



Agenda  
Village of Glen Ellyn  
Village Board Workshop  
Monday, November 18, 2013  
7:00 p.m. – Room 301

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Village Board Workshop Procedures Statement

*Visitors are most welcome to attend all workshops of the Village Board and can find copies of the Agenda on their chairs or online at [www.glenellyn.org](http://www.glenellyn.org) prior to the workshop. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact Harold Kolze, Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.*

1. Call to Order
2. Roll Call
3. Audience Participation

A. Open:

Members of the public are welcome to speak to any item *not* specifically listed on tonight's agenda for up to three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that, if possible, one spokesman for a group be appointed to present the views of the entire group. Speakers who are recognized are requested to step to a microphone and state their name, address and the group they are representing prior to addressing the Village Board.

4. Downtown Alliance Discussion – Planning and Development Director Hulseberg and Economic Development Coordinator Hannah
5. Current Capital Project Update – Public Works Director Hansen and Professional Engineer Minix
  - a. Crescent Boulevard Design Concepts (Professional Engineer Minix)
  - b. Public Works Salt Storage Project (Public Works Director Hansen)
6. Capital Allocation Discussion – Village Manager Franz, Public Works Director Hansen and Professional Engineer Minix
  - a. Review long term capital plan and unfunded projects and discuss how to meet these needs.
7. Other Items?
8. Adjournment

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**MEMORANDUM**

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**TO:** Mark Franz, Village Manager  
**FROM:** Staci Hulseberg, Director of Planning & Development  
**FOR:** November 18, 2013 Village Board Workshop  
**RE:** Alliance of Downtown Glen Ellyn



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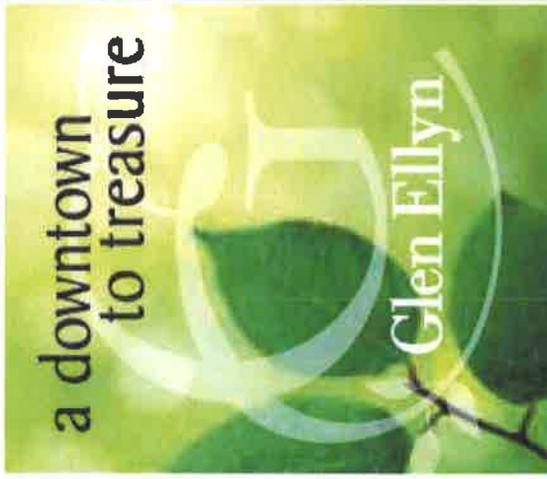
The Alliance Board has requested the opportunity to provide an update on their recent activities including a summary of their goals, history, accomplishments, and future vision.

In 2005, the Village, Chamber, and Economic Development Corporation (EDC) initiated the creation of a partnership that would fund a start-up program to improve the downtown business climate and increase foot traffic in the central business district. The partnership involved the creation of a 3-year pilot program that would be equally funded through \$10,000 contributions by four parties; the Village, Chamber, EDC, and downtown retailers (80 retailers at \$125). This program ran 4 years and was the basis for the creation of the Alliance of Downtown Glen Ellyn. In subsequent years, the partnership transitioned into a temporary Village-led initiative, a short-term transitional organization, and then to the current format of an independent organization with a separate Board and staff.

Over the past few months, the Alliance has been diligently working to evaluate their budget and activities. They have reached some conclusions and plan to share those decisions with the Village Board.

With the Village budget review quickly approaching, the Alliance is interested in requesting some initial direction about any potential changes in Village funding for the organization. They have some specific questions they will pose to the Board which can be found on the last page of their attached PowerPoint presentation. Alliance Board members and staff will be in attendance at the meeting to make the presentation and answer any questions.

**Attachments:** Alliance PowerPoint Presentation



join today!

# Alliance of Downtown Glen Ellyn November 18, 2013

- President: Sandy Moore, Owner AliKat
- Vice President: Jill Foucre, Owner Marcel's Culinary Experience
- Treasurer: Erik Ford, Principal Ford Wealth Management
- Secretary: Annie Johnson, Owner Cosmos Beauty Bar
- Board Member: Rich Ducar, Owner Glen Ellyn Bike Shop
- Board Member: Tom Konopacki, Owner Anastazia - Treasures of the Home
- Board Member: Danny Sronkoski, Owner Tap House Grill and Northside Grill
- Executive Director: Carol White

# Goals of the Alliance

- Build relationships and networks with downtown businesses, property owners, and residents
- Promote downtown as a destination for shopping, dining, and entertainment and as a desirable location for businesses
- Be a strong advocate for downtown businesses
- Cooperate with (EDC) on business attraction and ensuring a viable and attractive mix of businesses while focusing on business retention by partnering and working with retailers
- Promote downtown living to support businesses and add to the vitality and vibrancy of downtown
- Cooperate with other groups that provide educational seminars and networking events for business and property owners

# Development of the Alliance

- 2009: Village of Glen Ellyn Downtown Strategic Plan recommends the creation of a downtown organization *“The Village should be proactive in the establishment of a new permanent Downtown Organization.” Initiative 1, Downtown Strategic Plan 10/29/2009*
- 2009: Transitional Downtown Advisory Committee established made up of representatives from the Village, EDC, Chamber, downtown residents, property owners, business owners, and others
- May 2010: TDAC presents findings and recommendations to the Village Trustees
- October 2010: Village Board approves establishment of the Transitional Downtown Organization through April 2011
- April 2011: Village Board approves funding in the 2011/2012 fiscal year budget for the Alliance
- June 2011 Full Time Executive Director Hired at direction of Alliance Board with start date of July 2011

# Alliance Major Accomplishments

- Created series of annual events in CBD to drive revenue and foot traffic
- Led and managed the implementation of the downtown branding project
  - partnered in the facilitation of an anonymous donation to fund the effort
  - new banners and kiosks in the CBD
- Identified a cost effective multi year solution for snow removal in CBD, resolving a chronic business owner issue while presenting a solution amenable to the Village
- Developed and implemented multiple marketing technology tools
  - Website
  - Facebook page
  - Alliance newsletter
  - Glen Ellyn App through LiveLocal

# 2013 Alliance Event Summary

Event	Timing	Expenses	Revenue (includes sponsors)	Rebate	Net Cost	Benefit* (self reported by businesses)	Comments
Indoor Sidewalk Sale	January	\$1,468			\$1,468	\$11,000	
Spa Hop	February	\$1,978	\$2,065		\$(87)		365+ attended
Wedding Walk	April	\$2,134	\$1,707	\$125	\$552	\$18,367	108 attended
Wines & Finds	May	\$4,178	\$2,510		\$1,668	\$31,064	80+ attended
Scavenger Hunt	July	\$1,006			\$1,006		900+ consistently participate
Sounds on the Street	August	\$1,261	\$250		\$1,011		Canceled due to weather
Ladies Night Out (2012 data)	November	\$6,767	\$3,941		\$2,825	\$46,500	2009-250 attended/2013 600+
Holiday Events	December	\$11,377	\$718		\$10,659	N/A	
<b>Total</b>		<b>\$30,173</b>	<b>\$11,192</b>	<b>\$125</b>	<b>\$19,105</b>	<b>\$105,932</b>	

# Alliance Budget Summary for FY 2013/2014

<b>Income</b>		
Membership Fees	\$	16,250
Registration Fees	\$	7,550
Sponsorship	\$	1,250
Village of GE	\$	100,000
Miscellaneous Income	\$	300
	\$	125,350
<b>Expenses</b>		
Events	\$	22,500
Website Development & Mgmt	\$	9,000
Administration Salary	\$	65,000
Administration Benefits	\$	20,000
Administration Payroll Taxes	\$	4,600
Insurance, Accounting Fees, Etc.	\$	4,000
	\$	125,100

- 72% of total expenses support Executive Director and related expenses
- 80% of expenses funded by the Village
- Some event expenses defrayed through in kind donations from various partners

# Comparison of comparable or neighboring communities

	Western Suburb	Glen Ellyn	Wheaton	Downers Grove	Naperville	Highland Park	Oak Park
<b>Member Fee</b>		\$250	\$125	None	None	N/A	\$50
<b>Number of Members</b>		66+	65-75 Members	104 retail/300 total	entire downtown	N/A	140 business (first floor only)
<b>Population 2012</b>		27,450	52,951	47,888	141,857	32,000	51,878
<b>Funding per population</b>		\$100,000/\$3.64 per person	\$250,000/\$4.72 per person	\$250,000/\$5.22 per person	did not receive data	\$300,000/\$9.375 per person	\$750,000-\$825,000/\$14.46 per person
<b>Funding Source</b>		Village	SSA funds good for 7 years	SSA funds good for 5 years	SSA funds good for 5 years	SSA funds good for 5 years	SSA funds good for 25 years
<b>Number of Employees</b>		1 full time	1 full time	2 full time	1 full time, did not receive additional data	2 full time	3 full time, 1 part time

- Most comparable communities have a similar structure to Glen Ellyn with a Chamber of Commerce, an Economic Development function (either as part of the city government or stand alone), and a downtown organization. All of these organizations work in concert with one another to achieve their respective objectives.
- Use of SSA for funding is consistent

“Two years ago I started looking for locations to open a second store. One of the reasons that I chose Glen Ellyn was because of its Downtown Alliance.” *Tom Konopacki, Anastazia, Treasures of the Home*

# What's Next?

- Alliance Board has been evaluating the following:
  - Opportunities to Increase Revenue
  - Opportunities to Reduce Expenses
  - Opportunities to strengthen partnerships
- Alliance membership has been surveyed (38 respondents) and the Board has been transparent with the membership about the changes that need to take place

# Opportunities to Increase Revenue

- Increase Alliance Membership fees
- Develop a sponsorship strategy that will provide financial support for the Alliance without cannibalizing other existing sponsorship relationships, especially with the Chamber
- Require participation fees from businesses for events
- Increase registration fees for participants
- Evaluate larger revenue generating events that can attract large populations
- Fully utilize current CBD SSA
- Evaluate securing an additional SSA

## Risks:

- Decrease in Alliance membership or business participation in events
- Diversion of sponsorship dollars from other organizations or events
- Backlash from CBD property owners over any increase in SSA
- Decrease in consumer participation in events

# Opportunities to Decrease Expenses

- Eliminate health insurance benefits as a component of the Executive Director compensation package
- Evaluate Executive Director position and need for FT vs PT and commensurate compensation
- Critically evaluate all events and reduce where needed to ensure spending is targeted and focused on the most effective activities
- Restructure marketing approach to rely more on social media and less on costly print advertising

## Risks:

- Reduction in role and compensation for Executive Director may compromise the quality of the individual holding that position
- Reduction in capacity of the ED role may divert work to business owners or cause that work to not be completed, resulting in a deterioration of the Alliance goals
- Elimination of print marketing may put Glen Ellyn at a disadvantage in local publications in comparison to other communities

# Opportunities to Improve Partnerships

- Strengthen relationship with Chamber
    - Continue to collaborate on events, maintain open and candid communication, and identify opportunities to capture efficiencies
    - Create a reciprocal ex-officio board position for the ED of the Alliance on the Chamber board
  - Ensure alignment with Economic Development Coordinator and provide support on all business acquisition and retention strategies
  - Explore opportunities to partner with (or expand partnerships with)
    - Glen Ellyn Park District
    - Glen Ellyn Public Library
    - Key membership organizations such as Newcomers, Infant Welfare, GE Women’s Club
- All new opportunities must be prioritized to ensure focus on Alliance objectives and efficient utilization of resources directed towards the “vital few”
- Improve relationship with Village Board through regular two way communication and structured performance reporting

## Risks:

- Very few! As long as focus is retained and opportunities are carefully selected.

# Summary

- The Alliance is a young organization that has accomplished many things in its first 2 ½ years of existence but much work still needs to be done to create a mature, established organization
- Opportunities exist in many areas and we have a strong board that is addressing them in an efficient and businesslike fashion
- The Alliance is important to the vitality of downtown Glen Ellyn and the reasons the Alliance was created are still valid today

*“While most of the Alliance activities do nothing for my bottom line, I think there are intangible benefits to the Alliance events. The “buzz” and momentum created by having regular events downtown makes shoppers want to come to the downtown and businesses want to open up a store. It is impossible to measure this return on investment, but it is the most important benefit of the Alliance and why I pay my dues. I want my business to be part of a thriving downtown and I think shoppers are more likely to visit a thriving downtown.”*

*Comment from Downtown Business Owner September 2013 survey*

# Questions

- Do the Alliance goals and identification of opportunities align with the Board's vision and expectations?
  - If not, where is the gap?
- Is there a community the Board would have the Alliance emulate to be performing at the highest level?
- When should the Alliance expect to have insight into Village funding for the 2014/2015 fiscal year?
- Would the Board support the exploration by the Alliance of an additional SSA for the CBD, with the understanding that the Alliance would bear the responsibility for all administrative and communication activities?

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# Memorandum

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Date: March 8, 2013

Updated: June 13, 2013

To: Bob Minix, Village of Glen Ellyn

From: Matt Papirnik (Burns & McDonnell)

Project: Crescent Boulevard Improvement Study

Re: Preferred Geometric Concept – Remaining Issues

Cc: Jennifer Morales (BMcD)  
Mike Mack (BMcD)  
File 68035

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## Introduction

The Public Meeting for the above project, held on March 5, and the subsequent comment period concludes the portion of this project which involves concept evaluation. The recommended design which has emerged from this phase consists of the following elements:

- A realigned, unsignalized intersection at Park Boulevard (Design Section A);
- Between Park Boulevard and Ellyn Avenue (Design Section B): Two 14-foot, shared-use lanes with a westbound parking lane;
- Between Ellyn and Park Row (Design Section C): Two 14-foot, shared use lanes with parking lanes and sidewalks, separated by a landscaped median;
- A compact urban roundabout at the Park Row/Crescent Court intersection (Design Section D).

There are a few minor design issues (organized by design section below) which must be resolved before development of detailed Project Development Report elements can begin. The alternatives all have technical merit, and all are appropriate choices. The Village's input and concurrence are requested on each.

## Remaining Issues: Design Section A

Extension of the eastbound right turn lane at Park Boulevard. The Village's position regarding this design element is needed. An extension of the turn lane will allow for additional storage of right-turning vehicles. Analysis and independent observation confirm that queues occasionally extend into the through lane and block eastbound through traffic. Additionally, the existing

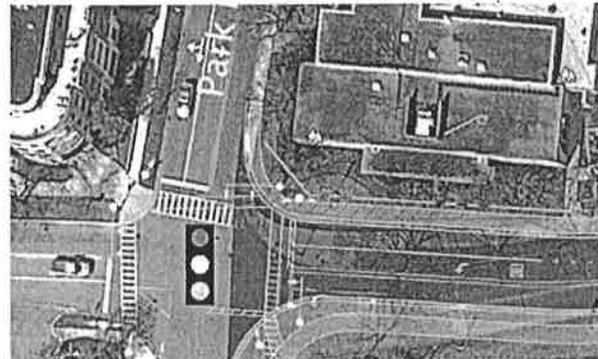
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right turn lane and taper are both much shorter than called for in IDOT criteria. For these two reasons, Burns & McDonnell believes that implementation of a turn lane extension is justifiable. However, the turn lane extension requires



removal of up to six parking spaces from eastbound Crescent, which may be objectionable. Planning is currently underway for the potential reconfiguration of downtown streets and parking, and an extension of the eastbound right turn lane can be included in that plan if appropriate. In the meantime, Burns & McDonnell suggests **retention of the current design** in our project. A Design Exception will be requested for retention of the existing lane geometry.

Degree of Realignment of Crescent Boulevard: There are two different models to choose from for the shift of Crescent Boulevard at Park Boulevard. One choice involves shifting the east leg centerline northwards by 12 feet. This shift properly aligns the westbound through lanes, leaving eastbound traffic with a 12-foot shift to the right as one travels through the intersection. The second choice is an 18-foot shift. This aligns the roadway centerlines of the two legs of Crescent Boulevard. In this case, both eastbound and westbound traffic have a shift of approximately 6 feet as they pass from one leg of Crescent to the other. This shift is required if a traffic signal is to be installed. Right-of-way requirements and construction cost will both be slightly larger with the second option. On balance, the 12-foot shift is preferred for its reduced impact, but Burns & McDonnell will support the Village's preference.



*12' shift at left; 18' shift above.*

## Remaining Issues: Design Section B

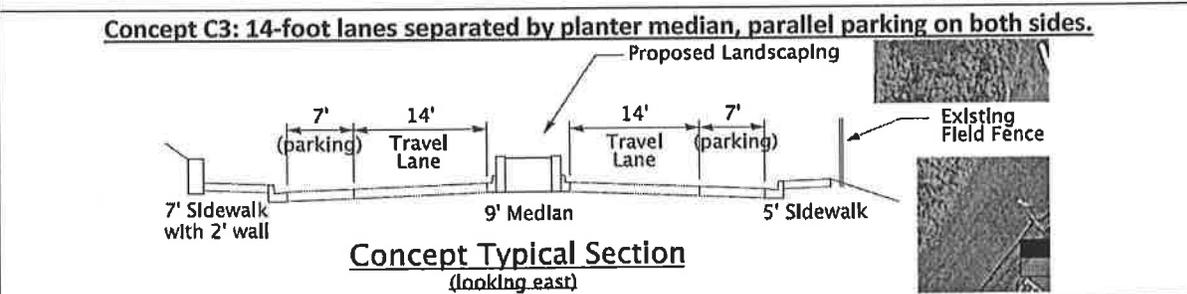
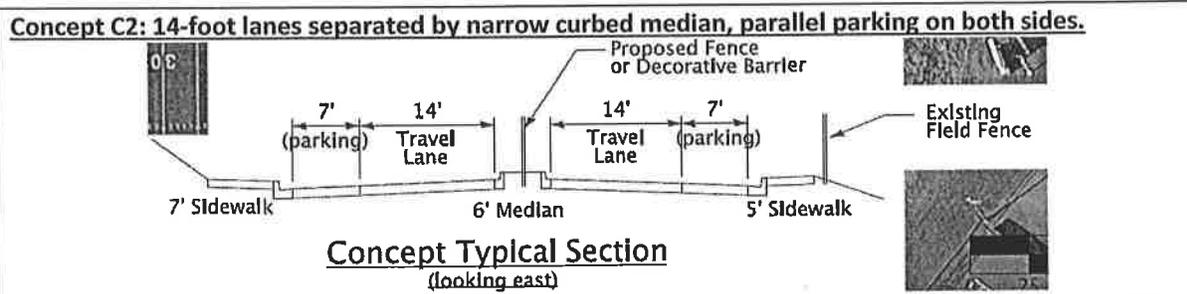
Proposed Typical Section: A westbound parking lane in front of Beister Gym is supported by organizational stakeholders and was not opposed by residents. Bicycle traffic can either be accommodated on-road (with 14-foot travel lanes) or off-road (on a separate 8-foot multi-use path on the south side of Crescent). We understand that the Village supports an emphasis on this segment of Crescent as a bike-friendly route between Lake Ellyn and the Illinois Prairie Path. However, having reviewed the geometry and discussed the issue with stakeholders, Burns & McDonnell recommends the **implementation of shared-use traffic lanes instead of a separate path**. We note the following considerations:

- The concept bike path must terminate at Ellyn Avenue. Design of an appropriate multimodal intersection in which bikes must rejoin traffic is a potential concern.
- Sharing the road has worked to this point. No crashes involving bikes and vehicles were reported in this segment in the past five years.
- Traffic volumes are low enough for bikes and cars to share the road safely.
- Deploying shared use lanes allows the retention of the new sidewalk built in 2012. Construction of a shared-use path would probably require its removal and replacement.

Improvements at the Glenbard West High School Driveway: The existing driveway to the main entrance to Glenbard West is steeper than IDOT new-construction criteria. The unique geometry of the driveway prevents construction of a sidewalk, and requires pedestrians to step over a retaining wall in order to cross Ellyn from the east. The existing sidewalk next to the driveway, which is steeper than ADA guidelines, will be allowed to remain. The existing sidewalk and driveway has an 11% slope. A minimal replacement of the driveway to provide a 5-foot wide sidewalk at the edge of pavement will require the replacement driveway to have a slope of 12% for approximately 100 feet of its length. Reconstruction of the sidewalk to ADA guidelines (5%) would require construction of a very large and expensive ramp structure. With this in mind, Burns & McDonnell recommends **reconstructing the driveway and retaining the existing sidewalk**. This recommendation is a variance from state guidelines, but IDOT has already given permission to proceed as recommended here.

## Remaining Issues: Design Section C

Median design. The selection between a 6' curbed median and a 9' planter median needs to be finalized. It is understood that District 87 favors the planter median. However, there are significant issues to be considered in the selection process, including cost. The outstanding issues are summarized in the table on the next page.



	<b>Concept C2</b>	<b>Concept C3</b>
<b>"Purpose And Need Statement" Values</b>		
Enhance Safety	More flexibility to select barrier type (fence, chain+bollard, etc.)	Landscaping + planter wall should deter all but most determined jaywalkers.
Separate Modes	Both are equally effective.	
Traffic Flow	Both are equally effective.	
Traffic Calming	Moderate effect due to curb on left edge of traveled way.	May have greater calming effect because of proximity of wall to traffic flow.
Aesthetics	At best, median can accept small shrubs. Winter viability of these plants may be a concern.	Plants and shrubs should do well. Small trees may be viable. Opportunity exists to synchronize design of planter wall with planned Downtown elements and sidewalk retaining wall, significantly enhancing the aesthetic effect.
<b>Other Criteria</b>		
Right-Of-Way	None needed.	Approximately 3000 sq. ft. needed (6'x500').
Cost of items not covered by STP funding	Barrier element. Wrought iron fence for entire length would cost approximately \$22,500.	Extra earthwork and decorative planter wall may cost up to \$250,000, depending on selected design. Cost sharing between District 87 and Village has not been extensively discussed.
Maintenance activities	If selected properly, plants and barrier elements should require little or no maintenance.	Snow removal more difficult due to planter wall. Single-wall, "zig-zag" design may address this issue. Plantings may need more care.

### **Remaining Issues: Design Section D**

Angle Parking along Park Row. Proposed geometric improvements will eliminate approximately 13 student parking spaces and 7 conference center spaces on Crescent Boulevard. There is space available on the west side of the Park Row right-of-way to install up to 16 angle parking spaces (as depicted at right), yielding a net increase of approximately nine spaces on Park Row. The only Park Row resident who attended the public meeting supported this work, citing her hope that it will help to standardize parking behaviors on her street.



New parking spaces on Park Row are an unanticipated construction cost. While the cost of the work is not large, it is important at this stage to be vigilant about the scope of the eventual project. One means of incorporating this work into the overall improvement might be to have the Village construct it separately, using municipal funds. In addition to the savings realized by the overall project, the Village may find it advantageous to have this additional parking capacity in place by the time Crescent is closed for construction.

This element of the design is not essential, but it may serve as an important convenience. Burns & McDonnell will retain, defer or eliminate this feature at the Village's discretion.

## Conclusion

Coordination with stakeholder individuals and organizations has resulted in the selection of Concept A3-B4-C3-D3 (as described in the attached documentation) as the preferred concept for the improvement of the Crescent Boulevard corridor. However, a few details must be resolved before more detailed design can begin. The choices to resolve are as follows:

- **Should the eastbound right turn lane on Crescent at Park Boulevard be extended?**
- **To what degree should the east leg of Crescent be shifted northwards at Park – 12 feet, or 18 feet?**
- **Should bike traffic between Park and Ellyn use a multi-use path, or share widened lanes with Crescent vehicle traffic?**
- **Does the Village object to the proposed approach for dealing with the sidewalk issues at the Ellyn Avenue / Glenbard West driveway intersection?**
- **Should the barrier median along Memorial Field be a 6-foot wide curbed median, or a 9-foot wide planter median?**
- **Should angle parking be constructed along Park Row? If so, should it be part of the overall Crescent project, or a different project built independently?**

The resolution of the items above will result in a single, relatively specific concept for development into a Phase I design. We encourage the Village to consider these issues and provide your thoughts on the choices presented. As always, we stand ready to meet with you at your convenience to review and discuss these choices in more depth.

MEMORANDUM

TO: Mark Franz, Village Manager 26  
FROM: Julius Hansen, Public Works Director  
DATE: November 12, 2013  
SUBJECT: Public Works Salt Storage Project



**Background:**

In July of 2013, architectural services were approved to design a salt storage area at public works that provided more capacity to stockpile salt. The Architect came up with the least expensive way to increase salt storage capacity with an estimated cost of \$600,000 which was significantly higher than our rough estimates due to the location and opportunity to incorporate this into the existing Public Works facility. However, in the creation of the design an idea was developed to convert the old salt storage area into much needed vehicle storage space, and provide the Police with a secure evidence storage area. Taking this opportunity to make these improvements at the same time, in one project, allows the village to receive added value for the additional cost. This design will address several needs of the village for an additional cost of \$200,000 above the basic design of simply increasing salt storage capacity. It is this multi-faceted design that Public Works seeks endorsement by the Village Board with no alternate bid recommended.

**Issues:**

The main issue to be addressed with this project is to improve the Public Works existing salt storage area that is exposed to the weather and under capacity. It is better for the environment to protect salt stockpiles from the weather according to best management practices. The existing 4 salt bays are not able to contain the amount of salt needed to protect the village from a disruption in the supply of salt. The disruption can take place when the demand for salt is high because of frequent winter storms that exhaust salt inventory at the distribution centers.

Salt prices can increase to \$150.00 per ton quickly and salt can simply become impossible to locate if a shortage occurs. When salt inventories are severely depleted salt expenditures can cost \$100,000 above what is normally paid during the winter season. In the winter of 2007/08 a salt shortage took place with salt prices going from \$40.00 per ton to \$95.00 per ton. The Village paid the additional \$45.00 per ton of salt to acquire 800 tons equaling \$36,000 in additional cost. The village could have run out of salt if it continued to snow causing an emergency. The village should have a stockpile of salt to last the entire winter in storage protected from the weather.

Two other issues could be addressed with this project and this would be an opportune time to make these improvements. Eighteen vehicles are continuously parked outside because of space limitations in the building. If the four existing salt bays were converted to vehicle storage half the vehicles stored outside could be parked in the garage. Furthermore, the Police need a secure evidence storage area that could also be constructed in one of these four existing salt bays strictly for their use, which would provide better access than their temporary location at GWA.

The 2013/14 fiscal year budget shows the MFT fund having \$250,000 budgeted to fund a salt storage building improvement. These funds have been saved over a two year period for this project. An additional \$250,000 in MFT funding is available from cash reserves equaling \$500,000. The Capital Projects fund would fund an additional \$300,000 for an estimated total cost of approximately \$800,000 as proposed. Utilizing both funds will lessen the impact on each fund.

**Recommendation:**

Public Works is recommending the approval of the building design that incorporates more salt storage, increases the vehicle storage area, and provides the Police with a secure evidence storage area. It is also recommended to have the funding to complete the project be split between the MFT fund and the Capital Projects fund for a total of approximately \$800,000. The project would allow the fully protected storage of approximately 1500 tons of salt and double the capacity of salt storage. As proposed the new salt storage area would measure approximately 47' x 100' equaling 4700 square feet. The existing salt storage area that is 25' x 100' or 2500 square feet can be converted to vehicle storage with a secure evidence storage area for the Police included. This recommended project design would be bid with no alternates.

