

**Staff Responses to Council Questions
October 11, 2011**

6. Consent B. Resolution: Approve Final Plat of Subdivision for 511 Austin Street

Please explain how the lot depth of 150 feet is achieved. Is it due to an alley vacation or easement abrogation? The staff report states that the lots in question are 143 feet deep.

The lot has a total depth of 150 feet - this number includes the two lots of record that are 143 feet deep plus the north 7 feet of the alley that was vacated in 1970.

7. Active B. Ordinance: Amend On and Off Premise Consumption Licenses

How much have we paid out in our agreement with Michaels/Lemon Tree?

Pursuant to the agreement, the Village has made two sales tax rebate payments to Lemon Tree based on sales taxes paid by Michaels. The first payment in the amount of \$7,814.99 was made in April for sales that occurred from October - December 2010. The second payment in the amount of \$4,306.26 was made in June for sales that occurred from January- March 2011. The third payment will be paid in October for sales that occurred from April - June 2011. The estimated amount is \$1,475. The sales tax information provided by the State shows that no sales tax was paid in May and June 2011.

8. First Reading A. Information: Countywide Stormwater and Flood Plain Ordinance Update

How does the proposed amendment affect LPDA's?

Locally Poor Drainage Areas (LPDAs) are specifically not affected by draft amendments to the County Stormwater Ordinance because they represent a Village of Downers Grove local amendment to the County Ordinance. Upon the County's adoption of the County-Wide Ordinance, staff will prepare and present an Ordinance approving local amendments. Staff is not planning on proposing any changes to the local amendments that regulate LPDA's.

Budget Questions

Following up on our conversation earlier today, I would like to "do more sidewalks". I'm uncomfortable with our prioritization of Ogden Avenue - almost 1/2 of the dollars we spend in 2012 are projected to be spent on ROW acquisition along Ogden Avenue ... we could make more of our community accessible, at the expense of Ogden Avenue, by budgeting this money for actual sidewalks elsewhere. Beyond the above comments regarding Ogden (there seems a real affinity for Ogden Avenue sidewalks among the Council), I'd like us to consider the following CIP related adjustments to allow for more sidewalk work to be done in 2012;

SL-004	\$25,000	Fairview Business District Street Light Replacement	Postpone
SL-006	\$200,000	Village Hall Parking Lot Lighting (maybe this could be 3 years ~ ish out and involve a facade and cut through street change as well)	Postpone
TR-014	\$100,000	Safe Routes to School (I'd like more details on this ... sidewalks, certainly, enhance safe routes to school)	Adjust
TR-021	\$25,000	Traffic Detection Camera Replacement	Postpone
BW-006	\$100,000	Update Village Bikeway and Pedestrian Plan (As with Safe Routes to School, this would seem interlocked with sidewalks. You know I'm no fan of on-street bike lanes unless we're widening the street and I believe "bike route" signage is rubbish. If these are some of the costs we expect to incur with this, I'd rather not. Additionally, if this is for study/consultancy, I'd like to not spend this unless we expect to do something meaningful soon.)	Adjust
ST-004	\$3,220,000	Roadway Maintenance Program	Adjust

It would seem to me we could effectively double the amount of actual sidewalk we plan to do in 2012 - no?

Staff prepared the following table which provides some information about each of the projects that would be postponed or eliminated and the likely impacts of doing so. All of the projects in the table are included in the Capital Projects Fund 220.

CIP #	Name	FY12 Budget	Proposed Action	Notes	Potential Impacts
S005	Ogden Sidewalks	\$300,000	Postpone	Project consists of purchasing ROW for sidewalks. Includes grant revenue of \$250,000. \$50,000 is earmarked for legal work to conform to IDOT property acquisition requirements	\$50,000 could be shifted to sidewalks. The legal work for ROW acquisition would have to be performed by staff. Staff does not have the capacity to complete the work. Therefore, the acquisition of ROW would be delayed.
SL004	Fairview Street Lighting Replacement	\$25,000	Postpone	Project consists of replacing streetlights on Fairview between Maple & Second. The lights are beyond the useful life. Project would be designed in 2012 and constructed in 2013	The project would be delayed by one year. Additional maintenance costs can be expected.
SL006	Village Hall Parking Lot Light Replacement	\$200,000	Postpone	Project consists of replacing lights in both VH parking lots. The lights are beyond their useful life and are inefficient. Would be replaced with more efficient lights.	The project would be delayed by one year. The Village would spend approximately \$3,875 in maintaining these lights in 2012.
TR014	Safe Routes to School	\$100,000	Adjust	Project consists of constructing new sidewalks, installing radar speed feedback signs and pedestrian improvements. Includes grant revenue of \$90,000.	\$10,000 could be shifted to sidewalks. Project would not be completed in 2012.
TR021	Traffic Detection Camera Replacement	\$25,000	Postpone	Project consists of replacing the traffic detection camera at the intersection of Main and Curtiss. The cameras are in danger of failing due to age. If the cameras fail, traffic would experience delays at this intersection	The project would be delayed by one year.

BW006	Update Bikeway Plan	\$100,000	Postpone	Project is funded by 100% grant up to \$80,000.	\$20,000 could be shifted to sidewalks. The scope of the bikeway plan update would be reduced slightly.
ST004	Roadway Maintenance	\$3,220,000	Adjust	Project consists of all roadway maintenance activities.	A reduction in funding would result in less street maintenance being performed with a potential to negatively impact the condition of streets identified for maintenance activities.

Staff's recommendation is reflected in the Proposed FY12 Budget. However, if the Council directed staff to shift \$300,000 to new sidewalk construction, staff would recommend the following:

- o Shift \$30,000 from TR022 (Traffic Signal Modification, Main & Maple). The recently updated cost estimate for this project is approximately \$30,000 less than the budgeted amount. Shifting \$30,000 to new sidewalks would not impact this project.
- o Shift \$20,000 from BW006 (Update Bikeway Plan). The scope of the bikeway plan update would be reduced slightly.
- o Shift \$200,000 from SL006 (Village Hall Parking Lot Lighting Replacement). The project would be delayed by one year.
- o Shift \$50,000 from ST004 (Roadway Maintenance Program). The amount of street maintenance performed in 2012 would be reduced slightly.

The Sidewalk Gap list that staff provided appears to be significantly different than the Sidewalk Gap list presented in the mid-2000's. Is this true? If so, what accounts for the differences?

While the total length of missing sidewalks has remained similar (21,511 linear feet in 2002, 17,695 linear feet in 2011), the list of sidewalk segments that appears in the current missing sidewalk list is different than the list of segments that appeared in the 2002 list.

Missing Sidewalk List Comparison, 2002 & 2011

	Linear Feet	Cost Estimate per LF
2002	21,511	\$26.61*
2011	17,695	\$50.00

*NOTE: This cost estimate was computed based on the construction 2,255 linear feet of gap sidewalk in 2002 at a cost of \$60,000. The 2002 Sidewalk Gap list did not contain a cost estimate.

The Sidewalk Gap list presented to the Village Council in 2002 contained 21,511 linear feet of gap sidewalks (see attached report from John J. Bajor, Director of Public Works dated May 28, 2002). The Missing Sidewalk list presented to the Village Council in 2007 contained 17,745 linear feet of gap sidewalks (see the attached report from David H. Barber, Director of Public Works dated February 27, 2007). The gap list was comprehensively reviewed and updated in 2007 based on the information found in the GIS. The list of segments included in the 2007 missing sidewalk list was substantially different than the segments that appeared on the 2002 gap list. In fact, it appears that only 7 segments in 2002 gap list are shown in the 2007 missing sidewalk list. The following excerpt from the February 2007 report explains the changes in the gap list:

Now that the GIS layer is nearly complete, staff has been able to conduct a review of all blocks to identify areas where sidewalk is not yet proposed on our Sidewalk Matrix or where small segments are missing that would complete the sidewalk network. Attached as Exhibit #5 is a map that shows missing sections of sidewalk that should be considered for completion of the sidewalk network. On this map in blue are all of the sidewalks that are either completed or included on the Village's Sidewalk Matrix. The segments of the sidewalk identified in the red on this Exhibit #5 are segments of walk that are not on the Sidewalk Matrix. Some of these missing sections are the result of annexations or development or just gaps in the network that should be addressed. These sections of missing sidewalk have been summarized on the spreadsheet attached as Exhibit #6. This list identifies 51 sections of sidewalk totaling 17,745 feet in length that should be included in the future work to be completed by the Village (estimated cost of \$585,585). In addition, there are several segments totaling 3,970 feet in length that will be completed by developers or builders as homes are completed (estimated cost of \$131,010). Finally, there are six segments totaling 2,660 feet in length that are located on County (and Township) roadways that should be completed in the future to complete the sidewalk network (estimated cost of \$87,780).

The 2011 Missing Sidewalk list is very similar to the list presented in 2007.

When was the last time that the Village constructed a sidewalk segment that appeared on the Sidewalk Gap list?

Based on a review of Village records, it appears that the Village last constructed a segment that appeared on the gap list in 2007. The Village changed its approach to sidewalk construction in 2007. The February 2007 report states that:

At this time staff is recommending that these areas (segments appearing on the Missing Sidewalk list) be monitored and if possible included with adjacent sidewalk work on the Sidewalk Matrix but the primary focus of the work for the next five years be concentrated on completing the segments currently identified on the Sidewalk Matrix.

Prior to the change in approach in 2007 the Village was constructing sidewalk segments that appeared on the gap list. The staff report from 2002 states "Assuming consistent budget and construction pricing, staff anticipates completion of all gap sidewalk locations within 10 years."

The cost per linear foot for constructing sidewalks increased dramatically over the past few years. What factors account for this increase?

Staff believes the increase in the cost per linear foot for sidewalk construction is due to a combination of factors:

- Construction pricing increases have been spurred by the spike in fuel prices over the past year.
- There are some fixed costs involved with this work so as the size of the program has been reduced there is a tendency to increase the unit rates.
- Staff has not seen the same contractors bidding on this program and speculates that many of the contractors who used to perform this work have gone out of business, are performing other work or have drastically cut back their forces, which reduces the number of bidders.

What caused the large increase in the Police Pension levy between 2001 and 2002?

Three major factors caused the increase in the Police Pension levy between 2001 and 2002.

- Poor return on assets due to market conditions
- Hiring of 8 additional police officers from the COPS grant

- Amendments to the Pension Code providing benefit increases

Do the estimates and budgeted revenue amounts for ambulance fees reflect the amount we expect to receive?

Yes, the 2012 Budget reflects the total dollars we expect to collect in 2012 and the 2011 Estimate reflects the amount we expect to collect in 2011 after staff implements the Village's current fee collection practices.

Does the 2011 grant amount include the \$500,000 grant for the parking deck?

Yes, the \$500,000 is included in the total grant dollars received in 2011 from the state.

What is the difference between rubberized and fiber crack filling?

The rubberized and fiber crack fills result in the same quality of crack fill and would not be discernible to the untrained eye. The rubberized crack fill is generally used on newer streets where cracks are more uniform in the center or along lane lines. Fiber crack fill is generally more appropriate for older streets where the cracks are more ragged, and cannot be cleanly routed and filled.

Why are the expenses in the next few years (2012-2014) in the equipment replacement fund higher than those in future years (2015-2017)?

Between 2012 and 2015 the vehicle replacement plan calls for the purchase of many expensive vehicles including several 5 ton PW vehicles, 1 ton PW vehicles and ambulances. Between 2015 and 2017 the vehicle replacement plan calls for the purchase of less expensive vehicles. Therefore, the fund balance in the Equipment Replacement Fund will be declining until 2014 and then will increase from 2015 through 2017.

Please provide the report on telecommunication tax revenue.

The tax is imposed on intrastate messages as well as interstate messages (i.e., those that originate or terminate in Illinois and are billed to a service address in Illinois). The types of telecommunications which are taxable include messages or information transmitted through use of local, toll, or wide area telephone services; private line services; channel services; telegraph services; teletypewriter; computer exchange services; cellular mobile telecommunication services; specialized mobile radio; stationary two-way radio; paging services; any other forms of mobile and portable one-way or two-way communications; and any other transmission of messages or information by electronic or similar means.

Telecommunications Tax is collected by the state on behalf of municipalities. It is collected from telecommunications companies that file tax returns with the state. The telecommunications companies file the gross amounts that they collect from the various businesses and individuals in the state for which they provide services. There is no detail provided by the telecommunications companies to the state on the Telecommunications Tax Return as to which company or individual paid the tax.

Following is a table showing telecommunications tax revenue over the last few years:

2007	\$3,836,000
2008	\$4,609,000
2009	\$3,372,000
2010	\$3,027,000
2011 EST	\$3,025,000
2012 BUD	\$3,025,000

Telecommunications tax has declined since the high in 2008, and has remained stable for the last two years. Since there is no data available on a detailed basis to explain the decrease since 2008, staff has identified the following trends which have reduced the amount of tax collected:

- Reduced rates charged by telecommunications providers due to competition
- VOIP Systems installed in homes and businesses
- Call center relocations out of Downers Grove
- Reduction of land lines

Non Agenda

Please provide a list of recent town hall meetings or informational meetings held at Village Hall and hosted by a state or federal elected official.

Senior Citizen Forum – April 2002, Hosted by Rep. Patti Bellock

Senior Citizen Forum - September 19, 2005, Hosted by Rep. Patti Bellock

Housing and Urban Development Forum -January 16, 2009, Hosted by Congresswoman Judy Biggert

Internet Safety – March 1, 2010, Hosted by Rep. Patti Bellock, Rep. Sand Pihos & States Attorney's Office

Can an incumbent Village Council member who is running for re election hold a townhall meeting at Village Hall?

No, if it is for campaign purposes. If it is for a Village related issue the meeting would be treated as an official Village Council meeting in accordance with the Open Meetings Act.

Can a citizen that is running for an elected office hold a townhall meeting at Village Hall?

No, because it would be for campaign purposes.

ATTACHMENTS

Council Workshop Item: 2002 Sidewalk Replacements (May 28, 2002)

Report for the Village Council Workshop: 2007 Sidewalk Matrix Update (February 27, 2007)

COUNCIL WORKSHOP ITEM

ITEM: 2002 Sidewalk Replacements, Project #03-02
DATE: May 28, 2002
PREPARED BY: John J. Bajor, Director of Public Works
Dan Grecco, Project Engineer
PURPOSE: Bid Recommendation for Council approval.
BID AMOUNT: \$240,139.75 **ACCOUNT:** 220.341.0000.5711
BUDGET AMOUNT: \$260,000.00 (\$200K R & R, \$60K GAPS)

DISCUSSION:

Sidewalk replacement is an annual program undertaken by the Village to maintain the existing sidewalk network within the Village's right-of-way.

In addition to sidewalk replacements, the scope of this project will newly include the construction of gap sidewalk locations. Gap sidewalk was recently inventoried Village wide. **Accordingly, \$60,000 was budgeted this year for the construction of gap sidewalk locations, with the remaining \$200,000 budgeted for sidewalk repair locations.** Based upon proximity to schools, the following gap sidewalk locations have been identified for completion this year:

- 1.) Grant Avenue, between Oakwood & Downers (419 L.F.)
- 2.) Oakwood Avenue, between Chicago & Grant (476 L.F.)
- 3.) Douglas Avenue, between Rogers & Prairie (663 L.F.)
- 4.) Douglas Avenue, between Austin & Rogers (163 L.F.)
- 5.) Wilson Street, between Douglas & Linden (534 L.F.)

A complete list of sidewalk gap locations has been attached. Assuming consistent budget and construction pricing, Staff anticipates completion of all gap sidewalk locations within 10 years.

Sealed bids from contractors were opened Tuesday, May 21st, 2002 at 11:00 a.m. for Project 03-02, 2002 Sidewalk Replacements. A total of six (6) bids was received. The low bid received was from A & R Cement, Inc. of Bartlett Illinois, and is 5 % below the engineer's estimate of \$253,000.00. The Contractors and respective bids for this project were received as follows:

1	A & R Cement	\$240,139.75
2	Schroeder & Schroeder	\$279,893.75
3	G & M, Inc	\$297,817.50
4	M & C Scavelli, Inc	\$301,550.00
5	Houston Contracting	\$303,781.00
6	G & M Cement Co.	\$375,557.50

A & R Cement is an established sidewalk repair company, and last did work for the Village 9 years ago. Most successful references for A & R Cement were recently acquired from the Village of Bridgeview, Village of Bedfordpark, Village of Rolling Meadows, and the Village of Wood Dale.

