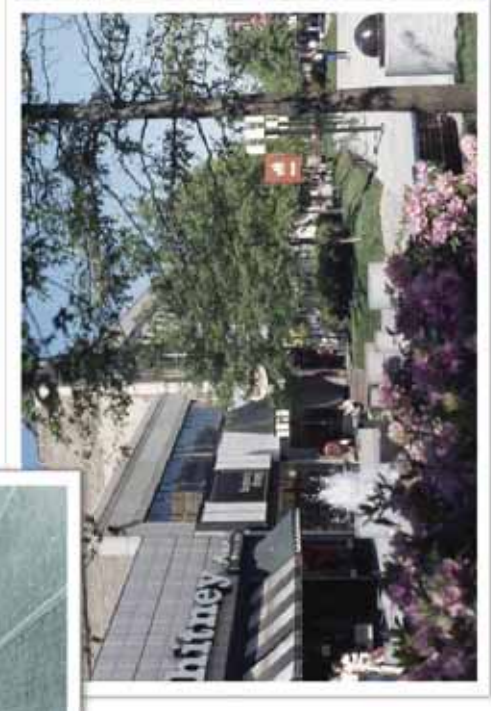


History

- Planning Efforts and Streetscape Steering Committee (2006 through 2015)
- Received Board Direction on Streetscape Scope & Elements (November 2015)
- Engineering and Landscape Design Contract (October 2016)



Summary of Public Involvement for the Lake Street Streetscape Enhancement project

The Lake Street Streetscape project has gone through extensive public involvement. Below is a brief summary of the public meetings, processes for gathering public input, and stakeholder coordination over the past several years which determined the recommended project scope and material selections. Materials and minutes from relevant public Village of Oak Park Board meetings are attached for reference.

- On March 15, 2012 the Village Board authorized an agreement with Lakota Group for design services related to the Lake Street Corridor from Harlem Ave to Euclid Ave
- On June 4, 2012 the Village Board the Village Board directed staff to form the Downtown District Streetscape Committee who would help in the development of various streetscape scenarios for Board consideration.
- In 2012 Lakota Group conducted a series of surveys (both online and intercepting surveys) to gather public and stakeholder input and conducted public walking tours of the project area to review existing conditions, identify issues and opportunities for improvement.
- On January 7, 2013 Lakota Group and staff presented the recommendations of the Streetscape Committee for the Lake Street Streetscape project which included four options for scope and materials. The results of the surveys and walking tours were also presented. (see attached minutes and presentation)
- On August 20, 2014 the Disability Access Commission met at their regular open public meeting to review the proposed streetscape project and provided comments.
- In 2015 the Downtown District Streetscape Committee met seven times with Lakota Group to refine the project's scope incorporating comments received at Village Board meetings and the Disability Access Commission.
- On May 11, 2015 the Village Board was given a presentation on the Lake Street Streetscape Enhancement project. (see attached minutes)
- On November 2, 2015 the Village Board was given a presentation on the Lake Street Streetscape Enhancement project which included a recommended project scope and material selections based on Board comments. (see attached minutes and presentation)
- On February 8, 2016 the Village Board was given a presentation related to Construction, Parking and Mobility Services along the Lake Street Corridor from Harlem to Austin and directed staff to Request Proposals for the Preliminary and Design Engineering of the Lake Street Streetscape and Resurfacing Project.
- At the June 6, 2016 regular meeting the Village Board approved a Resolution Requesting the Illinois Department of Transportation Repurpose Federal Funds Earmarked for the I-290 Cap the Ike Projects, IL456 and IL478, to the proposed Lake Street Resurfacing and Streetscape Project according to the Consolidate Appropriations Act, 2016.
- At the June 6, 2016 regular meeting the Village Board approved a Resolution Authorizing the Submission of a 2016 Illinois Transportation Enhancement Program (ITEP) Grant Application for the Lake Street Streetscape Project.

- At the July 18, 2016 regular meeting the Village Board approved a Resolution Authorizing the Submission of a 2016 Federal Surface Transportation Program Grant Application for the Lake Street Streetscape and Resurfacing Project.
- At the August 1, 2016 regular meeting the Village Board authorized an agreement with Thomas Engineering Group, LLC., for Professional Engineering Services for the design of the Lake Street Streetscape, Resurfacing, and Utility Improvement Projects in an amount not to exceed \$1,080,000.
- The project team presented to and met with the steering committee on September 13 and 21, 2016.
- At the October 4, 2016 regular meeting the Village Board authorized an agreement with The Lakota Group, Inc., for Phase 1 Professional Landscape Architecture and Planning Services for the Lake Street Streetscape Project in an amount not to exceed \$99,000.
- On November 8, 2016 members of the project team gave a presentation to the Downtown Oak Park Business Association and took questions and comments from those in attendance.
- On November 16, 2016 members of the project team gave a presentation to the Hemingway Business Association and took questions and comments from those in attendance.
- A news release entitled "Planning, design set to begin for Lake Street Improvements" was sent out on December 23, 2016.
- An article entitled "Planning begins for Lake Street updates" was included in the January 2017 edition of the *OP/FYI* newsletter.
- A Lake Street Improvements newsletter was created and distributed in January 2017.
- At the January 17, 2017 regular meeting the Village Board Approved an Amendment to the Professional Services Agreement with The Lakota Group, Inc., for Phase 1 Professional Landscape Architecture and Planning Services for the Lake Street Streetscape Project for an additional \$24,780.
- At the January 17, 2017 regular meeting the Village Board Approved an Amendment to the Professional Services Agreement with Thomas Engineering Group, LLC., for Professional Engineering Services for the design of the Lake Street Streetscape, Resurfacing, and Utility Improvement Projects for an additional \$95,592.
- A news release entitled "Open house scheduled for Lake Street Improvements" was issued on January 25, 2017.
- A public notice advertisement was placed in the *Wednesday Journal* on January 25 and February 1, 2017 to notify the public about the February 8, 2017 Open House Public Meeting.
- Notice about the public meeting was posted on the Oak Park Facebook page on February 2.
- Notice about the public meeting was Tweeted through the Oak Park Twitter page on February 2.
- On February 8, 2017 an Open House Public Meeting was held at the Village Hall to inform the public about the project and to provide the opportunity for input. The meeting was attended by 44 members of the public.
- On February 24, 2017 members of the project team gave a presentation to North Marion Street stakeholders and took question and comments from those in attendance.
- On March 9, 2017 members of the project team gave a presentation to the Downtown Oak Park Business Association and took questions and comments from those in attendance.

- On May 3, 2017 members of the project team gave a presentation to the Hemingway Business Association and took questions and comments from those in attendance.
- A second edition of the Lake Street Improvements newsletter was distributed in April 2017.
- An electronic version of the Lake Street Improvements newsletter was sent as an "E-blast" e-mail to stakeholders in April 2017.
- On June 30, 2017 members of the project team gave a presentation to North Marion Street stakeholders and took question and comments from those in attendance.

Village Board Meeting Minutes and Materials Presented

January 7, 2013 VOP Board Meeting
Presentation on Lake Street Recommendations
And
Community Outreach

**APPROVED MINUTES - REGULAR BOARD MEETING
PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OAK PARK
HELD ON MONDAY, JANUARY 7TH, 2013 AT 6:30 P.M.
IN THE COUNCIL CHAMBERS OF OAK PARK VILLAGE HALL**

I. CALL TO ORDER

President Pope called the meeting to order at 6:30 p.m.

II. ROLL CALL

PRESENT: Trustees Brewer, Hedges, Johnson, Lueck, Salzman and Tucker; President Pope
ABSENT: None

**III. CONSIDERATION OF MOTION TO ADJOURN TO EXECUTIVE SESSION
TO DISCUSS LITIGATION AND COLLECTIVE BARGAINING IN ROOM 130**

In compliance with the Open Meetings Act, it was moved and seconded to adjourn to Executive Session to discuss collective bargaining in Room 130.

The roll call on the vote was as follows:

AYES: Trustees Brewer, Hedges, Johnson, Lueck, Salzman and Tucker; President Pope

NAYS: None

ABSENT: None

The motion was approved.

IV. RETURN TO OPEN MEETING 7:30 PM IN COUNCIL CHAMBERS

PRESENT: Trustees Brewer, Hedges, Johnson, Lueck, Salzman and Tucker; President Pope

ABSENT: None

The Regular Meeting reconvened at 7:35 p.m. in Council Chambers.

V. AGENDA APPROVAL

President Pope noted that Item H would be moved from the Consent Agenda to the Regular Agenda. It was moved and seconded to approve the agenda for the meeting. A voice vote was taken and the agenda was approved as amended.

VI. MINUTES

It was moved and seconded that the minutes of the Special Meeting of August 4, 2011 and the Special Meeting of December 10, 2012 be approved. A voice vote was taken and the minutes were approved as presented. Trustee Salzman abstained from the vote for August 4.

President Pope announced that a Special Meeting would be held on Wednesday, January 9, at 7:00 to approve an employment agreement for the new Village Manager, Cara Pavlicek.

VII. NON-AGENDA PUBLIC COMMENT

Tom Broderick, 201 S. Ridgeland. Mr. Broderick discussed establishing a living wage ordinance in Oak Park.

Sydney Baiman, 201 Lake St. Ms. Baiman expressed support for a living wage ordinance.

Rich Pokorny, 1102-B S. Maple. Mr. Pokorny spoke in support of a living wage ordinance.

Ron Baiman, 205 S. Humphrey Ave. Mr. Baiman also spoke in favor of a living wage ordinance.

Jameel Rafia, 808 N. Lombard. Mr. Rafia expressed disappointment regarding the perceived lack of diversity in Oak Park.

VIII. PROCLAMATIONS, RESOLUTIONS, AWARDS AND PRESENTATIONS

There were no Proclamations, Resolutions, Awards or Presentations.

IX. VILLAGE MANAGER REPORTS

Interim Village Manager Cara Pavlicek stated that on Monday, January 14, the Comprehensive Planning Consultant and staff will be meeting with the Citizen Advisory Board and Commission members as part of the Comprehensive Plan Update process.

X. VILLAGE BOARD COMMITTEES

There were no Village Board Committee reports.

XI. CITIZEN COMMISSION VACANCIES

President Pope referred to the Board and Commission vacancy report, and urged residents to volunteer.

XII. CITIZEN COMMISSION APPOINTMENTS, REAPPOINTMENTS, REMOVAL, RESIGNATION AND CHAIR APPOINTMENTS

It was moved and seconded to concur in the following appointments by President Pope:

Citizen Involvement Commission

Reappointment of Jim Kelly, as Chair, with a term to expire January 19, 2016

Community Design Commission

Reappointment of Douglas Chien, as Member, with a term to expire January 19, 2016

Environment and Energy Commission

Appointment of Hanna Kwiecinska, as Member, with a term to expire January 7, 2016

Public Art Advisory Commission

Appointment of Faith Humphrey-Hill, as Member, with a term to expire January 7, 2016

A voice vote was taken and the motion was approved.

XIII. REGULAR AGENDA

All Ordinances and Resolutions adopted herein are herewith ordered filed in the Office of the Village Clerk

B. Presentation of Initial Lake Street Geometry Recommendations from Harlem to Euclid and Results of Additional Community Outreach Efforts from the Downtown Districts Streetscape Committee

Business Services Manager Loretta Daly noted that the Board had requested an update from the Downtown Districts Streetscape Committee before any formal proposals were presented to them. This presentation would provide information in terms of recommendations being considered for restructuring the street scenario.

Daniel Grove, Associate Principal with the Lakota Group, discussed the results of surveys and other public outreach regarding current streetscapes in the Downtown Districts. He gave a presentation that included an overview of existing and proposed plans for various segments of the districts. Mr. Grove stated that he would like to discuss amenities, material palettes, costs, long-term maintenance and sustainability in approximately one month and get direction from the Board. From that discussion, he would continue to work with the committee to refine that into a plan to present for Board approval.

Trustee Johnson suggested coordination of any water and sewer upgrades or repairs with this project.

Trustee Tucker asked Mr. Grove if bike lanes had been discussed. Mr. Grove noted that the option of a defined bike lane and bike parking on Lake Street is challenging due to the narrow street. He added that changes in angled parking on North and South Boulevard would be a way to create east-west bike linkages.

Trustee Brewer commented that the amount of public response was insignificant and asked if additional public outreach would be done.

Trustee Lueck noted that as much as survey respondents felt an attractive streetscape was important, they were not asked if they would be willing to invest money in it.

Trustee Salzman suggested that the Disability Access Commission be asked for their input.

C. Motion to Concur with Staff's Recommendation to Deny the Erection of an Eight Foot Tall Self-contained Automated Gate at 330 N. East Avenue

Bipan Chand, 330 N. East Ave. and Shawn Pawlak, Grant and Power Landscaping. Mr. Chand distributed pictures of his property to assist the Board in visualizing the proposed gate.

It was moved and seconded to Concur with Staff's Recommendation to Deny the Erection of an Eight Foot Tall Self-contained Automated Gate at 330 N. East Avenue.

Village Planner Craig Failor stated that per the Village Code, the Board of Trustees has the final authority to approve or deny this variation. He described the pictures given to the Board and noted that staff does not have an issue with the requested height but has concerns with the aesthetics of the gate. He added that its industrial appearance is out of place in a residential neighborhood and suggests that this is a high-crime area. Staff felt that a 6 foot gate or one that slides would work just as well without adversely affecting the surrounding properties.

Trustee Johnson agreed with staff's recommendation and noted that the gate would diminish the attractiveness of the property. Trustees Lueck and Hedges and President Pope offered alternative suggestions to Mr. Chand.

The roll call on the vote was as follows:

AYES: Trustees Brewer, Hedges, Johnson, Lueck, Salzman and Tucker; President Pope

NAYS: None

ABSENT: None

The motion was approved.

D. It was moved and seconded that Ordinance 2013-0-01 entitled **ORDINANCE AUTHORIZING AN EXTENSION OF THE TIMELINE FOR PLANNED DEVELOPMENT ORDINANCE NO. 2009-0-089 AS PREVIOUSLY AMENDED BY ORDINANCES 2011-0-47, 2010-0-50, 2011-0-09, 2012-0-09 AND 2012-0-38 FOR MADISON HIGHLANDS (229, 231-245, 301-307 MADISON STREET AND 511 SO. HARVEY AVENUE) LOCATED AT THE SOUTHWEST CORNER OF MADISON STREET AND HARVEY AVENUE be adopted.**

Ms. Pavlicek stated that the developer had requested an additional six month extension.

Mr. Failor added that they are still in negotiations with potential tenants and have submitted applications for a demolition permit for the two existing buildings on that site.

Trustee Johnson commented that giving the developer, who purchased this land from the Village, the flexibility to move forward with these negotiations is in everyone's best interest, as it will expand the tax base

The roll call on the vote was as follows:

AYES: Trustees Brewer, Hedges, Johnson, Lueck, Salzman and Tucker; President Pope

NAYS: None

ABSENT: None

The ordinance was adopted.

David Kralik, 526 S. Highland. Mr. Kralik spoke in opposition to the development.

- H. It was moved and seconded that **Referral of a Staff-Generated Application Amending the Zoning Ordinance to Allow the Plan Commission to Review Use-Related Variances within Overlay Districts** be approved.

Mr. Failor clarified that the current process allows all variances within these districts to go before the Zoning Board of Appeals for a final decision. Staff has offered four other options for the Board to consider but believes the most appropriate alternative would require any use variance within the transit related retail district to go to the Plan Commission, who would make a recommendation to the Village Board for final approval.

Trustee Lueck commented that since it was the Plan Commission that created the overlay district, they have a better understanding of how it is intended to function and it made sense for the Board to go with this recommendation.

The roll call on the vote was as follows:

AYES: Trustees Brewer, Hedges, Johnson, Lueck, Salzman and Tucker; President Pope

NAYS: None

ABSENT: None

The motion was approved.

XIV. CONSENT AGENDA

It was moved and seconded to approve the items under the Consent Agenda, without reading aloud each item.

The roll call on the vote was as follows:

AYES: Trustees Brewer, Hedges, Johnson, Lueck, Salzman and Tucker; President Pope

NAYS: None

ABSENT: None

The Consent Agenda was approved.

President Pope noted that a motion to approve the bills in the amount of \$1,613,405.17 was included on the Consent Agenda.

CALL TO THE BOARD AND CLERK

Village Clerk Powell thanked all the elected and appointed officials for completing the Open Meetings Act training.

Trustee Tucker looked forward to the coming year and entertained the idea of discussing the living wage ordinance on a future agenda.

Trustee Brewer concurred with Trustee Tucker.

Trustee Lueck was also in agreement regarding the living wage ordinance. She thanked Mr. Rafia for his comments regarding diversity.

Trustee Johnson noted that Mr. Rafia's comments resonated with him and that he should be contacted for followed-up. He also stated that the backup material for the Consent Agenda is available to review online, and although it was not publicly read, there are important decisions that are made within it. In closing, Trustee Johnson referred to the Sandy Hook tragedy and the deaths of young people at the hands of guns and violence in general. He stated that the Board and others in leadership roles had to get involved to end this.

Trustee Salzman agreed with Trustee Johnson and gave his perspective of that tragedy as the father of a kindergartener. He noted that nothing concrete, policy-wise, has been done regarding gun violence and perhaps there should be a discussion. Trustee Salzman also announced that the Sugar Beet Co-op's Membership Kick-off Party will be Saturday at Unity Temple from 7 to 10 p.m.

Trustee Hedges agreed that a conversation should be had about gun violence. He noted that the items on the Consent Agenda are available online and urged people to read online about any items. He referred to some of the items regarding development.

Interim Village Manger Pavlicek agreed to follow up with Mr. Rafia. She added that the gun issue with the Board of Health needs to return, but noted that the court has put limitations on what the Village can do. She also said she is excited about the meeting on Wednesday.

President Pope urged Ms. Pavlicek to invite her family to attend Wednesday's meeting. He announced that next week he will be in Washington for the Annual Mayor Innovation Project Conference and the U.S. Conference of Mayors meetings and looked forward to bringing back information to share with everyone.

ADJOURN

It was moved and seconded to adjourn. A voice vote was taken and the motion was approved. The meeting adjourned at 9:26 P.M. Monday, January 7, 2013.

SUBMITTED AND RECORDED IN THE OFFICE OF:

Teresa Powell, Village Clerk

By: MaryAnn Schoenneman
Interim Deputy Village Clerk



**OAK PARK DOWNTOWN DISTRICTS STREETSCAPE
LAKE STREET**

VILLAGE BOARD PRESENTATION

THE LAKOTA GROUP

Village of Oak Park | January 7, 2013



PROCESS

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

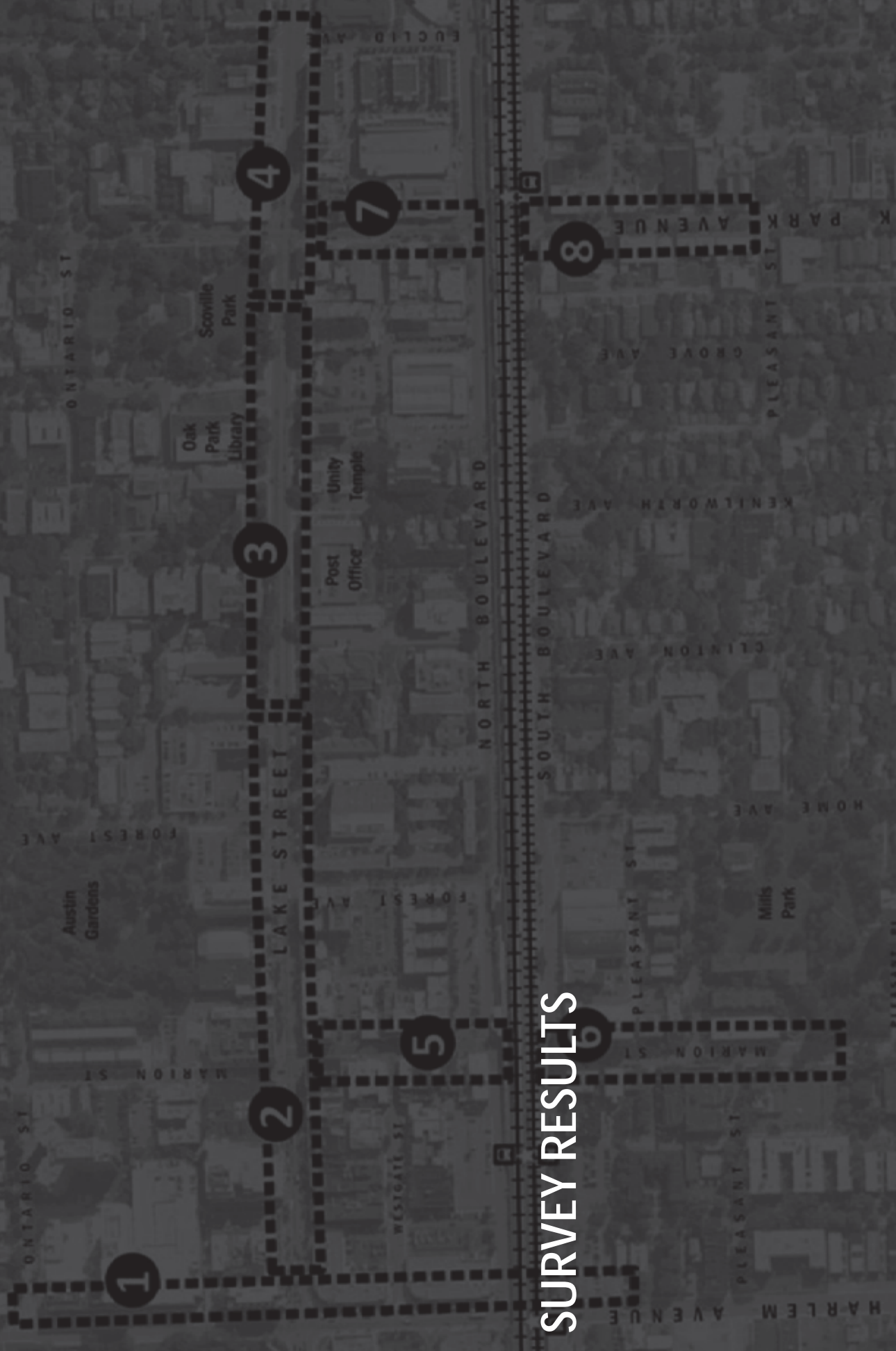
PROCESS TO DATE

- Kick-off Walking Tour
- 6 Advisory Committee Meetings
- Post Construction Discussion with Pleasant District Business Association
- 4 Public Walking Tours
- Online Survey – 169 Participants
- Intercept Surveys – 114 Participants



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois



SURVEY RESULTS

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

SURVEY RESULTS

ONLINE

- 63% Only Live in Oak Park
- 4% Only Work in Oak Park
- 31% Live and Work in Oak Park
- 2% Neither Live nor Work in Oak Park

INTERCEPT

- 49% Only Live in Oak Park
- 10.5% Only Work in Oak Park
- 17.5% Live and Work in Oak Park
- 23% Neither Live nor Work in Oak Park

Intercept Survey Locations

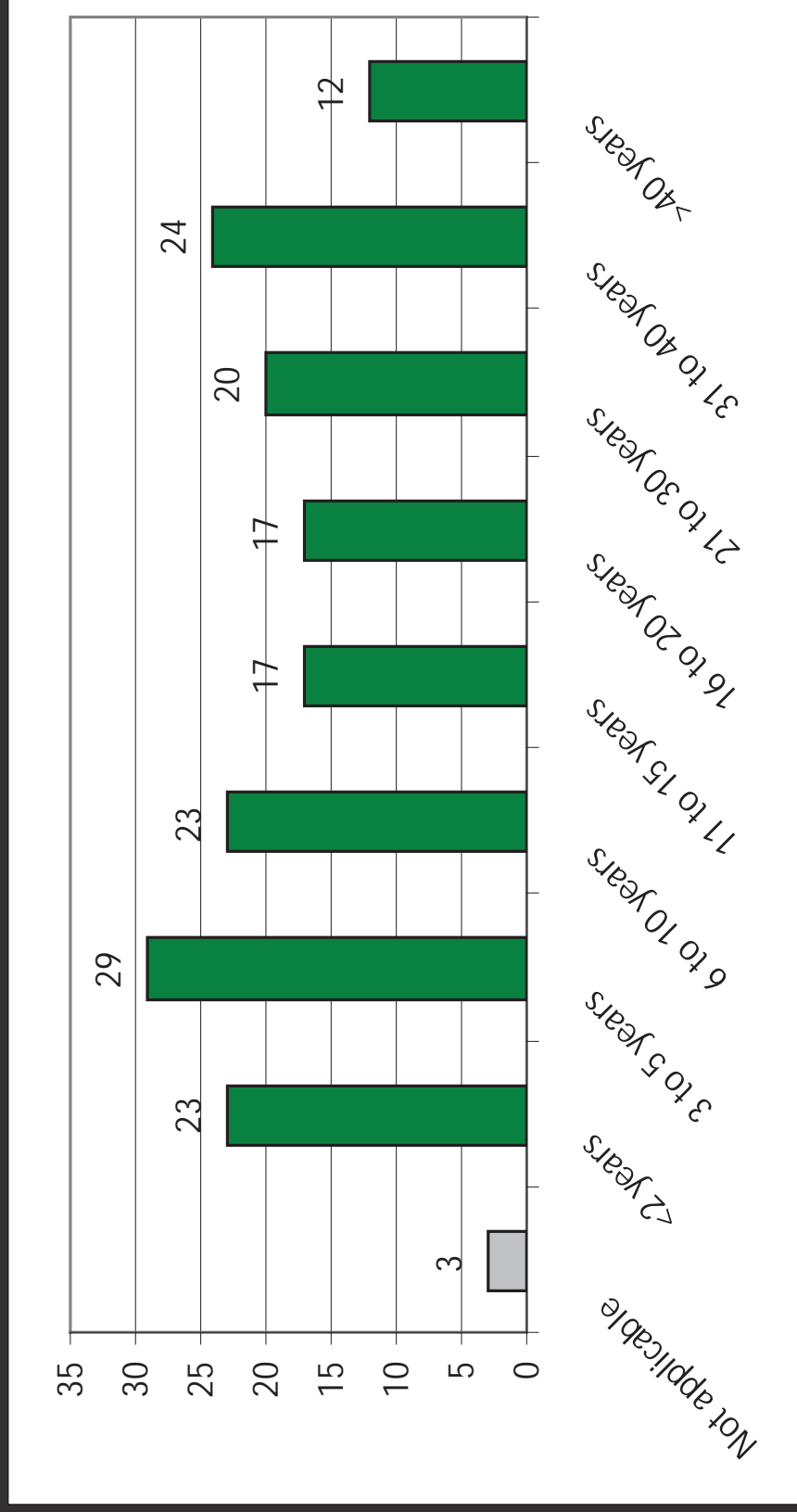
- 46 at Farmers Market
- 45 at Lake/Marion Intersection
- 12 at Lake/Oak Park Intersection
- 7 at Lake/Kenilworth Intersection
- 4 at South/Marion Intersection

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

SURVEY RESULTS

ONLINE: YEARS LIVED IN OAK PARK

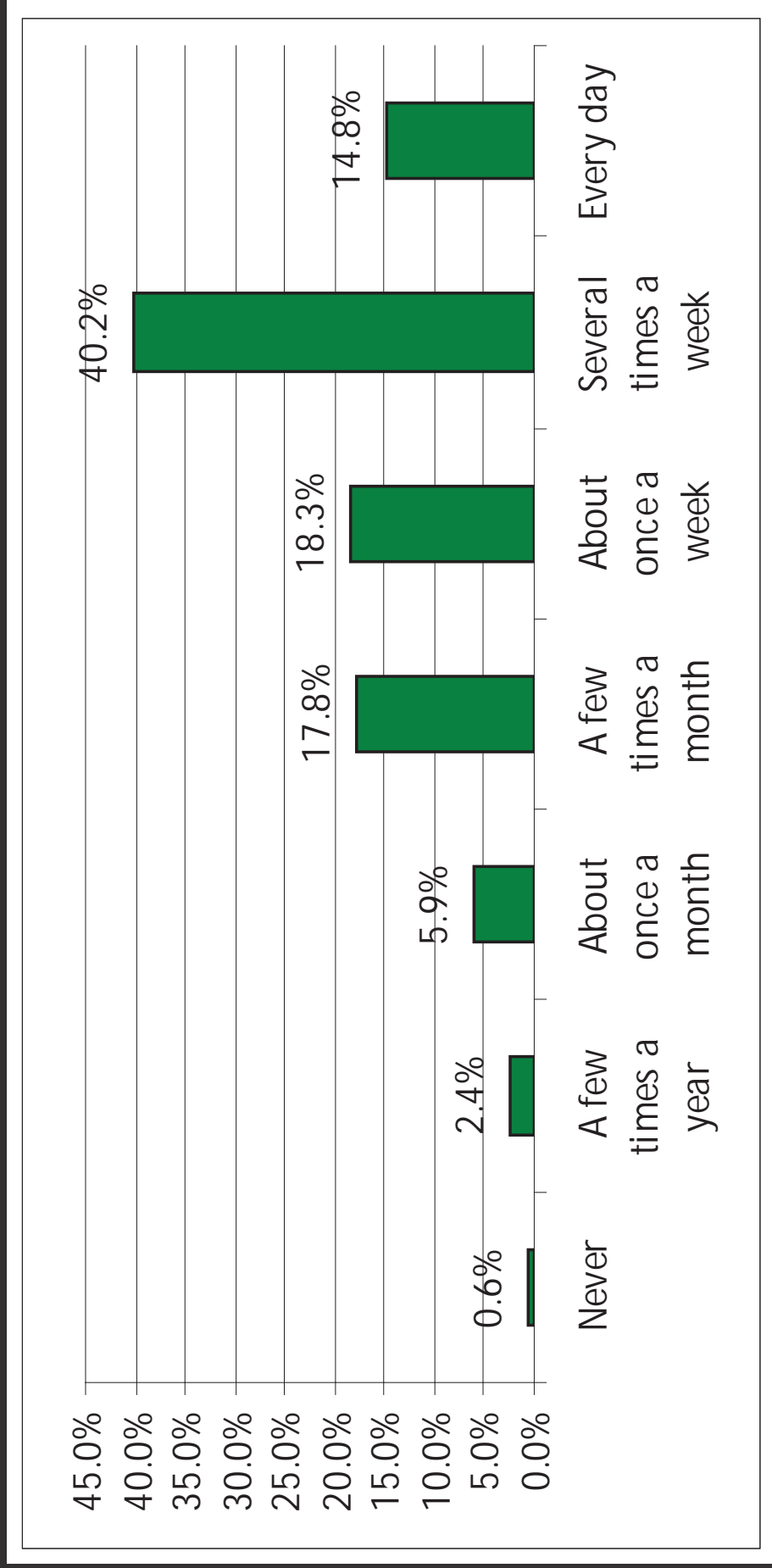


Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

SURVEY RESULTS

ONLINE: HOW OFTEN DO YOU VISIT DOWNTOWN DISTRICTS?

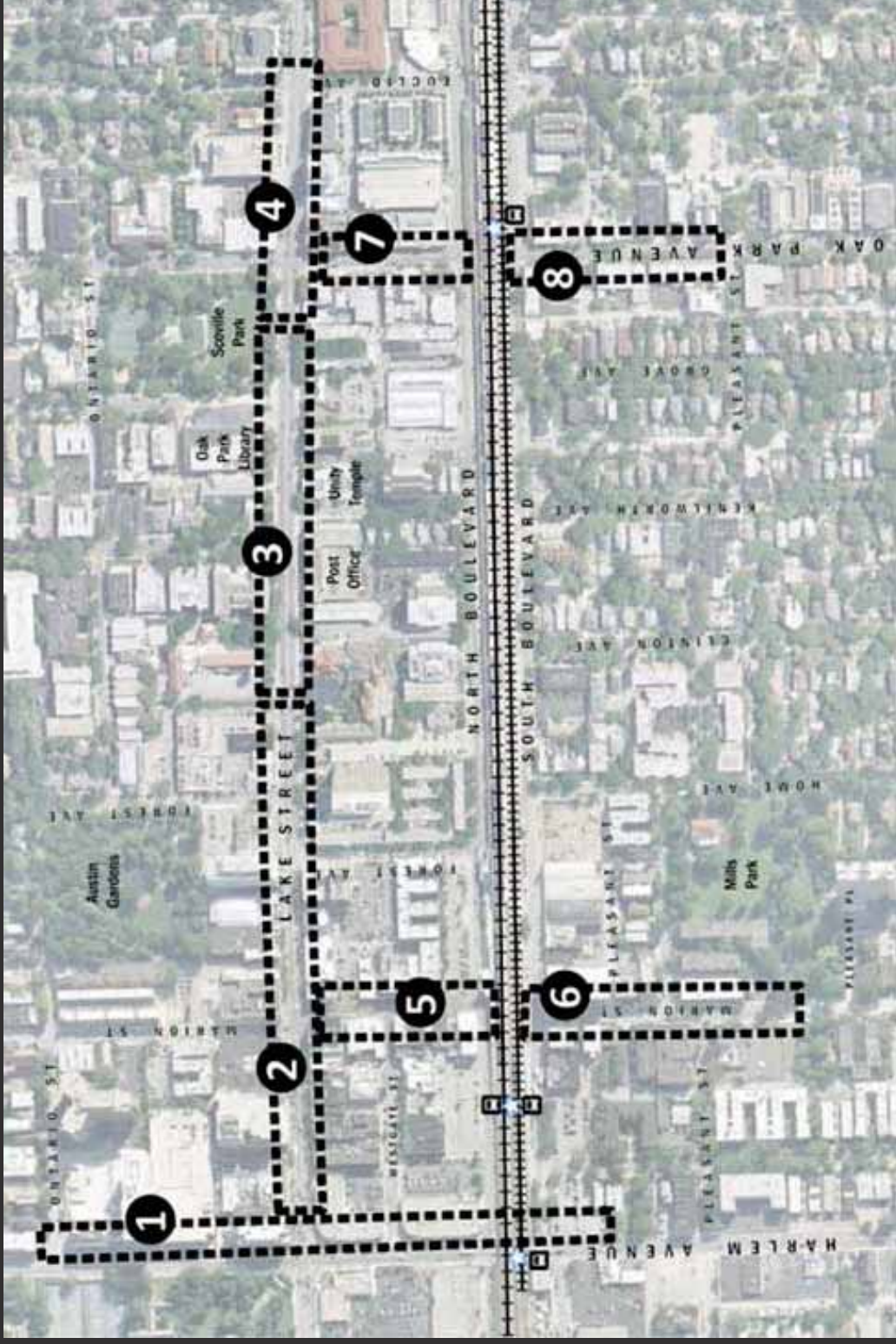


Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

SURVEY RESULTS

ONLINE: RATING AND RANKING BY AREA

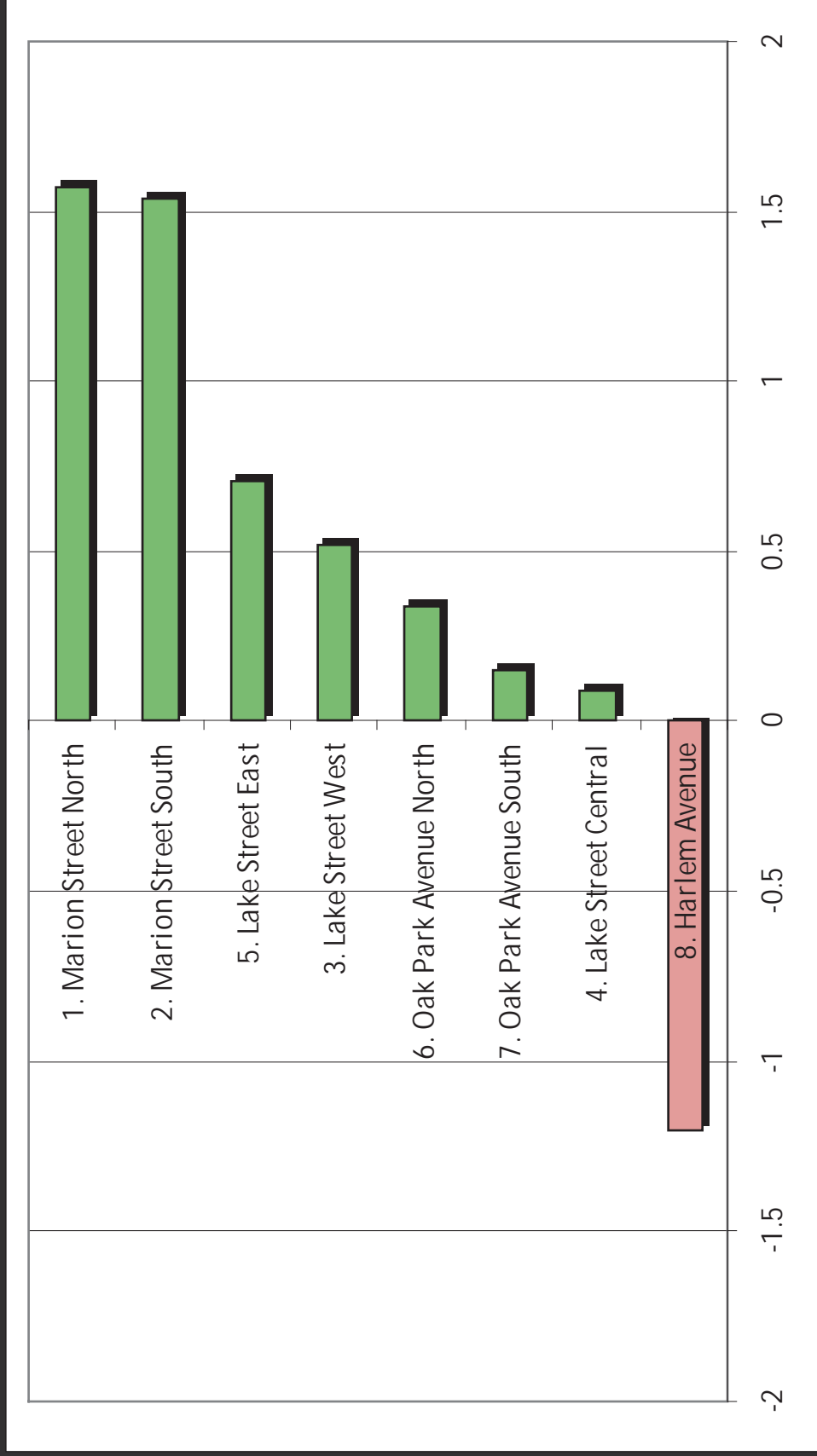


Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

SURVEY RESULTS

ONLINE: RATING AND RANKING BY AREA



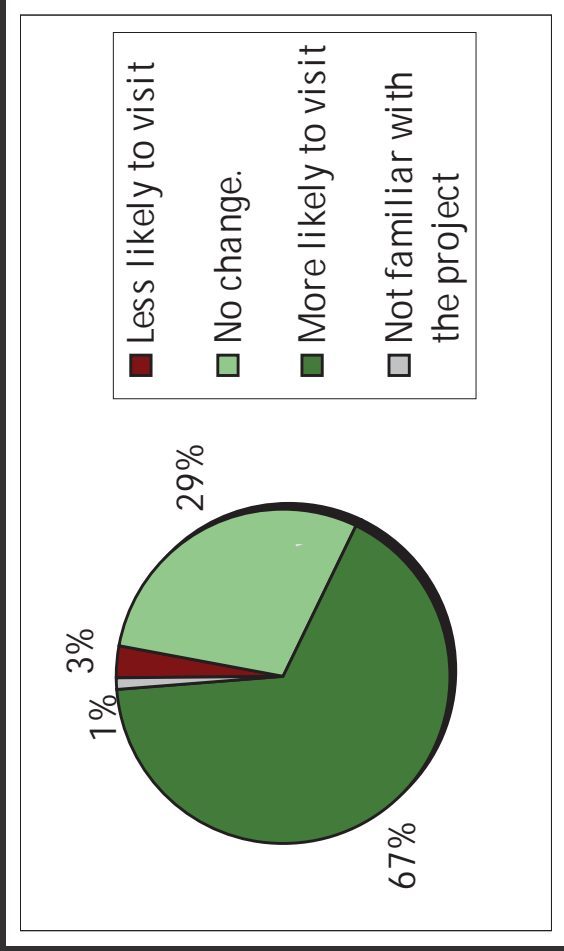
Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

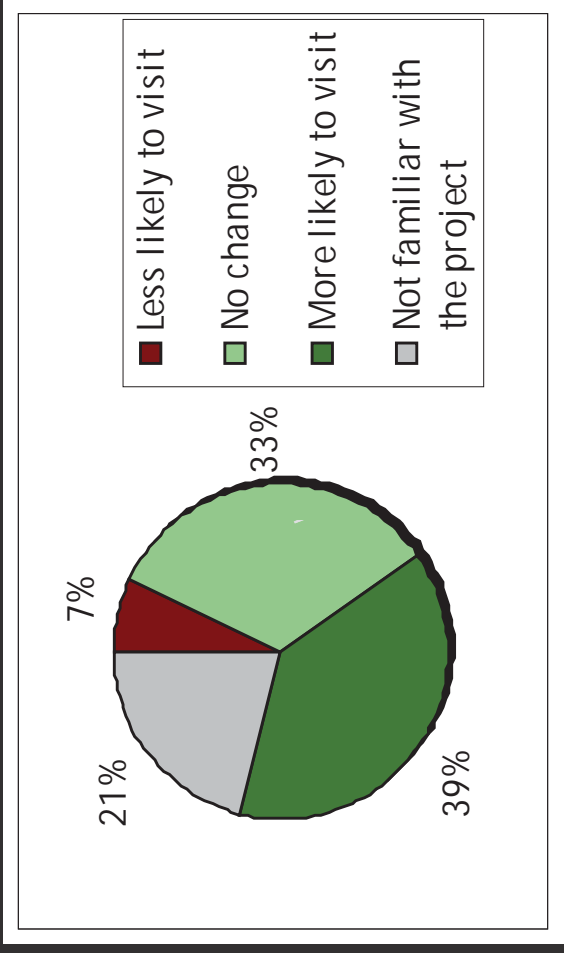
SURVEY RESULTS

WHAT IMPACT HAVE THE STREETSCAPE IMPROVEMENTS TO NORTH/SOUTH MARION MADE FOR YOU?

ONLINE



INTERCEPT



Oak Park Downtown Districts Streetscape
Lake Street

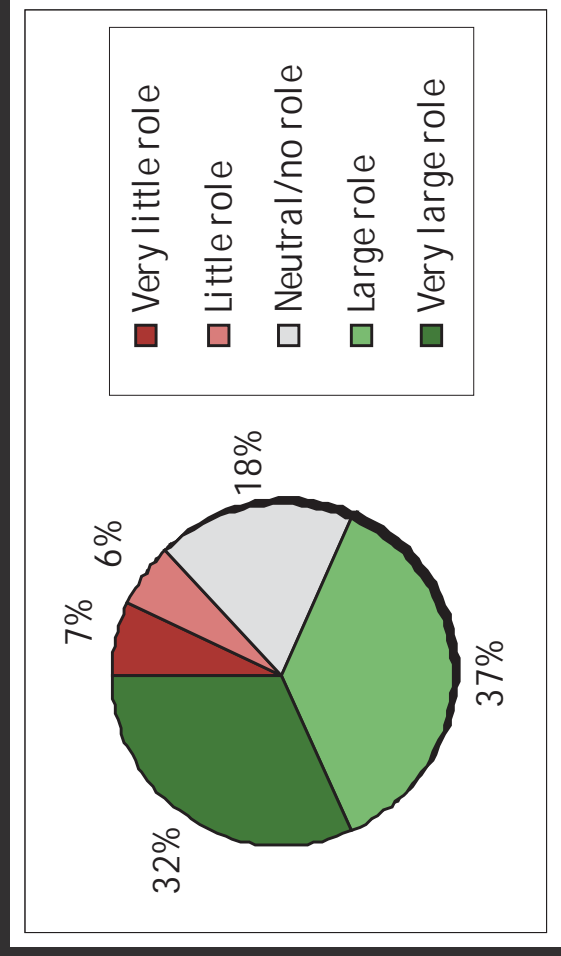
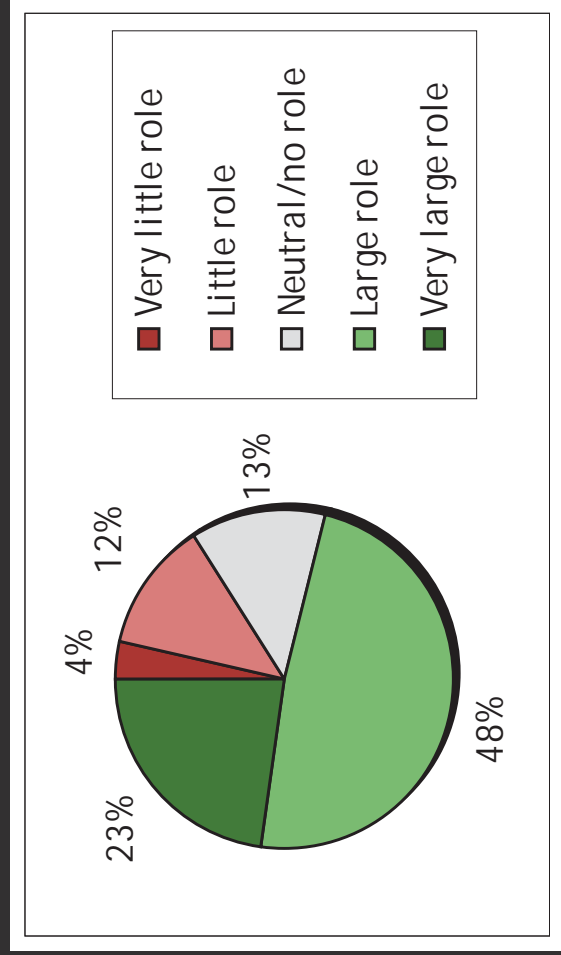
Oak Park, Illinois

SURVEY RESULTS

WHAT ROLE DOES THE APPEARANCE & STREETSCAPE PLAY IN YOUR ENJOYMENT OF A SHOPPING AREA?

ONLINE

INTERCEPT



Oak Park Downtown Districts Streetscape
Lake Street

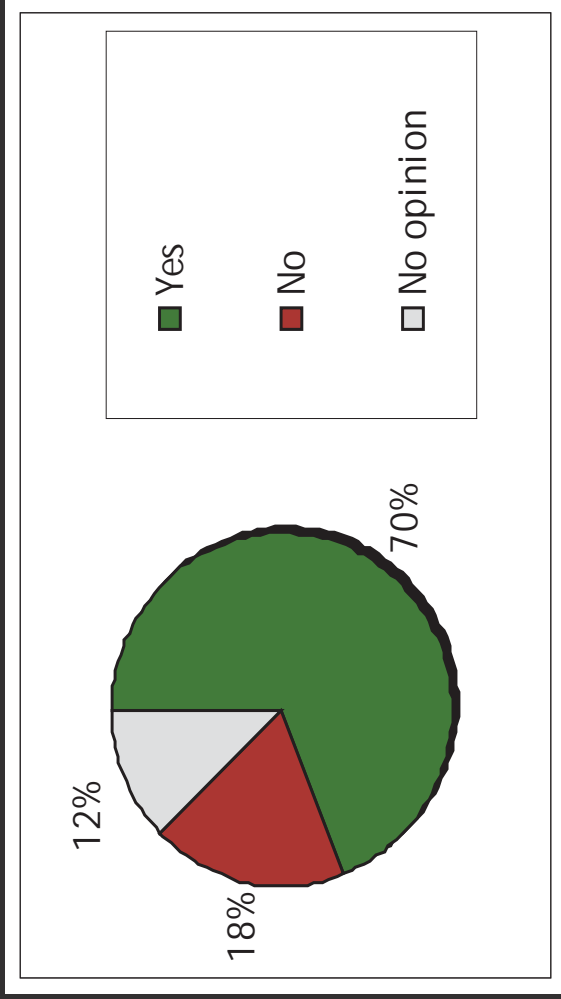
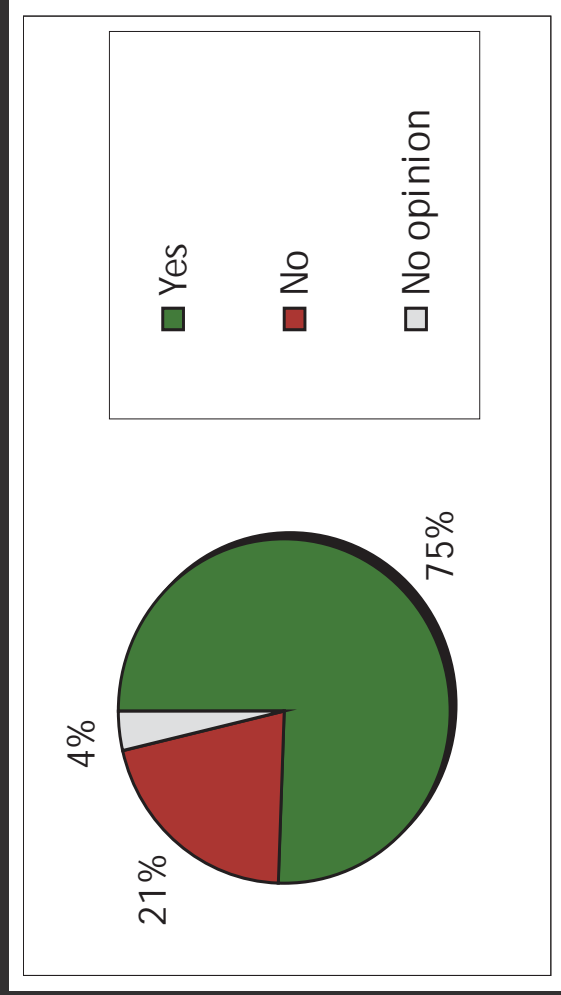
Oak Park, Illinois

SURVEY RESULTS

DO YOU THINK THE VILLAGE SHOULD PURSUE MAKING STREETSCAPE IMPROVEMENTS THROUGHOUT THE DOWNTOWN DISTRICTS

ONLINE

INTERCEPT

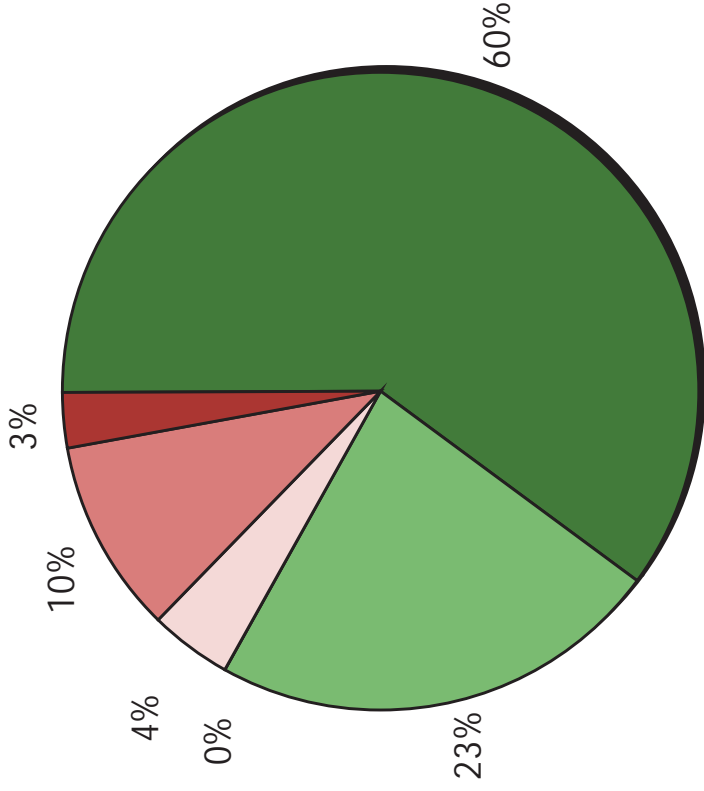


Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

SURVEY RESULTS

WHICH OF THE FOLLOWING STATEMENTS BEST REFLECTS YOUR FEELINGS ABOUT ADDITIONAL STREETSCAPE IMPROVEMENTS?