**Action Requested:**

If this is agreed to by the Village Board, we would proceed ahead and finalize plans for a bid opening to be conducted by the end of February, 2014. The results of that bid opening would be presented to the Village Board for final approval in March, 2014.

**Attachments:**

- PPK summary of the project
- PPK design with additional vehicle storage
- PPK design without additional vehicle storage



444 N. Main Street - Suite 200  
Glen Ellyn, IL 60137  
Ph: (630) 469-0999  
Fax: (630) 469-0971  
[www.ppkarchitects.com](http://www.ppkarchitects.com)

November 11, 2013

Mr. Julius Hansen  
Public Works Director  
30 S. Lambert Rd.  
Glen Ellyn, IL 60137

Re: Salt Storage Facility

Julius,

I would like to offer a summary of the project as it stands currently and the efforts that we have taken to date with regard to design.

#### Initial Design Concept

PPK Architects proposed a preliminary design per the instructions of the RFP and initial project meeting. The design extended from the north face of the existing building to the north property line and extended the full width of the existing building. The building footprint was approximately 57 ft x 110 ft. this size could allow for approximately 2000 tons of salt, which represented an average seasonal use of salt over the past several years, according to staff.

The building design featured a concrete retaining wall at the perimeter that was approximately 12 ft in height and was reinforced to support salt storage for the full height of the wall. This wall would also be installed to close off the north end of the existing building allowing the existing concrete storage walls to be removed and utilized for vehicle storage within the existing garage.

The new facility was proposed to be adjacent to the existing building but shall be a separate structure. The roof design was to be a clear span structure to provide a column free interior space with a clear height of at least 20 ft. Windows and louvers were designed at the upper portion of the north and east walls to allow for natural light and ventilation of the facility.

The existing salt storage bays were proposed to be removed in order to increase the size of vehicle storage within the existing Public Works building. A Police Storage area was added to the project scope of work that would allow for separate access by Police department officials from the outside.

The existing calcium chloride storage tank would be relocated to allow for this storage area.

Upon the completion of this design scheme, PPK reviewed the concept with Public Works staff and Planning and Zoning staff. Discussion focused on the variations required for the proposed design as outlined by PPK in a preliminary variance application. The initial design concept was requesting a 0 ft side yard setback and this was of concern to the zoning staff. A recent approval for a 10 ft side yard setback had been granted on Taft Ave for a new grocery store development and staff requested the plan be modified to be consistent with this setback. This change would reduce the amount of storage capacity of the facility.

PPK and staff also reviewed the anticipated cost of the concept design. While meeting all of the program items and being operationally functional, it was decided to reduce the scope of work in an effort to reduce construction costs. The building footprint was reduced, exterior design revised to and the roof/ structural system reviewed for alternative solutions. An effort to reduce the amount of building trades required to complete the project also could reduce the overall cost.

#### Revised Concept

PPK has prepared a revised design concept for the new Salt Storage Facility. The revised design is approximately 47 ft x 100 ft with a clear interior height of 20 ft. The revised design will store less salt in the new portion of the structure but shall utilize 3 of the existing four storage bays on the north end of the existing building. Combined with the new facility, we anticipate that salt storage shall be just under 2000 tons of salt.

As an alternate bid item, the design team will seek the cost to remove the existing salt storage bays as originally proposed and create an increased vehicle storage area within the existing building. This incremental cost will reduce salt storage capacity to approximately 12-1400 tons of salt.

The design of the roof has been simplified to a cold form truss system and is a simple shed style design that will utilize metal roofing panels. The walls of the facility will be exposed concrete with articulated joint patterns, painted an earth tone color to be selected. This color will also be used to paint the metal wall panels of the existing building in the future. The roof structure is proposed to overhang the edge of the retaining wall and allow ventilation thru the facility without requiring louvers at the east, north or west walls. The roof projects above the height of the existing building on the south and is proposed to utilize translucent panels and louvers to allow light and ventilation into the interior areas of the facility.

A landscape block retaining wall will be used to create a raised planting area at the base of the concrete retaining wall of the Salt Storage facility. This will effectively reduce the visible height of the exposed concrete wall of the building and utilize landscaping to assist in screening the retaining wall on the east and north walls.

The revised design still provides a Police Storage area with separate outside access. This area will be in a similar location as the previous design concept.

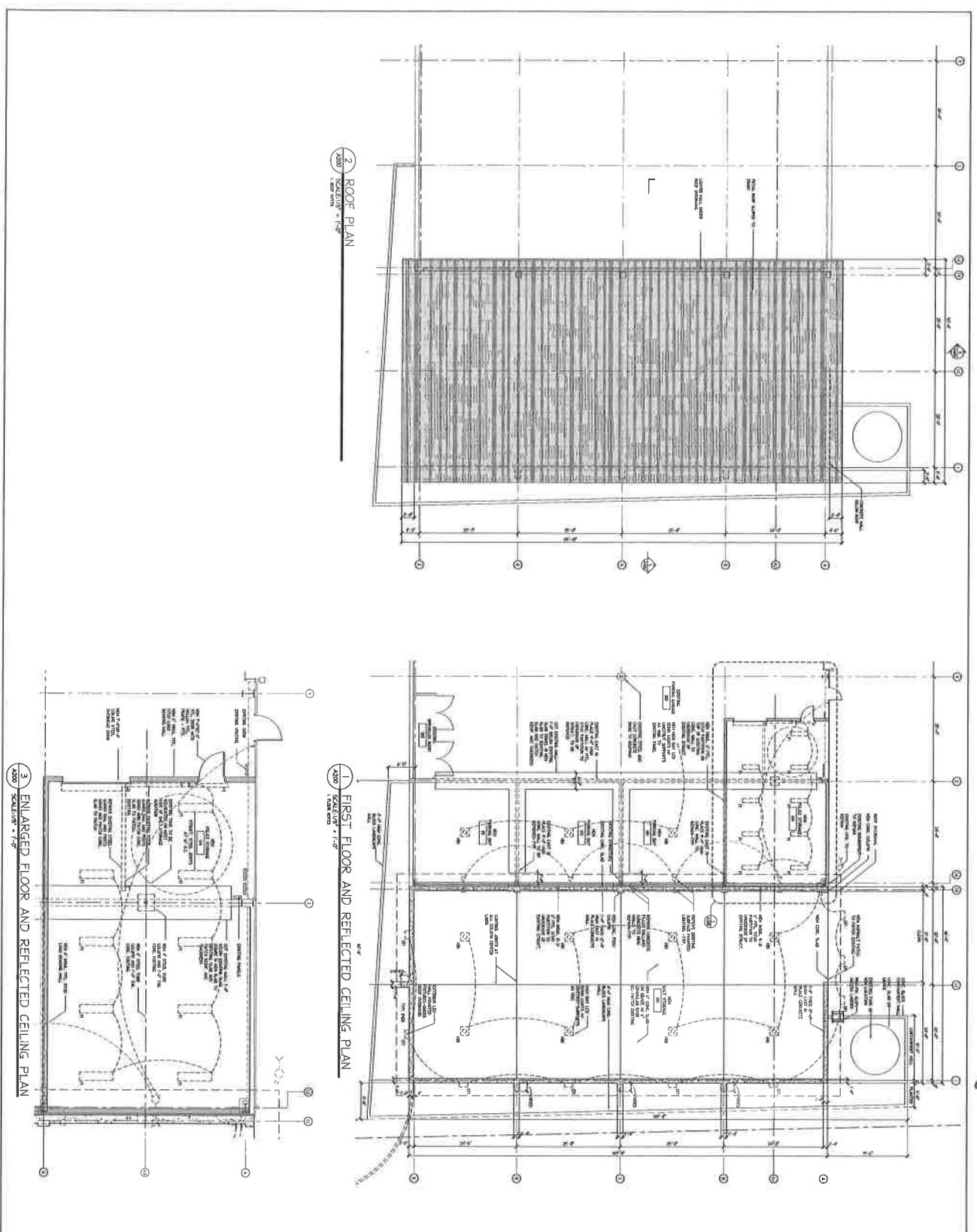
We believe this simplified design will be less costly to construct and efficient in operations of the facility.

I have provided large and small scale plans for your review and presentation to the Village Board. Should you have any further comments or questions please contact me at your convenience.

Sincerely,  
Perkins Pryde + Kennedy Architects

Craig R. Pryde, AIA LEED AP  
Principal

★ Design with 1/2 scale review  
Storage



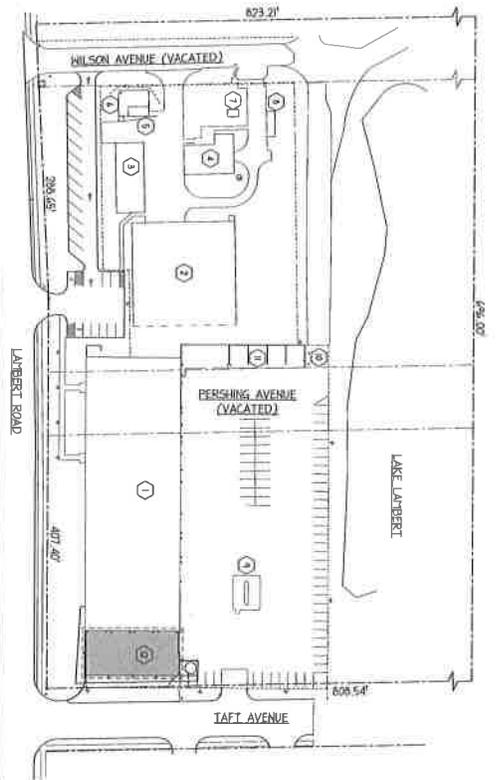
2 ROOF PLAN  
SCALE: 1/8" = 1'-0"

1 FIRST FLOOR AND REFLECTED CEILING PLAN  
SCALE: 1/8" = 1'-0"

3 ENLARGED FLOOR AND REFLECTED CEILING PLAN  
SCALE: 1/4" = 1'-0"

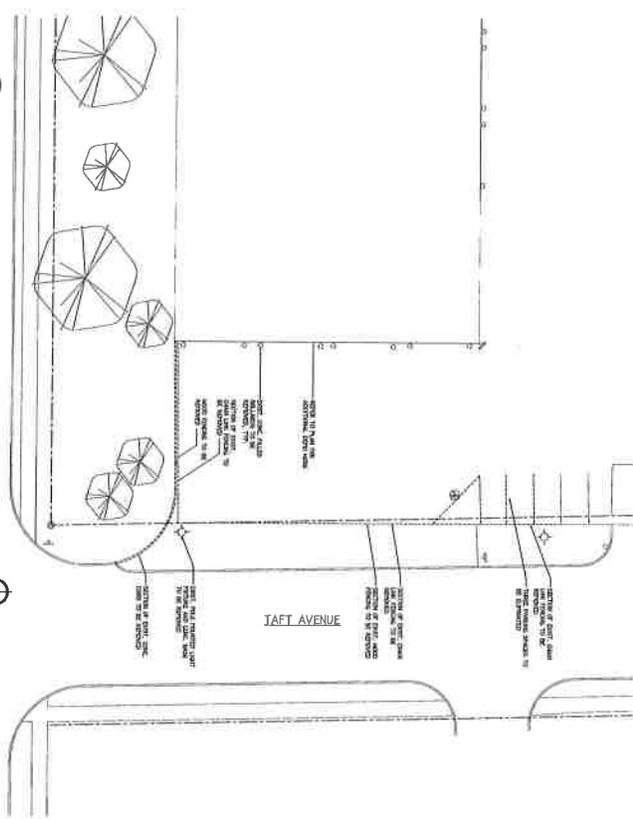
<p><b>SALT STORAGE FACILITY RENO CENTER</b> 30 SOUTH LAMBERT ROAD GLEN ELLYN, IL. 60136</p>		<p>DATE: 11/11/11 SCALE: 1/8" = 1'-0"</p>
<p>PROJECT: SALT STORAGE FACILITY ARCHITECT: archibents OWNER: SALT STORAGE FACILITY DESIGNER: ARCHIBENTS</p>		<p>NO. OF SHEETS: 10 SHEET NO.: 10</p>
<p>DATE: 11/11/11 SCALE: 1/8" = 1'-0"</p>		<p>PROJECT: SALT STORAGE FACILITY ARCHITECT: archibents OWNER: SALT STORAGE FACILITY DESIGNER: ARCHIBENTS</p>
<p>DATE: 11/11/11 SCALE: 1/8" = 1'-0"</p>		<p>PROJECT: SALT STORAGE FACILITY ARCHITECT: archibents OWNER: SALT STORAGE FACILITY DESIGNER: ARCHIBENTS</p>

*Design without Storage*

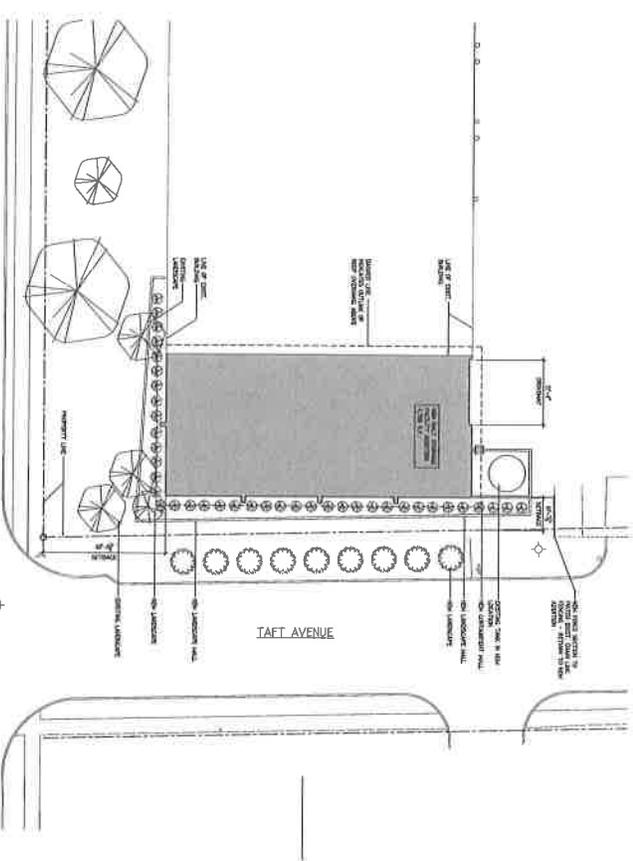


1 KEY-SITE PLAN  
SCALE: 1/4" = 1'-0"

- 1 CONCRETE WALLS OF 624' CLAY RISE CORNER
- 2 CONCRETE ROOF
- 3 CONCRETE FOUNDATION
- 4 CONCRETE WALKWAY
- 5 CONCRETE WALKWAY
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3 SITE DEMOLITION PLAN  
SCALE: 1/4" = 1'-0"



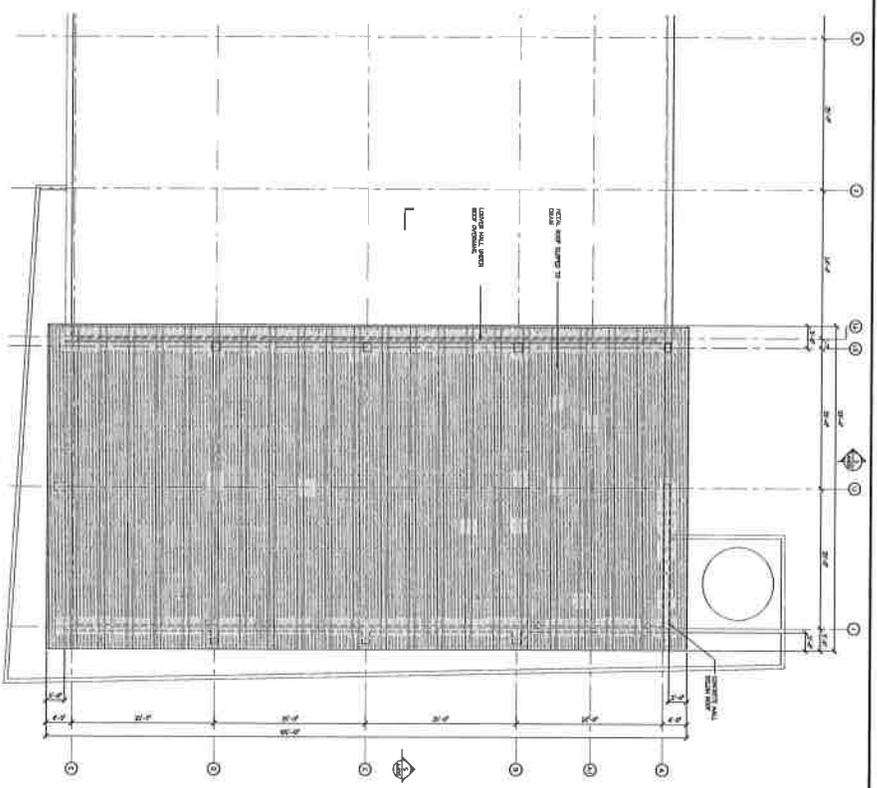
2 PROPOSED SITE PLAN  
SCALE: 1/4" = 1'-0"

**SALT STORAGE FACILITY  
RENO CENTER**  
30 SOUTH LAMBERT ROAD  
GLEN ELLYN, IL. 60136

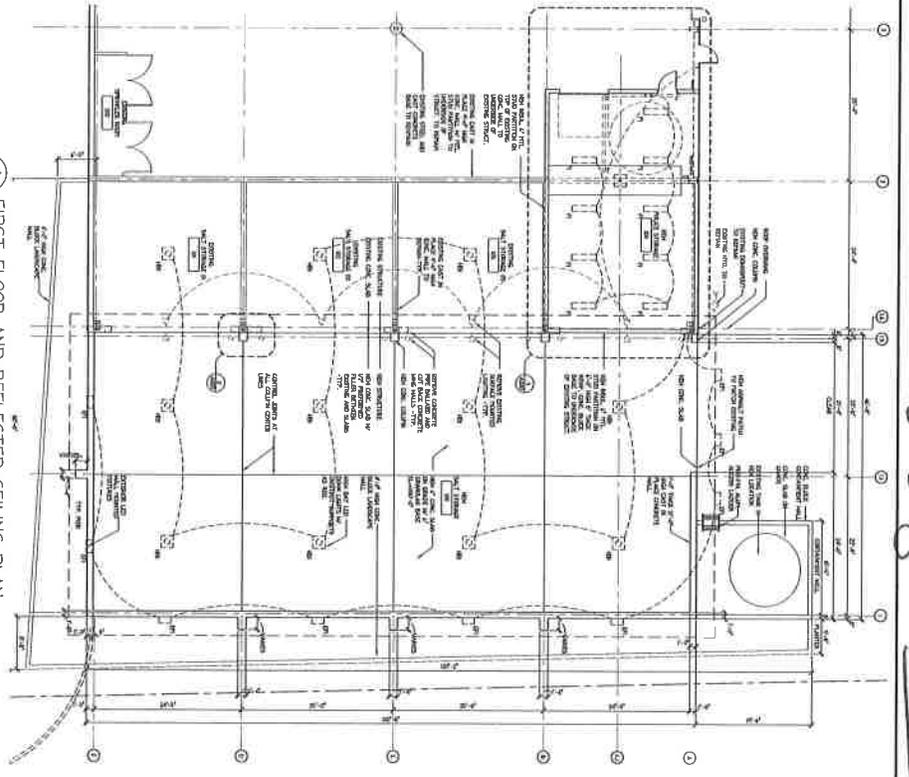
pk architects  
300 North LaSalle Street, Suite 1000  
Chicago, IL 60610  
Tel: 312.467.1000  
www.pkarchitects.com

OVERALL SITE PLAN  
DEMOLITION PLAN  
PROPOSED SITE PLAN  
A100

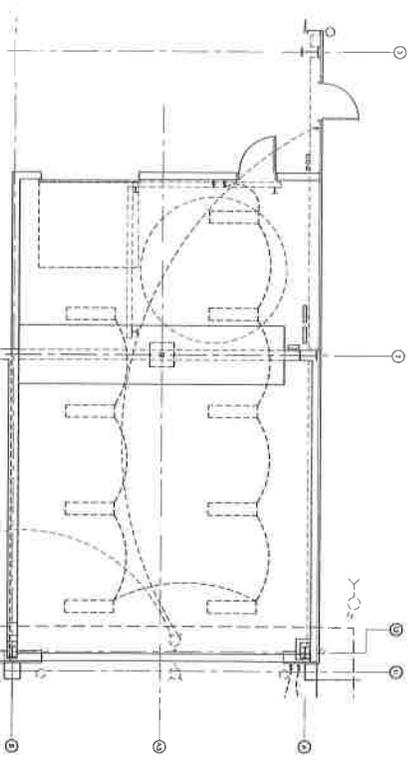
*Design without storage*



2 ROOF PLAN  
SCALE: 1/8" = 1'-0"  
1/8" = 1'-0"



1 FIRST FLOOR AND REFLECTED CEILING PLAN  
SCALE: 1/8" = 1'-0"  
1/8" = 1'-0"



3 ENLARGED FLOOR AND REFLECTED CEILING PLAN  
SCALE: 1/4" = 1'-0"  
1/4" = 1'-0"

**SALT STORAGE FACILITY  
RENO CENTER**  
30 SOUTH LAMBERT ROAD  
GLEN ELLYN, IL. 60136

pk architects  
peter pyke & sandy wahlström, p.c.  
ARCHITECTS  
1000 N. WASHINGTON  
GLEN ELLYN, IL 60136  
TEL: 630.261.1100  
WWW.PKARCHITECTS.COM

PROJECT NO.	A200
DATE	
DESCRIPTION	
DATE	







MEMORANDUM

DATE: November 14, 2013  
TO: Village President and Village Board  
FROM: Mark Franz, Village Manager  
RE: Capital Allocation Discussion



Last November, the Village Board reviewed and discussed the 10-year capital plan for the Village of Glen Ellyn. The packet from that meeting is attached (Attachment 6) and includes a summary of revenues, detailed reports for Street, Water, Sewer, Parking, 20-Year Facilities Plan, and Recreation Department, and provides important planning tools for the future. In addition, our Equipment Replacement Fund is a major capital component and has been established as a separate plan for many years. This report is updated annually and provides the roadmap for the Village Fleet program. We utilized this information to put together a 5-Year Capital Improvement Plan (CIP) that is incorporated into the annual budget as the next fiscal year projects are approved for funding. The 5-year CIP is attached (Attachment 1).

During the strategic planning sessions with the Village Board, capital allocation was a major strategic initiative. Therefore, we wanted to start with an overview of the capital plan, briefly discuss the street program and 5-year CIP, review the unfunded and unscheduled projects (Attachment 2), and then discuss alternative ways to provide some possible funding for these projects. Professional Engineer Bob Minix provided a memo that evaluates three different ways to defer approximately \$10 million over 10 years from the Street Program (Attachment 3). We are looking for some direction from the Village Board on how to address unfunded projects and prioritize some of our short term and long term needs. We look forward to discussing this information with the Village Board at the workshop meeting Monday November 18.

**Background**

Capital projects are all large, tangible Village assets. Capital funds are used primarily for the design, construction, and significant maintenance of streets, sanitary, storm and water sewers, street lights, public facilities and sidewalks. Infrastructure provides the backbone or grid for the community to operate. Municipal governments identify long-term capital needs and create a plan in which to maintain and enhance infrastructure. Below is a brief summary of these infrastructure areas:

- **Capital Fund:** Used primarily for street/sidewalk/stormwater projects. We expect a significant cost in FY16 due to the downtown streetscape and roadway improvements.
- **Water/Sewer Fund:** Rates are set for three more years and then we will prepare for the next rate increase imposed by DuPage Water Commission. We will update water and sewer infrastructure needs of our system and build those costs into the proposed rate structure.
- **Parking Fund:** We expect to complete the Duane/Glenwood lot over the next month and receive the grants funds, but will have to decide how best to fund the Duane/Lorraine Lot improvements.

- **Facilities Maintenance Reserve Fund:** We have provided only minimal funding for the General Fund contribution to the FMRF over the last few years and have also deferred some improvements to our facilities. In addition, the Space Needs Analysis has identified some needs that are currently not included in the final report, nor are any major improvements to Village facilities. Therefore, some additional funding will be necessary if major improvements to our facilities are necessary.

### Unscheduled/Unfunded Projects

Updating the Village long term capital plan provided an opportunity to identify some important projects that are not funded or have not been fully examined. The attached spreadsheet summarized those projects (Attachment 2). Chief among them are a potential downtown parking structure, railroad projects, Space Needs Analysis Plans for the Civic Center and/or new Police Station, Fire Station #1, downtown streetscape improvements, and the Duane/Lorraine parking lot. These unscheduled projects will continue to be reviewed and discussed as we try to find a way to prioritize with other Village needs. Below is a brief summary of others unfunded projects that have been raised recently and need further review and direction by the Village Board:

- **Annexation Opportunities and Impact:** In addition, we have additional long term infrastructure costs if we decide to annex unincorporated areas into the Village and would need to modify the Street Program and Water & Sewer Fund accordingly. There are some annexation opportunities in the near future, so further analysis is necessary.
- **Private Streets:** Also, we have developed an informal private street policy to allow consideration for the Village to take on private streets. This program created a process to evaluate these requests, but does not provide any funding and seems to be a lower priority moving forward. Attached is a memo analyzing an informal request the Village received regarding Waters Edge Townhomes (Attachment 4). Management does not recommend taking on this additional liability and cost and further recommends not dedicating scarce resources on private streets. We can continue to review requests on a case by case basis, but funding will always be difficult. We have addressed limiting future private streets through the plan review process and in fact, private streets are discouraged but may be permitted by the Village in conjunction with Planned Unit Developments only. Such streets shall be constructed in accordance with public street specifications and consistent with public safety needs.
- **Undergrounding Utilities:** Lastly, the Village Board requested staff to research the costs of undergrounding utility lines in conjunction with the Lenox road improvements (estimated cost \$870,000). Attached is a memo delineating those expected costs for that project, but also providing overall costs estimates of approximately \$2.3M per mile to underground electric lines (Attachment 5).

**Conclusion**

The updated 10-year plan has provided an opportunity to fully identify all Village infrastructure needs and review funding levels and timing. These reports will be instrumental in developing future budgets and Capital Improvement Plans. We welcome input from the Village Board and public as we discuss these priorities, funding options, and timing.

