally, staff was able to secure the necessary easements from the Park District of La Grange for future intersection improvements at Locust and Ogden Avenues.

Coordination of all anticipated roadway improvements is important: (i) so that the different project components work together to improve access and safety at the site and (ii) to optimize potential funding opportunities through state and/or federal agencies due to timing with the IDOT study currently underway. Based on the proposed IDOT improvements and preliminary redevelopment plan for the YMCA site, staff recommends developing a Traffic Engineering Study that coordinates the anticipated improvements from both projects. Staff has included within the budget \$ 16,750 for KLOA to complete the preliminary traffic engineering report in FY2013-14. This report would be used to assess the signalization of Ogden and Locust and other related roadway improvements. While Staff would expect that these costs would be reimbursed by the developer of the YMCA property, this advance work may also be used to leverage other development requirements or as a public—private partnership to facilitate

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development of the property, given the significant cost projected for this signal improvement. Staff plans to continue to coordinate with IDOT and the YMCA, on improvements adjacent to this development area and will provide the Board with recommendations on these improvements and any funding requirements that may be necessary.

LA GRANGE ROAD CORRIDOR IMPROVEMENTS

52<sup>nd</sup> Street Pedestrian Crossing

In 2011, an engineering agreement with KLOA was executed in the amount of \$14,500 to complete the detailed engineering for the project. The preliminary design for this project has been completed. Since pedestrian volumes fall short of threshold levels for a red beacon device, KLOA has recommended the existing crosswalk be enhanced with rectangular rapid flashing yellow beacons on the existing pedestrian crossing sign, the installation of a pedestrian refuge island and additional signage. Additionally, IDOT is not supportive of a pedestrian hybrid beacon that would include a stop condition at this location. Staff is currently seeking IDOT approval on the proposed design being considered.

Pursuant to direction from the Village Board funding for an enhanced pedestrian crossing at 52<sup>nd</sup> Street and La Grange Road was rescheduled for FY2013-14 at an estimated cost of \$120,000.

Staff is currently working with the DCEO and state representatives to reallocate funding currently designated in the State's Capital Bill for a pedestrian bridge over Ogden Avenue to this project. The total funding for the Ogden Avenue pedestrian bridge in the amount of \$400,000 is proposed to be re-allocated between four projects as follows:

1. Crosswalk Safety Enhancements – 47 <sup>th</sup> Street adjoining Waiola Park	\$120,000
2. Crosswalk Safety Enhancements – La Grange Road and 52 <sup>nd</sup> Street	\$120,000
3. Crosswalk Safety Enhancements – 47 <sup>th</sup> Street and 9 <sup>th</sup> Avenue	\$120,000
4. School Zone Enhancements on Ogden Avenue	<u>\$40,000</u>
Total	\$400,000

Once approval from the DCEO is received a total of \$120,000 would be available for this project. The FY2014-15 budget reflects receipt of these grant funds for the project. The most recent update from the DCEO stated the grant agreement and funding is still waiting for the State of Illinois to issue bonds for the project. As of December 17, the DCEO does not know when this will occur.

The pedestrian crossing enhancements on 47<sup>th</sup> Street and La Grange Road also require approval from IDOT.

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

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neighborhood, generally located north of Hillgrove Avenue, west of Edgewood Avenue, south of 41<sup>st</sup> Street, and east of Drexel Avenue. It was determined that the flooding caused within this neighborhood was mainly the result of a poorly planned and constructed sewer system built to serve this neighborhood.

Detailed engineering plans and specifications for this project were completed in April 2012. The plans called for a new 12-inch storm sewer to be constructed between Poplar Place and Edgewood Avenue and connect into the existing storm sewer system on Edgewood Avenue. The project also included sewer lining for some of the existing sanitary sewers, relocation of several water mains and roadway and sidewalk repairs. The project was completed on time in September 2012 and within the budgeted amounts.

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

<b>POPLAR PLACE DRAINAGE IMPROVEMENTS</b>	<b>BUDGET</b>
<b>Expenses</b>	
<b>Engineering</b>	
Phase II – Development of Plans and Specifications	35,610
Phase III – Construction Engineering	28,350
<b>Subtotal</b>	<b>63,960</b>
<b>Construction</b>	
Right-of-Way Acquisition	3,000
Construction	290,000
Landscape Restoration	7,913
<b>Subtotal</b>	<b>300,913</b>
<b>Total</b>	<b>364,873</b>
<b>Revenues</b>	
Capital Projects Fund – FY2011-12 Budget (Engineering)	25,000
Capital Projects Fund - FY2012-13 Budget (Construction)	250,000
Sewer Fund – FY2012-13 Budget (Construction)	200,000
<b>Total</b>	<b>475,000</b>

The overall project came in approximately \$110,000 below estimated costs. Please note, funds for construction costs for this project were also budgeted in the FY2012-13 Sewer Fund in the amount of \$200,000. Expenses in FY2013-14 of \$35,225 represent the final payment to the contractor.

50/50 SIDEWALK PROGRAM

The Village offers an annual program to residents to split the cost of public sidewalk repairs. A list is maintained of residents that have requested to participate and the funds from this account pay for the Village’s portion of work. Also, funds from this account are used to repair curbs and

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gutters throughout the Village. As part of the cost containment plan this program was reduced four years ago from \$50,000 to \$15,000. The sidewalk replacement program continues to be a popular program with approximately 96 residents on the waiting list as of December 17, 2013.

Due to limited funds and a backlog of residents interested in participating in the program, the Village will continue to offer residents a new opportunity starting with the 2014 sidewalk program. Residents who wish to participate immediately in the next sidewalk program can choose to participate in the annual program by paying the total cost for the sidewalk replacement. This option will allow residents an opportunity to replace public sidewalk at a competitive unit price without having to wait several years to participate in the 50/50 Sidewalk Program. In FY2013-14, staff sent a letter to all residents on the waiting list (96) offering them this opportunity. To date, several residents have expressed an interest.

The FY2014-15 budget reflects \$10,000 for the 50/50 sidewalk replacement program. In addition, funds of \$5,000 are budgeted for the replacement of damaged or hazardous sidewalk squares in the business districts, which may be used for the residential program depending upon demand.

Also, residents on the 700 block of 12<sup>th</sup> Avenue have expressed an interest in constructing sidewalks on their block through the creation of a Special Service Area (SSA). The estimated cost to construct the sidewalks is \$100,000. Based on the Village's policy of splitting the cost of sidewalks with residents, the anticipated reimbursements by residents would occur over a 5-10 year period. Staff is seeking Board direction on whether to include this project in the budget and coordinate a SSA with the residents in this area.

In FY2013-14, 2,421 square feet of sidewalk were replaced under the sidewalk program. Also included in the expenditures for FY2013-14 are costs associated with saw cutting and concrete jacking. Approximately 69.5 lineal feet of sidewalk was saw cut and approximately 21 sidewalk squares was raised to match curb height. Costs exceed the budgeted amount for the sidewalk program as various sidewalk squares located around LTHS were repaired.

The FY2013-14 budget also included \$80,000 to repair sidewalks on Hillgrove Avenue that were identified by the Illinois Attorney General as requiring inspection and repair. In August 2012 a survey of sidewalks on the north side of Hillgrove Avenue was completed. The survey was required by the Attorney General in order to identify locations on the north side of Hillgrove Avenue that do not meet current ADA standards. The north sidewalk assessment extended from Gilbert Avenue to La Grange Road. In August 2013 the Village contracted with Davis Concrete Construction to complete the project. Work included the removal and replacement of 3,700 square feet of sidewalk, the addition of ADA compliant truncated domes at each sidewalk ramp location, the addition of crosswalk lines, in the east-west direction, and the removal of sidewalk ramps that do not have a corresponding sidewalk on the south side. The project was completed on time in October 2013 and within the budgeted amounts.

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## TREE PLANTING

The Village has a long and proud heritage of maintaining tree-lined streets dating back to its founding father, Franklin Cossitt. In maintaining our urban forest, the Village strives to plant a replacement tree for each parkway tree removed due to disease and damage (storm, vehicular, etc.) In addition, the Village attempts to fill vacant parkway locations if available funds allow. The Village again plans to participate in the WCMC Tree Consortium for tree planting in 2014 at various locations throughout the Village.

The average number of trees planted for the past seven years is 100 per year. The total number of trees planted in FY2013-14 under the normal tree planting program is estimated to be 51. Please note that the number of elm trees removed each year is going down as the population of elm trees susceptible to Dutch Elm disease diminishes.

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

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

## EMERALD ASH BORER

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

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

To date a total of 512 ash trees have been removed and replaced that were found to be infected with the EAB. In August 2013, staff provided the Village Board with a mid-year status report concerning our EAB management efforts. We advised you that the EAB infestation had progressed at a much faster rate than anticipated, which would put us into a position that there would not be sufficient funds to replant trees in the same year in which they were removed. In response to this development, we proposed to use Capital Projects Fund reserves to cover the added expenses of continuing to replant trees as they are removed. The proposed EAB budget has been built based on this mid-year recommendation and is illustrated in the table below.

