

CAPITAL PROJECTS FUND

EXPENDITURE FOOTNOTES

9. **Contract Street Maintenance: (FY06/07 Estimate - \$371,000)** - Provides funds for the contract maintenance of Village streets for the following procedures and locations:

Asphalt Roadway Surface Treatments (On Streets Paved in 2005)	\$41,000
Asphalt Roadway Crack Sealing (Various Streets)	33,000
Contract Asphalt Street Patching (Riford, Elm, Chidester, Sunset, Brandon, Hawthorn)	107,000
Concrete Street Grinding / Leveling <i>Proj # 10503</i> (Western)	48,000
Concrete Street Joint and Crack Sealing (Western, Grand, Essex)	142,000
TOTAL	\$371,000

Contract Street Maintenance: (FY07/08 Budget - \$305,000)

The proposed FY07/08 contract street maintenance work will include:

A. Asphalt Roadway Surface Treatments	\$50,000
B. Asphalt Roadway Crack Sealing	35,000
C. Asphalt Street Major Patching Project	60,000
D. Concrete Street Pavement Repair	20,000
E. Concrete Street Grinding / Leveling (<i>Proj # 10503</i>)	65,000
F. Concrete Street Joint and Crack Sealing	75,000
TOTAL	\$305,000

The Public Works Department develops an annual list of candidate street sections for various types of large scale maintenance work performed primarily by private contractors under contracts developed, let and supervised by staff.

- A. The asphalt roadway surface treatment program will consist of the application of a preservative seal to the approximately seven miles of streets paved in 2006.
- B. A second major maintenance effort on asphalt streets is crack sealing, with candidate street sections including both recently paved streets (to seal the curb joint) and somewhat older streets to fill developing cracks.
- C. Our large-scale patching efforts will continue this year with target streets including parts of Turner, Elm, Merton, Longfellow and Ridgewood. The major patching program will

be completed by a contractor either as a stand-alone project or as part of one of our larger infrastructure improvements projects.

- D. The concrete street pavement patching program consists of the repair of deteriorated sections of pavement, ranging in size from manhole box outs to full panel replacements. Concrete street patching efforts this fiscal year will focus on Main Street between Fairview and Hillside as well as spot repairs throughout the concrete roadway system.
- E. Diamond grinding of concrete streets improves ride quality by removing bumps and re-profiling the pavement. This technique was successfully debuted in 2005 and will be continued this year on for Main Street between Fairview and Hillside and would improve about 8,000 square yards of pavement.
- F. After grinding, the work on Main Street between Fairview and Hillside would be completed with the re-sealing of joints and cracks.

10. **Construction Projects: (FY06/07 Estimate - \$3,160,000)** – This line item lists projects undertaken in the current fiscal year and also continuing projects with significant payouts in the current fiscal year.

Project Description	Estimated Actual
a. Prospect Avenue Improvements Project (#00507) – The Prospect Avenue corridor between Duane and Turner was reconstructed in 2006. Including the block of Hillside between Glenwood and Prospect, and Turner between Regent and Sunset, a total of 3,400 feet of roadway was improved. Total project expenses, including all facets of construction and field engineering, were \$2,200,000, with roadway and storm sewer components costing \$1,431,000.	\$1,431,000
b. Sunset Avenue / Manor Woods Project (#00509) – A major infrastructure improvement occurred in the area of the Village bounded by Roosevelt Road, the west Village Limits, Greenfield and Sunset involving improvements to over four miles of streets. The project included the reconstruction of Sunset between Roosevelt and Fairview, Sunset Court, Dorset Place and Newton from Greenfield to Hill. Streets in the Glen Ellyn Manor Subdivision, as well as Fairview, west of Main Street, were resurfaced, totaling 3.5 miles. Total project cost was \$4,340,000 (including construction and field engineering), with FY 06 – 07 capital fund construction project expenditures of \$1,043,000 to cover final design engineering as well as construction phase costs. See also Footnote 18.c.	\$1,043,000
c. SACROW (#00204) – Final close-out costs for the 2005 project to reconstruct one and one-half miles and resurface one mile of roadways in the Scott, Abbotsford, Cumnor, Roslyn, Oxford and Waverly neighborhood.	\$205,000

<p>d. Five Corners (#00502) – The Village is partnering with DuPage County for various improvements at the intersection of St. Charles, Geneva and Main Street in Glen Ellyn. Project work was completed in 2006. The Village portion of the work includes the reconstruction of Main Street between Elm and Five Corners, street lighting and streetscape / landscaping improvements, at a total cost of \$1,170,000. The Village work will be financed primarily from the Community Enhancement Fund, supplemented by Capital Projects funds. Final project payments will be about \$185,000.</p>	<p>\$185,000</p>
<p>e. Roosevelt Road Street Lighting (#10402) – As part of the ancillary work associated with the undergrounding of overhead wires at six Roosevelt Road intersections, ten street lights will be installed once the overhead wires are down. Work will be done in the spring of 2007. Engineering continued in 2006 in the attempt to procure the required IDOT permit.</p>	<p>\$21,000</p>
<p>f. Project Engineering – Projects where engineering was authorized, completed or carried forward from previous fiscal years:</p>	
<p>1. Riford Road Reconstruction (#00505) – The existing roadway will be reconstructed between Crescent Boulevard and St. Charles Road. This project has been approved by the DuPage Mayors and Managers Conference to receive funding as part of the FY05-10 Surface Transportation Program (STP). Phase I design engineering is now complete. Construction is anticipated in 2008 or 2009. Burns and McDonnell is the project consultant.</p>	<p>\$25,000</p>
<p>2. Lambert Road Intersection Improvements (#00506) – Phase I work continues on the project to construct a right turn lane for northbound Lambert Road at Roosevelt Road. This project also has been approved by the DuPage Mayors and Managers Conference to receive funding as part of the FY05-10 Surface Transportation Program (STP), for construction in 2008. The project consultant is Hampton, Lenzini and Renwick.</p>	<p>\$45,000</p>
<p>3. Hawthorne – Park Project (#00603) – The scope of this project includes the reconstruction of Hawthorne east of Main Street and the rehabilitation of Park Boulevard between the Union Pacific railroad tracks in the Central Business District and Hawthorne, Glen Ellyn Place and Prairie between Cottage and Hawthorne. The project consultant is Walter E. Deuchler and Associates.</p>	<p>\$95,000</p>
<p>4. 2007 Street Improvements Project (#00605) – In addition to resurfacing, the project includes the reconstruction of Exmoor and DuPage in the area west of Newton Park. The project engineer is Pavia-Marting and Company.</p>	<p>\$55,000</p>

<p>5. Duane Street Improvements Project (#00508) – Design engineering is wrapping up on the project to reconstruct Duane Street between Forest and Taylor. The proposed scope of work for the project includes storm sewer improvements near Duane Terrace to address a long-time drainage deficiency. The project consultant is Civiltech.</p>	<p>\$55,000</p>
<p>TOTAL for this line item</p>	<p>\$3,160,000</p>

Construction Projects: (FY07/08 Budget - \$2,810,000) – This line item lists significant capital projects expected to start in FY07/08. These projects will be funded primarily with Utility Tax and Real Estate Transfer Tax proceeds.

Project Description	Estimated Cost
<p>a. 2007 Street Improvements Project (#00605) (DuPage/Exmoor Reconstruction) – As part of a larger project, Exmoor south of Fairview and DuPage between Park and Exmoor will be reconstructed with new curb and gutter, sidewalks, new asphalt pavement and drainage improvements. The construction and field engineering expenses associated with this effort are estimated to be \$620,000.</p>	<p>\$620,000</p>
<p>b. Duane Street Improvements Project (#00508) – Duane Street between Forest and Taylor will be reconstructed. The total project length is 2,800 ft. and includes resurfacing Duane Terrace. Improvements include new storm sewer to upgrade drainage capabilities near Duane Terrace. Other work includes lining of sanitary sewers and new sanitary sewer and water services. Total project cost, including construction and field engineering, is estimated to be \$2,610,000. Costs for roadway/storm sewer work will be about \$1,800,000, with MFT funds supporting \$600,000 of these costs. The Duane Street project is scheduled for calendar year 2007 construction and will be coordinated with the reconstruction of the Montclair parking lot.</p>	<p>\$1,200,000</p>
<p>c. Cumnor, North of Hill (#00607) – The Village has agreed to fund a portion (200 ft.) of the cost to rebuild Cumnor between Hill and Fairway related to the Webb Subdivision project.</p>	<p>\$30,000</p>
<p>d. Hill, East of Cumnor (#00608) – The Village will pay for one-half of the roadway costs to reconstruct 800 ft. of Hill Avenue (in concrete) as part of the proposed Hill Avenue subdivision development.</p>	<p>\$90,000</p>

<p>e. Storm Water Project (#00609) - The Village is the lead agency for the construction of a Regional Detention Basin project in Ackerman Park, near the intersection of St. Charles Road and Riford Road. Construction of the proposed 4.4 acre-foot basin will enhance storm water management in the area, with particular benefits to properties in the Five Corners Area. With the regional basin, the current detention pond for the Walgreens development at Five Corners can be retired, and that lot converted to more productive, retail use for the financial benefit of the Village. Sale of the Walgreen's detention pond lot will be the principal funding source for the regional detention basin project.</p>	<p>\$350,000</p>
<p>f. Police Impound Lot (#00801) – The Kenilworth Avenue right-of-way north of Haggerty Chevrolet would be paved and fenced to provide a storage space for about 50 vehicles obtained through various Police activities.</p>	<p>\$50,000</p>
<p>g. Miscellaneous Storm Sewer Improvements – Staff analysis of the October 2006 storm event found that improvements such as additional inlet capacity on roadways and driveway reconfigurations could be useful in protecting residences from flooding damages from more severe storms. Work would be performed as directed by staff, likely using contractors.</p>	<p>\$25,000</p>
<p>h. Construction Contingency – Funds unexpected construction situations, unanticipated projects and other unforeseen expenses.</p>	<p>\$100,000</p>
<p>i. Design Engineering for future projects – Funding to accommodate design engineering for roadway and storm sewer improvements associated with capital projects anticipated in the coming years.</p>	<p>0</p>
<p>1. Parkside-Summerdale Reconstruction (#00802) – This project calls for the rehabilitation in 2008 of 7,000 feet of roadways in the area bounded by Roosevelt Road, Main Street, Fairview Avenue and Park Boulevard. The work includes the reconstruction of Parkside, Summerdale, Maiden Lane and the alley north of Roosevelt between Parkside and Park as well as the resurfacing of Forest, Dorset Ave., Park Plaza and Stephanie Lane.</p>	<p>\$180,000</p>
<p>2. Lambert Road Intersection Improvements (#00506) – Continued engineering in FY - 07 by Hampton – Lenzini and Renwick on the right-turn lane project at Roosevelt Road to develop detailed designs and final construction drawings.</p>	<p>\$40,000</p>
<p>3. Riford Road Reconstruction (#00505) – Funding for Phase II (detailed design) engineering for the reconstruction of Riford Road between Crescent and St. Charles Road, including intersection</p>	<p>\$125,000</p>

improvements at St. Charles and Riford.	
TOTAL for this line item	\$2,810,000

11. **Design Engineering: (FY06/07 Estimate - \$60,000)** – Two projects were undertaken: In the first project, a surveyor / engineer will assess the accuracy of current floodplain maps updated in December 2004. In two areas of the Village – near Lakeview Terrace and the intersection of Turner and Regent – the new floodplain limits significantly extend beyond previously published boundaries, incorporating many existing residences into the shallow ponding area floodplain. With the financial cooperation of the impacted properties, the Village will hire a consultant to verify the accuracy of maps and underlying engineering and, if possible, assist properties in changing their flood plain status and the need for mandated flood insurance by lenders. Village cost for this effort is \$20,000. In the second project, the Village has retained RHMG Engineers to provide design services for drainage improvements in Essex Court (#00702), a small roadway located north of Lake Ellyn Park where significant structural damage to residences has occurred twice in the past five years due to flooding. The proposed project would provide storm sewer and overland flow improvements designed to eliminate flooding for any type of storm. The design engineering cost is \$40,000.
12. **2000 Referendum Projects: (FY06/07 Estimate - \$3,153,000)** – This line item lists major storm sewer projects undertaken in the current fiscal year and continuing projects with significant payouts also expected in this fiscal year. The amounts shown in the column titled **Estimated Cost** are estimated expenditures in FY06/07 from the \$18 million in GO bonds approved by voters in the November 2000 referendum. The total program includes 17 storm sewer projects that will be completed between 2001 and 2007 at a final estimated cost of \$22 million.

Project Description	Estimated Cost
a. Lambert Farms Utility Improvements Project (#00404) – The Lambert Farms project combines three of the original 17 stormwater projects and will install drainage improvements in the Lambert Farms subdivision and along Lambert Road. The overall project includes new sanitary sewer construction in the subdivision as well. The project was bid in August 2006 and work begun in November 2006, with a scheduled completion date of July 1, 2007. Costs shown are for engineering and construction work spent or obligated in FY 07.	\$2,021,000
b. East Panfish Basin (#00402) – The 2000 Stormwater Master Plan recommended various storm sewer improvements in the area east of Panfish Park along Pershing and Nicoll. Associated street improvements include rehabilitation of 2,100 ft. of streets including Nicoll from Wilson to Roosevelt, Pershing from Nicoll to Route 53 and the Wilson cul-de-sac east of Nicoll. Project improvements are being coordinated – and partially paid through – the Waters Edge	\$506,000

townhome development. The Village project will be bid in early 2007 and constructed in the spring/summer of 2007.	
c. North Taylor Basin Phase I (#10406) – Payments shown are for work associated with the Ada Harmon Restoration project performed in 2006 and 2007.	\$19,000
d. Forest / Hillside (#00403) – Closeout costs associated with the 2005 project that included storm sewer replacement or extensions and street rehabilitation on 2,100 feet of roadway on Forest between Hill and Duane, Appian Way and on Hillside between Main and Park. Total expenses borne by the bond fund were \$1,010,000.	\$12,000
e. North Main Basin (#00405) – Final costs for the 2005 project that provided storm sewer and roadway improvements on about 3,500 feet of streets, including Anthony from Western to Park, Cottage from Main to Forest, Pleasant from Anthony to Cottage, and Forest from Pennsylvania to Hawthorne. Total project expenses related to bond-funded items were \$1,257,000.	\$10,000
f. Kenilworth Basin Project (#00510) – The final major storm sewer project will involve the replacement of storm sewer on Kenilworth Avenue between Linden and Oak Street. Work will feature construction techniques such as directional drilling and pipe bursting to install the new storm sewer without the need for extensive disruption of the parkways and roadways. The project will be bid in the spring of 2007 for construction during the summer. Expenses include engineering, sewer televising and geotechnical investigations and projected construction costs.	\$585,000
TOTAL for this line item	\$3,153,000

13. **Sidewalk Program: (\$120,000)** – Includes \$70,000 for new sidewalk on the south side of Crescent from Roger to Scott, with the Crescent sidewalk expenses reimbursed by DuPage County as part of the intergovernmental agreement for the jurisdictional transfer of Crescent Boulevard. The regular Village program efforts will focus on repairs on blocks with significant numbers of offsets between sidewalk squares greater than 1" in height and overall higher levels of deterioration as identified by the sidewalk survey conducted in 2006/2007.
14. **Street Program: (FY06/07 Estimate - \$1,785,000)** – This line item lists projects undertaken in the current fiscal year and continuing projects with significant payouts that occurred in this fiscal year. The amounts shown in the column titled **Estimated Actual** are estimated FY 06-07 expenditures.

Project Description	Estimated Actual
a. 2005 Street Improvements Project (#00501) – Final payment to Martam Construction, project contractor (\$137,000) and other miscellaneous expenses. The final project change order has been approved by the Village Board.	\$140,000
b. Sunset Avenue / Manor Woods Project (#00509) – The major 2006 infrastructure improvement project included the resurfacing of about four miles of roadways in the Glen Ellyn Manor Woods area. Design and field engineering costs, as well as construction expenses, incurred for streets other than Sunset and Sunset Court are estimated to be \$1,578,000.	\$1,578,000
c. Braeside Area / Surrey Drive Improvements (#00613) – Combined with water main replacement and sanitary sewer lining in the Braeside area, Surrey Drive will be rehabilitated with new curb and gutter, new asphalt surface and (likely) new roadway base. Project engineering expenses shown herein are for street design work to be performed by A. McGurr, Ltd., project consultant.	\$43,000
d. Glenwood Avenue (#00615) – In conjunction with the proposed reconstruction of the St. Petronille parking lot project (now on hold), Glenwood Avenue will be resurfaced. Required street improvements are being designed by Patrick Engineering, the church consultant.	\$24,000
TOTAL for this line item	\$1,785,000

Street Program: (FY07/08 Budget - \$2,815,000) – The FY 07 – 08 program will be made up of the resurfacing of various streets as contained in the approved FY-08 to FY-17 long term street improvement plan and engineering for the 2008 Street Improvements project.

Project Description	Estimated Actual
a. Park/ Glen Ellyn Place/Prairie Improvements Project (#00603) –The project consists of improvements to about 2,600 ft. of roadways including the rehabilitation of Park Boulevard from the railroad tracks north to Hawthorne, Glen Ellyn Place and Prairie between Cottage and Hawthorne. Included in the projects will be various water main, sanitary and storm sewer improvements. The capital projects portion supporting the roadway and storm sewer work will be \$585,000. Costs include anticipated construction and field engineering.	\$620,000
b. 2007 Street Improvements Project (#00605) – This project incorporates improvements to street segments in three areas of the Village (see Footnotes 12.b. and 18.c). Construction and field engineering expenses for the work in the Fairview/Cul-de-sac, Crest/Lakeview Terrace/Forest and Main/Wilson/Harding/South Parkside roadways are shown.	\$1,155,000

c. Braeside Area / Surrey Drive Improvements (#00613) – The rehabilitation of Surrey Drive, including construction and field engineering expenses, is anticipated to cost \$900,000. The length of the improvement is about one-half mile long.	\$900,000
d. 2008 Street Improvements Program (#00701) – Consultant services will be required for the design of program elements including the rehabilitation / resurfacing of sections of Phillips, Sheffield Lane, Kenilworth Court, Pennsylvania, Forest and Melrose.	\$140,000
TOTAL for this line item	\$2,815,000

In July 2000, the Village Board approved a long-term street and storm sewer improvement program. In addition to 17 major storm sewer projects funded by \$18 million of bonds approved by the voters in November 2000, the 20-year Program consists of **complete reconstruction** of approximately **10 miles** of roadways and **resurfacing** of approximately **60 miles** of Village streets featuring (where appropriate) full curb and gutter replacement and driveway approach replacement. The Program establishes a goal of repair cycle not exceeding 20 years (a 30 year cycle was typical in 2000) for asphalt roadways and is a major step towards the goal of achieving and maintaining a Pavement Condition Index (PCI) rating of good or better for all our streets. The total cost of the Program, in 1999 dollars (including the 17 storm sewer projects), was estimated to be **\$57 million**.

In conjunction with the Capital Improvements Commission (CIC), a rolling 10-Year listing of street segments for standalone roadway rehabilitation (i.e. street improvements not associated with major storm sewer projects) is developed each year. A public forum is conducted each year by the CIC, wherein resident input is requested on the proposed 10-Year plan, and is an integral part of the program review and updating process. Available monies for standalone street rehabilitation projects come from a combination of utility taxes and real estate transfer taxes. Per the recommendation of the CIC, the annual funds should be equally split between street reconstruction and street resurfacing projects. Street resurfacing funds should be divided as equally as possible between streets that are still in good condition, but reaching the critical stage of their life cycle (generally where the PCI is 50 or greater) and streets where the current roadway condition is fair to poor or worse. Resurfacing emphasis should be on the critical PCI streets.

Two levels of resurfacing projects usually are featured in our program, as well as full reconstruction as warranted by existing roadway condition: Type I Resurfacing involves spot curb repairs combined with asphalt removal and resurfacing encompassing **Type IA** projects with very limited curb replacement and **Type IB** projects with more curb replacement required. Type II Resurfacing projects are enhanced roadway repair efforts featuring total curb and driveway approach replacement, a greater level of base repair, and removal and replacement of the asphalt surface. Reconstruction is the complete replacement of all roadway components, including the existing street base. Resurfacing options have been expanded to include a **Type IC** resurfacing – incorporating curb installation or replacement on one side only, base repair, replacement of asphalt surface, and special drainage or

construction considerations – and **Type IIA**, an enhanced resurfacing including replacement of the existing roadway base.

