



Agenda
Village of Glen Ellyn
Regular Workshop Meeting
Monday, May 20, 2019
7:00 PM
Glen Ellyn Civic Center, Room 301

Village Board Workshop Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda on their chairs or online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact the Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

A. Call to Order

B. Pledge of Allegiance

C. Roll Call

D. Audience Participation

1. Open:

Members of the public are welcome to speak to any item not specifically listed on tonight's agenda for up to (3) three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that, if possible, one spokesman for a group be appointed to present the views of the entire group. Speakers who are recognized are requested to step to a microphone and state their name, their topic and the group, if any, they are representing prior to addressing the Village Board. Individuals wishing to address the Board shall exercise proper decorum and respect for the proceedings and the business of the Village Board, and shall refrain from abusive demeanor and language. The practice of ceding time to other speakers shall be prohibited, except in the discretion of the presiding officer of the meeting. Public officials are not obligated to respond to questions.

E. Baker Hill Access Improvements (Presented by Professional Engineer Daubert) (Discussion Only)

1. Professional Engineer Rich Daubert will provide an overview and update on the Baker Hill Shopping Plaza Access Improvements Project.

F. Central Business District (CBD) Design and Streetscape Update (Presented by Senior Civil Engineer Topor) (Discussion Only)

1. Senior Civil Engineer Tom Topor will lead a discussion on the Central Business District Street and Streetscape Utility Project.

G. Other Items

H. Adjournment



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/20/19 07:00 PM
Department: Public Works
Department Head: Rich Daubert
Category: Discussion Item
Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3979)

DOC ID: 3979

Professional Engineer Rich Daubert will provide an overview and update on the Baker Hill Shopping Plaza Access Improvements Project.

Background

The Engineering team and James J. Benes & Associates have been working on the design of access improvement to the Baker Hill Shopping Plaza, located on the north side of Roosevelt Road east of Baker Hill Drive. The attached exhibits provide reference to the aforementioned location.

As commemorated in the attached January, 2017 and June, 2017 Village Board Meeting agenda materials relating to this topic, the goal of this project is to provide more direct access to the shopping plaza from Roosevelt Road (IL-38) via the construction of a $\frac{3}{4}$ access intersection. The memos include exhibits, also attached, which show the existing access conditions as well as proposed access improvements in concept form.

In simplistic terms, the existing right-in right-out (RIRO) access on IL-38 will be improved by providing a left turn lane for eastbound IL-38 which will allow for eastbound left turns into the shopping Plaza. This improvement has also offered the opportunity to add a westbound IL-38 left turn onto Pershing Avenue, thereby improving access from IL-38 to local destinations along Pershing including the Maryknoll Subdivision, Maryknoll Park, Northwestern Medicine, and HealthTrack.

Staff notes that other alternatives, including the installation of a traffic signal, were reviewed with State Officials (IL-38 is under the State's Jurisdiction), with the $\frac{3}{4}$ access improvement proving to be most acceptable to the State and far less costly than a traffic signal, which would have been a challenge to obtain approval of by the State. More narrative on this matter is provided in the attached January, 2017 Village Board Meeting agenda materials.

Subject

Design Submittals and Approval of Plans

Engineering of this project commenced in July of 2017 with the first submittal of plans made to IDOT in December of 2017. Given this project involved some significant changes on a State Route and Strategic Regional Arterial, it took 6 iterations of submittals to the State to obtain design approval on May 6, 2019. A tabular summary of the submittal dates and review dates by the State is as follows:

Submittal No.	Submittal to State	Review Disposition Received
1	12/28/2017	4/10/2018

2	8/8/2018	10/11/2018
3	11/9/2018	12/10/2018
4	12/28/2018	1/18/2019
5	2/21/2019	4/17/2019
6	4/17/2019	5/6/2019 (approval date)

Next Steps

With the design now approved, the plans and bidding/contract documents will be finalized for competitive bidding of the project. Staff will also work with the property Owner to have the Plat of Subdivision for the Shopping Plaza revised to reflect the approved changes in vehicular site ingress/egress.

Staff's goal is to release the project for competitive bidding by the end of May. Bids would be due Mid-June with the goal to award the project in late June, subject to receiving favorable bids. On this topic, staff notes that construction costs have been on the rise this year with projects frequently bidding higher than Engineer's Estimates and projects consequently not being recommended for award. As it always does, staff will carefully review the unit pricing received for the project and advise the Board of any concerns it has as part of its presentation of the Construction Contract to the Village Board. Construction of the improvements is anticipated to take approximately 25 working days or 5 weeks (Excludes Holidays and Inclement Weather Days).

Approximately 3 weeks is required for Execution of the Contract, Approval of Contractor Submittals by the Village and State, Conduction of the Pre-Construction Meeting, and scheduling of lane closures. This would allow for construction to commence in mid-July. A Completion Date of August 30th will be specified in the Contract Documents with the Contractor having 5 additional working days to complete the landscaping restoration, starting on September 3 (after Labor Day). While theoretically possible for the Contractor to finish sooner, this offers reasonable flexibility for additional Contractors to bid on and complete the work as they may not be available to start construction in mid-July. It also allows for lost working days due to inclement weather.

A more specific tentative schedule, based upon receipt of favorable bids, is as follows:

Advertise and Release Project For Competitive Bidding: May 29

Open Competitive Bid Proposals: June 12

Present Construction and Engineering Recommendation to Village Board: June 24

Completion Date: August 30 Plus 5 Working Days for Landscaping Restoration

Budget Impact (Include Funding Source)

This particular item of Village Board Business, discussion of the subject project as part of the May 2019 Village Board Workshop, does not have any specific impacts on Budget. However, staff notes that the 2019 Budget includes \$700,000 for Construction of the Improvements. The latest cost

estimate for Construction and Phase III Engineering of the improvements is approximately \$500,000.

Strategic Plan Initiative (If Applicable)

This particular item of Village Board Business, discussion of the subject project as part of the May 2019 Village Board Workshop, does not have any specific Strategic Plan Initiates associated with it.

Recommendation

No staff recommendations are provided as part of this memorandum.

Action Requested

Staff will be presenting on the material in this memorandum at the May 20, 2019 Village Board Workshop and would greatly appreciate discussion of any items of concern with the Village Board and input on the proposed project.

Attachments

January 23, 2017 Village Board Agenda Item 2572 Materials
June 26, 2017 Village Board Agenda Item 2775 Materials

ATTACHMENTS:

- 1-23-2017 Agenda Item 2572 Materials W Attachments (PDF)
- 6-26-2017 Agenda Item 2775 Materials W Attachments (PDF)



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 01/23/17 06:00 PM
Department: Public Works
Department Head: Caroline Conlon
Category: Discussion Item
Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 2572)

DOC ID: 2572

Public Works Director Julius Hansen will present information regarding Baker Hill Shopping Plaza access improvements.

Background

The owner of the Baker Hill Shopping Plaza, Phillips Edison & Company, has indicated that vehicular access is one of the challenges associated with finding viable retail tenants for the shopping plaza. More specifically, the shopping plaza has limited direct access along Roosevelt Road with right turn in (westbound) and right turn out (westbound) being the only movements permitted along Roosevelt. Eastbound traffic intending to enter and leave the shopping plaza must utilize Baker Hill Drive as Roosevelt Road features a continuous concrete barrier curb median along the subject corridor. The attached exhibit labeled "Baker Hill Existing Direct Access Along Roosevelt RD" depicts this existing configuration.

Based on the above factors, Phillips Edison & Company has asked the Village to investigate possible improvements including lane and/or signal modifications along Roosevelt Road to provide improved direct access to the shopping plaza.

Subject

Village staff and the Village's traffic engineering consultant, James J. Benes & Associates, Inc., have been investigating possible improvements to improve ingress and egress, specifically at the intersection of Roosevelt Road and Pershing Avenue. As Roosevelt Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), all proposed improvements are subject to IDOT review and approvals. Staff from the Village and James J. Benes met with IDOT in October to review the possibility of providing a signalized full access intersection (traffic signal) at Roosevelt and Pershing.

While IDOT staff sympathized with the ingress/egress concerns associated with the shopping plaza, IDOT staff present at the meeting indicated that they would not support a traffic signal at Roosevelt and Pershing. IDOT characterizes Roosevelt as a Strategic Regional Arterial (SRA) Roadway with specific standards aimed at maximizing traffic flow and minimizing traffic interruptions. Traffic signals need to be spaced at a minimum of quarter mile (1,320 feet) intervals along SRAs. Placing a signal at Roosevelt Road and Pershing would place the new signal within 900 feet of the existing traffic signal at Roosevelt and Baker Hill Drive. Staff and IDOT did informally conclude that exceptions are granted and there are situations in which spacing on the order of 1,000 feet has been approved. Another concern raised is in regards to the longitudinal slope (gradient) of Roosevelt Road at the requested location of the traffic signal. The gradient is approximately 4% whereas IDOT design guidelines specify that the gradient at signalized intersection should be less than 3%. Due to the excessive gradient, corrections to certain design factors would need to be made to ensure adequate stopping sight distance and adequate deceleration length is provided.

Besides the signal spacing requirements, it was of IDOT's opinion that traffic signal warrants, which

are needed to justify the installation of a traffic signal, would likely not be met. Additionally, IDOT staff stated that the Final Plat of Resubdivision for Baker Hill, as it exists now, specifies that direct access to Roosevelt would be prohibited except for right turns in and out which is consistent with the current configuration. Changes to access would require the revision of the plat which would be subject to IDOT approval.

Staff would like to emphasize that there is a significant construction challenge associated with the signalized full access. The intersection of Pershing and Roosevelt is skewed such that the entry to the shopping plaza and Pershing would need to be aligned to allow for a traffic signal installation. Alignment of these legs of the intersection would be challenging and fairly expensive from a construction standpoint.

IDOT staff indicated that it would consider permitting an unsignalized three-quarter ($\frac{3}{4}$) access intersection at Roosevelt and Pershing in proximity to the existing right-in/right-out access. This configuration would allow right turns in, right turns out, and left turns in from Roosevelt Road. Left turns out from the shopping plaza to Roosevelt Road would not be permitted with the $\frac{3}{4}$ access. Note that the $\frac{3}{4}$ access would allow westbound Roosevelt traffic to turn left onto Pershing thereby improving access to the Maryknoll subdivision and Health Track complex. Left turns from Pershing onto Roosevelt would not be permitted. A concept drawing of this configuration is attached hereto this memorandum.

In order to pursue access modifications, a formal permit application, including engineering drawings depicting the improvements, needs to be submitted to IDOT. IDOT indicated that pursuit of the signalized full access would require traffic studies to determine if the signal is warranted based on Federal Guidelines as amended for SRAs. In addition, traffic engineering analysis is required to design the intersection geometrics and determine how far traffic queues (backs up) westward on Roosevelt Road. One of the concerns expressed by IDOT is that eastbound Roosevelt Road traffic has limited sight distance due to the crest of the hill at Baker Hill Drive. The queue needs to be determined to ensure that eastbound vehicles will have adequate stopping sight distance.

Preliminary order of magnitude cost estimates for engineering and construction of the various improvements are provided below. Significant ranges are provided as costs cannot be accurately estimated until detailed design and interactions with IDOT are well underway. The cost for a signalized full access could exceed the estimated costs in the table depending on the extent of the work that would be required to align the intersection of Pershing with the entrance to the Baker Hill shopping plaza entrance. A factor influencing the range of the estimated cost of the $\frac{3}{4}$ access option is the extent of the possible modifications that IDOT will require for the westbound lanes on Roosevelt Road. IDOT has reservations in regards to allowing left turns across three lanes of traffic; however this configuration exists in other locations including at Roosevelt and Baker Hill Drive where left turns are allowed on the green bulb signal phase.

Estimated Costs for Access Improvements at Roosevelt and Pershing

Access Modification	Construction Cost	Engineering Cost	Total Cost
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		(Phase II and III)	
$\frac{3}{4}$ Access	\$280K- \$440K	\$85K - \$130K	\$365K - \$570K
Signalized Full Access	\$1.1M - \$1.5M	\$300K - \$500K	\$1.4M - \$2M

Recommendation

Based on feedback from IDOT, staff is recommending that the Village consider proceeding with requesting proposals from engineering firms for designing and pursuing approval from IDOT for the construction of a $\frac{3}{4}$ access intersection at Roosevelt and Pershing.

Action Requested

Staff requests a discussion with the Village Board at the January 23 workshop to confirm staff's recommendation as to proceed with requesting proposals for designing a $\frac{3}{4}$ access intersection at Roosevelt and Pershing.

ATTACHMENTS:

- Baker Hill Ex.Direct Access (PDF)
- Baker Hill 3-4 Access Concept (PDF)



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 VILLAGE OF GLEN ELLYN PUBLIC WORKS DEPARTMENT 30 SOUTH LAMBERT ROAD GLEN ELLYN, ILLINOIS 60137	HORIZONTAL SCALE (34X22):	DESIGNED BY: RFD	REVISED:	REVISED:	VILLAGE OF GLEN ELLYN	BAKER HILL EXISTING DIRECT ACCESS ALONG ROOSEVELT RD	DATE: 1/5/2017
	VERTICAL SCALE (34X22):	DRAFTED BY: RFD	REVISED:	REVISED:			PROJECT#
	HORIZONTAL SCALE (11X17):	CHECKED BY:	REVISED:	REVISED:			SHEET 1 OF 1
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Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 06/26/17 07:00 PM
Department: Public Works
Department Head: Julius Hansen
Category: Contract
Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 2775)

DOC ID: 2775

Approve and authorize the Village Manager to execute an agreement with James J. Benes and Associates, of Lisle, Illinois, in an amount not to exceed \$45,276, for Detailed Design Engineering of a 3/4 Access Intersection at Roosevelt and Pershing, to be expensed to the Capital Projects Fund. (Public Works Director Hansen)

INTRODUCTION

The owner of the Baker Hill Shopping Plaza, Phillips Edison & Company, has indicated that vehicular access is one of the challenges associated with recruiting and retaining viable retail tenants for the shopping plaza. More specifically, the shopping plaza has limited direct access along Roosevelt Road with right turn in (westbound) and right turn out (westbound) being the only movements permitted along Roosevelt. Eastbound traffic intending to enter and leave the shopping plaza must utilize Baker Hill Drive as Roosevelt Road features a continuous concrete barrier curb median along the subject corridor. In addition, these improvements would also provide improved access to westbound traffic onto Pershing and better accessibility to medical clinic, HeathTracks, etc. and easier access to southbound 53. The attached exhibit depicts this existing configuration.

Based on the above factors, Phillips Edison & Company has asked the Village to investigate possible improvements including lane and/or signal modifications along Roosevelt Road to provide improved direct access to the shopping plaza.

