

STP-L GRANT APPLICATION
VILLAGE OF NILES

Shermer Road Bike Facility and Network Connection Corridor Improvements



SUBMITTED TO:

Northwest Municipal Conference
NWMC-COG
kjohnson@nwmc-cog.org

SUBMITTED BY:

Thomas Powers, PE
Village Engineer
Village of Niles
1000 Civic Center Drive
Niles, IL 60714
+1 847 588 7920
tjp@vniles.com

3.18.2022

Cover Letter

Date March 18, 2022
To Kendra Johnson, NWMC
From Tom Powers, PE
Project Name Shermer Road Bike Facility and Network Connection Corridor Improvements
Subject Village of Niles STP-L Grant Application

Ms. Johnson,

I am pleased to provide a Surface Transportation Program grant application to improve a section of Shermer Road between Waukegan Road and Dempster Street in the Village of Niles. The Village is nearing completion of its bicycle and pedestrian plan update and has identified several corridors for improvement, and this section of Shermer Road was identified as a high priority by Village Staff, stakeholders, and the Village's Bicycle Pedestrian Advisory Group (BPAG).

The Village of Niles has a decades long history of safety concerns within the studied area. In October 2000 and July 2020 there were fatal crashes involving pedal cyclists/pedestrians. A fatal crash in July 2020 involved a cyclist crossing Waukegan Road near Cleveland Street. In response to these crashes, the Village of Niles has been working for more than ten years to improve safety for cyclists and pedestrians within this area of the Village. Providing a safe and robust bike facility for users along Shermer Road is a long anticipated, requested, and necessary improvement for the Village residents.

The Village of Niles is prepared and excited for this proposed work. To supplement this application, I have attached the proposed scope of work for this project which was included in the Village's FY 2023 Capital Improvements Plan for. The Village has begun negotiations with our engineering consultant to conduct Phase 1 Engineering for the project, and the Village has committed to funding this local agency-led report with 100% local funding.

I look forward to discussing this project at your convenience and am happy to answer any questions you may have.

Sincerely,

Tom Powers, PE

Village Engineer

Northwest Council of Mayors

Surface Transportation Program (STP) Project Application

Application Instructions

1. Before submitting a project application, the applicant must contact the Planning Liaison to discuss the proposed project. It is highly encouraged for project sponsors to also meet with IDOT Bureau of Local Roads staff to discuss project scoping.
2. Certain sections of the application may not apply to the applicant's project. If this is the case, please leave these sections blank.
3. Project applications and the necessary exhibits should be submitted to kjohnson@nwmc-cog.org. Hard copies are discouraged.
4. The deadline to submit project applications is March 18 at 5:00 p.m.

General Information

1. Name of Municipality/Lead Agency: Village of Niles
2. Contact Person: Tom Powers, PE; Village Engineer
3. Contact Phone: 847-588-7920
4. Contact Email: tjp@vniles.com
5. Project Title: Shermer Road Bike Lane Project
6. Project limits:
 - a. First reference point/street: Shermer Road / Waukegan Road
 - b. Second reference point/street: Shermer Road / Dempster Street
 - c. Project length: 3,735.00 ft

Existing and Proposed Condition

1. Describe the existing condition:

Shermer Road is a two-way collector roadway under the jurisdiction of Niles. It consists of one travel lane in each direction and on-street parking lanes on both sides of the roadway. Shermer Road carries Pace Route #410 (East Niles Local) for the entire length of the project limits. Within these limits, Shermer Road intersects with Waukegan Road, Madison Street, Kedzie Street, Grennan Place, Main Street (All-Way Stop), Hamilton Drive, Wright Terrace, Greenleaf Avenue, Niles Avenue, Carol Court, Carol Avenue, and Dempster Street (signalized intersection).

2. Describe the proposed improvements:

Proposed improvements to Shermer Road include roadway lane widening and installation of bike lanes for the length of the project from Waukegan Road to Dempster Street. Directional and regulatory signs are proposed to be added consistent with design guidance for installation of bike lanes.

3. What are the work types? ([see guide](#))

All work types are Exempt according to CMAP TIP Work Types – Codes and Definitions.

New Bicycle Facility (E-BIKENEW): bike lanes are proposed to be added where none currently exist. The Village of Niles plans to improve bicycle accommodations at Waukegan Road and Cleveland Street to better connect to the North Branch Trail within the Village. Proposed bike lanes on Shermer Road would improve the overall bicycle connectivity to this key destination from within the Village. The Village of Morton Grove also has plans to improve Shermer Road for bicycling, the exact scope for which has not been identified.

Bus Routes – Improve Service (T-IMPSVC): Pace Bus 410 stops along the Shermer Road corridor will be improve user experience with the installation of concrete pads for pedestrians to utilize while waiting for the bus.

Enhancement – Landscaping (E-LS): proposed work at intersection along the corridor includes beautification efforts by planting native plants.

Highway/Road – Curb and Gutter (H-C/G): proposed work includes the widening of Shermer Road and installation of new curb and gutter where widening occurs.

Highway/Road – Intersection Improvement (H-INTIMP): proposed work includes the improvement of the intersection of Waukegan Road and Madison Street. The intersection improvement is needed to direct cyclists from the Miami Woods entrance across Point Park and to the on-street facility on Shermer Road.

Highway/Road – Utility Relocation (H-UTIL): proposed work includes the widening of Shermer Road and the adjusting of drainage structures within the curb and gutter. Additional utility relocations will be required where roadway widening encroaches on utility clearances.

Safety – Barriers (A-BAR): proposed work includes the installation of RRFB's at the intersection of Waukegan Road and Madison Street improvement.

Safety – Pavement Marking (A-PMRK): proposed work includes new pavement markings for bike lane facilities and refreshing travel lane pavement markings, crosswalk markings, and parking pavement markings.

4. If any “Non-Exempt” work types are listed above, please provide the following information for the portion of the project for which the Non-Exempt work type applies to:
 - a. Length:
 - b. Before # of Lanes: N/A
 - c. After # of Lanes: N/A
 - d. Before Lane Width: N/A
 - e. After Lane Width: N/A
 - f. Before Speed Limit: N/A
 - g. After Speed Limit: N/A
 - h. Are signals currently interconnected? No
 - i. Will signals be interconnected after the improvements? No

Scope of Project

1. Please enter the scope of work for the project:

The scope of work includes roadway widening, resurfacing, pavement markings, and intersection improvements at Waukegan Road and Madison Road. The scope includes adding Rectangular Rapid Flashing Beacons (RRFPs) and improving the intersection at Waukegan Road and Madison street to an all-way-stop intersection. Directional bike signs are proposed throughout the project.

Regional Transportation Significance

1. Please provide the annual average daily traffic (AADT) for the subject roadway or intersection*:

The AADT for Shermer Road between Waukegan Road and Dempster Street is 7250.

**Note: If the project is at an intersection, or the traffic volume changes within the project limits, please provide the higher AADT value.*

2. Please indicate the number of financially contributing participants in the proposed project, and attach relevant documentation to this application: 1 participant

Safety

1. Is there a safety issue at this location that will be addressed by the proposed project? Yes
2. If yes, please check all safety improvements expected to be included in the project on the attached Safety Sheet. If improvement is not listed, please describe it below:

See Safety Sheet below for safety improvements and historical safety concerns.

Complete Streets/Multimodal

1. Has the sponsor agency adopted a complete streets policy or ordinance?* If yes, please attach the relevant policy or ordinance to this application. Yes
2. Please describe any proposed Complete Streets-related improvements:

The overall roadway width is being increased in order to accommodate dedicated bike lanes while maintaining parking on either side of the roadway. The typical travel lane is proposed to decrease from 14 feet to 10 feet wide creating a traffic calming effect. Shermer Road currently has Pace Bus 410 traveling along the corridor. The project is proposing to install bus pads for pedestrians at all bus stops along the corridor which improves the user experience.

3. Number of Replaced/Maintained Complete Streets elements:

3 (see below)

Diverse Users: The improvements benefit bicycle users, transit users, drivers and pedestrians by reallocating space effectively.

Jurisdiction: The bike facility would connect Niles to neighboring Glenview and Forest Preserve Properties at Miami Woods.

Land Use and Context Sensitivity: The current land use within the project area is residential. A

cemetery is present on the west side of Shermer Road.

4. Number of New/Upgraded Complete Streets elements:

3 (see below)

Vision and Intent: The community will benefit from completing Shermer Road because of the improved accessibility for cyclists.

Design: Dedicated bike lanes adhere to the latest and best design criteria and guidelines for bicycle user access.

Implementation Steps: The next steps for implementation include alternatives analysis and public engagement.

5. If applicable, please describe any exceptions to the inclusion of complete streets elements in this project, and attach relevant documentation to this application: N/A

*Please note, in order to receive points in this category, only complete streets policies that have received municipal board/council approval will be considered. Please refer to [CMAP's Complete Streets toolkit](#) or the [NWMC Multimodal Plan Street Design Toolbox](#) for examples of eligible Complete Streets design elements.

Congestion Mitigation (*If project does not address congestion mitigation, leave this section blank*)

1. Does the project improve the level of service (LOS)? Choose an item.
2. If yes, please select the current LOS category and the degree of improvement. Attach LOS analysis as evidence of improvement:
 - a. Pre-implementation LOS: Choose an item.
 - b. LOS Improvement: Choose an item.

Project Readiness*

1. Has the project sponsor:
 - a. Entered into a Phase I engineering contract? Yes
 - b. Committed to completing Phase I locally? Yes
2. Has a Phase I Project Development Report been submitted to IDOT? No
3. Has the project received Design Approval from IDOT? No
4. Has a Phase II engineering contract been executed? No
5. Is ROW acquisition required as part of the proposed project? No
 - a. If yes, please indicate the status of ROW acquisition: ROW acquisition complete

**Please attach relevant documentation demonstrating project readiness to this application.*

Project cost estimate

	Federal		Local			Total
	STP	Other (ITEP, CMAQ, Etc.)	Municipal	State	County	
Phase I Engineering (only for CMAQ/TAP projects)	N/A		\$142,110			\$142,110
Phase II Engineering	\$151,584		\$37,896			\$189,480
Right-Of-Way Acquisition						\$0
Construction	\$1,263,200		\$315,800			\$1,579,000
Phase III Engineering (CE)	\$151,584		\$37,896			\$189,480
TOTAL						\$2,100,070

Please note: The Northwest Council of Mayors limits match ratios depending on project types and project phases. The maximum federal funding a single project can receive is \$3.5 million. Please see the Northwest Council of Mayors STP Handbook for more information.