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Option 2 - Remove Trees As Required / Replant Trees Same Year As Removal													
Fiscal Year		Tree Removal Cost Per Tree	Total Tree Removal Cost	Tree Replacement Cost Per Tree	Total Tree Planting Cost	EAB Treatment	Total Expenses	Funding Sources				Difference	
								FY2013-14 Proposed EAB Budget	Earmarked Tree Removal Funds For EAB	Earmarked Tree Planting Funds For EAB	Total Available Funds		
FY2010-11	Actual	\$282	\$4,519		\$4,226	0	\$8,745					-\$8,745	
FY2011-12	Actual	\$357	\$14,648	\$330	\$11,695	\$3,918	\$30,261	\$35,000			\$35,000	\$4,739	
FY2012-13	Actual	\$344	\$38,571	\$321	\$27,279	\$4,628	\$70,478	\$60,000	\$11,378	-\$900	\$70,478	\$0	
FY2013-14	Estimated	\$285	\$92,625	\$312	\$101,400	\$4,000	\$198,025	\$155,000	\$20,000	\$20,000	\$195,000	-\$3,025	
FY2014-15	Estimated	\$299	\$179,550	\$328	\$196,560	\$4,200	\$380,310	\$202,000	\$20,000	\$20,000	\$242,000	-\$138,310	
FY2015-16	Estimated	\$314	\$125,685	\$344	\$137,592	\$4,410	\$267,687	\$212,000	\$20,000	\$20,000	\$252,000	-\$15,687	
FY2016-17	Estimated	\$330	\$3,959	\$361	\$4,334	\$4,631	\$12,924	\$223,000			\$223,000	\$210,076	
FY2017-18	Estimated	\$346	\$0	\$379	\$0	\$4,862	\$4,862	\$234,000			\$234,000	\$229,138	
FY2018-19	Estimated	\$364	\$0	\$398	\$0	\$5,105	\$5,105					-\$5,105	
FY2019-20	Estimated	\$382	\$0	\$418	\$0	\$5,360	\$5,360					-\$5,360	
FY2020-21	Estimated	\$401	\$0	\$439	\$0	\$5,628	\$5,628					-\$5,628	
FY2021-22	Estimated	\$421	\$0	\$461	\$0	\$5,910	\$5,910					-\$5,910	
FY2022-23	Estimated	\$442	\$0	\$484	\$0	\$6,205	\$6,205					-\$6,205	
Trees Removed							\$1,001,501				\$1,251,478		
Trees Treated													
Total Trees													

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

Staff has also developed a pilot program for treating approximately 100 healthy white Ash trees to gauge the effectiveness of the chemical treatments and save some of the most desirable ash tree specimens. Additionally, staff requests that property owners notify the Village if they plan to treat the ash tree located in the parkway adjacent to their property. To date there are a total of 28 ash trees being treated by property owners. Staff will continue to monitor the spread of EAB and act as a resource to residents.

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

SEWER TELEVISIONING

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

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 immediated repair. The information collected from

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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 FY2014-15 budget reflects the continuation of this program due to the importance of assessing the condition of the mains, identifying areas that require immediate repair and removing debris within the sewers to maintain the optimum operational effect of the sewer system.

FY2013-14 expenditures as of October 31, 2013 reflect the costs of cleaning and televising sewers in the following areas: Peck from 41<sup>st</sup> Street to Ogden Avenue, Newberry off Shawmut, Beach Avenue off Shawmut, Hazel from the water tower to Shawmut, Kensington Avenue from Harris Avenue to 47<sup>th</sup> Street, Cossitt from East Avenue to the train tracks, Blackstone from Elm to Goodman and the intersection of Edgewood and Elm. A total of 14,424 feet of sewer were televised in 2013. Staff anticipates televising and cleaning additional sewer segments during the winter months.

Please note that the information gained from this program over the last five years was used to estimate sewer repair costs that were included in the street condition survey. The Village plans to continue to refine the program so that each sewer is televised and cleaned on a specific schedule. Televising of the system provides video documentation of the condition of our system, and will help establish street reconstruction priorities based upon infrastructure needs.

#### MANHOLE REPLACEMENT

Previously it was proposed that after completion of the six-year sewer televising program in FY2010-11 funding would shift back to the manhole replacement program. Due to reduced funding, this program has been temporarily discontinued. Manhole replacement will continue to be completed as part of the street resurfacing projects, with additional manhole repairs and maintenance continuing to be budgeted in the Sewer Fund.

#### BLUFF AVENUE RECONSTRUCTION PROJECT

The Bluff Avenue Reconstruction Project consisted of the reconstruction of Bluff Avenue from Burlington Avenue to 47<sup>th</sup> 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 this project, the project was divided up into three stages as follows:

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

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

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

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

	Phase I and II Engineering	Stage 1	Stage 2	Stage 3	Total
<b>Estimated Expenses</b>					
<b>Engineering</b>					
Phase I and II Engineering *	397,917				
Phase I and II Engineering **	120,000				
Phase III - Federal - Participating		68,538	101,512	140,069	310,119
Phase III - Local - Non-Participating		29,374	43,505	35,017	107,896
Subtotal		97,912	145,017	175,086	418,014
<b>ROW Acquisition</b>					
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
<b>Construction</b>					
Federal - Participating		555,275	1,807,634	1,411,340	3,774,249
Local - Non-Participating		415,099	774,700	1,264,910	2,454,708
Subtotal		970,374	2,582,334	2,676,250	6,228,958
<b>Misc. Expenses</b>		1,086	1,790	0	2,876
<b>Total</b>	<b>517,917</b>	<b>1,069,372</b>	<b>2,796,350</b>	<b>2,860,035</b>	<b>6,725,758</b>

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Revenues					
STP		623,814	1,909,146	1,551,409	4,084,368
Capital Projects Fund		0	0	0	0
Motor Fuel Tax Needed		326,558	826,205	672,627	1,825,390
Sewer Fund		0	61,000	194,000	255,000
Water Fund		119,000	0	442,000	561,000
<b>Total</b>		<b>1,069,372</b>	<b>2,796,350</b>	<b>2,860,035</b>	<b>6,725,757</b>

Motor Fuel Tax Approved		300,000	835,860	844,068	1,979,928
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Construction of Stage I was completed in summer of 2009. Stage II was completed in 2010. Stage III construction was substantially completed in fall of 2011. Stage III also included the installation of a new 12” water main along the length of Bluff Avenue replacing an existing water main that was prone to failure.

The total cost for all three stages of the project is roughly \$6.7 million. Of this amount, the Village estimates to receive approximately \$4.1 million in federal grants through the Surface Transportation Program for the project. Staff will continue to work to close out this project and submit the required close out materials to IDOT. The FY2014-15 budget includes the final payment to IDOT for this project in the amount of \$322,451. The Village paid the final payment for Bluff Avenue Stage 2- Construction in October 2013 in the total amount of \$168,402. Staff anticipates submitting the final payment for Stage 3 Construction in FY2014-15.

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 47<sup>th</sup> Street to the BNSF railroad and from Bluff Avenue to Gilbert Avenue. Once MARS is completed the wet weather drainage from approximately 240 acres south of Maple Avenue will be intercepted by the Maple Avenue Relief Sewer and will be redirected to go directly into the deep tunnel. Stated another way, the area draining to the Cossitt Avenue sewer will be reduced by 43% (240/560) during wet weather events.

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

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

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In order to plan for the construction of the remaining segments of MARS project, a preliminary engineering study was initiated with Heuer and Associates in the amount of \$15,000. The findings contained within this report were presented to the Village Board at the sewer improvement workshop in January 2011. At this meeting the Village Board directed staff to continue with the advancement of this project by constructing the next segment of MARS. In furtherance of this direction, \$200,000 was allocated in FY2011-12 for the design of the next stage of MARS, and \$2,000,000 was been allocated for construction in FY2013-14. These funds consisted of a combination of MFT (\$1,400,000) and capital improvement program funds (\$600,000.)

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

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

In April 2013 the Village entered into a contract with A-Lamp Concrete Contractors, Inc. for construction of the next stage of MARS. The project included the construction of a 60” relief storm sewer on Maple Avenue from Bluff Avenue to 6<sup>th</sup> Avenue, utility relocations, water main, service and natural gas main replacements, installation of ADA compliant sidewalks, parkway restoration, and a total roadway reconstruction. Included with the roadway construction was the excavation of approximately 5,000 cubic yards of rock. The project was substantially completed on time in November 2013. The final step, which is to place the final top 2” asphalt surface layer, will be completed in the Spring so that any settlement that may occur in the roadway over the winter can be repaired without damaging the final surface.

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

MAPLE AVENUE RELIEF SEWER	BUDGET
<b>Expenses</b>	
<b>Engineering</b>	
Phase II – Development of Plans and Specifications	189,700
Phase III – Construction Engineering	172,275
<b>Subtotal</b>	<b>361,975</b>
<b>Construction</b>	
Construction – A- Lamp Concrete Contractors	2,403,363
<b>Subtotal</b>	<b>2,403,363</b>
<b>Total</b>	<b>2,765,338</b>
<b>Funding Sources</b>	
Capital Projects Fund – FY2011-12 Budget (Engineering)	200,000

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Capital Projects Fund - FY2013-14 Budget – MFT (Construction)	1,400,000
Capital Projects Fund - FY2013-14 Budget – MFT (Construction)	600,000
General Fund Reserves	640,000
<b>Total</b>	<b>2,840,000</b>

Staff anticipates the overall project to come in approximately \$75,000 below budgeted costs.

47<sup>th</sup> STREET CORRIDOR IMPROVEMENTS

47<sup>th</sup> Street Lane Reduction

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

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

Pedestrian Activated Crossings

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

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

Pursuant to direction from the Village Board funding for an enhanced pedestrian crossings at 47<sup>th</sup> Street were rescheduled in FY2013-14 at an estimated cost of \$240,000.

