TENTATIVE A g e n d a
President and Board of Trustees
Monday, May 9, 2011
Village Hall
123 Madison Street

Special Meeting at 6:30 p.m., (Executive Session in Room 130, Open Meeting in Room 101)

The President and Board of Trustees welcome you. Statements may be made by citizens at the beginning of the meeting, as well as when agenda items are reviewed. If you wish to make a statement, please complete the "Instructions to Address the Village Board" form which is available at the back of the Chambers, and present it to the staff table at front. When recognized, approach the podium, state your name and address first, and please limit your remarks to three minutes.

Instructions for Agenda Public Comment

(3 minutes per person; 3 items per person maximum)

Comments are 3 minutes per person per agenda item, with a maximum of 3 agenda items to which you can speak. In addition, the Village Board permits a maximum of three persons to speak to each side of any one topic that is scheduled for or has been the subject of a public hearing by a designated hearing body. These items are noted with a (*).

I. Call to Order

II. Adjourn to Executive Session for the Purpose of Litigation, Sale of Property and Labor in Room 130

III Return to Open Meeting at 7:30 p.m. in Room 101

IV. Agenda Approval

V. Discussion and Direction for the Infrastructure and Streetscape Improvement Projects on South Marion and Oak Park Avenue

Overview: The Village Board met previously to discuss this topic. Staff was directed to proceed with obtaining a Guaranteed Maximum Prices for the designs presented and some follow-up information was requested prior to the Village Board making a final decision. Staff is seeking Village Board direction tonight, listed under Agenda Item I.

A. Project Background - Craig Failor, Village Planner

1. Comprehensive Plan
2. 2005 Greater Downtown Planning Process Update
3. Superblock Plan

B. Contemporary Village Planning Practices – Craig Failor, Village Planner

1. Complete Streets
2. Walkability-Livable Cities
3. Community Building

C. Project Review – The Lakota Group ,Daniel Grove, Scott Freres

Overview: In November 2010, the Village Board directed staff to hire the Lakota Group to begin design work. The Lakota Group worked with staff and a special Board appointed committee for design the proposed project.

D. Good Economic Practices, Local Challenges, Oak Park's Retail Strategy, Return on Investment - Loretta Daly, Business Services Manager

1. Retail Study to Strengthen-Diversity Tax Base
2. Tourism Potential
3. Differentiating Oak Park from Competition
4. New Competition requires positive place experience versus low cost big boxes

E. Village Investment Strategies – Tom Barwin, Village Manager and Craig Lesner, CFO

1. Value Added and Life Cycle Analysis
2. TIF Investments
3. Minimal Costs versus Enhanced Investment – value added Investment offset by competitive pricing

F. Guaranteed Maximum Price Contract – Tom Barwin, Village Manager; Jim Budrick, Village Engineer, Craig Lesner, CFO, and Sollitt Construction

Overview: The selected contractor, Sollitt Construction, will present the pricing for the project. A Guaranteed Maximum Price process is one in which the Village selects a contractor through a competitive process (Request for Proposals) and then the contractor is charged with coming back with a price which the project will not exceed (a GMP). The Board is required to approve the GMP in a separate action prior to proceeding.

1. Review GMP

G. Project Implementation Recommendations – Tom Barwin & Loretta Daly

H. Public Comment

I. Board Discussion/Vote

1. Resolution Authorizing a Guaranteed Maximum Price for the South Marion & Oak Park Avenue Infrastructure and Streetscape Project with Sollitt Construction

VI. Calendars

VII. Adjourn

(*) The Village Board permits a maximum of three persons to speak to each side of any one topic that is scheduled for or has been the subject of a public hearing by a designated hearing body.

For more information regarding Village Board meetings and agendas, please contact the Village Manager's Office at 708.358.5770. If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or e-mail adacoordinator@oak-park.us at least 48 hours before the scheduled activity.

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Oak Park

Da: May 4, 2011

To: President Pope and Village Board

Fr: Tom Barwin, Village Manager

Re: 2011 and 2012 Downtown Oak Park Improvements

Attachments: a) George Sollitt Construction Company GMP by Segments/Phases
b) May 2011 DTOP TIF Pro-forma
c) Financial Debt Service Schedules prepared by Speer Financial
d) 1. Pricing vs. North Marion Improvement
d) 2. Pricing with Durable Products
d) 3. Pricing with Concrete Road/Walks
e) Basic Life Cycle Analysis
f) Durable Materials – Life Cycle (Brick's – granite) Information

Background

In the fall of 2010, continuing to advance adopted plans, the Village Board directed staff to engage the community to design the next priority phases of downtown improvements. The segments of downtown designated by the board for further design and planning were:

a. South Marion from North Blvd to Pleasant and the Mills Park area

b. Oak Park Avenue from Lake to South Blvd.

c. The Oak Park Avenue Plaza at the Train Station, SE Corner of Oak Park and S. Blvd.

d. Oak Park Avenue from South Blvd to Pleasant

These phases were prioritized as Sertus continued to prepare for construction of its approved development at Lake and Forest. The Village continues talks with Clark Street, the preferred developer for redevelopment of the Colt site and with Morningside at Harlem and South Blvd. These last three remaining major project development sites could impact the infrastructure and streetscape concepts in their respective segments of downtown hence the prioritization of South Marion and Oak Park Avenue at this time. Following redevelopment decisions on these sites

it is most likely Lake Street from Oak Park Avenue to Harlem will be the next priority phase for downtown infrastructure and streetscape improvements to be considered for design and completion before the downtown TIF sunsets.

Design/Engineering Consultant Retained – Community Engaged in Process

Selected through competitive processes, the Planning/Design firm the Lakota and Engineering Group and Terra Engineering were retained by the board to facilitate the design phase of the South Marion and Oak Park Avenue improvements. The board also appointed a staff-citizen working group to interact with the Lakota Group to prepare the enclosed recommendations. The working group had many early morning meetings to guide and analyze the planned improvements. I would like to thank the following participants for their generous time and efforts:

Jim Budrick, Jack Chalabian, Loretta Daly, Craig Failor, Scott Freres, Nick Gambino, Daniel Grove, Laura Haussman, Bob Loro, Julia Nash, K.C. Poulos, Tony Quinn, Mary Jo Schuler, John Wielebnicki, Bernie Woytek

Guaranteed Maximum Price (GMP) Contractor Retained

Following the March 7, 2011 presentation and review of the downtown improvement plans as prepared by the Lakota and citizen's working group, the Board directed staff to secure a guaranteed maximum price quote for the proposed improvements with the goal of beginning the improvements during the 2011 construction season. Recent public works construction bids have been favorable to municipalities due to the number of contractors available to work as a result of the recession, which has dramatically slowed the building industry, an important segment of the US economy.

Through a competitive process the George Sollitt firm was also selected March 7, 2011 to secure the guaranteed maximum price contract (GMP) for this project and to manage the construction of the GMP project.

The Village has had a good experience with GMP contractors on projects of a more complex nature with tight time frames, which require skilled trades, field judgments and extensive citizen/business communications throughout the project. The GMP contractor has greater flexibility to aggressively bid and negotiate specific building trades, or sub-contracts, necessary to complete the job. The community had a good experience with Sollitt on the award winning Marion Street project completed in 2007, and they have learned much from their prior experience in downtown Oak Park.

The essence of the GMP approach also includes the provision that any savings which are experienced from the set GMP price are retained by the Village.

Executive Summary of the Guaranteed Maximum Prices by Project Sections

The detailed Sollitt spreadsheets are enclosed and breakdown the GMP amounts by the work components/trades and sub-elements of the project.

The board will note that each of the improvement segments is broken down by district and potential financing sources, i.e. TIF, and Water/Sewer Infrastructure CIP Fund as follows:

District	Hardscape	Underground Water/Sewer	Total
South Marion	$4,599,075	$856,214	$5,455,289
North Oak Park	$3,972,614	$726,878	$4,699,492
Oak Park Plaza	$ 496,522	$0	$ 496,522
South Oak Park	$2,684,044	$993,835	$3,677,879

Scheduling

Phase 1 - May 2011 – Begin Proposed South Marion Improvements

If proceeding with the South Marion Improvements immediately, the project needs to be completed during the 2011 construction season by thanksgiving.

The favorable bidding environment, combined with the desire of the DTOP, South Marion-Pleasant District to proceed, combined with the deteriorated condition of the district, having some of the oldest underground infrastructure in Oak Park, and the strategic importance of connecting North Marion to the South Marion hospitality district (which features the Marion Street Cheese Market, Carleton Hotel, Barclays and Poor Phil's) makes for good timing to immediately proceed with this segment.

The GMP costs and proposed financing for the South Marion Project are as follows:

Hardscape - $ 4,599,075 funded by DTOP TIF
NOTE: up to $225,000 of is eligible for grant funding.

Underground - $ 856,214 from the Water/Sewer Fund

Total $ 5,455,289

NOTE: To complete the project by Thanksgiving, contractors have advised the Village and business district that a complete street closure will be required for a major portion of the construction season. The district understands this need and the district and contractor will work closely to assure residential, customer, pedestrian and employee access and safety throughout the project.

NOTE: Staff recommends a $10,000 marketing fund be established to help promote commerce in the South Marion District during the construction project. A similar approach was used on North Marion. Programming of this fund will be coordinated through our Business Services Office.

