

City Council

Goal Setting Session

Agenda

October 27, 2015 at 6:30 P.M
Police Department Training Room

Goal Setting Summary Memo

- 1 Call to Order**
- 2 Darien Neighbor's Magazine**
- 3 Utility Burial – 75th and Cass**
- 4 Expand Collaboration between the Darien Chamber of Commerce and other outside sources**
- 5 Capital/Neighborhood Beautification Projects**
- 6 Increase promotion of Direct Connect**
- 7 Adjournment**

CITY OF DARIEN

MEMO

TO: Kathy Weaver, Mayor, City Council, City Clerk, and City Treasurer

FROM: Bryon D. Vana, City Administrator

DATE: October 20, 2015

SUBJECT: Goal Setting Agenda and Background–October 27th, 2015, 6:30pm, police training room

The agenda has been prepared for the goal setting session scheduled for October 27th, 2015. This memo includes a summary of these topics and additional background information on some of the topics. If a topic has an * next to it then additional material is included in the packet.

1 Darien Neighbor's Magazine*

Recently, the publisher of Darien Neighbor's magazine has been having a difficult time generating enough advertising revenue to maintain the magazine and the last issue was significantly late. After discussions with the publisher he has given several alternatives to consider in order for the magazine to continue.

2 Utility burial 75th and Cass *

As you are aware, there are a number of overhead wires that still exist in the area of the new Darien Pointe center. Several of the Council members mentioned that the area would look much nicer if the overhead wires were placed underground. If there is interest from a majority of the Council to pursue this project the Council will discuss funding options.

3 Expand Collaboration between the Darien Chamber of Commerce and other outside sources

Alderman Kenny requested this topic for the goal setting meeting. *He would like to see more collaboration between the Darien Chamber of Commerce and other outside sources such as Choose DuPage and Chamber 630 which is a recent merge between the Woodridge and Downers Grove Chambers. Though the Darien Chamber promotes Shop Local Shop Darien, the fact remains business has no borders.*

4 **Capital/Neighborhood Beautification Projects** *

Since 2004 the City has increased funding for neighborhood improvement projects such as roads, sidewalks, drainage, water system improvements, and beautification projects. These projects are critical to maintain and improve neighborhood property values. This topic is on the agenda to allow the Council to discuss our capital improvement and beautification projects. Included with the meeting packet is the *CITY OF DARIEN CAPITAL IMPROVEMENTS PLAN GUIDELINES FISCAL YEARS ENDING 4/30/17 TO 4/30/19*.

Staff developed a document that includes guidelines for capital projects planning that was approved by the City Council on August 20, 2012. The guidelines serve as a budget and financial management tool assisting in multi-year capital projects planning. The CIP guidelines will also be used to provide the staff and council with a framework to facilitate budget preparations and discussions. This document is updated annually in conjunction with the budget meetings. New ideas and projects identified by the City can be added to the project list based on a consensus of the Council.

Additional backup information is also in the packet regarding the Sawmill Creek study/improvements, Cass and I55 Streetscape project, and various corridor improvements that are included in the City's Comprehensive Plan.

5 **Increase promotion of Direct Connect**

Alderman Belczak requested to discuss *the feasibility of a promotion to increase the resident's use of Direct Connect. Maybe door hangers or letters to all of Darien explaining the usefulness of Direct Connect and providing links or simple instructions on how to sign up*. Currently there are 2382 DC subscribers.

CITY OF DARIEN

MEMO

TO: Bryon D. Vana, City Administrator

FROM: Paul Nosek

DATE: October 27, 2015

SUBJECT: Neighbors Magazine

Currently, the City of Darien engages Emerald Marketing, Inc. to publish the Neighbors Magazine 6 times a year. The City has maintained this relationship for approximately 11 years and the community has come to enjoy the magazine and utilize it for information. The School District and Park District also advertise in the magazine to a lesser degree than the City. The current cost of the magazine with a publication of 10,130 magazines, 6 times a year is \$19,200.00. This includes the printing and postage to every home in Darien. The City pays for 4 full pages and a calendar and Mayor's letter is complimentary. Recently, the publisher has been having a difficult time generating enough revenue to maintain the magazine and the last issue was significantly late. After discussions with the publisher, it may not be possible to maintain the same pricing.

The publisher has given several alternatives:

- Shorten the issue to 24 pages while maintaining no more than 50% advertising space.
- Have the City purchase additional pages for city information which would be estimated to cost between \$800 to \$1600 per addition
- Reduce costs by eliminating the mailing and distribute as a free drop off in area stores, public areas, and churches

The council will need to discuss if the City wants to continue the "Neighbors Magazine" or a version of the magazine and what is the City is willing to spend to do so?

Bryon Vana

Subject: FW: Neighbors of Darien

From: Tim [mailto:tim@neighborsmagazines.com]

Sent: Friday, October 09, 2015 3:45 PM

To: Bryon Vana

Subject: RE: Neighbors of Darien

Bryon,

Strategy to publish Neighbors of Darien Magazines on time, every time.

The problem: late delivery of the magazine. Advertising revenue decreased and late payments increased causing delays in having the funds available for print and postage. We did not react quickly enough to head off this problem.

The next issue

The first important matter is getting the November/December issue printed on time.

The number of pages that we are able to provide in each issue is based on total revenue. Our goal is always at least 32 pages, but sometimes we have to cut pages if the revenue is not there. The November/December issue will have to be 24 pages. The dedicated editorial pages (the city has 4 dedicated editorial pages) are guaranteed and are unaffected by the total page count of each issue.

Display advertising will never exceed 50% of the total space, so quality balance between editorial and advertising is always maintained.

The Nov/Dec issue will be ready to go to press October 21. Payment from the governmental bodies must be received before the publication is printed. Assuming we receive payment by October 20th, printing will proceed and the magazines will be delivered to the post office on October 28th. Based on our experience with the Post Office, all deliver to homes should be completed by October 31.

Looking forward

We will make every effort to increase revenue so that we can continue business as usual: Mailed directly to every household. If the city and park district each add two pages @ \$400/page, that would help sustain the magazine as is.

“Free drop” alternative. Neighbors Magazines is committed to delivering local news to all local residents. The free drop strategy is not something that we want to consider, but will if necessary.

Bryon, for the Nov/Dec issue, the only way we can publish on time is if we receive payment by the 20th so that we can pay the printer. Please let me know whether or not this is a problem.

