

CAPITAL PROJECTS FUND

Statement of Purpose

The **Capital Projects Fund** was established to ensure that the Village infrastructure is maintained or replaced to an acceptable level and to account for the acquisition, construction, or replacement of fixed assets of government funds with fund revenues derived primarily from transfers from the General and Motor Fuel Tax Funds, as well as from bond proceeds.

FY 2013-14 Objectives

1. Continue with implementation of a traffic signal at the intersection of Willow Springs Road and the southern entrance of LTHS. Develop and initiate easements, engineering and federal participation agreements for the project.
2. Work with an architect and Metra to revise plans and rebid the Stone Avenue Train Station Project with the goal of starting construction this year.
3. Continue to coordinate with the regional planning group for a solution to the drainage issues identified for the area south of 47th Street.
4. Assess initial cost and alternate design options for the Ogden Avenue Relief Sewer Project.
5. Complete the annual 50/50 Sidewalk Replacement Program.
6. Continue with replacing damaged or diseased trees as part of the Tree Replacement Program.
7. Continue with implementation of the management plan for dealing with the Emerald Ash Borer. Remove and replace trees infected with the Emerald Ash Borer as appropriate.
8. In conjunction with the Sewer Fund, continue the annual program of sewer cleaning and televising in order to provide necessary data for the Street Condition Survey.
9. Close out all stages of the Bluff Avenue Reconstruction Project.
10. Assess, design, obtain IDOT approval, and construct pedestrian improvements at 47th Street and Waiola Avenue, 47th Street and 9th Avenue and La Grange Road and 52nd Street.

11. Implement improvements to Ogden Avenue School crossing zone.
12. Construct FY 2013-14 Street Resurfacing Program which includes improvements to 41st Street, Bell Avenue and Park Road.
13. Complete the annual crack filling program.
14. Continue with the re-striping program for enhancement of various pavement markings that are damaged or worn throughout the Village.
15. Complete the detailed plans and specifications and construct improvements for the next stage of the Maple Avenue Relief Sewer (MARS).
16. Complete the detailed plans and specifications and construct improvements for the Parking Lot 13 Rehabilitation Project.
17. Continue to identify and apply for available grant opportunities for projects within the Capital Improvement Program.

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

Fund Balance, April 30, 2010			963,776
Revenues	2010-11	1,574,130	
Expenses	2010-11	<u>(2,004,830)</u>	<u>(430,700)</u>
Fund Balance, April 30, 2011			533,076
Revenues	2011-12	2,135,049	
Expenses	2011-12	<u>(1,782,107)</u>	<u>352,942</u>
Fund Balance, April 30, 2012			886,018
Revenues	2012-13	821,030	
Expenses	2012-13	<u>(961,713)</u>	<u>(140,683)</u>
Fund Balance, April 30, 2013			745,335
Revenues	2013-14	4,425,280	
Expenses	2013-14	<u>(5,015,558)</u>	<u>(590,278)</u>
Fund Balance, April 30, 2014			155,057
Revenues	2014-15	851,000	
Expenses	2014-15	<u>(794,495)</u>	<u>56,505</u>
Fund Balance, April 30, 2015			211,562
Revenues	2015-16	1,607,012	
Expenses	2015-16	<u>(1,679,045)</u>	<u>(72,033)</u>
Fund Balance, April 30, 2016			139,529
Revenues	2016-17	725,500	
Expenses	2016-17	<u>(785,285)</u>	<u>(59,785)</u>
Fund Balance, April 30, 2017			79,744
Revenues	2017-18	705,500	
Expenses	2017-18	<u>(782,505)</u>	<u>(77,005)</u>
Fund Balance, April 30, 2018			<u><u>2,739</u></u>

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ACCT. NO.	ACCOUNT DESCRIPTION	2010-11 ACTUAL	2011-12 ACTUAL	2012-13 BUDGET	2012-13 EST. ACT	2013-14 BUDGET	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET
4000	REVENUES									
		<u>INTERGOVERNMENTAL REVENUES</u>								
5300	GRANTS-STP	18,882	141,695	57,894	107,274	45,020	7,000	26,512	-	-
5300	GRANTS - STATE (Neighborhood H)	662,105	165,884	-	-	-	-	-	-	-
5300	GRANTS - OTHER (Village Hall HVAC)	184,609	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	-	31,000	-	-	-	-
5300	GRANTS - FEDERAL (Stone Ave Station)	-	-	700,000	-	700,000	-	-	-	-
5302	GRANTS - OTHER (Stone Ave Station)	-	-	385,000	50,000	335,000	-	-	-	-
5302	GRANTS - OTHER (Willow Springs Road)	-	-	90,000	22,500	-	73,500	-	-	-
5314	GRANTS - OTHER (EAB/Reimb Gordon & Den	-	16,149	-	-	-	-	-	-	-
	SUBTOTAL	865,596	594,694	1,623,894	179,774	1,471,020	80,500	26,512	-	-
		<u>INTEREST INCOME</u>								
5500	INVESTMENT INTEREST	780	175	500	1,000	500	500	500	500	500
	SUBTOTAL	780	175	500	1,000	500	500	500	500	500
		<u>FINANCING REVENUES</u>								
5700	AREA 5 SIDEWALKS-RESIDENTS	419	1,190	500	500	500	-	-	-	-
	SUBTOTAL	419	1,190	500	500	500	-	-	-	-
		<u>MISCELLANEOUS REVENUES</u>								
5840	50/50 SIDEWALK PROGRAM	7,335	10,905	5,000	4,390	5,000	5,000	5,000	5,000	5,000
5864	TREE PLANTING PROGRAM	-	6,324	-	7,366	-	-	-	-	-
5898	EMERALD ASH BORER (EAB) PROGRAM	-	-	-	-	-	-	-	-	-
5899	MISCELLANEOUS REVENUE	-	21,139	-	-	-	-	-	-	-
	SUBTOTAL	7,335	38,368	5,000	11,756	5,000	5,000	5,000	5,000	5,000
		<u>TRANSFERS IN</u>								
5919	FROM CORP FUND	700,000	700,000	600,000	600,000	700,000	700,000	700,000	700,000	700,000
5921	FROM MOTOR FUEL TAX FUND	-	800,622	508,000	28,000	2,248,260	65,000	875,000	20,000	-
	SUBTOTAL	700,000	1,500,622	1,108,000	628,000	2,948,260	765,000	1,575,000	720,000	700,000
	TOTAL REVENUES	1,574,130	2,135,049	2,737,894	821,030	4,425,280	851,000	1,607,012	725,500	705,500