Phase 2 – 2012 – Oak Park Ave from Lake to South Blvd and Plaza

Proceeding on the proposed improvements to Oak Park Avenue, from Lake Street, to South Boulevard, along with the Plaza is outlined below.

If authorized, beginning this project in 2012 will provide a longer lead time which will help the district's merchants better prepare for the project and give the village and project contractor/construction manager ample time to detail out the work plan to minimize impact to businesses.

An early 2012 start to replacing the hardscape, after the underground work has been completed, could result in having major segments of the project completed by mid-summer of 2012, further minimizing business interruption.

Favorable pricing, combined with the district's proximity to transit, the Hemingway attractions, and the Village's other hospitality district (Wright Inn & Oak Park Arts Center) in a district which is home to many popular businesses warrant consideration of this investment geared to retaining and enhancing the tax base as the TIF begins to sunset.

The GMP and proposed financing for North Marion from Lake to South Blvd and the Transit Gateway Plaza are proposed as follows:

Hardscape - $ 4,469,136 funded by DTOP TIF

Underground - $ 726,878 from the water/sewer fund

Total $ 5,196,014

Phase 3 - South Oak Park Ave from South Blvd to Pleasant

While the pricing is favorable and the district is important to the future Oak Park economy, staff looks to the board for direction on this segment of the project.

The GMP costs for South Oak Park Ave from South Blvd to Pleasant are as follows:

Hardscape - $ 2,684,044

Underground - $ 993,835 * (includes $318,000, water and sewer Pleasant to Randolph which would need to be completed in conjunction with this project.

Financing the Project

Project components are proposed to be funded through bond and/or local borrowing against current and future TIF revenues and water and sewer funds.

2011 and/or 2012 CIP funds, on a pay as we go basis, are also available for reprogramming should the board wish to reduce the borrowing principal to pursue this project.

The village's financial advisor, Speer Financial, has been invited to attend Monday's Board meeting.

Brick Attributes/Brick Street Policy

THE GEORGE SOLLITT CONSTRUCTION COMPANY
MAY 4, 2011

A

VILLAGE OF OAK PARK
SOUTH MARION STREET AND OAK PARK AVENUE STREETSCAPES
GMP BUDGET DETAIL

		Phase 1 - 2011 Work	
		South Marion St.	Marion Viaduct
	Item		
2	EARTHWORK	$ 78,987	$ 7,279
3	STRUCTURAL AND MISC. STEEL **ALLOWANCE**	$ 7,500	$ 7,500
4	BITUMINOUS PAVEMENT	$ 7,500	$ -
5	CLAY PAVERS	$ 247,599	$ 40,761
6	GRANITE	$ 1,252,330	$ -
6a	VAULT MASONRY AND WATERPROOFING		
7	BLUESTONE	$ 670,374	$ 35,811
8	CONCRETE	$ 365,425	$ 42,444
	SPECIALTIES - **ALLOWANCES**		
9	Historic Sign pedestal	$ 7,500	$ -
10	Cast Iron Planters	$ 23,275	$ -
11	Tivoli Lighting, Poles	in below	in below
12	Tivoli Lighting, cables	in below	in below
13	Tivoli Lighting	in below	in below
14	Decorative Globe Pedestrian Light	in below	in below
15	Candelabra or Arch poles	in below	in below
16	Benches	$ 6,250	$ -
17	Seats	$ 12,500	$ -
18	Trash receptacles	$ 9,000	$ -
19	Entry display boards/Kiosks	$ 40,000	$ -
20	Bike racks	$ 16,170	$ -
21	Tree grates	$ 10,000	$ -
22	LANDSCAPING, plantings	$ 45,700	$ -
23	LANDSCAPING, trees	$ 35,000	$ -
24	IRRIGATION	$ 15,720	$ -
25	SITE SPECIALTY INSTALLATION	$ 14,550	$ -
26	CAULKING AND SEALANTS	$ 16,375	$ -
27	ELECTRICAL	$ 489,000	$ 98,000
28	PLAZA SPECIAL FEATURES	$ -	$ -
29	PLANTER SPECIALTIES	$ 15,000	$ -
30	SNOW MELT SYSTEM	$ -	$ -
31	WATER FEATURE	$ -	$ -
	SUBTOTAL	**$ 3,385,755**	**$ 231,795**
OTHERS			
32	PREMIUM TIME **ALLOWANCE**	$ 78,750	$ 18,000
	SUBTOTAL	**$ 3,464,505**	**$ 249,795**
01000	GENERAL CONDITIONS	$ 192,270	In Marion St.
01000	SPECIAL PROJECT REQUIREMENTS	$ 173,693	$ 43,040
01000	PRECONSTRUCTION SERVICES	$ 24,500	$ -
01000	CONSTRUCTION BUDGET CONTINGENCY 6.00%	$ 231,298	$ 17,570
01000	GENERAL LIABILITY INSURANCE 0.95%	$ 38,820	$ 2,949
01000	FEE 2.95%	$ 121,690	$ 9,244
01000	PERFORMANCE BOND 0.65%	$ 27,604	$ 2,097
	HARDSCAPES TOTALS - TIF ELIGIBLE	**$ 4,274,380**	**$ 324,695**

		Phase 1 - 2011 Work	
	INFRASTRUCTURE		
	SEWER/WATER	$ 549,600	$ -
	DEMO FOR SEWER/WATER	$ 86,266	$ -
	EARTHWORK		
	BITUMINOUS PAVEMENT		
	SUBTOTALS	**$ 635,866**	**$ -**
01000	GENERAL CONDITIONS	$ 64,090	In Marion St.
01000	SPECIAL PROJECT REQUIREMENTS	$ 72,245	In Marion St.
01000	PRECONSTRUCTION SERVICES		
01000	CONSTRUCTION BUDGET CONTINGENCY 6.00%	$ 46,332	$ -
01000	GENERAL LIABILITY INSURANCE 0.95%	$ 7,776	$ -
01000	FEE 2.95%	$ 24,376	$ -
01000	PERFORMANCE BOND 0.65%	$ 5,529	$ -
	UNDERGROUND INFRASTRUCTURE - WATER/SEWER TOTALS	**$ 856,214**	**$ -**

The following items are not included in this budget:

-Hazardous Material Abatement / Removal
-Unsuitable Soils
-Entrance Canopies - Removal &/or Storage
-Builders Risk Insurance
-Removal of Abandoned Site Utilities
-Testing
-Gas / Electric / Telephone / Cable Relocation
-Owners / Contractors Protective Liability Insurance
-Utility Company Charges
-Utility Relocations

THE GEORGE SOLLITT CONSTRUCTION COMPANY
MAY 4, 2011

VILLAGE OF OAK PARK
SOUTH MARION STREET AND OAK PARK AVENUE STREETSCAPES
GMP BUDGET DETAIL

			Phase 2 - 2012 Work			
			North OP Ave.	OP Viaduct	Vaults	Plaza
	Item					
2	EARTHWORK		$ 57,342	$ 5,547	$ 93,784	$ 8,592
3	STRUCTURAL AND MISC. STEEL **ALLOWANCE**		$ -	$ 7,500	$ 400	$ 7,500
4	BITUMINOUS PAVEMENT		$ 15,000	$ -	$ -	$ -
5	CLAY PAVERS		$ 247,014	$ 40,761	$ -	$ -
6	GRANITE		$ 830,190	$ -	$ -	$ 11,500
6a	VAULT MASONRY AND WATERPROOFING				$ 42,000	
7	BLUESTONE		$ 461,300	$ 35,811	$ -	$ 65,039
8	CONCRETE		$ 322,835	$ 47,030	$ 9,400	$ 17,281
	SPECIALTIES - **ALLOWANCES**					
9	Historic Sign pedestal					
10	Cast Iron Planters		$ 35,525	$ -		$ 4,900
11	Tivoli Lighting, Poles		in below	in below		in below
12	Tivoli Lighting, cables		in below	in below		in below
13	Tivoli Lighting		in below	in below		in below
14	Decorative Globe Pedestrian Light		in below	in below		in below
15	Candelabra or Arch poles		in below	in below		in below
16	Benches		$ 6,250	$ -		$ -
17	Seats		$ 10,000	$ -		$ 5,000
18	Trash receptacles		$ 5,400	$ -		$ -
19	Entry display boards/Kiosks		$ 40,000	$ 20,000		
20	Bike racks		$ 19,140	$ -		$ 2,640
21	Tree grates		$ 9,000	$ -		$ 8,000
22	LANDSCAPING, plantings		$ 24,000	$ -		$ 3,000
23	LANDSCAPING, trees		$ 22,500	$ -		$ 10,000
24	IRRIGATION		$ 14,880			$ 750
25	SITE SPECIALTY INSTALLATION		$ 19,200			$ 2,400
26	CAULKING AND SEALANTS		$ 15,500	$ -		$ 1,200
27	ELECTRICAL		$ 472,000	$ 98,000	$ 10,550	$ 35,000
28	PLAZA SPECIAL FEATURES		$ 100,000	$ -		$ 100,000
29	PLANTER SPECIALTIES		$ 15,000	$ 15,000		$ 15,000
30	SNOW MELT SYSTEM		$ -	$ -		$ -
31	WATER FEATURE		$ -	$ -		$ 150,000
	SUBTOTAL		**$ 2,742,076**	**$ 269,649**	**$ 156,134**	**$447,802**
OTHERS						
32	PREMIUM TIME **ALLOWANCE**		$ -	$ -		$0
	SUBTOTAL		**$ 2,742,076**	**$ 269,649**	**$ 156,134**	**$447,802**
01000	GENERAL CONDITIONS		$ 192,270	In North OP Ave.		In North OP Ave.
01000	SPECIAL PROJECT REQUIREMENTS		$ 178,518	$ 44,165		In North OP Ave.
01000	PRECONSTRUCTION SERVICES					
01000	CONSTRUCTION BUDGET CONTINGENCY	6.00%	$ 186,772	$ 18,829	$ 9,368	$26,868
01000	GENERAL LIABILITY INSURANCE	0.95%	$ 31,347	$ 3,160	$ 1,572	$4,509
01000	FEE	2.95%	$ 98,264	$ 9,906	$ 4,929	$14,136
01000	PERFORMANCE BOND	0.65%	$ 22,290	$ 2,247	$ 1,118	$3,207
	HARDSCAPES TOTALS - TIF ELIGIBLE		**$ 3,451,537**	**$ 347,956**	**$ 173,121**	**$496,522**

