

**VILLAGE BOARD
COMMITTEE OF THE WHOLE MEETING**

**DECEMBER 17, 2012 – 7:30 P.M.
LEMONT POLICE DEPARTMENT
14600 127TH ST.
LEMONT, IL 60439**

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. UNFINISHED BUSINESS**
- IV. DISCUSSION ITEMS**
 - A. REZONING OF SE CORNER, 131ST AND PARKER RD. (PARADISE PARK)
(PLANNING & ED)(STAPLETON)(BROWN/JONES)**
 - B. UDO AMENDMENTS – PARKING
(PLANNING & ED)(STAPLETON)(BROWN/JONES)**
 - C. EUREKA STREET PARKING
(PUBLIC WORKS)(BLATZER)(PUKULA)**
 - D. DRAFT FIVE YEAR CAPITAL PLAN
(ADMIN./FINANCE)(REAVES/SNIEGOWSKI)(WEHMEIER/SCHAFFER/FRIEDLEY)**
- V. NEW BUSINESS**
- VI. AUDIENCE PARTICIPATION**
- VII. ADJOURN**



Village of Lemont
Planning & Economic Development Department

418 Main Street · Lemont, Illinois 60439
phone 630-257-1595 · fax 630-257-1598

TO: Committee of the Whole #131-12

FROM: James A. Brown, Planning & Economic Development Director

THRU

SUBJECT: Case 12-21 Rezoning of SE Corner, 131st St and Parker Rd (Paradise Park)

DATE: 11 December 2012

BACKGROUND

For the November Committee of the Whole I forwarded a staff report that provided a summary of a public hearing conducted by the Planning & Zoning Commission on the rezoning of the southeast corner of 131st and Parker to R-4. In 2008 the Village Board approved a PUD Plan/Plat, annexation and rezoning for this corner to R-5 with special use for an assisted living facility. (Property details are attached.)

While representatives of Paradise Park neither attended the public hearing nor provided written comment to the Planning & Zoning Commission on the matter, Jim Boris of Paradise Park did forward a letter requesting the Village cease with its proceedings to rezone the property. This letter arrived prior to the November COW and I read the letter at the COW meeting. I have subsequently talked to Jim Boris concerning Paradise Park's intentions for the property. Mr. Boris informed me that it is his desire and intention for Paradise Park to retain the property and ultimately develop it as an assisted living facility. He concurred with my assessment that the 2008 annexation agreement probably protects the Village against undesirable development of the property, i.e. that any development other than an assisted living facility would require a discretionary review and approval by the Village Board. Despite attempts to market the property, they have received little interest in it, he said.

DISCUSSION

As briefly discussed at the last COW, the aggressive pursuit of rezoning the property may be unnecessary or possibly undesirable. This agenda item memorandum is intended to provide updated information for a COW discussion of alternative courses of action. I have attached Mr. Boris's letter of 19 November that I read at the last COW.

ATTACHEMENTS

a/s

PROPERTY INFORMATION

Original Case No. 28.01
Project Name Paradise Park Assisted Living / Memory Care Facility

General Information

Special use for assisted living	To construct an assisted living / memory care facility with 80 units in 5 bldgs and 18 units in 9 duplex bldgs. Garage and community center bldgs also included.
Site Location	SE corner of Parker Rd and 131 st St, PIN 22-35-300-002-0000
Existing Zoning	Lemont R-5/Special Use for Assisted Living Facility
Size	10.4 acres
Existing Land Use	Agricultural
Surrounding Land Use/Zoning	North: Single-family residential zoned Cook Co R-3 South: Single-family residential zoned Cook Co R-3 East: Single-family residential zoned Cook Co R-3 West: Vacant zoned Lemont PUD R-4 (Glen Oaks)
Comprehensive Plan 2002	Low density residential (0-2 DU/Ac); rural character
Zoning History	Current Village approvals granted in 2008. See below.
Approved Dwelling Units	96 total: 16 in duplexes; 80 in assisted living / memory care
Density	9.23 units / acre

Special Information

Physical Characteristics	Gentle slope on site from southeast to northwest corner; two agricultural fields divided by north-south line of trees running down eastern third of the site.
Other	Site is directly across from Glen Oaks Estates PUD R-4 approved Aug '07 for 250 single-family homes on 132 acres.

FAX

To: JAMES BROWN

FAX # 630-257-1598

James Boris

From: James Boris [jfb@megapathdsl.net]
 Sent: Monday, November 19, 2012 2:19 PM
 To: 'jabrown@lemont.il.us'
 Cc: 'Elizabeth Aristeguieta'
 Subject: Paradise Park Assisted Living @ 131st Stree & Parker Road in Lemont, IL
 Attachments: Scan0328.pdf

Hi Jim;

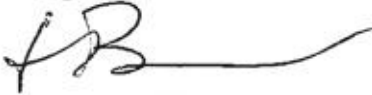
Please see attached our letter regarding the zoning for our site in Lemont.

Since both I and Elizabeth are traveling for the Holiday, kindly present this letter on our behalf to the Board and Public at this evenings meeting.

Please call if you have any questions.

Thank you very much!

Best regards,



James F. Boris, CEO
PARADISE PARK ASSISTED LIVING - LEMONT, LLC
 16 Lilac Avenue
 Fox Lake, IL 60020

www.paradiseparkalf.com
 Email: JFB@MEGAPATHDSL.NET
 847-973-8295 Fax
 630-399-3224



PARADISE PARK

ASSISTED LIVING & MEMORY CARE

"Welcome Home"

November 19, 2012

Mr. James Brown
Planning & Economic Development Director
Village of Lemont
418 Main Street
Lemont, Illinois 60439

RE: Paradise Park Assisted Living
131st and Parker Road
Lemont, Illinois

Dear Mr. Brown;

We write to advise you that we take strong exception to the Village's decision to attempt to re-zone our property located at 131st Street and Parker Road in the Village of Lemont.

We expended a great deal of time, effort and money to receive the approval for zoning the property to R-5 to accommodate our planned assisted living and independent living project and our desire to build this project remains unchanged.

As we have advised you, the economic downturn has prevented us from moving forward on this property as we had intended, and has required that we wait until the economy is on a steady upturn and banks commence lending on this type of property again.

PARADISE PARK ASSISTED LIVING - LEMONT, LLC

16 Lilac Avenue * Fox Lake, IL 60020

www.paradiseparkalf.com

Email: jfb@megapathdsl.net

630-399-3224


The Village's decision to arbitrarily re-zone the property without a valid cause is unacceptable and we will pursue financial remuneration for our development costs expended to date for our re-zoning efforts from the Village should the Village continue to pursue this route.

Accordingly, we respectfully request that the Village cease and desist to re-zone referenced property immediately.

Thank you,

Paradise Park Assisted Living - Lemont, LLC

By: *JFB Enterprises, Inc., Manager*

By: 

James F. Boris, President

cc: Elizabeth Aristeguieta



Village of Lemont
Planning & Economic Development Department

418 Main Street · Lemont, Illinois 60439
phone 630-257-1595 · fax 630-257-1598

TO: Committee of the Whole #132-12

FROM: Charity Jones, Village Planner;
James A. Brown, Planning & Economic Development Director

SUBJECT: Case 12-20 UDO Amendments

DATE: December 12, 2012

BACKGROUND

The PZC discussed potential amendments to the UDO at its November meeting. The proposed amendments to two separate issues: the overnight parking of semi trailers on commercial properties and the parking or storage of construction equipment and other similar vehicles on residential properties. The following is a summary of each issue, the proposed UDO text amendments to address each, and the PZC's input.

TRUCK & SEMI-TRAILER PARKING

This UDO amendment has been prepared at the request of Trustee Chialdikas, who has expressed concerns about semi-trailers parking overnight in the parking lots of some of the local shopping centers. While the UDO regulates semi-trailer parking as a principal use (i.e. a container storage yard), or as a part of a freight/logistics operation (i.e. a freight transportation terminal), it does not regulate the parking of semi-trailers on a site with a completely unrelated principal use, such as a shopping center.