I like the recent improvements on Marion and support similar improvements elsewhere.

I am okay with making improvements.

I have no opinion.

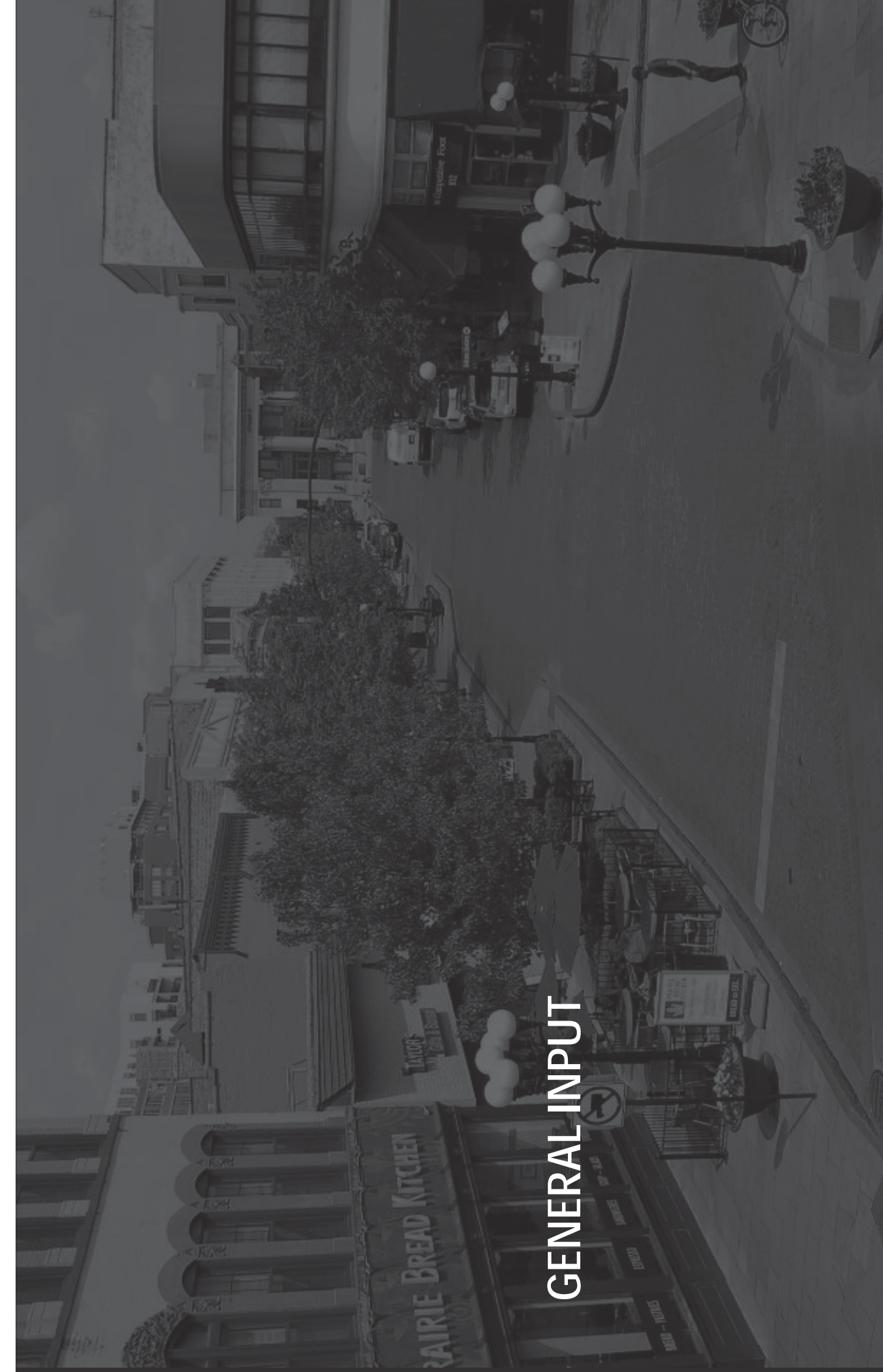
I do not understand the need for making improvements.

I do not see a benefit to making improvements.

I am opposed to making improvements of any kind.

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois



GENERAL INPUT

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

WALKING TOUR FEEDBACK

ONLINE

- Keep character unique to Oak Park
- Think about long-term maintenance
- Support tourism where possible
- Highlight Lake Theater – special anchor of the Downtown
- Support outdoor dining/seating
- Create strong entrance/gateway at Lake & Harlem
- Character and pedestrian improvements at all intersections
- More seating opportunities needed
- More variety in plantings – only trees and annuals now
- Think about integrating sustainability



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois



PRELIMINARY GEOMETRY

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

GEOMETRY

FOCUS OF PROCESS

- Identify opportunities to improve
 - Pedestrian/bicycle conditions & amenities
 - Circulation
- Create opportunities for placemaking/unique features
- Evaluate & balance parking
- Test geometric concepts independent of materials

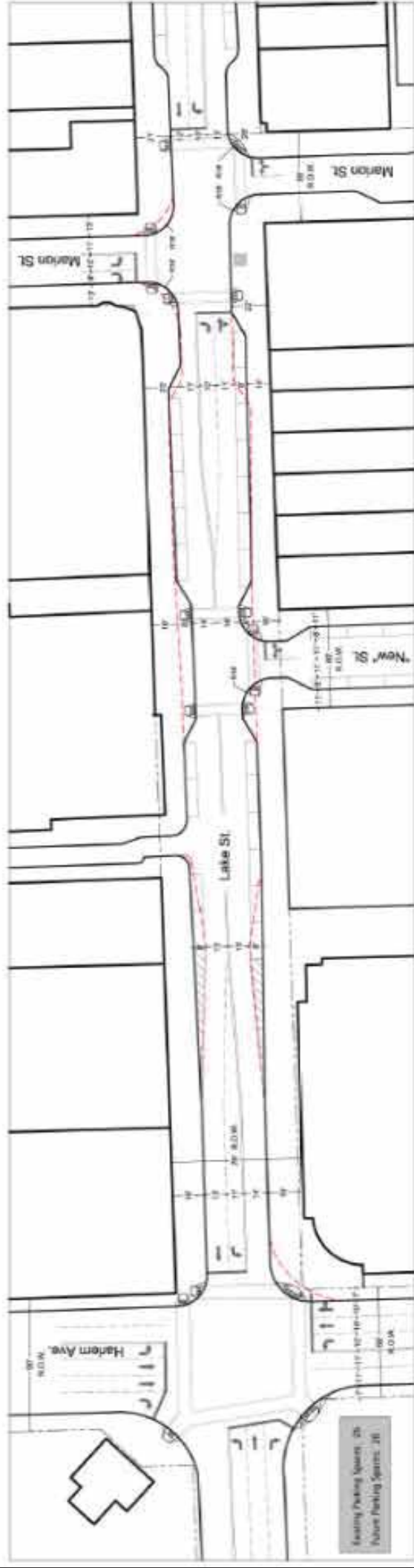
Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

GEOMETRY



Existing Conditions

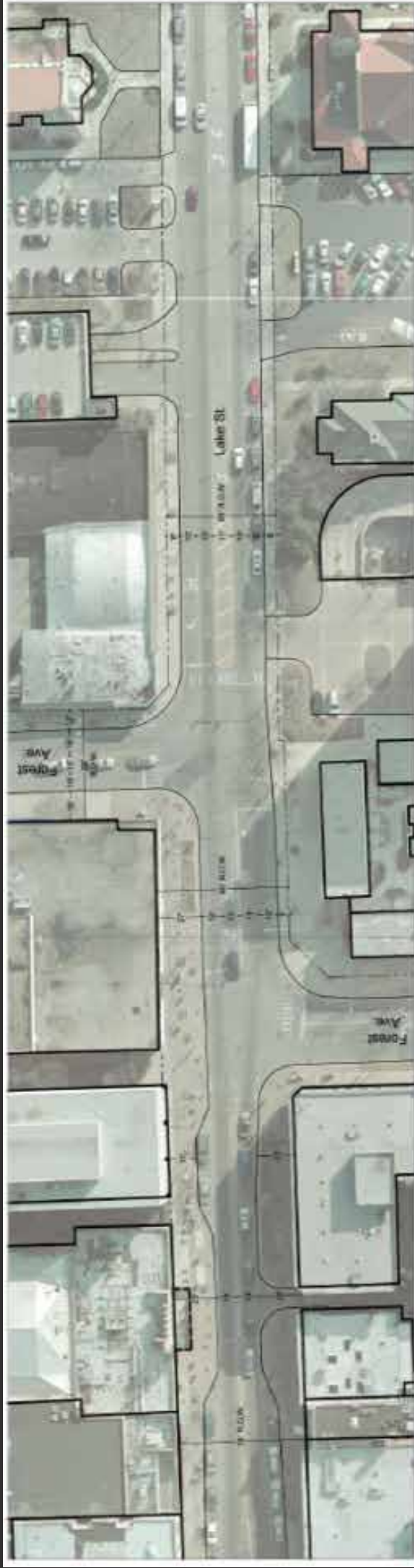


Schematic Streetscape Plan

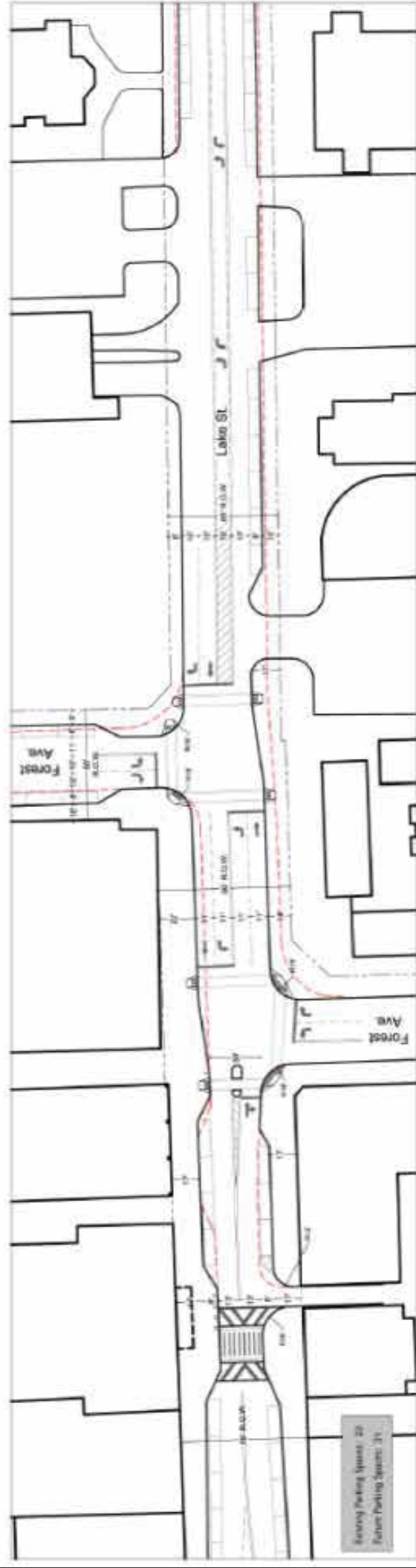
Oak Park Downtown Districts Streetscape Lake Street

Oak Park, Illinois

GEOMETRY



Existing Conditions



Schematic Streetscape Plan

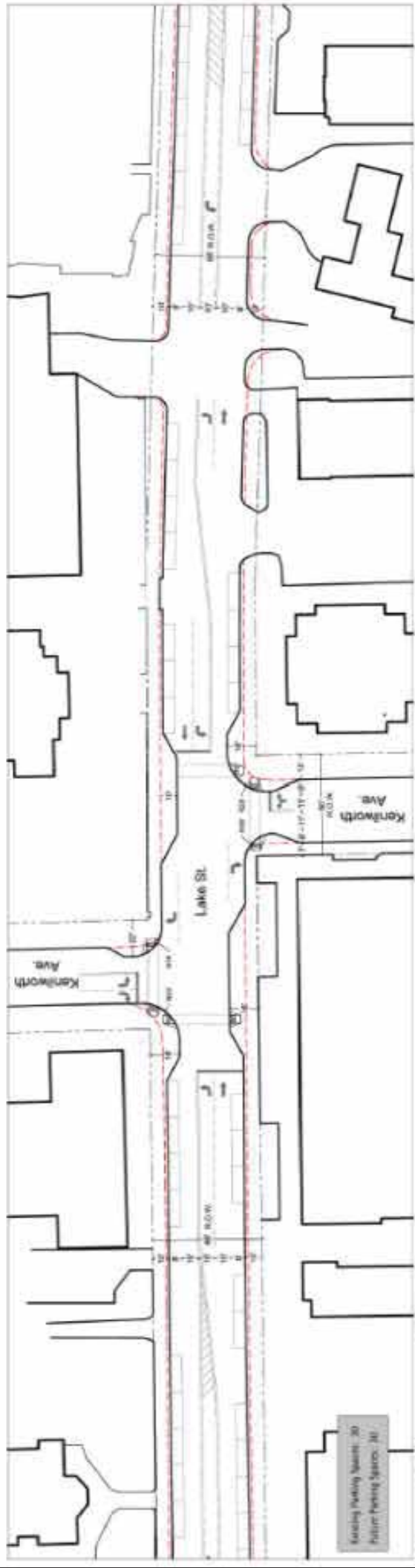
Oak Park Downtown Districts Streetscape Lake Street

Oak Park, Illinois

GEOMETRY



Existing Conditions



Schematic Streetscape Plan

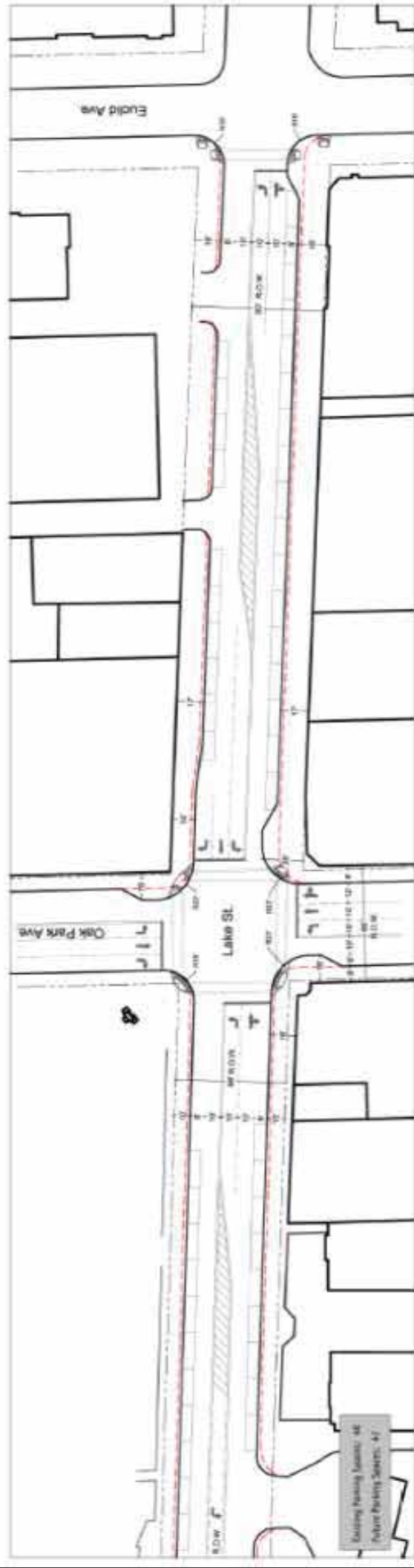
Oak Park Downtown Districts Streetscape Lake Street

Oak Park, Illinois

GEOMETRY



Existing Conditions



Schematic Streetscape Plan

Oak Park Downtown Districts Streetscape Lake Street

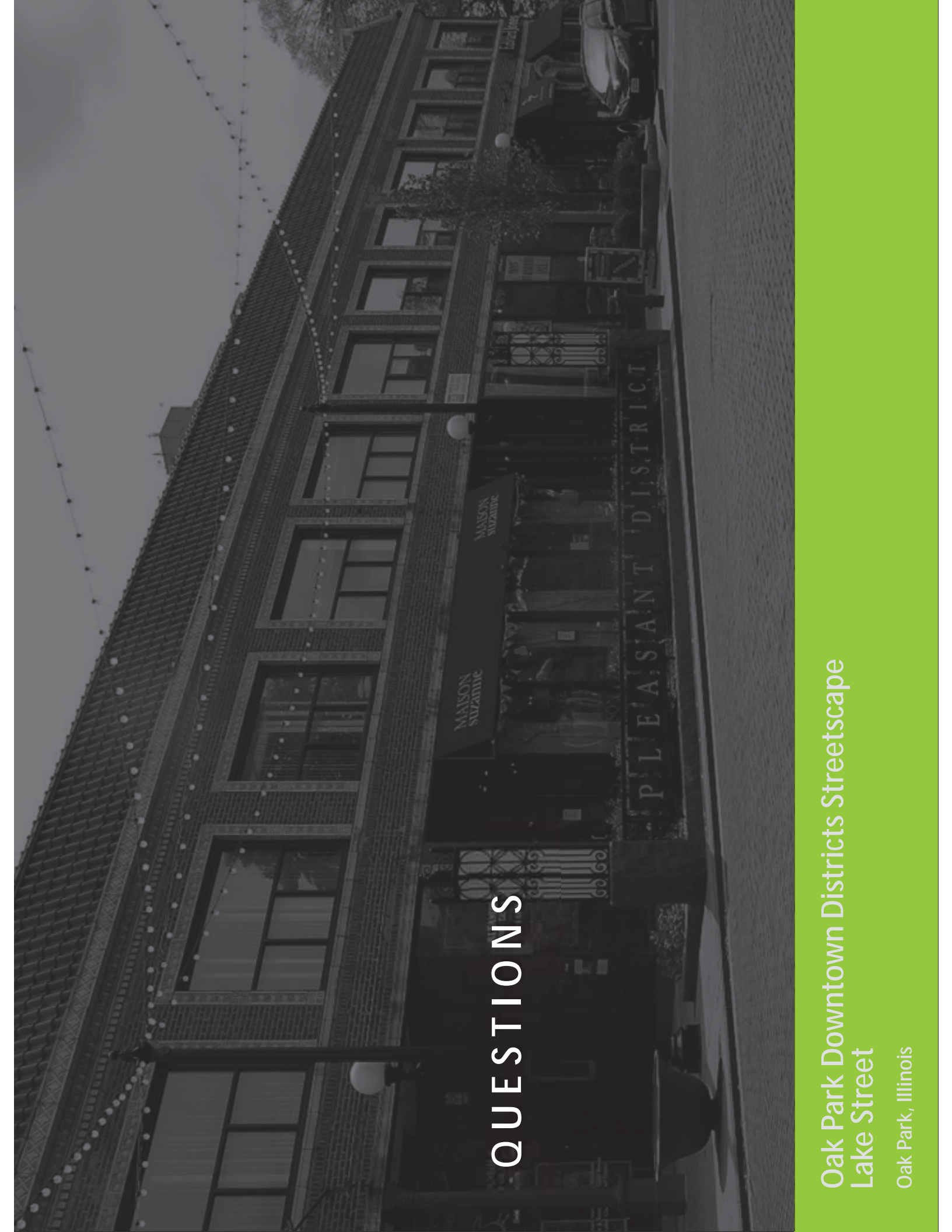
Oak Park, Illinois

NEXT STEPS

- Present special amenity concepts that have been developed & refined with the Advisory Committee
- Develop & refine a range of material palette options
 - Evaluate cost/maintenance/sustainability
- Presentation & discussion with Village Board on options
- Prepare & refine streetscape master plan with Advisory Committee
- Presentation to Village Board for comment/approval

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois



QUESTIONS

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

May 11, 2015 VOP Board Meeting
Presentation on Lake Street Streetscape
Including
Draft Unified Design of
Downtown Streetscape Master Plan Document



Village of Oak Park

123 Madison Street
Oak Park, Illinois 60302
www.oak-park.us

Meeting Minutes President and Board of Trustees

Monday, May 11, 2015

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the meeting to order at 6:58 P.M.

II. Roll Call

Present: 4 - Village Trustee Barber, Village Trustee Lueck, Village Trustee Ott, and Village President Abu-Taleb

Absent: 3 - Village Trustee Brewer, Village Trustee Salzman, and Village Trustee Tucker

III. Consideration of Motion to Adjourn to Executive Session to Discuss Review of Executive Session Minutes, Setting the Price of Real Estate or Lease of Property, and the Appointment, Employment, Compensation, Discipline, Performance or Discipline of Employees.

It was moved by Village Trustee Ott, seconded by Village Trustee Barber, to enter into executive session pursuant to 5 ILCS 120/2(c)(21) – discussion of minutes of meetings lawfully closed under the Open Meetings Act; ; 5 ILCS 120/2(c)(1) – the appointment, discipline, performance or dismissal of specific employees of the public body; 5 ILCS 120/2(c)(6) – setting the price of real estate for the sale or lease of property, and 5 ILCS 120/2(c)(21) – release of executive session minutes. The motion was approved. The roll call on the vote was as follows:

AYES: 4 - Village Trustee Barber, Village Trustee Lueck, Village Trustee Ott, and Village President Abu-Taleb

NAYS: 0

ABSENT: 3 - Village Trustee Brewer, Village Trustee Salzman, and Village Trustee Tucker

V. Reconvene to Special Meeting in Room 101 and Call to Order

The Special Meeting reconvened at 7:40 P.M.

VI. Roll Call

Present: 5 - Village Trustee Barber, Village Trustee Lueck, Village Trustee Ott, Village Trustee Tucker, and Village President Abu-Taleb

Absent: 2 - Village Trustee Brewer, and Village Trustee Salzman

VII. Agenda Approval

It was moved by Village Trustee Tucker, seconded by Village Trustee Ott, to approve the agenda. A voice vote was taken and the motion was approved.

VIII. Public Comment

There was no public comment.

IX. Proclamation

A. [MOT 15-068](#) Proclamation In Recognition of the OPRF High School Varsity Wrestling Team

Village President Abu-Taleb read the Proclamation aloud.

Coach Paul Collins thanked the Board for this recognition and the team members and their parents for their successful season.

It was moved by Village Trustee Tucker, seconded by Village Trustee Ott, to approve the Proclamation. A voice vote was taken and the motion was approved.

X. Presentation

B. [ID 15-143](#) Presentation of Lake Street Streetscape Enhancement from Harlem Avenue to Euclid Avenue

Village Manager Pavlicek stated that Daniel Grove from the Lakota Group would be giving a Powerpoint presentation detailing the streetscape proposal for Lake Street from Harlem to Euclid. Streetscape is defined as underground utilities, surface of the roadway, pedestrian areas and amenities on sidewalks such as lighting, benches, flowers, etc. The useful life of the public infrastructure is coming to an end.

Mr. Grove acknowledged the advisory committee members present. What he would be presenting is the result of several meetings with the committee and what they propose should be done.

The first item in the presentation was the roadway. Mr. Grove stated that brick was the preferred choice of material, noting that it is the longest lived but highest in upfront cost. Staff had some concerns, however, regarding maintenance. The alternatives were concrete with brick crosswalks or all concrete.

Director of Public Works John Wielebnicki stated that he took part in many conversations with the advisory committee regarding brick versus concrete. There are not many brick streets nationwide that are comparable to Lake Street in terms of traffic volume. He noted that snowplowing may be an issue in terms of damage to the bricks. Currently, rubber blades are attached to the snowplows to avoid damage when plowing Marion Street but steel blades are used on arterial streets, as there is better contact with the pavement to clear away ice and snow. He suggested using asphalt with brick intersections but will support whatever the Board decides.

Village Trustee Lueck stated that when the decision was made to brick Marion, it was to increase interest in investment in that area. This turned out to be a very successful strategy, as the return on investment was five times what the cost was. She asked if Lake Street needed this level of investment in order to secure a return or is it already

functioning fairly well as a business district. She also noted that the cost of brick is twice the amount of concrete.

Village Trustee Barber commented that the brick recommendation is based on saving money in the long run. He asked how much it will really save. In addition, the lack of brick arterial streets concerns him, as there is probably a reason for this. He was in favor of concrete with brick intersections.

There was additional discussion regarding snow maintenance.

Village President Abu-Taleb thanked the committee and asked for a representative to give the rationale for their recommendation.

Frank Heitzman, president of the Downtown Oak Park (DTOP) Board, stated that the committee wants to see Lake Street bricked. In addition, brick has a 100-year lifespan and will not have to be patched over time.

Mike Fox, also of the DTOP Board, stated that this is an effort to unify the districts, to connect to DTOP. He acknowledged that it is expensive.

Village Trustee Lueck asked if perhaps putting the limited amount of money available into some of the other components may be better than using it for the street. There was discussion.

Village Trustee Barber asked what the budget for this project was and how much money has been set aside. Village Manager Pavlicek stated that there is no money set aside for this project, nor is it the Capital Improvement Budget; the anticipated funding through Federal grants did not materialize.

Village President Abu-Taleb indicated that any street resurfacing would be a disruption to the business district. He asked for a comparison of materials as to how long that would be.

Village Engineer Bill McKenna stated that resurfacing with asphalt would disrupt the district approximately one to two months. Brick would add another month to the duration of the project.

Village President Abu-Taleb stated that they have to balance resources with the needs and opinions of staff, the committee and residents. There are a lot of vibrant downtowns that do not have brick streets; it takes an entire plan, not just one item. Lake Street cannot be compared to Marion Street. The Board needs to think about it, and consider all of these items together.

Village Trustee Tucker stated that overall, he would like to see something come back without such a high price tag.

There was a brief discussion regarding sidewalk materials, blue stone and concrete. There was consensus not to consider granite curbs. Village Trustee Lueck commented that the changes that will be noticed are in the details, not the street or sidewalk materials.

XI. Village Manager Reports

C [ID 15-166](#) **Status Report - Electrical Aggregation Program**

Village Manager Pavlicek stated that next Monday, as part of the regularly scheduled Board Meeting, there will be recommendations from the Village's electrical aggregation consultant and the Environment & Energy Commission regarding the manner in which the electrical aggregations should be put out to bid. The timeline requires Board consensus next Monday in order to bring the bid results back to the Board as early as June 1 or as late as June 15 to meet the September 1 turn of the contract.

XII. Consent Agenda

Approval of the Consent Agenda

It was moved by Village Trustee Tucker and seconded by Village Trustee Ott to approve the items under the Consent Agenda. The motion was approved. The roll call on the vote was as follows:

AYES: 5 - Village Trustee Barber, Village Trustee Lueck, Village Trustee Ott, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 2 - Village Trustee Brewer, and Village Trustee Salzman

- D. [ORD 15-099](#) An Ordinance Authorizing the Purchase of Certain Real Property Located at 844 Madison Street in the Village of Oak Park

This Ordinance was adopted.

XII. Adjourn

It was moved by Village Trustee Ott, seconded by Village Trustee Tucker, to adjourn. A voice vote was taken and the motion was approved. Meeting adjourned 9:07 P.M., Monday, May 11, 2015.

Respectfully submitted,

Maryann Schoenneman
Deputy Village Clerk



Village of Oak Park

123 Madison Street
Oak Park, Illinois 60302
www.oak-park.us

Meeting Minutes President and Board of Trustees

Monday, November 2, 2015

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the meeting to order at 6:30 P.M.

II. Roll Call

Present: 5 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Tucker, and Village President Abu-Taleb

Absent: 2 - Village Trustee Ott, and Village Trustee Salzman

III. Consideration of Motion to Adjourn to Executive Session to Discuss Collective Bargaining.

It was moved by Village Trustee Brewer, seconded by Village Trustee Barber, to enter into executive session pursuant to 5 ILCS 120/2(c)(2) - collective bargaining and 5 ILCS 120/2(c)(21) - approval of minutes of meetings lawfully closed under the Open Meetings Act. The motion was approved. The roll call on the vote was as follows:

AYES: 5 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 2 - Village Trustee Ott, and Village Trustee Salzman

V. Reconvene to Regular Meeting in Council Chambers and Call to Order

The Regular Meeting reconvened at 7:30 P.M.

VI. Roll Call

Present: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

Absent: 1 - Village Trustee Ott

VII. Agenda Approval

Village Manager Pavlicek stated that Items J and O have been removed from the Consent Agenda and added to the Regular Agenda. she added that staff will be recommending that Item O be tabled to the next Regular Board Meeting.

It was moved by Village Trustee Barber, seconded by Village Trustee Salzman, to approve the agenda. A voice vote was taken and the motion was approved.

VIII. Minutes

A. [MOT 15-130](#) Motion to Approve Minutes for October 19, 2015 Regular Meeting of the Village Board and Special Meeting Minutes of October 26, 2015 of the Village Board

It was moved by Village Trustee Tucker, seconded by Village Trustee Lueck, to approve the minutes of October 19, 2015 and October 26, 2015 . A voice vote was taken and the motion was approved.

IX. Non-Agenda Public Comment

Edward Leinartis. Mr. Leinartis discussed the difficulty he has been having regarding discontinuing his unsolicited delivery of the Red Plum advertising newspaper.

Michael Leinartis. Mr. Leinartis spoke about his experience with Red Plum deliveries and asked that the Village intervene to prevent continuing distribution in Oak Park.

X. Village Manager Reports

B. [ID 15-359](#) Review of the Village Board Meeting Calendars for November and December 2015.

Village Manager Pavlicek stated that staff is holding an open house this Thursday regarding noise walls related to the I-290 reconstruction. This is not a new presentation but a chance for residents to ask questions. The Village Engineer and Director of Public Works will be present. Staff wants to ensure that residents are aware that IDOT is required to follow the Federal process, which puts into motion the voting by owners of impacted properties. The Village of Oak Park or the Village Board cannot mandate a different process. For those interested but unable to attend, there is information available on the Village website. Village Manager Pavlicek added that interested parties may also contact her by phone or in person at Village Hall.

Village Trustee Barber suggested that a representative from IDOT be present as well.

XI. Public Hearing

C. [ID 15-352](#) Truth in Taxation Hearing for the Proposed 2015 Tax Year Property Tax Levy

Village President Abu-Taleb called to order the Truth in Taxation Hearing for the Proposed 2016 Tax Year Property Tax Levy. Notice of the Public Hearing was published as required by law in the Wednesday Journal on October 21, 2015.

Chief Financial Officer Craig Lesner stated that while it is only required by State Statute to hold a public hearing if the increase in the levy exceeds 5%, the Village finds it good practice as part of the budget process to hold an annual hearing. The corporate levy will stay flat at \$13 million, the police pension levy will increase \$4.4 million and the firefighter pension will increase by 4.57%. After abatement, the debt service levy will be just over \$4.2 million. The library's tax levy request is pending but staff is expecting no change from last year or a slight decrease. Overall, the Village's recommended tax levy will increase by 1.85%; if the library's expected increase is zero, the total increase will be 1.32%. Mr. Lesner also explained that it is difficult to determine if this will affect the tax bills, as there are many other factors that determine the final amount.

Village President Abu-Taleb asked if there were any questions from members of the public or comments from the trustees. There were no questions or comments.

It was moved by Village Trustee Barber, seconded by Village Trustee Tucker, to adjourn the Public Hearing. A voice vote was taken and the motion was approved.

XII. First Reading

- D. [ORD 15-186](#) **First Reading of An Ordinance Amending Chapter 22 (“Streets and Sidewalks”), Article 10 (“Commercial Use of Sidewalk Space”), Section 22-10-2 (“Use of Sidewalks for Restaurant Tables and Floral Displays”) of the Oak Park Village Code as Reviewed at the Finance Committee of the Village Board on October 22, 2015**

Village Manager Pavlicek stated that this would increase the permit fees for eating areas and floral displays on the public sidewalks. The increases reflect the recouping of funds from the Village used to maintain the areas after they have been utilized. This has been discussed with the Finance Committee.

Village Trustee Barber asked if this has been discussed with the business community. Village Manager Pavlicek replied that it has not. Village Trustee Barber suggested that the Second Reading be deferred until outreach has been made to the business community. Village Manager Pavlicek noted that the second reading will be on December 7 in order to discuss this with the Business Association Council.

- E [ORD 15-189](#) **First Reading of an Ordinance Amending Parking Permit Fees as Set Forth in Chapter 15 (“Motor Vehicles and Traffic”) of the Oak Park Village Code**

Village Manager Pavlicek stated that this item was also part of the FY16 budget discussions with the Finance Committee. As an Enterprise Fund, the Parking Fund's expenses are associated with fees charged for meters, garage parking, permits, etc. This item proposes a nominal increase in these fees for FY16. She requested that the Second Reading be considered in the month of November in order to present notices beginning the first week in December to parking permit holders that would impact fees for the first quarter of 2016.

XIII. Second Reading

- F. [ORD 15-181](#) **Second Reading and Adoption of an Ordinance Amending Chapter 7 (“Buildings”) of the Oak Park Village Code by Adding a New Article 13 (“Property Maintenance Code”) to Adopt the 2009 International Property Maintenance Code**

Village Manager Pavlicek commented that the First Reading was on November 2 and based on that discussion, some revisions have been made.

Neighborhood Services Manager Drew Williams-Clark added that the appeals process has been clarified.

It was moved by Village Trustee Tucker, seconded by Village Trustee Barber, that this Ordinance be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 1 - Village Trustee Ott

G. [ORD 15-184](#) Second Reading and Adoption of an Ordinance Amending Chapter 12 (“Housing”), Chapter 20 (“Public Health”) and Chapter 22 (“Streets And Sidewalks”) of the Oak Park Village Code

It was moved by Village Trustee Brewer, seconded by Village Trustee Barber, that this Ordinance be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 1 - Village Trustee Ott

XIV. Consent Agenda

This was approved.

Approval of the Consent Agenda

It was moved by Village Trustee Tucker and seconded by Village Trustee Brewer to approve the items under the Consent Agenda. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 1 - Village Trustee Ott

H. [ORD 15-182](#) An Ordinance Amending Chapter 16 (“Nuisances”), Article 3 (“Criminal Nuisance Abatement”), Section 16-3-1 (“Definitions”) of the Oak Park Village Code

This Ordinance was adopted.

I. [ORD 15-183](#) An Ordinance Amending Chapter 7 (“Buildings”), Article 10 (“Vacant Buildings”) of the Oak Park Village Code

This Ordinance was adopted.

K. [RES 15-440](#) A Resolution Approving a Professional Services Agreement with MWH Americas, Inc. for Design Engineering Services for the Fillmore Street Relief Sewer Project in an amount not to exceed \$53,419 and Authorizing its

Execution.

This Resolution was adopted.

- L. [RES 15-474](#) A Resolution Approving the 2016 Employee Health Benefit Plan Documents, Design and Premiums
This Resolution was adopted.
- M. [RES 15-467](#) A Resolution Approving the Renewal of the Independent Contractor Agreement with G.A. Paving Construction, Inc. for Snow Plowing and Salting of Village Leased/Owned Parking Lots and Snow Shoveling/Salting of Village Owned Sidewalks and Crosswalks for a One-Year Period for an Amount Not to Exceed \$190,000
This Resolution was adopted.
- N. [RES 15-479](#) A Resolution Authorizing Subordination Of A Lien For The Property Located At 1026 South Harvey Avenue (BPIP-056).
This Resolution was adopted.
- P. [RES 15-476](#) A Resolution Approving the Execution of a Contract with J. Nardulli Concrete, Inc., for Project 15-3, 2015 Sidewalk and Curb and Gutter Replacement, in an Amount Not to Exceed \$150,000 and Authorizing its Execution
This Resolution was adopted.
- Q. [MOT 15-129](#) Motion to Accept Staff's Recommendation to Add a No Parking 8AM-10AM Monday thru Friday Restriction Along the 300 block of South Harvey Avenue and Direct Staff to Prepare the Necessary Ordinance
This Motion was approved.
- R. [MOT 15-131](#) Motion to Approve the Bills in the Amount of \$2,769,877.69 From October 2, 2015 Through October 29, 2015
This Motion was approved.

XV. Regular Agenda

- S. [ID 15-340](#) Commercial Business District Presentation - Core Power Yoga and Sugar Beet Co-op
Adrienne Smith, Studio Manager at Core Power Yoga, spoke about her business and about yoga in general. She also discussed partnerships they have with other area businesses that benefit their members.
Jenn Gallogly discussed Sugar Beet Co-op and the ownership structure. She also spoke about what the store offers and various events that they were involved with in the community.

J. [RES 15-376](#) A Resolution Authorizing the Execution of a Contract with H&H Electric Co. for Project 15-17, Harrison Street Lighting Improvements, in an Amount Not to Exceed \$789,239 as Reviewed at the October 22, 2015 Finance Committee.

Village President Abu-Taleb clarified that the motion is to approve the alternate resolution.

Village Manager Pavliceck noted that staff is asking for the full bid amount. The alternate resolution decreases the amount and will reduce the scope of the project to exclude four light poles west of Ridgeland.

Village Engineer Bill McKenna stated that the amount is reduced by \$65,000 for a total of \$724,000. The contractor has agreed to hold that price until the end of November. Work on the project would start in spring 2016.

It was moved by Village Trustee Tucker, seconded by Village Trustee Brewer, that this Resolution be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 1 - Village Trustee Ott

O. [RES 15-475](#) A Resolution Approving a Contract with MYS, Incorporated, for Project 15-22B, Marion Street Crosswalk Improvements, in an Amount Not to Exceed \$108,542 and Authorizing its Execution

Village Manager Pavliceck stated that staff is requesting that this Item be tabled for two weeks. A third of this project involves some settling at the crosswalks at South Boulevard and Marion. Staff would like to complete conversations with the original contractor as to whether they are able to have the subcontractors make the repairs even though the warranty time frame on that work has lapsed before awarding this to another contractor.

Director of Public Works John Wielebnicki noted that what the manager was referring to is in the new part of Marion Street. He explained that some of the repairs have been made in-house but more work is needed. He is going to meet with that contractor and see what they might be willing to do. The work north of the green line will be replacement of some of the blue stone with colored concrete. He noted that a couple of years ago, the Village had to repair one of the speed tables at a cost of \$200,000.

Village President Abu-Taleb commented that this contractor will risk losing Oak Park's business if they fail to stand behind their goods and services. This was an expensive project and should last longer than two or five or ten years.

Village Trustee Lueck added that the rationale for investing in high quality materials was that they would last a long time. No one expected to spend this kind of money on repairs in such a short time.

It was moved by Village Trustee Salzman, seconded by Village Trustee Tucker,

that this Resolution be tabled. A voice vote was taken and the motion was approved.

T. [ID 15-357](#) **Presentation of Lake Street Streetscape Enhancement from Harlem Avenue to Euclid Avenue.**

Village Manager Pavlicek stated that in May of 2015, staff presented information to the Board regarding infrastructure in need of replacement along Lake Street from Harlem to Euclid as well as material options for the roadway, curbs and sidewalks. Staff has prepared a revised scope of materials in response to Board feedback related to cost, long term care and maintenance regarding a number of alternatives that were presented.

Village Engineer Bill McKenna gave a summary of the Steering Committee's recommendations from the initial presentation. This included brick street throughout the entire length, bluestone sidewalks throughout, colored concrete curbs and streetlighting fixtures identical to those on Marion Street and other amenities at a cost of \$17.2 million. Staff's recommendations, at a cost of \$11.5 million, include limiting blue stone sidewalks to commercial areas only, reducing the area of brick street to high profile intersections only, using colored concrete curbs for the majority of areas with brick streets and bluestone sidewalks, using asphalt pavement for the street surfacing, installation of lighting improvements throughout and installation of special features at select locations. The palette is consistent with the current major planned developments, Lake and Forest and Maple and Lake. A streetscape enhancement decision will set the design standard needed for the Oak Park Station development. In addition, staff is recommending a full resurfacing of Lake Street from Harlem to Austin at that time. The street was last done in 2001 and is nearing the end of its useful life. They will be requesting Federal funds for the resurfacing project and any of the eligible streetscaping items. This will also need to be coordinated with the Oak Park Station development, as their planned opening is around the time of the proposed streetscape construction. Based on Board direction or consensus, staff would start applying for Federal funds in January 2016 and request proposals for the design engineering of the construction project and award those in January or February 2016 to meet the 2017 timetable. A contract has been awarded for a survey of Lake Street in relation to this project.

President Abu-Taleb commented that perhaps Lake Street should not be such a priority as there is enough disruption with new developments at this time. The negative impact on businesses has to be weighed against aesthetics.

Village Trustee Brewer asked where funding for the project would come from. Village Manager Pavlicek stated that the Capital Improvement Plan notes that there is an 80/20 Federal fund split regarding the Lake Street resurfacing, 50/50 on street lighting and the balance is part of the Capital budget.

Village Trustee Lueck asked if it would be better to do it all at once or to spread the project out and have less disruption but for a longer time. She stated that the one place she would recommend using brick is the Westgate project in order to tie in with Marion Street. She was not supportive of the proposed brick intersections on Lake Street and noted that they look choppy.

Village Trustee Salzman wanted a more detailed discussion regarding funding. He wanted to know the likelihood of the Village receiving a Federal grant. He also noted that the lowered amount of money was still a large amount. He recognizes that improvements need to be made on Lake Street but doesn't think it is necessary to install the upgraded materials. He was uncomfortable with the price as well.

Village Trustee Barber liked that some of the elements from Marion Street were being brought onto Lake Street. He was in favor of doing the project all at once instead of in segments and felt that the businesses were prepared for this.

Village Trustee Tucker agreed with Village Trustee Lueck regarding brick intersections.

Village Trustee Brewer asked if the cost presented is the baseline. Mr. McKenna said that it was, if they incorporated some of the thoughts from the Steering Committee. Village Trustee Brewer asked for a baseline cost without the streetscape elements. Village Trustee Lueck commented that there won't be much difference, as the biggest cost is the street resurfacing.

Village Trustee Salzman stated that investments in excess of \$10 million needed to be looked at holistically, not just in terms of the money that is available in the budget. There is currently a lot of activity going on in Downtown Oak Park; there are other parts of the Village where that kind of investment could be used to jump start some other economic activity.

Village Trustee Barber was under the impression that staff needed direction in order for Lake and Forest and Oak Park Station to move forward. Mr. McKenna clarified that Lake and Forest has been established; Oak Park Station has not but can be priced out at the higher level.

Village Trustee Tucker agreed with Village President Abu-Taleb to bifurcate this for the time being. Lake and Forest was underway and direction to Oak Park Station is what they Board has before them today. He added that this need back to the Board for further discussion.

Following further discussion, there was consensus to follow the same standard and Lake and Forest.

XVI. Call to Board and Clerk

Village Trustee Salzman requested that agenda items be clearer regarding the expectations of what is to come out of Board discussions.

Village Trustee Lueck congratulated Clark Street Developers.

Village Trustee Brewer had a nice Halloween and is happy to live in a community where the children can safely walk the streets. He spoke about a noise wall he saw in Cleveland.

Village Trustee Barber spoke about the Middle School Arts Program and congratulated the BRAVO program for their production of Beauty and the Beast. He also spoke highly of the new management of Kozy Corner.

Village Trustee Tucker noted that the Huskies have another playoff game this weekend.

Village President Abu-Taleb shared the concerns of those who spoke about the Red Plum and asked Village Attorney Stephanides to look into it. A celebration will be held at the Colt Building tomorrow morning to celebrate start of work with the developers.

XVII. Adjourn

It was moved by Village Trustee Brewer, seconded by Village Trustee Tucker, to

adjourn. A voice vote was taken and the motion was approved. Meeting adjourned at 9:40 P.M., Monday, November 2, 2015.

Respectfully submitted,

MaryAnn Schoenneman
Deputy Village Clerk

Village of Oak Park Unified Design of Downtown Streetscape Master Plan

May 11, 2015

DRAFT FOR VILLAGE BOARD REVIEW



ACKNOWLEDGEMENTS

PROJECT ADVISORY COMMITTEE MEMBERS:

Doug Chien – CDC

Mike Fox – DTOP/Hemingway District

Frank Heitzman – HPC/DTOP

Peter Korab – Resident

Tony Quinn – HPC

Max Williams – DTOP

Paul Zimmerman – Resident

VILLAGE STAFF:

Cara Pavlicek – Village Manager

Rob Cole – Assistant Village Manager

Tammie Grossman – Director of Development Customer Services

Jill Velan – Parking & Mobility Services Director

John Wielebnicki – Public Works Director

Craig Failor – Village Planner

Bill McKenna – Village Engineer

Rob Sproule – Village Forestry Supervisor

Loretta Daly – Business Services Manager

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01 Process + Goals

SUBWAY

100% Satisfaction

01

PROCESS + GOALS

PROJECT BACKGROUND

In November of 2007, the Village of Oak Park re-opened the former Marion Street pedestrian mall to vehicular traffic, unveiling a new streetscape character for the downtown. This new look featured brick streets, stone sidewalks, and a variety of special design features and amenities. The overall design took its inspiration from historic photos of the downtown from the early 20th century. In 2011 the streetscape palette was extended further south on Marion Street into the Pleasant District.

Now, in 2015, the streetscape for the remainder of the greater Oak Park downtown, originally installed in 1989, is reaching the end of its useful life. Additionally, in some portions of the downtown, the underground utilities are in need of repair or replacement. Therefore the Village has undertaken a process to develop a unified streetscape master plan for Lake Street, the key East-West corridor in the downtown.

This master plan is intended to establish a design approach for the streetscape and provide information to allow for planning and budgeting of a phased implementation of the streetscape in the downtown. Additionally, as there are several potential developments underway or contemplated, this document provides design direction to ensure that any improvements to the public right-of-way adjacent to these developments will integrate with future streetscape improvements.

PROCESS

The streetscape master plan process has been overseen and directed by Village Staff and a dedicated Advisory Committee that has provided input and direction to the design consultant. This has occurred through a series of meetings to review and discuss findings, design concepts and final plans.

The process started with a significant public outreach and engagement.

This included a series of walking tours that were open to the public. On these tours, the consultant walked the entirety of Lake Street, from Harlem Avenue to Euclid Avenue, with participants, to review the existing conditions and identify issues and opportunities.

Additionally, a series of surveys were conducted to collect input from a wider range of stakeholders. These surveys included an online survey,

GOALS

ADDRESS NEEDS

- Address failing infrastructure that has reached the end of its life
- Provide clear direction on level of improvements for incoming developments
- Provide appropriate infrastructure for growing downtown population

CAPITALIZE ON OPPORTUNITIES

- Maintain or enhance downtown character/quality of life
 - Improve the downtown's "sense of place"
 - Provide better outdoor café opportunities
- Improve mobility for other modes of travel – Complete Streets
- Address operational issues such as traffic circulation

which collected 169 responses, and an intercept survey, which collected 114 responses. The intercept surveys were conducted at various downtown locations during the weekday, and at the Village's Farmers Market on Saturday.

The input received from the various stakeholders was combined with the consultants observations and analysis to inform the design of the streetscape.

The consultant's design began with exploring geometric options for the alignment of the curb and travel lanes to improve circulation and create opportunities for successful pedestrian space.

Following the review of the geometric concepts by the Advisory Committee, the consultant developed a range of streetscape palette options and enhancement concepts. Similar to the geometric concepts, these enhancement concepts were tested and refined based on input from the Advisory Committee.

The consultant provided several updates to the Village Board during the process, presenting information on the analysis and public engagement components, the proposed geometric enhancements, the streetscape palette, the specialty features and the overall budget necessary to implement the streetscape.