**Attachments:**

- 1 – 5-Year Capital (FY14)
- 2 – Spreadsheet Re Unfunded/Unscheduled Projects
- 3 – Memo from Bob Minix Re Capital Project Funding Alternatives -- *Dated 11/11/2013*
- 4 – Memo from Bob Minix Re Municipal Takeover of Private Streets – *Dated 11/11/2013*
- 5 – Memo from Bob Minix Re Lenox Road ComEd Undergrounding and Overall Costs of Undergrounding – *Dated 11/11/2013*
- 6 – 10-Year Capital Plan Packet – *Dated 11-18/2013*



# Attachment 1

**Village of Glen Ellyn  
5-Year Capital Improvement Plan (FY13/14)**

Governmental Funds*					
Capital Fund	FY 13/14 BUDGET	FY 14/15 FORECAST	FY 15/16 FORECAST	FY 16/17 FORECAST	FY 17/18 FORECAST
Minor capital investment/other expenditures	\$ 17,500	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Pavement Preservation Program	250,000	400,000	400,000	400,000	400,000
Non-Roadway Construction Projects	195,000	-	-	-	-
Lake Ellyn Improvements	300,000	-	-	-	-
Other Projects: Stormwater, Beautification, etc.		300,000	300,000	300,000	300,000
Streetscape and Signage	160,000				
Village Links Contribution	150,000				
Special Engineering Projects					
<i>Pedestrian Tunnel in CBD-Feasibility Study</i>	40,000	-	-	-	-
<i>Viaduct / Underpass in CBD-Feasibility Study</i>	25,000	-	-	-	-
Bike Plan	25,000	75,000	75,000	-	-
Sidewalk Program	290,000	75,000	75,000	75,000	75,000
Street Program (1) (2) (3)	5,080,000	5,890,000	2,065,000	5,800,000	5,240,000
Lenox/Linden Deferment	\$ (1,470,000)	\$ 1,470,000			
Taft Ave (IFT loan from Corporate Reserve Fund)	793,000	-	-	-	-
Downtown Roadway and Streetscape	-	-	5,070,000	-	-
IFT / General Fund Engineering	151,000	154,000	157,000	160,000	163,000
<b>Subtotal</b>	<b>\$ 5,989,000</b>	<b>\$ 8,364,000</b>	<b>\$ 8,142,000</b>	<b>\$ 6,735,000</b>	<b>\$ 6,178,000</b>
	<b>\$ 6,006,500</b>	<b>\$ 8,389,000</b>	<b>\$ 8,167,000</b>	<b>\$ 6,760,000</b>	<b>\$ 6,203,000</b>

Facilities Maintenance Reserve Fund					
Civic Center Rehabilitations	\$ 32,000	\$ 34,333	\$ 25,469	\$ 95,377	\$ 155,289
Fire Station Rehabilitations	76,200	120,104	66,144	-	59,804
<i>Fire Station #1 (#61)-Major Renovation/New</i>	-	-	-	-	-
Reno Center Rehabilitations	35,000	93,334	37,142	26,779	-
Stacy's Museum and History Center	13,500	73,883	3,343	21,335	23,429
Lift Stations	-	1,561	1,380	-	2,539
Pumping Stations	-	8,271	47,144	541	95,393
Village Rental Properties	-	33,501	7,110	-	4,637
<b>TOTAL EXPENDITURES - FACM Plan</b>	<b>\$ 156,700</b>	<b>\$ 364,987</b>	<b>\$ 187,732</b>	<b>\$ 144,033</b>	<b>\$ 341,091</b>
<b>SPACE NEEDS ANALYSIS</b>					
Scheme 1 Design Concepts	\$ 100,000	\$ -	\$ -	\$ -	\$ -
<i>Police Station-Major Renovation/New</i>	-	-	-	-	-
<b>TOTAL EXPENDITURES - SNA</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>RENOVATION/IMPROVEMENTS</b>					
Civic Center Board Room Technology	\$ 25,000	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENDITURES -RENOVATIONS</b>	<b>\$ 25,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total</b>	<b>\$ 281,700</b>	<b>\$ 364,987</b>	<b>\$ 187,732</b>	<b>\$ 144,033</b>	<b>\$ 341,091</b>

Motor Fuel Tax Fund					
Public Works Salt Storage Facility	\$ 250,000	\$ -	\$ -	\$ -	\$ -

General Fund					
Information Technology Improvements	\$ 49,000	\$ 91,000	\$ 47,000	\$ 38,000	\$ 49,000

<b>Total Governmental Capital Improvements</b>	<b>\$ 6,587,200</b>	<b>\$ 8,844,987</b>	<b>\$ 8,401,732</b>	<b>\$ 6,942,033</b>	<b>\$ 6,593,091</b>
<i>Total Project Unscheduled/Unbudgeted</i>					

\* This schedule is project based and excludes the purchases of vehicles and equipment; totals may not tie to the Summary of Budgeted Capital Investment.

**Village of Glen Ellyn  
5-Year Capital Improvement Plan (FY13/14)**

Enterprise Funds*					
Water Fund	FY 13/14 BUDGET	FY 14/15 FORECAST	FY 15/16 FORECAST	FY 16/17 FORECAST	FY 17/18 FORECAST
Roadway Related Projects	\$ 1,585,000	\$ 1,080,000	\$ 315,000	\$ 1,110,000	\$ 700,000
<i>Lenox/Linden Deferment</i>	\$ (410,000)	\$ 410,000			
Non-Roadway Projects					
Standalone Main Replacement					
Roosevelt Road Water Main	710,000	660,000	700,000	-	-
Hill Avenue Water Main (at east end)	250,000	-	-	-	-
Other Projects					
Newton & Cottage Water Tank Recoating	128,000	128,000	128,000	128,000	-
Wilson & Newton Pumping Station Rehab	-	-	-	700,000	700,000
WPAS & NPAS Rehabilitation	-	-	-	-	-
Standby Well Rehabilitation	-	-	-	-	-
Village Links Contribution	75,000	-	-	-	-
	<b>\$ 2,338,000</b>	<b>\$ 2,278,000</b>	<b>\$ 1,143,000</b>	<b>\$ 1,938,000</b>	<b>\$ 1,400,000</b>
<b>Sanitary Sewer Fund</b>					
Roadway Related Projects	\$ 690,000	\$ 765,000	\$ 495,000	\$ 535,000	\$ 555,000
<i>Lenox/Linden Deferment</i>	\$ (180,000)	\$ 180,000			
Non-Roadway Projects					
I/I Reduction (Lining + Repairs)	500,000	525,000	550,000	580,000	610,000
Central Basin Study Projects	625,000	-	500,000	140,000	-
Hill Avenue Sanitary Sewer (at east end)	250,000	-	-	-	-
Lift Station Rehab					
Memory Court	550,000	-	-	-	-
Surrey	-	-	-	-	450,000
South Park	-	-	-	-	-
Orchard Place	-	-	-	-	-
Village Links Contribution	75,000	-	-	-	-
<b>Total</b>	<b>\$ 2,510,000</b>	<b>\$ 1,470,000</b>	<b>\$ 1,545,000</b>	<b>\$ 1,255,000</b>	<b>\$ 1,615,000</b>
<b>Parking Fund</b>					
Surface Parking Lots-Duane/Glenwood (4)	\$ 682,000	\$ -	\$ -	\$ -	\$ -
<i>Surface Parking Lots-Duane/Lorraine (5)</i>	-	1,350,000	-	-	-
General Parking Lot Maintenance	-	-	20,000	13,500	88,000
<i>Downtown Parking Structure(s)</i>	-	-	-	-	-
<b>Total</b>	<b>\$ 682,000</b>	<b>\$ 1,350,000</b>	<b>\$ 20,000</b>	<b>\$ 13,500</b>	<b>\$ 88,000</b>
<b>Recreation Fund</b>					
Golf Cart Fleet (87) Replacement w/trade-in	\$ -	\$ -	\$ -	\$ 125,000	\$ -
Bathroom renovation	50,000	-	-	-	-
<b>Total</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 125,000</b>	<b>\$ -</b>
<b>Total Enterprise Capital Improvements</b>	<b>\$ 5,580,000</b>	<b>\$ 5,098,000</b>	<b>\$ 2,708,000</b>	<b>\$ 3,331,500</b>	<b>\$ 3,103,000</b>
<b>Grants</b>					
Grant (1): North Park Boulevard LAPP	\$ -	\$ -	\$ -	\$ 1,135,000	\$ -
Grant (2): Crescent Reconstruction-Park to Lake	-	-	1,329,000	-	-
Grant (3): Crescent Boulevard - Park to Lake - ITEP (Enhance)	-	-	73,340	-	-
Grant (4): Duane/Glenwood Lot (Partial Funding)	335,000	-	-	-	-
Grant (5): Duane/Lorraine Lot - Count WQIP	-	53,340	-	-	-
<b>Total Grants</b>	<b>\$ 335,000</b>	<b>\$ 53,340</b>	<b>\$ 1,402,340</b>	<b>\$ 1,135,000</b>	<b>\$ -</b>
<b>Recap</b>					
	FY 13/14 BUDGET	FY 14/15 FORECAST	FY 15/16 FORECAST	FY 16/17 FORECAST	FY 17/18 FORECAST
<b>Total Governmental Capital Improvements</b>	\$ 6,587,200	\$ 8,844,987	\$ 8,401,732	\$ 6,942,033	\$ 6,593,091
<b>Total Enterprise Capital Improvements</b>	\$ 5,580,000	\$ 5,098,000	\$ 2,708,000	\$ 3,331,500	\$ 3,103,000
<b>Associated grant revenue</b>	\$ (335,000)	\$ (53,340)	\$ (1,402,340)	\$ (1,135,000)	\$ -
<b>Net Village Investment in Capital</b>	<b>\$ 11,832,200</b>	<b>\$ 13,889,647</b>	<b>\$ 9,707,392</b>	<b>\$ 9,138,533</b>	<b>\$ 9,696,091</b>

*Total Project Unscheduled/Unbudgeted*

\* This schedule is project based and excludes the purchases of vehicles and equipment; totals may not tie to the Summary of Budgeted Capital Investment.



# Attachment 2

Unfunded/Unscheduled Projects

<u>Fund</u>	<u>Project</u>	<u>Estimated Cost</u>	<u>Partial Funding</u>	<u>Notes</u>
Parking	Duane- Lorraine parking Lot	\$ 1,350,000		Parking Fund cannot cover these costs at this time
Capital/TIF/Grants	Pedestrian Tunnel in CBD	Unknown	\$ 50,000	Feasibility Study Funded in 13/14; need to seek grants for project to be financially viable
Capital/TIF/Grants	Viaduct / Underpass in CBD	Unknown	\$ 35,000	Feasibility Study Funded in 13/14; need to seek grants for project to be financially viable
MFT Fund	Public Works Salt Storage Facility	\$ 1,000,000		Costs are higher than expected, need to value engineer the project and reprioritize
Capital/TIF/Grants	Streetscape	\$ 10,000,000	\$ 2,000,000	Seeking grants and other revenues sources and likely will modify the scope of work in designing phase of project
Facilities/Capital	Civic Center/Police Station	\$10M-\$18M		Still reviewing alternatives and value engineering the project
Facility/Other?	Fire Station	Unknown		Need a plan in the next 10 years
Capital/TIF	Downtown Parking	Unknown		Embracing partnership opportunities
Unknown	Undergrounding Utility Poles	\$2.3M per mile		Could be funding directly by ComEd through LGC Program
Unknown	Private Streets and Future Annexations	Unknown		Need policy direction on whether to consider these opportunities in the future



# Attachment 3

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## MEMORANDUM

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**TO:** Mark Franz, Village Manager  
**FROM:** Bob Minix, Professional Engineer  
**DATE:** November 11, 2013  
**SUBJECT:** Capital Project Funding Issues  
Alternatives for Reducing Roadway Rehabilitation Program



The Village of Glen Ellyn roadway rehabilitation program consists of a 10-year rolling master plan of street improvements, funded on an ongoing basis by a combination of utility, real estate transfer and property taxes. The 2014 – 2023 program calls for resurfacing and reconstruction of approximately 31.4 miles of roadways at an estimated cost of \$57.6 million, consisting of 4.0 miles of reconstruction costing \$20.5 million and 27.4 miles of resurfacing of various types costing \$37.1 million. (Please note that all program costs referenced herein include engineering and construction expenses that include an annual adjustment factor of 5% and all references to years are calendar years). Engineering for the 2014 element of the program is already underway, with plans to rehabilitate 5.0 miles of streets at an estimated cost of \$7.5 million. The planned 2015 element focuses on rehabilitation in the Central Business District, at this time consisting primarily of street resurfacing with a \$2 million allowance for streetscaping elements, with an anticipated total investment of about \$5 million for the CBD work.

The Village has significant capital improvement needs outside the realm of streets, water and sewers that are largely under- or un-funded at this point. In addition, CBD streetscaping / roadway work to fully implement planned and desired improvements likely will surpass the \$5 million mark. While it is the express desire of Public Works staff and the Capital Improvements Commission to not deviate from the planned roll-out of projects, it is understood that all possible funding alternatives be considered. Hence this memorandum considers the fiscal and scheduling implications of **reducing** funding for the long-term program by approximately **\$10 million** over the next ten years. At this point **no changes** in the 2014 and 2015 program elements were considered, with all program modifications occurring in the 2016 through 2023 timeframe.

Three alternatives were considered: reducing the program on the order of about \$1 million annually; skipping two years of the program (in 2016 and 2017); and delaying the reconstruction of curb-less roadways in the 2016 – 2023 period. The analysis and impacts of these alternatives were not necessarily rigorously considered, but nevertheless, valid conclusions can be drawn from the exercise.

- **Annual \$1 Million Program Reduction** – Starting in 2016, the annual element was modified by deferring one or more projects to the following year so that the cost was approximately \$1 million less than the current master plan. This exercise was repeated each year through the year 2023. The results of this process yielded a 10-year program consisting of 24.0 miles of improvements at a cost of \$49.3 million. In a couple of

instances, individual projects were deferred more than one year from the current schedule. The overall impact of was the deferment of about one-and-a-half program years of work through 2023. There appeared to be no major impact on the roll-out of water and sanitary sewer projects associated with the roadway work, amounting to a deferment of about \$1 million in underground work.

- **Two Year Program Hiatus** - In this alternative, projects currently planned for implementation starting in 2016 were pushed back two years, resulting in performing eight years of work in the next 10 years. About 23 miles of roadway would be improved at a cost of \$48.9 million. Impacts on the water and sanitary sewer fund were estimated to be the most substantial of any of the alternatives, with about \$3 million in reduced expenditures.
- **Postpone Reconstruction of Curb-Less Roadways** – The majority of street reconstruction work in the next 10-year program involves substantial improvements to rural-road design streets that became Village rights-of-way during annexations over the past 20 years. It is proposed that in lieu of complete reconstruction during this current program cycle, these roadways would receive maintenance overlays costing far less and the reconstructions be delayed for a period of 10 to 15 years. All roadways currently in the program would receive treatment in accordance with the current schedule, so 31.4 miles of rehabilitation would occur at a cost of \$46.3 million. Because most of these roadways have newer water and sanitary sewer facilities, only about \$400,000 in water / sanitary sewer projects would be postponed.

#### ASSESSMENTS / CONCLUSIONS

- Deferment of projects will result in higher overall costs to achieve the end products currently programmed.
- The alternative to defer reconstruction of curb-less roadways appears to be the most appealing when looking strictly at the upcoming 10-year program, as the vast majority of streets are rehabilitated in accordance with the current schedule and planned scope of work. Overall roadway network condition is best maintained with this alternative. This strategy is also applicable to roadways that the Village would take over as a result of future annexations. Beyond the current ten year timeframe, the deferment of reconstruction of curb-less roadways likely poses the biggest challenge to maintaining a progressive and solvent program.
- Staff would prefer an annual reduction in program costs to the alternative involving skipping two full years of any roadway work if a choice was to be made between these two options.

cc: Julius Hansen, Public Works Director  
Kevin Wachtel, Finance Director  
Jeff Perrigo, Civil Engineer  
Capital Improvements Commission



# Attachment 4

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**MEMORANDUM**

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**TO:** Mark Franz, Village Manager  
**FROM:** Bob Minix, Professional Engineer   
**DATE:** November 9, 2013  
**SUBJECT:** Waters Edge Townhome Association Request Regarding  
Municipal Takeover of Private Streets



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It is my understanding that the Waters Edge Townhome Association has inquired about the Village taking over ownership and maintenance responsibilities for the two private roadways in the development, Waters Edge Court and Parkview Court. These roadways are short cul-de-sacs west of Nicoll Way constructed circa 2005. Please note the following, based on my review of information from the files at Public Works.

- The Waters Edge developers constructed private and public roadways as part of the project. In addition to Waters Edge and Parkview Courts, Nicoll Way was extended south from Wilson and Harding was improved east of Nicoll (see attached overall plan).
- Cross-sections (materials and thicknesses) for all roadways were similar and met current Village standards for construction.
- The geometric configuration of the cul-de-sacs met Village requirements for right-of-way and street dimensions. The sidewalk provided in the cul-de-sacs is only four ft. wide instead of the normal five ft. width.
- Harding Avenue is constructed on a sub-standard right-of-way width of only 33 ft.
- The Village vacated portions of Pershing, Harding and Nicoll Way to the developer. Next to the development, six feet of Nicoll Way was vacated.

In my research, I could not find any definitive statements or explicit reasons for making Waters Edge and Parkview Courts private roadways; such documentation may be in the transcripts from the various public hearings conducted as part of the approval process and/or the Planning and Development Department has specific information on this issue. However, there are certainly observational justifications for designating these roadways as private:

- The minimum existing building setbacks from the roadway limits (a circular section 50 ft. in radius from the center of the courts) are around 15 ft., far less than normal (see attached plan showing the relationship of the 780-784 Parkview Court building to the roadway).

- The roadways strictly serve the townhome area and function primarily as the principal / shared driveway into the residences.

It appears that in order to construct the development at the desired density, the normal setbacks for the units could not be achieved. As the cul-de-sacs serve primarily as entryways to the townhomes, it was deemed appropriate that they should be privately maintained.

It should be noted again that the Village provided significant right-of-way to the development and allowed the construction of Harding on a sub-standard right-of-way. I see no compelling reason or justification for the Village to take responsibility for these cul-de-sacs at this time, as the decision process to make them private was contemporary, transparent and considered in the context of the overall development.

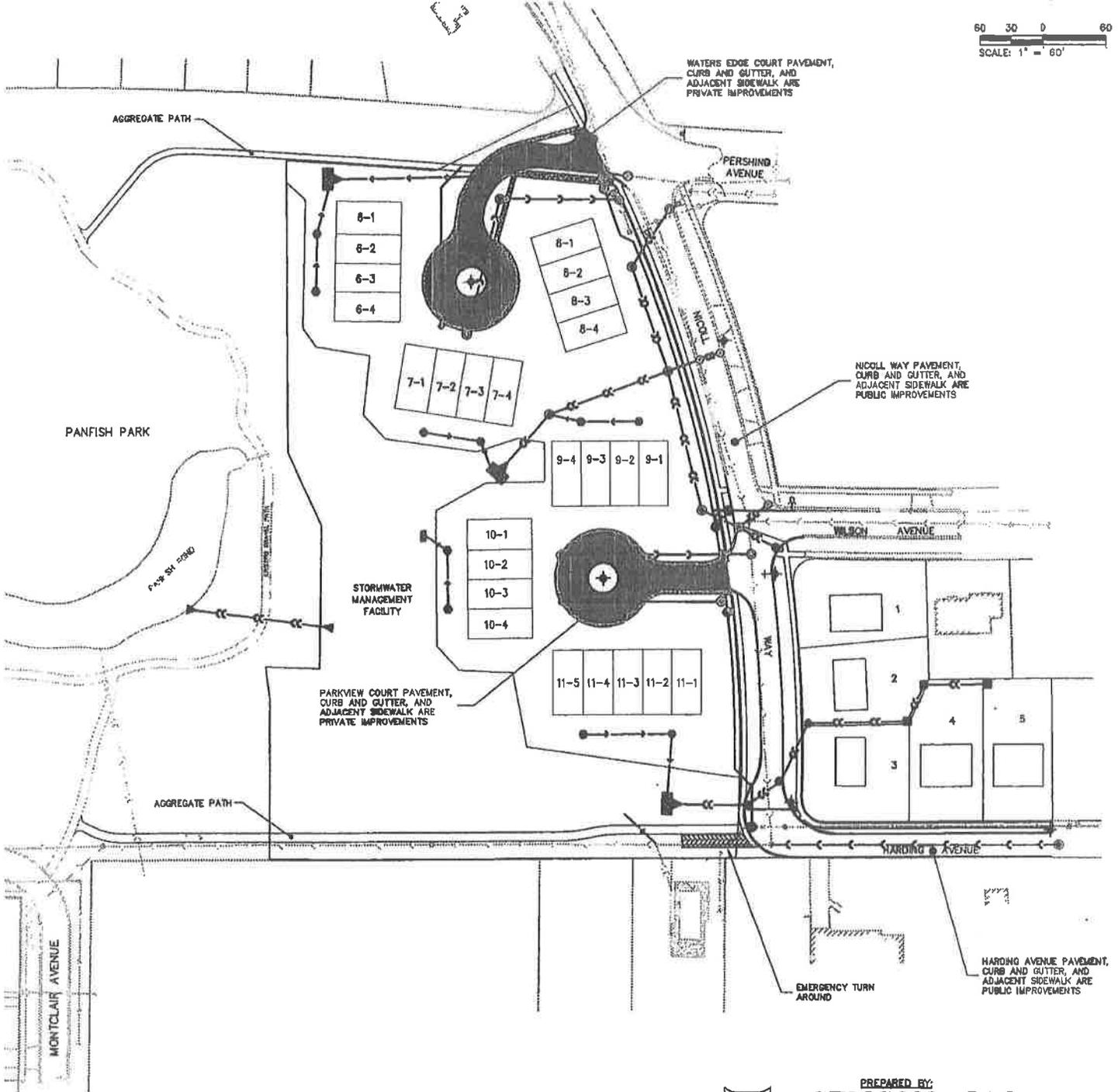
enc. as noted

cc: Julius Hansen, Public Works Director  
Staci Hulseberg, Planning and Development Director  
Jeff Perrigo, Civil Engineer  
Michele Stegall, Village Planner

# IBT A WATERS EDGE IMPROVEMENTS



60 30 0 60  
SCALE: 1" = 60'



PREPARED BY:  
**CEMCON, Ltd.**  
Consulting Engineers, Land Surveyors & Planners  
2280 White Oak Circle, Suite 100  
Aurora, Illinois 60502-9875  
Ph: 630.862.2100 Fax: 630.862.2199  
E-Mail: cadd@cemcon.com Website: www.cemcon.com  
12-02-06/DFM REVISED PER VILLAGE COMMENT





# Attachment 5

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## MEMORANDUM

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**TO:** Mark Franz, Village Manager

**FROM:** Bob Minix, Professional Engineer

**DATE:** November 13, 2013

**SUBJECT:** Lenox Road Improvements –  
Potential ComEd Undergrounding Project and Overall  
Costs of Undergrounding



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### **LENOX ROAD IMPROVEMENTS: POTENTIAL UNDERGROUNDING PROJECT**

On Tuesday, November 12, 2013 I met with Garry Zack of the ComEd Public Relocations Department. Mr. Zack is involved with projects to convert utility wires from overhead to underground; I worked with him briefly on the Lambert Road undergrounding work done near the Reno Center in 2011. Mr. Zack was responding to my request for input and a cost estimate to underground the overhead wires on Lenox Road between Hawthorne and Oak as a follow-up to the October Board discussion on various design considerations associated with the reconstruction of Lenox Road.

In a prior email, Mr. Zack shared with me his initial thoughts on a Lenox Road undergrounding project:

I googled this and it looks like a pole line that runs down the west side of the street and all residents (about 35+/-, and the park) appear to be fed by overhead transformers and service drops. Are there any road improvements planned for Lenox Rd. or is this just a straight overhead to underground relocation? I checked our maps and this is a main stem primary feeder on Lenox Rd. Placing it underground would require the placement of switch gear, pad mounted transformers, pedestals and cable in easements. Some people could have a transformer, switch gear or pedestal in their front yard. The village would have to change out every overhead service to an underground raceway. ComEd would then trench in a new service to the house from a pedestal. It also appears that there are phone & cable on the poles as well that has to be accounted for. We can set something up to discuss it and walk it down.

During our walk down, I further explained our pending project and Mr. Zack familiarized himself with the actual field conditions. He seemed to be considering a variety of options to route cables, place required surface appurtenances, and serve residences and the park. His primary take-away was that the project is feasible and that he would prepare, without charge, a preliminary cost estimate for the ComEd portion of the work. I provided him with a base map of the roadway to assist in his layout and cost estimate tasks.

Pending receipt of Mr. Zack's cost estimate, please note the following items:

- ❑ There are 20 spans (pole-to-pole runs) of electric wires along Lenox Road. A ball-park figure quoted to me a few years ago for undergrounding expenses was \$40,000 per span. While this may not be at all applicable to the Lenox Road situation, if used, the ComEd cost alone would be \$800,000 for main line work.
- ❑ There are approximately 30 electric services along Lenox. Roughly half of these homes, in addition to the Lake Ellyn Boathouse, already have underground electric services. Based on previous pricing experience and considering that 15 of the residences still require the installation of an underground service, the estimated electric service cost portion of the project is about \$60,000, including a \$15,000 allowance for required work for the Boathouse service. This cost is paid by the Village and the work is performed by an electrician hired by us.
- ❑ The Lake Ellyn Boathouse is served with three-phase power. Providing a three-phase feed requires additional cable runs.
- ❑ The placement of the majority of the transformers and service pedestals will occur on the west side of the roadway in front of the residential properties. Generally speaking, there would be two transformers and four gangs of service boxes per block. While ComEd generally prefers these boxes to be in easements, the public right-of-way appears large enough to accommodate their placement and it is unlikely they would need to be relocated in the future to accommodate other public improvements. Obviously, location of the boxes would be a sensitive issue for the Lenox Road residents.
- ❑ At least a few, large-size switchgear boxes will be required for the project, although Mr. Zack was contemplating ways to absolutely minimize their use. The east side of the road in Lake Ellyn Park would likely be the best option to accommodate their placement.
- ❑ There likely would need to be some additional utility poles added along Hawthorne, Oak and Essex where the transitions between overhead and underground wires occur.
- ❑ Existing street lights on utility poles at Lenox & Linden and Lenox & Essex would need to be replaced with new poles, luminaires and wiring at a total estimated cost of \$15,000.
- ❑ In addition to ComEd costs, the Village reimburses AT&T for undergrounding of telephone facilities, an expense estimated to be about 1/3 the cost of the ComEd work. In the past, the Village has not directly paid the cable companies for any costs to place their infrastructure below ground.
- ❑ Based on the above, a total estimated cost for the undergrounding of the **electrical wires** along Lenox Road would be \$875,000. Again please note that the forthcoming ComEd cost estimate will be more definitive and applicable.

### **VILLAGE-WIDE COMED UNDERGROUNDING COSTS**

Underground projects are obviously expensive and could be paid through our capital fund or more feasibly through a direct bill by ComEd (using the Rider LGC – Local Government Compliance – process), similar to how we paid for Lambert Road in 2012. It should be noted, we did receive a number of calls from residents concerned with this cost increase. However, undergrounding utility lines does produce some key benefits such as better reliability and significant aesthetic improvements. For these reasons, the Village has required new developments to underground secondary electrical wires on private property; however primary electrical lines are not subject to this stipulation.

If the cost for utility undergrounding along the 2,000 ft. Lenox Road corridor is estimated to be \$875,000, that equates to a per mile cost of about \$2,300,000. Extended Village-wide, assuming 50 miles of undergrounding are required, the total expense would be \$115,000,000. Therefore, the Village has focused efforts to underground utilities in our commercial districts such as Roosevelt Road and the downtown. On a case by case basis, we have made some improvements and this could continue to be our approach. Lastly, from a Village Code perspective, any new or existing overhead utilities are required to be buried within the boundaries of all PUDs and within the boundaries and adjacent rights-of-way of all new subdivisions. All new service lines are also required to be buried for Class II and III Alterations and new and existing service lines are required to be buried for Class III Additions and any new constructions.