Staff is currently working with the DCEO and state representatives to reallocate funding currently designated in the State's Capital Bill for a pedestrian bridge over Ogden Avenue to this project. The total funding for the Ogden Avenue pedestrian bridge in the amount of \$400,000 is proposed to be re-allocated between four projects as follows:

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1. Crosswalk Safety Enhancements – 47 <sup>th</sup> Street adjoining Waiola Park	\$120,000
2. Crosswalk Safety Enhancements – La Grange Road and 52 <sup>nd</sup> Street	\$120,000
3. Crosswalk Safety Enhancements – 47 <sup>th</sup> Street and 9 <sup>th</sup> Avenue	\$120,000
4. School Zone Enhancements on Ogden Avenue	<u>\$40,000</u>
Total	\$400,000

Once approval from the DCEO is received a total of \$240,000 would be available for this project. The FY2014-15 budget reflects receipt of these grant funds for the project. The most recent update from the DCEO stated the grant agreement and funding is still waiting for the State of Illinois to issue bonds for the project. As of December 17, the DCEO does not know when this will occur.

The pedestrian crossing enhancements on 47<sup>th</sup> Street also require approval from IDOT as these improvements are on State routes. IDOT reviewed the proposed pedestrian safety enhancements and issued a letter in July 2012 stating these projects were not approved. Staff subsequently met with IDOT representatives in August 2012 at which time, IDOT agreed to take another look at the proposed projects. Specifically, IDOT was to review the following issues:

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

At this time, IDOT has not completed their additional review of the aforementioned items. Staff will continue to follow up with IDOT and advocate for the installation of these pedestrian safety enhancements.

#### 47<sup>th</sup> Street & East Avenue Traffic Signal Feasibility Study

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

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

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Finally, IDOT initiated a Phase I study for these intersection improvements including hosting several public meetings on the subject in 2013. Staff will continue to work with and provide comments to IDOT and the regional planning group on this project.

OGDEN AVENUE CORRIDOR IMPROVEMENTS

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

Additionally, plans and specifications were developed by KLOA for the installation of a flashing yellow beacon mounted above the advanced school crossing sign. These flashing signs would be activated during school hours to alert motorists of the school crossing. The estimated cost to install these signs is \$31,000. In August 2012, staff requested a highway permit from IDOT for the installation of these signage enhancements. IDOT did not support the installation of the flashing beacons as requested in the Village’s application. However, staff responded to IDOT’s comments and is waiting for a response on the permit request.

Staff continues to work with the DCEO and state representatives to reallocate funding currently designated in the State’s Capital Bill for a pedestrian bridge over Ogden Avenue to this project. The total funding for the Ogden Avenue pedestrian bridge in the amount of \$400,000 is proposed to be re-allocated between four projects as follows:

1. Crosswalk Safety Enhancements – 47 <sup>th</sup> Street adjoining Waiola Park	\$120,000
2. Crosswalk Safety Enhancements – La Grange Road and 52 <sup>nd</sup> Street	\$120,000
3. Crosswalk Safety Enhancements – 47 <sup>th</sup> Street and 9 <sup>th</sup> Avenue	\$120,000
4. School Zone Enhancements on Ogden Avenue	<u>\$40,000</u>
Total	\$400,000

Once approval from the DCEO is received a total of \$40,000 would be available to this project. The FY2014-15 budget reflects the receipt and expenditure of these grant funds. The most recent updates from the DCEO stated the grant agreement and funding is still waiting for the State of Illinois to issue bonds for the project. As of December 17, 2013 the DCEO does not know when this will occur. In order for the project to move forward both a permit from IDOT and funding from the state need to be obtained.

NEIGHBORHOOD STREET PROJECTS

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

Detailed engineering plans and specifications for the FY2013-14 street resurfacing project were completed and approved in April 2013. Based on results from the street condition survey, streets

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included in the FY2013-14 resurfacing program included 41<sup>st</sup> Street from Brainard to Edgewood Avenue, Bell Avenue from Brainard Avenue to Edgewood Avenue and Park Road from Arlington to 41<sup>st</sup> Street.

In May 2013 the Village entered into a contract with Chicagoland Paving for construction of the project. Work consisted of resurfacing and milling of the existing pavement, pavement patching, drainage structure adjustment, intermittent sidewalk and curb and gutter repairs, combination sewer point repair and lining, parkway restoration and pavement marking. The project was completed on time in July 2013 and under the budgeted amounts. The project came in approximately \$60,000 under the estimated cost due to low bid prices, lower cost for pipe lining, and less required street patching.

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

FY2013-2014 Neighborhood Street Resurfacing Project	Budget
<b>Expenses</b>	
<b>Engineering</b>	
Design Engineering - Development of Plans and Specifications	28,000
Construction Engineering	32,350
<b>Construction</b>	
Chicagoland Paving	284,496
<b>Total</b>	<b>344,846</b>
<b>Funding Sources</b>	
Capital Projects Fund – FY2012-13 Budget (Engineering)	28,000
Capital Projects Fund - FY2013-14 Budget (Construction)	378,000
<b>Total</b>	<b>406,000</b>

From the cost savings realized from the FY2013-14 Street Resurfacing Program, staff proposes to add these remaining MFT resurfacing funds in the amount of \$60,000 to resurfacing additional street segments in the FY2015-16 Street Resurfacing Program. The total available funds for FY2015-16 would total \$980,000.

MISCELLANEOUS ENGINEERING

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

As of October 31, 2013 FY2013-14 expenditures include miscellaneous engineering services for the Gordon Park Redevelopment Project, design engineering services for Stone Avenue Train Station, engineering services for the Hillgrove Avenue Sidewalk Improvements Project, Willow Springs Road Safety Improvements Project and design engineering services for the Village Hall

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fountain. The FY2013-14 miscellaneous engineering is over budget due to the engineering expenses for Stone Avenue Station being charged to this account in the amount of \$12,000. Reimbursable expense from this account total \$ 10,866 from the Park District of La Grange for the Gordon Park Redevelopment Project.

Expenditures in FY 2012-13 included miscellaneous engineering services for the Village Hall Plaza Landscape Design Plan, Hillgrove Avenue Sidewalk Repair Project, and engineering services for lighting upgrades to the Police and Fire Department. Also included in the FY2012-13 budget is the long term strategic plan for the Public Works Department (\$20,000).

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

#### CRACK FILLING PROGRAM

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

During FY2013-14 crack sealing was completed on Sunset Avenue from 48<sup>th</sup> Street to Maple Avenue; Blackstone Avenue from 48<sup>th</sup> Street to Cossitt; Park Road from 48<sup>th</sup> Street to Cossitt; Callevue Drive, and 53<sup>rd</sup> Street from Spring to Brainard. Based on initial survey we expect crack sealing to occur in FY2014-15 in the following areas: (1)Area 5 (East-West Streets) includes 53<sup>rd</sup> Street which is generally bound by Brainard Avenue to the west and Spring Avenue to the east and 54<sup>th</sup> Street which is generally bound by Brainard Avenue to the west and Kensington Avenue to the east, (2) Cossitt Avenue from Brainard to Bluff, (3) 54<sup>th</sup> Street from Brainard to Spring Avenue, (4) Tilden Avenue from Cossitt to Shawmut.

#### THERMOPLASTIC STREET MARKING

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

A schedule has been established for replacing the thermoplastic street lining at all marked intersections within the Village. This will be an ongoing project with each intersection being updated during specific years. Major intersections will be relined annually while intersections with less traffic volume are scheduled at varying intervals. The exact streets to be striped will be determined after snow plowing season has ended. The Village contracts annually with a thermoplastic pavement marking company through the Northwest Municipal Conference in order to take advantage of the economies of scale through bulk purchasing.

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### SEWER LINING PROGRAM

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

To start repairing some of the Village's sewers, staff 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.

Due to limited funding, this program was put on hold until sufficient reserves were accumulated to sustain the program on an annual basis. This maintenance activity is planned to resume in FY2016-17 in the amount of \$100,000 annually. A corresponding expenditure for this project is also included within the Sewer Fund.

### TRANSFER FOR DEBT SERVICE

The proposed five-year budget reflects the end of debt service payments for the 2005 Alternate Revenue Streetlight Refunding Bond in FY 2017-18. For financial planning purposes, the additional funds have been appropriated to provide funding for future capital projects in subsequent fiscal years. These funds could also be utilized to allow for a reduced transfer from the General Fund to provide additional funding for operations.

### PARKING LOT 13 REHABILITATION

Lot 13 is a commuter parking lot with 158 parking spaces located south of the BNSF Railroad just west of Brainard Avenue. The lot is mainly utilized by commuters accessing the Stone Avenue Train Station. Monthly parking decals are sold to commuters with a valid train pass. The lot is also sometimes used by the Lyons Township High School (LTHS) for special events as the north campus is directly adjacent to Lot 13. The BNSF railroad owns the property and parking lot. Since the 1970's, the Village has had an agreement with the BNSF railroad for the use of the lot for commuter parking purposes whereby the Village collects revenues from commuters parking in the lot and in return the Village maintains the lot. The maintenance includes snow and ice control, patching, and reconstruction as required.

There were two access points to this lot on the west side of Brainard Avenue immediately south of the BNSF railroad prior to construction. The lot consisted of an asphalt surface with concrete curbs outlining the lot and internal aisles. The existing surface was in poor condition and was in need of repair.