Project Schedule (list date)

Activity	Estimated Date
1. Initial Phase I Engineering Kick-off Meeting:	8/1/2022
2. Submit draft Phase I Engineering Report (PDR) to IDOT (3-6 month review period)	4/3/2023
3. Submit Final PDR: (BLR 19100 without report)	5/1/2023
4. Submit Draft Local Agency Agreement (BLR 5310) for Phase II Engineering:	6/5/2023
5. Phase I Engineering Design Approval:	7/3/2023
6. Execute Local Agency Agreement (BLR 5310) for Phase II Engineering:	
7. Submit of Pre-Final Plans w/Estimates to IDOT (1-4 month review period)	
8. Submit Draft Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement:	8/7/2023
9. Submit final Plans, Spec. & Estimates (PS&E):	9/4/2023
10. Execute Local Agency Agreement (BLR 5310) for Construction and Phase III Engineering Agreement:	10/2/2023
11. Right-of-Way Certification (if applicable):	N/A
12. Target Letting:	11/17/2023

Required Documents

1. Please submit the following with this application
 - a. Map showing location of project within the region (attached)
 - b. Map showing location of project within municipality (attached)
 - c. Existing typical section (attached)
 - d. Proposed typical section (attached)
 - e. Evidence of project readiness (BPAG Meeting Minutes and CIP Excerpt Sheet, attached)
 - f. Niles Complete Streets Policy and Resolution (attached)

STP Safety Sheet

Facility		Check all that apply:	Countermeasure
Intersection	Signal/Stop Control	<input type="checkbox"/>	Convert stop/yield control to signal
		<input type="checkbox"/>	Convert pedestal to mast arm
		<input type="checkbox"/>	Convert span wire to mast arm
		<input type="checkbox"/>	Improve signal visibility
		<input type="checkbox"/>	Install pedestrian countdown timer
		<input type="checkbox"/>	Install adaptive signal control
		<input type="checkbox"/>	Add protected phase to left turn
		<input type="checkbox"/>	Increase all red clearance interval
		<input type="checkbox"/>	Provide flashing beacons at stop controlled intersections
		<input type="checkbox"/>	
	Turn Lanes	<input type="checkbox"/>	New turn lane (none present)
		<input type="checkbox"/>	Add turn lane (to existing)
		<input type="checkbox"/>	Extend turn lane
		<input type="checkbox"/>	Positive left turn lane offset
	General	<input type="checkbox"/>	Remove minor approach left turns (use right turn and downstream U-turn)
		<input type="checkbox"/>	Convert signal to roundabout
		<input type="checkbox"/>	Convert stop/yield control to roundabout
		<input type="checkbox"/>	Improve intersection lighting
		<input type="checkbox"/>	Convert unsignalized intersection warning beacons from static to dynamic
		<input type="checkbox"/>	Improve skew angle – 3 leg intersection
		<input type="checkbox"/>	Improve skew angle – 4 leg intersection
		<input type="checkbox"/>	Median treatment for pedestrian/bike safety (pedestrian island)
		<input checked="" type="checkbox"/>	Implement systemic signing and visibility improvements
		<input type="checkbox"/>	Improve at-grade pedestrian crossing
Segments	General	<input type="checkbox"/>	Intelligent Transportation System for Advanced Traffic Management
		<input type="checkbox"/>	Alignment reconstruction
		<input type="checkbox"/>	Shoulder/clear zone improvement
		<input type="checkbox"/>	Add shoulder where not provided (0'-4')
		<input type="checkbox"/>	Add shoulder where not provided (4' or greater)
		<input checked="" type="checkbox"/>	Access management
		<input type="checkbox"/>	Improve roadway lighting
		<input type="checkbox"/>	Add sidewalk
		<input checked="" type="checkbox"/>	Add bike lane
		<input type="checkbox"/>	Add separate 10' mixed-use trail
		<input type="checkbox"/>	Install curve warning signs
		<input type="checkbox"/>	Install raised median
		<input type="checkbox"/>	Install guardrail
		<input type="checkbox"/>	Install median barrier

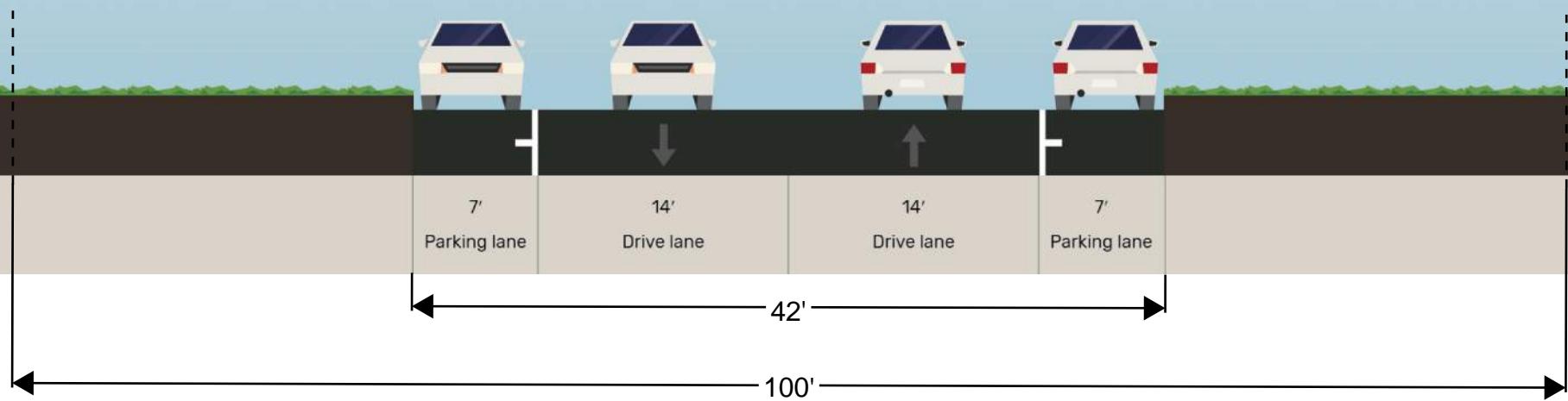
	<input type="checkbox"/> Install centerline rumble strips
	<input type="checkbox"/> Increase pavement friction
	<input type="checkbox"/> Prohibit on-street parking
Lane Configuration	<input checked="" type="checkbox"/> Widen travel lanes (by 2'-3')
	<input type="checkbox"/> Widen 2-lane to 4-lane divided
	<input type="checkbox"/> Widen 2-lane to 6-lane divided
	<input type="checkbox"/> Widen 4-lane to 6+-lane divided
	<input type="checkbox"/> Addition of truck climbing/passing lanes
	<input type="checkbox"/> Two-Way-Left-Turn-Lane – 4 to 5-lane conversion
	<input type="checkbox"/> Two-Way-Left-Turn-Lane – 2 to 3-lane conversion
	<input type="checkbox"/> Pavement re-utilization (road diet)
	<input type="checkbox"/> Convert from 2-way to 1-way traffic
Bridges	<input type="checkbox"/> Widen shoulders
	<input type="checkbox"/> Widen 2-lanes to 4-lane divided
	<input type="checkbox"/> Widen 2-lane to 6-lane divided
	<input type="checkbox"/> Widen 4-lane to 6+-lane divided

PROJECT LOCATION MAP
VILLAGE OF NILES
SHERMER ROAD CORRIDOR IMPROVEMENT PROJECT

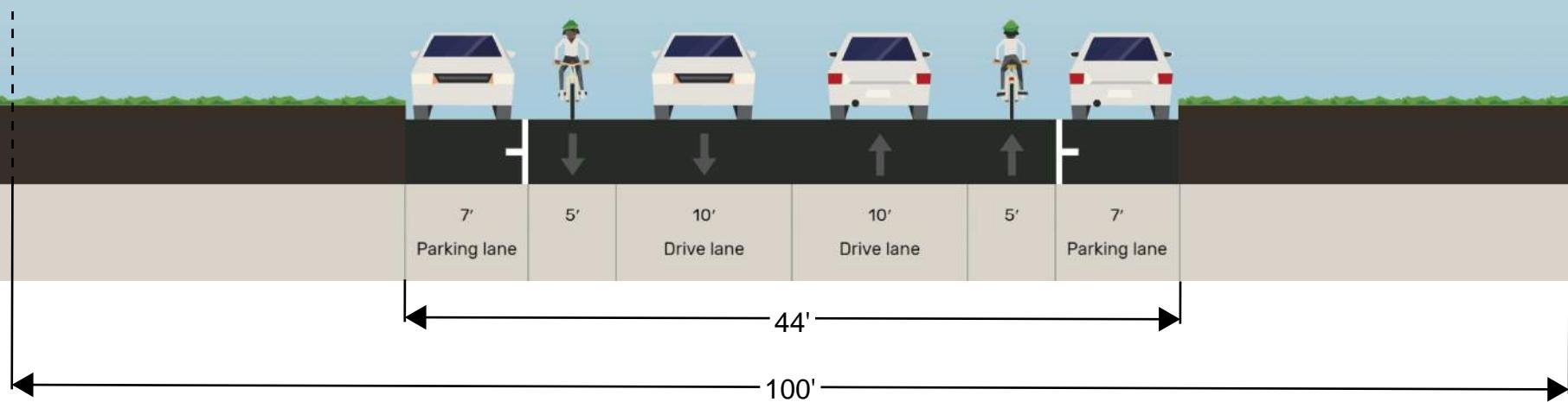
D-91-295-18



EXISTING TYPICAL SECTION

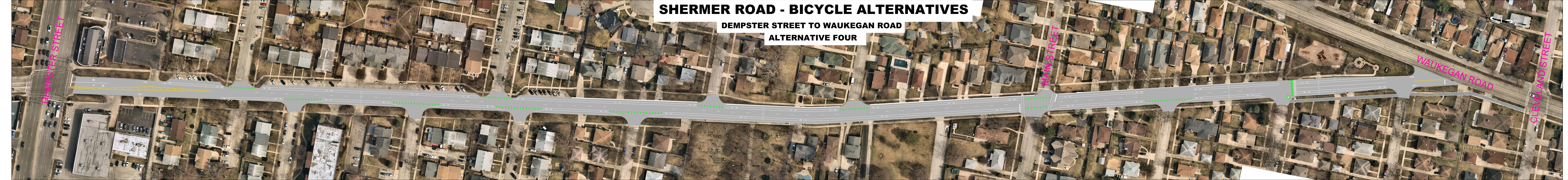


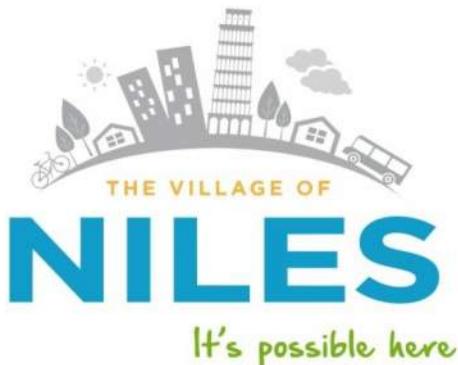
PROPOSED TYPICAL SECTION



SHERMER ROAD - BICYCLE ALTERNATIVES

DEMPSTER STREET TO WAUKESHA ROAD ALTERNATIVE FOUR





MAYOR
George D. Alpogianis

VILLAGE MANAGER
Joseph S. La Margo

VILLAGE CLERK
Marlene J. Victorine

TRUSTEES
John C. Jekot
Joe LoVerde
Danette O'Donovan Matyas
Craig Niedermaier
Dean Strzelecki

MINUTES - DRAFT
BICYCLE AND PEDESTRIAN PLAN ADVISORY GROUP
Remote Participation
February 2, 2022 – 3:00 p.m.

The Bicycle and Pedestrian Plan Advisory Group meeting was held remotely on Tuesday, February 2, 2022. The meeting was called to order at 3:02 p.m. by Chairman Craig Niedermaier.

Members Present:

Chairman Craig Niedermaier
Stephen Sander
Ticia Doughty-Ashcroft
Brian Lee

Staff Present:

Nathan Bruemmer, Staff Liaison
Tom Powers, Village Engineer
Nick Zakula, Police
Andrew Vitale, GIS Coordinator
Bob Rado, Civil Engineer II
Katie Schneider, Community Engagement Coordinator

Also Present

Tim Gustafson, Epstein

Call to Order

Approval of Minutes

Group Member Stephen Sanders, seconded by Group Member Brian Lee, moved to approve the minutes of the December 15, 2021, meeting; on voice vote all concurred.

New Business

I. Village Sidewalk Ordinance Revision

Bob Rado, Civil Engineer II for the Village, presented for this item. The premise of the ordinance revision is to figure out how we can work with new developments to incorporate bike paths and shared-use paths as part of their projects. There have been instances where there have been redevelopments along routes where the Village would like to see bike paths, but the Village doesn't have the means or tools to convey that to the property owners. Engineering believes if they can tweak the ordinance to include 5' to 8' paths rather than the current 5' sidewalk. Mr. Rado also added language to allow 10-12' paths at the discretion of the Public Works Director.

Chairman Niedermaier asked if they could discuss the ramifications of such an ordinance. Tom Powers, Village Engineer, says they currently ask developers to install sidewalks in areas where there aren't any. A recent example was Zippy's Carwash, where it was a bit of a fight to get them to install a wider sidewalk even though that area was in a streetscape plan. In infill situations where it's not a complete redevelopment, or where a subdivision is not required, Engineering often gets pushback from property owners when they're asked to install sidewalks, or install wider sidewalks. By having something in the code, it gives something for staff to stand behind. Powers believes that this ordinance combined with the updated bike plan will give the Village good footing for requiring sidewalks.

Chairman Niedermaier had questions about whether a wide sidewalk would be preferred over a normal sidewalk with a landscape buffer, and asked the group members for their thoughts on the utility and aesthetics on it, and any potential pitfalls that might be associated with the ordinance. Group Member Sanders said he prefers a buffer from the street as it provides a place for snow to go. For the areas in town where there is no buffer, the plowed snow stacks up on the sidewalk. Chairman Niedermaier wondered whether we could strategically use the smaller bike lane plow to clear sidewalks during the winter. Group Members Brian Lee and Ticia Doughty-Ashcroft both voiced support for the ordinance.

