



Agenda
Village of Glen Ellyn
Capital Improvements Commission
Tuesday, October 13, 2020
7:00 PM
Via Electronic Conference Call

On March 16, 2020, Governor Pritzker issued Executive Order. No. 5 in response to COVID-19, which temporary suspended certain requirements of the Open Meetings Act ILCS 120 allowing Village Capital Improvements Commission members to participate electronically in meetings.

Please complete the Capital Improvements Commission public comment form, which can be found at www.glenellyn.org/publiccomment. All public comments submitted prior to the Public Comment portion of the agenda will be read into the official record, and any comments received during the meeting will be read into the record during the appropriate portion of the agenda.

If you wish to attend the meeting, you may contact the Village at (630) 547-5507 or rdaubert@glenellyn.org and the meeting information will be provided to you. As a courtesy, the Village requests that these requests be submitted before 4:30pm on Monday, October 12, 2020. However, we will try to accommodate any request received up to and during the meeting.

- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Approval of Minutes**
 - 1) Approval of Meeting Minutes - September 8, 2020 Capital Improvements Commission
- D. Current Business**
 - 1) Central Business District Streetscape and Utility Improvements
Review of Parking and Outdoor Dining
- E. Trustee's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Project Report - October 2020
- I. Adjournment**



Minutes
Village of Glen Ellyn
Capital Improvements
Regular Meeting
September 8, 2020
7:00 PM
Glen Ellyn Civic Center, Conference Call

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

Date: September 8, 2020
Called to Order: 7:01 p.m.
Adjourned: 8:27 p.m.

MEMBER ATTENDANCE:

Steve Szymanski	Chairman	Present
Joel Baldin	Commissioner	Present
Adam B. Biggam	Commissioner	Present
Joshua J. Cattero	Commissioner	Present
Arthur F. Foerster	Commissioner	Present
Michael M. Lindquist	Commissioner	Present
Steve Neurauter	Commissioner	Present
Rocco J. Zuccherro	Commissioner	Absent
Richard Daubert	Professional Engineer	Present

Also Present:

Tom Topor	Sr. Civil Engineer	Present
Steve Thompson	Liaison Trustee	Present
Julius Hansen	Director of Public Works	Present

Public Present:

David Demotte		

A. CALL TO ORDER

The September 8, 2020 meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:01 PM at the Glen Ellyn Civic Center via conference call.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM AUGUST 11, 2020 MEETING

MOVE TO APPROVE MINUTES from 8/11/2020

RESULT: Unanimous

MOVER: Commissioner Lindquist

SECONDER: Commissioner Baldin

D. CURRENT BUSINESS

1. *Capital Projects Budget for CY2021* - Engineer Daubert thanks the CIC for working with staff on reviewing the Village Capital Projects Deferrals developed earlier this year due to the pandemic. He adds since then, we have gone back through our 10 year capital improvement plan on what we should prioritize. We did a detailed review of roadway, sewer, water, and facility infrastructure improvement projects. The Calendar Year 2021 Capital Projects Budget has been assembled by staff. Staff notes this Budget is aggressive in terms of the workload associated with the Capital Projects in of themselves, compounded by workload due to some fairly large project commitments such as the Civic Center Parking Garage Project, pending CBD Streetscape and Metra Station Projects, Various Engineering Studies and Requests (Traffic, Drainage, Sidewalk, etc.), and the understandable needs of Public Works Engineering Staff involvement in Community Development Initiatives. We are still evaluating and adjusting the CY2021 Budget. While the budget is aggressive, we also do not want to fall further behind on the implementation of our long-planned projects but we also want to keep in mind the projects' workload. Tonight we will go through the Budget. Once the budget is finalized we will bring it to the village board on September 7th.

Engineer Daubert presents the 2021 Capital Improvement Plan (see attached presentation). Capital Fund overview: Capital Project Fund \$13.9 million, Water Fund-\$3.1 million, Sanitary Sewers Fund-\$2.6 million, Parking Fund-\$4.7 million. This includes carryover of Projects 2. Transfer \$4.5M from Capital to Parking for Civic Center Parking Garage.