BACKGROUND

Based on a discussion with the Village Board at the January Workshop, staff worked with traffic engineering consultant James J. Benes and Associates to develop a scope of services/tasks and negotiate a fee to completed detailed design engineering for a 3/4 access intersection at Roosevelt and Pershing. A 3/4 access intersection would allow eastbound traffic on Roosevelt Road to make a left hand turn into the shopping plaza; westbound traffic on Roosevelt Road would be able to make a left hand turn onto Pershing. A concept drawing of the proposed improvement is attached to this memorandum.

It was noted that the improvements would need to be approved by the Illinois Department of Transportation (IDOT) given Roosevelt Road is under their jurisdiction. IDOT has expressed some reservations about permitting a 3/4 access intersection, particularly in regards to allowing eastbound left turns across 3 lanes of traffic. However, IDOT also expressed that it needs a formal submittal of more detailed engineering drawings to make a determination as to whether or not it would permit a 3/4 access intersection. IDOT could deny the concept altogether, approve it with certain modifications/conditions, or approve it as proposed.

Development of Scope of Services/Tasks

The scope of services/tasks was established based on Staff and James J. Benes' experience in designing such improvements and submitting to IDOT for consideration of approval.

The major tasks for the assignment would include:

- Topographic Survey to obtain location and elevation of critical items within the project site for preparation of Engineering Drawings
- Preparation of Engineering Drawings including Plan, Profile, and Cross Section Views
- Assembly of Bidding/Contract Documents including Specifications, Special Provisions, and Estimate of Cost
- Submittal of Engineering Drawings to IDOT
- Revision and Resubmittal of Engineering Drawings based on IDOT Review Comments

Staff wants to emphasize that the following tasks **are not** included but could be required by IDOT upon their review of the initial submittal:

- Pavement Coring to Confirm Existing Pavement Section
- Soil Borings and Analysis
- Drainage Studies
- Intersection Design Studies
- Traffic Studies
- Improvements to the Baker Hill/Roosevelt Intersection
- Traffic Signal Modifications

Proposal

James J. Benes and Associates provided the attached Proposal for the assignment based on the aforementioned scope of services/tasks. The effort involves approximately 489 hours with a total not-to-exceed cost of \$45,276 (~\$93/hour).

Staff requested that the firm consider minimizing initial efforts and costs in an attempt to get a firmer response from IDOT as to whether or not it would approve the proposed improvement. The firm is comfortable with this approach and estimates that a preliminary submittal could be made to IDOT for approximately \$22,000. Staff emphasizes this is an estimate and additional effort and cost may be unavoidable depending on IDOT's feedback after the initial submittal. If IDOT approves the concept, further engineering up to the amount of \$45,276 would be completed, assuming no additional tasks are identified as necessary during the assignment.

Staff recommends that James J. Benes and Associates be retained for the assignment as they have been involved with the project since its initial concept including discussions with IDOT permitting staff. The firm is appropriately experienced and capable of completing the assignment.

The Village would be invoiced for the actual hours expended and direct costs incurred by James J. Benes and Associates in working on the assignment. The Village would have the right to terminate

the assignment upon ten days written notice to the consultant for any reason, including IDOT's denial of permitting the improvements.

Schedule

If the Village Board authorizes proceeding with the assignment, it is anticipated that the initial engineering and submittal to IDOT would take approximately 4 months to complete. Preliminary review by IDOT would follow and likely take 2-3 months for a project of this nature.

BUDGET IMPACT

Sufficient funds have been provided within the CY17 Budget for this assignment. The recommended distribution is as follows:

Recommended Funding Table			
Project Item	Funding Source (CY-17)	Account No.	Amount
Design Engineering	Capital Projects Fund	40000-580160	\$45,276

STRATEGIC INITIATIVES

The project assists in fulfilling the following Village of Glen Ellyn Strategic Initiatives and Goals:

Strategic Issue II: BUSINESS. Engage in proactive economic development to attract and retain key businesses downtown and other commercial corridors to achieve a thriving business community.

Goal #2 Continue to work towards finding a long-term tenant for the former Dominick's site

RECOMMENDATION AND ACTION REQUESTED

Engineering staff recommends the Village Board of Trustees make the following motion at the June 26, 2017 Village Board Meeting:

Motion to authorize the Village Manager to execute an agreement with James J. Benes and Associates of Lisle, Illinois, in the Not-To-Exceed amount of \$45,276, for Detailed Design Engineering of a 3/4 Access Intersection at Roosevelt and Pershing, to be expensed to the Capital Projects Fund.

ATTACHMENTS

Baker Hill Existing Right-In Right-Out Access

Baker Hill 3/4 Access Concept

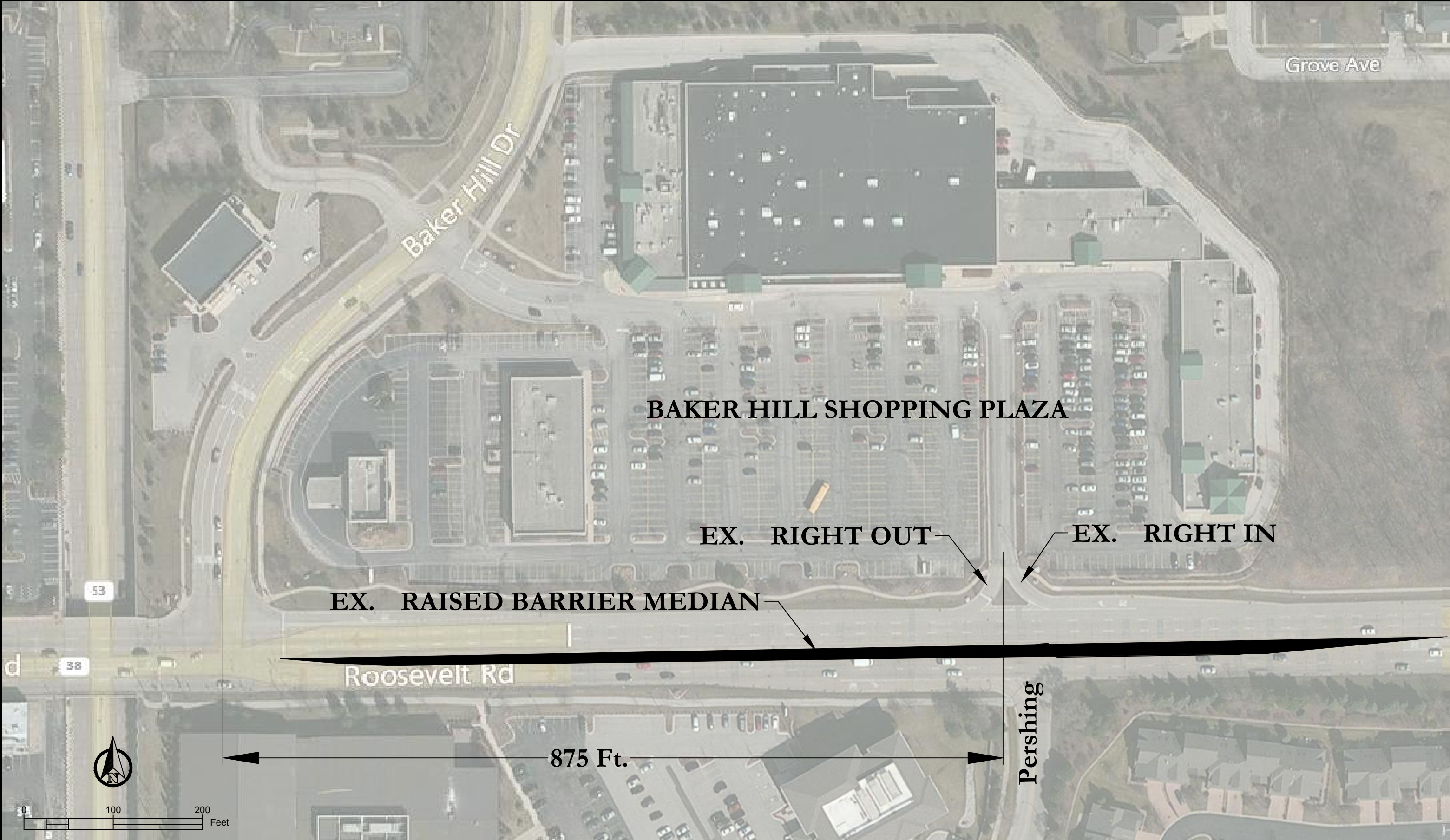
Proposal from James. J. Benes & Associates

Agenda Item (ID # 2775)

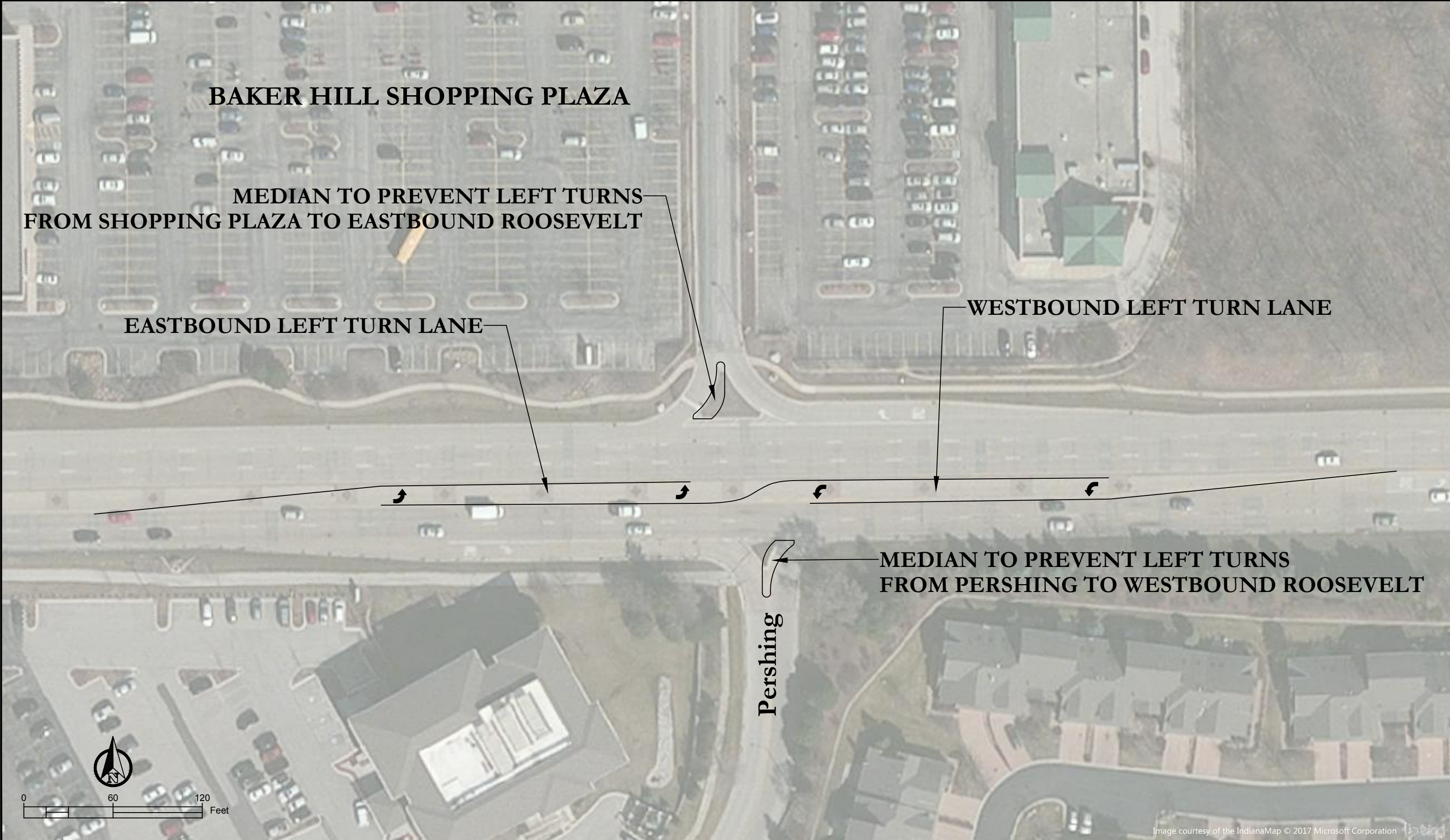
Meeting of June 26, 2017

ATTACHMENTS:

- Baker Hill Ex.Direct Access (PDF)
- Baker Hill 3-4 Access Concept (PDF)
- Proposal 2017-05-25 Baker Hill Access Design Services (PDF)



 VILLAGE OF GLEN ELLYN PUBLIC WORKS DEPARTMENT 30 SOUTH LAMBERT ROAD GLEN ELLYN, ILLINOIS 60137	HORIZONTAL SCALE (34X22):	DESIGNED BY: RFD	REVISED:	REVISED:	VILLAGE OF GLEN ELLYN	BAKER HILL EXISTING DIRECT ACCESS ALONG ROOSEVELT RD	DATE: 1/5/2017
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	VERTICAL SCALE (11X17):	DATE CHECKED:	REVISED:	REVISED:			

**JAMES J. BENES AND ASSOCIATES, INC.**

950 Warrenville Road ▪ Suite 101 ▪ Lisle, Illinois ▪ 60532

Tel. (630) 719-7570 ▪ Fax (630) 719-7589

**PROPOSAL TO PROVIDE
CIVIL ENGINEERING SERVICES
For Plan Preparation and Permit Application
Glen Ellyn, Illinois**

This is a proposal from James J. Benes and Associates, Inc. (JJB) to provide Civil Engineering Services to the Village of Glen Ellyn (Client) to prepare engineering plans, specifications and estimate of probable construction cost for proposed access improvements to the Baker Hill Shopping Center on Roosevelt Road. The scope of services includes for submission of the plans and special provisions to the Illinois Department of Transportation (IDOT) Permit Section for permitting.

The proposed access improvement will consist of modifications to the existing raised median on Roosevelt Road to allow left turns to the Baker Hill access driveway and to Pershing Avenue. This proposal includes a description of our understanding of the project, a proposed scope of services and an estimate of cost to perform the outlined services.

PROJECT UNDERSTANDING

Portions of the existing raised median on Roosevelt Road will be modified or removed and turn lanes constructed to allow left turns from Roosevelt Road to the Baker Hill driveway and to Pershing Avenue. The existing "pork chop" islands on Pershing Avenue and the Baker Hill driveway will be modified accordingly, but will continue to prevent left turns out. The southeast corner curb radius at Pershing Avenue will be increased to accommodate the pork chop island modifications.

The project will include the following additional improvements:

- Modification of the existing asphalt path connection to Pershing Avenue on the south side of Roosevelt Road to comply with ADA requirements.
- Realign the existing sidewalk crossing of the Baker Hill Driveway and provide ADA compliant ramps at the new crossing location. The sidewalk crossing of the driveway will be moved closer to Roosevelt Road to improve the visibility of pedestrians crossing the driveway.

The project scope will consist of preparation of construction plans, specifications, and an estimate of probable construction cost for submittal to IDOT for review and permitting. We understand that the funding source and timeline for construction of the proposed improvement has not yet been established.