This report incorporates the input collected along the way and presents the components and the plan to guide future implementation of the streetscape.



Steering Committee members and other stakeholders were invited to tour the streetscape as part of the process.

SELECT COMMUNITY SURVEY RESULTS

INTERCEPT

ONLINE

49% Only Live in Oak Park

63% Only Live in Oak Park

10.5% Only Work in Oak Park

4% Only Work in Oak Park

17.5% Live and Work in Oak Park

31% Live and Work in Oak Park

23% Neither Live nor Work in Oak Park

2% Neither Live nor Work in Oak Park

Intercept Survey Locations

46 at Farmers Market

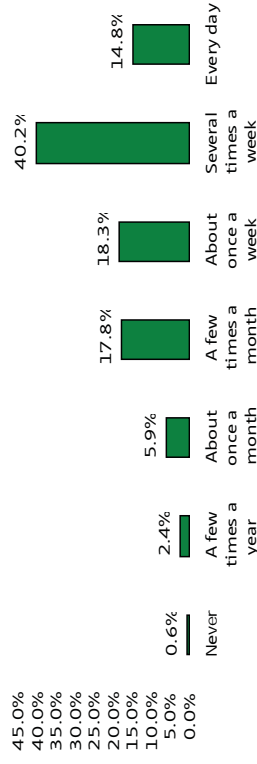
45 at Lake/Marion Intersection

12 at Lake/Oak Park Intersection

7 at Lake/Kenilworth Intersection

4 at South/Marion Intersection

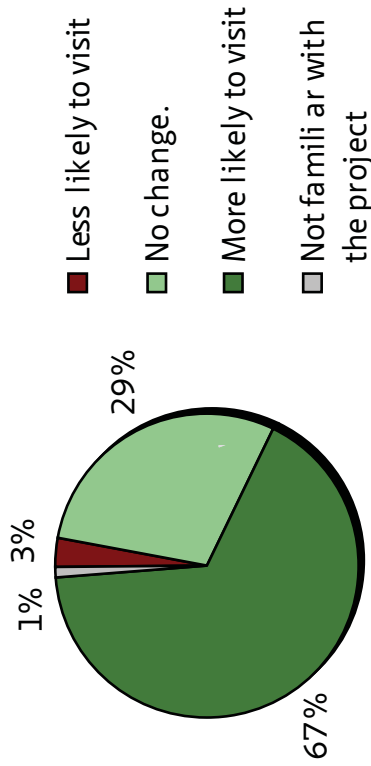
Question: How often do you visit Downtown Districts?



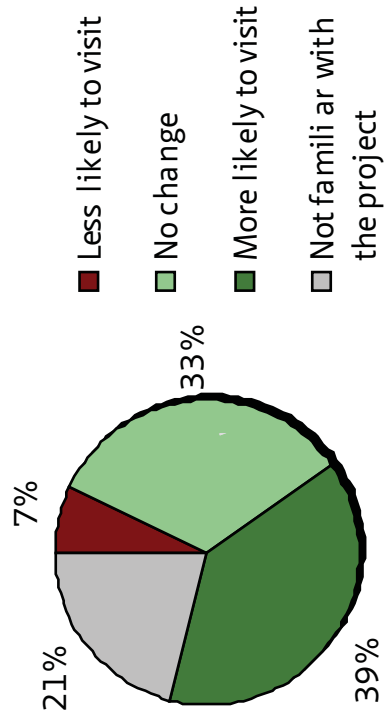
COMMUNITY SURVEY RESULTS (cont.)

Question: What impact have the streetscape improvements to North/South Marion made for you?

Online Survey Results

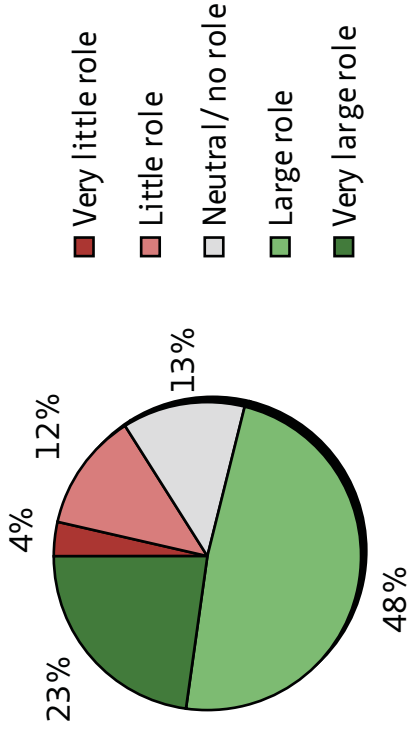


Intercept Survey Results

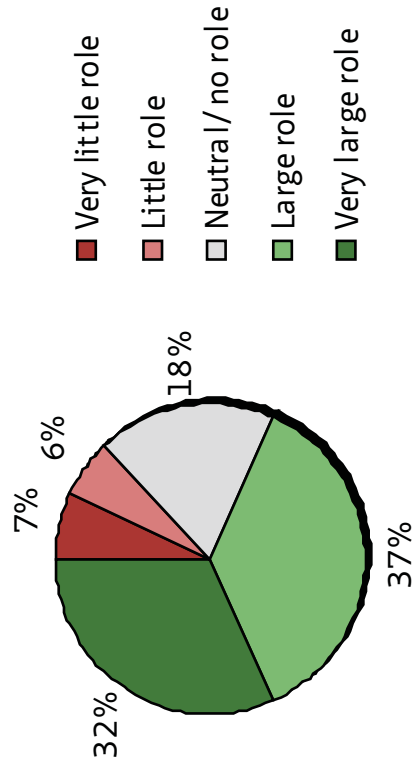


Question: What role does the appearance & streetscape play in your enjoyment of a shopping area?

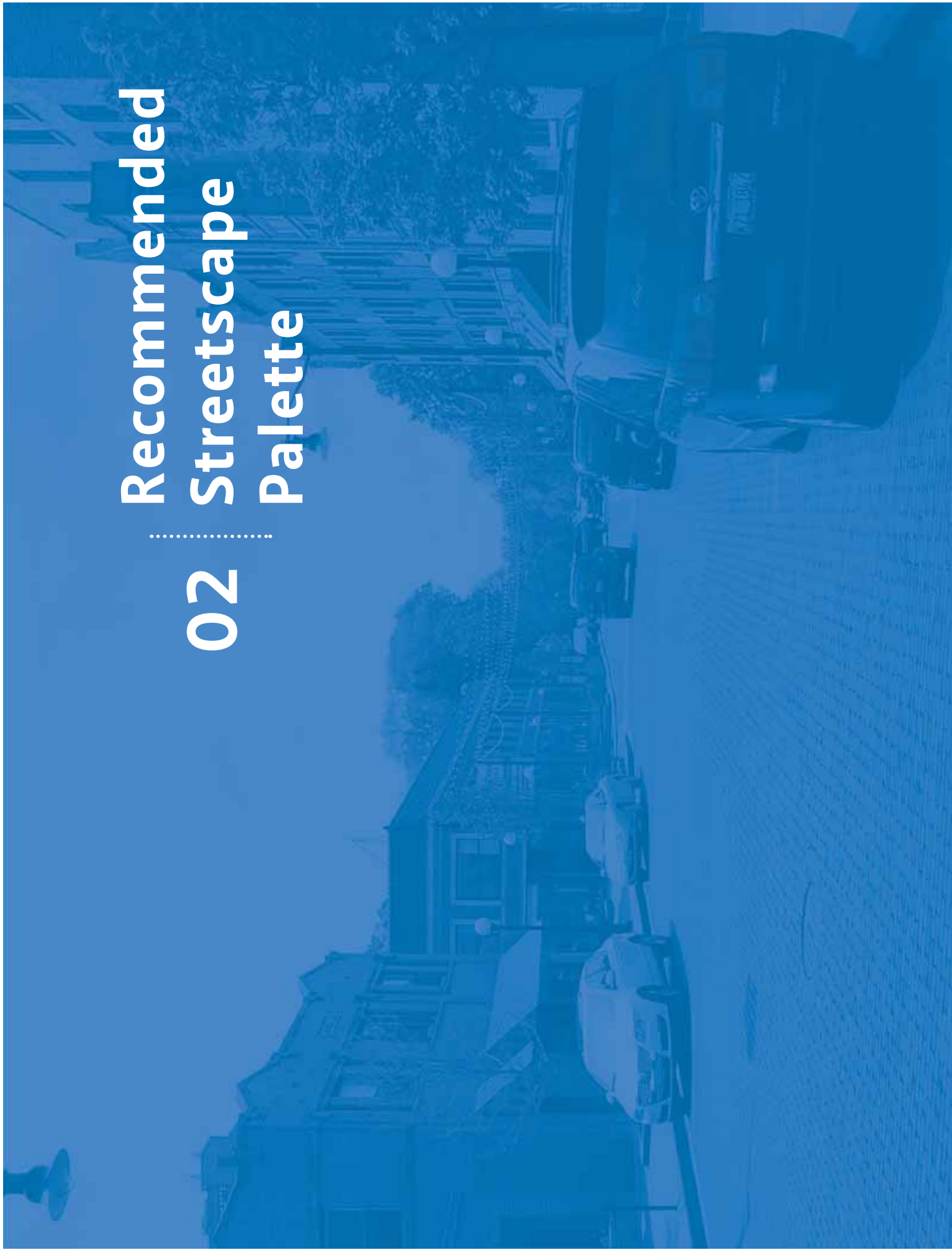
Online Survey Results



Intercept Survey Results



02 Recommended Streetscape Palette



This section identifies the components that make up the preferred streetscape palette. These materials and elements were vetted with the Advisory Committee and selected based on a variety of factors. Many of the components carry over from the Marion Street and Pleasant District streetscape projects. However, significant thought and review were given as part of this process relative to the following factors:

- *Initial Cost*
- *Life-cycle Cost*
- *Maintenance*
- *Durability*
- *Disruption to Existing Businesses*
- *Aesthetics*

Village Staff provided additional input and thought, which is reflected within the narratives for each of the specific components as appropriate.

The streetscape palette includes repeated elements that would be found throughout the areas, as well as specialty features that are envisioned to be located in just one or two locations within the area. These specialty features are intended to help foster a “Sense of Place” by being unique elements that capitalize on a specific location or draw design inspiration from the surrounding built environment.

As this document represents a master plan for the streetscape, all specialty features will need to be further designed and detailed as part of potential future phases of work. The graphics depicted are not intended to represent the final designs but instead to convey preferred concepts that were developed and supported through the Advisory Committee process.



STREETSCAPE MATERIALS: STREET PAVING

The recommended street paving material for the unified downtown streetscapes is clay brick pavers. The Advisory Committee's direction is based on the opinion that they have a larger visual impact on the character of the downtown, while only having a small overall impact on the budget.

There are several other reasons cited for support of brick street paving. They include:

- *Longevity and sustainability - bricks can last up to 100 years reducing materials demands and they are not a petroleum based product.*
- *Low life-cycle cost - while the initial cost is more than asphalt or concrete, the overall life-cycle cost is lower due to their longevity.*
- *Less disruption of businesses in the future due to lower levels of interim maintenance.*
- *That Downtown Oak Park (DTOP) has embraced brick into their marketing and branding efforts, so the extension of brick streets throughout the downtown would work harmoniously with their marketing efforts.*

The brick would be installed in a running bond pattern for the roadway, except at intersections where a herringbone pattern would be used. This has the dual benefit of creating more decorative intersections and reducing shifting in the bricks that can be caused by car turning movements.

Public Works has concerns for brick paving on Lake Street as there will be more truck traffic than other brick streets in the Village. Also, Public Works indicated that due to the types and intensity of traffic patterns on Lake Street, they will not be able to use more gentle plowing and salting practices and would need to treat it similar how the existing asphalt streets are currently maintained in the winter.



Clay Brick Pavers - Whitacre Greer cobbled boardwalk paver, color #36

STREETSCAPE MATERIALS: CROSSWALKS

The preferred treatment for crosswalks within the downtown is to match the crosswalks on South Marion in the Pleasant District. This design includes a black stone crosswalks with white stone banding to create high contrast and increase visibility as recommended by pedestrian friendly design guidelines.

The stone materials should be durable and mortared in place to increase their lifespan. The crosswalks installed in this fashion have aged well with few issues.



Stone Crosswalk: Thermal cut granite, Oxford Black and Rockville White

STREETSCAPE MATERIALS: SIDEWALKS

There was significant discussion and a range of opinions amongst the Advisory Committee regarding sidewalk materials.

One point where there was consensus was that whatever material is finally selected, it should be authentic. This is to say that there is no desire to use a concrete based product to mimic stone, either through stamped concrete or concrete pavers.

Additionally, there was a stated preference by the majority of the Committee to keep the treatment of the sidewalk as one material for the full width from curb to building face and not use any banding which may make it appear busy or narrower than it actually is.

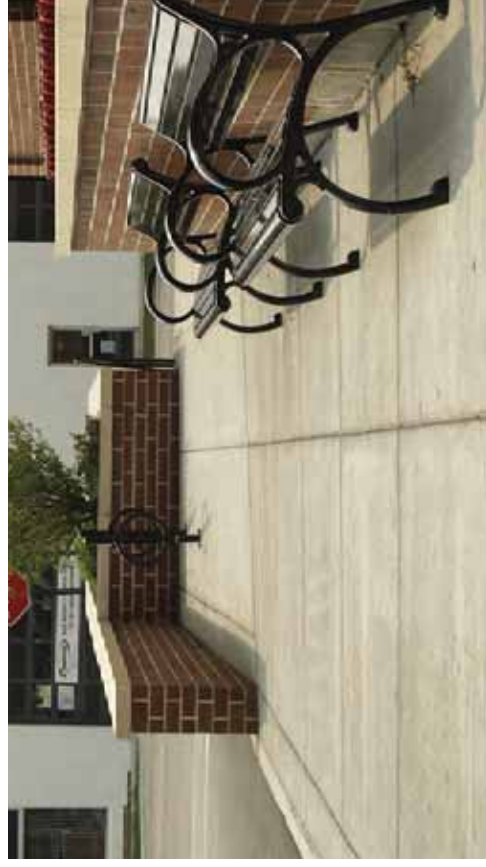
The general material preference by the Committee is for stone sidewalks, but there is recognition that the cost is high, especially when applied to the larger Lake Street area. This material is preferred for the high quality character and feel that it provides to the downtown. One Committee member cited that there is a history of stone sidewalks in the Village and the use of stone in the downtown carries on this character.

In response to potential budgetary constraints, the Committee recommended prioritizing the use of stone in high impact areas such as intersections and busy commercial zones. Potentially the best way to accomplish this is to focus the use of stone in the commercial areas between Harlem and one block east of Forest, and the area around the Oak Park Avenue intersection and east to Euclid.

The remainder of the sidewalks would be scored concrete to minimize cost and maintenance. An attractive, clean and simple score-line pattern would be used in these areas. The Committee recommended that a detailed specification be prepared for the concrete portions of sidewalk to ensure they have a consistent look, potentially specifying a granite aggregate and color that would work in a complementary fashion with the other materials.



Bluestone Sidewalk: Thermal cut bluestone



Concrete Sidewalk: Aggregate and tint to be determined

STREETSCAPE MATERIALS: CURBS

The committee recognized granite curbs are a high cost material that does not contribute as strongly to the overall streetscape character as some of the other elements. However, in the discussions, there was a hesitation to locate a concrete curb next to a stone sidewalk as it would detract from the higher quality stone sidewalk material.

The Committee made two separate recommendations for curb materials and design:

- *One option is to use concrete curbs but create a detailed specification on the color and aggregate used to improve the character and provide something that is darker and does not detract from the stone material.*
- *A second option is to use granite curbs only in the areas where there are adjacent stone sidewalks. The final limits of the material may be calibrated to the available budgets.*



Granite Curb: Mesabi Black granite



Concrete Curb: Tinted concrete with exposed granite aggregate

STREETSCAPE MATERIALS: STREETSCAPE FURNITURE

Generally, the streetscape furniture is recommended to match the materials used on Marion Street to create consistency with the established streetscape palette. This includes benches, chairs, bike racks, trash receptacles and tree grates:

- Benches are durable metal benches with a black powdercoat finish. These should be used to provide additional seating opportunities throughout the streetscape, preferably in small groupings with other benches and chairs to encourage discussions and informal gatherings.
- Chairs are custom elements that offer single-person seating and match the materials, color and character of the benches.
- Bike Racks are stainless steel loops either installed as single racks set parallel to the roadway or in clusters of several racks set perpendicular to the roadway.
- Trash receptacles are metal containers with a black powdercoat finish. Larger sizes are recommended to reduce the instances of overflowing trash between pick-ups.
- Tree grates are the metal panels that protect the tree and its exposed root zone. Larger tree grates often translate into healthier trees as it usually means a larger area of exposed soil to absorb rain water. The Committee agreed that a larger grate should be used than what had previously been installed on Marion, as there have been maintenance concerns due to the smaller size of those grates. The desire for larger grates will have to be balanced with the desire to maximize useable sidewalk for pedestrian circulation and outdoor dining. While the tree grates will meet ADA requirements for accessibility, there are some pedestrians who avoid walking on them. Therefore, placement needs to be carefully considered.



Benches and Chairs: City Sites Series by Victor Stanley, black powder coat finish



Bike Rack: Ring Bike Rack by Landscape Forms or equivalent, stainless steel tubing



Trash Receptacles: T-Series by Victor Stanley, 45-gallon, black powder coat finish



Tree Grate: Garland design by East Jordan, 4'x6' - final size to be determined

STREETSCAPE MATERIALS: ROADWAY LIGHTS

While the globe lights used on Marion Street are well regarded, the desire of the Committee is to use them more sparingly on Lake Street. The main reason was to reduce light pollution. The globe lights project illumination in all directions, including upwards, which impacts upper story uses on adjacent buildings as well as the evening sky.

The Committee's preference was to use larger roadway lights, like those used on South Marion, throughout Lake Street. These lights project lighting only downward. These roadway lights have the added benefit that the taller poles provide opportunities for banners, which is desired by the commercial districts. These poles would include a pedestrian scaled globe light off the back of the pole, similar to the look in the Pleasant District.

For continuity with Marion Street, the preference is to still use stand-alone globe lights in a limited capacity within the commercial areas. For the institutional portions of the Corridor only the taller roadway lights would be used.

Final quantity and placement would depend on lighting/illumination studies.



Roadway and Globe Lights: Sternberg Lighting

STREETSCAPE MATERIALS: LANDSCAPE

The streetscape character should be supported by a range of different landscape types. Currently, the landscape along Lake Street is limited. There are existing street trees planted into tree pits with decorative metal grates in most locations protecting the tree and its exposed root zone. Additionally, there are movable planters of a variety of designs used for seasonal annuals. Large raised planters are located near Harlem and Forest Avenues, but they are tall and long and create large barriers. On the walking tours, stakeholders indicated a desire for a wider range of materials, including some perennials and shrubs. Therefore, the Advisory Committee supported a range of landscape applications as part of the streetscape made up of the following:

- *Movable planters - provide flexibility for future changes to the streetscape environment, including new outdoor dining or changes to building entries. They allow for seasonal color and can be used to create interest and variety in space constrained areas. The Committee recommended limiting the amount of movable planters due to concerns for on-going maintenance and upkeep and to ensure that the impediments to pedestrian traffic are limited.*
- *Permanent raised planters - provide protected growing area for trees, shrubs, perennials and annuals. The larger soil volume can improve tree health and raising the beds reduces the amount of salt that infiltrates the soil in the winter. The planters themselves can incorporate seating and can be used as an intentional barrier to create separation between pedestrian and vehicular traffic where there is no on-street parking. The Committee recommended limiting the amount of permanent raised planters to ensure future outdoor dining will not be constrained.*
- *Street trees in grates - provide shade and are shown to create numerous health and aesthetic benefits. The Committee was in agreement that an improved growing medium, such as structural soil or Silva Cells, will need to be provided for the street trees, comparable to what was provided on the Marion Street and Pleasant District projects.*

The final placement of trees and size of tree grates will need to be carefully reviewed and balanced with the need to provide clear pedestrian routes and outdoor café spaces. Some members of the Committee did raise the point that commercial tenants generally do not like street trees and are concerned they impact visibility to the storefronts and signs.



Movable Planters and Trees in Grates



Raised Planter

STREETSCAPE MATERIALS: SPECIALTY FEATURES - GATEWAY ELEMENT

During the walking tours, stakeholders agreed that some more prominent gateway feature should be placed on Lake Street at Harlem Avenue to draw attention to the downtown from motorists on Harlem. While a column gateway feature currently exists in this location, the scale of it and the distance set back from Harlem make it ineffective as a gateway marker.

The preferred direction was to use a multiple globe light feature, similar to the ones found near key intersections on Marion Street, as a feature. This special element is seen to be larger than the ones on Marion and could include a stone based and potentially some simple identity signage to make it distinct.

As a counterpoint, there were some Committee members that felt a large attention-grabbing feature was not necessary or appropriate. Further study and detailing of this feature will be required before it is finalized.



Conceptual Gateway Element



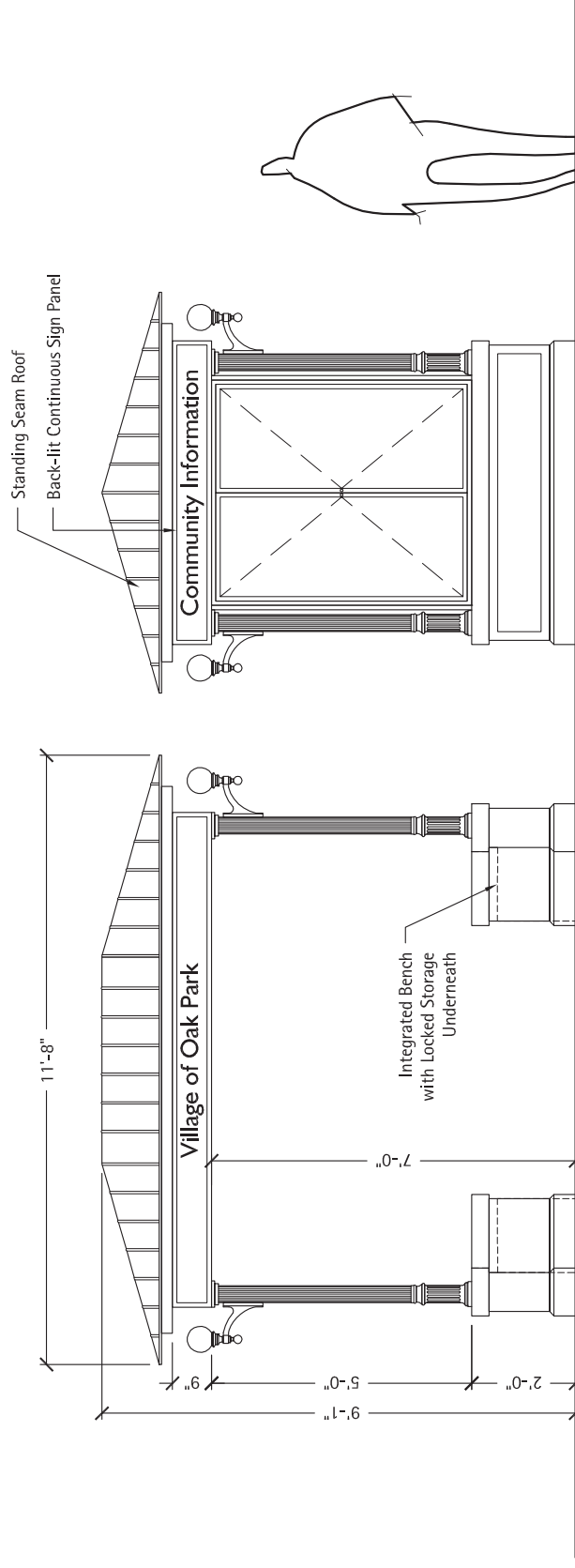
Existing multiple globe feature

STREETSCAPE MATERIALS: SPECIALTY FEATURES - KIOSK

A common comment from stakeholders in the early part of this process was that the streetscape design should help support Oak Park tourism. One of the ways this has been envisioned is to create a centrally located structure that includes changeable informational signage announcing upcoming events, and could potentially act as a location for handing out information, selling tickets or answering questions during large events.

This kiosk has been designed to act as a covered structure with integral seating. Sign cabinets on the ends would allow for posters and information to be posted. The posts of the structure would allow for larger banners to be displayed similar to what now occurs at the southwest corner of Lake and Marion. The open character of the structure provides flexibility that it can have people stationed there during big events while still be useable on typical days.

This element is envisioned as a durable metal structure that incorporates elements from the streetscape lighting and furniture.



Conceptual Kiosk Element

STREETSCAPE MATERIALS: SPECIALTY FEATURES - LAKE & FOREST

Through the streetscape process, the north side of Lake Street at Forest Avenue was identified as having potential for a special feature. This area is on axis with the approach on Forest into the downtown from the south. Additionally, there is significant width in the sidewalk on the north side of the road providing an opportunity for a special feature. A benefit of a specialty feature in this location is that it can help anchor the east end of the downtown commercial district and encourage exploration and discovery.

While this feature will require further design refinement in a future phase of the streetscape process, the preferred design incorporates landscape, seating and either a water or sculpture element.



Conceptual sculpture or water feature

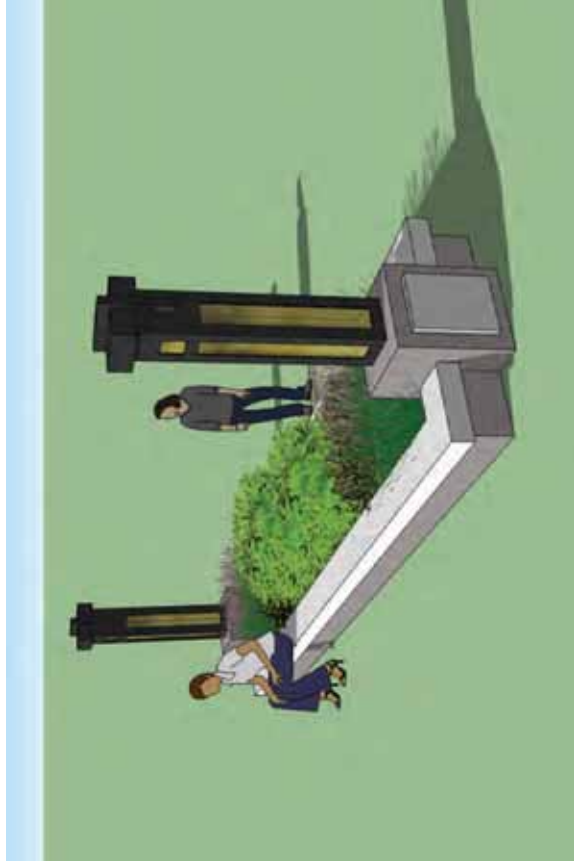


The feature could provide a permanent or temporary location for an element like those featured in the yearly sculpture walk

STREETSCAPE MATERIALS: SPECIALTY FEATURES - LAKE & KENILWORTH

As mentioned previously, the specialty features are intended to help foster a "sense of place" by highlighting the unique character of the built environment. In the case of the intersection of Lake Street and Kenilworth Avenue, the intersection is adjacent to Unity Temple. Additionally, due to the geometry of the off-set intersection, there are larger areas of space that can be used for additional landscape.

The feature designed for this intersection is a large raised stone planter with an integrated seatwall. Design could incorporate lighting or signage, similar to the Pleasant District planter at the off-set intersection of Marion Street and Pleasant Street.



The conceptual planter feature for the Lake and Kenilworth intersection could incorporate custom lighting elements

STREETSCAPE MATERIALS: SPECIALTY FEATURES - SCOVILLE PARK EDGE

Recent improvements to Scoville Park have created a walkway within the park connecting the Lake Street and Oak Park Avenue intersection to the Oak Park Main Library. However, with the thick layer of vegetation adjacent to the Lake Street sidewalk, there is very little visual interest for that pedestrian connection.

There is an opportunity along this block to incorporate the globe street lights to create more of a pedestrian scale. Additionally, further specialty lighting could be used to enhance this block. This lighting could take the form of in-pavement lights or hanging lights, and would most likely require the participation and cooperation of the Park District of Oak Park who owns Scoville Park.



Decorative lights could be incorporated into the vegetation at the edge of the park or into the paving to create more visual interest

STREETSCAPE MATERIALS: SPECIALTY FEATURES - CUSTOM STONE BENCH

The Horse Show Fountain, also known as the Wright-Bock Fountain, is located at the southeast corner of Scoville Park, adjacent to the Lake Street and Oak Park Avenue intersection. This fountain is a replica of the original fountain designed by sculptor Richard Bock and architect Frank Lloyd Wright.

The fountain serves as the inspiration for a series of three benches, envisioned to be installed on the remaining three corners of the intersection. The design of these benches pull from the fountain's large horizontal, rectangular slab construction and the pattern of triangles and rectangle found on the fountain's lintel.

The benches provide new seating opportunities at each of the corners and creates a subtle feature that relates to the unique elements of this intersection without drawing attention away from the outstanding adjacent architecture.



Horse Show Fountain



Conceptual sketch of the custom stone bench



Rendering of the custom stone bench



03 Streetscape Concept Plan

The following pages diagram the conceptual geometry and layout of elements. These conceptual streetscape plans are intended to convey key design ideas and provide general quantities for budgeting purposes. They are not intended to provide final geometry or locations, which will need to be developed through a more detailed process that includes review of site specific grades, civil engineering, vehicular turning movements, as well as further detailed input from Village staff and stakeholders.

03

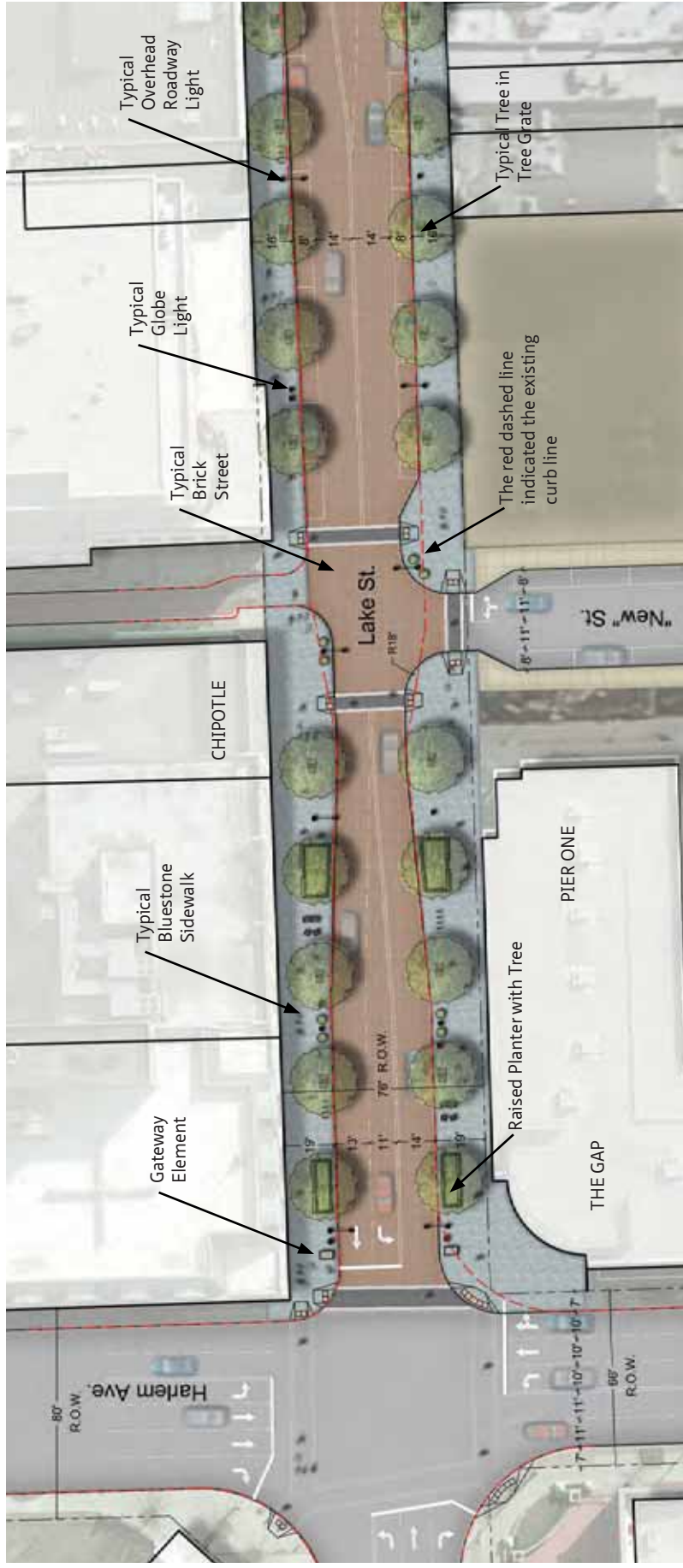
STREETSCAPE CONCEPT PLAN

Zone 1

This zone includes the gateway into both the downtown and the Village at Harlem. The gateway features are shown closer to the Harlem intersection to make them more prominent. Due to space considerations and turning movements, the first segment of Lake Street, from Harlem to the proposed "New" Street does not include any on-street parking. Therefore, in this area, it will be important to use raised planters or other barriers to create separation between vehicular and pedestrian traffic to provide a better environment for visitors and shoppers. There is significant sidewalk space

in this segment, so the planters will not impede the ability to accommodate potential future outdoor cafe areas.

The intersection with "New" Street will be too close to the signalized intersection at Harlem to allow for any traffic control on Lake Street. Therefore the crosswalks will need additional signage and potentially a push-button system to provide for safe pedestrian crossings.

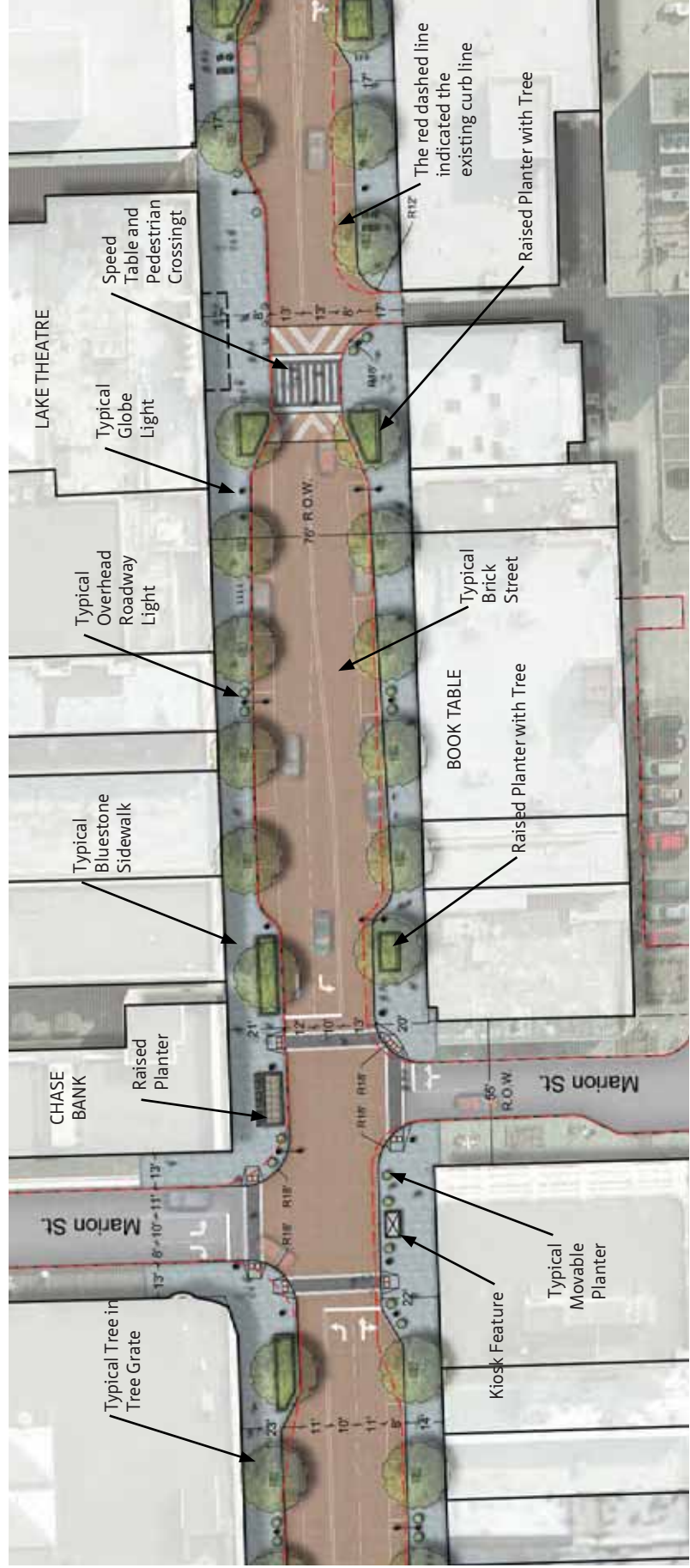


Zone 2

The kiosk special feature is envisioned at the southwest corner of Lake and Marion Streets. This will provide a centralized location and is where Downtown Oak Park currently places banners for special events.

Around the Marion Street intersection there are segments where both a center turning lane and on-street parking are accommodated. In these locations, the sidewalk is narrow. The streetscape elements will be kept in alignment to reduce clutter and still allow for outdoor dining. At the narrowest points, the dining areas would need to be kept to about three feet in width, which would accommodate two person tables.

In front of the Lake Theatre, the outdoor plaza space is left mostly clear. A small raised planter with a seatwall is envisioned on the west side of this space, but the remainder is open as this area becomes very busy at various times throughout the week with patrons of the theater. In the roadway, the current mid-block pedestrian crossing is shown as a raised speed table to further prioritize foot traffic and encourage drivers to slow down and yield for pedestrians.



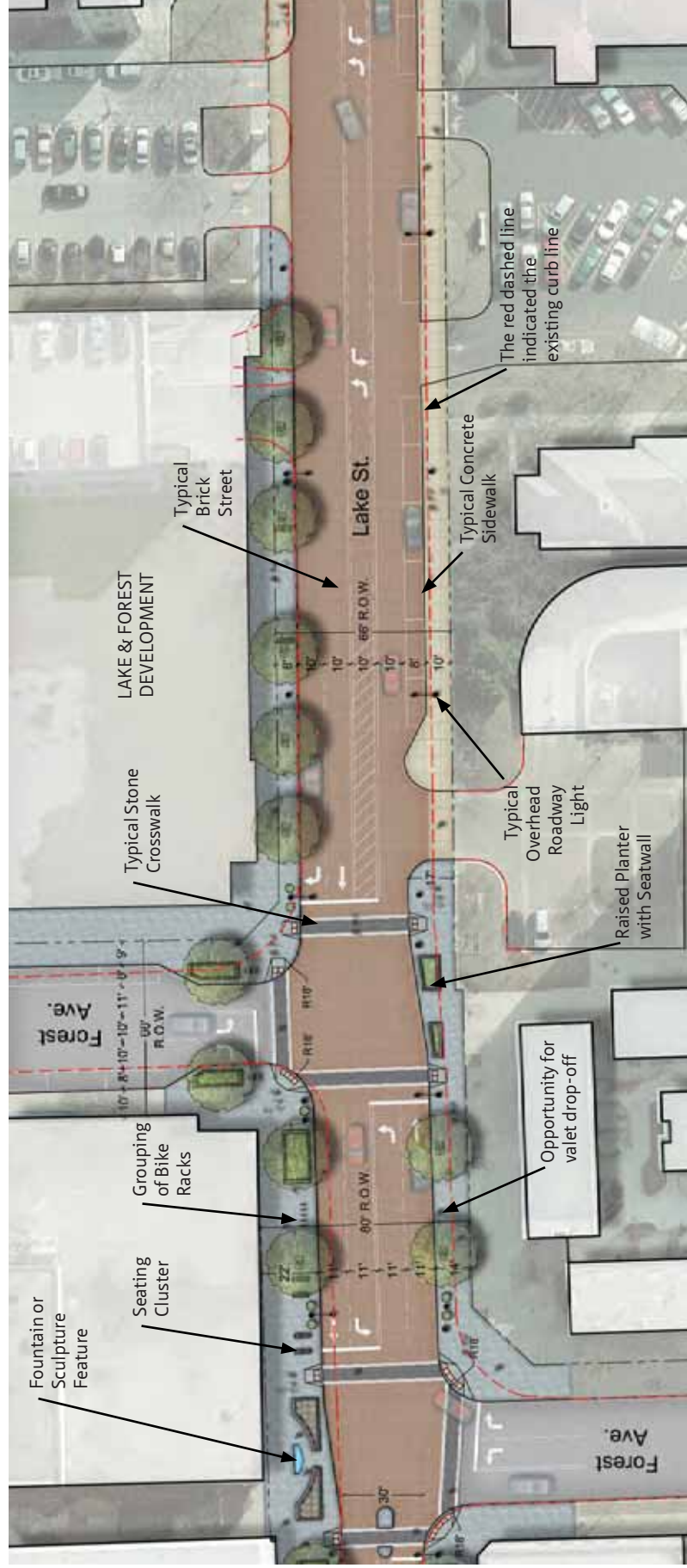
Zone 3

The geometry at the offset intersection of Lake Street and Forest Avenue is envisioned to be modified to center the roadway within the existing right-of-way. This creates smoother vehicular movements in both directions. Currently the westbound through lane continues straight while the eastbound through lane shifts south by the full width of a lane. The proposed alignment shifts both lanes by the width of half a lane. This has the benefit of providing additional sidewalk space on the south side and reducing the overly large sidewalk space on the north side.

There may be an opportunity in the future to accommodate improved valet services in the area of this intersection, depending on the status of the downtown valet program. This could include incorporating dedicated pull-off space for valet drop-off without impacting the number of on-street parking spaces.

The planned Lake & Forest development at the northeast corner of the intersection is accommodated into the plan.

Further east the corridor takes on a more institutional character and the sidewalk treatment is envisioned to switch to scored concrete.



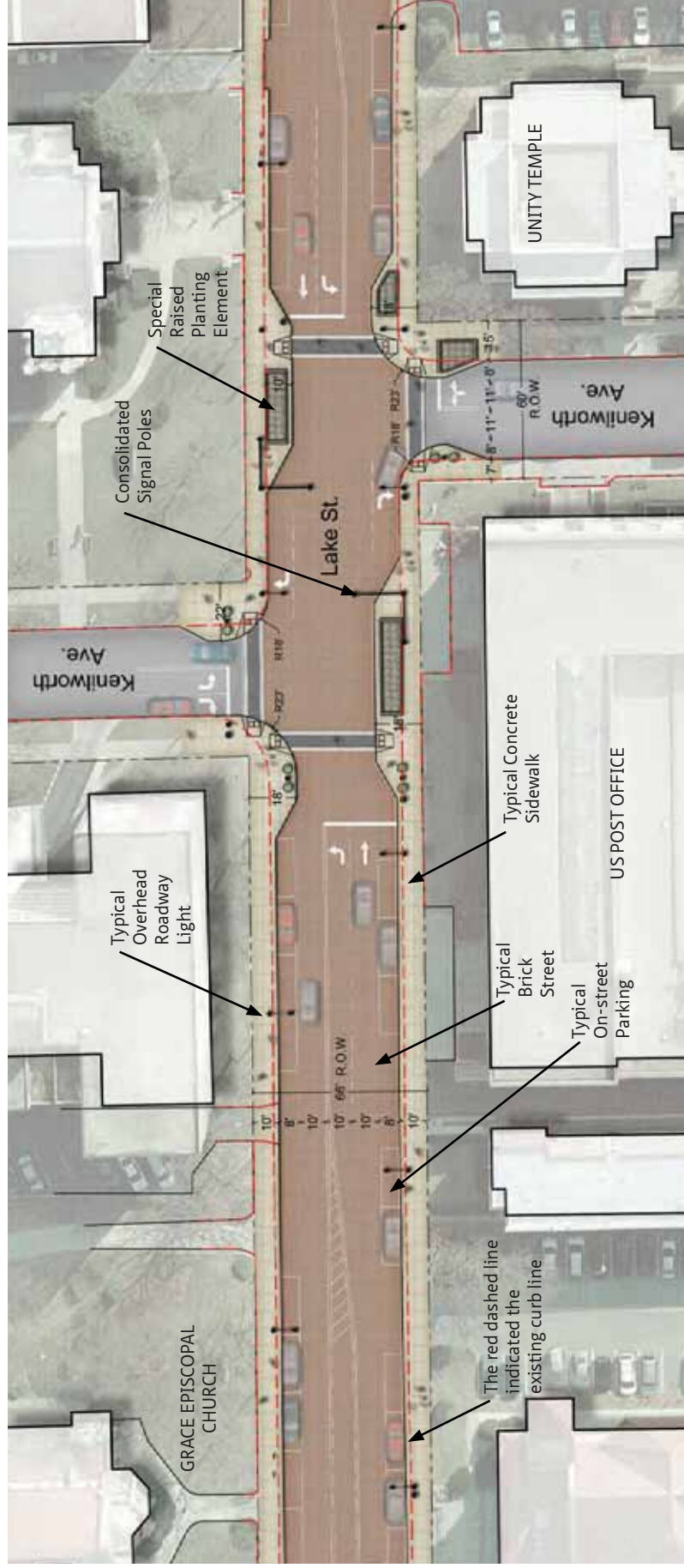
Zone 4

Within the institutional section of the streetscape the sidewalk is narrow. There is not enough room for street trees and even movable planters may create too much of an impediment to foot traffic. The plan calls for the traffic lanes to be narrowed slightly to allow the sidewalks to be widened. Additionally, where possible, light poles, signal poles, parking meters and sign poles should be reduced or combine to improve conditions where possible.

This section of the streetscape includes the intersection of Lake Street and Kenilworth Avenue. This intersection provides the main opportunity

to create a sense of place within the more institutional portion of the streetscape. There cannot be on-street parking within the intersection, and given its off-set design, there are large segments where additional space can be reclaimed from the road and put back in as pedestrian space or landscape. The final size of these bump-outs will need to be designed to accommodate appropriate stacking for right-hand turns onto Kenilworth.

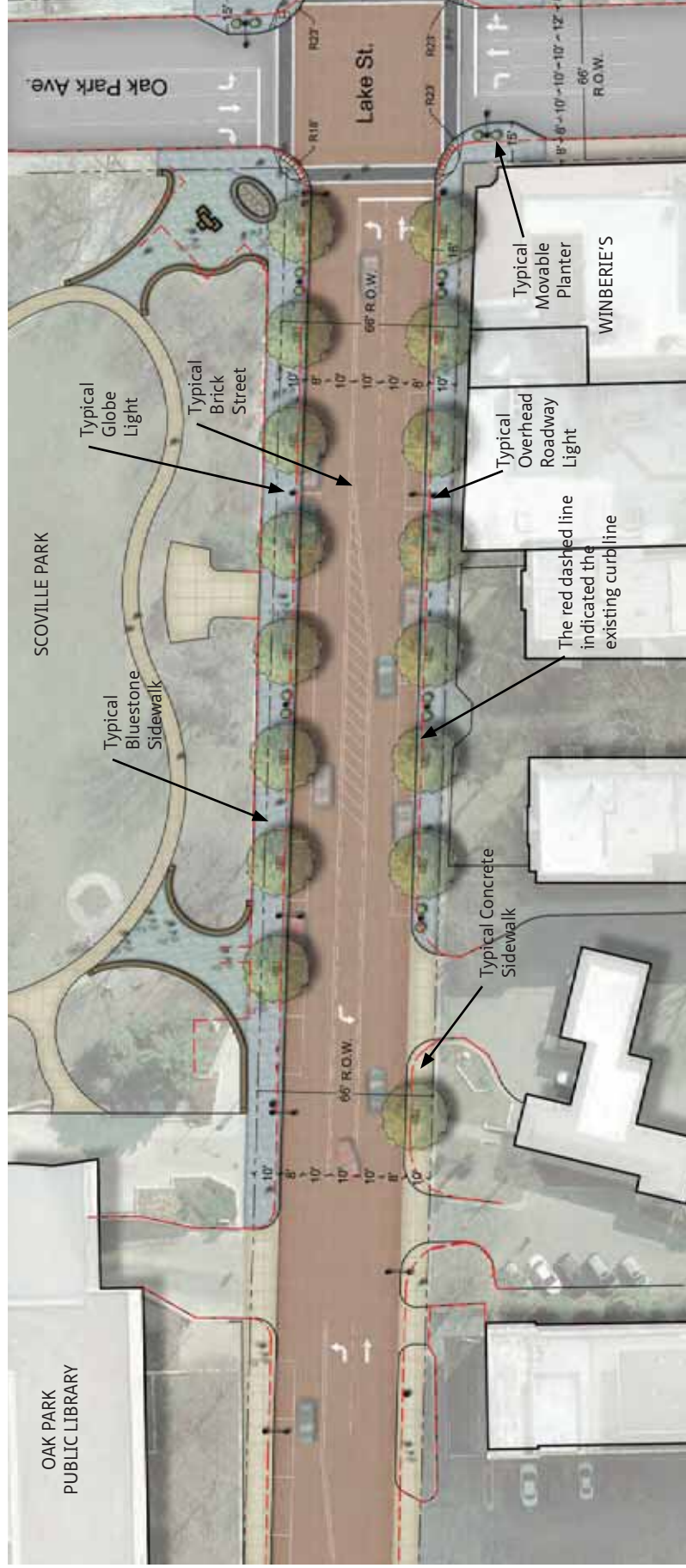
These bump-outs can be used for the specialty raised planters discussed previously. They also have the added benefit of reducing the crosswalk distance, which improves the pedestrian character of the area.