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The FY2011-12 budget identified \$315,000 in FY2012-13 for repairs to Lot 13. The budget was based on resurfacing the lot similar in scope to the recently completed Lot 2 resurfacing project. In the fall of 2011, a call for projects was announced by the Illinois Environmental Protection Agency (IEPA) to fund green infrastructure projects through the Illinois Green Infrastructure Grant Program. The IEPA’s definition for green infrastructure means “any storm water management practice with the goal of preserving or restoring natural hydrology.” Village staff applied for this grant to replace the impervious asphalt surface with permeable pavers in order to reduce the amount of storm water entering the Village’s combined sewer system. By utilizing the permeable pavers, the green infrastructure project would seek to improve the water quality of the local waterway systems while at the same time address local flooding concerns in the area. This project would also serve as a demonstration project to the community of the benefits of green infrastructure, and the Village’s commitment to the environment.

In the grant application, the proposed funding in the budget for the resurfacing project was leveraged as a match for the grant funding. In the Spring of 2012 the Village was notified that it was awarded a green infrastructure grant in the amount of \$453,840 for the project. During the same time period as the grant application, the Village also worked with the Regional Transportation Authority, Chicago Metropolitan Agency for Planning, Metra, the Active Transportation Alliance, the Illinois Commerce Commission, and the Burlington Northern Santa Fe Railroad towards a comprehensive pedestrian access and safety plan for the Stone Avenue Train Station area.

Due to poor soil conditions discovered as part of a geotechnical investigation, the cost estimate to construct the lot increased by approximately \$170,000. Staff requested and received additional grant funding from the IEPA to cover the total additional cost of \$170,000. With the additional funding, the total grant from the IEPA was \$623,027.

Detailed engineering plans and specifications were completed in March 2013 by Baxter & Woodman, Inc. In May 2013, the Village entered into a contract with A-Lamp Concrete Contractors, Inc. for construction of the lot. The project included removing the asphalt surface and replacing it with a new pervious paver system, installation of new curbs and sidewalks, and improvements to the drainage structure and lighting within the lot. The project was completed on time in August 2013. The project came in \$250,000 below the budgeted amount. As funding sources for the project are split between the Parking Fund and IGIG Grant Funds, the net savings to the Parking Fund is estimated to be \$50,000.

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

<b>Lot 13 Reconstruction Project</b>	<b>BUDGET</b>
<b>Expenses</b>	
<b>Engineering</b>	
Phase II – Development of Plans and Specifications	70,672
Phase III – Construction Engineering	52,108
<b>Subtotal</b>	<b>122,780</b>
<b>Construction</b>	

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Executive Committee Report  
RE: Capital Projects Fund – Status Report 13-14  
February 3, 2014 – Page 24

A-Lamp Concrete Contractors	564,147
<b>Total</b>	<b>686,927</b>
<b>Funding Sources</b>	
Parking Fund – FY2012-13	30,000
Parking Fund – FY2013-14	285,000
IEPA Green Infrastructure Grant	623,027
<b>Total</b>	<b>938,027</b>

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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 3, 2014

RE: **CAPITAL PROJECTS FUND -- STAFF RECOMMENDATIONS**  
**FY 2014-15 & FUTURE OUTLOOK**

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**COSSITT AVENUE RESURFACING PROJECT**

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

	<b>Local 30%</b>	<b>Federal 70%</b>	<b>Total</b>	<b>Village FY2013-14</b>	<b>Village FY2015-16</b>
Engineering Phase 2 (Federal FY14)	9,150	21,350	30,500	30,500	0
Construction Engineering Phase 3 (Federal FY 15)	11,363	26,512	37,875	0	37,875
Construction	113,625	265,124	378,749	0	113,625
<b>Totals</b>	<b>134,138</b>	<b>312,986</b>	<b>447,124</b>	<b>30,500</b>	<b>151,500</b>

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

The proposed schedule for the project is as follows:

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Design Engineering – Start: October 1, 2013  
Complete: May 1, 2014

Construction - Start: May 1, 2015  
Complete: September 30, 2015

As part of the Cossitt Avenue Resurfacing Program staff also recommends replacement of the water main on Cossitt Avenue from Gilbert Avenue to Leitch Avenue. This main was installed in 1925 and has experienced a number of recent water main breaks. The remaining water main on Cossitt Avenue from Leitch Avenue to Park Road was replaced in 1995.

Included within the Water Fund is \$15,000 for engineering of the replacement water main in FY2013-14 and \$250,000 for construction of the water main in advance of the resurfacing program in FY2014-15.

#### NEIGHBORHOOD STREET PROJECTS

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

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

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

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

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Executive Committee Report  
 RE: Capital Projects Funds – Staff Recommendations FY 2014-15  
 February 3, 2014 – Page 3

STREET	FROM	TO	PAVEMENT CONDITION INDEX SCORE	ESIMATED COST TO REPAIR
<b>RECOMMENDED FY2015-16 STREET IMPROVEMENT PROGRAM</b>				
50TH ST	GILBERT RD	END	25	54,720
KENSINGTON AVE	MAPLE AVE	ELM AVE	30	105,878
KENSINGTON AVE	ELM AVE	COSSITT AVE	34	109,322
KENSINGTON AVE	GOODMAN AVE	MAPLE AVE	43	122,234
KENSINGTON AVE	47TH ST	GOODMAN AVE	48	116,208
			<b>Subtotal</b>	<b>453,642</b>
MAPLE AVE	SUNSET AVE	BLACKSTONE AVE	42	62,838
BLACKSTONE AVE	MAPLE AVE	ELM AVE	48	105,878
BLACKSTONE AVE	47TH ST	GOODMAN AVE	55	92,394
BLACKSTONE AVE	GOODMAN	MAPLE AVE	57	97,185
			<b>Subtotal</b>	<b>295,457</b>
ELM AVE	SUNSET AVE	BLACKSTONE AVE	49	62,838
PARK RD	BELL AVE	OGDEN AVE	52	42,013
PARK RD	41ST ST	BELL AVE	53	63,444
			<b>Subtotal</b>	<b>105,457</b>
			<b>TOTAL</b>	<b>1,034,952</b>
			<b>FY2014-15 (Engineering)</b>	<b>80,000</b>
			<b>FY2015-16 (Construction)</b>	<b>980,000</b>

Staff recommends completing the engineering work for the resurfacing program in the fiscal year before construction so that work can start on May 1 at the beginning of the construction season. Therefore engineering for the FY2015-16 street resurfacing program is budgeted in FY2014-15 in the amount of \$80,000 with construction budgeted in FY2015-16 in the amount of \$980,000.

Previously, staff included the resurfacing of Beach and Newberry Avenues as part of the FY2015-16 street resurfacing program. Due to other priorities within the water fund, the replacement of the water mains below these streets is proposed to be delayed until a future fiscal

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year. Therefore, staff recommends also delaying the resurfacing of these streets at the same time of the water main replacement.

In FY2016-17, staff recommends that the street condition survey be updated to reflect changed conditions. The FY2016-17 budget includes \$20,000 for this work. Please note that all funding for the neighborhood street improvement project is provided by Motor Fuel Tax funds.

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

FY2014-15 – Estimated Design Engineering - \$80,000  
FY2015-16 - Estimated Construction and Construction Engineering - \$980,000  
FY2016-17 - Street Condition Survey Update - \$20,000

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

#### EDGEWOOD RECONSTRUCTION FROM 47<sup>TH</sup> to 51<sup>ST</sup> STREET

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

As this project is not planned to occur within the current capital improvement program, we have included all estimated costs of this project within the proposed budget for discussion purposes.

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

Additionally staff is looking into the possibility of requesting designation of Edgewood Avenue as a federal aid eligible route. This would also require the approval and support of Lyons Township in order to have logical termini points for Edgewood Avenue between 47<sup>th</sup> Street and 55<sup>th</sup> Street, which is a requirement for designation to be an FAU route.

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Estimated costs for the project are as follows:

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

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

KENSINGTON AVENUE RESURFACING – COSSITT TO BURLINGTON

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

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

Based on the Village’s application, Kensington Avenue was selected for funding through the Federal Surface Transportation Program. Kensington Avenue from 47<sup>th</sup> Street to Cossitt Avenue is scheduled for resurfacing in FY2015. Resurfacing of Kensington Avenue from 47<sup>th</sup> Street to Burlington is planned to be completed in the preceding year which would provide for a consistent roadway condition along the entire segment.

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

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

<b>Kensington Avenue Resurfacing – Cossitt to Burlington</b>	<b>Estimated</b>
<b>Expenses</b>	
<b>Engineering</b>	
Design Engineering - Development of Plans and Specifications	15,000
Construction Engineering	12,000

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<b>Sub-total</b>	<b>27,000</b>
<b>Construction</b>	<b>138,000</b>
<b>Total</b>	<b>165,000</b>
<b>Funding Sources</b>	
Capital Projects Fund - Phase II Engineering Services	15,000
Federal Surface Transportation Program Funding (STP) - FY16 Construction	112,500
Capital Projects Fund – Construction	37,500
<b>Total</b>	<b>165,000</b>

As reflected in the table above the Village’s grant application requested the maximum grant amount of \$112,500 from the Central Council of Mayors for this project. The proposed budget includes \$15,000 for Design Engineering Services in FY2014-15 and \$37,500 in FY2016-17 for construction costs. Total cost to the Village is estimated to be \$52,500.

We anticipate the following schedule for the project:

<b>Activity</b>	<b>Expected Start Date</b>
Design Engineering (Village FY2014-15)	Summer 2014
Construction (Federal FY16)	Spring 2016

**POLICE / FIRE DEPARTMENT ROOF**

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

A considerable amount of moisture was detected in the existing roof system. Based on the results of the survey, existing leaks, inspection and assessment, the roofing consultant recommends that the existing roofing system be replaced as it has reached the end of its sustainable life. The estimated cost to replace the roof is \$360,000. Over the next year this roof report, assessment and recommendation will be incorporated into the Village’s facility plan. Based on the need to replace the roof, staff has included the roof replacement costs in the FY2018-19 Capital Improvement Budget.