2021 Major Roadway Projects - Street Rehabilitation Program 20001 (1.2 Miles) ~ \$5.3M – \$2.5M Capital, \$1.7M Water, \$1.1M Sewer • Street Rehabilitation Program 21002 (3.0 Miles) ~ \$2.1M Capital • Asphalt Pavement Preservation -

\$215K Capital – Rejuvenator - \$40K – Crack sealing - \$25K – Asphalt Street Patching - \$150K • Concrete Street Patching - \$100K Capital • Sidewalk Program ~ \$220K Capital – Removal and Replacement - \$150K – New Sidewalk on High (Main to Forest) - \$30K – New Sidewalk on Western (Geneva to Amy) we’ve had several requests for this - \$40K. High Road is also included in this budget. Chairman Szymanski asks how we gather rate requests for sidewalks. Engineer Daubert adds we get a few requests a year; once a request is received, we review at the staff level with the property owners in the field. We look at pros/cons and costs. We meet with the property owners and bring to the CIC for approval. Often times the board will approve. Ideally all steps are followed then a budget is assigned to it.

Major Water/Sewer Projects - Street Resurf. Program/Var. Sewer Repairs ~ \$434K Sewer (we have this amount budgeted, we don’t necessarily spend it all) • Sanitary Sewer Lining Program ~ \$200K Sewer (we had a hefty program this year, we dialed back for next year) • *Cumnor Sewer and Water Utility Extensions (these are out for bid, due back on Sept 18th. If favorable we will bring back to CIC for approval, residents will also contribute to the project) ~\$440K – \$105K Capital, \$160K Water, \$175K Sewer • Hill Avenue Water and Sewer ~ \$1.4M – \$200K Capital, \$710K Water, \$500K Sewer • Glen Ellyn – Illinois American Water Interconnection ~\$385K Water *Currently targeting commencement in Fall of 2020

2021 Parking Lot Projects - Park & Montclair Lot Resurfacing ~\$100K • Repair Provisions (Patching, Drainage Structure Repairs, Etc.) ~\$10K

2021 Major Engineering Projects - Engineering for Future Projects ~ \$610K – Future Street Projects: \$315K Cap, \$110K Water, \$105K Sewer – Park Blvd. Water Main Replacement: \$80K • Train Station/Underpass Design ~ \$200K to Start Phase II (Construction to start 2024-2025) • CBD Streetscape/Utility Streetscape Improvements ~\$100K Supplement

2021 Misc. Engineering Initiatives/Expenditures - Street Light Improvements (Taft Ave.) ~\$75K (we are working with ComEd) • Pavement Condition Index Survey ~ \$50K (we deferred this from this year; info is used to update our long term plan which expires in 2030 we need to update this) • Sewer/Water Pavement Repairs ~\$40K • Storm water Drainage Program ~\$25K • Prof. Services (Traffic Counts, Topo Survey) ~ \$15K • Engineering Software ~ \$5K • NPDES Permit ~\$1K

Engineer Daubert asks the CIC if they have any questions. Chairman Szymanski asks how the bids are coming in, are there any increases or decreases. Engineer Daubert replies we’ve received favorable bids; there are no alarming increases for concrete or asphalt.

Commissioner Neurauder asks if all the projects we deferred last month are on this 2021 list. Engineer Daubert replies yes all are on the list except the lining of Route 53 water main. Commissioner Neurauder asks if there is any additional information regarding COVID-19 budget impact. Engineer Daubert replies it is a

topic of conversation but it is a moving target and will have more information in the coming months. We anticipated a \$7 million revenue shortfall, but now it is looking like a \$1 million shortfall to revenues. Trustee Thompson adds we don't know what all sales numbers will be due to the lag in the Food & Beverage tax impacted. But it is not huge. We had a \$600K surplus from the prior year. So that is helping us this year. Also budget and funds don't take a hit until 10 years out. If we get back to normal projections soon, we may look pretty solid. Engineer Daubert adds our big ticket project is the CBD Streetscape. If something were to happen to our budget or economy that may be affected and could potentially get deferred. But due to our deteriorating infrastructure in the downtown area, we would want this project to proceed if possible.

Engineer Daubert adds these are all our projects and priorities for next year. We put them out there and it is important to stay true to them.

Commissioner Biggam motions to approve the 2021 Capital Budget Plan as presented, Commissioner Foerster seconds the motion.

MOVE TO APPROVE 2021 Capital Budget Plan
RESULT: Unanimous
MOVER: Commissioner Biggam
SECONDER: Commissioner Foerster

E. TRUSTEE'S REPORT – Trustee Thompson reports that the Civic Center parking garage and the Apex project are moving along. Parking will be tight but the village has found additional parking resources. Dining tent will remain up until November 1st depending on the weather and input from the restaurants. McKee House will be coming up for discussion at the next Village Board meeting.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Director Hansen reports we are still recovering from the August 10th storm. We are still working on cleanup as well as tree evaluations. In addition we are spending a lot of time helping business repair their damage from the storm as well. Chairman Szymanski thanks Public Works for their continued work on the storm damage. Director Hansen adds he would like to compliment Engineer Daubert on the work he has done with the 2021 Budget strategy. He has done a great job.