			Phase 2 - 2012 Work			
	INFRASTRUCTURE					
	SEWER/WATER		$ 458,950	$ -		$0
	DEMO FOR SEWER/WATER		$ 58,289	$ -		$0
	EARTHWORK					
	BITUMINOUS PAVEMENT					
	SUBTOTALS		**$ 517,239**	**$ -**	**$ -**	**$0**
01000	GENERAL CONDITIONS		$ 64,090	In North OP Ave.		$ -
01000	SPECIAL PROJECT REQUIREMENTS		$ 74,227	In North OP Ave.		$ -
01000	PRECONSTRUCTION SERVICES					
01000	CONSTRUCTION BUDGET CONTINGENCY	6.00%	$ 39,333	$ -		$0
01000	GENERAL LIABILITY INSURANCE	0.95%	$ 6,601	$ -		$0
01000	FEE	2.95%	$ 20,694	$ -		$0
01000	PERFORMANCE BOND	0.65%	$ 4,694	$ -		$0
	UNDERGROUND INFRASTRUCTURE - WATER/SEWER TOTALS		**$ 726,878**	**$ -**	**$ -**	**$0**

The following items are not included in this budget:

-Hazardous Material Abatement / Removal
-Unsuitable Soils
-Entrance Canopies - Removal &/or Storage
-Builders Risk Insurance
-Removal of Abandoned Site Utilities
-Testing
-Gas / Electric / Telephone / Cable Relocation
-Owners / Contractors Protective Liability Insurance
-Utility Company Charges
-Utility Relocations

THE GEORGE SOLLITT CONSTRUCTION COMPANY
MAY 4, 2011

VILLAGE OF OAK PARK
SOUTH MARION STREET AND OAK PARK AVENUE STREETSCAPES
GMP BUDGET DETAIL

		Phase 3 - TBD	
		South OP Ave.	Pleasant to Randolph Infrastructure Work
	Item		
2	EARTHWORK	$ 53,217	
3	STRUCTURAL AND MISC. STEEL **ALLOWANCE**	$ -	
4	BITUMINOUS PAVEMENT	$ 11,920	
5	CLAY PAVERS	$ 163,350	
6	GRANITE	$ 698,110	
6a	VAULT MASONRY AND WATERPROOFING		
7	BLUESTONE	$ 319,810	
8	CONCRETE	$ 325,593	
	SPECIALTIES - **ALLOWANCES**		
9	Historic Sign pedestal		
10	Cast Iron Planters	$ 20,825	
11	Tivoli Lighting, Poles	in below	
12	Tivoli Lighting, cables	in below	
13	Tivoli Lighting	in below	
14	Decorative Globe Pedestrian Light	in below	
15	Candelabra or Arch poles	in below	
16	Benches	$ 6,250	
17	Seats	$ -	
18	Trash receptacles	$ 8,100	
19	Entry display boards/Kiosks	$ -	
20	Bike racks	$ 6,930	
21	Tree grates	$ 13,000	
22	LANDSCAPING, plantings	$ 27,000	
23	LANDSCAPING, trees	$ 12,500	
24	IRRIGATION	$ 14,538	
25	SITE SPECIALTY INSTALLATION	$ 7,950	
26	CAULKING AND SEALANTS	$ 16,600	
27	ELECTRICAL	$ 427,000	
28	PLAZA SPECIAL FEATURES		
29	PLANTER SPECIALTIES	$ 15,000	
30	SNOW MELT SYSTEM	$ -	
31	WATER FEATURE	$ -	
	SUBTOTAL	$ **2,147,693**	$ -
OTHERS			
32	PREMIUM TIME **ALLOWANCE**	$ -	
	SUBTOTAL	$ **2,147,693**	$ -
01000	GENERAL CONDITIONS	In. North OP Ave.	
01000	SPECIAL PROJECT REQUIREMENTS	$ 272,986	
01000	PRECONSTRUCTION SERVICES		
01000	CONSTRUCTION BUDGET CONTINGENCY 6.00%	$ 145,241	$ -
01000	GENERAL LIABILITY INSURANCE 0.95%	$ 24,376	$ -
01000	FEE 2.95%	$ 76,414	$ -
01000	PERFORMANCE BOND 0.65%	$ 17,334	$ -
	HARDSCAPES TOTALS - TIF ELIGIBLE	**$ 2,684,044**	$ -

	INFRASTRUCTURE	Phase 3 - TBD	
	SEWER/WATER	$ 551,400	$ 232,750
	DEMO FOR SEWER/WATER	$ 57,278	in above
	EARTHWORK		$ 7,000
	BITUMINOUS PAVEMENT		$ 47,889
	SUBTOTALS	$ **608,678**	$ **287,639**
01000	GENERAL CONDITIONS		$ -
01000	SPECIAL PROJECT REQUIREMENTS		$ -
01000	PRECONSTRUCTION SERVICES		
01000	CONSTRUCTION BUDGET CONTINGENCY 6.00%	$ 36,521	$ 17,258
01000	GENERAL LIABILITY INSURANCE 0.95%	$ 6,129	$ 2,897
01000	FEE 2.95%	$ 19,214	$ 9,080
01000	PERFORMANCE BOND 0.65%	$ 4,359	$ 2,060
	UNDERGROUND INFRASTRUCTURE - WATER/SEWER TOTALS	**$ 674,901**	**$ 318,934**

The following items are not included in this budget:

-Hazardous Material Abatement / Removal
-Unsuitable Soils
-Entrance Canopies - Removal &/or Storage
-Builders Risk Insurance
-Removal of Abandoned Site Utilities
-Testing
-Gas / Electric / Telephone / Cable Relocation
-Owners / Contractors Protective Liability Insurance
-Utility Company Charges
-Utility Relocations

B

DTOP TIF Pro-Forma

		As of January 1st			TIF INFLOWS					TIF OUTFLOWS										
					TIF Revenue from Projects					TIF Payments to Schools ET.AL.[A]			TIF Expenditures							
TIF Year	Calendar Year	Beginning CASH Balance	Beginning LAND ASSETS Balance	Beginning TOTAL Balance	Sertus	Colt/CSD	MorningSide	TIF Incremental Revenue	TOTAL INFLOWS	1985 Settlement Cash Distributions	2003 IGA Cash Distributions	*sub-total*	Debt Service Payments	Infrastructure Projects	Interest Expense	*sub-total*	TOTAL OUTFLOWS	Ending CASH Balance	Ending LAND ASSET Balance[B]	Ending TOTAL Balance
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	[15]	[16]	[17]	[18]	[19]	[20]	[21]
28	2011	$ 2,365,998	$ 12,738,038	$ 15,104,036	$ -	$ -	$ -	$ 9,560,000	$ 9,560,000	$ 1,894,464	$ 2,576,801	$ 4,471,265	$ 2,703,936	$ -	$ -	$ 2,703,936	$ 7,175,202	$ 4,750,796	$ 12,738,038	$ 17,488,834
29	2012	$ 4,750,796	$ 12,738,038	$ 17,488,834	$ -	$ -	$ -	$ 9,799,000	$ 9,799,000	$ 1,989,187	$ 3,500,000	$ 5,489,187	$ 2,654,755	$ -	$ -	$ 2,654,755	$ 8,143,942	$ 6,405,854	$ 12,738,038	$ 19,143,892
30	2013	$ 6,405,854	$ 12,738,038	$ 19,143,892	$ -	$ -	$ -	$ 10,043,975	$ 10,043,975	$ 2,088,646	$ 4,100,000	$ 6,188,646	$ 2,702,625	$ -	$ -	$ 2,702,625	$ 8,891,271	$ 7,558,558	$ 12,738,038	$ 20,296,596
31	2014	$ 7,558,558	$ 12,738,038	$ 20,296,596	$ -	$ -	$ -	$ 10,295,074	$ 10,295,074	$ 2,193,079	$ 4,500,000	$ 6,693,079	$ 2,036,464	$ -	$ -	$ 2,036,464	$ 8,729,543	$ 9,124,090	$ 12,738,038	$ 21,862,128
32	2015	$ 9,124,090	$ 12,738,038	$ 21,862,128	$ -	$ -	$ -	$ 10,552,451	$ 10,552,451	$ 2,302,733	$ 4,612,500	$ 6,915,233	$ 2,800,493	$ -	$ -	$ 2,800,493	$ 9,715,726	$ 9,960,816	$ 12,738,038	$ 22,698,854
33	2016	$ 9,960,816	$ 12,738,038	$ 22,698,854	$ -	$ -	$ -	$ 10,816,263	$ 10,816,263	$ 2,417,869	$ 6,500,000	$ 8,917,869	$ 1,183,563	$ -	$ -	$ 1,183,563	$ 10,101,432	$ 10,675,647	$ 12,738,038	$ 23,413,685
34	2017	$ 10,675,647	$ 12,738,038	$ 23,413,685	$ -	$ -	$ -	$ 11,086,669	$ 11,086,669	$ 2,538,763	$ 6,662,500	$ 9,201,263	$ 1,172,763	$ -	$ -	$ 1,172,763	$ 10,374,026	$ 11,388,290	$ 12,738,038	$ 24,126,328
35	2018	$ 11,388,290	$ 12,738,038	$ 24,126,328	$ -	$ -	$ -	$ 11,363,836	$ 11,363,836	$ 2,665,701	$ 6,829,063	$ 9,494,764	$ 1,171,163	$ -	$ -	$ 1,171,163	$ 10,665,926	$ 12,086,200	$ 12,738,038	$ 24,824,238
36	2019	$ 12,086,200	$ 12,738,038	$ 24,824,238	$ -	$ -	$ -	$ 11,647,932	$ 11,647,932	$ 2,798,986	$ 6,999,789	$ 9,798,775	$ 1,171,163	$ -	$ -	$ 1,171,163	$ 10,969,938	$ 12,764,194	$ 12,738,038	$ 25,502,232
TOTAL (2011-2018)		$ 12,086,200	$ 12,738,038	$ 24,824,238	$ -	$ -	$ -	$ 95,165,200	$ 95,165,200	$ 20,889,428	$ 46,280,653	$ 67,170,081	$ 17,596,923	$ -	$ -	$ 17,596,923	$ 84,767,004	$ 12,764,194	$ 12,738,038	$ 25,502,232