Tim Gustafson, Epstein, shared some suggestions for consideration: first, there needs to be a 5' buffer from traffic for something to be considered an "official bike facility." He thinks we should opt for starting with a 10' sidewalk requirement, which gives us the ability to back down to an 8' – but the ordinance should aim for 10'. If the property owner wants to make a claim, they need to make the case to the Village to consider an alternative. The Village Board should be firm on it. If we move forward with the ordinance, Epstein would make sure the bike plan reflects the intent of the ordinance.

There was conversation about whether BPAG needs to make a formal recommendation to adopt the ordinance. Group Member Brian Lee suggested Public Works revise the document to reflect what was discussed, and bring it back for a formal vote. Tom Powers said they would do that and we could vote at the next meeting.

II. Vehicle Stickers

Katie Schneider, Community Engagement Coordinator, briefly presented on the Village's new vehicle sticker design. An ongoing conversation within BPAG has been smaller ways to remind people of bike safety. The intent with the new design is to remind drivers to be mindful of bike safety. The bike tire icon in the design was used on the Howard St bike lanes, and will be continued to be used for bike related things. The back of the sticker has a small sentence letting people know that the Village has a few initiatives promoting bicycle and pedestrian safety, and a url to a section of the Village website about the bike plan. When people come to get the Vehicle stickers they will put some safety posters and handouts out at Village Hall.

Group Member Doughty-Ashcroft asked if when it becomes bike-riding season, will the Village be putting out the "Children live and play here" signs again? Katie Schneider said that those signs came from the Mayor, not the Village, but asked if she'd like to see them again. Group Member Doughty-Ashcroft said maybe, but not to the extent of last year. Group Member Lee agreed that it was nice messaging, but

they don't need to be on every corner. Group Member Sanders said he saw them in the street and didn't like the excess waste. Chairman Niedermaier thought perhaps they could be put in more strategic spots, specifically where people are crossing frequently.

Tim Gustafson, Epstein, gave a quick reminder that Cody McChane would be scheduling an optional, informal meeting with group members to finish up the mapping exercise that had begun in December.

III. STP Call for Projects

Tom Powers, Village Engineer, shared a Northwest Municipal Conference presentation on the 2022 Surface Transportation Program Call for Projects. There is a call for projects right now for federally grant-funded projects. This is a federal program that in January of even years calls for projects with the goal of creating a five-year plan. The Village does have to commit local funds. The NWMC is a sub-regional planning group that does planning for the NW suburbs. There are some criteria for these projects. One is it needs to be an eligible route, meaning it needs to be an arterial road that has been identified by IDOT. So right now that means streets like Milwaukee, Howard and Dempster as well as Shermer and Washington north of Dempster. We have until March 18th to get our application in. It's a competitive program which is scored by the planning group, and then a technical committee will vote to recommend the program. Once it gets all approvals it goes into the TIP, which basically means its official. These projects generally take a long time.

As far as funding and match ratios, the Village would be responsible for 100% of phase I engineering. Phase II gets a 50/50 cost share with the Northwest Commission. ROW acquisition also gets a 50/50 share. The construction and construction engineering is eligible for an 80/20 match. The scoring is based on how much traffic is on the road, if we have additional sponsors, the safety road index, and having a complete streets policy. Powers presented some tables that further break down how scoring is allocated. The Village had previously received money for the Howard Street project through this program.

Powers went on to discuss bike improvements on Shermer Road. This is an item that was in the 2014 Bike and Ped Plan, and is in the Village's 5-year paving program. BPAG has talked about improving Shermer Rd previously, and Morton Grove is working on Shermer for bike improvements as well. Powers thinks that Shermer Road would be a good candidate for adding on-street bike lanes, or some sort of defined biking facility. Powers said Shermer would be his recommendation for a project to pursue for STP funding, but would be open to hearing other suggestions. Chairman Niedermaier asked if we should make a recommendation at this meeting or wait two weeks. Tim Gustafson said that because Shermer is in the 2014 plan, and has been mentioned as something we want to continue to pursue in the Plan update, that unless the BPAG feels something has changed since our December meeting, that we should greenlight Shermer to move forward. Group Member Lee said he liked that the previous use of STP funding addressed Howard St, an east-west route, and now we would be addressing Shermer, a north-south route that makes connection with Glenview. Gustafson said if we get letters of support from Glenview and Morton Grove, it would be an inter-agency project which would score us some points. Chairman Niedermaier said that Shermer seems like a no-brainer. Group Member

Doughty-Ashcroft asked what would happen to street parking on Shermer if we added on-street bike lanes. Tom Powers said he believes it's wide enough to accommodate parking and bike facilities, but would have to study it further. Group Member Lee asked what we do when Shermer meets Waukegan. Gustafson said he has ideas for that that the Bike Plan's conceptual design would address. Group Member Doughty-Ashcroft asked about public outreach to people who live along Shermer. Powers said public meetings are required by law when projects involve federal funds. Group Member Sanders said Harlem is one other street we discussed, but that we're further along with Shermer and that seems like the best route.

Group Member Brian Lee moved that the Bicycle and Pedestrian Advisory Group recommend supporting the project on Shermer Rd. Group Member Stephen Sanders Seconded the motion. On a voice vote, all concurred.

There being four (4) affirmative votes, the motion carried.

Other Discussion

On a different subject, Group Member Brian Lee noticed on Monday evening that there was a traffic accident at Cleveland and Waukegan, and was wondering if there was any update on the Village's planned improvements at the intersection. Tom Powers said he does have an update, and shared the latest plans. He said we've prepared a corridor study and submitted it to IDOT, and that we don't see a huge traffic impact from going down to two lanes. We are now waiting on a response from IDOT to see how they felt about the study. If the study is approved, then we would start building on the design for the corridor. The intersection would have dedicated left turn lanes on Waukegan, pedestrian refuge islands, and one through lane in each direction. Group Member Lee asked if there would be right-of-way impacts for this design – Powers said those would be minimal, if any.

Powers also gave an update for the plans at Caldwell and Cleveland. The Village got IDOT comments in December, and responded to those comments on January 10th. They are in the process of negotiating the phase II design contract right now, and hope to have it at the Village Board in February or March. The final contract plans will be completed in July, with letting in August, which means the Village would award in September and begin work in September.

Chairman Niedermaier asked if in light of the long timeline, is there anything we can do in the interim to improve safety at the intersection. Powers suggested putting one of the speed radar signs that shows how fast drivers are going. Niedermaier asked for details of the accident at Waukegan and Cleveland. Bureau Chief Nick Zakula, Police, said he didn't believe it involved a pedestrian. Group Member Doughty-Ashcroft brought up that the crossing guard at Oakton and Waukegan was hit by a car. Bureau Chief Zakula confirmed that, and said that she is receiving treatment and recovering. He thinks the driver was making a left from westbound Oakton to southbound Waukegan. Chairman Niedermaier asked if it would make sense to talk about accidents that have happened in the group. Group Member Doughty-Ashcroft said that would be a great idea. Bureau Chief Zakula said that they're tracking anything involving a pedestrian. Chairman Niedermaier said it would be useful to know the top most dangerous intersections/stretches in the Village. Bureau Chief Zakula said he would share incidents involving pedestrians and cyclists at the group's monthly meetings.

Group Member Doughty-Ashcroft said that in the fall we had discussed getting into the schools and discussing bike safety. She asked if we could revisit that topic. Nick Zakula said that Police have put together a bike safety video that's been distributed to all schools. The police's bike

teams have also been riding with Steve's bike group. Chairman Niedermaier suggested incorporating bikes into Culver school's fun run. Group Member Doughty-Ashcroft said she would be willing to set up a table at the fun run, and inquired about where we could get donated helmets. Group Member Sanders said there are a number of grants out there for educational outreach about bike safety, and that he would reach out to Group Member Reins for more information. There was some discussion about the Walk and Roll event for next year.

Group Member Sanders brought up the issue of pedestrian signals on traffic lights – specifically that the pedestrian signals don't automatically switch to "crossing." He feels this leads to a possibility of more accidents. He singled out the light at Milwaukee and Oakton as particularly frustrating. Tom Powers asked Group Member Sanders to type up a narrative of what he's currently seeing and what he'd like to see, and it can be sent to an engineer at IDOT.

Comments from the Public

None.

Next Meeting

March 16, 2022.

Adjournment

Motion to adjourn was made by Group Member Sanders, seconded by Group Member Doughty-Ashcroft; all concurred and the meeting adjourned at 4:19 PM.

Nathan Bruemmer
Staff Liaison

RESOLUTION 2020-05R

RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR VILLAGE CAPITAL IMPROVEMENT PROJECTS AND PUBLIC IMPROVEMENT DESIGN

Dated: This 28th day of January, 2020.

**Published in Pamphlet Form by Authority
of the
President and Board of Trustees
Village of Niles**

RESOLUTION 2020-05R

RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR VILLAGE CAPITAL IMPROVEMENT PROJECTS AND PUBLIC IMPROVEMENT DESIGN

WHEREAS, the Village of Niles (“Village”), located in Cook County, Illinois is a home rule unit of government under the provisions of Article 7 of the Constitution of the State of Illinois, can exercise any power and perform any function pertaining to its government affairs; and

WHEREAS, the Village of Niles seeks to create a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably and where practicable and feasible sustainable transportation options are considered through planning, designing, operating, and maintaining a network of Complete Streets; and

WHEREAS, Complete Streets are facilities designed, operated, and maintained to assure safe mobility for users of all ages and abilities, including pedestrians, cyclists, transit riders, and motorists, appropriate to the function and context of the facility; and

WHEREAS, The Village of Niles’ Complete Streets policy shall incorporate the needs of all users through the planning, design, approval, and implementation processes for any construction, reconstruction, or retrofit of streets, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations, if the safety and convenience of users can be improved within the scope of the work.

NOW, THEREFORE, BE IT RESOLVED, by the President and the Board of Trustees of the Village of Niles, Cook County, Illinois, as follows:

SECTION 1: That the Complete Streets Policy for Village capital improvement projects and public improvement design be approved.

SECTION 2: That this Resolution shall be in full force and effect from and after its passage, approval and publication as provided by law.

SECTION 3: That all resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of any such conflict.

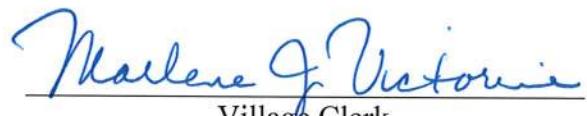
SECTION 4: That any section or provision of this resolution that is construed to be invalid or void shall not affect the remaining sections or provisions which shall remain.

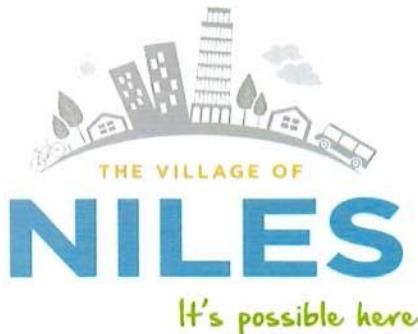
PASSED: This 28th day of January, 2020
YEAS: 5 Alpogianis, Jekot, McCreery, Niedermaier, Strzelecki
NAYS: 0
ABSENT: 1 Matyas
ABSTAIN: 0

APPROVED by me this 28th day of January, 2020.


President of the Village of Niles
Cook County, Illinois

ATTESTED AND FILED in my office this 28th day of January, 2020, and published in pamphlet form as provided by law in the Village of Niles, Illinois.


Village Clerk



PUBLIC WORKS

MAYOR
Andrew Przybylo

VILLAGE MANAGER

Steven C. Vinezeano
VILLAGE CLERK
Marlene J. Victorine

TRUSTEES
George D. Alpogianis
John C. Jekot
Danette O'Donovan
Matyas
Denise McCreery
Dean Strzelecki
Craig Niedermaier

Village of Niles COMPLETE STREETS POLICY

INTRODUCTION

The Village of Niles seeks to create a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably and where practicable and feasible sustainable transportation options are considered through planning, designing, operating, and maintaining a network of Complete Streets.

