

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 -- STATUS REPORT FY 2008-09**

WILLOW SPRINGS ROAD RESURFACING

In cooperation with Western Springs, grant funds have been secured through the West Central Municipal Conference 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 LAPP funds for resurfacing. Willow Springs Road (and Gilbert Avenue from 47th Street north to Ogden Avenue) was reconstructed in 1992. With the volume of traffic south of 47th Street, Willow Springs Road will require resurfacing within the next two years. This project will be funded as a Local Agency Pavement Preservation Project (LAPP) in FY 2010-11.

Western Springs is the lead agency for this project and will coordinate the engineering and construction work. Currently, Western Springs is developing the scope of work and cost estimates for the project. LAPP funds are based upon local participation of 25 percent. Because we are sharing this project with Western Springs, our local share of the project is 12.5 percent of the cost.

This resurfacing project was scheduled for FY 2009-10, but was delayed by one year at the request of Western Springs due project scope refinement and funding availability. Previous estimates have indicated that the Village's share of the project cost will be approximately \$97,500. Once Western Springs has completed the cost estimates for the project, we will revise the budget for FY2010-11 to reflect these updated costs. FY 2008-09 expenditures include design engineering for this project and engineering relating to possible safety enhancements within the project corridor.

The Village had considered several safety enhancements as part of the improvements to Willow Springs Road including the installation of overhead street lights, pedestrian access and pedestrian crossing improvements and a traffic control device. Western Springs indicated that they are not

interested in participating in these projects. They have since reconsidered, but would like to pursue these improvements separate and apart from the street resurfacing project. As a result, we have identified these improvements as a separate line item for planning purposes. Cooperation among multiple institutions within the corridor will also be explored. Funding sources/cost sharing for these additional improvements have yet to be determined.

Finally, several sewer repairs have been identified along the roadway that may need to be completed in advance of the project. We will be reviewing the scope of these improvements with the Village Engineer and making a recommendation to the Village Board. If necessary, these repairs will be completed prior to the start of the LAPP project.

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 concurred with an initiative to improve the streetscape in our residential neighborhoods by aggressively replacing these signs and on sign posts which would blend in better with the environment as compared to the stark, metal posts currently in use. We are still attempting to identify an appropriate replacement sign post (e.g. – non-perforated square post with a natural material finish in appearance and pyramid cap).

Previously, the budget reflected \$31,000 each year for three years for the purchase of replacement posts to coincide with installation. In order to achieve economies of scale we recommend that we purchase the posts as a single order in FY 2009-10 at an estimated cost of \$100,000. Since this project is to be completed by Public Works crews, we will be assessing the installation time for each post and then will report back to the Village Board with an estimated completion date for this project.

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

STONE AVENUE STATION IMPROVEMENTS

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 desires to restore this magnificent structure and assume daily maintenance responsibilities upon project completion. The Village is working with Metra, West Suburban Mass Transit District and BNSF towards securing funding and approval for interior and exterior renovations to the Stone Avenue train station.

The Village has secured \$400,000 in grant funding from the West Suburban Mass Transit District for interior and exterior renovations to the Stone Avenue train station. Receipt of these

funds has been rebudgeted in FY 2009-10 to coincide with the timing of the project. METRA has earmarked \$1.0 million for the reconstruction of the platforms.

The scope of work generally involves the repair and replacement of major building components and systems, with an emphasis on the use of high quality materials and high end craftsmanship. In addition, we propose a rehabilitation of the outbound shelter and a planning study of the grounds surrounding the station to improve the appearance and functionality of this area; perhaps even creating a public place to further spur the revitalization of the West End Business District through the use of public art and other amenities appropriate for this location. The current project budget is as follows:

Professional Services	\$ 100,000
Construction	<u>350,000</u>
Sub-Total	450,000
WSMTD grant	<u>400,000</u>
Total Project Budget	\$ <u>850,000</u>

We have contracted with an architect to start planning for this improvement and to provide estimates for the various options. The preliminary cost estimate is \$3.0 million. Because such a cost would consume more than one year's worth of Capital Project expenditures, we have not revised the project budget. We plan to provide an update to the Village Board on this project at the Capital Projects Workshop regarding available funding and various design options.