The UDO also regulates outdoor storage, which—by definition—includes vehicles:

OUTDOOR STORAGE The keeping of personal or business property, motor vehicles, or items for sale in a required open parking space or any other areas outside of a building for a period exceeding 72 consecutive hours.

The 72-hour threshold, however, would not cover overnight parking of vehicles. To adequately address and regulate the concerns over semi-trailer parking, several definitions need to be added to the UDO. The Planning & Economic Development Department's proposed definitions are:

BUS A motorized vehicle designed and constructed to be operated by a driver and carry more than nine passengers.

TRAILER A trailer is:

1. A vehicle so designed and constructed as to not move under its own power, but rather to be pulled by a powered vehicle such as an automobile, bus, tractor or truck. This definition of "trailer" also includes "semi-trailer." A "semi-trailer" is a type of trailer without a front axle and/or where a portion of the weight of the trailer is supported by a dolly, landing gear apparatus, tail of another trailer, or by the fifth wheel or other portion of a tractor; or
2. Any vehicle or portable structure constructed so as to permit occupancy thereof for lodging or dwelling purposes or for the use as an accessory building or structure in the conduct of business, trade, or occupation, ~~and which may be used as a conveyance on streets and highways, by its own or other motive power.~~

TRACTOR A motorized vehicle designed and constructed to pull trailers, semi-trailers, farm equipment or construction equipment.

TRUCK A motorized vehicle designed and constructed with the primary purpose of transporting cargo. Trucks can vary in size, power and configuration, with many configurations designed for specific purposes. Some examples of trucks with various configurations are: box trucks, pick-up trucks, cement trucks, and fire trucks. "Truck" also means the combination of a tractor pulling a trailer or semi-trailer ("semi-truck").

VAN A motorized vehicle with rear sliding doors or panels and used to transport cargo or passengers. [left for discussion purposes]

These definitions should address not only semi-trailer or tractor-trailer parking, but other similar situations that may arise, e.g. overnight parking of a bus on the shopping center parking lot. There are thus two options: draft and approve and ordinance narrowly tailored to the concern over trucks and trailers; or draft and approve expanded provisions that covers the parking of other vehicles. The expanded version is presented below, and the PZC may deem it appropriate to remove definitions or portions of the draft provisions. Regardless of choice on narrow or expanded provisions, they would be contained in a new section within Chapter 17.10, Off-Street Parking and Loading:

17.10.100 OFF-STREET PARKING OF BUSES, TRAILERS, TRUCKS

- A. The vehicles listed in this paragraph A shall not be permitted to park or be stored on any lot in a nonresidential zoning district, except when located in a garage or other fully enclosed structure that substantially conceals them from view, for more than four consecutive hours:
 1. Trailer
 2. Tractor
 3. Truck

4. Bus
 5. Construction equipment [see discussion and definition below]
 6. Any class of commercial motor vehicle where, in order to be lawfully operated, the operator must possess a valid commercial driver's license. [Another option would be to use gross vehicle weight as the threshold. Generally, vehicles over 14,000 lbs GVW are considered medium- or heavy-trucks. This threshold would exclude pick-ups and other light trucks such as utility trucks used by contractors.]
- B. It shall be unlawful for a property owner to allow the parking on his/her lot for more than four consecutive hours any of the vehicles listed in paragraph A of this section.
- C. The parking of vehicles listed in paragraph A of this section shall be allowed:
1. When the property owner or the tenant of a shopping center consents to the parking of said vehicles in areas clearly designated, marked and used as off-street loading zones on lots that contain an active principal use; or
 2. When the subject lot is within an M district which contains an active principal use; or
 3. When the subject vehicle is engaged in work related to an active building construction or site development project occurring on the lot; or
 4. When the subject vehicles are school buses and they are parked on lots owned or leased by a school district; or
 5. When the primary or accessory use of the lot or a business on the lot is truck, trailer, or construction equipment rental or sales and service.

PZC Comments. The PZC was concerned about being overly restrictive with regard to commercial vehicle parking. For example, the PZC did not want to prohibit the keeping of commercial vehicles on-site for retail businesses that make service calls or deliveries. To address this issue, the PZC suggested that the draft language be amended to exempt trucks with B-truck license plates (8,000 lbs or less) and trailers with TA-trailer license plates (3,000 lbs or less) from all of the requirements contained in that section. This suggested revision would allow the parking of pickup trucks and small trailers, but would not allow box trucks or other larger vehicles that may be used by some retail businesses.

CONSTRUCTION EQUIPMENT PARKING

The Village Code Enforcement Officer requested this amendment to the UDO. He reported that he has received neighbor complaints of residents parking skid loaders, back hoes, and similar kinds of equipment in residential driveways and yards. Currently, there is nothing in the Municipal Code or Unified Development Ordinance that prohibits the parking of such equipment/vehicles. UDO §17.10.20.D.4 currently prohibits the parking of commercial vehicles, boats, recreational vehicles, etc. in residential areas, unless stored in a garage or similar structure. Staff proposes to define a category of

equipment that includes skid loaders, backhoes etc. and add that category of equipment to the list of restricted vehicles in UDO §17.10.20.D.4, as shown below.

- **Chapter 17.02.** Add the following definition:

CONSTRUCITON EQUIPMENT A self-propelled motorized vehicle not designed or used primarily for the transportation of persons or property and only incidentally operated or moved over a roadway, and designed and manufactured for the roadway construction, building construction, forestry and landscaping industries. "Construction equipment" includes but is not limited to: skid loaders, bucket loaders, ditchers, excavators, forklifts, backhoes, dozers, and commercial lawn care equipment. The term does not include equipment designed for personal residential use such as riding lawn mowers, snow blowers, etc.

- **Chapter 17.10.20.D.4** Amend as follows (words underlined are additions and words ~~stricken~~ are deletions):

Trucks and other commercial vehicles with "C" through "Z" license plates, trailers, recreational vehicles, construction equipment, tractors and boats shall not be permitted to park or be stored in any residential district except when located in a garage or other fully enclosed structure that substantially conceals them from view. Temporary parking on driveways in residential lots is permitted for a maximum of eight consecutive hours or 12 hours within a 24-hour period. A limit of one commercial vehicle with a "B" license plate is permitted to be parked on a residential lot.

PZC Comments. The PZC had no suggested changes to the proposed amendment.

ATTACHMENTS

1. Excerpt from November PZC Draft Minutes

Mr. Mullen stated Paradise Park annexed into Lemont because they knew that the neighbors around that piece of property stood together. He said when Ms. Murphy came to the County of Cook with townhomes that were 20 feet apart they had about 400 to 600 petitions signed for the Commissioners. He stated the Zoning Board gave it thumbs up because the lawyer they had did a great job and brought all of their experts. Mr. Mullen said they did not have experts but they did show that the Fire Department and schools were against it. They were against it because of the additional homes, access to the property, and all of the negatives that goes along with over populating a piece of property. He stated the best use of a piece of property is not to make more money, but to make a better community. Mr. Mullen stated ultimately the Cook County Commissioners voted unanimously against the Zoning Board. He said Ms. Murphy sat on the property until they sold it to someone else. He asked if there is anything they could do to ask the Village to consider R-3.

Mr. Brown stated they could ask and advised them to come to the Committee of the Whole.

→ **B. Case 12-20 – UDO Amendments.** A public hearing for text amendments to the Unified Development Ordinance to regulate the parking of trucks, certain kinds of mobile equipment, and/or construction equipment on private property .

Commissioner Murphy called for a motion to open the public hearing.