RECOMMENDATION:

Staff recommends that the contract for Project 03-02, 2001 Sidewalk Replacements be awarded to A & R Cement, Inc. in the amount of \$240,139.75, and that contingency in the amount of 5% or \$12,006.98 be authorized.

Attachment: 2002 Gap Sidewalk Location List; 2002 Sidewalk Replacements-Bid Tap

Priority this year	STREET GAP LOCATION		LENGTH	WIDTH	TOTAL AREA		Mult?	Quad	construct 2002
	BARNESWOOD DRIVE	(BETWEEN HIGHLAND & QUINCE CT.)	700	5	3500	SQFT		1	0
	BELLEAIRE DRIVE	(END OF CUL-DE-SAC)	72	5	360	SQFT		1	0
	BROOK DRIVE	(N.W. END OF CUL-DE-SAC)	238	5	1190	SQFT		1	0
	CHICAGO AVENUE	(BETWEEN NORTHCOTT & WALLBANK)	205	5	1025	SQFT		1	0
	CREEKWOOD COURT	(END OF CUL-DE-SAC)	246	5	1230	SQFT		1	0
	FOREST AVENUE	(BETWEEN 41ST. & 39TH.)	1084	5	5420	SQFT		1	0
1	GRANT AVENUE	(BETWEEN OAKWOOD & DOWNERS)	419	5	2095	SQFT	YES	1	2095 sqft
	GRANT AVENUE AND STONEWALL AVENUE	(N.E.CORNER)	190	5	950	SQFT		1	0
	LEE AVENUE	(BETWEEN PRAIRIE & CHICAGO)	500	5	2500	SQFT		1	0
1	OAKWOOD AVENUE	(BETWEEN CHICAGO & GRANT)	476	5	2380	SQFT	YES	1	2380 sqft
	PRINCE STREET	(BETWEEN SHERMAN & OGDEN)	234	5	1170	SQFT		1	0
	QUINCE COURT	(END OF CUL-DE-SAC)	172	5	860	SQFT		1	0
	WALL BANK AVENUE	(BETWEEN PRAIRIE & CHICAGO)	120	5	600	SQFT		1	0
	WARREN AVENUE	(BETWEEN SEELEY & MONTGOMERY)	430	5	2150	SQFT		1	0

QUADRANT 1 TOTAL 25430

	STREET GAP LOCATION		LENGTH	WIDTH	TOTAL AREA		Mult?	Quad	construct 2002
	AUSTIN STREET	(BETWEEN DOUGLAS & LINDEN PL.)	517	5	2585	SQFT		2	0
	BRENTWOOD PLACE	(END OF CUL-DE-SAC)	81	5	405	SQFT		2	0
	CUMNOR	(BETWEEN OGDEN & TRAUBE)	340	5	1700	SQFT	YES	2	0
1	DOUGLAS	(BETWEEN ROGERS & PRAIRIE)	663	5	3315	SQFT	YES	2	3315 sqft
1	DOUGLAS AVENUE	(BETWEEN ROGERS & AUSTIN)	163	5	815	SQFT		2	815 sqft
	SHERWOOD AVENUE	(BETWEEN 4545-4523)	288	5	1440	SQFT		2	0 sqft
	WASHINGTON 4528	(BETWEEN LINCOLN & GRANT)	478	5	2390	SQFT		2	0
1	WILSON STREET	(BETWEEN DOUGLAS & LINDEN PL.)	534	5	2670	SQFT	YES	2	2670 sqft

QUADRANT 2 TOTAL 15320

Priority this year	STREET GAP LOCATION	LENGTH	WIDTH	TOTAL		Mult?	Quad	construct
				AREA				2002
	61ST STREET (BETWEEN HILLCREST & PLYMOUTH)	625	5	3125	SQFT		3	0
	CURTIS STREET (BETWEEN WALNUT & KATRINE)	750	5	3750	SQFT		3	0
	DUNHAM ROAD (BETWEEN STANFORD & CRYSTAL)	445	5	2225	SQFT		3	0
	HILLCREST ROAD (SOUTH OF 61ST.)	165	5	825	SQFT		3	0
	LOOMES AVENUE (BETWEEN BATES & OTTO)	114	5	570	SQFT		3	0
	MAPLEWOOD PLACE (END OF CUL-DE-SAC)	116	5	580	SQFT		3	0
	MIDDAUGH AVENUE (BETWEEN 63RD. & 60TH. PL.)	1771	5	8855	SQFT		3	0
	MIDDAUGH COURT (IN CUL-DE-SAC)	90	5	450	SQFT		3	0
	MIDHURST ROAD (BETWEEN DEAD END & PUFFER WEST SIDE)	258	5	1290	SQFT		3	0
	PALMER STREET (BETWEEN TERRACE & DEAD END S. SIDE)	132	5	660	SQFT		3	0
	PRENTISS DRIVE AND PUFFER ROAD	1280	5	6400	SQFT		3	0
	PUFFER ROAD (BETWEEN PRENTISS & MIDHURST EAST SIDE)	615	5	3075	SQFT		3	0
	PUFFER ROAD (BETWEEN WESTFIELD & MIDHURST WEST SIDE)	113	5	565	SQFT		3	0
	ROBEY AVENUE (BETWEEN PARKER AVE. & CREEKSIDE)	125	5	625	SQFT		3	0
	SPRINGSIDE AVENUE (BETWEEN 63RD & BOLSON)	1400	5	7000	SQFT		3	0
	SPRINGSIDE AVENUE (BETWEEN BRUNETTE & CONCORD)	870	5	4350	SQFT		3	0
	WESTFIELD DRIVE AND MIDHURST ROAD (S.E.CORNER)	185	5	925	SQFT		3	0

QUADRANT 3

TOTAL 47160

Priority this year	STREET GAP LOCATION	LENGTH	WIDTH	TOTAL AREA		Mult?	Quad	construct 2002
	58TH STREET (EAST OF FAIRVIEW TO BOUNDARY LINE)	210	5	1050	SQFT		4	0
	61ST STREET AND LYMAN AVENUE (NORTH AT CORNER)	87	5	435	SQFT		4	0
	65TH STREET (BETWEEN BLODDGETT & DAVANE CT.)	337	5	1685	SQFT		4	0
	66TH STREET (BETWEEN BRIARGATE DR. & ST. JAMES CT.)	375	5	1875	SQFT		4	0
	73RD STREET (BETWEEN WEBSTER & BAYBURY)	220	5	1100	SQFT		4	0
	FAIRMOUNT AVENUE (BETWEEN 63RD-65TH)	1120	5	5600	SQFT		4	0
	FAIRMOUNT AVENUE (BETWEEN RANDALL AND SUMMIT)	689	5	3445	SQFT	YES	4	0 sqft
	GRAND AVENUE (BETWEEN 55TH. AND HILL ST.)	358	5	1790	SQFT		4	0
	OLD MAIN STREET (BETWEEN APPLGATE & 73RD. ST)	205	5	1025	SQFT	YES	4	0
	VALLY VIEW DR. (MAIN STREET EAST, NORTH SIDE)	218	5	1090	SQFT		4	0
	VALLY VIEW DR. (MAIN STREET EAST, SOUTH SIDE)	110	5	550	SQFT		4	0
QUADRANT 4		TOTAL		19645				11275 SQFT
QUADRANT'S 1 - 4 OTAL AREA				107555 SQFT				for 2002

VILLAGE OF DOWNERS GROVE
BID-TAB MAY 21, 2002
2002 SIDEWALK REPLACEMENTS - PROJECT #03-02

ENGINEERS ESTIMATE						1 A & R CEMENT		2 SCHROEDER & SCHROEDER		3 G & M INC.	
ITEM #	ITEM	QUANTITY	UNITS	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	P.C.C. SIDEWALK REM. & REPL.	45000	S.F.	\$2.80	\$126,000.00	\$3.25	\$146,250.00	\$3.27	\$147,150.00	\$3.60	\$162,000.00
2	P.C.C. SIDEWALK 5" NEW	11275	S.F.	\$3.50	\$39,462.50	\$3.49	\$39,349.75	\$4.25	\$47,918.75	\$3.70	\$41,717.50
3	COMB. CURB & GUTTER REMOVAL & REPLAC. B.6.12	250	L.F.	\$25.00	\$6,250.00	\$11.00	\$2,750.00	\$12.50	\$3,125.00	\$16.00	\$4,000.00
4	GALV. CORR. METAL PIPE CULVERT - 12" DIA.	40	L.F.	\$20.00	\$800.00	\$20.00	\$800.00	\$25.00	\$1,000.00	\$45.00	\$1,800.00
5	PVC SDR 26 SEWER PIPE 6" DIA.	100	L.F.	\$15.00	\$1,500.00	\$15.00	\$1,500.00	\$20.00	\$2,000.00	\$30.00	\$3,000.00
6	PVC SDR 26 SEWER PIPE 12" DIA.	30	L.F.	\$20.00	\$600.00	\$20.00	\$600.00	\$25.00	\$750.00	\$55.00	\$1,650.00
7	4" DIA CORR. P.E. DRAINTILE	200	L.F.	\$10.00	\$2,000.00	\$5.00	\$1,000.00	\$15.00	\$3,000.00	\$10.00	\$2,000.00
8	WATER SERVICE ADJUST	70	EA.	\$50.00	\$3,500.00	\$20.00	\$1,400.00	\$50.00	\$3,500.00	\$65.00	\$4,550.00
9	MANHOLE ADJUSTMENT	20	EA.	\$100.00	\$2,000.00	\$125.00	\$2,500.00	\$125.00	\$2,500.00	\$125.00	\$2,500.00
10	2' INLET INSTALL/STRUCTURE	7	EA.	\$500.00	\$3,500.00	\$700.00	\$4,900.00	\$650.00	\$4,550.00	\$650.00	\$4,550.00
11	RESTORATION, SPECIAL	800	S.Y.	\$15.00	\$12,000.00	\$5.00	\$4,000.00	\$8.50	\$6,800.00	\$8.50	\$6,800.00
12	BIT. DRIVEWAY REPAIR - SPECIAL	500	S.Y.	\$25.00	\$12,500.00	\$27.00	\$13,500.00	\$35.00	\$17,500.00	\$38.00	\$19,000.00
13	BACKFILL, COURSE AGG. (CA-6), SPECIAL	30	C.Y.	\$10.00	\$300.00	\$18.00	\$540.00	\$20.00	\$600.00	\$45.00	\$1,350.00
14	MODULAR RETAINING WALL	450	S.F.F.	\$25.00	\$11,250.00	\$23.00	\$10,350.00	\$30.00	\$13,500.00	\$20.00	\$9,000.00
15	TREE REMOVAL, 6" - 15"	300	I.D.	\$30.00	\$9,000.00	\$13.00	\$3,900.00	\$25.00	\$7,500.00	\$30.00	\$9,000.00
16	TREE REMOVAL, 16" & LARGER	200	I.D.	\$35.00	\$7,000.00	\$16.00	\$3,200.00	\$30.00	\$6,000.00	\$35.00	\$7,000.00
17	TREE ROOT PRUNING	2000	L.F.	\$3.00	\$6,000.00	\$1.55	\$3,100.00	\$3.00	\$6,000.00	\$1.95	\$3,900.00
18	TRAFFIC CONTROL	1	L.S.	\$10,000.00	\$10,000.00	\$500.00	\$500.00	\$6,500.00	\$6,500.00	\$14,000.00	\$14,000.00
TOTAL PROJECT					\$253,662.50	\$240,139.75		\$279,893.75		\$297,817.50	

ENGINEERS ESTIMATE						4 M & C SCAVELLI		5 HOUSTON CONTRC.		6 G & M CEMENT CONST.	
ITEM #	ITEM	QUANTITY	UNITS	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	P.C.C. SIDEWALK REM. & REPL.	45000	S.F.	\$2.80	\$126,000.00	\$3.50	\$157,500.00	\$4.00	\$180,000.00	\$3.95	\$177,750.00
2	P.C.C. SIDEWALK 5" NEW	11275	S.F.	\$3.50	\$39,462.50	\$4.00	\$45,100.00	\$3.80	\$42,845.00	\$4.50	\$50,737.50
3	COMB. CURB & GUTTER REMOVAL & REPLAC. B.6.12	250	L.F.	\$25.00	\$6,250.00	\$14.00	\$3,500.00	\$20.50	\$5,125.00	\$30.00	\$7,500.00
4	GALV. CORR. METAL PIPE CULVERT - 12" DIA.	40	L.F.	\$20.00	\$800.00	\$35.00	\$1,400.00	\$30.00	\$1,200.00	\$70.00	\$2,800.00
5	PVC SDR 26 SEWER PIPE 6" DIA.	100	L.F.	\$15.00	\$1,500.00	\$20.00	\$2,000.00	\$40.00	\$4,000.00	\$60.00	\$6,000.00
6	PVC SDR 26 SEWER PIPE 12" DIA.	30	L.F.	\$20.00	\$600.00	\$30.00	\$900.00	\$45.00	\$1,350.00	\$80.00	\$2,400.00
7	4" DIA CORR. P.E. DRAINTILE	200	L.F.	\$10.00	\$2,000.00	\$20.00	\$4,000.00	\$35.00	\$7,000.00	\$35.00	\$7,000.00
8	WATER SERVICE ADJUST	70	EA.	\$50.00	\$3,500.00	\$70.00	\$4,900.00	\$50.00	\$3,500.00	\$350.00	\$24,500.00
9	MANHOLE ADJUSTMENT	20	EA.	\$100.00	\$2,000.00	\$150.00	\$3,000.00	\$200.00	\$4,000.00	\$350.00	\$7,000.00
10	2' INLET INSTALL/STRUCTURE	7	EA.	\$500.00	\$3,500.00	\$600.00	\$4,200.00	\$1,000.00	\$7,000.00	\$2,600.00	\$18,200.00
11	RESTORATION, SPECIAL	800	S.Y.	\$15.00	\$12,000.00	\$20.00	\$16,000.00	\$5.00	\$4,000.00	\$9.00	\$7,200.00
12	BIT. DRIVEWAY REPAIR - SPECIAL	500	S.Y.	\$25.00	\$12,500.00	\$29.00	\$14,500.00	\$15.00	\$7,500.00	\$42.00	\$21,000.00
13	BACKFILL, COURSE AGG. (CA-6), SPECIAL	30	C.Y.	\$10.00	\$300.00	\$10.00	\$300.00	\$12.00	\$360.00	\$39.00	\$1,170.00
14	MODULAR RETAINING WALL	450	S.F.F.	\$25.00	\$11,250.00	\$45.00	\$20,250.00	\$47.78	\$21,501.00	\$40.00	\$18,000.00
15	TREE REMOVAL, 6" - 15"	300	I.D.	\$30.00	\$9,000.00	\$35.00	\$10,500.00	\$12.00	\$3,600.00	\$12.00	\$3,600.00
16	TREE REMOVAL, 16" & LARGER	200	I.D.	\$35.00	\$7,000.00	\$35.00	\$7,000.00	\$18.00	\$3,600.00	\$20.00	\$4,000.00
17	TREE ROOT PRUNING	2000	L.F.	\$3.00	\$6,000.00	\$2.25	\$4,500.00	\$3.00	\$6,000.00	\$3.35	\$6,700.00
18	TRAFFIC CONTROL	1	L.S.	\$10,000.00	\$10,000.00	\$2,000.00	\$2,000.00	\$1,200.00	\$1,200.00	\$10,000.00	\$10,000.00
TOTAL PROJECT					\$253,662.50	\$301,550.00		\$303,781.00		\$375,557.50	

VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL WORKSHOP
FEBRUARY 27, 2007 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
Sidewalk Matrix Update - 2007	Resolution Ordinance ✓ Motion Discussion Only	David H. Barber, PE Director of Public Works

SYNOPSIS

A motion has been prepared to approve the following:

- o The proposed 2007 Sidewalk Matrix.
- o The projects identified as the 2007 Work Program as noted on the Proposed Sidewalk Matrix.
- o The addition of three project segments to the 2007 project list from the Missing Sidewalk Sections list.
- o The design standard to keep new sidewalks as far away from the paved street as possible by installing the back of the new sidewalk at one-foot from the property line (right-of-way line) whenever possible.
- o The Missing Sidewalk List as a supplement to the Sidewalk Matrix to be used for future consideration as sidewalks are built. The projects on this list would be considered if other work is being performed near these areas but in general would be included for construction after the completion of the projects currently identified on the Village's Sidewalk Matrix.