Zone 5

The main feature in this zone is Scoville Park. This key village green space was recently improved including specialty paving features at the corners. The designers anticipated the potential for streetscape improvements and selected materials that could work well with material palette and also created clean lines that the sidewalk improvements could be made up against. In the streetscape concept, the sidewalk material changes from concrete to stone in this area.

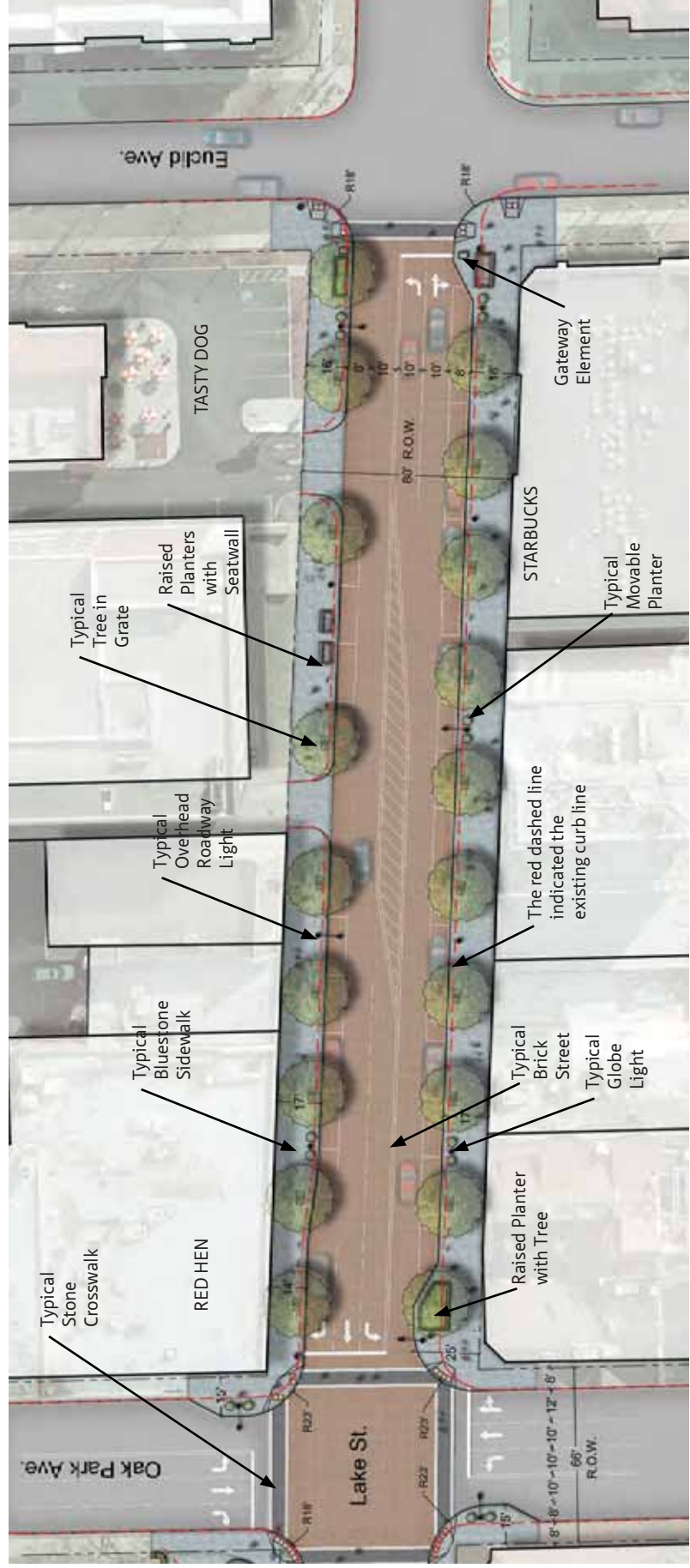
As mentioned previously in the report, the streetscape along the park edge may benefit from additional pedestrian scale lighting as well as specialty lighting. Final designs will need to determine location and type of lighting, and coordination with the Park District may be necessary.



Zone 6

The final segment of the streetscape includes the block of Lake Street from Oak Park Avenue to Euclid Avenue. This section has a narrower sidewalk condition, which can be widened slightly by narrowing the vehicular lanes in the road. Width is specifically important here as there are many existing outdoor cafes and room needs to be maintained or expanded in the streetscape to accommodate them. Currently, the existing trees are located within tree pits with crushed stone and no grates. They make it difficult for ADA access and detract from the aesthetics of the area. The new tree grates will help address both access and aesthetics issues.

The plan shows another set of gateway elements at Euclid. While this location does not serve as a gateway into the Village, it is a gateway to the downtown districts. The overall size of these gateways could be reduced from what is proposed at Harlem.



04 Cost Estimate



04

COST ESTIMATE

Based on the master plan developed, the following estimate of costs has been prepared. The estimate has been prepared using design and quantity assumptions developed through the design process. The costs are based on conservative 2015 unit prices and include a 15% contingency.

These costs have been prepared for municipal planning and budgeting use only. Further review and discussion can be used to refine the costs further and identify opportunities for phasing and value engineering.

	Estimated Costs
Underground Infrastructure Improvements	\$1,200,000.00
Demolition and Site Preparation	\$1,035,000.00
Roadway	
Brick Paving	\$2,593,250.00
Crosswalks	\$212,750.00
Tinted Concrete Curb with Aggregate	\$408,250.00
<i>Alternate: Granite Curbs in Commercial Districts</i>	<i>\$1,512,250.00</i>
Sidewalk	
Stone sidewalk - Commercial Districts	\$3,059,000.00
Concrete Sidewalk	\$232,300.00
Streetscape Furniture	
Benches and Chairs	\$55,200.00
Trash Receptacles	\$40,250.00
Bike Racks	\$74,750.00
Landscape	
Movable Planters	\$105,225.00
Raised Planters	\$931,500.00
Trees in Grates	\$362,250.00
Roadway Lighting	\$945,300.00
Specialty Features	
Gateway Elements	\$92,000.00
Kiosk	\$40,250.00
Lake & Forest Feature	\$195,500.00
Lake & Kenilworth Feature	\$59,800.00
Scoville Park Edge Lighting	\$17,250.00
Custom Stone Benches	\$13,800.00
Design and Engineering	\$1,437,500.00
TOTAL	\$13,111,125.00
TOTAL with Granite Curbs in Commercial Districts	\$14,623,375.00





Nov 2, 2015 VOP Board Meeting
Presentation on Lake Street Streetscape
Including
Final Preferred Direction for Materials



Village of Oak Park

123 Madison Street
Oak Park, Illinois 60302
www.oak-park.us

Meeting Minutes President and Board of Trustees

Monday, November 2, 2015

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the meeting to order at 6:30 P.M.

II. Roll Call

Present: 5 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Tucker, and Village President Abu-Taleb

Absent: 2 - Village Trustee Ott, and Village Trustee Salzman

III. Consideration of Motion to Adjourn to Executive Session to Discuss Collective Bargaining.

It was moved by Village Trustee Brewer, seconded by Village Trustee Barber, to enter into executive session pursuant to 5 ILCS 120/2(c)(2) - collective bargaining and 5 ILCS 120/2(c)(21) - approval of minutes of meetings lawfully closed under the Open Meetings Act. The motion was approved. The roll call on the vote was as follows:

AYES: 5 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 2 - Village Trustee Ott, and Village Trustee Salzman

V. Reconvene to Regular Meeting in Council Chambers and Call to Order

The Regular Meeting reconvened at 7:30 P.M.

VI. Roll Call

Present: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

Absent: 1 - Village Trustee Ott

VII. Agenda Approval

Village Manager Pavlicek stated that Items J and O have been removed from the Consent Agenda and added to the Regular Agenda. she added that staff will be recommending that Item O be tabled to the next Regular Board Meeting.

It was moved by Village Trustee Barber, seconded by Village Trustee Salzman, to approve the agenda. A voice vote was taken and the motion was approved.

VIII. Minutes

A. [MOT 15-130](#) Motion to Approve Minutes for October 19, 2015 Regular Meeting of the Village Board and Special Meeting Minutes of October 26, 2015 of the Village Board

It was moved by Village Trustee Tucker, seconded by Village Trustee Lueck, to approve the minutes of October 19, 2015 and October 26, 2015 . A voice vote was taken and the motion was approved.

IX. Non-Agenda Public Comment

Edward Leinartis. Mr. Leinartis discussed the difficulty he has been having regarding discontinuing his unsolicited delivery of the Red Plum advertising newspaper.

Michael Leinartis. Mr. Leinartis spoke about his experience with Red Plum deliveries and asked that the Village intervene to prevent continuing distribution in Oak Park.

X. Village Manager Reports

B. [ID 15-359](#) Review of the Village Board Meeting Calendars for November and December 2015.

Village Manager Pavlicek stated that staff is holding an open house this Thursday regarding noise walls related to the I-290 reconstruction. This is not a new presentation but a chance for residents to ask questions. The Village Engineer and Director of Public Works will be present. Staff wants to ensure that residents are aware that IDOT is required to follow the Federal process, which puts into motion the voting by owners of impacted properties. The Village of Oak Park or the Village Board cannot mandate a different process. For those interested but unable to attend, there is information available on the Village website. Village Manager Pavlicek added that interested parties may also contact her by phone or in person at Village Hall.

Village Trustee Barber suggested that a representative from IDOT be present as well.

XI. Public Hearing

C. [ID 15-352](#) Truth in Taxation Hearing for the Proposed 2015 Tax Year Property Tax Levy

Village President Abu-Taleb called to order the Truth in Taxation Hearing for the Proposed 2016 Tax Year Property Tax Levy. Notice of the Public Hearing was published as required by law in the Wednesday Journal on October 21, 2015.

Chief Financial Officer Craig Lesner stated that while it is only required by State Statute to hold a public hearing if the increase in the levy exceeds 5%, the Village finds it good practice as part of the budget process to hold an annual hearing. The corporate levy will stay flat at \$13 million, the police pension levy will increase \$4.4 million and the firefighter pension will increase by 4.57%. After abatement, the debt service levy will be just over \$4.2 million. The library's tax levy request is pending but staff is expecting no change from last year or a slight decrease. Overall, the Village's recommended tax levy will increase by 1.85%; if the library's expected increase is zero, the total increase will be 1.32%. Mr. Lesner also explained that it is difficult to determine if this will affect the tax bills, as there are many other factors that determine the final amount.

Village President Abu-Taleb asked if there were any questions from members of the public or comments from the trustees. There were no questions or comments.

It was moved by Village Trustee Barber, seconded by Village Trustee Tucker, to adjourn the Public Hearing. A voice vote was taken and the motion was approved.

XII. First Reading

- D. [ORD 15-186](#) First Reading of An Ordinance Amending Chapter 22 (“Streets and Sidewalks”), Article 10 (“Commercial Use of Sidewalk Space”), Section 22-10-2 (“Use of Sidewalks for Restaurant Tables and Floral Displays”) of the Oak Park Village Code as Reviewed at the Finance Committee of the Village Board on October 22, 2015**

Village Manager Pavlicek stated that this would increase the permit fees for eating areas and floral displays on the public sidewalks. The increases reflect the recouping of funds from the Village used to maintain the areas after they have been utilized. This has been discussed with the Finance Committee.

Village Trustee Barber asked if this has been discussed with the business community. Village Manager Pavlicek replied that it has not. Village Trustee Barber suggested that the Second Reading be deferred until outreach has been made to the business community. Village Manager Pavlicek noted that the second reading will be on December 7 in order to discuss this with the Business Association Council.

- E [ORD 15-189](#) First Reading of an Ordinance Amending Parking Permit Fees as Set Forth in Chapter 15 (“Motor Vehicles and Traffic”) of the Oak Park Village Code**

Village Manager Pavlicek stated that this item was also part of the FY16 budget discussions with the Finance Committee. As an Enterprise Fund, the Parking Fund's expenses are associated with fees charged for meters, garage parking, permits, etc. This item proposes a nominal increase in these fees for FY16. She requested that the Second Reading be considered in the month of November in order to present notices beginning the first week in December to parking permit holders that would impact fees for the first quarter of 2016.

XIII. Second Reading

- F. [ORD 15-181](#) Second Reading and Adoption of an Ordinance Amending Chapter 7 (“Buildings”) of the Oak Park Village Code by Adding a New Article 13 (“Property Maintenance Code”) to Adopt the 2009 International Property Maintenance Code**

Village Manager Pavlicek commented that the First Reading was on November 2 and based on that discussion, some revisions have been made.

Neighborhood Services Manager Drew Williams-Clark added that the appeals process has been clarified.

It was moved by Village Trustee Tucker, seconded by Village Trustee Barber, that this Ordinance be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 1 - Village Trustee Ott

G. [ORD 15-184](#) Second Reading and Adoption of an Ordinance Amending Chapter 12 (“Housing”), Chapter 20 (“Public Health”) and Chapter 22 (“Streets And Sidewalks”) of the Oak Park Village Code

It was moved by Village Trustee Brewer, seconded by Village Trustee Barber, that this Ordinance be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 1 - Village Trustee Ott

XIV. Consent Agenda

This was approved.

Approval of the Consent Agenda

It was moved by Village Trustee Tucker and seconded by Village Trustee Brewer to approve the items under the Consent Agenda. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 1 - Village Trustee Ott

H. [ORD 15-182](#) An Ordinance Amending Chapter 16 (“Nuisances”), Article 3 (“Criminal Nuisance Abatement”), Section 16-3-1 (“Definitions”) of the Oak Park Village Code

This Ordinance was adopted.

I. [ORD 15-183](#) An Ordinance Amending Chapter 7 (“Buildings”), Article 10 (“Vacant Buildings”) of the Oak Park Village Code

This Ordinance was adopted.

K. [RES 15-440](#) A Resolution Approving a Professional Services Agreement with MWH Americas, Inc. for Design Engineering Services for the Fillmore Street Relief Sewer Project in an amount not to exceed \$53,419 and Authorizing its

Execution.

This Resolution was adopted.

- L. [RES 15-474](#) A Resolution Approving the 2016 Employee Health Benefit Plan Documents, Design and Premiums
This Resolution was adopted.
- M. [RES 15-467](#) A Resolution Approving the Renewal of the Independent Contractor Agreement with G.A. Paving Construction, Inc. for Snow Plowing and Salting of Village Leased/Owned Parking Lots and Snow Shoveling/Salting of Village Owned Sidewalks and Crosswalks for a One-Year Period for an Amount Not to Exceed \$190,000
This Resolution was adopted.
- N. [RES 15-479](#) A Resolution Authorizing Subordination Of A Lien For The Property Located At 1026 South Harvey Avenue (BPIP-056).
This Resolution was adopted.
- P. [RES 15-476](#) A Resolution Approving the Execution of a Contract with J. Nardulli Concrete, Inc., for Project 15-3, 2015 Sidewalk and Curb and Gutter Replacement, in an Amount Not to Exceed \$150,000 and Authorizing its Execution
This Resolution was adopted.
- Q. [MOT 15-129](#) Motion to Accept Staff's Recommendation to Add a No Parking 8AM-10AM Monday thru Friday Restriction Along the 300 block of South Harvey Avenue and Direct Staff to Prepare the Necessary Ordinance
This Motion was approved.
- R. [MOT 15-131](#) Motion to Approve the Bills in the Amount of \$2,769,877.69 From October 2, 2015 Through October 29, 2015
This Motion was approved.

XV. Regular Agenda

- S. [ID 15-340](#) **Commercial Business District Presentation - Core Power Yoga and Sugar Beet Co-op**

Adrienne Smith, Studio Manager at Core Power Yoga, spoke about her business and about yoga in general. She also discussed partnerships they have with other area businesses that benefit their members.

Jenn Gallogly discussed Sugar Beet Co-op and the ownership structure. She also spoke about what the store offers and various events that they were involved with in the community.

J. [RES 15-376](#) A Resolution Authorizing the Execution of a Contract with H&H Electric Co. for Project 15-17, Harrison Street Lighting Improvements, in an Amount Not to Exceed \$789,239 as Reviewed at the October 22, 2015 Finance Committee.

Village President Abu-Taleb clarified that the motion is to approve the alternate resolution.

Village Manager Pavliceck noted that staff is asking for the full bid amount. The alternate resolution decreases the amount and will reduce the scope of the project to exclude four light poles west of Ridgeland.

Village Engineer Bill McKenna stated that the amount is reduced by \$65,000 for a total of \$724,000. The contractor has agreed to hold that price until the end of November. Work on the project would start in spring 2016.

It was moved by Village Trustee Tucker, seconded by Village Trustee Brewer, that this Resolution be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Salzman, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 1 - Village Trustee Ott

O. [RES 15-475](#) A Resolution Approving a Contract with MYS, Incorporated, for Project 15-22B, Marion Street Crosswalk Improvements, in an Amount Not to Exceed \$108,542 and Authorizing its Execution

Village Manager Pavliceck stated that staff is requesting that this Item be tabled for two weeks. A third of this project involves some settling at the crosswalks at South Boulevard and Marion. Staff would like to complete conversations with the original contractor as to whether they are able to have the subcontractors make the repairs even though the warranty time frame on that work has lapsed before awarding this to another contractor.

Director of Public Works John Wielebnicki noted that what the manager was referring to is in the new part of Marion Street. He explained that some of the repairs have been made in-house but more work is needed. He is going to meet with that contractor and see what they might be willing to do. The work north of the green line will be replacement of some of the blue stone with colored concrete. He noted that a couple of years ago, the Village had to repair one of the speed tables at a cost of \$200,000.

Village President Abu-Taleb commented that this contractor will risk losing Oak Park's business if they fail to stand behind their goods and services. This was an expensive project and should last longer than two or five or ten years.

Village Trustee Lueck added that the rationale for investing in high quality materials was that they would last a long time. No one expected to spend this kind of money on repairs in such a short time.

It was moved by Village Trustee Salzman, seconded by Village Trustee Tucker,

that this Resolution be tabled. A voice vote was taken and the motion was approved.

T. [ID 15-357](#) **Presentation of Lake Street Streetscape Enhancement from Harlem Avenue to Euclid Avenue.**

Village Manager Pavlicek stated that in May of 2015, staff presented information to the Board regarding infrastructure in need of replacement along Lake Street from Harlem to Euclid as well as material options for the roadway, curbs and sidewalks. Staff has prepared a revised scope of materials in response to Board feedback related to cost, long term care and maintenance regarding a number of alternatives that were presented.

Village Engineer Bill McKenna gave a summary of the Steering Committee's recommendations from the initial presentation. This included brick street throughout the entire length, bluestone sidewalks throughout, colored concrete curbs and streetlighting fixtures identical to those on Marion Street and other amenities at a cost of \$17.2 million. Staff's recommendations, at a cost of \$11.5 million, include limiting blue stone sidewalks to commercial areas only, reducing the area of brick street to high profile intersections only, using colored concrete curbs for the majority of areas with brick streets and bluestone sidewalks, using asphalt pavement for the street surfacing, installation of lighting improvements throughout and installation of special features at select locations. The palette is consistent with the current major planned developments, Lake and Forest and Maple and Lake. A streetscape enhancement decision will set the design standard needed for the Oak Park Station development. In addition, staff is recommending a full resurfacing of Lake Street from Harlem to Austin at that time. The street was last done in 2001 and is nearing the end of its useful life. They will be requesting Federal funds for the resurfacing project and any of the eligible streetscaping items. This will also need to be coordinated with the Oak Park Station development, as their planned opening is around the time of the proposed streetscape construction. Based on Board direction or consensus, staff would start applying for Federal funds in January 2016 and request proposals for the design engineering of the construction project and award those in January or February 2016 to meet the 2017 timetable. A contract has been awarded for a survey of Lake Street in relation to this project.

President Abu-Taleb commented that perhaps Lake Street should not be such a priority as there is enough disruption with new developments at this time. The negative impact on businesses has to be weighed against aesthetics.

Village Trustee Brewer asked where funding for the project would come from. Village Manager Pavlicek stated that the Capital Improvement Plan notes that there is an 80/20 Federal fund split regarding the Lake Street resurfacing, 50/50 on street lighting and the balance is part of the Capital budget.

Village Trustee Lueck asked if it would be better to do it all at once or to spread the project out and have less disruption but for a longer time. She stated that the one place she would recommend using brick is the Westgate project in order to tie in with Marion Street. She was not supportive of the proposed brick intersections on Lake Street and noted that they look choppy.

Village Trustee Salzman wanted a more detailed discussion regarding funding. He wanted to know the likelihood of the Village receiving a Federal grant. He also noted that the lowered amount of money was still a large amount. He recognizes that improvements need to be made on Lake Street but doesn't think it is necessary to install the upgraded materials. He was uncomfortable with the price as well.

Village Trustee Barber liked that some of the elements from Marion Street were being brought onto Lake Street. He was in favor of doing the project all at once instead of in segments and felt that the businesses were prepared for this.

Village Trustee Tucker agreed with Village Trustee Lueck regarding brick intersections.

Village Trustee Brewer asked if the cost presented is the baseline. Mr. McKenna said that it was, if they incorporated some of the thoughts from the Steering Committee. Village Trustee Brewer asked for a baseline cost without the streetscape elements. Village Trustee Lueck commented that there won't be much difference, as the biggest cost is the street resurfacing.

Village Trustee Salzman stated that investments in excess of \$10 million needed to be looked at holistically, not just in terms of the money that is available in the budget. There is currently a lot of activity going on in Downtown Oak Park; there are other parts of the Village where that kind of investment could be used to jump start some other economic activity.

Village Trustee Barber was under the impression that staff needed direction in order for Lake and Forest and Oak Park Station to move forward. Mr. McKenna clarified that Lake and Forest has been established; Oak Park Station has not but can be priced out at the higher level.

Village Trustee Tucker agreed with Village President Abu-Taleb to bifurcate this for the time being. Lake and Forest was underway and direction to Oak Park Station is what they Board has before them today. He added that this need back to the Board for further discussion.

Following further discussion, there was consensus to follow the same standard and Lake and Forest.

XVI. Call to Board and Clerk

Village Trustee Salzman requested that agenda items be clearer regarding the expectations of what is to come out of Board discussions.

Village Trustee Lueck congratulated Clark Street Developers.

Village Trustee Brewer had a nice Halloween and is happy to live in a community where the children can safely walk the streets. He spoke about a noise wall he saw in Cleveland.

Village Trustee Barber spoke about the Middle School Arts Program and congratulated the BRAVO program for their production of Beauty and the Beast. He also spoke highly of the new management of Kozy Corner.

Village Trustee Tucker noted that the Huskies have another playoff game this weekend.

Village President Abu-Taleb shared the concerns of those who spoke about the Red Plum and asked Village Attorney Stephanides to look into it. A celebration will be held at the Colt Building tomorrow morning to celebrate start of work with the developers.

XVII. Adjourn

It was moved by Village Trustee Brewer, seconded by Village Trustee Tucker, to

adjourn. A voice vote was taken and the motion was approved. Meeting adjourned at 9:40 P.M., Monday, November 2, 2015.

Respectfully submitted,

MaryAnn Schoenneman
Deputy Village Clerk



Regular Village Board meetings are held at 7:30 p.m., the first and third Mondays of each month in Council Chambers of Village Hall, 123 Madison St. When a regular meeting falls on a holiday, the meeting typically is held the following night. The Village Board also meets in special sessions, usually on the second and fourth Monday. However, dates and times of special meetings can vary and may change.

[Home](#) [Legislation](#) [Calendar](#) [Officials](#) [Archives](#)



[Details](#) [Reports](#)

File #:	ID 15-357	Name:	
Type:	Presentation	Status:	Regular Agenda
		In control:	President and Board of Trustees
On agenda:	11/2/2015	Final action:	
Title:	Presentation of Lake Street Streetscape Enhancement from Harlem Avenue to Euclid Avenue.		
Attachments:	1. Lake Streetscape Master Plan Draft Report.pdf , 2. Lake Street Streetscape Presentation , 3. Lake Street - Cost Estimate		

[History \(0\)](#) [Text](#)

Submitted By

Bill McKenna, Village Engineer
Development Customer Services Director

Tammie Grossman,

Agenda Item Title

Presentation of Lake Street Streetscape Enhancement from Harlem Avenue to Euclid Avenue.

Overview

In May of 2015 the Village Board discussed the Lake Street Streetscape Enhancements from Harlem to Euclid including underground utility improvements and material options for roadway, curbs, and sidewalks. Staff will make a presentation to provide details on the revised scope and materials of the recommended enhancement project based on direction received at that meeting.

Anticipated Future Actions/Commitments

Subject to the consensus of the Village Board, staff will submit grant applications for Federal funds and the necessary agreements for design engineering and environmental studies for final Board approval.

Report

Pursuant to the Village Board direction on May 11, 2015, staff has evaluated the locations and use of decorative materials as part of the Lake Street enhancement project to develop a recommendation for a future streetscape project.

In developing recommendations, staff considered the following:

- Reducing the areas of bluestone sidewalks by using concrete for sidewalks outside of commercial areas
- Reducing the areas of brick streets by limiting bricks to high profile intersections such as Marion St. and Oak Park Ave.
- Using colored concrete curbs in-place of granite curbs for the majority of areas with bricks streets and bluestone sidewalks
- Using asphalt pavements for the street resurfacing for lower initial cost and ability to easily use Federal funds for future resurfacing projects
- Installing lighting improvements for entire streetscape area for connectivity between the districts and to create a safe and inviting pedestrian experience
- Installation of specialty features at select locations to create a sense of place

The recommendations are consistent with the Greater Downtown Master Plan and meet the following goals of the Streetscaping Master Plan Report while considering costs;

- Address the failing infrastructure
- Provide appropriate infrastructure for growing downtown
- Maintain or enhance downtown character/quality of life
- Improve the downtown's "sense of place"
- Provide better outdoor café opportunities
- Improve mobility for other modes of travel - Complete Streets

The Village will see at least two major planned developments completed along Lake Street in the near future, one of which is under construction with a palette consistent with the current recommendations at Lake Street and Forest Avenue and one scheduled to break ground in the fall/winter of 2015 at the new Maple Avenue and Lake Street. A streetscape enhancement decision will set the design standard needed for the Oak Park Station Development proposed on the Colt property along Lake Street and provide further direction for the new Maple Avenue streetscape design proposed from Lake Street to North Boulevard. The schedule and construction staging of the proposed streetscape project will be coordinated to minimize the impacts to the Oak Park Station Development which could be nearing completion during Lake Street streetscaping work.

Subject to consensus of the Village Board, staff will submit an application requesting Federal Surface Transportation Funds for eligible roadway and pedestrian items for the streetscaping project as well as for a street resurfacing project for the remainder of Lake Street. If the Village proceeds with engineering design work via Village Board approval of a consulting engineering contract in January/February of 2016, the Village would most likely be able to begin construction of the streetscaping and resurfacing of Lake Street in the summer of 2017.

At their March 15, 2012 regular meeting the Village Board authorized an agreement and scope of services with the Lakota Group for design services related to the Lake Street Corridor from Harlem Avenue to Euclid Avenue. At their June 4, 2012 regular meeting, the Village Board directed staff to form a working committee who would help in the development of various streetscape scenarios for Board consideration. The Downtown District Streetscape Committee was formed. At their meeting of January 7, 2013 the Lakota Group and staff presented the options from the committee who reviewed and analyzed several concepts before concluding with the four represented as well as the results of two surveys. In order to help form their opinion, the committee/consultant conducted an on-line survey, intercept survey and various walking tours seeking comment from the community, elected officials and business owners. The January 2013 presentation is attached. It was requested of staff that the plans be reviewed by the Disability Access Commission. A review by the DAC was conducted on August 20, 2014.

In early 2015 the Village Board reestablished the Lake Street Streetscape Committee who met in February and March to discuss the options for enhancements. On May 11, 2015 the Village Board was given a presentation

on the Lake Street Streetscape Enhancement project.

Alternatives

The presentation will provide alternatives for streetscape enhancements.



**OAK PARK DOWNTOWN DISTRICTS STREETSCAPE
LAKE STREET**

VILLAGE BOARD PRESENTATION

THE LAKOTA GROUP

Village of Oak Park | November 2, 2015

AGENDA

- Overview of Three Options
 - Committee Recommendation
 - Preferred Direction
 - Reduced Cost Option
- Development coordination
- Schedule & Funding Options
- Next Steps
- Questions/Discussion



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

ADVISORY COMMITTEE RECOMMENDATION

- Components
 - Brick Streets throughout
 - Bluestone sidewalks in the commercial areas
 - Tinted curbs for contrast
 - Granite crosswalks
 - Decorative overhead lights throughout
 - Pedestrian scale globe lights in commercial areas
 - Full landscape and amenity package

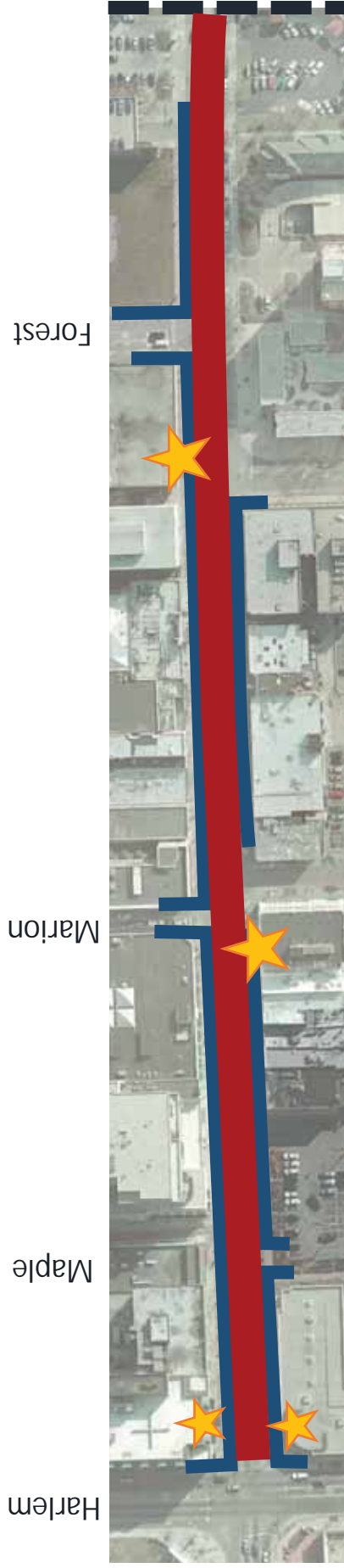


Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

ADVISORY COMMITTEE RECOMMENDATION DIAGRAM

- Brick Roadway
- Bluestone Sidewalk
- Specialty Feature



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

ADVISORY COMMITTEE RECOMMENDATION

■ Costs	
■ Underground Utilities	\$1,600,000
■ Demo	\$1,453,750
■ Roadway	\$4,509,700
■ Sidewalk	\$2,862,200
■ Remaining Hardscape	\$1,080,400
■ Lighting	\$933,000
■ Landscape	\$519,100
■ Site Furniture	\$137,200
■ <u>Specialty Features</u>	<u>\$428,000</u>
■ Sub-total	\$13,523,350
■ <u>A/E Fees & Contingency</u>	<u>\$3,651,305</u>
■ PROJECT TOTAL	\$17,174,655

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

PREFERRED DIRECTION

- Components
 - Brick at intersections only
 - Maple, Marion, Forest, Kenilworth and Oak Park
 - Asphalt roadways
 - Bluestone sidewalks in the commercial areas
 - Tinted curbs for contrast
 - Granite crosswalks
 - Decorative overhead lights throughout
 - Pedestrian scale globe lights in commercial areas
 - Full landscape and amenity package

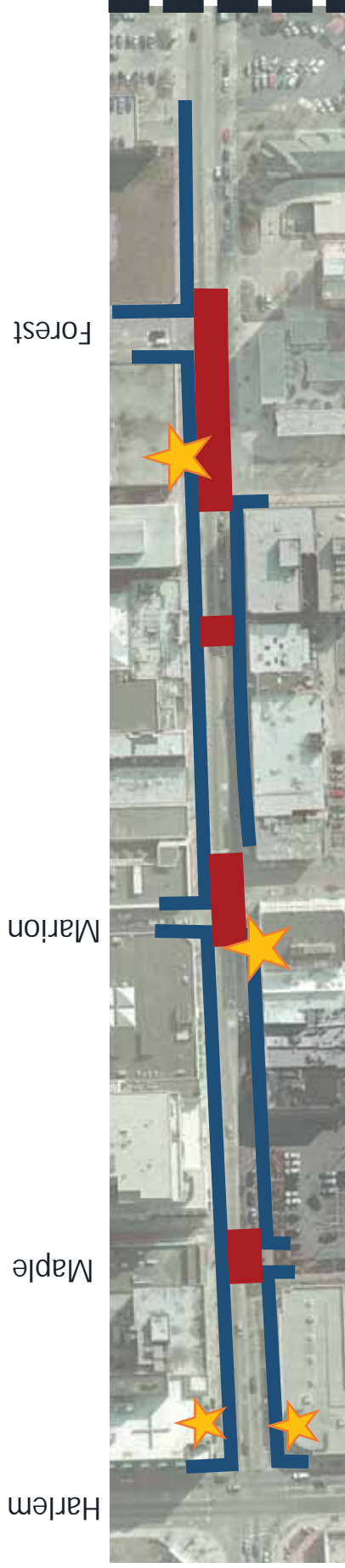


Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

PREFERRED DIRECTION DIAGRAM

- Brick Roadway
- Bluestone Sidewalk
- Specialty Feature



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

PREFERRED DIRECTION

■ Costs	
■ Underground Utilities	\$1,600,000
■ Demo	\$1,453,750
■ Roadway	\$1,926,500
■ Sidewalk	\$2,862,200
■ Remaining Hardscape	\$1,080,400
■ Lighting	\$933,000
■ Landscape	\$519,100
■ Site Furniture	\$137,200
■ <u>Specialty Features</u>	<u>\$428,000</u>
■ Sub-total	\$10,940,150
■ <u>A/E Fees & Contingency</u>	<u>\$2,953,840</u>
■ PROJECT TOTAL	\$13,893,990

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

REDUCED COST OPTION

- Components
 - Brick at intersections only
 - Marion and Oak Park
 - Asphalt roadways
 - Bluestone sidewalks at corner – highlighting intersections
 - Concrete sidewalks
 - Tinted curbs for contrast
 - Granite crosswalks
 - Decorative overhead lights throughout
 - Pedestrian scale globe lights in commercial areas
 - Full landscape and amenity package



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

REDUCED COST DIAGRAM

- Brick Roadway
- Bluestone Sidewalk
- Specialty Feature



Kenilworth

Oak Park Ave

Euclid



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

REDUCED COST OPTION

■ Costs	
■ Underground Utilities	\$1,600,000
■ Demo	\$1,453,750
■ Roadway	\$1,926,500
■ Sidewalk	\$1,651,500
■ Remaining Hardscape	\$1,080,400
■ Lighting	\$933,000
■ Landscape	\$519,100
■ Site Furniture	\$137,200
■ <u>Specialty Features</u>	<u>\$428,000</u>
■ Sub-total	\$9,047,950
■ <u>A/E Fees & Contingency</u>	<u>\$2,442,950</u>
■ PROJECT TOTAL	\$11,490,900

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

REDUCED COST OPTION - Materials

- Colored concrete curb
- Lower cost tree grates
- Asphalt street



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

DEVELOPMENT COORDINATION

- Lake & Forest Development
- Oak Park Station Development
- Potential site at 1000 Lake Street



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

DEVELOPMENT COORDINATION – Oak Park Station Streetscape

- Lake Street consistent with streetscape
- Maple Ave & Westgate St. Proposed Streetscaping
 - Incorporates elements from Lake St & Marion St
 - Bluestone at corners and entrances
 - Bricks in parkway area
- North Blvd more restrained

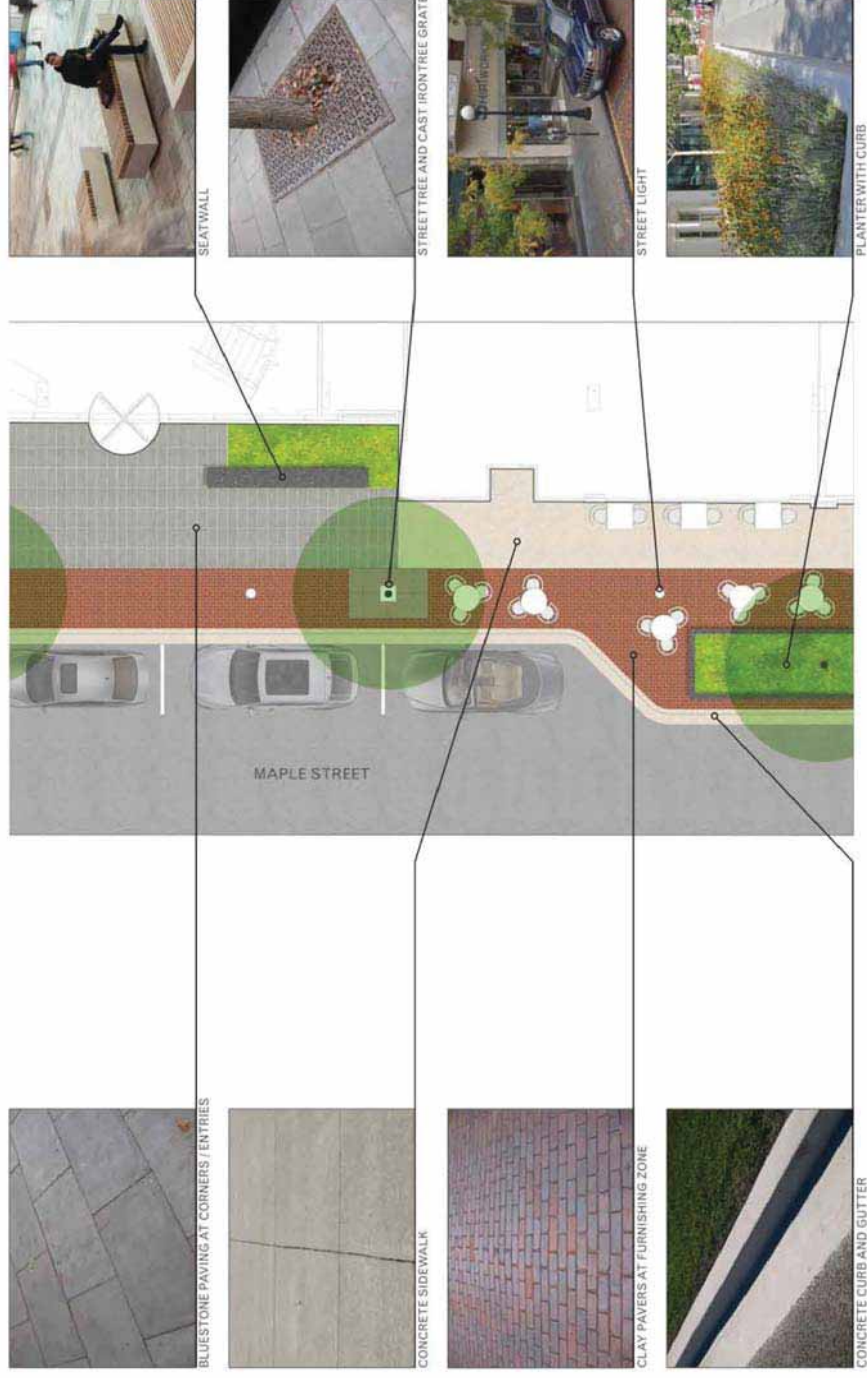


Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

DEVELOPMENT COORDINATION – Oak Park Station Streetscape

■ New Maple Ave proposed streetscape



Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

SCHEDULE AND FUNDING OPTIONS

- Last resurfaced in 2001
- Resurfacing currently scheduled for 2017 (Harlem to Austin)
- Recommend streetscaping at same time
- Coordinate streetscaping timing with developments

Funding Options

- Request Federal funds for eligible roadway items 80/20 & Lighting 50/50

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois

NEXT STEPS

- Currently being surveyed
- Apply for Federal funding
- RFP for design engineering
- Award engineering contracts January 2016

Oak Park Downtown Districts Streetscape
Lake Street

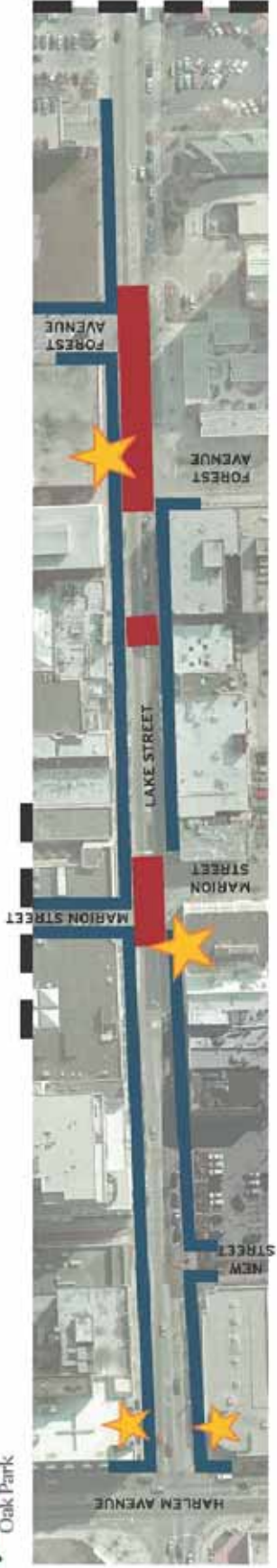
Oak Park, Illinois



QUESTIONS/DISCUSSION

Oak Park Downtown Districts Streetscape
Lake Street

Oak Park, Illinois



LEGEND

PAVER ROADWAY

BLUESTONE SIDEWALK

SPECIALTY FEATURE

LAKE STREET STREETScape

PREFERRED DIRECTION DIAGRAM

OAK PARK, ILLINOIS

PREPARED BY:
THE CH2M HILL GROUP

FORWARD PLAN,
2007

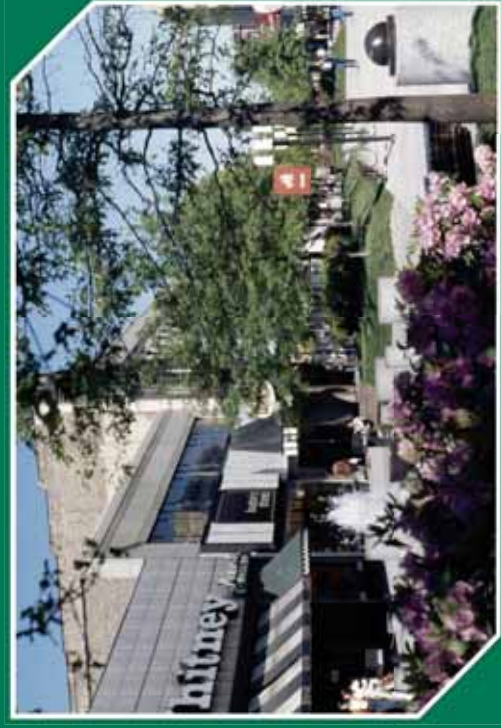
FOR THE CITY OF OAK PARK

DATE: JULY 18, 2007



LAKE STREET IMPROVEMENTS

PURPOSE AND NEED



- *Last Streetscape in DTOP completed in 1989*
- *Last Resurfaced in 2001*
- *Deteriorated sidewalk, brick and pavement*
- *Improve Mobility – Vehicle and Pedestrian*
- *Aging Sewer and Water Mains*

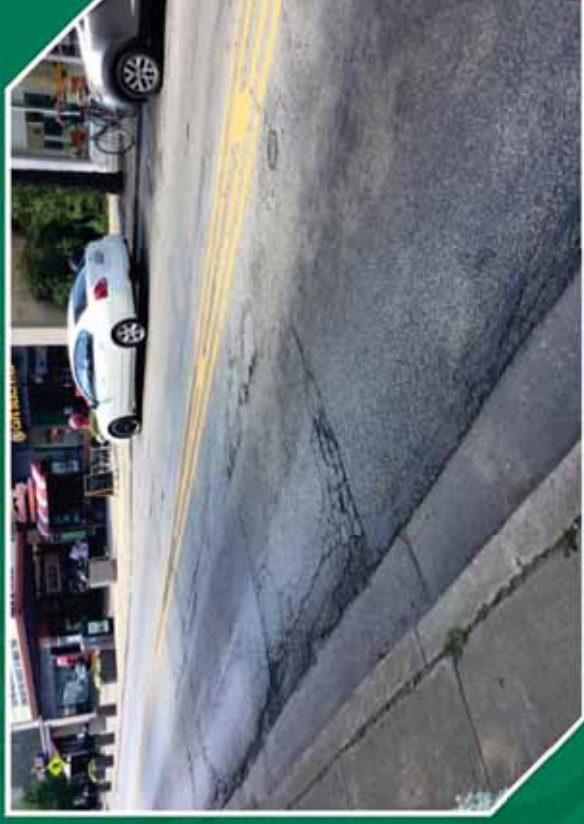


Photo used courtesy of the
Wednesday Journal

LAST STREETSCAPE IN DTOP COMPLETED IN 1989



LAST RESURFACING IN 2001



DETERIORATED SIDEWALK, BRICK AND PAVEMENT



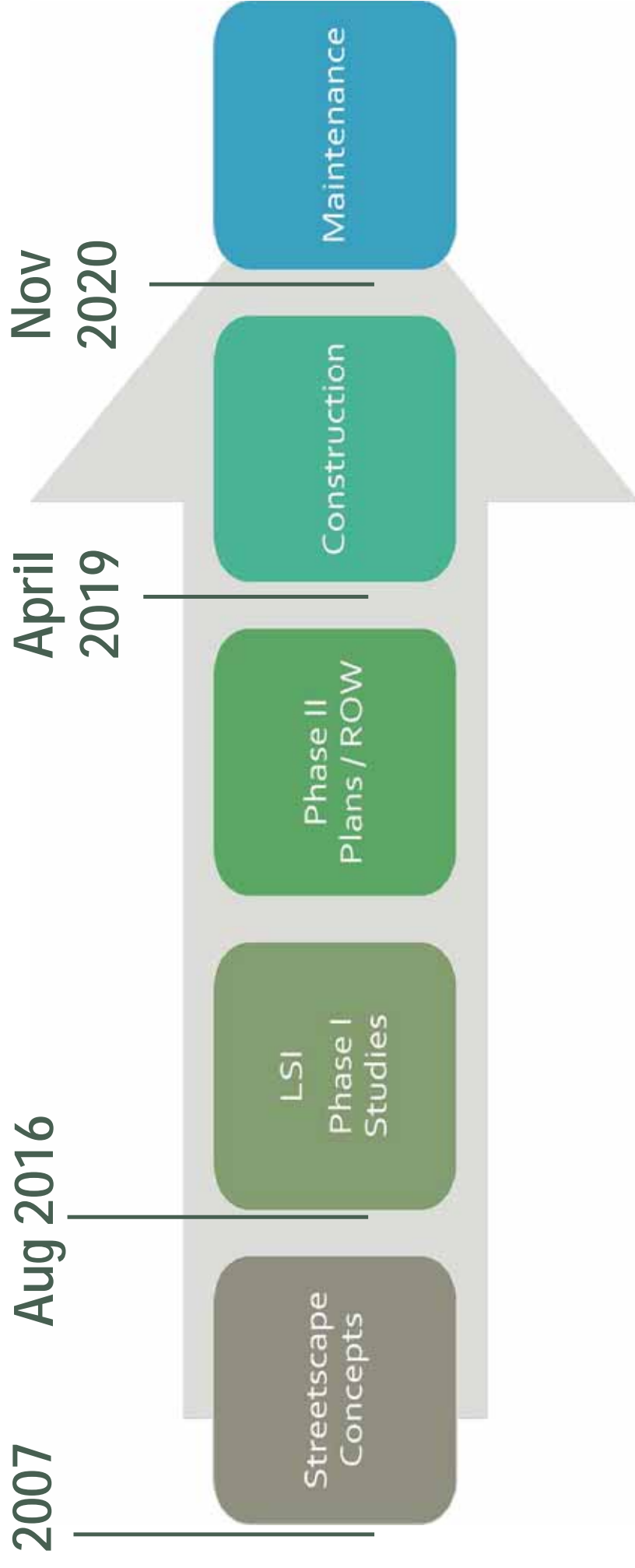
IMPROVE MOBILITY - VEHICLE AND PEDESTRIAN



AGING SEWER AND WATER MAINS



Progress to Date



Progress to Date / Public Involvement

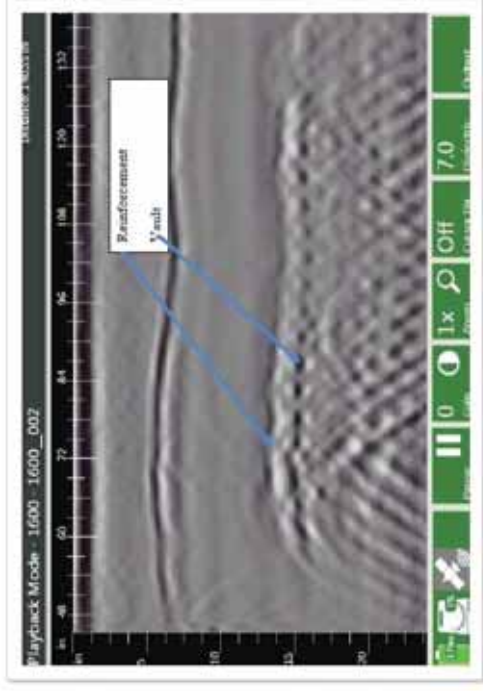
- Steering Committee Meetings (4)
- Business District Meetings – Hemingway (2) DTOP (2) and North Marion (2)
- Public Open House
- Print Newsletters (2)
- E-Blast Newsletter
- Open House Public Notice Ads (2)
- News Releases
- Social Media Posts
- Website Updates



Project to Date / Project Complexities

Project Complexities

- Sidewalk Vaults
- GPS-Based Emergency Signal Pre-emption
- Geotechnical/Trolley Tracks
- Construction Staging Design
- ADA Compliance



Lake Street Improvements - Primary Focus and Progress of Work to Date

- Purpose and Need (Concept to Plan)
 - Risk Assessment Workshop
 - Establish Baseline Context
 - Identify Project Goals and Shared Understanding
 - Effective Decision Making
- Phase I Studies
 - Engineering
 - Environment
 - Public Involvement
 - Project Complexities
 - Two Components (Engineering and Landscaping)
 - Federally Funded – IDOT Involvement
 - Treatment of Environmental and Historical Resources
 - Competing/Complimentary Goals
 - Internal/External Coordination
 - Vaulted Sidewalks / Ground Penetrating Radar
 - Geotechnical & Pavement Investigation / Design including trolley tracks
 - Wayfinding
 - Multiple Contracts / Contractors
 - Parking Initiatives
 - Private Development / Advance Work
 - Implementation Studies
 - Traffic Studies
 - Roadway Geometry / Alternatives Analysis
- Phase II Plans, Permits and Agreements
 - Project Status – Utilities
 - Project Status – RS
 - Project Status – Streetscape
 - ROW / Easements
 - Environmental / PSI (Preliminary Site Investigation)

Summary of Public Involvement for the Lake Street Streetscape Enhancement project

The Lake Street Streetscape project has gone through extensive public involvement. Below is a brief summary of the public meetings, processes for gathering public input, and stakeholder coordination over the past several years which determined the recommended project scope and material selections. Materials and minutes from relevant public Village of Oak Park Board meetings are attached for reference.