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**PARKING LOT 12 RESURFACING PROJECT**

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

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

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

<b>Lot 12 Reconstruction Project</b>	<b>Estimated</b>
<b>Expenses</b>	
<b>Engineering</b>	
Design Engineering - Development of Plans and Specifications	5,000
Construction Engineering	7,000
<b>Sub-total</b>	<b>12,000</b>
<b>Construction</b>	<b>93,000</b>
<b>Total</b>	<b>105,000</b>
<b>Funding Sources</b>	
Parking Fund – FY2014-15	5,000
Parking Fund – FY2015-16	100,000
<b>Total</b>	<b>105,000</b>

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

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

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### FUTURE OUTLOOK

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

Although the Capital Project Fund reflects deficit fund balances at the end of FY 2014-15 and FY 2015-16, there is a surplus fund balance, or reserve, of approximately \$288,000 at the end of the five-year budget period which demonstrates the ability to fund these identified projects over this time period. A deficit fund balance in a given year represents a short term, interfund loan from the General Fund, which would be repaid at such time funds become available within the Capital Projects Fund. The financial impact of an outstanding interfund loan during the fiscal year would be a slight reduction in interest income to the General Fund.

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

La Grange Road Street Light Replacement – We propose to replace the overhead streetlights on La Grange Road between Brewster Avenue and 47<sup>th</sup> 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.

At this time, we are specifically examining project eligibility to fund this improvement and its companion piece below through energy efficiency grant opportunities.

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

#### 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. As previously discussed in the Status Report, we plan to work with IDOT and the developer on

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the improvements identified in their capital plan for the northeast corner of La Grange Road and Ogden Avenue.

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 47<sup>th</sup> 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. As discussed in the Status Report, IDOT is working on a Phase I Engineering report for improvements to the intersection of 47<sup>th</sup> Street and East Avenue which may include signalization of the intersection as part of the project. This improvement is not currently included in IDOT's five year highway program for construction. However, this improvement is on the list of projects to mitigate impacts from the closure of Joliet Road, using settlement funds. 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. 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.

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.

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

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

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**WATER FUND**

VILLAGE OF LA GRANGE  
WATER FUND  
WORKING CAPITAL SUMMARY THROUGH APRIL 30, 2019

Working Capital, April 30, 2011			708,164
Revenues	2011-12	3,420,332	
Expenses	2011-12	<u>(3,219,147)</u>	<u>201,185</u>
Working Capital, April 30, 2012			909,349
Revenues	2012-13	6,444,631	
Expenses	2012-13	<u>(4,447,984)</u>	<u>1,996,647</u>
Working Capital, April 30, 2013			2,905,996
Revenues	2013-14	4,475,509	
Expenses	2013-14	<u>(5,184,682)</u>	<u>(709,173)</u>
<b>Working Capital, April 30, 2014</b>			<b>2,196,823</b>
<b>Revenues</b>	<b>2014-15</b>	<b>4,799,600</b>	
<b>Expenses</b>	<b>2014-15</b>	<b><u>(5,935,147)</u></b>	<b><u>(1,135,547)</u></b>
<b>Working Capital, April 30, 2015</b>			<b>1,061,276</b>
Revenues	2015-16	5,159,600	
Expenses	2015-16	<u>(4,735,258)</u>	<u>424,342</u>
Working Capital, April 30, 2016			1,485,618
Revenues	2016-17	5,170,100	
Expenses	2016-17	<u>(5,050,297)</u>	<u>119,803</u>
Working Capital, April 30, 2017			1,605,421
Revenues	2017-18	5,177,100	
Expenses	2017-18	<u>(5,113,027)</u>	<u>64,073</u>
Working Capital, April 30, 2018			1,669,494
Revenues	2018-19	5,182,100	
Expenses	2018-19	<u>(5,167,167)</u>	<u>14,933</u>
Working Capital, April 30, 2019			<u><u>1,684,427</u></u>

**WATER FUND**

ACCT. NO.	ACCOUNT DESCRIPTION	2011-12 ACTUAL	2012-13 ACTUAL	2013-14 BUDGET	2013-14 EST. ACT	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET
5000										
	<u>CHARGES FOR SERVICES</u>									
5200	WATER SALES	3,321,609	4,258,741	4,295,000	4,375,000	<b>4,700,000</b>	5,050,000	5,050,000	5,050,000	5,050,000
5201	WATER TAPS	38,940	35,960	35,000	40,000	<b>35,000</b>	35,000	35,000	35,000	35,000
5203	FIRE LINES	12,370	12,240	12,000	12,000	<b>12,000</b>	12,000	12,000	12,000	12,000
5209	PENALTY	42,869	48,844	45,000	45,000	<b>45,000</b>	45,000	45,000	45,000	45,000
	SUBTOTAL	3,415,788	4,355,785	4,387,000	4,472,000	<b>4,792,000</b>	5,142,000	5,142,000	5,142,000	5,142,000
	<u>INTEREST INCOME</u>									
5500	INVESTMENT INTEREST	1,628	2,452	10,000	2,500	<b>7,500</b>	17,500	28,000	35,000	40,000
	SUBTOTAL	1,628	2,452	10,000	2,500	<b>7,500</b>	17,500	28,000	35,000	40,000
	<u>FINANCING REVENUES</u>									
5700	BOND PROCEEDS	-	2,080,000	-	-	-	-	-	-	-
	SUBTOTAL	-	2,080,000	-	-	-	-	-	-	-
	<u>MISCELLANEOUS REVENUES</u>									
5899	MISCELLANEOUS	2,916	6,394	100	1,009	<b>100</b>	100	100	100	100
	SUBTOTAL	2,916	6,394	100	1,009	<b>100</b>	100	100	100	100
	TOTAL REVENUES	3,420,332	6,444,631	4,397,100	4,475,509	<b>4,799,600</b>	5,159,600	5,170,100	5,177,100	5,182,100

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**WATER FUND**

ACCT. NO.	ACCOUNT DESCRIPTION	2011-12 ACTUAL	2012-13 ACTUAL	2013-14 BUDGET	2013-14 EST. ACT	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET
5000	<b>EXPENDITURES</b>	<b>PERSONNEL</b>								
6000	SALARIES - FULL-TIME	661,468	724,875	725,040	738,295	<b>731,969</b>	764,620	797,271	831,518	867,305
	SALARY ALLOCATIONS									
	Salaries - F/T - Admin	102,937	104,397	111,926	110,234	<b>112,296</b>	116,003	120,277	124,734	129,381
	Salaries - F/T - Finance	106,559	117,603	128,055	129,192	<b>131,246</b>	133,946	138,058	142,312	146,715
	Salaries - F/T - DPW	(76,694)	(78,862)	(71,834)	(72,649)	<b>(72,558)</b>	(72,913)	(74,281)	(75,656)	(77,036)
	Salaries - F/T - Sewer	(17,877)	(18,535)	(19,721)	(19,961)	<b>(20,056)</b>	(20,357)	(20,866)	(21,388)	(21,923)
		<u>776,393</u>	<u>849,478</u>	<u>873,466</u>	<u>885,111</u>	<b>882,897</b>	<u>921,299</u>	<u>960,459</u>	<u>1,001,520</u>	<u>1,044,442</u>
6001	SALARIES - PART-TIME	17,354	5,948	9,000	9,000	<b>9,360</b>	9,860	10,360	10,860	11,360
	Salaries - P/T - Finance	23,131	-	-	-	-	-	-	-	-
	Salaries - President	1,980	1,980	1,980	900	<b>1,980</b>	1,980	1,980	1,980	1,980
		<u>42,465</u>	<u>7,928</u>	<u>10,980</u>	<u>9,900</u>	<b>11,340</b>	<u>11,840</u>	<u>12,340</u>	<u>12,840</u>	<u>13,340</u>
6002	SALARIES - OVERTIME	29,478	38,135	33,075	60,000	<b>41,000</b>	43,000	45,000	47,000	49,000
6004	IMRF CONTRIBUTIONS	108,245	111,046	126,916	118,455	<b>120,350</b>	125,359	130,710	136,308	142,147
6005	FICA/MEDICARE	62,273	63,643	70,039	72,989	<b>71,394</b>	74,523	78,036	81,043	84,517
6009	IRMA CONTRIB / CLAIMS	86,473	84,256	102,272	77,231	<b>111,012</b>	111,012	111,012	111,012	111,012
6010	HEALTH INSURANCE	125,613	136,298	144,117	150,520	<b>164,364</b>	176,621	189,798	203,963	219,190
6020	TRAINING & MEMBERSHIP	2,361	663	3,200	3,200	<b>3,200</b>	3,200	3,200	3,200	3,200
6021	UNIFORMS	4,274	2,350	4,800	4,500	<b>4,700</b>	4,700	4,700	4,700	4,700
	<b>SUBTOTAL</b>	<b>1,237,575</b>	<b>1,293,797</b>	<b>1,368,865</b>	<b>1,383,801</b>	<b>1,410,257</b>	<b>1,476,905</b>	<b>1,540,853</b>	<b>1,607,425</b>	<b>1,671,548</b>
	<b>SUPPLIES &amp; MATERIALS</b>									
6100	SUPPLIES	1,674	1,723	3,300	3,300	<b>3,300</b>	3,300	3,300	3,300	3,300
6101	PRINTING & POSTAGE	14,624	18,786	15,000	15,000	<b>17,400</b>	15,000	17,400	15,000	17,400
6102	GAS & OIL	14,229	16,460	16,000	14,000	<b>16,000</b>	16,000	16,000	16,000	16,000
	<b>SUBTOTAL</b>	<b>30,527</b>	<b>36,969</b>	<b>34,300</b>	<b>32,300</b>	<b>36,700</b>	<b>34,300</b>	<b>36,700</b>	<b>34,300</b>	<b>36,700</b>
	<b>OPERATIONS &amp; CONTRACTUAL</b>									
6210	TELEPHONE	9,551	9,721	10,000	10,000	<b>10,200</b>	10,200	10,200	10,200	10,200
6211	ELECTRIC FEES	35,653	35,949	40,000	31,000	<b>35,000</b>	35,000	35,000	35,000	35,000
6220	MAINTENANCE - WATER	94,844	110,602	100,000	110,000	<b>110,000</b>	110,000	110,000	110,000	110,000
6230	PROFESSIONAL SERVICES	27,032	26,564	28,000	28,000	<b>55,000</b>	55,000	55,000	55,000	55,000
6232	AUDITING	10,126	11,420	11,755	10,755	<b>11,095</b>	12,658	12,025	12,383	-
6290	WATER PURCHASES-McCOOK	1,666,836	2,106,852	2,275,000	2,225,000	<b>2,600,000</b>	2,750,000	2,750,000	2,750,000	2,750,000
6291	LEAK STUDY	9,115	-	13,000	26,000	<b>13,000</b>	13,000	13,000	13,000	13,000
	<b>SUBTOTAL</b>	<b>1,853,157</b>	<b>2,301,108</b>	<b>2,477,755</b>	<b>2,440,755</b>	<b>2,834,295</b>	<b>2,985,858</b>	<b>2,985,225</b>	<b>2,985,583</b>	<b>2,973,200</b>