VISION AND INTENT

Complete Streets are facilities designed, operated, and maintained to assure safe mobility for users of all ages and abilities, including pedestrians, cyclists, transit riders, and motorists, appropriate to the function and context of the facility

BACKGROUND INFORMATION

Complete Streets provide the following benefits:

- 1) Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion and increase the overall capacity of the transportation network.
- 2) Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- 3) Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities. Pedestrian scale improvements also support community interaction by increasing the opportunity for face to face contact between neighbors.
- 4) Economic Development: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- 5) Improved Return on Infrastructure Investments: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. Further non-vehicular facilities and walkable communities increase the desirability of neighborhoods and the associated property values within the Village.
- 6) More Walking and Bicycling: Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help people of all ages get physical activity and gain independence.

POLICY

The Village of Niles' Complete Streets policy shall incorporate the needs of *all users* through the planning, design, approval, and implementation processes for any construction, reconstruction, or retrofit of streets, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations, if the safety and convenience of users can be improved within the scope of the work.

- 1) Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities. Achieve the goals of the Niles Bicycle and Pedestrian Plan and current comprehensive plan.
- 3) Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks, curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they should be considered in each project unless supporting documentation against inclusion is provided and is found to be justifiable. The checklist will also include performing a review of recent pedestrian and bicycle accident reports. Following the review of relevant accident reports a determination will be made if further safety improvements are required.
- 4) Establish a procedure to evaluate resurfacing projects that are included in the 5-year capital plan for complete streets inclusion according to length of project, local support, environmental constraints, total available right-of-way, funding resources and bicycle and/or pedestrian compatibility. A broad based committee to oversee implementation of the complete street program shall be formed. At a minimum the committee shall include members from Public Works Operations, Engineering, Community Development, and the Police Department.
- 5) Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- 6) *Design* bicycle and pedestrian facilities to the best currently available standards and practices including the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, the AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, the AASHTO Green Book: *A Policy on Geometric Design of Highways and Streets*, the Federal Highway Administration (FHWA) *Highway Capacity Manual* (HCM), the FHWA *Manual of Uniform Traffic Control Devices* (MUTCD), the *Americans with Disabilities Act Accessibility Guidelines* (ADAAG), and others as related. Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.
- 7) Research, develop and support best practices in improving safety and mobility.
- 8) Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.

- 9) Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options. *Perform interagency coordination between government departments and partner agencies on Complete Streets.* Interagency coordination should include, but not be limited to IDOT, Cook County, PACE, School Districts, Public Safety Departments, Morton Grove, Park Ridge, Glenview, Skokie, Maine Township, and local community organizations.
- 10) *Comply with the Americans with Disabilities Act (ADA).*
- 11) Complement the context of the surrounding community.
- 12) Update all necessary and appropriate codes, standards, and ordinances to ensure that design components for all modified streets follow the intent of the policy.
- 13) Revise the Niles code of Ordinances to require sidewalk infill for significant redevelopment projects that do not trigger zoning or subdivision review.
- 14) Identify all current and potential future sources of funding for street improvements.
- 15) Establish performance measures to gauge success of the adopted policy.

EXEMPTIONS

Exemptions to the Complete Streets policy must be documented in writing by either the Director of Public Works or Village Engineer with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) There is documentation that there is an absence of current and future need.
- 3) The cost of accommodations for a particular mode exceeds 20% of the project budget or \$1 million dollars, whichever is less. Cost accommodations shall consider stormwater impacts as well as impacts to the urban forest.
- 4) The project involves ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching, limited resurfacing, and surface treatments, such as micro-surfacing.
- 5) There is not sufficient right-of-way to accommodate the non-vehicular traffic improvement or is otherwise found not to be feasible.
- 6) The area is not served by transit, is low ADT, and the immediate neighborhood opposes the improvement. *The surrounding community's current and expected land use and transportation needs shall be considered as well.*
- 7) The improvement would create an undue maintenance and operational burden.
- 8) The non-vehicular traffic improvement does not have a funding source.

EVALUATION AND PERFORMANCE MEASURES

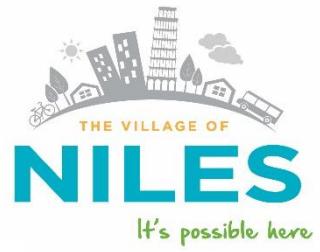
The Village of Niles shall annually document the success of the Complete Streets policy using the following measures:

- 1) Number of new miles of bicycle routes defined by streets with clearly marked or signed bicycle accommodations.
- 2) Total number of funded bicycle, pedestrian projects, and new facilities.
- 3) Number of new feet of sidewalk infill constructed

NEXT YEAR BUDGET DETAIL REPORT

PROJECTION: 2023 2023 Budget Projection					
ACCOUNTS FOR: Motor Fuel Tax	VENDOR	QUANTITY	UNIT COST	2023	Finance
Touhy Avenue Gap Lighting Franks Ave to Milwaukee Ave. \$140,000 construction and \$20,000 engineering costs. Extension of Gross Point/Touhy Intersection Improvement not eligible for federal funding. In CIP		1.00	160,000.00	160,000.00	
Gross Point/Touhy Intersection Improvement - Construction Offset by grant funding. Represents Village match. (Entire project cost is \$3.8 million for construction and construction engineering).		1.00	500,000.00	500,000.00	
Pedestrian Crossing at Cleveland & Caldwell - Construction (MFT Share) As recommended by Niles Multi Modal plan. Finance to confirm funding account; (Amount represents a portion of the project, the remaining \$830,000 of which is present in the Capital Projects Fund (300-580120))		1.00	135,000.00	135,000.00	
Shermer Road Resurfacing from Waukegan Road to Dempster Street - Phase 1 Engineering Public Works will pursue federal funds for this project, which will include a proposed bike lane. Per recommendation of Niles Bike and Pedestrian Plan. Aligns with strategic plan.		1.00	175,000.00	175,000.00	
TOTAL MFT				2,435,001.00	
TOTAL Motor Fuel Tax		2,435,001.00			

CAPITAL IMPROVEMENT PROJECT PROFILE



DEPARTMENT:

STRATEGIC PRIORITY AREA:

TOTAL PROJECT COST:

CATEGORY:
Capital Project

IT / Capital Purchase
Capital Maintenance

PROJECT TITLE:

PROJECT DESCRIPTION:

PROJECT JUSTIFICATION/NEED:

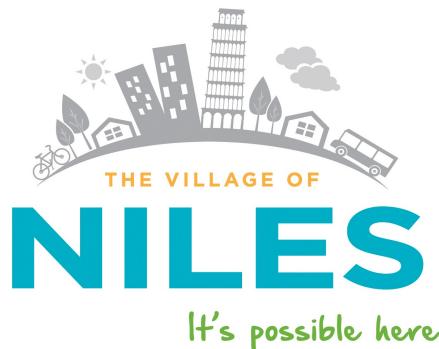
PROJECT BENEFIT/IMPACT:

OPERATING FUND IMPACT:

FUNDING SOURCE(S):

MAYOR
George D. Alpogianis

TRUSTEES
Joe LoVerde
John C. Jekot
Danette O'Donovan Matyas
Craig Niedermaier
Dean Strzelecki



VILLAGE MANAGER
Joseph S. La Margo

VILLAGE CLERK
Marlene J. Victorine

Phone: (847) 588-8000
Fax: (847) 588-8051
www.vniles.com

1000 Civic Center Drive, Niles, Illinois 60714

AGENDA
NILES VILLAGE BOARD OF TRUSTEES MEETING
COUNCIL CHAMBERS
Thursday, February 24, 2022
6:00 PM

SPECIAL MEETING - FISCAL YEAR 2023 BUDGET WORKSHOP I

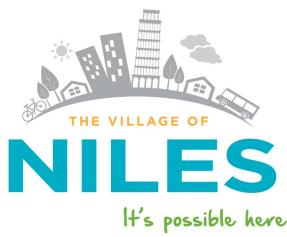
- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. PRESENTATION OF FISCAL YEAR 2023 (MAY 1, 2022-APRIL 30, 2023) FIVE-YEAR CAPITAL IMPROVEMENT PLAN**

Item 4.a FY23 Five Year Capital Improvement Plan
[Details](#)

- 5. QUESTION AND ANSWER SESSION**
- 6. PUBLIC COMMENTS**
- 7. ADJOURNMENT**



BOARD AGENDA ITEM EXPLANATION FORM



FY23 Five Year Capital Improvement Plan

Meeting Date: 02/24/2022

Item Number **4.a**

Requested By: Village Managers Office

Action Requested: Presentation

Prepared By: Kathy Thake, Deputy Village Manager

Assigned to:

ATTACHMENTS:

[Presentation Packet - CIP](#)

MOTION

REASON FOR REQUEST / BACKGROUND

Will this action involve an expenditure of funds?

If yes, is this a budgeted item?

Impact on future budget(s)

If yes, Projected Cost(s), Projected Fiscal Year, Project Name

Grant Funded Project

Grant Source

ORG#

Total Amount for Approval

ACCT#

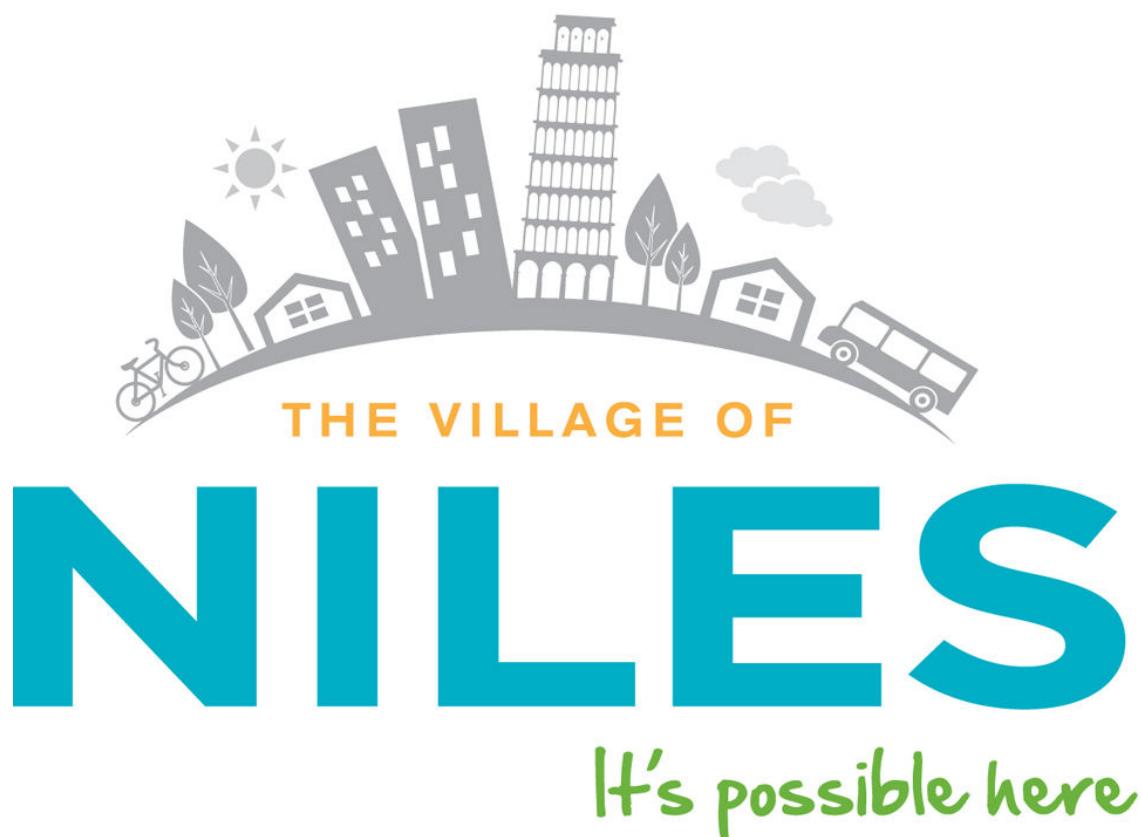
Budget Amount

Line Item Budget
Amount

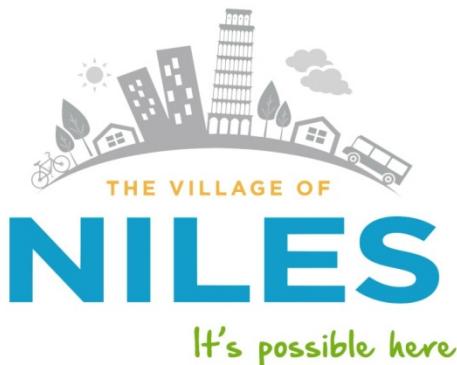
Variance

DRAFT

FY23 Five Year Capital Improvement Plan



Board of Trustees Budget Work Shop
Part 1
February 24, 2022



VILLAGE MANAGERS OFFICE

MAYOR

George D. Alpogianis

TRUSTEES

John C. Jekot

Joe LoVerde

Danette O'Donovan Matyas

Craig Niedermaier

Dean Strzelecki

VILLAGE MANAGER

Joseph S. La Margo

VILLAGE CLERK

Marlene J. Victorine

To: Village Board of Trustees
From: Joseph S. La Margo, Village Manager
Date: 02/10/2022
Re: Fiscal Year 2023 – 5 Year Capital Improvement Plan

Capital Budgeting in FY23

As a component of the Fiscal Year 2023 (FY23) budget process, Village staff has separated the capital and operating components of the budget. Staff believes that presenting the budget for consideration in this manner allows stakeholders and elected officials a more transparent and better understanding of the capital items in the budget, which are often the largest in terms of dollars and impact on the lives of citizens. This is the first time Village staff has presented a five-year comprehensive capital plan, which allows the community to see how the Village plans for the future.