H. PROJECT REPORT – (See attached report) Engineer Daubert reports the mass excavating of the Civic Center parking garage will be completed this week. The street resurfacing project is underway. Contractors are ramping up for the last few repairs needed to be made. This should be completed in the next few weeks. We are currently \$100,000 under budget for this project. Cumner project going out for bid tomorrow. We have a meeting on September 16th with IDOT for the Train station/Underpass project. Chairman Szymanski asks if there are any historical issues with the train

station. Engineer Daubert replies yes, it is eligible for listing on the National Register of Historic Places due to its age but we are working through the processes to identify the most prudent and feasible alternative for the project that delivers its purpose and need.

Engineer Topor reports that we are excited to proceed with the mockups. They were approved by the board on August 24th. We are moving 3 of the mockups to one general location so it is easier for everyone to compare. We met with the contractor on Friday. They will begin on September 14th. This will be done in phases, first removal then construction. All materials are ready; the larger size brick will be delivered at the end of September. Commissioner Neurauder asks how we can spread the word to get public outreach. Engineer Topor replies we will use the village newsletter, social media and through Muse and businesses to get the word out. We will also set up a website where residents can vote as well as have QR codes on nearby plaques that will direct them to give their feedback.

Chairman Szymanski asks Engineer Daubert what are the next steps the CIC should be prepared for with the CBD streetscape project. Engineer Daubert replies the next big decisions we need to finalize are parking (angled and parallel) and flex streets.

I. ADJOURNMENT & NEXT MEETING – Commissioner Cattero motions and

Commissioner Lindquist seconds to adjourn the meeting. The meeting was adjourned at 8:27 p.m.

Submitted by Elisa Pollina, Recording Secretary
Reviewed by Richard Daubert, Professional Engineer



**Glen Ellyn Capital
Improvements Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 10/13/2020 7:00 PM
Department: Public Works
Department Head: Rich Daubert
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2020-
562)**

DOC ID: 2020-562

Central Business District Streetscape and Utility Improvements Review of Parking and Outdoor Dining

Statement of the Issue:

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. Memo CBD Streetscape Memo to CIC 2020 10 13
2. EX 1 - CBD Existing and Proposed Parking
3. EX 2- Main St and Crescent Parking Plans
4. EX 3 - Overall on-Street Dining Plan
5. EX 4 - Crash data
6. EX 5 - Tree and Tree planter exhibits
7. EX 6 - Outdoor Dining Spaces
8. EX 7 - Extended Dining Platforms renderings
9. EX 8 - Flex Street Plan and Examples
10. EX 9 - Coverd Streets Examples
11. EX 10 - Site Plans-35ft tree spacing



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer
Tom Topor, Senior Civil Engineer

DATE: October 6, 2020

RE: CIC Discussion of CBD Streetscape and Utility Improvements Project
Parking and Outdoor Dining

Introduction

The challenges created by the ongoing COVID-19 Pandemic has sparked a renewed interest in accommodating outdoor dining and retail sale spaces in the Village's Central Business District. As the pending CBD Utility and Streetscape Improvements projects provides the opportunity to expand sidewalks and accommodate these needs, staff is recommending the Capital Improvements Commission and Village Board take a final look at the proposed plans for the project; more specifically, in areas along Main Street and Crescent Boulevard.

Background

On-street parking has been discussed with the CIC and Village Board in February and March of 2019. At that time specific directions were provided on the preferred on-street parking configuration aimed at balancing the number of on-street parking spaces and available sidewalk widths. The Capital Improvements Commission recommended conversion of all streets to parallel parking; the Village Board considered this recommendation but after reviewing the loss of parking, decided to retain the diagonal parking on Main Street and Crescent Boulevard.

Attached are updated overall parking exhibits showing the number of current and proposed on-street parking spaces. It illustrates a reduction in parking spaces from approximately 395 current to 365 proposed spaces, which is generally attributed to conversions of current diagonal spaces on Forest Ave, Glenwood Ave, Duane St, and Pennsylvania Ave to parallel spaces and correction of other parking deficiencies, such as parking within 20' of crosswalk or 15' of a fire hydrant. The Proposed Parking exhibit also includes newly created spaces: three (3) parking spaces are being added on the west side of Main St (Crescent to Pennsylvania) by eliminating the right turning lane onto Crescent, and six (6) spaces are being added on the south side of Duane St (Main to Prospect), by converting existing grass to streetscaped parkways with parallel parking. Please note that the exhibits were updated to include sections of Hillside Ave and Anthony Ave.