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**WATER FUND**

ACCT. NO.	ACCOUNT DESCRIPTION	2011-12 ACTUAL	2012-13 ACTUAL	2013-14 BUDGET	2013-14 EST. ACT	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET
<u>CAPITAL OUTLAY</u>										
6600	NEW EQUIPMENT	6,895	7,000	5,000	5,000	<b>5,000</b>	5,000	5,000	5,000	5,000
6605	COMPUTER EQUIPMENT	400	532	1,000	1,000	<b>1,000</b>	1,000	1,000	1,000	1,000
6660	EQUIPMENT - RESERVE (ERF)	45,055	43,529	46,310	46,310	<b>46,465</b>	46,465	47,589	47,589	49,389
6691	MAINS / IMPROVEMENTS	5,122	715,446	795,000	1,091,386	<b>1,419,000</b>	-	250,000	250,000	250,000
6692	METERS	17,011	19,239	20,000	20,000	<b>20,000</b>	20,000	20,000	20,000	20,000
6693	HYDRANT & VALVES	17,410	21,289	20,000	20,000	<b>20,000</b>	20,000	20,000	20,000	20,000
	SUBTOTAL	91,893	807,035	887,310	1,183,696	<b>1,511,465</b>	92,465	343,589	343,589	345,389
<u>FINANCING EXPENSES</u>										
6700	BOND PRINCIPAL	-	-	85,000	85,000	<b>85,000</b>	90,000	90,000	90,000	90,000
6701	BOND INTEREST	-	27,196	45,930	45,930	<b>44,230</b>	42,530	40,730	38,930	37,130
	SUBTOTAL	-	27,196	130,930	130,930	<b>129,230</b>	132,530	130,730	128,930	127,130
<u>MISCELLANEOUS EXPENSES</u>										
6899	MISC/LAB EXPENSES	5,995	9,075	13,200	13,200	<b>13,200</b>	13,200	13,200	13,200	13,200
	SUBTOTAL	5,995	9,075	13,200	13,200	<b>13,200</b>	13,200	13,200	13,200	13,200
	TOTAL FOR DEPARTMENT	3,219,147	4,447,984	4,912,360	5,184,682	<b>5,935,147</b>	4,735,258	5,050,297	5,113,027	5,167,167

2-B.3

VILLAGE OF LA GRANGE  
Department of Public Works

**EXECUTIVE COMMITTEE REPORT**

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

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

DATE: February 3, 2014

RE: **WATER FUND – STATUS REPORT FY 2013-14**

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**SALARIES – FULL-TIME & PART-TIME**

FY2013-14 full-time salaries are slightly higher than the budgeted amount due to the retirement of a Water Fund Crew Leader and accrued leave payout. Subsequent year salaries decrease due to a lower starting salary of a new Crew Leader.

Overtime in FY2013-14 will be over budget due to the frequency and severity of winter weather events this year. Also, the frequency of water main breaks has increased resulting in additional overtime expenditures. To date overtime expenditures within the Water Fund are approximately \$49,500, which exceeds the budget amount of \$33,000.

FY 2012-13 part-time salaries reflect the elimination of the part-time water meter reader position and the part-time water billing clerk position as part of the restructuring efforts within the Public Works and Finance Departments. The responsibilities of these positions have been assigned to full-time personnel within the General and Water Funds, the impact of which are budget neutral in the Water Fund and annual savings of approximately \$40,000 in the General Fund.

**PROFESSIONAL SERVICES**

Expenses in this line item include emergency locates, outsourcing of printing and mailing of monthly water bills (which includes payments via the internet), engineering service for the water system including the Pump Station, and professional services for the Backflow Prevention Program. Beginning in FY2012-13 this line item also includes \$6,000 for miscellaneous engineering for water related issues.

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### Water Bill Payment On-Line

In order to provide additional options to Village residents for paying their water bill, in FY2012-13 staff upgraded the existing accounting software to allow residents to pay their water bill on-line. Customers can now pay their bill either through the mail, in person, automatic withdrawal from a checking account or on-line. A yearly maintenance fee in the amount of \$500 is included in this line item. Customers are required to pay a \$1 transaction fee for this service, which is assessed at the time of payment by the software company.

### Backflow Prevention Program

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 contaminants 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, an outside firm was hired to administer the program. The firm is responsible for sending out notifications of inspection due dates and tracking devices that require inspection. Additionally, the firm also performs inspections of facilities for compliance with State laws regarding backflow prevention. A fee of \$8.95 is assessed to property owners in order to enter the information into the database. The costs incurred by the Village for the program are for inspections of facilities as requested by Village staff. In FY2012-13 the contractor completed the inspection of all commercial facilities for compliance with State laws regarding backflow prevention. A total of 178 properties were inspected. The Village's database of backflow prevention devices includes 788 devices that are tracked for yearly inspection.

### LEAK SURVEY

Each year the Village performs a leak survey with electronic equipment in order to detect possible water leakage on hydrants, valves, mains and services. This program helps the Village improve its water accountability (pumped vs. billed ratio) within the water distribution system.

The FY2012-13 leak survey was completed in late spring and was billed in the following fiscal year in FY2013-14. Therefore, there is \$0 expended in FY2012-13 and \$26,000 is anticipated to be expended in FY2013-14 to account for the prior year's leak survey.

In FY2013-14 a total of 49 leaks were discovered in the 316,800 lineal feet of water main surveyed. (30 hydrant leaks, 5 main leaks, 11 service leaks and 3 valve leaks.)

This pro-active approach has resulted in some increase in water accountability. Unfortunately, these surveys are snapshots of the system at the time they are conducted and cannot effectively

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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. We will also explore the feasibility of utilizing new technologies in an effort to improve leak detection.

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 47<sup>th</sup> 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. This water main work was completed in 2012.

Water Meter Replacement Program

The Village implemented the Water Meter Replacement Program in order to improve water accountability (billed vs. pumped) and to improve efficiency of water meter reading. A contract with HD Waterworks was approved on April 23, 2012 in the amount of \$1,444,218 to replace water meters and install a new fixed based water meter reading system. To date the majority of the meters have been replaced (4,777 out of 4,817). The software system and remote reading system for the new meters is now substantially complete. The anticipated final cost for the project is \$1,580,000 which is slightly over the budgeted amount of \$1,500,000. The main reason for the additional cost is that the billing software underestimated the total number of meters in the system for replacement. The budget for the project is as follows:

<b>WATER METER REPLACEMENT PROJECT</b>	<b>BUDGET</b>
<b>Expenses</b>	
Water Meter Replacement Project	1,580,000
<b>Total</b>	<b>1,580,000</b>
<b>Funding Sources</b>	
Water Fund – 2012 Bond Issue	1,500,000
Water Fund Improvements	80,000
<b>Total</b>	<b>1,580,000</b>

The Village substantially completed installing meters throughout the Village in the late summer/early fall of 2013. Based on the first six months of water billing data (May through October), which includes varying stages of completed meter installations, accountability has increased to 80% to date, which is a 3% increase from the prior year. This pumped vs. billed ration exceeds the auditors recommended target ratio of 80% or better, which has been identified as an area of concern for the past several years in the auditors annual management letter to the Village Board. Additionally, staff expects that further improvements in accountability will occur as the final meters are installed and additional water readings are collected from the new meters over an entire year billing period.

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In addition to improvements in accountability, when fully operational the automatic meter reading system will improve customer service by being able to identify water leaks more quickly at individual properties as well as the ability to assess system wide usage. Also, the Village is able to provide customer usage information on an hourly, daily or weekly basis which helps when discussing high usage bills.

In addition, the new meters/software provides the Village with the ability to help identify significant water main breaks within the system, which will further assist in improving accountability.