Commissioner Kwasneski made a motion, seconded by Commissioner Sanderson to open the public hearing for Case #12-20. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Mrs. Jones said there are two separate issues for UDO amendments this month. The first is the issue of overnight parking of semis and semi-trailers on commercial properties in the Village. She stated the other is parking or storage of construction equipment in residential areas. She said the first issue is a request from Trustee Chialdikas, who has expressed some concerns about semi-trailers parking overnight in parking lots of some of the shopping centers. Mrs. Jones stated they do regulate outdoor storage, which includes vehicles, but that does not come into effect until it has exceeded 72 hours.

Commissioner Messer asked if they were talking about a trailer that is connected to a tractor trailer or someone who drops a trailer off and leaves.

Mrs. Jones stated either or both. She said she wants to clarify that it is not related to what they call container storage yards, which is where a business has lots of trailers parked, or freight transportation terminals. She stated this is a piece of property that has some other use and a semi-trailer, tractor or both is parked on the property overnight.

Commissioner Sanderson asked what if it is parked behind the building in the loading dock.

Mrs. Jones said they will get into that. She stated staff had to add a couple of definitions and one is for trailer itself because there was no definition. She said they also added definitions for tractor, truck and van. Mrs. Jones stated what they are proposing are that any of the following vehicles that are listed can't be parked or stored on a lot unless they are enclosed for more than four hours. This would include trailers, tractors, trucks, buses, construction equipment, and any class of commercial motor vehicle. She said alternatively they can have a weight threshold on a vehicle to capture the similar kinds of vehicles.

Mrs. Jones said they do not want to write tickets for trucks that are waiting to unload at like Target or Jewel. She stated they are trying to prevent trucks from parking in the parking lots overnight or for long periods of time. She said this would make it unlawful for the property owner to allow such parking. Mrs. Jones stated there are some circumstances where this would be allowed. The first being when the property owner or the tenant of a shopping center consents to the parking of said vehicles in areas clearly designated and used as off-street loading zones on lots that contain an active principal use.

Commissioner Spinelli asked if there was any consideration for a personal use trailer which has a license plate TA that is 3,000 pounds or less. He said their definition is stating anything that is pulled by an automobile with no regard to weight capacity of the trailer.

Mrs. Jones stated in residential areas they do not allow trailers to be parked or stored in the open. She said this would be consistent with the residential restrictions. It would be the same everywhere.

Commissioner Spinelli stated he is thinking about people with these lower weight trailers that have larger lots and it is in their backyard.

Mrs. Jones stated they are already not allowed to have those and if they do then they have to be enclosed.

Commissioner Messer asked who enforces that.

Mrs. Jones stated with the construction equipment on residential properties it is code enforcement. She stated with parking of semi-trailers there are two parts. There is a code enforcement component and a ticketing component through the Police Department. Mrs. Jones said even though they restrict the parking of trailers in residential areas this definition broadens what they consider a trailer. She stated there were things that you could have previously parked in residential areas that are now not allowed.

Mr. Brown stated there was a discussion of this during a meeting of the Committee of the Whole last month. He said it has been a process that staff has not driven. He stated at the meeting he felt it was never articulated why they are doing this. He said when they sat down to draft it; he had drafted it in the broadest possible terms. It is easier to strike something out or put something limiting in then work the other way. Mr. Brown stated when he goes back to the Committee of the Whole he can ask the one Trustee what is the real issue with the parking of trailers. He said then they can determine what the thresholds are necessary to accomplish whatever that purpose is. He stated it might be they attach a weight threshold for a trailer. Mr. Brown stated if the Board wanted to make a recommendation to limit it they can do so.

Commissioner Spinelli stated his concern with such a broad definition of a trailer is a personal use trailer on residential property that is stored behind their house or shed that is out of view of the street, but not in an enclosure, can be in violation. He stated he feels that this is not where it was truly intended to go. He said he does not know the discussions that were made upfront. Commissioner Spinelli stated he has seen one of these personal use trailers that was used with a billboard on a commercial site in Lemont and left there. He said he does not agree with that and it does need to be ticketed. He stated he does not agree with such a broad definition and restricting every type of trailer without a weight limit. Commissioner Spinelli said on the Secretary of State's website and the lightest license trailer is a 3,000 pound carrying weight trailer which is a license plate TA. He stated these trailers can be stored properly by being lifted up on the side of a shed which should not be obtrusive to a neighbor. He said the way it is written every single trailer would have to be fully enclosed. He stated he feels there should be some kind of provision in there for these TA trailers.

Mr. Brown stated if it was a small trailer that was going to be pulled by a riding lawn mower; it would not fall under the definition. He said we have all types of neighbors that use the zoning code to upset their neighbors, in most instances staff uses common sense. Mr. Brown stated the definition is clear that it has to be something substantial. He said if they wanted to add a weight limit or weight threshold for the definition of trailer that would be fine.

Mrs. Jones stated she wanted to check with the code enforcement officer.

Discussion continued on whether to add a weight limit or threshold to the definition of trailer.

Mrs. Jones stated to get back to the commercial side of things; the exemptions would be if it is parked in a space that is marked as loading zone. Another would be if the subject lot is within an M district which contains an active principal use. The subject vehicle is engaged in work related to a building construction or site development project. The subject vehicles are school buses and they are parked on lots owned or leased by a school district. Lastly, the primary or accessory use of the lot or a business on the lot is truck, trailer, or construction equipment rental or sales and service. Mrs.

Jones stated the way it is written currently it does not provide exemption if those vehicles are owned by the tenant or owner of the property. She said for example if Ace Hardware opens up and they have Ace trucks this would not exempt them.

Commissioner Spinelli asked if they would have to apply for a special use.

Mrs. Jones stated it would have to be a variation.

Commissioner Murphy stated that could hurt business development.

Mrs. Jones stated this might be where they might want to further define trucks and what kinds of trucks.

Mr. Brown said his opinion is that this is going to just cause more problems. He stated they are chasing after something that is not a big issue. He said he wants to wait to hear what the clear government concern is for this. Once he knows then they can maybe approach this entirely in a different way.

Commissioner Messer stated if he was a business owner in one of the shopping centers and if someone parked a semi-trailer there for half a day he would be upset.

Commissioner Spinelli stated on the other hand if you owned an Ace Hardware you now cannot park your truck by your business. He asked what if you run deliveries like Sure Fire Auto Parts.

Mrs. Jones asked if they all agreed that it was a bad idea to not allow these businesses to have their trucks.

Mr. Brown stated this is an issue between a tenant and a landlord. He said if you are a tenant in a shopping center and someone is parking a truck there then they should complain to their landlord. He stated then the landlord should do whatever it takes to get them out of there. Mr. Brown said they should just say that trucks need to be parked in the loading zone.

Mrs. Jones stated they could just limit the parking restriction to semis.

Commissioner Murphy stated they would be inviting trouble if they do not put a stop to semis parking in lots overnight. She said if she is reading the problem correctly, they have just expanded upon it. Commissioner Murphy stated as far as the loading zone, if they have more than one truck they all might not fit in a loading zone and they would need a couple of spaces.

Commissioner Spinelli stated his opinion is exempt TA license plate trailers and trucks with B license plates.

Commissioner Murphy stated they should just restrict it to semi-trailers and tractors that are not related to any of the businesses in the shopping center. She said forget everything else until they can think it through further, then they can add that piece back in.

Discussion continued on which option to recommend.

Mrs. Jones stated they would move on to the construction equipment parking. She said this issue is stemming from the code enforcement officer. He has had situations where people have had neighbor complaints and he has nothing in the code to write tickets against. She stated what is happening is people who are involved in building trades or landscape companies are storing their business equipment and/or vehicles on their personal property. Mrs. Jones said they are adding a definition for construction equipment and then read the definition that was provided in the staff report. She stated it is aimed at people who have this equipment because it is part of their business and not for their personal use, but they are storing it on their personal property. Mrs. Jones said this will add to the current list of vehicles that are not permitted to be parked or stored in any residential district except when located in a garage or other fully enclosed structure. She stated that it would add construction equipment and tractors which would make it consistent with the other changes that were previously discussed. She said if they change the definition to trailer they would have to make an amendment.