NOTES:

[A] Approximately 11% of surplus distributions flow to the Village's General Fund

[B] Land held for resale does not include any economic value for Lake and Forest as it is not currently held for resale in the Village's general ledger.

[C] This scenario takes into account the recent tax rate changes as applied by the Cook County Assessor's Office

[D] This scenario does not account for ANY revenues from the proposed Sertus, CSD or MorningSide projects

[E] The gross numbers of this scenario do not take into account the recent referendum passed by D.97. On a net basis, the referendum will have no impact as the additional revenue generated into the TIF by the referendum will be paid out pursuant to the 2003 IGA (column 14).

[F] [15] Debt Service Payments are for Colt/Westgate,Holley Court and Avenue Garage

[G] [4] and [20] land assets include:

Date of acquisition	Property Name	Book Value	
04/10/01	Sawyer School	392,330.00	Unclear if this is still intended for resale
05/11/01	Harlem/Ontario Covenant	400,000.00	Unclear if this is still intended for resale
07/16/01	Marlac Parking Lot	1,985,000.00	MorningSide discussions
03/21/02	1113 Lake St.	350,000.00	On the market
08/25/98	Arby's Property(Harlem & South Blvd.)	445,000.00	MorningSide discussions
07/26/00	325 N. Harlem - now a parking lot	600,000.00	MorningSide discussions
12/15/00	1121-23 W. Lake St.-a building	582,750.00	Clark Street discussions
12/29/00	1112-18 Westgate - a building	431,000.00	
05/05/06	1145 Westgate (Westgate Bldg)	2,568,303.00	Clark Street discussions
05/10/06	1146 Westgate (Colt Bldg)	4,983,654.69	Clark Street discussions
	Land held for resale	12,738,037.69	

*

Village of Oak Park, Cook County, Illinois

$11,700,000 General Obligation Corporate Purpose Bonds, Series 2011

Uses TIF Revenue Starting 2012

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I
01/01/2012	-	-	-	-
01/01/2013	1,165,000.00	3.000%	526,500.00	1,691,500.00
01/01/2014	1,375,000.00	3.000%	316,050.00	1,691,050.00
01/01/2015	1,415,000.00	3.000%	274,800.00	1,689,800.00
01/01/2016	1,460,000.00	3.000%	232,350.00	1,692,350.00
01/01/2017	1,500,000.00	3.000%	188,550.00	1,688,550.00
01/01/2018	1,550,000.00	3.000%	143,550.00	1,693,550.00
01/01/2019	1,595,000.00	3.000%	97,050.00	1,692,050.00
01/01/2020	1,640,000.00	3.000%	49,200.00	1,689,200.00
Total	**$11,700,000.00**	-	**$1,828,050.00**	**$13,528,050.00**

Yield Statistics

Bond Year Dollars	$60,935.00
Average Life	5.208 Years
Average Coupon	3.0000000%
Net Interest Cost (NIC)	3.0000000%
True Interest Cost (TIC)	2.9953841%
Bond Yield for Arbitrage Purposes	2.9953841%
All Inclusive Cost (AIC)	2.9953841%

IRS Form 8038

Net Interest Cost	3.0000000%
Weighted Average Maturity	5.208 Years

Village of Oak Park, Cook County, Illinois

$11,700,000 General Obligation Corporate Purpose Bonds, Series 2011

Uses TIF Revenue Starting 2011

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I
01/01/2012	1,305,000.00	3.000%	175,500.00	1,480,500.00
01/01/2013	1,170,000.00	3.000%	311,850.00	1,481,850.00
01/01/2014	1,205,000.00	3.000%	276,750.00	1,481,750.00
01/01/2015	1,240,000.00	3.000%	240,600.00	1,480,600.00
01/01/2016	1,275,000.00	3.000%	203,400.00	1,478,400.00
01/01/2017	1,315,000.00	3.000%	165,150.00	1,480,150.00
01/01/2018	1,355,000.00	3.000%	125,700.00	1,480,700.00
01/01/2019	1,395,000.00	3.000%	85,050.00	1,480,050.00
01/01/2020	1,440,000.00	3.000%	43,200.00	1,483,200.00
Total	**$11,700,000.00**	-	**$1,627,200.00**	**$13,327,200.00**

Yield Statistics

Bond Year Dollars	$54,240.00
Average Life	4.636 Years
Average Coupon	3.0000000%
Net Interest Cost (NIC)	3.0000000%
True Interest Cost (TIC)	3.0000000%
Bond Yield for Arbitrage Purposes	3.0000000%
All Inclusive Cost (AIC)	3.0000000%

IRS Form 8038

Net Interest Cost	3.0000000%
Weighted Average Maturity	4.636 Years

Village of Oak Park, Cook County, Illinois

$2,600,000 Water and Sewer Bonds

20 Years

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I
01/01/2012	-	-	-	-
01/01/2013	40,000.00	3.000%	166,275.00	206,275.00
01/01/2014	95,000.00	3.000%	109,650.00	204,650.00
01/01/2015	100,000.00	3.000%	106,800.00	206,800.00
01/01/2016	100,000.00	3.000%	103,800.00	203,800.00
01/01/2017	105,000.00	3.000%	100,800.00	205,800.00
01/01/2018	110,000.00	3.000%	97,650.00	207,650.00
01/01/2019	110,000.00	3.000%	94,350.00	204,350.00
01/01/2020	115,000.00	3.000%	91,050.00	206,050.00
01/01/2021	120,000.00	4.000%	87,600.00	207,600.00
01/01/2022	120,000.00	4.000%	82,800.00	202,800.00
01/01/2023	125,000.00	4.000%	78,000.00	203,000.00
01/01/2024	130,000.00	5.000%	73,000.00	203,000.00
01/01/2025	140,000.00	5.000%	66,500.00	206,500.00
01/01/2026	145,000.00	5.000%	59,500.00	204,500.00
01/01/2027	155,000.00	5.000%	52,250.00	207,250.00
01/01/2028	160,000.00	5.000%	44,500.00	204,500.00
01/01/2029	170,000.00	5.000%	36,500.00	206,500.00
01/01/2030	180,000.00	5.000%	28,000.00	208,000.00
01/01/2031	185,000.00	5.000%	19,000.00	204,000.00
01/01/2032	195,000.00	5.000%	9,750.00	204,750.00
Total	**$2,600,000.00**	-	**$1,507,775.00**	**$4,107,775.00**

Yield Statistics

Bond Year Dollars	$32,600.00
Average Life	12.538 Years
Average Coupon	4.6250767%
Net Interest Cost (NIC)	4.6250767%
True Interest Cost (TIC)	4.5597949%
Bond Yield for Arbitrage Purposes	4.5597949%
All Inclusive Cost (AIC)	4.5597949%

IRS Form 8038

Net Interest Cost	4.6250767%
Weighted Average Maturity	12.538 Years

Village of Oak Park, Cook County, Illinois

$2,600,000 Water and Sewer Bonds

15 Years

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I
01/01/2012	-	-	-	-
01/01/2013	90,000.00	3.000%	151,050.00	241,050.00
01/01/2014	145,000.00	3.000%	98,000.00	243,000.00
01/01/2015	150,000.00	3.000%	93,650.00	243,650.00
01/01/2016	155,000.00	3.000%	89,150.00	244,150.00
01/01/2017	155,000.00	3.000%	84,500.00	239,500.00
01/01/2018	160,000.00	3.000%	79,850.00	239,850.00
01/01/2019	165,000.00	3.000%	75,050.00	240,050.00
01/01/2020	170,000.00	3.000%	70,100.00	240,100.00
01/01/2021	175,000.00	4.000%	65,000.00	240,000.00
01/01/2022	185,000.00	4.000%	58,000.00	243,000.00
01/01/2023	190,000.00	4.000%	50,600.00	240,600.00
01/01/2024	200,000.00	5.000%	43,000.00	243,000.00
01/01/2025	210,000.00	5.000%	33,000.00	243,000.00
01/01/2026	220,000.00	5.000%	22,500.00	242,500.00
01/01/2027	230,000.00	5.000%	11,500.00	241,500.00
Total	**$2,600,000.00**	-	**$1,024,950.00**	**$3,624,950.00**