The proposed improvement is located primarily within the Roosevelt Road (IL-38) Right-of-Way (ROW). No additional ROW will be needed along Pershing Avenue or Roosevelt Road.

A portion of the Baker Hill access driveway improvements will be located on the shopping center property. The Final Baker Hill Plat of Resubdivision includes a note stating that the access driveway shall only allow right-turns in and out and that left-turns shall be prohibited. A revision to the Plat will be necessary and must be approved by IDOT in order to permit left turns from Roosevelt Road. It is assumed that Client staff will coordinate with the property owner regarding work outside of the ROW and preparation of revisions to the Plat of Resubdivision.

In a prior coordination meeting, IDOT Permits Section staff voiced some reservations about permitting the proposed left turns, and provided some preliminary verbal comments on the proposed access concept. The comments will be incorporated into the plans where feasible. IDOT staff indicated that

they reserve judgment on the access concept pending a formal plan submittal and that there is no guarantee they will approve the proposed access modifications. The project scope includes plan preparation and submittal for permitting. JJB will submit the proposed access plan to IDOT, but cannot guarantee that IDOT will approve the proposed access modifications.

There are two stormwater catch basins in the existing Roosevelt Road raised median that will be affected by the proposed improvement. It is anticipated that the improvement will result in less than 1,000 square feet of new impervious area. It is assumed that:

- Stormwater runoff from the new center turn lane will drain to the outside curbs.
- Hydrologic and hydraulic analyses will not be required.
- There will be no impacts to special management areas.
- Stormwater detention, PCBMPs and a stormwater management permit will not be required.

It is assumed that geotechnical analyses and CCDD screening will be performed by others.

The following is a detailed scope of services.

SCOPE OF BASIC SERVICES

Task A. Data Collection and Review

Copies of existing roadway plans and utility atlases will be requested from IDOT and the Client. A JULIE Design Locate will be requested for the purpose of obtaining private utility location information.

Task B. Field Survey

Topographic and planimetric field survey will be performed for a length of approximately 1,400 feet along Roosevelt Road and a distance of 100 feet north and south of Roosevelt Road at the Baker Hill driveway and Pershing Avenue. The locations of all key items of planimetry (i.e. drives, trees, fences, signs, utilities, drainage structures, etc.) will be determined along Roosevelt Road to a distance of at least 10' beyond the anticipated construction limits or outside of Roosevelt Road curbs, whichever is greater. Cross sections of Roosevelt Road will be taken at 100 foot intervals along the proposed improvement and at all drives and intersecting streets. The sizes and inverts of all sewers will be established where drainage modifications are necessary. English units and the DuPage County vertical and horizontal control will be used for all measurements.

A field reconnaissance will be performed after the survey to verify and existing field conditions.

Task C. Base Plan Sheets

Base plan sheets and cross section sheets will be prepared using data collected in the field survey and information shown on utility atlases provided by the Client, IDOT and utility companies. The base sheets will be prepared in Auto Cad compatible files and will show all existing pavements, sidewalks, utilities, trees, property lines, and other features for use in preparation of the final plans. The base plan sheet will be prepared at a 1" = 30' scale.

Task D. Plan Preparation

Final engineering plans will be prepared consisting of the following anticipated plan sheets:

- Title Sheet
- General Notes, Index of Sheets, Benchmarks and Maintenance of Traffic Plan Notes
- Summary of Quantities and List of IDOT Highway Standards
- Typical Cross Sections
- Plan and Profiles
- Pavement Marking and Storm Water Pollution Prevention Plan (SWPPP)
- Special Details and ADA Ramp Grading Details
- Station Cross Sections

The Plan and Profiles will show removal items and proposed construction items including any proposed storm drainage work. A total of 13 plan sheets are anticipated.

Task E. Specifications, Special Provisions and Estimates

Technical specifications and special provisions, bidding documents and construction contract documents will be prepared using Client standards and policies and IDOT Standard Specifications for Road and Bridge Construction.

It is assumed that the Client will provide its standard “boiler plate” bid documents and forms in digital format. JJB will incorporate the project specifications, special provisions, and schedule of prices into the standard bid documents to complete the bid documents package.

An Engineer’s Estimate of Probable Construction Cost will be prepared, as will an estimate of time to construct.

Task F. Submittals and Reviews

Preliminary plans (85% complete), special provisions and estimate of cost will be provided to the Client for review and comment. After Client review and comment, the plans will be revised as necessary and an initial Permit submittal will be made to IDOT. Upon receipt of comments from IDOT, plan revisions will be made and Final Plans will be submitted to the Client and IDOT for final approval.

Task G. QA/QC Review

A quality assurance/quality control review of all disciplines for constructability and discrepancies will be performed prior to all major submittals.

Task H. Administration, Meetings and Coordination

It is assumed that two meetings will be held with the Client or with IDOT. This task also includes written and verbal coordination with the Client and IDOT, and project administrative tasks.

Project Deliverables

The project deliverables will be provided in electronic pdf format. Preliminary deliverables consist of the preliminary plans, special provisions and estimate of cost, and will be provided at the preliminary stage for Client for review and comment. Final deliverables will consist of the final plans, bid document package and final engineer’s estimate of probable cost.

CONTRACT CONDITIONS

- A. Civil Engineering Services: The Engineer's services shall consist of those tasks described in the Scope of Basic Services, and any Optional Services selected by the Client.
- B. Standard of Care: Services performed by the Engineer under this Agreement will be conducted in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.
- C. Changes: This Agreement may only be changed by written amendment which specifies the terms being revised and which has been signed by both parties hereto.
- D. Termination: Client may terminate this Agreement at any time upon ten (10) days written notice for whatsoever reason, provided Client shall pay the Engineer a reasonable fee for work satisfactorily performed prior to the effective date of termination, including any Additional Services authorized in writing by the Client and performed by the Engineer prior to the effective date of termination.
- E. Limitation of Liability: Client recognizes the disparity in relative risks and benefits of this engagement between Client and Engineer. In such recognition, Client agrees, to the fullest extent permitted by law, to limit all liability of Engineer to the Client for any claims, losses, costs, damages, suits, warranties, whether for negligence, breach of contract or any other legal, equitable or statutory theory whatsoever, regardless of cause, including but not limited to attorney's fees, costs and expenses, so that the total aggregate liability of the Engineer to the Client shall not exceed two hundred percent of all fees received by Engineer under this Agreement. Additional limits of liability are available for additional fees. Unless such additional limits are negotiated in advance of any services under this Agreement, this limitation of liability shall apply regardless of the cause of action or legal theory pursued.

ADDITIONAL SERVICES

Fees for additional services beyond the work outlined in the Basic Scope of Services, when approved by the Client, will be compensated for on an hourly basis unless an agreed to proposal for the additional services is executed.

COST OF SERVICES

The cost of our Basic Services will be billed on an hourly rate basis. Invoices will be prepared monthly and will document the direct payroll and direct costs expended. **The not-to-exceed cost including direct payroll, expansion for overhead and payroll burden, professional fee, and direct costs for the design engineering services for the Baker Hill Access Improvement Project is \$45,276.** The not-to-exceed cost is based on the "Estimate of Manhours and Costs" that is attached to and made part of the proposal.

ACCEPTANCE:

If this Proposal is acceptable, please sign and return one copy for our records.

JAMES J. BENES AND ASSOCIATES, INC.



by: Thomas Adomshick, P.E., PTOE
President

Accepted for the Village of Glen Ellyn, Illinois

by: _____ Date: _____

Print Name: _____

**ESTIMATE OF MANHOURS AND COSTS
PHASE II DESIGN ENGINEERING SERVICES
FOR
VILLAGE OF GLEN ELLYN
BAKER HILL SHOPPING CENTER ACCESS IMPROVEMENTS
May 25, 2017**

CATEGORY OF SERVICE	PRINC.	SR. ENG.	PROJ. ENG.	TECH	TOTAL HOURS	TOTAL PAYROLL COST	DIRECT COSTS	TOTAL COST
A. Data Collection & Review	1	2	10	0	13	\$1,449	\$0	\$1,449
B. Field Survey	0	0	2	71	73	\$5,447	\$0	\$5,447
C. Base Plan Sheets	0	0	6	60	66	\$5,036	\$0	\$5,036
D. Plan Preparation	5	13	74	126	218	\$19,365	\$0	\$19,365
E. Specifications, Special Provisions and Estimates	1	6	36	0	43	\$4,593	\$0	\$4,593
F. Submittals and Reviews (Village & IDOT)	1	9	28	10	48	\$4,926	\$100	\$5,026
G. QA/QC Review	8	0	0	0	8	\$1,422	\$0	\$1,422
H. Administration, Meetings and Coordination	12	0	8	0	20	\$2,938	\$0	\$2,938
TOTAL COST	28	30	164	267	489	\$45,176	\$100	\$45,276



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 05/20/19 07:00 PM
Department: Public Works
Department Head: Rich Daubert
Category: Discussion Item
Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3980)

DOC ID: 3980

Senior Civil Engineer Tom Topor will lead a discussion on the Central Business District Street and Streetscape Utility Project.

Introduction and Background

The project team has made substantial progress on some of the most important aspects of the ongoing Phase I Engineering Assignment for the CBD Streetscape Project and would like to discuss them with, and seek input from, the Village Board at its May 20, 2019 Workshop.

A brief description of each item is included in the body of this memorandum with the project team to give a more comprehensive presentation (attached hereto) and discussion on the following items:

- Construction Schedule
- Construction Cost
- Streetscape Elements and Renderings
- Lighting Improvements
- Tree Plan Update
- Sidewalk and Crosswalk Materials Selection Process
- Online Public Input Summary/Ideas

Staff met with the Capital Improvements Commission (CIC) on May 14, 2019 to present and discuss the above items. The meeting was well attended by the CIC with 8 of 9 Commissioners in attendance along with Village Board Trustee Liaison Steve Thompson, Public Works Staff, the Civiltech Team, and two owners of businesses in the CBD which provided very constructive input on the project. Staff notes that the CIC was unable to get into details on the last two items which will be discussed at next month's meeting of the CIC. A summary of comments and recommendations by the Capital Improvements Commission are included at the end of each section in the memorandum.

Subject

Construction Schedule

The size and scope of the project substantiates that construction is phased across multiple years of utility and roadway work. This approach supports minimizing the area of disturbance in the CBD and thereby minimizing impacts of traffic, parking, and general disturbance of downtown activities.

Prior to putting together a draft phasing plan, factors such as weather, type of work, duration of work, potential traffic impact, parking impact, other planned developments in the CBD, and major community events were considered. Included in the presentation is a first iteration of a phasing plan for construction of the project. It serves as a starting point for the May discussions with the CIC

and Village Board. Staff and the Civiltech team will continue to refine it based these discussions and as additional information is obtained, especially regarding the timing of the planned Civic Center Parking Garage, Apex 400 Development/Parking Garage, and the outcome of the Village's CMAQ and STP Shared Fund grant applications for the Underpass and Train Station project.

CIC Input on Construction Schedule

The CIC discussed implications and constraints of accelerating or decelerating the construction phasing, penalties and incentives for timely completions, fire department access during construction. Generally, the CIC concurred with proposed construction staging plan of doing utility work first, followed by streetscape/surface improvements thereafter as well as supported completing the project in fewer phases as opposed to breaking up the work into further phases. The business owners in attendance supported the schedule as well but did express concerns regarding construction at the time of other proposed development work in/near the CBD including Apex 400, the parking garage behind the Civic Center, and potential future projects such as the Avere on Duane development across from the Library as well as the re-development of the McChesney Miller site.

Construction Cost

The Village Board last visited the construction cost estimate at its March 4, 2019 Workshop. At that time staff presented a preliminary estimate which included the majority of planned construction items except for site furnishing items and cost considerations for phasing of the project. Since then, the cost estimate has been refined to account for these items with the unit prices also updated to reflect recent spikes in construction related costs.

Table 1 - Roadway and Streetscape Cost Estimate

Cost Estimate for Work Type	Current Estimate
Item	Cost
Roadway and Sidewalk Work	\$7.6M
Upgrade Sidewalk and Crosswalk Areas to decorative materials	\$1.4M
Street Lighting Repairs and Installations – Pole Replacement, Conduit/Wiring Replacement, Urban Ceiling Lighting, Temporary Lighting	\$2.2M
Lighted Pedestrian Bollards	\$0
Site Furnishings – Parklets, Fire Places, Water Feature, Seat Walls, Benches, Bike Racks, Trash Receptacles, Bollards, Etc.	\$2.1M
Landscaping – Trees, Shrubs, Perennials, Etc.	\$640K
Phase II Engineering (est. as 9% of Construction Cost)	\$1.2M
Phase III Engineering (est. as 11% of Construction Cost)	\$1.5M
Totals	\$16.6M

Roadway and Sidewalk Work: In calculating the current cost estimate, an assumption was made that streets slated for substantial underground utility work would be fully reconstructed with the map following this section (Figure 1) depicting such streets. 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 and in a construction timeframe acceptable to the State. Staff met with IDOT Officials on Monday, May 13th to continue to review the applicability of utilizing the STP funds for the project as well as to review the viability of maintaining

angle parking on the Village's Federal Aid Routes Streets along with consideration of design exceptions for the parking stall depths and adjacent lane configurations and dimensions. Staff is awaiting follow up from DMMC concerning the use of the funds, as requested by IDOT. Concerning the maintenance of angle parking and design exceptions, the outlook is positive that the State will approve these items allowing the Village to both maintain its angled parking and not compromise sidewalk widths on Main Street and Crescent Boulevard.