Thanks,

Tim

From: Bryon Vana [mailto:bvana@darienil.gov]

Sent: Friday, October 09, 2015 2:20 PM

To: Tim

Cc: forward for kweaver; Paul Nosek

Subject: RE: Neighbors of Darien

Tim

Reminder, you were going to forward us some options today regarding Neighbor's Magazine.

Bryon D. Vana

Bryon D. Vana

City Administrator -City of Darien, Office phone – 630-353-8114

To receive important information from the City of Darien sign up for our electronic newsletter: **DARIEN DIRECT CONNECT** Follow the link and subscribing is simple!

<http://www.darien.il.us/Reference-Desk/DirectConnect.aspx>

From: Bryon Vana

Sent: Monday, October 05, 2015 3:27 PM

To: 'Tim'

Cc: forward for kweaver; Paul Nosek

Subject: RE: Neighbors of Darien

Tim

I do not want to commit to that extra expense.

Bryon D. Vana

Bryon D. Vana

City Administrator -City of Darien, Office phone – 630-353-8114

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<http://www.darien.il.us/Reference-Desk/DirectConnect.aspx>

From: Tim [mailto:tim@neighborsmagazines.com]

Sent: Monday, October 05, 2015 1:40 PM

To: Bryon Vana

Subject: RE: Neighbors of Darien

Bryon,

Thanks for meeting with me this morning. I will work on different proposals to keep Neighbors of Darien published and on time.

Regarding the November/December issue, would you be able to support that issue with 4 additional pages (\$1,600)? Those four pages could be the lead story focusing on all that the City does during the holiday season.

Let me know if that's a possibility.

Thanks,

Tim

From: Tim [mailto:tim@neighborsmagazines.com]

Sent: Monday, September 28, 2015 11:08 AM

To: Bryon Vana

Subject: Neighbors of Darien

Good morning Bryan,

Neighbors of Darien Magazine will be delivered to the post office next Wednesday, 9-30.

As we discussed this issue was delayed by a combination of unfortunate circumstances, not the least of which was a cash flow problem on our end. I have taken measures to ensure that future issues are delivered on time. I would like to meet with you at your convenience to discuss our resolution. I am very sorry that this issue is so late. I am confident that we can prevent this from happening again in the future.

Please let me know when would be a convenient time to meet.

Thank you.
Tim Sullivan



28 South Water Street, Batavia IL 60510
630-995-3482 welcometoneighbors.com

Mailed to **over 86,000 homes** and businesses in these communities:
DuPage: Darien, Lisle, Westmont. Kane: Batavia, Geneva, North Aurora, St. Charles.



Neighbors is a ***Disabled Veteran Owned Small Business.***



CITY OF DARIEN

MEMO

TO: Bryon Vana

FROM: Paul Nosek

DATE: October 17, 2015

SUBJECT: Underground Utility Project – Cass Ave. 75th - Plainfield

As you are aware, there are a number of overhead wires that still exist in the area of the new Darien Pointe center. Several of the Council members mentioned that the area would look much nicer if the overhead wires were placed underground. The rough estimated cost for this project is \$1,800,000.

If there was interest to pursue this project ComEd has a funding mechanism in place which is a Local Government Compliance Adjustment or LGC Rider. A LGC Rider project is paid for by an additional fee on electric users within the City. In summary, the cost of the project is spread out over Darien electric users based on kilowatts used. The additional fee is assessed on users during the length of the project. For example, if this project takes 6 months to complete, ComEd would collect the estimated \$1,800,000 over a six month period. The City could also pay for this project directly as we do for other capital projects that we fund.

We don't have a specific cost per kilowatt hour that would be assessed on the electric user. However, based on the rough estimated project cost and duration, ComEd would need to receive \$300,000 a month over the six month period.

If the Council would seriously consider this project, staff would meet with ComEd to review the process and costs.

Commonwealth Edison Company
Public Relocation Department
One Lincoln Centre
Oak Brook Terrace, IL 60181

www.comed.com

An Exelon Company

February 24, 2015

Mr. Dan Gombac
Director of Municipal Services
City of Darien
1702 Plainfield Rd
Darien, IL 60561

Project: TBA
Work Order: TBA
EPS Project: TBA

Re: Relocation of overhead electric facilities along **S. Cass Ave.** as occupied.

Dear Dan,

This letter is in reply to an inquiry regarding the **City of Darien** request to relocate ComEd's overhead electric lines along the east side of **S. Cass Ave.** from **Plainfield Rd.** to **73rd St.** to underground.

The preliminary estimated cost to relocate the existing overhead facilities is approximately **\$1,830,060** this is a non-binding, high-level cost estimate prepared without an engineering design for preliminary budgetary purposes only and is not a final cost for ComEd to provide any work to relocate the subject facilities. **The final costs may be higher or lower depending on mutual agreement of facilities relocated, final engineering design, difficulty of work area and what the accepted contract bid is for performing the work.** The Village should take note that final costs will be based off the total actual charges that ComEd incurred to complete this project. This cost estimate is good for 30 days from the date on this letter.

General Assumptions:

- This estimate is for the relocation of ComEd electric facilities only. The Village will need to contact other utilities for their relocation cost, if applicable.
- This estimate is based upon current tariffs with no escalation.
- Construction estimate and schedule is based on normal 40-hour workweek, without overtime, weekend, or Holiday work.
- Estimate does not include delays related to permitting needs required by governmental entities including municipalities or other optional facilities charges.
- Project scope provides no additional capacity, contingency or redundancy above what is specifically stated. Change in scope will result in additional charges. Estimate does not include any enhanced reliability.

Others Responsibilities:

- Village will be responsible to obtain all permits and easements at Village expense as necessary to support ComEd's construction schedule and installation methods, including but not limited to trimming without restriction.
- All ComEd customers which require service entrance modifications (overhead to underground or relocated overhead service drops) are the responsibility of the village.
- No landscaping or beautification will be provided by ComEd, only rough grade back fill of all areas disturbed by the ComEd construction removal and installation of equipment. All restoration, finished grading, sod and/or seeding is to be completed by other's within both the right-of-way and private property areas.
- Soil remediation will be the responsibility of other's.
- Other's to provide ComEd with all required easements for underground facilities being installed.
- All trees, shrubs and vegetation to be removed by other's in the proposed easement areas. Grade to be within 4" of final grade before ComEd starts its work.