Yield Statistics

Bond Year Dollars	$24,175.00
Average Life	9.298 Years
Average Coupon	4.2397104%
Net Interest Cost (NIC)	4.2397104%
True Interest Cost (TIC)	4.1801862%
Bond Yield for Arbitrage Purposes	4.1801862%
All Inclusive Cost (AIC)	4.1801862%

IRS Form 8038

Net Interest Cost	4.2397104%
Weighted Average Maturity	9.298 Years

D1

THE GEORGE SOLLITT CONSTRUCTION COMPANY
MAY 4, 2011

VILLAGE OF OAK PARK
SOUTH MARION STREET AND OAK PARK AVENUE STREETSCAPES
BUDGET COMPARISON

					$ per sf	+/- % to Benchmark	Footnotes
Phase 1	South Marion	$ 5,130,594	67,063	sf	$ 76.50	-48%	
	South Marion Viaduct	$ 324,695	6,259	sf	$ 51.88	-64%	
Phase 2	North Oak Park	$ 4,178,415	49,708	sf	$ 84.06	-42%	1
	Oak Park Viaduct	$ 347,956	6,259	sf	$ 55.59	-62%	
Phase 3	South Oak Park	$ 3,358,945	45,835	sf	$ 73.28	-50%	2
	Total	**$ 13,340,605**	**175,124**	**sf**	**$ 76.18**	**-48%**	3

North Marion Street Benchmark	**$ 5,251,106**	**36,000**	**sf**	**$ 145.86**		4

1 Without Plaza & Vault work
2 Without Pleasant to Randolph Infrastructure Work
3 Without work noted above
4 Without snow melt & rain harvest systems, fountain, vault, lake street & traffic signal work

D2

THE GEORGE SOLLITT CONSTRUCTION COMPANY
MAY 4, 2011

VILLAGE OF OAK PARK
SOUTH MARION STREET AND OAK PARK AVENUE STREETSCAPES
GMP BUDGET RECAPITULATION

	HARDSCAPES	WATER / SEWER	TOTAL
PHASE 1 - SOUTH MARION	$4,599,075	$856,214	$5,455,289
PHASE 2 - NORTH OAK PARK	$4,469,136	$726,878	$5,196,014
PHASE 1 & 2 - TOTAL	**$9,068,211**	**$1,583,092**	**$10,651,303**

PHASE 3 - SOUTH OAK PARK	$2,684,044	$993,835	$3,677,879
PHASE 1, 2 & 3 - GRAND TOTAL	**$11,752,255**	**$2,576,927**	**$14,329,182**

D3

THE GEORGE SOLLITT CONSTRUCTION COMPANY
MAY 4, 2011

VILLAGE OF OAK PARK
SOUTH MARION STREET AND OAK PARK AVENUE STREETSCAPES
COST STUDY - COST SAVINGS FOR EXPOSED CONCRETE FINISHES

	WALKS	CURB & GUTTER	PAVERS	TOTALS
PHASE 1	($504,564)	($534,188)	($323,100)	($1,361,852)
PHASE 2	($365,028)	($326,865)	($319,750)	($1,011,643)
PHASE 1 & 2 - TOTAL	**($869,592)**	**($861,053)**	**($642,850)**	**($2,373,495)**
PHASE 3	($271,472)	($288,750)	($181,500)	($741,722)
PHASE 1, 2 & 3 - TOTAL	**($1,141,064)**	**($1,149,803)**	**($824,350)**	**($3,115,217)**
		% Less than brick / stone finishes		**-27%**

E

Basic Life Cycle Analysis
Concrete vs. Value Added Materials

Underground Utility Work has been eliminated from this analysis with the analysis confined to an evaluation of the life cycle costs of the materials to rebuild the vehicular and pedestrian infrastructure on top of the upgraded underground infrastructure which is expected and is being placed on a 100 year maintenance/replacement schedule.

Cost of Entire Project Hardscape (marion palet)	$ 11,752,255
Deduct Value Added Materials substituting concrete	$- 3,115,217 = app 27%
Cost of Concrete Hardscape	$ 8,637,038

Simplified Lifecycle Calculations – over 100 year expected life of underground infrastructure, and a annualized basis, using current dollar values, assuming annual maintenance costs to be similar.

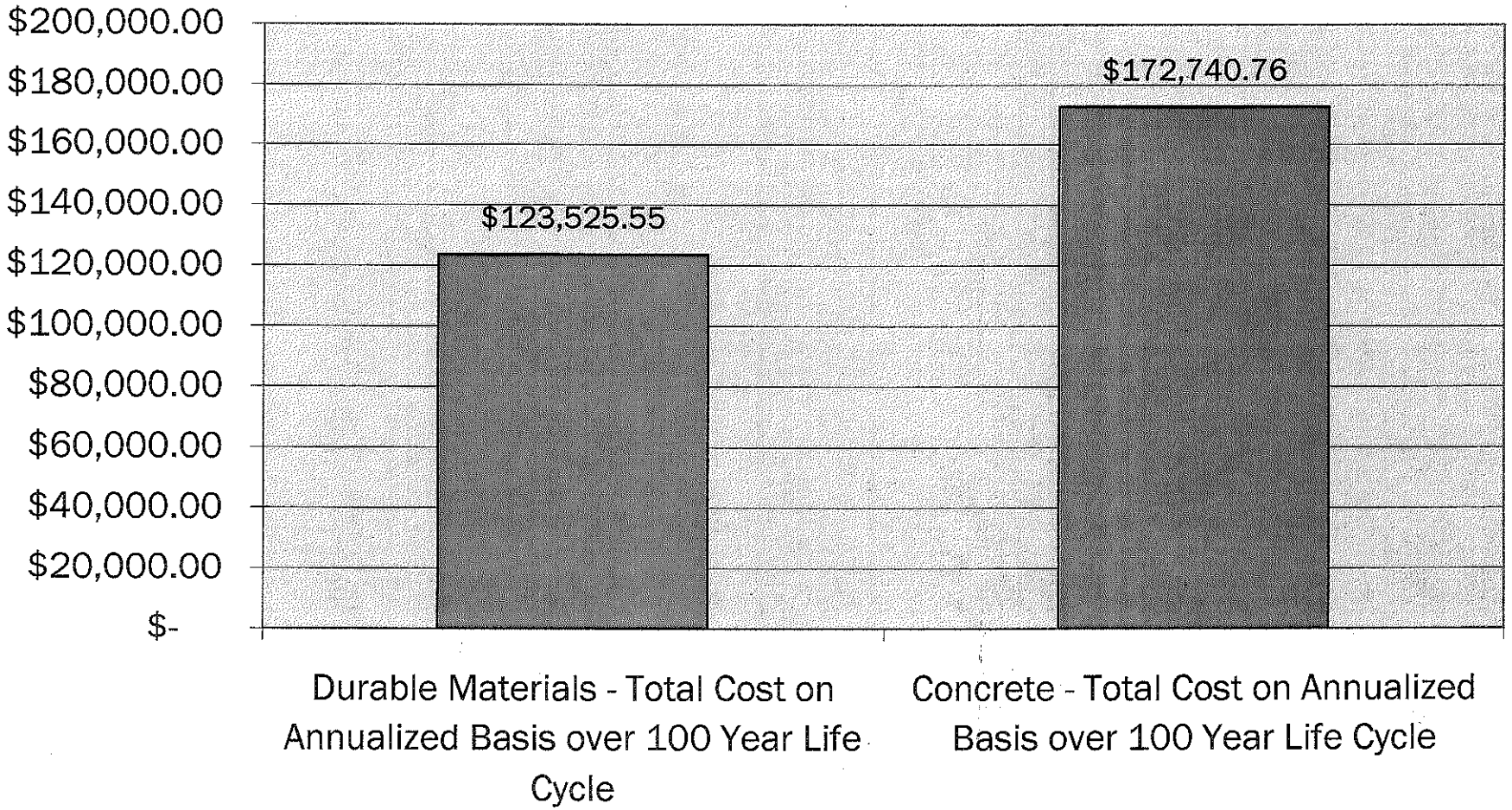
Value Added Hardscape -	$ 11,752,255 divided by 100 years	=	$ 117,522.55
	600,000 Flipping bricks 50 years		
	Divided by 100	=	6,000.00
	Total		$ 123,525.55
Concrete Veh/Ped Systems	$ 8,637,038		
	8,637,038 (rebuild at 50 years)		
Total	$17,274,076 divided by 100 years	=	$ 172,740.76

Conclusion - The above numbers from our current bids confirm the research of other communities that over a 100 year life cycle the costs of value adding products, like brick streets/granite curbs, are between 25% to 30% less than other vehicular systems, before calculating positive environmental impacts and aesthetic values.