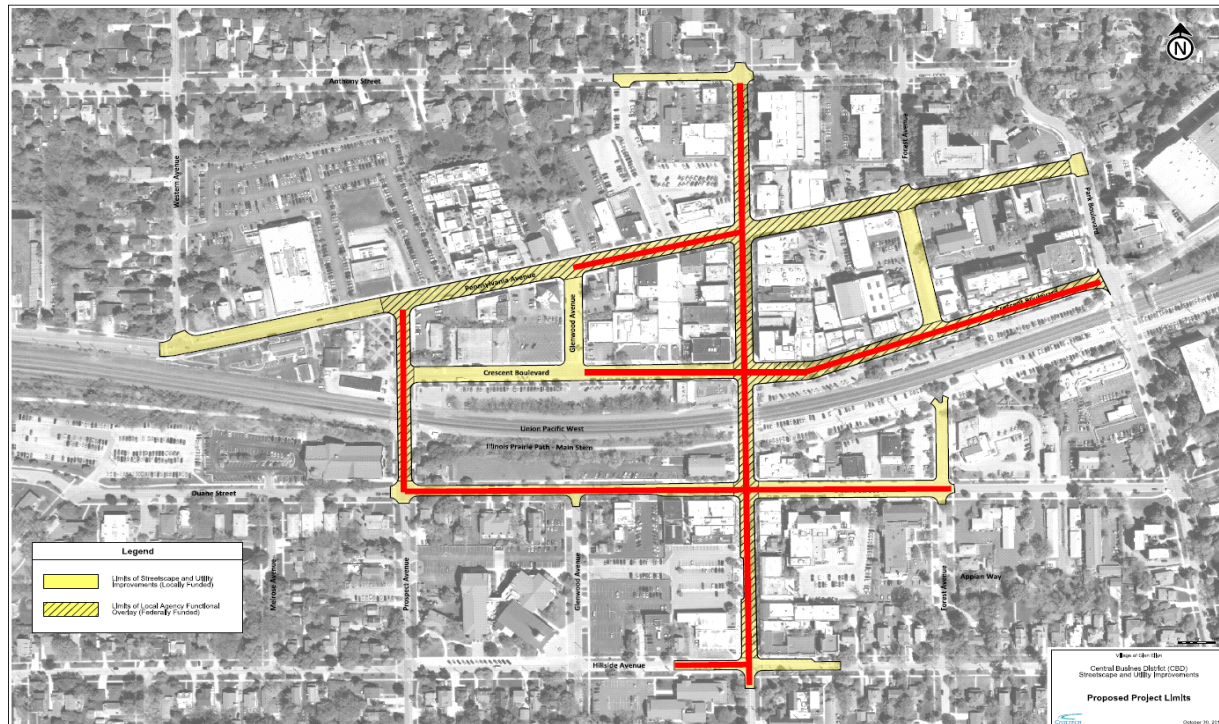


Figure 1 - Streets Proposed for Reconstruction Shown in Bold Red Hatched Streets Represent Federal Aid Routes Potentially Eligible for STP Funding (~\$475K)

Upgrade Sidewalk and Crosswalk Areas to Decorative Material: The selection of the decorative materials is still in progress. For the current estimate it was assumed that the furniture zone and curb zone areas of the sidewalk (~100,000 SF or 58 % of the sidewalk area) were upgraded to exposed aggregate concrete and all crosswalks were upgraded to stamped colored concrete. The balance of the sidewalk areas are assumed to be plain broom finish concrete.

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

Civiltech completed a comprehensive assessment of the existing streetlight system in the CBD. The estimate is based on the proposed replacement of all conduit and wiring, new pole foundations, new poles, and providing temporary lighting. Additional information on Streetlight System is included in a separate section.

Site Furnishings - Parklets, Fire Places, Water Feature, Seat Walls, Benches, Bike Racks,

Trash Receptacles, Bollards, Etc.: Additional information on Site Furnishings is included in a separate section.

Landscaping - Trees, Shrubs, Perennials, Etc: The current estimate includes replacement of all trees identified for replacement due to their condition, changes in street geometry and construction impacts. The estimate includes Silva Cell system for planter areas, plantings and irrigation systems. Additional discussion on this topic is included in the Trees and Tree Planters section. The current estimate includes cost for planting 25 6” diameter trees.

Table 2 - Utility Work Cost Estimate

Cost Estimate for Work Type	Current Estimate
Item	Cost
Watermain Work	\$1.6M
Sanitary Sewer Work	\$2.0M
Storm Sewer Work	\$3.2M
Restoration Cost	\$1.0M
Totals	\$7.8M

Underground Utility Work: The estimate is based on underground utility improvement needs as identified by the CBD Underground Sanitary, Storm, and Water Utility Study. Restoration costs included in the estimate are for temporarily restoring pavement areas disturbed by utility work until the permanent roadway and streetscape improvements are constructed.

CIC Input on Project Costs

The CIC discussed each item focusing on potential cost saving options of some of the streetscape elements, particularly those that could be done at a later date. The CIC offered ideas of exploring ways for the public to be able to “sponsor” some of the decorative aspects such as benches or trees. The CIC recommended that cost cutting be focused on items that do not compromise functionality or allow for future implementation of improvements such as the proposed parklet and water feature

improvements as Fire Station 1 and Shock Square. There were also suggestions to reduce the number of planters with seating on all 3 sides and rather go with the middle cost option of planters with seats on one side.

Streetscape Elements

Streetscape elements included in the design are meant to support basic functions of an urban street which include benches, bike racks, and trash receptacles. In addition, the design team included elements such as tree planter seatwalls, fireplaces at the midblock crossings, and decorative bollards, all of which reinforce the unique character of the downtown. In addition, a placeholder cost was included for potential water features and creation and enhancement of existing pocket parks at Shock's Square and at the northwest corner of Main and Pennsylvania, adjacent to the Fire Station 1. The table below provides a cost for each of these elements.

Table 3 - Streetscape Elements

PAY ITEM	UNIT	TOTAL	UNIT PRICE	TOTAL COST
4'x6' TREE PLANTER WITH 3-SIDE 8" W. BRICK SEATWALL W/ 10" LIMESTONE CAP (\$400/LF)	EACH	50	\$ 5,600	\$ 280,000
4'x6' TREE PLANTER WITH 6" HT X 6" D. GRANITE CURB AND 3-SIDE ORNAMENTAL RAILING	EACH	35	\$ 3,000	\$ 105,000
4'x6' TREE PLANTER WITH 6" HT X 18" D. CONCRETE CURB AND 3-SIDE ORNAMENTAL RAILING	EACH	40	\$ 1,600	\$ 64,000
BRICK SEATWALL PLANTERS W/ LIMESTONE CAPS AT BUMPOUTS (40 LF AVG @ \$600/LF)	EACH	10	\$ 24,000	\$ 240,000
BENCHES	EACH	25	\$ 2,200	\$ 55,000
TRASH CANS	EACH	40	\$ 1,800	\$ 72,000
BIKE RACK	EACH	100	\$ 1,000	\$ 100,000
FIREPLACES AT MIDBLOCK CROSSINGS	EACH	4	\$ 6,500	\$ 26,000
CUSTOM POTS WITH PLANTS	EACH	50	\$ 1,500	\$ 75,000
DECORATIVE BOLLARDS	EACH	30	\$ 2,000	\$ 60,000
WATER FEATURES	EACH	2	\$ 50,000	\$ 100,000
PARKLETS (FIRESTATION AND SHOCK SQUARE, PAVING, TREES, SEATING, ETC)	EACH	2	\$ 300,000	\$ 600,000
		Total	\$	1,777,000
		Total w/ 20% Contingency	\$	2,132,400

Renderings

Included in the presentation for discussion and input by the Village Board are the streetscape renderings showing the existing condition and the appearance of the proposed improvements near the mid-block of Main Street between Hillside and Duane, at the intersection of Main and Pennsylvania, and at the intersection of Main and Crescent. The renderings serve both as a tool for the Village in finalizing the design of the streetscape improvements as well as for communicating the exciting offerings the project has in re-vitalizing the function and look of downtown Glen Ellyn.

Lighting Improvements

As previously determined, the existing wiring for the majority of the streetlight system has not been

updated since its original installations dating back to the mid 1980's and should be replaced during the streetscape project particularly as elements are moved and new and costly improvements are constructed over older conduit and wiring systems. Additionally, Civiltech has completed an evaluation of the entire lighting system focusing on the condition of existing pole foundations, poles, conduits and four controllers in the CBD. Based on the evaluation, many of the pole foundations will need to be replaced due to deterioration and/or relocation of lights. The team took a close look at the 194 poles and found that 114 had various deficiencies ranging from chipping paint, damaged handhole covers, strapped or taped electrical outlets, to poles leaning out of plumb.

The Public Works team has examined the viability of rehabilitating existing poles in lieu of replacing them. The main issues are the access doors at the bottom of the poles which needs to be opened in order to access the wiring and bolts connecting the pole to the foundation. The bolts on the access door are rusted and any attempt to open them causes the section of the door to crack, as it is made of cast iron material. Replacement doors are not available for this style of pole. In addition, the electrical outlets which have been retrofitted on the existing poles using clamps or straps are not aesthetically pleasing. PW received a quote from the contractor to remove all existing poles, repair the access doors and reinstall the pole at \$3,500 per pole. The price did not include sandblasting and painting of the poles which should be completed in unison with the project. The current estimate for a new pole installed is \$3,600. Additional advantages of the new poles is the ability to add any number of mounting applications as well as drip irrigation systems for watering hanging baskets which are currently in place on approximately 40 poles. The presentation includes an example of a pole made by Holophane SiteLink with hanging basket irrigation. PW is working with a couple of streetlight pole vendors to obtain additional quotes and complete trial installations for review by Staff, Commissions, and the Village Board

CIC Input on Streetscape Elements Including Lighting and Renderings

The CIC generally concurred with staff's recommendation to replace all of the poles, replacement of all of the foundations and electrical wires. In general, members of the CIC thought that providing ample electric power in the CBD is an important improvement to meet the current and potential future supplemental needs of the Village.

The CIC also had discussions pertaining to potential ceiling lighting. They noted concerns with installing ceiling lighting throughout the downtown due to cost constraints as well as too many lighting poles crowding the right-of-way/sidewalk areas. As previously mentioned, the CIC thought that perhaps ceiling lighting should be provided by the Village only in gathering areas and mid-block crossings. It was also suggested that perhaps businesses desiring ceiling lighting could do so at their initiative and expense.

In regards to the renderings, the CIC expressed preference of using more pronounced decorative materials in the furniture zone in lieu of the pedestrian accessible route. One commissioner did note that while the Village should be cost conscious regarding materials, recognition of the project impacts on businesses and the desire to deliver a highly desirable streetscape improvement would substantiate not cutting costs on the decorative elements, in that Commissioner's opinion.

Commissioners also expressed concerns over the density of lighting poles (required for ceiling lighting), and the costs of some of the tree planters/seatwalls. The CIC generally preferred the tree planters with the seatwalls only on the pedestrian route side of the tree planter. However, planters with seatwalls on all 3 sides were recommended in areas where additional seating was needed to offset benches as well as to attract people to sit in front of more retail locations as opposed to in front of restaurants where the sidewalk areas may be occupied with outdoor dining provisions.

Tree Plan Update

The Public Works and Civiltech team is considering proceeding with a plan that prescribes removal and replacement of all parkway trees located in the CBD due to poor health, limited growing space, minimal species diversity and stress during construction. This approach would allow the team to optimize the function and look of the roadway and streetscape project by locating trees in non-conflicting and complementary locations with respect to business entries, parking stalls, and streetscape elements. Due to the on-street parking changes and sidewalk widening opportunities, new trees will be planted along what are currently non-forested areas of Forest, Pennsylvania, Glenwood, and Duane. Below is a detailed breakdown of costs associated with tree and landscaping items.

Table 3 - Landscaping Costs

PAY ITEM	UNIT	TOTAL	UNIT PRICE	TOTAL COST
NEW TREES 3" Caliper planted	EACH	100	\$ 800	\$ 80,000
NEW TREES 6" Caliper planted	EACH	25	\$ 5,000	\$ 125,000
SILVA CELLS (Per Tree, approx 300 CF)	EACH	50	\$ 5,500	\$ 275,000
SHRUB, PERENNIAL, GRASS PLANTINGS IN RAISED SEATWALLS AT BUMPOUTS (100SF AVG @ \$25/SF)	EACH	10	\$ 2,500	\$ 25,000
IRRIGATION SYSTEM	SQ FT	4,500	\$ 6	\$ 27,000
Total				\$ 532,000
Total w/ 20% Contingency				\$ 638,400

CIC Input on Tree Plan Update

The CIC members discussed the tree plan in detail and recommended that the staff approaches this topic with the Environmental Commission. In general, the CIC recommended that staff start with identifying trees in good and poor condition, which was previously completed by an Arborist Consultant. Trees in poor health would be recommended for removal. Trees in good health would be reviewed for alignment with proposed underground utility work, changes in sidewalk widths and elevations to see if any tree can be salvaged. Members of the CIC were also interested in exploring ways for the public to sponsor moving and replanting of select trees slated for removal as part of the project as well as making sure that the Village's intentions are well communicated to the public.

Sidewalk and Crosswalk Materials Selection Process

On May 2, staff and the design team met with the CBD Streetscape Steering Committee to discuss the material selection process. The team reviewed the various materials considered to date and

based on the direction received will be focusing on further reviewing maintenance activities for stamped concrete and exposed aggregate and completing mock up installations of exposed aggregate and colored stamped concrete for field testing and review.

Online Public Input Summary/Ideas

The Civiltech/Muse team have been actively seeking public online engagement via project website and interactive platform at YourMunicipal.com. The websites went live in early January of 2019 and to date has been viewed over 3000 times with 18 online campaigns and over 90 supporters. The Civiltech/Muse team will provide an update on these online engagement summary.

Action Requested by the Village Board

Staff respectfully requests a discussion of, and direction on the aforementioned project elements with a particular emphasis in mind that the project scope and costs are increasing with respect to the streetscape elements. In addition, thoughts on the implementation of the project as it relates to phasing and the overall schedule, as well as feedback on proposed streetscape renderings and tree related items, are requested.

