



Agenda
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
Tuesday, December 11, 2018
7:00 PM
Glen Ellyn Civic Center, Room 301

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village at least 24 hours before the meeting.

A. Call to Order

B. Public Comment (Non Agenda Items)

C. Approval of Minutes

October 9, 2018 Capital Improvements Commission Meeting Minutes

D. Adoption of Complete Streets Policy

Adoption of Complete Street Policy

E. Trustee's Report

F. Other Business

G. Public Works Report

H. Project Report

December 7, 2018 Engineering Project Report

I. Adjournment

J. Agenda Items



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 12/11/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Minutes

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3721)

DOC ID: 3721

October 9, 2018 Capital Improvements Commission Meeting Minutes

The Draft Minutes of the October 9, 2018 Capital Improvements Commission Meeting are attached hereto for review and approval by the Commission.

ATTACHMENTS:

- CIC Meeting Minutes October 9 2018 - Draft (PDF)

Village of Glen Ellyn



Minutes
 Village of Glen Ellyn
 Capital Improvements
 Regular Meeting
 October 9, 2018
 7:00 PM
 Glen Ellyn Civic Center, Room 301

Board or Commission: Capital Improvement
Meeting: Regular
Quorum: Yes

Date: Oct 9, 2018
Called to Order: 7:00 p.m.
Adjourned: 8:35 p.m.

MEMBER ATTENDANCE:

Michael T. Lane	Chairman	Present
Adam B. Biggam	Commissioner	Absent
Joshua J. Cattero	Commissioner	Present
Arthur F. Foerster	Commissioner	Present
Eric V. Kumar	Commissioner	Absent
Michael M. Lindquist	Commissioner	Present
Todd H. Ryne	Commissioner	Present
Steve Szymanski	Commissioner	Present
Rocco J. Zuccherro	Commissioner	Present
Richard Daubert	Professional Engineer	Present
Tom Topor	Senior Civil Engineer	Absent
Also Present:		
Steve Werner	Engineer	Absent
John Kenwood	Liaison Trustee	Present
Julius Hansen	Director of Public Works	Present

Public Present:

Walter Liptak	685 Duane Street Glen Ellyn Resident	
Bonnie Liptak	685 Duane Street Glen Ellyn Resident	

A. CALL TO ORDER

The **October 9, 2018** regular meeting of the Capital Improvements Commission was called to order at **7:00 PM** at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – Walter & Bonnie Liptak, 13 year Glen Ellyn residents residing at 685 Duane Street, seek assistance from the CIC to resolve an ongoing flooding issue on their property which they believe may become worse as their neighbor at 681 Duane will begin construction on their property. They are asking the CIC to help them address the flooding issue with the builder of the 681 Duane street property so that something can be done during the building stage of the house to fix the storm water problem. The Liptaks also believe this to be a public safety concern should the water overflow ice over onto the sidewalk. Engineer Daubert will speak with Ray in storm water management to see if there is anything that can be done. He also suggests that the Liptaks contact the owner of the property and perhaps they can come up with a solution with the builder. Director Hansen adds that he, Engineer Daubert and Ray from Storm water management will speak with the builder to help facilitate the drainage.

C. APPROVAL OF MINUTES FROM September 11, 2018 MEETING – Approved

MOVE TO APPROVE MINUTES OF REGULAR MEETING FROM 9/11/2018

RESULT: Motion Unanimously Carried

MOVER: Commissioner Foerster

SECONDER: Commissioner Lindquist

D. CURRENT PROJECT DISCUSSIONS

1. *Adoption of Complete Streets Policy (CSP) for Central Business District.* Engineer Daubert asks the CIC for their input on a Complete Streets Policy. The CSP would be a valuable blueprint we would look at for every street. Chairman Lane asks will there be leeway to make adjustments to the criteria on a street by street basis with this policy? The CIC agrees that this policy should be a consideration on a street by street basis. Commissioner Zuccherro states we want to accommodate any user of the downtown area and we want to be ADA compliant. Director Hansen adds if we want to have safer sidewalks and be ADA compliant then we have to change our parking, and street parking will not be the driving force as it has been in the past. Commissioner Cattero adds we need to prioritize for pedestrians and also consider any crosswalks without stop signs. No one stops, so we would need to put stop or yield signs at these crosswalks. Director Hansen adds we don't have enough handicap parking spots so we need to consider that as well. Chairman Lane adds that we need to think 20 years out. I believe we will have fewer cars so we need to make it more pedestrian friendly and less reliance

on cars. Commissioner Lindquist adds we will need wider sidewalks to accommodate outdoor seating. Engineer Daubert adds bike lanes may be something we want to consider also. Chairman Lane asks Engineer Daubert to take all of the CIC's recommendations for the Complete Street Policy and put together a resolution for our November meeting. He would also like to see more public input so we can accommodate all needs.

- E. TRUSTEE'S REPORT** – Trustee Kenwood reports that the Food and Beverage Tax passed and will go into effect March 2019. The tax is 1-1/2% anywhere you go to sit and eat as well as packaged liquor goods. The beverage tax will also include Reserve 22. Budgets are being reviewed; we have one more session on Monday. Geische project is moving forward nicely. Pete's Fresh Market is scheduled to open spring 2019.
- F. OTHER BUSINESS** – Commissioner Foerster reports that people are asking why there aren't more stop signs on Bryant north of Hill. Engineer Daubert responds that there is specific criteria for adding stop signs (i.e. traffic volume, sight distance, and accident history). Stop signs are not to be used to control speed. He suggests that if there is a need for a stop sign contact the police department as they handle such requests.
- G. PUBLIC WORKS REPORT** – No report.
- H. PROJECT REPORT** – *October 5, 2018 Monthly Construction Report* (see attached report) Engineer Daubert reports that Taylor Ave/Pedestrian tunnel is going well. The installation of sheeting is almost done. Oct 26th is when tunneling will start from 10:00pm through Sunday when there is less commuter traffic. It is still scheduled to be done by the end of the year. Steve Werner is working on the sidewalk removal and replacement project. CBD streetscape is underway. We are doing public outreach on October 24th to get the community together to talk about various projects. November 1st we will be walking the CBD with the steering committee of this project. The Train Station project is looking for grants. CDM Smith will work on the shared fund grant application which is due in March. Hopefully we will get a good amount of funds for this project. Commissioner Szymanski asks if there is any news on the turning lane on Roosevelt road by Baker Hill. Engineer Daubert said we did ask IDOT about this and it usually takes 3 or 4 months to hear back on.
- I. Adjournment** – A motion to adjourn the meeting was made by Commissioner Szymanski and Commissioner Zuccherro seconded the motion. The meeting was adjourned at 8:35 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 12/11/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Commission Recommendation

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3720)

DOC ID: 3720

Adoption of Complete Street Policy

Please see the attached materials pertaining to this Agenda Item.

ATTACHMENTS:

- December 2018 Meeting Memo (PDF)
- Draft Resolution for Complete Streets 11-9-2018 (PDF)



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: December 7, 2018

RE: December 11, 2018 Meeting of the CIC – Adoption of Complete Streets Policy

Background

As discussed at the October meeting of the CIC, staff recommends that the Village formally adopt a Complete Streets Plan/Policy to both commemorate its already-in-place practice of incorporating complete streets as part of the Village's transportation projects. In addition, adoption of a policy will put the Village in a better position for securing grant funding for projects such as the Glen Ellyn Metra Train Station and Pedestrian Tunnel project.

Based on the CIC's October Meeting, adoption of a resolution in support of Complete Streets was recommended. However, staff is still consulting with the Chicago Metropolitan Agency for Planning regarding some of the final details for adopting a Complete Streets Policy. Some of the suggestions by CMAP include adopting a Village-wide Complete Streets Policy (rather than just for the CBD) that allows for the context of Complete Streets to be flexible based on the geographic location and needs within the community. In addition, CMAP does recommend adopting a Policy rather than just a general resolution in support of Complete Streets.

Subject

In light of the aforementioned, staff has prepared the attached draft resolution for the CIC's review. Staff does recommend some additional attention and input from the CIC on some of the policy content such as the Performance Measures and Implementation language within the resolution.

Action Requested

Staff requests review comments by the CIC and a discussion of the draft resolution at the December 11th Meeting of the CIC. If still supported by the CIC, the input would be utilized by staff to finalize the document, subject to final input by CMAP and the Village's legal counsel, for consideration of approval by the Village Board of Trustees.

Attachments: Draft Resolution Adopting a Complete Streets Policy

Resolution No. _____

A Resolution Adopting the Village of Glen Ellyn Complete Streets Policy

Whereas, The National Complete Streets Coalition defines Complete Streets as a transportation approach that ensures all future street projects will take into account the needs of all travelers, regardless of age, ability, or mode of transportation; and

Whereas, Complete Streets are designed to improve mobility, access, and connectivity for persons traveling by all modes; and

Whereas, Developing Complete Streets as part of transportation projects shall be treated as an opportunity to offer improvements in access and connectivity by all modes of travel to and from Glen Ellyn's services, businesses, neighborhoods, schools, parks, trails, and adjoining communities; and

Whereas, Glen Ellyn is a key destination and connection point on the Illinois Prairie Path, Great Western Trail, and Union Pacific Railroad West-Line, all of which encourages local development, promotes healthy lifestyles and brings many visitors to Glen Ellyn by foot, bicycle, train, car, and bus; and

Whereas, the Village of Glen Ellyn already practices the incorporation of Complete Streets design into its transportation projects including the construction of sidewalks, shared lanes for bicycles and vehicles, dedicated bicycle lanes on Village roadways, improvements to the Illinois Prairie Path, commitments to new trail projects such as the East Branch DuPage River trail project, and continued investments in maintaining the Village's already vast multi-modal transportation facilities; and

Whereas, the President and the Board of Trustees of Glen Ellyn believe and hereby declare that it is in the best interests of the Village of Glen Ellyn and its residents to formally adopt a Complete Streets Policy to ensure the Community's continued support of Complete Streets.

Now, therefore be it resolved by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers as follows:

Section One, Complete Streets Policy: This Complete Streets Policy shall direct the Village of Glen Ellyn to develop and provide a safe and accessible, well-connected and visually attractive surface transportation network that balances the needs of all users including: motorists, pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles and promote a more livable community for people of all ages and abilities, including children, youth, families, older adults, including those with disabilities.

Section Two, Purpose: This policy is intended to ensure that all planning, scoping, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance activities produce safe and accessible surface transportation network improvements that allow all users of the public right-of-way to safely and conveniently reach their destination regardless of their chosen mode of transportation. This policy is also intended to encourage walking and biking, producing the health benefits that result from these types of activities, help reduce the demand for fossil fuels, ease traffic congestion, reduce wear on roadways, improve air quality and make streets and public and private spaces more attractive for businesses and customers and increase economic activity.

Section Three, Projects: The Village of Glen Ellyn shall approach every transportation facility related improvement and project phase as an opportunity to create safer and more accessible streets for all users. These phases include, but are not limited: planning, scoping, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including

capital improvements and major maintenance (resurfacing & reconstruction) shall also be included. Complete Streets principles will be applied on Village projects, incrementally over time. Maximum financial flexibility is important to implement Complete Streets principles. All sources of transportation funding, public and private, should be drawn upon to implement Complete Streets within the Village of Glen Ellyn. It is understood that maintenance activities do not necessarily trigger requirements for major street improvements and should not be expected to do so. However, maintenance activities do present some opportunities that can improve the environment for other roadway users.

Section Four, Exceptions: Any exception to this policy must be approved by Village Staff and be documented to indicate the basis for the decision. Additional review by the Capital Improvements Commission and Village Board of Trustees will be completed as necessary. The following are exceptions that may be considered:

1. An affected roadway prohibits by law the use by pedestrians and bicyclists (such as state & federal limited-access highways) in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway.
2. The costs of providing accommodation for some travel modes are excessively disproportionate to the need or probable use by those modes.
3. Where the construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses including impact from right-of-way acquisition.

4. There is a reasonable and equivalent accommodation along the same corridor, effectively serving the same destinations and providing the same access and mobility, which is already programmed to provide facilities, therefore exempting the project at hand.

Section Five, Integrated Network of Transportation Modes: The Village of Glen Ellyn Complete Streets Policy shall support creating integrated networks of transportation modes by ensuring that Pedestrian, Vehicular, and Transit related infrastructure is not mutually exclusive of serving the needs of all users. The needs, design guidelines, and context of transportation facilities will be taken into consideration to ensure that all modes of transportation are well connected in such a manner as to allow a user to walk, drive, and utilize the available transit modes of transportation to travel in Glen Ellyn.

Section Six, Multi-Jurisdictional Involvement: The Village of Glen Ellyn Complete Streets Policy shall involve multiple jurisdictions by pursuing and incorporating Complete Streets within rights-of-way owned and maintained not only by the Village but also by the State of Illinois, DuPage County, Union Pacific Railroad when such improvements can be practically implemented. Examples include, but are not limited to, constructing improvements such as multi-use paths and sidewalks within the aforementioned agencies rights-of-way, pursuing improvements to the Glen Ellyn Metra Train Station, and supporting the construction of a recreational trail along the East Branch of the DuPage River.

Section Seven, Design Guidelines: The Village of Glen Ellyn shall follow accepted or adopted design standards and use the best and latest design standards available, including but not limited to, existing design guidance from: Illinois Department of Transportation, American Association of State Highway and Transportation Officials, Federal Highway Administration, the

Institute of Transportation Engineers, National Association of City Transportation Officials, the Americans with Disabilities Act, the Public Right-of-Way Accessibility Guidelines, and the Active Transportation Alliance. In recognition of various contexts and public input, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

Section Eight, Context: The Village of Glen Ellyn shall implement Complete Streets solutions in a manner that is sensitive to the local context and character, aligns transportation and land use goals and recognizes that the needs of users may vary throughout the community.

Section Nine, Performance Measures: The Village of Glen Ellyn shall measure the success of this Complete Streets policy using, but not limited to, the following criteria:

1. Linear feet of pedestrian accommodations built along Village streets, where no such accommodations currently exist.
2. Miles of bike accommodations built or marked where no such accommodations exist.
3. Number of crosswalk/sidewalk ramp locations improved where deficiencies exist.
4. Square feet of sidewalk rehabilitated/improved where deficiencies exist.
5. Incorporation of improvement into the Metra Train Station.
6. Number of approved exemptions from this policy.

Section Ten, Implementation and Next Steps: To implement this Complete Streets Policy, the Village of Glen Ellyn will:

1. Continue to review all roadway projects, public and private developments and other opportunities to ensure Complete Streets are incorporated into projects as applicable.

2. Continue to ensure that the Village's Capital Plan supports implementation of the Complete Streets Policy with applicable Capital Projects.
3. Encourage staff professional development and training in areas that related to Complete Streets such as ADA/Public Right-of-Way Accessibility Guidelines, Active Transportation, Transit Oriented Development, Traffic Engineering, and other applicable subjects that relate to Complete Streets.
4. Continue to implement and monitor the effectiveness of this policy and make adjustments as necessary to ensure the Village's objectives for supporting Complete Streets are met.
5. Continue to pursue funding for improvement the Glen Ellyn Metra Train Station including the incorporation of a grade-separated pedestrian crossing of the Union Pacific West Railroad Line.

Section Eleven: This Resolution shall be in full force and effect from and after its passage and approval.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this _____ day of _____, 2018.

Ayes:

Nays:

Absent:

Approved by the Village President of the Village of Glen Ellyn, Illinois, this _____ day of _____, 2018.

Village President of the Village of Glen Ellyn, Illinois

Attest:

Village Clerk of the Village of Glen Ellyn, Illinois

DRAFT



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 12/11/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Report

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3722)

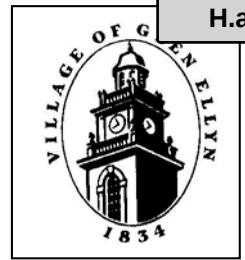
DOC ID: 3722

December 7, 2018 Engineering Project Report

Please see the attached December 7, 2018 Engineering Project Report. Staff will provide an overview of the report at the meeting.

ATTACHMENTS:

- Monthly Construction Report 12-7-18 (PDF)



December 7, 2018

ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS

2018 STREET RESURFACING – Contractor: Orange Crush

(Project No. 18002; Value of Construction Contract = \$1,008,888)

The project involving the resurfacing of approximately 2 miles of residential streets in the southwest area of the Village including the Lambert Farms Subdivision, Marston Ave., Orchard Lane, and Ramblewood Drive, is substantially complete. The contractor completed the majority of punch list items with remaining landscaping related items to be addressed in the spring.

NORTH PARK BLVD. / MAIN STREET IMPROVEMENTS – Contractor: R.W. Dunteman Co.

(Project No. 13001; Value of Construction Contract = \$2,945,000)

Hot Mix Asphalt (HMA) surface paving of Park Boulevard was completed on Friday, November 16 with lawn restoration, pavement markings, and opening of the roadway to two-way traffic completed by the afternoon of Wednesday, November 21.

The engineering team has completed a walk-through of the project corridor and is in the process of developing the final punch list for the project. We kindly note that the Road Construction Ahead signs must remain in place until the punch list work is completed.

Final quantities will be submitted to all subcontractors for concurrence. Closeout of the project will take time, however, the project team has been thorough with documenting the work and persistent with collecting all required documentation from the contractor. These efforts should facilitate a reasonably timely closeout of the project.

HMA Surface Paving On Park Boulevard



TAYLOR AVENUE PEDESTRIAN TUNNEL – Contractor: “D” Construction

(Project No. 15009; Value of Construction Contract = \$2,745,521)

Work over the last month was focused on the construction of concrete footings under both ends of the steel pipe and construction of the cast-in-place and pre-cast headwalls at the entrances to the tunnel. The sections of the steel tunnel pipe were welded together from inside the tunnel and prepared for the painting process. Sections of electric conduit for the tunnel and headwall lighting system were installed behind the headwalls, and the area between the concrete headwalls and the existing railroad embankment was backfilled.

ComEd has once again removed the overhead electrical lines on the south side of the railroad tracks to allow the contractor to remove the temporary sheeting used to support the railroad embankment during the tunnel construction process. The sheeting on the south side is anticipated to be removed by the end of the day on Saturday, December 8, in advanced of ComEd’s electric line reinstallation work which is scheduled for Sunday, December 9. The removal of the sheeting on the north side of the tracks was completed this week.

The Contractor has commenced the removal of the existing roadway pavement and sidewalks. Over the next three weeks, work will include the construction of the concrete roadway pavement along Taylor Ave, the new concrete multi-use path between Walnut and Willis including the pathway inside the tunnel, surface preparation and painting of inside of the tunnel, installation of the lighting and traffic signal system, and site clean-up.

The electrical contractor is awaiting receipt of the various electrical and traffic signal equipment. If the delivery, installation, and powering of this equipment remains on schedule, the project team anticipates the existing vehicular tunnel and pedestrian tunnel will be opened on-time by December 31. However, the project team does caution the potential for a slight delay due to materials not arriving on time and/or inclement weather.

The project website located at: www.taylorunderpass.com/

Pre-Cast and Cast-In-Place Headwalls on south side of UP-West Line

OTHER AGENCY CONSTRUCTION PROJECT UPDATES

IDOT ROOSEVELT ROAD RESURFACING (WEST OF PIERCE (WHEATON) TO EAST OF NICOLL WAY(GLEN ELLYN)) – Contractor: R.W. Dunteman

The Contractor has completed the installation of pavement markings and is in the process of temporarily backfilling the sidewalk paver areas until the permanent paver re-installation work can be completed in the spring, completing handhole/sidewalk construction, and reinstating the traffic signal detector loops.

CONSTRUCTION PROJECTS IN CLOSE-OUT

ROOSEVELT ROAD WATER MAIN REPLACEMENT (Nicoll to IL-53) – Contractor: Swallow Construction Corp.

(Project No. 13008; Value of Construction Contract = \$520,000)

The work is substantially complete, including punch list items. Preparation of final documentation for the project is underway.

2017 STREET RESURFACING – Contractor: Geneva Construction Company

(Project No. 17002; Value of Construction Contract = \$2,060,000)

All Punch List work has been completed. A guarantee period walkthrough will be performed prior to final acceptance of the improvements.

2017 ROADWAY IMPROVEMENTS – Contractor: John Neri Construction Company

(Project No. 17004; Value of Contract = \$2,979,000)

The Contractor has addressed the paving deficiencies on East Road and Smith Road with the project team now wrapping up final project documentation and closeout.

HILL AVENUE BRIDGE REPLACEMENT – Contractor: Dunnet Bay Construction

(Project No. 16008; Value of IDOT Contract = \$1,550,000; Glen Ellyn Share = \$160,000)

The Village has received and is processing invoices from Lombard for construction and construction engineering for the project.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: Martam Construction

(Project No. 13002; Value of IDOT Contract = \$3,153,000; Local Share = \$1,480,000)

Closeout of the project is imminent with quantities agreed to, balancing authorization completed and approved, final pay estimate processed, and final papers completed and submitted to IDOT.

X-WALK IMPROVEMENTS AT IDOT INTERSECTIONS – Contractor: Hecker and Company

(Project No. 14007; Value of IDOT Contract = \$197,971; Local Share = \$65,000)

Staff has submitted the first reimbursement request to RTA in the amount of \$35,565.53 for their financial contribution towards the project.

ENGINEERING PROJECTS

ROOSEVELT ROAD – ROUTE 53 WATER MAIN LINING – Engineer: Baxter & Woodman

(Project No. 16015)

The acoustical testing results have been discussed with the Engineer for final design direction. In addition, staff met with a potential lining contractor to evaluate their capabilities of lining through 45-degree water main bend fittings. Staff is currently reviewing the contractors lining specifications, videos, and other project information as well as other contractors'/manufacturers' information.

BAKER HILL ACCESS IMPROVEMENTS – Engineer: James. J. Benes

(Project No. 16021)

Based on the latest IDOT review of the plans dated October 19, the Engineer has addressed the comments and made submittal for subsequent review by IDOT on November 9. The plans are currently being reviewed by IDOT's geometrics division with anticipated response in early 2019. Staff is cautiously optimistic that permitting of the improvements will be received in the first quarter of 2019.

HILL AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates

(Project No. 00511)

The engineer continues to work on design and permitting of the project based on staff's latest review of the preliminary plans.

CUMNOR AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates

(Project No. 19009)

The topographic survey work has been completed with the engineer preparing preliminary plans for review by staff.

SCOTT-CLIFTON-CUMNOR IMPROVEMENTS – Engineer: In-House

Topographic survey and preliminary geotechnical engineering investigations have been completed. Additional drainage and roadway base improvements were identified during the course of design work. A neighborhood meeting was held on September 19. Twelve residents attended the meeting and provided valuable input on the design of the proposed roadway and drainage improvements. Preparing of plans, specifications, and estimates is underway with competitive bidding for construction of the improvements slated for the spring of 2019.

2019/2020 STREET RECONSTRUCTION PROJECT – Engineer: Pending

Staff is developing a Request for Proposals to procure engineering services for the project.

CENTRAL BUSINESS DISTRICT PROJECTS

TRAIN STATION / PEDESTRIAN TUNNEL – Engineer: CDM Smith/KMI Architects

(Project No. 16016)

The Village Board approved an amendment to the project to retain CDM's team for the upcoming Shared Fund Surface Transportation Program call for projects. The team continues to work on the draft project development report (phase I study) with traffic counts and geotechnical engineering work to be completed in the coming months.

CBD UTILITY STUDY – Engineer: RJN Group/Michels Corp.

(Project No. 15006)

RJN has completed the monitoring and modeling of sanitary sewers in the CBD and submitted a draft report for staff's review. The Final Report on the condition of the underground storm, sanitary and water infrastructure was received in November. Staff is reviewing the findings of both reports and will coordinate with RJN on the reports' recommendations to be included in the scope of the CBD Streetscape and Utility Improvements Project.

CBD UTILITY AND STREETScape IMPROVEMENTS – Engineer: Civiltech Engineering, Inc.

(Project No. 15006)

The second meeting of the project steering committee was held on December 6 to review the findings of the walking tour, review the existing Streetscape Plan, review similar projects completed by other towns, and explore various opportunities for streetscape treatments. The next meeting of the steering committee, involving Design Charrettes, is planned for January and will be held as an open public meeting to solicit input and comments on the project.

The Topographic survey work for the project is nearing completion. The project team will be meeting with IDOT on Friday, December 7 to determine if the existing Surface Transportation Program funding (\$475,000) can still be utilized for the project given that the project scope for the roadway related work has changed from resurfacing to reconstruction.

PROCUREMENT OF GOODS AND SERVICES

Public Works seeks the best vendor prices for various annual municipal and utility maintenance and operations activities. This effort includes local bidding of projects or joint purchasing initiatives, including the Municipal Partnering Initiative (MPI), a consortium of DuPage County communities.

Project	Estimated Glen Ellyn Cost	Status
2018 Sidewalk and Concrete Roadway Repairs	\$282,000 (2018)	The project, involving the removal and replacement of concrete sidewalk and pavement at various locations throughout the Village, has been awarded to Schroeder & Schroeder of Skokie, Illinois. A first batch of repairs consisting of 86 locations was completed between September 27 and October 3. A second batch consisting of 44 locations was completed November 1 through 6. The project punch list is complete.
Lake Ellyn Park and Glenbard West Sidewalk Improvements	\$514,000 (2018)	The project includes the installation of new sidewalk along the south and east sides of Lake Ellyn, along Lenox Road adjacent to Lake Ellyn Park, and along Ellyn Avenue adjacent to the Glenbard West Parking Lot. Schroeder & Schroeder of Skokie, Illinois started construction the week of July 9 and substantially completed all work in advance of faculty activities starting on August 6. Seed and blanket restoration work was completed the week of August 20. The project punch list is complete.
2018 Parking Lot Resurfacing and Asphalt Roadway Patching	\$279,000 (2018)	Project scope includes roadway patching throughout the Village and resurfacing of the Main/Pennsylvania and Shock's Square Parking Lots. The contract was awarded to Schroeder Asphalt Services of Huntley, Illinois at the July 23 Village Board meeting. Parking lot construction started September 27 th in Schock's Square and the north half of Main/Penn. These portions were reopened on October 5. Construction in the south half of Main/Penn began on October 11 and was reopened by October 13. Roadway patching was completed on October 23-24.
2018 Pavement Markings	\$50,000 (2018)	The contract was awarded to the Suburban Purchasing Cooperative low bidder, Superior Road Striping, at the March 12 Board Meeting.
2018 Crack Sealing	\$20,400 (2018)	The project was awarded to SKC Construction, Inc. at the August 27 Board Meeting. All work was successfully completed October 16-18.
Annual Sewer Lining	\$500,000 (2018)	Staff has developed contract documents. Televising of additional sewer sections is required and has been requested to be complete by PW Utilities Division. Project will be bid as soon as all sewer video is received, reviewed and remaining sewer sections are included in the scope of the work.
Spoil Hauling and Delivery of Aggregates	\$54,000 (2018)	KLF Enterprises

X:\Publicwks\ENGINEER\Monthly Construction Reports\Monthly Construction Report 12-7-18.doc

Attachment: Monthly Construction Report 12-7-18 (3722 : December 7, 2018 Engineering Project Report)