Please also note that if we were to install brick pavers the entire length of the platform on both sides of the station, METRA estimates the incremental cost (above the cost of concrete and restoring the existing historic brick platform area) to be \$100,000. This would be an additional expense to the Village that has not been included into the project budget at this time.

PEDESTRIAN SIGNAL IMPROVEMENTS

As part of our overall effort to improve pedestrian safety throughout the Village, we proposed to update our current pedestrian crossing signals in FY 2008-09 with numerical timer displays and new symbol displays, intended to advise pedestrians of the time remaining to complete a roadway crossing. The Village Engineer prepared plans and specifications for this project, and the project was subsequently bid in October 2008. The low bid for the project was \$66,205, which was above the budgeted amount of \$50,000.

We then reevaluated the project and determined that IDOT specifications did not fully address the Village's concerns for pedestrian safety. Specifically, IDOT is requiring that the pedestrian walk signal and countdown timer be activated only by the use of a pedestrian push button. The Village desires for the pedestrian walk signal to be programmed to activate automatically with each crossing cycle.

We have hired KLOA, a traffic engineering consulting firm, to assist the Village with presenting the necessary data to IDOT to advocate for the Village's position. We anticipate that upgrades

for this project will be required from the original bidding documents and therefore have re-budgeted \$85,000 in FY 2009-10 to complete the project.

HILLGROVE AVENUE RECONSTRUCTION PROJECT

The project has been completed. The Village has requested reimbursement from the State for the seventy percent of the expenses for additional professional services incurred for the project. We have estimated project close-out costs to be \$121,000 in FY 2009-10 to reflect final payment to IDOT. The final invoices for State-administered projects tend to be 2-3 years in arrears of project close-out.

COSSITT AVENUE RECONSTRUCTION

To date, we have not as yet received the final invoice from the State for the Cossitt Avenue Project. The project close-out cost is estimated at \$62,000 and is reflected as expenditure in FY 2009-10.

50/50 SIDEWALK PROGRAM

Each year, we budgeted \$50,000 for the 50/50 sidewalk replacement program, and to replace miscellaneous segments of hazardous or damaged sidewalk. A list is maintained of residents that have requested to participate and the funds from this account pay for the Village's portion of the work. In addition, we earmark \$10,000 of the program allotment towards replacing damaged or hazardous sidewalk squares in the Central Business District.

This past year, significant sidewalk repairs were made on 47th Street, resulting in the program being slightly over budget in FY 2008-09.

TREE PLANTING

The Village has a long and proud heritage of maintaining tree-lined streets dating back to its founding father, Franklin Cossitt. In maintaining our urban forest, we strive to plant a replacement tree for each parkway tree removed due to disease and damage (storm, vehicular, etc.). In addition, we attempt to fill vacant parkway locations if available funds allow. We will again participate in the WCMC Tree Consortium for a 2009 planting at various locations throughout the Village.

Over the last five years, the Village has on average planted approximately 115 trees per year. These trees mainly replace trees removed due to Dutch Elm Disease. Of the 81 trees that were removed by contractors in 2008, 61 were elm trees that were diagnosed with Dutch Elm Disease. Public Works crews removed an additional 46 smaller diameter trees. We anticipate the number of elm trees removed each year to go down as the population of elm trees susceptible to the disease diminishes.

SEWER TELEVISIONING

The Village has budgeted at total of \$70,000 annually (\$35,000 within the Capital Projects Fund and \$35,000 within the Sewer Fund) to conduct the cleaning and televising of our sewer system infrastructure over a period of six consecutive years, beginning with FY 2005-06. The purpose of the sewer televising and cleaning program is to maintain the Village's sewer system by removing debris from within the sewers, assessing the condition of the pipes, and identifying areas that require immediate repair. The information collected from the televising is then used to aid in future infrastructure planning and mapping objectives.

We estimate that we will have videotaped approximately 53,411 feet of sewer pipe ranging in size from 8" to 72" in diameter in the FY2008-09 sewer videotaping program. Sewers that were televised included areas within the CBD, along East Avenue and within various neighborhoods. The budget for the program this year was \$155,000 (\$95,000 in Capital Projects and \$60,000 in the Sewer Fund). Additional funds were budgeted in FY 2008-09 for televising several, smaller sewer investigation activities. We estimate that the final cost for FY 2008-09 to be \$166,000. The additional costs are a result of the actual conditions encountered within the sewers being different than those originally anticipated. Many sewers required heavy duty cleaning due to the amount of debris within the pipe. We surmise that the additional debris within the sewer is a result of infrequent cleaning in most cases.