STRATEGIC PLAN ALIGNMENT

The Five Year Plan and Goals for 2006-2011 identified *Top Quality Village Infrastructure and Facilities*. A supporting objective of this goal is *Improved Neighborhood Infrastructure Curbs, Gutters, Streets, and Sidewalks*.

FISCAL IMPACT

There is no direct fiscal impact of approving these motions. The award of actual construction contracts for sidewalk improvements will occur later in 2007.

RECOMMENDATION

Approval on the March 6, 2006 active agenda.

BACKGROUND

Annually the Parking & Traffic Commission is charged with reviewing and updating the Sidewalk Matrix and providing a recommendation to Village Council. A report was prepared by the Public Works Department and presented to the Parking & Traffic Commission at their meeting on February 14, 2007. In this report staff provided a report on the following matters related to the New Sidewalk Construction Program and the Sidewalk Matrix Update for 2007.

1. A status report on the activities related to developing a geographic information system layer for sidewalks;
2. An update of the Sidewalk Matrix for 2007;
3. Standards for new sidewalk construction;
4. Completion of previously not included segments of sidewalk.

A copy of the report submitted to the Parking & Traffic Commission is attached for information. The Commission approved the report and recommendations on February 14, 1007.

ATTACHMENTS

Staff Report to Parking & Traffic Commission

Minutes of the February 14, 2007 Parking & Traffic Commission Meeting



**Village of Downers Grove
Public Works
Memo**

To: Parking & Traffic Commission

From: David Barber, Director of Public Works

Date: February 14, 2007

Subject: Review of Village's Sidewalk Program
Summary Report

PURPOSE

The purpose of this memorandum is to provide the following information for the Parking & Traffic Commission:

1. A status report on the activities related to developing a geographic information system layer for sidewalks;
2. An update of the Sidewalk Matrix for 2007;
3. Standards for new sidewalk construction;
4. Completion of previously not included segments of sidewalk.

BACKGROUND & DISCUSSION

In May 2005 the Village Council approved changes to the Village Code and the new sidewalk improvement program that included:

- adjusting the factors used for scoring of projects on the Sidewalk Matrix
- eliminating the "quadrant" funds and depositing of all funds paid by developers for fee-in-lieu directly into the Capital Improvement Fund
- approving the work to be covered in the five-year Capital Improvement Plan (now Community Investment Program) and fixing the order of these projects so that they do not change until they are constructed.

In the budget for 2005 the Village Council also included funds for hiring two seasonal employees to help develop a Geographic System (GIS) layer that would be used to identify the existing sidewalks, defects and corrections to those defects on the existing sidewalks and to track new construction activities. Work on this activity continued into 2006 and should be completed in 2007. This GIS layer will provide staff with an electronic tool to better manage the Village's sidewalks and identify areas where sidewalks are still missing to be sure and complete the program of providing a sidewalk on at least one side of every street in the Village.

UPDATE ON GIS RELATED ACTIVITIES

The initial work in 2005 involved the development of the GIS attribute file requirements by the Information Technology Department and Public Works staff. The initial work by the seasonal staff was to use existing aerial photographs and add the electronic information on the sidewalks that could be identified from these aerial photographs and then follow up in the field with verification of this information. During this initial field investigation the summer employees also identified defects in the sidewalks and noted these for inclusion into the GIS layer. These defects (sags and depressions, and grade separations of 1-1/8" or more) were noted. The defects identified in 2005 were corrected with the Repair & Restoration Contract work in 2005 and similarly in 2006. Each year about one-third of the Village's sidewalks were surveyed. One-third remains to be completed in 2007.

The initial map in the GIS layer has three key features. The first is a line representing the sidewalk. While this appears as a line on the drawing it contains information as to the length and width of the sidewalk. The second feature is the "keystone" at the corners. Where two sidewalks intersect there is one slab of sidewalk that measures about 5' by 5' that would be counted twice if lines were extended all the way to the termini at the street edge. This feature removes the double counting of 25 square feet of sidewalk at each intersection of two sidewalks. The third feature is the line and ramp delineation at each corner identifying if and what type of handicapped delineation is provided. A sample of this information is provided as a picture identified as Exhibit #1. It is important to note that this mapping process provides direct access to the data stored in this format through simple questions. Once the system is operating it becomes a simple process to query the data by asking questions like:

- How many square feet of sidewalk are in the Village's system?
- How many defects exist that are not corrected?
- When were the defects in a certain neighborhood corrected by year?
- What intersections still need to be improved with handicapped ramps?

The response to these questions is almost instantaneous and no longer involves a significant amount of field time for investigation. Staff is also working on the procedures to keep these layers current for all changes that occur annually to the Village's sidewalk system. This will be a part of the work in 2007.

UPDATE OF THE SIDEWALK MATRIX FOR 2007

Based on the information already in the GIS layer we have been working on the process of updating the Village's Sidewalk Matrix. The seasonal staff has completed the mapping process using the aerial photographs, but they have not completed the field investigation to verify the information for about one-third of the Village, generally north of Ogden Avenue. However we are using the information already included to review the projects in the Sidewalk Matrix and to see if any adjustments might be in order. The second map included (Exhibit #2) is a map showing all of the existing sidewalks (noted in brown). This map is now capable of identifying sidewalk on each side of the street. On this map the sidewalks included on the Sidewalk Matrix (by year of construction) are also shown by color. These new segments are not specific by side of block as they have not yet been designed.

One feature of the new GIS map is the ability to measure lengths of sidewalk on these maps rather than going into the field. During the update staff checked the length of the remaining segments and found several of the segments to be inaccurately measured. Some changes are the result of combining projects as discussed below but several of the segments on the previous Sidewalk Matrix were just inaccurate. The Sidewalk Matrix for 2007 has been corrected.

Two segments were also removed from the Sidewalk Matrix and have been added to the Supplemental Listing of Projects Removed from the Sidewalk Matrix.

- The segment on Brookbank Road south of 59th Street is to be completed by the developer when the Brookbank Prairie development is completed.
- Wanda Place was noted on the Matrix but there are sidewalks on this street south of 57th Street.

As a part of the budget for 2007 the Village Council approved a few changes in the funding for new sidewalks. Previously this Capital Project identified \$360,000 annually for new sidewalks and this included about \$340,000 for construction and \$20,000 for surveying and material testing services. Starting in 2007 Council added the estimated \$75,000 received each year in fee-in-lieu fees for new development on top of this \$360,000 and also directed that an escalator be added each year so the \$360,000 has been increased by 3% for each year after 2007. In addition a one time addition of \$200,000 was included in this CIP Project for 2007. Therefore the funds available for new sidewalks have increased so the following funds are currently estimated for the annual program.

	<u>Testing/Surveying</u>	<u>Construction</u>	<u>Total Annually</u>
FY 2007	\$25,000	\$610,000	\$635,000
FY 2008	\$25,800	\$445,800	\$471,600
FY 2009	\$26,500	\$456,900	\$483,400
FY 2010	\$27,300	\$468,400	\$495,700
FY 2011	\$28,100	\$480,200	\$508,300

Using these available funds the number of projects has increased each year. In addition to more funds the estimated figures for the work included on the Sidewalk Matrix was reviewed. For the past two years all work (construction, surveying and materials testing) has been completed for about \$30 per running foot for five foot wide sidewalk. Projects on the Sidewalk Matrix were previously estimated at \$35, \$40 or \$45 per running foot which has resulted in estimates being too high and bids being much lower than the estimates. Staff suggests that given some inflation for costs a figure of \$33 per running foot is more in line with real costs for sidewalks and all projects have been adjusted to this lower estimate. This estimated cost will be reviewed annually when work is completed to determine if any adjustments in this estimate are necessary. Based on these two factors (more money and lower estimates) the number of projects estimated to be completed each year and for the next five years is greater. In fact all of the current projects on the Sidewalk Matrix, except for the last five could be completed in the next five years if funding and prices hold firm.

Using the proposed funding levels, lower estimates and the GIS Map a few changes are included on the Matrix that need to be identified:

- Project 23 (Carpenter from 61st to 63rd) has been moved up to 2007 so that this work can be included in a capital project on this block that will involve replacement of the water line and surfacing of the street. This project will be a continuation of Project 14 which includes the sidewalk on Carpenter north of 61st Street.
- Project 10 (Inverness from Ashbrook to Belmont) has been delayed one year to match the Street Improvement project proposed for this block so that all of this work can proceed as one project.
- Project 17 (Clyde/Washington/60th) is slightly adjusted to include work on 60th from Clyde to Washington with the work on Clyde and Washington. The segment on 60th Street east of Clyde has been reduced to only include the work east of Clyde.

The above changes were based on our review of Exhibit # 2 and the need to combining a few of the segments to complete network connections, combine a few small segments with larger segments or coordinate sidewalk projects with other Village improvement projects. Project through #33 (Bryan from Lincoln to Grant) on the Sidewalk Matrix are highlighted in light green (columns marked "from" and "to") and this indicates the order of these projects was previously approved in the 2006 Sidewalk Matrix. The order of these projects on the Proposed 2007 Sidewalk Matrix has not changed.

The Proposed 2007 Sidewalk Matrix is attached for consideration as Exhibit # 3. The Proposed Sidewalk Matrix includes four sections.

1. Proposed Sidewalk Matrix for 2007
2. Locations Removed from the Sidewalk Matrix
3. Projects on State and County Routes
4. Unique Projects

Based on the Proposed 2007 Sidewalk Matrix the projects to be completed in 2007 include:

- 41st Street from Elm to Fairview
- Virginia/Seeley Stub from Downers to Belle Aire
- Stonewall from Chicago to Warren
- Lacey Road from Virginia to Ogden
- Forest from Ogden to Sherman
- Blanchard from Main to Lyman
- Florence from Maple to Chicago
- Kenyon from Main to Lyman
- Wisconsin from Walnut to Belmont
- Oxford from Main to W. Limit
- Washington from 63rd to Weatherbee
- Chicago from Wellbank to Seeley
- Carpenter from 59th to 61st

Projects Added By Village Council in 2006

- Brookbank from Blanchard to S. Limit
- Carpenter from 59th to Development (Nelson Meadows)

Proposed Adjustment for 2007 to Coordinate with Other Capital Project

- Carpenter from 61st to 63rd

STANDARDS FOR NEW SIDEWALK CONSTRUCTION

As the Public Works staff prepares plans each year general guidelines have been followed with respect to the location of the new sidewalks. Generally, as much as possible, the new sidewalks are installed at one-foot from the right-of-way line on the side of the street with the fewest conflicts or obstacles. (Exhibit #4) Staff requests discussion by the Parking & Traffic Commission on these design parameters and is seeking approval to continue with this practice. During the Open House meetings with neighbors to discuss new sidewalk projects several comments have been raised about this practice and residents have made requests to move the sidewalks as close to the street as possible leaving their "front yard" and driveway parking areas as large as possible.

During the design staff looks at the general terrain and existing conditions to determine the best location for the new sidewalks. In some cases existing ditches or retaining walls create problems with changes in elevation that make new construction of sidewalks difficult. The Americans with Disabilities Act limits the slope of sidewalks so sidewalk designs are limited in grade changes along the route and across the new sidewalks. The problems with grade changes usually are more pronounced on streets that have not been rebuilt with curbs and gutters. Where grade changes are still a problem we have included retaining walls in some instances but it is not our desired approach due to higher costs. Also, existing trees make placement of the sidewalk a bit challenging and we have designed the new sidewalk around trees whenever possible but in some cases trees are removed when necessary to allow for the new sidewalk after review by the Village Forester.

Sidewalk design also takes into account other considerations when locating the new walk. Drainage of the surrounding land is also a major factor. Drainage either from private property to roadside swales or from the roadways through private property is considered when completing the project design. Existing paths of drainage are maintained after completion of the proposed improvement project. This problem may dictate the location of the new sidewalk in an area not one-foot from the property line or it may be necessary to install small pipes under the sidewalk to maintain flow of stormwater.

An additional concern when designing the new sidewalk is the safety of the pedestrians using the new walks once they are built. Since many of the streets included in our program do not have curbs and gutters, keeping the walk separated from the pavement by as much distance as possible increases the safety of pedestrians. While we do have sidewalks in the Village adjacent to the paved street in almost all cases there is a curb adjacent to the sidewalk. These areas are also along streets that are usually in a limited right-of-way and no additional land is available for the construction of the sidewalk. Main Street, south of 55th Street, is an example of where the walk is adjacent to the pavement in a limited right-of-way.

Several residents at the Open House meetings have raised the concern about the loss of parking due to the construction of the new sidewalk adjacent to the right-of-way line and have indicated they thought their property extended closer to the roadway pavement. We do try to keep the walks within one-foot of the property line but this is not always possible given the constraints mentioned previously. Chapter 14, Article 86 of the Village Code and in Chapter 14 addresses parking restrictions. It appears that there are several restrictions including the following that might apply after the new sidewalk is installed:

No person shall park a vehicle:

- o On a Sidewalk
- o In front of a public or private driveway
- o In any parkway, except on an authorized driveway

The above seems to only restrict parking on the sidewalk that runs through the driveway. Assuming there is adequate space from the street to the new sidewalk, parking appears to be permitted. This may still be difficult for some residents depending on the width of the pavement.

Staff is requesting Commission support to continue with past practice to locate the back of new sidewalks one-foot line away from the resident's property line (right-of-way line) whenever possible after considerations of the physical constraints of the existing terrain in a neighborhood. As with past practice, staff will also continue to remove as few trees as possible when considering the design of new sidewalks.

COMPLETION OF PREVIOUSLY NOT INCLUDED SEGMENTS

Now that the GIS layer is nearly complete, staff has been able to conduct a review of all blocks to identify areas where sidewalk is not yet proposed on our Sidewalk Matrix or where small segments are missing that would complete the sidewalk network. Attached as Exhibit #5 is a map that shows missing sections of sidewalk that should be considered for completion of the sidewalk network. On this map in blue are all of the sidewalks that are either completed or included on the Village's Sidewalk Matrix. The segments of the sidewalk identified in the red on this Exhibit #5 are segments of walk that are not on the Sidewalk Matrix. Some of these missing sections are the result of annexations or development or just gaps in the network that should be addressed. These sections of missing sidewalk have been summarized on the spreadsheet attached as Exhibit #6. This list identifies 51 sections of sidewalk totaling 17,745 feet in length that should be included in the future work to be completed by the Village (estimated cost of \$585,585). In addition, there are several segments totaling 3,970 feet in length that will be completed by developers or builders as homes are completed (estimated cost of \$131,010). Finally, there are six segments totaling 2,660 feet in length that are located on County (and Township) roadways that should be completed in the future to complete the sidewalk network (estimated cost of \$87,780).

At this time staff is recommending that these areas be monitored and if possible included with adjacent sidewalk work on the Sidewalk Matrix but the primary focus of the work for the next five years be concentrated on completing the segments currently identified on the Sidewalk Matrix. However, three segments are being suggested for consideration, if funds are available, for completion in 2007. These three segments would be included as alternates in the bid package for work in 2007 and are:

- o Dunham Road from North Andrus to 6851 Dunham by O'Brien Park (680 feet)
- o Curtiss Street from 2710 Curtiss to Katrine by Sanitary District (240 feet)
- o Hillcrest Road along one lot south of 61st Street (160 feet)

RECOMMENDATION

Staff recommends the following actions by the Parking & Traffic Commission:

- o Recommend to Village Council approval of the Proposed 2007 Sidewalk Matrix.
- o Recommend to Village Council the projects identified as part of the 2007 Work Program as noted on the Proposed Sidewalk Matrix.
- o Recommend to Village Council the three additional projects from the Missing Sidewalk Sections list identified above as alternates on the 2007 bid package.
- o Recommend to Village Council support for the design standard to keep new sidewalks as far away from the paved street as possible by installing the back of the new sidewalk at one-foot from the property line (right-of-way line) whenever possible.
- o Recommend to Village Council the inclusion of the Missing Sidewalk List as a supplement to the Sidewalk Matrix to be used for future consideration as sidewalks are built. The projects on this list would be considered if other work is being performed near these areas but in general would be included for construction after the completion of the projects currently identified on the Village's Sidewalk Matrix.