This Village Board packet includes two components of the CIP: the complete project list—the large spreadsheet—and the booklet of individual project sheets that elaborate on each CIP item.

In March, staff will present the operating budget, including operating expenses for each department. Staff will present the complete budget recommendation to the Village Board in April.

CIP Document

The extensive document titled "The draft Fiscal Year 2023-2028 Capital Improvement Plan Finance Committee Draft" lays out the projects identified as capital items for the next several years, with a focus on FY23. It has several components, which are adapted from our internal CIP records. Please note that the future years (FY24-FY28) may change based on available revenues and other funding sources.

Dept:	Indicates to which department a project is most relevant.
Page #:	The page number for the project is in the accompanying booklet.
Project Title:	A brief name for the project.
Reason/Description:	There is a longer explanation of the project, but the accompanying project booklet can elaborate.
Fund/Source:	Identifies the primary fund location for each project, though these can be subject to change and can be complicated by the presence of grants or uncertain sources of external funding.

Year:	These boxes indicate where costs are projected over the next few years. This sheet is formatted so that costs appear in fund order and in descending order by year, beginning with FY23.
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CIP Project Booklet

The packet also includes a document consisting of individual project sheets or pages that detail projects in terms of cost, description, and impact on the Village. Department staff completed these documents and submitted them to the CIP team for compiling.

The sheets consist of a series of fields completed by department staff to explain their projects. Each project is given a category to define the sort of item. There are three categories to choose from:

Capital Project:	Most items on the list are considered projects, which is a broad category but usually means having a specific beginning and end date and a specific cost.
Capital Maintenance:	The definition of this category has shifted slightly throughout this budget process and now designates items that incur costs annually, such as sewer maintenance programs or tree-care services.
IT/Capital Purchase:	This category includes purchased or installed items, especially vehicles or IT components like software.

Other fields on the form include:

Strategic Priority Area	Assigns the project a pillar of the Strategic Plan to which it most closely relates. Given the nature of the CIP, this will often be "Infrastructure Planning and Funding."
Description	Explains the scope and intent of a project.
Project Justification	Explains why the project is necessary.
Project Benefit	Explains the impact of the project on Village operations or to stakeholders.
Operating Fund	Explains, if applicable, the effect the project will have on other Village costs.
Funding Source	Identifies the primary funding source for the project.

Conclusion

Don't hesitate to contact me or Budget Analyst Conor Schultz (ccs@vniles.com, Office: 847-588-8012, Cell: 847-764-1864) if you have any questions regarding these documents.

Draft Fiscal Year 2023-2028 Capital Improvement Plan Board of Trustees Draft (2/24/2022)

Dept	Page	Category	Project Title	Reason/Description	Fund/Source	FY23	FY24	FY25	FY26	FY27	FY28
PW	1	Project	HVAC Replacements Shared Units for Senior Center and Family Services	Hot Water Pumps serving entire building AHU-1 serving Senior Center & Family Services AHU-1 Variable Frequency Drives serving Senior Center & Family Services Wood gas piping supports on roof are deteriorated. Trane Temperature Controls serving building are obsolete.	General Fund	\$ 725,000	\$ - \$ - \$ - \$ - \$ - \$ -				
PW	3	Project	Full roof restoration at 7000 W. Touhy (Police Department)	Repair Adverse Membrane Conditions Present. Removal of Areas of Wet Insulation. Installation of New Perimeter and Penetration Flashings. Thorough Cleaning of Existing Membrane Surfaces. Application of New Restoration Treatment at Rates Specified. Application of New Surfacing Option	General Fund	\$ 310,000	\$ - \$ - \$ - \$ - \$ - \$ -				
PW	4	Project	HVAC Replacements at 7000 W. Touhy (Police Department)	Rooftop Unit RTU-1 serving Jail Cells, Rooftop Unit RTU-3 serving Lower Level Locker Rooms, Rooftop Unit, Rooftop Unit RTU-6 serving the Second Floor Offices, Add Mini-Split System to Fingerprint Area, Computer Room Unit CRIU-3 ducted cooling unit and remote condenser serving Lower Level Electrical Room	General Fund	\$ 300,000	\$ - \$ - \$ - \$ - \$ - \$ -				
PW	5	Project	Lower Level Mechanical Roof, Chiller and Access Door (Village Hall)	Replacement of the Lower Level Mechanical Roof, Chiller Unit and Access Door at Village Hall	General Fund	\$ 270,000	\$ - \$ - \$ - \$ - \$ - \$ -				
PW	6	Project	Village Hall Campus Redesign	Procure Architectural Drawings, General Contractor, and Construction Manager to Revitalize 1000 Civic Center Drive. Replacement of Tile Facade, Cement Stairwell Reconstruction, Updated Architectural Branding Sign and Traffic Flow Improvements.	General Fund	\$ 250,000	\$ 2,750,000 \$ - \$ - \$ - \$ - \$ -				
PW	7	Project	Milwaukee Brick Crosswalk Replacement	Replacement of Decorative Milwaukee Crosswalks with Thermoplastic Crosswalks	General Fund	\$ 250,000	\$ 25,000 \$ 250,000 \$ 25,000 \$ 250,000 \$ -				
PW	8	Project	Repair/Replacement of Exterior Walls, Gutters and Soffits at 999 Civic Center Drive (Human Services Building)	An exterior refresh of 999 Civic Center Drive is needed to assure the building envelope health. Tuckpointing, and cleaning of the brickwork is required in various areas of the building, the gutters and downspouts are in need of replacement, along with the water damaged soffit overhang in the rear of the building.	General Fund	\$ 250,000	\$ - \$ - \$ - \$ - \$ - \$ -				
PW	9	Project	Oakton Street and Caldwell Avenue - Multimodal improvements	Off street pedestrian and multimodal improvements on Caldwell Avenue & Oakton Street from Vapor Lane to I-94 Edens Expressway Morton Grove is leading this project and Niles is only responsible for cost sharing.	General Fund	\$ 240,000	\$ - \$ - \$ - \$ - \$ - \$ -				
PW	10	Project	Milwaukee Avenue Crossing (Mulford/Monroe)	Pedestrian safety crossings at the intersection of Milwaukee Avenue with Mulford and Monroe Streets.	Other Fund	\$ -	\$ 200,000 \$ 150,000 \$ 300,000 \$ - \$ -				
PW	11	Project	Pavement Rehabilitation Senior Center	Rehabilitation of the Senior Center Parking Lot	General Fund	\$ 200,000	\$ - \$ - \$ - \$ - \$ - \$ -				
PW	12	Project	Public Works Salt Dome & Storage Facility (Phase 2 & 3)	Public works salt dome replacement & storage facility.	General Fund	\$ 190,000	\$ 2,000,000 \$ 1,700,000 \$ - \$ - \$ -				
PW	13	Project	Implementation of Entrance and Roadway Signage Plan	In 2016, a comprehensive plan was developed for the installation of various signage throughout the Village, including entrance signage and roadway signage identifying Niles and wayfinding to key points within Niles.	General Fund	\$ 174,000	\$ 230,000 \$ - \$ - \$ - \$ -				
PW	14	Project	Replacement of Exterior Door and Frames at PW Campus	Demolition and replacement of 21 exterior doors and framework of the PW Campus	General Fund	\$ 170,000	\$ - \$ - \$ - \$ - \$ - \$ -				
PW	15	Maintenance	Crack Sealing	Crack sealing roads to prevent water infiltration.	General Fund	\$ 150,000	\$ 150,000 \$ 150,000 \$ 150,000 \$ 150,000 \$ 150,000				
PW	16	Project	Caldwell Avenue Niles sign and lighting	Niles branded sign on the Caldwell Avenue Bike Bridge. Painting of Bridge, railing rework and lighting	General Fund	\$ 150,000	\$ - \$ - \$ - \$ - \$ -				
PW	17	Project	Replacement of Exterior Door and Frames at 1000 Civic Center Drive	Demolition and replacement of 12 exterior doors and framework 1000 Civic Center Drive	General Fund	\$ 108,000	\$ - \$ - \$ - \$ - \$ -				
PW	18	Project	Golf Road, Milwaukee Avenue, and Greenwood Avenue - Sidewalk Infill	The Village is in the process of designing sidewalk infill from on Golf Road from Dee Road to Washington Road, on Greenwood Avenue from Golf Road to Sunset Road, and Milwaukee Avenue from Golf Road to Maryland Street.	General Fund	\$ 100,000	\$ 750,000 \$ - \$ - \$ - \$ -				
IT	19	Purchase	IT Infrastructure Improvements	Network and Wifi remediation	General Fund	\$ 98,000	\$ - \$ - \$ - \$ - \$ -				

Draft Fiscal Year 2023-2028 Capital Improvement Plan Board of Trustees Draft (2/24/2022)														
Dept	Page	Category	Project Title	Reason/Description	Fund/Source	FY23	FY24	FY25	FY26	FY27	FY28			
PW	20	Project	North Branch Trail Connection - Bunker Hill (Local Share)	Trail Connection from the intersection of Touhy and Caldwell to the North Branch Trail.	General Fund	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -			
IT	21	Purchase	O365/M365 Migration (Village Wide Email)	Office 365 migration represents an investment in cloud-based office software which will improve the effectiveness and reliability, as well as the security, of computer programs that staff use daily.	General Fund	\$ 92,600	\$ -	\$ -	\$ -	\$ -	\$ -			
PW	22	Project	Truck Wash Restoration	Reconfigure and plumb undercarriage wash, repair drainage, and reseal repaired concrete.	General Fund	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -			
PW	23	Maintenance	Tree Pruning	Tree Trimming along village owned parkways and properties.	General Fund	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000			
PW	24	Maintenance	Tree Removal	Tree Removal along village owned parkways and properties.	General Fund	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000			
PW	25	Project	HVAC Replacements (IT Room-(Village Hall) at 1000 Civic Center Drive)	Replace Liebert units in server room and server room ceiling with modern equipment that is designed to handle additional IT infrastructure.	General Fund	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -			
PD	26	Project	Records Configuration - Going Paperless (Police Department)	Reconfiguring the Records Department to improve the work space design and digitization of the paper records.	General Fund	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -			
IT	27	Purchase	End-User Device Refresh Lifecycle (IT Equipment)	Refresh end-user desktops at the end of life 4~5 year cycle at the rate of 50 desktops a year. -This will include desktop or laptop and typical peripherals such as scanners, webcams, headsets, monitors, docking stations, software licenses, including end-point protection, i.e., antivirus and malware protection.	General Fund	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -			
PW	28	Maintenance	Traffic Signal Maintenance	Traffic signal maintenance of intersection in the Village of Niles.	General Fund	\$ 58,702	\$ 58,702	\$ 58,702	\$ 58,702	\$ 58,702	\$ 58,702			
PW	29	Project	Tree Planting	Planting trees along village parkways and properties.	General Fund	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000			
PW	30	Project	Bike & Ped Plan Update	A variety of capital projects have been recommended by the BPAG as part of the bike and pedestrian plan update. The top priority project is not yet known.	General Fund	\$ 50,000	\$ 50,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000			
PW	31	Project	HVAC Replacements at PW Campus	Replacements of Above ceiling Computer Room Unit remote condenser serving Server Rooms	General Fund	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -			
PW	32	Project	Replacement of Exterior Door and Frames at PD Campus	Demolition and replacement of 5 exterior doors and framework of the PD Campus	General Fund	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ -			
PW	33	Project	Bridge Flag Poles	Installation of Flag Poles at various Chicago River Bridges in Town. Including: Howard Street, Touhy Avenue, and Hart Road	General Fund	\$ 40,000	\$ 80,000	\$ -	\$ -	\$ -	\$ -			
PD	34	Project	Automated License Plate Reader program	This project involves the purchase of 12 Automated License Plate reading cameras as well as updating our 2 current license plate reading cameras. The price includes all hardware and software as well as installation. The system will also allow our Axon squad car cameras to function as mobile License plate readers.	General Fund	\$ 38,896	\$ 34,396	\$ 34,396	\$ 34,396	\$ 34,396	\$ 34,396			
PD	35	Project	Niles Law Enforcement Memorial	The statue titled "The Protector", will feature a police officer standing atop a pedestal saluting. An officer's salute exhibits a long standing gesture of friendship, confidence and professionalism which is intended to honor all police officers killed in the line of duty, especially Niles Police Officer Steven Zourkas who was killed in the line of duty in 2005.	General Fund	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -			
PW	36	Project	Oakton Street Pedestrian network connections	Pedestrian network connections from the Chesterfield Gardens neighborhood to the newly pedestrian improved intersection of Caldwell and Oakton	General Fund	\$ 30,000	\$ 170,000	\$ -	\$ -	\$ -	\$ -			
IT	37	Purchase	End-User Device Refresh (Community Development)	It will annually refresh Community Development Department End-User Devices for Inspectors and Managers.	General Fund	\$ 28,000	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500			
IT	38	Purchase	Audio Visual and Conference Room Improvements	A/V and conferencing systems update/refresh for a variety of Village facilities.	General Fund	\$ 28,000	\$ -	\$ -	\$ -	\$ -	\$ -			