- On March 15, 2012 the Village Board authorized an agreement with Lakota Group for design services related to the Lake Street Corridor from Harlem Ave to Euclid Ave
- On June 4, 2012 the Village Board the Village Board directed staff to form the Downtown District Streetscape Committee who would help in the development of various streetscape scenarios for Board consideration.
- In 2012 Lakota Group conducted a series of surveys (both online and intercepting surveys) to gather public and stakeholder input and conducted public walking tours of the project area to review existing conditions, identify issues and opportunities for improvement.
- On January 7, 2013 Lakota Group and staff presented the recommendations of the Streetscape Committee for the Lake Street Streetscape project which included four options for scope and materials. The results of the surveys and walking tours were also presented. (see attached minutes and presentation)
- On August 20, 2014 the Disability Access Commission met at their regular open public meeting to review the proposed streetscape project and provided comments.
- In 2015 the Downtown District Streetscape Committee met seven times with Lakota Group to refine the project's scope incorporating comments received at Village Board meetings and the Disability Access Commission.
- On May 11, 2015 the Village Board was given a presentation on the Lake Street Streetscape Enhancement project. (see attached minutes)
- On November 2, 2015 the Village Board was given a presentation on the Lake Street Streetscape Enhancement project which included a recommended project scope and material selections based on Board comments. (see attached minutes and presentation)
- On February 8, 2016 the Village Board was given a presentation related to Construction, Parking and Mobility Services along the Lake Street Corridor from Harlem to Austin and directed staff to Request Proposals for the Preliminary and Design Engineering of the Lake Street Streetscape and Resurfacing Project.
- At the June 6, 2016 regular meeting the Village Board approved a Resolution Requesting the Illinois Department of Transportation Repurpose Federal Funds Earmarked for the I-290 Cap the Ike Projects, IL456 and IL478, to the proposed Lake Street Resurfacing and Streetscape Project according to the Consolidate Appropriations Act, 2016.
- At the June 6, 2016 regular meeting the Village Board approved a Resolution Authorizing the Submission of a 2016 Illinois Transportation Enhancement Program (ITEP) Grant Application for the Lake Street Streetscape Project.

- At the July 18, 2016 regular meeting the Village Board approved a Resolution Authorizing the Submission of a 2016 Federal Surface Transportation Program Grant Application for the Lake Street Streetscape and Resurfacing Project.
- At the August 1, 2016 regular meeting the Village Board authorized an agreement with Thomas Engineering Group, LLC., for Professional Engineering Services for the design of the Lake Street Streetscape, Resurfacing, and Utility Improvement Projects in an amount not to exceed \$1,080,000.
- The project team presented to and met with the steering committee on September 13 and 21, 2016.
- At the October 4, 2016 regular meeting the Village Board authorized an agreement with The Lakota Group, Inc., for Phase 1 Professional Landscape Architecture and Planning Services for the Lake Street Streetscape Project in an amount not to exceed \$99,000.
- On November 8, 2016 members of the project team gave a presentation to the Downtown Oak Park Business Association and took questions and comments from those in attendance.
- On November 16, 2016 members of the project team gave a presentation to the Hemingway Business Association and took questions and comments from those in attendance.
- A news release entitled "Planning, design set to begin for Lake Street Improvements" was sent out on December 23, 2016.
- An article entitled "Planning begins for Lake Street updates" was included in the January 2017 edition of the *OP/FYI* newsletter.
- A Lake Street Improvements newsletter was created and distributed in January 2017.
- At the January 17, 2017 regular meeting the Village Board Approved an Amendment to the Professional Services Agreement with The Lakota Group, Inc., for Phase 1 Professional Landscape Architecture and Planning Services for the Lake Street Streetscape Project for an additional \$24,780.
- At the January 17, 2017 regular meeting the Village Board Approved an Amendment to the Professional Services Agreement with Thomas Engineering Group, LLC., for Professional Engineering Services for the design of the Lake Street Streetscape, Resurfacing, and Utility Improvement Projects for an additional \$95,592.
- A news release entitled "Open house scheduled for Lake Street Improvements" was issued on January 25, 2017.
- A public notice advertisement was placed in the *Wednesday Journal* on January 25 and February 1, 2017 to notify the public about the February 8, 2017 Open House Public Meeting.
- Notice about the public meeting was posted on the Oak Park Facebook page on February 2.
- Notice about the public meeting was tweeted through the Oak Park Twitter page on February 2.
- On February 8, 2017 an Open House Public Meeting was held at the Village Hall to inform the public about the project and to provide the opportunity for input. The meeting was attended by 44 members of the public.
- On February 24, 2017 members of the project team gave a presentation to North Marion Street stakeholders and took question and comments from those in attendance.
- On March 9, 2017 members of the project team gave a presentation to the Downtown Oak Park Business Association and took questions and comments from those in attendance.

- On May 3, 2017 members of the project team gave a presentation to the Hemingway Business Association and took questions and comments from those in attendance.
- A second edition of the Lake Street Improvements newsletter was distributed in April 2017.
- An electronic version of the Lake Street Improvements newsletter was sent as an "E-blast" e-mail to stakeholders in April 2017.
- On June 30, 2017 members of the project team gave a presentation to North Marion Street stakeholders and took question and comments from those in attendance.

Examples of Public Involvement Activities and Media used for the Lake Street Improvements Project



QUICK LINKS ▼

Planning, design set to begin for Lake Street Improvements

Dec. 23, 2016 – Planning and design work is set to begin for major improvements to Lake Street from Harlem Avenue to Austin Boulevard that will replace infrastructure that is at the end of its life cycle, while also improving walkability, accessibility and traffic flow along this important Oak Park corridor.

The year ahead will focus primarily on planning activities with any actual construction not likely to occur until 2018, with all work completed before Thanksgiving of that year. Final project details, including materials, costs and construction schedules will be reviewed by the Village Board before final construction plans are prepared and bids sought.

The project will include roadway reconstruction and resurfacing with concrete and asphalt, pavement markings, and curb and sidewalk improvements to better accommodate persons with disabilities along the entire route from Harlem Avenue to Austin Boulevard.

Major improvements are being planned in the business districts between Harlem and Euclid avenues, including sidewalks designed for increased walkability, curb and street crossing upgrades to better accommodate persons with disabilities, and updated vehicle detection equipment and traffic signal timing at signals to help keep traffic flowing smoothly.

In addition, elements typically referred to as *streetscape enhancements* are being considered for the segment between Harlem and Euclid avenues, such as street furniture, decorative sidewalks and crosswalks, improved street and pedestrian lighting, informational wayfinding signs, and segments of brick pavements used to highlight major intersections at Maple Avenue, Marion Street, Forest Avenue, Kenilworth Avenue and Oak Park Avenue.

Village staff already has been working closely with developers along the route to ensure their current work is within the standards set for future enhancements to Lake Street. For example, many of the sidewalk and landscaping improvements adjacent to the Vantage Oak Park development at Lake Street and Forest completed earlier this year will tie into the proposed 2018 work.

Construction will be completed in phases to allow the Village to first replace and refurbish aging water and sewer lines at various locations along Lake Street. Sewer mains need to be replaced between Grove and Euclid avenues, as will water mains and service lines to buildings between Oak Park and Euclid avenues. Staff will work closely with adjacent businesses to determine the best and most efficient manner to manage construction in the bustling downtown district.

Officials say planning discussions also will focus on how to improve Lake Street traffic circulation and capacity, while strengthening the roadway's role as the community's central tourism and retail corridor. More information about the project is posted at www.oak-park.us/lakestreetimprovements.

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Target to open downtown store

Target will open a new store in downtown Oak Park on Lake Street just east of Harlem Avenue. The 22,000-square-foot, *flexible-format store* will be part of the discount retailer's growing number of smaller locations customized for urban and densely populated suburban areas. The new Target location, set to open in October, will anchor the mixed-use Elevate Oak Park project that includes 270 apartments, 26,000 square feet of retail space and a 424-space parking garage within a five-story building on Lake Street and a 20-story building on North Boulevard. The project also includes a new block of Maple Avenue on the Lake Street site's western edge. The location will offer Target high-visibility space on both streets and easy customer access, including for those using the multi-mode public transportation station on North Boulevard that links the CTA, Metra and Pace. Elevate Oak Park is one of four major construction projects either nearing completion, well underway or soon to begin within blocks of Lake Street. When the construction ends, these four projects will add more than 830 residential units, 65,000 square feet of retail space and 1,400 new parking spaces from \$242 million in private investment. More information on these development projects is posted at www.oak-park.us/development.



Madison Street new investment frontier

With the economic heart of downtown Oak Park beginning to pump new blood into every part of the community, eyes now are on the next investment frontier — the Madison Street corridor. A private developer selected through a competitive bid has agreed to an innovative Village concept to slightly bend the street northward between Wesley and Oak Park avenues to create a parcel large enough to attract a major retailer that could become a catalyst for new investment all along Madison Street. Reconfiguring the street also offers an opportunity to dramatically enhance safety for all who use the busy, historically auto-centric roadway. Getting the nearly 20,000 drivers who regularly travel along Madison Street at average speeds approaching 40 miles an hour to slow down is a key benefit of the plan. Under the proposal, which has just begun the comprehensive public review process, the Village likely will be expected to fund traditional public costs related to infrastructure like water and sewer lines and sidewalk and street improvements. But these costs could be largely underwritten through the Madison Street Tax Increment Finance District and by incorporating publicly owned parcels into the project. The redevelopment costs, including property purchases and construction, would be borne by the developer whose plans and approaches would be thoroughly vetted through a vigorous public process managed by the citizen volunteers on the Plan Commission. Preliminary estimates are that the Village tax base could grow about \$3 million in the first full year of development — a nearly 20-fold increase over the property taxes currently generated on the corridor. Beyond tax revenue and improved services, officials say the project also would bring vitality, a new image and an improved retail environment that would benefit those who live, work and shop on Madison Street, as well as the residents in the adjacent neighborhoods. For more information on this and other development projects visit www.oak-park.us/development.



Planning begins for Lake Street updates

Planning will begin this year to replace critical infrastructure that is at the end of its life cycle along Lake Street from Harlem Avenue to Austin Boulevard. Actual construction would likely not occur until 2018. The project also envisions new concrete and asphalt roadway surfaces, lighting and signal improvements, as well as sidewalks designed for increased walkability, curb and street crossing upgrades to better accommodate persons with disabilities, and improved signal timing to help keep traffic flowing smoothly, especially in the business districts between Harlem and Euclid avenues. Streetscape enhancements also will be considered, including high-quality street furniture, enhanced street and pedestrian lighting, and informational wayfinding signs for visitors. In addition, decorative sidewalk and crosswalk materials could be used to highlight major intersections and enhance pedestrian safety at Maple Avenue, Marion Street, Forest Avenue, Kenilworth Avenue and Oak Park Avenue. Construction would be completed in phases to allow the Village to first replace and refurbish old water and sewer lines at various locations, including between Grove and Euclid avenues, as well as new water mains and service lines to buildings between Oak Park and Euclid avenues. Officials say these projects ultimately would improve traffic circulation and capacity, enhance pedestrian linkage between retail districts, replace the aging roadway and utilities, promote private investment and economic development, and strengthen Lake Street's role as the community's central tourism and retail corridor. For more information about the project, visit www.oak-park.us/lakestreetimprovements.



LAKE STREET IMPROVEMENTS

Newsletter #1 -- January 2017

Planning and Design Work Set to Begin for Lake Street Improvements

Planning and design work is set to begin for major improvements to Lake Street from Harlem Avenue to Austin Boulevard that will replace infrastructure that is at the end of its life cycle, while also improving walkability, accessibility and traffic flow along this important Oak Park corridor.

The year ahead will focus primarily on planning activities with any actual construction not likely to occur until 2018, with all work completed before Thanksgiving of that year. Final project details, including materials, costs and construction schedules will be reviewed by the Village Board before final construction plans are prepared and bids sought.

The project will include roadway reconstruction and resurfacing with concrete and asphalt, pavement markings, and curb and sidewalk improvements to better accommodate persons with disabilities along the entire route from Harlem Avenue to Austin Boulevard.

Major improvements are being planned in the business districts between Harlem and Euclid avenues, including sidewalks designed for increased walkability, curb and street crossing upgrades to better accommodate persons with disabilities, and updated vehicle detection equipment and traffic signal timing at signals to help keep traffic flowing smoothly.

In addition, elements typically referred to as streetscape enhancements are being considered for the segment between Harlem and Euclid avenues, such as street furniture, decorative sidewalks and crosswalks, improved street and pedestrian

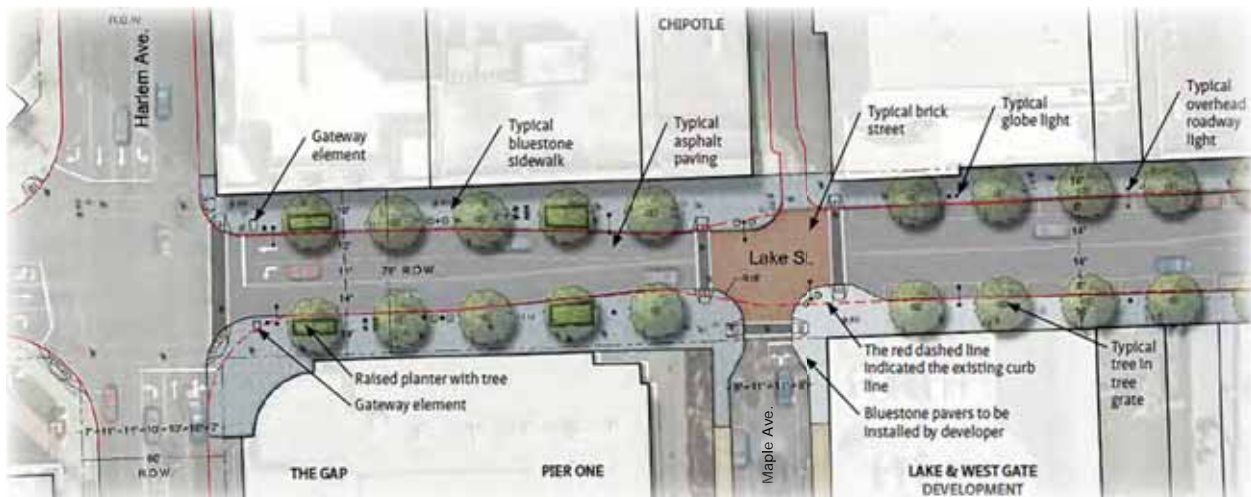
lighting, informational wayfinding signs, and segments of brick pavements used to highlight major intersections at Maple Avenue, Marion Street, Forest Avenue, Kenilworth Avenue and Oak Park Avenue.

Village staff already has been working closely with developers along the route to ensure their current work is within the standards set for future enhancements to Lake Street. For example, many of the sidewalk and landscaping improvements adjacent to the Vantage Oak Park development at Lake Street and Forest completed earlier this year will tie into the proposed 2018 work.

OPEN HOUSE: February 8, 2017, 6:30 p.m. to 9 p.m., Oak Park Village Hall, 123 Madison Street -- Council Chambers, Oak Park, IL 60302 (see page 2 for more information).

Construction will be completed in phases to allow the Village to first replace and refurbish aging water and sewer lines at various locations along Lake Street. Sewer mains need to be replaced between Grove and Euclid avenues, as will water mains and service lines to buildings between Oak Park and Euclid avenues. Staff will work closely with adjacent businesses to determine the best and most efficient manner to manage construction in the bustling downtown district.

Officials say planning discussions also will focus on how to improve Lake Street traffic circulation and capacity, while strengthening the roadway's role as the community's central tourism and retail corridor.



Sample segment of Lake Street showing planned streetscape improvements.

Other Project Features

The Lake Street improvement project goes beyond improving the look and flow of traffic and pedestrians. The Village also hopes to incorporate the following additional features into the project:

- Improved visibility for access to nearby parking garages
- Clearer pedestrian paths to retail stores and restaurants
- Better vehicular circulation at intersections
- Enhanced accessibility to each unique area within the central business districts and tourism sites
- Streetscape design and landscaping that unifies Lake Street and serves as a backdrop for Oak Park's architectural character
- Wayfinding signs that help residents and visitors find important sites and services
- Gateway features that welcome travelers at key Village entry points



Granite seating and clearer pedestrian paths



Landscaping and lighting improvements at Scoville Park

Project History

The Lake Street improvement project is the culmination of plans adopted by the Village Board, some dating back to the mid-1990s. These include the Central Business District Master Plan adopted in 1994 and the Greater Downtown Master Plan adopted in 2005.

In addition, Village staff has been working with various local business organizations to address challenges associated with ongoing development and streetscape projects in the central business districts, including vehicle and pedestrian mobility along Lake Street.

A master plan for improving Lake Street created in 2012 formalized criteria and policy goals for planning, budgeting and designing an approach that would guide efforts to ensure continued growth and activity in the heart of the community. In 2015, a unified streetscape design was developed, which formed the basis for the streetscape and other infrastructure improvements that are currently being planned for Lake Street.

OPEN HOUSE

February 8, 2017
6:30 p.m. to 9 p.m.
Oak Park Village Hall
123 Madison Street -- Council Chambers
Oak Park, IL 60302

Please join us for an open house to learn more about updates and improvements being studied for Lake Street. Village staff will be on hand to answer questions. Your feedback is welcome!

Vaulted Sidewalk Information Needed for Lake Street

Within the limits of the Lake Street Improvements project (Harlem Avenue to Austin Avenue), it is important to identify any locations with vaulted sidewalks. If your property or business has a vaulted space under the sidewalk on Lake Street, please contact Steve Pasinski at 630.430.6392 or via email at stevep@thomas-engineering.com.

STAY CONNECTED ▼

www.oak-park.us/lakestreetimprovements





QUICK LINKS ▼

Open house scheduled for Lake Street improvements

Jan. 25, 2017 – An open house is set for 6:30 to 9 p.m., Wed., Feb. 8 at Village Hall, 123 Madison St., to give Oak Park residents and business operators an opportunity to learn about major improvements being planned for Lake Street.

Individuals may drop by any time during the open house to view exhibits, speak with Village staff and consultants, and comment on the project that could include the entire length of the important commercial roadway from Harlem Avenue to Austin Boulevard.

Exhibits on display will illustrate various aspects of the proposed project that is intended to replace infrastructure that has reached the end of its life cycle, while also improving walkability, accessibility and traffic flow along this important Oak Park corridor.

The project envisions new concrete and asphalt roadway surfaces, lighting and signal improvements, as well as sidewalks designed for increased walkability, curb and street crossing upgrades to better accommodate persons with disabilities, and improved signal timing to help keep traffic flowing smoothly, especially in the business districts between Harlem and Euclid avenues.

Streetscape enhancements also are under consideration, including street furniture, improved street and pedestrian lighting, and informational wayfinding signs for visitors. In addition, decorative sidewalk and crosswalk materials could be used to highlight major intersections and enhance pedestrian safety at Maple Avenue, Marion Street, Forest Avenue, Kenilworth Avenue and Oak Park Avenue.

The meeting is accessible to individuals with disabilities. Anyone requiring assistance to participate in any Village program or activity should contact the ADA Coordinator at 708.358.5430 or email adacoordinator@oak-park.us at least 48 hours before the scheduled activity.

Persons planning to attend who will need a sign language interpreter or similar accommodations can call the TTY/TTD number at 800.526.0844 or 711. TTY users who speak Spanish may call 800.501.0864 or 711. For Telebraille, dial 877.526-6670 or 711. Requests should be made at least five days prior to the meeting.

More information about the project is posted at www.oak-park.us/lakestreetimprovements.

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Oak Park

**OPEN HOUSE MEETING
NOTICE**

The Village of Oak Park will hold an open house public meeting to discuss and seek input on upgrades and improvements being studied for Lake Street from Harlem Avenue to Austin Boulevard:

DATE: February 8, 2017

TIME: 6:30 p.m. to 9:00 p.m.

LOCATION: Oak Park Village
Hall
Council Chambers
123 Madison Street
Oak Park, IL 60302

Exhibits will be on display showing current information regarding the project related to resurfacing, reconstruction, traffic and pedestrian planning, streetscape enhancements, and utility work. Members of the public are invited to attend at any time during the two and a half hour time period to view project information and speak with Village of Oak Park staff and consultants working on the planning and design project. For more information, please contact Byron Kutz, Village of Oak Park Assistant Engineer, at (708) 358-5729 or bkutz@oak-park.us.

The meeting is accessible to individuals with disabilities. For questions about accessibility or to request an accommodation, please contact the ADA Coordinator at (708) 358-5430 or by email at adacoordinator@oak-park.us at least 48 hours before the meeting. Persons planning to attend who will need a sign language interpreter or similar accommodations can call the TTY/TTD number at (800) 526-0844 or 711. TTY users who speak Spanish may call (800) 501-0864 or 711. For Telebraille, dial (877) 526-6670 or 711. Requests should be made at least five days prior to the meeting.

More information about the project is posted at www.oak-park.us/lakestreetimprovements.

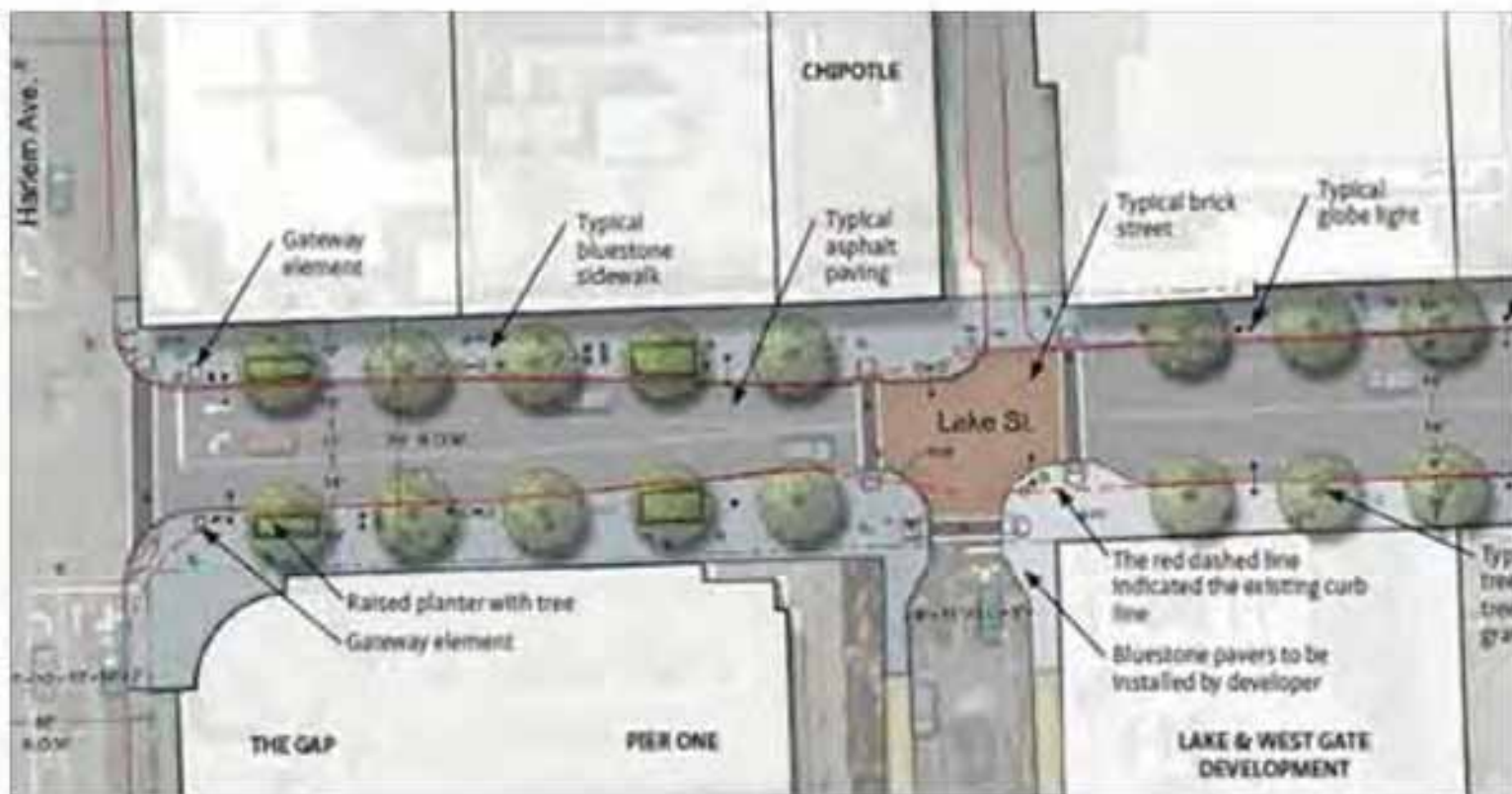
Published in Wednesday Journal
1/25/2017



Village of Oak Park, Illinois

February 2 · 🌐

An open house is set for 6:30 to 9 p.m. on Wednesday, Feb. 8 at Village Hall to give Oak Park residents and business operators an opportunity to learn about major improvements being planned for Lake Street. Drop by any time during the open house to view exhibits, speak with Village staff and consultants and comment on the project that could include the entire length of the important commercial roadway from Harlem Avenue to Austin Boulevard. More information about the project is posted on the Village website:



Lake Street Improvements

Planning and design activities are underway for improvement to the entire length of Lake Street from Harlem Avenue to Austin Boulevard. Project planning will occur in 2017, with much of the construction likely in 2018. Final project details, including...

OAK-PARK.US



Village of Oak Park @vopnews · Feb 2

Learn about major improvements planned for Lake Street at an open house from 6:30-9p on 2/8 at Village Hall oak-park.us/news/open-hous... #OakPark



5





LAKE STREET IMPROVEMENTS

Newsletter #2 -- April 2017

Listening to Village Residents About Lake Street Improvements

The Village of Oak Park is conducting a comprehensive public involvement effort to provide information and listen to residents and business owners about planned improvements to Lake Street.

An open house public meeting was held at the Village Hall on February 8, 2017. Approximately 45 people attended the meeting to speak with village staff leading the project and consultants assisting with planning and design.

Meetings are being held with the Downtown Oak Park (DTOP) and Hemingway Business Districts as well as with property and business owners on North Marion Street. The Village of Oak Park along with its consultant team have been reviewing feedback gathered from the recent meetings with Village of Oak Park citizens and business groups.

Valuable insight has been gained from these meetings and designs are being revised to incorporate aspects of input received to date. Two key items that have been revised are the extension of streetscaping up North Marion Street and, based on stakeholder

(Continued on Page 2)



Village Engineer Bill McKenna discusses planned Lake Street Improvements with a public meeting attendee.



Members of the public attending the meeting had the opportunity to learn about how traffic on Lake Street is being studied and what has been learned.



A proposed water feature at Forest Avenue and Lake Street would serve as a welcome to visitors to the downtown area.

Project Update

The Lake Street Improvement Project is proceeding on schedule toward the start of construction in the spring of 2018. Consultants working on behalf of and in close coordination with the village are developing designs for roadway improvements and streetscape features.

Planning activities will continue through 2017. The project team is studying safety; vehicle and pedestrian movements; environmental issues; and business and other property impacts.

Traffic studies have been conducted on Lake Street and intersecting roadways. The results have provided details on better timing of traffic signals to keep cars moving and pedestrians safe. Rather than waiting for the start of construction, the village will retime signals this spring so traffic will flow more smoothly.

The traffic studies have also yielded information regarding potential changes to left and right turns on and off of Lake Street at intersections along the project corridor. This information will be used to determine if safety and traffic flow can be improved through different turning movements.

Design plans also will be developed in 2017 for sewer/water improvements, roadway resurfacing and streetscape enhancements. The project includes replacing and refurbishing aging water and sewer lines at various locations along Lake Street.

Community outreach and engagement efforts will be conducted through the end of construction on the project. Members of the public and business owners are being asked to comment on streetscape elements, traffic movements, construction staging and other aspects of the project.

(Continued from Page 1)

feedback, the Village will no longer be considering restricting the left-turn and through movements for north-bound Marion at Lake with this project.

Several citizens have provided helpful information on pedestrian issues along Lake Street. The consultant team has been assessing this information and incorporating it with the goal of providing the best balance of streetscape aesthetics, pedestrian safety & movement and vehicular traffic flow.

The project team has also met with representatives from the various development teams along Lake Street to ensure that their improvements and respective traffic projections are properly meshed with the future Lake Street Improvements.

The team is currently narrowing the range of alternatives with the goal being to identify a preferred alternative to carry forward into the Phase II detailed design. Public input will continue to be valued and welcomed throughout this process.

Anticipated Construction Schedule

Construction of the Lake Street Improvements project could begin as early as fall 2017 with sewer and water improvements. The start date for this work will be determined following further conversations with local business owners and other stakeholders.

Roadway rehabilitation and streetscape reconstruction work is expected to start between Marion Street and Euclid Avenue in mid-March 2018. This section is scheduled for completion by Thanksgiving Day 2018.

In June 2018, Lake Street also will be resurfaced from Euclid Avenue to Austin Boulevard. Completion of this work is expected in August 2018.

Construction will be suspended from Thanksgiving Day 2018 to mid-March 2019. Roadway and streetscape reconstruction work between Harlem Avenue and Marion Street will be done when construction resumes, but an exact timeframe is still to be determined.

This schedule may change as the project team is still evaluating construction staging strategies to minimize impacts to businesses, parking, and pedestrian access.

STAY CONNECTED ▼

www.oak-park.us/lakestreetimprovements



Project Complexities

Sidewalk Vault Identification and Non-Destructive Testing

- There are buildings with basements that extend under the sidewalk areas. These areas are considered “sidewalk vaults.”
- The locations of these sidewalk vaults need to be identified so they can either be avoided or have their roofs modified to allow for sidewalk replacement.
- Property owners were surveyed to determine the locations with sidewalk vaults. In addition to the surveys, Ground Penetrating Radar (GPR) survey was used to precisely measure areas and depths of the sidewalk vaults.

1. Overview of GPR

Ground Penetrating Radar (GPR) is a non-destructive testing technology that sends a series of radar pulses into the surface which reflect back off of anomalies below. As the radar pulses pass through the ground, the waves bend slightly when encountering a material with differing physical properties, particularly density and conductivity. Thousands of pulses are sent and received in a small area, and the received signals are combined to form a real-time image of what is in the ground. The various places where the radar waves bend are displayed as anomalies which can be interpreted as steel pipes, PVC conduits, underground storage tanks, voids, foundations, etc. One of the many advantages of the technology is the ability to locate non-metallic objects as well as determining depth to the object. GPR data acquisition is very fast and results are available immediately, allowing any discovered anomalies to be marked directly in the field. Although sometimes confused with X-Ray, GPR uses no radiation emissions and is perfectly safe to work with human presence in close proximity.

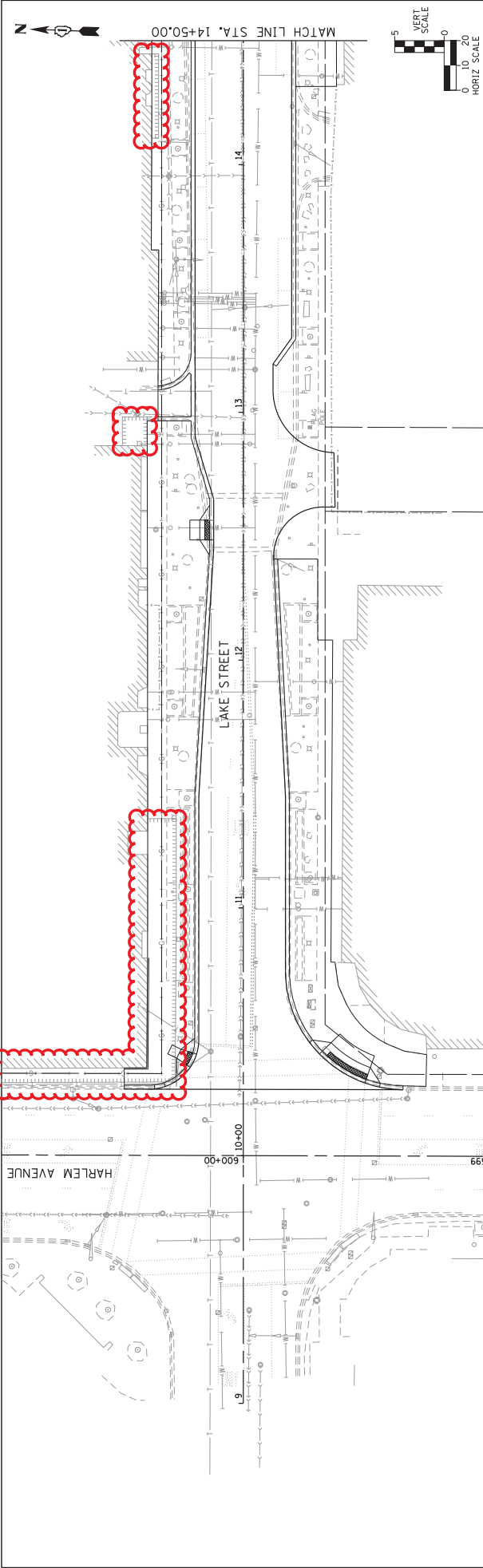


Area 1

1144 W Lake St.

Suspect area believed to a vault based on the data and the size was 12' x by full length of building along south and west sides





STATION	65	60	55	50	45	40	35	30	25
65	60	55	50	45	40	35	30	25	
Area 01 1144 Lake St NW Corner of Lake and Harlem Believed to be a private vault	Area 02 1128 Lake St Chipotle Mexican Grill Believed to be a private vault	Area 03 1116 Lake St / 1114 Lake St Professional Eye Center / Fitness Formula Club Believed to be a private vault if it is a vault *							
TEG Inspection: Not identified for inspection	TEG Inspection: Identified as #7 (Day 1), inspected and entered Houses many utilities so filling not an option Metal interior roof	TEG Inspection: Not identified for inspection							
GPRS Vault Survey: West dimensions = 5.75' E-W x >198' N-S South dimensions = 106' E-W x 11.5' N-S Depth 1: 0" to 6" / 7" = concrete above vault roof Depth 2: 6" / 7" to 15" / 16" = vault roof	GPRS Vault Survey: Dimensions = 11.6' E-W x 10' N-S Depth 1: 0" to 5" / 7" = vault roof	GPRS Vault Survey: Dimensions = 34' E-W x 2.75' N-S Depth 1: 0" to 7" = concrete or vault roof * Depth 2: 10" = anomaly may require further investigation *							

STATION	14+50	14+00	13+50	13+00	12+50	12+00	11+50	11+00	10+50	10+00	9+50
14+50	14+00	13+50	13+00	12+50	12+00	11+50	11+00	10+50	10+00	9+50	
51.60	51.71	51.98	52.09	52.04	52.09	52.46	52.73	52.67	53.01	53.09	
<p>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>SCALE: 1"=20' OF SHEETS STA. TO STA.</p> <p>LAKE STREET PLAN AND PROFILE</p> <p>LAKE STREET SECTION</p>											
<p>FILE NAME: Lake St SP-Grids</p> <p>USER NAME: j_pjh</p> <p>DESIGNED: -</p> <p>DRAWN: -</p> <p>CHECKED: -</p> <p>DATE: -</p> <p>PLANT SCALE: 4/8"=1' / 1"</p> <p>PLOT DATE: 4/7/2017</p>											
<p>PROJECT NO. _____</p> <p>DATE _____</p> <p>BR _____</p>											
<p>NOTE BOOK</p> <p>DATE _____</p> <p>BR _____</p>											
<p>REVISIONS</p> <p>NO. _____</p> <p>DATE _____</p> <p>BY _____</p>											

thomas
ENGINEERING GROUP
A DIVISION OF THE THOMAS GROUP

FILE NAME: Lake St SP-Grids

PROJECT NO. _____

DATE _____

BR _____

NOTE BOOK

DATE _____

BR _____

REVISIONS

NO. _____

DATE _____

BY _____

PLANT SCALE: 4/8"=1' / 1"

PLOT DATE: 4/7/2017

DESIGNED: -

DRAWN: -

CHECKED: -

DATE: -

USER NAME: j_pjh

SCALE: 1"=20' OF SHEETS STA. TO STA.

LAKE STREET SECTION

LAKE STREET PLAN AND PROFILE

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TEG Inspection:
Not identified for inspection

GPRS Vault Survey:
Dimensions = 34' E-W x 2.75' N-S
Depth 1: 0" to 7" = concrete or vault roof *
Depth 2: 10" = anomaly may require further investigation *

TEG Inspection:
Identified as #7 (Day 1), inspected and entered
Houses many utilities so filling not an option
Metal interior roof

GPRS Vault Survey:
Dimensions = 11.6' E-W x 10' N-S
Depth 1: 0" to 5" / 7" = vault roof

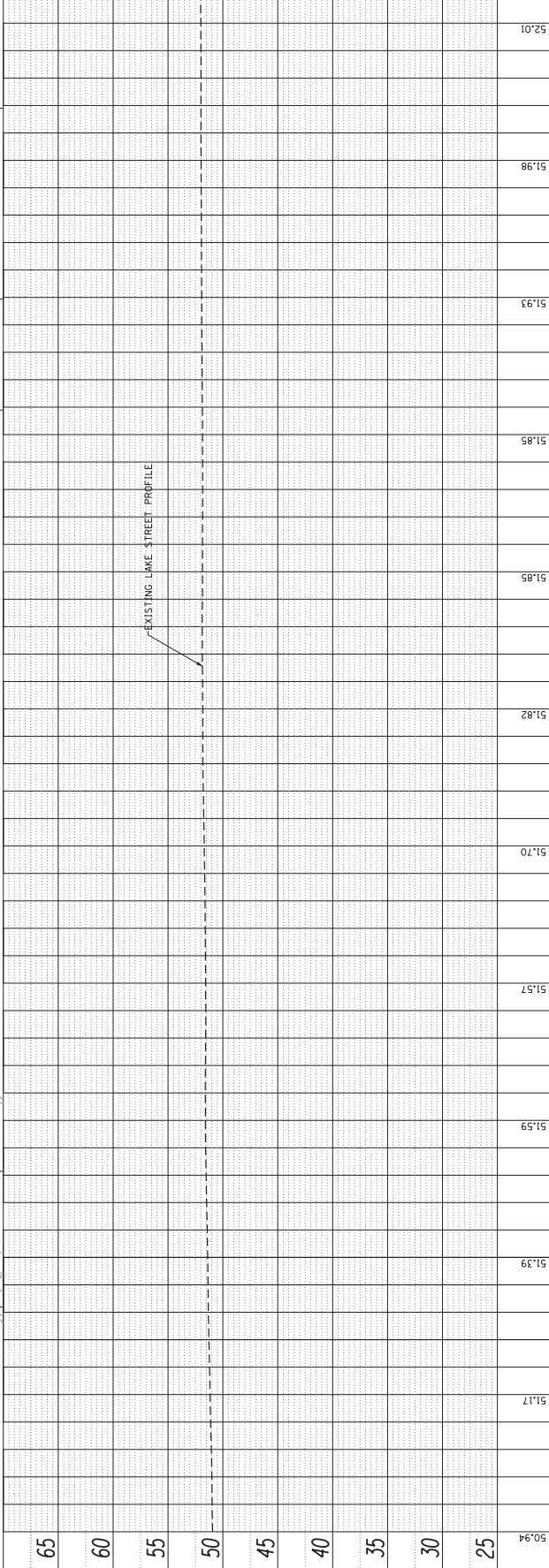
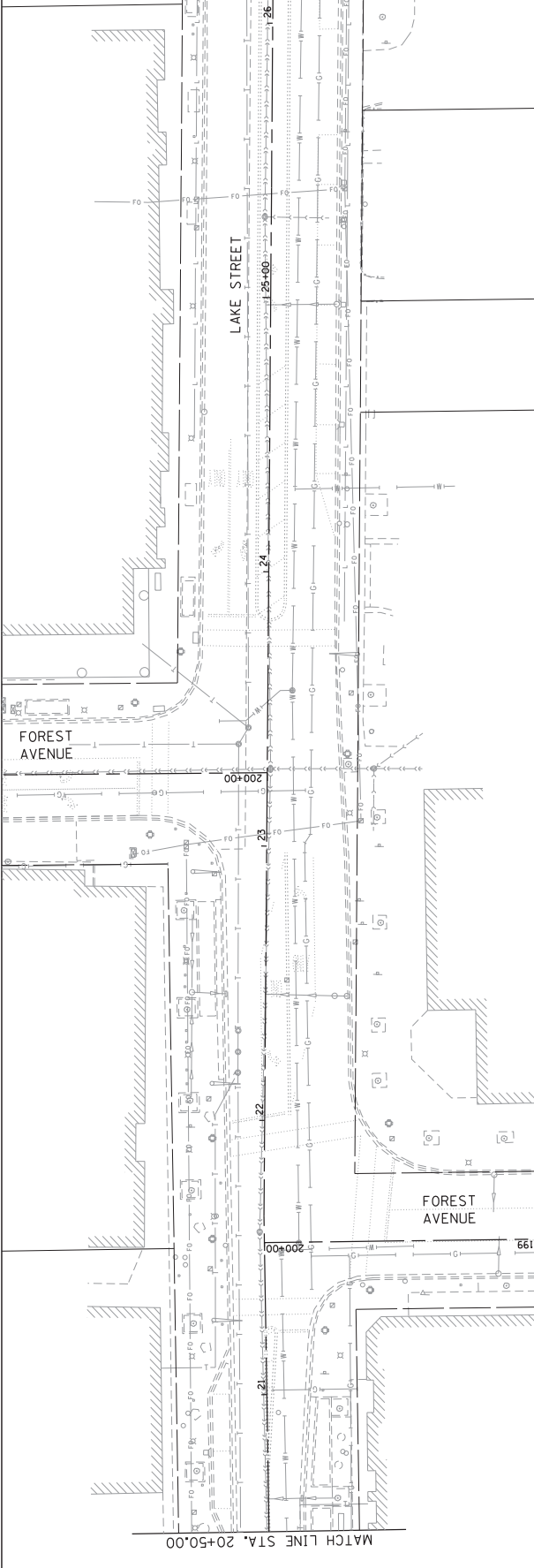
TEG Inspection:
Not identified for inspection

GPRS Vault Survey:
West dimensions = 5.75' E-W x >198' N-S
South dimensions = 106' E-W x 11.5' N-S
Depth 1: 0" to 6" / 7" = concrete above vault roof
Depth 2: 6" / 7" to 15" / 16" = vault roof

Area 03
1116 Lake St / 1114 Lake St
Professional Eye Center / Fitness Formula Club
Believed to be a private vault if it is a vault *

Area 02
1128 Lake St
Chipotle Mexican Grill
Believed to be a private vault

Area 01
1144 Lake St
NW Corner of Lake and Harlem
Believed to be a private vault



MATCH LINE STA. 20+50.00

MATCH LINE STA. 26+50.00

LAKE STREET

FOREST AVENUE

FOREST AVENUE

FOREST AVENUE



20+50	21+00	21+50	22+00	22+50	23+00	23+50	24+00	24+50	25+00	25+50	26+00	26+50
50.94	51.17	51.39	51.59	51.57	51.70	51.82	51.85	51.85	51.93	51.98	52.01	52.08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LAKE STREET
PLAN AND PROFILE

SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

CONTRACT NO. ILLINDISTED. AID PROJECT

thomas ENGINEERING GROUP

USER NAME: j_puh

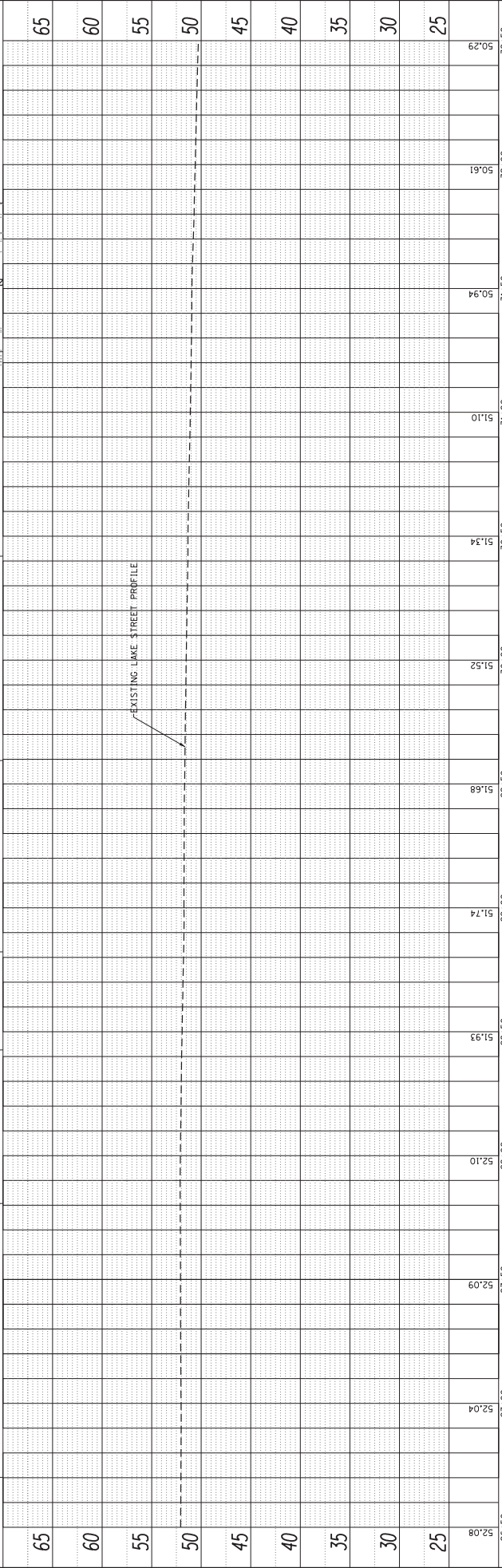
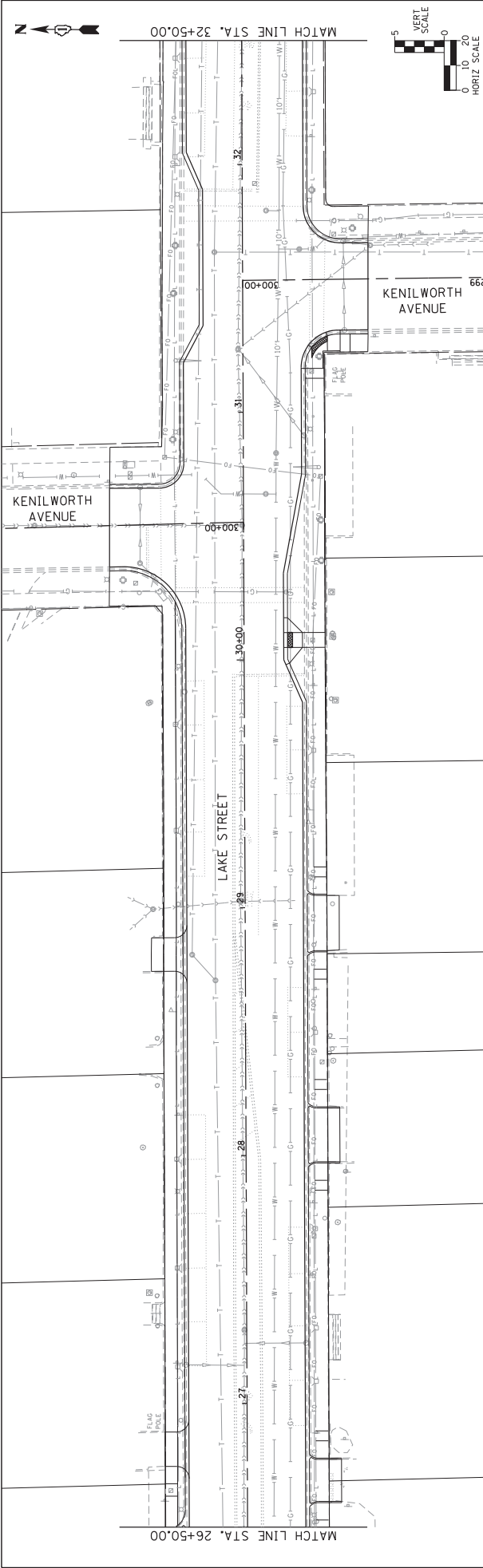
PLOT SCALE: 400000 / in.