Commissioner Spinelli asked if there was ever an issue where there are two people in a household that work construction and they both have trucks with B plates. He said he has seen this happen and they were not able to park in the garage due to the height of the truck.

Mrs. Jones stated that she is not sure if it has been an issue or not.

Trustee Stapleton stated that overnight parking is allowed on the street in the Village.

Mrs. Jones stated that would conclude staff's report.

Commissioner Spinelli made a motion, seconded by Commissioner Kwasneski to close the public hearing for Case #12-20. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Commissioner Spinelli made a motion, seconded by Commissioner Kwasneski to recommend approval of Case #12-20 to the Mayor and Board of Trustees of text amendments to the Unified Development Ordinance to regulate the parking of trucks, certain kinds of mobile equipment, and/or construction equipment on private property with the following provisions to 17.10.100:

1. To exempt trucks with B-truck license plates and trailers with TA-trailer license plates from all of the requirements contained in that section.

A roll call vote was taken:
Ayes: Kwasneski, Spinelli, Sanderson, Messer, Murphy
Nays: None
Motion passed

Commissioner Sanderson made a motion, seconded by Commissioner Spinelli to authorize the Chairman to approve the Findings of Fact as prepared by staff. A voice vote was taken:

Ayes: All
Nays: None
Motion passed

IV. GENERAL DISCUSSION

Mrs. Jones stated she talked to Chairman Schubert and he hopes to be back next month.

Mrs. Jones stated next month they would be meeting at their regular time if there is anything on the agenda.

V. ADJOURNMENT

Commissioner Spinelli made a motion, seconded by Commissioner Sanderson to adjourn the meeting. A voice vote was taken.

Ayes: All
Nays: None
Motion passed

Minutes prepared by Peggy Halper

**Village Board
Agenda Memorandum**

Item #

to: Mayor & Village Board
from: Ralph Pukula, Public Works Director

Subject: Eureka St. parking
date: December 10th 2012

Background

Mr. Ken Nagel of 2west Eureka St. contacted Commander Tully regarding a parking – safety issue on Eureka. As traffic continues off State St. westbound onto Eureka there is a width issue when vehicles are parked on both the North and South sides of Eureka. Mr. Nagel’s concern was that a vehicle turning off of State onto Eureka would get rear ended if it had to stop quickly because another car was coming Eastbound.

I have made multiple visits to the site finding that Mr. Nagel’s observation to be accurate. I contacted Sergeant Thompson to meet me at the location and she confirmed that it was a safety issue when both sides of Eureka are occupied by parked cars. I also spoke with Mrs. Cobbet who lives at 733 Singer Av. She told me that it is very difficult to back out of her driveway onto Eureka when there is both sides of the street occupied by parked cars, and that cars usually have to stop on State St. before they turn onto Eureka because of lack of width.

Recommendation

Post the North side of Eureka St. “No Parking Anytime” from State St. West to Singer Av.

Village Board Agenda Memorandum

Item #

to: Mayor & Village Board

from: Ben Wehmeier, Village Administrator
George Schafer, Assistant Village Administrator

Subject: Draft 5 year Capital Plan

date: Nov 20, 2012

BACKGROUND/HISTORY

The Village Staff has been working over the course of the last few months to begin the process of the Capital Budget. Historically, the Village has not had a true five year capital budget that had been incorporated into the Village approved annual budget process. There had been a prioritization of projects and capital expenses but it was more so done on a year to year basis, based on the availability of funds. However, as part of the internal operational changes, this is beginning to focus on longer term projections for dedicated funding to ensure on-going capital projects and equipment procurement continues and is deliberately planned. As in all mid-range planning documents, there is an understanding that priorities may shift and projects and expenditures may change.

The emphasis for the development of the five year capital budget is based on guidance of the Village Board under two of their Strategic Priorities as part of the recently completed strategic plan:

- 1) Financial Stability – Maintain a positive financial position with a goal of achieving greater reliance on local revenue sources. Continuing to demand balanced budgets, while investing in infrastructure assets and avoiding negative adjustments in service quality.
- 2) Quality Infrastructure – Maintain the reliability of the infrastructure with deliberate, budgeted improvements based on equitable assessments of the systems. Develop future infrastructures systems needed to meet expected growth.

Based on these Strategic Priorities, several Strategic Initiatives were developed for purposes of executing these priorities. Throughout this draft FY 14-18 Capital Budget, there will be tie in back to these initiatives to ensure the resources are in line with the Village Board's priorities.

ATTACHMENTS (IF APPLICABLE)

Maps:

- Street Resurface/Reconstruct Completed
- Street Condition Map
- Water Replacement Map
- Condition 4 Inventory

Capital Equipment

The Village utilizes two major revenue streams for purposes of providing capital equipment for Village Departments day to day operations. This is one specific area that has seen a reduction in re-investment over the course of the last five years. As the Village’s Finances have stabilized and fund balances restored. This five year capital plan was designed to provide certainty to the departments when replacement equipment and vehicles will be procured. In addition, this will assist in vehicle maintenance decisions as vehicles move towards the end of their useful life. Revenue has been determined from two primary sources – General Funds – Vehicles Sticker years and W&S operations. It should be noted that unplanned sources of revenue such as forfeiture accounts and vehicle replacement funds were not included as this is an unknown revenue source on a routine basis.

Below is the overall General Fund – Capital Equipment Allocation by Department/Function

	FY 14	FY 15	FY 16	FY 17	FY 18
Rev (Vehicle Stickers)	475,000	0	475,000	0	500,000
Exp					
PD	150,000	0	150,000	0	175,000
PW	150,000	0	150,000	0	175,000
Sidewalks	50,000	0	50,000	0	50,000
Technology	30,000	0	30,000	0	50,000
Fund Balance	75,000	0	75,000	0	75,000
Building	20,000	0	20,000	0	0

Capital Equipment Plan by Department:

Police	FY 14	FY 15	FY 16	FY 17	FY 18
4 squads replace 06-02; 06-03; 08-04; 08-03	150,000				
4 squads replace 08-02; 08-01; 09-01; 09-02			150,000		
5 squads replace 09-04; 09-03; 11-01; 11-02					175,000

*Note – finalizing vehicle type. PD is currently test driving the new Ford Interceptors which replaced the Ford Crown Vics for police service. Final pricing may allow five replacements per year.

Building	FY 14	FY 15	FY 16
Pick up Replace Durango	20,000		
Pick up Replace Durango			20,000

Public Works	FY 14	FY 15	FY 16	FY 17	FY 18
General Fund					
2- Pickups; walk behind saw/grinder; 2 - mowers; rubber tire loader lease	150,000				
Loader Lease		30,000			
2- Pickups; 2-1 ton dumps; 3 mowers			150,000		
Loader Lease				30,000	
2- Pickups; 1 mower; vehicle maintenance lift; 2 - Skid steer loaders					175,000
Water Fund					
Water Meter Replacement \$20K; Locator; \$125K - lease payments	150,000				
Water Meter Replacement \$20K; 1 Large Dump Lease - \$35K; \$81K Lease payments- 1 pick up		150,000			
Water Meter Replacement \$20k; 2 Large Dump Leases- \$70K; \$40k Lease Payment; 1 pick up			150,000		
Water Meter Replacement \$20K; Backhoe Lease - \$30K; 2 Large Dump Lease; 2- Pickups				150,000	
Water Meter Replacement \$20k; Jetter \$50K; Leases \$80K					150,000

Capital Project:

Major Road Projects: Over the course of the next five years, only FY 13/14 has a need for major road work (outside of TIF projects). The remainder of the years will see a significant investment in the resurfacing and long-term maintenance of local roads (see resurfacing below). FY 13/14 will see two significant road re-construction projects which will improve the safety and infrastructure for some of the community's most heavily traveled roads.