### Water Pump Station Improvements

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

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

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

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

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

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

Based on the preliminary engineering work performed to date, staff has also identified the replacement of the existing pumps in the above ground pump station as a priority for the following reasons:

1. The existing rate of pump failure is not consistent with other pump station experience in the Chicago area. The style of pump in use (vertical turbine pump) is not common for similar pump station applications. Staff hypothesizes that the length of the pump shaft and adjacency of the quarry operations may be related to the pumps wearing out prematurely. Pumps on average have required replacement every 7-10 years at a cost of approximately \$20,000 - \$30,000. For reference other pumps in similar applications last 50+ years.
2. The existing gas chlorine injection system is located 20' under the station building and is

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not accessible for repairs. Given the corrosive nature of chlorine gas with metallic pipe, the connection point is anticipated to eventually fail. The existing connection is approximately 30 years old. A break in the suction pipe below the pump station would result in completely shutting down the above ground pump station and would require removal of the building structure to make the repair given the depth and location of the underground pipes.

3. The existing pumps and controls are inefficient and antiquated compared to new pumps and technology.

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

The replacement of the existing pumps and associated piping is estimated to cost approximately \$545,000. This cost was not included in the recent water bond issue for the project. Staff recommends utilizing future water improvements funds designated for capital improvements in the Water Fund (\$250,000) per year to complete the pump station project now. This would result in delaying the water main lining project on Beach and Newberry to accommodate the pump station work.

2-13.9

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

<b>East Avenue Pumping Station Improvements</b>	<b>BUDGET</b>
<b>Expenses</b>	
<b>Engineering</b>	
Phase 2 - Development of Plans and Specifications	107,270
Phase 3 – Construction Engineering*	90,000
<b>Subtotal</b>	<b>197,270</b>
<b>Construction</b>	
<b>Subtotal</b>	<b>1,079,000</b>
<b>Total</b>	<b>1,276,270</b>
<b>Funding Sources</b>	
Water Fund – 2012 Bond Issue (Reallocated to FY2013-14)	500,000
Water Fund Improvements	920,000
<b>Total</b>	<b>1,420,000</b>

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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 3, 2014

RE: **WATER FUND -- STAFF RECOMMENDATIONS FY 2014-15**

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WATER RATE INCREASE

The Water fund was established as an enterprise fund to finance the cost of operating, maintaining and replacing the Village's water distribution system. Our goal is to maintain reserves at about 50% of operating expenses.

Water sales are estimated to be approximately \$80,000 over budget in FY2013-14 due to an increase in the pumped vs. billed ratio to 80% based upon year-to-date information. Future year sales may increase with further increases in water accountability.

Rate increases of 7.5% are included in FY2014-15 and FY2015-16 to reflect "passing on" rate increases from McCook/Chicago of 6% with an additional 1.5% increase for operations as previously budgeted.

Please note the Village rate increases are significantly less than the City of Chicago rate increases as they are primarily applied to the cost of the water purchased in the Water Fund, which is just one component of the total expenses for providing water to residents.

FY2012-13 water sales revenues increased due to above average water usage resulting from the dry summer conditions. Budgeted revenues are based on average annual consumption with minor variations expected depending on spring/summer weather conditions. The higher than normal usage does not reflect an increase in water accountability due to the meter replacement project.

In order for the Water Fund to continue to 1) fund ongoing operations including the water rate increase from the City of Chicago, 2) fund the water meter replacement program/pumping station bonds 3) remain active with the replacement of water mains as part of the neighborhood street

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replacement program, 4) replace mains where known deficiencies exist within the system and 5) rebuild/maintain reserves; water rate increases in the amount of 15%, 7.5%, 7.5% and 7.5% have been included in the proposed budget over four fiscal years starting in May 1, 2012.

It is estimated that the remaining two water rate increases of 7.5% increases will cost homeowners approximately \$65 each year. We will reevaluate the need for subsequent increases on an annual basis during budget preparation in future years.

As the water meter project remains a work in progress, and if accountability continues to improve, the Village may be able to offset future water rate increases from Chicago and/or rate increases for operations/capital improvements. Water rates will be reviewed annually with this key objective in mind.

While we have developed this plan based on the proposed City of Chicago rate increases, we will evaluate future Village water rate increases, one year at a time, pending actual rate increases from McCook and Chicago and results of the water meter replacement program.

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 water rate affect sewer charges.

#### PROFESSIONAL SERVICES

Expenses in this line item include emergency locates, outsourcing of printing and mailing of monthly water bills (which includes payments via the internet), engineering service for the water system including the Pump Station, and professional services for the Backflow Prevention Program. Beginning in FY2012-13 this line item also includes \$6,000 for miscellaneous engineering for water related issues.

The FY2014-15 budget also includes \$2,400 in the printing and postage line item to send out a survey to all residents regarding backflow prevention. This is an IEPA mandate that was identified as part of the Village's triennial IEPA inspection.

#### Geographic Information System (GIS)

In FY2014-15, staff proposes to implement a Geographical Information System (GIS) in order to be able to document and record the location of Village utilities (water, sewer, lighting) electronically. This system will assist the Village staff to locate utilities in field and make updates to utility atlases. This system will replace the existing paper map system. The cost for implementing the GIS system is shared between the Water (\$35,000) and Sewer (\$15,000) Funds.

2-13.12

## WATER MAINS / CAPITAL IMPROVEMENTS

The Water Main line item includes expenses generally associated with Capital Improvement Projects in the Water Fund. For future budget estimating, the Village allocates on average approximately \$250,000 each year towards Capital Improvements in the Water Fund.

### Water Mains

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

#### Cossitt Avenue Resurfacing Project

As part of the Cossitt Avenue Resurfacing Program staff recommends replacement of the water main on Cossitt Avenue from Gilbert Avenue to Leitch Avenue. This main was installed in 1925 and has experienced a number of recent water main breaks. The remaining water main on Cossitt Avenue from Leitch Avenue to Park Road was replaced in 1995.

Included in the FY2013-14 budget is \$15,000 for engineering of the replacement water main. Staff is planning to repair the water main by using a new water main lining process. Staff recommends construction of this project in FY2014-15 so that the water main work is completed in advance of the Cossitt Avenue Street Resurfacing Program.

#### FY2015-16 Street Resurfacing Program

Previously as part of the FY2015-16 street resurfacing program, staff recommended replacement of the water mains on Beach Avenue and Newberry Avenue from Shawmut Avenue to the BNSF Railroad. These water mains were installed in the 1930's and have experienced a number of recent water main breaks. Staff recommends delaying the resurfacing of the roadway and replacement of the water mains to a future year as these funds are needed for the pump station improvement project.

7-13.13

In summary, the following chart details the proposed capital expenditures and revenues within the Water Fund for the next five years.

Expenses – Mains						
Project	FY2012-13	FY2013-14	FY2014-15	FY2015-16	FY2016-17	Total
Water Meter Replacement Project	555,015	1,024,854				1,579,869
Cossitt Avenue Water Main – Engineering		15,000				15,000
Cossitt Avenue Water Main- Construction			250,000			250,000
Pump Station – Engineering	55,738	51,532	90,000			197,270
Pump Station – Construction			1,079,000			1,079,000
Future Water Main Replacement Projects					250,000	250,000
Miscellaneous	104,713					104,713
<b>Total Expenses</b>	<b>715,466</b>	<b>1,091,386</b>	<b>1,419,000</b>	<b>0</b>	<b>250,000</b>	<b>3,475,852</b>

The above capital projects are funded by a combination of bond proceeds and annual capital improvement contributions.

Other Water Fund projects “identified, but not yet budgeted” include the following:

47<sup>th</sup> Street Water Main Replacement

The water main that runs the entire length of the 47<sup>th</sup> Street corridor is between 77 and 86 years old and has experienced frequent breaks. The estimated replacement cost exceeds \$1.0 million. Staff plans to consider new technology for lining this water main instead of the traditional removal and replacement. The advantage of lining this water main would be to reduce costs by not having to replace the roadway due to water main excavation. Additionally, limiting the disruption on 47<sup>th</sup> Street by lining the water main is beneficial since 47<sup>th</sup> Street is under the jurisdiction of IDOT and carries a significant amount of traffic. Staff will be assessing the cost of replacing this water main and will make recommendations for expenditures once the various alternatives have been assessed.