PLOT DATE: 4/7/2017

DESIGNED	REVISOR
DRAWN	REVISOR
CHECKED	REVISOR
DATE	REVISOR

NOTE BOOK

DATE



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		LAKE STREET PLAN AND PROFILE	
SECTION	FILE	SHEET	OF
32+00	32+50	50.61	50.29
31+50	31+00	50.94	51.10
31+00	30+50	51.34	51.52
30+50	30+00	51.68	51.74
29+50	29+00	51.93	52.10
28+50	28+00	52.09	52.04
27+50	27+00	52.08	52.08

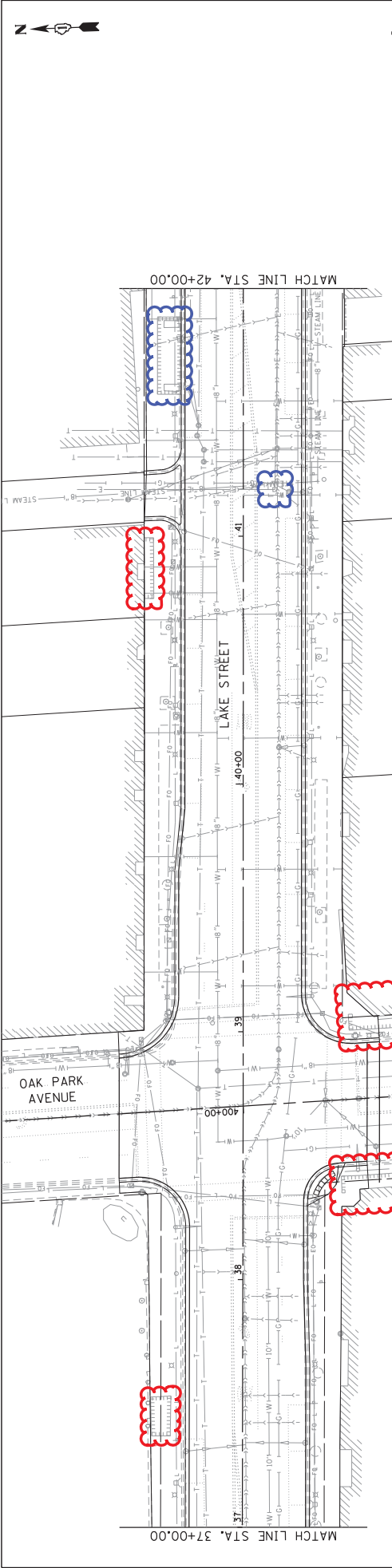
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 USER NAME: j_mh
 PLOT SCALE: 400000 / in.
 PLOT DATE: 7/7/2007
 DESIGNED: -
 DRAWN: -
 CHECKED: -
 DATE: -
 REVISED: -
 REVISED: -
 REVISED: -
 REVISED: -
 COUNTY: COOK
 SHEETS: 22
 CONTRACT NO.: ILLINOIS FED. AID PROJECT

NO.	DATE	BY	DESCRIPTION

NO.	DATE	BY	DESCRIPTION

NO.	DATE	BY	DESCRIPTION

NO.	DATE	BY	DESCRIPTION



55	Area 11 714 Lake St AT&T Building Believed to be a utility vault TEG Inspection: Identified as vault, inspected but not entered GPRS Vault Survey: Dimensions = 31.2' E-W x 9.5' N-S Depth 1: 0" to 7"/8" = vault roof
50	
45	
40	
35	
30	
25	
20	
15	

41+00	41+50	42+00
43.17	43.05	42.94
LAKE STREET		
PLAN AND PROFILE		
SECTION		
FILE		
COUNTY		
COOK		
CONTRACT NO.		
ILLINOIS FED. AID PROJECT		
STATE OF ILLINOIS		
DEPARTMENT OF TRANSPORTATION		
SCALE: 1"=20'		
SHEET OF SHEETS STA. TO STA.		
LAKESHORE		
DESIGNED -		
DRAWN -		
CHECKED -		
DATE -		
USER NAME: j_pjh		
PLOT SCALE: 400000 / 1"		
PLOT DATE: 4/7/2017		
DESIGNED -		
DRAWN -		
CHECKED -		
DATE -		
REVISIONS		
REVISED -		
REVISED -		
REVISED -		

Area 10
720 Lake St
Believed to be a private vault if it is a vault *

TEG Inspection:
Not identified for inspection

GPRS Vault Survey:
Dimensions = 24.5' E-W x 3.75' N-S
Depth 1: 0" to 4" = concrete or vault roof *
Depth 2: 4" = anomaly may require further investigation *

Area 09.1
SE Corner of Lake and Oak Park
Believed to be a private vault

TEG Inspection:
Identified as #14 (Day 2), inspected and entered
Houses many utilities so filling not an option
Concrete portion of interior roof is failing (6" thickness)
Vault also has metal portion of interior roof (6" of concrete above)

GPRS Vault Survey:
Dimensions 1 = 5.2' E-W x 41.6' N-S
Dimensions 2 = 4' E-W x >156'
Depth measurements not taken because outside of GPR scope

Area 08
NW Corner of Lake and Oak Park
Not believed to be a vault but rather a previously disturbed area *

TEG Inspection:
Not identified for inspection

GPRS Vault Survey:
Dimensions = 16' E-W x 8' N-S
This area may require further investigation *

Area 09.2
SW Corner of Lake and Oak Park
Believed to be a private vault

TEG Inspection:
Identified as #2, #10, #11 (Day 2), inspected and entered (but no pictures)
Houses many utilities so filling not an option
Concrete interior roof (12" thickness)

GPRS Vault Survey:
Dimensions = 5.5' E-W x 81' N-S
Depth measurements not taken because outside of GPR scope

thomas
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A DIVISION OF THE THOMAS GROUP

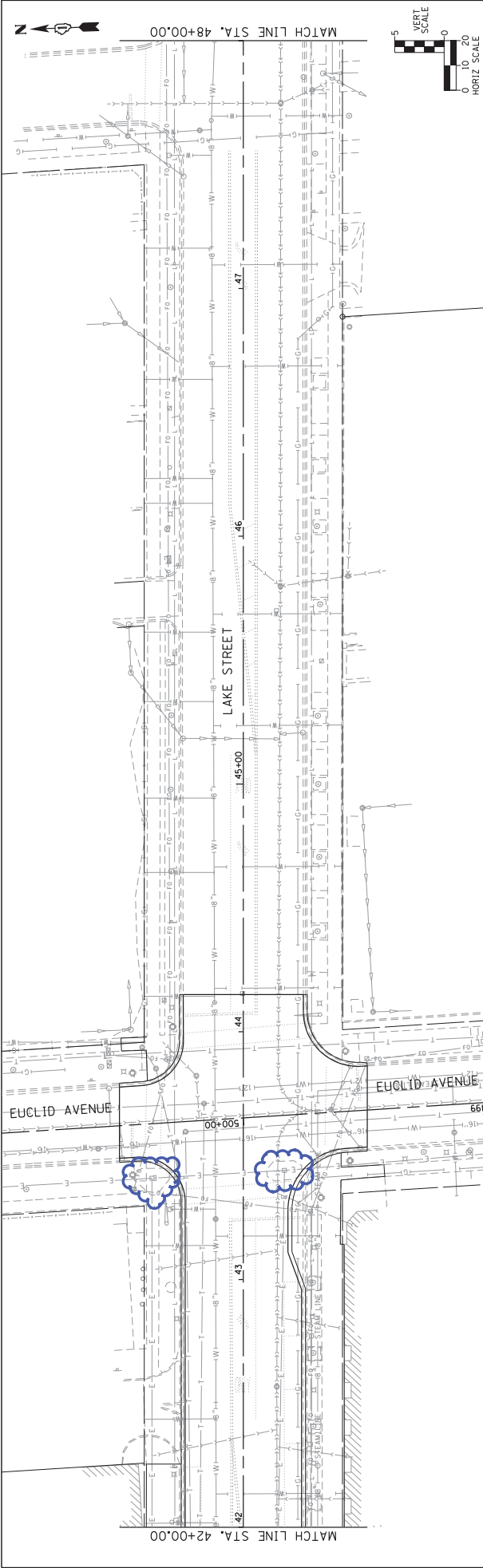
FILE NAME: L:\as 15 SP-06-09

PROJECT: []
DATE: []

NOTE BOOK: []
DATE: []

NO. []
DATE: []

DATE: []



55	50	45	40	35	30	25	20	15					
42+94	42+85	42+74	42+67	42+58	44+00	44+50	45+00	45+50	46+00	46+50	47+00	47+50	48+00
<p>NW and SW Corners at Lake and Euclid Believed to be utility vaults</p> <p>TEG Inspection: Not identified for inspection</p> <p>GPRS Vault Survey: Not surveyed</p>										<p>Area East of Ridgeland (North Side) 316 to 324 Lake St Believed to be a private vault</p> <p>TEG Inspection: Identified as #15 (Day 2), inspected and entered Houses no utilities so filling an option Constructed with concrete blocks Dimensions = 2' E-W x 3.5' N-S Depth 1: measurements not possible without GPR</p> <p>GPRS Vault Survey: Not surveyed because outside of GPR scope</p>			
<p>EXISTING LAKE STREET PROFILE</p>													

42+00		43+00		44+00		44+50		45+00		45+50		46+00		46+50		47+00		47+50		48+00			
42+94		42+85		42+74		42+67		42+58		44+00		44+50		45+00		45+50		46+00		46+50		47+00	
42+94		42+85		42+74		42+67		42+58		44+00		44+50		45+00		45+50		46+00		46+50		47+00	
42+94		42+85		42+74		42+67		42+58		44+00		44+50		45+00		45+50		46+00		46+50		47+00	

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A DIVISION OF THE THOMAS GROUP

USER NAME: j_pmh
DESIGNED: -
PLOT SCALE: 400000 / 1" = 100'
PLOT DATE: 7/7/2017

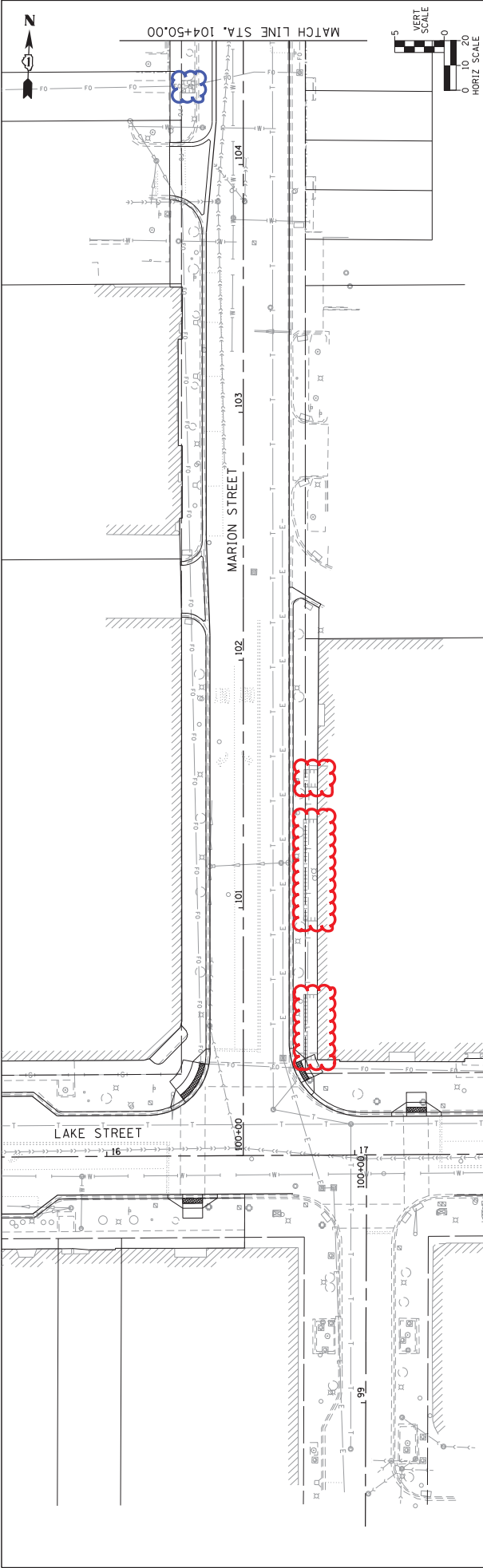
DESIGNED	REVISION
DRAWN	REVISION
CHECKED	REVISION
DATE	REVISION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=20'

LAKE STREET
PLAN AND PROFILE
OF SHEETS STA. TO STA.

FILE NAME: Lake St 51-P-07.dwg



65	60	55	50	45	40	35	30	25																																																												
Area 13a, 13b, 13c (moving north to south) Marion St (southern area) Believed to be private vaults				Area 12 Marion St (northern area) Believed to be a utility vault																																																																
TEG Inspection: Area 13b only was identified as #16 (Day 1), inspected but not entered				TEG Inspection: Not identified for inspection																																																																
GPRS Vault Survey: Dimensions a = 5.5' E-W x 7' N-S Dimensions b = 5.5' E-W x 41' N-S Dimensions c = 5.5' E-W x 26.3' N-S Depths 1: 0" to 10" / 11" / 12" = vault roof				GPRS Vault Survey: Dimensions = 5.25' E-W x 5' N-S Depth 1: measurements not possible due to excessive reinforcement																																																																
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</th> <th colspan="3">LAKE STREET PLAN AND PROFILE</th> </tr> <tr> <th>USER NAME</th> <th>DESIGNED</th> <th>REVISIONS</th> <th>SHEET</th> <th>SECTION</th> <th>FILE</th> </tr> </thead> <tbody> <tr> <td>thomas</td> <td>DATE</td> <td>REVISED</td> <td>102+50</td> <td>103+50</td> <td>104+50</td> </tr> <tr> <td>thomas</td> <td>DATE</td> <td>REVISED</td> <td>101+50</td> <td>102+50</td> <td>103+50</td> </tr> <tr> <td>thomas</td> <td>DATE</td> <td>REVISED</td> <td>100+50</td> <td>101+50</td> <td>102+50</td> </tr> <tr> <td>thomas</td> <td>DATE</td> <td>REVISED</td> <td>100+00</td> <td>101+00</td> <td>102+00</td> </tr> <tr> <td>thomas</td> <td>DATE</td> <td>REVISED</td> <td>51.12</td> <td>50.84</td> <td>50.85</td> </tr> <tr> <td>thomas</td> <td>DATE</td> <td>REVISED</td> <td>51.03</td> <td>50.82</td> <td>50.60</td> </tr> <tr> <td>thomas</td> <td>DATE</td> <td>REVISED</td> <td>51.03</td> <td>50.82</td> <td>50.39</td> </tr> <tr> <td>thomas</td> <td>DATE</td> <td>REVISED</td> <td>51.03</td> <td>50.82</td> <td>50.31</td> </tr> </tbody> </table>									STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			LAKE STREET PLAN AND PROFILE			USER NAME	DESIGNED	REVISIONS	SHEET	SECTION	FILE	thomas	DATE	REVISED	102+50	103+50	104+50	thomas	DATE	REVISED	101+50	102+50	103+50	thomas	DATE	REVISED	100+50	101+50	102+50	thomas	DATE	REVISED	100+00	101+00	102+00	thomas	DATE	REVISED	51.12	50.84	50.85	thomas	DATE	REVISED	51.03	50.82	50.60	thomas	DATE	REVISED	51.03	50.82	50.39	thomas	DATE	REVISED	51.03	50.82	50.31
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			LAKE STREET PLAN AND PROFILE																																																																	
USER NAME	DESIGNED	REVISIONS	SHEET	SECTION	FILE																																																															
thomas	DATE	REVISED	102+50	103+50	104+50																																																															
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thomas	DATE	REVISED	51.12	50.84	50.85																																																															
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thomas	DATE	REVISED	51.03	50.82	50.39																																																															
thomas	DATE	REVISED	51.03	50.82	50.31																																																															

thomas
ENGINEERING GROUP
A DIVISION OF THE THOMAS GROUP

USER NAME: j_pjh
PLOT SCALE: 400000 / 1" = 100'
PLOT DATE: 4/7/2007

DESIGNED: _____
DRAWN: _____
CHECKED: _____
DATE: _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LAKE STREET
PLAN AND PROFILE

SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____

SCALE: 1"=20'

SECTION _____

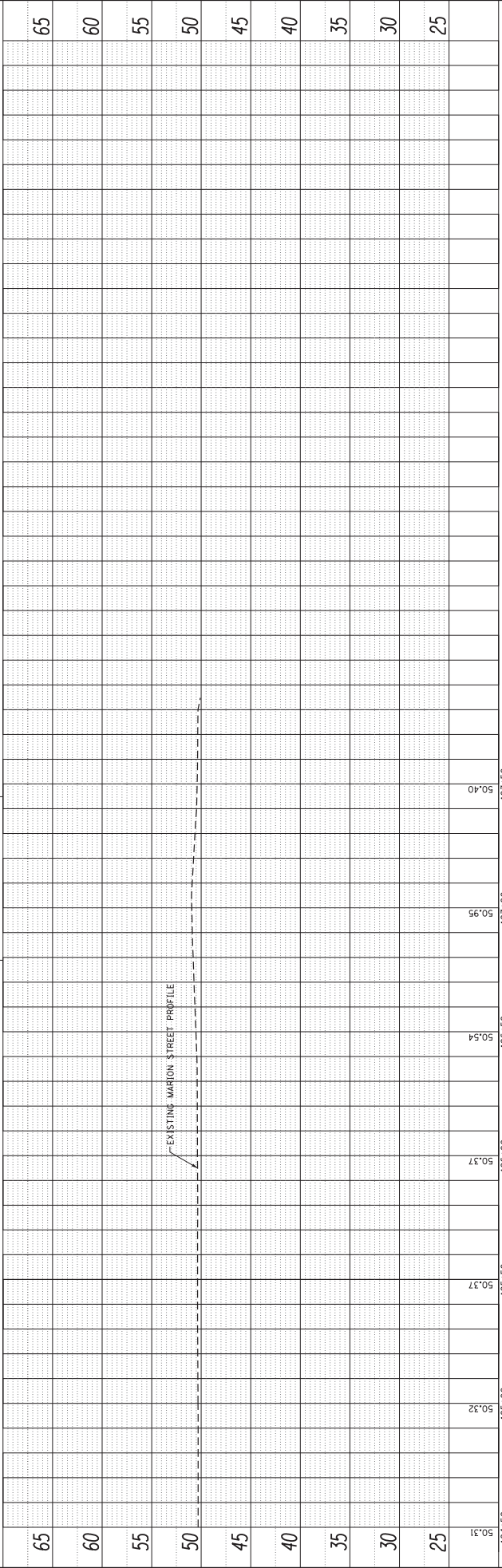
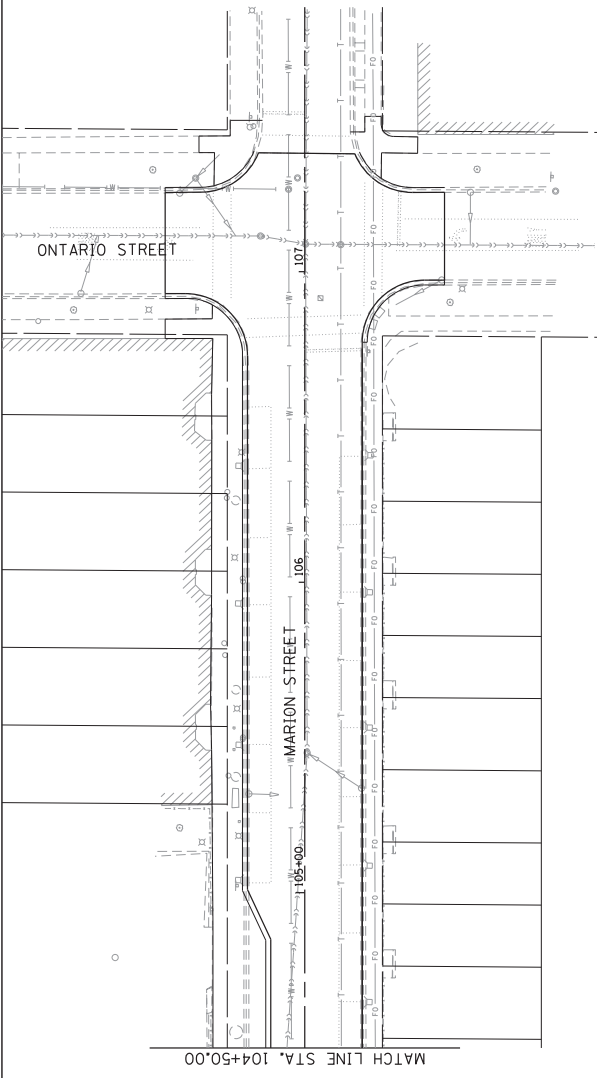
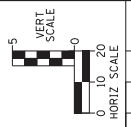
FILE _____

COUNTY _____ SHEET _____

COOK COUNTY SHEET _____

CONTRACT NO. _____

ILLINOIS FED. AID PROJECT _____



NO.	DATE	BY	REVISION

NO.	DATE	BY	REVISION

thomas
ENGINEERING GROUP
A DIVISION OF THE THOMAS GROUP

USER NAME = jmm
PLOT SCALE = 400000 / in.
PLOT DATE = 7/7/2017

DESIGNED -	REVISOR -
DRAWN -	REVISOR -
CHECKED -	REVISOR -
DATE -	REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LAKE STREET
PLAN AND PROFILE

SECTION OF SHEETS STA. TO STA.

SCALE: 1"=20'

FILE	SECTION	SHEET	OF	SHEETS	STA.	TO	STA.

COUNTY COOK
CONTRACT NO. ILLINOIS FED. AID PROJECT

VERT. SCALE
HORIZ. SCALE

FILE NAME = Marion St.RP-02.dgn

Project Complexities

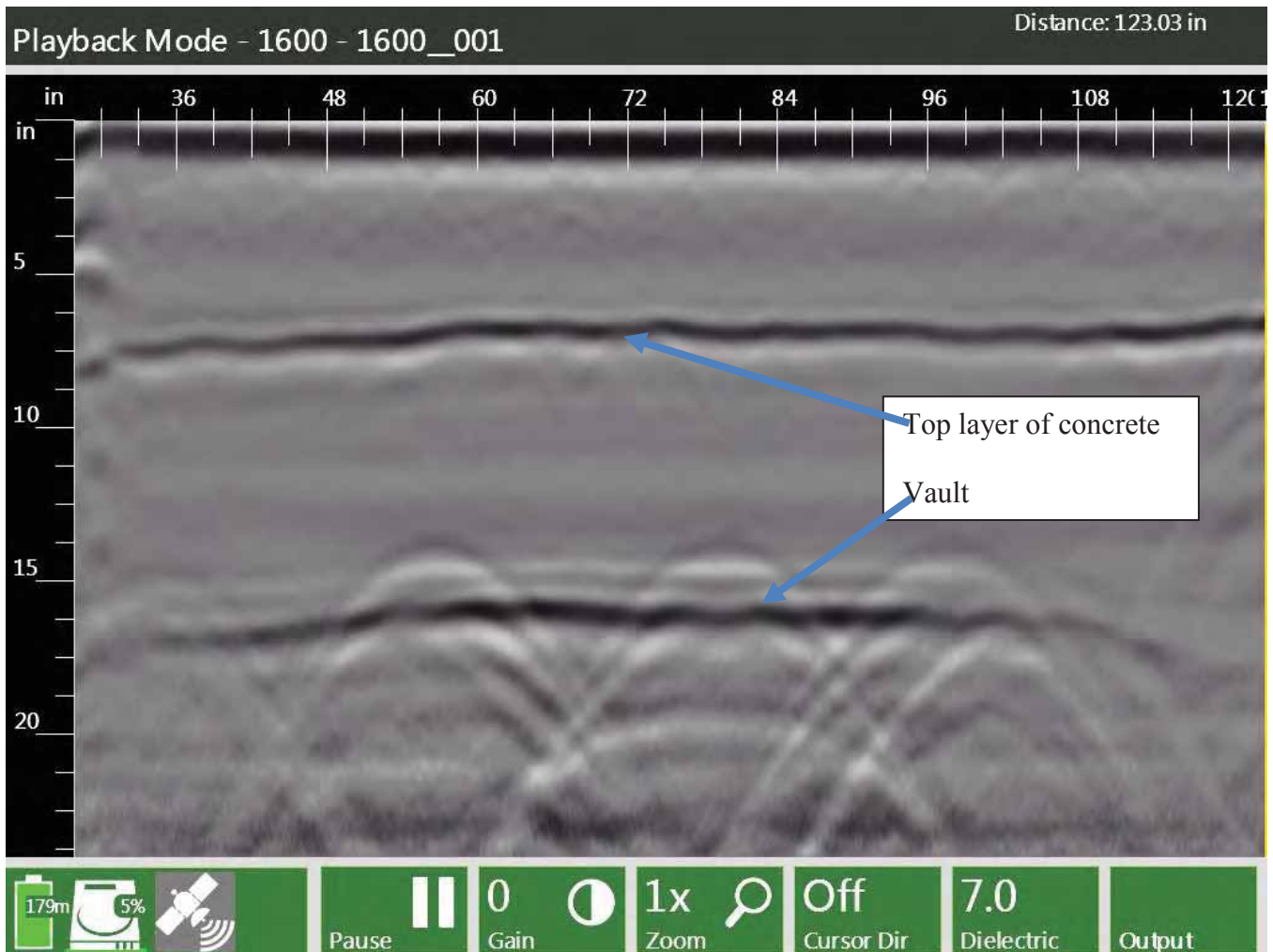
Geotechnical & Pavement Investigation

- Soil composition needed to be determined for underground water & sewer work and for designing structural foundations for various items.
- The existing pavements on Lake Street consist of a variety of materials including brick, concrete, granite and asphalt. The pavement also has buried trolley tracks in sections.
- The locations of the trolley track and the composition & condition of the existing pavements needed to be determined so the future roadway could be properly designed.

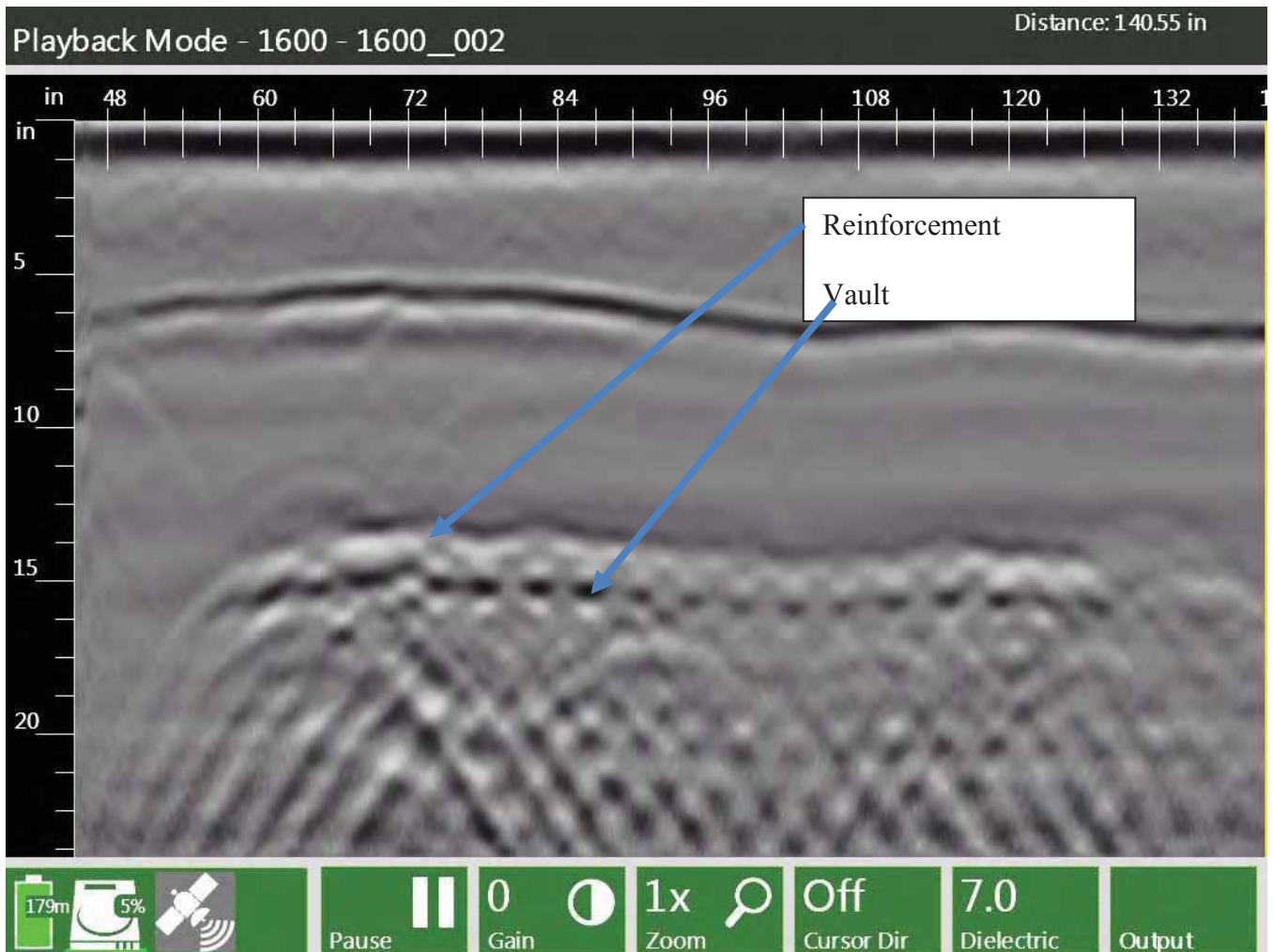
LAKE STREET IMPROVEMENTS GEOTECHNICAL AND PAVEMENT INVESTIGATION

- *Pavement Cores*
- *GPR Survey for Trolley Tracks*



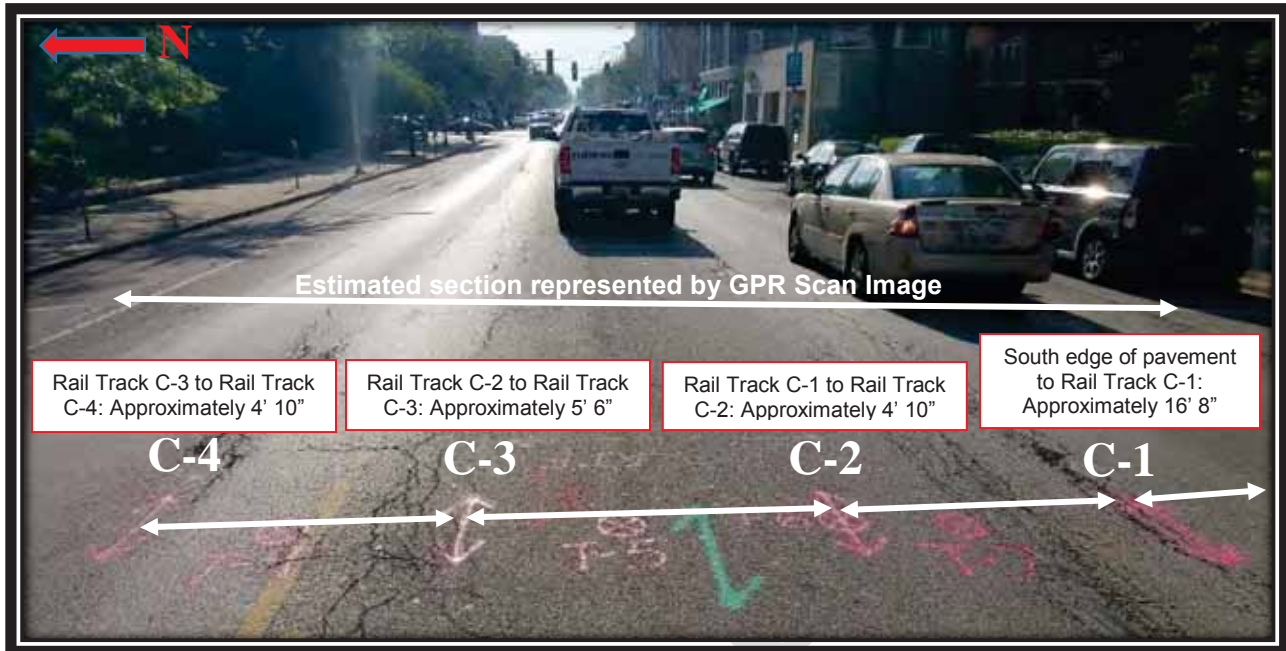


This image is in the north to south scan direction. The top layer of concrete appears to be 6 to 7 inches thick and the bottom of the vault is at approximately 16 inches. Depth scale on the left

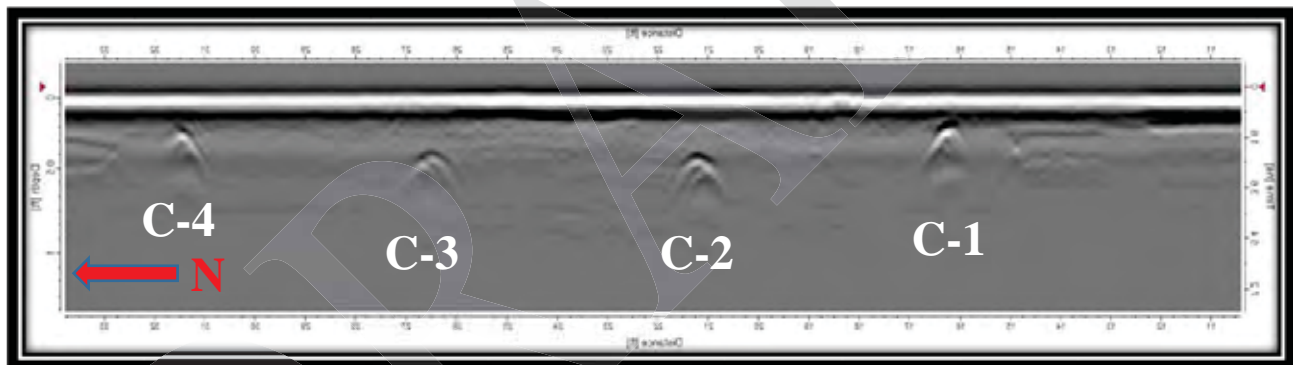


This image is from the scan in the east to west direction

GPR Section C: Grove Avenue to Oak Park Avenue



Above Picture **Facing East** towards Oak Park Avenue. Annotations are not to scale.



Above GPR Scan is **formatted to show North to South from left to right**. Distance is measured from approximate edge of pavement. Please note that the scales between both above images cannot be directly correlated. See Boring Logs for **T-04 through T-08** for more subsurface information.

Summary GPR Section C: Grove Avenue to Oak Park Avenue

Number of rail tracks encountered: 4			
Distance to Rail Track C-1 from South Edge of Pavement	Field measure: 16' 8" GPR Scan Estimate*: 16' 4"	Depth to Rail Track C-1 from Top of Pavement	Field measure: N/A GPR Scan Estimate*: 3 ¼"
Distance between C-1 and C-2	Field measure: 4' 10" GPR Scan Estimate*: 4' 10"	Depth to Rail Track C-2 from Top of Pavement	Field measure (Core T-06): 5 ¼" GPR Scan Estimate*: 5 ¼"
Distance between C-2 and C-3	Field measure: 5' 6" GPR Scan Estimate*: 5' 5"	Depth to Rail Track C-3 from Top of Pavement	Field measure: N/A GPR Scan Estimate*: 5 ¼"
Distance between C-3 and C-4	Field measure: 4' 10" GPR Scan Estimate*: 4' 10"	Depth to Rail Track C-4 from Top of Pavement	Field measure: N/A GPR Scan Estimate*: 3 ¼"

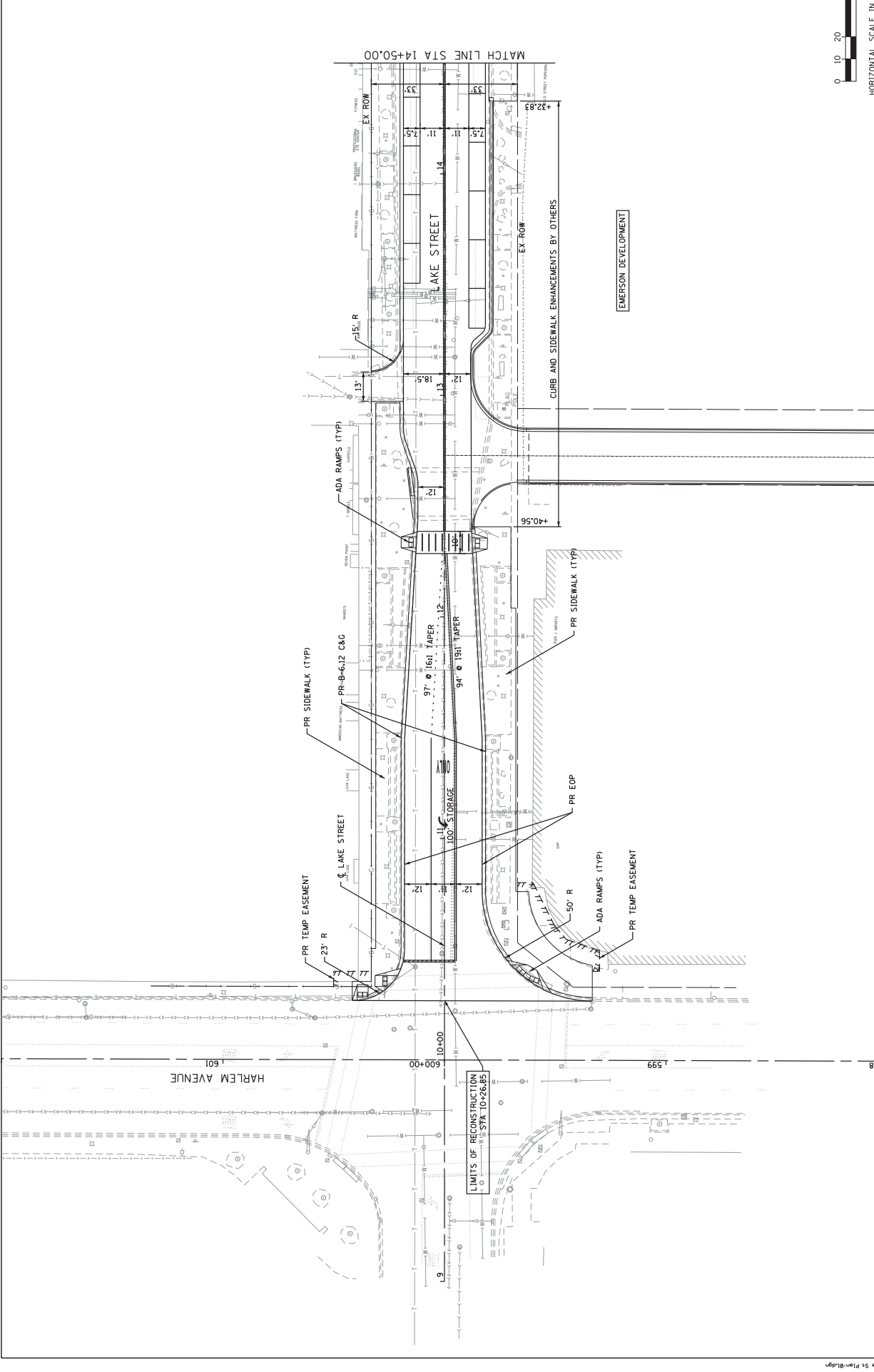
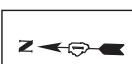
*Rubino estimates a lateral GPR margin of error of up to 6 inches. Cores should be utilized to confirm trolley track locations. GPR scans were performed as single passes curb to curb in the locations designated by the RFP. No scanning or interpretation was performed between GPR scans.



Phase I Recommended Geometry of Streets & Sidewalks

Streetscape Reconstruction Section

Harlem Avenue to Euclid Avenue



HORIZONTAL SCALE IN FEET

SECTION	16-00264-00-PV	COUNTY	COOK
SHEET	7	CONTRACT NO.	ILLINOIS FED. AID PROJECT

LAKE STREET IMPROVEMENTS

LAKE STREET

SHEET 1 OF 7 SHEETS STA. 9+00.00 TO STA. 14+50.00

SCALE: 1"=20'

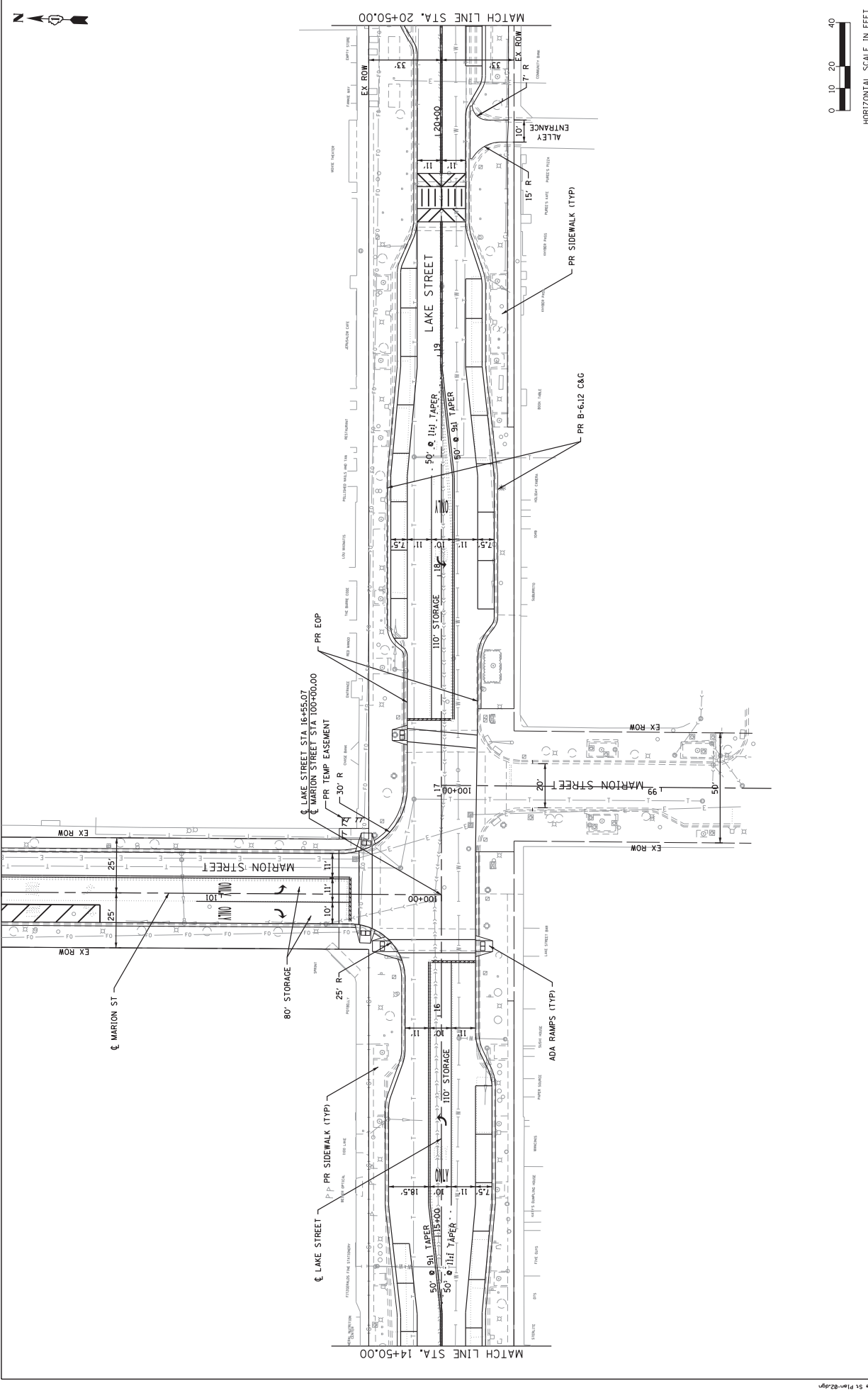
STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

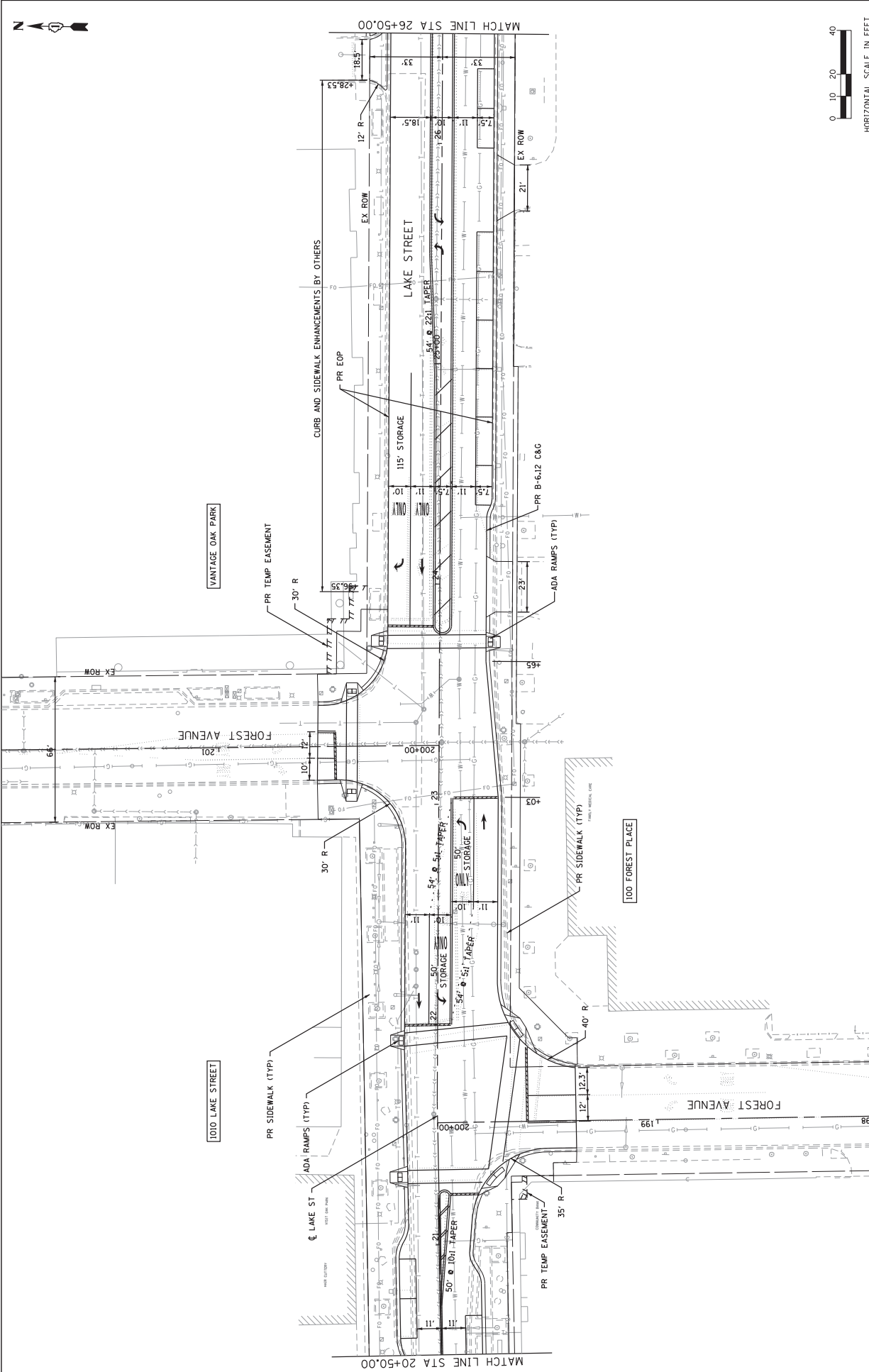
DESIGNED	-	REVISOR	-
DRAWN	-	REVISOR	-
CHECKED	-	REVISOR	-
DATE	04/07/17		

USER NAME	j_pinh
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	04/07/17
PLOT SCALE	1/8"=1'-0"
PLOT DATE	6/15/2017





 THOMAS CONSULTING GROUP	USER NAME: j_pinh	DESIGNED: -	REVISIONS: -
	PLOT SCALE: 480000 / in.	DRAWN: -	REVISIONS: -
PLOT DATE: 6/05/2017	CHECKED: -	DATE: -	REVISIONS: -
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		LANE STREET IMPROVEMENTS LAKE STREET	
SCALE: 1"=20'		SHEET 2 OF 7	SHEETS STA. 14+50.00 TO STA. 20+50.00
COUNTY: COOK PROJECT: ILLINOIS FED. AID PROJECT		SECTION: 16-00264-00-PV	CONTRACT NO.:
COUNTY SHEETS: 9		SHEET NO.: 2	



HORIZONTAL SCALE IN FEET

SECTION	16-00264-00-PV
COUNTY	COOK
SHEET NO.	9
CONTRACT NO.	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LAKE STREET IMPROVEMENTS
LAKE STREET