Attachments

PowerPoint Presentation

ATTACHMENTS:

- 2019_05.20 VB Workshop Presentation (PDF)



Civiltech Engineering, Inc.

www.civiltechinc.com



Central Business District (CBD) Streetscape and Utility Improvements

Village Board Workshop Meeting

Village of Glen Ellyn

May 20, 2019

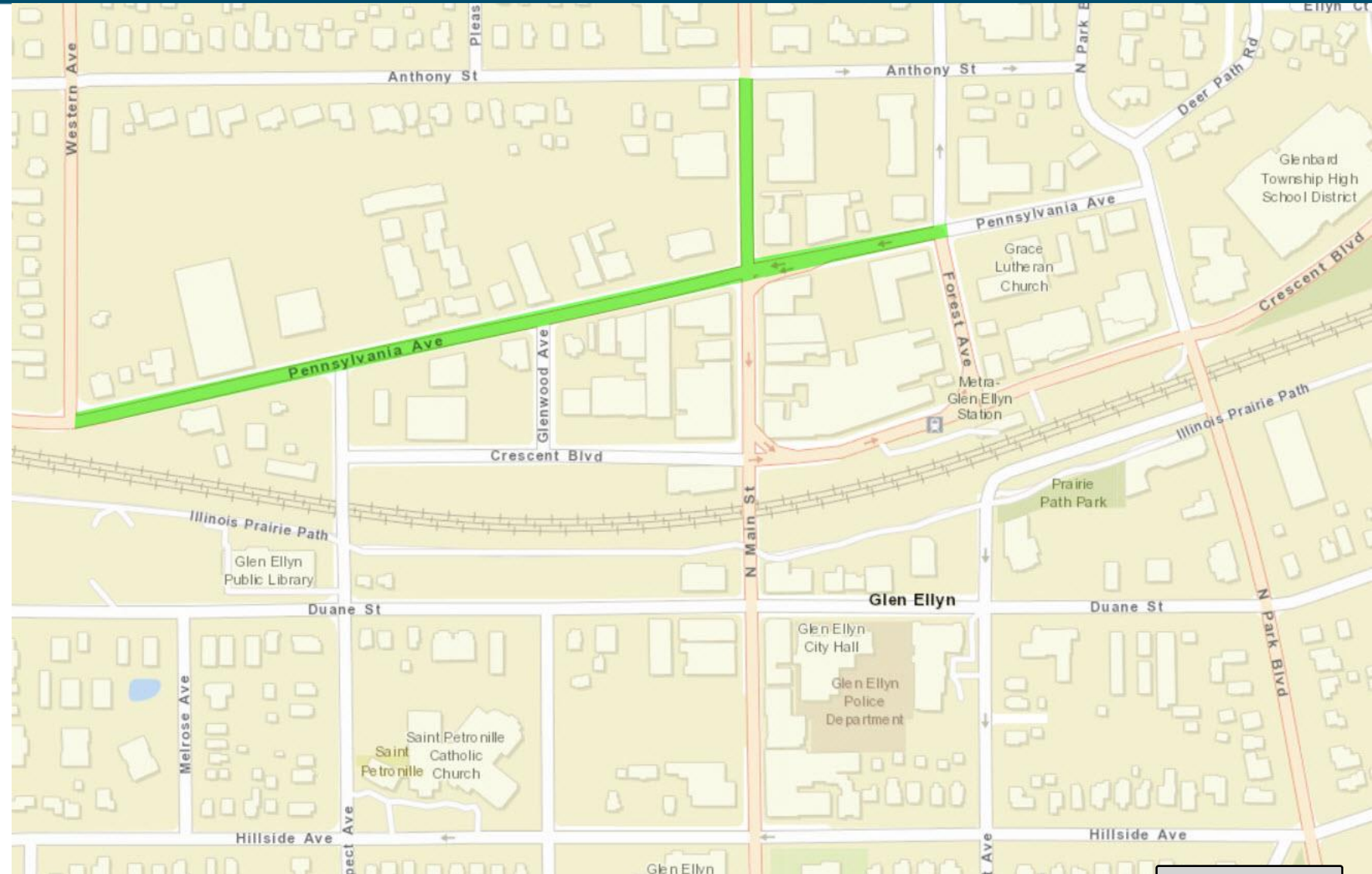


Construction Schedule

- Schedule Factors
 - Frida Kahlo Exhibit
 - Apex 400 Development
 - Civic Center Garage Development
 - Train Station and Underpass Project
- Traffic Factors
 - Maintain at least one direction of travel when possible
 - Maintain one side of on-street parking to extent possible

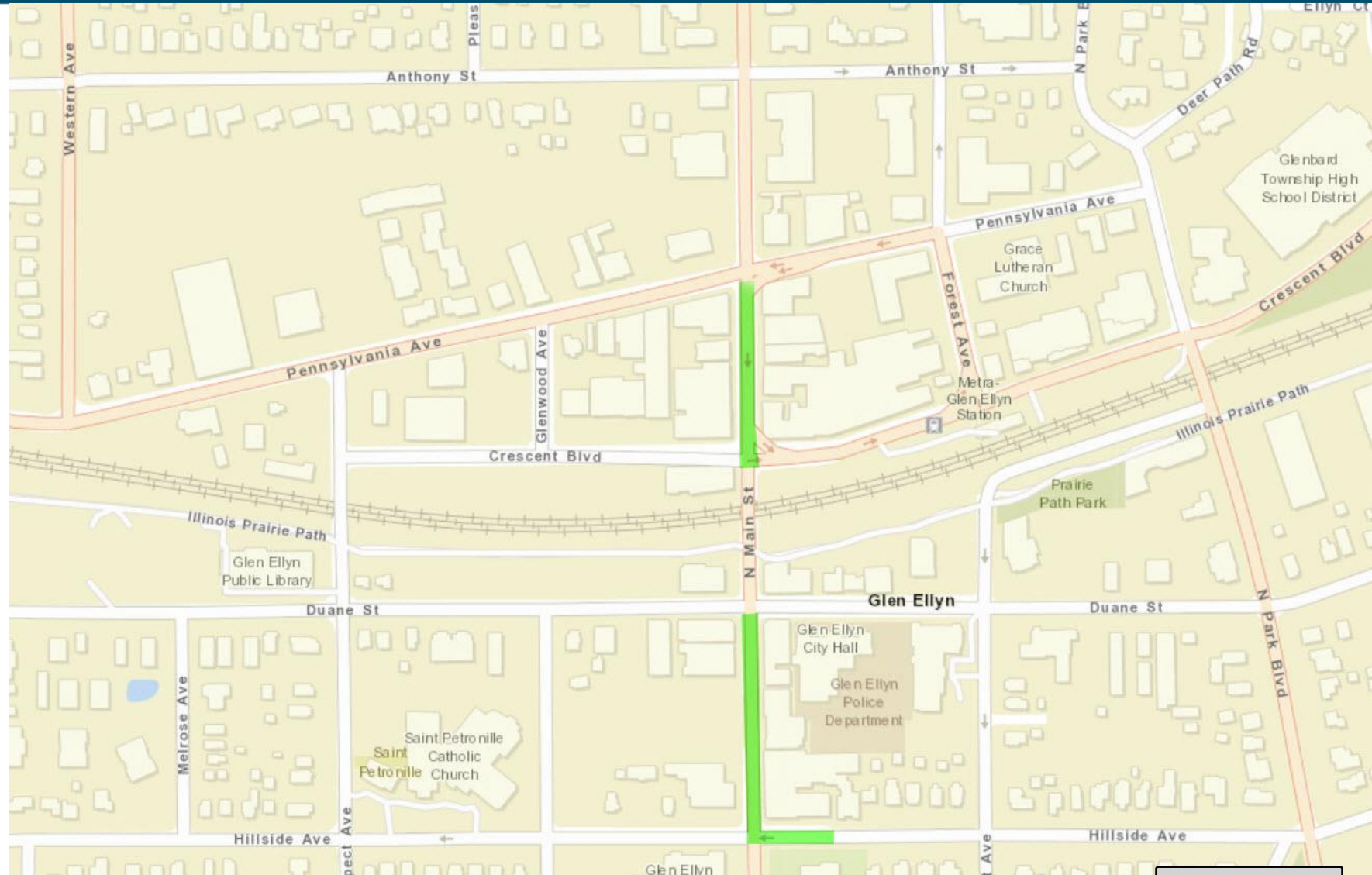
Utility Construction

- Spring/Summer 2020
 - 1 block watermain/services
 - 4 blocks water services
 - Sanitary Services



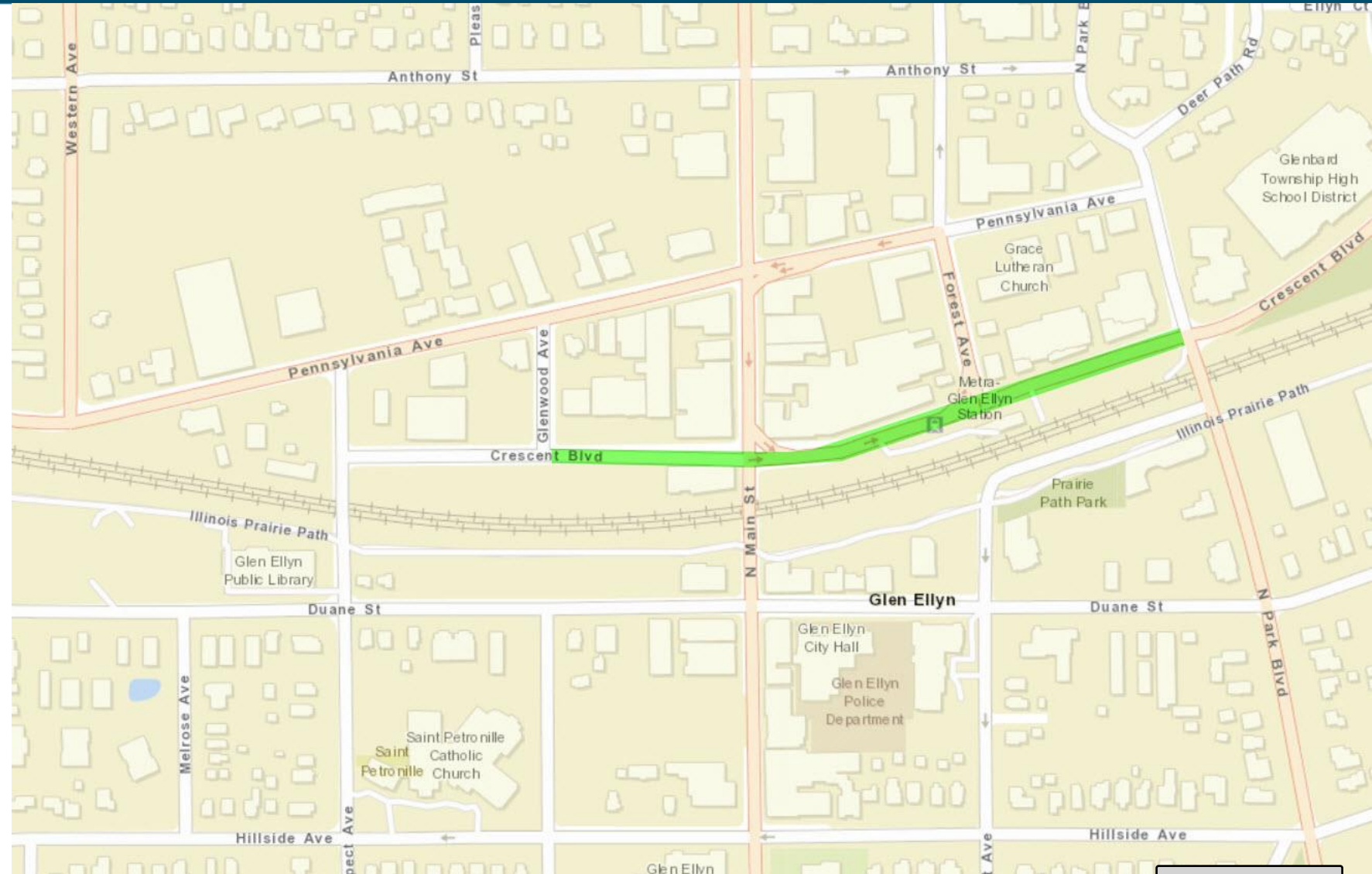
Utility Construction

- Fall 2020
 - North Main
 - Watermain
 - Sanitary Sewer
 - Storm Sewer
 - South Main
 - Watermain
 - Sanitary Sewer
 - Storm Sewer



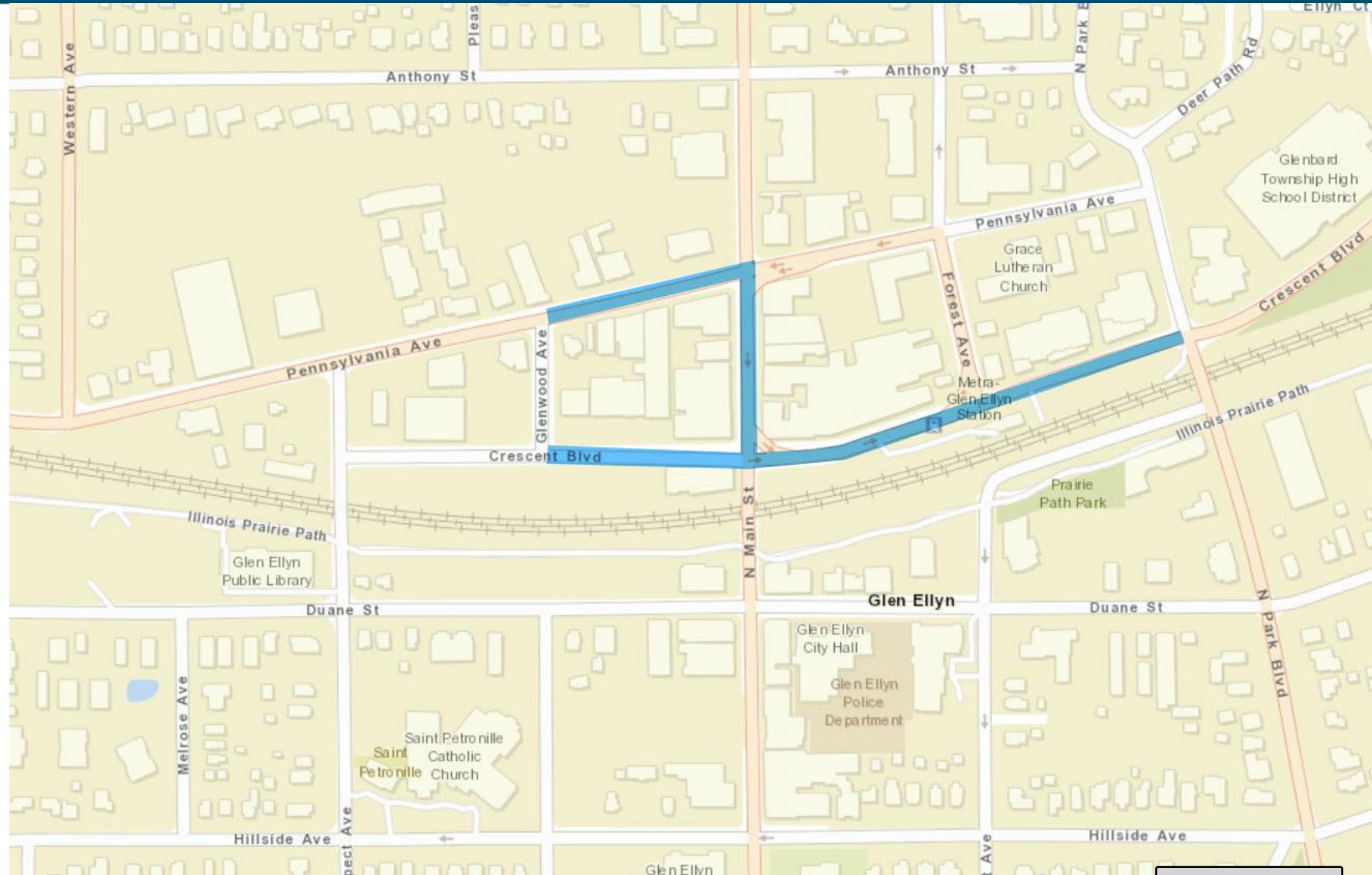
Utility Construction

- Spring 2021
 - Watermain



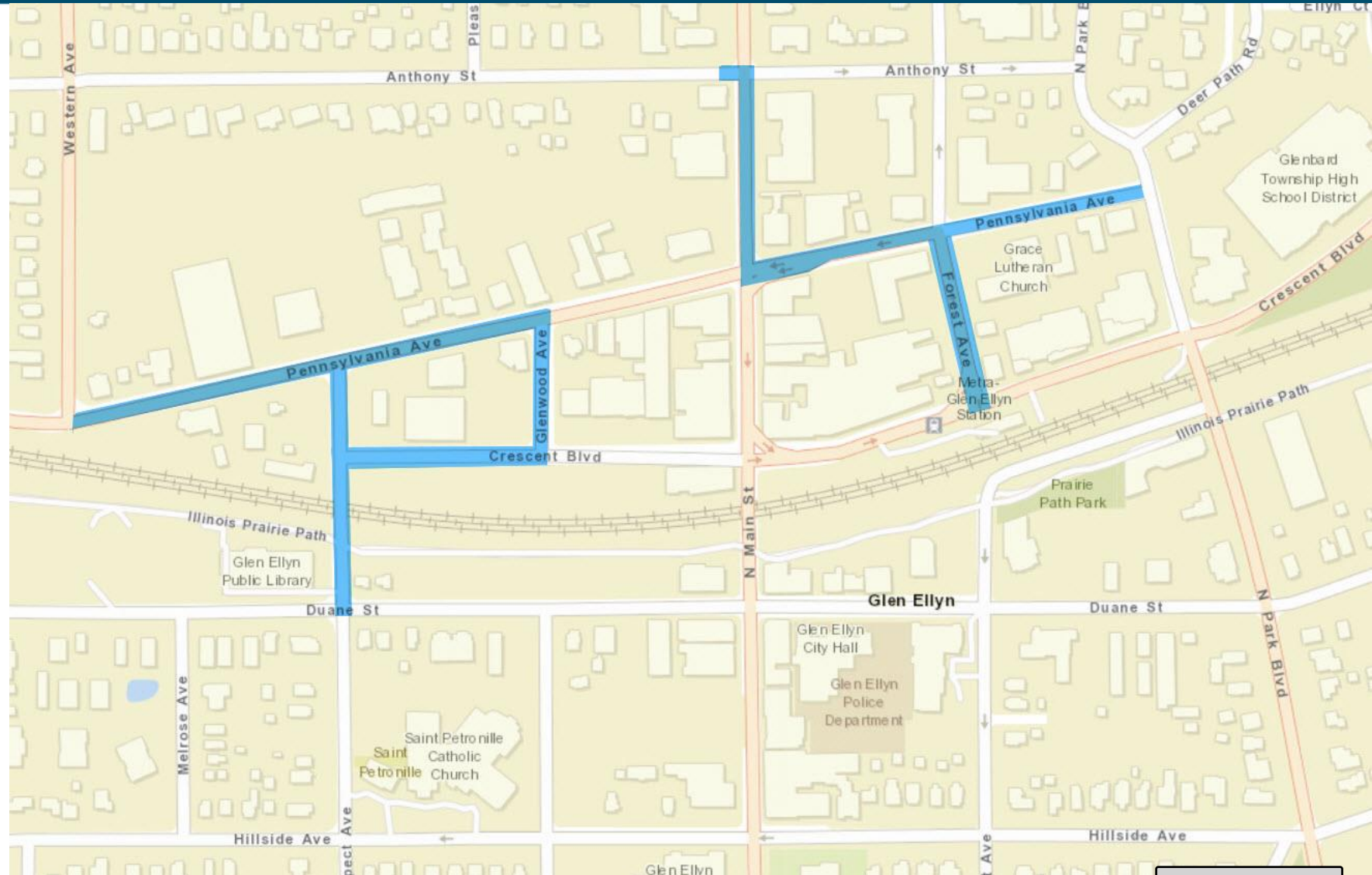
Roadway and Streetscape Construction

- Spring/Summer 2021



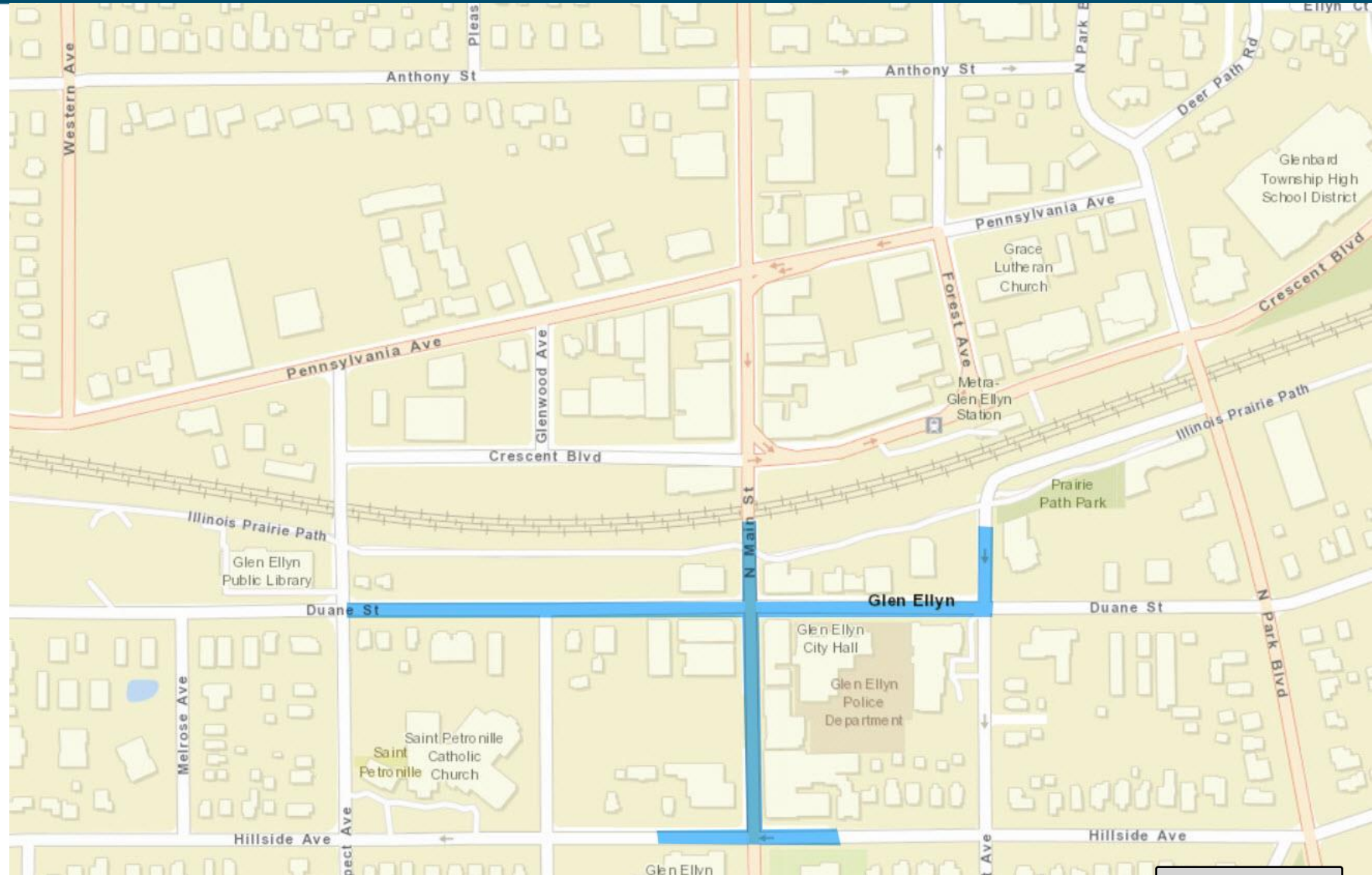
Roadway and Streetscape Construction

- Summer/Fall 2021



Roadway and Streetscape Construction

- Spring 2022



Construction Cost - Streetscape

Cost Estimate for Work Type	Current Estimate
Item	Cost
Roadway and Sidewalk Work	\$7.6M
Upgrade Sidewalk and Crosswalk Areas to decorative materials	\$1.4M
Street Lighting Repairs and Installations – Pole Replacement, Conduit/Wiring Replacement, Urban Ceiling Lighting, Temporary Lighting	\$2.2M
Lighted Pedestrian Bollards	\$0
Site Furnishings – Parklets, Fire Places, Water Feature, Seat Walls, Benches, Bike Racks, Trash Receptacles, Bollards, Etc.	\$2.1M
Landscaping – Trees, Shrubs, Perennials, Etc.	\$640K
Phase II Engineering (est. as 9% of Construction Cost)	\$1.2M
Phase III Engineering (est. as 11% of Construction Cost)	\$1.5M
Totals	\$16.6M

Streetscape Elements Costs

PAY ITEM	UNIT	TOTAL	UNIT PRICE	TOTAL COST
4'x6' TREE PLANTER WITH 3-SIDE 8" W. BRICK SEATWALL W/ 10" LIMESTONE CAP (\$400/LF)	EACH	50	\$ 5,600	\$ 280,000
4'x6' TREE PLANTER WITH 6" HT X 6" D. GRANITE CURB AND 3-SIDE ORNAMENTAL RAILING	EACH	35	\$ 3,000	\$ 105,000
4'x6' TREE PLANTER WITH 6" HT X 18" D. CONCRETE CURB AND 3-SIDE ORNAMENTAL RAILING	EACH	40	\$ 1,600	\$ 64,000
BRICK SEATWALL PLANTERS W/ LIMESTONE CAPS AT BUMPOUTS (40 LF AVG @ \$600/LF)	EACH	10	\$ 24,000	\$ 240,000
BENCHES	EACH	25	\$ 2,200	\$ 55,000
TRASH CANS	EACH	40	\$ 1,800	\$ 72,000
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FIREPLACES AT MIDBLOCK CROSSINGS	EACH	4	\$ 6,500	\$ 26,000
CUSTOM POTS WITH PLANTS	EACH	50	\$ 1,500	\$ 75,000
DECORATIVE BOLLARDS	EACH	30	\$ 2,000	\$ 60,000
WATER FEATURES	EACH	2	\$ 50,000	\$ 100,000
PARKLETS (FIRESTATION AND SHOCK SQUARE, PAVING, TREES, SEATING, ETC)	EACH	2	\$ 300,000	\$ 600,000

Total \$ 1,777,000
 Total w/ 20% Contingency \$ **2,132,400**

Construction Cost – Utility Work

Cost Estimate for Work Type		Current Estimate
Item		Cost
Watermain Work		\$1.6M
Sanitary Sewer Work		\$2.0M
Storm Sewer Work		\$3.2M
Restoration Cost		\$1.0M
	Totals	\$7.8M

Main Street and Pennsylvania



Existing Conditions

Main Street and Pennsylvania



Decorative paving in
furniture zone

Proposed Streetscape

- New trees with seat walls
- Decorative paving
- Decorative crosswalk
- Raised planter on corner bump-out
- Wider sidewalk on Pennsylvania
- Overhead festoon lighting

Main Street and Pennsylvania



Decorative paving in pedestrian access route

Proposed Streetscape

- New trees with raised planters and railings
- Decorative paving
- Decorative crosswalk
- Raised planter on corner bump-out
- Wider sidewalk on Pennsylvania
- Overhead festoon lighting

Tree planters



Low planter railing attached to curb



Stepped down seat wall on three sides

Tree planters



Seat wall along PAR



Precast concrete bench along PAR

Festoon Lighting



- Attached to poles with cables
- Over pedestrian areas
- Can be dimmable for special events



Main Street between Duane and Hillside



Existing Conditions

Main Street between Duane and Hillside



Proposed Streetscape

- New trees
- Decorative paving
- Decorative crosswalk
- Mid-block crossing with bump-out and raised planter
- Outdoor fireplace

Main Street between Duane and Hillside



Proposed Streetscape

- New trees
- Decorative paving
- Decorative crosswalk
- Mid-block crossing with bump-out and raised planter
- Outdoor fireplace

Mid-block Crossing Bump-out



Outdoor Fireplace



Main and Crescent



Existing Conditions

Main and Crescent



Proposed Streetscape

- New bump-out with raised planters
- Decorative curb and bollards around horse trough island
- Decorative crosswalks
- Corner space for Christmas Tree

Main and Crescent



Proposed Streetscape

- New bump-out with raised planters
- Decorative curb and bollards around horse trough island
- Decorative crosswalks
- Corner space for Christmas Tree

Main and Crescent

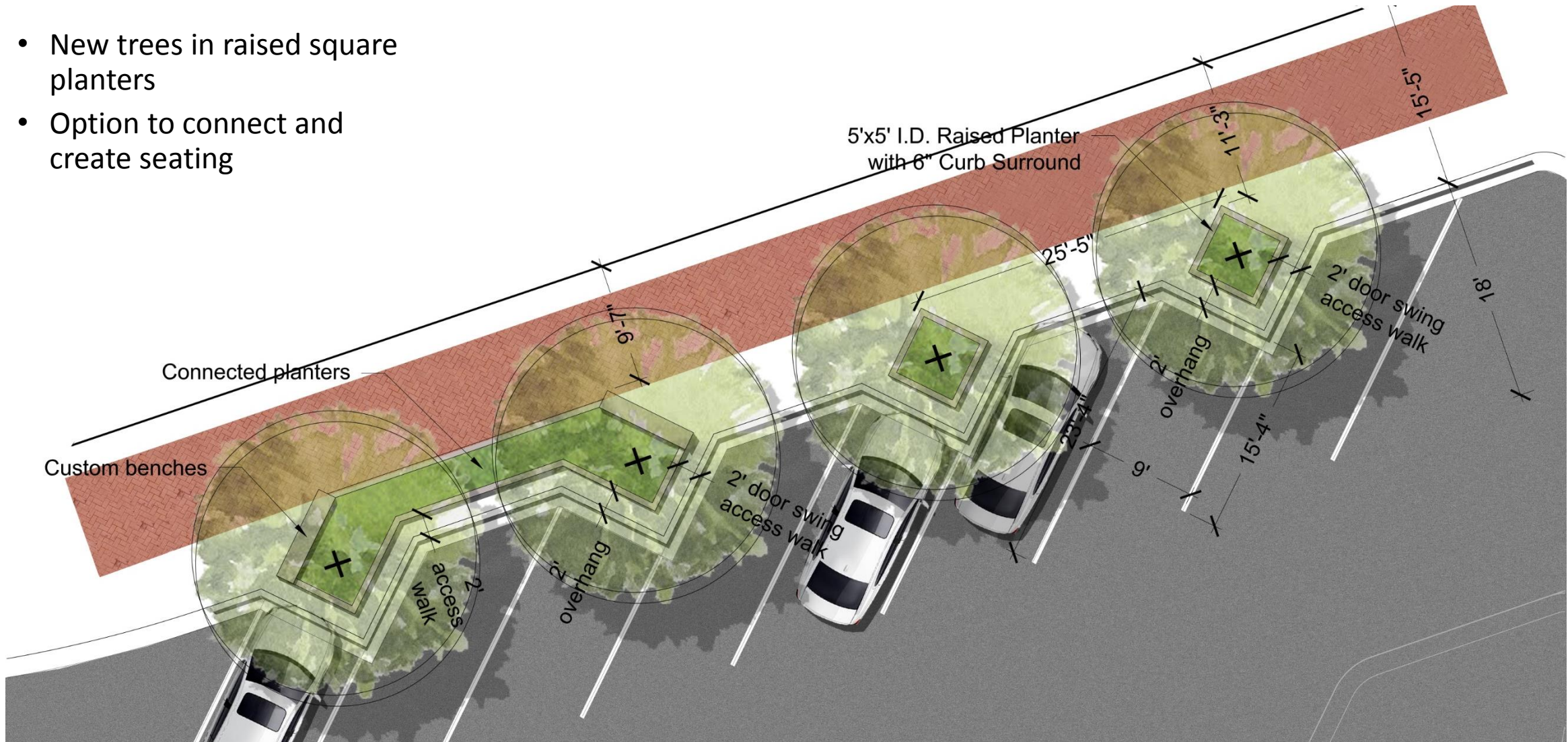


Proposed Streetscape

- New bump-out with raised planters
- Decorative curb and bollards around horse trough island
- Decorative crosswalks and intersection paving
- Corner space for Christmas Tree

Angled parking planters

- New trees in raised square planters
- Option to connect and create seating



Additional Opportunities

- Parklet spaces that could be developed further
- Addition of a water feature
- Opportunity for fun stuff



Site Furnishings

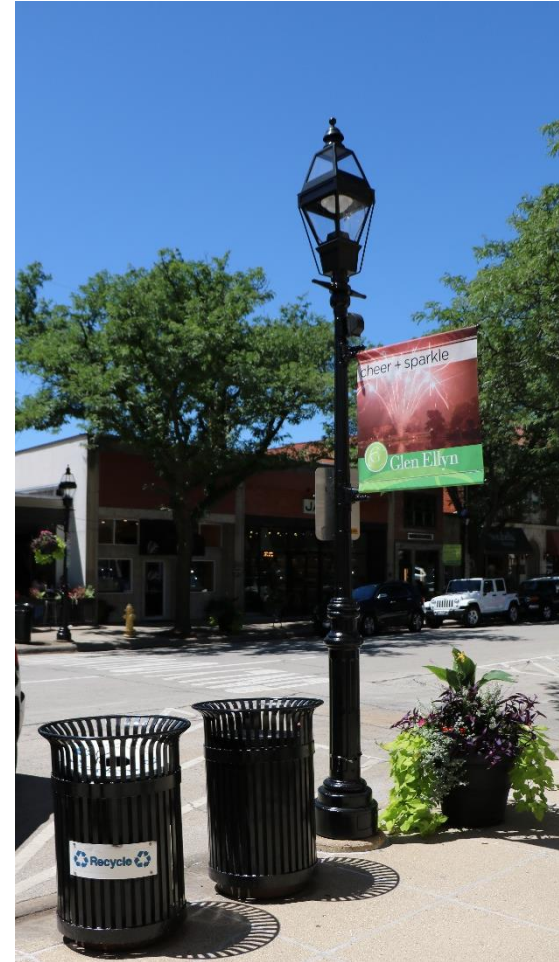


Annapolis Bollard
By Landscape Forms

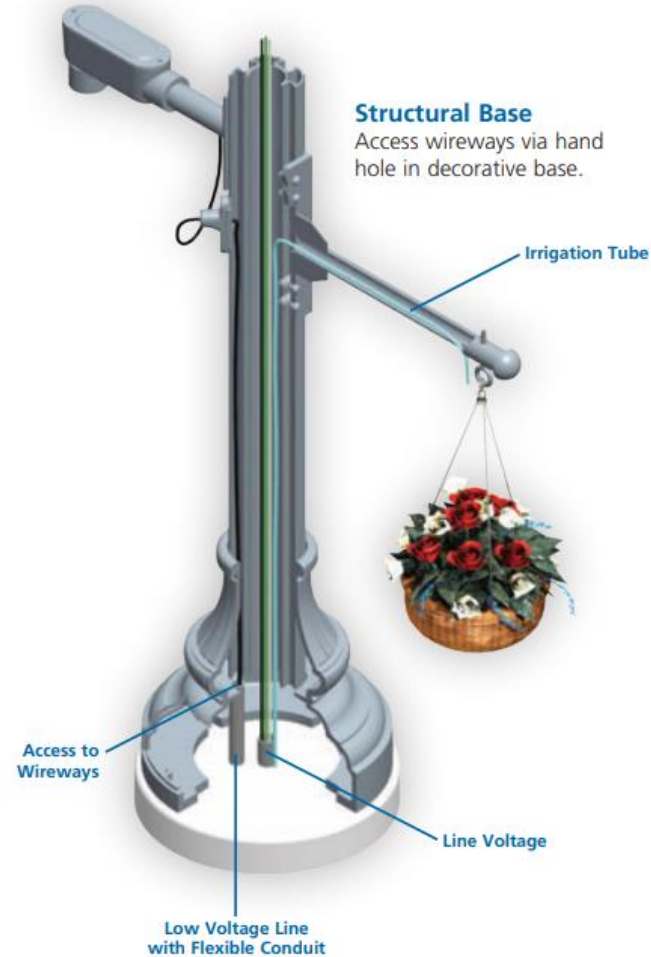


Lighting Improvements

- Existing cast iron poles cannot be cost-effectively rehabilitated
- Reuse existing historic luminaire
- Recommendation: Replace all poles with Holophane SiteLink Pole



Lighting Improvements



- Holophane SiteLink Pole
 - Fixtures for signs and flags slide into pole channels for a clean look
 - Poles accommodate irrigation system for hanging flower pots
 - Demo pole at Civic Center

Streetlight Related Costs

ITEM	UNIT	TOTAL	UNIT PRICE	TOTAL COST
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	1380	\$35.00	\$48,300.00
UNDERGROUND CONDUIT, PVC, 1 1/2" DIA.	FOOT	935	\$20.00	\$18,700.00
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C No. 6	FOOT	1583	\$2.00	\$3,166.00
UNIT DUCT, 600V, 3-1/C NO.2, 2-1/C NO.6, 1/C NO.2 GROUND, (XLP-TYPE USE), 2" DIA.	FOOT	16589	\$17.00	\$282,013.00
LIGHT POLE	EACH	194	\$3,250.00	\$630,500.00
LIGHT POLE FOUNDATION	FOOT	1263	\$225.00	\$284,175.00
REMOVAL OF LIGHTING UNIT	EACH	194	\$500.00	\$97,000.00
REMOVAL OF POLE FOUNDATION	EACH	194	\$400.00	\$77,600.00
RELOCATE EXISTING LUMINAIRE	EACH	194	\$700.00	\$135,800.00
TEMPORARY LIGHTING	L SUM	1	\$182,090.00	\$182,090.00
CEILING LIGHTING	L SUM	1	\$60,000.00	\$60,000.00

Total \$1,819,344.00

Total w/ 20% Contingency **\$2,183,212.80**

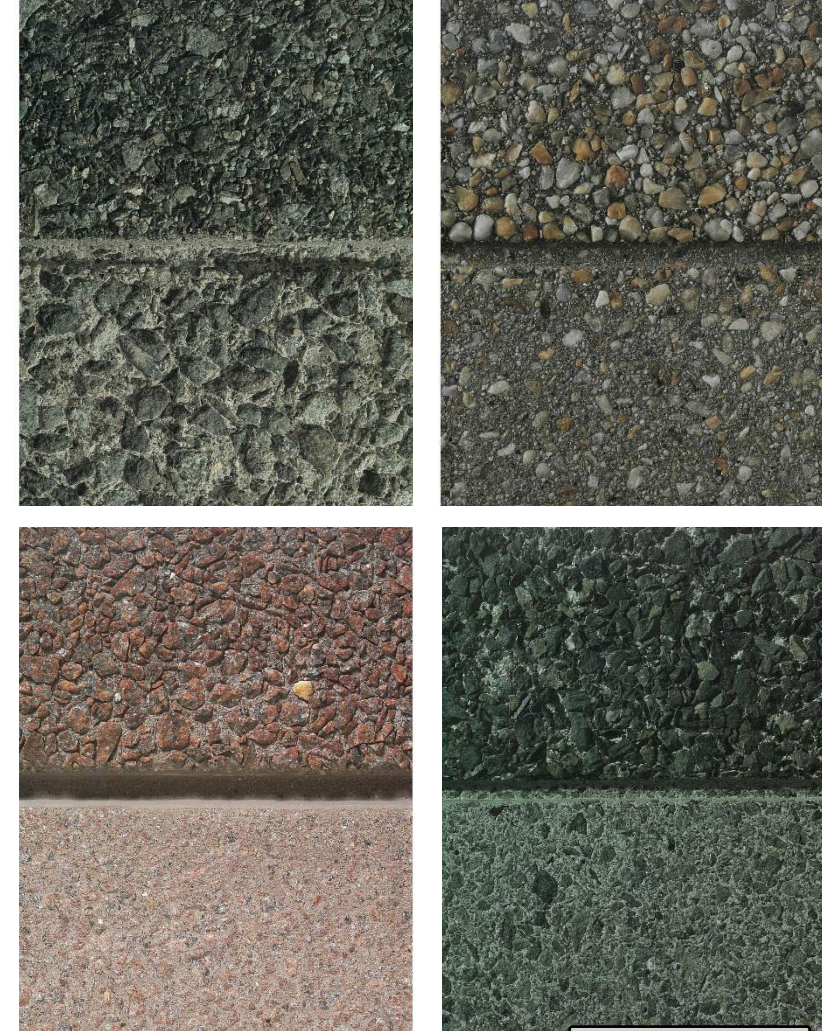
Tree Plan Update

- Remove all existing trees
 - Poor health
 - Limited growing space
 - Minimal species diversity
 - Stress during construction
 - Many curb lines shifting towards center of roadway
- Replace with small and medium diameter trees
 - Species diversity
 - Appropriate canopy size
 - Increased soil volume for root growth
 - Locate closer to new curb lines



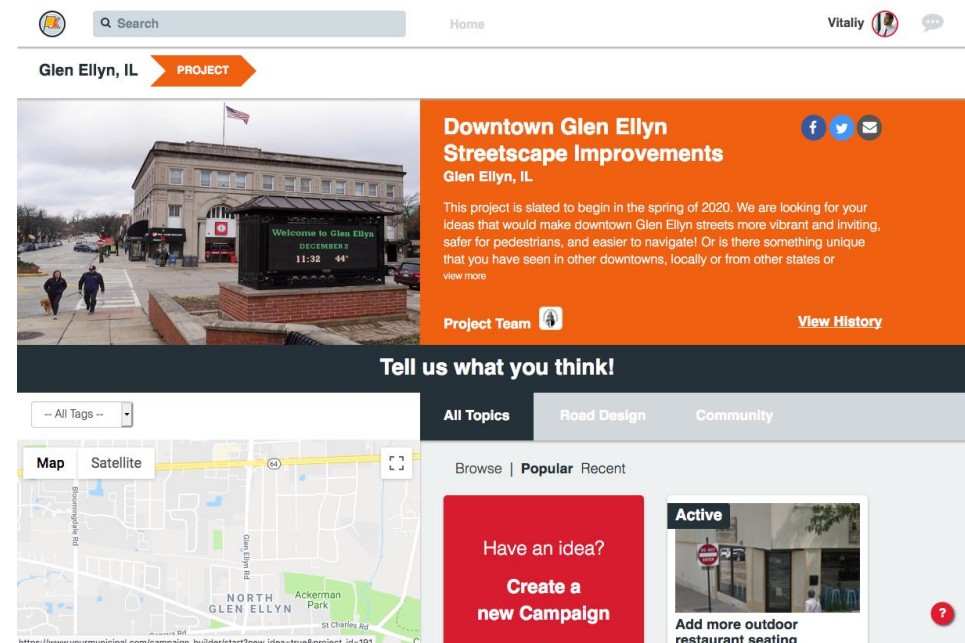
Material Selection Process – Next Steps

- Exposed Aggregate – Preferred Decorative Material for sidewalks
 - Tree and Furniture Zone
 - Bands across Pedestrian Access Route
- Stamped Colored Concrete – Preferred Decorative Material for Crosswalks
- Construct samples and Mock-ups of top choices
- Present an update during at the June CIC and VB workshop



Online Engagement Summary

- DowntownGE.com & YourMunicipal.com



Online Engagement Summary

• YourMunicipal Campaigns

Glen Ellyn, IL

Downtown Glen Ellyn Streetscape Improvements

CAMPAIGN

This campaign has caught people's attention. It's been viewed 181 times.

Request Status Change

If the condition of your campaign has changed and you would like to notify your supporters submit a change and we will help you spread the word.

- ☐ Inactive
☒ Active (default)
☐ Adopted
☐ Funded
☐ In progress
☐ Completed

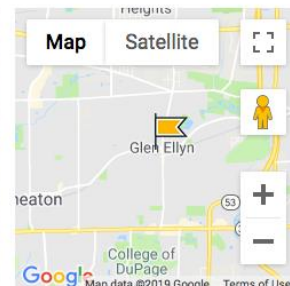
ACTIVE

7 Supporters 3 Comments

Add Bicycle Parking Spaces Throughout Downtown Glen Ellyn



Village of Glen Ellyn
Glen Ellyn, IL



Downtown's current bicycle spaces are nearly always full. Let's add more spaces to meet the growing demand.

Comments

Jackie Chernesky

Absolutely agree and more bicycle parking for commuters as it is over flowing in bikeable weather.

[reply](#) [like](#)

Elena Nichol

Sustainability is important and attractive to many citizens, shoppers and visitors

[reply](#) [like](#)

Susannah Ball Glen Ellyn, IL

I agree with this wholeheartedly, HOWEVER, it needs to be accompanied by a parking surveillance similar to cars, where bikes which have been parked for days are marked and then removed. I live right downtown and there are bikes that have been locked to the existing racks for literally years and are never moved. Those need to be taken away to make space for active users.

[reply](#) [like](#)

Supporters

Susannah Ball
 Jessica Buttner
 Jackie Chernesky
 Jessica Commo
 Elena Nichol
 Phillip Perlman

Online Engagement Summary

- YourMunicipal by the numbers:
 - Campaigns: 18
 - Views: 3,251
 - Most viewed:
 - *Add more outdoor restaurant seating (388)*
 - *Add bicycle lanes (332)*
 - Campaign supporters: 94
 - Campaign comments: 34
 - Sample comments:
 - *“more bicycle parking for commuters as it is over flowing in bikeable weather.”*
 - *“The benefits of investing in substantial and sustainable green spaces in expected and unexpected locations are limitless. “*

Online Engagement Summary

This campaign has caught people's attention. It's been viewed 375 times.

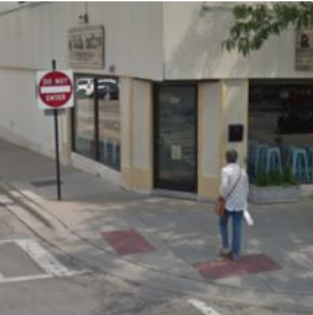
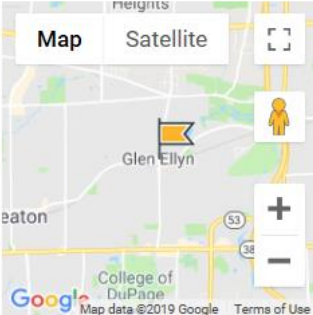
ACTIVE

18 Supporters 3 Comments

Add more outdoor restaurant seating

 **Village of Glen Ellyn**
Glen Ellyn, IL

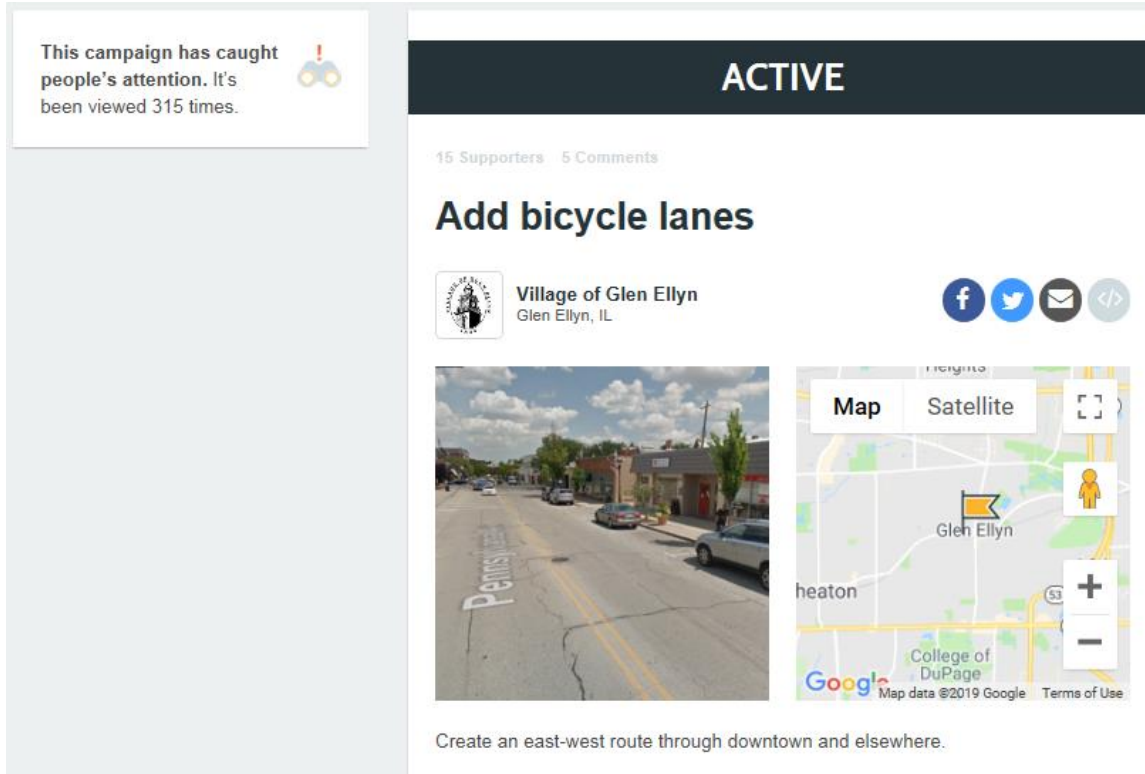
 

Find opportunities to trade underutilized traffic space for sidewalk cafes to enliven Downtown and help local businesses thrive.

Learn about the benefits of widening sidewalks and adding outdoor seating by clicking the Link button below.

- 16 supporters
- 3 comments
 - Prefer keeping parking spaces
 - 3 comments
- Project is maximizing parking

Online Engagement Summary



- 14 supporters
- 5 comments
 - Most comments focused on bringing bicycle traffic into Downtown
- One-way Streets and On-Street Parking limit options
- Village has information on system possibilities to tie into future underpass

Online Engagement Summary

This campaign has caught people's attention. It's been viewed 244 times.



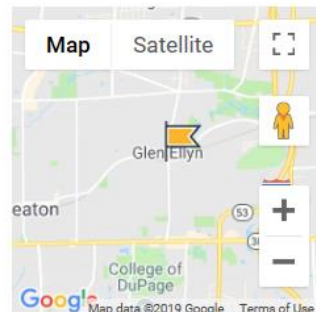
ACTIVE

11 Supporters 4 Comments

Nurture a healthy and successful urban forest



Village of Glen Ellyn
Glen Ellyn, IL



Glen Ellyn should strive to grow and maintain a sustainable "urban forest", primarily by way of a healthy tree canopy along downtown streets, that contributes to the livability of the downtown. The trees that comprise that canopy would be recognized as a part of our green infrastructure that provides economic and environmental benefits. Any tree canopy loss will be slowed and efforts made to reverse this trend through best practices in tree planting, preservation, and maintenance while fostering a sense of stewardship among residents and business owners.

- 10 supporters
- 4 comments
 - Greenspace is attractive for residents and visitors
- Project will provide better conditions for tree growth and larger planter areas

Online Engagement Summary

This campaign has caught people's attention. It's been viewed 183 times.

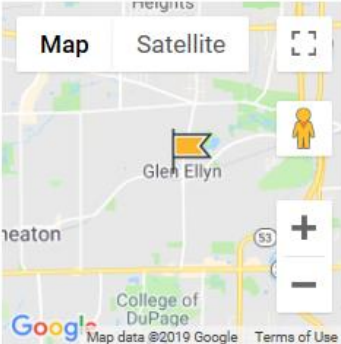
ACTIVE

7 Supporters · 3 Comments

Add Bicycle Parking Spaces Throughout Downtown Glen Ellyn

 Village of Glen Ellyn
Glen Ellyn, IL



Downtown's current bicycle spaces are nearly always full. Let's add more spaces to meet the growing demand.

- 6 supporters
- 3 comments
 - For commuters and visitors
 - Request monitoring of use
- Project will provide more locations and possibly a more useful rack design

Online Engagement Summary

This campaign has caught people's attention. It's been viewed 205 times.



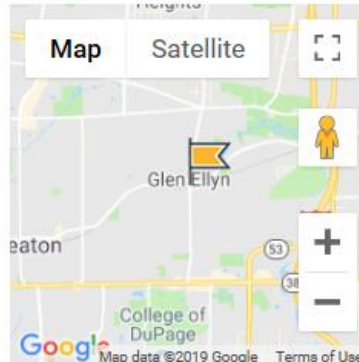
ACTIVE

7 Supporters 4 Comments

Add decorative features to the streetscape



Village of Glen Ellyn
Glen Ellyn, IL



Add additional streetscape elements that make a more pleasant and interesting place for people to walk and spend time. This could include public art, plantings, unique seating and lighting.

- 6 supporters
- 4 comments
 - Native Plants
 - History Plaques
 - Rotate Installations
- Project will evaluate effective use of planters
- History Museum also interested in commemorating building history

Online Engagement Summary

This campaign has caught people's attention. It's been viewed 156 times.



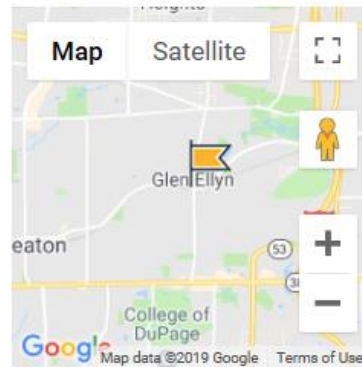
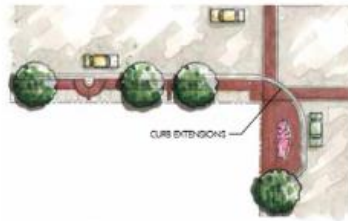
ACTIVE

5 Supporters 3 Comments

Install Curb Extensions at the Main/Crescent Intersection



Village of Glen Ellyn
Glen Ellyn, IL



Make space for bike parking, planters or other streetscape elements. Widen the sidewalks to make crossing safer with the understanding that some street parking may be lost.

- 3 supporters
- 3 comments
 - Increase visibility
 - Keep parking
- Project is maximizing parking
- Curb bumpouts increase visibility of pedestrians

Online Engagement Summary

This campaign has caught people's attention. It's been viewed 181 times.

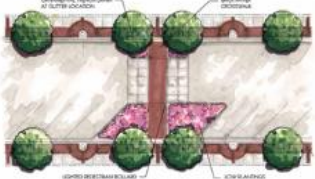
ACTIVE

5 Supporters 2 Comments

Install Mid-Block Crossings on Main Street

 Village of Glen Ellyn
Glen Ellyn, IL



Mid-block crossings improve walkability in places where pedestrian traffic is busiest and people are already crossing versus at marked intersections. Crossings would be delineated using brick pavers, signage, and/or low plantings to alert drivers to the presence of pedestrians.

Where would you place a mid-block crossing on Main Street? You can suggest a location in the comment section below.

- 4 supporters
- 2 comments
 - People cross here anyway
 - Provides focal point
- Project includes Mid-block Main St crossing between Duane and Hillside

Online Engagement Summary

This campaign has caught people's attention. It's been viewed 147 times.



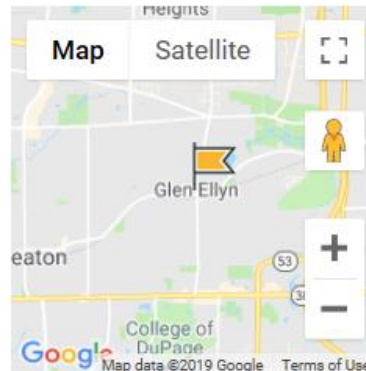
ACTIVE

5 Supporters 1 Comment

Downtown Glen Ellyn public art



Village of Glen Ellyn
Glen Ellyn, IL



Let's make Downtown Glen Ellyn even more beautiful with public art!

- 4 supporters
- 1 comment
 - Creates a desirable destination
- Widened sidewalks and Pocket Parks present opportunities

Online Engagement Summary

This campaign has caught people's attention. It's been viewed 147 times.



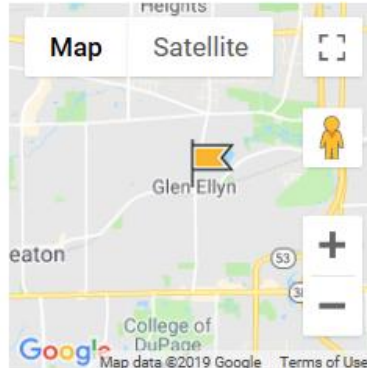
ACTIVE

5 Supporters 1 Comment

Downtown Glen Ellyn public art



Village of Glen Ellyn
Glen Ellyn, IL



Let's make Downtown Glen Ellyn even more beautiful with public art!

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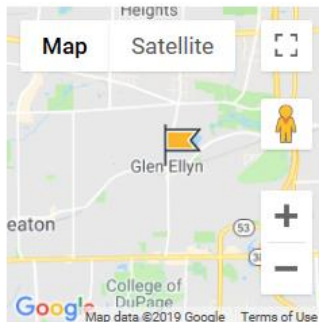
Online Engagement Summary

ACTIVE

2 Supporters 1 Comment

Multipurpose Courtyard (Seating w/Fireplace & Splash pad)

 **Phillip Perlman**
Glen Ellyn, IL



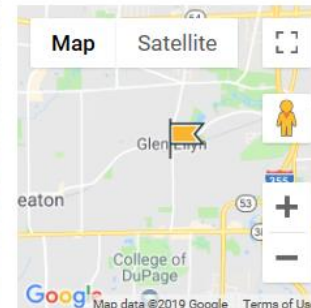
Replace the Millennium Flower Clock with a multipurpose space for all 4 seasons and offer space for people to sit and enjoy downtown Glen Ellyn.

ACTIVE

1 Supporter 0 Comments

Let's Build Parc De L'Ermitage in Downtown Glen Ellyn

 **Glen Ellyn, IL**



We should convert the old Giesche Shoes and the adjacent parking lot into a green park with an array of amenities. To honor our French sister city, Le Bouscat, we should seek inspiration from the park in their downtown, Parc De L'Ermitage, which has diverse plants, a rose garden, a playground, a plant labyrinth, and a Little Free Library. They describe it as a "real breath in the heart of the city."

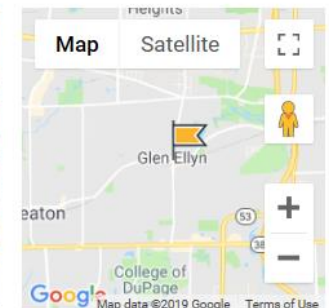
Other ideas include organic gardening, a stage for thespians and musicians, & bike parking.

ACTIVE

1 Supporter 0 Comments

Create Main Street Plaza

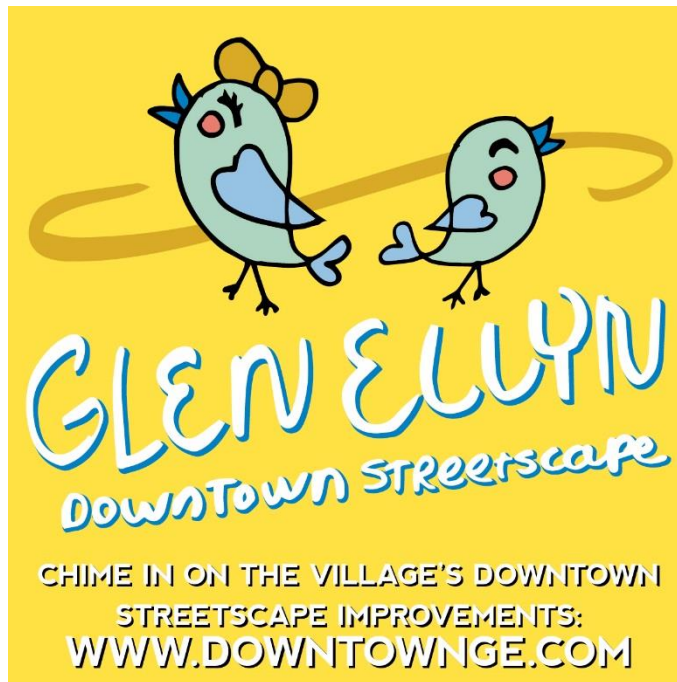
 **Colleen Foley**
Glen Ellyn, IL



Closing off Main St between Crescent and Pennsylvania to create a public square with a fountain in the center that incorporates the horse trough, a few large trees, the addition of bench seating and restaurant seating, could be a wonderful gathering space. Lost parking spaces could be gained with the addition of diagonal parking spaces along both the south and north borders of the plaza. A parking garage at the old McChesney and Miller site would solve other parking issues.

Online Engagement Summary

- Social Media Campaigns: Facebook, Twitter, Instagram



March/April: A Spring theme



February: Valentines to Glen Ellyn using residents' writing from 1.30 workshop



January: A New Year, New Ideas theme

Online Engagement Summary

- Help keep the momentum going:
 - Like, Click, RT, Share, etc via:



Instagram:

@planning_muse



Twitter:

@planningmuse



Facebook:

@musecommunitydesign



Village eNewsletter:

www.glenellyn.org/enewsletter/

Next Steps

- May-July
 - Board Workshops
 - Material Mock-ups
- August/Sept
 - Open House