- Triangle Project (Archer/Derby/McCarthy) - This project has been awarded for \$2.43 million. The Village will be responsible for \$410,000 of the construction cost, with the remainder being paid for by Federal and State assistance. The Village also will cover \$110,000 of the Construction Engineering cost. For budgeting purposes, the Village is responsible for paying 100% of the cost and will be reimbursed accordingly. As such we will be showing engineering expenditures of about \$360,000 for this projects with a grant of \$250,000 that will be shown on the revenue portion. The Village had budgeted for this project in this current FY, as a result funds will be carried over to next FY. It should be noted the Village negotiated for a \$290,000 developer contribution to help offset the Village's cost on this as well.
- Walker/McCarthy – This project is scheduled to go to bid in the January 2013 bid letting. IDOT has committed to the majority of construction and engineering costs. The Village is currently projecting to hold \$75,000 for this project based on previous correspondence with IDOT. This number is high in comparison to this correspondence to ensure sufficient funds are available to cover whatever local agency agreement comes out.
- First Street- Due to an agreement concerning an LOC, the Village should take action on this street. At this point from an engineering standpoint is to do an enhanced re-surfacing to Schultz. Ultimately, this portion of the street would become one way south under this recommendation.

Miscellaneous Infrastructure Projects:

- Bridge Repairs – all four bridges the Village of Lemont is responsible for based on the required inspection program. This work was to have been done this year; however, additional engineering was required. As such this, project will be pushed to FY 13-14. The project will be split between general revenue streams and TIF with a total of \$80,000 come from each source.
- Pedestrian Improvements (sidewalks) – Enhancements to develop programs relating to maintenance and enhancements of this infrastructure is in the beginning stages to develop a much more robust plan to be included in the capital budgeting process. Some specific areas include the final development of hazardous sidewalk programs, the Active Transportation plan, the beginning stages of a Transition Plan (ADA) and a School Travel Plan. In the interim, as some of these plans evolve and conclude a better analysis of cost and prioritization, the plan is to continue to put dollars towards repairs of hazardous conditions with further work at areas where simple missing gaps can be filled and other areas to improve safety.

From a funding perspective, we are looking at allocating \$50,000 during vehicle sticker years. In addition, other repairs may be included as part of the re-surfacing projects with additional funds being allocated from the road construction fund. In addition, future years CDBG funds could be utilized to further enhance this work. Finally, Public Works is looking at investing in a grinder for minor deviations to assist in the hazardous sidewalk program.

Resurfacing:

One of the main priorities within the Strategic Plan was a greater emphasis on ensuring maintaining the infrastructure already in place and to prevent further deterioration to limit longer term costs in the future by having to do additional more intensive reconstruction. One of the key performance indicators was no more than 30% of all local roads are Condition or less by April 2015. In today dollars there is about \$6.255 million allocated among all four conditions. The conditions are defined as follows:

Condition 1 – Street in major need of repair. (\$32,355.56)

Condition 2 – Streets with pavement settlement along curb line with many base failures, deteriorating at an accelerated rate due to poor drainage, resurfacing is needed. (There is a 2* condition which indicated these streets are priority over other condition 2 streets) (2* = \$901,533; 2 = \$1,063,266)

Condition 3 – Street with pavement settlement at curb line and some base failures, repair in near future is imminent. (\$1,289,273)

Condition 4 – Street with pavement settlement starting at curb line with some base failures. (\$2,939,107)

Below is a tentative five year re-surfacing plan. In FY 17-18, nothing beyond a condition 3 is filled in. This is on purpose to ensure there are adequate dollars available to ensure that the worst condition street can be covered within the five year plan.

Street Groupings - There were several factors in determining how street projects were grouped together. A) Street Condition was the lead factor; B) package of similar condition streets proximity to limit potential mobilization cost; C) cluster of streets to fit within requirements for MFT usage; D) in some cases a road may have two conditions assigned to for different parts, as such the whole road may be resurfaced at the worst condition level (example – half of the road has 3 and half has a level condition 4)

FY 13-14			
Street	Condition	Cost Estimate	Fund
Spyglass	1	32,356.00	45
Amber Drive	2*	93,000.00	45
Covington Dr	2	58,333.33	Developer
Doolin St Cul-de-sac	2	19,333.33	40
Doolin Street (N. of Roberta)	2*	115,200.00	40
Doolin Street (S. of Wend)	2*	40,500.00	40
Doolin Street (Wend to Roberta)	2*	49,500.00	40
Freehauf	2*	188,000.00	45
Hillview Dr (Freehauf to Schultz)	2*	99,000.00	45
Houston	2	60,300.00	45
Jacqueline Court	2*	9,900.00	45
Jacqueline Court Cul De Sac	2*	17,100.00	45
Overton Dr	2	90,000.00	Developer
Rose Court	2	29,700.00	45
Sub-Total			
Fund 45 (reconstruction)	529,356.00		
Fund 40 (MFT)	224,533.33		
Developer	148,333.33		
Total	902,222.66		

FY 14-15			
Street	Condition	Cost Estimate	Fund
Crestview Dr	2	89,100.00	45
Custer Street	2	40,000.00	40
John Street	2	33,600.00	45
Keepataw Court	2	24,300.00	45
Keepataw Court Cul de sac	2	16,800.00	45
Keepataw Drive	2*	270,000.00	45
Keepataw Lane	2	29,700.00	45
Mirta Circle	2	52,000.00	45
Oak Court Cul de sac	2	11,700.00	40
S. Main Street	2	29,333.33	45
Short Street	2	114,400.00	40
Una Ave	2	36,000.00	45
Valley Dr	2	27,000.00	40
Sub-Total			
Fund 45 (reconstruction)	580,833.33		
Fund 40 (MFT)	193,100.00		
Developer			
Total	773,933.33		

FY 15-16			
Street	Condition	Cost Estimate	Fund
Forest Lane	2	47,700.00	45
Gillian Street	2	40,800.00	45
Park Place	2	55,200.00	45
Senon Dr (Hilltop to Carriage)	2	99,900.00	40
Spire Drive	2	42,300.00	40
Steeples Rd (Spire to Archer)	2	35,100.00	40
Eureka Ave (Eureka to State)	3	138,133.33	45
Eureka Dr (Peiffer & Oak Lane)	3	78,960.00	45
Eureka Dr (Oak LN to Eureka)	4	37,440.00	45
Oak Court	3	4,511.11	45
Oak Lane	3	72,240.00	45
Ridge Rd (Eureka to NW 160)	3	13,440.00	45
Ridge Rd (Warner to Eureka)	3	94,080.00	45
Sub-Total			
Fund 45 (reconstruction)	582,504.44		
Fund 40 (MFT)	177,300.00		
Total	759,804.44		

FY 16-17			
Street	Condition	Cost Estimate	Fund
Emil Street	3	23,146.67	45
Fremont Street (IL to McCarthy)	3	40,382.22	45
Fremont St (Main to IL)	4	12,075.56	45
Grant St (IL to McCarthy)	3	73,235.56	45
Holmes St (Il to McCarthy)	3	65,706.67	45
Holmes St (Main to IL)	4	13,173.33	45
Julia Street (Il to McCarthy)	3	120,960.00	45
Julia Street (Main to IL)	4	13,260.00	45
Kip Place	3	58,800.00	45
Peiffer Ave (Warner to State)	3	50,400.00	45
Peiffer Ave (walter to Warner)	4	51,480.00	45
Ravine Dr	3	56,280.00	40
Spruce Hill Court	3	83,160.00	40
Turnberry Drive	3	38,640.00	40
Sub-Total			
Fund 45 (reconstruction)	522,620.01		
Fund 40 (MFT)	178,080.00		
Developer			
Total	700,700.01		