SHEET 3 OF 7 SHEETS STA. 20+50.00 TO STA. 26+50.00

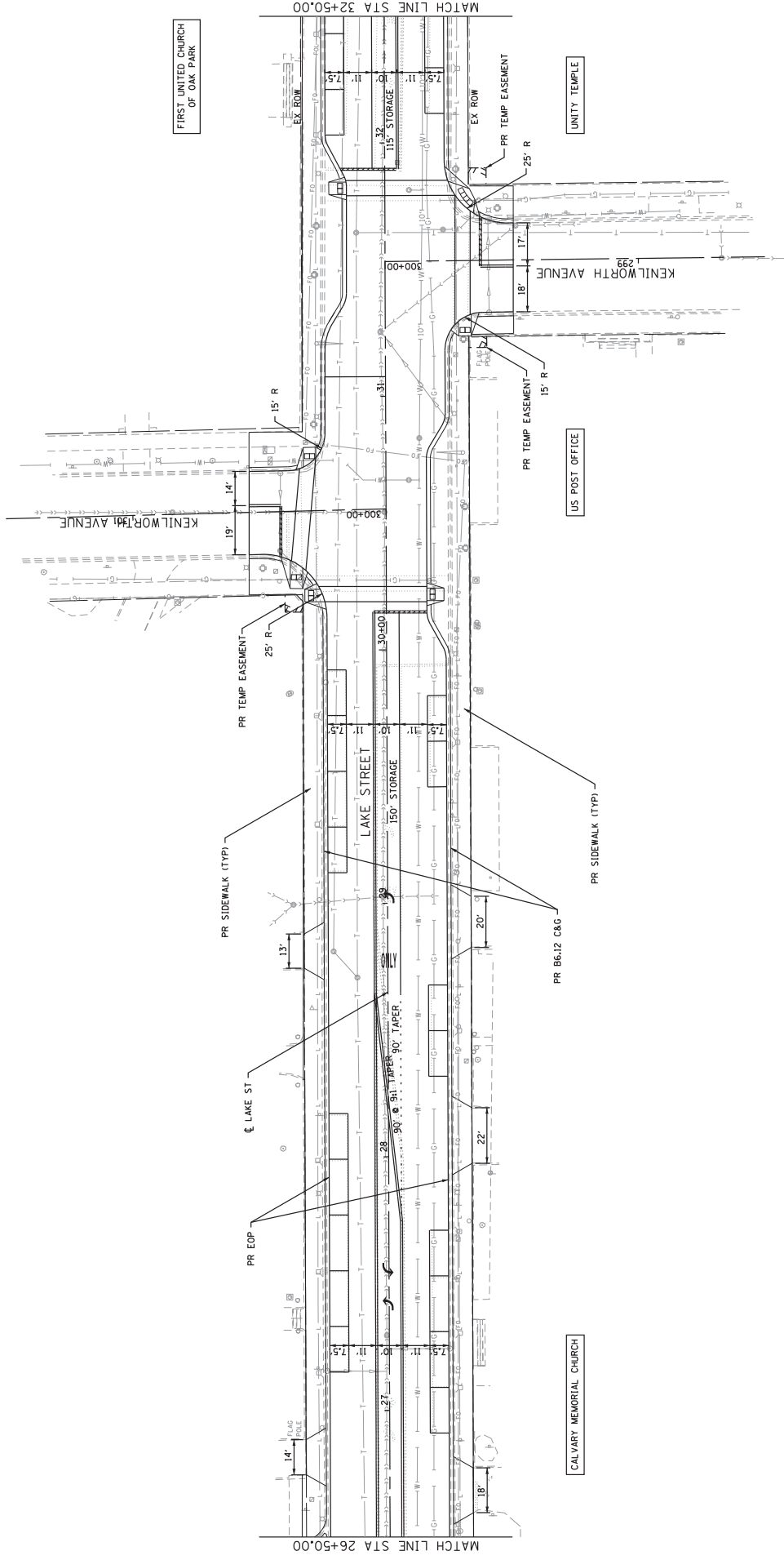
SCALE: 1"=20'

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

USER NAME	J. J. J.
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

thomas
ENGINEERING GROUP
A DIVISION OF THE HOK GROUP

USER NAME = j.j.j.
PLOT SCALE = 400000 / IN.
PLOT DATE = 6/15/2017



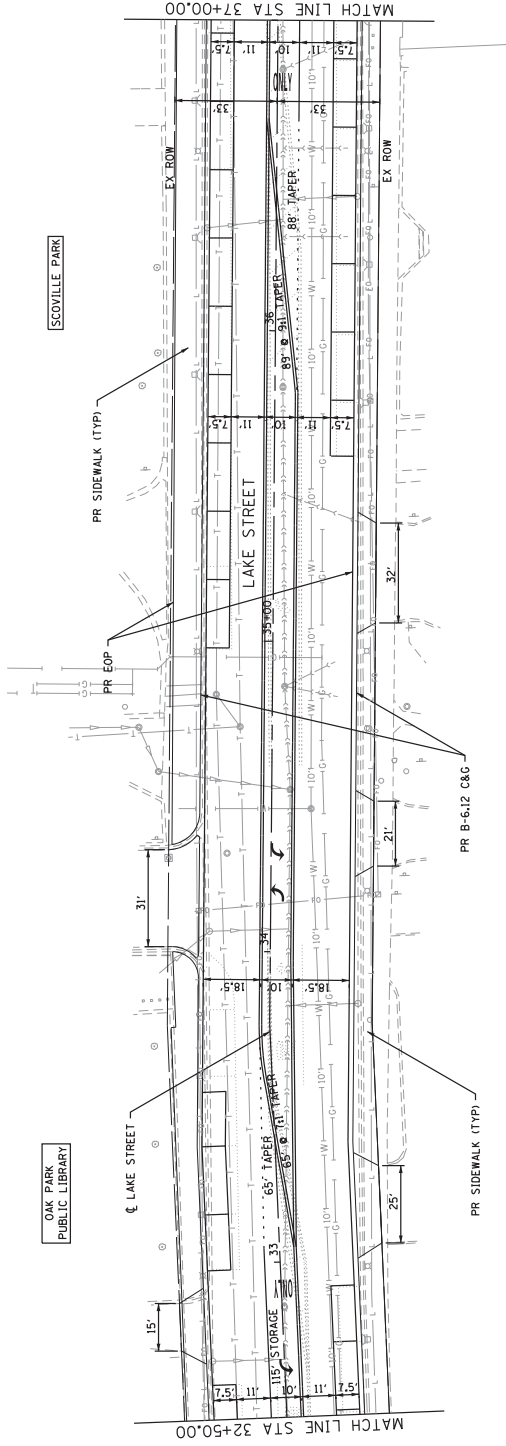
FIRST UNITED CHURCH
OF OAK PARK

CALVARY MEMORIAL CHURCH



HORIZONTAL SCALE IN FEET

 thomas CONSULTING GROUP DIVISION OF THE UNIVERSITY OF CHICAGO	USER NAME : j_mjh PLOT SCALE : 400000 / in. PLOT DATE : 6/15/2017	DESIGNED : - DRAWN : - CHECKED : - DATE : -	REVISIONS REVISIONS REVISIONS REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANE STREET IMPROVEMENTS LAKE STREET	SHEET 4 OF 7 SHEETS STA. 26+50.00 TO STA. 32+50.00 SCALE: 1"=20'	FULL FILE 1405	SECTION 16-00264-00-PV	COUNTY COOK	SHEET 9	CONTRACT NO. ILLINDOT FED. AID PROJECT
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FILE NAME : Lake St Plan-Design



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USER NAME : j_mjh
DESIGNED :
DRAWN :
PLOT SCALE : 480000 / 1" = 400'
CHECKED :
PLOT DATE : 6/25/2017
DATE :

REVISIONS
REVISION -
REVISION -
REVISION -
REVISION -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LAKE STREET IMPROVEMENTS
LAKE STREET

SHEET 5 OF 7 SHEETS STA. 32+50.00 TO STA. 37+00.00

SCALE: 1"=20'

PROJECT NO. 16-00264-00-PV

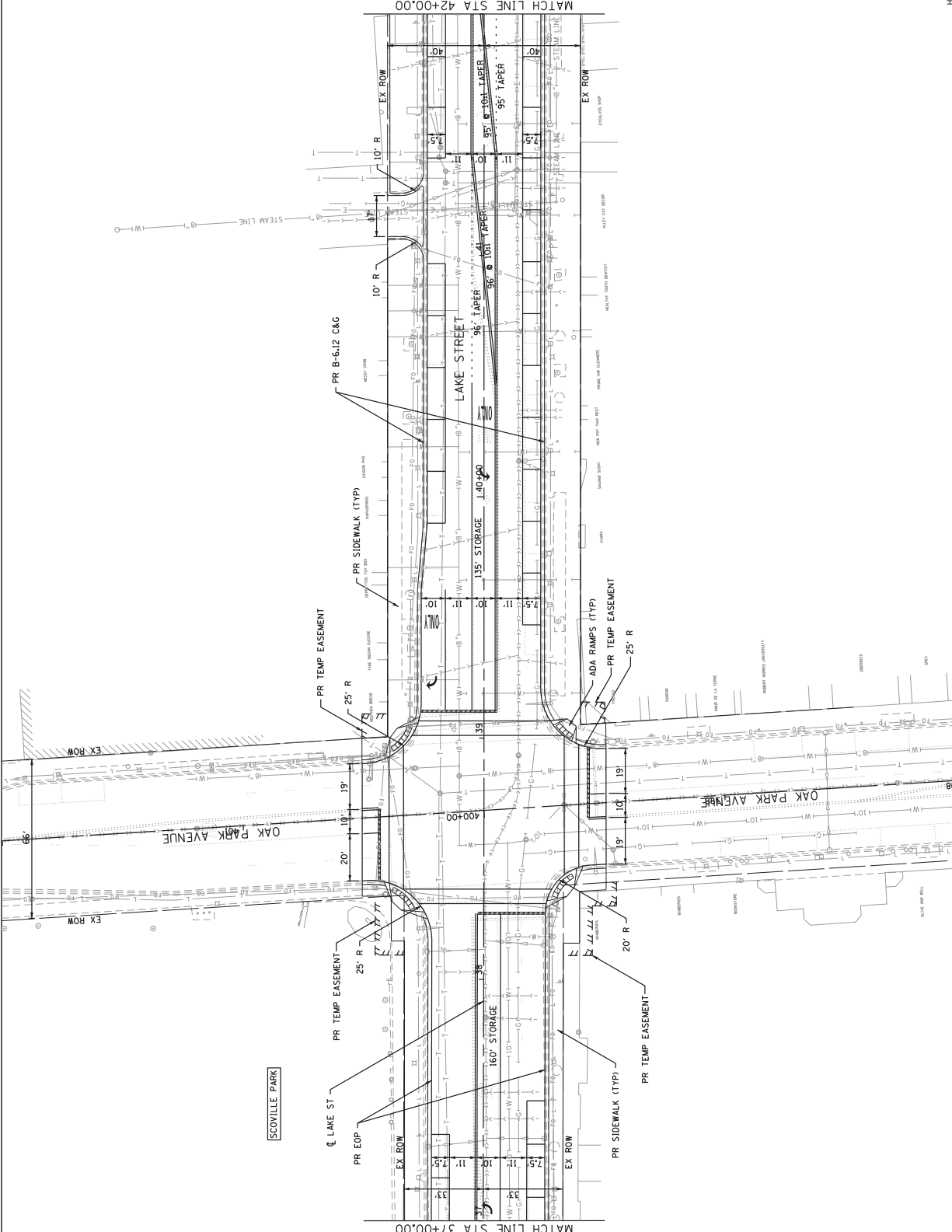
COUNTY COOK

SECTION 16-00264-00-PV

CONTRACT NO. ILLINDOT FED. AID PROJECT

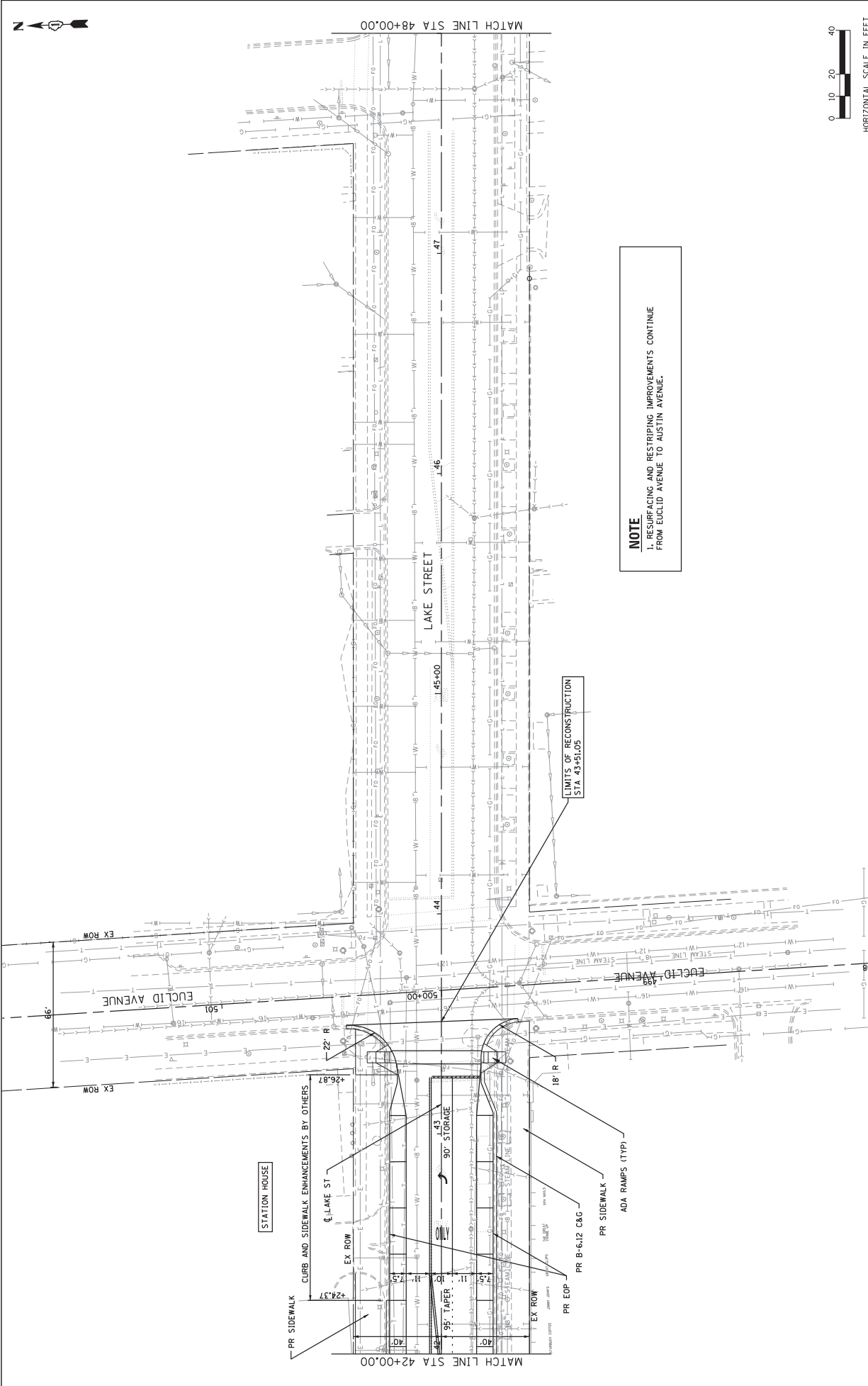


HORIZONTAL SCALE IN FEET



 © 2017 THOMAS CONSULTING GROUP	USER NAME: j_pinh PLOT SCALE: 480000 / 1" = 400' PLOT DATE: 6/25/2017	DESIGNED: - DRAWN: - CHECKED: - DATE: -	REVISIONS: - REVISION: - REVISION: - REVISION: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANE STREET IMPROVEMENTS LAKE STREET	SHEET 6 OF 7 SHEETS STA. 37+00.00 TO STA. 42+00.00 SCALE: 1"=20'	FULL SITE: 1405 SECTION: 16-00264-00-PV COUNTY: COOK CONTRACT NO.: ILLINDOT-16-01-00-00	SHEETS: 9 CONTRACT NO.:
	HORIZONTAL SCALE IN FEET 							





NOTE
 1. RESURFACING AND RESTRIPING IMPROVEMENTS CONTINUE FROM EUCLID AVENUE TO AUSTIN AVENUE.



HORIZONTAL SCALE IN FEET

DATE	1405
SECTION	16-00264-00-PV
COUNTY	COOK
CONTRACT NO.	ILLINOIS FED. AID PROJECT

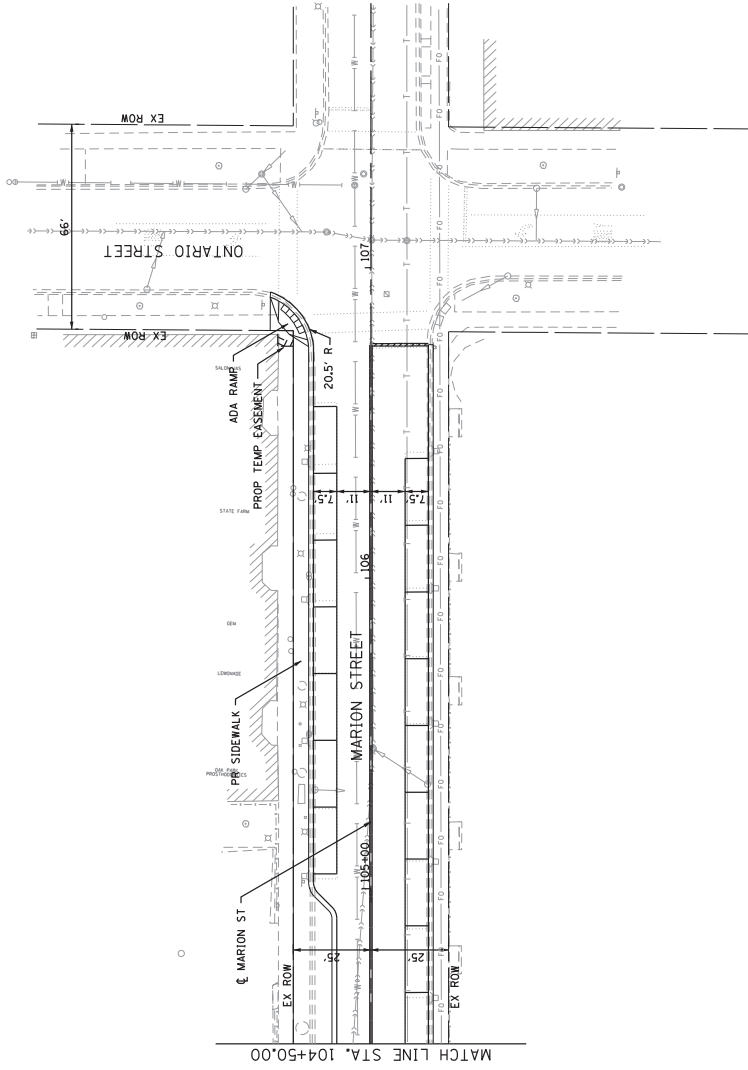
PROJECT NO.	43-91-05
SHEET	7 OF 7
SECTION	LAKE STREET
CONTRACT NO.	ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

USER NAME	z_jm
PLOT SCALE	480000 / in.
PLOT DATE	6/25/2017

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 CONSULTING GROUP
 A DIVISION OF THE HOK GROUP



FILE NAME : Marion St Plan-02.dgn



USER NAME : j_mh
 PLOT SCALE : 480000 / in.
 PLOT DATE : 6/25/2017

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LANE STREET IMPROVEMENTS
 MARION STREET

SCALE: 1"=20'
 SHEET 2 OF 2 SHEETS STA. 104+50.00 TO STA. 107+85.18

FILE NO.	SECTION	COUNTY	TOWNSHIP
1405	16-00264-00-PV	COOK	9

HORIZONTAL SCALE IN FEET	
0	40
10	20

CONTRACT NO.	CONTRACT NO.
ILLINOIS FED. AID PROJECT	ILLINOIS FED. AID PROJECT

LAKE STREET IMPROVEMENTS

TRAFFIC STUDY

- *Wide Area Network*
- *Broad Range of Alternatives*
- *Short-Term Modifications*
- *Long-Term Design*



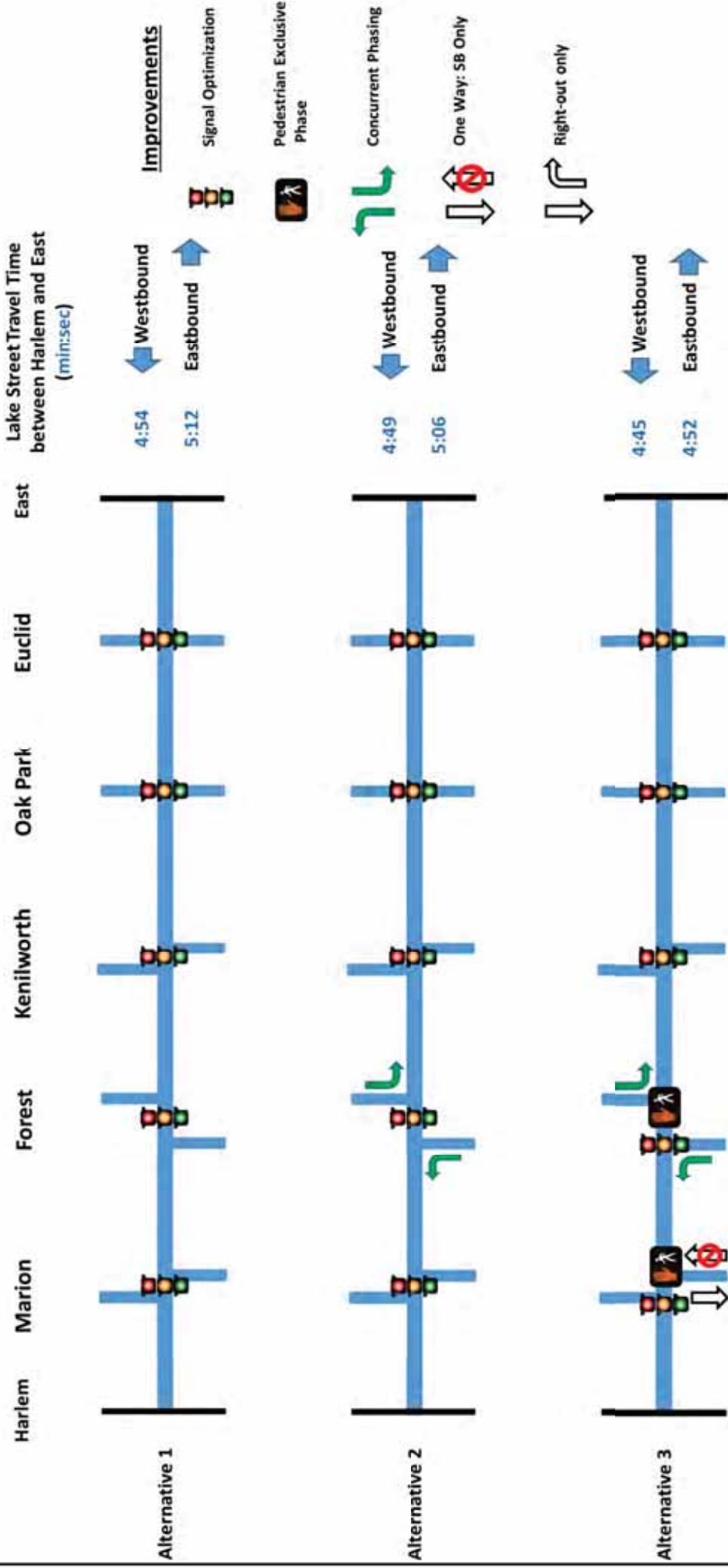
Summary of Lake Street Traffic Study

- The design work included a comprehensive traffic study of the Lake Street corridor and parallel streets to identify any potential improvements to the equipment or operations of the traffic signals, roadway geometry, one-way designations, on-street parking locations, bus routing, loading zones, etc., so that the proposed Lake Street streetscape project allows for Lake Street to operate in the best possible manner for pedestrians and vehicles.
- Traffic data was collected in 2016 and was used to develop a model which includes 34 intersections with 12 traffic signals. Projected traffic from the approved developments of District House, Vantage, Emerson, and Lincoln were input into the model along with regional growth factors to predict the future traffic conditions out to the year 2025. Anticipated traffic from the development at 1000 Lake Street (Albion) was also input into the long term traffic numbers to account for this potential private development.
- The traffic model was then used to evaluate alternatives for improving traffic congestion on Lake Street. Six alternatives were identified which included modifications to signal timing to give more green to Lake Street, all pedestrian crossing phases, changing how Forest Avenue operates, and potential restrictions to movements on Marion at Lake Street. The alternatives were presented at stakeholder meeting and the public open house and after receiving public, staff, and stakeholder comments a preferred alternative was selected.
- The following slides illustrate the various alternatives which were considered as well as the preferred alternative. Short term improvements were identified which will be implemented in the summer of 2017 which include signal timing changes and changing the way Forest Avenue operates. Forest Ave will now get green lights for both northbound and southbound traffic at the same time. Long term improvements which will get constructed as part of the proposed streetscape project include the short term improvements plus an all pedestrian phase at the Lake and Forest intersection which will allow pedestrians to have a dedicated time to cross the street while all vehicles have a red light.
- A travel time analysis was conducted to illustrate the time it would take to drive Lake Street from Harlem to East Avenue under the current conditions, in the year 2025 with the added traffic from the developments (No-Build scenario), with the short term improvements, and with the long term improvements described above.



Oak Park

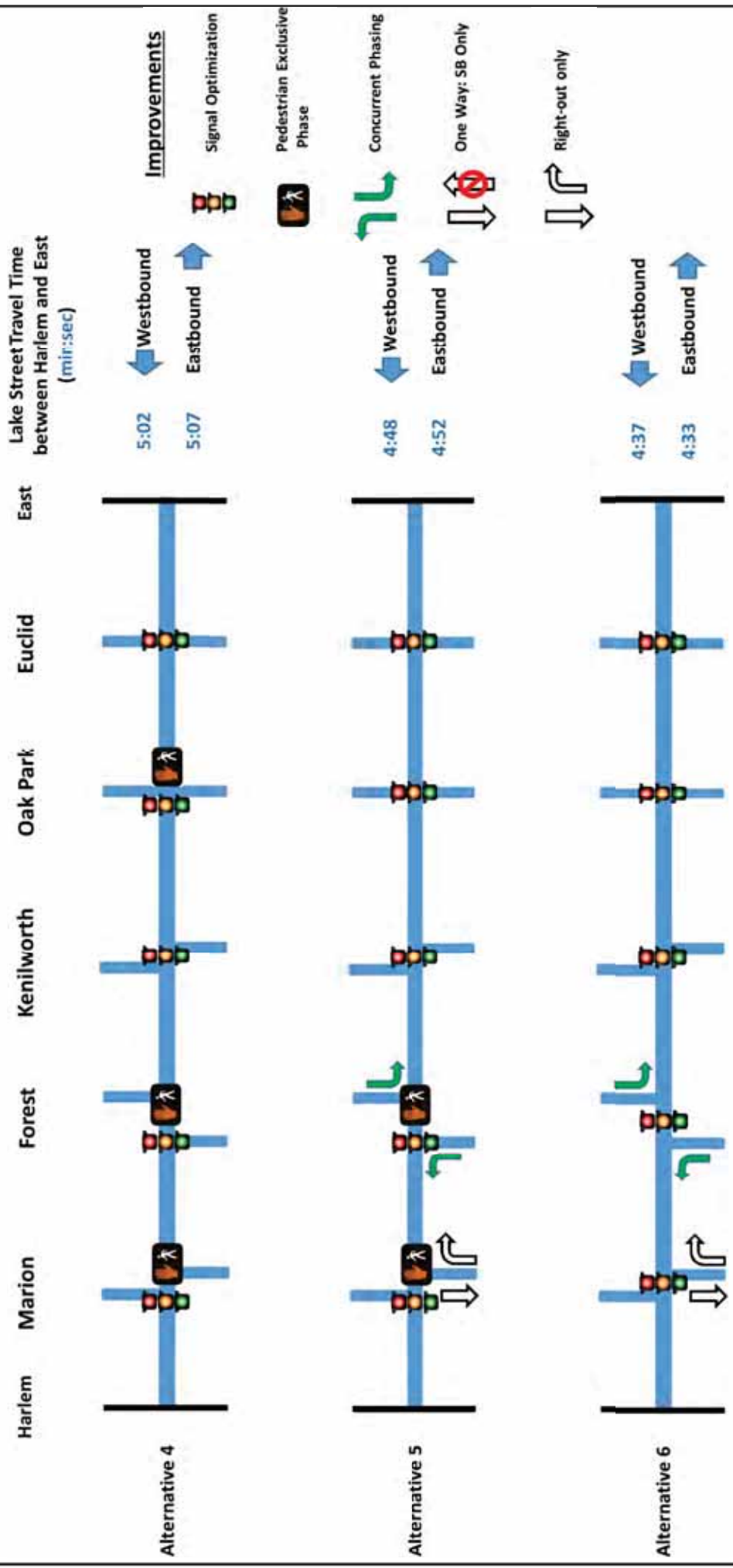
Village of Oak Park Synchro Traffic Model – Alternatives



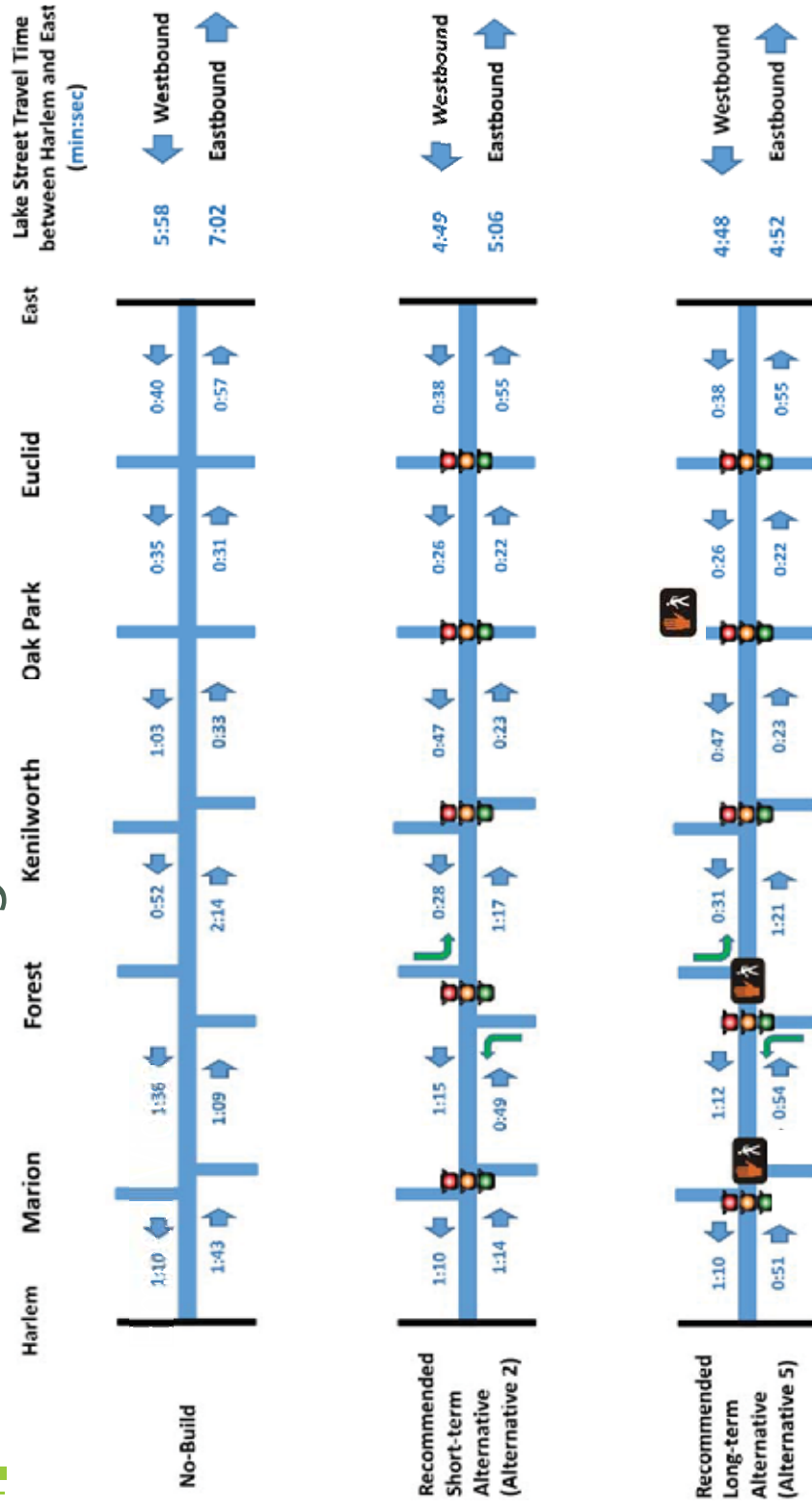


Oak Park

Village of Oak Park Synchro Traffic Model – Alternatives



Traffic Study



Improvements

- Signal Optimization
- Pedestrian Exclusive Phase
- Concurrent Phasing

CRASH SUMMARY

Totals (2011-2015)

- Crashes – 348
- w/injuries – 28 (8%)

Predominant Crash Type

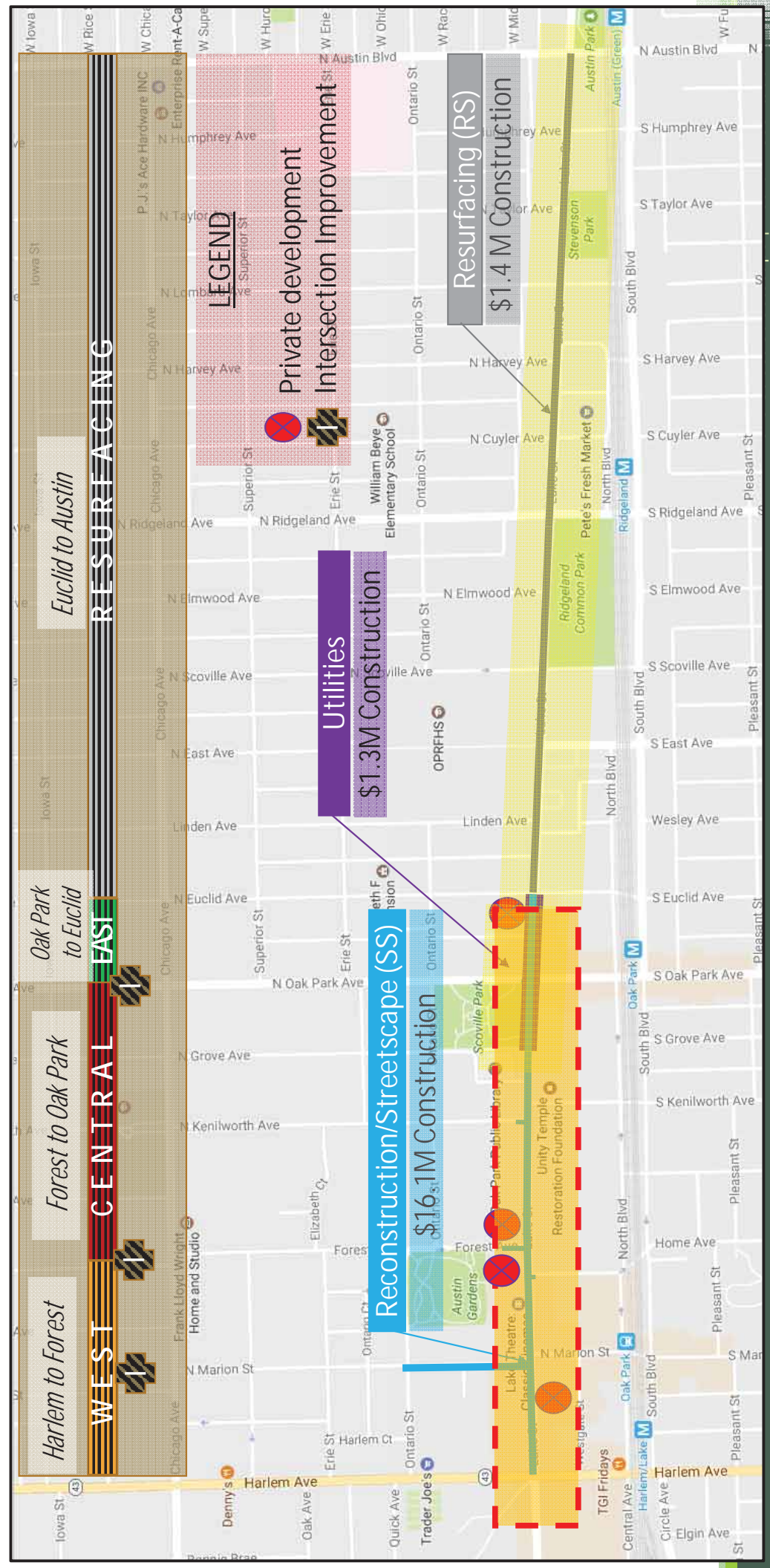
- Rear-End @ 46.3%
- Sideswipe Same Direction @ 29.3%

Typical Counter Measures

- Reduce/Eliminate Congestion
- Improve Signal Coordination
- Improve Intersection Geometry

Oak Park TYPE OF CRASH		LAKE STREET PROJECT LIMITS (Harlem to Euclid)											
		2011		2012		2013		2014		2015		2011-2015	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Pedestrian	2	0.0%		0.0%		0.0%	1	1.4%	2	2.5%	3	0.9%	
Pedcyclist	3	4.1%	5	7.8%	2	3.3%	8	11.6%	6	7.4%	24	6.9%	
Parked motor vehicle	6	8.1%	2	3.1%	6	10.0%	4	5.8%	1	1.2%	19	5.5%	
Turning	35	47.3%	27	42.2%	31	51.7%	28	40.6%	40	49.4%	161	46.3%	
Rear End	23	31.1%	17	26.6%	13	21.7%	20	29.0%	29	35.9%	102	29.3%	
Sideswipe same direction	1	1.4%	2	3.1%		0.0%	1	1.4%	1	1.2%	5	1.4%	
Sideswipe different direction	1	1.4%	1	1.6%	1	1.7%		0.0%		0.0%	3	0.9%	
Head on	3	4.1%	10	15.6%	7	11.7%	7	10.1%	2	2.5%	29	8.3%	
Angle													
INJURY CLASSIFICATION	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
K-Fatal		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%	
A-Incapacitating injury		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%	
B-Nonincapacitating injury	1	1.4%	2	3.1%		0.0%	1	1.4%	2	2.5%	6	1.7%	
C-Reported not evident	4	5.4%	3	4.7%	2	3.3%	7	10.1%	6	7.4%	22	6.3%	
D-No indication of injury	69	93.2%	59	92.2%	58	96.7%	61	88.4%	73	90.1%	320	92.0%	
CRASH TYPE	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
No injury/Drive Away	64	86.5%	52	81.3%	52	86.7%	57	82.6%	70	86.4%	295	84.8%	
Injury and/or Tow due to Crash	10	13.5%	12	18.8%	8	13.3%	12	17.4%	11	13.6%	53	15.2%	
WEATHER	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Clear	53	71.6%	52	81.3%	46	76.7%	52	75.4%	63	77.8%	266	76.4%	
Rain	11	14.9%	9	14.1%	6	10.0%	9	13.0%	6	7.4%	41	11.8%	
Snow	3	4.1%	2	3.1%	3	5.0%	2	2.9%	3	3.7%	13	3.7%	
Fog/smoke/haze		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%	
Sleet/hail	1	1.4%		0.0%		0.0%		0.0%		0.0%	1	0.3%	
Severe cross wind		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%	
Other	3	4.1%		0.0%		0.0%		0.0%	1	1.2%	4	1.1%	
Cloudy/overcast		0.0%		0.0%	4	6.7%	4	5.8%	6	7.4%	14	4.0%	
Unknown	3	4.1%	1	1.6%	1	1.7%	2	2.9%	2	2.5%	9	2.6%	
LIGHTING CONDITION	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Daylight or Dawn	56	75.7%	51	79.7%	48	80.0%	45	65.2%	67	82.7%	267	76.7%	
Darkness or Dusk	16	21.6%	13	20.3%	12	20.0%	24	34.8%	13	16.0%	78	22.4%	
Unknown	2	2.7%		0.0%		0.0%		0.0%	1	1.2%	3	0.9%	
TOTAL CRASHES	74	21.3%	64	18.4%	60	17.2%	69	19.6%	81	23.3%	348	Total	

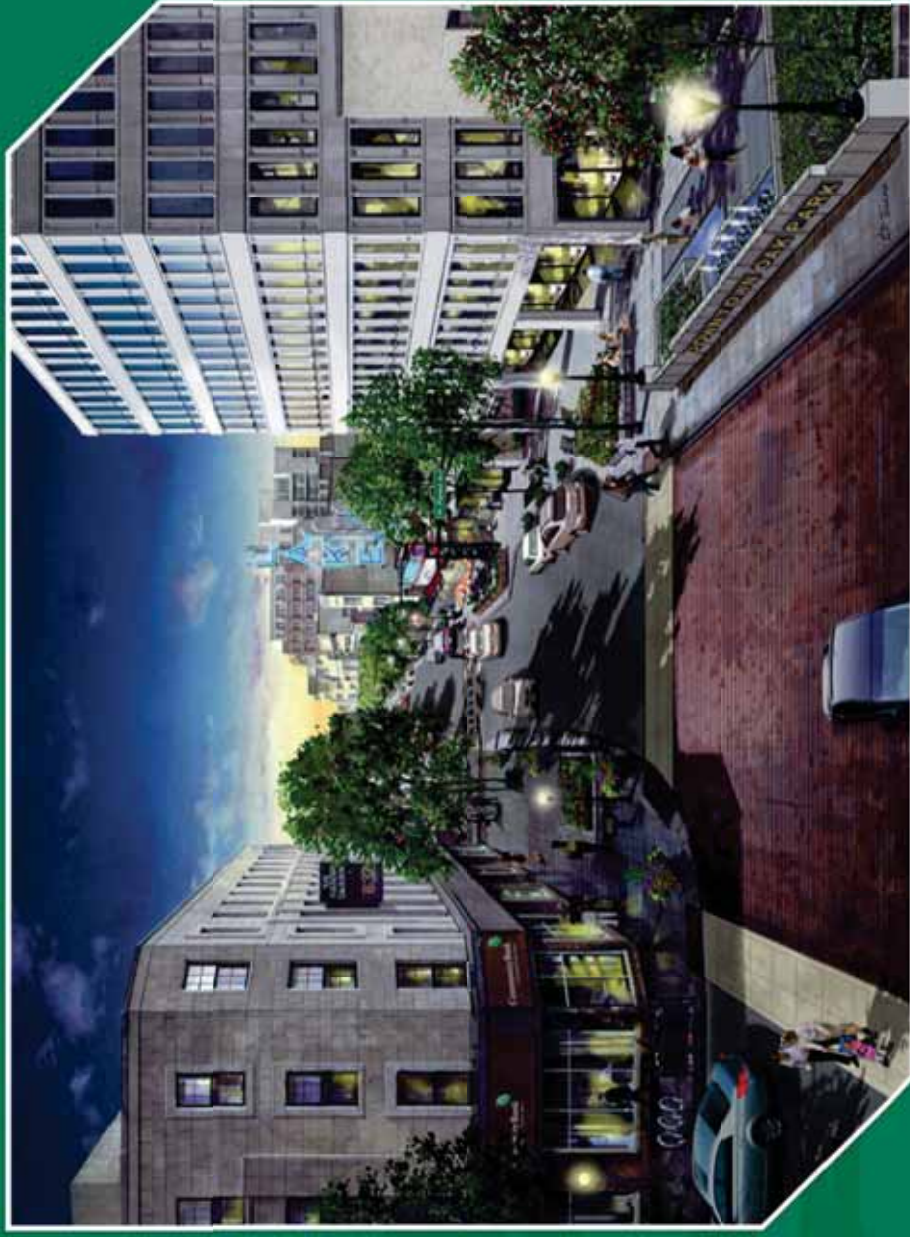
Proposed Project

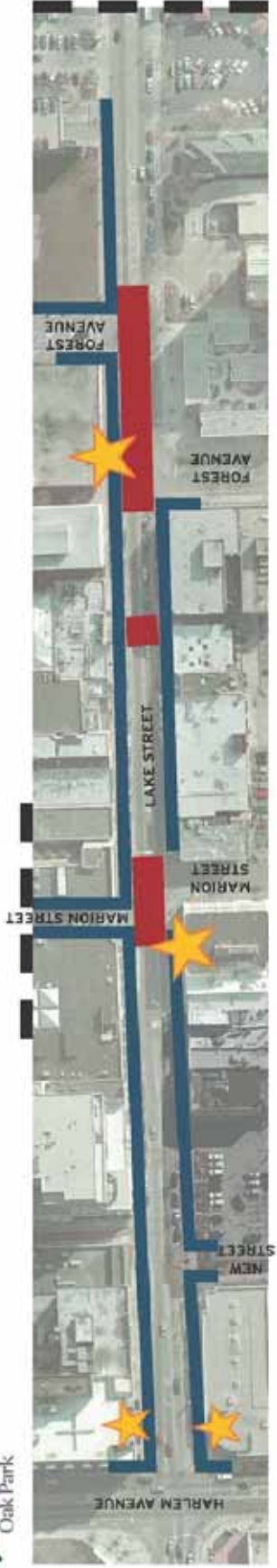


LAKE STREET IMPROVEMENTS

STREETSCAPE

- *Harlem to Euclid*
- *Decorative Materials and Lighting*
- *Specialty Features*





LEGEND

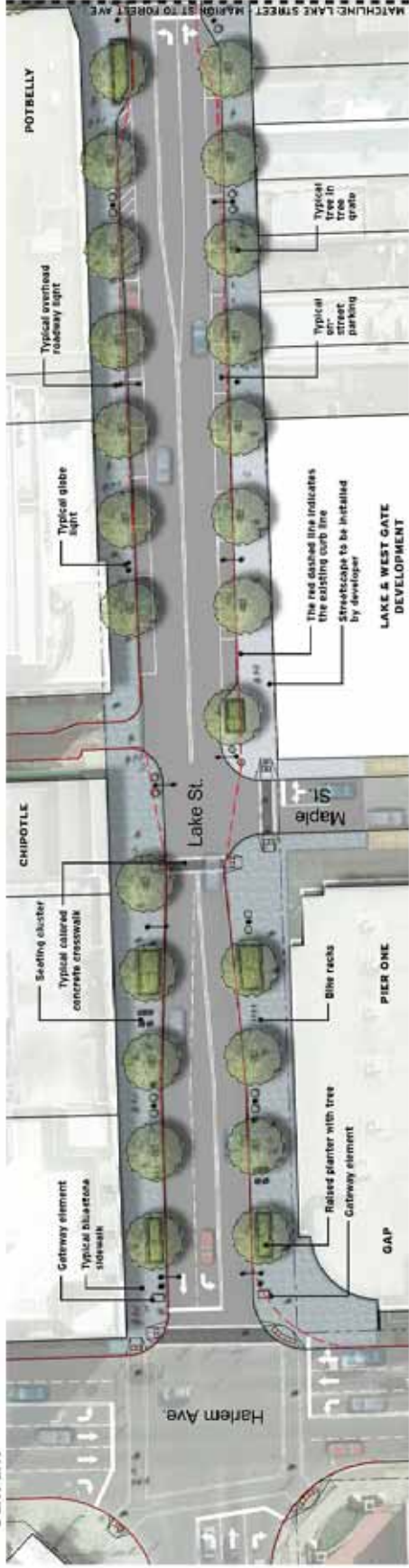
-  PAVEMENT ROADWAY
-  BLUESTONE SIDEWALK
-  SPECIALTY FEATURE

LAKE STREET STREETScape

PREFERRED DIRECTION DIAGRAM

OAK PARK, ILLINOIS

PREPARED BY:
THE CH2M HILL GROUP
EDWARD T. LEWIS
AND ASSOCIATES, INC.
CITY OF OAK PARK
JULY 18, 2017



LAKE STREET - HARLEM AVENUE TO MARION STREET ①

LAKE STREET STREETScape

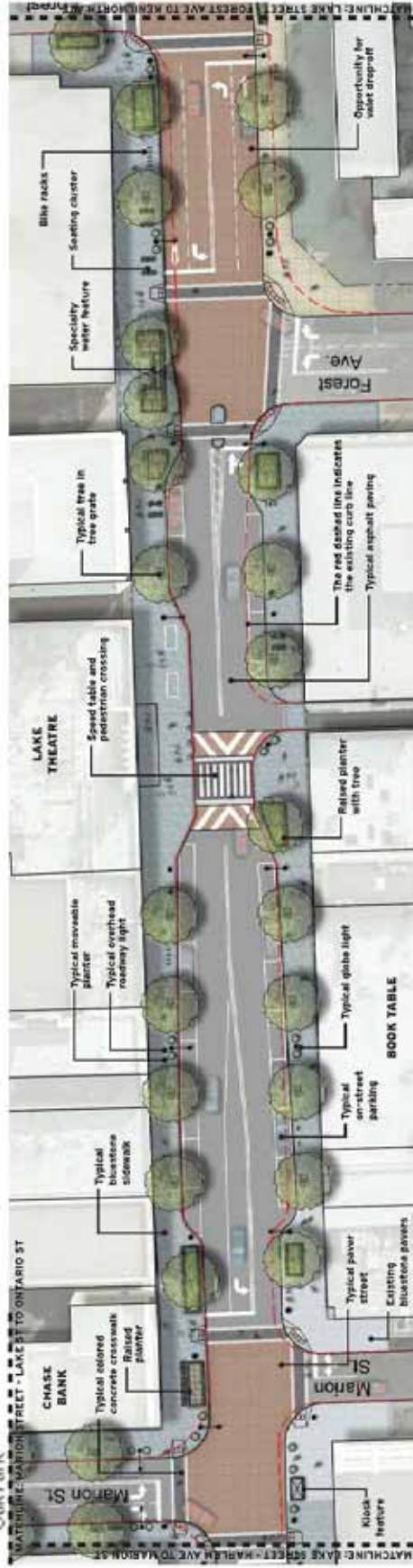
PREFERRED STREETScape CONCEPT

OAK PARK, ILLINOIS

PREPARED BY:
THE CHICAGO TRUST
ARCHITECTS



MARCH 2, 2017



LAKE STREET - MARION STREET TO FOREST AVENUE



SPECIALTY WATER FEATURE AT FOREST AVE - CONCEPT A1

LAKE STREET STREETScape

PREFERRED STREETScape CONCEPT

OAK PARK, ILLINOIS



SPECIALTY WATER FEATURE AT FOREST AVE - CONCEPT A2

PREPARED BY
THE OAK PARK
CITY TEAM
ARCHITECTURE
PLANNING
ENGINEERING

SCALE: 1" = 20'
DATE: 3/2/2017



VIEW LOOKING NORTH



VIEW LOOKING SOUTH



PLAN VIEW

LEGEND

- A** 2X3 BLUESTONE PAVERS
- B** GRANITE SEATWALL
- C** GRANITE CURB
- D** GRANITE PLINTH WITH GLOBE LIGHT
(TO MATCH KENILWORTH SPECIALTY FEATURE)
- E** COLUMNAR TREE
- F** PIN SET METAL SIGN PANELS
- BACKUP
- G** RAISED GRANITE WATER FEATURE
- Water jets with uplights
- Water flows down to intermediate & lower levels
plinths
- H** LOWER LEVEL GRANITE WATER FEATURE WITH
INFINITY EDGE SPILLING INTO TRENCH DRAIN
- I** SMOOTH GRANITE PAVERS
- J** TEXTURED GRANITE BANDING
- K** TRAFFIC SIGNAL (FINAL LOCATION TBD)