We believe there is an exception for the unanticipated heavy cleaning on the main line sewer on East Avenue in which approximately 40 tons of granular debris was removed from the line. Due to the heavy truck traffic from the quarry, we believe that over many years gravel from these trucks has spilled onto the roadway and has collected within the sewer. We are documenting our findings and will be looking into options for reimbursement of the cleaning expenses and future solutions to mitigate debris collecting within this sewer as a follow up to this project.

The Village continues to budget \$35,000 within the Capital Project Fund and \$35,000 in the Sewer Fund for this program through FY 2010-11. We will focus on televising sewers on streets in advance of resurfacing or other reconstruction projects. Over the next couple of years we will be refining the televising program to make the program more routine so that each sewer is televised and cleaned on a specific schedule. Televising of the system will provide us video documentation of the condition of our system, which will allow us to establish street reconstruction priorities based upon infrastructure needs.

CBD PAVER REHABILITATION PROJECT

The brick paver panels in the Central Business District were originally installed over a bed of sand. Over the years the bricks have settled in an uneven pattern creating trip hazards for pedestrians. In order stabilize the panels and eliminate trip hazards, the bricks are being removed and replaced in a poured concrete base.

To date approximately 12,500 square feet of paver panels have been rehabilitated at a cost of \$168,806. We have identified 110 additional panels (approximately 13,860 square feet) in the downtown area in need of rehabilitation and have budgeted \$200,000 in FY 2009-10 for their

replacement. Expenditures in FY 2008-09 reflect the purchase of paver panels for this project. We will continue to monitor the panels in order to identify maintenance needs.

BNSF TRESTLE PAINTING

In order to upgrade the appearance of the Burlington Northern Sante Fe train trestle, the painting of the bridge (black to match our streetscape furnishings) was completed in FY 2008-09 at a cost of \$44,800. A single utility conduit that is not owned by the railroad remains to be painted and we have subsequently budgeted \$5,000 to complete this work in FY 2009-10.

BLUFF AVENUE RECONSTRUCTION

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

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

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

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

The project will be funded through a combination of sources, principal among them being Surface Transportation Funds for street reconstruction, which require a 70/30 cost sharing. We will use MFT funds for our local 30 percent match. The combination and staging of the projects has allowed the Village to secure additional STP funding and increased utilization of MFT funds. Based on the most recent estimates, revenues and expenditures for the project are as follows:

Previous Estimate:

<u>Revenues</u>		<u>Expenditures</u>	
\$2,125,219	ISTEA - STP	\$3,624,881	Bluff Construction & Engr
988,802	Motor Fuel Tax	<u>2,850,527</u>	MARS Construction & Engr
2,599,385	Capital Projects	<u>\$6,475,408</u>	
510,860	Water Fund		
<u>251,142</u>	Sewer Fund		
<u>\$6,475,408</u>			

Revised Estimate:

<u>Revenues</u>		<u>Expenditures</u>	
\$4,004,364	ISTEA – STP	\$ 517,917	Phase I & II Engineering
1,492,000	Motor Fuel Tax	\$1,116,000	Stage I – Burlington: Bluff to Cossitt
315,553	Capital Projects	2,577,000	Stage II – MARS
561,000	Water Fund	<u>2,417,000</u>	Stage III – Burlington: Cossitt to 47 th
<u>255,000</u>	Sewer Fund	<u>\$6,627,917</u>	
<u>\$6,627,917</u>			

A bid opening was held by IDOT in Springfield for Stage I in January 2009 with the low bidder being Chicagoland Paving at \$903,452. We propose to have the current funding levels for Stage I remain as budgeted due to changes in scope that may occur during the project. The goal is to complete Stage I during the 2009 construction season.

We are currently in the process of completing the Stage II plans and specifications and anticipate that this project will be bid in the spring or early summer of 2009. Additionally we are working with the State and IHB railroad to secure the necessary easements that will be required for the sewer construction. The current construction schedule is to complete this project in FY 2009-10. Stage III is anticipated to be bid in the spring of 2010.