CAPITAL PROJECTS FUND

REVENUE NOTES

1. **Grants - STP**

Revenues include grant funds from the Federal Surface Transportation Program (STP). This program typically funds seventy percent of the cost of reconstruction of Village collector streets which include Hillgrove and Bluff Avenues. Grant revenues described below are estimated. Actual receipts of grant funds may vary on an annual basis depending upon timing of disbursements from the State of Illinois.

Year	Project Area	Cost
2011-12	Bluff / MARS Construction–Phase III	\$141,695
2012-13	Bluff / MARS Construction–Phase III Willow Springs Rd Safety Imprv-Phase II	\$86,274 <u>\$21,000</u> \$107,274
2013-14	Bluff / MARS Construction–Final Willow Springs Rd Safety Imprv-Phase III Cossitt Avenue Construction–Phase II	\$5,470 \$18,200 <u>\$21,350</u> \$45,020
2014-15	Willow Springs Rd Safety Imprv-Final	\$7,000
2015-16	Cossitt Avenue Construction–Phase III	\$26,512

Construction costs with STP funded projects are classified as a State contract with the State being the lead agency for the project. All contractor invoices are submitted directly to the State for payment. The Village is then billed by the State for the thirty percent local share which eliminates the grant reimbursement for construction costs.

FY 2010-11 grant funds reflect reimbursement for preliminary design engineering and Phase II construction engineering for the Bluff Avenue / MARS project.

2. **Grants – State / Federal / Other**

Staff is currently working with the Department of Commerce and Economic Opportunity (DCEO) to reallocate funding currently designated in the State's Capital Bill for a pedestrian

bridge over Ogden Avenue to fund several pedestrian safety improvement projects including: La Grange Road and 52nd Street - \$120,000; 47th Street and Waiola Avenue - \$120,000; 47th Street and 9th Avenue - \$120,000; and Ogden Avenue school speed zone - \$31,000.

Grants revenue budgeted in FY 2012-13 reflect State Capital funds in the amount of \$90,000 which have been reprogrammed to provide additional funding for the Willow Springs Road Safety Improvements project. These funds were originally identified to fund the relocation of pedestrian crosswalk push buttons to bollards to make them more visible and convenient for use by pedestrians. Due to technical issues regarding the placement/location of the bollards, this project has been eliminated.

Grant revenue in FY 2011-12 includes receipt of an American Recovery and Reinvestment Act (ARRA) grant totaling \$450,000 to fund HVAC improvements and energy efficiency projects at all three of the Village's main building facilities. Grant funds were received over two fiscal years due to the timing of the project. Additional funding in the amount of \$295,000 is included in the ERF Fund for the Village's local match requirement to augment the HVAC improvements.

The Village also received grant funds in the amount of \$10,000 in FY 2011-12 through the Metropolitan Mayors Caucus to replace Ash trees removed due to the Emerald Ash Borer.

The Village has secured \$700,000 in federal funding and a West Suburban Mass Transit District (WSMTD) grant in the amount of \$385,000 for interior and exterior renovations to the Stone Avenue train station. Receipt of these grants has been re-budgeted in FY 2012-13 to coincide with timing of the project.

The Village received grant funds in the amount of \$837,500 through the State's Emergency Repair Program to fund the Neighborhood "H" resurfacing project in FY 2010-11. These funds were also utilized to resurface roadways, repair sidewalks and make sewer repairs for the neighborhood in FY 2011-12.

3. Area 5 Sidewalks - Residents

This account reflects the resident share of the sidewalk project in Planning Area #5. This project is funded by special assessment with the property owners charged a proportionate share of the project based upon the lineal feet of their property. Pursuant to Village Board direction, the additional cost of making, levying and collecting the special assessment was not allocated to property owners. The remaining payments will be received over a ten-year period ending in FY 2013-14.

4. 50/50 Sidewalk Program

The Village offers a 50/50 sidewalk program which, based upon available funding, equally shares the cost of replacing damaged sidewalks with Village residents. This account reflects decreased contributions from residents due to program reductions.

5. Emerald Ash Borer (EAB) Program

This is a new line item beginning in FY 2012-13 to reflect donations from Village residents to assist with funding for the treatment and replacement of Ash trees within the Village that have been infected with the Emerald Ash Borer.

6. Miscellaneous Revenue

This account reflects reimbursement from local taxing bodies and neighboring municipalities regarding traffic studies for intergovernmental projects.

7. Transfer from Corporate Fund

This transfer represents the General Fund's portion of infrastructure and improvement projects. This annual transfer from the General Fund may vary depending upon availability of funds. Due to ongoing cost containment efforts, the Sign Enhancement Project was eliminated in FY 2012-13, resulting in the transfer from the General Fund being reduced by \$100,000.

Due to the economic recession which has negatively impacted revenues in the General Fund, this transfer has been reduced by \$200,000 beginning in FY 2010-11. In order to complete proposed capital projects as previously budgeted, annual maintenance programs have been temporarily reduced and/or eliminated.

The transfer from the General Fund was also reduced by \$100,000 in FY 2009-10 to provide additional funding for public safety, public works and administrative operating expenditures. However, due to increased federal funding for the Bluff Avenue / MARS project, the remaining capital projects were not impacted by the reduced transfer.

8. Transfer from Motor Fuel Tax (MFT) Fund

Transfers include the Village's thirty percent share of the Surface Transportation Program (STP) for the Bluff Avenue / MARS project over the three year duration of the project. Transfers from the MFT Fund are significantly under budget in FY 2011-12 due to the timing of the project.

Transfers from the MFT fund are also being utilized to fund future segments of the MARS project, the Cossitt Avenue resurfacing project, and future street resurfacing projects. In addition, MFT transfers funded the Burlington Avenue resurfacing project, from Kensington to Brainard in FY 2010-11 and the resurfacing of CBD streets in FY 2009-10, (See MFT Fund for more details.)

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ACCT. NO.	ACCOUNT DESCRIPTION	2010-11 ACTUAL	2011-12 ACTUAL	2012-13 BUDGET	2012-13 EST. ACT	2013-14 BUDGET	2014-15 BUDGET	2015-16 BUDGET	2016-17 BUDGET	2017-18 BUDGET
4000	EXPENDITURES	CAPITAL OUTLAYS								
6601	WILLOW SPRNGS RD RESRFCNG	-	-	-	-	28,659	-	-	-	-
6602	WILLOW SPRNGS SAFETY IMPRVMENTS	18,493	-	2,100	30,000	26,000	89,200	-	-	-
6603	SIGN ENHANCEMENT PROJECT	-	-	-	-	-	-	-	-	-
6604	STONE AVENUE STATION RENOVATION	8,920	6,288	1,035,000	150,000	885,000	-	-	-	-
6605	PED SIGNAL IMPROVMENTS (Bollards)	4,989	12,822	100,000	-	-	-	-	-	-
6607	L.E.D. SIGNAL UPGRADE	-	-	-	-	-	-	-	-	-
6608	ABOVE GROUND FUEL TANK(S) @ DPW	23,689	-	-	-	-	-	-	-	-
6611	SOUTH 47TH ST DRAINAGE AREA STUDY	-	25,147	-	-	-	-	-	-	-
6612	FIRE DEPT APPARATUS FLOOR	4,000	27,572	-	16,636	-	-	-	-	-
6615	BRLGTM / KNSGTM TO BRAINARD	32,639	986	-	-	-	-	-	-	-
6643	OGDEN AVE RELIEF SEWER PROJ	14,873	-	-	-	-	-	-	-	-
6644	NORTHEAST. PLANNING AREA	-	27,992	-	-	-	-	-	-	-
6645	LA GRANGE RD CORRIDOR IMPRV	-	5,536	120,000	-	120,000	-	-	-	-
6646	POPLAR PLACE SEWER IMPROVMENTS	1,000	34,871	250,000	152,000	-	-	-	-	-
6647	MASON WOODS AREA SEWER PROJECT	-	58,200	-	-	-	-	-	-	-
6682	SIDEWALK/CURB/GUTTER	14,819	23,985	15,000	14,577	95,000	15,000	15,000	15,000	15,000
6684	TREE PLANTING	35,779	37,619	45,000	32,000	39,000	41,000	43,000	45,000	47,000
6685	EMERALD ASH BORER	4,519	23,944	60,000	67,278	155,000	202,000	212,000	223,000	234,000
6686	SEWER TELEVISION/CLEANING	35,179	19,518	25,000	25,000	25,000	25,000	25,000	25,000	25,000
6690	VILLAGE HALL HVAC IMPROVEMENTS	229,847	261,437	-	6,201	-	-	-	-	-
6691	BLUFF/47 TO BURLNGTM / M.A.R.S.	340,771	685,747	480,000	-	490,854	-	-	-	-
6692	MAPLE AVE RELIEF SEWER PROJ	15,373	134,969	-	64,702	2,000,000	-	-	-	-
6693	MAPLE AVE UNDERPASS	-	-	-	-	-	-	-	-	-
6694	47TH STREET CORRIDOR IMPRVMENTS	25,133	13,303	240,000	527	240,000	-	-	-	-
6695	OGDEN AVE CORRIDOR IMPRV	2,948	-	31,000	-	31,000	-	-	-	-
6697	NGHBRHD "H" STREET PROJECT	827,989	-	-	-	-	-	-	-	-
6698	NGHBRHD STREET PROJECTS	-	28,500	28,000	28,000	378,000	65,000	875,000	20,000	-
66XX	VILLAGE HALL ROOF REPAIR/REPLCMNT	-	-	-	-	80,000	-	-	-	-
66XX	PLAZA FOUNTAIN	-	-	-	-	35,000	-	-	-	-
66XX	COSSITT AVE REHAB PROJECT	-	-	-	-	30,500	-	151,500	-	-
		1,640,960	1,428,436	2,431,100	586,921	4,659,013	437,200	1,321,500	328,000	321,000
		MISCELLANEOUS EXPENDITURES								
6862	MISC. ENGINEERING	27,954	15,982	40,000	40,000	20,000	20,000	20,000	20,000	20,000
6863	CRACKFILL PROGRAM	24,800	19,165	20,000	19,487	20,000	20,000	20,000	20,000	20,000
6864	THERMOPLASTIC ST MARKING	14,541	14,759	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6886	SEWER LINING PROGRAM	-	-	-	-	-	-	-	100,000	100,000
	SUBTOTAL	67,295	49,906	75,000	74,487	55,000	55,000	55,000	155,000	155,000
		INTERFUND TRANSFERS								
6990	TRANSFER TO DEBT SERVICE	296,575	303,765	300,305	300,305	301,545	302,295	302,545	302,285	306,505
	SUBTOTAL	296,575	303,765	300,305	300,305	301,545	302,295	302,545	302,285	306,505
	TOTAL FOR DEPARTMENT	2,004,830	1,782,107	2,806,405	961,713	5,015,558	794,495	1,679,045	785,285	782,505

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CAPITAL PROJECTS FUND

EXPENDITURE NOTES

1. WILLOW SPRINGS ROAD RESURFACING PROJECT

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

The Village of Western Springs has yet to invoice La Grange for the construction engineering. Staff has contacted Western Springs on multiple occasions to remind them of the outstanding obligation. We have rebudgeted this expense over the last several fiscal years, and recommend rebudgeting this expense in FY2013-14.

2. WILLOW SPRINGS ROAD SAFETY IMPROVEMENTS

The Willow Springs Road Safety Improvements project includes the installation of overhead street lights, pedestrian access and crossing improvements, and a traffic control device.

A corridor study to assess traffic calming and pedestrian safety within the Willow Springs Road Corridor From 47th Street on the north to just south of the Adventist La Grange Memorial Hospital south access driveway was 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 project participants. The Park District of La Grange and La Grange Memorial Hospital also participated in the discussions.

The intergovernmental team agreed to pursue 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. 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 have been submitted to IDOT for approval.

Staff has started the process of working with LTHS and PDLG on the 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, which is anticipated in Fall / Winter of 2013, with construction in Spring / Summer of 2014.

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

3. SIGN ENHANCEMENT PROJECT

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

The Village Board previously concurred with an initiative to improve the streetscape in residential neighborhoods by replacing these signs and on sign posts which would blend in better with the environment as compared to the stark, metal posts currently in use. However recent federal requirements in the MUTCD that required replacement of signs on a specific schedule to improve visibility were eliminated. Previously, the Village had budgeted \$100,000 for the sign enhancement program based on the updated federal requirements on sign replacement. This program was delayed as part of the cost containment plan.

Funds will continue to be budgeted in the Public Works budget for replacement of signs as part of the normal routine replacement program.

4. STONE AVENUE TRAIN STATION RENOVATION

The Stone Avenue train station is a local landmark. However, the station is in distress, suffering from the lack of maintenance over the years. The Village is working with Metra, West Suburban Mass Transit District, BNSF and other state and federal agencies towards securing additional funding and approval for interior and exterior renovations to the Stone Avenue train station in order to restore this magnificent structure and assume daily maintenance responsibilities in the future.

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

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

At the conclusion of the initial planning process, the Village worked with Metra to finalize the necessary contract and grant documents so that Phase II (design and bidding) of the project can commence. The Village Board approved the agreements with Metra and Legat Architects on September 26, 2011, and the Metra Board approved the agreements on October 14, 2011. The Village received a notice authorizing the Village to proceed with the Phase II work from Metra in January, 2012.

Project plans and specifications were completed and approved by Metra in November, 2012. A bid opening for the project was held on December 11, 2012. Six bids were received for the project and all were significantly higher than the architect's estimate and thus exceeded the project budget.

Federal procurement regulation required the Village to award a contract to the lowest responsible bidder or cancel the bidding process and reject all bids. At the Board meeting on January 14, 2013 all bids were rejected so an analysis of the bids could be completed in an attempt to ascertain why the bids were so high. From this analysis staff plans to work with the architect and Metra to revise the plans and specifications as necessary, and appropriate and rebid the project with the goal of achieving a low bid from a qualified contractor that is with the project budget.

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

5. PEDESTRIAN SIGNAL UPGRADE PROJECT (BOLLARDS)

In FY2009-10, the Village updated pedestrian crossing signals with numerical timer displays and new symbol displays. As part of the Village's overall effort to improve pedestrian safety throughout the Village, the FY2011-12 budget reflected the relocation of pedestrian push buttons to bollards to make them more visible and convenient for use by pedestrians. Additionally, the bollards would provide protection for pedestrians from turning vehicles. The intersections on La Grange Road that were considered for pedestrian push button relocation were at Cossitt, Harris, Burlington, Hillgrove and Ogden Avenues. The Village contracted with KLOA in FY2010-11 to complete preliminary engineering plans for the project in the amount of \$5,000. In FY2011-12, the Village contracted with KLOA to complete the detailed engineering plans and specifications in the amount of \$25,000.

Ultimately, several challenges were identified as part of the engineering design. First, ADA rules would have required the bollards to be taller than other bollards located throughout the CBD. The new bollards would not have been contextual with other CBD features. Second, locating the bollards would have been difficult due to the existing geometry of the intersections. Therefore, the project to relocate the bollards was eliminated and the State Capital funds for the project were re-allocated to the Willow Springs Road Traffic Project.

6. SOUTH 47TH 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. 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 47th Street.

7. FIRE DEPARTMENT APPARATUS FLOOR

In response to potential structural deficiencies of the apparatus floor at the Fire Department, a

structural engineer was engaged to evaluate the condition of the existing floor and make recommendations for improvement. The structural report was completed in 2009 and determined that the following repairs are needed:

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

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

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

The plans, specifications and cost estimates for repairs to the floor slab have also been completed. The estimated construction costs for the identified repairs to the floor slab are approximately \$400,000. These repairs are not immediately required; however completion of the plans will allow the Village to move forward with the project in the future if so desired. A funding source has not been identified for the project.

8. BURLINGTON AVENUE RESURFACING (Kensington to Brainard)

The Burlington Avenue Resurfacing Project from Kensington Avenue to Brainard Avenue was completed in the summer of 2010. The construction costs were covered by an ARRA Stimulus Grant in the amount of \$292,908. MFT funds were utilized to cover the engineering portions of this project.

Expenses in FY2011-12 represent the final payment to the engineer for construction engineering services.

9. 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. Since the first phase of the project involves the construction of a sewer adjacent to and within Gordon Park and the YMCA property, ideally the construction of the first stage of this project would be coordinated with any improvements to these parcels. By doing so we would be limiting the disruption to the community and secondly, cost sharing initiatives could be explored. The Park District of La Grange has indicated their intention of reconstructing Gordon Park starting in the spring of 2013. A preliminary cost estimate for the construction of this first segment estimates the costs for the project to be approximately \$1,104,000.

As previously stated, the advantage of constructing the OARS sewer in conjunction with the anticipated work with Gordon Park would be to limit the disruption caused by the construction work. However, due to the significant costs of constructing the first segment of OARS and limited Village resources, there is no budget recommendation for this project at this time.

Staff will work with the Park District to identify necessary easements and locating proposed structures within Gordon Park in order to support the future construction of OARS. Additionally, staff will continue researching financing options for funding identified sewer projects such as OARS, MARS and South of 47th Street.

10. NORTHEAST PLANNING AREA

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

FY2011-12 budgeted expenditures include 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 includes 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)

While there is no budget recommendation concerning this line item at this time, we do note that IDOT has also identified this intersection for improvements as part of their highway safety improvement program. Specifically, IDOT is considering improvements such as the addition of a west bound to north bound turning lane on Ogden Avenue. Staff plans to continue to work with IDOT as the scope of work for this project is identified so as to communicate the interests of the Village related to safety and traffic flow at the intersection,

as well as planning for the potential development at the northeast corner. Should preliminary engineering be required, staff will return to the Village Board with a report seeking funding authorization for that work.

11. LA GRANGE ROAD CORRIDOR IMPROVEMENTS

Calendar Avenue Pedestrian Crossing

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

2nd Mid-Block Crossing in Central Business District

This proposed project includes the installation of a designated, mid-block pedestrian crossing on La Grange Road between Harris and Cossitt Avenues to recognize existing pedestrian movements between the parking structure and the west side of La Grange Road. Recent experience with other mid-block crossing locations has shown that drivers have a misunderstanding of pedestrian crossing laws and signage, and therefore no funding has been allocated at this time.

52nd Street Pedestrian Crossing

Pursuant to direction from the Village Board at the traffic and pedestrian safety workshop, funding for an enhanced pedestrian crossing at 52nd Street and La Grange Road was rescheduled for FY2012-13 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 th Street adjoining Waiola Park	\$120,000
2. Crosswalk Safety Enhancements – La Grange Road and 52 nd Street	\$120,000
3. Crosswalk Safety Enhancements – 47 th Street and 9 th 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 FY2013-14 budget reflects receipt of these grant funds for the project.

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 and due to the width of the existing roadway (5 lanes of traffic), the consensus direction from the Village Board was to focus on pedestrian improvements on Ogden Avenue and 47th Street.

12. POPLAR PLACE DRAINAGE IMPROVEMENTS

A drainage investigation for Poplar Place was initiated due to complaints received by residents related to street, rear yard and basement flooding occurring within the Poplar Place neighborhood, generally located north of Hillgrove Avenue, west of Edgewood Avenue, south of 41st Street, and east of Drexel Avenue. 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.

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.

13. MASON WOODS AREA SEWER PROJECT

The drainage investigation for this area was initiated due to complaints received that ground water was draining into residential sewer systems. Given the sewer pipe's current condition and that water from the pipe could be contributing to loading on the private drain tile system, the pipe was scheduled for sewer lining in FY 2011-12.

This method of sewer rehabilitation provides a new structurally sufficient pipe inside the existing pipe without the disruption and cost associated with traditional open trench excavation methods. FY 2011-12 expenditures reflect \$2,000 for the development of plans and specifications and \$56,000 for construction costs. Construction costs were higher than anticipated due to a change in the pipe size diameter. The work is scheduled to be completed in February 2012.

14. 50/50 SIDEWALK PROGRAM

The Village offers an annual program to residents to split the cost of public sidewalk repairs. A list is maintained of residents that have requested to participate and the funds from this account pay for the Village's portion of work. Also, funds from this account are used to repair curbs and gutters throughout the Village. As part of the cost containment plan this program was reduced three years ago from \$50,000 to \$15,000. The sidewalk replacement program continues to be a popular program with approximately 60 residents on the waiting list.

The FY2013-14 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.

The FY2013-14 budget also includes costs to repair sidewalks on Hillgrove Avenue that were identified as requiring repair as part of an agreement with the Illinois Attorney General for this area. The Village subsequently contracted with Baxter & Woodman to identify and provide a cost estimate for the repairs. The total costs are estimated to be \$80,000. Included in the cost estimate is the removal and replacement of sidewalk, driveway, curb and gutter, thermoplastic pavement markings and parkway restoration.

In FY2012-13, 1,792 square feet of sidewalk and 62 lineal feet of curbs and gutters were replaced under this program.

The Public Works Department will continue to implement and explore other alternatives for repairing sidewalks such as saw cutting. Additionally, staff has been in discussion with adjacent municipalities about joint bidding opportunities for sidewalk replacement in order to gain additional economies of scale.

15. 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 2013 planting in 2013 at various locations throughout the Village.

The average number of trees planted for the past six years is 108 per year. The total number of trees planted in FY2012-13 under the normal tree planting program is estimated to be 96. 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. Additionally, revenue in the

amount of \$7,365.50 was collected from developers for the replacement value of six parkway trees.

In September 2012 staff requested and the Board approved staff to utilize funds from the Public Works Tree Removal line item and Capital Projects Tree Planting line item for the removal and replacement of additional Ash trees. Available funds exist in these line items since the number of trees lost from Dutch Elm disease is lower. A budget amendment will be required to recognize the additional cost in the Capital Improvement Budget line item for EAB and lower costs in the Capital Project Fund – Tree Planting and Public Works – Tree Removal line items.

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.

16. EMERALD ASH BORER

The Emerald Ash Borer (EAB) continues to spread throughout the Village since its initial discovery last year. This beetle attacks ash trees by burrowing into the tree and disrupting the nutrient supply to the tree. Based on the most tree survey, La Grange has approximately 2,000 ash trees located in public parkways. Staff is currently in the process of updating the ash inventory in order to better budget costs and resources associated with the EAB. Please note the tree surveys do not include ash trees located on private property. The Village anticipates that all of the ash trees will need to be replaced and therefore had previously budgeted the replacement of these trees over a twelve year period.

The budget is based on the expectation that expenditures are expected to increase for several years and then begin to taper off as trees are replaced. Assuming all of the ash trees will need to be replaced, total costs are estimated to be approximately \$1.9 million. The total budget expenditures will be adjusted in future years based on the updated ash tree inventory.

To date a total of 157 ash trees have been removed and replaced that were found to be infected with the EAB. In September 2012 staff requested and the Board approved staff to utilize funds from the Public Works Tree Removal line item and Capital Projects Tree Planting line item for the removal and replacement of additional Ash trees. Available funds exist in these line items since the number of trees lost from Dutch Elm disease is down. A budget amendment will be required to recognize the additional cost in the Capital Improvement Budget line item for EAB and lower costs in the Capital Project Fund – Tree Planting and Public Works – Tree Removal line items.

The number of ash trees removed in FY2012-13 was 100, with a budget quantity of 75. Staff believes the increased removal quantity is indicative of an accelerated ash removal schedule from the prior schedule assumed for budgeting purposes. Staff recommends altering the EAB budget to reflect this accelerated ash removal schedule. Specifically, staff has budgeted for

the removal and replacement of 200 ash trees in FY2013-14 in the amount of \$155,000. Future budget years also reflect the accelerated ash removal schedule as well. Staff will continue to track EAB progress and make recommendations for budget adjustments based on the future spread of the insect.

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 developed a pilot program for treating approximately 100 healthy white Ash trees to gauge the effectiveness of the chemical treatments. Staff will continue to monitor the spread of EAB and act as a resource to residents. Finally, the Village applied for and received a grant through the Metropolitan Mayors Caucus to replace Ash trees removed due to the EAB in the amount of \$10,000 in FY2011-12. Staff plans to reapply for this grant opportunity each year it is available.

17. SEWER TELEVISIONING / CLEANING

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 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 Village contracted with Baxter & Woodman to prepare bidding documents and provide bidding assistance for the 2012 Sewer Televising Program. The sewers in the 2012 Sewer Televising Program include sewer segments on Cossitt Avenue, Maple Avenue, Peck Avenue, Edgewood Avenue, Waiola Avenue and Hillgrove Avenue. The work for this program is scheduled to be compled this winter.

Please note, information gained from this program over the past five years is 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/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.

18. 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.

19. HVAC / ENERGY EFFICIENCY IMPROVEMENTS – VILLAGE BUILDINGS

The Village owns and maintains three primary buildings used for municipal government operations. These buildings include Village Hall, Police/Fire Station and the Public Works Facility. As these facilities age, various maintenance and improvement projects are necessary.

The HVAC Improvement Project consisted of various renovations to all three facilities: Village Hall, Public Works Department and Fire Department. The HVAC improvement project at Village Hall consisted of (1) a complete replacement of the HVAC system to more energy efficient equipment; (2) replacement single pane windows in the lower level; (3) replacement of light fixtures in the lower level to more energy efficient fixtures and (4) renovation of the Administration Department's office area, lower level public space area, and the main staircase, as a result of disruption already caused by the electrical and mechanical upgrades. HVAC improvements at the Police/Fire Station included improvements to the HVAC system located on the second floor of the Fire Department. Improvements to the Public Works Facility included (1) complete replacement of the HVAC system; (2) replacement of lighting to more energy efficient fixtures and (3) renovations to the office space, as a result of disruption already caused by the electrical and mechanical upgrades. FY 2011-12 and FY2012-13 expenditures reflects the costs for the renovations, including architectural and engineering services, asbestos abatement, construction and furniture purchases. The total cost for the project was \$743,309.

The Village applied for and received three separate grant funds in the amount of \$442,017 for this project: (1) American Recovery and Reinvestment Act - Energy Efficiency and Conservation Block Grant Program (ARRA EECBG) - Metropolitan Mayors Caucus - \$363,555 ; (2) Illinois Department of Community and Economic Opportunity - Public Sector Electric Efficiency Grant Program - \$5,695 and (3) the American Recovery and Reinvestment Act Energy Efficiency and Conservation Block Grant Program (ARRA EECBG) - Cook County - (\$72,767). The Village also contributed \$300,000 from the Equipment Replacement Fund for this project. The total revenues for this project were \$742,017.

This project was substantially completed in November 2011 and was completed at the budgeted amounts. The expenditures in FY2012-13 represent the final payment to the

contractor for the project.

20. BLUFF AVENUE RECONSTRUCTION PROJECT

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

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

- Stage II Sewer construction from Cossitt Avenue to Maple Avenue – This sewer provided the drainage necessary for Stage III and was the first phase of the large Maple Avenue Relief Sewer (MARS) initiative. The outlet sewer connects the Bluff Avenue corridor to the deep tunnel connection at Cossitt and East Avenues.

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

The project was funded through a combination of sources, principal among them being Federal Surface Transportation Funds for street reconstruction, which required a 70/30 cost sharing. The Village used MFT funds for our local 30 percent match. The combination and staging of the projects allowed the Village to secure additional STP funding and increase utilization of MFT funds.

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 notoriously prone to failure.

The total cost for all three stages of the project was roughly \$6.7 million. Of this amount, the Village received approximately \$4.1 million in federal grants through the Surface Transportation Program for the project. Staff will continue to work to close out this project over the next year and submit the required close out materials to IDOT. The FY2013-14 budget reflects final payment to IDOT for this project in the amount of \$490,854.

21. MAPLE AVENUE RELIEF SEWER (MARS)

The purpose of the Maple Avenue Relief Sewer is to add additional capacity to the existing sewer system to address flooding in areas tributary to the Cossitt Avenue Sewer. The project involves the construction of a relief sewer along Maple Avenue from Bluff Avenue to Peck Avenue. The sewer pipe will range from 60 inches in diameter at Bluff to 24 inches at Peck.

The relief sewer will intercept drainage from the existing combination sewers crossed in construction, providing relief for the existing Cossitt Avenue Sewer. The wet weather flows from MARS would flow directly into the regional deep tunnel system called TARP operated by the Metropolitan Water Reclamation District of Greater Chicago (MWRD).

The Village was able to construct the first stage of MARS in 2009-10 as part of the Bluff Avenue Reconstruction Project. The construction of the first stage of the MARS project involved connecting a sewer to the deep tunnel at the corner of Cossitt and East Avenues. The new sewer then extends to the intersection of Maple and Bluff Avenues where wet weather flow from this area is redirected to the new MARS sewer segments.

In order to plan for the construction of the remaining segments of the 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 from roughly Bluff Avenue to La Grange Road, and \$2,000,000 has been allocated for construction in FY2013-14. These funds consist 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. The plans and specifications have been completed and have been submitted to the MWRDGC, IEPA, IDNR, and IDOT for approval. The expenses incurred in FY2012-13 reflect final payment for the engineering services.

A noteworthy item from the engineering to date is the confirmation of a shallow rock layer along Maple Avenue. Based on current cost estimates, staff anticipates that construction of the relief sewer will extend to 7th Avenue based on the available budget of \$2,000,000. Should bid prices be lower, alternate bids for the next segment up to 6th Avenue have been requested. Staff anticipates that the project will be bid this spring with construction starting in the Spring/Summer of 2013. The project would then be finished in the Fall/Winter of 2013.

Finally, staff will continue to search and apply for grants and identify alternate funding sources to offset the costs of construction. Other funding sources such as low interest loans

from the IEPA or municipal bonds will be researched should the Village Board decide to pursue the construction of additional segments of MARS.

22. 47th STREET CORRIDOR IMPROVEMENTS

47th Street Lane Reduction

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

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

Pedestrian Activated Crossings

Pursuant to a discussion by the Village Board at the traffic and pedestrian safety workshop, staff was directed to pursue the installation of an enhanced crossing, with a stop condition at 47th Street and Waiola Avenue. The Village Board also directed staff to upgrade the existing pedestrian crossing at 47th Street and 9th Avenue to a stop condition. These improvements are part of the Village's strategy of evaluating and improving pedestrian safety throughout the Village. The proposed design of these two pedestrian crossings provides for the installation of a pedestrian activated red signal that would require vehicles to stop at the intersection. The direction for these initiatives was reaffirmed by the Village Board at the Capital Projects Workshop in 2012.

An engineering agreement with KLOA was executed in the amount of \$14,000 and \$13,500 to complete the detailed engineering for pedestrian crossing improvements at 47th Street and Waiola Avenue and 47th Street and 9th Avenue, respectively. The preliminary design for these projects has been completed. IDOT initially denied the Village's request to install the pedestrian hybrid beacons citing certain provisions in the MUTCD and Illinois State laws as reasons. Staff subsequently met with IDOT in order to get a better understanding of IDOT's thought process and to continue to advocate for the installation of the pedestrian hybrid beacons on August 21, 2012. IDOT indicated that they would perform additional research on the topic based on the information presented by the Village. We are still waiting on IDOT's response related to the Village's application to install pedestrian hybrid beacons.

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

Capital Projects Fund

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 th Street adjoining Waiola Park	\$120,000
2. Crosswalk Safety Enhancements – La Grange Road and 52 nd Street	\$120,000
3. Crosswalk Safety Enhancements – 47 th Street and 9 th 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 to these projects. The FY2013-14 budget reflects the receipt of these grant funds for the project. In order for the project to move forward both a permit from IDOT and funding from the state need to be obtained.

47th Street & East Avenue Traffic Signal Feasibility Study

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

Finally, IDOT has initiated a Phase I study for these intersection improvements including hosting a public meeting on the subject on January 31, 2013. Once the report has been released, staff will review the report and make recommendations to the Village Board. Comments will then be provided to IDOT based on the consensus direction received from the Village Board in response to staff's assessment.

23. 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 denied the Village's 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 is currently working with the DCEO and state representatives to reallocate \$400,000 in funding currently designated in the State's Capital Bill for a pedestrian bridge over Ogden Avenue to this project. Once approval from the DCEO is received a total of \$40,000 would be available to this project. The FY2013-14 budget reflects the receipt and expenditure of these grant funds. In order for the project to move forward both a permit from IDOT and funding from the state need to be obtained.

24. 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 recommended 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 and stable until such time that resurfacing occurs.

Based on this revised approach staff recommends the following streets for resurfacing in the five year capital improvement program:

- FY 2013-14 - 41st from Dover to Malden; Bell from Dover to Brainard and Park from Arlington to 41st: \$378,000
- FY 2015-16 - 50th from Gilbert to end; Kensington from Maple to Goodman; Maple from Sunset to Blackstone, Blackstone from Maple to Elm, Elm from Sunset to Blackstone and Newberry from Shawmut to end: \$875,000.

The budget reflects completion of the engineering work for the resurfacing program in the fiscal year prior to construction so work can start on May 1 at the beginning of the construction season.

A map of the streets scheduled for resurfacing over the next five-year budget period can be found in the Capital Improvement Program (CIP) Summary section of the budget.

The FY 2016-17 budget includes funds of \$20,000 for an update to street condition survey to note changes in conditions and to update the relative ranking of street segments. Please note that all funding for the neighborhood street improvement projects is provided by Motor Fuel Tax funds.

25. VILLAGE HALL ROOF

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 has reached the end of its useful life and needs to be replaced. The roof is 30+ years old and the shingles are severely deteriorated and are corroding due to the extended exposure to UV rays, weather/water erosion and the thermal change of seasons. Recently leaks have also developed and been repaired in various locations.

An inspection report was completed. The recommended scope of work includes removing the roof system down to the existing deck, inspecting and replacing damaged decking, and installing asphalt organic base felt, ice and water shields and architectural shingles. The recommendations identified in the report for replacement of the roof are estimated to cost \$80,000.

26. VILLAGE 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.

Fountain repairs have not been initiated as staff has been investigating alternative fountain designs in an effort improve pedestrian interaction with the fountain and to re-create a more unique fountain feature. Several design options were evaluated and provided to the Village Board for consideration.

In deference to the cost-containment plan, staff recommends re-installing the same fountain feature that was destroyed. Staff also recommends consideration be given to upgrading the fountain with a wrought-iron material. Staff is in the process of obtaining more refined cost estimates and samples for the wrought-iron option.

27. COSSITT AVENUE REHABILITATION – BRAINARD TO GILBERT

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, which provides for 70% of the cost of this project.

The Village anticipates that engineering will be completed in FY 2013-14 with construction in FY 2015-16. Please note the entire costs for engineering are budgeted as a Village expenditure as these costs are reimbursable through the federal grant. Construction costs are paid directly by IDOT.

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. Funds in the Water Fund have been allocated for the engineering and construction associated with the water main.

28. 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.

FY 2012-13 expenditures include 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 within this line item are expenses for engineering reviews of non-Village projects by the Lyons

Township High School and Park District of La Grange (Gordon Park Renovations.) Outside expenses such as these are reimbursed to the Village by these organizations.

The FY 2012-13 budget included funding for the long term strategic plan for the Public Works Department (\$20,000). The long term strategic plan for the Public Works facility was re-budgeted for FY2012-13 due to other departmental priorities. We expect to start this project in the Spring of 2013.

FY 2011-12 expenditures reflect engineering services for the Gordon Park Renovation Project, 7th Avenue School, Spring Avenue School and a proposed gas main replacement project by Nicor within the newly resurfaced 47th Street pavement.

Miscellaneous engineering expenditures in FY 2010-11 include services relating to the summer 2010 flooding events and services required for an analysis of the La Grange Library parking.

29. 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 FY2012-13 crack seal was completed on Brainard Avenue from 55th Street to Burlington Avenue. Crack sealing was also completed on the following streets in Area E: Park Avenue from 47th Street to Elm Avenue; Leitch Avenue from 47th Street to Elm; Edgewood Avenue from 47th Street to Cossitt Avenue and Sunset Avenue from Maple Avenue to Cossitt. Based on an initial survey, we expect crack sealing to occur in FY2013-14 in Areas E, 6 and 5.

Cracking sealing was completed in Area F2 in FY 2011-12, which is generally bound by 47th Street to the north, Madison Street to the east, 53rd Street to the south and Kensington Avenue to the west. Additional crack sealing was completed in Area I, which is the Hospital District. Crack sealing in FY 2010-11 was completed in Area D which is generally bound by Burlington Avenue to the north, IHB tracks to the east, 47th Street to the south and La Grange Road to the west.

30. 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.

31. 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.

The Village will continue to review the information obtained from the sewer televising program in order to determine if any immediate action is necessary to maintain the functionality of the existing system.

32. TRANSFER TO DEBT SERVICE

This transfer provides restructured funding for the \$2.85 million Alternate Revenue Refunding Bonds issued in December, 2005, due to favorable interest rates. The refunding results in interest savings in excess of \$100,000 over the remaining life of the issue. The final bond payment for the refunding issue is due December 1, 2017. The maturity date of the outstanding debt was not extended as a result of the refunding.

The original 1998 Street Light bonds funded the completion of the Residential Street Light Replacement program over a three-year period. This accelerated schedule replaced the previous Apay-as-you-go@ method of funding which was originally budgeted to be completed over a twenty-five year period.

33. FUND BALANCE

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

The Capital Project Fund reflects a small surplus fund balance at the end of this five-year budget period ending in FY 2017-18 which demonstrates the ability to fund these identified and proposed future projects over the long term. The Village will continue to aggressively seek out and apply for grant funds for these capital improvement projects.

Further details regarding capital projects can be found in the "Long Range Capital Projects Fund Analysis" located in the Capital Improvements Program/Debt Summary section of the budget.