



Agenda
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
Tuesday, February 12, 2019
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

Approval of December 11, 2018 CIC Meeting Minutes

D. Current Project Business

1. Metra Train Station and Pedestrian Tunnel Grants
2. CBD Streetscape and Utility Project Discussion

E. Trustee's Report

F. Other Business

Village Commission Presentation

G. Public Works Report

H. Project Report

February 8, 2019 Engineering Report

I. Adjournment



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/12/19 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Minutes

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3807)

DOC ID: 3807

Approval of December 11, 2018 CIC Meeting Minutes

The Meeting Minutes for the December 11, 2018 Capital Improvements Commission Meeting are attached for review and consideration of approval by the CIC.

ATTACHMENTS:

- CIC Meeting Minutes December 11 2018 - Draft (PDF)

Village of Glen Ellyn



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

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

Date: Dec 11, 2018
Called to Order: 7:03 p.m.
Adjourned: 8:35 p.m.

MEMBER ATTENDANCE:

Michael T. Lane	Chairman	Absent
Adam B. Biggam	Commissioner	Present
Joshua J. Cattero	Commissioner	Present
Arthur F. Foerster	Commissioner	Present
Michael M. Lindquist	Commissioner	Present
Todd H. Ryne	Commissioner	Absent
Steve Szymanski	Commissioner	Present
Rocco J. Zuccherro	Commissioner	Absent
Also Present:		
Steve Warner	Engineer	Absent
John Kenwood	Liaison Trustee	Present
Julius Hansen	Director of Public Works	Present

Public Present:

Attachment: CIC Meeting Minutes December 11 2018 - Draft (3807 : December 11, 2018 CIC Meeting Minutes)

A. CALL TO ORDER

The December 11, 2018 regular meeting of the Capital Improvements Commission was called to order at 7:03 PM at the Glen Ellyn Civic Center. A motion was made by Commissioner Biggam to appoint Commissioner Lindquist as acting Chairman for tonight's meeting and Commissioner Cattero seconded the motion. Motion was unanimously approved.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM October 9, 2018 MEETING – Approved

MOVE TO APPROVE MINUTES OF REGULAR MEETING FROM 10/9/2018

RESULT: Motion Unanimously Carried

MOVER: Commissioner Biggam

SECONDER: Commissioner Cattero

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 so a resolution can be voted on. Commissioner Lindquist adds he thought everything that was discussed at the last meeting was included in the policy. Commissioner Foerster adds he thought the policy was well written but suggests letting the Village attorney review it, especially with regard to the exceptions page (section 4). Engineer Daubert adds he will give the CSP to the Village attorney for a final review.

Commissioner Biggam motions to accept the resolution of the Complete Streets Policy as written subject to Village Attorney review. Commissioner Szymanski seconded the motion.

MOVE TO APPROVE THE CSP RESOLUTION

RESULT: Motion Unanimously Carried

MOVER: Commissioner Biggam

SECONDER: Commissioner Szymanski

E. TRUSTEE'S REPORT – Trustee Kenwood reports that the Apex Project (Giesche) has a meeting scheduled in early January. The Nobel House will be getting their liquor license this week. CVS is now open. Pedestrian Tunnel on Taylor Street will be wrapping up by the end of the year. The board did vote on the bonds for the parking garage. More bonds will be voted on once the new board is sworn in.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Director Hansen reports that there was a lot of damage from the snow storm. The village approved a special brush pickup up to \$25,000. This was unbudgeted. The brush pickup took 5 days to complete, normally this takes 4 days. Once the contractor hits \$25,000, Public Works will take over the rest of the pickup.

H. PROJECT REPORT – *December 11, 2018 Monthly Construction Report* (see attached report) Engineer Daubert reports that Park Blvd has been completed and the street is now open. Engineer Daubert gave a Construction Project Update presentation on the Taylor Ave/Pedestrian tunnel (see attached report). He adds the completion of this project is on track for 12/31/18. There are some items of this project that will be completed in the spring. Those items include: parkway restoration with sod, staining of concrete headwalls and any punch list items that come up.

Engineer Topar reports that the CBD streetscape project's first phase of the design work is underway. The topographical survey is close to being done. A Public outreach campaign is underway. We've had 3 meetings so far.

Commissioner Szymanski reports on the CBD Streetscape and Utility Improvements Steering Committee Report (see attached). The CBD steering committee is comprised of about 25 people that include business people, engineers, board and commission members and residents. It is a good cross section of people. The steering committee took a walking tour around the CBD with clipboards in hand taking notes and giving feedback on how the downtown should look and what we need to consider. The horse trough island location is where many were divided on. Two people on the committee mentioned to keep the trough where it is; five people want it moved to a new location. The group agreed we would like to keep the horse trough island. Director Hansen adds that we spoke with the design team and we want them to take extra care and time with this intersection to make it better than it is now. It is the trademark of the downtown area. Commissioner Szymanski adds there will be a meeting January on a Saturday morning to go through the design phase. The design team has created a website called DowntownGE.com for educating people on the project as well as sharing ideas for improving the downtown streets. Engineer Daubert adds, we are also going to consider past plan recommendations to see if there are some items that may still be applicable. It will be a good guide to build from. Engineer Daubert asks the CIC to attend the design phase meeting in January. Once he receives the date of the meeting he will forward it on to the CIC. Director Hansen asks the CIC if they see anything in other towns while they are out and about that may work for our project to please forward that information on.

- I. Adjournment** – A motion to adjourn the meeting was made by Commissioner Lindquist and Commissioner Foerster seconded the motion. The meeting was adjourned at 8:35 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert

DRAFT

Attachment: CIC Meeting Minutes December 11 2018 - Draft (3807 : December 11, 2018 CIC Meeting Minutes)

**Capital Improvements Commission**

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/12/19 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Commission Recommendation

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3808)

DOC ID: 3808

Metra Train Station and Pedestrian Tunnel Grants

Please see the attached document pertaining to this agenda item.

ATTACHMENTS:

- February 2019 Meeting Memo On Metra Train Station and Pedestrian Tunnel Grants (PDF)



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: February 8, 2019

RE: February 12, 2019 Meeting of the CIC – Metra Train Station Grant Application Strategy

Background

CDM Smith and KMI Architects continue to work towards the completion of a Phase I (Preliminary) Engineering Study for the Glen Ellyn Metra Train Station and Grade-Separated Pedestrian Crossing Project in the Village's Central Business District.

The assignment includes developing preliminary plans and cost estimates for the project which will have been vetted by the public, staff, Village Board, Metra, IDOT, and Union Pacific Railroad. When complete, the Phase I Engineering Study will be used to apply for outside funding sources for the project.

Various project alternatives were reviewed with the Capital Improvements Commission and Village Board. In terms of completing the Phase I Engineering Study, the project team was ultimately directed to proceed with Concept A (New Station, New Underpass, New Site) which is attached hereto for reference. Please understand that project costs are being refined and that project costs will rise as time progresses between when estimates are completed and when the project is competitively bid and constructed.

Subject

On January 15, 2019, the Chicago Metropolitan Agency for Planning (CMAP) formally announced the availability of funding for transportation projects within the seven counties of Northeastern Illinois including Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will.

More specifically, CMAP issued a call for projects for two grant funding opportunities which are summarized below. Both applications are due by March 15, 2019. Staff is ultimately seeking a recommendation from the CIC concerning its general application strategy as it relates to funding.

Surface Transportation Program Shared Fund "STP Shared" (\$200M over FFY 2020-2024)

This new grant funding opportunity will seek to program approximately \$200M of projects with this first call for projects covering Federal Fiscal Year 2020-2024. Given 5 years are being

programmed, this first call will cover all 8 eligible project categories including:

- Road Reconstructions
- Transit Station Rehabilitation/Reconstruction
- Bridge Rehabilitation/Reconstructions
- Highway/Rail Grade Crossing Improvements
- Road Expansions
- Bus Speed Improvements
- Corridor-Level or Small Area Safety Improvements
- Truck Route Improvements

This program is focused on providing funding for projects which support federal and regional performance measures for transportation. More specifically, projects should support CMAP's ON TO 2050 Plan Main 3 Principles which are summarized as follows:

- Inclusive Growth: Projects which support economic opportunity for all residents such as through providing more accessible transit especially for those with lower income
- Resilience: Projects which provide improved infrastructure which is resilient to: adverse weather conditions (cold/heat, wind, flooding, ect.), heavier use/demand, and further changing conditions
- Prioritized Investment: Projects which demonstrate the best use of the funds in providing maximum benefits for the region in terms of mobility, economy, and quality of life

STP Shared Application Strategy

Projects will be evaluated by a Project Selection Committee with the main evaluation criteria including Project Readiness, Transportation Impact, and Planning Factors with 100 points assigned across the categories. Projects can also receive up to 25 bonus points as granted by the region's councils. A procedure has been established for securing bonus points from the DuPage Mayors and Managers Council with the project team preparing for said application.

Projects shall be at least \$5M, which the Village's Train Station was last estimated to be on the order of \$19M. Please understand that project costs are being refined and that project costs will rise as time progresses between when estimates are completed and when the project is actually constructed.

Based on the scoring criteria, **it is recommended that the Village request approximately 80% funding for the eligible project items.** The Village could consider reducing its funding request with essentially 1 additional point granted at each 20% increment; however this is not recommended as the points in this category are limited to 5.

Staff does recommend consideration of not requesting funding for Phase II Engineering (Detailed Design of the Project), which is an eligible project expense. A preliminary estimate for Phase II Engineering is on the order of \$2.5M. The advantage to the Village fully funding this Phase of

Engineering is more from a timing perspective. Should the Village secure funding, it could advance Phase II Engineering more expeditiously as the State would not be involved in the approval and administration of the Phase II Engineering Contract. This would be important to ensure that the project can be bid with the funds obligated within a relatively tight timeframe. However, another consideration for the Village funding this project task includes demonstrating that the Village is further committed to this project which could help position the Village for additional funding opportunities. In light of this, **staff recommends not requesting funding for Phase II Engineering.**

Further details concerning the STP Shared grant are available in the program guide at this link: https://www.cmap.illinois.gov/documents/10180/965423/STP+Shared+Fund+Application+Booklet_01152019.pdf/c408b8f7-7589-512d-2e07-73e493778416

Congestion Mitigation and Air Quality Improvement Program “CMAQ” (\$220MM over FFY 2020-2022)

This federal program has been in place since 1991 and provides funding for surface transportation improvements which improve air quality and mitigate surface traffic congestion. In summary, Northeastern Illinois does not meet federal air quality standards for ozone and as such, federal funds are distributed to the region. Funding is prioritized for projects which reduce emissions contributing to ground level ozone as well as for projects which reduce fine particulate matter.

The main eligible project types for CMAQ include:

- Bicycle Facility Projects: Focus on bike improvements which reduce vehicle travel
- Direct Emissions Reduction Projects: primarily focused on improving vehicle technology to reduce idle time, using cleaner engine technology, and replacing vehicles with those that use alternative fuels such as compressed natural gas
- Traffic Flow Improvements: connected traffic signals, intersection capacity improvements such as the addition of protected right and/or left turn lanes, eliminating bottlenecks, etcetera
- Transit Improvements: adding/improving transit facilities, increasing speed of service on transit routes, increased access to transit stations such as through the addition of pedestrian/bicycle accommodations and commuter parking facilities.

Similar to the STP Shared grant, a Project Selection Committee will be utilized to evaluate projects based on primary and secondary criteria as follows:

- Primary Criteria will be the project cost effectiveness in air emissions reductions with a quantitative evaluation on the cost per kilogram of VOC, fine particulate, and NO_x reduction.

- Secondary Criteria for the Village's transit station project will consider how the project will support increased ridership, travel time reliability, various improvements such as reductions in train/pedestrian conflicts, assessment of the station condition, consideration of how the community's zoning/code regulation support transit, and scoring for inclusive growth.

Unlike the STP Shared grant, there are no minimum project costs; however, the CMAQ program is generally geared towards more substantial facility improvement projects. Also unlike the STP Shared grant, there is no advantage to a community reducing its request for funding by increasing its local share of the project costs, as no points are tied to the percentage of project funding requested.

As such, staff recommends that the Village request 80% funding of the project eligible expenses. As with the Shared STP grant, staff recommends not requesting funding for Phase II Engineering.

Further details concerning the CMAQ grant are available in the program guide at this link:

https://www.cmap.illinois.gov/documents/10180/965423/CMAQ20-24_TAP20-22_App_Booklet.pdf/69bacb1c-2d62-ac1d-ee8c-ef14a3aafccd

Recommendation and Action Requested

With both applications due March 15, staff requests the CIC's review of its general strategy in applying for the Shared STP and CMAQ grant funding opportunities for the approximately \$20M Metra Train Station and Pedestrian Tunnel Project.

Re-summarizing its approach, staff recommends the Village request funding in the amount of 80% of project eligible expenses for the approximately \$20M Metra Train Station and Pedestrian Tunnel Project, except for Phase II Engineering, which is estimated to be approximately \$2.5M.

This approach would be utilized for both grant applications. If the project were to score well in both programs, CMAP would ultimately determine how to best program the project. This could result in inclusion in one or both programs.

The matter will be discussed with the CIC at the February 12, 2019 Meeting. A recommendation by the CIC is requested which would be presented to the Village Board for consideration at its February 19, 2019 Workshop Meeting.

Finalization of the application materials will be completed by CDM Smith and Staff with a draft of the application due March 1 and final application materials to be submitted by March 15.

Attachments

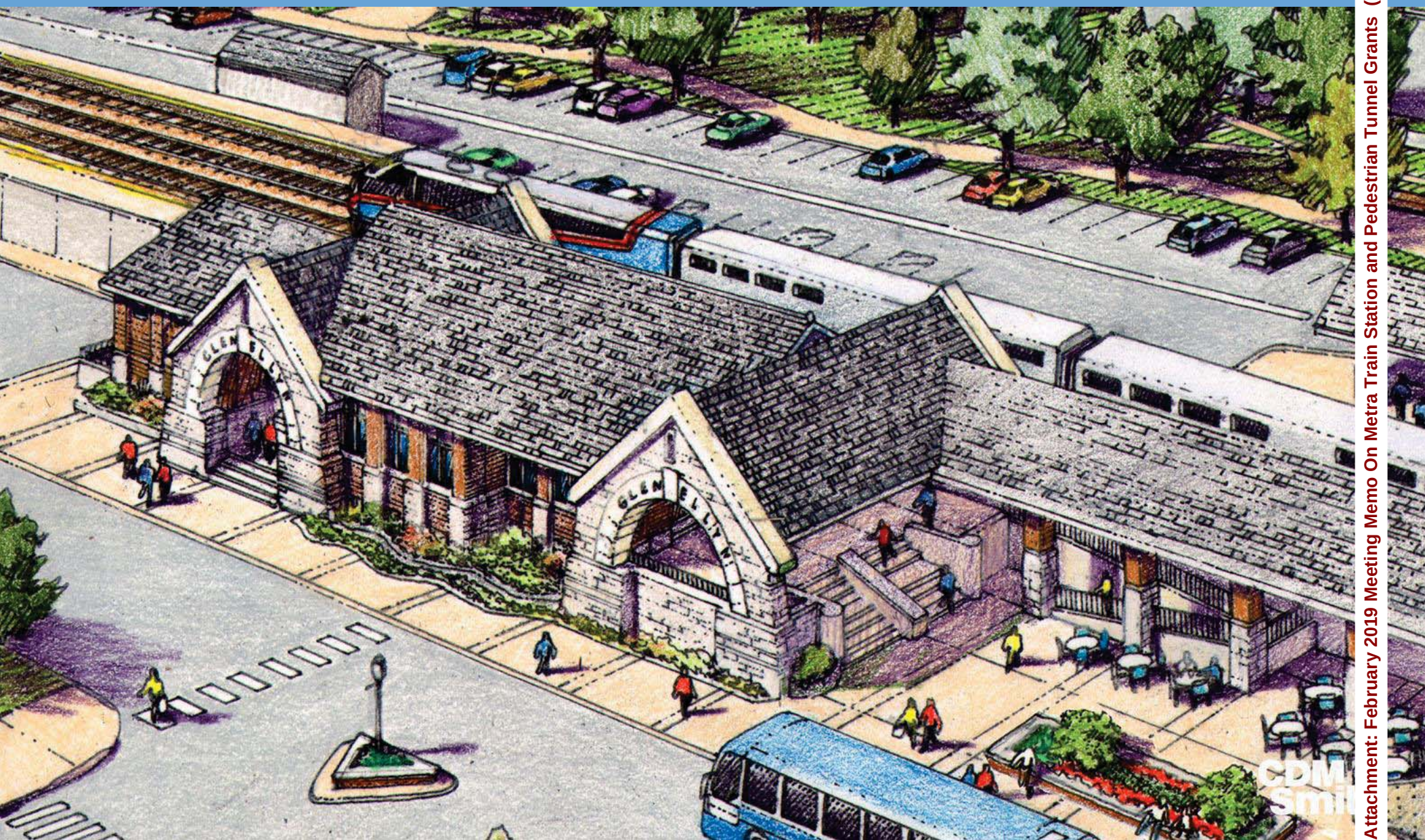
Train Station Concept A Exhibits and Cost Estimate

New Station and New Underpass/Site - A



Attachment: February 2019 Meeting Memo On Metra Train Station and Pedestrian Tunnel Grants (3808 :

New Station and New Underpass/Site - A



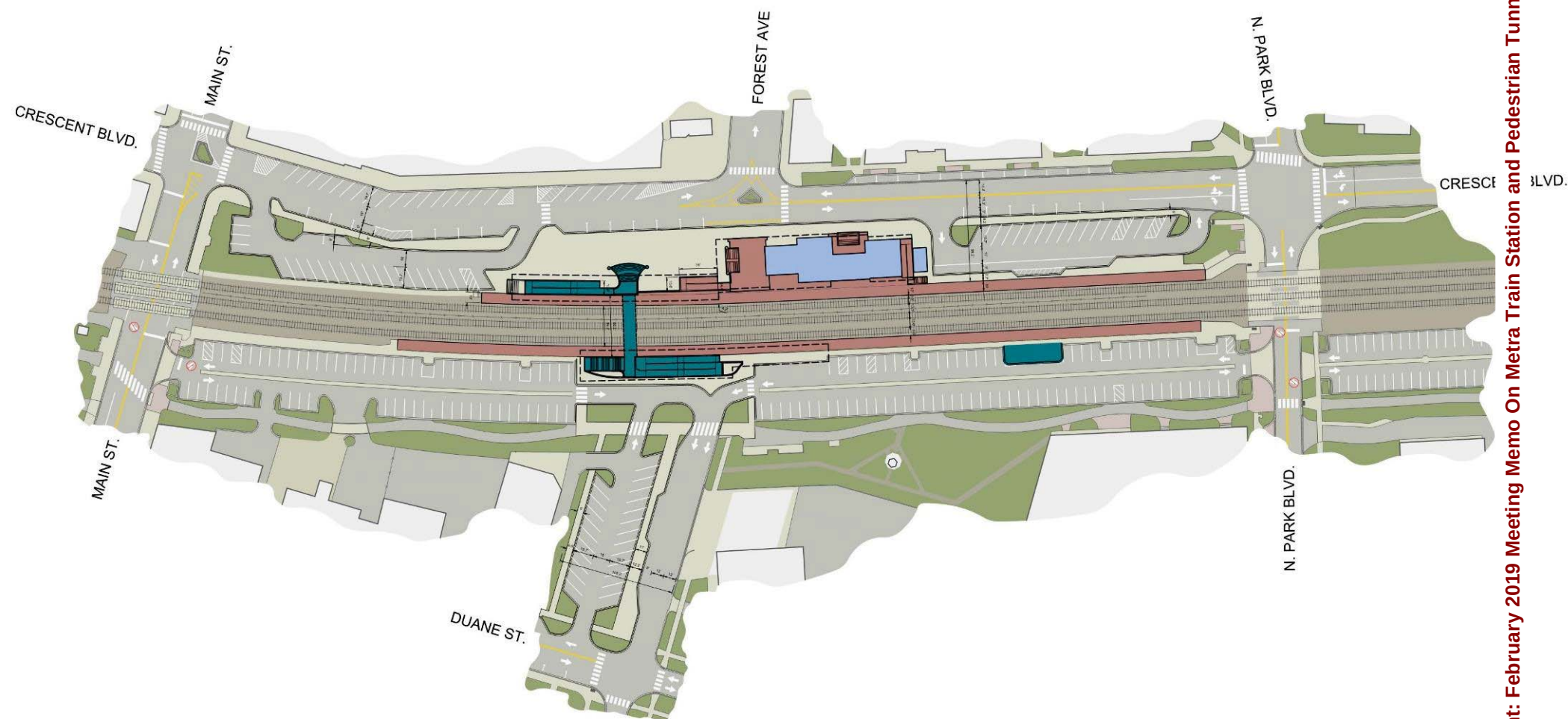
Attachment: February 2019 Meeting Memo On Metra Train Station and Pedestrian Tunnel Grants (3808 :

New Station and New Underpass/Site - A



Attachment: February 2019 Meeting Memo On Metra Train Station and Pedestrian Tunnel Grants (3808 :

New Station and New Underpass/Site - A



CDM
Smith KMI

Concept A - New Station, New Underpass, New Site

Conceptual Budgetary Estimate

Description	Estimated Cost	
New Station and New Platforms		
General Conditions/Requirements	\$	1,600,000
New Inbound Station Depot	\$	3,500,000
Ramps and Stairs	\$	50,000
Warming Areas	\$	300,000
New Platforms (2)	\$	1,500,000
Subtotal	\$	6,950,000
Underpass		
New Plaza (West of Building)	\$	900,000
Underpass (12' DIA), 2 Ramps/2 Stairs	\$	4,000,000
Subtotal	\$	4,900,000
Civil (Lots and Site)		
Northeast Parking	\$	350,000
Northwest Parking	\$	350,000
Southwest Parking/Prairie Path	\$	600,000
Southeast Parking/Prairie Path	\$	600,000
Duane & Forest Reconfiguration	\$	500,000
Subtotal	\$	2,400,000
Subtotal Hard Cost	\$	14,250,000
Bond/Profit/Phasing	16% \$	2,280,000
Design Contingency	15% \$	340,000
Est. Phase II and III Engineering	15% \$	2,140,000
Subtotal Soft Cost	\$	4,800,000
Conceptual Cost Total	\$	19,050,000

**Capital Improvements Commission**

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/12/19 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Commission Recommendation

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3809)

DOC ID: 3809

CBD Streetscape and Utility Project Discussion

Please see the attached documents pertaining to this agenda item.

ATTACHMENTS:

- February 2019 Meeting Memo (PDF)
- All Exhibits (PDF)



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: February 8, 2019

RE: February 12, 2019 Meeting of the CIC – CBD Streetscape and Utility Improvements

Background

Since the initiation of the CBD Streetscape and Utility project in fall of 2018, the project team consisting of staff, a steering committee, and Civiltech Engineering has been working diligently on the first phase of engineering design work to meet the project schedule below:

- April/May 2019: Completion of first phase of design work (Preliminary Engineering)
- Summer 2019: Commence second phase of design work (Final Engineering)
- Early 2020: Completion of second phase of design work (Final Engineering)
- Spring of 2020: Commence phased construction of improvements

To date, the engineer has collected preliminary project information, reviewed on-street parking, prepared options for potential changes to on-street parking, prepared rough order of magnitude cost estimates, evaluated various sidewalk paving material options, and launched a stakeholder coordination and public input campaign.

Subject

Public Works staff is seeking the Capital Improvements Commission input on project elements including on-street parking and paving materials. A Power Point Presentation will be made to the CIC at its February 12, 2019 Meeting and is attached hereto for reference. Recommendations are ultimately requested which would be brought to the Village Board for consideration at its February 19 Workshop Meeting.

On-Street Parking

There are 361 existing on-street parking spaces within the CBD Streetscape and Utility Project limits. These are a mix of angled and parallel spaces. There are currently 2 ADA accessible spaces. However, to meet current federal requirements, there should be an additional 17 ADA accessible spaces, for a total of 19. In addition, some of the existing spaces in the CBD are in locations prohibited by the Illinois Vehicle Code.

These locations include:

- Within 15' of a fire hydrant
- Within 20' of a crosswalk
- Within 30' on the approach leg to any intersection with a stop sign
- On the side of a street opposite the entrance to any fire station within 75' of this type of entrance

To bring the Village's existing parking configuration up to ADA standards and consistent with the Illinois Vehicle Code, the parking would be reduced by 41 spaces (total of 320 on-street parking spaces).

In addition, a discussion is in order concerning the existing on-street angled parking which is a mix of 45 and 60 degree configurations. Just to clarify, 90 degree angled parking is perpendicular to the adjacent vehicular travel lanes. As the angle is reduced, the parking stalls become more parallel to the direction of vehicular travel.

Current design standards provided by IDOT are that angled parking should be 45 degrees or less. Another consideration is that angled parking requires that multiple adjacent travel lanes are provided, in essence to provide a lane for vehicles to back in. The idea is that if a vehicle is backing out of an angled parking space, a vehicle coming from behind has an adjacent travel lane which it could utilize to maneuver around the vehicle backing out of the angled parking space. On the Village's one-way streets in the CBD, there are two travel lanes which thereby support angled parking as it relates to the adjacent lane requirements. However, on two-way streets, there are only single travel lanes; as such, a vehicle would need to veer into opposing traffic to avoid a vehicle backing into the travel lane.

One potential change would involve converting all the 45 and 60 degree angled parking to 30 degrees. This change in of itself would result in a loss of 36 spaces. However, the required 16' of roadway width for the parking area and 10' for an adjacent travel lane is more compatible with the existing roadway widths of the Village's one-way streets. The 30 degree angle also makes it easier for drivers to see vehicles as they perform their reverse maneuver. On the Village's two-way streets, there is insufficient width to provide redundant adjacent travel lane required by State standards.

Parallel parking is IDOT's recommended on-street parking configuration. In comparison to 30 degree angled parking, converting the entire CBD to parallel parking results in an additional loss of 4 spaces. The main reason for this is that the angled ADA parking spaces require side loading zones and parallel ADA spaces do not. In parallel parking areas, the loading spaces can be provided within the sidewalk or near intersections, which is allowed due to the limited right-of-way on most legs of the project.

Please see Table 1 for a summary of this information as well as Parking Exhibits 2 – 6.

Table 1 - Existing and Proposed Parking Summary Changes

	North Side	South Side	Total
Existing Parking Configuration			
Change to ADA parking loading zones	9	2	11
Removal to comply with state policy	25	2	30
Total	34	4	41
Change to 30 Degree Angle Parking			
Change to ADA parking loading zones	8	1	9
Removal to comply with state policy	25	5	30
Loss due to change to 30 degree angle parking	28	4	32
Total	61	10	71
Change to Parallel Parking			
Change to comply with state policy	27	5	32
Loss due to change to parallel parking	37	6	43
Total	64	11	75

Several of the roadways in the CBD including Main, Pennsylvania, Prospect, and Crescent, are Federal Aid Routes which are eligible for federal funding. While design exceptions from State Standards can be requested, best practice is to design to the current State Standards as deviation could result in the Village not qualifying for funding in the future.

One of the factors in parallel parking being the recommended standard is due to the increased crash rate that is seen in many existing angle parking areas. For example, on Crescent east of Main, there were 26 parking related crashes over a 4-year period, compared to 8 other types of crashes. This parking related crash number may be low, as crash reports are only generated when there is property damage over \$1500 that is reported to the police. Events that were under \$1500 or not reported to the police are not counted. Additional study of the crash reports may yield more indirect parking related crashes, such as a thru vehicle striking another thru vehicle that has quickly stopped to avoid striking the vehicle backing out of a space. See Exhibit 7 for Crash Data

One evident benefit of reducing parking widths is the ability to create wider sidewalk with additional amenities and trees. During the recently held Design Workshop, a majority of respondents stated that the goal of the streetscape project is to make the CBD a place for people. Ample pedestrian accommodations create places where people will want to spend more time, and even “hang out”, by dedicating more of the existing right-of-way to attractive wider sidewalks and greenspace adjacent to the roadway. Benches, sidewalk cafes, bike racks, and other amenities within the sidewalk zone also help create these people places. Trees and plantings create sidewalks on which pedestrians can enjoy a stroll. While some of this space can be gained by narrowing existing lane widths, the majority of

this space can come from areas where angle parking is converted to parallel parking. See Exhibits 8 and 9.

Additional benefits of parallel parking include:

- Best angle for drivers to see approaching vehicles and bicyclists when entering and leaving the parking space;
- Vehicles do not overhang the sidewalk
- Roadway width not dedicated to parking could be used to make lane widths more bicycle friendly;
- Headlights of angle parked vehicles would not intrude upon those dining or congregating on sidewalks in the evenings;
- Additional sidewalk widths provide a better environment to maintain a healthy urban forest and other greenspace.

Conversely, changing to angled parking results in a somewhat greater loss of spaces which the Business Community has expressed concern with. However, as detailed in this previous narrative, the additional loss is only 4 spaces. With the new parking garage to be constructed behind the Civic Center, the Village is also looking at opportunities to free up parking for customers, particularly on the north side of the CBD. However, another consideration is that some people are not comfortable with parallel parking which was a concern raised at the Design Workshop meeting.

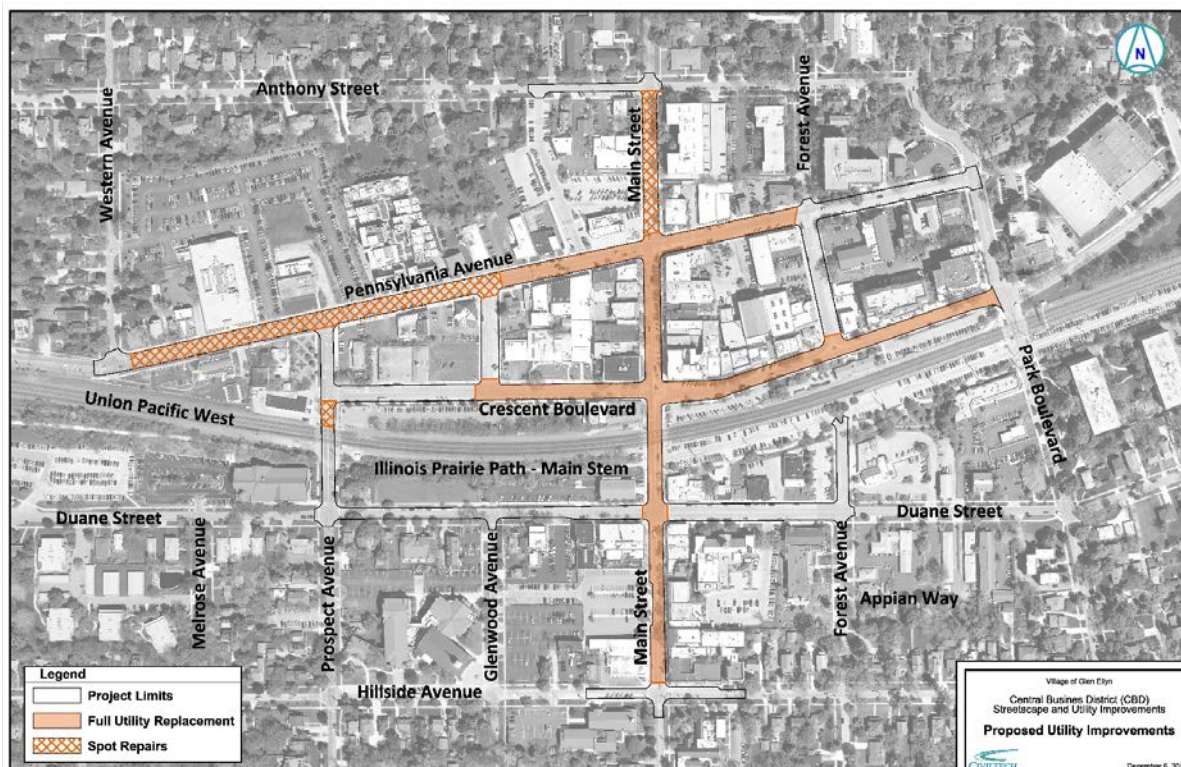
In terms of staff's recommendation, parallel parking is the recommended on-street parking configuration.

Scope and Budget

The Capital Improvements Commission last visited the budget during the February 2018 CIC meeting. At that time the CIC provided recommendations and Village Board concurred on the rough order of magnitude cost of the various components with an understanding that preliminary cost estimate of the basic improvements still needs to be completed during the first phase of project design. The preliminary design cost estimate was completed and the updated costs are included in the table below. To clarify, the column on the left reflects the CIC's initial budget recommendation with the column on the right being the current estimate. The initial estimates by the CIC did include costs for Phase II and Phase III Engineering.

Recommended Budget Based on a Rough Order of Magnitude Cost Estimate		Preliminary Estimate
Item	Cost	Cost
Roadway and Sidewalk Work	\$7.7M	\$6.9M
Upgrade Sidewalk and Crosswalk Areas to Pavers	\$1.5M	\$1.8M
Street Lighting Repairs and Installations – Conduit/Wiring Replacement, Urban Ceiling Lighting (not included), Temporary Lighting	\$600K	\$1.3M
Lighted Pedestrian Bollards	\$0	\$0
Site Furnishings – Seat Walls, Benches, Bike Racks, Art (not included), Trash Receptacles, Etc.	\$300K	Pending
Landscaping – Trees, Shrubs, Perennials, Etc.	\$300K	\$555K
Phase II Engineering (est. as 9% of Construction Cost)		\$990K
Phase III Engineering (est. as 11% of Construction Cost)		\$1.2M
Totals	\$10.4M	\$12.9M
Additional potential Items Not Included (Seat Walls, Fire Place, Festoon Light Area, Speaker Wiring, Custom Pods, decorative bollards) ~ \$430K		

Roadway and Sidewalk Work: In calculating the costs an assumption was made that streets slated for significant amount of underground utility work will need to be fully reconstructed per the location map hereinafter. As mentioned previously, the roadway resurfacing costs may potentially be offset by a \$475,000 Surface Transportation Program grant, presuming that project is bid by September 2020 and required improvements included in the grant application lend themselves to a resurfacing application. The cost of sidewalks contained within the pedestrian through zones were assumed to be standard plain broom finish concrete.



Upgrade Sidewalk and Crosswalk Areas to Pavers: Estimate based on 3' ribbon of decorative material in the street furniture zone of the sidewalk. Included in the estimate is the highest prices materials choice. Detailed breakdown of material costs is provided hereinafter.

Street Lighting Repairs and Installation – Conduit/Wiring Replacement, Urban Ceiling Lighting:

Civiltech completed an initial field assessment of the existing streetlight system in the CBD and is in the process of completing of a full assessment of the system. The estimate is based on the proposed replacement of all conduit and wiring, new pole foundations, relocation of all poles and luminaires, and providing temporary lighting. Assessment and recommendations on pole replacement has not been completed but any replacement would add a significant additional expense.

Site Furnishings – Seat Walls, Benches, Bike Racks, Art, Trash Receptacles, Etc.: Estimate is pending but based on number and preferences of site furnishings will likely be above the recommended budget.

Landscaping – Trees, Shrubs, Perennials, Etc.: The estimate included replacement of all trees identified for replacement due to their condition, additional tree planting needed due to changes in street geometry and construction impact, Silva Cell system for planter areas, plantings and irrigation system. Additional discussion on this topic is included in the Trees and Tree Planters section.

Underground Utility Work – This estimate does not include the underground water, sanitary, and storm utility work which is currently estimated at approximately \$7M.

Additional Items Not Included in the Estimate - Seat Walls, Fire Place, Festoon Light Area, Speaker Wiring, Custom Pods, and decorative bollards.

Sidewalks and Crosswalk Material Options

For the pedestrian through zone which is the primary, accessible pathway that runs parallel to the street and ensures adequate place to walk, a plain broom finish concrete (standard concrete) is an optimal choice of materials. It provides a durable, easily maintainable, safe, and lowest cost option walking surface. See Exhibit 10.

The street furniture zone defined as the section of the sidewalk between the curb and the pedestrian through zone in which street furniture and amenities, such as lighting, benches, utility poles, tree pits, and bicycle racks are located. This zone is typically where more decorative materials are used in the streetscape projects. Two choices of material provide the most durable and aesthetic finishes include clay fired brick and stamped colored concrete. Table below illustrates the pros and cons of each material and estimated cost of each treatment. Also see Exhibits 11-12 for photos of these material choices.

Crosswalks are marked parts of a road where pedestrians have right-of-way to cross traffic and are marked with contrasting material to make them more visible to vehicular traffic. Crosswalks also get the most exploitation due to traffic impact, snow removal operations and salt. The project team has reviewed various options and is recommending the use of Stamped Colored Concrete as an optimal material for the crosswalks applications.

Material Choice	Pros	Cons	Cost per square foot	Sidewalk Furniture Zone Total Cost	Sidewalk Pedestrian Through Zone Total Cost	Crosswalks Total Cost
Plain Broom Finished Concrete	Lowest cost option Easiest to install correctly Standard snowplow equipment Unobtrusive aesthetic Allows other elements to shine	Limited options for design Uninspiring appearance Some cracking possible Concrete can spall and flake	\$6.00	\$300,000	\$1,000,000	
Clay Fire Brick on concrete base	Historic/timeless appearance Durable material Decorative aesthetic Material will never fade	High construction cost Requires high skilled contractors Special snowplowing equipment Limited color options	\$30.00	\$1,500,000		
Stamped Colored Concrete	Lower cost than brick Decorative aesthetic Unique and custom patterns Wide range of colors/finishes Creative opportunities	Requires high skilled contractor Special snowplowing equipment Color may fade over time Some cracking possible	\$18 for sidewalks \$30 for crosswalks	\$900,000		\$300,000

In terms of preference, the Public expressed an almost unanimous desire for the use of clay fired brick pavers in lieu of exposed aggregate or plain concrete at the January 26th Design Workshop. Staff prefers the look of brick pavers but notes that there are substantial cost and maintenance advantages to stamped colored concrete to consider.

Trees and Tree Planters

Public Works has previously completed a condition assessment of the 112 trees within the CBD and identified at least 40 trees recommended for replacement. The report does not take into consideration the potential impacts of the future underground utility and streetscape work on the health and survivability of the trees. The majority of the trees identified in poor health were attributed to their confined planting area. In a downtown urban environment, it is very difficult to provide adequate planting area and soil volumes for trees to survive and flourish without sacrificing usable public space. A solution to this problem is the use of a Silva Cell system, a modular suspended pavement system that provides soil volume to support large tree growth, allowing for vertical and horizontal spread of roots, on-site stormwater management, and support of walking surfaces above. Although somewhat expensive up front, this is currently one of the best practices to ensure that trees survive and flourish in a compact urban environment. A detailed cost breakdown of projected tree related expenses is included in a table below.

ITEM	UNIT	TOTAL	UNIT PRICE	TOTAL COST
NEW TREES	EACH	90	\$800.00	\$72,000
SILVA CELLS	EACH	30	\$5,500.00	\$165,000
RAISED TREE PLANTERS	EACH	55	\$2,750.00	\$151,250
PLANTINGS	EACH	75	\$400.00	\$30,000
IRRIGATION SYSTEM	SQ FT	7300	\$6.00	\$43,800
			20% Contingency	\$92,410
			Total	\$554,460

Exhibits 13 and 14 show the Tree Assessment map and a Silva Cell Exhibit.

Public Input Coordination

A Steering Committee was organized for the project and charged in aiding in public outreach and stakeholders coordination and helping to determine the preferred design alternatives for the project. The Steering Committee consists mainly of local business owners, local community leaders, members of Village Board and Village Commissions, representative from the Glen Ellyn library, students from Glenbard West, and staff.

To date, four Steering Committee meetings were held including a State of the Downtown meeting, a walking tour of the downtown, and a Design Workshop held on January 26th at the Fire Station No. 1. The Design Workshop featured interactive ways for the public to engage in the design process, including design a street station, streetscape elements station, mobility and parking station, and kids fun station. Despite the cold weather, the event was a great success with over 50 residents,

business owners, and shoppers in attendance. The various stations made learning about the project, the infrastructure needs and ways to improve it a fun and interactive process. At the same time, village staff and consulting team collected great feedback on various aspects of the project. Below is a sample feedback received at the Workshop showing preference on general approach to the project.

I PREFER

FREE PARKING	24%	20.5%	20.5%	35%	RELIABLE PARKING
EASY TO WALK	53%	40%	0%	7%	EASY TO DRIVE
QUALITY	21%	36%	32%	11%	FUNCTION
EASY TO PARK	20%	13%	33.5%	33.5%	EASY TO WALK
DOWNTOWN FOR CARS	0%	12%	31%	57%	DOWNTOWN FOR PEOPLE
OUTDOOR EVENT SPACE	48%	30%	11%	11%	PARKING WITHIN 1 BLOCK
EASY TO DRIVE	21%	26%	36%	17%	EASY TO BIKE

A full report from the January 26th Design Workshop is attached as Exhibit 15. Additionally, a project website was created, <http://downtownge.com/> as a tool for educating the public about the project and gathering input from the community.

Horse Trough Update

Director of Public Works Julius Hansen presented a plan for the Horse Trough at the January 17 meeting of Historic Preservation Commissions. The Horse Trough, over 100 years old, sits in the middle of the intersection of Main and Crescent. If it were to be struck by a car and damaged beyond repair it would be difficult or impossible to replace it.

The Horse Trough is made of a brittle cast iron material and the annual relocation to make room for a Christmas Tree puts it in recurring jeopardy of potential damage during transportation. The plan proposes creation of a new bronze replica of the original Horse Trough and converting the new Horse Trough back to being a water fountain and keeping it in the intersection of Main and Crescent. The HPC agreed with these recommendations as long as the new Horse Trough is painted white to match original Horse Trough and suggested a permanent display location in the History Park at Main St. and St. Charles Rd.

Recommendation and Action Requested

Staff respectfully requests a discussion of, and direction on, on-street parking assessment and potential changes, budget and cost estimate, and material choices for sidewalks and crosswalks. Specific recommendations are requested which would ultimately be presented to the Village Board at its February 19 Workshop Meeting.

Attachments

Power Point Presentation

Exhibit 1: Parking Spaces

Exhibit 2: Existing Parking

Exhibit 3: Proposed Angled & Parallel Losses

Exhibit 4: Proposed Angled & Parallel Parking

Exhibit 5: Proposed Parallel Losses

Exhibit 6: Proposed Parallel Parking

Exhibit 7: Crash Data

Exhibit 8: Sidewalk Width Scenarios

Exhibit 9: Sidewalk Zones

Exhibit 10: Standard Concrete

Exhibit 11: Brick Pavers

Exhibit 12: Stamped Colored Concrete

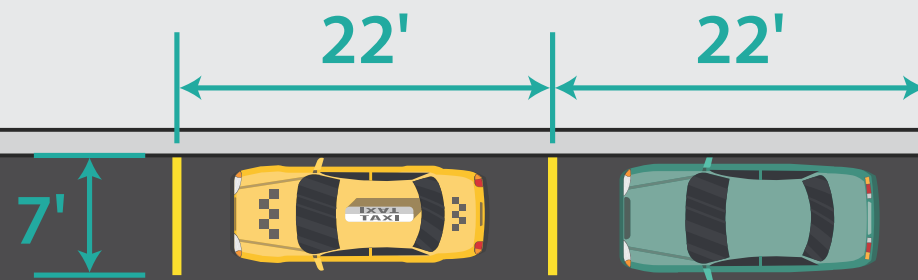
Exhibit 13: Trees Assessment map

Exhibit 14: Silva Cells

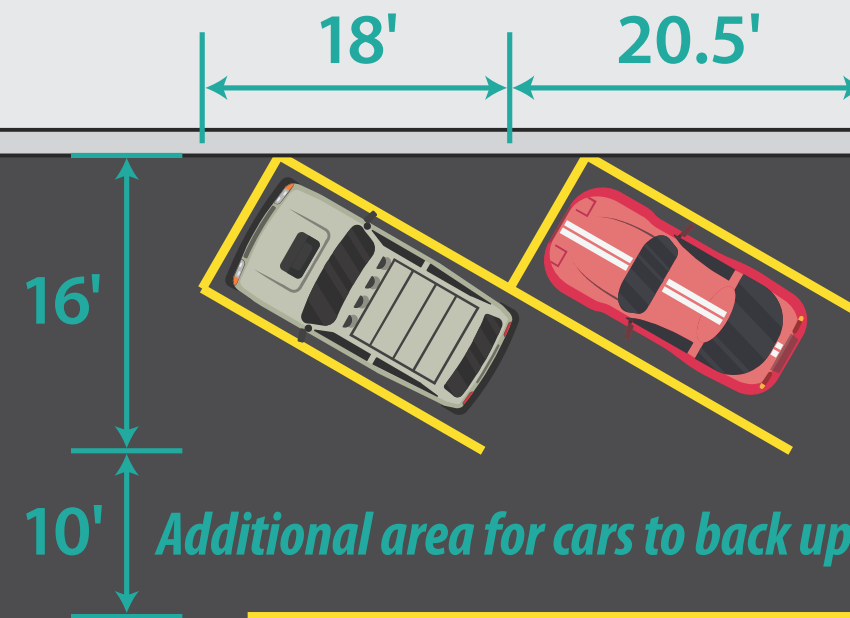
Exhibit 15: 1.26.19 Design Workshop Report

Parking Space Options

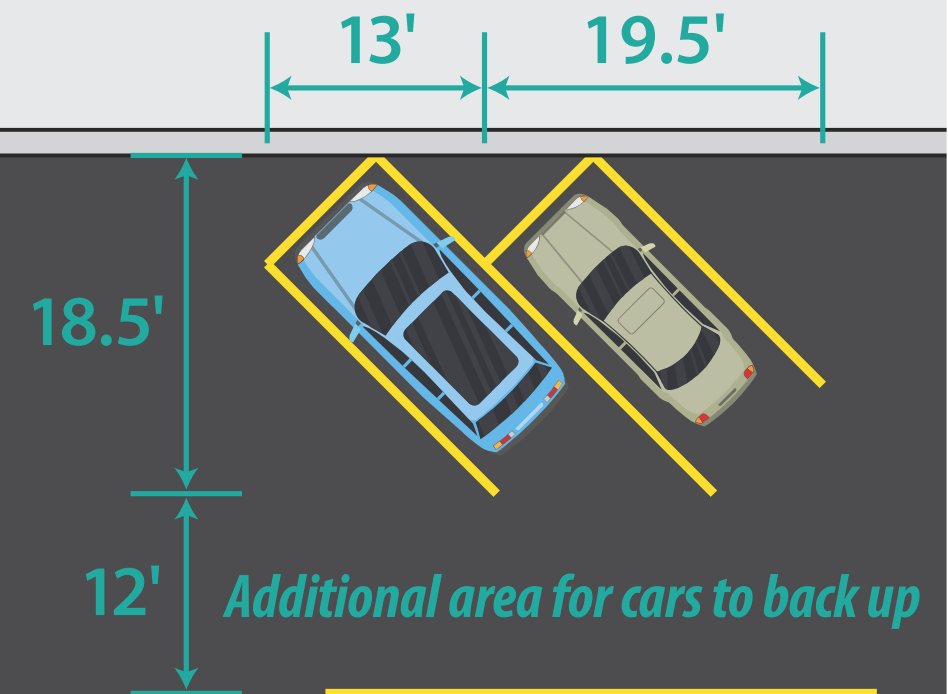
Parallel



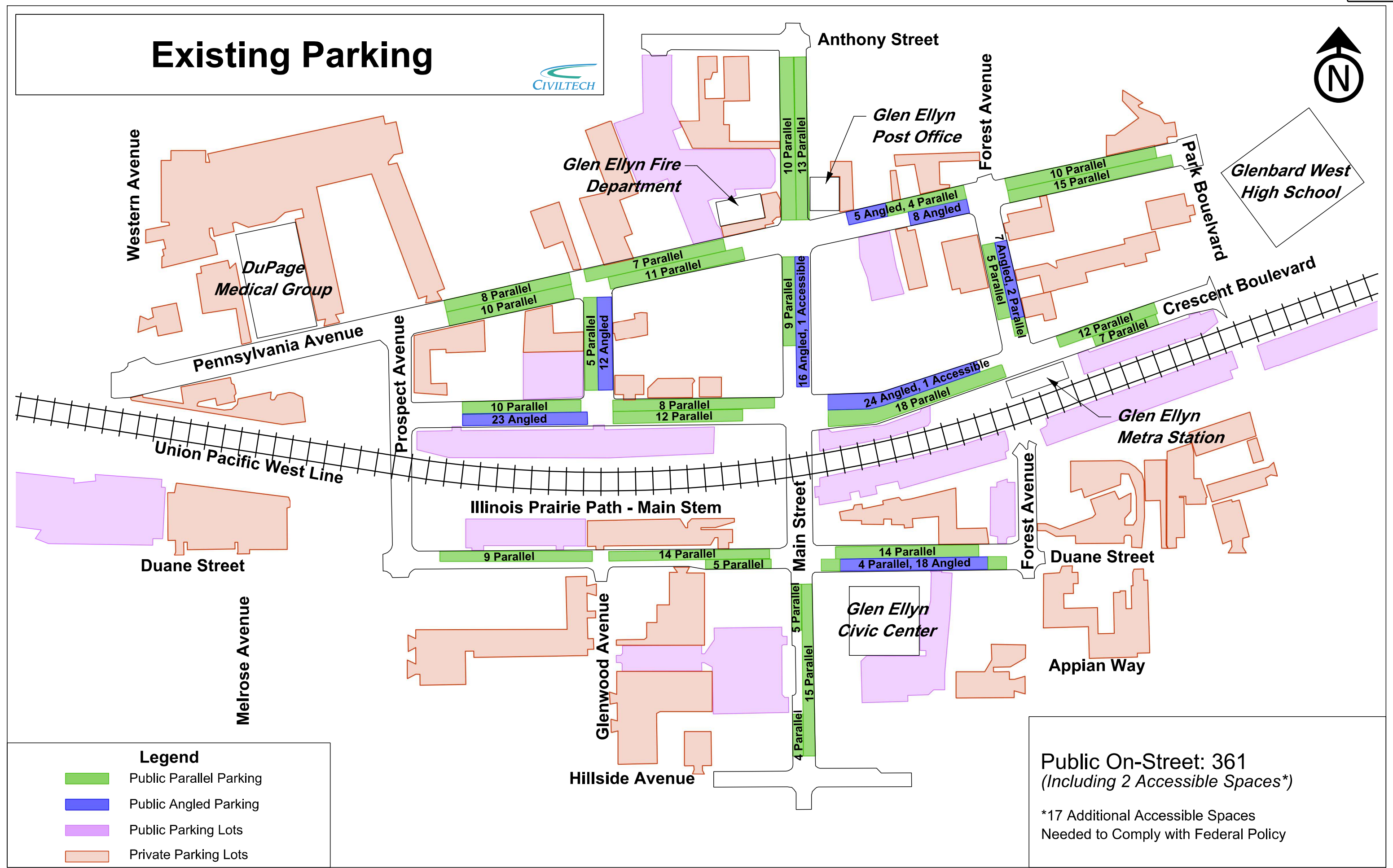
30° Angle



45° Angle



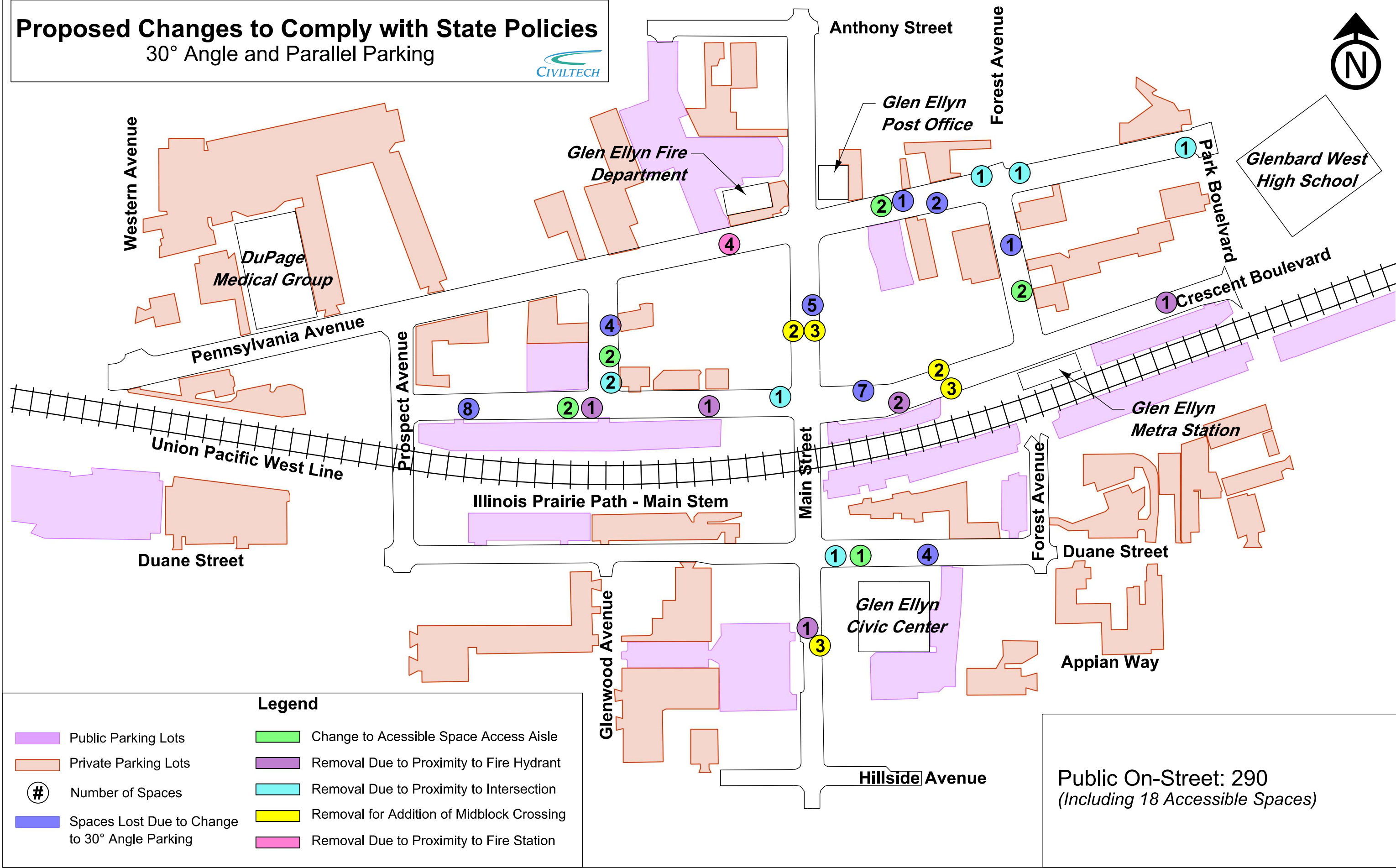
Existing Parking



Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

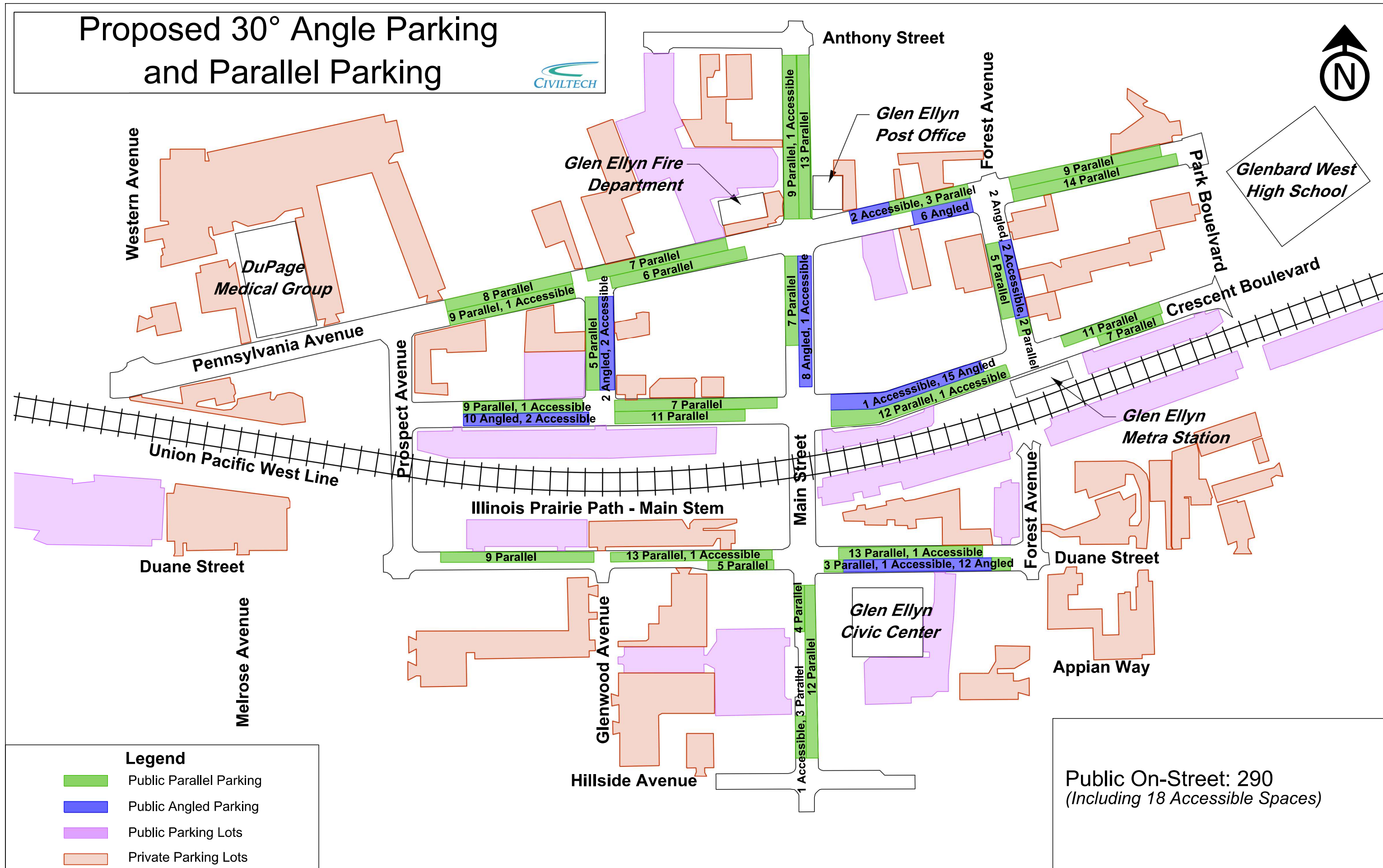
Proposed Changes to Comply with State Policies

30° Angle and Parallel Parking



Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

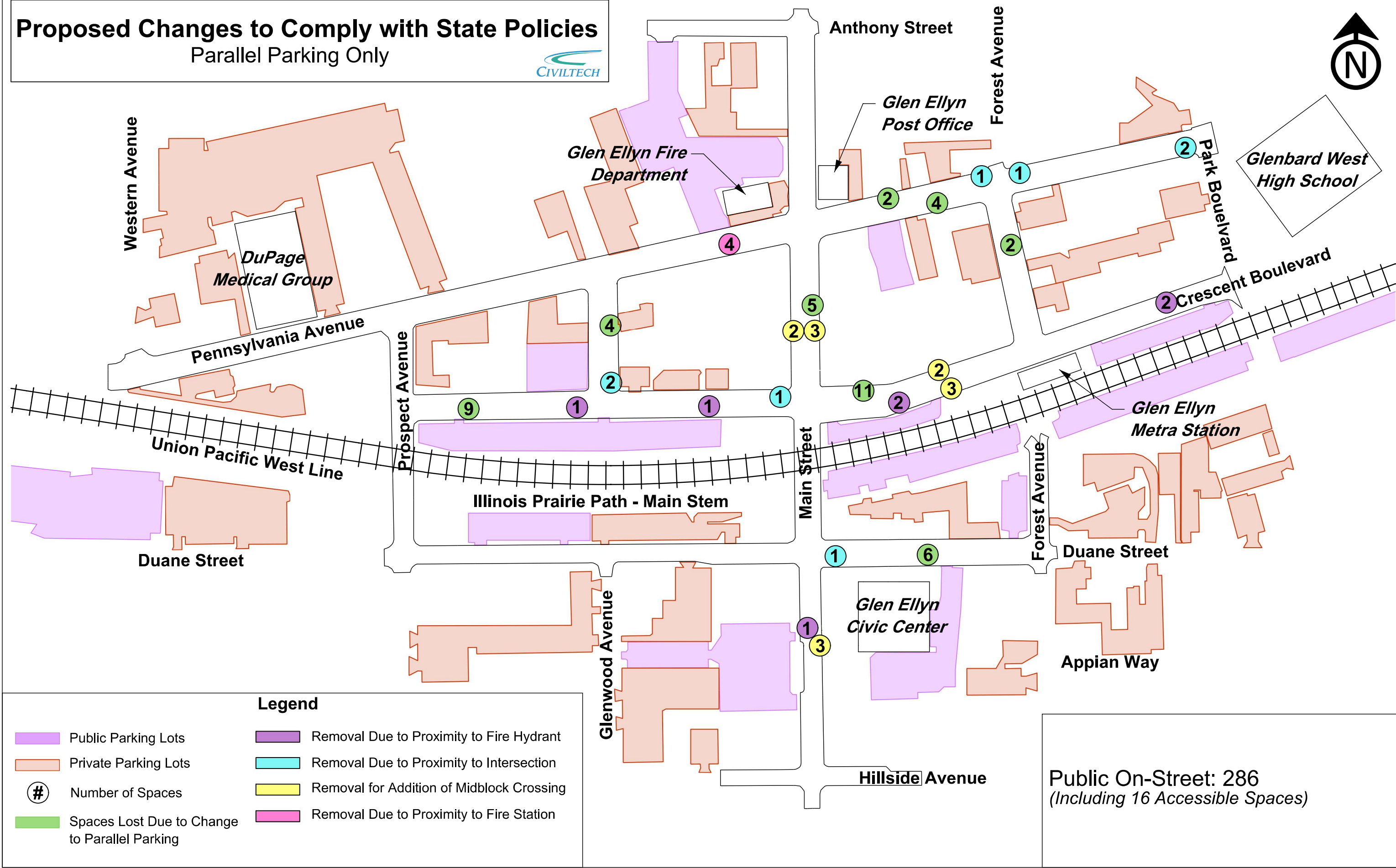
Proposed 30° Angle Parking and Parallel Parking



Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

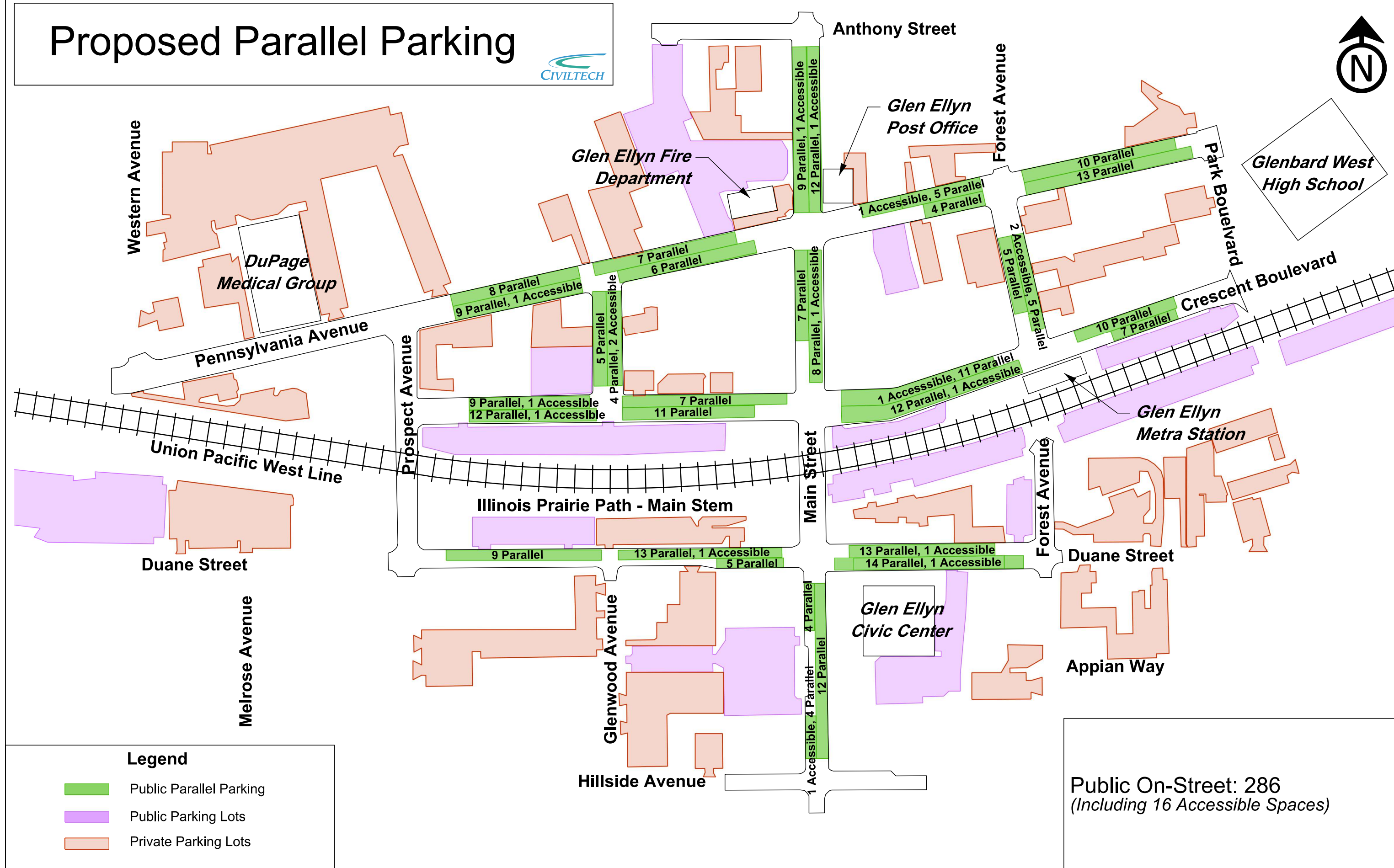
Proposed Changes to Comply with State Policies

Parallel Parking Only



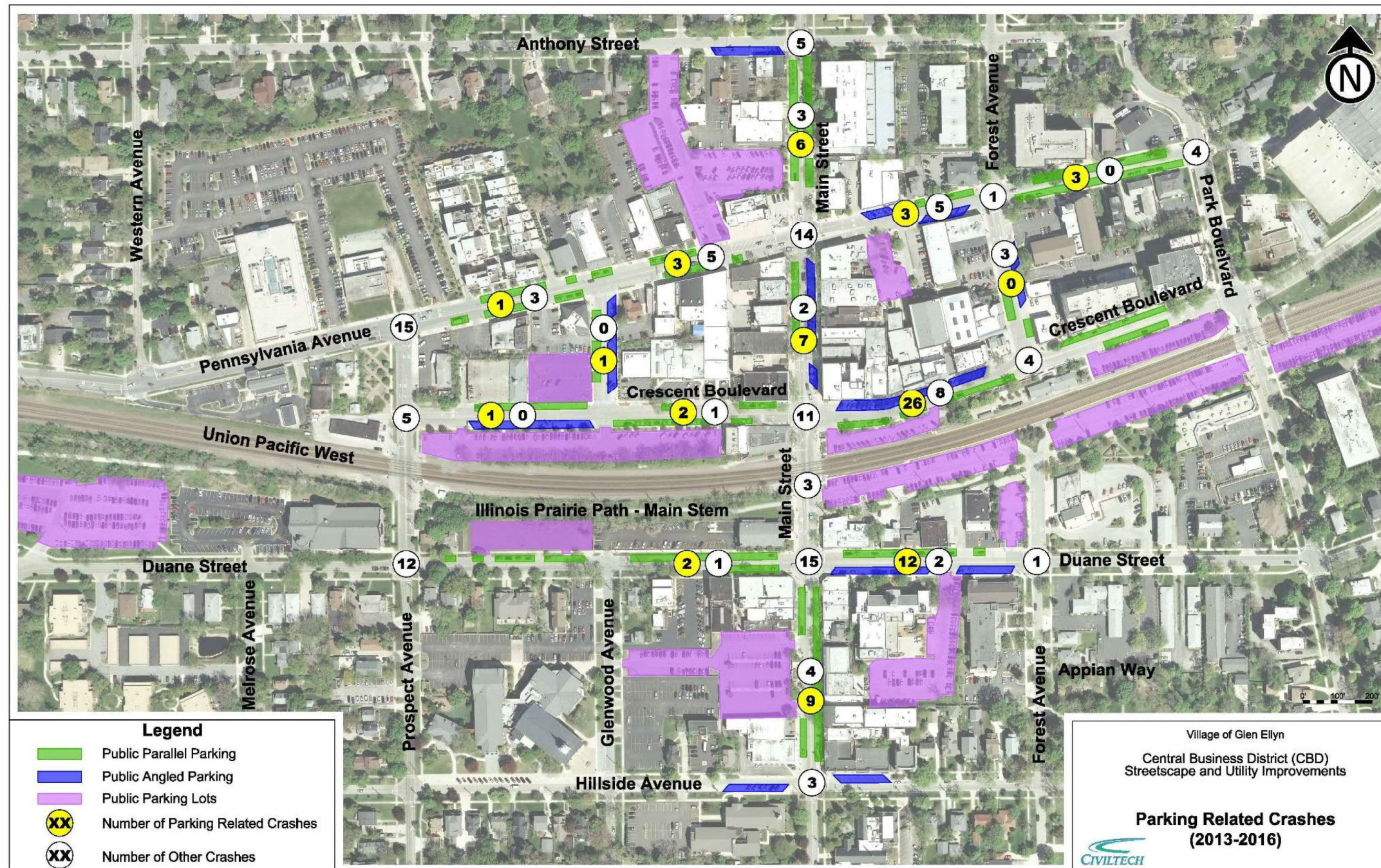
Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

Proposed Parallel Parking



Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

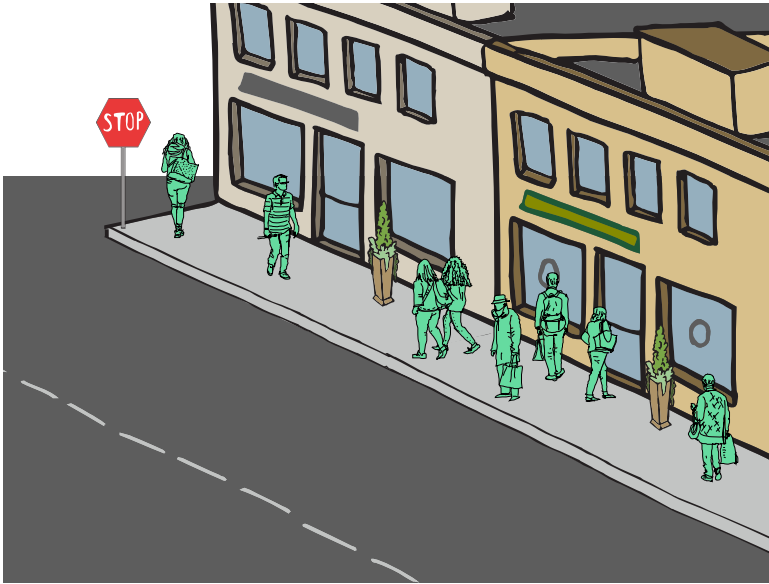
Crash Analysis



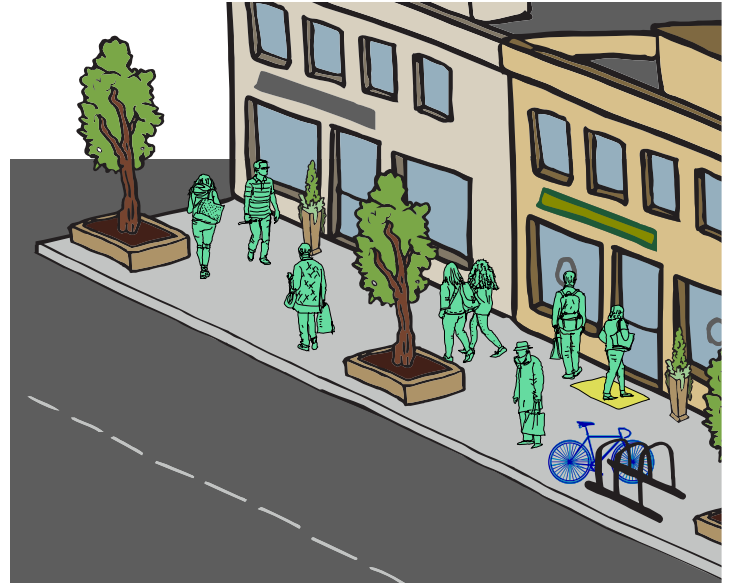
SIDEWALK WIDTH SCENARIOS

DESIGN
DOWNTOWN
GLEN
EL
WORKSHOP

MINIMUM: 8-10'



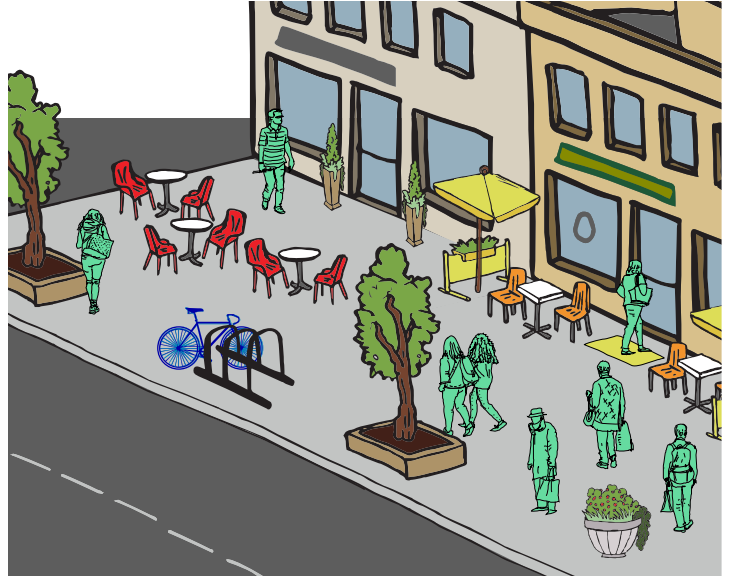
STREET TREES & FURNITURE: 14-15'



TREES, FURNITURE & CAFES: 19'



PLAZA-LIKE: MAXIMUM FLEXIBILITY: ~30'



SIDEWALKS WITH PARALLEL PARKING:

SIDEWALKS WITH ANGLED PARKING:

Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

NAVIGATING SIDEWALK ZONES

NAVIGATING SIDEWALK ZONES:



Sidewalks are invaluable to urban life. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically. Wide, accessible sidewalks are fundamental and have been proven to enhance public health, draw pedestrians and shoppers, and even boost happiness!

Adopted from the National Association of City Transportation Officials' Urban Street Design Guide

1 - FRONTAGE ZONE

The frontage zone describes the section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafes and sandwich boards. The frontage zone consists of both the structure and the facade of the building fronting the street, as well as the space immediately adjacent to the building.

2 - PEDESTRIAN THROUGH ZONE

The pedestrian through zone is the primary, accessible pathway that runs parallel to the street. The through zone ensures that pedestrians have a safe and adequate place to walk and should be 5-7 feet wide in residential settings and 8-12 feet wide in downtown or commercial areas.

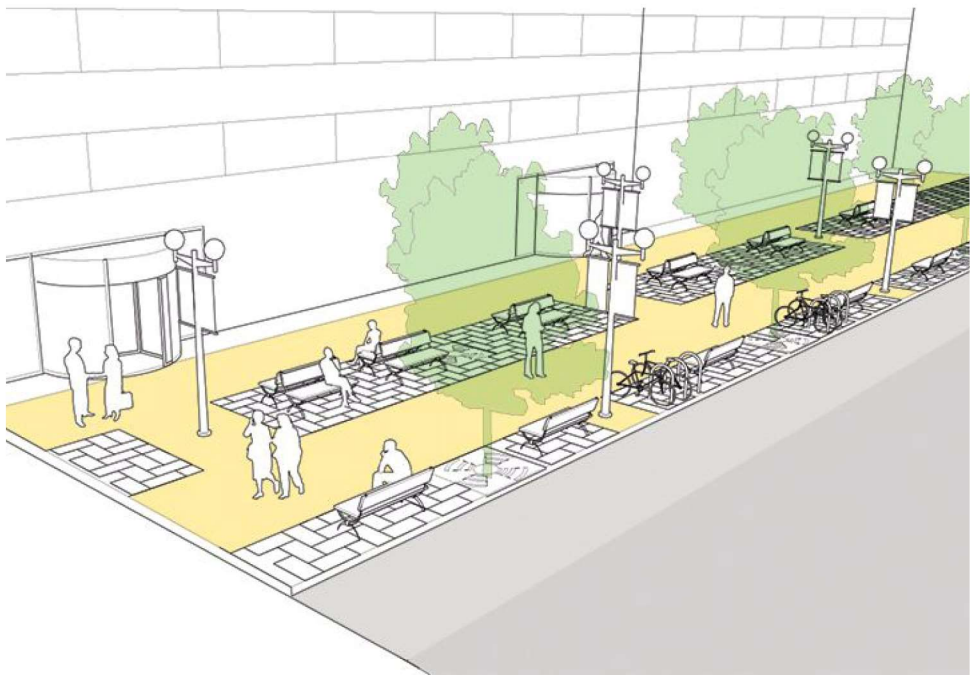
3 - STREET FURNITURE & CURB ZONE

The street furniture zone is defined as the section of the sidewalk between the curb and the through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree pits, and bicycle parking are provided. The street furniture zone may also consist of green infrastructure elements, such as rain gardens or flow-through planters.

4 - ENHANCEMENT/BUFFER ZONE

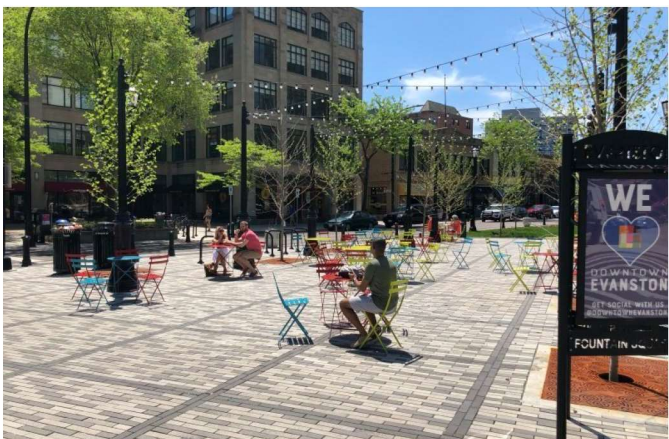
The enhancement/buffer zone is the space immediately next to the sidewalk that may consist of a variety of different elements. The include curb extensions, parklets, stormwater management features, bike racks, or even curb bike lanes.

WIDE SIDEWALKS = A WIN-WIN:

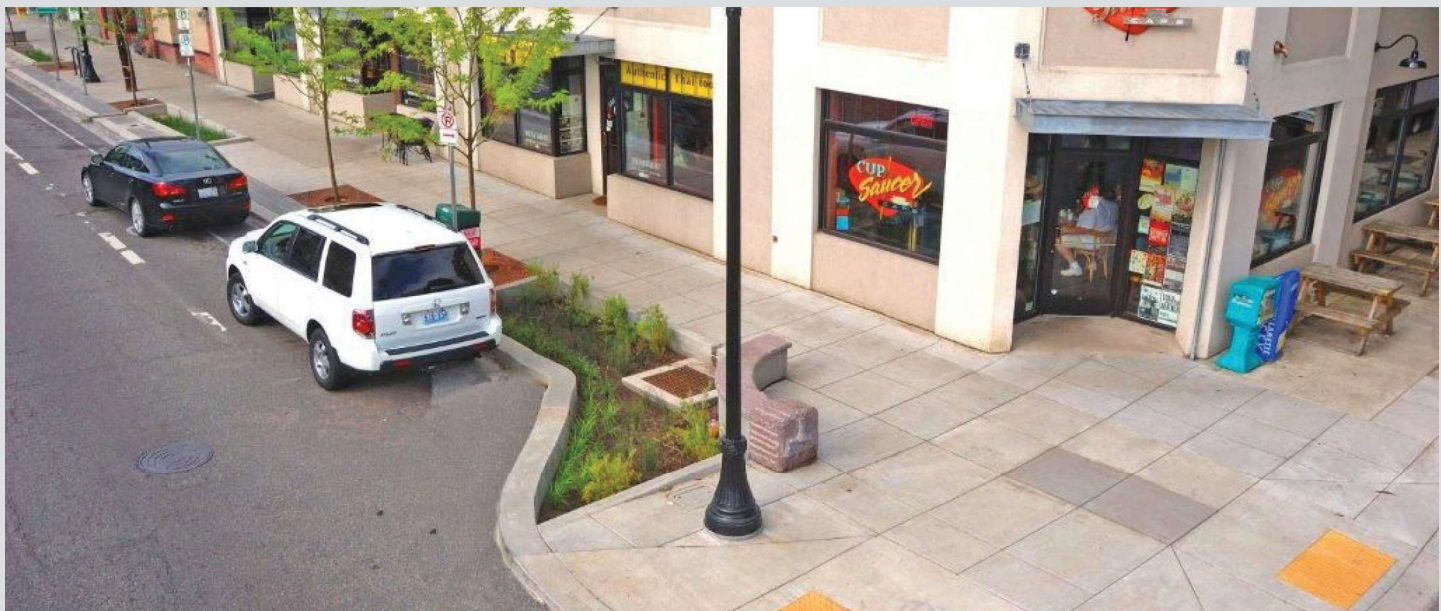


Maximizing sidewalk space requires thoughtful considerations for its many uses and needs. But there's only so much one can do with little space.

Expanding sidewalk space makes this key amenity more user-friendly, draws people and shoppers, and reclaims crucial space for various amenities.



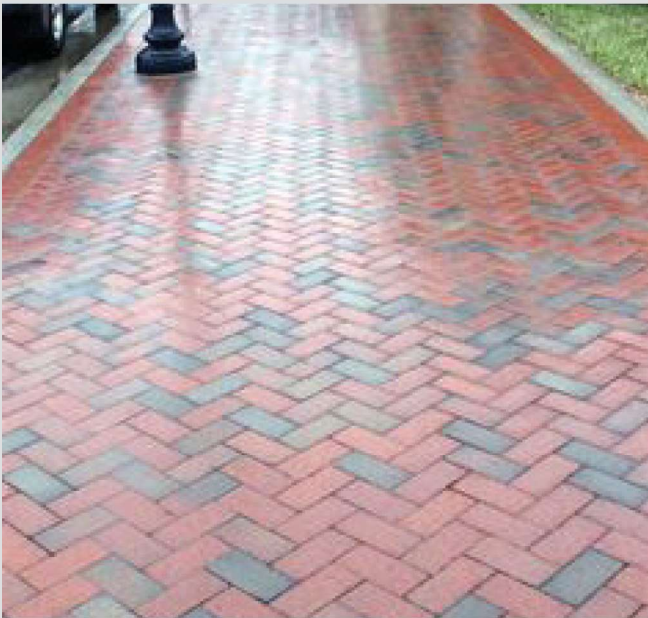
LEARN MORE: DOWNTOWNGLENELLY.COM



Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

Clay Brick (Sidewalk Accent)

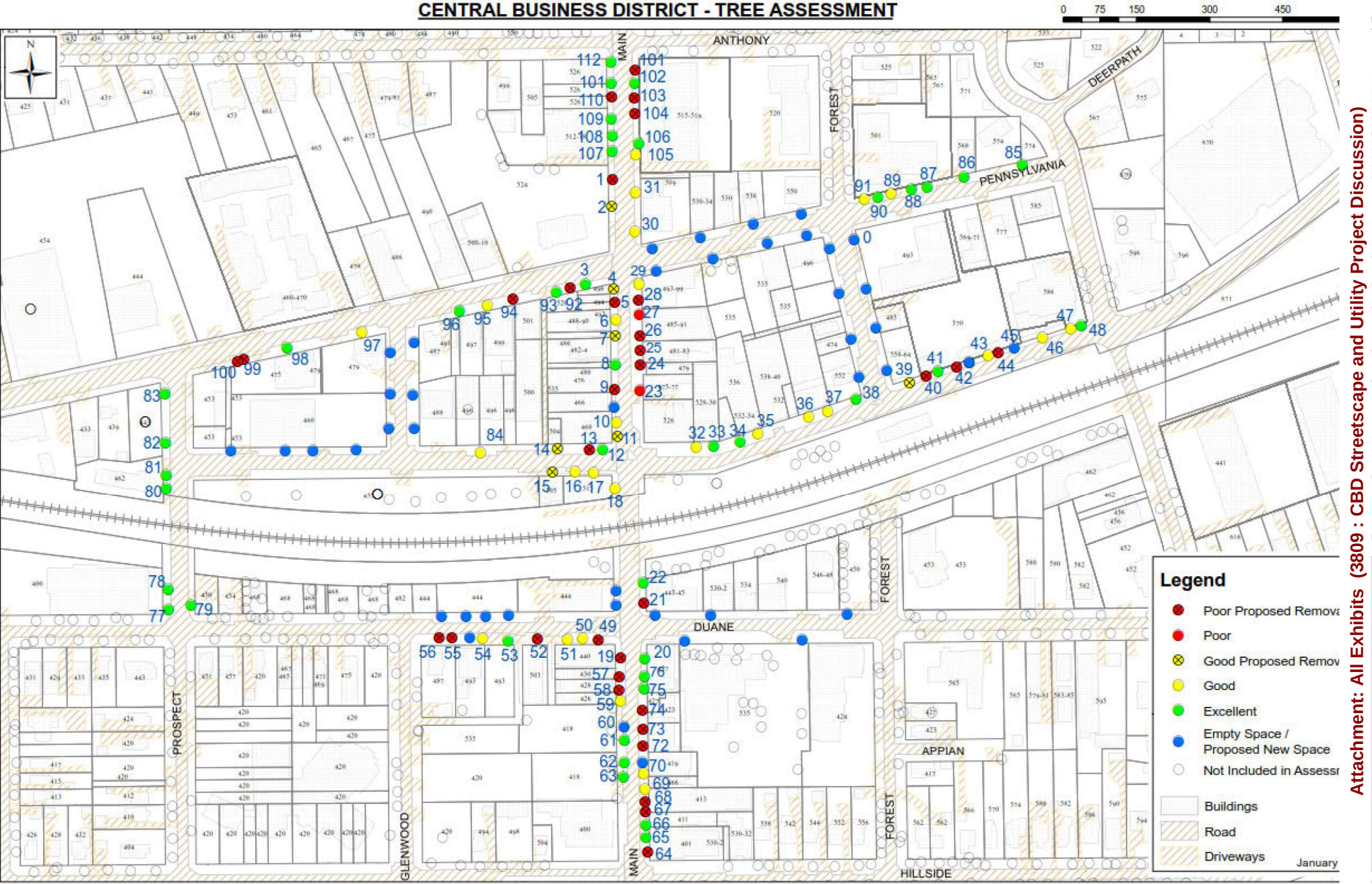
D.2.b



Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

Exhibit 11





Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

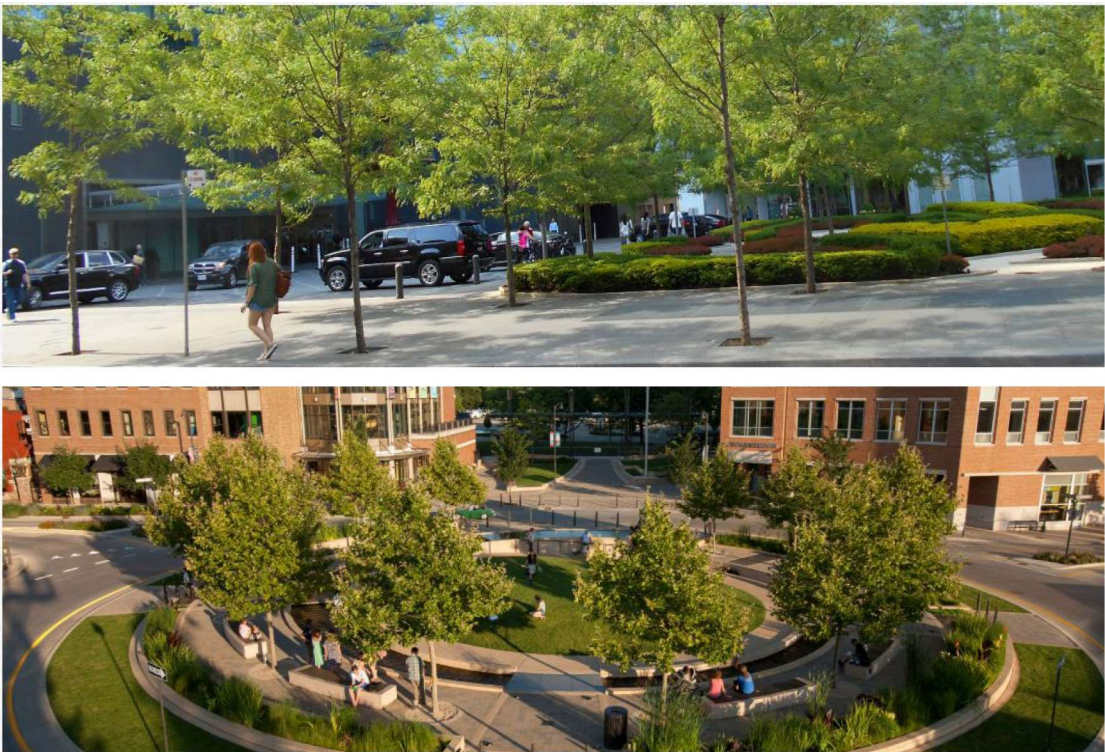
SILVA CELLS & THEIR BENEFITS

AVOID UNHEALTHY TREES:

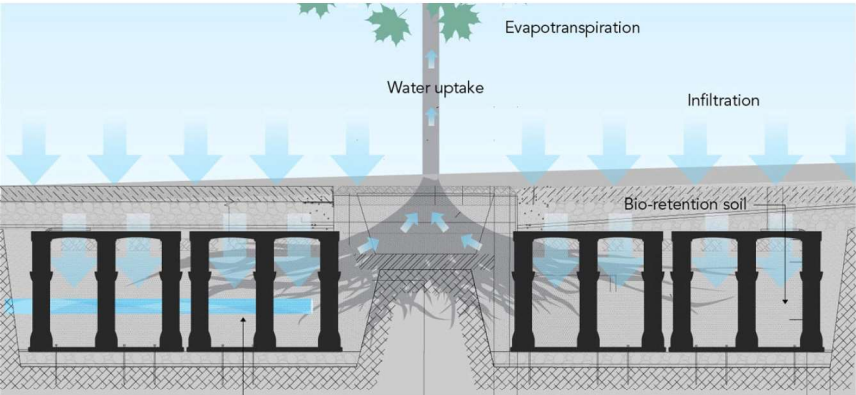
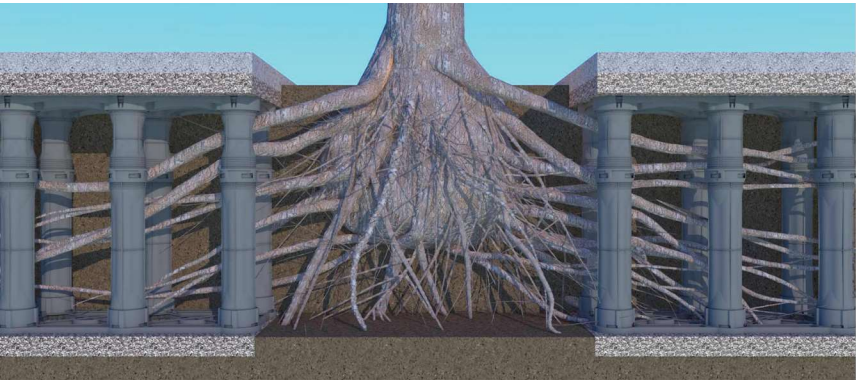


The Silva Cell is a suspended pavement system for containing unlimited amounts of healthy soil beneath paving while supporting traffic loads and accommodating surrounding utilities. The Silva Cell is filled with high-quality, uncompacted soil to grow trees and manage the rate, quality and volume of stormwater.

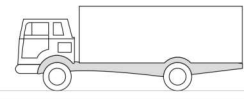
PLANT TREES IN SILVA CELLS:



HOW IT WORKS:

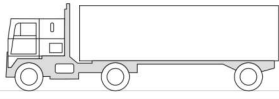


AASHTO H-20



- 32,000 lbs maximum per axle
- 16,000 lbs maximum per wheel
- Tire contact area is 14.25" radius

AASHTO HS-20



- 32,000 lbs maximum per axle
- 16,000 lbs maximum per wheel
- Tire contact area is 10" x 20" rectangle

ULTIMATE WHEEL LOAD BY STANDARD PAVEMENT TYPE

The table below provides the maximum load that can be on any single wheel (tire), or per axle, for a given pavement section, assuming tires have a contact area equal to either the AASHTO H-20 standard of a 14.25" radius or the AASHTO HS-20 standard of a 10" x 20" rectangle. For more details, please refer to the Silva Cell 2 Engineering Report and Testing Conclusions.

Pavement	Aggregate base	Backfill	Subgrade
2A	Single wheel load		

The Silva Cell 2 is composed of a base, posts, and a deck. Each unit is 48" (1200 mm) long x 24" (600 mm) wide. The assembled cells transfer paving loads vertically downward to a compacted sub-base through the posts.



UTILITIES: 14"/355 mm apertures easily accommodate new or existing utilities.

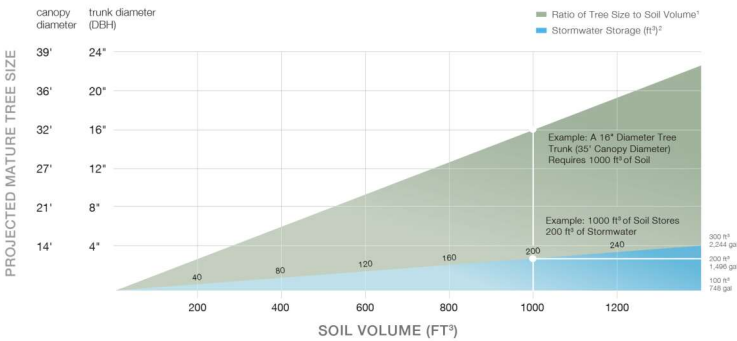
STORMWATER IN/OUT: Totally open interior allows for easy movement of water into and out of the system.

FLEXIBILITY: Independent units allow maximum flexibility around existing or planned site considerations.

SPACING: Up to 6" (152.4 mm) spacing delivers soil as efficiently as possible.

	SOIL CAPACITY	HEIGHT
1x	13.23 ft ³ (0.37 m ³)	16.7 in (424 mm)
2x	24.76 ft ³ (0.70 m ³)	30.9 in (784 mm)
3x	34.50 ft ³ (0.97 m ³)	43 in (1092 mm)

HOW MUCH SOIL TO GROW A BIG TREE?



RATIO OF TREE SIZE TO SOIL VOLUME

Soil volumes depicted in this chart are based on the amount of roots loam soil can support with optimum compaction for root growth.

Several studies^{1,4,5} have calculated a relationship between tree growth and soil volume. Below is an example from one such study, and its soil volume methodology.²

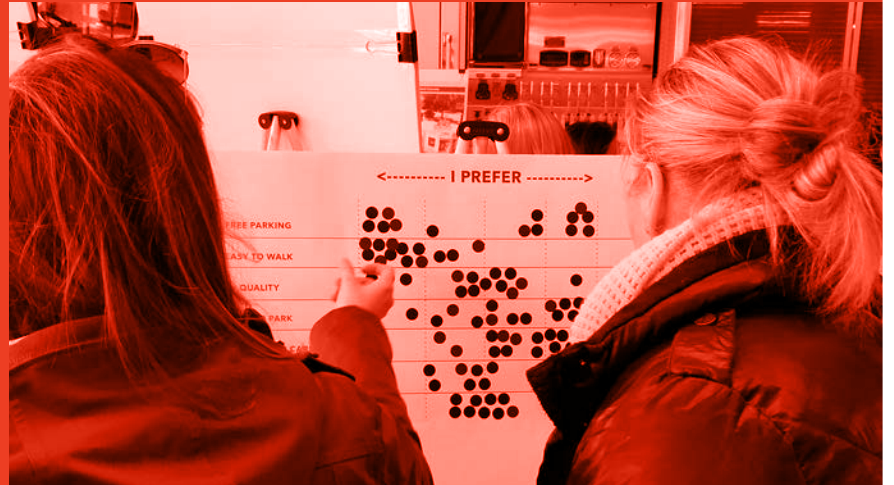
Crown projection (drip line area)	Water loss	Volume of Soil
- x Leaf area index - x Evaporation rate - x Evaporation ratio = Volume of water used by tree daily (water loss)	x Percent water holding capacity of soil = Volume of soil (to hold water used by the tree)	x Rainfall frequency (estimated number of day between rain events) = Volume of soil (to meet demands of the tree for a certain period of time)

CITIES WITH SUCCESSFUL SILVA CELL INSTALLS:

1. Normal, IL
2. Berkeley, CA
3. Minneapolis, MN
4. Washington, DC
5. Boulder, CO
6. Toronto, CA
7. Edmonton, CA
8. Mississauga, CA

DESIGN WORKSHOP REPORT

Village of Glen Ellyn | CBD Streetscape & Utility Improvements



Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)



The Village of Glen Ellyn, together with MUSE Community + Design and Civil Tech Engineering, held a Design Workshop Fire Station 1 on Saturday, January 26th.

Timed to coincide with the annual Indoor Sidewalk Sale, the event sought input from residents and business owners on a number of topics pertinent to the Village's CBD Streetscape & Utility Improvements project.

Advertised online and via social media, the Workshop was well attended by Glen Ellyn residents of all ages, business owners, and others. Despite colder-than-usual temperatures that weekend, we handed out ~90 comment cards to attendees who provided rich commentary and insight about their preferences for future Streetscape & Utility improvements for Downtown Glen Ellyn.

After signing in, attendees had access to six stations, each with varying degrees of interactivity, and with activities for all ages, plus informational kiosks and displays that educated attendees and sought input from attendees.

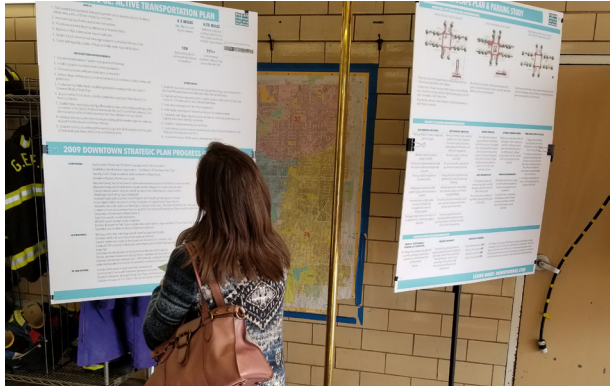
Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

THE STATIONS:

D.2.b

The event was designed with six interactive stations and supplemental displays where attendees could learn about, weigh in, and even vote on various aspects of the project. If attendees visited all six, they could enter a drawing for a \$50 gift card for Downtown Glen Ellyn!

1. ENTRY KIOSKS



After signing in, visitors were kiosk outlined:

- Recommendations from the 2013 Streetscape & Parking Study
- Recommendations from the 2014 MoveGE Active Transportation Plan
- A 2017 update for work done since adoption of the 2009 Comprehensive Plan.

Condensing recent planning efforts for the downtown in this way provided context or a refresher for attendees, to help bring everyone on the same page regarding the status of the current project.

2. “DESIGN A STREET”



MUSE also brought its popular, hands-on “Design a Street” boards and dozens of magnetized pieces depicting streetscape elements such as planters, street trees, painted bumpouts, sidewalk cafes, etc. MUSE even made custom Glen Ellyn pieces depicting the Horse Trough and nearby buildings.

Designed to educate attendees about terms like bioswales, it also lets participants envision an “ideal” street section and intersection and is a sure-fire way to prompt rich dialogue with participants about what is possible and the endless ways roads can be improved, be it for pedestrian safety, cycling amenities, or even simple quality-of-life improvements.



3. THE FUN TABLE

MUSE designed custom coloring pages to keep youngsters occupied while their parents were at the workshop. Adults, meanwhile, could write why they loved Glen Ellyn - information that MUSE can use in future marketing for the project.

Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

4. LOCATING

D.2.b



This station let locals indicate where exactly in downtown they would like to see certain improvements by placing stickers on oversized aerial printouts. Participants could place stickers for

- Public art
- Seating
- Trash receptacles
- Bike parking
- Plaza/parklets
- Plus, an “I Prefer” board to gauge locals’ stance on various aspects pertaining to mobility and urban design.

5. PRIORITY



Given that funding for streetscape improvements isn’t infinite, the Village sought to gauge where locals’ priorities lie for how it can invest its dollars. Participants were each given five dollars to “spend” in six categories:

- Green space
- Stormwater
- Bicycles
- Street furniture
- Decorative sidewalks
- Amenities

6. MOBILITY



This station illustrated some ways the streets could potentially change under various scenarios for sidewalk expansion, changes to parking downtown, and the space trade-offs for some of the many amenities locals repeatedly ask for.

Other elements included:

- Map of routes locals take in and around downtown
- Visualizing how much parking is available downtown
- Five custom handouts on topics pertaining to mobility



OTHERS DISPLAYS:

Attendees were also provided displays for possible locations to move the Horse Trough, info about Silva Cells, the Pros and Cons of various paver options, and plans for the Metra station improvements.

THE COMMENTS:

This page summarizes the many overlapping comments gathered at the workshop. Several key themes emerged while listening to local stakeholders:

D.2.b

PRO-WIDER SIDEWALKS:

Attendees seemed largely eager to see road space traded for space for pedestrians as part of growing the Village's charm.

- *"Widening sidewalks will encourage more socialization - more vibe."*
- *"I am very much for... making larger sidewalks"*
- *"Wider sidewalks seem useful for active retail."*
- *"Main - wider sidewalks."*
- *"Penn., south side at A Toda Madre - sidewalk is way too narrow."*
- *"... sidewalk widened = better..."*

PARKING PERCEPTIONS:

Several comments point to there being a mismatch between the supply of and perception of parking in Glen Ellyn. Several comments centered on there already being sufficient parking.

- *"Residents seem to be unusually consumed by the amount & location of parking. There is plenty of parking. People just need to utilize what's there."*
- *"Additional parking is not necessary. Encourage walking as a healthy alternative. It also brings people to more stores."*
- *"Parking is not as big a problem as people say."*
- *"Glen Ellyn needs fewer automobiles, not more facilities to add them."*

BICYCLING:

Attendees were in agreement that Glen Ellyn would benefit by adding more bike parking spaces and amenities where possible - especially near the train station.

- *"Like more bike parking + bike routes in and out of downtown area."*
- *"Bike racks along routes [Glenbard West kids take] would be helpful..."*
- *"Also think it's critical to make downtown GE more walkable & bikeable community."*
- *"More bike parking, especially south of tracks near apartments."*

PEDESTRIAN SAFETY:

Several comments centered on understanding pedestrians' needs:

- *"Light the crosswalks at Main & Pennsylvania, making pedestrians in the crosswalks more visible. I feel invisible when crossing at night, returning from train, esp on North side of intersection."*
- *"Concerned about safety walking across intersection at the fire station - cars 'push' people to cross and one man was hurt in an incident..."*

Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

ADDING AMENITIES:

Attendees had wide-ranging and specific comments about adding all kinds of amenities in Downtown:

- *"Keep flowers + benches so older people can walk around + sit."*
- *"Would like to see as many trees as possible. Also: benches, outdoor eating areas, fireplace, bikeracks, attractive trash cans, as much outdoor space (parklets) as possible & maintain quaint appearance of town."*
- *"Trash cans (nice ones!) are needed along walking routes that Glenbard West kids take."*
- *"Plaza: In my opinion is consistent with streetscape goals: place for people."*

MAXIMIZING GREEN SPACE:

Attendees saw more green space as being key to this project:

- *"As much green space as possible."*
- *"I would rather see lighting, an archway sign & other greenscapes to welcome people to GE."*
- *"[With] the possibility of more social and green space, I am excited about the future of downtown GE."*

HORSE TROUGH:

The Horse Trough is, of course a beloved local landmark. Several commented on the need to keep it as is:

- *"Leave the Horse Trough alone. It feels like every iconic part of Glen Ellyn being destroyed this year. The town is losing its nostalgia quickly."*
- *"Please leave the Horse Trough in place."*
- *"Keep fountain & Horse Trough in center of town."*

KAHLO EXHIBIT CONFLICT:

Several attendees expressed anxiety over this streetscaping project coinciding with the College of DuPage's 2020 Frida Kahlo exhibit and presenting the Village in the best possible way to its many attendees.

- *"Do NOT do project in 2020 when Frida is here - it would mar a once-in-a-lifetime opportunity to showcase Glen Ellyn at its best."*
- *"Don't do project in 2020 as Frida is here. We want best impression."*
- *"Don't tear up streets until close of Frida Kahlo exhibit at COD in 2020."*

WHAT WE HEARD:

Talking to locals for four hours yielded many rich conversations and useful anecdotes about peoples' preferences and visions for Downtown.

D.2.b

SILVA CELLS:

Almost everyone liked the idea of using Silva Cells, although there were some concerns about snowmelt salt getting into the trees and killing them. General consensus was that most people quickly understood the concept, liked that we were growing healthy, long-lasting trees, and wanted to see something like this approach used.

FLEX STREET:

People responded very favorably to the idea of flex streets. Many people talked about Main Street as an ideal location for something like this. A few thought doing the entire street might be a lot and liked the idea of targeting it into 1-2 raised intersections or mid-block areas instead of doing the entire block. Several mentioned that they would go check out Batavia's River Street case study presented, the next time they were out there.

Several business owners remarked that such a design would help their older residents by removing the curbs and they liked that it'd help the space host events, festivals, and markets.

- *"LOVE flex street - do it two blocks North & South of tracks on Main St. Makes it much easier for elderly customers to walk around."*

PAVING:

While nearly everyone prefers the aesthetic of brick paving and accents, a handful of locals voiced concerns about the maintenance of and snow clearance of pavers, despite being provided info showing that such issues are rare and multiple case studies showing how nearby municipalities handle such issues if they arise.

Others remarked that if Downtown is to add bands of brick paving, it should be permeable. Exposed aggregate did not seem to fit Downtown's aesthetic, while others thought just concrete was too plain.

PUBLIC ART:

Several comments point to an eagerness to see more public art throughout Downtown or used as a gateway feature for the area. Some suggested having festivals to decorate any new paving that's installed, or having temporary art installations throughout Downtown.

Most liked the idea of festoon lighting and thought that such lights would look nice in Downtown. Several people were concerned that it would compete with or interfere with the traditional holiday lighting in the trees. Some suggested limiting this just to the sidewalk areas and not stringing the lights across the street, while others wanted them paired with outdoor speakers.

A few others did think that the whole idea was going overboard - one person even compared it to Las Vegas.

OUTDOOR FIREPLACE:

Most people welcomed this idea, but a few thought it was perhaps going overboard. A couple comments centered on concern for the cost and efficiency of running something like this, with it perhaps only being on in the winter.

- *"Please don't put in outdoor fireplace that will burn (waste!) fuel all year long. The only place I think some sort of warmer would make sense is for commuters at the train station and only when the temperature is very low*

SPACE FOR PEOPLE:

Many attendees commented on the streetscape project as a means to find space for people Downtown. Other comments centered on the Village needing to create focal points in Downtown and work to spread retail and parking out from that.

- *"CBD needs a focal point. My suggestion is to integrate the streetscape efforts w/ the new train station. Create a vibrant public plaza on the West side of the new station that can link up w/ street events using Main & Crescent."*

STORMWATER:

Some attendees want to see including "green" stormwater management components as part of the designs. One comment remarked that water need to be slowed on streets to decrease overwhelming Lake Ellyn and local storm drains. Others remarked on the capture, use, and purity of stormwater.

PROJECT STAGING:

Some expressed concern about supporting businesses during the construction and with needing to maintain East-West access at all times. Another comment recommended building the parking deck first to compensate for lost parking and to ensure the timeline is efficient - three years or under.

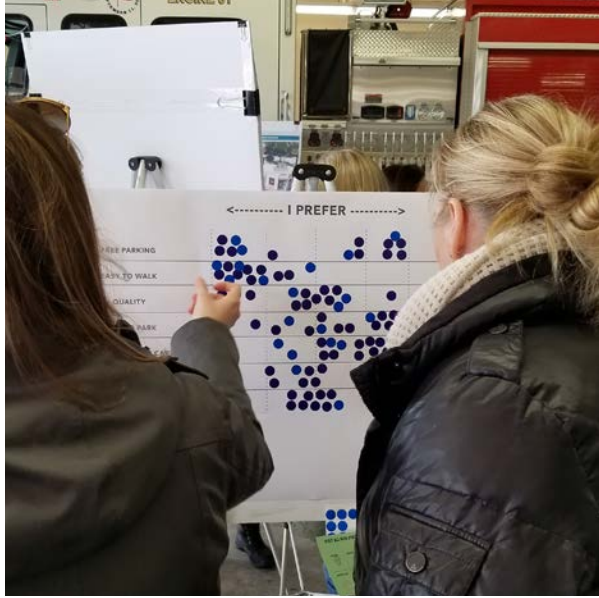
PRIORITY STATION RESULTS:

Using their dollars - issued from “Glen Ellyn State Bank” - attendees’ most common vote was to prioritize green space investments in Downtown via planters and street trees. “Stormwater and sustainability features” was the second-most popular choice for participants.



Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

“I PREFER” RESULTS:



This station asked participants to place their vote along two opposed axis on seven broad questions designed to gauge their standing on topics pertaining to larger issues the project touches on.

- Strongly favor reliable parking: **35%**
- Strongly favor easy to walk: **53%**
- Somewhat prefer quality: **36%**
- Somewhat or strongly prefer easier to walk: **33.5% each**
- Strongly prefer downtown for people: **57%**
- Strongly prefer outdoor event space: **48%**
- Somewhat prefer easy to bike: **36%**

I PREFER

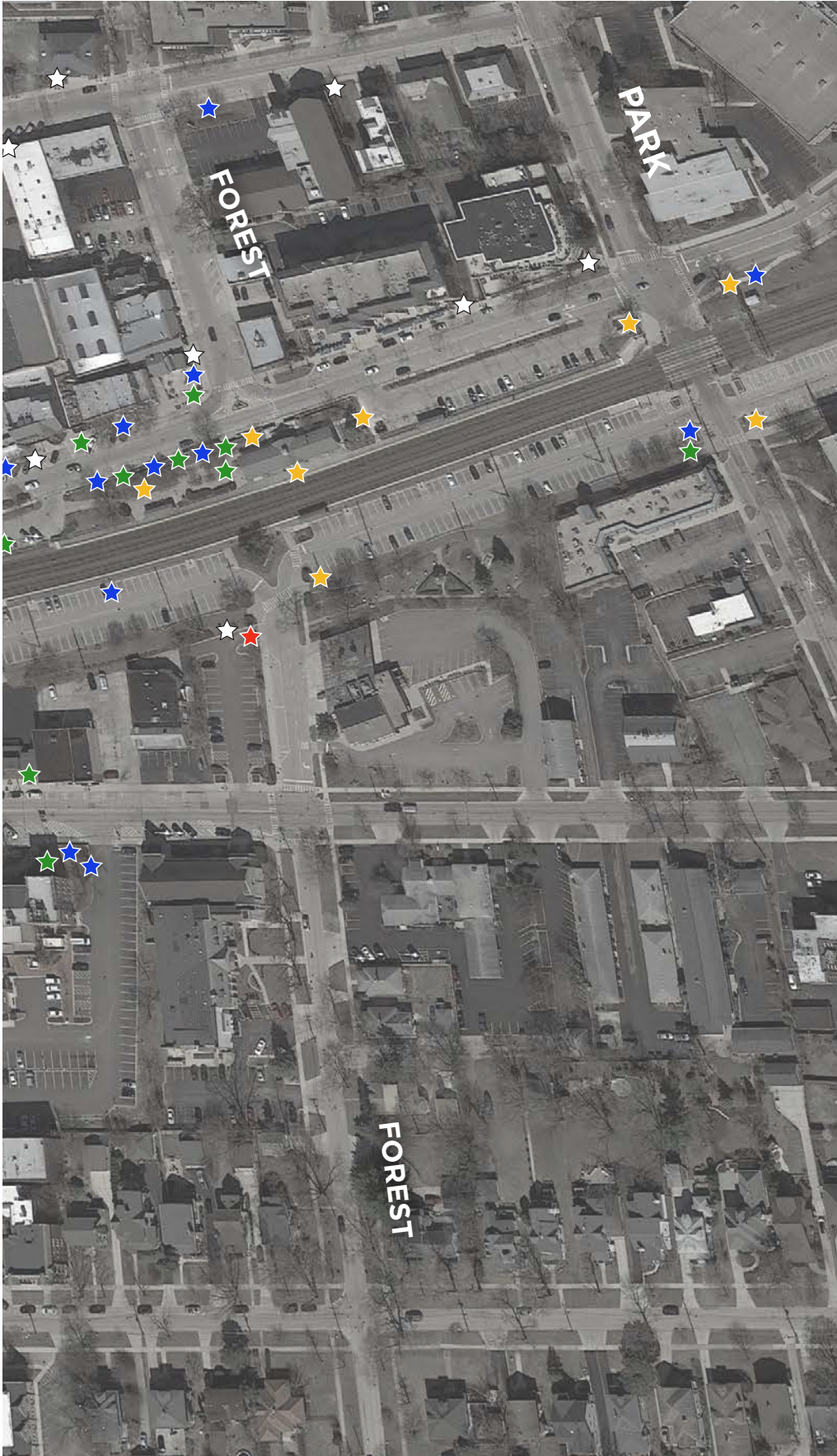
FREE PARKING	24%	20.5%	20.5%	35%	RELIABLE PARKING
EASY TO WALK	53%	40%	0%	7%	EASY TO DRIVE
QUALITY	21%	36%	32%	11%	FUNCTION
EASY TO PARK	20%	13%	33.5%	33.5%	EASY TO WALK
DOWNTOWN FOR CARS	0%	12%	31%	57%	DOWNTOWN FOR PEC
OUTDOOR EVENT SPACE	48%	30%	11%	11%	PARKING WITHIN 1 BLC
EASY TO DRIVE	21%	26%	36%	17%	EASY TO BIKE

LOCATING STATION RESULTS:

The most-commonly placed stickers were for seating and bike parking, with 35 and 33 respectively. The blocks around the Main and Crescent intersection saw the most recommendations, but stickers got spread across most of Downtown:



Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)



-  (24) PUBLIC ART
-  (35) SEATING
-  (20) TRASH
-  (33) BIKE PARKING
-  (22) PARKLET

Exhibit 15

Attendees were asked to weigh in on four scenarios about the locations of these two key local landmarks. Option 1 - keeping the Trough as is and placing the Christmas tree near it on Main Street received the most votes.

CURRENT: 12 VOTES

OPTION 1: 18 VOTES

OPTION 2: 12 VOTES

**OPTION 3
(FUTURE RELOCATION): 8 VOTES**

PAVER PREFERENCE RESULTS:

Attendees could also show support for three potential paving options with pros & cons and costs listed for each option. In the end, attendees largely favored the aesthetics of brick pavers, understanding that the treatment would be used largely as an accent rather than for the whole streetscaping.

**CLAY BRICK
(SIDEWALK
ACCENTS):
31 VOTES**

**EXPOSED
AGGREGATE:
1 VOTE**

**PLAIN
CONCRETE:
17 VOTES**

APPENDIX: COMMENTS GATHERED & HEARD

D.2.b

Category	Comment
Amenities	Keep flowers + benches so older people can walk around + sit Keep fountain- & horse trough in center of town More fountains
Amenities	More trees + planters. Involve Morton Arboretum's professional research facilities
Amenities	Festoon Lights: Most people liked this idea and thought they'd look nice in downtown, but several people were concerned that it would compete with/interfere with the traditional holiday lighting in the trees. A few people suggested limiting it to sidewalk areas, and not stringing them across the street. A few others thought the whole idea was cheesy and going overboard, one person even comparing it to Las Vegas. Overall, I'd say it was 75% positive, 25% negative.
Amenities	Outdoor Fireplace: Similar to the festoon lighting, most people thought this was a cool idea, but a few thought it was cheesy and going overboard. One or two people raised concern that this would turn into a homeless encampment and/or be a place for drug users & criminals to hang out in the winter. A couple mentioned the cost of running something like this.
Amenities	Outdoor speakers
Amenities	Outdoor speakers
Amenities	Dawn Bussey would like to see outdoor speakers and festoon lights be included in the CBD.
Amenities	Carol White would like to see outdoor speakers and festoon lights be included in the CBD.
Amenities	Outdoor fire pit should only be turned on in the winter
Bicycles	It's critical to make downtown GE more walkable & bikeable community.
Bicycles	Like more bike parking + bike routes in and out of downtown area.
Bicycles	Need more bike places downtown.
Bicycles	More bike parking, especially south of tracks near apartments. Some thought there was enough since people use street signs
Bicycles	More bike racks near the train station
Bicycles	Bike racks take away space on the sidewalk and should be kept on the outskirts of CBD or near the Train Station
Flex Street	LOVE flex street - do it two blocks North & South of tracks on Main St. Makes it much easier for elderly customers to walk around. But this means we need parking garage on North side of tracks with immediate access to Main.
Flex Street	Most people really liked the idea of flex streets, and I didn't hear many/any negative reaction to this idea. Many people talked about Main Street as an ideal location for something like this. A few people thought doing the entire street might be going overboard, and liked the idea of targeting it into 1-2 raised intersections or mid-block areas instead of doing the entire block. Several people mentioned that they would go check out River St in Batavia next time they were out there.
Frida Kahlo	Please keep in mind in Summer of 2020 Frida Kahlo event coming to COD. We met with museums who have told us thousands of people attended for their exhibition & tourism was high.
Frida Kahlo	Do NOT do project in 2020 when Frida is here - it would mar a once-in-a-lifetime opportunity to showcase Glen Ellyn at its best.

Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

Frida Kahlo	Agree - Janet Avila, owner of String Theory Yarn Co.
Frida Kahlo	We should not start streetscape construction until Fall 2020 after the Frida exhibit at COD has left.
Frida Kahlo	Please keep in mind Frida 2020 event @ COD June-Aug 2020. We met w/ museums who had the exhibition and they indicated lines + tourists coming thru record numbers. Hope GE + downtown can take advantage of opportunity.
Frida Kahlo	Tear the sidewalks up in fall of 2020, not summer.
Frida Kahlo	Don't do project in 2020 as Frida is here. We want best impression.
Frida Kahlo	Don't tear the streets in summer of 2020.
Frida Kahlo	Don't tear up streets until close of Frida Kahlo exhibit at COD in 2020.
Gratitude	Thank you so much for the opportunity to have input into the future plans of our beautiful Village <3
Gratitude	Between the Giesche development bringing more residents/parking, and the possibility of more social and green space, I am excited about the future of downtown GE.
Gratitude	This was a great exercise to help us all see the possibilities for downtown, while appreciating the tradeoffs of options.
Gratitude	Thank you for asking the Village's opinion!! :)
Horse Trough	Please leave the Horse Trough in place
Horse Trough	Keep Horse Trough centerpiece of GE.
Horse Trough	Leave the Horse Trough alone. It feels like every iconic part of Glen Ellyn is being destroyed this year. The town is losing its nostalgia quickly.
Housing	More low income/affordable housing in downtown area w/ access to public transportation.
Housing	Lombard just completed proposal for a 4 story + grocery store.
Parking	Need a few spaces closer to businesses that allow for ~15 min customers or drop-offs.
Parking	We should go beyond the minimum ADA compliance codes. The parking situation in GE is not as bad as many think as there is usually parking available - Perception vs. Reality. The Giesche project will pass and that, with the Avare lot will address these needs. I am excited about the train station plan.
Parking	w/ parking behind Civic Center, there seems no reason to build additional parking on Main St. across from Nobel House. Does not make sense.
Parking	Additional parking is not necessary. Encourage walking as a healthy alternative. It also brings people to more stores.
Parking	Residents seem to be unusually consumed by the amount & location of parking. There is plenty of parking. People just need to utilize what's there. Get out & walk.
Parking	We have to make downtown ADA-compliant, don't we?
Parking	People don't know Daisy Park lot is there
Parking	Parking is not as big a problem as people say.
Parking	Glen Ellyn needs fewer automobiles, not more facilities to add them
Parking	Put a parking garage over lot behind Fire Station; turn Main into a woonerf. Older adults have trouble navigating curbs and would appreciate flex street on Main.

Parking	A parking deck to include large #s of Metra commuter spaces. It should include retail, shared office and affordable residential space.
Parking	Less cars, narrower streets
Parking	No real preference on parking. 50/50 split between parallel and angled.
Parking	Opus planned underground parking, Apex has not. Area by existing Giesche's property is a natural for underground parking as the basement has to be removed
Pavers	Brick pavers in sidewalk locations are beautiful, they need to be installed and maintained properly. Money needs to be budgeted for annual maintenance. Look at the paver sidewalk in front of Len's Ace on Roosevelt Rd. It was a minefield, not sure if it was repaired
Pavers	Pavers/ped walkway mid-Forest to Duane since ppl already jay-walk so much there + also do all of above b/w Crescent + Pennsylvania for same reason.
Pavers	Bricks would be challenging for snow removal.
Pavers	Pavers are bad for snow removal/maintenance (provide concrete base?)
Pavers	Paving: Almost everyone I talked to likes the aesthetic of brick and wants to see it incorporated into the designs. I think the dot-voting on concrete got a bit skewed by a couple of people who hung around the board and kept telling people that brick is hard to maintain, hard to snowplow, etc. There were a couple of people that felt spending extra money on decorative paving was wasteful and that we should just go for concrete. Most of the negative reaction to bricks seemed to be around the misconception that they are difficult/expensive to maintain. The "snowplow expert" woman in particular was vehemently opposed to brick because she believes it absolutely cannot be cleared of snow, and she was not interested in hearing anything about how other suburbs have handled this. She literally gave me the number of the contractor they use for snow removal and told me to call them and they'd set me straight on why they can't clear snow from brick sidewalks.
Pavers	Exposed Aggregate: No one liked these images. One person commented that we picked bad images of exposed aggregate/colored concrete and that's why no one would vote for it. My take was that people didn't think the aesthetic was right for downtown GE.
Pavers	Combo of materials: Most people seemed to understand that we wouldn't be doing "brick everywhere", and liked the idea of combining the two materials. A few people voiced concern about settling between materials causing trip-hazards or issues with snow plowing.
Pavers	Permeable pavers: I had a couple of people asking me if we were considering this as an option. The people who brought it up felt that if we're doing brick bands anyways, we should consider making them permeable. Conversely there were a couple of people that worried about salty water getting into the tree pits and killing the trees/plants, and suggested these be in raised planters so that runoff cannot get into them. (This would require irrigation)
Pedestrians	1). Light the crosswalks at Main & Pennsylvania, making pedestrians in the crosswalks more visible. I feel invisible when crossing at night, returning from train esp on North side of intersection. 2). Rail crossing for pedestrians at station.
Pedestrians	(The Village) has to get people to walk
Pedestrians	Concerned about safety walking across intersection at the fire station - cars "push" people to cross and one man was hurt in an incident trying to cross

Pedestrians	Need more pedestrian space
Pedestrians	Complaint about people crossing Main St at the south let of the intersection with Crescent. Anything that could be done to either prevent or make safe crossing.
Phasing	Would like construction phases divided by North/South of the tracks. And one East/West street needs to be open at all times so people can drive in.
Phasing	Accelerated construction timeline for businesses.
Phasing	Village should build the garage first to compensate for lost parking during construction
Phasing	The project should be broken down into north and south sections
Phasing	Most customers come in coming in from either east or west should be able to do that during the time the streets are under construction. For example, when working on Pennsylvania, leave Crescent open to traffic.
Phasing	The five or six year time period of construction, similar to Wheaton is too long
Phasing	Project should be done in about 3 years
Phasing	Village to work with building owners on making improvements to private section of water services
Priorities	Priorities: 1: Flex streets; 2: Silva Cell: Normal, IL 3: Bury overhead wires
Priorities	Silva cells, Flex Streets, Parallel Parking
Quality of Life	CBD needs a focal point. My suggestion is to integrate the streetscape efforts w/ the new train station. Create a vibrant public plaza on the West side of the new station that can link up w/ street events using Main & Crescent. Make this plaza the go-to spot for commuters, restaurant-goers, bikers, walkers, etc. When someone mentions Glen Ellyn, this central plaza would be the spot/ entity one would think of
Quality of Life	No need for underpass Build new train depot No need for more business space Encourage ground-floor space at near multi-unit construction to be dedicated to building's amenities, not retail storefronts.
Quality of Life	Would like to see as many trees as possible. Also: benches, outdoor eating areas, fireplace, bikeracks, attractive trash cans, as much outdoor space (parklets) as possible & maintain quaint appearance of town.
Quality of Life	Trash cans (nice ones!) are needed along walking routes that Glenbard West kids take before, during lunch & after school - down Pennsylvania & Crescent Aves from the West to the East near venues they visit for drinks, snacks. Bike racks along these routes would be helpful as well.
Quality of Life	I would rather see lighting, an archway sign & other greenscapes to welcome ppl to GE. I love the Normal, IL Silva cell pics + think that would make downtown more functional + centered.
Quality of Life	• More bike parking • Alfresco dining - sidewalk cafe • Cobblestones • Planters - fireplace? • Decorative sidewalks • Stormwater
Quality of Life	Try to maintain the number of trees lining Main St.

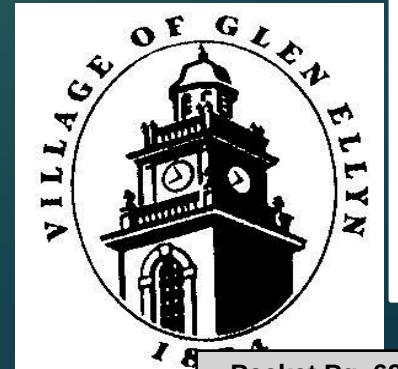
Quality of Life	Please don't put in outdoor fireplace that will burn (waste!) fuel all year long. The only place I think some sort of warmer would make sense is for commuters at the train station and only when the temperature is very low.
Quality of Life	yearly paver art?
Quality of Life	keep historic charm
Quality of Life	Many residents preferred trees, outdoor eating, horse trough, lighting
Quality of Life	Street Art (if its good) also only temporary - would prefer rotating art. One resident suggested placing art as you enter downtown.
Quality of Life	Village needs to create focal points and spread retail/parking out from that
Quality of Life	DO NOT TOUCH MAIN/CRESCENT - multiple people mentioned this
Quality of Life	Village garbage cans that can be sealed off during events. Events have their own garbage cans, and village cans shouldn't be used for these.
Quality of Life	Few residents concerned about homeless - want to make sure ped. improvement don't encourage camping. Also don't want homeless to camp overnight on outdoor dining areas
Quality of Life	One resident said too many kids hang out on street corners and curb bumpouts will only encourage it and bring them closer to traffic
Quality of Life	Promenade idea proposed by Opus in 2015 was well-liked. A gathering place after dinner would be great. A gathering destination that keeps people downtown to shop.
Quality of Life	A GE official was thrilled when she learned Red Hound was going to have a rooftop gathering space.
Quality of Life	More public seating access
Quality of Life	Concerns with APEX 400 development
Sidewalks	Like the look: ADA parking, outdoor eating, more bike parking/trash cans, sidewalks widened = better, snow removal.
Sidewalks	If wider sidewalks are installed, then GE needs to better maintain them, including snow removal.
Sidewalks	Widening sidewalks will encourage more socialization - more vibe. All compliant a must-have if are to be a village that is truly inclusive and I would encourage us to over-index here.
Sidewalks	I am very much for improving safety & aesthetics of Main St, esp between Forest Duan, making larger sidewalks (keep parallel parking), using flex streets.
Sidewalks	Main - wider sidewalks
Sidewalks	Wider sidewalks seem useful for active retail.
Sidewalks	More walking. More green space. Bigger/wider sidewalks (café) Architecture important.
Sidewalks	Penn, south side at A Toda Madre - sidewalk is way too narrow.
Sidewalks	One resident said street side dining bad idea - doesn't want to eat with risk of getting hit by speeding car... same guy said speeding/car volumes are not a problem. suggested sidewalks be routed closer to roadway and dining closer to buildings?
Sidewalks	Streetscape planning is looking for space for people. For example Main & Cresce by Horse Trough.
Sidewalks	Plaza: In my opinion is consistent with streetscape goals: place for people

Sidewalks	The sidewalk on north side of Pennsylvania east of Crescent is wide enough
Sidewalks	Widen the sidewalk on south side of Pennsylvania next to A Toda Madre
Sustainability	Add green space/trees wherever possible
Sustainability	I would love to consider sustainability w/ the Silva cell proposal & also would like from the 2009 Plan proposal to bury wires. I love the Civic Center garage propos (as long as it isn't taller than Civic Center & Church) & consider creating the commuter parking by library as another home for a garage.
Sustainability	Water needs to be slowed on streets to decrease overwhelming of Lake Ellyn & t storm drains
Sustainability	Stormwater capture, use, purity.
Sustainability	As much green space as possible
Sustainability	Silva Cells: Almost everyone liked the idea of using Silva Cells but there were a few that raised concerns about snowmelt salt getting into the trees and killing them. Generally most people quickly understood the concept, liked that we were considering ways to grow healthy trees, and wanted to see something like this used.
Sustainability	Including "green" stormwater management components should be part of the design
Sustainability	Storm sewer improvements with concessions for private drainage an connections should be included in the projects
Sustainability	Drainage issues on the property at 501 Forest
Transit	Is Pace part of this discussion?
Wayfinding	Need clear signs indicating the alley b/t the Bookstore & Gather + Collect. People park there and trash cannot be picked up.

CBD Streetscape and Utility Improvement Design Update

VILLAGE OF GLEN ELLYN

CAPITAL IMPROVEMENTS COMMISSION - FEBRUARY 12, 2019



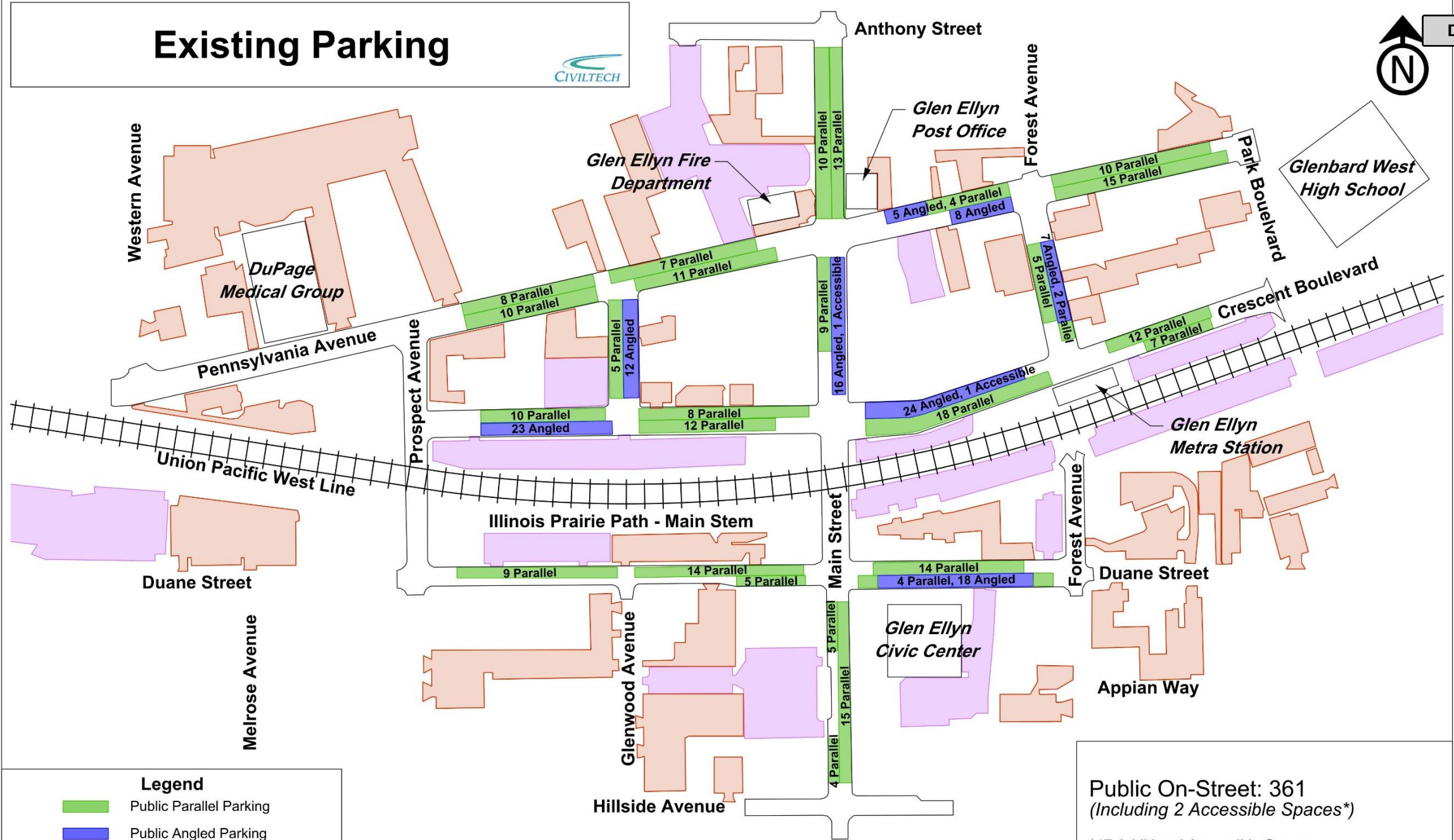
Background and Schedule

- ▶ October 2018: First Phase of design work began
- ▶ April/May 2019: Completion of first phase of design work (Preliminary Engineering)
- ▶ May/June 2019: Beginning of second phase of design work (Final Engineering)
- ▶ Early 2020: Completion of second phase of design work (Final Engineering)
- ▶ Spring of 2020: Beginning of phased construction work

Existing Parking



D.2.b



Legend

- Public Parallel Parking
- Public Angled Parking
- Public Parking Lots
- Private Parking Lots

Public On-Street: 361
(Including 2 Accessible Spaces*)

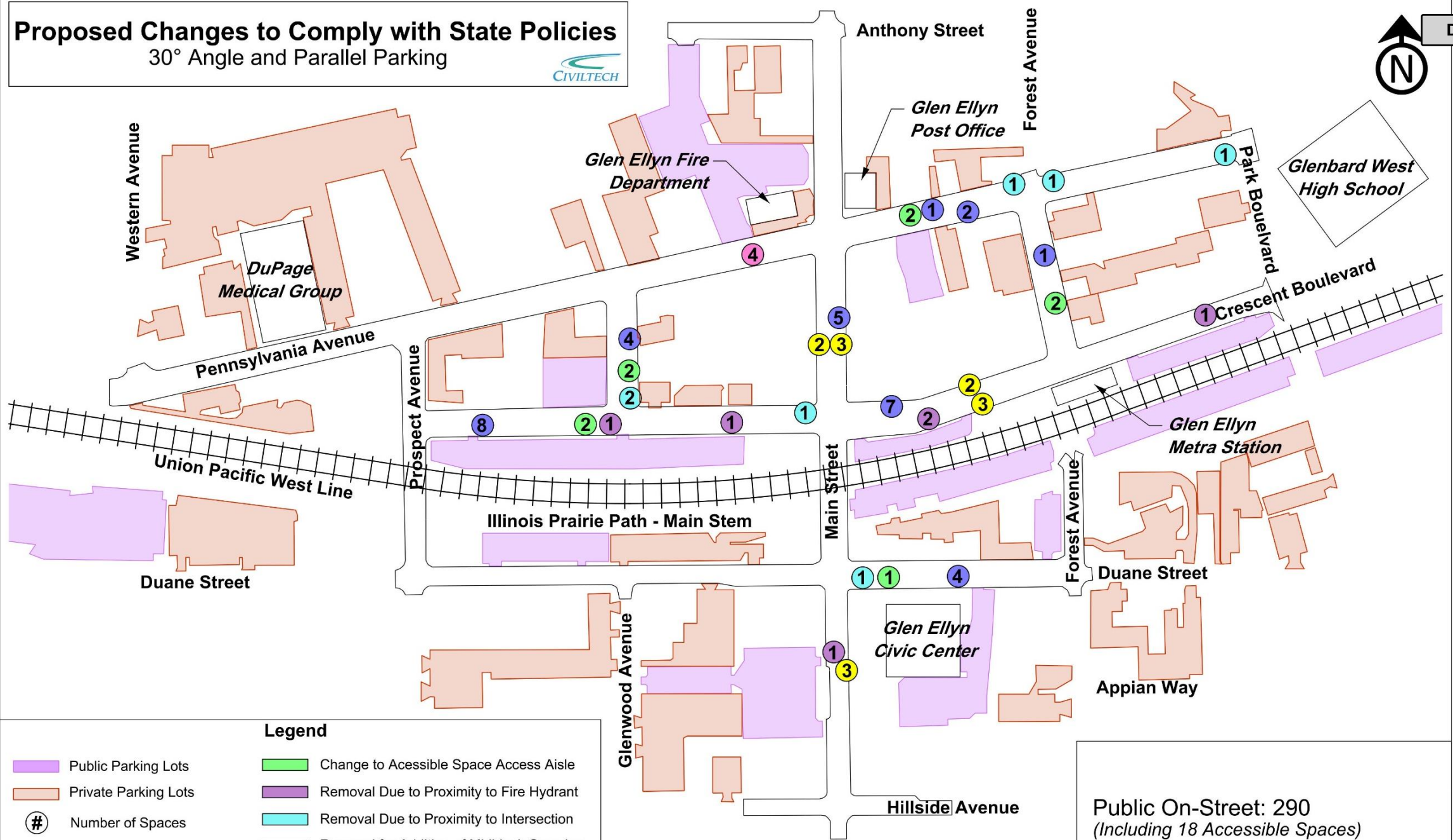
*17 Additional Accessible Spaces
Needed to Comply with Federal Policy

Proposed Changes to Comply with State Policies

30° Angle and Parallel Parking



D.2.b

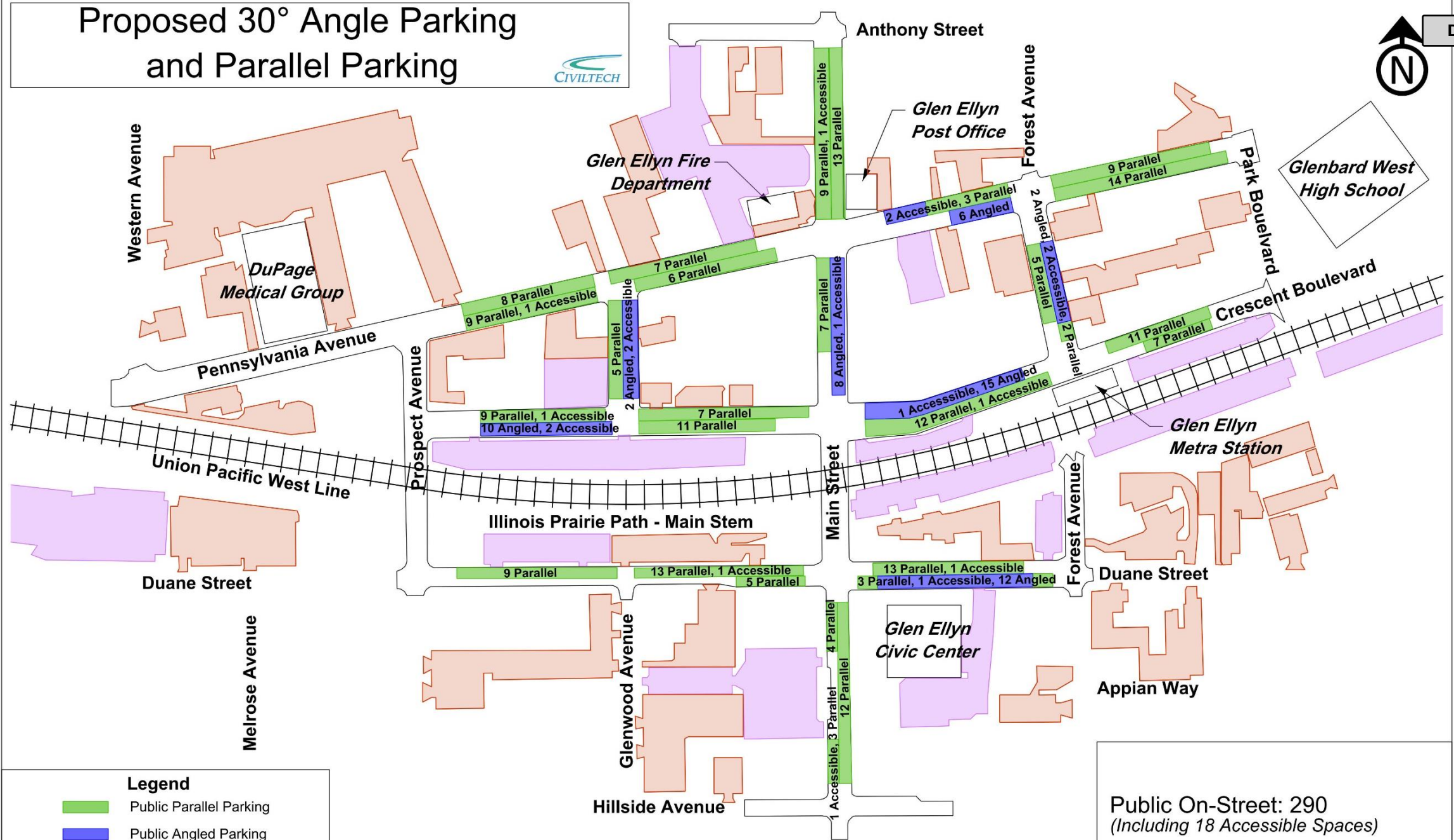


Public On-Street: 290
(Including 18 Accessible Spaces)

Proposed 30° Angle Parking and Parallel Parking



D.2.b

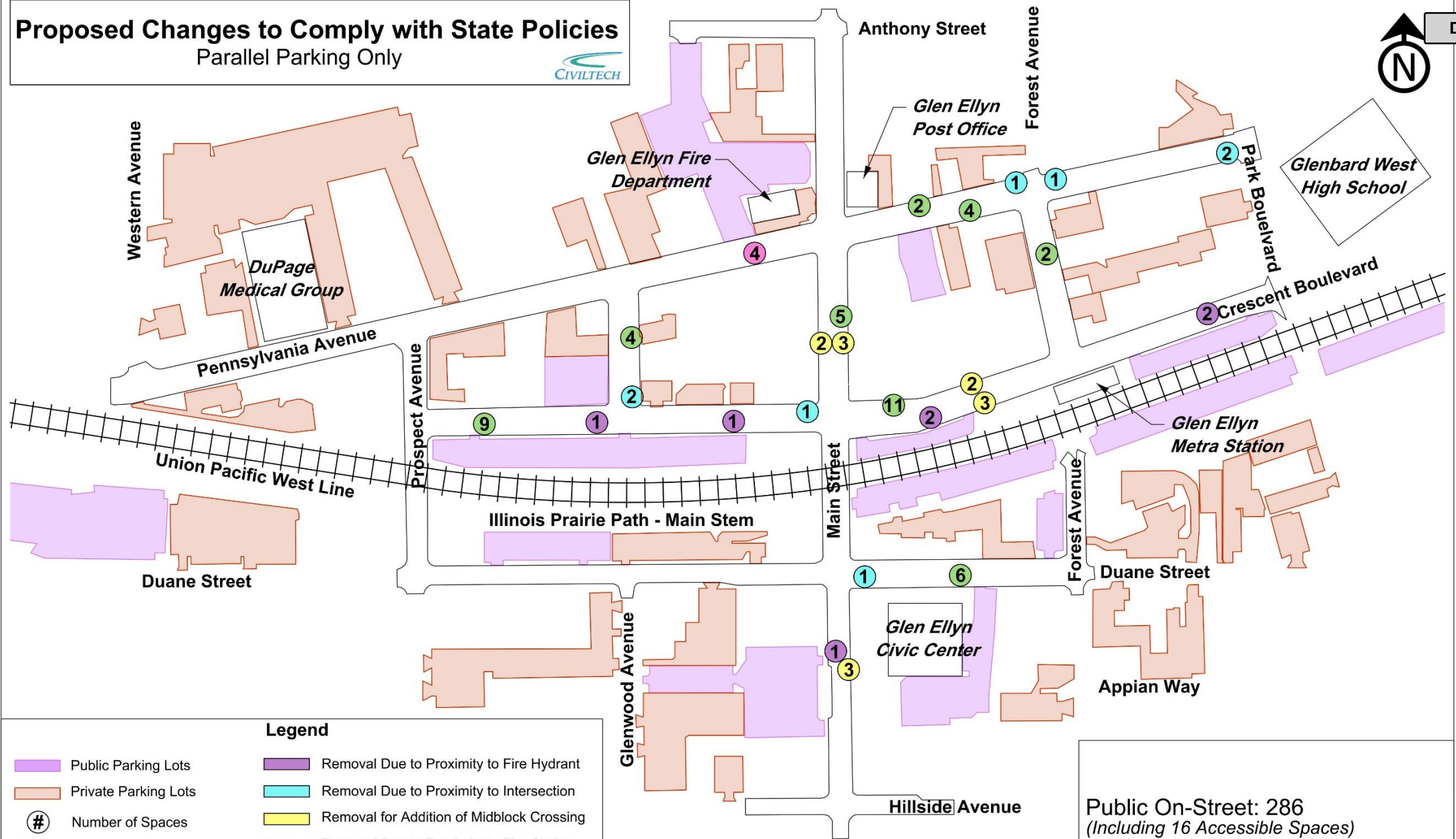


Proposed Changes to Comply with State Policies

Parallel Parking Only



D.2.b



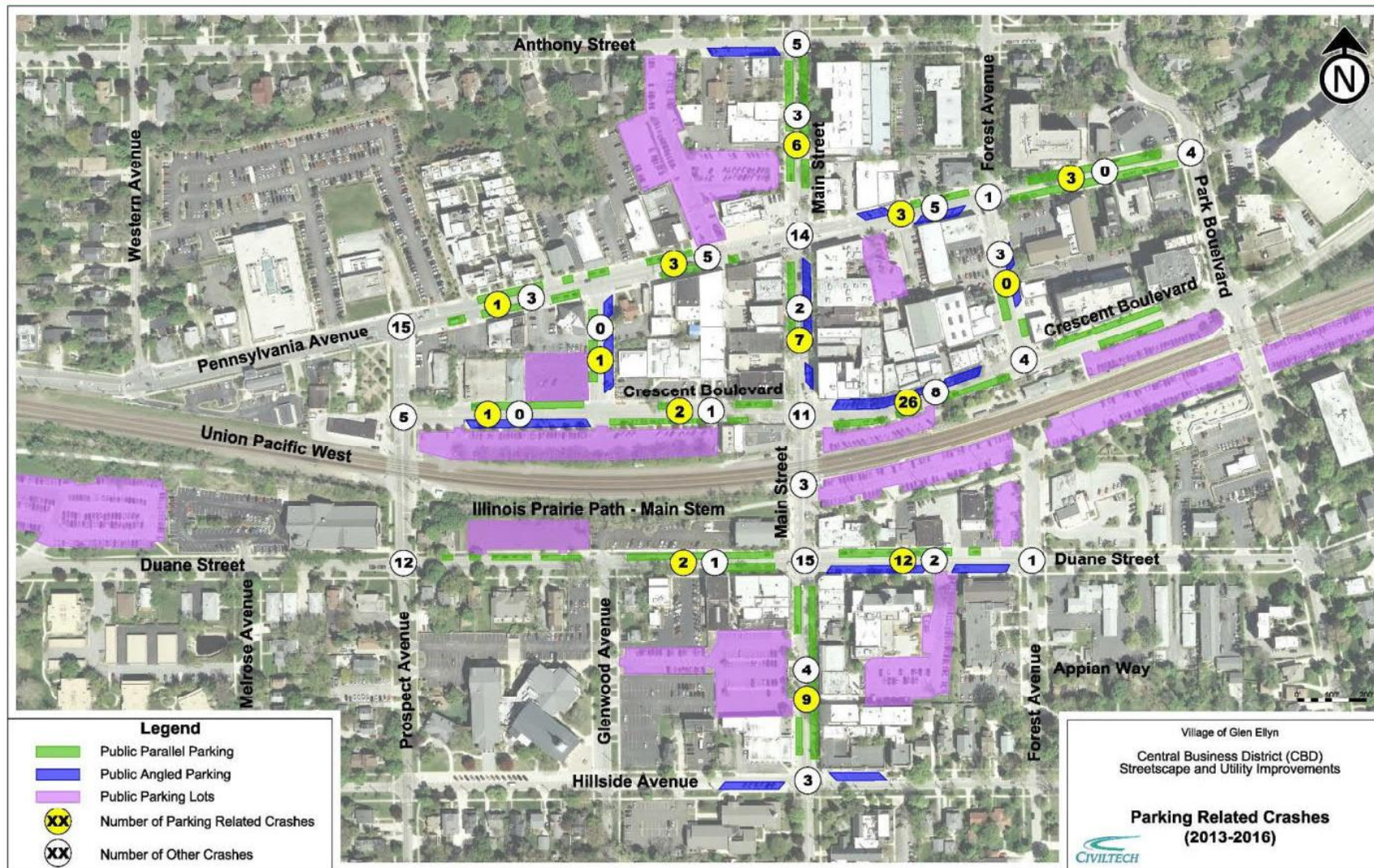
Public On-Street: 286
(Including 16 Accessible Spaces)



On-Street Parking Assessments

Parking Space	North Side	South Side	Total
Existing Parking Configuration			
Change to ADA parking loading zones	9	2	11
Removal to comply with state policy	25	2	30
Total	34	4	41
Change to 30 Degree Angle Parking			
Change to ADA parking loading zones	8	1	9
Removal to comply with state policy	25	5	30
Loss due to change to 30 degree angle parking	28	4	32
Total	61	10	71
Change to Parallel Parking			
Change to comply with state policy	27	5	32
Loss due to change to parallel parking	37	6	43
Total	64	11	75

Crash Analysis



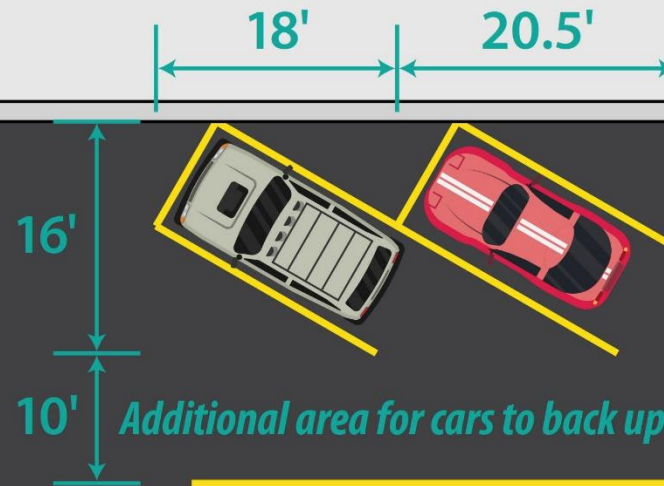
Parking Space Options

D.2.b

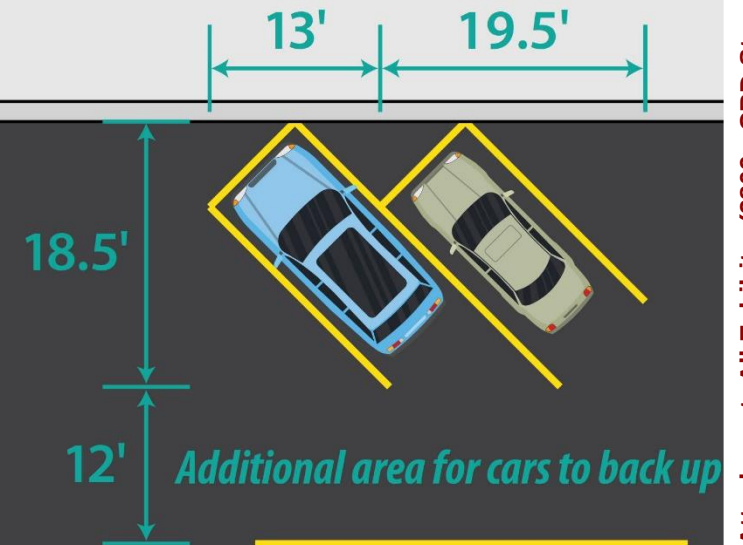
Parallel



30° Angle



45° Angle



Typical Section

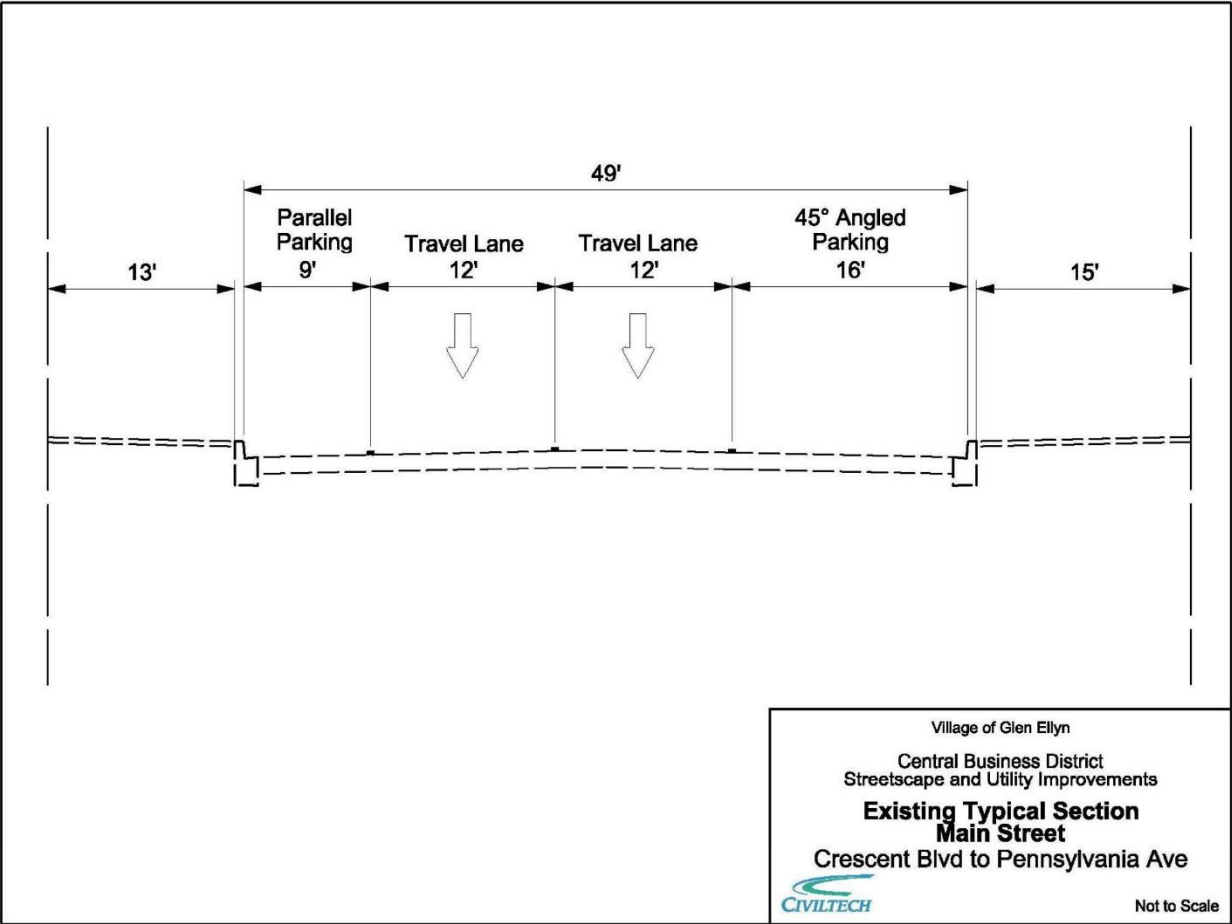


Exhibit 2a



Typical Section

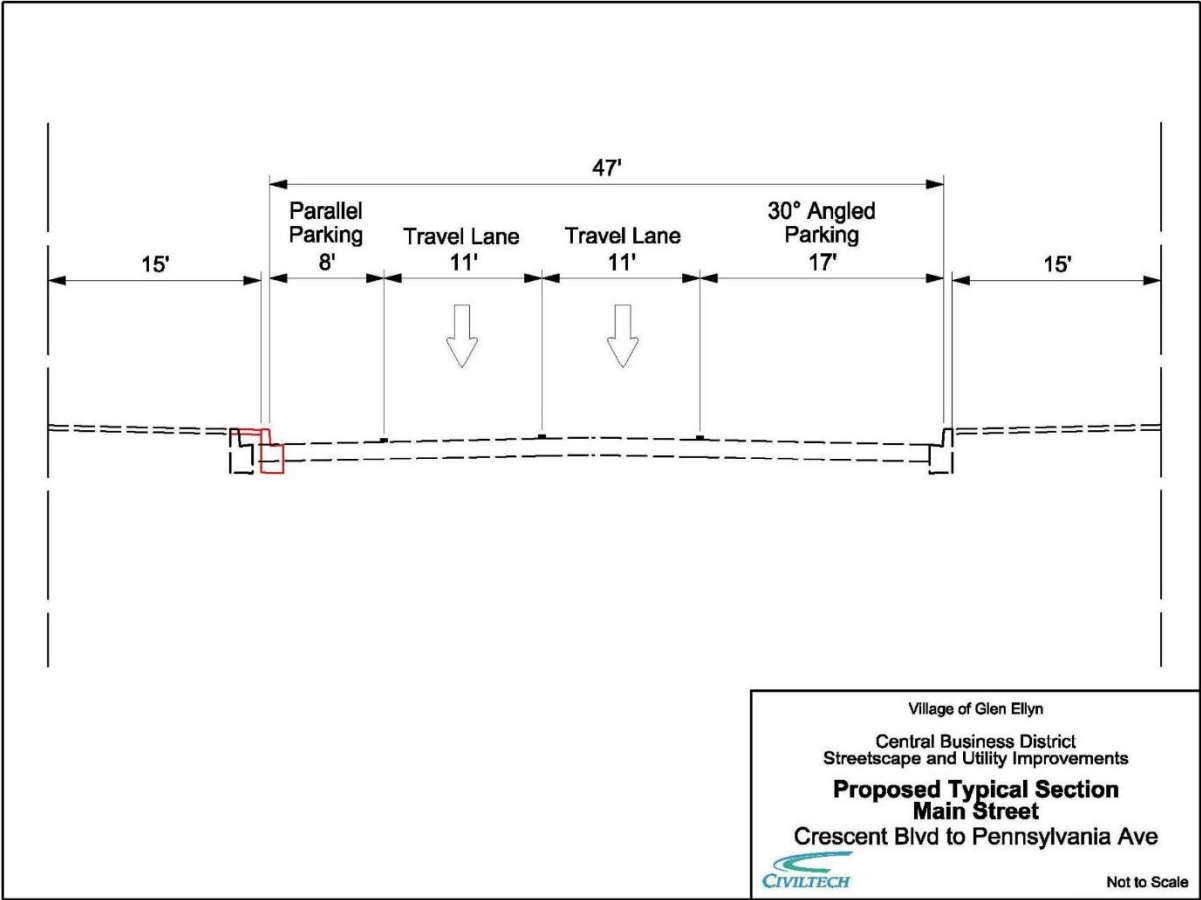


Exhibit 2b



Typical Section

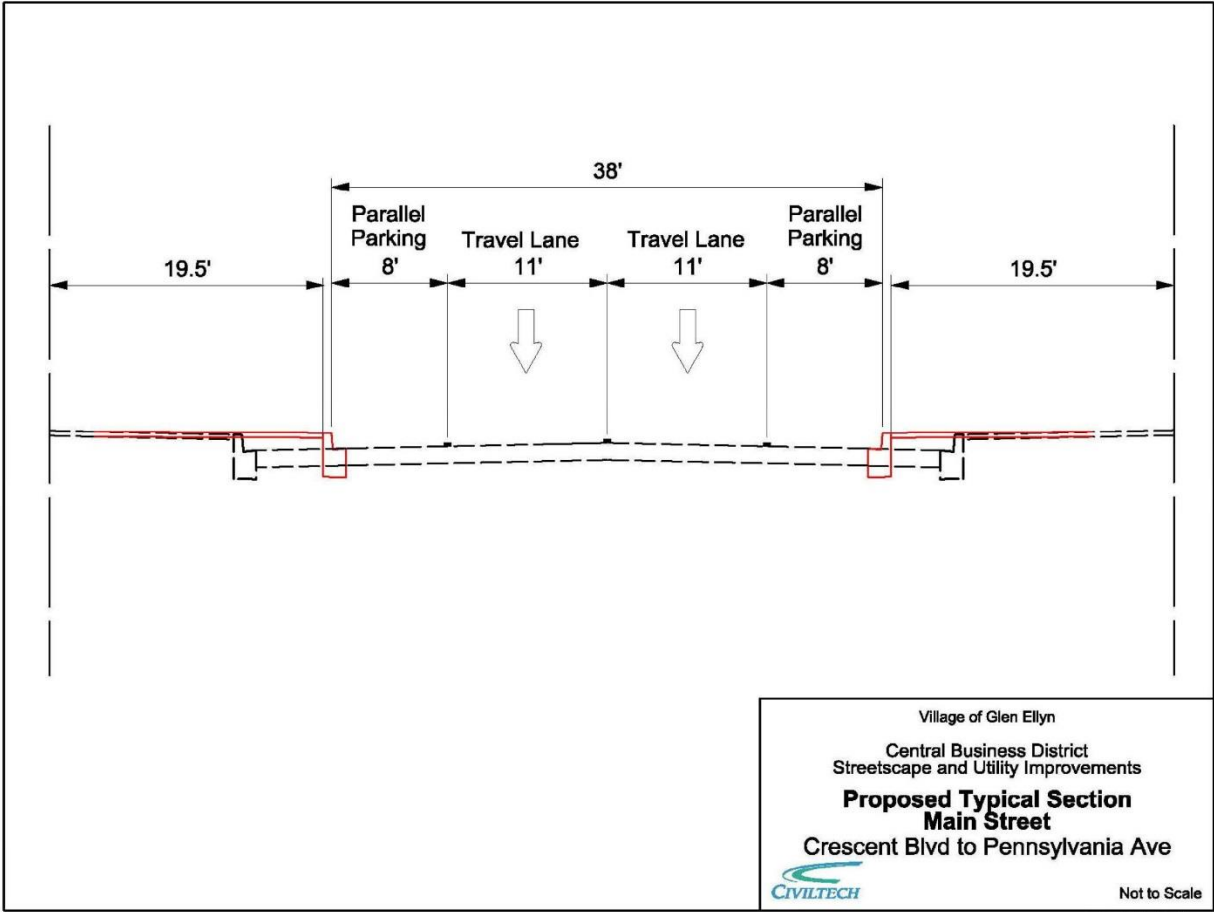


Exhibit 2c

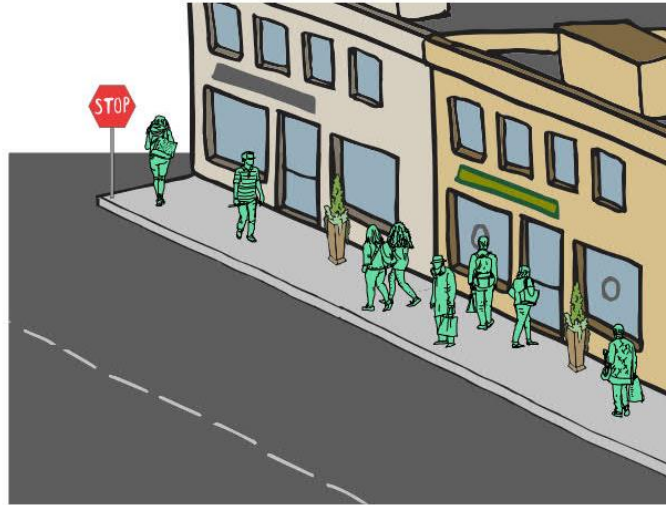


SIDEWALK WIDTH SCENARIOS

DESIGN
DOWNTOWN
GLEN ELLYN
WORKSHOP

D.2.b

MINIMUM: 8-10'



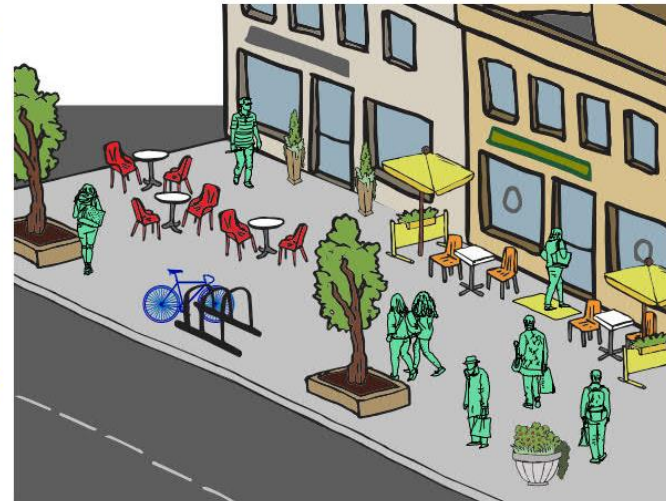
STREET TREES & FURNITURE: 14-15'



TREES, FURNITURE & CAFES: 19'



PLAZA-LIKE: MAXIMUM FLEXIBILITY: ~30'



SIDEWALKS WITH PARALLEL PARKING:

SIDEWALKS WITH ANGLED PARKING:

NAVIGATING SIDEWALK ZONES

NAVIGATING SIDEWALK ZONES:



Sidewalks are invaluable to urban life. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically. Wide, accessible sidewalks are fundamental and have been proven to enhance public health, draw pedestrians and shoppers, and even boost happiness!

Adopted from the National Association of City Transportation Officials' Urban Street Design Guide

1 - FRONTAGE ZONE

The frontage zone describes the section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafes and sandwich boards. The frontage zone consists of both the structure and the facade of the building fronting the street, as well as the space immediately adjacent to the building.

2 - PEDESTRIAN THROUGH ZONE

The pedestrian through zone is the primary, accessible pathway that runs parallel to the street. The through zone ensures that pedestrians have a safe and adequate place to walk and should be 5-7 feet wide in residential settings and 8-12 feet wide in downtown or commercial areas.

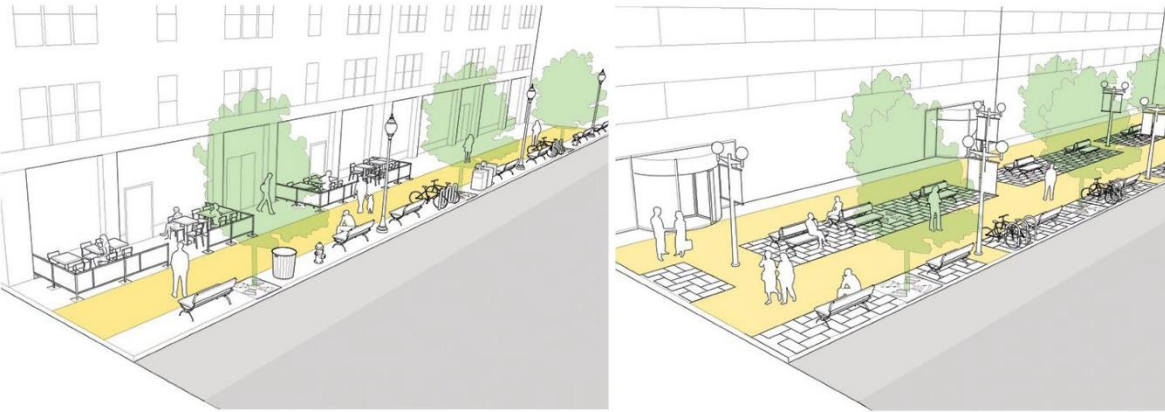
3 - STREET FURNITURE & CURB ZONE

The street furniture zone is defined as the section of the sidewalk between the curb and the through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree pits, and bicycle parking are provided. The street furniture zone may also consist of green infrastructure elements, such as rain gardens or flow-through planters.

4 - ENHANCEMENT/BUFFER ZONE

The enhancement/buffer zone is the space immediately next to the sidewalk that may consist of a variety of different elements. These include curb extensions, parklets, stormwater management features, bike racks, or even curbside bike lanes.

WIDE SIDEWALKS = A WIN-WIN:



Maximizing sidewalk space requires thoughtful considerations for its many uses and needs. But there's only so much one can do with little space.

Expanding sidewalk space makes this key amenity more user-friendly, draws people and shoppers, and reclaims crucial space for various amenities.



Recommended Budget and Preliminary Estimate

D.2.b

Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

Recommended Budget Based on a Rough Order of Magnitude Cost Estimate		Preliminary Estimate
Item	Cost	Cost
Roadway and Sidewalk Work	\$7.7M	\$6.9M
Upgrade Sidewalk and Crosswalk Areas to Pavers	\$1.5M	\$1.8M
Street Lighting Repairs and Installations – Conduit/Wiring Replacement, Urban Ceiling Lighting (not included), Temporary Lighting	\$600K	\$1.3M
Lighted Pedestrian Bollards	\$0	\$0
Site Furnishings – Seat Walls, Benches, Bike Racks, Art (not included), Trash Receptacles, Etc.	\$300K	Pending
Landscaping – Trees, Shrubs, Perennials, Etc.	\$300K	\$555K
Phase II Engineering (est. as 9% of Construction Cost)		\$990K
Phase III Engineering (est. as 11% of Construction Cost)		\$1.2M
Totals	\$10.4M	\$12.9M
Additional potential Items Not Included (Seat Walls, Fire Place, Festoon Light Area, Speaker Wiring, Custom Pods, decorative bollards) ~ \$430K		

Sidewalk & Crosswalk Materials

Material Choice	Cost per square foot	Sidewalk Furniture Zone Total Cost	Sidewalk Pedestrian Through Zone Total Cost	Crosswalks Total Cost
Plain Broom Finished Concrete	\$6.00	\$300,000	\$1,000,000	
Clay Fire Brick on concrete base	\$30.00	\$1,500,000		
Stamped Colored Concrete	\$18 for sidewalks \$30 for crosswalks	\$900,000		\$300,000



Material Choice	Pros	Cons
Plain Broom Finished Concrete	Lowest cost option Easiest to install correctly Standard snowplow equipment Unobtrusive aesthetic Allows other elements to shine	Limited options for design Uninspiring appearance Some cracking possible Concrete can spall and flake

Clay Brick (Sidewalk Accent)

D.2.b



Material Choice	Pros	Cons
Clay Fire Brick on concrete base	Historic/timeless appearance Durable material Decorative aesthetic Material will never fade	High construction cost Requires high skilled contractors Special snowplowing equipment Limited color options

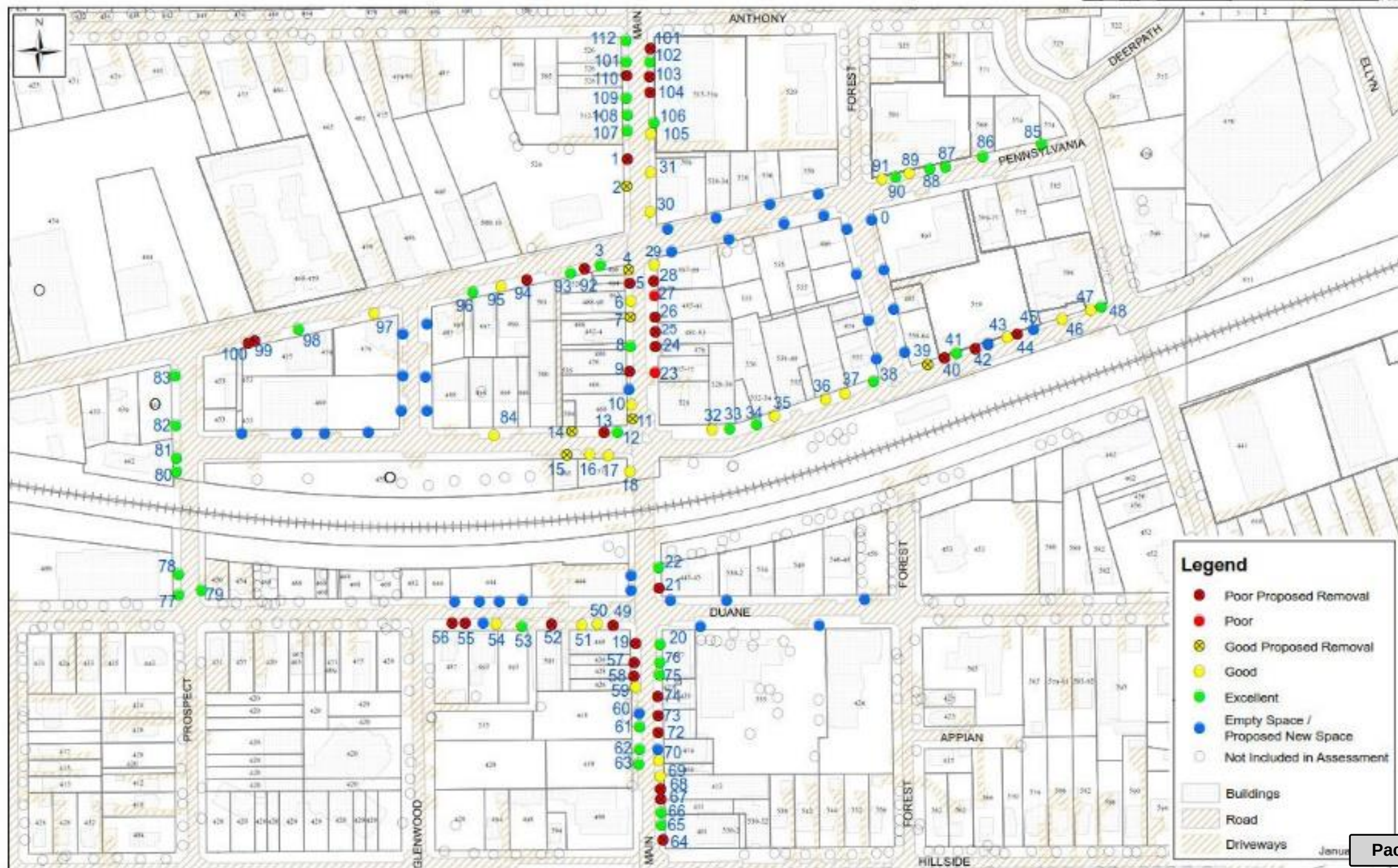


Material Choice	Pros	Cons
Stamped Colored Concrete	Lower cost than brick Decorative aesthetic Unique and custom patterns Wide range of colors/finishes Creative opportunities	Requires high skilled contractor Special snowplowing equipment Color may fade over time Some cracking possible

CENTRAL BUSINESS DISTRICT - TREE ASSESSMENT

0 75 150 300 450 600 Feet

D.2.b



Tree Related Items

SILVA CELLS & THEIR BENEFITS



AVOID UNHEALTHY TREES:

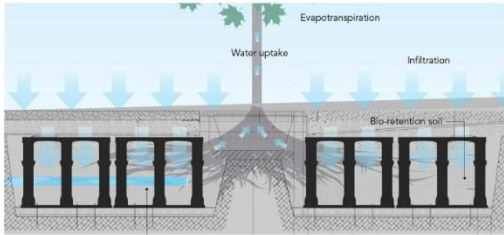
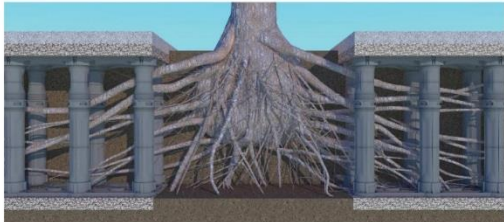


The Silva Cell is a suspended pavement system for containing unlimited amounts of healthy soil beneath paving while supporting traffic loads and accommodating surrounding utilities. The Silva Cell is filled with high-quality, uncompacted soil to grow trees and manage the rate, quality and volume of stormwater.

PLANT TREES IN SILVA CELLS:



HOW IT WORKS:



ITEM	UNIT	TOTAL	UNIT PRICE	TOTAL COST
NEW TREES	EACH	90	\$800.00	\$72,000
SILVA CELLS	EACH	30	\$5,500.00	\$165,000
RAISED TREE PLANTERS	EACH	55	\$2,750.00	\$151,250
PLANTINGS	EACH	75	\$400.00	\$30,000
IRRIGATION SYSTEM	SQ FT	7300	\$6.00	\$43,800
			20% Contingency	\$92,410
			Total	\$554,460

Public Input Summary

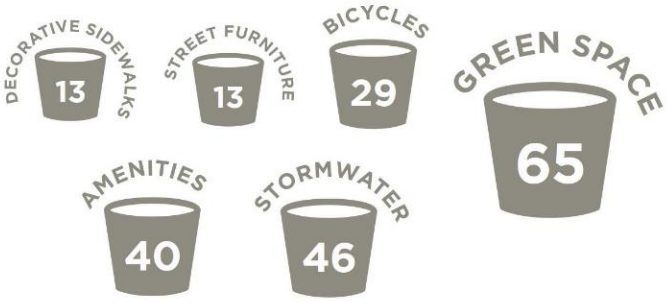
DESIGN WORKSHOP REPORT

Village of Glen Ellyn | CBD Streetscape & Utility Improvements



PRIORITY STATION RESULTS:

Using their dollars - issued from "Glen Ellyn State Bank" - attendees' most common vote was to prioritize green space investments in Downtown via planters and street trees. "Stormwater and sustainability features" was the second-most popular choice for participants.



"I PREFER" RESULTS:

D.2.b



This station asked participants to place their vote along opposed axis on seven broad questions designed to gauge their standing on topics pertaining to larger issues the project touches on.

- Strongly favor reliable parking: **35%**
- Strongly favor easy to walk: **53%**
- Somewhat prefer quality: **36%**
- Somewhat or strongly prefer easier to walk: **33.5%**
- Strongly prefer downtown for people: **57%**
- Strongly prefer outdoor event space: **48%**
- Somewhat prefer easy to bike: **36%**

I PREFER

FREE PARKING	24%	20.5%	20.5%	35%	RELIABLE PARKING
EASY TO WALK	53%	40%	0%	7%	EASY TO DRIVE
QUALITY	21%	36%	32%	11%	FUNCTION
EASY TO PARK	20%	13%	33.5%	33.5%	EASY TO WALK
DOWNTOWN FOR CARS	0%	12%	31%	57%	DOWNTOWN FOR PEOPLE
OUTDOOR EVENT SPACE	48%	30%	11%	11%	PARKING WITHIN
EASY TO DRIVE	21%	26%	36%	17%	EASY TO BIKE

Attachment: All Exhibits (3809 : CBD Streetscape and Utility Project Discussion)

Recommendation/Action Requested

Staff respectfully requests a discussion of, and direction on

- On-street parking assessment and potential changes
- Budget and cost estimate
- Material choices for sidewalks and crosswalks

End of Presentation/Questions?



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/12/19 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Presentation

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3811)

DOC ID: 3811

Village Commission Presentation

Please see the attached presentation which was given by Village President McGinley at the February Village Board and Commission Chair Meeting. The presentation includes updates on several Development and Village projects which may be of interest.

ATTACHMENTS:

- February 2019 Item - Board and Commission Chair Meeting-february 2019 (PDF)



VILLAGE OF GLEN ELLYN

Board and Commission Chair Meeting

FEBRUARY 4, 2019

VILLAGE OF *Glen Ellyn* ILLINOIS

85 Volunteers Serving our Village on 11 Boards/Commissions

Village Board

Village President, Village Clerk, 6 Trustees

Building Board of Appeals

7 Members

Board of Fire & Police Commissioners

3 Members

Capital Improvements Commission

9 Members

Environmental Commission

10 Members,
including 1 Student Commissioner

Finance Commission

10 Members,
including 1 Student Commissioner

Historic Preservation Commission

8 Members,
including 1 Student Commissioner

Plan Commission

9 Members

Police Pension Board

5 Members

Recreation Commission

8 Members,
including 1 Student Commissioner

Zoning Board of Appeals

8 Members,
including 1 Student Commissioner

Glenbard Wastewater Authority Board

Village President (Chairman bi-annually), 1 Village Trustee (liaison)



VILLAGE OF *Glen Ellyn* ILLINOIS



2018
NEW BUSINESSES IN GLEN ELLYN

JOY Bar
548 Crescent Blvd

Lee 'n Eddie's
682 Roosevelt Rd

Kizuna
1212 Roosevelt Rd

**Olive 'n Vinnie's
Uptown**
484 N. Main St

**Chicago Karate
Champions**
856 N. Main St

F45
369 Roosevelt Rd

Terry Lee Creations
480A N. Main St

Enterprise Rent-A-Car
404 Roosevelt Rd

Gnome Colony
485 N. Main St

Lips & Lashes Bridal
1184 Roosevelt Rd, Suite B

**Common Good
Cocktail House**
560 Crescent Blvd

**State Farm
Insurance**
477 Forest Ave

Skin Theory
520 Hillside Ave

**U.S. Martial Arts
Academy**
682 Roosevelt Rd

The Gallery
526 Crescent Blvd,
Suite 7

Bench 492
492 N. Main St

K-11 Spa
484 Roosevelt Rd

Jimmy John's
632 Roosevelt Rd

**Shawn Sargent Designs
Expansion**
501 Pennsylvania Ave

**Fred Estaire
Dance Studio**
19 N. Park Blvd

Strive Martial Arts
836 Roosevelt Rd

**Vanilla Sugar
Bakery**
540 Duane St

CVS Pharmacy
799 Roosevelt Rd

**Glen Station
Steak House**
462 N Park Blvd, #120



VILLAGE OF *Glen Ellyn* ILLINOIS



A Look Ahead
NEW BUSINESSES OPENING IN GLEN ELLYN
Projected Opening Dates:

2019

NOW OPEN!
 Nobel House
 419 N. Main St

Spring 2019
 Sushi Ukai
 421 N. Main St

Spring 2019
 Innovation DuPage
 535 Duane St

Spring 2019
 Two Hound Red Microbrewery
 486 Pennsylvania Ave

Summer 2019
 Andy's Frozen Custard
 415 Roosevelt Rd

Summer 2019
 Bare All Beauty Bar
 430 N. Main St

Summer 2019
 Buona Beef
 395 Roosevelt Rd

Summer 2019
 Bucky's Gas Station
 1125 Roosevelt Rd

Summer 2019
 Pete's Market
 880 Roosevelt Rd

Fall 2019
 Raising Cane's
 499 Roosevelt Rd

For Up-To-Date Information On Developments in Glen Ellyn, Visit: www.glenellyn.org "Current Development Projects"



VILLAGE OF *Glen Ellyn* ILLINOIS

Roosevelt Road Commercial District



ROOSEVELT ROAD

Pete's Market

- Baker Hill Shopping Center
- Expected opening summer 2019
- IDOT – Access Improvements
 - Desire for three way access both north and south of Roosevelt Rd.
 - Provide better access to businesses on both sides of Roosevelt
 - Plans under review with IDOT. Staff expecting permitting during the first quarter of 2019.



VILLAGE OF *Glen Ellyn* ILLINOIS

ROOSEVELT ROAD

- 395-415 Roosevelt Road (previously Enterprise Rent-A-Car)
- Part of a multi-unit retail development
- Anticipated to open summer 2019

Andy's Frozen Custard

- 1,250 square foot building with drive-thru



Buona Beef

- Drive through and outdoor seating



VILLAGE OF *Glen Ellyn* ILLINOIS

Downtown Commercial Development



VILLAGE OF *Glen Ellyn* ILLINOIS

APEX 400

- Former Giesche Shoe Site & Village Owned Main Street Parking Lot
- Mixed-use building including:
 - 8,844 sq. feet commercial space
 - 107 luxury apartment units
 - 2 story parking garage
- Plan Commission recommended approval of the preliminary plans to Village Board on January 7
- Village Board approved the Preliminary Planned Unit Development on January 28



Debb Kosich Management, LLC
The Missner Group

FitzGerald

Conceptual Rendering

Glen Ellyn
Glen Ellyn, Illinois | January 28, 2019

VILLAGE OF *Glen Ellyn* ILLINOIS

AVERE – ACROSS FROM LIBRARY

- Luxury Rental Development-48 Units
- Plan Commission reviewed preliminary plans, generally supportive
- Proceeding with finalizing plans and resubmitting
- Village Board expressed support for financial incentives as part of Redevelopment Agreement (final agreement to be considered in 2019)



VILLAGE OF *Glen Ellyn* ILLINOIS

TWO HOUND RED MICROBREWERY

- 486 Pennsylvania Avenue
- Redevelopment of former Schmid's Pharmacy Building
- Restaurant/Microbrewery with rooftop dining and beer distribution
- Anticipated to open spring 2019



VILLAGE OF *Glen Ellyn* ILLINOIS

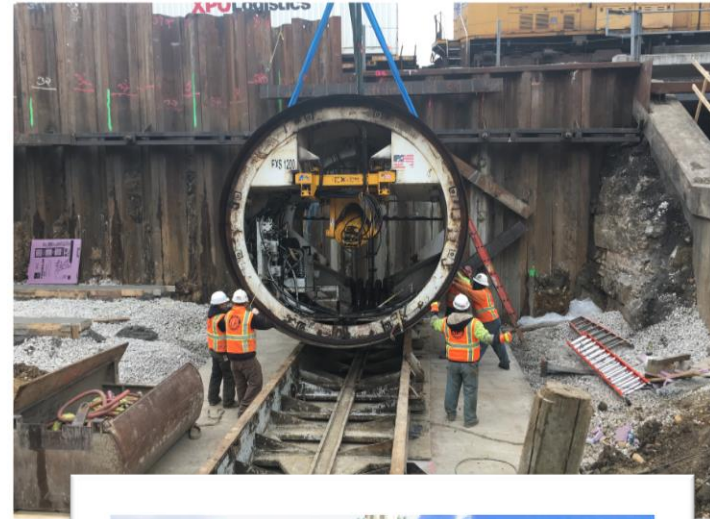
MCCHESNEY & MILLER

- Purchased by Springbank Real Estate Group in 2015.
- 1.08 acres including former grocery store and Lord's Auto Clinic.
- Possible mixed-use redevelopment project featuring apartments above retail or commercial.
- Developer team changed a number of times.
- Village awaiting a new design for project.



VILLAGE OF *Glen Ellyn* ILLINOIS

Village Capital Projects



VILLAGE OF *Glen Ellyn* ILLINOIS

TAYLOR AVENUE UNDERPASS



- Opened December 31, 2018
- Completed on time and tracking on budget
- \$3.1 million estimated project cost, substantially funded through grant
- Created grade-separated pedestrian crossing
- Maximized roadway with for vehicular maneuverability (improves public safety vehicle access)

CBD - PARKING

- Parking garage in design phase for behind Civic Center
- Purchased 423 Main Street to provide better pedestrian access to garage
- Approx. 300 parking spaces (230 net new spaces) to be created
- Temporary parking plans being developed to accommodate construction schedules
- Valet parking pilot program through March

East Elevation



CBD - STREETScape

- Last widespread CBD rehabilitation projects were completed in mid 1980's
- Plan includes potential improvements to:
 - Streets/curbs
 - Sidewalks
 - Parkway trees
 - Street lighting infrastructure
 - Underground utilities and more
- Construction to occur in phases – 2020 & 2021



CBD – TRAIN STATION/PEDESTRIAN UNDERPASS



- Board gave direction in early 2018 to complete Phase I design, expected to be completed by Q2 2019
- Includes completely new train station and pedestrian underpass tunnel
- Various site improvements including enhanced drop-off and pick-up areas and plaza
- Village to apply for project funding grants
- Tentative construction start 2025

CIVIC CENTER RENOVATION PROJECT

- **Expected to be complete by May 2019**
- **Relocation of Village Departments:**
 - First Floor Customer-Friendly Layout
- **Temporary locations of Departments during construction:**
 - Planning & Development is located in gymnasium
 - Cashier's Department is located in Clayton (2nd Floor)



INNOVATION DUPAGE

- Partnership between COD and DuPage County (Choose DuPage and Rev3)
- COD investing \$2.5M into Civic Center for Small Business Development Center and Innovation DuPage
- Anticipated opening: May 2019



View from top of stair looking southwest towards Innovation Dupage First Floor entrance and new restroom core.

Innovation Dupage Concept Rendering

 Dewberry

11.13.2017

Village of Glen Ellyn Civic Center Masterplan



UPCOMING BOARD AND COMMISSION PROJECTS:

- Building Board of Appeals: Update Building Codes
- Capital Improvements Commission: Complete Streets; Assist with CBD Streetscape and Parking Garage; Bike Plan Update; Train Station Project
- Environmental Commission: Support Glen Ellyn Fund; public art in Taylor Underpass
- Finance Commission: Village Scorecard
- Historic Preservation Commission: Heritage Tourism; Residential Historic Plaques Communication
- Plan Commission: Comprehensive Plan Update
- Police Pension Board: Routine Business
- Recreation Commission: Routine Business
- Zoning Board of Appeals: Routine Business



OTHER VILLAGE INITIATIVES

- Partnership between the Village and DuPage Foundation
- Established in late 2017
- Five initial areas of focus:
 - Community Arts & Cultural Programming
 - Social & Recreational Programs
 - Environmental Sustainability
 - Green Space & Open Space
 - Infrastructure & Capital Improvements
- More than **\$375,000** has already been secured for a permanent endowment



www.dupagefoundation.org

OTHER VILLAGE INITIATIVES

McKee House

- Lease with the DuPage County Forest Preserve was executed in May 2017, for the salt storage facility and McKee House
- Property was annexed in 2018
- The McKee Preservation Group a 501C3 Organization was established to raise funds for the restoration
- Current goal is \$400,000 by October 2019



McKee Preservation Group
www.mckeehouse.org

OTHER VILLAGE INITIATIVES

COMMUNICATIONS

New Village Website

- Anticipated to launch May 2019
- Improved navigation for residents, businesses and visitors

Police Now on Twitter

- Follow them @Glenellynpolice

Cable Station

- Upgrades coming in early 2019 to enhance scheduling and content on the channel



VILLAGE OF *Glen Ellyn* ILLINOIS

QUESTIONS?



535 DUANE STREET • GLEN ELLYN, IL 60137



630.469.5000 • WWW.GLENELLYN.ORG



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/12/19 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Report

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3810)

DOC ID: 3810

February 8, 2019 Engineering Report

Please see the attached document pertaining to this agenda item.

ATTACHMENTS:

- Monthly Construction Report 2-8-19 (PDF)

February 8, 2019



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)

Final quantities have been submitted to all subcontractors for concurrence. In addition, a preliminary punch list has been issued to the contractor. The site will be inspected one last time prior to issuance of the final project punch list. The Contractor will have ten working days, starting in early May, to complete the project punch list.

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.

TAYLOR AVENUE PEDESTRIAN TUNNEL – Contractor: “D” Construction

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

The project is now substantially completed with both the vehicular tunnel and the new pedestrian tunnel opening on December 31, 2018.

Work over the last month was focused on completion of the street lighting system, installation of a permanent lighting system inside the pedestrian tunnel and on the exterior headwall light luminaires. Final site restoration with topsoil and sod, installation of a hand rail on top of the concrete headwalls, staining of the headwalls will be completed in the spring.

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

Attachment: Monthly Construction Report 2-8-19 (3810 : February 8, 2019 Engineering Report)

Permanent lighting system inside the Taylor Avenue pedestrian tunnel



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 = \$555,000)

A final change order has been approved by the Village Board with closeout of the project imminent.

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.

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)

The latest round of IDOT review comments was received on January 18, 2019. The Engineer will address the review comments and will be making a subsequent resubmittal to IDOT. Concurrently, the Engineer is focusing on completing the bidding and contract documents. 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 project team is currently focusing on applying for CMAP's call for projects for the STP Shared Fund and Congestion Mitigation and Air Quality Improvement Programs.

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 2018. Staff has met with RJN to review the findings of the reports and provide direction on the scope of the CBD Streetscape and Utility Improvements Project.

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

(Project No. 15006)

On Saturday, January 26, the Village of Glen Ellyn held a Design Workshop for the upcoming CBD Streetscape and Utilities Project. The event was held at the Glen Ellyn Fire Station No. 1 between the hours of 10 am and 2pm. The open house style event included various stations designed to educate about the project and getting input from the public.

Despite the cold weather that day, the event was a great success with over 50 residents, business owners, and shoppers in attendance. The various stations made learning about the project, the infrastructure needs and ways to improve it; fun and interactive. At the same time village staff and consulting team collected a lot of great feedback on various aspects of the project.

The project team will provide an update on some of the essential components of the project at the February 12th Capital Improvements Commission Meeting and the February 19th Village Board Workshop. The main topic of discussion will be potential on-street parking changes, project budget, and types of materials used for sidewalks.

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
2019 Sidewalk and Concrete Roadway Repairs	\$346,000 (2019)	Candidate locations are under review. Staff is currently developing contract documents for a February bid advertisement.
2018 Sidewalk	\$171,430.22 (2018)	The project, involving the removal and replacement of concrete sidewalk and pavement at various locations

and Concrete Roadway Repairs		throughout the Village, was 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	\$521,087.33 (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	\$263,447.62 (2018)	Project scope includes roadway patching throughout the Village and resurfacing of the Main/Pennsylvania and Schock'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	\$20,233.74 (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 is in the process of finalizing the bidding and 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:\Publcwks\ENGINEER\Monthly Construction Reports\Monthly Construction Report 2-8-19.docx

Attachment: Monthly Construction Report 2-8-19 (3810 : February 8, 2019 Engineering Report)