In response to the phased easing of COVID restaurant seating restrictions in spring of this year, the Village installed outdoor seating areas at various sections of downtown as depicted in attached Exhibit 3. Generally the outdoor dining areas utilize street and/or on-street parking to accommodate additional outdoor seating. In total, 7 parking spaces were temporally eliminated on the north side and 12 spaces on the south side of the CBD. The temporary dining areas have helped spotlight certain focus areas of the CBD that could benefit from further increases in sidewalk widths.

Focus areas for potential changes proposed parking configurations

Upon review of remaining street sections that could benefit from increased sidewalk width, the following three sections were identified for potential changes in on-parking configurations and roadway geometry.

Main St (Hillside/Duane)

Existing Parking Spaces: 20
Proposed Parking Spaces (parallel both sides): 18
Existing Sidewalk widths: 12 feet both sides
Proposed Sidewalk width: 15 feet east side, 13 feet-20' feet west side

Potential changes to proposed parking:

- 1. No on-street parking – loss of 18 spaces**
Gain 20 feet - 23 feet wide sidewalks on both sides of street
- 2. No on-street parking north end of block – loss of 11 spaces**
Gain 20 feet – 23 feet wide sidewalks on both sides of street north end of block
- 3. Conversion of north end of block to Flex Street (curb less design)**
Most of the existing parking spaces may be retained. See Flex Street section for more information on this subject.

Main St (Crescent/Pennsylvania)

Existing Parking Spaces: 26
Proposed Parking Spaces (angled east side, parallel west side): 31
Existing Sidewalk widths: 15.5 feet east side, 14.5 feet west side
Proposed Sidewalk width: 15 feet east side, 15.5 feet west side (with design exception from IDOT)

Potential changes to proposed parking:

- Convert to all parallel parking – loss of 8 spaces (loss of 3 spaces from existing configuration)**
Gain 20 feet wide sidewalks on both sides of street

Crescent Blvd (Main/Forest)

Existing Parking Spaces: 43

Proposed Parking Spaces (angled north side, parallel south side): 40

Existing Sidewalk width: 5 feet south side, 11 feet -14 feet north side

Proposed Sidewalk width: 7 feet south side, 13.5 feet – 16 feet north side (with design exception from IDOT)

Potential changes to proposed parking:

Convert to all parallel parking – lose 11 spaces (loss of 14 spaces from exist configuration)

Gain 18 feet wide sidewalk on north side, 8.5 feet on south side of street

Advantages and Drawbacks of Potential Changes

The main advantage of making the changes to the proposed parking configuration are the increases in sidewalk widths and usable pedestrian spaces which can provide the following benefits.

Benefits of Wider Sidewalk:

- Adequate space for outdoor dining for current and future restaurants and accommodation of all required streetscape furniture.
- Increased sale space for retail businesses (sidewalk sales).
- Provide a better environment to maintain a healthy urban forest and other greenspace.
- 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.
- Plaza like environments that tends to draw in pedestrians and allows extra space for events.
- Design for the future which aligns with current trends of lesser reliance on driving vehicles and lesser reliance on parking.

Benefits of Converting to Parallel Parking:

- Capitalize on customer parking in the new Civic Center Public Garage, along with easy access via connecting walkway to south sections of Main Street and north side of the downtown via future train station pedestrian underpass;
- Parallel parking is best angle for drivers to see approaching vehicles and bicyclists when entering and leaving the parking space.
- Vehicles do not overhang the sidewalk.
- Headlights of angle parked vehicles would not intrude upon those dining or congregating on sidewalks in the evenings.
- Reduction in parking related crashes. 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. See Exhibit 4 for Crash Data.

Conversely, changing to parallel parking results in loss of spaces which some of the Business Community has expressed concern with. The biggest drawbacks to making the changes to the proposed parking configuration include:

Drawbacks of converting to parallel parking:

- Potential loss of up to additional 18 parking spaces on the south side and 19 additional parking space on the north side;
- Consideration for some people who are not comfortable with parallel parking, concern raised at the Design Workshop meeting
- Additional changes in snow removal operations for streets and sidewalks.