Edgewood Avenue Water Main Replacement

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

*2-13-14*

**SEWER FUND**

VILLAGE OF LA GRANGE  
SEWER FUND  
WORKING CAPITAL SUMMARY THROUGH APRIL 30, 2019

Working Capital, April 30, 2011			188,071
Revenues	2011-12	380,074	
Expenses	2011-12	<u>(406,652)</u>	<u>(26,578)</u>
Working Capital, April 30, 2012			161,493
Revenues	2012-13	423,783	
Expenses	2012-13	<u>(555,856)</u>	<u>(132,073)</u>
Working Capital, April 30, 2013			29,420
Revenues	2013-14	461,010	
Expenses	2013-14	<u>(399,345)</u>	<u>61,665</u>
<b>Working Capital, April 30, 2014</b>			<b>91,085</b>
<b>Revenues</b>	<b>2014-15</b>	<b>506,100</b>	
<b>Expenses</b>	<b>2014-15</b>	<b><u>(445,502)</u></b>	<b><u>60,598</u></b>
<b>Working Capital, April 30, 2015</b>			<b>151,683</b>
Revenues	2015-16	556,500	
Expenses	2015-16	<u>(455,038)</u>	<u>101,462</u>
Working Capital, April 30, 2016			253,145
Revenues	2016-17	557,000	
Expenses	2016-17	<u>(524,768)</u>	<u>32,232</u>
Working Capital, April 30, 2017			285,377
Revenues	2017-18	557,500	
Expenses	2017-18	<u>(536,916)</u>	<u>20,584</u>
Working Capital, April 30, 2018			305,961
Revenues	2018-19	558,000	
Expenses	2018-19	<u>(548,800)</u>	<u>9,200</u>
Working Capital, April 30, 2019			<u><u>315,161</u></u>

**SEWER**

ACCT. NO.	ACCOUNT DESCRIPTION	2011-12 ACTUAL	2012-13 ACTUAL	2013-14 BUDGET	2013-14 EST. ACT	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET
<b>8000 REVENUES</b>										
<u>CHARGES FOR SERVICES</u>										
5210	SEWER SERVICE FEE	373,883	415,041	450,000	455,000	<b>500,000</b>	550,000	550,000	550,000	550,000
5211	CONNECTION FEES	5,600	7,200	6,000	6,000	<b>6,000</b>	6,000	6,000	6,000	6,000
	SUBTOTAL	379,483	422,241	456,000	461,000	<b>506,000</b>	556,000	556,000	556,000	556,000
<u>INTEREST INCOME</u>										
5500	INVESTMENT INTEREST	591	107	100	10	<b>100</b>	500	1,000	1,500	2,000
	SUBTOTAL	591	107	100	10	<b>100</b>	500	1,000	1,500	2,000
<u>MISCELLANEOUS REVENUES</u>										
5899	MISCELLANEOUS	-	1,435	-	-	-	-	-	-	-
	SUBTOTAL	-	1,435	-	-	-	-	-	-	-
	<b>TOTAL REVENUES</b>	<b>380,074</b>	<b>423,783</b>	<b>456,100</b>	<b>461,010</b>	<b>506,100</b>	<b>556,500</b>	<b>557,000</b>	<b>557,500</b>	<b>558,000</b>

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1/29/2014

2-c.1

**SEWER FUND**

ACCT. NO.	ACCOUNT DESCRIPTION	2011-12 ACTUAL	2012-13 ACTUAL	2013-14 BUDGET	2013-14 EST. ACT	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET
8000	<b>EXPENDITURES</b>	<b>PERSONNEL</b>								
6000	SALARIES - FULL-TIME	133,297	135,435	139,685	139,685	<b>143,876</b>	148,192	152,638	157,217	161,933
	SALARY ALLOCATIONS									
	Salaries - F/T - Admin	26,989	27,281	29,414	28,793	<b>29,404</b>	30,519	31,740	33,017	34,352
	Salaries - F/T - Finance	22,103	23,101	23,239	23,463	<b>23,725</b>	24,147	24,821	25,514	26,229
	Salaries - F/T - Water	17,877	18,535	19,721	19,961	<b>20,056</b>	20,357	20,866	21,388	21,923
		200,266	204,352	212,060	211,902	<b>217,061</b>	223,215	230,065	237,136	244,437
6002	SALARIES - OVERTIME	13,312	11,692	13,500	20,000	<b>14,000</b>	14,500	15,000	15,500	16,000
6004	IMRF CONTRIBUTIONS	27,893	28,458	31,578	29,270	<b>28,972</b>	29,992	30,742	31,698	32,684
6005	FICA/MEDICARE	15,338	15,822	17,255	16,213	<b>16,142</b>	16,628	17,151	17,690	18,246
6009	IRMA CONTRIB / CLAIMS	11,963	10,400	11,365	8,581	<b>10,739</b>	10,739	10,739	10,739	10,739
6010	HEALTH INSURANCE	15,876	14,876	15,036	14,978	<b>16,077</b>	17,258	18,528	19,893	21,360
6020	TRAINING & MEMBERSHIP	267	308	500	500	<b>500</b>	500	500	500	500
6021	UNIFORMS	1,162	936	1,400	1,400	<b>1,400</b>	1,400	1,400	1,400	1,400
	SUBTOTAL	286,077	286,844	302,694	302,844	<b>304,891</b>	314,232	324,125	334,556	345,366
		<b>SUPPLIES &amp; MATERIALS</b>								
6100	TOOLS & SUPPLIES	1,216	854	1,500	1,500	<b>1,500</b>	1,500	1,500	1,500	1,500
6102	GAS & OIL	5,970	7,009	7,000	8,700	<b>9,300</b>	9,300	9,300	9,300	9,300
	SUBTOTAL	7,186	7,863	8,500	10,200	<b>10,800</b>	10,800	10,800	10,800	10,800
		<b>OPERATIONS &amp; CONTRACTUAL</b>								
6210	TELEPHONE	2,863	2,807	3,000	2,700	<b>3,000</b>	3,000	3,000	3,000	3,000
6220	MTCE-EQUIPMENT	13,101	17,604	7,000	14,700	<b>14,000</b>	14,000	14,000	14,000	14,000
6224	MTCE-MANHOLE/SEWERS	2,069	6,949	10,000	3,000	<b>7,000</b>	7,000	7,000	7,000	7,000
6230	PROFESSIONAL SERVICES	14,347	6,126	5,000	5,000	<b>20,000</b>	20,000	20,000	20,000	20,000
6232	AUDITING	1,266	1,428	1,469	1,344	<b>1,387</b>	1,582	1,503	1,548	1,722
	SUBTOTAL	33,646	34,914	26,469	26,744	<b>45,387</b>	45,582	45,503	45,548	45,722

2-C.2

SEWER

ACCT. NO. ACCOUNT DESCRIPTION	2011-12 ACTUAL	2012-13 ACTUAL	2013-14 BUDGET	2013-14 EST. ACT	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET	2018-19 BUDGET
<u>CAPITAL OUTLAY</u>									
6600 NEW EQUIPMENT	6,895	-	3,000	3,000	<b>3,000</b>	3,000	3,000	3,000	3,000
6605 COMPUTER EQUIPMENT	992	309	1,000	1,000	<b>1,000</b>	1,000	1,000	1,000	1,000
6625 SEWERS	5,000	185,000	5,000	5,000	<b>5,000</b>	5,000	5,000	5,000	5,000
66XX SEWER LINING	-	-	-	-	-	-	50,000	50,000	50,000
6660 EQUIPMENT - RESERVE (ERF)	38,747	34,346	39,110	39,110	<b>40,424</b>	40,424	50,340	52,012	52,912
6681 MANHOLE REPLACEMENT	28,109	6,580	35,000	11,447	<b>35,000</b>	35,000	35,000	35,000	35,000
SUBTOTAL	79,743	226,235	83,110	59,557	<b>84,424</b>	84,424	144,340	146,012	146,912
TOTAL FOR DEPARTMENT	406,652	555,856	420,773	399,345	<b>445,502</b>	455,038	524,768	536,916	548,800

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1/29/2014

2-C.3

VILLAGE OF LA GRANGE  
Department of Public Works

**EXECUTIVE COMMITTEE REPORT**

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

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

DATE: February 3, 2014

RE: **SEWER FUND – STATUS REPORT FY 2013-14**

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SEWERS

Budgeted expenditures include the annual \$5,000 NPDES (National Pollutants Discharge Elimination System) permit fee charged by the State of Illinois.

SEWER LINING

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

To start repairing some of the Village's sewers, staff 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.

Due to limited funding, this program was put on hold until sufficient reserves were accumulated to sustain the program on an annual basis. This maintenance activity is planned to resume in FY2016-17 in the amount of \$50,000 per year with a corresponding \$100,000 budgeted in the Capital Projects line item. Due to the increase in sewer revenues, the budget for this line item was increased from \$10,000 to \$50,000.

2-C.4

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 3, 2014

RE: **SEWER FUND -- STAFF RECOMMENDATIONS FY 2014-15**

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**SEWER RATE**

The Sewer Fund was established many years ago as an Enterprise Fund to pay for the maintenance and replacement of the Village's sanitary sewer system (as compared to storm sewer and combined storm and sanitary sewer work, which is funded through the Capital Project Fund). The Sewer Fund will however contribute towards but not fully fund, the maintenance and replacement of work involving combined sewers. Our goal is to maintain Sewer Fund reserves at about 50% of operating expenses. The Sewer Fund reserve balance as of April 30, 2012 was approximately 40 percent of annual operating expenses. However, after the Poplar Place Improvement Project in FY2012-13, the reserve balance fell to less than 1% of annual operating expenses.

In order to provide funding for projected operations and capital expenditures, and to rebuild sewer reserves, staff recommends the planned sewer rate increases of 10% each year for three consecutive years, beginning in FY2013-14. As we continue with 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 sales are slightly over budget \$5,000 in FY2013-14 due to an increase in water accountability (pumped vs. billed ratio) to 80% based upon year-to-date information. Future year sales may increase with further increases in water accountability.

**SEWERS**

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 the identified relief sewer projects indicated that we may need some increase in sewer rates to fund future relief sewer projects. Staff will be assessing

2-6-15

these various options for financing and will provide additional information during future budget development processes.

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

As detailed in the Capital Projects Fund, contemplated sewer projects that would require funding include the following:

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

### PROFESSIONAL SERVICES

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

### Geographic Information System (GIS)

In FY2014-15, staff proposes to implement a Geographical Information System (GIS) in order to be able to document and record the location of Village utilities (water, sewer, lighting) electronically. This system will assist the Village staff to locate utilities in field and make updates to utility atlases. This system will replace the existing paper map system. The cost for implementing the GIS system is shared between the Water (\$35,000) and Sewer (\$15,000) Funds.

2-7-14