

**Minutes
Special Board Meeting
Glen Ellyn Village Board of Trustees
Monday, May 19, 2014**

Call to Order

Village President Demos called the meeting to order at 7:04 p.m.

Roll Call

Upon roll call by Village Clerk Galvin, Village President Demos and Trustees Burket, Clark, Elliott, Ladesic, and O'Shea answered "Present". Trustee McGinley arrived at 7:10 p.m.

Pledge of Allegiance

President Demos asked representatives of the Kiwanis Club of Glen Ellyn to lead the Pledge of Allegiance. The Kiwanis Club of Glen Ellyn is celebrating their 60th Anniversary and will celebrate with a wine and chocolate reception on May 22 at the Raintree Clubhouse.

D. Audience Participation

Clerk Galvin read a Proclamation in recognition of National Public Works Week which was presented to Public Works Director Julius Hansen.

E. Chidester/Elm/Linden/Lenox (CELL) Project Bid Award: (Professional Engineer Minix)

The 2014 Village roadway construction program will feature three major projects Award of a construction contract to Schroeder Asphalt Services for the 2014 Street Resurfacing Project was approved by the Village Board in March and work is just getting underway. The Chidester-Elm-Lenox-Linden

The CELL Improvements Project will include rehabilitation of approximately 4,400 ft. of roadways at four locations. Work will include reconstruction of Elm and Chidester between Lenox and Riford; reconstruction of Lenox Road between Hawthorne and Oak; and enhanced resurfacing of Linden between Main and Lenox. Proposed underground improvements include new water main on the reconstruction streets as well as replacement of sanitary sewer service lines into the parkway areas. Lenox will be widened in accordance with Board decisions rendered in 2013 to provide a dedicated parking lane adjacent to Lake Ellyn Park. New sidewalk will be provided on Elm, Chidester and the east side of Lenox through the park. The project design consultant was RHMG Engineers.

The project was configured with a base bid covering the project essentials. Two alternate bids were included for an upgraded brick paver treatment at the intersection of Lenox and Linden and, at the Park District's discretion and expense, a paver upgrade to the proposed sidewalk in and near Lake Ellyn Park.

Bids were received originally for the project on April 17, 2014. Due to issues with the low bidder's proposal, the Board rejected all the original bids and the project was re-bid on an expedited schedule. The project was advertised again, with bids once more received on May 9, 2014.

The re-bidding process was successful in soliciting competent bids from the seven contractors that participated; the disappointing news is that the price for the project increased significantly. The new low bid was submitted by R. W. Duntelman Company, a very experienced firm with many recent Glen Ellyn projects of a similar nature.

The Dunteman low base bid was \$3,318,208 as compared to the previous (and questionable) low bid from Copenhagen Construction of \$2,758,055. The Engineer's estimate for the base bid work was \$3,827,288. The current budget for the project, which includes construction and resident engineering expenses, is \$3,350,000.

ISSUES AND ITEMS FOR DISCUSSION

1. The recent Dunteman base bid of \$3,318,208 is approximately 15% below the Engineer's estimate of \$3,827,288. Dunteman was the third low bid at the April 17, 2014 bid opening with a base bid of \$3,224,200 about 3% lower than their re-bid amount. I spoke with Jeff Dunteman, one of the principals of the firm, about the difference between the two bids. Mr. Dunteman explained that certain suppliers and sub-contractors had increased their numbers in the interim to reflect changing commodity and work load conditions.

2. Bid Alternate No. 1 would upgrade the intersection of Lenox and Linden with regular (non-permeable) concrete pavers instead of the full depth asphalt roadway section. The Dunteman cost for Alternate 1 is \$27,171 as compared to the Engineer's estimate of \$22,284. The intersection upgrade would look the same as the brick paver parking areas, a substantial component in the base bid work. The parking lane pavers would differentiate the parking area from the through travel lanes, add a pleasing aesthetic element and, most importantly, perform a crucial stormwater management task due to the permeable nature of the proposed system. It is estimated that the parking lane paver installation cost is about \$175,000. As the intersection of Lenox and Linden is essentially the entryway to Lake Ellyn Park and the boathouse, an upgraded entrance element is worth considering and provides a transition to the boathouse driveway in keeping with the desired look proposed by the Lake Ellyn Park master plan.

3. Bid Alternate No. 2 would upgrade the proposed sidewalk on the east side of Lenox adjacent to and sometimes within) the park. In lieu of the base bid concrete sidewalk, permeable unit pavers would be installed. Acceptance of Alternate 2 will be at the discretion and cost of the Glen Ellyn Park District. The Dunteman cost for Alternate 2 is \$77,575; the Engineer's estimate is \$50,750. The Park District decision on Alternate 2 is pending and a status update will be supplied during the Board discussion on the bid award.

The low, responsible and responsive bidder for the project is R. W. Dunteman Company. If awarded, a construction contract with Dunteman with that includes a 5% contingency is recommended. For the scenario that includes award of the base bid plus both alternates, the total award amount would be \$3,595,000. The distribution and SY14 account numbers are shown in the accompanying table. The Project Number for the CELL Improvements Project is 13003.

Trustee Elliott asked for clarification on the Park District's interest. Engineer Minix responded the project was bid for pavers in lieu of concrete for the sidewalks/paths along Lake Ellyn Park if the Park District reimburses the Village for the difference.

Trustee Ladesic asked if the fill could be used at the Amber Ridge construction site. Engineer Minix responded they are in the process of doing so.