Preliminary Scope of Work:

- Removal of 14 poles and associated primary/secondary wire and equipment. If AT&T/Comcast still on poles, they will only be topped & AT&T to remove bottom half.
- Remove 6-spans of 12 & 34kv primary aerial wire, approximately 2115ft
- Install 2x3 concrete encased duct package approximately 2300ft
- Install approximately 2400' of 34kV primary underground cable and other associated underground equipment.
- Install approximately 2300' of 12kV primary underground cable and other associated underground equipment.
- Install "3" 3-Ph Pad Mounted Transformers
- Install approximately "3" Cast in Place Manholes
- Install approximately "2" splice boxes
- Install "3" 34Kv & "3" 12kv down feed terminal pole.
- Install approximately "2" 4-Bay Switchgears
- Relocate 1-34Kv ALRS equipment pole

As an Illinois public utility, ComEd is subject to the terms and conditions of the Illinois Public Utilities Act (220 ILCS) and is obligated to provide reliable service at least cost. The relevant section of the Illinois Public Utilities Act (PUA) is Section 5/8-401, which states:

'Every public utility subject to this Act shall provide service and facilities which are in all respects adequate, efficient, reliable and environmentally safe and which, consistent with these obligations, constitute the least-cost means of meeting the utility's service obligations.'

The Village should take special note of the fact that ComEd must meet our "Service" obligations at least cost to our "Ratepayers." Should replacement or additional distribution lines be required, ComEd must install facilities at least cost, which may require the facilities to include an overhead pole line. Should the Village desire the facilities be placed underground, the Village will be obligated to pay for the incremental costs of undergrounding or rerouting the line(s). In summation, "The Village will pay the cost of the underground line, less the estimated cost of the avoided overhead installation".

If the Village desires to proceed with relocation, there will be an advance engineering charge required of **\$180k**. This engineering charge is non-refundable, and will be applied towards the total cost of the project if the Village authorizes the construction work to proceed. Once engineering is complete, the cost estimate will be submitted for Village approval.

Once the Village approves proceeding with the project, there are two payment options available. The first would be a progressive payment schedule. This would include a first partial payment of 50% of the construction cost estimate prior to the start of construction with the potential for multiple payments as construction progresses. Final invoicing will occur upon completion of all work based on actual charges. The second option would be under Rider LGC, Local Government Compliance, where ComEd applies an additional "per kilowatt-hour charge" onto the monthly bills of all customers within the municipal boundaries of **Darien**. As costs for this project are incurred each month, the appropriate share of those costs will be reflected as a separate line item charge on the monthly bills of the customers. The "per kilowatt-hour" charges will continue until the project is completed and all costs for the project are reflected on ComEd's books of account.

If you have questions please feel free to call me directly.

Sincerely,

Hugo Silva
Sr. Project Engineer
Public Relocation Department

Office: 630-437-3182
Hugo.silva@comed.com

City Approval

Date

ComEd Approvals:

Manager Public Relocation

Grant St

S Cass Ave

Jewel-Osco

Chuck E. Cheese's

County Regional Trail

75th St

75th St

Southern DuPage County F

S Cass Ave

Plainfield Rd

**RIDER LGC
LOCAL GOVERNMENT COMPLIANCE ADJUSTMENT**

Applicable to Rate BES, Rate BESH, and Rate RDS

* **APPLICABILITY.**

This rider is applicable to retail customers located within the boundaries of a Local Government Unit that enacts an ordinance or otherwise utilizes its constitutional or statutory powers to compel the Company, directly or indirectly, to perform any combination of the items described in the Overview section of this rider.

* **PURPOSE.**

The purpose of this rider is to allow the Company to recover the costs it incurs to provide the services or install, remove, replace, modify, or maintain the facilities described in the Overview section of this rider.

OVERVIEW.

In the event that a Local Government Unit enacts an ordinance or otherwise utilizes its constitutional or statutory powers to compel the Company, directly or indirectly, to perform any combination of the following:

- a. provide a service in addition to, different from, or instead of a service which the Company would otherwise be required to provide,
- b. install facilities in addition to, different from, or instead of facilities which the Company would otherwise be required to install,
- c. remove existing facilities and replace them with facilities different from facilities which the Company would otherwise be required to provide in such replacement,
- d. remove existing facilities and replace them with facilities at a different time than the Company would otherwise be required to provide such replacement,
- e. modify facilities which the Company would otherwise not be required to modify, or modify facilities in a manner different from the manner in which the Company would otherwise be required to perform the modification,
- f. maintain its facilities in a manner that imposes additional requirements on, or is different from the manner in which the Company would otherwise be required to maintain its facilities,
- g. remove or relocate existing facilities as provided in the River Edge Redevelopment Zone Act (65 ILCS 115/10 – 10.1(c)),

the costs of providing such service, or installing, removing, replacing, modifying or maintaining such facilities are recovered from the Company's retail customers located within the boundaries of such Local Government Unit in accordance with the provisions of the Adjustment Computation and Application section of this rider. As described in such Adjustment Computation and Application section, if the Company recovers amounts in excess of such costs, such excess amounts are credited to such retail customers.

All facilities the Company is compelled to install in accordance with the provisions of this rider are the property of the Company.

For the purposes of this rider, the Company is otherwise required to provide a service, or install, remove, replace, modify, or maintain facilities in a particular manner only if it is obliged to do so (a) under a state or federal statute, (b) under a state or federal regulation, or (c) in accordance with the provisions for providing standard service and facilities in the Company's then current Schedule of Rates filed with the Illinois Commerce Commission (ICC).

(Continued on Sheet No. 254)

Filed with the Illinois Commerce Commission on
July 31, 2015.
Asterisk (*) indicates change.

Date Effective: September 14, 2015
Issued by A. R. Pramaggiore, President and CEO
Post Office Box 805379
Chicago, Illinois 60680-5379

RIDER LGC
LOCAL GOVERNMENT COMPLIANCE ADJUSTMENT

(Continued from Sheet No. 254)

ADJUSTMENT COMPUTATION AND APPLICATION (CONTINUED).

- A = Local Government Compliance Account Amount, in \$, equal to the net balance of the cumulative Costs attributable to the Local Government Unit less Revenues from retail customers located within the boundaries of such Local Government Unit through the end of the Determination Month.
- P = Pending Revenues, in \$, equal to the estimated amount of revenues charged or credited in accordance with the provisions of this rider to retail customers located within the boundaries of the Local Government Unit for the monthly billing period immediately prior to the monthly billing period for which the LGC is computed.
- E = Energy, in kWh, equal to the sum of the kWhs estimated to be provided during the monthly billing period for which the LGC is computed to retail customers located within the boundaries of the Local Government Unit for which the LGC is computed.