FY 17-18			
Street	Condition	Cost Estimate	Fund
Blue Grass Drive	3	92,400.00	45
Harvest Drive	3	100,800.00	45
Sunrise Drive	3	84,000.00	45
Sub-Total			
Fund 45 (reconstruction)	277,200.00		
Fund 40 (MFT)			
Developer			
Total	277,200.00		

Water and Sewer Capital Project

Project	FY 14	FY 15	FY 16	FY 17	FY 18
Ridge Road	510,500				
Singer Ave (Cass to Custer)		227,500			
Singer Ave (Logan to Peiffer)			650,000*		
Warner Ave (Norton to Weimer)				455,000	
Warner Ave (Weimer to Warner)					210,750
Pruyne (Porter to Main)					177,000
Porter Street Alley (W&S) (CDBG)	225,000				
Illinois Street (TIF)	106,000				
Stephen Street (TIF)	230,000				

*Funds from FY 15 will need to be saved to complete Singer in FY 16

**Note – Upon Porter project being done; no additional underground infrastructure would be eligible for CDBG

Future Projects by Priority:

- Ledochowski (McCarthy to Schultz) - \$568,250
- McCarthy Street (Division to Houston Street - \$650,000
- Oak Lane (Eureka Drive Loop) - \$270,000
- Eureka Drive (Ride to Peiffer) - \$449,000
- Division Street/Cass Street (Valley to Lockport) - \$566,000

Village of Lemont
 2012 Street Condition Survey and Estimate of Cost
 For Repair and Resurfacing

Street	Length	Width	Square Yards	Condition	Unit Price	Totals
BLUE GRASS DRIVE	1100	27	3300.0	3	\$ 28.00	\$ 92,400.00
EMIL STREET	310	24	826.7	3	\$ 28.00	\$ 23,146.67
EUREKA AVE (Eureka Drive to State Street)	1850	24	4933.3	3	\$ 28.00	\$ 138,133.33
EUREKA DRIVE (Peiffer Avenue & Oak Lane)	940	27	2820.0	3	\$ 28.00	\$ 78,960.00
FREMONT STREET (Illinois Street to McCarthy Road)	590	22	1442.2	3	\$ 28.00	\$ 40,382.22
GRANT STREET (Illinois Street to McCarthy Road)	1070	22	2615.6	3	\$ 28.00	\$ 73,235.56
HARVEST DRIVE	1200	27	3600.0	3	\$ 28.00	\$ 100,800.00
HOLMES STREET (Illinois Street to McCarthy Road)	880	24	2346.7	3	\$ 28.00	\$ 65,706.67
JULIA STREET (Illinois Street to McCarthy Road)	1440	27	4320.0	3	\$ 28.00	\$ 120,960.00
KIP PLACE	700	27	2100.0	3	\$ 28.00	\$ 58,800.00
OAK COURT	50	29	161.1	3	\$ 28.00	\$ 4,511.11
OAK LANE	860	27	2580.0	3	\$ 28.00	\$ 72,240.00
PEIFFER AVE (Warner Street to State Street)	600	27	1800.0	3	\$ 28.00	\$ 50,400.00
RAVINE DRIVE	670	27	2010.0	3	\$ 28.00	\$ 56,280.00
RIDGE RD. (Eureka Drive to NW 160 ft)	160	27	480.0	3	\$ 28.00	\$ 13,440.00
RIDGE RD. (Warner Avenue to Eureka Drive)	1120	27	3360.0	3	\$ 28.00	\$ 94,080.00
SPRUCE HILL COURT	990	27	2970.0	3	\$ 28.00	\$ 83,160.00
SUNRISE DRIVE	1000	27	3000.0	3	\$ 28.00	\$ 84,000.00
TURNBERRY DRIVE	460	27	1380.0	3	\$ 28.00	\$ 38,640.00
128TH STREET	450	24	1200.0	4	\$ 26.00	\$ 31,200.00
129TH ST (Ashbury Drive to Eastward on 129th Street)	510	19	1076.7	4	\$ 26.00	\$ 27,993.33
ASHBURY DR -SOUT OF 129TH STREET	1260	24	3360.0	4	\$ 26.00	\$ 87,360.00
ASHFORD DRIVE	1470	27	4410.0	4	\$ 26.00	\$ 114,660.00
CANAL STREET	1000	30	3333.3	4	\$ 26.00	\$ 86,666.67
CHESTNUT CROSSING	1230	27	3690.0	4	\$ 26.00	\$ 95,940.00
CHIEFTAIN COURT	100	27	300.0	4	\$ 26.00	\$ 7,800.00
CHIEFTAIN COURT CUL-DE-SAC	110	56	684.4	4	\$ 26.00	\$ 17,795.56
CUSTER STREET (Warner Avenue to State Street)	660	24	1760.0	4	\$ 26.00	\$ 45,760.00
CUSTER STREET (Park Place to Warner Avenue)	800	24	2133.3	4	\$ 26.00	\$ 55,466.67
FAIRWAY DRIVE	1000	27	3000.0	4	\$ 26.00	\$ 78,000.00
EUREKA DRIVE (Oak Lane to Eureka Avenue)	480	27	1440.0	4	\$ 26.00	\$ 37,440.00
FALCON COURT	230	27	690.0	4	\$ 26.00	\$ 17,940.00
FALCON COURT CUL-DE-SAC	100	56	622.2	4	\$ 26.00	\$ 16,177.78

Village of Lemont
 2012 Street Condition Survey and Estimate of Cost
 For Repair and Resurfacing

Street	Length	Width	Square Yards	Condition	Unit Price	Totals
FOURTH STREET (N. of Melshane Court)	3320	27	9960.0	4	\$ 26.00	\$ 258,960.00
FREMONT STREET (Main Street to Illinois Street)	190	22	464.4	4	\$ 26.00	\$ 12,075.56
HILLTOP COURT	280	27	840.0	4	\$ 26.00	\$ 21,840.00
HILLTOP COURT CUL-DE-SAC	100	61	677.8	4	\$ 26.00	\$ 17,622.22
HILLTOP DRIVE	1200	27	3600.0	4	\$ 26.00	\$ 93,600.00
HILLVIEW DRIVE (127th Street to Frehauf Street)	2800	24	7466.7	4	\$ 26.00	\$ 194,133.33
HOLMES STREET (Main Street to Illinois Street)	190	24	506.7	4	\$ 26.00	\$ 13,173.33
JANE AVENUE	550	27	1650.0	4	\$ 26.00	\$ 42,900.00
JANE COURT	390	27	1170.0	4	\$ 26.00	\$ 30,420.00
JANE COURT CUL-DE-SAC	120	56	746.7	4	\$ 26.00	\$ 19,413.33
JAYMIA COURT	330	27	990.0	4	\$ 26.00	\$ 25,740.00
JAYMIA COURT CUL-DE-SAC	200	27	600.0	4	\$ 26.00	\$ 15,600.00
JOLIET ST (Illinois Street to Cass Street)	350	21	816.7	4	\$ 26.00	\$ 21,233.33
JULIA STREET (Main Street to Illinois Street)	170	27	510.0	4	\$ 26.00	\$ 13,260.00
LENOX COURT	100	27	300.0	4	\$ 26.00	\$ 7,800.00
LENOX COURT CUL-DE-SAC	90	53	530.0	4	\$ 26.00	\$ 13,780.00
LENOX STREET	340	27	1020.0	4	\$ 26.00	\$ 26,520.00
LINDSAY COURT	50	27	150.0	4	\$ 26.00	\$ 3,900.00
LINDSAY COURT CUL-DE-SAC	90	50	500.0	4	\$ 26.00	\$ 13,000.00
LINTZ STREET (East of John Street)	480	24	1280.0	4	\$ 26.00	\$ 33,280.00
LOCKPORT ST (Joliet Street to Cass Street)	350	24	933.3	4	\$ 26.00	\$ 24,266.67
LOGAN STREET (West Logan Street to Park Place)	910	27	2730.0	4	\$ 26.00	\$ 70,980.00
MAIN STREET (Lockport Street to Joliet Street)	400	26	1155.6	4	\$ 26.00	\$ 30,044.44
MARIAN DRIVE	1390	27	4170.0	4	\$ 26.00	\$ 108,420.00
MAYFAIR COURT	270	27	810.0	4	\$ 26.00	\$ 21,060.00
MAYFAIR COURT CUL-DE-SAC	80	49	435.6	4	\$ 26.00	\$ 11,324.44
MELSHANE COURT	360	27	1080.0	4	\$ 26.00	\$ 28,080.00
MELSHANE COURT CUL-DE-SAC	220	27	660.0	4	\$ 26.00	\$ 17,160.00
ORCHARD DRIVE	280	27	840.0	4	\$ 26.00	\$ 21,840.00
PASTURE DRIVE	1000	27	3000.0	4	\$ 26.00	\$ 78,000.00
PEIFFER AVE (Walter Street to Warner)	660	27	1980.0	4	\$ 26.00	\$ 51,480.00
RIDGE RD. (Ridge Road 160 ft NW of Eureka Drive)	970	27	2910.0	4	\$ 26.00	\$ 75,660.00
ROLLING MEADOWS DRIVE (Harvest Dr to Pasture Dr)	1000	27	3000.0	4	\$ 26.00	\$ 78,000.00