ATTACHMENTS

Exhibit #1 – Sample of GIS Map (Detailed View)

Exhibit #2 – Map of Existing and Matrix Sidewalks

Exhibit #3 – Proposed 2007 Sidewalk Matrix

- o Proposed Sidewalk Matrix for 2007
- o Locations Removed from the Sidewalk Matrix
- o Projects on State and County Routes
- o Unique Projects

Exhibit #4 – Typical Cross Sections – Curb & Gutter

Exhibit #5 – Map of Missing Sidewalk Sections

Exhibit #6 – Summary of Missing Sidewalk Sections

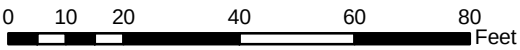


EXHIBIT #1

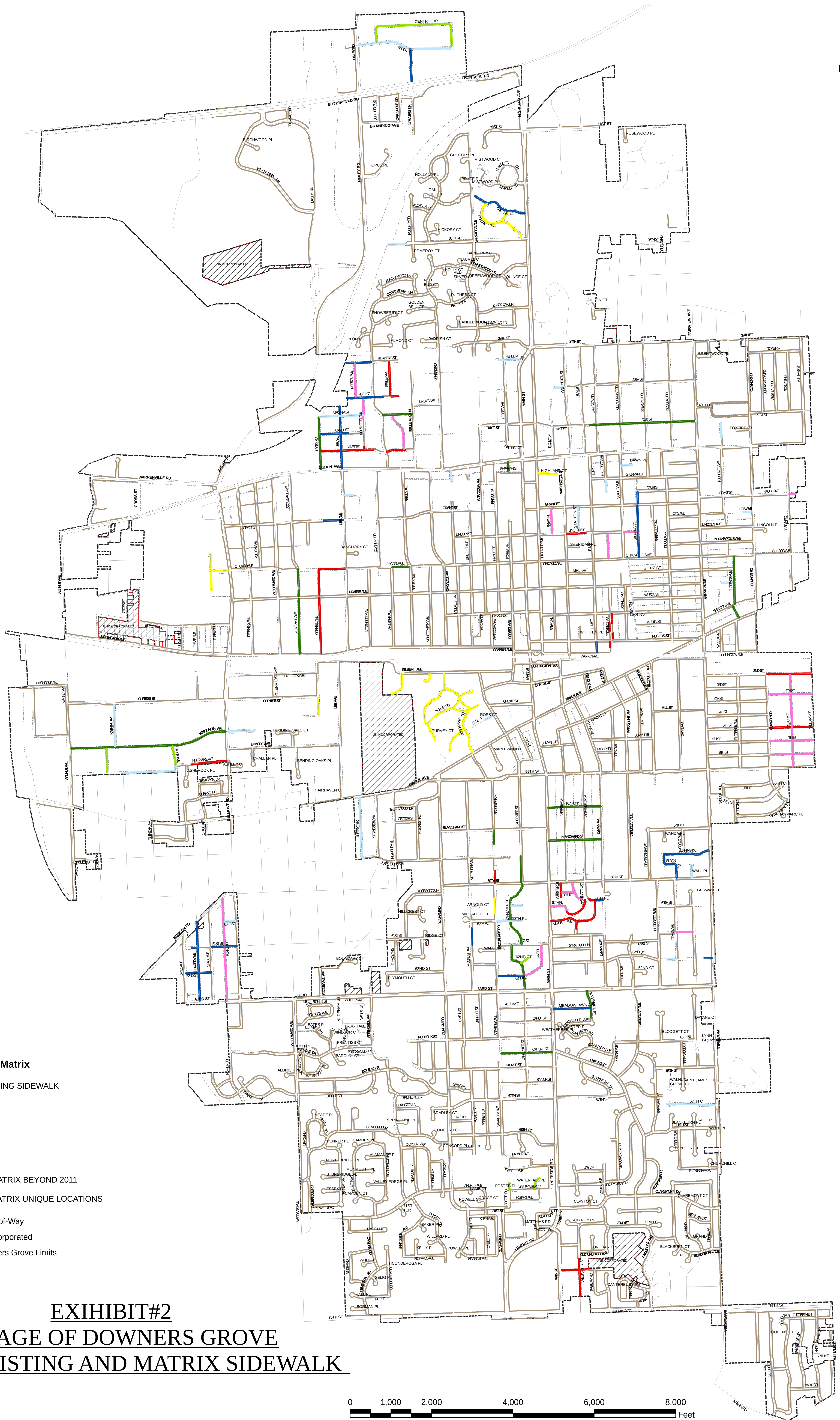
LEGEND

-  EXISTING SIDEWALK
-  KEYSTONE
-  TERMINUS
-  DEFECTS
-  RIGHT-OF-WAY



Sidewalk Matrix

- EXISTING SIDEWALK
- 2007
- 2008
- 2009
- 2010
- 2011
- ON MATRIX BEYOND 2011
- ON MATRIX UNIQUE LOCATIONS
- Right-of-Way
- Unincorporated
- Downers Grove Limits



EXIHIBIT#2

VILLAGE OF DOWNERS GROVE

MAP OF EXISTING AND MATRIX SIDEWALK

2007 PROPOSED SIDEWALK PRIORITY EVALUATION MATRIX

VILLAGE OF DOWNERS GROVE

Sorted by SCORE and then GRADE SCHOOL FACTOR

PROJECT RANK IN 2005	PROJECT RANK IN 2006		NEW RANK 2006	LOCATION			Total Score	Major Factors										Minor Factors			Project Information			
				Street Segment	From	To		ADT	Street Width	Width - Lanes x 12	Ped. Clear.	Grade School	Continuity	85% Speed	Speed Count Date	Speed Factor	Ped. Generator	Sight Obstruction	Park Factor	Length (feet)	Est. Cost Per Foot	Total Est. Cost	Survey Work Complete	
17	8	2007 CONSTRUCTION	1	41ST	Elm	Fairview	39	4	19	-5	10	6	10	30.5	10/12/99	3	2	0	4	2,440	\$ 33	\$80,520	Yes	
18	9		2	VIRGINIA	Downers	Bell Aire	38	0	20	-4	10	8	10	32	02/28/01	4	2	0	4	720	\$ 33	\$23,760	Yes	
20	11		3	STONEWALL	Chicago	Warren	38	2	20	-4	10	4	10	32	07/10/01	4	2	2	4	1,920	\$ 33	\$63,360	Yes	
21	12		4	LACEY RD.	Virginia	Ogden	38	2	24	0	10	4	10	32	06/27/01	4	4	0	4	1,300	\$ 33	\$42,900	Yes	
22	12		5	FOREST	Ogden	Sherman	37	2	24	0	10	8	10	23	08/21/01	1	4	0	2	220	\$ 33	\$7,260	Yes	
23	14		6	BLANCHARD	Main	Lyman	37	0	22	-2	10	8	10	28	06/04/01	3	2	0	4	1,260	\$ 33	\$41,580	Yes	
24	15		7	FLORENCE	Maple	Chicago	37	2	20	-4	10	6	10	29	07/18/00	3	2	0	4	1,440	\$ 33	\$47,520	Yes	
111	102		ADDED	BROOKBANK	Blanchard	S. Limit	21	0	28	4	6	8	5	< 20	est.	0	0	0	2	350	\$ 33	\$11,550	Yes	
NA	NA		ADDED	CARPENTER	59TH	Devel.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	635	\$ 33	\$20,955	Yes	
25	16		8	KENYON	Main	Lyman	37	2	18	-6	10	6	10	30.6	04/01/97	3	2	0	4	1,260	\$ 33	\$41,580	Yes	
27	18		9	WISCONSIN	Walnut	Belmont	37	8	30	6	3	4	10	36	08/09/99	6	2	0	4	3,800	\$ 33	\$125,400	Yes	
28	19		11	OXFORD	Main	W.Limit	36	2	20	-4	10	10	5	29	04/11/02	3	2	0	4	1,220	\$ 33	\$40,260	Yes	
29	20		12	WASHINGTON	63rd	Weatherbee	36	2	20	-4	10	4	10	27	5/30/2001	2	4	0	4	760	\$ 33	\$25,080	No	
30	21		13	CHICAGO	Wallbank	Seeley	35	4	28	4	6	8	10	30	08/14/00	3	2	0	2	600	\$ 33	\$19,800	Yes	
31	22		14	CARPENTER	59th	61st	35	6	28	4	6	6	5	36.66	09/08/99	6	2	0	4	1,680	\$ 33	\$55,440	No	
31	22		23	CARPENTER	61st	63rd	33	2	28	4	6	4	10	28.6	07/30/01	3	4	0	4	1,200	\$ 33	\$39,600	No	
26	17	2008 CONSTRUCTION	10	INVERNESS	Ashbrook	Belmont	37	2	25	1	9	4	10	36.43	06/07/00	6	2	0	4	870	\$ 33	\$28,710	No	
32	23		15	PROSPECT	Warren	Rogers	35	2	24	0	10	4	10	28	est.	3	2	0	4	600	\$ 33	\$19,800	No	
33	24		16	2ND	Cumnor	Williams	35	8	24	0	10	2	10	30	N/A	3	0	0	2	1,060	\$ 33	\$34,980	No	
35	26		17	CLYDE/WASHINGTON/60th	Main	60th Pl.	34	0	21.5	-2.5	10	10	5	29	06/11/01	3	2	0	4	2,370	\$ 33	\$78,210	No	
36	27		18	JANET/NORTHCOTT	Lacey	Bell Aire	34	2	24	0	10	6	5	29	06/06/01	3	4	0	4	1,800	\$ 33	\$59,400	Yes	
37	28		19	CORNELL	Chicago	Warren	34	2	21	-3	10	4	5	30	07/10/01	3	4	2	4	1,920	\$ 33	\$63,360	No	
38	29		20	PROSPECT	Franklin	Rogers	34	2	24	0	10	4	10	25	07/18/01	2	2	0	4	900	\$ 33	\$29,700	No	
39	31		21	WEBSTER	Old Orchard	S. Corp. Limit	33	2	20	-4	10	4	10	29	8/15/2001	3	2	0	2	870	\$ 33	\$28,710	No	
43	32		22	BROOKBANK	59th	N.Limit	33	0	22	-2	10	8	10	21	10/27/05	1	0	0	4	420	\$ 33	\$13,860	No	
41	34		24	SEELEY/40TH	40th	Herbert	32	0	24	0	10	10	5	28	10/20/05	3	2	0	2	960	\$ 33	\$31,680	Yes	
42	35		25	WEBSTER	59th	S. Limit	32	0	20	-4	10	10	5	20	06/12/01	1	2	0	4	340	\$ 33	\$11,220	No	
44	36		26	CHICAGO	Cornell	Lee	32	2	20	-4	10	6	5	29	10/29/05	3	2	0	4	600	\$ 33	\$19,800	No	
46	37		27	73RD	Old Main	Baybury	32	0	20	-4	10	4	10	30	8/15/2001	3	3	0	2	670	\$ 33	\$22,110	No	
47	38		28	LINCOLN	Washington	Elm	32	2	20	-4	10	4	10	25	07/17/01	2	2	0	2	460	\$ 33	\$15,180	No	
50	39		29	6TH ST.	Cumnor	Williams	32	2	20	-4	10	4	10	32	11/09/05	4	0	0	2	1,040	\$ 33	\$34,320	No	

2007 PROPOSED SIDEWALK PRIORITY EVALUATION MATRIX

VILLAGE OF DOWNERS GROVE

Sorted by SCORE and then GRADE SCHOOL FACTOR

PROJECT RANK IN 2005	PROJECT RANK IN 2006		NEW RANK 2006	LOCATION			Total Score	Major Factors										Minor Factors			Project Information			
				Street Segment	From	To		ADT	Street Width	Width - Lanes x 12	Ped. Clear.	Grade School	Continuity	85% Speed	Speed Count Date	Speed Factor	Ped. Generator	Sight Obstruction	Park Factor	Length (feet)	Est. Cost Per Foot	Total Est. Cost	Survey Work Complete	
69	40	2009 CONSTRUCTION	30	NORTHCOTT	40th	S. of Virginia	32	0	22	-2	10	8	5	32	06/18/01	4	3	0	2	440	\$ 33	\$14,520	Yes	
70	41		31	SEELEY	S. of Virginia	Janet	32	0	20	-4	10	8	5	26	06/18/01	2	3	0	4	920	\$ 33	\$30,360	Yes	
48	42		32	WEBSTER PL.	59th	Washington	31	0	20	-4	10	10	5	15	06/12/01	0	2	0	4	540	\$ 33	\$17,820	No	
55	43		33	BRYAN ST.	Lincoln	Grant	31	0	26	2	8	6	10	26	10/20/05	2	3	0	2	580	\$ 33	\$19,140	No	
49	44		34	PUFFER	Hobson	63rd	31	4	21	-3	10	4	5	32	05/24/00	4	4	0	0	2,480	\$ 33	\$81,840	No	
51	45		35	4TH	Cumnor	Williams	31	2	20	-4	10	4	10	30	07/24/01	3	0	0	2	1,040	\$ 33	\$34,320	No	
89	80		36	LANE PL.	Carpenter	61st	31	2	28	4	6	4	10	26	07/25/01	2	3	0	4	1,000	\$ 33	\$33,000	No	
74	64		37	VICTOR	2nd	55th	31	4	20	-4	10	2	10	28	08/08/01	3	0	0	2	2,240	\$ 33	\$73,920	No	
52	46		38	TRAUBE	Roslyn	E. Limit	30	4	22	-2	10	8	5	30	09/13/01	3	0	0	0	160	\$ 33	\$5,280	No	
54	47		39	60TH PL.	Main	Clyde	30	0	20	-4	10	8	5	22	10/26/05	1	2	0	4	580	\$ 33	\$19,140	No	
53	65		40	59TH PL.	Webster	Webster Pl.	30	0	21.5	-2.5	10	8	5	24	10/26/05	1	2	0	4	260	\$ 33	\$8,580	No	
75	66		41	MORTON	Herbert	40th	30	0	24	0	10	8	5	28	06/18/01	3	2	0	2	800	\$ 33	\$26,400	No	
40	48		42	LINCOLN	Stanley	Sterling	30	0	20	-4	10	4	10	26	10/20/05	2	0	0	4	300	\$ 33	\$9,900	No	
45	49		43	8TH ST.	Cumnor	Williams	30	0	20	-4	10	4	10	32	10/20/05	4	0	0	2	1,060	\$ 33	\$34,980	No	
56	50		44	SEVENTH	Cumnor	Williams	30	0	21	-3	10	4	10	31	07/24/01	4	0	0	2	1,300	\$ 33	\$42,900	No	
57	51		45	PROSPECT	Lincoln	Chicago	30	0	18	-6	10	4	10	23	07/18/01	1	1	0	4	600	\$ 33	\$19,800	No	
58	52		46	61ST	Osage	Grand	29	0	33	9	1	10	10	27.9		2	2	0	4	400	\$ 33	\$13,200	No	
60	53	2010 CONSTRUCTION	47	LEONARD	Hobson	63rd	29	2	21	-3	10	4	5	33.51	08/04/99	4	4	0	0	1,900	\$ 33	\$62,700	No	
61	54		48	62ND	Janes	Chase	29	0	17	-7	10	4	10	24.5	08/05/99	1	4	0	0	600	\$ 33	\$19,800	No	
62	55		49	STERLING	Chicago	Davis	29	0	14	-10	10	4	10	24	06/26/01	1	0	0	4	1,540	\$ 33	\$50,820	No	
63	56		50	LEE	Ogden	N. of Virginia	29	2	20	-4	10	4	5	32	08/15/00	4	0	0	4	1,500	\$ 33	\$49,500	Yes	
96	87		51	GRANT	Lee	W. Limit	29	0	18	-6	10	8	5	< 20	est.	0	2	0	4	470	\$ 33	\$15,510	No	
64	57		52	HERBERT	Downers	W. of Morton	28	0	24	0	10	10	5	24.89	06/06/01	1	0	0	2	600	\$ 33	\$19,800	Yes	
65	58		53	40TH	W. of Morton	Seeley	28	0	21	-3	10	8	5	23	05/22/01	1	2	0	2	795	\$ 33	\$26,235	Yes	
67	59		54	MEADOWLAWN	Main	Washington	28	0	20	-4	10	4	5	20	est.	1	4	0	4	860	\$ 33	\$28,380	No	
68	60		55	ELM	Rogers	Warren	28	0	26	2	8	2	10	22.8	06/16/97	1	3	0	4	240	\$ 33	\$7,920	No	
83	74		56	ELDON	Bunning	59th	27	0	20	-4	6	10	5	< 20	est.	0	2	0	4	590	\$ 33	\$19,470	No	
71	61		57	60TH PL.	Clyde	E. Limit	27	0	20	-4	10	6	5	< 20	est.	0	2	0	4	190	\$ 33	\$6,270	No	
72	62		58	MIDDAUGH	60th	62nd	27	0	20	-4	10	4	5	32	9/25/2001	4	0	0	4	400	\$ 33	\$13,200	No	
86	77		59	62 nd PLACE	Brookbank	Carpenter	27	0	29	5	3	4	10	26.32	08/04/97	2	4	0	4	620	\$ 33	\$20,460	No	
73	63		60	OAK HILL RD.	Saratoga	Highland	27	2	20	-4	10	2	5	25	08/20/01	2	0	2	4	1,360	\$ 33	\$44,880	No	
76	67		61	BUNNING	Eldon	Fairview	25	0	27	3	6	8	5	< 20	est.	0	2	0	4	1,360	\$ 33	\$44,880	No	
77	68		62	61ST	Belmont	W. of Leonard	25	0	17	-7	10	4	5	33.1	05/24/00	4	2	0	0	750	\$ 33	\$24,750	No	
78	69		63	62ND	Fairview	W. Limit	25	0	20	-4	10	4	5	< 20	est.	0	4	0	2	180	\$ 33	\$5,940	No	
79	70		64	CAROL	Lacey	Northcott	24	0	22	-2	10	6	0	29	06/06/01	3	3	0	2	670	\$ 33	\$22,110	No	
81	71		65	DOWNERS DR.	Brook	Butterfield	24	10	53	5	3	0	5	< 20	est.	0	4	0	2	780	\$ 33	\$25,740	No	