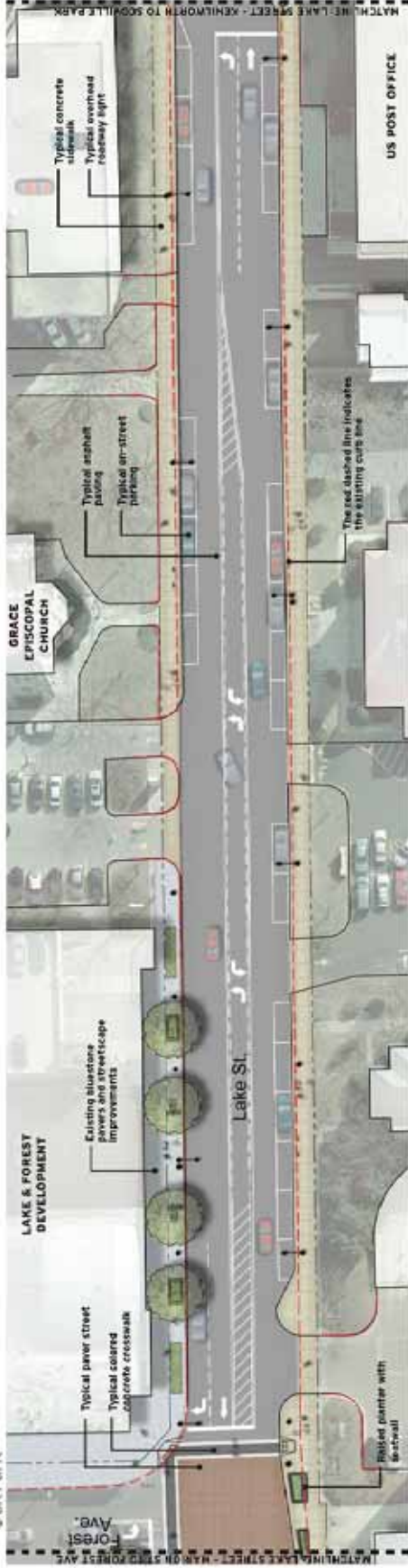
LAKE STREET STREETScape IMPROVEMENTS
FOREST AVENUE SPECIALTY FEATURE - CONCEPT A2

OAK PARK, ILLINOIS

MARCH 2, 2011



THE LAKOTA GROUP.
Oak Park



LAKE STREET - FOREST AVENUE TO KENILWORTH AVENUE

LAKE STREET STREETScape

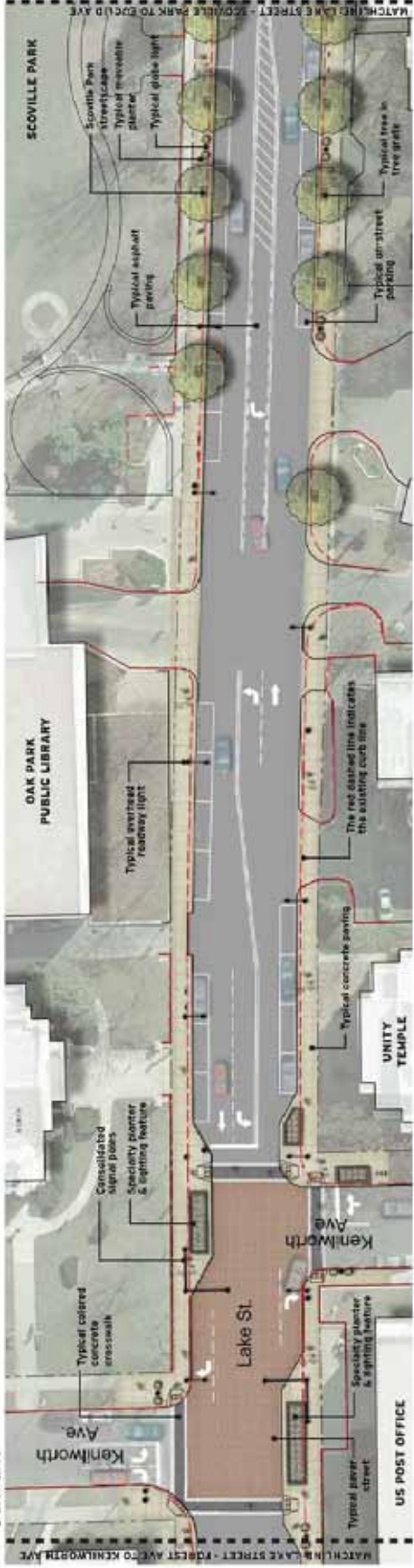
PREFERRED STREETScape CONCEPT

OAK PARK, ILLINOIS

PREPARED BY:
THE CHICAGO OFFICE
OF
HARRISBERG
ARCHITECTURAL COLLECTIVE



MARCH 2, 2017



LAKE STREET - KENILWORTH AVENUE TO SCOVILLE PARK



SPECIALTY PLANTER & LIGHTING FEATURE AT KENILWORTH AVENUE

LAKE STREET STREETScape

PREFERRED STREETScape CONCEPT

OAK PARK, ILLINOIS

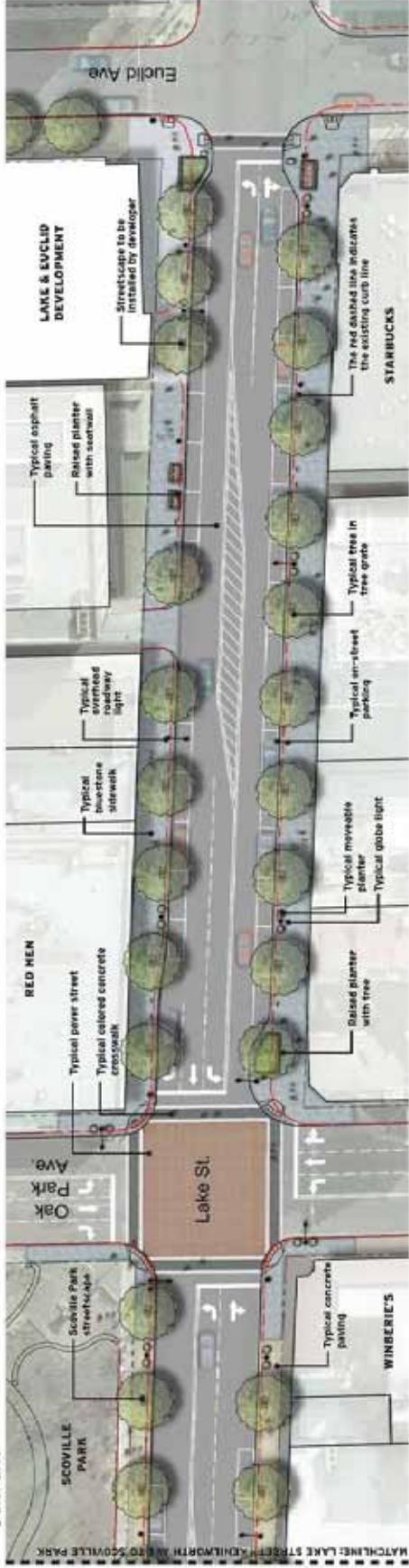


STREETScape AT SCOVILLE PARK

PREPARED BY
THE OAK PARK
ADMINISTRATOR



MARCH 2, 2017



LAKE STREET - SCOVILLE PARK TO EUCLID AVENUE



PROPOSED GRANITE SEATING AT OAK PARK AVENUE STREETSCAPE



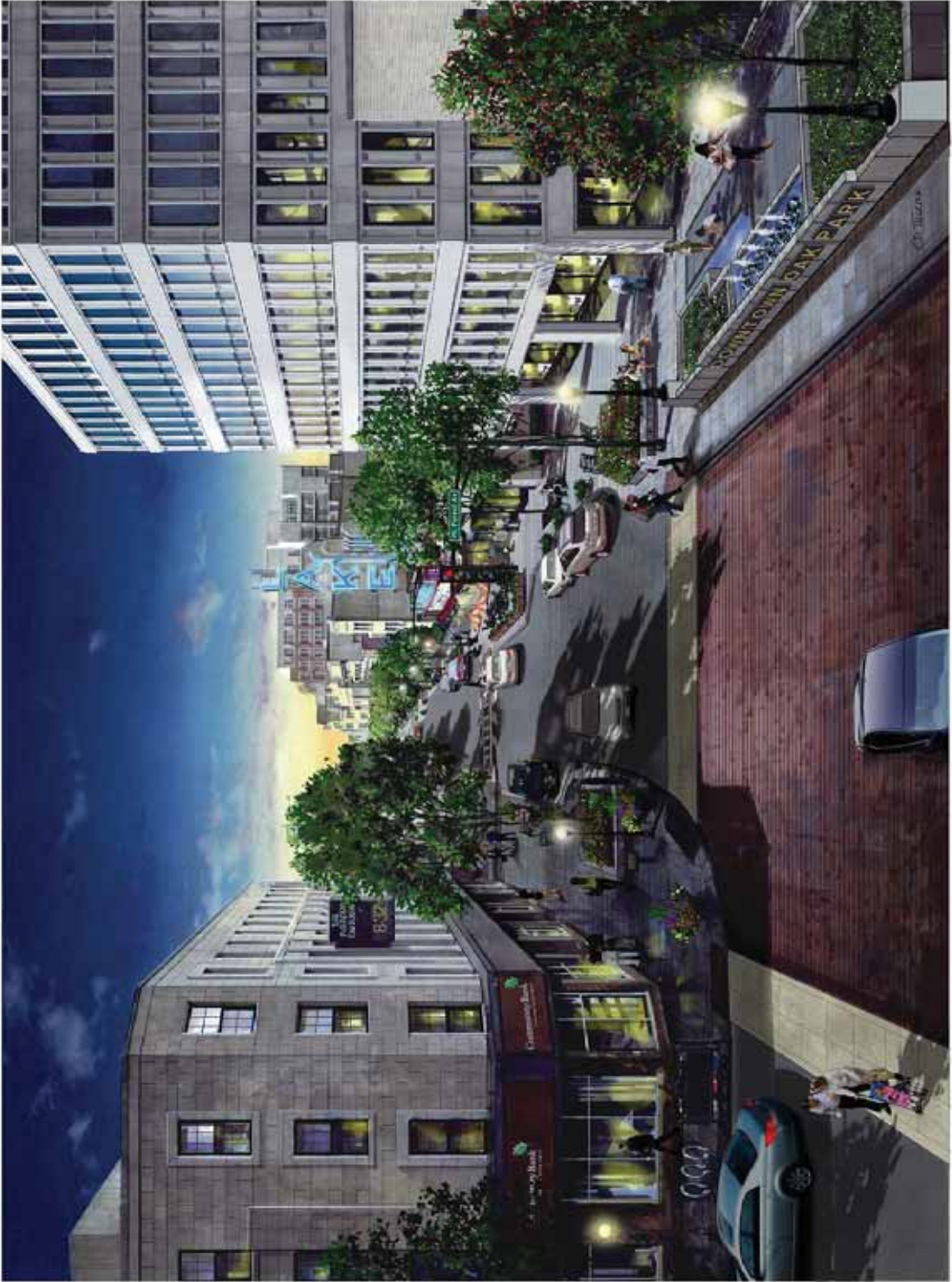
PROPOSED GRANITE SEATING AT OAK PARK AVENUE STREETSCAPE

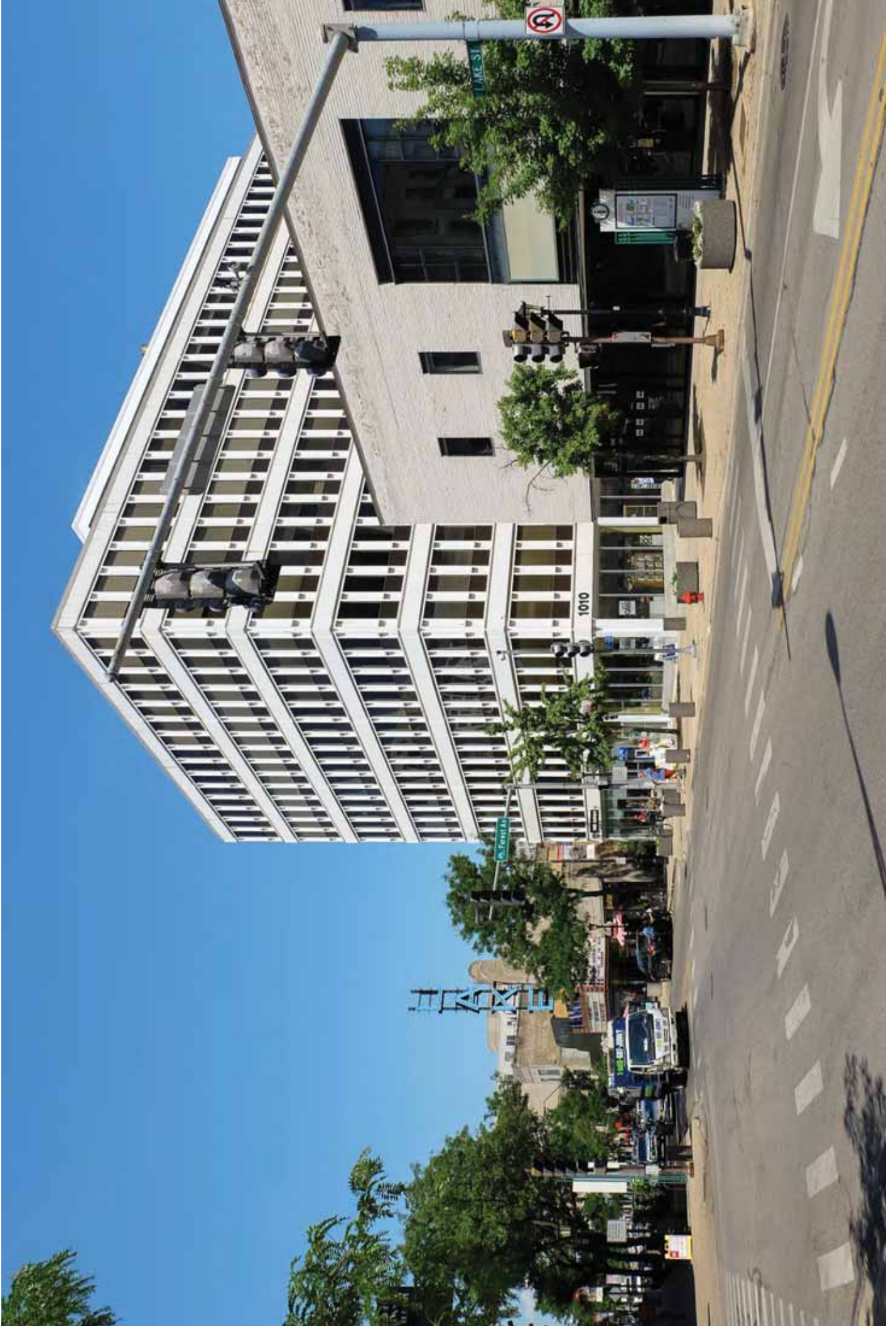
LAKE STREET STREETSCAPE

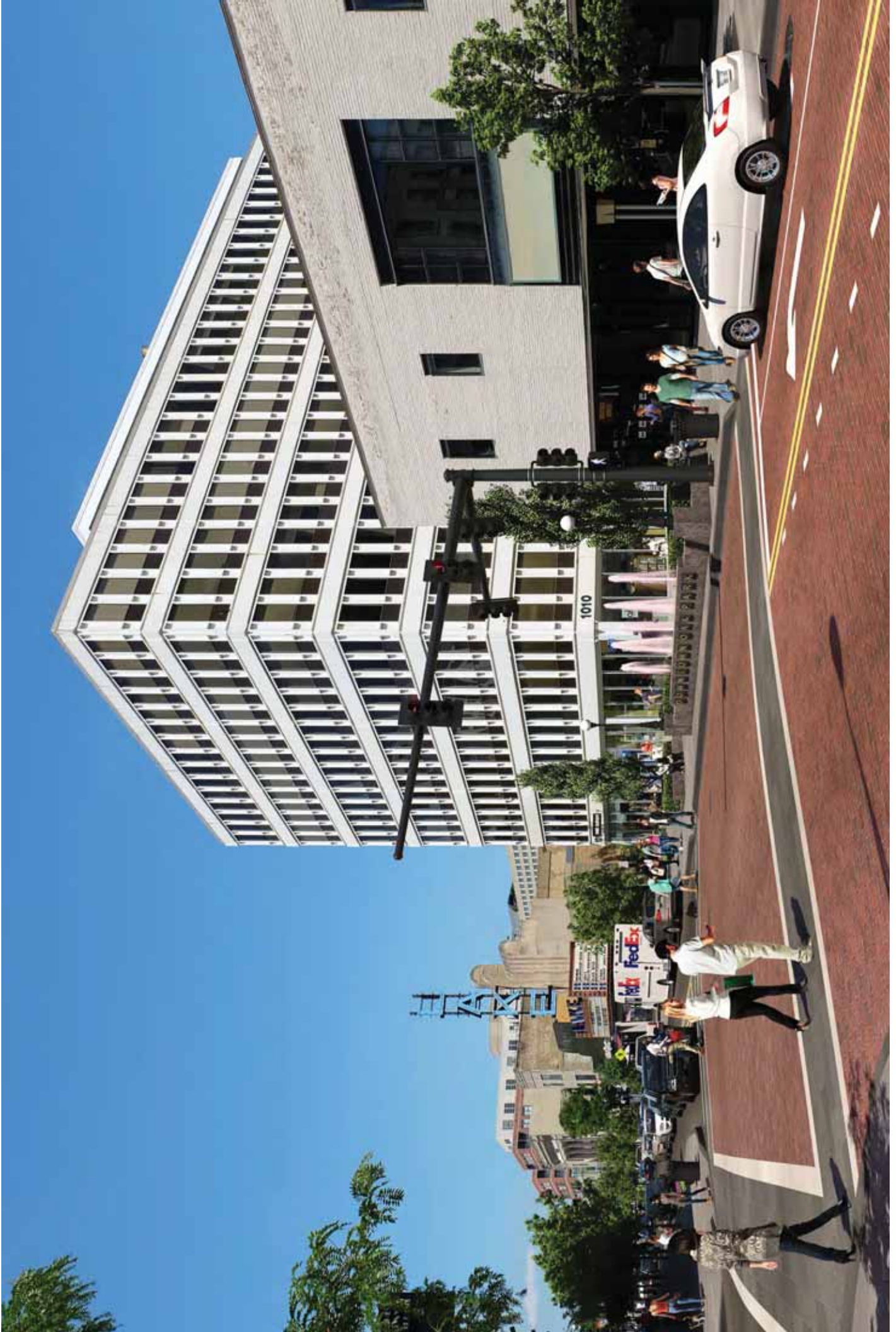
PREFERRED STREETSCAPE CONCEPT

OAK PARK, ILLINOIS

PREPARED BY
THE OAK PARK
PLANNING DEPARTMENT
MARCH 2, 2017



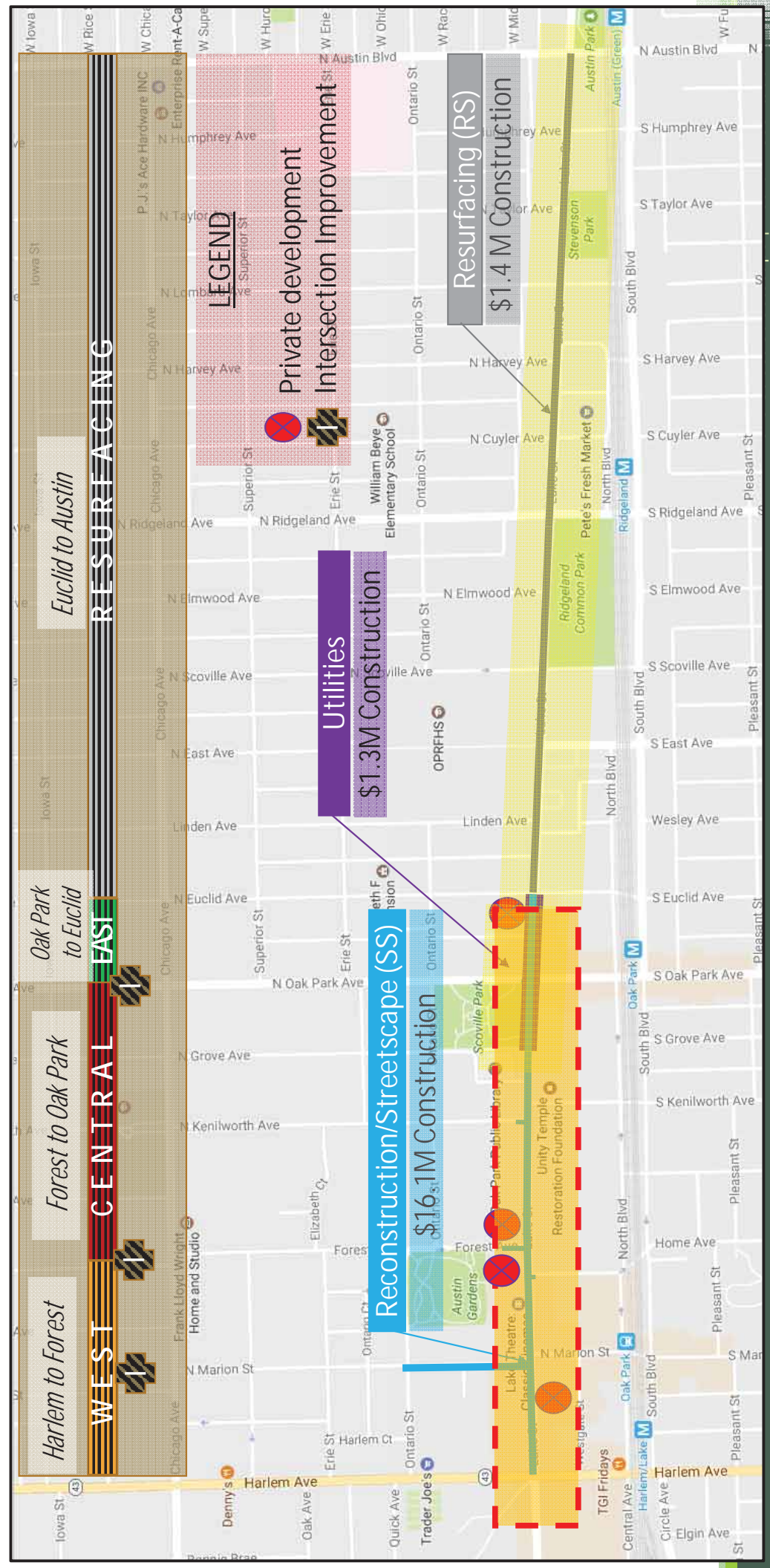




Cost & Schedule

<i>Project</i>	<i>Cost</i>	<i>Anticipated Construction Schedule</i>
<i>Sewer/Water Utilities</i>	\$1.3M (VOP)	<i>Spring 2019</i>
<i>Pavement Resurfacing</i>	\$1.4M (VOP)	<i>Summer 2019</i>
<i>Streetscape & Roadway</i>	<u>\$16.1M</u> \$13.1M (VOP) \$3M (Fed)	<i>Late Spring 2019 to Summer 2020</i>
TOTAL	<u>\$18.8M</u> \$15.8 (VOP) \$3M (Fed)	<i>Spring 2019 to Late Fall 2020</i>

Proposed Project



DOCUMENT: ENGINEER'S ESTIMATE OF PROBABLE COST
 AGENCY: VILLAGE OF OAK PARK, ILLINOIS
 PROJECT: LAKE STREET STREETScape ENHANCEMENT PROJECT (PAVEMENT RECONSTRUCTION ALT #2 = COMPOSITE)
 LIMITS: HARLEM AVENUE TO EUCLID AVENUE
 DATE: 11/21/2017

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
ROADWAY COSTS					
1	PAVEMENT REMOVAL	SQ YD	13,990	\$18.00	\$251,820.00
2	HOT MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2,420	\$8.00	\$19,360.00
3	DRIVEWAY PAVEMENT REMOVAL	SQ YD	210	\$20.00	\$4,200.00
4	COMBINATION CURB AND GUTTER REMOVAL	FOOT	8,050	\$5.00	\$40,250.00
5	SIDEWALK REMOVAL	SQ FT	60,150	\$2.00	\$120,300.00
6	BRICK SIDEWALK REMOVAL	SQ FT	21,960	\$2.00	\$43,920.00
7	EARTH EXCAVATION	CU YD	2,000	\$50.00	\$100,000.00
8	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,300	\$50.00	\$165,000.00
9	SUBBASE GRANULAR MATERIAL TYPE B, 4"	SQ YD	10,125	\$10.00	\$101,250.00
10	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	28,000	\$15.00	\$420,000.00
11	PCC SIDEWALK, 5"	SQ FT	26,000	\$6.00	\$156,000.00
12	PCC SIDEWALK, 8" (includes concrete over pour of curb and gutter)	SQ FT	6,000	\$8.00	\$48,000.00
13	DETECTABLE WARNINGS	SQ FT	770	\$45.00	\$34,650.00
14	BLUESTONE SIDEWALK PAVERS	SQ FT	60,200	\$35.00	\$2,107,000.00
15	INTERSECTION RED CLAY BRICK PAVERS	SQ FT	30,300	\$30.00	\$909,000.00
16	BLUE CROSSWALK CONCRETE, 13" DEPTH	SQ FT	6,150	\$40.00	\$246,000.00
17	WHITE CROSSWALK CONCRETE, 13" DEPTH	SQ FT	2,350	\$40.00	\$94,000.00
18	COMBINATION CONC C&G, TYPE B-6.12	FOOT	3,550	\$25.00	\$88,750.00
19	DECORATIVE COMBINATION CONC C&G TYPE B-6.12	FOOT	4,525	\$50.00	\$226,250.00
20	PCC BASE COURSE, 5"	SQ YD	6,800	\$25.00	\$170,000.00
21	PCC BASE COURSE, 9"	SQ YD	12,600	\$50.00	\$630,000.00
22	POLYMERIZED LEVELING BINDER (MACHINE METHOD)	TON	500	\$100.00	\$50,000.00
23	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1,550	\$80.00	\$124,000.00
24	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1,650	\$75.00	\$123,750.00
25	PCC DRIVEWAY PAVEMENT, 8"	SQ YD	280	\$80.00	\$22,400.00
26	GEOTECHNICAL FABRIC	SQ YD	28,000	\$2.00	\$56,000.00
27	PROTECTIVE COAT	SQ YD	5,300	\$1.50	\$7,950.00
28	CONSTRUCTION LAYOUT	L SUM	1	\$200,000.00	\$200,000.00
29	ENGINEER'S FIELD OFFICE	CAL MO	24	\$1,500.00	\$36,000.00
30	CHANGEABLE MESSAGE SIGN	CAL MO	72	\$600.00	\$43,200.00
31	THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	710	\$6.00	\$4,260.00
32	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13,270	\$1.50	\$19,905.00
33	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,450	\$3.00	\$7,350.00
34	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	410	\$5.00	\$2,050.00
35	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	500	\$10.00	\$5,000.00
36	SIGN PANEL - TYPE 1	SQ FT	1,500	\$25.00	\$37,500.00
37	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	175	\$75.00	\$13,125.00
38	TELESCOPING STEEL SIGN SUPPORT	FOOT	2,200	\$12.00	\$26,400.00
39	EROSION CONTROL	L SUM	1	\$100,000.00	\$100,000.00
40	DRAINAGE	L SUM	1	\$400,000.00	\$400,000.00
41	UTILITY ADJUSTMENTS AND RECONSTRUCTS (SANITARY AND WATER)	L SUM	1	\$250,000.00	\$250,000.00
42	LANDSCAPING	L SUM	1	\$1,394,930.00	\$1,394,930.00
43	SITE FURNISHINGS	L SUM	1	\$132,700.00	\$132,700.00
44	SPECIALTY FEATURES	L SUM	1	\$428,000.00	\$428,000.00
45	LIGHTING - ROADWAY	L SUM	1	\$705,600.00	\$705,600.00
46	LIGHTING - PEDESTRIAN	L SUM	1	\$919,800.00	\$919,800.00
47	TRAFFIC SIGNALS	L SUM	1	\$1,300,000.00	\$1,300,000.00

SUBTOTAL 1 OF ROADWAY COSTS (ITEMS 1-47) \$12,385,670.00

CONSTRUCTION COSTS (PERCENTAGES OF SUBTOTAL 1)

48	MOBILIZATION	5%	-	-	\$620,000.00
49	MAINTENANCE OF TRAFFIC	5%	-	-	\$620,000.00
50	CONTINGENCY	20%	-	-	\$2,478,000.00

SUBTOTAL 2 OF CONSTRUCTION COSTS (ITEMS 48-50) \$3,718,000.00

OTHER COSTS

-	RIGHT OF WAY	ACRE	0.00	\$0.00	\$0.00
-	EASEMENTS	ACRE	0.60	\$0.00	\$0.00
51	UTILITIES BY OTHERS	-	-	-	\$0.00

SUBTOTAL 3 OF OTHER COSTS (ITEM 51) \$0.00

GRAND TOTAL (ITEMS 1-51) \$16,103,670.00

COSTS NOT INCLUDED:

- | | |
|---------------------------------------|--|
| 1. PHASE I PRELIMINARY ENGINEERING | 6. REMOVAL OF TROLLEY TRACKS |
| 2. PHASE II DESIGN ENGINEERING | 7. REMOVAL OF ABANDONED HEATING SYSTEM |
| 3. PHASE III CONSTRUCTION ENGINEERING | 8. IMPROVEMENTS TO VAULTS |
| 4. LAND ACQUISITION | 9. IMPROVEMENTS TO FIBER OPTIC SYSTEM |
| 5. ESCALATION | |

DOCUMENT: ENGINEER'S ESTIMATE OF PROBABLE COST
 AGENCY: VILLAGE OF OAK PARK, ILLINOIS
 PROJECT: LAKE STREET STREETScape ENHANCEMENT PROJECT (PAVEMENT RECONSTRUCTION ALT #1 = FULL DEPTH ASPHALT)
 LIMITS: HARLEM AVENUE TO EUCLID AVENUE
 DATE: 11/21/2017

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
ROADWAY COSTS					
1	PAVEMENT REMOVAL	SQ YD	13,990	\$18.00	\$251,820.00
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3	DRIVEWAY PAVEMENT REMOVAL	SQ YD	210	\$20.00	\$4,200.00
4	COMBINATION CURB AND GUTTER REMOVAL	FOOT	8,050	\$5.00	\$40,250.00
5	SIDEWALK REMOVAL	SQ FT	60,150	\$2.00	\$120,300.00
6	BRICK SIDEWALK REMOVAL	SQ FT	21,960	\$2.00	\$43,920.00
7	EARTH EXCAVATION	CU YD	2,000	\$50.00	\$100,000.00
8	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,300	\$50.00	\$165,000.00
9	SUBBASE GRANULAR MATERIAL TYPE B, 4"	SQ YD	10,125	\$10.00	\$101,250.00
10	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	28,000	\$15.00	\$420,000.00
11	PCC SIDEWALK, 5"	SQ FT	26,000	\$6.00	\$156,000.00
12	PCC SIDEWALK, 8" (includes concrete over pour of curb and gutter)	SQ FT	6,000	\$8.00	\$48,000.00
13	DETECTABLE WARNINGS	SQ FT	770	\$45.00	\$34,650.00
14	BLUESTONE SIDEWALK PAVERS	SQ FT	60,200	\$35.00	\$2,107,000.00
15	INTERSECTION RED CLAY BRICK PAVERS	SQ FT	30,300	\$30.00	\$909,000.00
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17	WHITE CROSSWALK CONCRETE, 13" DEPTH	SQ FT	2,350	\$40.00	\$94,000.00
18	COMBINATION CONC C&G, TYPE B-6.12	FOOT	3,550	\$25.00	\$88,750.00
19	DECORATIVE COMBINATION CONC C&G TYPE B-6.12	FOOT	4,525	\$50.00	\$226,250.00
20	PCC BASE COURSE, 5"	SQ YD	6,800	\$25.00	\$170,000.00
21	PCC BASE COURSE, 9"	SQ YD	3,370	\$50.00	\$168,500.00
22	POLYMERIZED LEVELING BINDER (MACHINE METHOD)	TON	500	\$100.00	\$50,000.00
23	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1,800	\$80.00	\$144,000.00
24	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	4,500	\$75.00	\$337,500.00
25	PCC DRIVEWAY PAVEMENT, 8"	SQ YD	280	\$80.00	\$22,400.00
26	GEOTECHNICAL FABRIC	SQ YD	28,000	\$2.00	\$56,000.00
27	PROTECTIVE COAT	SQ YD	5,300	\$1.50	\$7,950.00
28	CONSTRUCTION LAYOUT	L SUM	1	\$200,000.00	\$200,000.00
29	ENGINEER'S FIELD OFFICE	CAL MO	24	\$1,500.00	\$36,000.00
30	CHANGEABLE MESSAGE SIGN	CAL MO	72	\$600.00	\$43,200.00
31	THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	710	\$6.00	\$4,260.00
32	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13,270	\$1.50	\$19,905.00
33	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,450	\$3.00	\$7,350.00
34	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	410	\$5.00	\$2,050.00
35	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	500	\$10.00	\$5,000.00
36	SIGN PANEL - TYPE 1	SQ FT	1,500	\$25.00	\$37,500.00
37	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	175	\$75.00	\$13,125.00
38	TELESCOPING STEEL SIGN SUPPORT	FOOT	2,200	\$12.00	\$26,400.00
39	EROSION CONTROL	L SUM	1	\$100,000.00	\$100,000.00
40	DRAINAGE	L SUM	1	\$400,000.00	\$400,000.00
41	UTILITY ADJUSTMENTS AND RECONSTRUCTS (SANITARY AND WATER)	L SUM	1	\$250,000.00	\$250,000.00
42	LANDSCAPING	L SUM	1	\$1,394,930.00	\$1,394,930.00
43	SITE FURNISHINGS	L SUM	1	\$132,700.00	\$132,700.00
44	SPECIALTY FEATURES	L SUM	1	\$428,000.00	\$428,000.00
45	LIGHTING - ROADWAY	L SUM	1	\$705,600.00	\$705,600.00
46	LIGHTING - PEDESTRIAN	L SUM	1	\$919,800.00	\$919,800.00
47	TRAFFIC SIGNALS	L SUM	1	\$1,300,000.00	\$1,300,000.00

SUBTOTAL 1 OF ROADWAY COSTS (ITEMS 1-47) \$12,157,920.00

CONSTRUCTION COSTS (PERCENTAGES OF SUBTOTAL 1)

48	MOBILIZATION	5%	-	-	\$608,000.00
49	MAINTENANCE OF TRAFFIC	5%	-	-	\$608,000.00
50	CONTINGENCY	20%	-	-	\$2,432,000.00

SUBTOTAL 2 OF CONSTRUCTION COSTS (ITEMS 48-50) \$3,648,000.00

OTHER COSTS

-	RIGHT OF WAY	ACRE	0.00	\$0.00	\$0.00
-	EASEMENTS	ACRE	0.60	\$0.00	\$0.00
51	UTILITIES BY OTHERS	-	-	-	\$0.00

SUBTOTAL 3 OF OTHER COSTS (ITEM 51) \$0.00

GRAND TOTAL (ITEMS 1-51) \$15,805,920.00

COSTS NOT INCLUDED:

- | | |
|---------------------------------------|--|
| 1. PHASE I PRELIMINARY ENGINEERING | 6. REMOVAL OF TROLLEY TRACKS |
| 2. PHASE II DESIGN ENGINEERING | 7. REMOVAL OF ABANDONED HEATING SYSTEM |
| 3. PHASE III CONSTRUCTION ENGINEERING | 8. IMPROVEMENTS TO VAULTS |
| 4. LAND ACQUISITION | 9. IMPROVEMENTS TO FIBER OPTIC SYSTEM |
| 5. ESCALATION | |

Lake Street Improvements - Resurfacing (Euclid Avenue to Austin Boulevard)

ENGINEER'S ESTIMATE OF PROBABLE COST

ITEM	WORK CLASSIFICATION	Unit	Total Quantity	Unit Price	Total Cost
<i>Roadway Costs</i>					
1	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	720	\$10.00	\$7,200
2	BITUMINOUS MATERIALS (TACK COAT)	POUND	18,110	\$1.00	\$18,110
3	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	40	\$360.00	\$14,400
4	LEVELING BINDER (MACHINE METHOD), N70	TON	40	\$95.00	\$3,800
5	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	380	\$15.00	\$5,700
6	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3,760	\$102.00	\$383,520
7	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6,400	\$12.00	\$76,800
8	DETECTABLE WARNINGS	SQ FT	680	\$30.00	\$20,400
9	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	26,820	\$4.00	\$107,280
10	COMBINATION CURB AND GUTTER REMOVAL	FOOT	480	\$8.00	\$3,840
11	SIDEWALK REMOVAL	SQ FT	6,400	\$5.00	\$32,000
12	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	2,690	\$130.00	\$349,700
13	FRAMES AND GRATES TO BE ADJUSTED	EACH	3	\$1,000.00	\$3,000
14	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	480	\$30.00	\$14,400
15	PEDESTRIAN PUSH-BUTTON POST, TYPE I	EACH	8	\$1,250.00	\$10,000
16	DETECTOR LOOP REPLACEMENT	FOOT	490	\$20.00	\$9,800
Subtotal Roadway Costs (Items 1-16)					\$1,059,950.00
<i>Construction and Miscellaneous Costs</i>					
17	TEMPORARY AND PERMANENT PAVEMENT MARKINGS	%	2.00%		\$22,000
18	MOBILIZATION		5.00%		\$53,000
19	MAINTENANCE OF TRAFFIC		5.00%		\$53,000
20	CONTINGENCY		20.00%		\$212,000
Subtotal Construction Costs (Items 17-20)					\$1,399,950.00
21	RIGHT OF WAY		0	\$0.00	\$0.00
22	EASEMENTS		0	\$0.00	\$0.00
23	UTILITIES			BY OTHERS	
Estimated Total Project Costs (Items 1-23)					\$1,399,950.0

Lake Street Utilities Improvements: Sewer and Water - Grove to Euclid, Spot Repairs and Lining - Euclid to Ridgeland

PAY ITEM	UNITS	TOTAL	UNIT PRICE	TOTAL COST
TRENCH BACKFILL	CU YD	2130	\$40.25	\$85,739.04
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	320	\$40.00	\$12,780.97
DUCTILE IRON WM 8" ENCASED IN POLY	LIN FT	105	\$90.00	\$9,450.00
DUCTILE IRON WM 10" ENCASED IN POLY	LIN FT	35	\$100.00	\$3,500.00
DUCTILE IRON WM 12" ENCASED IN POLY	LIN FT	562	\$120.00	\$67,440.00
FIELD LOK GASKETS FOR DI WATER MAIN, 8 TO 12 INCH DIA	EACH	11	\$300.00	\$3,300.00
8"x8" TAP TEE WITH 8" TAP VALVE	EACH	1	\$5,750.00	\$5,750.00
12"x12" TAP TEE WITH 12" TAP VALVE	EACH	1	\$7,475.00	\$7,475.00
16"x12" TAP TEE WITH 12" TAP VALVE	EACH	1	\$8,050.00	\$8,050.00
8" INSERTION GATE VALVE	EACH	1	\$10,000.00	\$10,000.00
10" INSERTION GATE VALVE	EACH	2	\$14,000.00	\$28,000.00
MISCELLANEOUS FITTINGS	POUND	1000	\$1.50	\$1,500.00
FIRE HYDRANT INSTALLATION, TYPE A	EACH	1	\$7,130.00	\$7,130.00
FIRE HYDRANT INSTALLATION, TYPE B	EACH	1	\$9,775.00	\$9,775.00
WATER SERVICE INSTALLATION, 1"	EACH	1	\$1,035.00	\$1,035.00
WATER SERVICE INSTALLATION, 2"	EACH	3	\$1,450.00	\$4,350.00
WATER SERVICE INSTALLATION, 4"	EACH	1	\$5,200.00	\$5,200.00
WATER SERVICE INSTALLATION, 6"	EACH	1	\$5,500.00	\$5,500.00
WATER SERVICE INSTALLATION, 8"	EACH	1	\$5,750.00	\$5,750.00
WATER SERVICE LINE, 1", COPPER	LIN FT	50	\$50.00	\$2,500.00
WATER SERVICE LINE, 2", COPPER	LIN FT	85	\$55.00	\$4,675.00
WATER SERVICE LINE, 4", DUCTILE IRON	LIN FT	50	\$66.00	\$3,300.00
WATER SERVICE LINE, 6", DUCTILE IRON	LIN FT	35	\$82.00	\$2,870.00
WATER SERVICE LINE, 8", DUCTILE IRON	LIN FT	50	\$95.00	\$4,750.00
VALVE BOX	EACH	3	\$450.00	\$1,350.00
VALVE VAULTS, TYPE A, 4 FT DIA, T1FCL	EACH	3	\$4,255.00	\$12,765.00
VALVE VAULTS, TYPE A, 5 FT DIA, T1FCL	EACH	3	\$4,830.00	\$14,490.00
CUT AND CAP EXISTING WATER MAIN	EACH	4	\$1,725.00	\$6,900.00
VALVE VAULT TO BE FILLED	EACH	5	\$750.00	\$3,750.00
VALVE BOX TO BE REMOVED	EACH	1	\$300.00	\$300.00
FIRE HYDRANTS TO BE REMOVED	EACH	2	\$805.00	\$1,610.00
SEWER LATERAL AND RECONNECTION, 6" PVC SDR 26 ASTM D-2241	LIN FT	250	\$67.00	\$16,750.00
SEWER LATERAL AND RECONNECTION, 8" PVC SDR 26 ASTM D-2241	LIN FT	43	\$77.00	\$3,311.00
SEWER LATERAL AND RECONNECTION, 10" PVC SDR 26 ASTM D-2241	LIN FT	85	\$88.00	\$7,480.00
STORM SEWERS, 8" PVC SDR 26 ASTM D-2241	LIN FT	150	\$71.30	\$10,695.00
COMBINED SEWERS, 8" PVC SDR 26 ASTM D-2241	LIN FT	45	\$92.00	\$4,140.00
COMBINED SEWERS, 15" PVC SDR 26 ASTM D-2241	LIN FT	103	\$115.00	\$11,845.00
COMBINED SEWERS, 21" PVC SDR 26 ASTM D-2241	LIN FT	385	\$143.75	\$55,343.75
COMBINED SEWERS, 30" PVC CIOD FS-115	LIN FT	486	\$175.00	\$85,050.00
CATCH BASIN, TYPE A, 4 FT DIA, T1FOL	EACH	1	\$3,680.00	\$3,680.00
CATCH BASIN, TYPE C, 2 FT DIA, T1FOL	EACH	1	\$1,955.00	\$1,955.00
MANHOLES, TYPE A, 4 FT DIA, T1FCL	EACH	6	\$4,370.00	\$26,220.00
CONNECTION TO EXISTING MANHOLE	EACH	1	\$1,500.00	\$1,500.00
CONNECTION TO EXISTING COMBINED SEWER, SPECIAL	EACH	1	\$8,500.00	\$8,500.00
MANHOLES TO BE REMOVED	EACH	6	\$750.00	\$4,500.00
CATCH BASINS TO BE REMOVED	EACH	1	\$500.00	\$500.00
INLETS TO BE REMOVED	EACH	1	\$350.00	\$350.00
CATCH BASINS AND MANHOLES TO BE FILLED	EACH	1	\$1,100.00	\$1,100.00
FRAME AND LID ADJUSTMENT	EACH	2	\$402.50	\$805.00
FRAME AND LID ADJUSTMENT WITH NEW T1 F&L	EACH	2	\$1,250.00	\$2,500.00
AGGREGATE FOR TEMPORARY ACCESS	SQ YD	200	\$15.00	\$3,000.00
BITUMINOUS MIXTURE FOR MAINTENANCE	TON	15	\$80.00	\$1,200.00
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	\$20,000.00	\$20,000.00
DETECTOR LOOP REPLACEMENT	LIN FT	300	\$40.00	\$12,000.00
TEMP PVT MK, WHITE 6" PAINT	LIN FT	300	\$0.50	\$150.00
TEMP PVT MK, WHITE 12" PAINT	LIN FT	400	\$0.75	\$300.00
TEMP PVT MK, WHITE 24" PAINT	LIN FT	200	\$1.00	\$200.00
CHANGEABLE MESSAGE SIGN (TWELVE (12) WEEK DURATION)	WEEK	2	\$12,000.00	\$24,000.00
PROJECT ID SIGN	EACH	2	\$1,250.00	\$2,500.00
TRAFFIC CONTROL AND PROTECTION	EACH	1	\$73,605.30	\$73,605.30
CLASS D PATCHES, TYPE IV, 6.5 INCH	SQ YD	1647	\$85.00	\$139,995.00
COMBINED SEWER POINT REPAIR 1	EACH	1	\$4,500.00	\$4,500.00
COMBINED SEWER POINT REPAIR 2	EACH	1	\$4,500.00	\$4,500.00
COMBINED SEWER POINT REPAIR 3	EACH	1	\$8,500.00	\$8,500.00
COMBINED SEWER POINT REPAIR 4	EACH	1	\$8,500.00	\$8,500.00
PAVEMENT PATCH, CLASS "D"	SQ YD	51	\$75.00	\$3,800.00
CURED-IN-PLACE SEWER LINER, 12"	LIN FT	1250	\$55.00	\$68,750.00
CURED-IN-PLACE SEWER LINER, 15"	LIN FT	70	\$70.00	\$4,900.00
CURED-IN-PLACE SEWER LINER, 20"	LIN FT	450	\$95.00	\$42,750.00
CURED-IN-PLACE SEWER LINER, 22"	LIN FT	450	\$100.00	\$45,000.00
CURED-IN-PLACE SEWER LINER, 24"	LIN FT	660	\$120.00	\$79,200.00
COMBINED SEWER TO BE ABANDONED WITH CLSM	CU YD	60	\$35.00	\$2,100.00
PROTRUDING TAP REMOVAL	EACH	23	\$300.00	\$6,900.00
INTERNAL SERVICE LATERAL REINSTATEMENT	EACH	67	\$200.00	\$13,400.00
MANHOLES TO BE RECONSTRUCTED WITH SHOTCRETE	EACH	20	\$1,725.00	\$34,500.00
COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	LIN FT	165	\$40.00	\$6,600.00
PCC DRIVEWAY PAVEMENT, 9 INCH	SQ YD	14	\$82.00	\$1,148.44
PCC SIDEWALK, 5 INCH	SQ FT	900	\$7.50	\$6,750.00
MAINTENANCE OF ROADWAYS	LSUM	1	\$7,500.00	\$7,500.00
DUST CONTROL WATERING	LSUM	1	\$2,000.00	\$2,000.00

SUBTOTAL	\$1,215,494.50
5% contingency	\$60,774.73
TOTAL	\$1,276,269.23

Cost Savings Opportunities



LEGEND	
	PAVER ROADWAY
	BLUESTONE SIDEWALK
	CONCRETE SIDEWALK
	SPECIALTY FEATURE

Cost Savings Opportunities Diagram

Cost Savings Opportunities

Materials Savings Overview

Material Selections	VS	Material Selections
Preferred Design Direction		Traditional Street Design
Bluestone Sidewalk \$2,864,400	Difference \$2,382,600	Concrete Sidewalk \$481,800
Brick Paved Intersection \$427,500	-	Composite Pavement Intersections \$79,170
Decorative Concrete Curb & Gutter \$242,500	\$348,330	Concrete Curb & Gutter \$121,250
	\$121,250	

Reduced limits of Bluestone Sidewalk | \$1,850,000

\$2 Million
N. Marion Street
 Cost Savings to remove
 from scope

Forest Avenue Specialty Feature

Specialty Feature	VS	Art Installation Feature
Preferred Design Direction		Potential Alternative
Water Feature, Signage, & Lighting \$289,000	Difference \$200,000	Signage & Lighting \$89,000
		Potential Art Installation \$TBD