Note: Pre the great recession there was a market for used street bricks at $1 to $1.50 each depending on the condition of the brick. Of the various products being considered the value added products may have the greatest recycling market value when streets are remade many decades into the future. There will be 440,000 used in this project.

F

Concrete vs. Value Added Materials



Board Requested Information on Durable/Value Added Materials

vs.

Concrete & Asphalt

14 REASONS TO PRESERVE HISTORIC LAUREL PARK'S STREETSCAPES AND TO REHABILITATE THE BRICK PAVING

1. **It is fiscally responsible to maintain vs. replace.**

   The up-front cost to reconstruct an asphalt overlaid brick street is about 20% more expensive. **The long-term maintenance costs are significantly less.** An asphalt street requires rehabilitation (grind and overlay) every 15-20 years, and total reconstruction after 40 years. The cost to build and maintain an asphalt street over a 100-year life cycle is about $448 per square yard. A brick street requires minimal maintenance over its life. Maintenance consists of turning the bricks and regrading the base about every fifty years. The cost to build and maintain a brick street over a 100-year period is $326 per square yard or 27% less than an asphalt street. --- **Better Roads Magazine, January 2006**, Brigitte Mayerhofer, P.E. Director of Engineering Services, Wilmette, Illinois

2. **The original existing materials continue to be serviceable.**

3. **Preserving today allows for future rehabilitation.**

4. **The streetscapes are an historic element of the district.**

   Sarasota's Comprehensive Plan provides for the implementation of policy for the protection and enhancement of the City's historic resources including sites, objects and districts.

5. **80% of the streetscapes in 9 contiguous city blocks are intact.**

6. **The buildings are scaled to these streetscapes.**

7. **Older streetscapes add character, charm and definition.**

   "The City will provide safe, efficient and aesthetically pleasing neighborhood transportation networks for pedestrians, cyclists, motorists and mass transit."
   "The City will enhance the unique aesthetic identity of individual neighborhoods."
   Objective 1 of the Neighborhoods Chapter, **Sarasota Comprehensive Plan**

8. **Narrow streets and brick streets are natural speed deterrents.**

   The City spends hundreds of thousands of dollars to add and construct speed bumps and traffic calming devices.
   The City of Winter Park has found their rehabilitated brick Streets to slow car speeds.

9. Narrow streets and brick reduce traffic and cut-through.

Objective 6 - Neighborhood Transportation (page 15), **Sarasota Comprehensive Plan**
The City of Winter Park found rehabilitating the brick streets has reduced cut-through problems.

10. Brick streets drain well.

This helps reduce the amount of runoff into our bay.

11. Brick streets are easier to make utility repairs in.

"Brick Streets, Uncovering History", Brigitte MayerHofer, **Better Roads Magazine 2006**

12. Brick paving generates LESS heat and is cooler than asphalt.

Preserving and rehabilitating complies with the energy reduction measures of The **U.S. Mayors' Climate Protection Agreement**

13. Paving with asphalt produces unwanted greenhouse gasses.

When burned, petroleum gives off green house gasses found to harm the atmosphere. Reducing the use of asphalt paving complies with The **U.S. Mayors' Climate Protection Agreement**

14. LPNA members unanimously support preservation and brick.

Bricks come back to city streets

By Emma Schwartz, USA TODAY

Updated 7/31/2003 8:18 PM

Seven years ago, the city of Winter Park, Fla., peeled the concrete off its main street as part of construction project and found a brick surface that had been laid about 80 years earlier.

Residents liked the old surface so much that the city decided to repave the street with the bricks. And the new pavement was so popular that many residents demanded brick streets in their neighborhoods. They even agreed to pay two-thirds of the cost of removing the asphalt from their blocks and re-laying the old bricks. Residents of four more blocks hope their streets will be redone in the next fiscal year.

In an era of more and faster cars and when commuting time is of essence, preserving or even re-laying streets with bumpy bricks seems out of place. But with the growth of cookie-cutter suburbs and strip malls, cities are trying to reduce sameness and make themselves more attractive by etching an identity in brick.

"There is a romantic appeal that people find attractive because it is different," says Dan Marriott of the National Trust for Historic Preservation. Brick streets are "on a scale that people appreciate."

Winter Park's brick restoration program is one of the most extensive in the country, but the city is not alone in its effort to preserve or bring back a method of paving that had all but disappeared during the last half century. Exactly how many towns and cities are returning to brick streets isn't known. But the trend seems to be going on in all parts of the country:

* Champaign, Ill., and Davenport, Iowa, are among dozens of cities that ban paving over brick streets with other materials. Both cities spend nearly $100,000 a year to maintain brick streets.

* City officials in Cumberland, Md., plan to expand preservation of its brick streets to another 6 square miles. The city already protects brick streets within its historic downtown neighborhood.

* The city of Brooksville, Fla., is removing pavement to expose long forgotten brick streets. To keep the cost of exposing the city's 2 miles of uncovered brick streets low, the city uses prison labor, public works director Emory Pierce says.

* Amarillo, Texas, has spent $200,000 already to restore one block of brick street. The city plans to restore part of another later this year, says city engineer Michael Smith.

* In Blair, Neb., city officials have shelved a proposal to pave over the city's dilapidated brick streets with asphalt after some of the 7,500 citizens urged them to keep the old surface for historical purposes.

Brick streets aren't just about public policy. Preservationists in Blair, lead tours of historic neighborhoods. In Pauls Valley, Okla., residents celebrate the city's old brick streets with an annual "Brickfest."

The growing interest in brick streets has spawned a new wave in urban and suburban design and, in some cases, helped boost local economies. Architects and builders now market the "main street" of old American towns, designing new developments and in reviving the appearance of older cities. Cleveland, Tampa and Annapolis, Md., have turned to brick streets in an attempt to rejuvenate neglected downtown areas. Architects say that they are using bricks in new open-air shopping centers that are designed to replicate the feel of old downtowns.

To keep up with the demand, a few companies have begun making clay and even concrete bricks that match the quality and style of old pavers. Winter Park goes to one of the companies, Pine Hall Brick in Winston-Salem, N.C., when it comes up short. Pine Hall makes bricks to match the ones laid in the city during the 1920s.

A handful of suppliers, like John Gavin, stick to the old bricks. His Historical Bricks Inc. of Iowa City scours dumps across the country for bricks. Gavin says he's shipped bricks everywhere from the Caribbean to Long Island to Beverly Hills. "And we're proud to say 40 to 50 million pounds have been reclaimed in three years," he says.

Most brick roads were built around the turn of the 20th century. They made for a less dusty ride for passengers in Model-T Fords. But by the 1950s, concrete and asphalt had largely replaced brick roads because they made for a smoother ride. Brick thoroughfares were often paved over.

The return to brick streets can be costly. They can more than triple the price of asphalt - or more. Winter Park paid 14 times the cost of asphalt, or about $7 a square foot, to redo its main street with brick.

Rod Storm, Blair's city administrator, worries that the city won't be able to afford maintenance on the brick pavement. "Budgets are tight. Funds are short. What things are you going to be able to preserve?" he says.

But some cities say the cost is worth it.

"They last. With a little repair they'll go another 100 years," says Eric Schallert, senior engineer in the Davenport, Iowa, Public Works department.

Brick streets last about 50 years, and repairs can be done by replacing only damaged bricks. Concrete has a similar life span but is more prone to potholes. Asphalt roads require resurfacing about every 15 years.

Advocates of brick streets also say that brick streets tend to slow speeding traffic and enhance property values.

In smaller towns that have smaller budgets, it's not so easy to do what Winter Park has done. Nor are there so always so many brick enthusiasts.

Bedford, Ohio, however, chose to keep its brick streets after two preservationists proved that the town could save money in maintenance over the long haul.

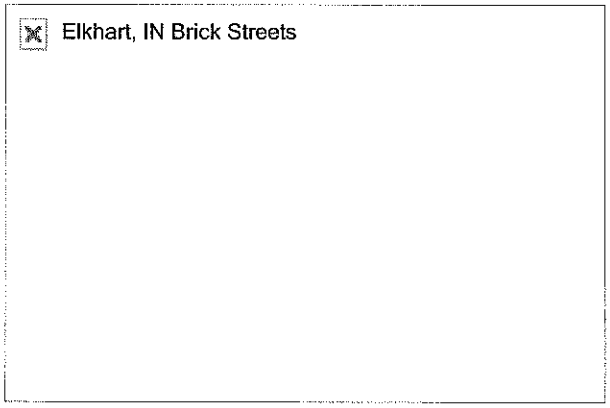
Earlier this year, many of the approximately 900 residents of Davenport, Okla., were up in arms when they learned that the town was seeking a state grant to pave over the bricks on their main street. A showdown was averted, town clerk Sue Osborne says, when the money for the project dried up.

Losing the bricks would have cost Davenport its identity, says Paula Sporleder, principal of the elementary school. "Without those streets, we're just another little town losing businesses and dying like every other place around here," she says.

Back to the **Walkable Streets** home page.

Brick Streets in Elkhart, IN

Here is an interesting article discussing the brick streets in Elkhart, IN.