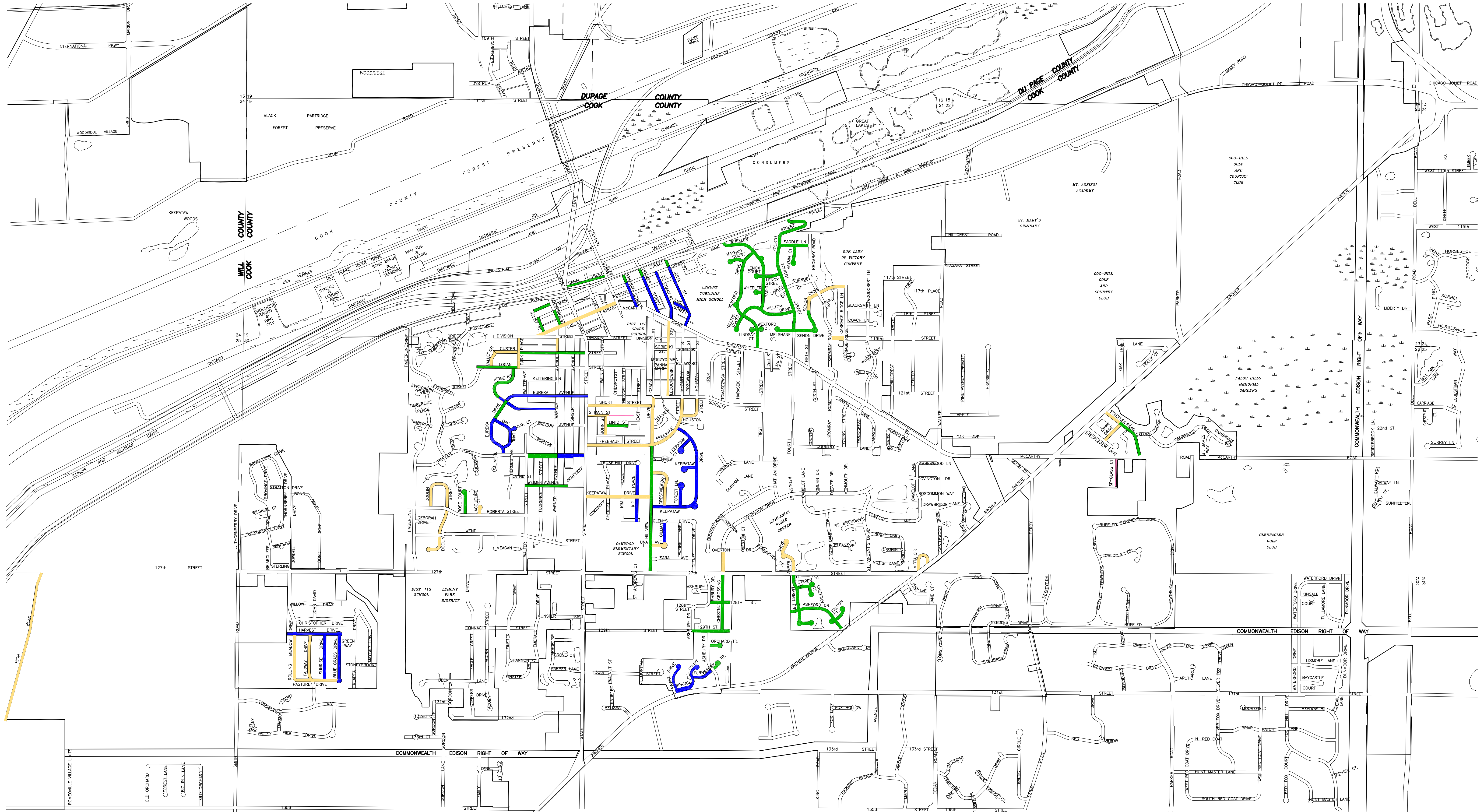
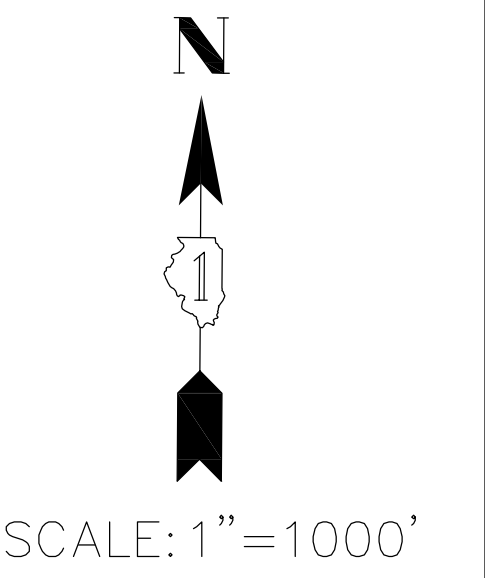
Village of Lemont
2012 Street Condition Survey and Estimate of Cost
For Repair and Resurfacing

Street	Length	Width	Square Yards	Condition	Unit Price	Totals
SADDLE LANE	620	27	1860.0	4	\$ 26.00	\$ 48,360.00
SENON DR (East of Melshane Court to Hilltop Drive)	970	27	2910.0	4	\$ 26.00	\$ 75,660.00
STEEPLES RD (Spire Drive to McCarthy Road)	910	27	2730.0	4	\$ 26.00	\$ 70,980.00
STEVEN COURT	310	27	930.0	4	\$ 26.00	\$ 24,180.00
STEVEN COURT CUL-DE-SAC	110	48	586.7	4	\$ 26.00	\$ 15,253.33
TURNBERRY DRIVE CUL-DE-SAC	100	50	555.6	4	\$ 26.00	\$ 14,444.44
TURNBERRY DRIVE	110	27	330.0	4	\$ 26.00	\$ 8,580.00
WEIMER AVE (Walter Street to Cemetery Alley)	970	22	2371.1	4	\$ 26.00	\$ 61,648.89
WEXFORD COURT	40	27	120.0	4	\$ 26.00	\$ 3,120.00
WEXFORD COURT CUL-DE-SAC	80	53	471.1	4	\$ 26.00	\$ 12,248.89
WEXFORD DRIVE	2470	27	7410.0	4	\$ 26.00	\$ 192,660.00
WHEELER COURT	100	24	266.7	4	\$ 26.00	\$ 6,933.33
WHEELER COURT CUL-DE-SAC	90	49	490.0	4	\$ 26.00	\$ 12,740.00
WHEELER DRIVE	2280	27	6840.0	4	\$ 26.00	\$ 177,840.00
TOTAL						\$ 6,225,846.67

LEGEND

- 1 STREETS IN MAJOR NEED OF REPAIR.
- 2 STREETS WITH PAVEMENT SETTLEMENT ALONG CURB LINE WITH MANY BASE FAILURES, DETERIORATING AT AN ACCELERATED RATE DUE TO POOR DRAINAGE, RESURFACING IS NEEDED.
- 3 STREETS WITH PAVEMENT SETTLEMENT AT CURB LINE AND SOME BASE FAILURES, REPAIR IN NEAR FUTURE IS IMMINENT.
- 4 STREETS WITH PAVEMENT SETTLEMENT STARTING AT CURB LINE WITH SOME BASE FAILURES.