- * Notwithstanding the previous provisions of this Adjustment Computation and Application section, the Local Government Unit may elect to limit the value of the LGC to equal no more than the expected average LGC for service provided for a project under this rider, as described in items (a) through (f) in the Overview section of this rider, with the determination of such expected average LGC based on a time period that extends for no more than two (2) months beyond the expected completion of the project. A Local Government Unit is allowed to make such election provided the value of such expected average LGC is equal to or greater than 0.001¢/kWh. The expected average LGC may be revised in the event that the costs for service provided for a project under this rider change significantly from those used to determine the original expected average LGC. For a situation in which the Local Government Unit makes such election, it must notify the Company of its election at the time that it notifies the Company to provide such service for such project.

If service provided for a project under this rider, as described in items (a) through (f) in the Overview section of this rider, has been completed for a period of three (3) months and calculation of the LGC results in a charge or credit of less than 0.001¢/kWh for three (3) consecutive monthly billing periods, then the balance in the Local Government Compliance Account is reduced to zero through an adjustment recorded on the Company's books of account, provided that the LGC equaled or exceeded 0.001¢/kWh at least once for the project. Upon such adjustment of the Local Government Compliance Account to zero, any LGC previously determined for such project is not applied for purposes of back billing, bill adjustments, or any other purposes whatsoever.

if service provided for a project under this rider, as described in items (a) through (f) in the Overview section of this rider, has been completed for a period of three (3) months and calculation of the LGC results in a charge or credit of less than 0.001¢/kWh for three (3) consecutive monthly billing periods, but the LGC never equaled or exceeded 0.001¢/kWh for the project, then no further LGCs are computed and applied with respect to such project, and the balance in the Local Government Compliance Account attributable to such project is added to the Local Government Compliance Account for the next project billed under this rider for such Local Government Unit.

MISCELLANEOUS GENERAL PROVISIONS.

The Company's Schedule of Rates, of which this rider is a part, includes General Terms and Conditions and other tariffs. Service hereunder is subject to the General Terms and Conditions and such other tariffs, as applicable.

Filed with the Illinois Commerce Commission on
July 31, 2015.
Asterisk (*) indicates change.

Date Effective: September 14, 2015
Issued by A. R. Pramaggiore, President and CEO
Post Office Box 805379
Chicago, Illinois 60680-5379

**RIDER LGC
LOCAL GOVERNMENT COMPLIANCE ADJUSTMENT**

(Continued from Sheet No. 253)

DEFINITIONS.

- * Generally, definitions of terms used in this rider are provided in the Definitions part of the General Terms and Conditions of the Company's Schedule of Rates. The following definitions are for use in this rider.

Costs

Costs mean the expenditures incurred by the Company in undertaking a project that it was directly or indirectly compelled to undertake by the Local Government Unit as described in the Overview section of this rider. Such Costs include the entire amount so recorded on the Company's books of account. Such Costs may be estimated, subject to adjustment to actual Costs as they become available. Costs of qualifying projects under the River Edge Redevelopment Zone Act (65 ILCS 115/10) include labor, material and all indirect costs to engineer, remove, relocate, replace and install facilities, but do not include any environmental remediation costs. For projects qualifying under the River Edge Redevelopment Zone Act, such Costs may be amortized as mutually agreed by the Company and the Local Government Unit for a reasonable period that is shorter than the life of the affected facility or facilities for the purpose of extending the time period over which the Company recovers such Costs in order to mitigate impacts on retail customer bills for electric service. If so amortized, such Costs must include carrying costs at the pre-tax weighted average cost of capital most recently approved by the ICC in an effective final order establishing the Company's ICC jurisdictional delivery service revenue requirement and corresponding delivery service charges. Costs do not include expenditures incurred by the Company that are recovered under Rider NS - Nonstandard Services and Facilities (Rider NS).

Determination Month

Determination Month means the calendar month through which Costs and Revenues are accumulated and balanced in the Local Government Compliance Account. The Determination Month is the month two (2) months prior to the monthly billing period for which the Local Government Compliance Adjustment (LGC) is computed.

Local Government Unit

Local Government Unit means any county, municipality, township, special district, or unit designated as a unit of local government by law and which exercises limited governmental powers or powers in respect to limited governmental subjects.

Revenues

Revenues mean cumulative amounts charged to retail customers located within the boundaries of the Local Government Unit for a project under this rider, less cumulative amounts credited to such retail customers for such project.

ADJUSTMENT COMPUTATION AND APPLICATION.

As applicable, the LGC is applied, in accordance with the provisions of this rider, to kilowatt-hours (kWhs) provided to retail customers during the monthly billing period. The total charge or credit billed in accordance with the provisions of this rider is separately stated on each such retail customer's bill. The LGC is computed in accordance with the following equation:

$$LGC = \frac{A - P}{E} \times \frac{100 \phi}{\$1}$$

Where:

LGC = Local Government Compliance Adjustment, in ϕ /kWh rounded to the thousandths of a cent, applied to each kWh provided during the monthly billing period to each retail customer located within the boundaries of the Local Government Unit to recover the Costs attributable to such Local Government Unit, with such LGC equal to a charge or credit, as applicable.

(Continued on Sheet No. 255)

Filed with the Illinois Commerce Commission on
July 31, 2015.
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Post Office Box 805379
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CITY OF DARIEN

CAPITAL IMPROVEMENTS PLAN GUIDELINES

FISCAL YEARS ENDING 4/30/17 TO 4/30/19

A capital improvement plan (CIP) is our multi-year plan identifying capital projects to be funded or identified during the 3-year planning period. These CIP guidelines identifies each capital project to be undertaken, the year the improvement project will be started, the amount of funds expected to be expended in each year of the CIP and the way the expenditure will be funded. A CIP also identifies non-core discretionary and expansion projects that a community may want to initiate if funding becomes available. A CIP is not a static document. It should be reviewed every year to reflect changing priorities, unexpected events and opportunities. The CIP should include the maintenance, repair and rehabilitation of existing infrastructure as well as the construction of new infrastructure. This may include capital items exceeding \$75,000 such as buildings, water system, roadways, bridges, storm water systems, and sidewalks.