### **STAFF RECOMMENDATIONS**

Due to the overall costs, the Village should continue to look for limited opportunities to underground utilities, but cannot afford to fund this major initiative without a new revenue source or having a significant impact on constituents' electricity bills. Furthermore, I would not recommend undergrounding utility poles on Lenox Road due to the costs associated with that project. We are interested in some direction from the Village Board if they want to develop a new policy or new revenue to address this in the future.

cc: Julius Hansen, Public Works Director  
Jeff Perrigo, Civil Engineer



# Attachment 6

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## MEMORANDUM

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**DATE:** November 18, 2012  
**TO:** Village President and Village Board  
**FROM:** Mark Franz, Village Manager *MF*  
**RE:** 10-Year Capital Planning



Attached for your review and input is the 10-year capital plan for the Village of Glen Ellyn. The information includes a summary of revenues, detailed reports for Street, Water, Sewer, Parking (Exhibit #1), Facilities Plan (Exhibit #2), and Recreation Department (Exhibit #3), and provides important planning tools for the future. In addition, our Equipment Replacement Fund is a major capital component and has been established as a separate plan for many years. This report is updated annually and provides the roadmap for equipment replacement. See your budget for this information. The attached reports will provide the same guidance to these particular areas as they relate to the annual budget process. We look forward to discussing this information with the Village Board at the workshop meeting Monday night.

### **Background**

Capital projects are all large, tangible Village assets. Capital funds are used primarily for the design, construction, and significant maintenance of streets, sanitary, storm and water sewers, street lights, public facilities and sidewalks. Infrastructure provides the backbone or grid for the community to operate. Municipal governments need to identify long-term capital needs and create an effective plan in which to maintain and enhance infrastructure. These attached reports are the detailed plans of how we plan to invest in our infrastructure over the next 10 years. These plans will be updated and refined each budget year to reflect the most current data, needs, and priorities. These 10-year planning documents will be instrumental in constructing our 5-year CIP each budget year which is reviewed and approved each year by the Village Board.

### **Funding**

Glen Ellyn uses a variety of funding sources to address these capital needs. The following are our revenue streams:

1. **Property Tax:** Beginning in FY09/10, a portion of the Village property tax was allocated to the Capital Projects Fund as a new permanent revenue source needed to sustain the 20 year street improvement program. In 2000, in conjunction with a voter-approved referendum to issue bonds to complete storm sewer improvements, the Village Board committed to improving overall roadway surfaces by completing rehabilitations on a 20 year cycle versus the previous 30 year program.

Declining revenues combined with additional increases in the scope of scheduled construction projects significantly impacted our ability to maintain pace with the 20 year plan. After significant discussion of this problem, our Capital Improvements Commission (CIC) in the fall

of 2008 proposed a plan to utilize a scheduled reduction in property taxes (from 1987 series capital bonds which are now paid off) to begin filling the gaps in our street improvement program. Instead of a general property tax reduction, we would maintain property taxes generally at current levels and use the amount previously paid to retire debt for direct financing of future road projects including annual increases based on volunteer tax cap provisions. This is expected to continue through 2014 as property tax supported debt for capital improvements are reduced to zero. **(10-year Projection-3.5% increase annually)**

2. **Telecommunications Tax:** This revenue source is derived from a 6% tax on telecommunication services within Glen Ellyn. Monthly payments are received from the Illinois Department of Revenue which, in January, 2003, took over as the centralized collection agent for all municipally-imposed telecommunications taxes. This revenue source has been declining in recent years, possibly due to changes in technology with less people utilizing traditional phone lines. **(10 year Projection-flat)**
3. **Electricity Use Tax:** Prior to 1998, the Village imposed a utility tax of 5% of gross charges on electrical companies. Changes in State law at that time resulted in the conversion of this tax to a use tax based on the number of kilowatt hours of electrical consumption per month (Village Ordinance VC-4618; 7-27-98). This revenue source is affected by weather and its impact on usage of electricity. **(10 year Projection-flat)**
4. **Natural Gas Use Tax: (\$250,000)** In December, 2003 the Village converted its 5% utility tax on gross charges for natural gas to a use based tax of 2¢ per therm of natural gas used (effective 2-1-04). This provided equity among Glen Ellyn taxpayers and to provide some stabilization in the amount of tax collected from residents. The 2¢ per therm use tax is not tied to the market price of natural gas, therefore taxes collected will not change as gas prices fluctuate. **(10 year Projection-flat)**
5. **Real Estate Transfer Tax: (\$375,000)** Collections of this tax, which is assessed at \$3 per \$1,000 of a property's sales value, first began on December 1, 2000. This revenue source is solely dedicated to help pay for the 20 year street/storm sewer program as recommended by the Capital Improvements Commission and approved by the Village Board in July, 2000. Specifically, this revenue source is allocated to pay for expenses incurred in the "Street Program" line item as defined in Ordinance 4872, adopted August 28, 2000. **(10 year Projection-flat)**
6. **Water/Sewer Rates:** This is an enterprise fund and needs to pay for all expenses, so we assess rates according to our operating and capital needs. The updated 10-year plan will allow us to set rates at levels necessary to meet our needs.
7. **Parking Fees:** The parking fee rate structure has worked as we have been able to maintain our surface lots with these fees. In order to meet our parking infrastructure needs short term, we may have to borrow funds to complete some significant projects in the next few years.

8. **Other:** Miscellaneous revenue sources include:

- **MFT:** Approximately \$50,000 a year can be set aside for capital projects on average.
- **Facilities Reserve Fund:** Need to increase general fund transfer every year to a level of \$200,000 annually. Have some reserve fund to provide some flexibility.
- **Recreation Department (Village Links):** The Village Links uses golf course revenues to pay for capital needs.
- **Grants:** Grants funds are an important revenue component, especially with the Street Program. The street plan does incorporate the anticipated grants, whereas the other capital areas difficult to predict when grants might be necessary. Management will continue to seek grants whenever possible and appropriate.

### **Infrastructure Reports**

The attached spreadsheet summarizes all of our infrastructure needs and ties in the detailed 10-year capital projects plan in the exhibits. We will provide a short summary of these plans and address any specific questions you may have. Below is a brief summary of these infrastructure areas:

- **Capital funds** included the street and non-roadway projects are manageable. We expect a significant cost in FY16 due to the downtown streetscape and roadway improvements. The details of these plans will be forthcoming from the study being completed.
- **Water/Sewer:** As we prepare for the next rate increase imposed by DuPage Water Commission, we will have more detailed information on water infrastructure needs of our system and build those costs into the proposed rate structure.
- **Parking Fund:** We expect to complete the Duane/Glenwood lot next fiscal year due to the grant we received, but will have to decide how best to fund the Duane/Lorraine Lot improvements.
- **Facilities Maintenance Reserve Fund:** We have not funded the General Fund contribution to the FMRF over the last few years and have also deferred some improvements to our facilities. In addition, the Space Needs Analysis has identified some needs that are currently not included in the final report, nor are any major improvements to Village facilities. Therefore, some additional funded will be necessary if major improvements to our facilities are necessary.

### **Unscheduled/Unfunded Projects**

This 10-year plan has provided an opportunity to identify some important projects that are not funded or have not been fully examined. Chief among them are a downtown parking structure, rail projects, Space Needs Analysis Plans for the Civic Center, and the Duane/Lorraine parking lot. We do not have specific cost estimates for any of these projects, but do expect some estimates on the parking costs over the next six months. In addition, we have an estimated range of costs associated with the Civic Center study, ranging from \$230,000 to \$19.9M. The greatest unknown costs relates to the rail projects including the feasibility of a pedestrian tunnel and a potential viaduct at one of the downtown crossings. We anticipate included funds to complete feasibility studies in next year's CIP which will help us determine a direction on those important projects. Outside and internal funding is necessary to fund these projects. These unscheduled projects will continue to be reviewed and discussed as we try to find a way to prioritize with other Village needs.

**Conclusion**

This process has provided an opportunity to fully identify all Village infrastructure needs and review funding levels and timing. These reports will be instrumental in developing future budgets and Capital Improvement Plans. We welcome input from the Village Board and public as we discuss these priorities, funding options, and timing. IF YOU HAVE ANY QUESTIONS, PLEASE LET ME KNOW.

**Village of Glen Ellyn**  
**CAPITAL PROJECTS TEN-YEAR PROGRAM**  
 November 2012

CAPITAL FUND 4000 (See Exhibit #1)	Capital Funds										Total BUDGET FORECAST	
	FY 12/13 APPROVED BUDGET	FY 13/14 BUDGET FORECAST	FY 14/15 BUDGET FORECAST	FY 15/16 BUDGET FORECAST	FY 16/17 BUDGET FORECAST	FY 17/18 BUDGET FORECAST	FY 18/19 BUDGET FORECAST	FY 19/20 BUDGET FORECAST	FY 20/21 BUDGET FORECAST	FY 21/22 BUDGET FORECAST		FY 22/23 BUDGET FORECAST
<b>REVENUES / INFLOWS (4000)</b>												
Property Taxes	\$ 1,660,000	\$ 2,765,000	\$ 3,520,000	\$ 3,643,000	\$ 3,771,000	\$ 3,903,000	\$ 4,040,000	\$ 4,181,000	\$ 4,327,000	\$ 4,478,000	\$ 4,635,000	\$ 39,283,000
Telecommunication Tax	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 12,000,000
Electricity Use Tax	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 10,000,000
Natural Gas Use Tax	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 2,500,000
Real Estate Transfer Tax	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 3,750,000
Community Development Block Grant	\$ 570,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Stormwater Ordinance (fee-in-lieu)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Income	\$ 7,500	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 30,000
Vacation of Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 46,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IFT / General Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IFT / Sanitary Sewer Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Transfer - General Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Transfer - Corp Reserve	\$ 793,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUES</b>	\$ 5,901,500	\$ 5,513,000	\$ 6,348,000	\$ 6,471,000	\$ 6,699,000	\$ 6,731,000	\$ 6,868,000	\$ 7,005,000	\$ 7,155,000	\$ 7,306,000	\$ 7,463,000	\$ 67,563,000
<b>CONTRACTUAL SERVICES:</b>												
Subtotal	\$ 24,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 250,000
<b>CAPITAL OUTLAY:</b>												
Pavement Preservation Program	\$ 260,000	\$ 250,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 3,850,000
Non-Roadway Construction Projects: Stormwater, Street Lighting, Traffic Signals, Bridges, Beautification, Landscaping, Signage, Miscellaneous, etc.	\$ 1,228,000	\$ 305,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 305,000
Other Projects: Stormwater, Beautification, etc.	\$ 375,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 750,000
Sidewalk Program	\$ 5,038,000	\$ 4,705,000	\$ 5,890,000	\$ 5,800,000	\$ 5,800,000	\$ 5,240,000	\$ 5,415,000	\$ 5,835,000	\$ 5,125,000	\$ 3,680,000	\$ 5,165,000	\$ 48,920,000
Street Program - see detailed spreadsheets	\$ 116,000	\$ 120,000	\$ 124,000	\$ 127,000	\$ 131,000	\$ 135,000	\$ 139,000	\$ 143,000	\$ 148,000	\$ 152,000	\$ 157,000	\$ 1,376,000
Downtown Roadway and Streetscape	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Village Links Contribution (budget amendment)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Village Links Contribution (budget amendment)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Projects: Rail, CBD, etc.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Redevelop Tunnel in CBD - Feasibility Study	\$ 30,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 350,000
Vaduct / Underpass in CBD - Feasibility Study	\$ 7,397,000	\$ 5,865,000	\$ 6,854,000	\$ 8,037,000	\$ 6,705,000	\$ 6,150,000	\$ 6,329,000	\$ 6,753,000	\$ 6,048,000	\$ 4,507,000	\$ 6,097,000	\$ 63,456,000
Wayfinding Signs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 7,421,000	\$ 5,690,000	\$ 6,869,000	\$ 8,062,000	\$ 6,731,000	\$ 6,175,000	\$ 6,354,000	\$ 6,778,000	\$ 6,073,000	\$ 4,532,000	\$ 6,122,000	\$ 63,706,000
<b>TOTAL EXPENDITURES</b>	\$ (1,519,500)	\$ (277,000)	\$ (841,000)	\$ (1,591,000)	\$ (132,000)	\$ (556,000)	\$ 514,000	\$ 231,000	\$ 1,082,000	\$ 2,674,000	\$ 1,341,000	\$ 3,957,000
<b>FUND INCREASE (DECREASE)</b>	\$ 1,112,100	\$ 835,100	\$ 294,100	\$ (1,298,900)	\$ (1,428,900)	\$ (872,900)	\$ (368,900)	\$ (127,900)	\$ 954,100	\$ 3,628,100	\$ 4,968,100	\$ -
<b>FUND BALANCE (April 30)</b>												
<b>WATER FUND CAPITAL OUTLAY:</b>												
Water Fund	\$ 535,000	\$ 1,425,000	\$ 1,080,000	\$ 315,000	\$ 1,110,000	\$ 700,000	\$ 155,000	\$ 1,825,000	\$ 1,540,000	\$ 1,125,000	\$ 1,825,000	\$ 11,200,000
Roadway Related Projects - see spreadsheets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non-Roadway Projects	\$ 26,000	\$ 660,000	\$ 700,000	\$ 750,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 750,000
Standalone Main Replacement	\$ 724,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roosevelt Road Water Main	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Projects	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 750,000
Newton & Cottage Water Tank Re-coating	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wilson & Newton Pumping Station Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WPAS & NPAS Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Standby Well Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Village Links Contribution (budget amendment)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 300,000
<b>TOTAL WATER CAPITAL EXPENDITURES</b>	\$ 1,460,000	\$ 2,150,000	\$ 1,855,000	\$ 1,140,000	\$ 1,895,000	\$ 1,475,000	\$ 230,000	\$ 2,000,000	\$ 1,815,000	\$ 1,500,000	\$ 1,500,000	\$ 15,950,000

**Village of Glen Ellyn  
CAPITAL PROJECTS TEN-YEAR PROGRAM  
November 2012**

Sanitary Sewer Fund (See Exhibit #1)	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total
	APPROVED BUDGET	BUDGET FORECAST										
<b>SANITARY SEWER FUND CAPITAL OUTLAY:</b>												
Roadway Related Projects - see spreadsheets	\$ 660,000	\$ 600,000	\$ 785,000	\$ 495,000	\$ 535,000	\$ 555,000	\$ 155,000	\$ 880,000	\$ 745,000	\$ 590,000	\$ 255,000	\$ 5,585,000
Non-Roadway Projects												
VI Reduction (Lining + Repairs)	\$ 755,000	\$ 500,000	\$ 525,000	\$ 550,000	\$ 580,000	\$ 610,000	\$ 640,000	\$ 670,000	\$ 705,000	\$ 740,000	\$ 775,000	\$ 6,295,000
Central Basin Study Projects	\$ 85,000	\$ 625,000		\$ 500,000	\$ 140,000							\$ 1,265,000
Lift Station Rehab												
Memory Court	\$ 60,000	\$ 550,000										\$ 550,000
Surrey						\$ 450,000			\$ 1,000,000			\$ 450,000
Orchard Place												\$ 1,000,000
<b>Village Links Contribution (budget amendment)</b>												
<b>TOTAL SANITARY SEWER CAPITAL</b>	<b>\$ 1,660,000</b>	<b>\$ 2,275,000</b>	<b>\$ 1,290,000</b>	<b>\$ 1,545,000</b>	<b>\$ 1,255,000</b>	<b>\$ 1,615,000</b>	<b>\$ 795,000</b>	<b>\$ 1,560,000</b>	<b>\$ 2,450,000</b>	<b>\$ 1,330,000</b>	<b>\$ 1,430,000</b>	<b>\$ 15,545,000</b>
<b>Parking Fund</b>												
<b>REVENUES/INFLOWS</b>												
<b>PARKING FUND CAPITAL OUTLAY:</b>												
Surface Parking Lots	\$ 165,000	\$ 680,000	\$ 1,350,000	\$ 20,000	\$ 13,500	\$ 88,000	\$ 34,000	\$ 88,000	\$ 26,000	\$ 17,000	\$ 79,000	\$ 2,375,500
Parking Structure(s)	\$ 25,000											
<b>TOTAL EXPENDITURES</b>	<b>\$ 190,000</b>	<b>\$ 680,000</b>	<b>\$ 1,350,000</b>	<b>\$ 20,000</b>	<b>\$ 13,500</b>	<b>\$ 88,000</b>	<b>\$ 34,000</b>	<b>\$ 88,000</b>	<b>\$ 26,000</b>	<b>\$ 17,000</b>	<b>\$ 79,000</b>	<b>\$ 2,375,500</b>
<b>FUND INCREASE (DECREASE)</b>	<b>\$ (560,000)</b>	<b>\$ (660,000)</b>	<b>\$ (620,000)</b>	<b>\$ (80,000)</b>	<b>\$ (86,500)</b>	<b>\$ 12,000</b>	<b>\$ 65,000</b>	<b>\$ 12,000</b>	<b>\$ 74,000</b>	<b>\$ 83,000</b>	<b>\$ 21,000</b>	<b>\$ (1,375,500)</b>
<b>FUND BALANCE (APRIL 30)</b>	<b>\$ 982,000</b>	<b>\$ 422,000</b>	<b>\$ (628,000)</b>	<b>\$ (748,000)</b>	<b>\$ (661,500)</b>	<b>\$ (649,500)</b>	<b>\$ (563,500)</b>	<b>\$ (571,500)</b>	<b>\$ (497,500)</b>	<b>\$ (414,500)</b>	<b>\$ (393,500)</b>	
<b>PARCELS</b>												
<b>FACILITIES MAINTENANCE RESERVE FUND</b>												
45000**												
<b>REVENUES/INFLOWS (45000)</b>												
Interest Income	\$ 2,500											
Miscellaneous Revenue												
IFT/General Fund	\$ 50,000	\$ 75,000	\$ 100,000	\$ 125,000	\$ 150,000	\$ 175,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,625,000
IFT/Water Fund												
IFT/Sewer Fund												
IFT/Equipment Services Fund												
<b>TOTAL REVENUES</b>	<b>\$ 52,500</b>	<b>\$ 75,000</b>	<b>\$ 100,000</b>	<b>\$ 125,000</b>	<b>\$ 150,000</b>	<b>\$ 1,625,000</b>						
<b>FACM OUTLAY**:</b>												
Chic Center Rehabilitations	\$ 27,500		\$ 34,333	\$ 25,469	\$ 95,377	\$ 155,289	\$ 5,631		\$ 57,265			\$ 373,965
Fire Station Rehabilitations		\$ 76,735	\$ 120,104	\$ 66,144	\$ 59,804	\$ 59,804	\$ 8,153	\$ 86,151	\$ 107,881	\$ 152,596	\$ 162,596	\$ 677,667
Reno Center Rehabilitations	\$ 50,000	\$ 2,040	\$ 93,334	\$ 37,142	\$ 26,779	\$ 23,429	\$ 21,395	\$ 24,840	\$ 51,494	\$ 141,403	\$ 141,403	\$ 677,667
Stacy's Museum and History Center		\$ 16,060	\$ 73,883	\$ 3,343	\$ 21,395	\$ 23,429	\$ 21,395	\$ 21,808	\$ 66,931	\$ 95,564	\$ 22,459	\$ 284,209
Lift Stations			\$ 1,551	\$ 1,380	\$ 2,539	\$ 2,539	\$ 541	\$ 95,393				\$ 5,480
Pumping Stations		\$ 34,425	\$ 39,501	\$ 7,110	\$ 4,637	\$ 4,637	\$ 8,615	\$ 8,615	\$ 9,490	\$ 18,285	\$ 18,285	\$ 178,125
Village Rental Properties		\$ 129,260	\$ 364,967	\$ 187,732	\$ 144,033	\$ 341,091	\$ 13,784	\$ 141,415	\$ 292,461	\$ 35,564	\$ 340,228	\$ 1,990,553
<b>TOTAL EXPENDITURES - FACM Plan**</b>	<b>\$ 77,500</b>	<b>\$ 229,260</b>	<b>\$ 365,967</b>	<b>\$ 187,732</b>	<b>\$ 144,033</b>	<b>\$ 341,091</b>	<b>\$ 13,784</b>	<b>\$ 141,415</b>	<b>\$ 292,461</b>	<b>\$ 35,564</b>	<b>\$ 340,228</b>	<b>\$ 2,115,563</b>
<b>SPACE NEEDS ANALYSIS</b>												
Scheme 1 Design Concepts	\$ -	\$ 100,000										\$ 100,000
<b>TOTAL EXPENDITURES - SNA</b>	<b>\$ -</b>	<b>\$ 100,000</b>										<b>\$ 100,000</b>
<b>RENOVATION/IMPROVEMENTS</b>												
Chic Center Board Room Technology	\$ -	\$ 25,000										\$ 25,000
<b>TOTAL EXPENDITURES - RENOV.</b>	<b>\$ -</b>	<b>\$ 25,000</b>										<b>\$ 25,000</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 77,500</b>	<b>\$ 229,260</b>	<b>\$ 365,967</b>	<b>\$ 187,732</b>	<b>\$ 144,033</b>	<b>\$ 341,091</b>	<b>\$ 13,784</b>	<b>\$ 141,415</b>	<b>\$ 292,461</b>	<b>\$ 35,564</b>	<b>\$ 340,228</b>	<b>\$ 2,115,563</b>

Village of Glen Ellyn  
**CAPITAL PROJECTS TEN-YEAR PROGRAM**  
 November 2012

FUND INCREASE (DECREASE)	\$ (25,000)	\$ (154,260)	\$ (289,987)	\$ (62,332)	\$ 5,967	\$ (191,061)	\$ 135,216	\$ 8,585	\$ (142,461)	\$ 114,436	\$ (190,228)	\$ (765,553)
FUND BALANCE (April 30)	\$ 929,000	\$ 774,741	\$ 484,754	\$ 422,022	\$ 427,969	\$ 236,898	\$ 379,114	\$ 381,699	\$ 239,239	\$ 353,675	\$ 163,447	

\*\*See Complete FACM Reserve Study for Details

MISC FUNDS												
	FY 12/13 APPROVED BUDGET*	FY 13/14 BUDGET FORECAST*	FY 14/15 BUDGET FORECAST*	FY 15/16 BUDGET FORECAST*	FY 16/17 BUDGET FORECAST*	FY 17/18 BUDGET FORECAST*	FY 18/19 BUDGET FORECAST*	FY 19/20 BUDGET FORECAST*	FY 20/21 BUDGET FORECAST*	FY 21/22 BUDGET FORECAST*	FY 22/23 BUDGET FORECAST*	Total BUDGET FORECAST*
<b>Motor Fuel Tax FUND</b>												
REVENUES / INFLOWS (2100)	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 500,000
<b>CAPITAL PROJECTS OUTLAY:</b>												
Public Works Salt Storage Facility	\$ 125,000	\$ 125,000										\$ 125,000
TOTAL EXPENDITURES	\$ 125,000	\$ 125,000										\$ 125,000
FUND INCREASE (DECREASE)	\$ (125,000)	\$ (75,000)	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 375,000
FUND BALANCE (April 30)	\$ 271,000	\$ 195,000	\$ 246,000	\$ 296,000	\$ 346,000	\$ 395,000	\$ 446,000	\$ 496,000	\$ 546,000	\$ 596,000	\$ 646,000	
<b>General FUND</b>												
Information Technology Improvements	\$ 51,000	\$ 91,000	\$ 49,000	\$ 47,000	\$ 38,000	\$ 49,000	\$ 51,000	\$ 49,000	\$ 89,000	\$ 46,000	\$ 41,000	\$ 550,000
Recreation FUND												
Golf Cart Fleet (87) Replacement w/trade-in	\$ 125,000											\$ 125,000
<b>Total Project Unencumbered/Unbudgeted</b>												\$ 250,000



## 2012 Capital Program Update

### Narrative and Presentation of Street, Water & Sanitary Sewer and Parking Lot 10-Year Programs

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#### INTRODUCTION / SUMMARY

Engineering Division staff have recently reviewed and updated long-term programs for improvements associated with roadways; water and sanitary sewer systems and facilities; and parking lots. Proposed improvements have been programmed for the 2013-2022 calendar year timeframe (FY14-23). Each program will be briefly described in narrative form, supported by detailed cost spreadsheets and other descriptive information.

#### STREET PROGRAM

##### PURPOSE

Since 2001 rehabilitation of Village roadways has been guided by a 20-Year Program recommended by the Capital Improvements Commission (CIC) and approved by the Village Board. The basic program as originally conceived has been successful in realizing a logical and sustainable cycle for roadway improvements, and the Village has made substantial progress in the past decade towards the goal of achieving and maintaining a high quality street system. The CIC has reviewed the program annually and various modifications (mostly minor) have been incorporated over the past decade. As with any long-term plan however, the time has arrived to review, update and improve the program in a substantial fashion.

A comprehensive review of the long-term street improvements program has been performed to:

- Review cost and funding data
- Assess / evaluate previous assumptions and priorities
- Provide a detailed 10-year program for the 2013 to 2022 timeframe and extend the basic framework of the program to 2030, incorporating streets annexed since 2000
- Incorporate improved pavement preservation strategies
- Reflect recent initiatives to improve the Village central business district as embodied by the Downtown Strategic Plan

The overall goal remains unchanged: develop a program that systematically and cost-effectively rehabilitates the Village roadway network so that all streets are in continuously good condition.

## APPROACH

A 7-step approach was used for the update of the long-term Village street improvements program:

1. Street Inventory – All Village maintained roadways (streets and alleys) were reviewed to verify inclusion in the database; check basic length and width dimensions; confirm material(s) and date of last construction; and specify functional classification (local or collector). The Village roadway system consists of:

Village of Glen Ellyn 2012 Street Inventory	Centerline Miles
Total Street/Alley Miles	87
Collector Streets	27.5
Asphalt	17
Concrete	10.5
Local Streets	58.5
Asphalt	57
Concrete	1.5
Alleys	1

The above inventory includes only those streets that are the maintenance responsibility of the Village and does not account for any IDOT or DuPage County roadways.

2. Condition Assessment – The Village has performed a condition assessment of its roadway system at regular intervals for more than two decades, typically on a quadrennial basis. The methodology used is derived from the MicroPAVER Pavement Management System and results in the calculation of a Pavement Condition Index (PCI) parameter. The PCI ranges from a value of 100 for a brand new pavement to 0 for a completely failed roadway. Please see the attachment for a further description of the PCI. The express goal of the Village is to achieve and maintain all roadways in at least the “Good” PCI range (PCI of 56 or greater).

In 2012 the PCI was determined for each roadway segment on a block-by-block basis. The roadway surface was digitally imaged and the images assessed by a trained observer to inventory defects. Using PAVER protocols, the PCI was determined. The Village roadway system is in generally very good condition as displayed in the attached 2012 PCI ratings map.

3. Rehabilitation Strategies – A combination of available roadway rehabilitation techniques are utilized in revising the long-term plan, ranging from full reconstruction to various levels of resurfacing to scheduled pavement maintenance activities. “Pavement Preservation” involves the timely application of appropriate maintenance and resurfacing activities to extend the life of a roadway between reconstruction events (previously assumed to be 40 years or so), ideally to the establishment of a “Perpetual Pavement.” Pavement Preservation techniques include rejuvenators, patching, crack sealing and microsurfacing for asphalt roadways; and patching, diamond grinding and sealing operations for concrete roadways. All these techniques – with the exception of microsurfacing – have been performed on Glen Ellyn streets in the past.

Microsurfacing is the application of a polymer-modified, cold-mix paving system placed in a smooth layer over existing asphalt pavement to remediate surface deterioration. Multiple microsurfacing applications can be made for significantly less cost than a full asphalt resurfacing. Microsurfacing is envisioned as an important future tool here in Glen Ellyn.

4. Unit Costs / Target Annual Expenditures – The basic methodology of estimating roadway rehabilitation costs is to multiply the roadway pavement area by the unit cost of the selected technique. Unit costs for the various construction and resurfacing techniques were updated to reflect recent Village cost history and placed on a 2012 cost basis. Total cost for a project includes 15% for engineering expenses. In lieu of individual pavement preservation costs by roadway segment, a more compact and flexible approach would be to establish a target annual expenditure in aggregate for maintaining concrete and asphalt streets.
5. Financial Parameters – An annual adjustment factor of 5% was used to increase unit costs on a year-to-year basis. The adjustment factor includes consideration for increases due to inflation and in scope of work. It is acknowledged that funding sources will not increase at this rate and that an imbalance between costs and revenues supporting the Capital Project fund may develop over time.
6. Selection of Type of Work and Implementation Schedule – The appropriate scope and timing of substantial roadway improvements (reconstructions and resurfacings) are the essence of the master planning effort. Both involve a significant degree of engineering judgment but are also predicated on many logical and conventional factors relating to the specific construction history and performance of a particular roadway segment. The following criteria for selection and prioritization of street projects were utilized in the development of the previous long-term plan and will be considered again to a great extent. A starting premise for much of the early part of the revised program is the scheduling of projects from the 2001 - 2020 long-term plan.
  - Pavement Condition Index – The current PCI, PCI trend and the Critical PCI (generally a PCI of around 50) are all important considerations as well as the time since the last construction activity on the street occurred. The highest priority projects for resurfacing should be those streets where the PCI is approaching the critical point.
  - Integrated Program – Street work will generally be combined with other major required infrastructure improvements on the corridor (storm sewers, water mains, sanitary sewers, sidewalks).
  - Roadway Usage – Preference may be given to high use routes based on street classification, traffic volumes, emergency vehicle use and primary snow routes. Proximity to schools or other high use areas should also be factored in.
  - Program Balance – Various levels of construction are required on street segments ranging from full reconstruction to a simple overlay. The program should generally include some of each type of work in a given year in order to avoid unbalanced costs throughout the program life. A balance should also be struck

between collector and local roads on an annual basis, though some preference for high usage streets would be acceptable. Finally, there should be a reasonable geographical balance to the annual projects across the Village.

- Achieve a Logical Program – Projects will typically be grouped in a manner to encourage lower contractor prices (geographical proximity) or greater contractor interest (scope of work). Projects should not be programmed in a particular year if conflicts with other work would result.
  - Special Needs / Requests – Work may be programmed to meet special needs of the Street Division, other Village Departments, local institutions, other government entities or residents.
7. Program Refinements – The master planning process is iterative in nature, with refinements occurring based on continuing discussions and inputs. The Capital Improvements Commission should be closely involved with final plan development. In this relatively early stage, the basic financial impacts of the plan can be established, with fine-tuning of individual roadway segment scheduling to continue with the assistance and approval of the CIC.

## **PROGRAM DESCRIPTION**

### **Construction Program**

The current version of the proposed 2013 – 2022 Street Construction Program is shown in the attached map and spreadsheet. Highlights of the program include planned reconstruction and resurfacing improvements to over 28 miles of roads at an estimated total cost of \$58 million (based on a 5% annual cost adjustment factor) over the next 10 year period. The 10-Year program is summarized in the following table:

<b>2013 - 2022 ROADWAY PROGRAM COST SUMMARY</b>					
<b>Calendar Year</b>	<b>Street Resurfacing</b>	<b>Street Reconstruction</b>	<b>Total Construction Cost</b>	<b>Total Cost w/ Engineering</b>	<b>Total Miles</b>
2013	\$3,901,735	\$189,583	\$4,091,318	\$4,705,016	2.42
2014	\$4,458,492	\$663,460	\$5,121,952	\$5,890,245	4.42
2015	\$5,241,370	\$963,527	\$6,204,897	\$7,135,632	2.73
2016	\$3,435,742	\$1,604,772	\$5,040,514	\$5,796,591	3.79
2017	\$2,043,944	\$2,513,023	\$4,556,967	\$5,240,512	2.10
2018	\$849,479	\$3,860,071	\$4,709,550	\$5,415,983	1.86
2019	\$5,072,887	\$0	\$5,072,887	\$5,833,820	2.65
2020	\$3,718,316	\$735,444	\$4,453,761	\$5,121,825	2.66
2021	\$3,027,648	\$170,991	\$3,198,639	\$3,678,435	2.15
2022	\$1,905,740	\$2,583,427	\$4,489,167	\$5,162,542	2.55
<b>Totals</b>	<b>\$33,655,352</b>	<b>\$13,284,299</b>	<b>\$46,939,652</b>	<b>\$53,980,599</b>	<b>27.33</b>

### **Pavement Preservation Program**

Techniques will include and be applied according to the following idealized sequence:

For newly constructed asphalt roadways:

- Year 0: New Pavement
- Year 1: Rejuvenator Treatment
- Year 3: Crack Treatment
- Years 8 and 16: Crack Treatment and Microsurfacing / Patching
- Year 24: 2-inch Mill and Resurfacing

The above schedule is most applicable to a local roadway. A high volume street would likely receive earlier microsurfacing treatments and require resurfacing in the 18-20 year timeframe.

For concrete pavements: patching, diamond grinding and re-sealing of joints and cracks every 10-15 years would be programmed with of goal of treating about one mile of concrete roadways annually.

Pavement preservation techniques will be implemented annually on a staff-selected basis, with total aggregated expenditures of \$400,000 per year.

### **Challenges and Opportunities**

Street rehabilitation and right-of-way enhancements associated with the proposed Central Business District master plan have not yet been explicitly defined and will be costly. In the 2013 – 2022 Ten-Year plan, roadway rehabilitation work is scheduled for the CBD in 2015, but is currently programmed to consist primarily of basic asphalt resurfacing, not major rehabilitation. A supplementary cost of \$2 million has been added to the 2015 CBD roadway project to accommodate some of the desired and likely – but still unspecified – streetscaping, sidewalk and landscaping amenities. This additional allowance places a significant financial burden on the overall program that has not yet been resolved.

An unbalance also exists due to the need to move up roadway rehabilitation in the subdivisions constructed in the early 1990's including Orchard Glen, Derby Glen and Danby Woods. These roadways have PCI's already in the 40's and 50's and should be resurfaced as early as possible in the revised long-term plan before more costly rehabilitations are required.

Certain collector streets in the Village are designated as Federal Aid Urban (FAU) routes and are eligible for rehabilitation funding assistance through the federal Surface Transportation Program. Portions of Park Boulevard and Crescent have already qualified for federal assistance (70% of construction costs) and a group of streets slated for repair in 2019 (Main / Nicoll / DuPage) and 2021 (Crescent) are also potential grant recipients as noted in the detailed spreadsheets.

### **Other Capital Project Fund Components**

In addition to the roadway rehabilitation program, the capital project fund supports other public infrastructure improvements involving sidewalks and elements such as street lights, traffic signals, streetscaping, landscaping and drainage improvements not directly associated with a specific roadway project. In addition, the fund may support any kind of Village capital project endeavor as decided by the Village Board.

The annual stand-alone sidewalk program provides new and replacement walks in areas apart from street program corridors and is funded at the rate of \$75,000 per year. The other non-roadway project elements are typically identified on a near term basis at a target funding level of \$300,000 per year.

Specific needs that are currently identified include possible Lake Ellyn outlet structure modifications and lake overflow handling provisions estimated to cost \$305,000.

### **WATER AND SANITARY SEWER CAPITAL IMPROVEMENTS PROGRAM**

Improvements funded by the Water Fund and Sanitary Sewer Fund are categorized as follows:

- ❑ Water distribution and sanitary sewer collection system upgrades directly associated with roadway projects
- ❑ Stand-alone water and sanitary network improvements
- ❑ Water production facility rehabilitation including major maintenance activities / replacements / upgrades to elevated tanks, ground reservoirs, pumping stations, pressure adjusting stations and wells
- ❑ Sanitary lift station overhauls and replacements

### **ROADWAY RELATED PROJECTS**

Water main and sanitary sewer replacements and other associated system improvements performed concurrently with a specific roadway section project are identified in the attached yearly spreadsheets for the 2013 – 2022 time period. Total yearly costs are summarized in the following table.

2013 - 2022 WATER / SEWER ROADWAY PROGRAM COST SUMMARY				
Calendar Year	Water System Improvements Directly Associated with Roadway Work		Sanitary Sewer Improvements Directly Associated with Roadway Work	
	Construction Cost (Current Year)	Total Cost w/ Engineering	Construction Cost (Current Year)	Total Cost w/ Engineering
2013	\$1,240,313	\$1,426,359	\$521,850	\$600,128
2014	\$939,330	\$1,080,230	\$665,469	\$765,289
2015	\$270,884	\$311,517	\$428,321	\$492,569
2016	\$965,720	\$1,110,578	\$464,323	\$533,972
2017	\$606,234	\$697,169	\$479,882	\$551,864
2018	\$134,010	\$154,111	\$132,669	\$152,570
2019	\$1,674,450	\$1,925,617	\$771,091	\$886,755
2020	\$1,337,467	\$1,538,087	\$645,648	\$742,495
2021	\$977,337	\$1,123,937	\$511,938	\$588,729
2022	\$1,588,172	\$1,826,398	\$219,901	\$252,886
<b>Totals</b>	<b>\$9,733,915</b>	<b>\$11,194,002</b>	<b>\$4,841,093</b>	<b>\$5,567,257</b>

### STANDALONE NETWORK IMPROVEMENTS

Currently identified projects include:

- Complete replacement of water mains along Roosevelt Road at a staff-estimated total cost of **\$2.1 million** to be performed in phases. A preliminary engineering study has been authorized to identify the specific scope, timing and costs of the project. The study will be completed in early 2013.
- Various Sanitary Sewer Evaluation Studies (SSES) performed in the past 10 years have identified defects in the sanitary sewer collection system that permit excess quantities of clear water to enter. Recommended rehabilitation methods include various pipe repairs and lining of sewer pipes and manholes. Pipe lining is also a proven technique for restoring the structural integrity of sewer and is much more cost effective than complete main replacements. The proposed long-term plan will commit significant annual funds to pipe and manhole lining starting at the rate of **\$500,000** per year.
- The SSES work has also identified specific sanitary sewer system deficiencies in conveyance capacity. The 2012 Central Basin study recommends about **\$1.3 million** in improvements in the May / Spring / Smith / Roslyn corridors.

### WATER PRODUCTION FACILITY IMPROVEMENTS

The 2002 Water Master Plan prepared by MWH Consultants includes recommendations for long-term upkeep of the system storage and conveyance facilities. The schedule and costs of these improvements are as follows:

Facility / Improvement	Cost	Year
Newton and Cottage Elevated Tank Recoatings (performed as part of long term tank service / maintenance contracts)	\$75,000	Annual Contribution
Newton and Wilson Pumping Station Rehabilitations	\$1,400,000	2016 and 2017
WPAS and NPAS Rehabilitations	\$300,000	2021
Standby Well Rehabilitations	\$200,000	2022

### LIFT STATION IMPROVEMENTS

The Village currently maintains four wastewater lifts stations. The Memory Court station needs immediate replacement. The South Park station is beyond its useful life but recent upgrades should extend its use for at least another 5-8 years. Both the Surrey and Orchard Place stations will require overhauls in the upcoming 10 year timeframe. The timing and costs of the needed improvements are as follows:

Lift Station	Cost	Year
Memory Court Replacement	\$550,000	2013
Surrey (Braeside) Rehabilitation	\$450,000	2017
South Park Replacement	\$1,000,000	2020
Orchard Place Rehabilitation	\$400,000	2022

### PARKING LOTS

The Village is responsible for the upkeep and rehabilitation of 13 parking facilities within and nearby the Central Business District for commuter and downtown patron / employee usage. The Village facilities are shown on the attached map. Funding for the parking lot maintenance and construction is derived strictly from user fees.

New construction, complete resurfacing and planned routine maintenance activities of a substantial nature were considered for each of the facilities. The proposed ten-year Parking Lot Improvements Schedule for 2013 – 2022 is attached. Total expenditures of **\$2.4 million** are estimated for the period.

The 2013 construction of the new Duane-Glenwood Metra lot is partially supplemented by a federal Congestion Mitigation and Air Quality (CMAQ) grant and can be readily supported by existing dollars in the Parking Fund. However, the planned 2014 reconstruction of the Duane-Lorraine daily fee lot cannot be paid for by current Parking Fund reserves, and some sort of loan or bond arrangement must be secured to finance this more than estimated \$1 million expenditure.

**ATTACHMENTS**

1. Pavement Condition Index (PCI) Primer
2. 2012 Street Condition Status Map
3. Proposed 2013 – 2022 Street Construction Program Map
4. Proposed 2013 – 2022 Street Construction Program Spreadsheet
5. Proposed 2013 – 2022 Water and Sanitary Sewers Associated with Roadway Project Spreadsheet
6. CBD Public Parking Lot Map
7. Proposed 2013 – 2022 Parking Lot Improvements Schedule

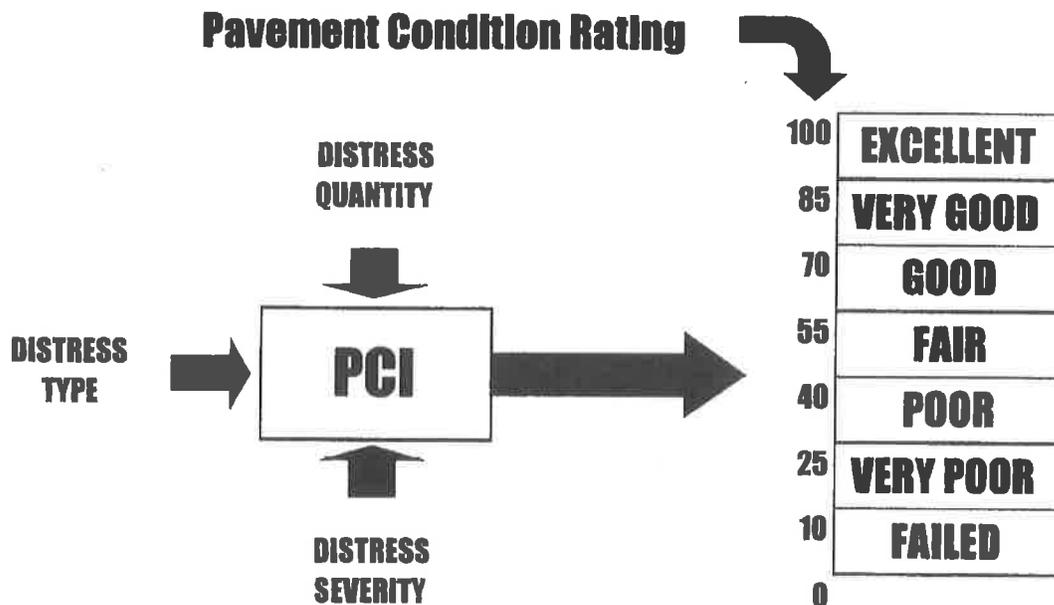
## PAVEMENT CONDITION INDEX (PCI) PRIMER

The Village of Glen Ellyn uses a pavement assessment protocol from the computerized pavement management system called Micro-PAVER to determine the condition of the pavement structure and surface. The condition inventory is performed every four years.

Pavement condition is related to several factors, including structural integrity, structural capacity, roughness, skid resistance/hydroplaning potential, and rate of deterioration. These factors can be assessed by observing and measuring distresses in the pavement during inspection surveys.

Prior to 2004, the Village performed in-house inspections based on visual observations of distresses in selected 100-ft sample units of roadway. Beginning with the 2004 survey, the consultant-led work has consisted of the digital imaging of every portion of a roadway and a complete assessment of all of the data to develop the pavement ratings.

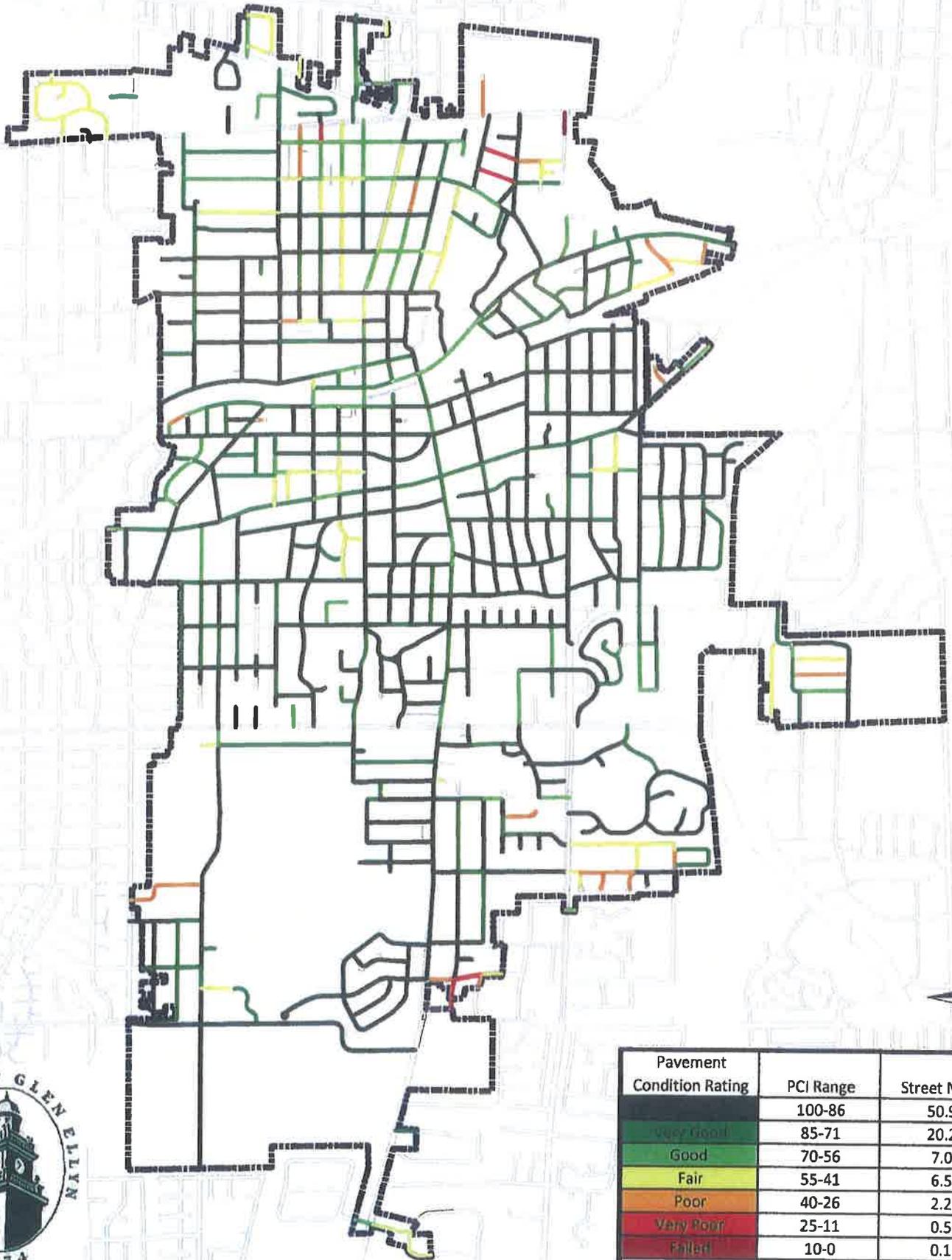
The pavement condition rating is based on the Pavement Condition Index or PCI, which is a numerical indicator based on a scale of 0 to 100. The PCI is a measure of the pavement's structural integrity and surface operational condition. A generalized PCI rating process, rating system numeric ranges and associated qualitative descriptor are shown below:



The express goal of the Village's Long Term Street Improvements Program is to maintain every street under our maintenance jurisdiction in Good or better condition (PCI greater than 55). The 2012 survey data for the 87 miles of Village roadway assessed in the latest effort indicated that the overall PCI for the entire Village is 83 (Very Good Range). The Overall Average PCI in the past 20 years is shown below:

Year of Assessment	1992	1996	2000	2004	2008	2012
Average Systemwide PCI	65	64	61	73	84	83

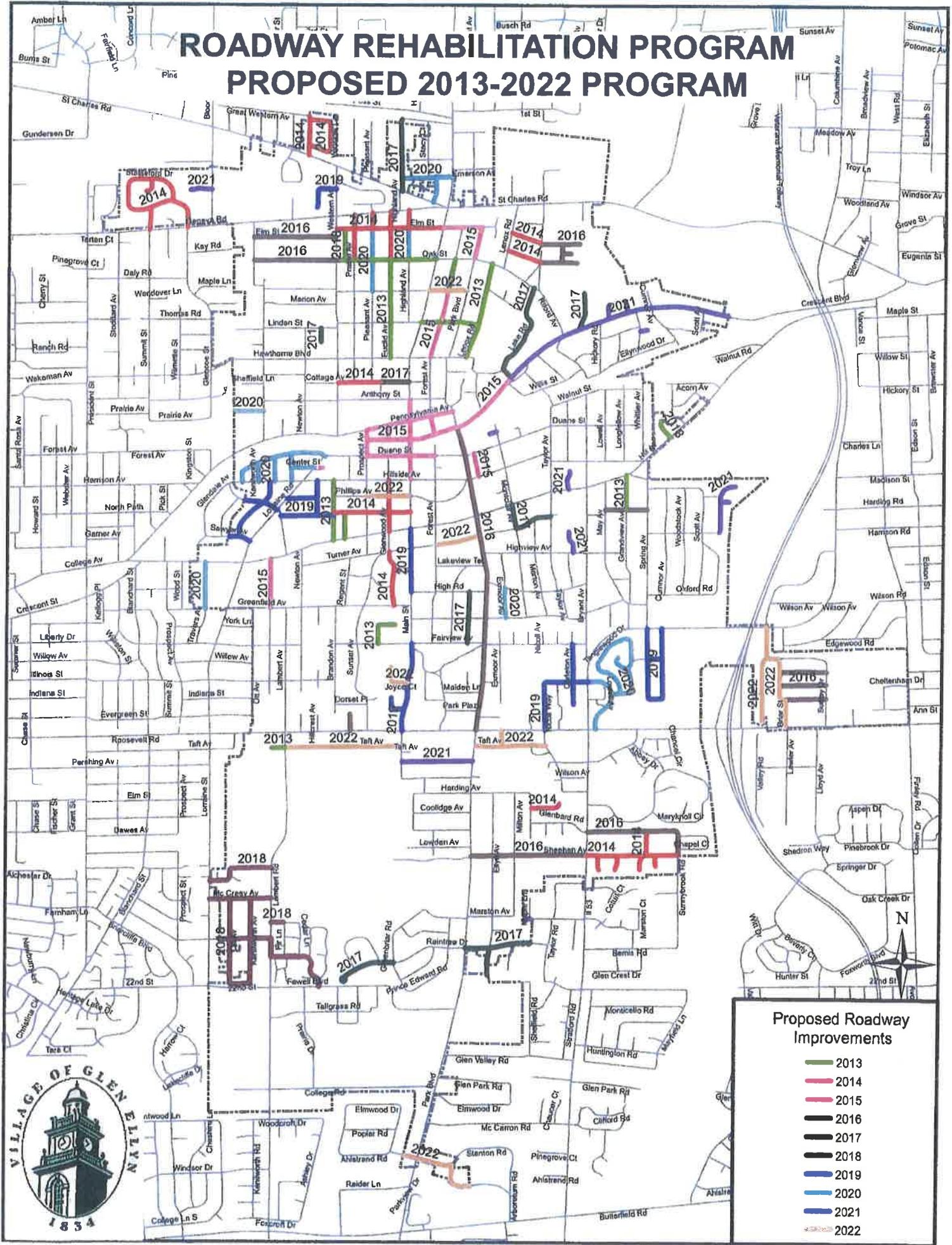
# 2012 STREET CONDITION STATUS



Pavement Condition Rating	PCI Range	Street Miles
	100-86	50.9
Very Good	85-71	20.2
Good	70-56	7.0
Fair	55-41	6.5
Poor	40-26	2.2
Very Poor	25-11	0.5
Failed	10-0	0.1
<b>Total Miles of Roadway</b>		<b>87.4</b>



# ROADWAY REHABILITATION PROGRAM PROPOSED 2013-2022 PROGRAM



## Proposed Roadway Improvements

- 2013
- 2014
- 2015
- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022

# ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012

## PROPOSED 2013 - 2022 PROGRAM

**DEFINITIONS AND TERMS:**

**SEGMENT:** Street or roadway segment undergoing rehabilitation

**PCI - 2004:** Pavement Condition Index from summer 2004 assessment based on comprehensive digital imaging of entire roadway network

**PCI - 2008:** Pavement Condition Index from summer 2008 assessment based on comprehensive digital imaging of entire roadway network

**PCI - 2012:** Pavement Condition Index from summer 2012 assessment based on comprehensive digital imaging of entire roadway network

The pavement condition rating for a roadway segment is determined by the Pavement Condition Index, or PCI, which is a numerical indicator based on scale of 0 to 100 (with 100 for a newly paved street and 0 for a completely failed street).

The PCI is a measure of the pavement's structural integrity and surface operating condition.

**LENGTH:** Length of the roadway segment in feet

**WIDTH:** Width of the roadway pavement, not including curbs, in feet (20 ft. minimum in most cases)

**AREA:** Pavement area in square yards

**TYPE OF REHABILITATION:** The proposed level of rehabilitation anticipated for the roadway segment:

**FULL RECONSTRUCTION** - Complete rebuilding of the roadway with either concrete or full-depth asphalt

**TYPE IA RESURFACING** - Limited curb repairs; removal and replacement of asphalt surface

**TYPE IB RESURFACING** - More extensive spot curb repairs; removal and replacement of asphalt surface

**TYPE IC RESURFACING** - Curb installation or replacement on one side only; base repair; replacement of asphalt surface; special drainage or construction considerations

**TYPE II RESURFACING** - Full curb replacement; most driveway approaches will be replaced; more extensive parkway restoration; removal and replacement of asphalt surface

**TYPE IIA RESURFACING** - Full curb replacement; most driveway approaches will be replaced; more extensive parkway restoration; removal and replacement of asphalt surface; and complete replacement of the roadway base

**STREET REHABILITATION COST:** The estimated total cost of street rehabilitation construction, including an allowance for inflation and scope of work adjustments  
Engineering expenses are assumed to add 15% to the calculated construction cost

Annual Adjustment Factor is: 5.0%

Type	Unit Costs (\$/SY) (2012 Basis)
Alley	\$125
Asphalt Reconstruction	\$200
Concrete Reconstruction	\$225
Type IA	\$35
Type IB	\$45
Type IC	\$80
Type II	\$125
Type IIA	\$170

Calendar Year	Street Resurfacing	Street Reconstruction	Total Construction Cost	Total Cost w/ Engineering	Total Miles
2013	\$ 3,901,735	\$ 189,583	\$ 4,091,318	\$ 4,705,016	2.42
2014	\$ 4,458,492	\$ 663,460	\$ 5,121,952	\$ 5,890,245	4.42
2015	\$ 5,241,370	\$ 963,527	\$ 6,204,897	\$ 7,135,632	2.73
2016	\$ 3,435,742	\$ 1,604,772	\$ 5,040,514	\$ 5,796,591	3.79
2017	\$ 2,043,944	\$ 2,513,023	\$ 4,556,967	\$ 5,240,512	2.10
2018	\$ 849,479	\$ 3,860,071	\$ 4,709,550	\$ 5,415,983	1.86
2019	\$ 5,072,887	\$ -	\$ 5,072,887	\$ 5,833,820	2.65
2020	\$ 3,718,316	\$ 735,444	\$ 4,453,761	\$ 5,121,825	2.66
2021	\$ 3,027,648	\$ 170,991	\$ 3,198,639	\$ 3,678,435	2.15
2022	\$ 1,905,740	\$ 2,583,427	\$ 4,489,167	\$ 5,162,542	2.55
<b>Totals</b>	<b>\$ 33,655,352</b>	<b>\$ 13,284,299</b>	<b>\$ 46,939,652</b>	<b>\$ 53,980,599</b>	<b>27.33</b>

ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012

**PROPOSED 2013 - 2022 PROGRAM**

Year: 2013 (FY - 14)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Street Rehabilitation	Street Rehabilitation Cost
<b>STREET RESURFACING</b>								(Current Year \$'s)
<b>Lenox - Linden Project</b>								
Lenox: Hawthorne to Oak	64	61	43	2,074	24	5,531	Type IIA	\$ 987,224
Linden: Main to Lenox	75/48	67	58	1,218	20	2,707	Type II	\$ 355,250
Subtotal				3,292				\$ 1,342,474
<b>Oak - Euclid - Forest - Alley Project</b>								
Euclid: Maple to Oak	73	59	45	668	20	1,484	Type IIA	\$ 264,973
Euclid: Hawthorne to Maple	79	74	47	1,416	20	3,147	Type IIA	\$ 561,680
Oak: Western to Main	82	86	57	2,135	20	4,744	Type IB	\$ 224,175
Forest: Maple to Oak	48	37	28	685	20	1,522	Type IIA	\$ 271,717
Subtotal				4,904				\$ 1,322,545
<b>2013 Street Improvements Project</b>								
Grandview: Smith to Hill	49	45	46	738	23	1,886	Type IIA	\$ 336,651
Country Club Lane: Hill to End of Cul-de-sac	57	52	27	552	25	1,533	Type IA	\$ 56,350
Miller Ct: Hill to Ridgewood	43	49	42	507	16	901	Type IB	\$ 42,588
Brandon: Hill to Hillside	48	66	60	1,282	20	2,849	Type IIA	\$ 508,527
Cranston Ct: Fairview to East End	41	72	67	836	24	2,229	Type II	\$ 292,600
Subtotal				3,915				\$ 1,236,716
<b>STREET RESURFACING TOTAL</b>				12,111		2.29 miles		\$ 3,901,735
<b>STREET RECONSTRUCTION</b>								
<b>Oak - Euclid - Forest - Alley Project</b>								
Alley East of Western: Oak to Elm				650	20	1,444	Alley	\$ 189,583
<b>STREET RECONSTRUCTION TOTAL</b>				650		0.12 miles		\$ 189,583
<b>GRAND TOTALS</b>				12,761		2.42 miles with engineering @ 15%		\$ 4,091,318 \$ 4,705,016

# ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012 PROPOSED 2013 - 2022 PROGRAM

Year: 2014 (FY - 15)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Resurfacing	Street Rehabilitation Cost
<b>STREET RESURFACING</b>								(Current Year \$'s)
Prairie: Oak to Geneva	51	35	32	955	20	2,122	Type II	\$ 292,469
Pleasant: Elm to Geneva	21	6	20	320	20	711	Type II	\$ 98,000
Euclid: Elm to Geneva	75	69	51	301	20	669	Type II	\$ 92,181
Euclid: Oak to Elm	67	64	56	667	20	1,482	Type IB	\$ 73,537
Highland: Elm to Geneva	86	84	62	403	20	896	Type II	\$ 123,419
Elm: Western to Main	80/73	73	60	2,280	20	5,067	Type IB	\$ 251,370
Cottage: Western to Pleasant	66	66	46	758	20	1,684	Type IIA	\$ 315,707
Glenwood: Greenfield to Turner	81	81	54	1,302	22	3,183	Type IIA	\$ 596,511
Glenwood: Hill to Hillside	90	72	55	1,109	20	2,464	Type IA	\$ 461,899
Arbor Ct.: Glenwood to Main	57	68	50	370	20	822	Type IIA	\$ 154,105
Ridgewood: Brandon to Main	75	68	53	1,632	20	3,627	Type IIA	\$ 679,728
Brentwood Court: Montclair to East End	69	78	27	700	25	1,944	Type IA	\$ 75,031
Jonathan Court: Glenbard to South End	72	53	41	1,003	24	2,675	Type IA	\$ 103,209
Macintosh Court: Sheehan to South End	83	67	52	478	24	1,275	Type IA	\$ 49,186
Cortland Court: Sheehan to South End	67	52	36	451	24	1,203	Type IA	\$ 46,408
Braeburn Ct: Sheehan to South End	N/A	96	96	360	24	960	Type IA	\$ 37,044
Sheehan: IL Route 53 to Sunnybrook	73	59	57	1,966	24	5,243	Type IA	\$ 202,301
Derby Glen Dr: Glencoe to High Gate Course	70	59	47	1,240	33	4,602	Type IA	\$ 177,571
Glencoe: Geneva to Derby Glen	75	76	44	380	25	1,056	Type IA	\$ 40,731
Hatte Gray Court: Stableford to South End	81	69	45	510	30	1,677	Type IA	\$ 64,724
Hatte Gray Lane: Stableford to North End	81	83	55	180	24	480	Type IA	\$ 18,522
High Gate: Derby Glen to Stableford	74	64	42	480	25	1,333	Type IA	\$ 51,450
Stableford: High Gate to Derby Glen	53	58	51	1,210	25	3,361	Type IA	\$ 129,697
Summit: Geneva to Derby Glen	73	81	54	481	29	1,529	Type IA	\$ 58,981
Newton: St. Charles to Great Western	77	75	61	850	24	2,267	Type IA	\$ 87,465
Winslow Circle (Danby Woods Subd.)	78	71	43	1,590	26	4,593	Type IA	\$ 177,245
Subtotal				21,976				\$ 4,458,492
<b>STREET RESURFACING TOTAL</b>				21,976		4.16 miles		\$ 4,458,492
<b>STREET RECONSTRUCTION</b>								
Chidester: Lenox to Riford	2	81	11	686	20	1,524	Asphalt Reconstruction	\$ 336,140
Elm: Lenox to Riford	5	85	12	668	20	1,484	Asphalt Reconstruction	\$ 327,320
<b>STREET RECONSTRUCTION TOTAL</b>				1,354		0.26 miles		\$ 663,460
<b>GRAND TOTALS</b>				23,330		4.42 miles		\$ 5,121,952
						with engineering @ 15%		\$ 5,890,245

**ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012  
PROPOSED 2013 - 2022 PROGRAM**

**Year: 2015 (FY - 16)**

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Resurfacing	Street Rehabilitation Cost
<b>STREET RESURFACING</b>								(Current Year S's)
Main: Hillside to Anthony (CBD)	90	84	79	1,722	40 to 47	8,062	Type IB	\$ 419,975
Pennsylvania: Prospect to Main (CBD)	88	84	71	949	43	4,534	Type IB	\$ 236,196
Pennsylvania: Main to Park (CBD)	71	88	74	935	44	4,571	Type IB	\$ 238,123
Crescent: Prospect to Main (CBD)	87	72	80	881	42	4,111	Type IB	\$ 214,172
Crescent: Main to Park (CBD)	76	81	72	979	34 to 48	4,533	Type IB	\$ 236,138
Forest: Crescent to Pennsylvania (CBD)	91	90	90	387	47	2,021	Type IB	\$ 105,280
Glenwood: Crescent to Pennsylvania (CBD)	92	90	78	311	50	1,728	Type IB	\$ 90,005
Prospect: Duane to Pennsylvania (CBD)	83	77	58	557	36	2,228	Type IB	\$ 116,063
Duane: Prospect to Main (CBD)	87	78	61	923	30	3,077	Type IIA	\$ 605,476
Duane: Main to Forest (CBD)	86	82	74	528	48	2,816	Type IB	\$ 146,694
<b>SPECIAL CBD SIDEWALK AND STREETScape ALLOWANCE</b>								\$ 2,000,000
<b>CBD Subtotal</b>				8,172		37,681		\$ 4,408,124
Kenilworth: Greenfield to Hill	74	69	62	1,058	20	2,351	Type IIA	\$ 462,690
Elm: Main to Park	84	80	78	803	20	1,784	Type IB	\$ 92,957
Park: Oak to Elm	95	87	78	696	20	1,547	Type IB	\$ 80,571
Forest: Hawthorne to Maple	68	65	68	1,482	20	3,293	Type IB	\$ 171,560
Center: Lorraine to East End	48	55	27	144	11	176	Alley	\$ 25,468
<b>Other Area Subtotal</b>				4,183		9,152		\$ 833,246
<b>STREET RESURFACING TOTAL</b>				12,355		2.34 miles		\$ 5,241,370
<b>STREET RECONSTRUCTION</b>								
Alley East of Park: Hillside to Duane				450	15	750	Alley	\$ 108,527
Crescent: Park to Lake *	75	72	63	1,623	-	6,218	Reconstruction	\$ 855,000
* Re-application Made in 2011 for Federal Funding: 2011 STP Application Construction Cost = \$1,900,000; Requested Federal Amount = \$1,330,000								
<b>STREET RECONSTRUCTION TOTAL</b>				2,073		0.39 miles		\$ 963,527
<b>GRAND TOTALS</b>				14,428		2.73 miles		\$ 6,204,897
						with engineering @ 15%		\$ 7,135,632

# ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012 PROPOSED 2013 - 2022 PROGRAM

Year: 2016 (FY - 17)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Resurfacing	Street Rehabilitation Cost
<b>STREET RESURFACING</b>								(Current Year \$'s)
Elm: Kenilworth to Western	42	35	81	1,750	20	3,889	Type IIA	\$ 803,585
Elm: Riford to East End	46	43	43	832	20	1,849	Type IB	\$ 101,130
Chidester: Riford to East End	82	80	72	768	20	1,707	Type IB	\$ 93,351
Lincoln: Chidester to Elm	59	57	52	369	20	820	Type IB	\$ 44,852
Greenwood Ct: Roosevelt to North End	83	72	66	313	23	800	Type IA	\$ 34,029
Sheehan: Park to IL Route 53	87/94	84	87	2,478	23	6,333	Type IC	\$ 615,792
Brighton: Briar to Surrey	85	76	61	900	23	2,300	Type IB	\$ 125,805
Londonberry: Briar to Surrey	79	69	38	1,045	24	2,787	Type IB	\$ 152,424
Heather: Briar to Surrey	89	76	45	1,045	24	2,787	Type IB	\$ 152,424
Smith: May to Spring	56	45	56	912	24	2,432	Type II	\$ 369,514
Oak: Kenilworth to Western	93	87	59	1,751	20	3,891	Type IB	\$ 212,835
Park: Roosevelt to Fairview*	67	51	72	1,857	24	4,952	Asphalt Reconstruction	\$ 730,000
Park: Fairview to UPRR Tracks*	98	82	76	4,612	24	12,299	Type IA	
* Eligible for Federal Funding: 2010 STP Application Construction Cost = \$1,620,000; Federal Amount = \$1,135,000								
<b>STREET RESURFACING TOTAL</b>				16,882		3.20 miles		\$ 3,435,742
<b>STREET RECONSTRUCTION</b>								
Glenbard: IL Route 53 to Sunnybrook	16	31	50	1,924	20	4,276	Asphalt Reconstruction	\$ 1,039,393
Sunnybrook: Glenbard to 920' South	7	50	39	920	20	2,044	Asphalt Reconstruction	\$ 497,007
Alley Between Chidester and Elm East of Lincoln				270	15	450	Alley	\$ 68,372
<b>STREET RECONSTRUCTION TOTAL</b>				3,114		0.59 miles		\$ 1,604,772
<b>GRAND TOTALS</b>				19,996		3.79 miles with engineering @ 15%		\$ 5,040,514 \$ 5,796,591

**ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012  
PROPOSED 2013 - 2022 PROGRAM**

**Year: 2017 (FY - 18)**

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Resurfacing	Street Rehabilitation Cost
<b>STREET RESURFACING</b>								(Current Year \$'s)
Lake Road: Crescent to Oak	76	64	88	2,194	21	5,119	Type IB	\$ 294,017
Plum Tree: Crescent to North End	87	79	59	843	23	2,154	Type II	\$ 343,692
Cottage: Pleasant to Main	71	66	46	550	20	1,222	Type IC	\$ 124,792
Davis Terrace: Linden to South End	99	100	79	330	20	733	Type IIA	\$ 159,110
Raintree Drive: Greenbrier to West End	75	54	32	1,398	29	4,505	Type IB	\$ 258,715
East: Fairview to High	93	87	77	1,032	20	2,293	Type IIA	\$ 497,580
Turner: Montclair to Taylor	94	86	85	743	23	1,899	Type IB	\$ 109,052
Montclair: Turner to Hill	76	60	72	533	20	1,184	Type IIA	\$ 256,986
<b>STREET RESURFACING TOTAL</b>				7,623		1.44 miles		\$ 2,043,944
<b>STREET RECONSTRUCTION</b>								
Buena Vista: South Park to Village Limits	80	68	36	1,400	30	4,667	Asphalt Reconstruction	\$ 1,191,196
Ellyn Av: 22nd to Buena Vista	N/A	89	26	640	22	1,564	Asphalt Reconstruction	\$ 399,334
Highland: St. Charles to Com Ed ROW	100	89	75	1,450	20	3,222	Asphalt Reconstruction	\$ 822,493
Allowance for Rehabilitation of Short Sections of Stacy, Emerson & Cherry								\$ 100,000
<b>STREET RECONSTRUCTION TOTAL</b>				3,490		0.66 miles		\$ 2,513,023
<b>GRAND TOTALS</b>				11,113		2.10 miles with engineering @ 15%		\$ 4,556,967 \$ 5,240,512

**ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012  
PROPOSED 2013 - 2022 PROGRAM**

**Year: 2018 (FY - 19)**

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Resurfacing	Street Rehabilitation Cost
<b>STREET RESURFACING</b>								(Current Year \$'s)
Ramblewood: Lambert to Shadlow	85	60	48	602	42	2,809	Type IC	\$ 301,182
Ramblewood: Shadlow to Fawell	94	64	84	892	32	3,172	Type IB	\$ 191,258
Marston - Lambert to Fir	50	48	48	275	22	672	Type II	\$ 112,605
Orchard Lane: Lorraine to Lambert	82	69	39	1,520	24	4,053	Type IB	\$ 244,433
<b>STREET RESURFACING TOTAL</b>				3,289		0.62 miles		\$ 849,479
<b>STREET RECONSTRUCTION</b>								
McCreedy: Lorraine to Lambert	36	95	88	1,250	20	2,778	Asphalt	\$ 744,498
Buena Vista: Lorraine to Lambert	45	92	77	1,250	20	2,778	Asphalt	\$ 744,498
Old 22nd: Ott to Kenilworth	16	100	94	400	18	800	Asphalt	\$ 214,415
Kenilworth: Old 22nd to McCreedy	41	95	83	1,820	20	4,044	Asphalt	\$ 1,083,988
Ott: Old 22nd to McCreedy	33/62	98	95	1,801	20	4,002	Asphalt	\$ 1,072,672
<b>STREET RECONSTRUCTION TOTAL</b>				6,521		1.24 miles		\$ 3,860,071
<b>GRAND TOTALS</b>				9,810		1.86 miles with engineering @ 15%		\$ 4,709,550 \$ 5,415,983

# ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012 PROPOSED 2013 - 2022 PROGRAM

Year: 2019 (FY - 20)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Resurfacing	Street Rehabilitation Cost
<b>STREET RESURFACING</b>								(Current Year \$'s)
Amy Ct.	85	83	62	805	34	2,996	Type IA	\$ 147,568
Lombard: Spring to East End	92	86	80	380	22	929	Type II	\$ 163,380
Spring: DuPage to Route 53	91	85	72	1,507	18	3,014	Type II	\$ 530,125
Grove: DuPage to Lombard	90	84	72	813	23	2,078	Type II	\$ 365,436
DuPage: Spring to Grove	90	83	57	386	22	944	Type II	\$ 165,960
Carleton: South End to DuPage	100	23	84	450	36	1,800	Type II	\$ 316,598
Carleton: Fairview to DuPage	100	87	64	770	22	1,882	Type IA	\$ 92,697
Windsor: Sawyer to Hillside	93	84	67	1,427	23	3,647	Type IIA	\$ 872,335
Sawyer: Lorraine to West End	96	80	69	497	24	1,325	Type IIA	\$ 317,029
Chesterfield: Lorraine to West End	88	81	73	700	23	1,789	Type IIA	\$ 427,915
Phillips: Lorraine to Vine	90	86	82	615	20	1,367	Type IIA	\$ 326,916
Vine: Hillside to Ridgewood	87	80	76	743	20	1,651	Type IIA	\$ 394,957
Ridgewood: Kenilworth to Brandon	94	85	81	1,115	22	2,726	Type IIA	\$ 651,972
DuPage: Nicoll to Bryant *	100	94	87	882	29	2,842	Type IC	
Nicoll: Roosevelt to DuPage *	73	88	70	992	29	3,196	Type IC	\$ 300,000
Main: Roosevelt to Fairview *	100	92	82	1,892	25	5,256	Type IB	
* Eligible for Federal Funding (LAFO Project): Estimated Construction Cost = \$1,000,000; Federal Amount = \$700,000								
<b>STREET RESURFACING TOTAL</b>				13,974		2.65 miles		\$ 5,072,887
<b>STREET RECONSTRUCTION</b>								
<b>STREET RECONSTRUCTION TOTAL</b>				0		0.00 miles		\$ -
<b>GRAND TOTALS</b>				13,974		2.65 miles		\$ 5,072,887
								with engineering @ 15% \$ 5,833,820

**ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012**  
**PROPOSED 2013 - 2022 PROGRAM**

Year: 2020 (FY - 21)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Resurfacing	Street Rehabilitation Cost
<b>STREET RESURFACING</b>								(Current Year \$'s)
Duane St.: Lawrence to Dawn	89	81	49	762	23	1,947	Type II	\$ 359,637
Duane St.: Dawn to Lorraine	89	86	76	1,098	23	2,806	Type IA	\$ 145,101
Lawrence: Hillside to Duane	62	60	61	216	23	552	Type II	\$ 101,944
Evergreen Av: Duane to Hillside	100	83	84	586	22	1,432	Type II	\$ 264,547
Dawn Ave: Duane to Hillside	100	79	80	460	23	1,176	Type II	\$ 217,104
Kenilworth: Duane to Hillside	100	100	89	391	21	912	Type IC	\$ 107,835
Center St: Evergreen to Lorraine	95	92	88	463	23	1,183	Type II	\$ 218,520
Tanglewood Dr	90	83	71	2,457	20	5,460	Type IA	\$ 282,342
Woodview Ct	98	81	72	635	20	1,411	Type IA	\$ 72,970
Woodview Dr: Baker Hill to Tanglewood	98	87	74	352	39	1,525	Type IA	\$ 78,876
Baker Hill Dr	95	94	90	1,468	40	6,524	Type IA	\$ 337,385
Lombard, Woodview to Spring				350	20	778	Type IA	\$ 40,220
Pleasant: Maple to Elm	95	89	59	1,335	20	2,967	Type II	\$ 547,890
Highland: Oak to Elm	88	86	58	616	20	1,369	Type II	\$ 252,809
Anthony St: West End to Kenilworth	98	90	82	623	20	1,384	Type IA	\$ 71,591
Traver: Harwarden to Hill	87	73	100	1,110	20	2,467	Type IIA	\$ 619,546
<b>STREET RESURFACING TOTAL</b>				12,922		2.45 miles		\$ 3,718,316
<b>STREET RECONSTRUCTION</b>								
Stacy: St. Charles to Emerson + Alley	N/A	77	72	800	20	1,778	Asphalt Reconstruction	\$ 525,317
Emerson: Stacy to Main	N/A	81	57	320	20	711	Asphalt Reconstruction	\$ 210,127
<b>STREET RECONSTRUCTION TOTAL</b>				1,120		0.21 miles		\$ 735,444
<b>GRAND TOTALS</b>				14,042		2.66 miles		\$ 4,453,761
						with engineering @ 15%		\$ 5,121,825

**ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012**  
**PROPOSED 2013 - 2022 PROGRAM**

Year: 2021 (FY - 22)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Resurfacing	Street Rehabilitation Cost
<b>STREET RESURFACING</b>								(Current Year \$'s)
Colcord Pl.: Crescent to North End	91	91	76	256	39	1,109	Type II	\$ 215,118
Crescent Drive: Crescent to North End	100	82	65	310	38	1,309	Type II	\$ 253,815
Spalding Ct: West End to Montclair	100	90	75	167	20	371	Type IA	\$ 20,150
Carleton: Hill to North End	100	96	89	385	21	898	Type II	\$ 174,201
Van Danin: Highview to North End	89	86	85	481	20	1,069	Type II	\$ 207,275
Shady Lane: Indian to East End	99	92	87	500	22	1,222	Type IIA	\$ 322,332
Indian Drive: Roslyn to Shady	99	92	89	765	23	1,955	Type IIA	\$ 515,584
Memory Ct: Indian to East End	0	92	84	205	23	524	Type IIA	\$ 138,163
Pershing: Main to Park	100	96	84	1,508	23	3,854	Type II	\$ 747,309
Glen Arbor: West End to Bloomingdale	100	95	82	565	20	1,256	Type IA	\$ 68,172
Marston: West End to Maple	100		77	365	21	852	Type IA	\$ 46,243
Crescent: Lake to Roger *	100	98	83	3,019	25	8,386	Type IA	\$ 230,000
Crescent: Roger to (current) East Village Limits *	100	98	88	2,000	25	5,556	Type IA	\$ 230,000
* Eligible for Federal Funding (LAFO Project): Estimated Construction Cost = \$760,000; Federal Amount = \$530,000								
Crescent Court	100	98	86	592	25	1,644	Type IA	\$ 89,288
<b>STREET RESURFACING TOTAL</b>				11,118		2.11 miles		\$ 3,027,648
<b>STREET RECONSTRUCTION</b>								
Clifton: Roger to East End	N/A	76	82	248	20	551	Asphalt	\$ 170,991
<b>STREET RECONSTRUCTION TOTAL</b>				248		0.05 miles		\$ 170,991
<b>GRAND TOTALS</b>				11,366		2.15 miles with engineering @ 15%		\$ 3,198,639 \$ 3,678,435

ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012

**PROPOSED 2013 - 2022 PROGRAM**

Year: 2022 (FY - 23)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	Length (ft)	Width (ft)	Area (SY)	Type of Resurfacing	Street Rehabilitation Cost
								(Current Year \$'s)
<b>STREET RESURFACING</b>								
Joyce Ct: Main to North End	100	97	91	652	22	1,594	Type IA	\$ 90,863
Maple: Main to Park	100	95	89	800	20	1,778	Type IA	\$ 101,353
Phillips: Prospect to Main	97	93	90	923	20	2,051	Type IA	\$ 116,937
Turner: Forest to Park	100	99	95	958	20	2,129	Type IA	\$ 121,371
Brair: Roosevelt to Brighton	96	87	79	1502	27	4,506	Type IB	\$ 330,291
Surrey: Briar to Route 53	92	87	72	924	29	2,977	Type IB	\$ 218,239
Taft: Lambert to Main	100	96	83	2468	34	9,324	Type IA	\$ 531,548
Taft : Park to Nicoll Way	100	94	89	1526	26	4,408	Type IB	\$ 323,140
Exmoor: Taft to Roosevelt	100	94	88	340	26	982	Type IB	\$ 71,997
<b>STREET RESURFACING TOTAL</b>				10,093		1.91 miles		\$ 1,905,740
<b>STREET RECONSTRUCTION</b>								
Valley: South End to Surrey	N/A	62	49	1,451	20	3,224	Asphalt Reconstruction	\$ 1,050,456
Ahlstrand: Park to West Village Limit		73	68	275	22	672	Asphalt Reconstruction	\$ 218,996
Ahlstrand: Park to East Village Limit		68	54	1440	22	3,520	Asphalt Reconstruction	\$ 1,146,742
Stanton: Ahlstrand to Village Limit		70	54	210	22	513	Asphalt Reconstruction	\$ 167,233
<b>STREET RECONSTRUCTION TOTAL</b>				3,376		0.64 miles		\$ 2,583,427
<b>GRAND TOTALS</b>				13,469		2.55 miles		\$ 4,489,167
						with engineering @ 15%		\$ 5,162,542

**PROPOSED 2013 - 2022 PROGRAM**

## ROADWAY RELATED WATER AND SANITARY SEWER CAPITAL IMPROVEMENTS

Annual Adjustment Factor is: 5.0%

<b>2013 - 2022 WATER / SEWER ROADWAY PROGRAM COST SUMMARY</b>				
<b>Calendar Year</b>	<b>Water System Improvements Directly Associated with Roadway Work</b>		<b>Sanitary Sewer Improvements Directly Associated with Roadway Work</b>	
	<b>Construction Cost (Current Year)</b>	<b>Total Cost w/ Engineering</b>	<b>Construction Cost (Current Year)</b>	<b>Total Cost w/ Engineering</b>
2013	\$ 1,240,313	\$ 1,426,359	\$ 521,850	\$ 600,128
2014	\$ 939,330	\$ 1,080,230	\$ 665,469	\$ 765,289
2015	\$ 270,884	\$ 311,517	\$ 428,321	\$ 492,569
2016	\$ 965,720	\$ 1,110,578	\$ 464,323	\$ 533,972
2017	\$ 606,234	\$ 697,169	\$ 479,882	\$ 551,864
2018	\$ 134,010	\$ 154,111	\$ 132,669	\$ 152,570
2019	\$ 1,674,450	\$ 1,925,617	\$ 771,091	\$ 886,755
2020	\$ 1,337,467	\$ 1,538,087	\$ 645,648	\$ 742,495
2021	\$ 977,337	\$ 1,123,937	\$ 511,938	\$ 588,729
2022	\$ 1,588,172	\$ 1,826,398	\$ 219,901	\$ 252,886
<b>Totals</b>	<b>\$9,733,915</b>	<b>\$11,194,002</b>	<b>\$4,841,093</b>	<b>\$5,567,257</b>

ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012

**PROPOSED 2013 - 2022 PROGRAM**

ROADWAY RELATED WATER AND SANITARY SEWER CAPITAL IMPROVEMENTS

Year: 2013 (FY - 14)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Oak: Western to Main	2,100' of 8" Water Main Replacement	\$ 367,500
Grandview: Smith to Hill	750' of 8" Water Main Replacement	\$ 131,250
Brandon: Hill to Hillside	1,250' of 8" Water Main Replacement	\$ 218,750
Lenox: Hawthorne to Oak	2,050' of 8" Water Main Replacement	\$ 358,750
Euclid: Hawthorne to Maple - Retire 4" Main	29 Water Service Transfers; 3 Fire Hydrants	\$ 105,000
	<b>TOTALS</b>	\$ 1,181,250
	w/ inflation and 15% engineering	\$ 1,426,359
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
All Segments	Projectwide Allowance for Sewer Spot Repairs	\$ 128,000
Grandview: Smith to Hill	Sanitary Services Replacement	\$ 45,000
Brandon: Hill to Hillside	Sanitary Services Replacement	\$ 75,000
Lenox: Hawthorne to Oak	Sanitary Services Replacement	\$ 123,000
Euclid: Hawthorne to Oak	Sanitary Services Replacement	\$ 126,000
	<b>TOTALS</b>	\$ 497,000
	w/ inflation and 15% engineering	\$ 600,128

Year: 2014 (FY - 15)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Elm: Lenox to Riford	690' of 8" Water Main Replacement	\$ 120,750
Chidester: Lenox to Riford	670' of 8" Water Main Replacement	\$ 117,250
Glenwood: Greenfield to Turner	1,300' of 8" Water Main Replacement	\$ 227,500
Glenwood: Phillips to Hillside	300' of 8" Water Main	\$ 52,500
Ridgewood: Brandon to Main	1,600' of 8" Water Main Replacement	\$ 280,000
Cottage: Western to Pleasant - Service Upgrades	16 Water Service Transfers; 1 Fire Hydrant	\$ 54,000
	<b>TOTALS</b>	\$ 852,000
	w/ inflation and 15% engineering	\$ 1,080,230
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs: 23,900' @ \$10	Projectwide Allowance for Sewer Spot Repairs	\$ 234,000
Elm: Lenox to Riford	Sanitary Services Replacement	\$ 41,400
Chidester: Lenox to Riford	Sanitary Services Replacement	\$ 40,200
Glenwood: Greenfield to Turner	Sanitary Services Replacement	\$ 78,000
Glenwood: Hill to Hillside	Sanitary Services Replacement	\$ 66,600
Ridgewood: Brandon to Main	Sanitary Services Replacement	\$ 97,800
Cottage: Western to Pleasant	Sanitary Services Replacement	\$ 45,600
	<b>TOTALS</b>	\$ 603,600
	w/ inflation and 15% engineering	\$ 765,289

ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012

**PROPOSED 2013 - 2022 PROGRAM**

ROADWAY RELATED WATER AND SANITARY SEWER CAPITAL IMPROVEMENTS

Year: 2015 (FY - 16)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Kenilworth, Greenfield to Hill	Retire parallel main (1,100'; 3 hydrants)	\$ 84,000
CBD Related Water Work		\$ 100,000
Crescent Water Work		\$ 50,000
	<b>TOTALS</b>	\$ 234,000
	w/ inflation and 15% engineering	\$ 311,517
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs	CBD Allowance for Sewer Spot Repairs	\$ 262,000
	Non CBD Allowance for Sewer Spot Repairs	\$ 42,000
Kenilworth, Greenfield to Hill	Sanitary Services Replacement	\$ 66,000
	<b>TOTALS</b>	\$ 370,000
	w/ inflation and 15% engineering	\$ 492,569

Year: 2016 (FY - 17)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Glenbrook & Sunnybrook	Miscellaneous Upgrades / Adjustments	\$ 25,000
Smith: May to Spring	Service Line Upgrades	\$ 57,000
General System Adjustments		\$ 100,000
Park: Roosevelt to Fairview	1,850' of 8" Water Main Replacement	\$ 323,750
Elm: Kenilworth to Western	1,650' of 8" Water Main Replacement	\$ 288,750
	<b>TOTALS</b>	\$ 794,500
	w/ inflation and 15% engineering	\$ 1,110,578
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs	\$ 200,000
Smith: May to Grandview	Smith Upsize per RJN Central Basin	\$ 125,000
Smith: May to Spring	Sanitary Services Replacement	\$ 57,000
	<b>TOTALS</b>	\$ 382,000
	w/ inflation and 15% engineering	\$ 533,972

ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012

**PROPOSED 2013 - 2022 PROGRAM**

ROADWAY RELATED WATER AND SANITARY SEWER CAPITAL IMPROVEMENTS

Year: 2017 (FY - 18)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Buena Vista	Miscellaneous Upgrades / Adjustments	\$ 100,000
Buena Vista	Service Line Upgrades	\$ 105,000
Highland	Miscellaneous Upgrades / Adjustments	\$ 25,000
Davis Terrace	350' of 8" Water Main Replacement	\$ 61,250
East	1050' of 8" Water Main Replacement	\$ 183,750
Montclair	550' of 8" Water Main Replacement	\$ 96,250
	<b>TOTALS</b>	\$ 475,000
	w/ inflation and 15% engineering	\$ 697,169
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs	\$ 112,000
Buena Vista	Sanitary Services Replacement	\$ 105,000
Davis Terrace	Sanitary Services Replacement	\$ 21,000
East	Service Line Upgrades - 35 homes	\$ 105,000
Montclair	Sanitary Services Replacement	\$ 33,000
	<b>TOTALS</b>	\$ 376,000
	w/ inflation and 15% engineering	\$ 551,864

Year: 2018 (FY - 19)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Program	Miscellaneous Upgrades / Adjustments	\$ 100,000
	<b>TOTALS</b>	\$ 100,000
	w/ inflation and 15% engineering	\$ 154,111
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs	\$ 99,000
	<b>TOTALS</b>	\$ 99,000
	w/ inflation and 15% engineering	\$ 152,570

ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012

**PROPOSED 2013 - 2022 PROGRAM**

ROADWAY RELATED WATER AND SANITARY SEWER CAPITAL IMPROVEMENTS

Year: 2019 (FY - 20)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Phillips	650' of 8" Water Main Replacement	\$ 113,750
Vine	750' of 8" Water Main Replacement	\$ 131,250
Ridgewood	1150' of 8" Water Main Replacement	\$ 201,250
Grove / DuPage / Lombard	1600' of 8" Water Main Replacement	\$ 280,000
Windsor / Sawyer / Chesterfield	2650' of 8" Water Main Replacement	\$ 463,750
	<b>TOTALS</b>	\$ 1,190,000
	w/ inflation and 15% engineering	\$ 1,925,617
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs	\$ 140,000
Phillips	Sanitary Services Replacement	\$ 39,000
Vine	Sanitary Services Replacement	\$ 45,000
Ridgewood	Service Line Upgrades - say 30 homes	\$ 69,000
Grove / DuPage / Lombard	Sanitary Services Replacement	\$ 96,000
Windsor / Sawyer / Chesterfield	Sanitary Services Replacement	\$ 159,000
	<b>TOTALS</b>	\$ 548,000
	w/ inflation and 15% engineering	\$ 886,755

Year: 2020 (FY - 21)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Ellyn	Service Line Upgrades	\$ 39,000
Kenilworth / Dawn / Evergreen / Center	1900' of 8" Water Main Replacement	\$ 332,500
Pleasant / Highland	1950' of 8" Water Main Replacement	\$ 341,250
Traver	1100' of 8" Water Main Replacement	\$ 192,500
	<b>TOTALS</b>	\$ 905,250
	w/ inflation and 15% engineering	\$ 1,538,087
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs	\$ 140,000
Kenilworth / Dawn / Evergreen / Center	Sanitary Services Replacement	\$ 114,000
Pleasant / Highland	Sanitary Services Replacement	\$ 117,000
Traver	Sanitary Services Replacement	\$ 66,000
	<b>TOTALS</b>	\$ 437,000
	w/ inflation and 15% engineering	\$ 742,495

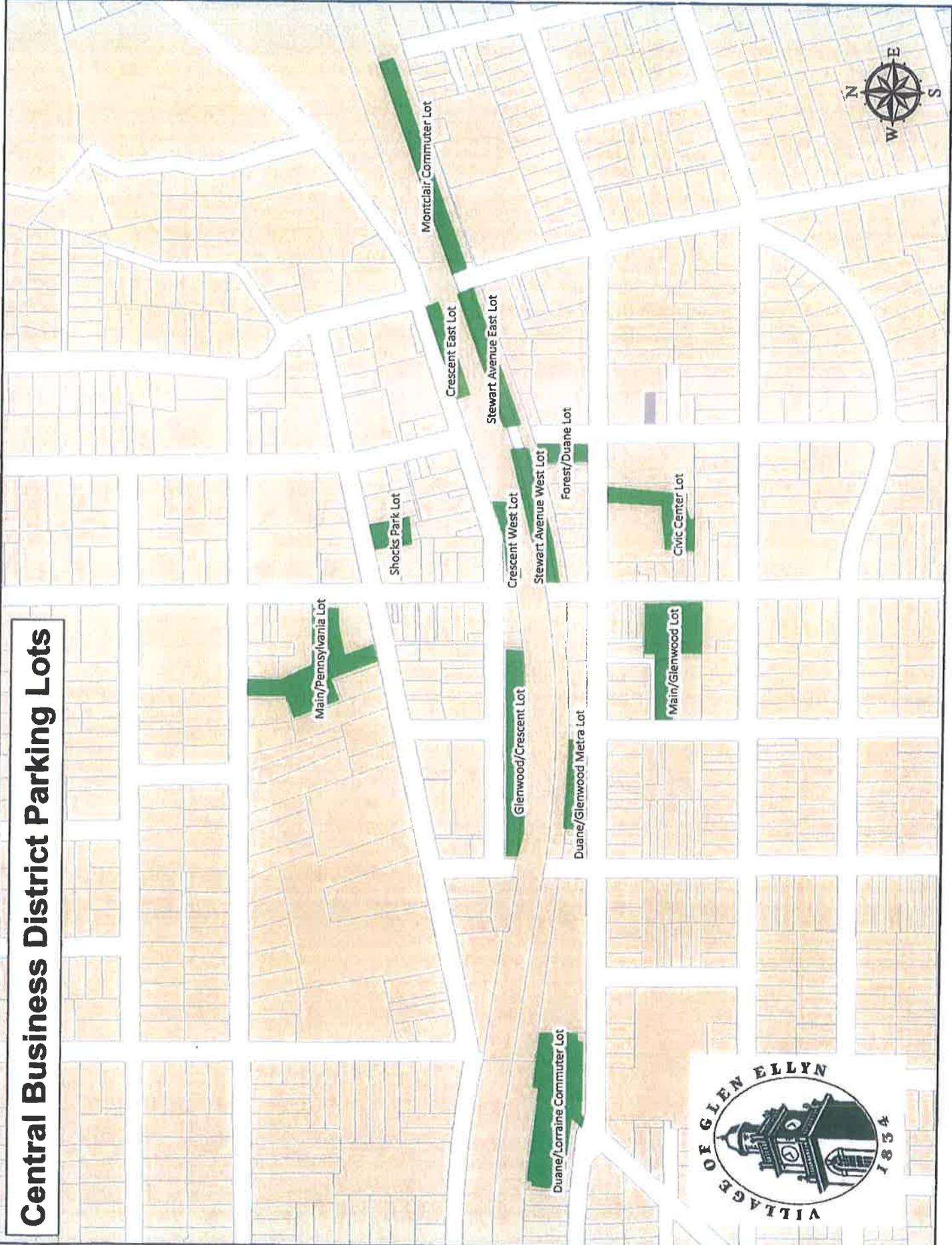
ROADWAY RESURFACING AND RECONSTRUCTION PROGRAM - UPDATED NOVEMBER 2012

**PROPOSED 2013 - 2022 PROGRAM**

ROADWAY RELATED WATER AND SANITARY SEWER CAPITAL IMPROVEMENTS

Year: 2021 (FY - 22)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Colcord / Crescent Drive	600' of 8" Water Main Replacement	\$ 105,000
Shady / Indian / Memory Court	1500' of 8" Water Main Replacement	\$ 262,500
Pershing	1500' of 8" Water Main Replacement	\$ 262,500
	<b>TOTALS</b>	\$ 630,000
	w/ inflation and 15% engineering	\$ 1,123,937
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs	\$ 114,000
Colcord / Crescent Drive	Sanitary Services Replacement	\$ 36,000
Shady / Indian / Memory Court	Sanitary Services Replacement	\$ 90,000
Pershing	Sanitary Services Replacement	\$ 90,000
	<b>TOTALS</b>	\$ 330,000
	w/ inflation and 15% engineering	\$ 588,729
Year: 2022 (FY - 23)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Arboretum Estates	Adjustments	\$ 25,000
Briar / Surrey (south of Route 53)	Water Main Replacement w/ patching	\$ 562,500
Taft: Park to Nicoll	Water Main Replacement w/ patching - 12"	\$ 387,500
	<b>TOTALS</b>	\$ 975,000
	w/ inflation and 15% engineering	\$ 1,826,398
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs	\$ 135,000
	<b>TOTALS</b>	\$ 135,000
	w/ inflation and 15% engineering	\$ 252,886

# Central Business District Parking Lots







## Facilities Maintenance Reserve Study Report FY2014-FY2033

Completed 2012

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### **Purpose.**

The purpose of this report is to provide the results of a recent Facilities Maintenance Reserve Study that was conducted to evaluate and estimate future expenditures for major replacements and repairs of capital assets maintained by the Facilities Maintenance Division.

### **Background.**

At the direction of the Village Board, the Administration Department in conjunction with the Facilities Maintenance Division, conducted an updated Facilities Maintenance Reserve Study to provide a snapshot of a long range plan for the maintenance, repair, or replacement of capital assets maintained by the Division. The last study was conducted in 2003. The current study allows for the Division to estimate the cost for complete replacement of assets within each of the Village-owned buildings over a twenty (20) year period. The terminus for the maintenance reserve study is FY2033.

### **Process.**

Information included in this report was compiled and recorded by the Facilities Maintenance Division through a reserve study process. First, a building inspection was conducted by Facilities Maintenance personnel at each Village-owned building. The buildings include the Civic Center, Fire Stations, Reno Center, Stacy's Museum and History Center, Lift Stations, Pumping Stations, and two Village-owned rental properties. During the inspection, building elements for each structure were inspected and recorded. A copy of the building inspection form is attached. The major building elements that were inspected during this study are categorized as follows:

- Exterior (i.e. doors, gutters, roofs, walls/siding, etc.)
- Interior (i.e. ceilings, tiles, flooring, light fixtures, etc.)
- Building Services (i.e. light fixtures for emergency/exit, pumps/sumps, HVAC, etc.)
- Property Site (i.e. pavement, pavers, curbs, signage, etc.)
- Long-lived (i.e. electrical systems, foundations, framing, etc.)
- Miscellaneous (i.e. unique infrastructure/assets, garage doors, salt bin, etc.)

After the inspection, research was conducted by Facilities Maintenance staff to complete a life analysis and cost assessment for each individual element which was transferred to a 20-year Facilities Maintenance Reserve Plan (attached). The attached Plan has been split into a near-term (<10 years) and long-term (10<20 years) forecast over the next 20 years for the complete replacement of each building element for these properties. Additionally, the study is based on the current structural status and condition of each building, and does not reflect potential improvements, additions, or expansions to each property. Therefore, recommendations presented in the Space Needs Analysis or other major building improvements for the Civic Center have not been included in the Plan.

Several assumptions were used by staff in the preparation of this Plan to aid in a conservative forecast. First, replacement of elements is anticipated to occur during their first warranty expiration year. For example, if an element was found to have a warranty of 15-20 years, staff has budgeted for replacement at year 15. Secondly, current costs indicated in the Plan are market rates and do not reflect potential savings through competitive bidding or grants. Lastly, an escalator of 2% was utilized to estimate inflation for future replacement of elements over the study period.

In addition, several replacement and/or repairs that were identified in the 2003 study were deferred by Facilities Maintenance as a result of preventative maintenance. The Facilities Division conducts preventative maintenance on a regular basis, which has proven to expand the lifespan of many building elements to date. While not factored into this study as lifespan extensions are unknown, it will be a future funding consideration for building element repair and replacement.

**Facility Assessment and Analysis.**

The following assessment provides an overview and analysis of the forecasted expenditures for each facility included in this study during the next 20 years. The table below provides near-term and long-term anticipated expenditures for each facility.

<b>Building</b>	<b>Anticipated Expenditures (&lt;10 yr)</b>	<b>Anticipated Expenditures (10&lt;20 yr)</b>
Civic Center <sup>1</sup>	\$373,365	\$887,863
Fire Stations <sup>2</sup>	\$677,567	\$340,760
Reno Center	\$377,034	\$288,043
Stacy's Museum and History Center	\$284,209	\$212,454
Lift Stations	\$5,480	-
Pumping Stations	\$179,125	\$39,153
Village Rental Properties <sup>3</sup>	\$93,774	\$20,904
<b>Total</b>	<b>\$1,990,553</b>	<b>\$1,789,177</b>

<sup>1</sup> Recommendations from the Space Needs Analysis have not been included in the analysis

<sup>2</sup> Does not include the relocation of a new Fire Station 1 as included in the Downtown Plan which was approved by the Village Board in 2009.

<sup>3</sup> 810 N. Main Street has been removed from the analysis, as it will be undergoing significant improvements, and future costs will be the responsibility of the tenant (Chamber of Commerce) based on the License Agreement

**Civic Center**

The Civic Center, which houses the Village Administrative offices and Police Department, was built around 1929 and is a former junior high school. The total anticipated expenditures over the next twenty years for repair and/or replacement of building elements in the Civic Center exceed \$1.26 million, or 33% of Village-wide reserve study expenditures. Of this amount, only 30% represent forecasted expenditures over the next ten years. These expenditures account for five specific elements that are in deteriorating shape which may need maintenance and/or replacement over the next 10 years. These include the electrical systems, gymnasium floor, kitchen area, pedestrian benches (exterior), and generator fencing. The total expenditures relating to these items are anticipated to exceed \$185,000. Although there are no immediate plans to replace these items in the immediate future, they have been listed on the study in the event that replacement or a major repair is needed. Facilities Maintenance will continue to pursue preventative maintenance to extend the life of these elements. These items, along with others for the Civic Center are outlined in the attached Plan.

### Fire Stations

The total combined anticipated expenditures for replacement and/or repair of building elements for fire stations in Glen Ellyn equals \$1,018,328, or 27% of Village-wide expenses over the study period. Of this amount, \$677,567 in expenses is anticipated over the next ten years, which suggests that a majority of repair and replacement of building elements in the fire stations will be needed during this time period. A further breakdown by station is included below.

#### ***Fire Station 1***

The Fire Station located at Main Street and Pennsylvania Avenue, was built in the 1950s and is the central headquarters for the Glen Ellyn Volunteer Fire Company. An inspection of Fire Station 1 revealed that several elements will require maintenance and/or replacement within the next ten years. These include generator fencing, pedestrian fences, carpet, paint finishes, and roofing. The total cost of for this work is forecast to exceed \$383,000. Overall, expenditures forecasted over the next ten years account for more than 63% of those anticipated for the building during the 20-year study. Contributing to this amount is the roughly \$96,000 worth of improvements that have been deferred over the last several years. These items include carpet, ceiling tile, pavement, signage, and door maintenance and/or repair. Facilities Maintenance anticipates that several of these items will continue to be deferred for the immediate future as they do not pose an immediate need for action. Continual inspections and/or monitoring of these items will take place over the next two years. Expenditures for these items have been listed in the Plan, with the assumption for replacement over the next three years.

In addition to those deferrals outlined above, there are others worth noting that will require re-inspections and monitoring over the next few years. These include the overhead doors, signage, and garage elements. These items, along with all other elements at this building are in very good condition. Further details on estimated replacement schedules for these elements are identified in the spreadsheet.

#### ***Fire Station 2***

An existing building located at 681 Taft Avenue was converted into a secondary hub for the Volunteer Fire Company in 1998. An inspection of this station found certain building elements to be in slightly worse shape than Fire Station 1. Those that will require attention at this time include doors, pavement, roofing, carpet, fencing, paint finishes, and the generator. The anticipated capital expenditures for these elements are estimated to exceed \$108,000 within the next five years, which equals 37% of the building's ten year forecast. The total cost anticipated over the next ten years exceeds \$294,000 or 71% of the total twenty year forecast for Fire Station 2. The study found that Fire Station 2 also has several items that were due for repair and/or replacement over the last couple years which account for roughly \$17,500. These elements include the water heater, pavement, doors, and HVAC units. However, Facilities Maintenance has deferred these items until at least FY2014 depending on their condition at re-inspection or the availability of funding. The analysis of Fire Station 2 suggests that it will require a heavy amount of repair and/or replacement of elements over the next five to ten years.

In addition to these deferrals, repair and/or replacement of paint finishes, roofing, building services/utilities, and heating unites in the garage bay have received extensions per the attached Plan as they remain in either good or fair condition.

### Reno Center

The Reno Center, located at 30 S. Lambert Road, houses the Public Works Department. The structure on the property was built around 1977, and has had various minor improvements to the interior and exterior of the building. Total anticipated expenditures for this building over the next ten years exceed \$377,000, and over \$288,000 thereafter. The total expenditures over the next 20 years for the Reno Center represent roughly 17% of the Village-wide forecast. The inspection at the Reno Center found a few items that will need continued monitoring or repair/replacement in the near term. Although some work has been done at this facility based on the previous Reserve Study (i.e. installation of a new fuel island canopy), there are still approximately \$58,000 worth of repairs and/or replacement costs that have been deferred. These include the paint finishes, washing bay, kitchen area, and salt bins.

Facilities Maintenance has deferred this work due to their current physical shape and condition. However, they may be prioritized in the near future depending on their cause or immediate impact on the health and safety of employees. There are other elements at this location that have been deferred as a result of preventative maintenance. These include overhead garage doors, walls/tuck pointing, kitchen area, and gutters/downspouts. These items, along with the rest of those inspected, are currently in excellent or good condition and have been deferred for a period of time that is further outlined in the Plan.

### Stacy's Museum and History Center

The total combined anticipated twenty year expenditures for the History Center and Stacy's Museum (including garage) equals \$496,664, or 13% of village-wide expenditures. Of this amount, \$284,209 is anticipated over the next ten years. This suggests that a majority of repair and replacement of building elements will occur in the next ten years. A further breakdown of each building is included below.

#### ***History Center***

The History Center, located at 800 N. Main Street, was built in 1958 as a one story building with flat and asphalt roofs. In 1988 it was renovated to include rental office space. Currently, the building houses the Glen Ellyn Historical Society. Total anticipated expenditures for this building over the next twenty years equals \$251,170, with \$142,984 forecasted for the next ten years. An inspection was conducted at this location and found an assortment of building elements to be in need of maintenance, repair or replacement during the next ten years. These elements include interior paint finishes, gutters/downspouts, light fixtures, exterior canopy, carpet, and exterior doors. Although the cost analysis has found the total value of these improvements to be over \$47,000, the most pressing issues that need to be addressed are the canopy and west entry door. These two items account for approximately \$5,500 and are planned to be replaced or repaired within the next 2-3 years.

Currently, Facilities Maintenance has no plan for additional expenditures other than preventative maintenance during FY11/12 and FY12/13 due to work that has been deferred. These include gutters/downspouts, light fixtures, walls/tuck pointing, and ceiling tiles which remain in good condition but will continue to be reassessed and evaluated over the next several years as they have exceeded their life spans. Additionally, several other property site elements including pavement, curbing, and pedestrian benches remain in good condition and are not in critical need of repair

and/or replacement. These items have all been included and rescheduled for replacement within the attached Plan.

### ***Stacy's Tavern and Garage***

Stacy's Tavern, a stagecoach inn built in 1846, was purchased by the Village of Glen Ellyn in 1968. It also features a detached garage that was built around the same time period to match the design of the tavern. An inspection was conducted to assess the current conditions of both the tavern and garage. The inspection revealed that various elements within Stacy's Tavern have either survived their life span or are in need of replacement. These elements include roofing, walls/siding, HVAC utilities, and the basement flooring. The roofing/shingles on Stacy's Tavern have an anticipated lifespan of at least eight more years; however, its condition has been deteriorating rapidly. Stacy's Garage is most in need of a roof replacement, which is estimated to cost \$10,000. Minor repair work is also needed on the garage's walls and siding. These elements are listed separately within the attached spreadsheet along with their forecasted expenditure totals.

Due to the fact that Stacy's Tavern is a historic site, Facilities Maintenance recommends that walls/siding and flooring be deferred indefinitely. In addition, doors, fencing, paint finishes, and building services elements may also need to be deferred until they pose an immediate impact on the safety and wellbeing of employees or patrons. Facilities Maintenance will continue to monitor these items over the next six months. In regard to Stacy's Garage, paint finishes over the next several years may be needed, but other elements at this location are in stable or good condition. Facilities Maintenance will continue to monitor and reassess these facilities over the next couple years, but anticipates that many elements will continue to be deferred.

### **Lift Stations**

The Village operates and maintains lift stations at 290 Park Boulevard, 1024 Memory Court, and 1105 Surrey Drive. The station at 1024 Memory Court is the only lift station included in the Plan, since the other two stations only include mechanical equipment and piping. Total anticipated expenditures for repair and/or replacement of elements at this location were found to be roughly \$5,500 over the twenty year study. An inspection was conducted at this location and found that it is in very good operating condition, with no immediate needs for replacement or repair of building elements in the next three to five years. However, the station may be in need of window, door, and roof replacement within the next ten years. These specific elements are in very good condition at this point, and could potentially be deferred at that time if their condition remains. These items have been included in the Plan.

### **Pumping Stations**

The Village operates and maintains four pumping stations, which are housed at 308 Wilson Avenue, 50 S. Lambert Road, 69 Newton Avenue, and 960 Stacy Court. Total anticipated expenditures for these facilities over the next twenty years exceed \$218,000, of which \$179,123 is forecast over the next ten years. These stations were all found to be in rather good condition at the time of their inspection. However, the Plan indicates that potential expenditures for replacement and repair of building elements over the next five years will exceed those in the long-term. Specifically, the roofing/shingles at 69 Newton Avenue is in need of replacement which is anticipated to cost \$4,000. In addition, doors, overhead doors, tuck pointing, and various light fixtures at multiple lift station locations are forecast for replacement during this time period, which could cost over \$150,000. These items have been forecasted out in the attached Plan.

### Village Rental Properties

The total combined anticipated twenty year expenditures for Village-owned rental properties (excluding 810 N. Main) equal \$100,316, or roughly 3% of forecasted Village-wide expenditures over this time period. Of this amount, \$79,412 are anticipated over the next ten years for these rental properties, suggesting that a vast majority of work will be needed to repair and/or replace building elements at these locations in the near-term. A further breakdown of each building is included below.