Elkhart, IN Brick Streets

I agree that the brick streets should be preserved whenever possible. They are a beautiful asset to any community. One thing people fail to realize is that the long term cost/benefit analysis favors restoring brick streets rather than paving over them with asphalt. Consider this report done by the Village of Wilmette, IL before launching its successful brick street restoration program:

"In consideration of the cost-versus-benefit of brick streets, an analysis proved that over the long term, brick streets are the better economic choice. Although the cost to reconstruct an asphalt overlaid street in brick is approximately 20% more expensive up front, the long-term maintenance costs are significantly less. For example, an asphalt street will require pavement rehabilitation (grind and overlay) every 20 years and a total reconstruction after 40 years. In today's dollars, the cost to build and maintain an asphalt street over a 100-year life cycle is $448 per square yard. In comparison, a brick street requires minimal maintenance over the life of the street. As demonstrated by other brick streets in Wilmette, the maintenance will consist of turning the bricks and regrading the base approximately every fifty years. The cost to build and maintain a brick street over a 100-year period is $326 per square yard or 27% less than an asphalt street.'

For more info on brick street restoration, please see this article.

Do you have brick streets you would like to seen saved in your community? We would love to hear from you!

This entry was posted on Wednesday, December 16th, 2009 at 2:23 pm and is filed under Uncategorized. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

3 Responses to "Brick Streets in Elkhart, IN"

1. *RUBEN* says:

BRICK STREETS PLAN

sample policy.

ROCK ISLAND
ILLINOIS

City of Rock Island
Community & Economic Development Department
Planning & Redevelopment Division

Rock Island Preservation Commission

Adopted 1988 by Rock Island City Council

Amended:
March 28, 2005
April 10, 2000
May 12, 1997
September 14, 1992

Rock Island.....Preserving the Past, Dedicated to the Future.

CITY OF
ROCK ISLAND
Revised March 2005

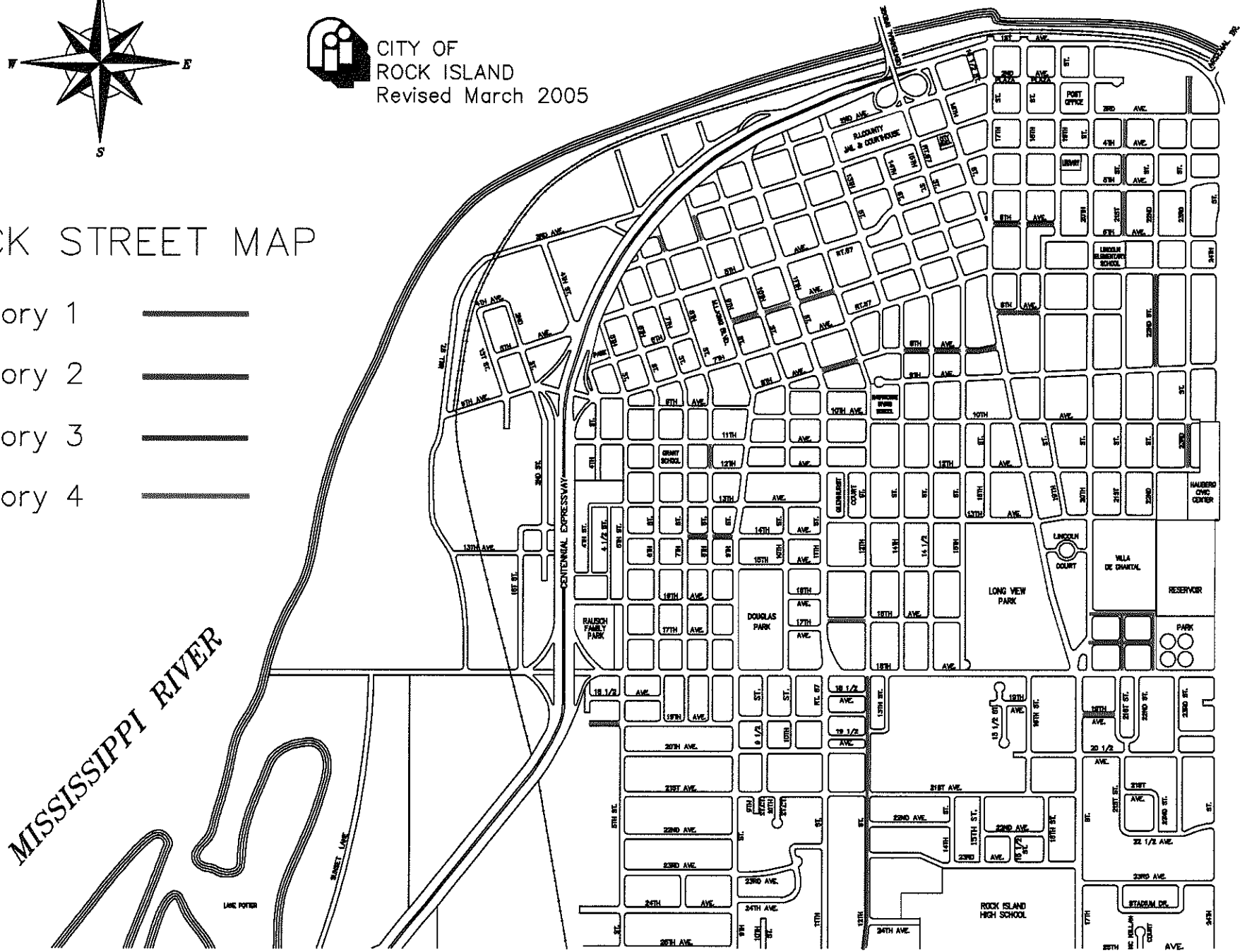
BRICK STREET MAP

Category 1

Category 2

Category 3

Category 4



Prepared by: Community and Economic Development Department Planning and Redevelopment Division

History of Brick Street Construction in Rock Island

As street construction technology developed in the late 19th and early 20th centuries, many streets in Rock Island were paved with brick. Only about eight miles of these streets remain. The lengths of the remaining segments of the brick streets range from 29 blocks to several segments on just one block. The vast majority of the city's original brick streets have been paved over with asphalt.

Unfortunately, little is known about the history of brick streets in Rock Island.

Brick paving developed out of a need to pave the dirt streets of the city. At the turn of the century, concrete was of poor quality, durability and life span, and asphalt was not yet invented, so fire hardened bricks were the ideal paving substance. Individually manufactured, easy to transport and lay, brick paving fit well with the necessarily labor intensive construction processes of the era.

There were many, many brick companies that manufactured paving bricks in the 1890s and 1900s. The giant of the industry, the Purington Brick Company of Galesburg, Illinois, was the company that produced the vast majority of bricks used in Rock Island. The Purington Company, founded in 1877, routinely shipped bricks west to Denver, north to Minneapolis, south to Louisville and east to Chicago. The company filled single orders all over the world. Purington also had the distinction of providing bricks for the Panama Canal.

Rock Island was the first city in western Illinois and eastern Iowa to make wide spread use of brick paving. The first street in what is now known as the Quad Cities to be paved was Rock Island's 2nd Avenue from 15th to 20th Streets. It was paved in 1889 (*Argus*, December 31, 1925). The *Argus* also reported on many delegations from cities within a 200 mile radius that came in the 1890s to inspect Rock Island's brick streets.

Few records exist documenting when streets were paved and who did the paving. Those records that do exist are found in City Council ordinances authorizing the paving of various city streets. These ordinances were passed between 1889 and 1919.

The ordinance approving the first brick street in the city was reprinted in the March 18, 1889 *Argus*. The article is as follows:

> At the meeting of the City Council this evening, Alderman Negus will present an ordinance prepared by City Attorney McEniry for the paving of Second Avenue, from 20th Street west to 14th, with specifications as follows:
>
> Cut stone shall be set on each side of the Street at the outer line of the respective sidewalks. The curb stone shall be of the best quality of limestone, so section shall be less than three feet long, two feet deep, and five inches thick when dressed. The top edge shall have a bevel of one half inch, and neatly bush hammered not less than 12 inches down from the top. The ends shall be dressed smooth so as to make close joints through the full thickness of the stone not less than one foot down from the top, and the brick side of the stone shall be dressed to a uniform thickness of

five inches, at least eight inches down from the top. The excavating and grading shall be at such a depth as will cause the top of the pavement when laid, to conform to the respective established grades of said streets between said points as said grade has here-to-fore been established by said City of Rock Island, and the said pavement herein provided for, shall, when laid, conform to said grade. On the road bed thus formed, there shall be put a bottom layer of concrete, to be laid at a depth of six inches over the entire road bed to the satisfaction of the superintendent of streets, and the street and alley committee. On the foundation there must be laid clear river sand to the depth of three inches, which shall be raked into an even layer, and the roller passed over three times. On this preparation there shall be laid stone blocks in uniform courses, perpendicular to the surface at right angles to the line of the pavement, except at street intersections: they shall be laid diagonally to a true smooth crown in accordance with the grade of the street.

All courses are to be laid so as to break joints with adjoining courses with a lap not less than two inches; when thus laid the blocks shall be immediately covered with river sand and raked when dry until all joints become filled therewith, and the block shall be thoroughly rammed with rammers from 75 to 80 pounds in weight into a firm unyielding bed with a uniform surface and with a proper grade and crown. The whole shall then be covered one inch deep with clear river sand. Said street shall be excavated, graded, improved and paved as aforesaid the whole width of the same between said curb stones, except the street and alley intersections hereby ordered to be excavated, graded, improved, and paved afore said to-wit:

The intersection of Second Avenue with 14th, 15th, 16th, W. 17th, 17th, 18th, 19th, and 20th Streets respectively; which said intersections shall be so graded, improved and paved to the full width of the same; that is to say, the width of 80 feet.