There are several benefits for developing and adopting a Capital Improvement Plan. Not only does the CIP become a management tool for the City Council and City staff, a CIP also provides valuable information to the citizens, developers and businesses who are interested in the development of the community. The CIP document will assist in leveraging available resources through improved timing of projects, and coordinating City projects with those of other public or private entities.

The CIP sets the general schedule within which public improvements are proposed to be undertaken. The first year reflects the adopted Budget for the fiscal year. The remaining years represent a schedule and estimate of future capital needs that may be funded given projected revenue estimates. A proposed CIP is presented to the Municipal Services Committee and the City Council as part of the annual budget process. A final CIP is presented to the City Council and is adopted concurrently with the annual operating budget effective May 1 of each year.

This plan will illustrate:

1. identified projects
2. project prioritization
3. funding plan for projects.

1 IDENTIFIED PROJECT LIST

The city of Darien identifies capital projects in three categories:

- A. **Core projects:** This category includes maintenance required to maintain existing essential infrastructure in acceptable condition including streets (and related accessory curb/gutter, storm water structures/ditches), sidewalks, buildings and grounds. To meet the criteria of a core project, the project must be part of a multi year rating system such as the road maintenance program or an urgent repair.
- B. **Non-core discretionary projects:** This category includes maintenance required to maintain existing non-essential infrastructure in acceptable condition including entranceway sign replacement, street sign replacement, beautification projects to existing buildings, rights of way, etc.
- C. **Expansion Projects:** This category includes the construction of additional non-essential infrastructure bike paths, new roads, land acquisition, new beautification projects.

A. IDENTIFIED CORE PROJECTS

	<u>PROJECT TITLE</u>	<u>PROJECT DESCRIPTION</u>
1	Ditch storm water improvements – see multi year rating plan	Storm water ditches within the public rights of way need to be maintained on a scheduled basis to prevent them from silting up and forcing water back onto the travel way surface, into the sub base of the pavement, and onto private property. The city’s ditch maintenance program is determined by the annual road maintenance program.
2	Sidewalk replacement – see multi year rating plan	Sidewalks are inspected on an annual basis. Sidewalks not in compliance with safety standards are replaced annually.
3	Road crack seal maintenance – see multi year rating plan	Filling or sealing pavement cracks to prevent water from entering the base and sub-base will extend the pavement life by an estimated three to five years. The city roads are inspected on an annual basis to determine the annual crack filling schedule.
4	Curb and gutter improvements – see multi year rating plan	The concrete curb and gutter along municipal roads play an important part of road maintenance. A functioning curb and gutter ensures proper drainage of a road. In conjunction with the annual road maintenance program the city inspects curb and gutter and replaces it as needed.
5	Building/grounds maintenance	The city maintains Approximately \$21,000,000 in building value and 20 acres of land. The buildings and grounds need to be maintained on an as needed basis to ensure safety, aesthetics, and efficient operations.

6	Street maintenance program – see multi year rating plan	The city maintains 70 miles of roads as outlined in the road maintenance program guide. The average life of an improved roadway is 12 years with additional road life possible with additional preventive maintenance. The city's current annual road maintenance program includes approximately 4.5 miles per year. Due to additional preventive maintenance, the road program will be reduced overtime as conditions warrant.
7	Bond payment	Annual principal and interest payments on previous bond issues are paid annually.

B. IDENTIFIED NON CORE DISCRETIONARY PROJECTS

	PROJECT TITLE	PROJECT DESCRIPTION
1	Traffic Improvements	Update traffic study for the intersection of Clarendon Hills Road and 67 th Street. Previous direction was to periodically monitor the traffic volumes and crash reports to determine when the intersection exceeds traffic signal warrant thresholds on a regular basis.
2	Sawmill Creek Drainage Improvements	Study conducted to provide maintenance projects for Sawmill Creek through Marion Hills

C. IDENTIFIED EXPANSION PROJECTS

	PROJECT TITLE	PROJECT DESCRIPTION
1	Streetscape Improvements	The City's Comprehensive Plan promotes improving several areas by constructing a number of streetscape improvements, including paved crosswalks, landscaping in medians, and other design treatments. The areas include 75 th Street, Lemont Road, Cass Avenue, Plainfield Road, and Route 83.
2	Informational Sign	Electronic message board that would provide information on City activities similar to the sign at Hinsdale South.
3	New Sidewalk Construction	Identify priority areas where new sidewalks should be constructed along critical pedestrian walkways
4	Utility Line Burial	Move power lines underground for those areas with overhead electric lines

2 PROJECT PRIORITIZATION

Capital projects will be prioritized in the following order:

1. **Core projects**
2. **Non-core discretionary projects**
3. **Expansion Projects**

When prioritizing projects the following guidelines will be used:

Consistent with city goals
Linked to other projects
Planned as part of a multi year plan
Included in city comprehensive plan and other planning documents
Eligible for grant or special funding such as a special service area
Reduces liability
Results in more efficient operations
Promotes economic development
Improves public health and safety
Reduces operating budget
Facilitates intergovernmental cooperation
Specific ranking criteria within specific project categories

3 FUNDING PLAN

When developing a funding plan we analyze past, present and future trends in revenue generation, debt levels, general economic factors, new and increased revenues, and project reduction. The objective of the analysis is to determine the amount of funds available from existing and future revenue sources to pay for capital projects. When looking at the cost of doing a project we look at all the project costs; capital, operating and maintenance as well as looking at the cost of not doing a project. If a project or maintenance is delayed, what will the cost of construction be in the future, what are the current yearly operating and maintenance costs and what is the lost opportunity cost to the municipality. Specific criteria we use when developing a funding plan include:

- Project funding will be planned over a three-year period in conjunction with the approval of the annual budget
- Surplus from the general fund, in excess of 3 months operating reserve, will be transferred to the capital projects fund annually

- The capital projects fund shall maintain a minimum fund balance of \$500,000 in each year of the three-year plan to be available for emergency projects
- Core projects will be funded prior to approving any non-core discretionary or expansion projects over the 3-year planning process
- Revenue shall be estimated if it is reasonably planned to be received over the 3-year period
- Revenue shall be considered sufficient for the 3-year plan when core projects are funded and \$500,000 is available for emergency projects
- Bonds will only be issued for projects once the core projects are funded and for projects over \$1,500,000 and have a useful life of at least 15 years.