#### ***63 S. Park Boulevard***

The property at 63 S. Park Boulevard is used primarily as transitional housing for Village employees. The property was built in 1948 and is comprised of a 1.5 story single family home that has a detached garage. Total anticipated expenditures for this property over the next ten years exceed \$53,000, or over 58% of those forecasted for all rental properties during this time period. Upon inspection of the property, Facilities Maintenance discovered that there were four elements that require replacement and/or repair within the next five years. These include the roof, front door, gutters/downspouts, and garage door. This work is estimated to cost \$14,500. Some work has been scheduled or was anticipated for FY12/13 including the replacement of doors, and a garage door, but may be deferred until FY13/14.

Facilities Maintenance has deferred additional work due to preventative maintenance or lack of funding. These deferrals include exterior walls/siding, windows, fencing, paint finishes (interior), and the rooftop heating/cooling unit. These elements remain in relatively stable and good condition but will be closely monitored over the next two years. These items are all included in the Plan, but their future replacement may continue to be deferred if they remain in good condition, or if resources are limited. Facilities Maintenance will continue to utilize preventative maintenance to extend the life of these elements.

#### ***976 Stacy Court***

The property at 976 Stacy Court is another property that is used as housing for Village employees. The property was built around 1927 and is comprised of a 1 story single family residence that has a detached garage. Total anticipated expenditures over the next ten years for this property equal \$39,791 and roughly \$17,000 for the ten years thereafter. These totals represent approximately 42% and 80% respectively of forecasted expenditures for the two Village residential properties combined. This data suggests that this property will require more attention than the other in the long-term forecast. Upon inspection of this property, it was discovered that two building elements require immediate attention. These include windows and roofing, which are estimated to cost approximately \$2,500 and \$10,000. The property does have ten windows; however, only two of them are in need of immediate replacement. In order to spread out the funding requirement for these elements, they have been phased-out over the next three years as indicated in the attached Plan.

Similar to the other residential property, several elements at this location have been deferred over the past three years. These include doors, roofing, kitchen appliances/cabinets, and building services elements (i.e. pumps/sumps, HVAC equipment). They still remain in relatively good condition and will be re-inspected in the next couple of years.

### **Facilities Maintenance Reserve Fund Analysis.**

The purpose of the Facilities Maintenance Reserve Fund is to allocate dollars for capital asset replacement expenditures, which excludes preventive maintenance, personnel and land acquisition expenditures for Facilities Maintenance. Current Village policy requires that any amount within this fund be used specifically for those purposes outlined above. However, the Village does not have a specific fund balance policy with regard to this particular fund. Due to a variety of issues, the Village has been unable to fund contributions to the Facilities Maintenance Reserve Fund for several years. However, in FY12/13 the Village allocated \$50,000 to re-establish a contribution to the fund with the intent of contributing annually as economic circumstances allow. The current balance of the fund is approximately \$929,000.

The Facilities Maintenance Reserve Study has found that the current value of total Village-owned assets included in the Plan is \$3,057,235, with anticipated replacement/repair costs of \$3,779,730 over the next 20 years. Of this total, \$1,990,553 are forecasted for the next ten years, and \$1,789,177 thereafter. In order to meet the average amount of expenditures per year for the duration of this study and maintain a positive fund balance, \$153,000 would need to be contributed to the fund each year. Accounting for the starting fund balance and estimated interest earned each year, this contribution would maintain an average fund balance of \$675,364 for the next ten years, and approximately \$309,082 thereafter.

### **Recommendation.**

An annual contribution of \$194,000 per year would allow the fund to maintain its current fund balance (\$929,000) over the next 20 years per the expenditure schedule that has been outlined in the Plan. However, given our existing fund balance, a contribution of \$153,000 annually will support the Plan but would decrease the reserve fund balance to \$486,438 after ten years and to a low of \$6,600 by FY2029. Therefore, staff is recommending that annual contributions be increased by \$25,000 each year for the next five years to an annual level of \$200,000 by FY2019. This would allow the fund to sustain an average balance of over \$600,000 for the next ten years and over \$660,000 thereafter (See attached fund analysis). Since Facilities Maintenance will be monitoring and updating this Plan over the next three to five years, staff recommends contributing to the Fund under this method for the next ten years or until additional funding becomes available.

### **Attachments**

- Building Inspection Form
- Maintenance Reserve Expenditure Plan
- Facilities Maintenance Reserve Fund Analysis



**Long-Lived Property Elements**

Electrical Systems									
Foundations									
Interior Doors									
Structural Frame									
Sewer/Water Piping									
Electric/Gas Meter									
Generator									

**Miscellaneous Elements**

Salt Bin									
Trash Bin									
Paint Room									
Wash Bay									
Mechanic's Garage									
Parking Garage									
Police Basement									
Attic									
Garage									

**Additional/Other Elements**


**INSPECTOR NOTES**

1105 Surrey, 199 Lorraine, and 290 Park have no buildings.

I certify that the above information listed above is complete and accurate to the best of my knowledge and belief.

Inspector Signature		Date		Time	
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Building	Property Interest Description	Life Analysis Years		Cost Analysis										Total Estimated Replacement Cost Per Phase (\$)				
		Useful Life	Remaining Months	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023					
800 Stacy Court - Pump Station	Rooftop/Chimney	30	3	2016	\$	11,125	\$	34,700.00	\$	35,815.77								
800 Stacy Court - Pump Station	Walkway/Driveway/Block	30	30	2019	\$	2.50	\$	5,700.00	\$									
800 Stacy Court - Pump Station	Windows	30	26	2019	\$	500.00	\$	3,500.00	\$									
800 Stacy Court - Pump Station	Doors	30	5	2018	\$	1,000.00	\$	1,000.00	\$	1,104.00								
800 Stacy Court - Pump Station	Garage Door	40	37	2050	\$	1,000.00	\$	1,000.00	\$									
800 Stacy Court - Pump Station	Generator/Alternators	15-20	5	2018	\$	1,000.00	\$	1,000.00	\$									
800 Stacy Court - Pump Station	Kitchen Appliances	10-20	5	2018	\$	1,200.00	\$	2,400.00	\$	2,450.79								
800 Stacy Court - Pump Station	Refrigerators	25	3	2016	\$	1,300.00	\$	1,300.00	\$	1,373.45								
800 Stacy Court - Pump Station	Water Heaters	8	2	2015	\$	2,000.00	\$	2,000.00	\$	7,375.20								
800 Stacy Court - Pump Station	Pumps, Sump	30	2	2018	\$	400.00	\$	400.00	\$	978.38								
800 Stacy Court - Pump Station	Restrooms/Restrooms	25	2	2015	\$	2,500.00	\$	2,500.00	\$	2,601.00								
800 Stacy Court - Pump Station	Rooftop/Chimney	20	1	2014	\$	10,000.00	\$	10,000.00	\$	22,002.62								
800 Stacy Court - Pump Station	Rooftop Heating/Coating	15-20	3	2016	\$	3,000.00	\$	3,000.00	\$	3,183.62								
800 Stacy Court - Pump Station	Walkway/Driveway/Block	20-30	7	2020	\$	7,500.00	\$	7,500.00	\$	8,415.34								
800 Stacy Court - Pump Station	Water Heaters	10-15	11	2024	\$	500.00	\$	500.00	\$	821.69								
800 Stacy Court - Pump Station	Windows, Phased	30	1	2014	\$	500.00	\$	2,500.00	\$	5,200.00								
800 Stacy Court - Pump Station	Alarm/Security System	15-20	3	2016	\$	21,000.00	\$	21,000.00	\$	22,285.37								
800 Stacy Court - Pump Station	Bellows	25	4	2017	\$	42,000.00	\$	84,000.00	\$	90,524.30								
800 Stacy Court - Pump Station	Brick Pavers	30-35	18	2021	\$	10.50	\$	20,007.00	\$	20,574.52								
800 Stacy Court - Pump Station	Canopy - PD South Entry	20-25	8	2021	\$	4,000.00	\$	4,000.00	\$	4,886.64								
800 Stacy Court - Pump Station	Carpet	20	13	2026	\$	102,000.00	\$	102,000.00	\$	131,947.80								
800 Stacy Court - Pump Station	Callings/Pipes	20	5	2018	\$	1.50	\$	37,800.00	\$	41,734.25								
800 Stacy Court - Pump Station	Ceramic Tile	25	16	2029	\$	10.00	\$	13,000.00	\$	17,846.21								
800 Stacy Court - Pump Station	Chimney - Corroded	8-10	6	2019	\$	5,000.00	\$	5,000.00	\$	5,800.00								
800 Stacy Court - Pump Station	Doors	30	13	2026	\$	1,200.00	\$	10,000.00	\$	13,970.80								
800 Stacy Court - Pump Station	Dumpster Cart - Fencing	5-10	5	2028	\$	46.52	\$	2,000.00	\$	2,200.56								
800 Stacy Court - Pump Station	Electrical Systems	30	2	2015	\$	4,000.00	\$	9,000.00	\$	8,323.20								
800 Stacy Court - Pump Station	Shower	40	25	2038	\$	45,000.00	\$	135,000.00	\$									
800 Stacy Court - Pump Station	Fencing (Wood/Chain)	25	20	2033	\$	4,000.00	\$	4,000.00	\$									
800 Stacy Court - Pump Station	Generator	20-25	11	2024	\$	35,000.00	\$	35,000.00	\$	41,518.10								
800 Stacy Court - Pump Station	Generator - Fencing	15-20	14	2027	\$	15.00	\$	1,000.00	\$	3,058.44								
800 Stacy Court - Pump Station	Open Floor	30	5	2018	\$	100,000.00	\$	100,000.00	\$	116,400.00								
800 Stacy Court - Pump Station	Kitchen Appliances	10-20	3	2016	\$	3,000.00	\$	3,000.00	\$	3,183.62								
800 Stacy Court - Pump Station	Light Fixtures	25	8	2021	\$	200.00	\$	1,800.00	\$	2,343.32								
800 Stacy Court - Pump Station	Light Fixtures	20-25	8	2021	\$	105.80	\$	1,000.00	\$	1,171.66								
800 Stacy Court - Pump Station	Light Fixtures	25	28	2031	\$	500.00	\$	4,000.00	\$	5,711.30								
800 Stacy Court - Pump Station	Light Fixtures/Exit and Emergency	25	8	2021	\$	375.80	\$	3,675.00	\$	10,771.75								
800 Stacy Court - Pump Station	Light Fixtures/Exit and Emergency	10-20	3	2016	\$	25,000.00	\$	25,000.00	\$	29,021.13								
800 Stacy Court - Pump Station	Pole Risers	10-20	11	2024	\$	3,200.00	\$	6,500.00	\$	8,051.93								
800 Stacy Court - Pump Station	Precast - Corroded			2013	\$		\$		\$									
800 Stacy Court - Pump Station	Precast - Corroded			2013	\$		\$		\$									
800 Stacy Court - Pump Station	Precast - Corroded			2013	\$		\$		\$									









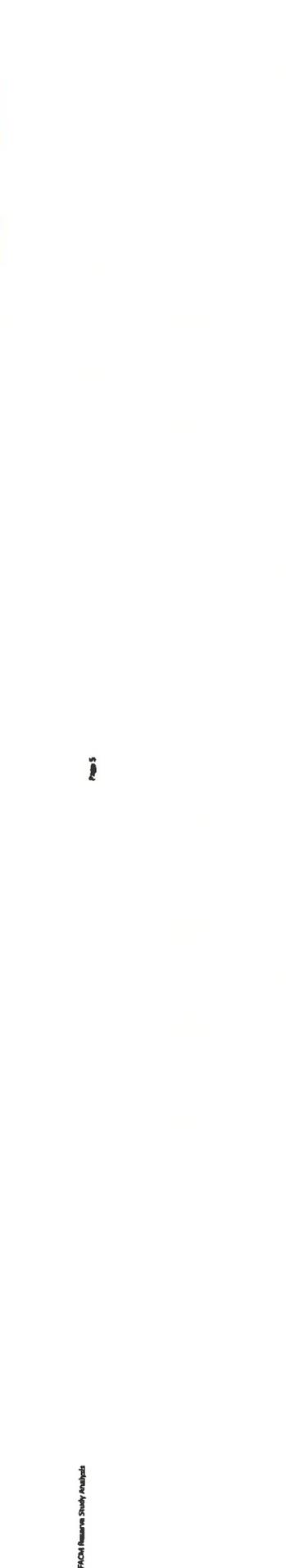




Property Element/Description	Life Analysis Years		Cost Analysis																		
	Remaining	Estimated in Year Replacement	Unit Cost (\$)	Total Cost of Replacement	Total Future Replacement Cost Per Phase (\$)	2013	2017	2021	2025	2029	2033	2037	2041	2045	2049	2053	2057	2061	2065		
Pedestrian Benches	12-15	4	\$	500.00	\$																
Pump/Stamp - Pallets Replacement	25	18	\$	15,000.00	\$	250.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00
Restrooms/Restroom	15-20	12	\$	7.43	\$	1,697.79	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58	3,426.58
Roof/Built-Up A	15-20	12	\$	7.43	\$	713.28	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12
Roof/Built-Up B	15-20	11	\$	7.43	\$	1,604.88	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38	2,025.38
Roof/Built-Up C	15-20	12	\$	7.43	\$	8,031.03	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30	10,182.30
Roof/Built-Up D	15-20	11	\$	7.43	\$	7,340.84	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96	9,209.96
Roof/Built-Up E	15-20	11	\$	7.43	\$	13,136.24	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87	16,659.87
Roof/Built-Up F	15-20	12	\$	7.43	\$	35,377.09	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96	44,815.96
Roof/Built-Up G	15-10	12	\$	7.43	\$	11,201.03	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44
Roof/Built-Up H	15-20	11	\$	7.43	\$	732.28	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12	904.12
Roof/Built-Up I	15-20	12	\$	7.43	\$	2,615.36	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91	3,316.91
Roof/Built-Up J	15-20	12	\$	7.43	\$	2,662.23	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77	3,402.77
Roof/Built-Up K	15-20	12	\$	7.43	\$	1,770.53	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34	2,251.34
Roof/Built-Up L	15-20	12	\$	7.43	\$	8,388.47	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61	10,638.61
Roof/Built-Up M	15-20	12	\$	7.43	\$	11,307.03	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44
Roof/Built-Up N	15-20	12	\$	7.43	\$	300,000.00	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71	411,835.71
Roof/Top Heating/Cooling	7	4	\$	0.05	\$	3,614.00	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24	9,655.24
Walk/Tuck Polishing	15-25	5	\$	850.00	\$	850.00	850.00	850.00	850.00	850.00	850.00	850.00	850.00	850.00	850.00	850.00	850.00	850.00	850.00	850.00	850.00
Water Heater	30	25	\$	500.00	\$	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00
Windows	15-20	3	\$	36,000.00	\$	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00	36,000.00
Alarm/Security System	30	1	\$	30.00	\$	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Carpet	20-25	3	\$	3.77	\$	11,208.10	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44	14,332.44
Ceiling/Tiles	10	3	\$	5.00	\$	4,000.00	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79	5,043.79
Ceramic Tile	30	13	\$	1,200.00	\$	4,800.00	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31	6,305.31
Doors	15-20	1	\$	38.00	\$	5,760.00	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10	7,752.10
Fencing (Wood/Chain)	20-25	25	\$	25,000.00	\$	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
Generator	20-20	3	\$	3,000.00	\$	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00
Kitchen Appliances	25	8	\$	200.00	\$	7,600.00	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31	9,893.31
Kitchen Cabinets	20-25	8	\$	75.00	\$	600.00	775.00	775.00	775.00	775.00	775.00	775.00	775.00	775.00	775.00	775.00	775.00	775.00	775.00	775.00	775.00
Light Fixtures	15-20	1	\$	10,000.00	\$	40,000.00	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37	53,334.37
Overhead Doors	12-15	2	\$	1,780.00	\$	3,560.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00	4,648.00
Paint Finishes	4-6	1	\$	2.00	\$	620.00	820.00	820.00	820.00	820.00	820.00	820.00	820.00	820.00	820.00	820.00	820.00	820.00	820.00	820.00	820.00
Pavement - Crack/Seal	15-20	12	\$	6,000.00	\$	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00
Pavement - Resealing	30	6	\$	1,200.00	\$	2,400.00	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69	3,164.69
Pedestrian Benches	25	8	\$	30,000.00	\$	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00
Restrooms/Restroom	15-20	2	\$	3.84	\$	23,040.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00	29,856.00
Roof/Built-Up	15-20	7	\$	75,000.00	\$	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00	75,000.00
Roof/Top Heating/Cooling Units, Paved	20	1	\$	3,000.00	\$	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00
Signage	7	1	\$	28,000.00	\$	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00	28,000.00
Walls/Truck Painting			\$		\$																

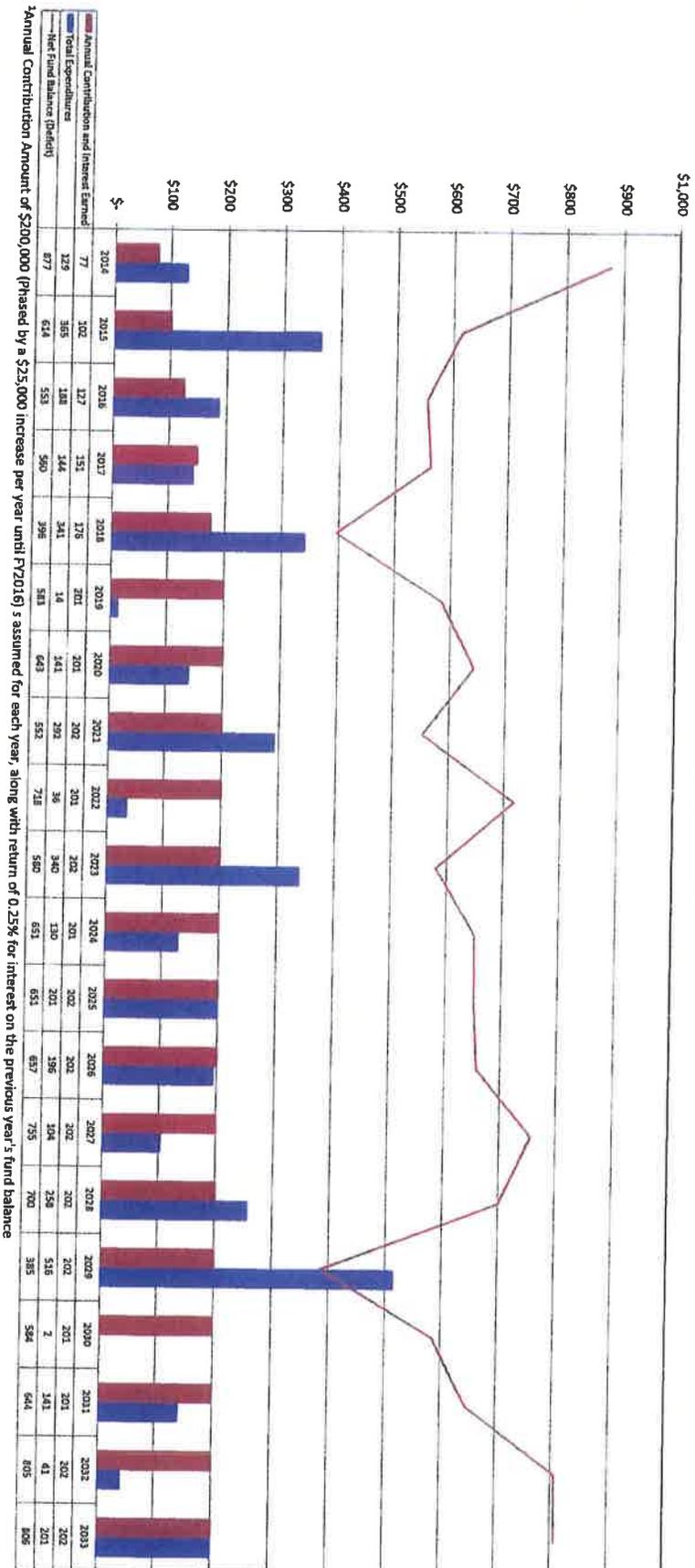


History Center	Property Services Description	Life Analysis Years		Cost Analysis										
		Useful Life	Estimated 1st Year Replacement	Unit Cost (\$)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
History Center	Light Fixtures	20-25	1	\$ 75.00										
History Center	Light Fixtures/Exit and Emergency	25	2	\$ 2,175.00										
History Center	Light Fixtures/Parking	20-25	2	\$ 375.00										
History Center	Light Fixtures/Corridor	20-25	2	\$ 2,000.00										
History Center	Paint Finishes	8	0	\$ 75.00										
History Center	Paint Finishes	8	0	\$ 1.78										
History Center	Paint Finishes	8	0	\$ 25,000.00										
History Center	Paint Finishes	8	0	\$ 2,900.00										
History Center	Paint Finishes	8	0	\$ 2,900.00										
History Center	Paint Finishes	8	0	\$ 11.25										
History Center	Paint Finishes	8	0	\$ 1,200.00										
History Center	Paint Finishes	8	0	\$ 200.00										
History Center	Paint Finishes	8	0	\$ 2,650.00										
History Center	Paint Finishes	8	0	\$ 510.00										
History Center	Paint Finishes	8	0	\$ 12,000.00										
History Center	Paint Finishes	8	0	\$ 3,000.00										
History Center	Paint Finishes	8	0	\$ 5.35										
History Center	Paint Finishes	8	0	\$ 6,400.00										
History Center	Paint Finishes	8	0	\$ 500.00										
History Center	Paint Finishes	8	0	\$ 500.00										
History Center	Paint Finishes	8	0	\$ 6,050.00										
History Center	Paint Finishes	8	0	\$ 23,000.00										
History Center	Paint Finishes	8	0	\$ 30.00										
History Center	Paint Finishes	8	0	\$ 35,000.00										
History Center	Paint Finishes	8	0	\$ 19,740.00										
History Center	Paint Finishes	8	0	\$ 10.00										
History Center	Paint Finishes	8	0	\$ 500.00										
History Center	Paint Finishes	8	0	\$ 3,000.00										
History Center	Paint Finishes	8	0	\$ 1,200.00										
History Center	Paint Finishes	8	0	\$ 1,200.00										
History Center	Paint Finishes	8	0	\$ 3,000.00										
History Center	Paint Finishes	8	0	\$ 7,500.00										
History Center	Paint Finishes	8	0	\$ 5,000.00										
History Center	Paint Finishes	8	0	\$ 40,000.00										
History Center	Paint Finishes	8	0	\$ 2,000.00										
History Center	Paint Finishes	8	0	\$ 1,200.00										
History Center	Paint Finishes	8	0	\$ 2,400.00										
History Center	Paint Finishes	8	0	\$ 4,500.00										
History Center	Paint Finishes	8	0	\$ 150.00										
History Center	Paint Finishes	8	0	\$ 750.00										
History Center	Paint Finishes	8	0	\$ 375.00										
History Center	Paint Finishes	8	0	\$ 2,000.00										
History Center	Paint Finishes	8	0	\$ 4,000.00										
History Center	Paint Finishes	8	0	\$ 1.78										
History Center	Paint Finishes	8	0	\$ 34,710.00										
History Center	Paint Finishes	8	0	\$ 6,000.00										
History Center	Paint Finishes	8	0	\$ 4.00										
History Center	Paint Finishes	8	0	\$ 24,000.00										





**Facilities Maintenance Reserve Fund Analysis  
(FY2014-FY2033 - In Thousands)**



<sup>1</sup>Annual Contribution Amount of \$200,000 (Phased by a \$25,000 increase per year until FY2016) assumed for each year, along with return of 0.25% for interest on the previous year's fund balance

11/15/12

**Recreation Department Major Capital Asset Replacement Plan**  
Capital Items with a replacement cost exceeding \$40,000

**Capital Asset Replacement - Next Ten Years**

The only Major Capital Asset that is scheduled for replacement in the next ten years is the motorized golf cart fleet.

**Capital Asset Replacement - Beyond Ten Years**

Most of our other major capital assets are in good condition. The 18-hole golf course was completely rebuilt in 2004. The 27-hole golf course irrigation system was replaced at that time and is not due for replacement again until 2028. A concrete golf cart path system was installed at that time and will not need replacement until 2033.

In 1993 we built the golf course entrance way. The limestone signs with brick columns and wrought iron fence should last for another 20-40 years.

In 1995 we renovated the Maintenance Building and built a new Equipment Storage Building and a Pesticide Rinsate/Storage Building. These buildings should all last another 20-30 years.

The Village Links Clubhouse is being renovated and expanded in 2012-13. The parking lot is also being renovated.

As funds become available, three capital improvements should be considered. The Halfway House could be renovated. A golf cart storage building with driving range tee overhang could be built. A Rest Room with Storm Shelter could be built at #4 tee of the 9-hole course.

The Recreation Department Storm Water Detention System is in good condition. There are 22 lakes at the Village Links built in 1966, 2 lakes at Panfish Park built in 1968, and 1 lake at Lambert Lake built in 1977. Water level control structures at the Village Links and Lambert Lake will need to be replaced or renovated in 20-40 years. The control structure at Panfish Park was replaced around 2000 and will last for several decades. Lake banks of all these lakes are stable. Silt accumulation is occurring slowly. Siltation does not diminish the capacity or functioning of the storm water detention system. Lake dredging could be done in 20-40 years to address aesthetics issues like cattails growing up out of the water or to improve recreational fishing conditions. The lake connector pipes connecting the golf course lakes are in generally good condition. The oldest and most expensive pipes were replaced in 2003.

Recreation Department  
 Capital Replacement - For Assets With Replacement Cost Over \$40,000  
 2013

Estimated Cost - 2012	Expected Replacement	Life Remaining	% Life Remaining	Asset	Acquired	Life/Yrs	Year 1 2013-14	Year 2 2014-15	Year 3 2015-16	Year 4 2016-17	Year 5 2017-18	Year 6 2018-19	Year 7 2019-20	Year 8 2020-21	Year 9 2021-22	Year 10 2022-23	10 Year Total	
\$ 125,000	2017	4	100%	Golf Cart Fleet (87) Replacement w/trade-in	2013	4				125,000				125,000				\$ 252,017
\$ 750,000	2028	15	60%	Irrigation System	2003	25												\$ -
\$ 1,000,000	2035	22	55%	Maintenance Building	1995	40												\$ -
\$ 500,000	2035	22	55%	Equipment Storage Building	1995	40												\$ -
\$ 200,000	2035	22	55%	Pesticide Storage/Kinsate Building	1995	40												\$ -
\$ 10,000,000	2048	35	100%	Clubhouse	2013	35												\$ -
\$ 150,000	2033	20	100%	Clubhouse Parking Lot - asphalt resurface	2013	20												\$ -
\$ 300,000	2048	35	100%	Street Lights - Winchell Way & Parking Lot	2013	35												\$ -
\$ 400,000	2033	20	67%	Cart Path System - concrete	2003	30												\$ -
\$ 100,000				Halfway House Renovation	future													\$ -
\$ 600,000				Cart Storage Building w/Driving Range Tee	future													\$ -
\$ 200,000				Rest Room w/Storm Shelter	future													\$ -
\$ 4,400,000				#4 Tee 9-Hole Course Lake (22) Dredging - Village Links	1966													\$ -
\$ 400,000				Lakes (2) Dredging - Pamish Park	1968													\$ -
\$ 400,000				Lakes (1) Dredging - Lambert Lake	1977													\$ -
				Total			\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ 252,017