Until at least 1921 all paving done in Rock Island was authorized by a City Council ordinance similar to the one above. There were very detailed and in all cases the Rock Island City Council ordinances required that the paving consist of a layer of sand over the bed, a four to six inch layer of concrete over the sand, another layer of packed sand over the concrete, and bricks over that. However, Rock Island Public Works employees, in excavating to repair water mains, report that many times they find only brick and sand laid on dirt. It is possible the poor quality concrete underlayment of Rock Island's earliest brick streets has disintegrated to dirt and gravel.

The year of construction has been determined for some of the streets. They are as follows:

Highland Park Historic District..... 1897-1900
6th Avenue, 9th to 12th Streets..... 1917
6th Avenue, 17th to 19th Streets..... Unknown
6th Avenue, 24th to 26th Streets..... Unknown
8th Avenue, 14th to 17th Streets..... Unknown
8th Avenue, 17th to 19th Streets..... 1916
8th Avenue, 27th to 29th Streets..... Unknown
8th Avenue, 38th to 41st Streets..... 1914
9th Avenue, 14th to 17th Streets..... Unknown
9th Avenue, 27th to 30th Streets..... 1914

10th Avenue, 43rd to 45th Streets ..... Unknown
13th Avenue, 25th to 30th Streets 1921
13th Avenue, 45th to 46th Streets ..... Unknown
14th Avenue, 7th to 9th Streets ..... Unknown
19th Avenue, 4th to 5th Streets ..... Unknown
19th Avenue, 17th to 21st Streets ..... Unknown
22 ½ Avenue, east of 29th Street ..... Unknown
9th Street, 3rd to 4th Avenues ..... Unknown
12th Street, 18th to 46th Avenues 1895-1906
21st Street, 1 ½ to 6th Avenues 1901
22nd Street, 7th to 9th Avenues 1899
23rd Street, 2nd to 3rd Avenues ..... Unknown
23rd Street, 10th to 12th Avenues ..... Unknown
33rd Street, 14th to 18th Avenues 1919
34th Street, 7th to 9 ½ Avenue ..... Unknown
41st Street, 6th to 8 ½ Avenues 1916
42nd Street, 6th to 7th Avenues 1916
43rd Street, 5th to 10th Avenues 1916
45th Street, 5th to 10th Avenues ..... Unknown
46th Street, 13th to 14th Avenues ..... Unknown

Architectural Integrity Along Brick Streets

The ambience of a brick street often relates to the architectural integrity, or architectural purity, of the buildings that make up the neighborhood around the street. Much of the purpose of preserving a brick street is lost if there is nothing the street can relate to in its immediate surrounding.

In 1988, the method to determine architectural integrity was based on a Chicago Landmarks Commission model that ranked structures based on original material remaining. The model is as follows:

100 - 80% original exterior material..... Excellent integrity
79 - 60% original exterior material..... Good integrity
59 - 40% original exterior material..... Poor integrity
39 - 0% original exterior material..... Bad integrity

The Rock Island interpretation of this model made allowances where synthetic siding was present, but the rest of the architectural details were intact.

Good or Excellent Adjacent Architectural Integrity

Overall Rank	Street	Percent Rank	Actual Percent	Number Rank	Actual Number
1	33rd Street, 14th to 18th Avenues	4	85	2	40
2	12th Street, 18th to 46th Avenues	7	75	1	150
3	Highland Park Historic District	5	84	3	31
4	22nd Avenue, 29th to 30th Streets	3	100	7	17
5	13th Avenue, 45th to 46th Streets	2	100	11	10
6	45th Street, 6th to 10th Avenues	9	67	5	26
7	8th Avenue, 27th to 29th Streets	13	61	4	27
8	10th Avenue, 43rd to 45th Streets	1	100	16	6
9	13th Avenue, 25th to 29th Streets	12	63	6	17
10	22nd Street, 7th to 9th Avenues	14	54	8	15
11	14th Avenue, 7th to 9th Streets	8	73	14	8
12	23rd Street, 10th to 12th Avenues	11	64	12	9
13	34th Street, 7th to 9 ½ Avenues	15	50	9	12

Overall Rank	Street	Percent Rank	Actual Percent	Number Rank	Actual Number
14	6th Avenue, 17th to 19th Streets	6	75	18	6
15	9th Avenue, 14th to 17th Streets	10	66	17	6
16	8th Avenue, 38th to 41st Streets	18	42	10	10
17	41st Street, 6th to 8 ½ Avenues	21	30	13	9
18	19th Avenue, 27th to 30th Streets	19	35	15	7
19	9th Avenue, 4th to 5th Streets	17	43	19	6
20	19th Avenue, 17th to 21st Avenues	16	44	20	4
21	21st Street, 3rd to 6th Avenues	22	20	21	4
22	8th Avenue, 17th to 19th Streets	20	33	23	3
23	6th Avenue, 24th to 26th Streets	23	19	22	4
24	8th Avenue, 14th to 17th Streets	24	18	24	3
25	43rd Street, 5th to 7th Avenues	25	8	25	2
26	42nd Street, 6th to 10th Avenues	26	8	26	1
27	9th Street, 3rd to 4th Avenues	27	0	27	0
28	23rd Street, 2nd to 3rd Avenues	28	0	28	0

Since the Brick Streets Plan was first adopted in 1988, the Rock Island Preservation Commission has done substantial research on the historical and architectural qualities of Rock Island's neighborhoods. In addition, some neighborhoods have been identified as local historic districts, National Register districts or National Register-eligible districts. The list below indicates those brick streets located in neighborhoods with historic distinction. Rock Island Landmarks are also located along some brick streets.

Street	**Neighborhood**	**Historic Distinction**
6th Avenue, 17th to 19th Streets	None	Kohn-Bradford House Landmark
8th Avenue, 14th to 17th Streets	Broadway (17th Street, west to alley)	National Register historic district
8th Avenue, 17th to 19th Streets	Broadway	National Register historic district

Recommendations to Preserve Rock Island's Brick Streets

In forming the plan methodology and recommendations, the Brick Streets Subcommittee made a series of assumption regarding the preservation of Rock Island's brick streets.

Assumption 1: Streets with few patches are stronger candidates for preservation.

Assumption 2: Streets with poor structural condition are poor candidates for preservation.

Assumption 3: Streets with large numbers of utilities below them are poor candidates for preservation.

Assumption 4: Certain groups of streets, such as in Highland Park Historic District, should be considered as one because of their obvious association.

Assumption 5: Streets with higher percentages of structures with good architectural integrity are good candidates for preservation.

Assumption 6: Streets with higher ratios of owner-occupied properties are more likely candidates for preservation.

In 1988, the original plan document included five categories of preservation for brick streets. In 1997, categories one (Highland Park) and five (12th Street) were combined because they essentially stated the same goal of restoration.

The brick street preservation priorities are restated on the next page. Nothing stated in this plan should be construed to mean that property owners along category 2, 3 or 4 streets cannot make a special request to the city to reconstruct the street in brick.

Brick Streets Repair & Maintenance Policies

Repair Policy

After the Brick Streets Plan was adopted by City Council in 1988, policies to ensure the preservation of the surface of category one and category two brick streets were implemented. The City Engineer mandated that all surfaces disturbed by utility cuts for these streets be replaced in brick. This repair policy has been limited to utility cuts which excavate the surface of the street. Asphalt or concrete fill are permitted when dips or holes occur through underground, natural or wearing circumstances. The City has an obligation to eradicate unsafe situations. If existing utility patches are re-excavated on category one and category two streets, they must be replaced with brick if some portion of the newest excavation touches brick.

Simultaneously, the Public Works Department began an active salvage operation of street brick just for repair purposes. In addition, adjacent road repair which may impact the edges of brick streets near intersections is reviewed by the Preservation Commission if the affected street is category one, two or three.

Long Term Maintenance Policy

The 1988 Brick Streets Plan recommended that Highland Park Historic District and 12th Street be scheduled for restoration through the Capital Improvements Plan. To date, this has not occurred, and in fact, no regular maintenance of any brick street was recommended or had been implemented. In a survey conducted in February 2000 of 25 other Illinois and Iowa communities, Planning & Redevelopment Division staff found that those handful of cities that were proactively repairing brick streets (Champaign, Davenport and Galesburg) had special set-asides in their street repair budgets.

With the 2000 version of the Brick Streets Plan, City Council approved a new maintenance budget to be specifically targeted for brick streets. Five percent of the annual budget for street maintenance will be set-aside to remove patches and potholes, level surfaces and generally do surface improvements that would improve the rideability and appearance of brick streets.

An equitable proportion of the city's street maintenance budget is reserved for brick streets. There are 8 miles of brick streets out of 170 miles of streets in the city, which is 4.7% of all streets and rounds up to 5%.

The annual brick street maintenance policy will commence at the beginning of the 2001 fiscal year. The Highland Park Historic District streets will be repaired first, and then the category two streets with the worst done first. The Public Works Department will determine the order of the category two streets.

City Council also decided to pursue TEA21 (U.S. Department of Transportation's Transportation Efficiency Act) funding for the repair and restoration of 12th Street. If outside sources of funding are not feasible, the prioritization of the 5% maintenance

budget will be reconsidered.

Other outside grant sources will continue to be options for brick streets repair and reconstruction as opportunities are available.