The entire project is eligible for grant participation. The State only bills the Village for our local share (30%) of construction costs. The Village is responsible for 100 percent of the cost of engineering and then reimbursed by State grant funds for 70 percent of the cost. Due to combination and staging of the projects, funds have been budgeted as follows:

FY 2008-09	<u>\$120,000</u>	Design Engineering
FY 2009-10	\$130,000	Stage I Phase III Engineering
	261,000	Stage I Construction – Bluff (30%)
	45,000	ROW Acquisition
	152,000	Stage II Phase III Engineering
	<u>653,000</u>	Stage II Construction – MARS (30%)
	<u>\$1,241,000</u>	

FY 2010-11	\$175,000	Stage III Phase III Engineering
	<u>397,000</u>	Stage III Construction – Bluff (30%)
	<u>\$572,000</u>	

Historically, the Village utilizes a pay-as-you-go approach to fund capital projects in order to minimize debt and maintain the Village's strong overall financial condition. This approach also provides flexibility to complete individual projects as priorities may change. We will continue to work with the Village Engineer to schedule future segments of the MARS project based upon immediate needs, coordination with other infrastructure improvements and funding availability. We will also continue to aggressively pursue alternate revenue sources to leverage capital improvement projects.

Finally, concurrent with the Bluff Avenue Reconstruction Project the Village will be exploring various options to improve pedestrian and bicycle access through this corridor. We will be working with the Village Engineer in developing options for improving pedestrian and bicycle access, and will report to the Village Board with our findings.

STREET CONDITION SURVEY

The Village Engineer was contracted to complete a street condition survey that would establish the next generation of street rehabilitation priorities for the Village. Heuer and Associates is still working on this project and anticipates to be completed in FY 2008-09. Additionally we will also be looking to eventually coordinate the rehabilitation of sewer and water utilities as part of the street condition survey. The report will be a more comprehensive study than the first. Street priorities will be identified by a rating system which takes into consideration water and sewer infrastructure data, traffic volumes and life expectancy. Sewer infrastructure information will come from the data being collected from our Sewer Televising Program while water infrastructure will be based upon research into water main maintenance.

We anticipate delivery of the street condition survey prior to May 1.

LA GRANGE ROAD/CALENDAR AVENUE PEDESTRIAN SAFETY IMPROVEMENT

In FY 2007-08 we proposed to eliminate the unregulated pedestrian crossing on La Grange Road at Calendar Avenue, because this mid-block crossing can create a potential safety hazard to pedestrians and vehicular traffic.

The project involved removing the street markings and improving the adjoining sidewalk, curb and gutter. On the west side of La Grange Road the pedestrian sidewalk ramp would have been replaced with the standard curb and gutter. On the east side of La Grange Road the peninsula or knuckle would have been removed and the roadway improved to create three additional on-street parking spaces. There were some mixed opinions expressed by the Village Board at that time.

We would like to re-evaluate this proposal, with the thought of enhancing the functionality of the

crosswalk. We will solicit input from area businesses to gain their perspective, report our findings and make a final recommendation to the Village Board. We have rebudgeted this project in FY 2009-10 with a revised estimated cost of \$85,000.

FIRE DEPARTMENT APPARATUS FLOOR

In response to potential structural deficiencies of the apparatus floor at the Fire Department, the Public Works Department installed a temporary support beam as shoring for the cracked structural work in the basement of the building. A structural engineering consultant has been engaged to evaluate the condition of the existing floor and make recommendations for future improvements. Based upon the results of the analysis, we will budget accordingly in subsequent years.

BURLINGTON / OGDEN IMPROVEMENTS

As part of the YMCA redevelopment project, the Village engaged KLOA, a traffic engineering consulting firm, to develop recommendations for improvements on La Grange Road and Ogden Avenue surrounding the development. Part of the analysis included assessing traffic safety and making recommendations for improvements at the Burlington Avenue and Ogden Avenue intersection. KLOA completed their preliminary analysis of this intersection and recommended that a left turn lane be constructed on Ogden Avenue for westbound traffic turning onto Burlington Avenue. We will continue to work with the consultant, IDOT and the developer of the YMCA property towards a solution for this intersection.