The street improvements program is administered by the Public Works Department, with consulting engineer assistance for design and construction. The scope of the work in recent years has led to the incorporation of resurfacing projects into more traditional and comprehensive infrastructure improvement projects with all design work performed by private consulting engineering firms.

In June 2006, the unit costs associated with program development, inflation factors and appropriate scope of work for street projects were all re-examined, leading to higher program expenses. The Capital Improvements Commission reviewed the program in the fall of 2006 and has recommended that the Village Board adopt the updated 10-Year Street Resurfacing and Reconstruction Program for Fiscal Years 2008 through 2107. This program will continue to adhere to the basic goals of the original master plan without a reduction in the staff-recommended scope of work for each street element. On a short term basis, revenues in addition to real estate and utility taxes will be required to fund the program. It is proposed that funding include a reallocation of property taxes in Fiscal Years 2010 through 2014 and a short-term internal loan from the Corporate Reserve Fund, with the loan to be repaid from Capital Projects Fund monies within nine years starting in Fiscal Year 2009.

Calendar Year 2007 (FY07/08 Budget)			
Street Program Summary			
Segment PCI = Pavement Condition Index	PCI – Yr. 2004 Data	Length (ft)	Type of Rehabilitation
STREET RESURFACING			
Critical PCI Streets (PCI-2004 \geq 50)			
Fairview: Park to Bryant	64	2,159	Type IB
Main: Wilson to Roosevelt Road	65/53	991	Type IA
Park: RR Tracks to Pennsylvania	62	417	Type IC
Park: Pennsylvania to Hawthorne	58	1,248	Type IIA
Forest: Lakeview Terrace to Hill	37/72	830	Type IIA
Subtotal		5,645	
Streets with PCI-2004's < 50			
Exmoor Ct: Fairview to North End	7	267	Type IB
Milton Ct.: Fairview to North End	13	259	Type IB
Montclair Ct: Fairview to North End	13	260	Type IB
Nicoll Ct: Fairview to North End	31	278	Type IB
Taylor Ct: Fairview to North End	29	278	Type IB
Carleton Ct: Fairview to North End	7	265	Type IB
Glen Ellyn Pl.: Park to East End	24	411	Type II
Harding: South Parkside to Park	7	1,171	Type IB
South Parkside: Harding to Wilson	10	304	Type IB
Wilson: Main to Park	14	1,431	Type IB
Crest: High to Lakeview Terrace	35	566	Type IIA

Lakeview Terrace: Forest to Park	13	906	Type IIA
Prairie: Cottage to Hawthorne	14	475	Type IA
Surrey: Roosevelt to Briar	26	2,740	Type IIA
Subtotal		9,611	
STREET RESURFACING TOTAL		15,256	2.89 miles
STREET RECONSTRUCTION			
DuPage: Park to Exmoor	56	359	Asphalt
Exmoor: South End to Fairview	52	1,243	Asphalt
STREET RECONSTRUCTION TOTAL		1,602	0.30 miles
TOTAL PROGRAM		16,858	3.2miles

15. **UTILITY UNDERGROUNDING: (\$100,000)** - Funds expenses related to the placement of overhead utility wires underground that are not paid via the Rider 28 provision of the Commonwealth Edison franchise agreement, or not paid by the Community Enhancement Fund. Sections where undergrounding is contemplated include Western Avenue just north of Pennsylvania (to complete work performed along Pennsylvania Avenue by the Village and along Western by the Glen Ellyn Clinic) and Lambert Road south of Roosevelt Road (to accommodate the installation of a right-turn lane).
16. **IFT/GENERAL FUND ENGINEERING: (\$104,000)** - Transfer to the General Fund as reimbursement for engineering services provided by Public Works staff. Services include design engineering and construction oversight of the street, sidewalk improvement, and concrete street programs and assistance on capital fund projects.
17. **TRANSFER TO DEBT SERVICE: (\$250,000)** - Transfer to lessen the levy for debt service paid by property taxes for the 20 year, 1987 \$15 million General Obligation Bond issue, a commitment of the Village Board prior to the 1987 bond referendum. A similar transfer is shown in the Water and Sanitary Sewer Fund. This transfer is 19 of 20. See Debt Service Fund for greater detail.