If revenue is not sufficient for the 3-year period then the city shall have the option to:

- Reduce the scope of core projects
- Reduce operating expenses and transfer the savings to the capital projects fund
- Increase revenues (examples include, but are not limited to, gas tax, real estate tax, home rule sales tax)

City of Darien

10/17/2015

CAPITAL PROJECTS FUND BUDGET
FOR THE YEAR 2015-2016

ACCOUNT	FYE 14 ACTUAL	FYE 15 BUDGET	FYE 15 ESTIMATED ACTUAL	FYE 16 REQUEST	DEPT MAINT BUDGET REQUEST	COUNCIL DISCRETIONARY EXPENDITURES	FYE 17 FORECAST	FYE 18 FORECAST
REVENUE								
TRANSFER FROM GEN FUND	3,747,422	2,502,174	2,947,611	2,012,658	2,012,658	-	2,671,331	1,974,005
MISC REV	-	-	-	-	-	-	-	-
PROPERTY TAXES	204,160	202,756	202,756	203,006	203,006	-	207,570	206,564
GRANTS/REIMBURSEMENTS	342,214	11,500	82,900	314,000	-	314,000	-	-
SALE OF PROPERTY	85,093	-	1,200,000	-	-	-	-	-
BONDS	-	-	-	-	-	-	-	-
INTEREST INCOME	49,424	10,000	55,000	25,000	25,000	-	24,000	5,000
TOTAL REVENUES	\$ 4,428,313	\$ 2,726,430	\$ 4,488,267	\$ 2,554,664	\$ 2,240,664	\$ 314,000	\$ 2,902,901	\$ 2,185,569
CAPITAL								
DITCH/DRAINAGE PROJECTS	784,666	1,712,200	1,754,000	1,430,800	-	1,430,800	1,108,100	1,110,000
SIDEWALK REPLACEMENT	60,493	81,345	83,600	75,945	75,945	-	76,750	87,188
CRACK SEAL PROGRAM	99,770	125,500	111,100	183,750	183,750	-	183,750	183,750
CURB & GUTTER PROGRAM	257,117	288,985	270,600	283,198	269,198	14,000	282,564	288,504
ECONOMIC INCENTIVE	-	-	-	-	-	-	-	-
EQUIPMENT/OTHER PROJECTS	139,550	194,000	545,250	843,000	-	843,000	135,000	216,000
STREET RECONSTRUCTION	1,323,157	1,073,000	1,022,000	1,437,952	1,437,952	-	1,388,575	1,428,027
STREET RECON-REIMB	77,611	-	-	-	-	-	-	-
BOND PAYMENT	202,747	202,756	203,256	203,006	203,006	-	207,570	206,564
CONSULTING/PROF SERVICES	65,368	42,000	42,000	44,500	44,500	-	44,500	44,500
RESERVE BALANCE EXPENSE	-	-	-	-	-	-	-	-
SUB-TOTAL	3,010,479	3,719,786	4,031,806	4,502,151	2,214,351	2,287,800	3,426,809	3,664,532
TOTAL EXPENDITURES	\$ 3,010,479	\$ 3,719,786	\$ 4,031,806	\$ 4,502,151	\$ 2,214,351	\$ 2,287,800	\$ 3,426,809	\$ 3,564,532
FISCAL YEAR CHANGE	1,417,833	(993,356)	456,461	(1,947,487)	26,313	(1,973,800)	(523,908)	(1,378,963)
BEG FUND BALANCE	3,811,097	5,183,906	5,228,930	5,685,391			3,237,904	2,713,996
NET FISCAL YEAR CHANGE	1,417,833	(993,356)	456,461	(1,947,487)			(523,908)	(1,378,963)
ENDING FUND BALANCE	5,228,930	4,190,550	5,685,391	3,737,904			2,713,996	1,335,033
RESERVE BALANCE	-	(500,000)		(500,000)				
Available balance	5,228,930	3,690,550	5,685,391	3,237,904			2,713,996	1,335,033

Date: October 19, 2015

MEMO TO: Bryon Vana

FROM: Daniel Gombac

REF: Drainage Project Sawmill Creek-Summary Overview

The Sawmill Creek tributary collects storm water from the Marion Hills, Clarefield, Hinsbrook and Plainfield Highland Subdivision. The existing creeks are open channel ditches with an existing underdrain. The limits of Sawmill Creek are as follows:

Eastern Leg-Plainfield Rd to 74th Street

Rear of the properties between Crest and Eleanor and Sunrise and Brookbank

Western Leg-67th Street to 75th Street-

Rear of the properties between Clarendon Hills Rd and Brookbank

Rear of the properties between Holly Ave and Roger Rd

Side yard of limited properties located on Plainfield Road and Janet Ave

The channels were constructed in the early 1970's and are also considered as part of regulatory flood zones. The existing conditions indicate that over the years, sediment deposits have accumulated within the channels along with mature landscaping, thereby reducing capacity and flows. The staff and City Engineer have also identified accessory structures and fences that may be encroaching within the channel and the flood zones.

In August, 2014 the City council approved funding for the jetting, cleaning and televising of the underground infrastructure of the Sawmill Creek legs. The video indicated that many sections of the existing metal pipes are deteriorated and require replacement.

Also in August, 2014 the City council approved an engineering study to review current Sawmill Creek conditions and elevations and compare them to the plans on file prepared by Lindley and Sons in 1974. The surveying, profile plans and review letter were completed in February, 2015.

The engineering evaluation prepared by Christopher B Burke Engineering indicated the following benefits regarding storm water elevations, should the creek be restored to the 1974 plans:

- 10-100 year rain event or 4-10 inches of rain within 24 hrs, -Change in flood profile will be less than half an inch-Minimal benefit
- 1-10 year rain event or 2-4 inches of rain within 24 hrs-Change in localized flooding and creek flow would have a significant benefit

Upon review, Staff recommends that the sawmill Creek project be programmed into the budget in several phases. The staff has determined that the cost of the project would be between \$3-\$3.5 million dollars. The scope of work would include the following:

- Tree Removal
- Structure Removal-fences and sheds
- Storm Sewer Pipe and Structures Removal and Replacement
- Dirt Removal and Reprofiling
- Landscape Restoration

Based on the cost of the project, Staff is recommending that the project be completed in sections over 10-15 years, at a cost of approximately \$250,000 per year. Please note, pending each identified section, the annual costs may vary due to the limits. The limits of each section of project should be defined to be completed between two intersecting roadways. The proposed work would be included within the annual ditch maintenance contract.