2007 PROPOSED SIDEWALK PRIORITY EVALUATION MATRIX VILLAGE OF DOWNERS GROVE

Sorted by SCORE and then GRADE SCHOOL FACTOR

PROJECT RANK IN 2005	PROJECT RANK IN 2006		NEW RANK 2006	LOCATION			Total Score	Major Factors									Minor Factors			Project Information			
				Street Segment	From	To		ADT	Street Width	Width - Lanes x 12	Ped. Clear.	Grade School	Continuity	85% Speed	Speed Count Date	Speed Factor	Ped. Generator	Sight Obstruction	Park Factor	Length (feet)	Est. Cost Per Foot	Total Est. Cost	Survey Work Complete
80	72	2011 CONSTRUCTION	66	BROOK	Finley	E. Limits	24	6	34	10	1	0	5	38.8	02/25/99	8	4	0	0	2,380	\$ 33	\$78,540	No
82	73		67	VIRGINIA	Lacey	Northcott	23	0	20	-4	10	6	0	24	06/06/01	1	2	0	4	1,040	\$ 33	\$34,320	No
85	76		68	PRAIRIE	Florence	W. Limit	22	0	12	-12	10	8	0	< 20	est.	0	0	0	4	200	\$ 33	\$6,600	No
87	78		69	HERBERT	Main St.	W. of Forest	21	0	28	4	6	6	5	< 20	est.	0	2	0	2	600	\$ 33	\$19,800	No
88	79		70	60TH PLACE	Brookbank	E. of Carpenter	21	0	28	4	6	4	5	< 20	est.	0	2	0	4	590	\$ 33	\$19,470	No
90	81		71	WALL PL.	59th	N. Limit	20	0	25	1	9	10	-5	< 20	est.	0	2	0	4	300	\$ 33	\$9,900	No
91	82		72	STATTON	Grant	Lincoln	20	0	28	4	6	4	5	24	07/18/01	1	2	0	2	600	\$ 33	\$19,800	No
92	83		73	KATRINE	Wisconsin	Curtis	20	6	30	6	3	2	5	33	07/25/01	4	0	0	0	1,000	\$ 33	\$33,000	No
93	84		74	MIDDAUGH	Ogden	S. Limit	19	0	26	2	8	10	-5	< 20	est.	0	4	0	2	260	\$ 33	\$8,580	No
94	85		75	40TH	Washington	W. Limit	19	0	18	-6	10	8	-5	< 20	est.	0	2	0	4	280	\$ 33	\$9,240	No
95	86		76	62ND	Grand	W. Limit	19	0	14	-10	10	8	-5	< 20	est.	0	2	0	4	160	\$ 33	\$5,280	No
97	88		77	GLEN AVE.	Lee	E. Limit	19	0	20	-4	10	6	-5	< 20	est.	0	4	0	4	200	\$ 33	\$6,600	No
98	89		78	OTIS	Cumnor	W. Limit	17	0	20	-4	10	8	-5	< 20	est.	0	2	0	2	240	\$ 33	\$7,920	No
99	90		79	67TH CT.	Fairview	W. Limit	17	0	24	0	10	8	-5	< 20	est.	0	0	0	4	1,180	\$ 33	\$38,940	No
100	91		80	60TH	Fairview	E. Limit	17	4	20	-4	10	6	-5	< 20	est.	0	2	0	0	240	\$ 33	\$7,920	No
101	92		81	AUBREY	Maple	S. Limit	17	2	20	-4	10	6	-5	< 20	est.	0	0	0	4	1,440	\$ 33	\$47,520	No
102	93		82	DAWN PL.	Stanley	E. Limit	17	0	20	-4	10	4	-5	< 20	est.	0	4	0	4	260	\$ 33	\$8,580	No
103	94		83	60TH	Puffer	Belmont	17	0	19	-5	10	2	5	19.5	08/05/99	0	0	0	0	260	\$ 33	\$8,580	No
104	95		84	FLORENCE	Ogden	N. Limit	17	2	25	1	10	2	-5	< 20	est.	0	4	0	4	360	\$ 33	\$11,880	No
105	96		85	WISCONSIN	Belmont	E. Limit	15	0	19	-5	10	6	-5	< 20	est.	0	2	0	2	740	\$ 33	\$24,420	No
106	97		86	ROSS CT.	Carpenter	W. Limit	15	0	20	-4	10	4	-5	< 20	est.	0	2	0	4	220	\$ 33	\$7,260	No
107	98		87	35TH	Pomeroy	W. Limit	14	0	18	-6	10	2	-5	29.9	04/08/99	3	0	2	2	320	\$ 33	\$10,560	No
108	99		88	60TH	Brookbank	E. Limit	13	0	28	4	6	6	-5	< 20	est.	0	2	0	4	570	\$ 33	\$18,810	No
109	100		89	PROSPECT	Sherman	S. Limit	13	0	18	-6	10	4	-5	< 20	est.	0	0	0	4	300	\$ 33	\$9,900	No
110	101		90	62ND CT.	Carpenter	E. Limit	12	0	28	4	6	4	-5	< 20	est.	0	3	0	4	200	\$ 33	\$6,600	No
112	103		91	INVERNESS	Lomond	Janes	11	0	15	-9	10	2	-5	33.7	09/24/97	4	0	0	0	1,260	\$ 33	\$41,580	No
113	104		92	CENTRE CIRCLE	Brook	Brook	11	6	34	10	1	0	0	27.5	02/25/99	2	2	0	0	3,400	\$ 33	\$112,200	No
114	105		93	JANES	Inverness	Wisconsin	9	2	30	6	3	4	0	< 20	est.	0	0	0	0	660	\$ 33	\$21,780	No
115	106		94	KATRINE	Wisconsin	S. Limit	7	2	30	6	3	2	0	< 20	est.	0	0	0	0	360	\$ 33	\$11,880	No
116	107		95	FOSTER PL	Valleyview	N. Limit	6	0	25	1	3	2	-5	< 20	est.	0	2	0	4	140	\$ 33	\$4,620	No
117	108		96	WATERFALL PL	Valleyview	N. Limit	5	0	30	6	3	2	-5	< 20	est.	0	1	0	4	300	\$ 33	\$9,900	No

85,850

\$ 2,833,050

Denotes Previously Approved Order

Denotes Changed Score from 2006 Sidewalk Matrix

Denotes Changed Length from 2006 Sidewalk Matrix

2007 PROPOSED SIDEWALK MATRIX - LISTING OF UNIQUE PROJECTS

VILLAGE OF DOWNERS GROVE

The projects included in the list below are still a part of the Sidewalk Matrix but have been separated due to constructability issues related to these specific projects.

						Major Factors										Minor Factors			Project Information			
Rank on 2004 List			LOCATION			Total Score	ADT	Street Width	Width - Lanes x 12	Ped. Clear.	Grade School	Continuity	85% Speed	Speed Count Date	Speed Factor	Ped. Generator	Sight Obstruction	Park Factor	Distance	Est. Cost	Total	Survey Work Complete
			Street Segment	From	To																	
																				(feet)	Per Foot	Cost (est)
23			BROOKBANK	Gilbert	Maple	36	4	22	-2	10	4	10	25	07/11/01	2	0	4	2	2,460	\$150	\$369,000	No
109			HICKORY TR.	Oak Hill Rd.	35th	29	2	18	-6	10	4	5	27	08/20/01	2	0	2	4	1,620	\$33	\$53,460	No
20			TURVEY RD.	Brookbank	Hawthorne Ln.	27	2	20	-4	10	3	0	26	07/12/01	2	2	4	4	2,060	\$33	\$67,980	No
16			CHICAGO/PUFFER	Puffer	Belmont	26	2	18	-6	10	10	-5	30.1	06/06/01	3	2	0	4	1,200	\$33	\$39,600	No
52			BROOK LN	Brookbank	E.Limit	22	0	20	-4	10	4	0	< 20	est.	0	0	4	4	340	\$33	\$11,220	No
53			MEADOW LN.	Brookbank	S.Limit	20	0	20	-4	10	4	0	< 20	est.	0	0	4	2	700	\$150	\$105,000	No
144			ACORN DR.	Hickory Tr.	Oak Hill Rd.	17	0	18	-6	10	2	0	23	08/20/01	1	0	0	4	270	\$33	\$8,910	No
123			HIGHLAND CT.	Highland	E.Limit	15	0	14	-10	10	4	-5	< 20	est.	0	4	0	2	460	\$33	\$15,180	No
61			JACQUELINE	Gilbert	S.Limit	15	0	15	-9	10	2	-5	< 20	est.	0	0	4	4	580	\$60	\$34,800	No
103			CORNELL	Curtiss	S.Limit	13	0	27	3	10	4	-5	< 20	est.	0	0	0	4	440	\$33	\$14,520	No
86			DeWITT	Gilbert	S.Limit	13	0	16	-8	10	2	-5	< 20	est.	0	0	2	4	280	\$33	\$9,240	No
87			HAWTHORNE LN.	Turvey Rd.	Brookbank Rd.	13	0	20	-4	10	2	-5	< 20	est.	0	0	4	2	220	\$150	\$33,000	No
89			TURVEY CT.	Turvey Rd.	S.Limit	13	0	20	-4	10	2	-5	< 20	est.	0	0	4	2	440	\$150	\$66,000	No
																		11,070	\$827,910			

SUPPLEMENT TO 2007 SIDEWALK MATRIX

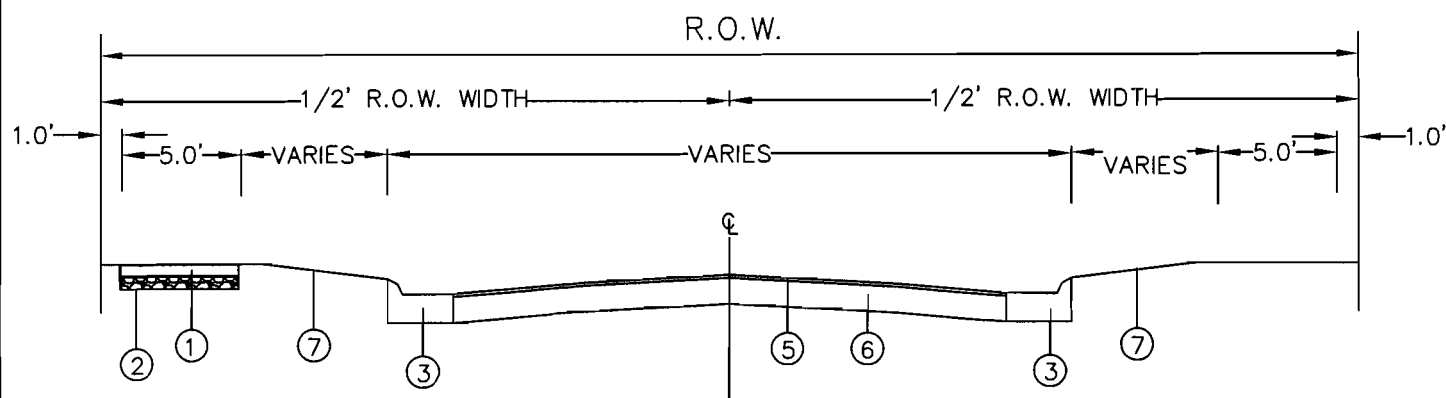
LOCATIONS REMOVED FROM SIDEWALK MATRIX

LOCATION			Reason for Removal from Matrix
Street Segment	From	To	
61ST	Springside	Plymouth	COMPLETED BY VILLAGE IN 2002
BROOKBANK	62nd Pl	63rd	COMPLETED BY OTHERS
FLORENCE	Otis	Lincoln	COMBINED WITH ANOTHER PROJECT
PUFFER	Chicago	either side	COMBINED WITH ANOTHER PROJECT
AUSTIN	Linden Pl	Douglas	COMPLETED BY VILLAGE IN 2003
EARLSTON	39th	Ogden	COMPLETED BY VILLAGE IN 2004
40TH	Earlston	Fairview	COMPLETED BY VILLAGE IN 2004
JANES	Hobson	63rd	COMPLETED BY VILLAGE IN 2004
CHASE	Hobson	63rd	COMPLETED BY VILLAGE IN 2004
GLENDENING	39th	Ogden	COMPLETED BY VILLAGE IN 2004
WOODWARD	Warren	Chicago	COMPLETED BY VILLAGE IN 2004
LOOMES	Woodward	Bates	COMPLETED BY VILLAGE IN 2004
SHERWOOD	Chicago	2 blks. North	COMPLETED BY VILLAGE IN 2004
PUFFER	Westfield	S. Limit	COMPLETED BY VILLAGE IN 2004
MIDHURST	Westfield	S. Limit	COMPLETED BY VILLAGE IN 2004
PALMER	Saratoga	Main	COMPLETED BY VILLAGE IN 2005
STERLING	39th	Ogden	COMPLETED BY VILLAGE IN 2005
GILBERT	Cornell	Jacqueline	COMPLETED BY VILLAGE IN 2005
STONEWALL	Ogden	Grant	COMPLETED BY VILLAGE IN 2005
ADELIA	Saratoga	Main	COMPLETED BY VILLAGE IN 2005
CAROL	Saratoga	Main	COMPLETED BY VILLAGE IN 2005
OSAGE	60th	61st	COMPLETED BY VILLAGE IN 2005
DOWNERS	Ogden	Grant	COMPLETED BY VILLAGE IN 2005
WEBSTER	55th	59th	COMPLETED BY VILLAGE IN 2005
DOUGLASS	39th	Ogden	COMPLETED BY VILLAGE IN 2006
CURTISS	Belmont	Cornell	COMPLETED BY VILLAGE IN 2006
61st STREET	Brookbank	Main	COMPLETED BY VILLAGE IN 2006
SAYLOR	Saratoga	Main	COMPLETED BY VILLAGE IN 2006
WASHINGTON	59th	60th	COMPLETED BY VILLAGE IN 2006
LINCOLN	Middaugh	Linscott	COMPLETED BY VILLAGE IN 2006
FLORENCE	Otin	Ogden	COMPLETED BY VILLAGE IN 2006
CORNELL/GILBERT	Curtiss	Lee	COMPLETED BY VILLAGE IN 2006
GLENVIEW	Curtiss	Hitchcock	COMPLETED BY VILLAGE IN 2006
BROOKBANK	59th	60th	TO BE COMPLETED BY DEVELOPER
WANDA	57th	Dead End	COMPLETED BY OTHERS