Draft Fiscal Year 2023-2028 Capital Improvement Plan Board of Trustees Draft (2/24/2022)

Dept	Page	Category	Project Title	Reason/Description	Fund/Source	FY23	FY24	FY25	FY26	FY27	FY28
PW	39	Project	Village Hall Interior Lobby Redesign	Architectural redesign and construction of the front counters for improved customer service, security, and cross training of employees. This improvement would improve security by requiring key card access and improved windows, improve efficiency of non-front counter employees, improve public access to Village services, and, after cross training across both departments, would allow for an additional one-half hour of access to both Finance and CD services.	General Fund	\$ 20,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -
PW	40	Project	Touhy Avenue Banner sign and monuments	Niles branded sign across Touhy Avenue at the Chicago River. Decorative Monument lights at Touhy Avenue Bridge.	General Fund	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -
FD	41	Project	Fire Station #2	This is a multi-phase project to replace the aging and failing fire station 2 building. This project includes feasibility analysis to determine building and land needs, as well as architectural design, possible land acquisition and construction.	General Fund	\$ -	\$ -	\$ 14,000,000	\$ -	\$ -	\$ -
PW	42	Project	Green Alley Project	The Green Alley location is west of Milwaukee adjacent to the Dutchmans Point Neighborhood. The project will reduce flooding and increase sustainability in Niles, and will specifically reduce runoff to an area of Dutchman's point where over 10 homes flood.	General Fund	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -
PW	43	Project	Lead Service Line Replacement	Complete replacement of lead services lines which require emergency repair, based on requirements laid out in State statute.	Water Fund	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000
PW	44	Project	USACE Funded Stormwater Project	On 12/17/21, the Stormwater Commission selected a portion of the Octonto and Dobson sewer improvement to receive USACE funding.	Water Fund	\$ 331,250	\$ -	\$ -	\$ -	\$ -	\$ -
PW	45	Maintenance	Sewer Lining Program	This annual program is designed to restore our sewer lines to proper operating conditions.	Water Fund	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
PW	46	Project	Pump Replacement: #2 and Pump # 4; add VFD's.	Replacement of Pump #2 and installation of a new VFD on pump #4 at the Touhy Avenue Pump Station.	Water Fund	\$ 234,000	\$ -	\$ -	\$ -	\$ -	\$ -
PW	47	Project	Touhy Avenue Watermain Replacement	Touhy Avenue watermain replacement from Caldwell to Lehigh	Water Fund	\$ 200,000	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -
PW	48	Project	Greenleaf Sewer Rehabilitation	Sanitary sewer repair and lining for Greenleaf sewer in Chesterfield Gardens	Water Fund	\$ 167,000	\$ -	\$ -	\$ -	\$ -	\$ -
PW	49	Maintenance	Sewer Cleaning and Televising Program	The sewer cleaning and televising program is to clean debris from both sanitary and storm lines and find deficiencies.	Water Fund	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000
PW	50	Maintenance	Water main Valve Exercising Program	To ensure that water valves can be located efficiently and closed to isolate part of the water system in case of an emergency, water main breaks or repair.	Water Fund	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000
PW	51	Maintenance	Fire hydrant flushing and testing program	Flush and test all Village fire hydrants.	Water Fund	\$ 59,000	\$ 59,000	\$ 59,000	\$ 59,000	\$ 59,000	\$ 59,000
IT	52	Purchase	SCADA Security	Secure the Village's Supervisory control and data acquisition (SCADA) system. SCADA is a system of software and hardware elements that enables the Water Department to control industrial processes locally or at remote locations; Monitor, gather, and process real-time data; Directly interact with devices such as sensors, valves, pumps, motors, and more through human-machine interface (HMI) software; Record events into a log file.	Water Fund	\$ 36,000	\$ -	\$ -	\$ -	\$ -	\$ -
PW	53	Project	Watermain Replacement Program FY24 - FY27	Watermain replacement for end of service life watermains	Water Fund	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -
PW	54	Project	Oketo Avenue Stormwater Improvement	Oketo Avenue Storm sewer replacement from Monroe Street to Keeney Street	Water Fund	\$ -	\$ 650,000	\$ -	\$ -	\$ -	\$ -
PW	55	Project	Lawrencewood Gardens and Oasis Neighborhood Storm Sewer Improvement	Storm sewer Improvement from Mulford and Octavia to Howard Street Storm sewer outfall	Water Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,400,000
PW	56	Project	Pedestrian Safety Improvements at Caldwell and Cleveland; Wauekgan and Cleveland	The Village is in the process of designing pedestrian crossing improvements at the above intersections.	MFT	\$ 950,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
PW	57	Project	Touhy Avenue at Gross Point Road Intersection Improvements	Intersection improvement at Touhy and Gross Point Road. The improvement include a multimodal trail, roadway widening, left turn lanes, and lighting.	MFT	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -

Draft Fiscal Year 2023-2028 Capital Improvement Plan Board of Trustees Draft (2/24/2022)

Dept	Page	Category	Project Title	Reason/Description	Fund/Source	FY23	FY24	FY25	FY26	FY27	FY28
PW	58	Project	Shermer Road - Rehabilitation and Multimodal Improvements	Rehabilitation of Shermer Road from Waukegan north to Village Limit. Project includes on-street bike and improvements per 2014 Bike and ped plan	MFT	\$ 175,000	\$ 180,000	\$ -	\$ 180,000	\$ 180,000	\$ -
PW	59	Project	Touhy Avenue Gap Lighting Franks Ave to Milwaukee Ave. (combine with proj 16)	The Gross Point and Touhy Intersection improvement includes new lighting up to the Chicago River Bridge. This project provides lighting for the gap between Franks and Milwaukee	MFT	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ -
PW	60	Project	Annual Street Improvement Program Beginning FY26-27 (MFT)	These are the MFT funds designated for street maintenance after the 2022 street improvement bond money has been spent.	MFT	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000
PW	61	Project	Melvina Street Rehabilitation	Pavement Rehabilitation Project from Touhy to Gross Point. Watermain replacement, lighting, and bike improvements. The \$500,000 figure represents early stages of construction targeted for the beginning of calendar year 2023. The full project cost is \$2,600,000. FY 24 project	TIF	\$ 500,000	\$ 2,100,000	\$ -	\$ -	\$ -	\$ -
PW	62	Project	Touhy Bridge Project - Local Improvements	The Village is responsible for various non-participating costs related to the Touhy Bridge project.	TIF	\$ -	\$ 650,000	\$ -	\$ -	\$ -	\$ -
FC	63	Project	Fitness Center HVAC Gym Roof Top Units (RTU)	Replacement of two existing Gym HVAC RTU	Fitness Center	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -
FC	64	Project	Re-Support of Pool Duct Work To Beams	Labor, materials, and lift needed to install additional trapeze for all duct work hanging over pool area (Please see additional quote information attached to the profile)	Fitness Center	\$ 21,980	\$ -	\$ -	\$ -	\$ -	\$ -
FC	65	Project	Replacement of Flooring in Cardio/Weight Area of the Fitness Center	The carpet and mondo flooring in Cardio/Weight Area of the Fitness Center will be replaced. Type of flooring replacement and configuration will be considered by vendor's evaluation/quoted fee	Fitness Center	\$ -	\$ 56,550	\$ -	\$ -	\$ -	\$ -
FC	66	Project	Replacement of Front Lobby Doors Interior and Exterior	The Front Lobby doors of Fitness Center interior/exterior will be replaced. Type of replacement will be considered by evaluation/quoted fee from vendor	Fitness Center	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -
FC	67	Project	Membership Service Desk (Front Desk)- Remodel	The Membership Service Desk (Front Desk) will be remodeled. Type of remodeling will be considered by vendor evaluation/quoted fee	Fitness Center	\$ -	\$ 9,700	\$ -	\$ -	\$ -	\$ -
FD	68	Purchase	Purchase New Ambulance	Replace heavily used and worn out ambulance from 2009. A new ambulance will allow for a reliable vehicle to respond to medical emergencies without delay.	Auto Fund	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ -
PW	69	Project	Build (4) Hooklift attachments for PW Trucks	In lieu of full truck replacements for specialty equipment, 4 Hooklift attachments will be built to serve multiple areas of the Public Works Operation. An asphalt "hot box" body, a Chipper Box, A Watering and De-Icing Tanker and a Flat Bed Trailer	Auto Fund	\$ 310,000	\$ -	\$ -	\$ -	\$ -	\$ -
PW	70	Purchase	499 Street Sweeper Replacement	Replacement unit will serve as the primary street sweeper for sweeping and leaf pickup operations	Auto Fund	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -
PW	71	Purchase	Replace Sewer Department Van #478	Replacement of Water Department Cube Van #478 2008 Chevrolet E3500 Upfit with Morgan Olsen Route Star Walk-In Van body and applicable hardware for water main repairs.	Auto Fund	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -

Draft Fiscal Year 2023-2028 Capital Improvement Plan Board of Trustees Draft (2/24/2022)