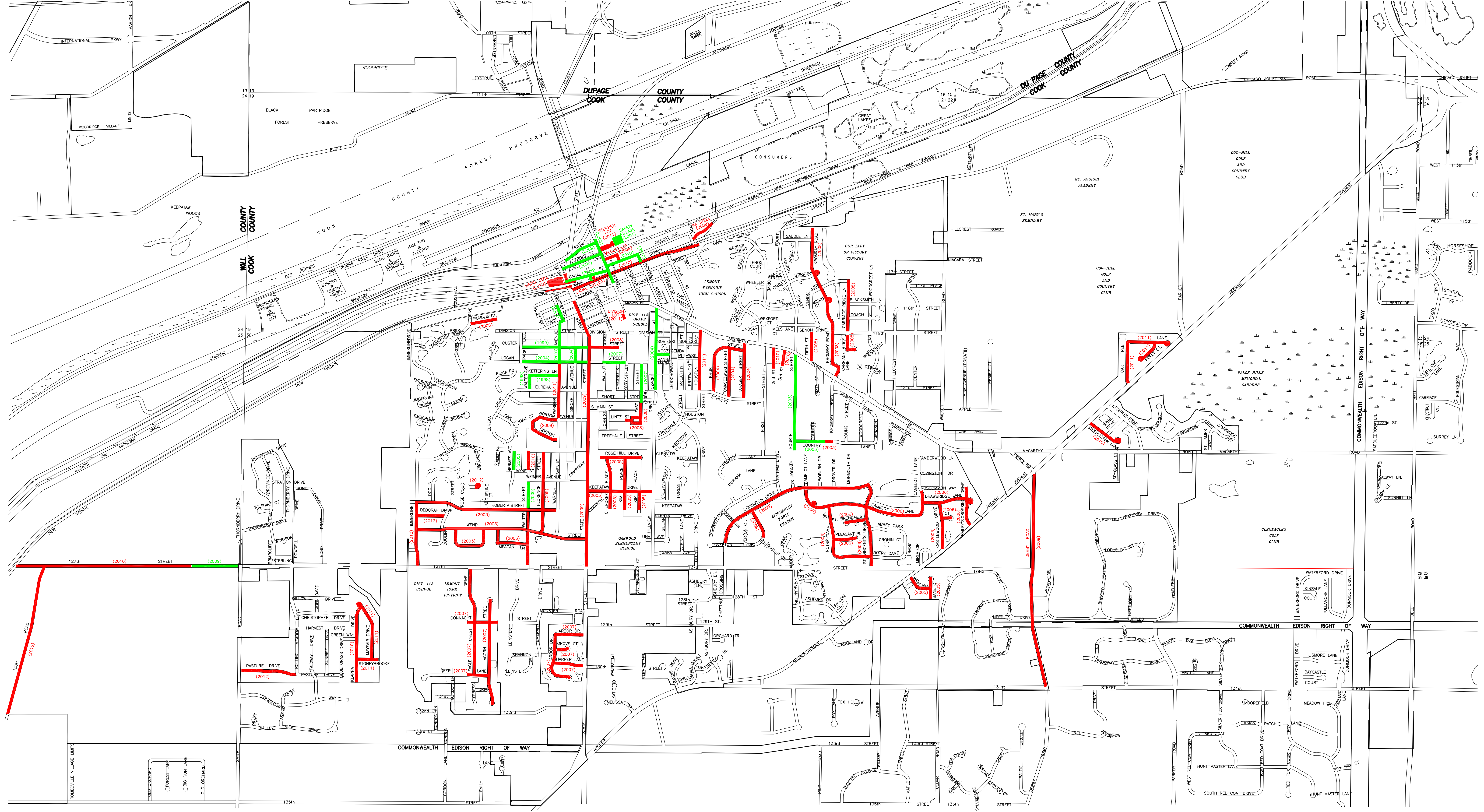
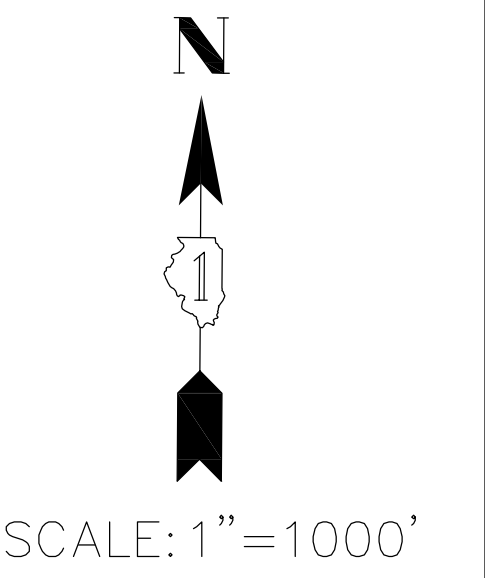
VILLAGE OF LEMONT STREET CONDITION MAP DECEMBER 2012



LEGEND

- RECONSTRUCTED STREETS (WITHIN THE LAST 15 YEARS)
- RESURFACED STREETS (WITHIN THE LAST 10 YEARS)

VILLAGE OF LEMONT STREET MAINTENANCE MAP DECEMBER 2012



LEGEND

- EXISTING 3" WATER MAIN
- EXISTING 4" WATER MAIN
- EXISTING 6" WATER MAIN
- EXISTING 8" WATER MAIN
- NEEDS WATER MAIN LOOP

VILLAGE OF LEMONT WATER MAIN REPLACEMENT PROGRAM 5 YEAR PLAN

COMPILED: DECEMBER 2012

PRIORITY LISTING

- ① RIDGE ROAD - LOGAN ST. TO EAST OF EUREKA DR. (1,730 L.F. - 6" W.M.)
- ② SINGER AVENUE - CASS ST. TO PEIFFER AVE. (350 L.F. - 3" W.M.; 2,400 4" W.M.)
- ③ STEPHEN STREET - RIVER ST. TO TRI CENTRAL PROPERTY (600 L.F. - 4" W.M.)
- ④ ILLINOIS STREET - GRANT ST. TO JULIA ST. (300 L.F. - 6" W.M.)
- ⑤ WARNER AVENUE - NORTON AVE. TO ROBERTA AVE. (800 L.F. - 4" W.M.; 1,350 L.F. - 6" W.M.)
- ⑥ LEDOCHOWSKI STREET - MCCARTHY RD. TO SCHULTZ ST. (900 L.F. - 3" W.M.; 850 6" W.M.)
- ⑦ MCCARTHY STREET - DIVISION CT. TO HOUSTON ST. (2,000 L.F. - 6" W.M.)
- ⑧ PRUYNE STREET - PORTER CT. TO MAIN ST. (500 L.F. - 4" W.M.)
- ⑨ OAK LANE - EUREKA DR. (LOOP) TO EUREKA DR. (900 L.F. - 6" W.M.)
- ⑩ EUREKA DRIVE - RIDGE RD. TO PEIFFER AVE. (1,500 L.F. - 8" W.M.)
- ⑪ DIVISION STREET/CASS STREET - VALLEY DR. TO LOCKPORT ST. (1,600 L.F. - 4" W.M.)