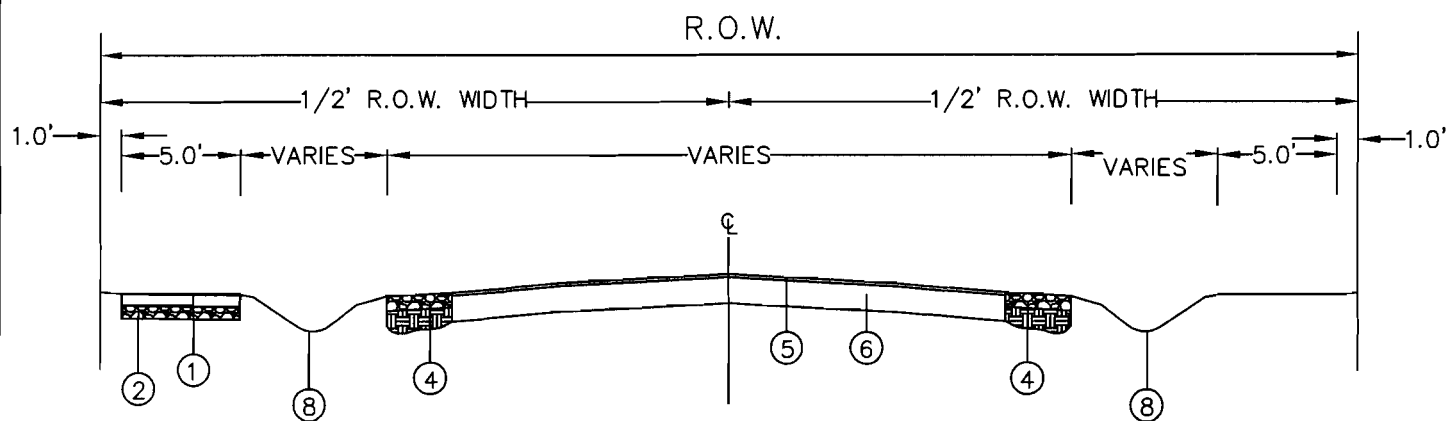
SUPPLEMENT TO 2007 SIDEWALK MATRIX STATE AND COUNTY PROJECTS

STATE ROUTE LOCATIONS																	
LOCATION			ADT	Ped. Clearance	Grade School	85% Speed	Speed Crit. Date	Speed	Continuity	Ped. Generator	Sight Obstruction	Park Factor	Total Score	Distance (FT)	RNFT Est. Cost	Total Cost Estimated	STATUS
Street Segment	From	To															
OGDEN	Walnut	Williams	10	10	10	> 40	est.	10	10	4	2	4	60	17,705	\$85	\$1,500,000	Currently Under Design - Grant Funds
BUTTERFIELD	Frontage Rd.	E.Limits	10	10	0	> 40	est.	10	10	4	0	2	46	860	\$45	\$38,700	
BUTTERFIELD	Esplanade	Finley	10	10	0	> 40	est.	10	10	4	0	0	44	1,670	\$35	\$58,450	
														20,235		\$1,538,700	

COUNTY ROUTE & OTHER LOCATIONS																	
LOCATION			ADT	Ped. Clearance	Grade School	85% Speed	Speed Crit. Date	Speed	Continuity	Ped. Generator	Sight Obstruction	Park Factor	Total Score	Distance (FT)	RNFT Est. Cost	Total Cost Estimated	STATUS
Street Segment	From	To															
WARRENVILLE	Cross	Finley	9	10	6	> 40	est.	10	10	4	0	4	53	1,800	\$60	\$108,000	
55TH	Fairview	Cumnor	10	10	6	> 40	est.	10	10	0	0	4	50	1,480	\$60	\$88,800	
WARRENVILLE	Authority	Commerce	9	10	2	> 40	est.	10	10	2	0	4	47	620	\$30	\$18,600	
63RD	Puffer	Janes	10	3	4	> 40	est.	10	10	4	0	0	41	1,000	\$250	\$250,000	
HOBSON	Janes	Belmont	8	3	4	> 40	est.	10	10	2	0	0	37	1,640	\$45	\$73,800	
LACEY RD.	Esplanade	Woodcreek	8	10	0	43	02/20/96	10	10	0	0	0	38	2,600	\$35	\$91,000	
LACEY RD.	Finley	800' North	8	10	0	> 40	est.	10	10	0	0	0	38	820	\$35	\$28,700	
														9,960	Feet	\$539,200	



TYPICAL CROSS SECTION - CURB AND GUTTER



TYPICAL CROSS SECTION - OPEN CHANNEL DITCH

LEGEND

1. PROPOSED P.C.C. SIDEWALK, 5"
2. PROPOSED COMPACTED CA-6, 5"
3. EXISTING COMBINATION CONCRETE CURB AND GUTTER
4. EXISTING GRAVEL SHOULDER
5. EXISTING BITUMINOUS CONCRETE SURFACE SURFACE COURSE
6. EXISTING PCC/STONE/BRICK BASE COURSE.
7. EXISTING PARKWAY
8. OPEN CHANNEL DITCH

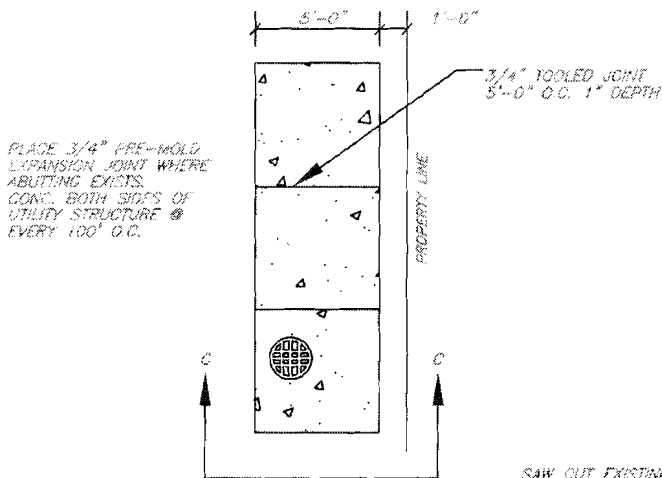
PUBLIC SIDEWALK SPECIFICATIONS

N.T.S.

ALL CONSTRUCTION MATERIALS AND METHODS SHALL COMPLY WITH THE "STANDARDS SPECIFICATION FOR ROAD & BRIDGE CONSTRUCTION" AS ADOPTED BY THE ILLINOIS DEPT. OF TRANSPORTATION UNLESS OTHERWISE SPECIFIED HEREIN

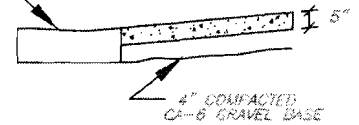
ABSOLUTELY NO CHLORIDE ACCELERANT OR WIRE MESH WILL BE PERMITTED

TYPICAL SIDEWALK PLACEMENT IN R.O.W.



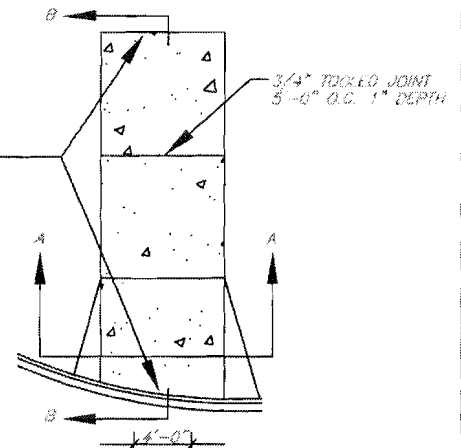
SEE CURB & GUTTER SPECIFICATIONS

1" 12" MAX SLOPE



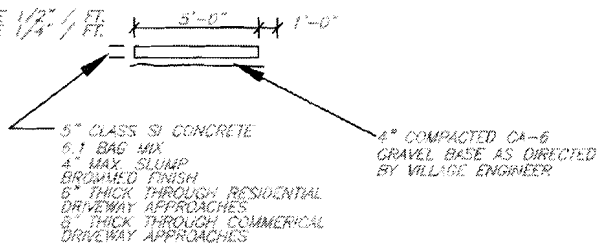
SECTION B-B

PLACE EXPANSION JOINT AT INTERSECTING SIDEWALK OR 10' FROM BACK OF CURB AND ABUTTING BACK OF CURB



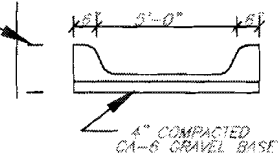
SAW OUT EXISTING CURB PERPENDICULAR TO BACK 6" FROM EDGE OF WALK UNLESS CUT FALLS WITHIN 5' OF EXIST. JOINT, REMOVE TO EXIST. JOINT. FOR FURTHER DETAILS SEE CURB & GUTTER SPECIFICATIONS

MAX. SLOPE 1/2" / FT.
MIN. SLOPE 1/4" / FT.



SECTION C-C

TO HEIGHT OF EXIST. CURB



SECTION A-A

REQUIRED INSPECTIONS:

- FRAME/ BASE
- FINAL
- 24 HOUR NOTICE REQUIRED FOR ALL INSPECTIONS

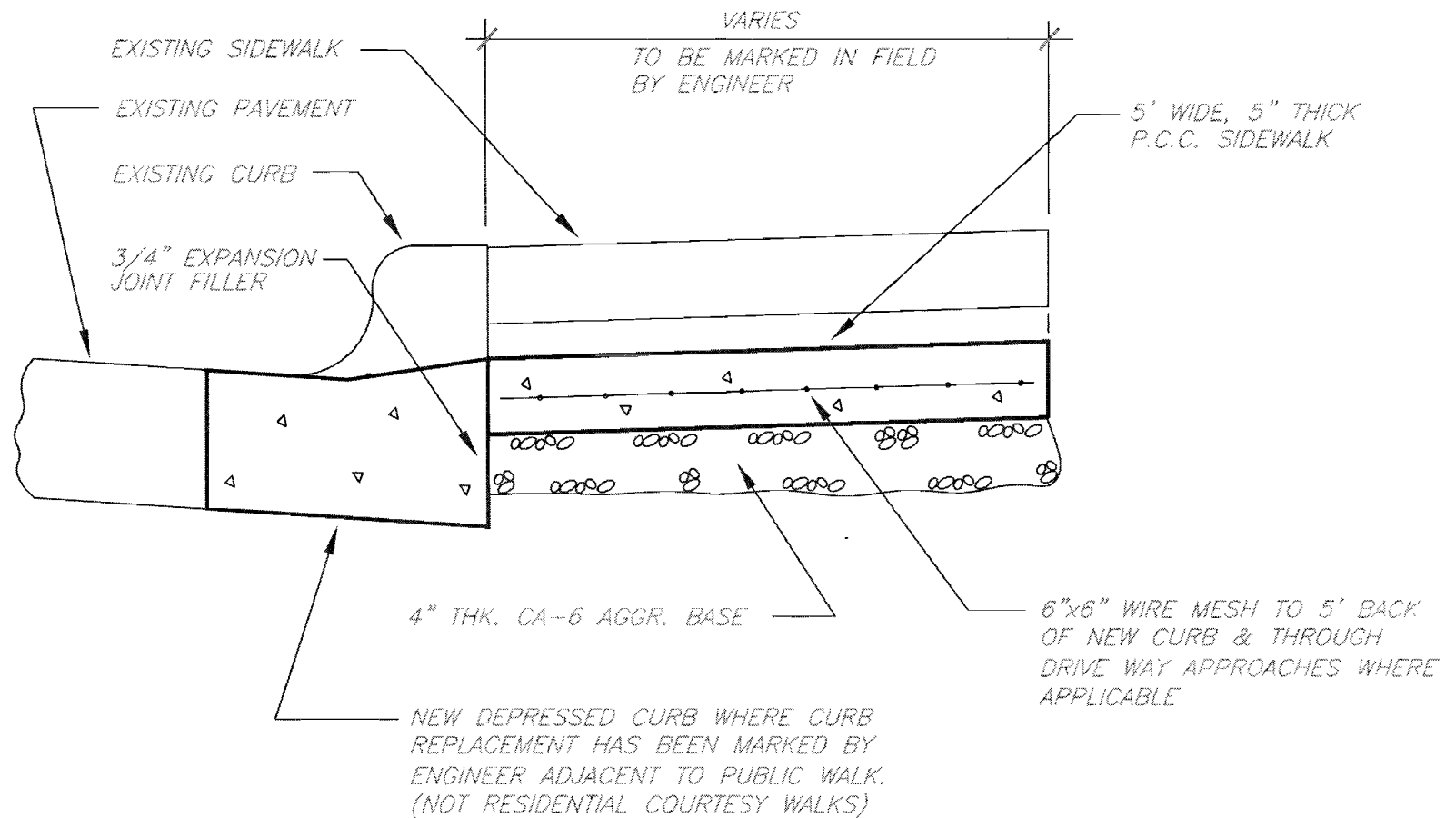
BARRICADEING

PLACE TYPE II BARRICADES WITH FLASHING LIGHTS ON ALL SIDES OF EXCAVATIONS. MAINTAIN BARRICADES FOR MIN. 72 HRS AFTER POUR



SIDEWALK REMOVAL & REPLACEMENT

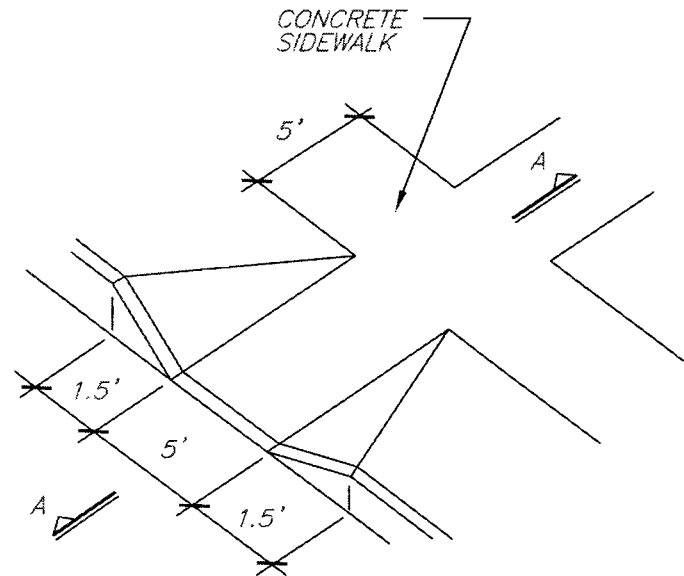
N.T.S.



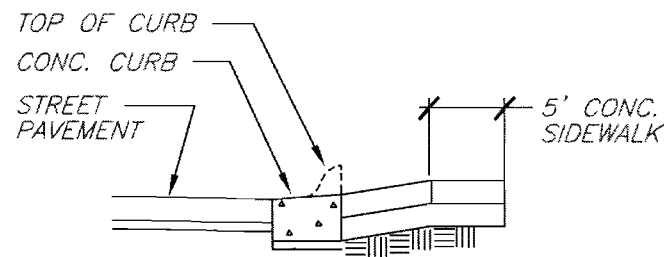


SIDEWALK ACCESSIBLE RAMP

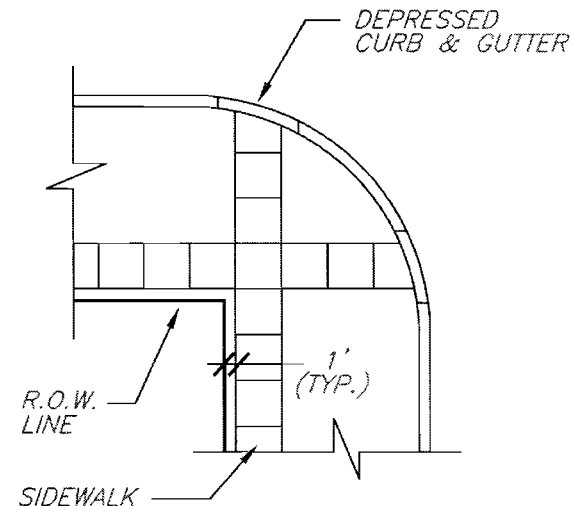
N.T.S.