President Demos asked about the timing of the project in conjunction with the Forest Glen construction project. Engineer Minix responded that has been taken into consideration. Trustee O'Shea asked if this project could be bid with other projects to maximize cost savings. Manager Franz responded that would make the bid process difficult.

Trustee McGinley expressed concerns about the pavers designed at Linden and Lenox and the cost of \$27,000. Trustee Elliott responded that he thought the \$27,000 for a \$3.4 million was money well spent. This was designed

for safety since the road narrows and it is not a significant cost component. President Demos also responded that this is a safety issue; the rumble from the pavers will alert a drivers senses that there is a change in the roadway.

A motion was made by Trustee Ladesic and seconded by Trustee Clark to approve award of a construction contract to R. W. Duntelman Company of Addison for improvements associated with the Chidester-Elm-Lenox-Linden Improvements Project, in the amount of \$3,487,150 (including a 3% contingency), to be expensed to the Water, Sanitary Sewer and Capital Projects Funds.

Upon roll call, Trustees Burket, Clark, Elliott, Ladesic and O'Shea voted "Aye."

Trustee McGinley voted "Nay". Motion carried.

F. Over/Underpass Feasibility Study: (Presented by Professional Engineer Minix and Project Consultant HDR Engineering) (Discussion Only)

Professional Engineer Minix and Project Consultant HDR Engineering presented information regarding alternatives to surface crossings of the Union Pacific Railroad tracks for both pedestrians and vehicles in the Glen Ellyn Central Business District, and concepts to improve pedestrian accommodations at the existing Taylor Street underpass.

In January 2014, the Village Board authorized HDR Engineering, Inc. to conduct feasibility studies of alternatives to surface crossings of the Union Pacific Railroad tracks for both pedestrians and vehicles in the Glen Ellyn Central Business District. In addition, the consultant was to develop concepts to improve pedestrian accommodation at the existing Taylor Street underpass. The consultant has completed most of the tasks associated with the assignment and has prepared a draft report entitled "Pedestrian and Vehicular Grade Separation Feasibility Study".

The scope of the Over / Underpass Feasibility Study, as identified in the original Request for Proposal, was divided into three main components:

1. Assess possible configurations and costs for implementation of a pedestrian underpass near the Glen Ellyn train station, develop a recommended concept plan and costs, recommend possible funding sources for project implementation and develop a project implementation schedule.
2. Evaluate possible corridors and locations for alternatives to vehicular railroad grade crossings in the Central Business District locale to identify project opportunities, restraints, costs, schedule and funding opportunities.
3. Develop and assess alternates to the current pedestrian sidewalk configuration at the Taylor Avenue underpass including restraints, costs, schedule and funding opportunities. For Taylor Avenue, the report recommends a new pedestrian underpass located to the east of the existing opening, suitable for a 10-ft wide paved surface between Walnut and Willis. An estimated cost for the pedestrian underpass is \$2.1million.

Ms. Jenny Lowenstein, PE, CPESC, DECI and Mr. Marty Michalisko, PE, CFM from Engineering Resource Associates conducted the Feasibility Study and made the presentation to the Board. For a CBD pedestrian underpass, multiple alternatives were examined and assessed against criteria such as cost, tunnel length, loss of parking, Prairie Path impacts, multiple user access and travel pattern changes. The option called the Western Alternative appears to offer the best combination of price and limited impacts. Estimated cost of the West Alternative is \$7.7 million.

Regarding vehicular grade separation in the CBD, three underpass and one bridge alternatives were conceptually developed and assessed against criteria including parking impacts, pedestrian access, possible road and driveway closures, retaining wall size and locations and community character changes. There are significant and fundamentally unappealing aspects and negative impacts associated with each of the grade separation alternatives to the extent that none are deemed feasible.

Trustee O'Shea commented that he liked the Taylor Street pedestrian underpass option and asked if the existing sidewalk could be taken out to make additional room for emergency vehicles. Director Hansen responded that Public Works could take the existing sidewalk out.

Regarding the Central Business District pedestrian underpass, Trustee McGinley asked if it has to be ADA accessible. The project has to be ADA accessible to eligible to receive Federal funds. Trustee O'Shea asked why overpasses were not considered. The nearby control signals would need to be relocated. Trustee McGinley asked if these plans take into consideration the U.P.'s future plans to triple the traffic on this line.

President Demos asked Trustees Elliott and Ladesic to meet as a subcommittee.

Trustee O'Shea commented that the Lorraine/Western options looks to be the only viable option since the other options would destroy the downtown. Trustee Burket was not pleased with any of the presented options but would like to make Taylor wider. Trustee McGinley reaffirmed that something needs to be done due to the railroad's plans to increase traffic on this line.

For a vehicle underpass 8 Federal and 6 State funding sources have been identified. For a Pedestrian underpass 8 Federal and 5 State funding options have been identified. Funding for engineering, design and construction can cover 60-80% of the cost. Mr. Joseph Schulenberg, 621 W. St. Charles Rd., approached the Board to express his support of widening Taylor, especially for improved emergency access.

H. Reminders

- A special Village Board Meeting is scheduled for Tuesday, May 27, 2014 at 7:00PM in the Galligan Board Room of the Glen Ellyn Civic Center.

J. Adjournment

At 8:59 p.m. a motion was made by Trustee Elliott and seconded by Trustee Burket to adjourn to Executive Session for the purpose of discussing pending or threatened litigation without returning to open session thereafter.

Upon roll call, Trustees Burket, Clark, Elliott, Ladesic, McGinley and O'Shea voted "Aye." Motion carried.

Respectfully submitted,

Catherine Galvin,
Village Clerk