Dept	Page	Category	Project Title	Reason/Description	Fund/Source	FY23	FY24	FY25	FY26	FY27	FY28
PW	72	Purchase	Replace (2) Water Department Trucks Units #440 and #472	Replace (2) Water Department trucks 2008 and 2006 models with (2) 2023 Utility Body trucks. The replacement vehicles will be built on Ford F-350 Chassis and Knapheide service bodies that will be used by the water department for service calls and for winter snow removal operations.	Auto Fund	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ -
PW	73	Purchase	Replace (2) Detective Sedans Units #104 and #107	Replace (2) 2007 Dodge Charger Sedans with (2) 2023 Police SUV's	Auto Fund	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -
PW	74	Project	Above Ground Mobile Truck Lifts	(6) Mobile Column Lifts are required to safely lift a wide range of heavy duty vehicles quickly and efficiently. From water sewer vans and pumper trucks to PACE buses and Tower trucks, these mobiles lifts can safely handle them all. Lifting capacities of 18,500lbs. per column can handle any vehicle that the Village owns	Auto Fund	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -
FD	75	Purchase	Purchase New Fire Engine	Replacement of aging and deteriorating 1992 fire engine.	Auto Fund	\$ -	\$ 875,000	\$ -	\$ -	\$ -	\$ -
PW	76	Purchase	Replace (11) Civic Center Vehicles with (8) Electric "Motor Pool" Vehicles	Replace (11) General Government Vehicles, (10) 2007 Ford Fusions and (1) 2000 Crown Victoria with (8) Electric "Motor Pool" Vehicles. This project will also include charges that will be installed by the Village Electrician.	Auto Fund	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -
PW	77	Maintenance	Minor Asphalt Repairs	This work is done in areas where asphalt repairs are needed, but resurfacing is not scheduled within the next five years. Locations are determined on an as needed basis.	Street and Bridge	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000
PW	78	Project	Annual Street Improvement Program Beginning FY26-27 (S&B)	These are the Street & Bridge funds designated for street maintenance after the 2022 street improvement bond money has been spent.	Street and Bridge	\$ -	\$ -	\$ -	\$ 1,450,000	\$ 1,450,000	\$ 1,450,000
PW	79	Project	Complete lead service line replacement utilizing IEPA forgivable loans	Complete replacement of lead services lines as part of Lead Service Line Replacement Program	Grants	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ -
PW	80	Project	Milwaukee Avenue Streetscape Phase V	Streetscape improvements from Monroe to Greenwood	Grants	\$ -	\$ 7,050,000	\$ -	\$ -	\$ -	\$ -
PW	81	Project	Milwaukee Avenue Streetscape Phase VII	Streetscape improvements at Milwaukee and Waukegan; and Oakton and Waukegan	Grants	\$ -	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -
PW	82	Project	Annual Street Improvement Program Beginning FY23-25	The goal of this program, funded via bond and federal ARPA funds, is to achieve an average Village Pavement Condition Index rating of 65. The program will prevent costly future maintenance and rehabilitation.	Bonded Project & ARPA	\$ 4,600,000	\$ 7,050,000	\$ 7,050,000	\$ -	\$ -	\$ -
						\$ 19,687,428	\$ 39,800,848	\$ 31,464,598	\$ 10,919,598	\$ 10,844,598	\$ 14,814,598

Fiscal Year 2023 Totals

General Fund	\$ 5,081,198
Fitness Center	\$ 141,980
MFT	\$ 1,785,000
TIF	\$ 500,000
Water Fund	\$ 2,044,250
Auto Fund	\$ 1,455,000
Bonded Project & ARPA	\$ 4,600,000
Grants	\$ 4,000,000
Street and Bridge	\$ 80,000

*Staff will defer this project to FY24.

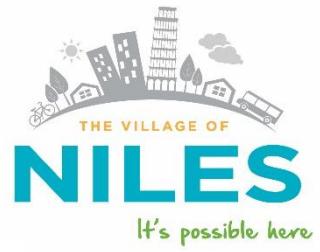
*Finance Committee sought clarification on items labeled "maintenance."

*MFT Projects may move to Street & Bridge Fund depending on funding levels.

*Finance Department staff will change the name "General Fund" to "Capital Projects Fund."

Project costs would be transferred from the General Fund for any project moved. This change would primarily affect internal record-keeping.

CAPITAL IMPROVEMENT PROJECT PROFILE



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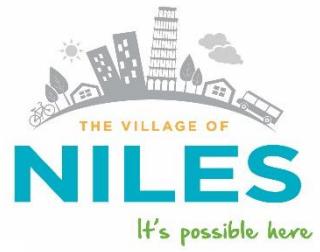
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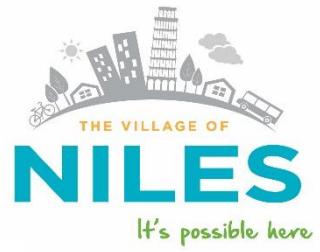
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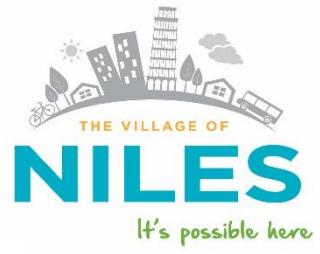
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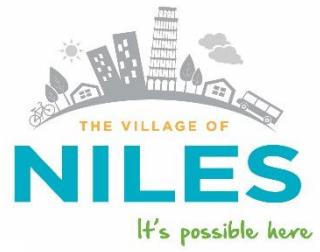
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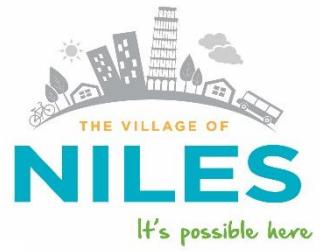
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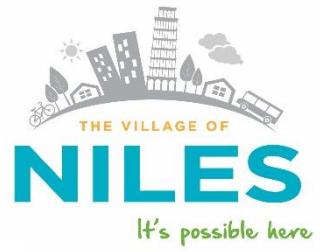
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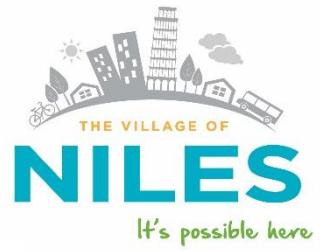
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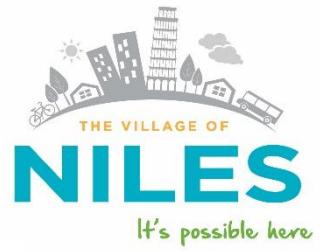
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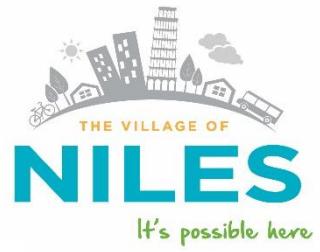
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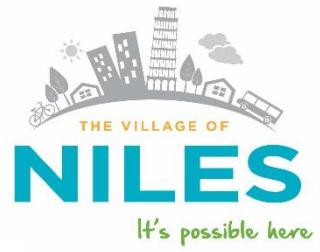
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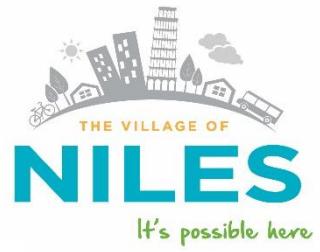
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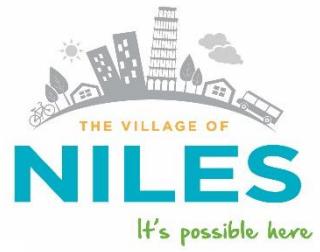
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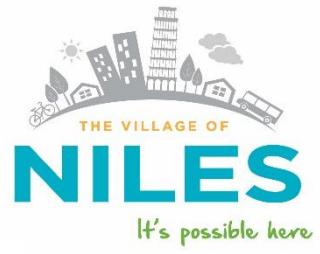
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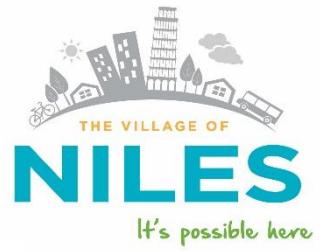
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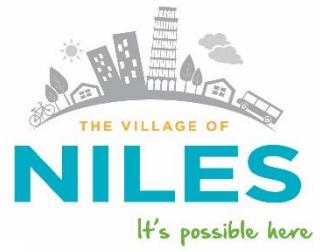
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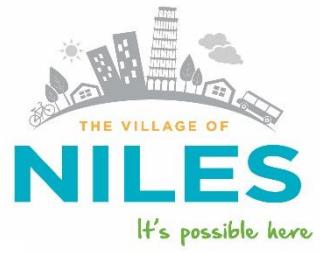
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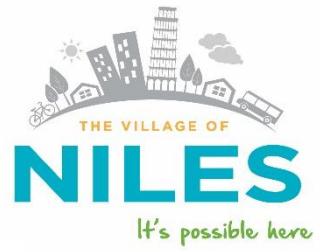
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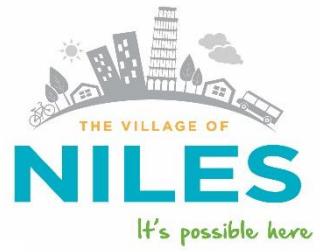
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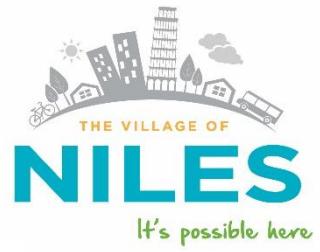
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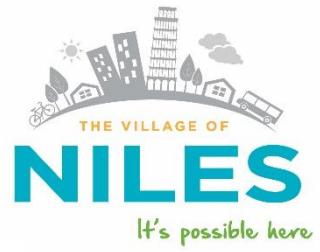
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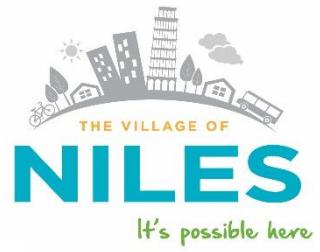
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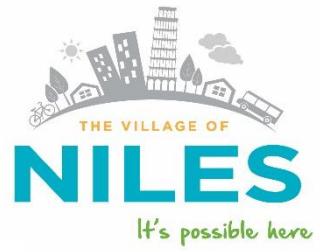
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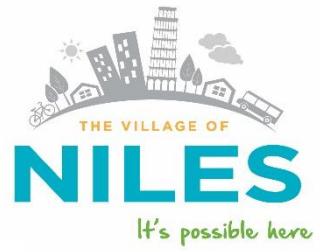
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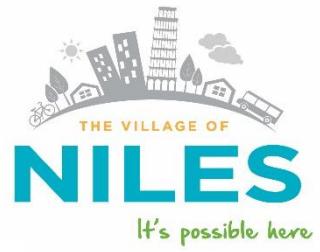
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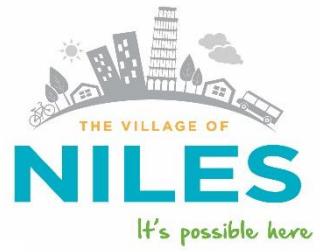
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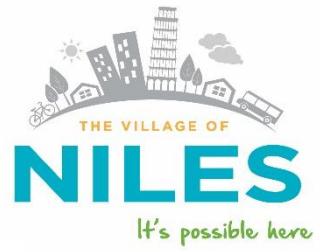
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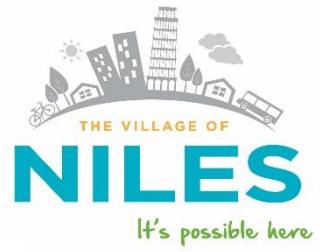
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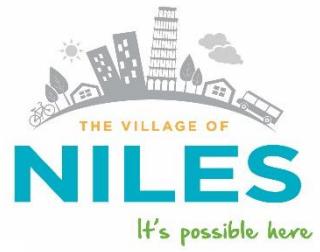
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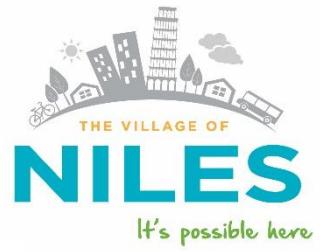
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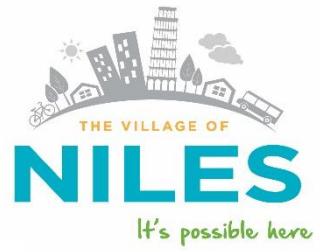
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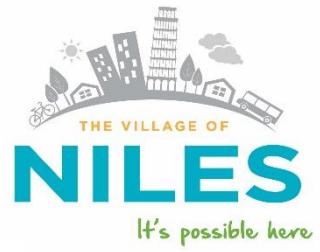
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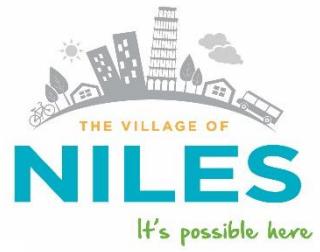
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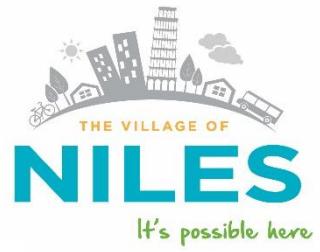
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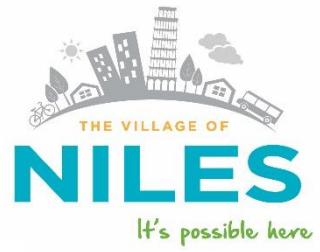
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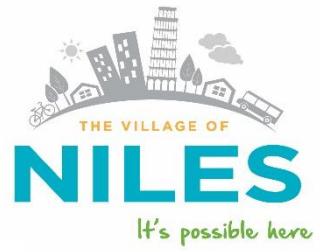
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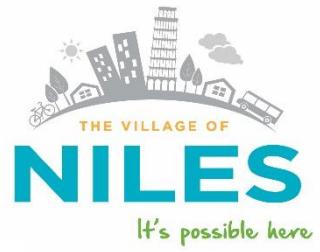
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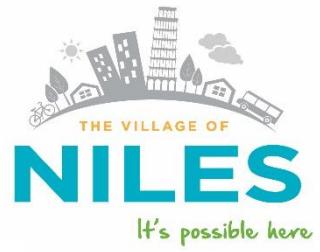
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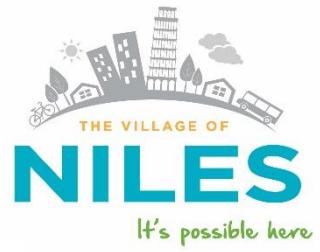
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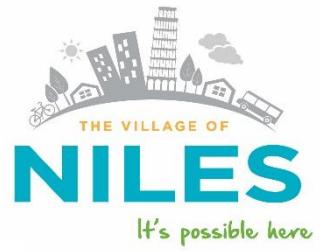
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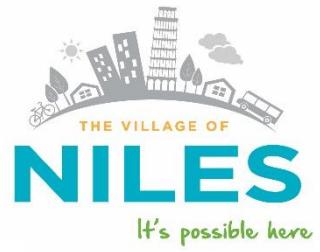
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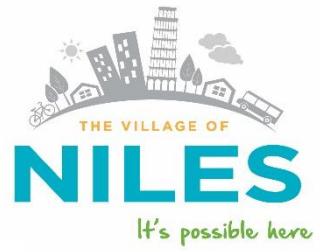
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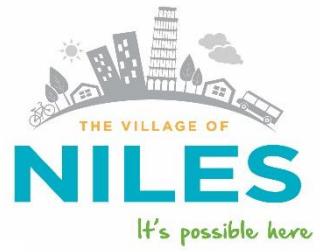
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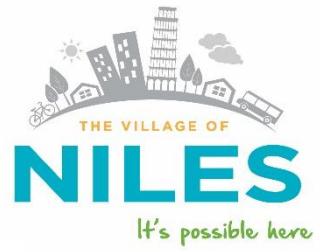
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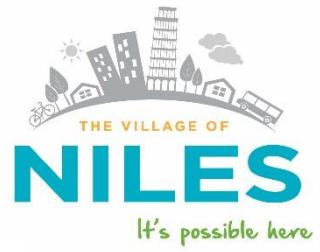
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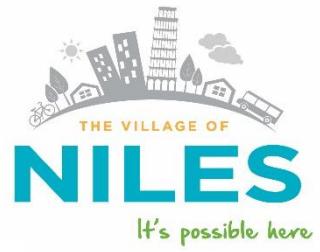
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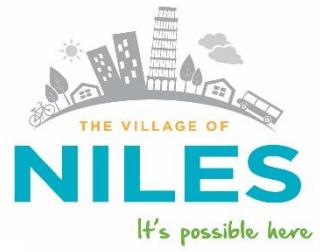
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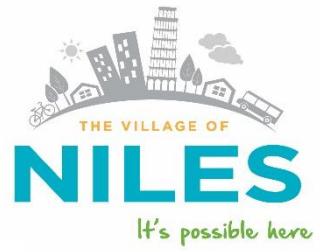
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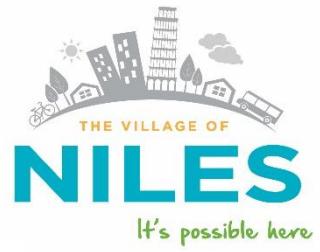
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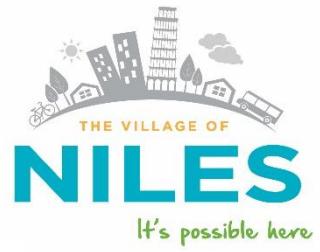
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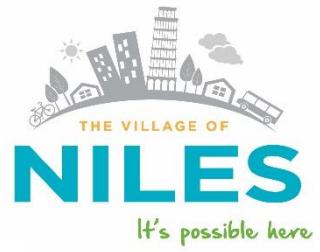
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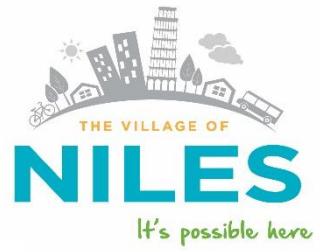
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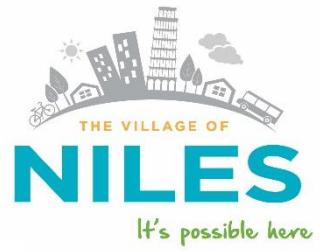
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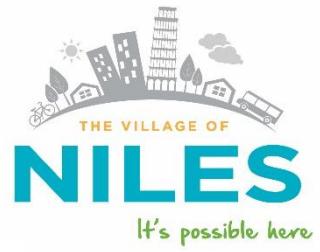
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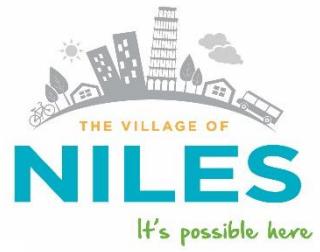
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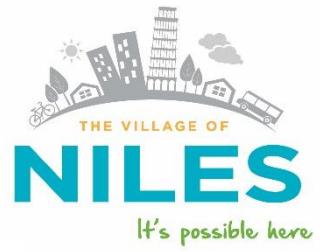
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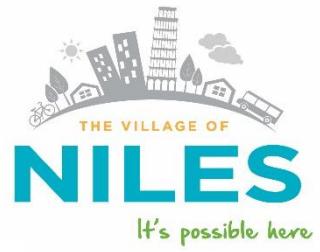
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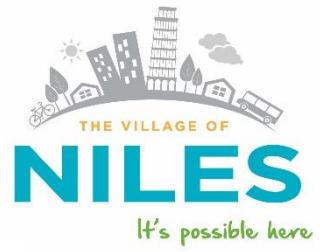
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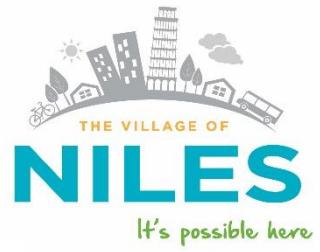
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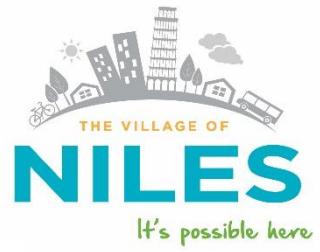
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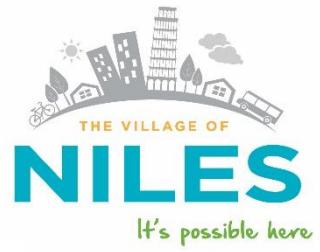
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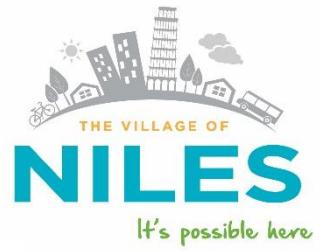
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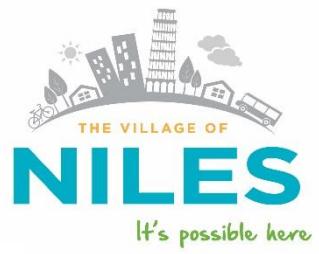
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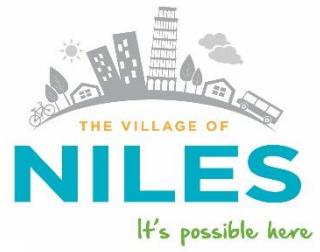