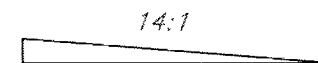
ISOMETRIC VIEW



SECTION A-A

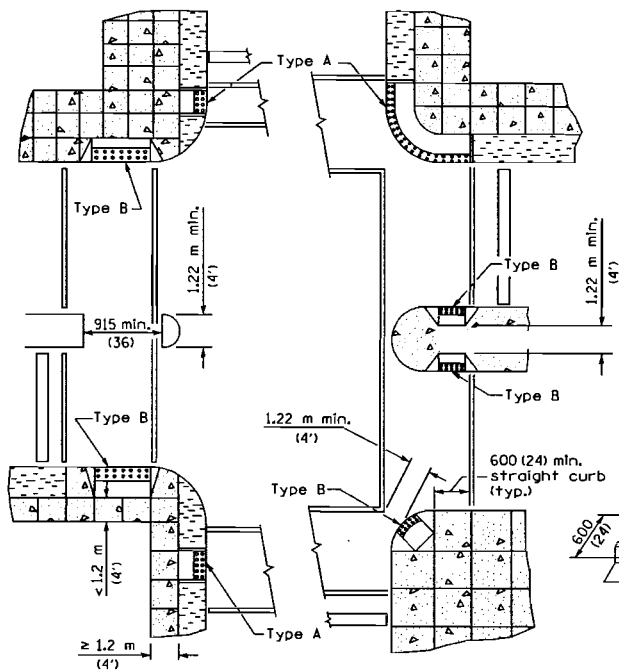


PLAN

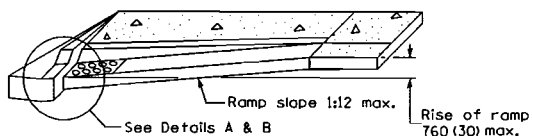


MAXIMUM RAMP SLOPE

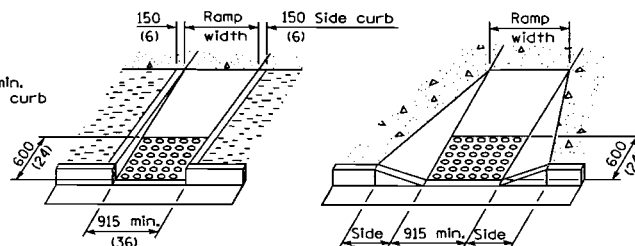
ROUGHEN RAMP SURFACES BY METHODS
AS APPROVED BY THE CITY ENGINEER.



RECOMMENDED LOCATION OF RAMPS



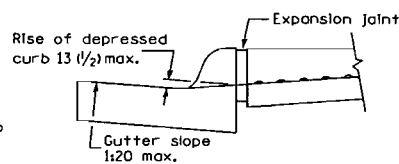
RAMP PROFILE



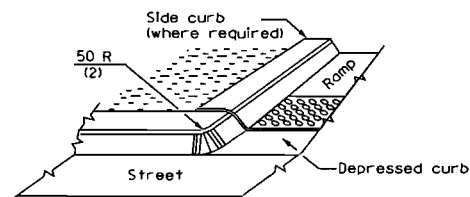
TYPE A

TYPE B

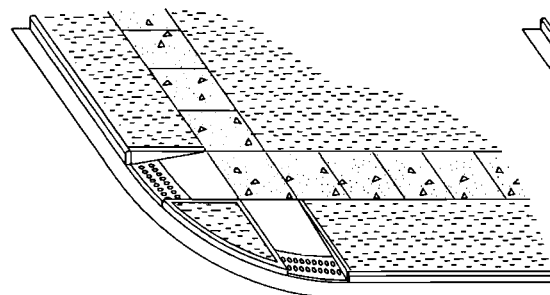
DETAILS OF RAMPS



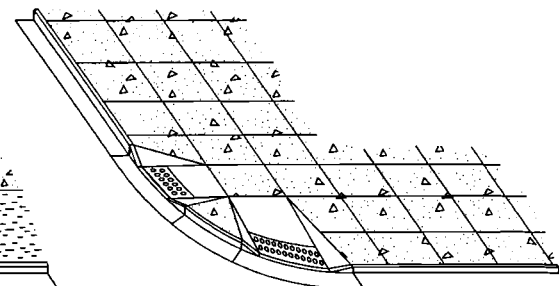
DETAIL A



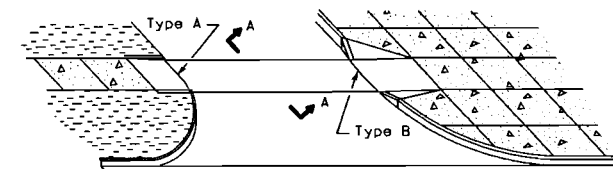
DETAIL B



TYPE A RAMPS



TYPE B RAMPS



RAMPS AT ALLEYS OR ENTRANCES

SECTION A-A

GENERAL NOTES

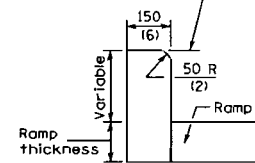
Detectable warnings shall be installed at curb ramps, medians and pedestrian refuge islands, at-grade railroad crossings, transit platform edges, and other locations where pedestrians are required to cross a hazardous vehicular way. Detectable warnings shall also be installed at alleys and commercial entrances when permanent traffic control devices are present.

The maximum slope of the side flare for Type B ramps shall be 1:10; however, if the width of the landing area between the top of the ramp and an obstruction is less than 1.2 m (4'-0") then the maximum slope shall be 1:12.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in millimeters (inches) unless otherwise shown.

Flush with top of roadway curb and top of sidewalk



DETAIL OF SIDE CURB

(Side curb may be constructed monolithically with ramp)

LEGEND

- Sidewalk
- Ramp
- Detectable Warnings
- Non walking area

DATE	REVISIONS
8-1-05	Revised placement of detectable warnings.
1-1-04	Added detectable warnings and changed title.

CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

STANDARD 424001-04

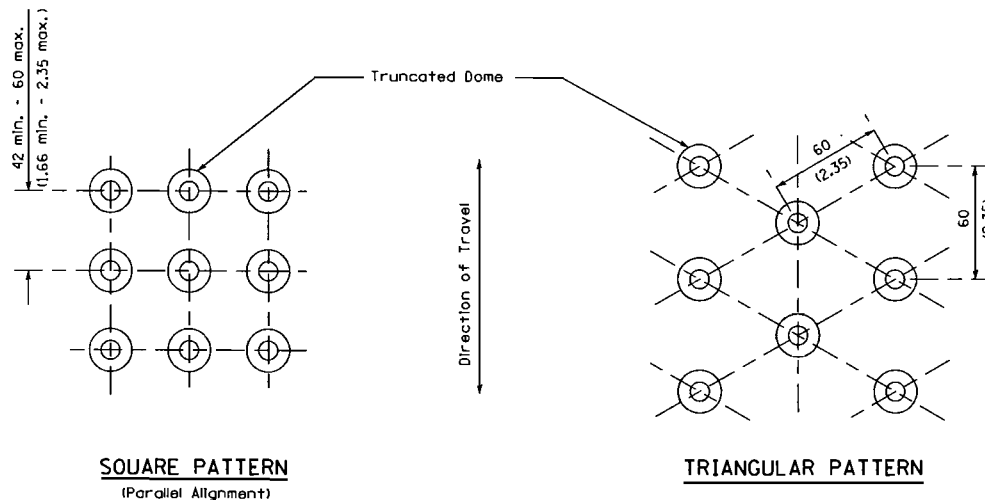
Illinois Department of Transportation

PASSED August 1, 2005

ENGINEER OF POLICY AND PROCEDURES

APPROVED August 1, 2005

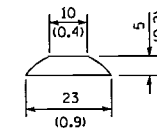
ENGINEER OF DESIGN AND ENVIRONMENT



SQUARE PATTERN
(Parallel Alignment)

TRIANGULAR PATTERN

DETECTABLE WARNINGS DETAIL

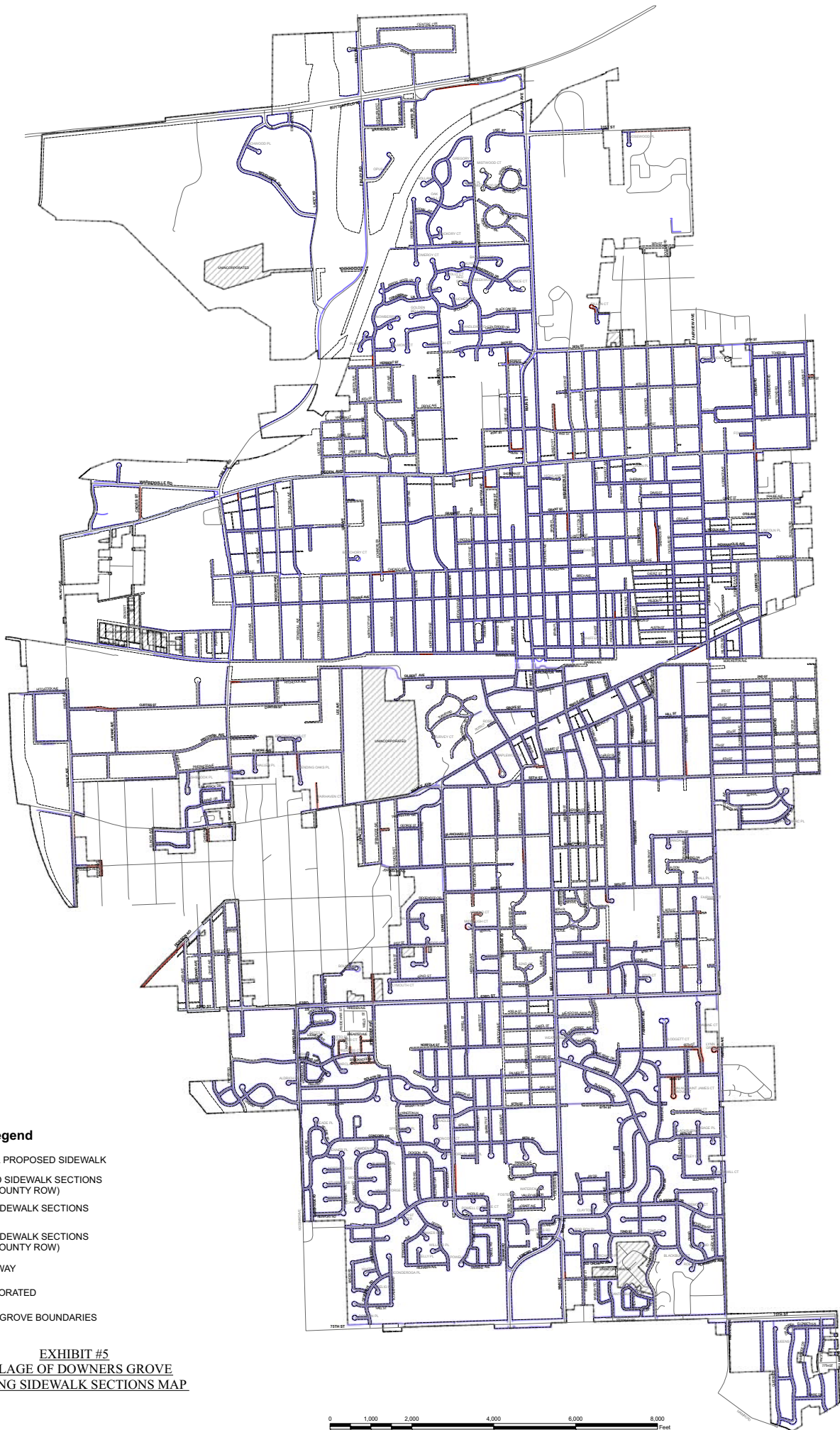


TRUNCATED DOME DETAIL

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in millimeters (Inches) unless otherwise shown.

Illinois Department of Transportation	
PASSED	AUGUST 1, 2005
ENGINEER OF POLICY AND PROCEDURES	
APPROVED	AUGUST 1, 2005
ENGINEER OF DESIGN AND ENVIRONMENT	

CURB RAMPS FOR SIDEWALKS	
(Sheet 2 of 2)	
STANDARD 424001-04	



NO.	STREET	FROM	TO	SIDE	LENGTH (FEET)	TO BE PERFORMED BY	COMMENTS
Village Responsibility							
1	OLD MAIN	73RD	7237 OLD MAIN	E	130	VILLAGE	
2	DUNHAM	N. OF ANDRUS	6851 DUNHAM	E	680	VILLAGE	
3	65TH ST	520 65TH ST	W. OF DAVANE	N	340	VILLAGE	
4	PRENTISS CT/WINDSOR CT	PRENTISS	E. LIMIT	ONE SIDE	500	VILLAGE	30' RIGHT-OF-WAY
5	NASH	PRENTISS	N. LIMIT	ONE SIDE	160	VILLAGE	30' RIGHT-OF-WAY
6	HATHAWAY	BROOKWOOD	PRENTISS	ONE SIDE	160	VILLAGE	30' RIGHT-OF-WAY
7	BROOKWOOD	W. OF HATHAWAY	SPRINGSIDE	ONE SIDE	600	VILLAGE	30' RIGHT-OF-WAY
8	WELLS	BROOKWOOD	PRENTISS	ONE SIDE	160	VILLAGE	30' RIGHT-OF-WAY
9	HATHAWAY	PRENTISS	N. LIMIT	ONE SIDE	400	VILLAGE	30' RIGHT-OF-WAY
10	TAYLOR	HATHAWAY	SPRINGSIDE	ONE SIDE	300	VILLAGE	30' RIGHT-OF-WAY
11	SPRINGSIDE	63RD ST	N. LIMIT	ONE SIDE	670	VILLAGE	UNINCORPORATED AREA TO EAST
12	LYMAN	63RD ST	6218 LYMAN	W	155	VILLAGE	
13	62ND ST	GRAND	E. LIMIT	ONE SIDE	120	VILLAGE	
14	LYMAN /61ST ST	W. LIMIT	S. LIMIT	N/E	100	VILLAGE	NEXT TO PARK
15	60TH ST	OSAGE	E. LIMIT	ONE SIDE	105	VILLAGE	
16	HILLCRAFT	S. LIMIT	61ST ST	E	160	VILLAGE	
17	HOBBSON	S. LIMIT	JAMES	S	1,460	VILLAGE	
18	LYMAN	S. LIMIT	S. OF 59TH ST	W	210	VILLAGE	
19	MIDDAUGH	S. LIMIT	59TH ST	ONE SIDE	300	VILLAGE	UNDEVELOPED (CURRENTLY GRAVED PATH)
20	GRAND	55TH ST	N. LIMIT	W	360	VILLAGE	UNDEVELOPED
21	SUMMIT	LANE PL.	MAIN	ONE SIDE	270	VILLAGE	
22	GEORGE	SPRINGSIDE	E. LIMIT	ONE SIDE	220	VILLAGE	
23	FAIRHAVEN	MAPLE	N. LIMIT	ONE SIDE	640	VILLAGE	PARTIAL NARROW ROW
24	CHASE	S. LIMIT	MAPLE	ONE SIDE	320	VILLAGE	VILLAGE BORDER WEST OF ROW
25	COLLEGE	W. LIMIT	KATRINE	ONE SIDE	320	VILLAGE	
26	KATRINE	S. OF COLLEGE	N. OF COLLEGE	ONE SIDE	350	VILLAGE	VILLAGE BORDER EAST OF ROW
27	WALNUT	5621 WALNUT	MAPLE	E	540	VILLAGE	ADJ. TO TOWNSHIP HOMES
28	CURTISS	2710 CURTISS	KATRINE	N	240	VILLAGE	ADJ. TO D.G.S.D.
29	HITCHCOCK	BELMONT	1967 HITCHCOCK	ONE SIDE	260	VILLAGE	
30	MAPLE	W. LIMIT	ROGERS	S	210	VILLAGE	
31	PROSPECT	FRANKLIN	4835 FRANKLIN	E	150	VILLAGE	CAN BE ADDED TO PROJ. NO. 15
32	SHERWOOD	CHICAGO	4520 SHERWOOD	W	970	VILLAGE	
33	CUMNOR	S. LIMIT	OGDEN	E	190	VILLAGE	PARKING LOT
34	WASHINGTON	4528 WASHINGTON	GRANT	W	420	VILLAGE	
35	WARREN	E. OF SEELEY	MONTGOMERY	S	305	VILLAGE	
36	CHICAGO	NORTHCOTT	DOWNERS	N	290	VILLAGE	
37	CHICAGO	DOWNERS	WALLBANK	S	215	VILLAGE	
38	SHERMAN	SARATOGA	E. LIMIT	N	150	VILLAGE	
39	LINSCOTT	S. LIMIT	OGDEN	W	130	VILLAGE	PARKING LOT
40	PERSHING	S. LIMIT	OGDEN	W	175	VILLAGE	
41	CROSS	OGDEN	WARRENVILLE	ONE SIDE	780	VILLAGE	
42	DOWNERS	HERBERT	3870 HERBERT	W	240	VILLAGE	
43	FOREST / HAVENS CT	4221 FOREST	MAIN	N/E	430	VILLAGE	
44	FOREST	HERBERT	S. OF 39TH ST	E	260	VILLAGE	
45	WASHINGTON	OGDEN	4244 WASHINGTON	W	160	VILLAGE	PARKING LOT
46	LINDLEY	41ST ST	N. LIMIT	ONE SIDE	650	VILLAGE	
47	SARATOGA	SHERMAN	S. OF OGDEN	E	250	VILLAGE	