EXTRAORDINARY IDOT MAINTENANCE

The Village applied for and received \$99,995.60 from the Illinois Department of Transportation (IDOT) to perform various street repairs as a result of the harsh weather conditions experienced last winter. The Village completed patching, catch basin, curb and gutter, striping and detector loop repairs on Burlington Avenue, Ogden Avenue, La Grange Road and 47th Street. The total cost to the Village for these repairs was \$99,705, which was invoiced to IDOT in December 2008. We do not anticipate additional funding from the State for these types of repairs in the future.

MISC. ENGINEERING - VILLAGE HALL / PUBLIC WORKS MASTER FACILITIES PLAN

The FY 2008-09 budget included \$10,000 for a space needs assessment of the Village Hall and Public Works Department. Preliminary plans have been received for the first floor of Village Hall and the administration offices at Public Works.

Improvements to the Public Works office space consists mainly of reconfiguring the office space to provide functional working areas for the crew leaders and office personnel. This rearrangement furthers the Public Works organizational goal of having the crew leaders involved in the decision making and administration processes associated with their daily activities. The estimated cost of this project is approximately \$50,000. Work is expected to be completed in FY 2009-10 and is reflected in the Building & Grounds ERF budget.

Office improvements identified for Village Hall were more extensive, requiring significant construction costs. Funding for this project will require more analysis and may be funded in a subsequent budget.

Miscellaneous engineering in FY 2008-09 also included site specific drainage analysis and other miscellaneous projects. These funds will continue to be utilized for various engineering projects as needs arise.

Additional miscellaneous engineering funds of \$25,000 are budgeting in FY 2009-10 for long-term strategic planning and facility needs for the Public Works Department.

SUPPLEMENTAL ENGINEERING

The Village desires to utilize a second engineering firm to assist with the current volume of required engineering services. Supplemental engineering services allows a second firm to obtain knowledge of the Village's infrastructure and insure ongoing engineering services. Initially, the supplemental engineering firm would be assigned project of a more routine nature with the exact division of labor yet to be determined. The Village advertised for these services through a request for qualifications process and received 23 proposals from various engineering firms. We are in the process of reviewing these statements of interest and hope to make a recommendation for Village Board consideration by March 2009.

CRACK FILLING PROGRAM

Our annual crack filling program is based upon the order of the neighborhood resurfacing projects. Hot asphalt is applied to cracks in the pavement, extending the life expectancy of the street surface. Crack filling was completed in Neighborhood "C" (east of La Grange Road to 11th Avenue and south 47th Street to 51st Street) in FY 2008-09. In FY 2009-10 we propose to crack seal the following locations:

1. 12th Avenue from 49th Street to 51st Street
2. Neighborhood "F-1" - 47th Street south to 54th Street and from Brainard Avenue to Kensington Avenue

Previously, we indicated that Neighborhood "D" would be next on the list for crack sealing. We reevaluated the street conditions, and recommend that Neighborhood "F" be crack sealed this year instead. We will continue to examine the streets each year for crack sealing and make recommendations based on field conditions.

In the past we have participated in a joint purchasing program with the Northwest Municipal Conference. Unfortunately, the NWMC is no longer bidding this program, so the Village will need to bid this project on its own. We will have to wait until the bids are completed to determine if this change will result in an increase in the unit price for crack sealing.

THERMOPLASTIC STREET MARKING

As part of our overall effort to improve pedestrian and vehicle safety throughout the Village, each year we restripe various thermoplastic street markings that are damaged or worn from vehicles, plows and other deteriorating conditions to improve the visibility of the markings. We have established a schedule for replacing the thermoplastic street lining at all marked intersections within the Village. This will be an ongoing project with each intersection being updated during specific years. Intersections such as La Grange Road and Ogden Avenue will be relined annually while intersections with less traffic volume are scheduled at varying intervals. The Village contracts annually with a thermoplastic pavement milling company through the Northwest Municipal Conference in order to take advantage of the economies of scale through bulk purchasing.

MISCELLANEOUS REVENUE

The Village anticipated receiving public benefit contributions in FY 2008-09 from two residential redevelopment projects. One project has been delayed and the second has been replaced with an office redevelopment project.

Miscellaneous revenue budgeted in FY 2009-10 reflects reimbursement from IDOT for the extraordinary repairs completed in FY 2008-09.