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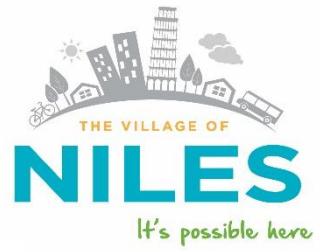
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Capital Maintenance

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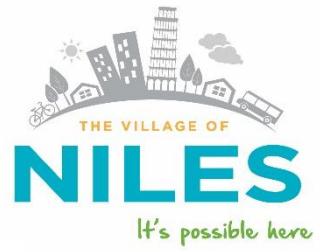
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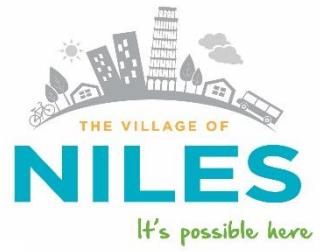
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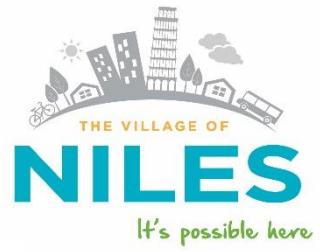
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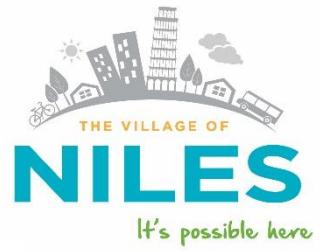
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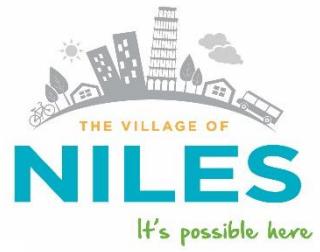
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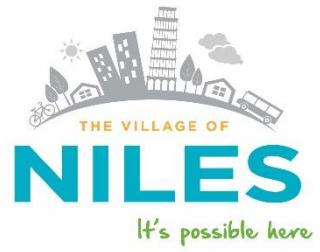
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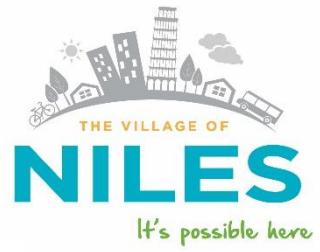
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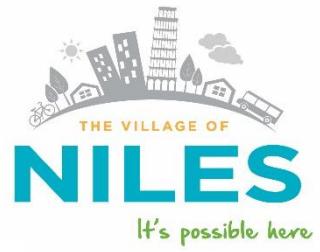
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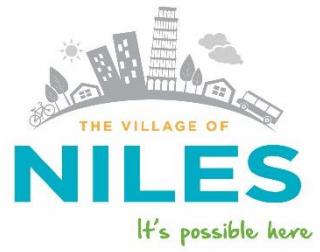
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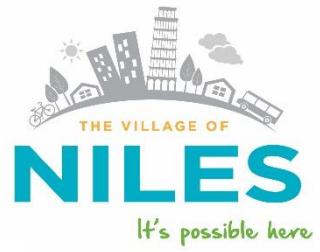
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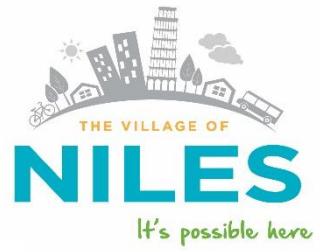
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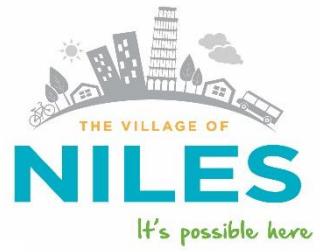
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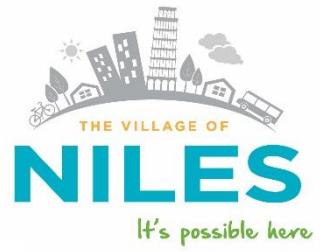
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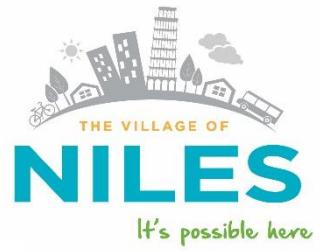
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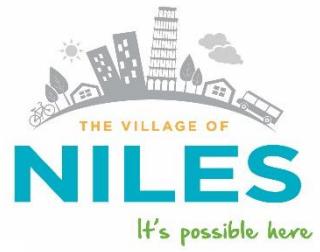
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