- Between Plainfield Road and 75th Street:
 - Tri-State Fire Department;
 - Indian Prairie Public Library;
 - Day Care Center; and
 - Hinsdale South High School Athletic Field;
- East of Clarendon Hills Road between Elm and 75th Streets:
 - Hinsdale South High School; and
 - Hinsdale South Athletic Fields;
- Adjacent single family and multiple family residential uses not included in the key area.

Proposed Land Use:

Retain and enhance existing land uses.

Policy Statement:

Many residents of Darien consider the intersection of 75th Street and Clarendon Hills Road to be one of the two major activity “hubs” of the community (the other is the intersection of 75th Street and Cass Avenue, Key Development Area #3). Community Park is located in this quadrant of the City where Darien Fest is held each summer, an attraction that draws more than 30,000 people from the region.

In addition to the park, the Park District Sportsplex, Indian Prairie Public Library and Hinsdale South High School and athletic fields are all located here, each of which draws people for a variety of events and programming. These events and uses reinforce this key area as a center of educational and recreational activity.

Presently, this major corridor does not have any elements that unify the area as an activity

“hub”, nor does it have distinguishing characteristics that give identity specific to Darien. Only one restaurant is within walking distance for gathering before, during, or after events. In addition, festivals and special events are sometimes disruptive and consideration should be given to surrounding residents (i.e. impacts of increased traffic, noise, litter, lights, etc.). In order to enhance this quadrant of the community, an identity should be created for this area that distinguishes it as a major gathering place (educational and recreational) for Darien residents.

Implementation/Design Guidelines:

1. Unify the area through landscaping, signage, lighting and banners along its perimeter.
2. Provide landscaped entry monuments at major entrances to this area to create identity.
3. Install colorful perennials and additional trees and shrubs in median along 75th Street.
4. Extend landscaping and unified signage into each of the areas.
5. Construct brick paver crosswalks with push-button activated signals.
6. Consider redeveloping the northwest corner of Plainfield and Clarendon Hills Road with a pedestrian plaza and restaurants (i.e., ice cream shop, pizza parlor, and coffee shop) that attract and serve students, parents, and visitors of the park.

Chapter VI, Corridor Enhancement

Community Corridor Enhancement

Darien's arterial streets offer an opportunity to help tie together land use and development throughout the community. A beautification and enhancement program along these arterial streets is recommended that takes advantage of, and builds upon, existing conditions. For example, newer commercial developments along 75th Street include landscape berming that helps screen off-street parking and provides quality landscaping along this heavily traveled street. Plainfield Road already has mature stands of trees that contribute toward its residential character.

Recommendations that follow for arterial streets focus on ways to continue this treatment, as well as identify other ways to enhance the primary roadways through Darien. Proposals for other streets, however, take into consideration the function of the roadway, as well as its established character. Therefore, recommendations for enhancement and beautification differ.

75th Street — This is a major commercial corridor that includes the intersection of 75th Street and Cass Avenue, which has been called out as a key development area (see text for Key Development Area #1). The following is proposed for the enhancement of this key roadway:

- Add sidewalks where none exist to provide a continuous pedestrian walk;
- Clean drainage swales;
- Relocate overhead utilities underground as part of the proposed widening of this arterial street;

- Introduce banners, pavers and gateway signage to identify the intersection of Cass Avenue and 75th Street as a marketplace and center of commerce;
- Install decorative lighting along that portion of 75th Street that passes through Darien;
- Follow recommendations for enhancing the intersection of 75th Street and Cass Avenue that are proposed for Key Development Area #1;
- Add landscaped berms in front of off-street parking to soften views of paved areas; and
- Enhance the landscaping in the existing median, by adding additional trees, shrubs, and beds of ornamental grasses, perennials and annuals. Increase the intensity of plantings (shrubs, grasses, perennials and annuals) at signalized intersections.

Lemont Road — This north/south roadway provides direct access to I-55. The mix of residential and commercial uses, and the lack of a landscaped median, provides a character that substantially differs from 75th Street. The following is recommended:

- Provide a continuous system of sidewalks;
- Add trees in the right-of-way to provide a continuous parkway treatment;
- Develop a comprehensive program that results in the relocation of overhead utilities underground;
- Enhance entrances to residential subdivisions through landscape plantings and signage; and

- Develop standards for fencing (height, material, and color) that can be implemented when wood fences used to screen rear yards of residential properties require replacement, so that a uniform appearance can be created. Where possible move the location of screen fences toward the residential dwelling so that landscaping can be installed along that side of the fence that is visible to the public.

Illinois Route 83 — Illinois Route 83 serves as Darien's eastern boundary, and separates Darien from Willowbrook. The continuation of implementing guidelines for signs and landscaping along this arterial that have been created cooperatively between Darien and Willowbrook will help upgrade and coordinate the appearance of this state route.

Additionally, the following is recommended:

- Install street trees, where possible, to achieve a spacing of one tree for each 40 lineal feet;
- Add landscaping and berming, where possible, to screen existing parking lots and service areas from public view;
- Work with Willowbrook to coordinate a comprehensive relocation of overhead utilities underground;
- Increase landscaping in existing medians; and
- Install supplemental trees and shrubs, where possible, to screen residential properties that abut this arterial street.

Cass Avenue — Cass Avenue is a north/south arterial street in the City and includes a mix of residential and non-residential land uses, although the dominant

land use south of 75th Street is non-residential. Unlike 75th Street, this arterial street does not have a median that can be enhanced to provide some unity in the appearance of the street. Recommendations for this arterial street include the following:

- Enhance landscape screening of residential properties that abut Cass Avenue;
- Install street trees in existing parkways to provide a continuous spacing of trees at 40-foot intervals that will ultimately create a tree canopy along this arterial street;
- Follow recommendations for enhancing the intersection of Cass Avenue and 75th Street that are proposed in Key Development Area #1;
- Construct sidewalks, where required, to provide continuity for those pedestrians traveling to Lace School, churches and businesses along this street;
- Supplement landscaping in front of existing parking lots to screen parking and enhance the appearance of this street;
- Develop and implement a comprehensive program for relocating existing overhead utilities underground; and
- Design and install a landscape treatment for the interchange of Cass Avenue with I-55 to improve its appearance and identify this area as a major gateway into Darien.

Plainfield Road — This arterial street is primarily residential in character. Also, many sections of this roadway already are heavily landscaped. Those businesses that exist, or are planned, are residential in both scale and appearance. Both the City Hall and Police Station and the new elementary school are

located along Plainfield Road, and are destinations for area residents. Recommendations for this arterial street include:

- Adding street trees, where possible, to achieve a constant tree canopy;
- Supplementing landscaping next to residences with additional plantings to enhance screening of dwellings and fences;
- Adding sections of sidewalks, where possible, to provide a continuous pedestrian walkway;
- Creating and implementing a comprehensive program that results in the relocation of existing overhead utilities underground;
- Enhancing the appearance of ponds and natural areas by installing native grasses and wildflowers;
- Enhancing entrances to residential subdivisions by adding plantings that include perennials, ornamental grasses and annuals; and
- Improving the undeveloped corner at Plainfield and Manning Roads by creating a “park-like” setting with benches and landscaping and buffering for existing utilities.

Community Gateways

The Planning Advisory Committee has identified areas that warrant design treatment, since they serve as a primary gateway (or entrance) into the community from surrounding areas. The installation of signs,

lighting, and landscaping will build identity for Darien, as well as announce to motorists that they have entered into this community.

Primary gateways are those major intersections that serve as entrances into the City, and are shown on **Figure 3**. These include:

- 75th Street and Lemont Road;
- 75th Street and Illinois Route 83;
- Cass Avenue and 67th Street;
- I-55 and Lemont Road; and
- I-55 and Cass Avenue.

These areas can be improved with a primary monument sign and landscaping to create a major focal point for those entering Darien at these locations.

Secondary gateways are those minor intersections that serve as entrances into the City. These areas can be improved with identification signs and landscape treatments. Secondary gateways are shown on **Figure 3** and include:

- 83rd Street and Woodward Avenue;
- 87th Street and Ailsworth Drive; and
- Plainfield Road and Illinois Route 83.

Although these locations do not bring motorists into the community from I-55, they do serve as entry points into Darien. The addition of entry signage, landscaping and lighting will further enhance these entrances into Darien, thereby promoting community identity.

Bryon Vana

From: Dan Gombac
Sent: Monday, October 05, 2015 2:14 PM
To: Fortmann, John A
Cc: Masouridis, Susan P; Bryon Vana
Subject: RE: Cass Ave and I-55 Interchange

Thank you for the update.

Daniel Gombac
Director of Municipal Services
630-353-8106

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From: Fortmann, John A [mailto:John.Fortmann@illinois.gov]
Sent: Monday, October 05, 2015 12:47 PM
To: Dan Gombac
Cc: Masouridis, Susan P
Subject: FW: Cass Ave and I-55 Interchange

The Cass Avenue structure over Interstate Route 55 was reconstructed in 2000 and is currently in excellent condition and no work is planned at this time. As part of our future Interstate Route 55 Managed Lanes project, the scope of work for the proposed improvements through this section of Interstate Route 55 is anticipated to consist of reconstruction of the existing paved median (shoulder and barrier wall) to accommodate the proposed managed lanes and associated Intelligent Transportation Systems (ITS) infrastructure. Additional bridge mounted signing on the Cass Avenue structure may be necessary for the managed lanes operations. Consequently, no improvements are anticipated to be made to the Cass Avenue interchange at Interstate Route 55 as part of the on-going Interstate Route 55 Managed Lanes project.

The referenced improvements at Interstate Route 55 at County Line Road in Burr Ridge were completed as part of a state-let project to rehabilitated the existing bridge, however, the funding mechanism to facilitate the beautification and gateway improvements was secured by the Villager of Burr Ridge through the Illinois Transportation Improvement Program (ITEP). ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. ITEP is designed to promote and develop alternative transportation options, including bike and pedestrian travel, along with streetscape beautification. The federal funds are awarded competitively, and any local or state government with taxing authority is eligible to apply. Local matching funds are required, and work must begin on the projects within three years. The Village of Burr Ridge project secured \$1,011,000 in federal funds for aesthetic

railing, bridge parapets, pilasters, terraced walls and ornamental landscaping, and required a local match of \$253,000. As previously noted, this funding was then incorporated into the federal and state funding allocated for the rehabilitation of County Line Road over Interstate Route 55.

The City can also submit the project for possible grant funding to the Illinois Transportation Enhancement Program (ITEP), which is now part of the Transportation Alternatives Program (TAP). However, TAP-funded streetscaping/beautification projects are no longer eligible as stand-alone projects. It would be necessary for such a project to be performed in conjunction with a larger transportation project. As we stated earlier, no improvements are anticipated to be made to the Cass Avenue interchange at Interstate Route 55 as part of the on-going Interstate Route 55 Managed Lanes project, which may limit the Village of Darien's eligibility for this fund source. However, the Village of Darien may be eligible for the use of this fund source were a streetscaping/beautification project be included with any other locally initiated transportation improvements along Cass Avenue. For further information regarding the ITEP program, please visit our website at <http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP>

The City of Darien can pursue a beautification project within the interchange area of Interstate Route 55 at Cass Avenue through our Department's permitting process independent of a state highway project, however IDOT is not able to participate financially in such a beautification type project other than ITEP grants discussed above.

Thank you for your interest in the transportation needs of our region. If you have any questions or need additional information, please feel free to contact us.

From: "Fortmann, John A" <John.Fortmann@illinois.gov>
Date: September 23, 2015 at 4:38:41 PM CDT
To: Dan Gombac <dgombac@darienil.gov>, "Masouridis, Susan P" <Susan.Masouridis@illinois.gov>
Cc: Bryon Vana <bvana@darienil.gov>, Ted schauer <tschauer@darienil.gov>
Subject: Re: Cass Ave and I-55 Interchange

Good question. I will get back to you with a response. Thanks.

Sent from my iPhone

On Sep 23, 2015, at 4:36 PM, Dan Gombac <dgombac@darienil.gov> wrote:

John:

We are reviewing capital beautification projects for the City and staff is brainstorming to inquire whether the City would be allowed, through permitting to create a beautification project similar to Burr Ridge within the clover leaf at I-55 and Cass Ave? Is there any overpass improvements scheduled for said location in the near future that may allow a joint coop program? If not, would IDOT participate in any type of beautification project funding?

Thank you for your time.

Daniel Gombac
Director of Municipal Services
630-353-8106

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