NO.	STREET	FROM	TO	SIDE	LENGTH (FEET)	TO BE PERFORMED BY	COMMENTS
48	FRONTAGE	E. OF DOWNERS	1113 FRONTAGE	S	1,040	VILLAGE	
49	FAIRVIEW	OGDEN	4120 FAIRVIEW	E	190	VILLAGE	PARKING LOT
50	CUMNOR	OGDEN	N. LIMIT	W	160	VILLAGE	PARKING LOT
51	40TH ST	WILLIAMS	E. VILLAGE LIMIT	ONE SIDE	150	VILLAGE	

Subtotal - Length

17,745

Estimated Cost

Developer Responsibility

1	WALNUT GROVE CT	66TH ST	66TH ST	ONE SIDE	1,100	DEVELOPER	
2	66TH ST	E. OF BRIARGATE	W. OF SAINT JAMES	S	330	DEVELOPER	
3	DAVANE/65TH	E. OF BERRY WOOD	6572 DAVANE	S/W	440	DEVELOPER	UNDEVELOPED
4	LYNN GREMER	FAIRVIEW	FAIRVIEW	ONE SIDE	380	DEVELOPER	UNDEVELOPED
5	MIDDAUGH CT	6008 MIDDAUGH CT	6020 MIDDAUGH CT	W	105	DEVELOPER	UNDEVELOPED
6	MIDDAUGH / ARNOLD CT	N. OF 60TH PL	E. LIMIT	ONE SIDE	380	DEVELOPER	PROPERTY UNDER CONSTRUCTION
7	CARPENTER	5800 CARPENTER	S. OF BLENCHARD	W	350	DEVELOPER	LIMIT
8	MAPLEWOOD	5406 MAPLEWOOD	5412 MAPLEWOOD	W	105	DEVELOPER	UNDEVELOPED
9	BENDING OAKS	S. LIMIT	ELMORE	W	380	DEVELOPER	
10	DILLON CT	38TH ST	3761 DILLON	W	400	DEVELOPER/OWNER	

Subtotal - Length

3,970

Estimated Cost

County Responsibility

1	BELMONT	S. VILLAGE LIMIT	S. OF DURAND	W	110	COUNTY	470' TO CONNECT TO MAPLE (THRU TOWNSHIP)
2	BELMONT	INVERNESS	ELMORE	E	290	COUNTY	
3	MAPLE	CHASE	E. LIMIT	ONE SIDE	370	COUNTY	
4	FINLEY	N. OF OPUS PL	3150 FINLEY	W	230	COUNTY	ADJ. TO RET. POND
5	FAIRVIEW	3926 FAIRVIEW	39TH ST	W	330	COUNTY	
6	31ST ST	E. OF ROSEWOOD PL	E. VILLAGE LIMIT	S	1,330	COUNTY	UNDEVELOPED

Subtotal - Length

2,660

Estimated Cost

PARKING & TRAFFIC COMMISSION

Minutes of Public Hearing

February 14, 2007

Downers Grove Public Works Facility
5101 Walnut Avenue, Downers Grove

Chairman Johnson called the February 14, 2007 meeting of the Parking and Traffic Commission to order at 7:03 p.m. Roll call followed and a quorum was established.

ROLL CALL:

Present: Commissioners Carlquist (7:14 p.m.), Kren, Stapleton, Thurston, Wendt, Chairman Johnson

Absent: Commissioner Yeksigian

Staff Present: Mr. Dave Barber, Dir. of Public Works; Mr. Mike Millette, Asst. Dir. of Public Works; Mr. Louis Dominguez; Mr. Dorin Fera, Traffic Manager; Police Sgt. Harrison and Officer Sembach; Recording Secretary Megan Dugard

Visitors: Ms. Christine Fregeau, 1918 Elmore, Downers Grove

Chairman Johnson informed the commissioners that the meeting was being recorded on Village owned equipment to aid in the preparation of the meeting minutes.

APPROVAL OF DECEMBER 13, 2006 MINUTES

COMMISSIONER KREN MOVED TO APPROVE THE DECEMBER 13, 2006 MINUTES AS PRESENTED. COMMISSIONER WENDT SECONDED THE MOTION. MOTION PASSED BY VOICE VOTE OF 5-0.

PUBLIC COMMENTS - None

NEW BUSINESS

File #01-07 Sidewalk Program 2007 - Discussion regarding proposed sidewalk program, including funding and construction projects for 2007. **Mr. Barber** briefly discussed how the sidewalk matrix concept was changed in 2005 and accepted by council in May 2005. The quadrant funds were eliminated 2005 and funds collected from the fee-in-lieu requirement for new development are deposited into a Capital Improvement Fund. In addition, all of the projects established in the first five years as approved with each Sidewalk Matrix Update will remain in the same order. Two summer interns were hired to update the GIS system as it relates to the sidewalk layer. **Mr. Barber** summarized how the GIS sidewalk layer was inventoried, noting that the layer included lines representing the length and width of the sidewalk, "keystone" corners identified overlapping/intersecting corners of sidewalks, and line and handicap ramp delineations were identified. (See Exhibit 1, Sample of GIS Map.) **Mr. Barber** explained how information could be culled from the database layer rather than having staff obtain the information in the field. Information, such as how much square feet the village had in sidewalks, defect rates, and the budget costs to repair those defects could be extracted. The last part of the sidewalk layer would include inputting a permitting system and keeping the database current. An inventory of the village's current sidewalk system and projects in the matrix was detailed on Exhibit 2.

As to the budget, **Mr. Barber** explained that in addition to the \$360,000 received each year for new sidewalk construction, the \$75,000 from the fee-in-lieu-of from developers was now added to the \$360,000. Village Council also directed that the \$360,000 be escalated each year for inflation and due to the surplus in the General Fund, an additional \$200,000 was added to the Village's Sidewalk Program for 2007. This year, the budget for new sidewalk construction is \$610,000.

Mr. Barber reviewed how unit prices were used for estimates. On the old matrix, unit prices were between \$35 and \$45 per foot. For the last few years, bids were coming in for less than that or \$30.00 per foot which included \$28 for the construction and \$2 for surveying and materials testing. Therefore, the unit was adjusted to reflect an average of \$33.00 per foot to cover costs for the next five years.

Additionally, **Mr. Barber** explained that last year the Village Council adjusted the matrix and added two pieces of sidewalk on Carpenter and Brookbank near the Nelson Meadows subdivision. Staff also recommended modifications be made to Project 17 (Clyde/Washington/60th) and Project 10 (Inverness from Ashbrook to Belmont).

Mr. Barber reviewed the 2007 Sidewalk Matrix pointing out those projects on the chart that were planned for 2007 through 2011 as long as the budget continued to hold as it is currently proposed. Sidewalks that were removed from the matrix were noted, as well as sidewalks on State and County routes.

Discussion followed on how the unique projects were still separated out in the matrix with **Mr. Barber** explaining that if other construction (specifically street work) took place on those specific streets, the projects would be returned the sidewalk system. Regarding Ogden Avenue, **Mr. Barber** discussed that the several small parcels will have to be obtained before construction could begin. He hoped that land acquisition was to be completed by the end of this year. County sidewalk projects were also pointed out.

Mr. Carlquist inquired whether the proposed \$33.00 per foot figure should be increased for each consecutive year, wherein **Mr. Barber** stated the figure would be reviewed annually as indicated in his memo. However, the \$33 figure represents an average over the five years and should be good for some time. Discussion followed on the combination of projects for the 63rd Street project and how money would be obtained from other sources in addition to the sidewalk fund.

Mr. Barber further reported that design standards for sidewalks would also be brought to the Village Council for discussion. Currently, sidewalks were installed adjacent to or one foot away from the right-of-way line (property line). Details followed on how staff used its design standards for sidewalks. **Mr. Barber** stated he was seeking this Committee's concurrence for the design standards before forwarding them to the Village Council.

Mr. Barber conveyed that a major complaint among residents when a sidewalk was being installed was that they were losing parking.

In reviewing Exhibit 5, **Mr. Barber** said the map identified missing sidewalk sections, or approximately 51 sections of sidewalk that he believed was the village's responsibility, at a \$585,500 cost. In addition there were other sections that would be completed by developers over time, while some sections were on State, County, or Township streets. **Mr. Barber** suggested that three missing sidewalk sections be addressed this year and included in the New

Sidewalk Program: Dunham Rd./near O'Brien Park; Curtiss Street next to the Sanitary District; and Hillcrest at 61st Street.

A review of staff's recommendations followed. **Mr. Barber** offered to answer questions.

Brief discussions followed on how the quadrant program was removed two years ago; the installation of the handicap ramps using clay/fiberglass tile inserts; a correction on a subgrade figure on Exhibit 4; and installing narrower sidewalks if requested.

Resident, Ms. Christine Fregeau, 1918 Elmore Avenue, recognized the significant progress made by staff and all departments. She believed having a stable matrix was beneficial to all involved but at the same time recognized that projects will come in and impact the matrix. She supported that developers work with the village on its matrix so as not to create sidewalk gaps. However, **Ms. Fregeau** expressed concern that the Village might be underestimating its cost when sidewalks were rolled in with other projects. **Mr. Barber** explained that in the past when projects were reviewed, some of the projects fell under the cost figure while others were over the figure, but the \$30.00 per linear foot was the average of all of the projects over the two years. He was comfortable with the figure. **Ms. Fregeau** was more supportive of the developers paying the costs for the installation of the sidewalks versus coming out of the Village's budget.

Mr. Barber explained that the developers, especially on Ogden Avenue, are installing the sidewalks and the Village is able to reduce the scope of work for the project along Ogden Avenue as a result of this effort.

As to the missing sidewalk projects. **Ms. Fregeau** inquired whether those projects were prioritized, wherein **Mr. Barber** explained that currently they were on a list but the projects would be confirmed as the summer interns got on board. He reminded her that some of the missing segments were based on old maps (4 to 6 years old) and needed verification. However, he did receive some newer photographs to work from and verification would take place in the office as well as in the field. In addition, **Mr. Barber** explained that if the costs of the projects turned out to be developer costs, the figures would be revised accordingly. Furthermore, he explained that if the segments were on the list and if another project came on board, the specific missing sidewalk segment would be included in the overall project.

Ms. Fregeau asked **Mr. Barber's** estimate of the 17,000 sq. feet of sidewalk on the missing sidewalk list impacting the five-year matrix forecast, wherein **Mr. Barber** explained that the Village's responsibility was estimated at \$585,000 for the missing sections of walk and if the Village could complete the projects on the Sidewalk Matrix at its current rate, those projects could add another year and a half to two years to the overall program. However, he reminded her that some of the sidewalk projects could get included into resurfacing projects or water line projects and therefore, some of the costs for a sidewalk project could disappear.

Ms. Fregeau suggested that when the Village does its contingencies list to address it with Village Council as the projects come forward. In the past, **Mr. Barber** explained that a specific contractor has taken on additional completion of sidewalk segments rather than the Village returning to go out for bids. **Ms. Fregeau** expressed her concern about moving down the list and the projects becoming more complex and costing more. **Mr. Barber** explained the latter projects were mainly cul-de-sacs.

As to having a plan for developers and the village working cooperatively with them to connect sidewalks, **Mr. Barber** explained that the developers install their own sidewalks within the

development. If one house stands out however, **Mr. Barber** explained the developers will probably not connect it.

Ms. Fregeau explained why she was adamant with Village Council about how the sidewalk funds were being used. However, she appreciated and commended staff's creative engineering to get some of the projects done which made sense for the Village.

Mr. Kren inquired as to when the gasoline tax for the Fairview Avenue sidewalks would end, to which **Mr. Barber** stated the gasoline tax for Fairview Avenue obligation ran out within the next three to five years. The extra money, if any, went into the Capital Improvements Fund for capital projects. **Mr. Kren** further pointed out some of the safety issues on Ogden Avenue next to the Lexus dealership where people had to walk on the street to get around cars to get to the next sidewalk. He recalled a letter was sent to the dealership about the matter.

In response, **Mr. Barber** explained that several of the properties did own property right up to the curb, which was why there were no sidewalks. He could not confirm which owners owned what, but explained that some properties in the past were actually owned to the center line of the street.

Ms. Christine Fregeau asked if the new matrix could be made available on the village's web site prior to the meetings, wherein **Mr. Barber** stated the web site was currently in transition and being updated. However, when the item is presented to Village Council the Matrix will be included with the packet and after approved it will be posted on-line.

COMMISSIONER KREN MADE A MOTION THAT THE PARKING AND TRAFFIC COMMISSION RECOMMEND TO THE VILLAGE COUNCIL THE FOLLOWING FIVE STAFF RECOMMENDATIONS:

1. RECOMMEND APPROVAL OF THE PROPOSED 2007 SIDEWALK MATRIX;
2. RECOMMEND THE PROJECTS IDENTIFIED AS PART OF THE 2007 WORK PROGRAM, AS NOTED ON THE PROPOSED SIDEWALK MATRIX;
3. RECOMMEND THE THREE ADDITIONAL PROJECTS FROM THE MISSING SIDEWALK SECTIONS LIST, IDENTIFIED ABOVE AS ALTERNATES ON THE 2007 BID PACKAGE;
4. RECOMMEND SUPPORT FOR THE DESIGN STANDARD TO KEEP NEW SIDEWALKS AS FAR AWAY FROM THE PAVED STREET AS POSSIBLE BY INSTALLING THE BACK OF THE NEW SIDEWALK AT ONE-FOOT FROM THE PROPERTY LINE (RIGHT-OF-WAY LINE) WHENEVER POSSIBLE;
5. RECOMMEND THE INCLUSION OF THE MISSING SIDEWALK LIST AS A SUPPLEMENT TO THE SIDEWALK MATRIX, TO BE USED FOR FUTURE CONSIDERATION AS SIDEWALKS ARE BUILT. THE PROJECTS ON THIS LIST WOULD BE CONSIDERED IF OTHER WORK IS BEING PERFORMED NEAR THESE AREAS BUT, IN GENERAL, WOULD BE INCLUDED FOR CONSTRUCTION AFTER THE COMPLETION OF THE PROJECTS CURRENTLY IDENTIFIED ON THE VILLAGE'S SIDEWALK MATRIX.

SECONDED BY COMMISSIONER STAPLETON. ROLL CALL:

AYE: MR. KREN, MR. STAPLETON, MR. CARLQUIST, MR. THURSTON, MR. WENDT, CHAIRMAN JOHNSON

NAY: NONE

MOTION PASSED. VOTE: 6-0

Mr. Barber stated this matter may be tentatively on the February 27th Village Council Workshop agenda. If not, it will be placed on the March 13th workshop agenda.

OLD BUSINESS

Chairman Johnson reviewed the future agenda items with concern about the Prairie Avenue (Washington to Elm) parking restrictions and how they relate to the rest of the parking restrictions along Prairie Avenue. He recalled previous discussion about standardizing the parking on one side of Prairie and re-centering the street. **Mr. Barber** indicated that currently the section did not have any parking restrictions and commuters were parking in the spaces.

Regarding the Roslyn Road matter, **Mr. Fera** stated there were speeding issues and the residents did meet to discuss the matter. Staff will have a report on that. Current traffic data was available.

As to using the GIS tools, **Mr. Barber** explained that more information will be available for neighborhood meetings which will benefit the residents.

Updates followed on the 71st Street improvements, the accuracy of the ADT counts, the Village Manager possibly attending the next P&T meeting to discuss the Village's Strategic Plan. **Mr. Barber** noted that the revisions to Lot W and parking on Sherman (Prince to Saratoga) will most likely go directly to Village Council and will not be coming back to P&T.

COMMUNICATIONS - None noted

ADJOURN

COMMISSIONER CARLQUIST MOVED TO ADJOURN THE MEETING. COMMISSIONER KREN SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.

The meeting was adjourned at 8:03 p.m.

Respectfully submitted,
(as transcribed by tape)

/s/ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary