

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 9, 2009

RE: **CAPITAL PROJECTS FUND -- STAFF RECOMMENDATIONS**
FY 2009-10 / FUTURE OUTLOOK

MANHOLE REPLACEMENT

After completion of the six-year sewer televising program in FY 2010-11, we propose to shift funding back to manhole replacement program in the amount of \$35,000 annually. The purpose of the manhole replacement program is to repair catch basins and manholes that have deteriorated. Typically, these types of repairs would be completed as part of a roadway reconstruction or resurfacing project, but in some cases repairs may be required between roadway maintenance cycles. Additional funds of \$35,000 are also budgeted within the sewer fund for manhole replacement since funds for combined sewers have traditionally been split with the capital projects fund.

EMERALD ASH BORER

Unfortunately, a new threat to the urban forest has appeared in the Chicago area called the Emerald Ash Borer (EAB.) This beetle attacks all species of ash trees by burrowing into the tree and disrupting the nutrient supply to the tree. EAB infestation is always fatal to the tree. The EAB has been found in surrounding communities including Burr Ridge, Homewood, Chicago, Naperville and Oak Park, so it is most likely just a matter of time before the beetle is found in La Grange. We have requested several EAB traps from the Illinois Department of Natural Resources to help determine if the beetle is currently present in the community.

La Grange has approximately 2,000 ash trees located in public parkways. This does not include ash trees located on private property. While the beetle has not been found within the Village, we anticipate that in the next 2-5 years that the EAB will progress to La Grange. We anticipate that all of the ash trees will need to be replaced and therefore have planned in the budget the

replacement of these trees over an eight year period. Expenditures are expected to increase for several years and then begin to taper off as trees are replaced. Assuming all of the ash trees will need to be replaced, total costs could range from \$1 to \$2 million dollars.

Currently, there is no known treatment to inhibit the EAB from infesting a tree. There are several treatments that will protect a tree for a 2-3 year period, but they are currently cost prohibitive and unproven for long term prevention. We hope that a curative treatment will be discovered before the EAB reaches the Village. We do not advocate any pre-emptive removal of existing Ash tree species in our inventory and will continue to monitor the spread of the EAB and act as a resource to residents.

NEIGHBORHOOD “H”

This neighborhood project is bounded by Ogden Avenue to the north, East Avenue to the east, Cossitt Avenue to the south and the Indiana Harbor Belt railroad tracks to the west. This project will mainly consist of resurfacing the existing street with intermittent curb and sidewalk repairs. We have budgeted \$80,000 for design engineering in FY 2009-10 with construction in FY 2010-11. We recommend the use of MFT Funds for this project.

L.E.D SIGNAL UPGRADE

The Illinois Department of Transportation has proposed a program to upgrade State maintained traffic signals on State highways with Light Emitting Diode (LED) modules. These modules last longer, provide better light quality and visibility, and consume less energy than conventional lamps. Also included in the program is the installation of an uninterruptible power supply (UPS) for each intersection. We are in the process of assessing the equipment at each intersection for applicability to the proposed State program. Once we have determined the scope of work we will be submit a proposal to the State for approval to participate in the program.

The funding for the program will be according to the Village’s master traffic signal agreement with the State. The Village and State will split the costs for the upgrade according to the proportional responsibility for the intersection (i.e. Village expense for cross-streets). The Village will also explore various grant funding opportunities for this project. For example, the Village should be eligible to offset most of its costs through a state grant for electrical efficiency, set up as a reimbursable. The FY 2009-10 budget includes \$50,000 for the Village’s share of this program.

ABOVEGROUND DIESEL TANK AT PUBLIC WORKS

Due to future anticipated expenses for utilizing the Village of Brookfield’s fueling station, the Village strategically assessed various options for purchasing fuel. Based on this analysis the Village decided to utilize local gas stations in combination with an aboveground diesel storage tank at Public Works. We have implemented the first step in the fuel purchasing process, which transitions the entire fleet (Police, Fire, Public Works and Administration) to commercial accounts at BP Amoco (gasoline) and Citgo (diesel.) The final stage in the transition is to install an above ground storage tank at the Public Works facility for vehicles that cannot travel easily to

fueling stations as well as to fuel other diesel vehicles in the fleet. We have budgeted \$25,000 in FY 2009-10 to complete this project.

EDGEWOOD AVENUE RESURFACING

Under the Village's first residential street resurfacing program, Edgewood Avenue was excluded due to cost considerations and with the thought that La Grange Memorial Hospital would financially participate in the project. At this point, we believe it is appropriate to list Edgewood Avenue as a future, stand alone project while we identify potential funding sources.

Towards that end, FY 2013-14 reflects \$1,200,000 for sewer rehabilitation and resurfacing of Edgewood Avenue between 47th and 51st Streets. Our preliminary estimate includes \$1,000,000 for the street portion of the project and \$200,000 for combined sewer work. We have also budgeted an additional \$200,000 in the Sewer Fund to cover the cost of the sanitary sewer upgrades in the project area. We have shown a \$1,200,000 transfer from the Motor Fuel Tax Fund to cover the Capital Projects costs.

CBD STREET RESURFACING

Maintaining the streets within the CBD is an important part of ensuring the vitality and success of the business in the area. The streets within this area were last resurfaced in the mid-to-latter part of the 1990's and are in need of repair. This project includes only street resurfacing and pavement marking within the CBD with no other infrastructure improvements. The Village Engineer reviewed the existing condition of these downtown streets as part of the pending street condition survey and determined the improvements were necessary to extend the useful life of the roadway. The following streets within the CBD are included in the program:

1. Burlington Avenue from Kensington to La Grange Road
2. Calendar Avenue from Ashland Avenue to La Grange Road
3. Harris Avenue from Ashland Avenue to La Grange Road
4. Harris Avenue from La Grange Road to 6th Avenue
5. Ashland Avenue from Cossitt Avenue to Burlington Avenue

This resurfacing of CBD streets was initially scheduled as a TIF project; however, due to the timing of the operational end date of TIF (May 2009) and other priorities, we were unable to complete this project utilizing TIF funds. This project has been re-budgeted in the Capital Projects Fund in FY 2009-10, utilizing MFT funds in the amount of \$516,791. We are proposing to start the engineering for this project this spring with construction to start in the summer of 2009. Due to the similarities with this project and the Burlington Avenue resurfacing project, we propose to bid them together in order to gain economies of scale.

BURLINGTON AVENUE RESURFACING (Kensington to Brainard)

We propose to resurface Burlington Avenue between Kensington Avenue and Brainard Avenue in FY 2009-10. The estimated project cost is \$273,501. This estimate is for resurfacing only; the project does not require sewer or water infrastructure improvements. It is proposed that we use Motor Fuel Tax Funds for this project.

As stated above, we have coordinated the timing of this project to coincide with the completion of the renovation of the Stone Avenue train station in 2009 and the resurfacing of streets in the CBD. If the Stone Avenue trains station renovation project is rebudgeted to 2010, we may want to defer as well the resurfacing of this segment of Burlington Avenue.

JURISDICTIONAL TRANSFER OF 47th STREET

In working toward the jurisdictional transfer of 47th Street to the Village, we have budgeted \$250,000 in FY2010-11 to complete a Phase I – Preliminary Engineering design for this section of roadway. We hope to accelerate the timing of this project and perhaps even forge a joint transfer with Western Springs.

COSSITT AVENUE – BRAINARD TO GILBERT

We propose to plan for the resurfacing of Cossitt Avenue between Brainard Avenue and Gilbert Avenue. This segment of Cossitt Avenue was reconstructed between 2001-2002 as an STP project. However, the sub-base appears to be failing at the intersection of Cossitt Avenue and Edgewood. The remainder of the street corridor is in need of resurfacing due to the volume of local traffic.

Funds are budgeted in FY 2012-13 for project engineering with construction scheduled in FY 2013-14. We will explore LAPP funding eligibility and conduct preliminary engineering resulting in a staff recommendation on scope of work, timing and estimate of cost as part of future capital projects discussion.

MISCELLANEOUS ENGINEERING

Several specific projects requiring engineering services have been identified as follows:

CBD Electrical Improvements - Over the last several years additional electrical demands have been placed on the existing circuitry within the CBD, especially during the November and December holiday seasons. In order to support additional lights and other electrical demands, we are proposing to undertake an analysis of our existing to determine the existing load capability and assess the capacity to handle future demands. Once the report is complete, we will make a recommendation to the Board for any future upgrades. The FY 2009-10 budget includes \$10,000 for this project.

Maple Avenue Pedestrian Crossing – A safe pedestrian crossing at Maple Avenue at its intersection with the IHB Railroad is important to facilitate east-west access to public facilities

on either side of the tracks. We have budgeted \$15,000 in FY 2010-11 towards the development of a feasibility study and preliminary engineering plans for a pedestrian underpass. This would also include preliminary coordination with the railroad agencies to determine feasibility.

SEWER LINING PROGRAM

The Village owns and maintains approximately 357,280 feet of sewers. The life expectancy of a sewer can vary, but a conservative estimate is that the life expectancy of a sewer is 100 years. Therefore a rehabilitation program to repair, replace and/or rehabilitate the existing infrastructure is required to maintain the functionality of the existing system.

To start repairing some of the Village's sewers, we propose 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. This procedure was used successfully several years ago on Drexel Avenue, south of Ogden Avenue. Since this is a new program for the Village, we propose to perform sewer lining on approximately two blocks of sewer beginning in FY 2009-10. Traditionally the Village has split the cost of maintaining the combined sewers between the Capital Projects Fund (storm sewer portion (90%) and Sewer Fund (sanitary sewer portion – 10%). Budgeted funds for sewer lining are also included in the Sewer Fund.

FUTURE OUTLOOK

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

Although the Capital Project Fund reflects a deficit fund balance at the end FY 2013-14, there is a surplus fund balance or reserve of approximately \$20,000 at the end of the ten-year budget period which demonstrates the ability to fund these identified and proposed future projects over the long term. 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 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 would like to note that since the general election in November, 2008, we have

aggressively responded to various council of government requests for a list of local infrastructure projects to be included as part of a comprehensive submittal to the federal government as Congress considers a (public works) economic stimulus package. Most recently, we responded to a similar request from a state legislator as the State begins to consider a transportation bill. The list of “previously identified, but not yet budgeted” capital projects and transit-oriented projects in our five-year capital plan generally constitute our funding request.

La Grange Road Street Light Replacement – We propose to replace the overhead streetlights on La Grange Road between Brewster Avenue and 47th Street with ornamental poles consistent with the design of our current streetscape furnishings. The current system was installed over 50 years ago. Although this system is functioning, the poles are showing signs of severe cracking and deterioration. Replacement parts and poles are becoming more difficult to locate. We estimate the current cost of this project to be approximately \$1,000,000.

Burlington Avenue Streetlights – Ogden to Brainard

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

Intersection of Ogden Avenue and La Grange Road

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 most of the improvements will be funded by private development, the entire underlying intersection requires attention. The Village has proposed that the asphalt pavement be replaced with concrete and requested that the work be performed as an IDOT project.

Ogden Avenue Resurfacing

The Village has submitted a request to IDOT that Ogden Avenue, between East Avenue and Bassford Avenue, be programmed for resurfacing within the next five years or sooner. This segment of the roadway was last resurfaced in 1998 and is beginning to show signs of surface course failure. In addition, Ogden Avenue has experienced a significant increase in truck traffic resulting in accelerated pavement deterioration.

M.A.R.S. – Maple Avenue Relief Sewer

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 Maple Avenue Sewer. The MARS 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 first stage of this sewer will be constructed as part of the Bluff Avenue project from the deep tunnel connection at Cossitt and East Avenues to the Maple and Bluff Avenue intersection. At Bluff Avenue, the relief sewer will redirect dry weather sanitary flow to the sanitary outlet in East Avenue and divert wet weather storm flow to the deep tunnel outlet.

O.A.R.S. – Ogden Avenue Relief Sewer

Continuing with long term infrastructure planning, the Village has identified a second relief sewer project to address flooding in the northern section of the Village. The Ogden Avenue Relief Sewer (O.A.R.S.) project will construct a relief sewer along Ogden Avenue from a third deep tunnel drop shaft near the Tilden Avenue water storage tank to Kensington Avenue. As planned, O.A.R.S. would replace the existing sewer in Ogden Avenue and redirect dry weather sanitary flow to the Shawmut Avenue outlet, while directing wet weather storm flow to the deep tunnel. A segment of the relief sewer will also collect drainage from the Ogden Avenue BNSF Railroad underpass and direct the storm flow to the deep tunnel.

The O.A.R.S. project is within the state right-of-way and thus requires cooperation from the Illinois Department of Transportation. The Village will conduct preliminary engineering to have a shelf-ready project when infrastructure coordination and funding opportunities arise. We will also pursue grant opportunities where available including the Army Corps of Engineers.

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

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

Hillgrove Avenue – Burial of Overhead Utilities — 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.

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 – We continue to discuss various maintenance issues with METRA who is responsible for all repairs over \$750. The terrazzo floors were repaired and refinished in 2007. Metra also replaced the faded “La Grange Road” destination signs on the

platform. We would like Metra to replace the interior doors with new wooden doors and replace the discolored glass panels for the outbound shelter. We will use the experience gained from the rehabilitation of the Stone Avenue train station to enhance the interior at the La Grange Road trains station. We are also looking to improve vehicle movement and parking at the La Grange Road train station along Hillgrove Avenue.

Bus Shelters – We are looking to renovate or replace the bus shelters in order to improve their appearance and of a design which would be more compatible with our streetscape furnishings and new way-finding signage. We will explore grant opportunities to replace the shelter with more historic character and appearance.

Community Center – Reserves are available for remodeling, pending a discussion with the Park District. Community Development Block Grants were investigated as an alternative funding source, but funding criteria does not meet our needs. We continue to explore alternate funding sources.