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

Additional design considerations aimed at increasing usable sidewalk spaces

Tree Spacing and use of Suspended Pavement planters

In addition to potential increases of sidewalk widths, the design team has looked at other design parameters items that can supplement roadway geometric changes related to on-street parking configurations. The first thing that was reviewed is the planned downtown tree spacing. Preliminary site plans included parkway trees spaced generally 25' on-center. Upon review of the tree spacing and required tree planter areas, staff recommend an increase of tree spacing to generally 35' on-center, which is still very much in line with typical urban tree spacing. This allows a little more room for placement of streetscape furniture and potential use of sidewalk as dining areas.

Another way to increase the usable sidewalk space is through the use of suspended pavement system around trees. This system allows for an adequate tree opening for tree installation with "Paver Grates" on top which leaves only a 2' square opening for the tree. This is great application for areas of narrower sidewalks, as it reduces a tree planter footprint by 30 to up to 75 square feet per tree. Attached Exhibit 5 contains more information on the tree spacing and Suspend Pavement System.

Potential Placement of Outdoor Cafes/Sidewalks Sales in the CBD

To help visualize the amount of space needed for outdoor dining discussions, plan exhibits were put together to review various options for placing Outdoor Cafe and Sidewalk Sales in the CBD. Outdoor café were added to typical 15' wide sidewalk and a 20' wide sidewalks. One row of 4-person tables was able to be incorporated on a 15' sidewalk and still provide a minimum Pedestrian Access Route (PAR). 20' wide sidewalks allowed for at least 2 rows of 4-person tables.

Assuming the furniture zone area is not being fully utilized for walking, placing the seating area again the buildings yielded a slight decrease dining space; 15' sidewalk – one row of 2-person tables, 20' sidewalk – one 4-person table and one 2-person table. A way to increase the usable dining space is

through the use of extended platforms placed in the parking stalls adjacent to the restaurant. Attached Exhibit 6 show a typical Outdoor Café with extended platforms into diagonal and parallel allowing for three to four rows of tables. Extended platform have its drawbacks and benefits.

Benefits include:

- Allow for extension of dining spaces;
- Temporary loss of parking spaces during outdoor dining season
- Flexibility in adding outdoor dining space only where it is most needed

Drawbacks include:

- The platforms need to be assembled and disassembled annually;
- The platforms need to stored during the off-season months
- Traffic safety measures need to be incorporated into the design of the spaces
- Concerns with potential obstructions of driver visibility for vehicles backing out of the diagonal spaces.

Attached Exhibit 7 includes rendering showing the potential use of outdoor platform in downtown Glen Ellyn.

Flex Street

One of the design elements considered for the section of Main Street (Hillside to Duane) is a Flex Street, which allows the street and sidewalk space to be shared more freely by pedestrians, cyclists and motorists, by eliminating the curbs and elevation difference between the sidewalk and the street. It allows for seamless transition of typical street into a level plaza like gathering or event space. Currently, the section between the proposed mid-block crossing and Duane St (current location of Main Street Al Fresco tent). Another section of Main St (Crescent to Pennsylvania) has also been mentioned as possible candidate. Flex streets do not include curbs that separate vehicular traffic from pedestrian traffic, therefore for times when the street is open to vehicular traffic, creative use of street furniture combined with bollards is used separate the vehicular traffic. Parking can be included on Flex Street with proper delineation of the parking spaces. Flex Street also comes with a premium to the cost of construction for additional fill, storm sewer work, and items related to traffic safety. For the section of Flex Street between mid-block crossing and Duane, a \$75,000 increase in cost was estimated.

Included Exhibit 8 shows the potential limits of Flex Street on Main Street, south of Duane. Staff looks to discuss the flex street idea on Main St, in particular as it relates to potential uses of the flex street, benefits, drawback, traffic circulation, and limits.

Staff, Civiltech team and Chairman Szymanski has recently visited City of Batavia's River Street to review a similar Flex Street installation. One difference to note is that the River Street is constructed almost entirely with pavers, where Main Street will likely consist of concrete sidewalks and parking lanes, and asphalt street. Civiltech was involved in that projects and can provide an overview of the improvements.

Covered Streets

With the success of Main Street Al Fresco dining area largely contributed to the installation of 30' x 120' tent in the middle of Main St, an idea was resurfaced about duplicating the ambiance of Main St dining tent with a more permanent, street/sidewalk canopy. The idea is that the street could be kept opened and closed as needed, yet still provide a covered space and ambiance of the tent for outdoor dining. Further evaluation has not yet been completed, but factors identified include size and area of the proposed canopy, ability to remove the canopy as needed, street vs sidewalk coverage, height of the canopy, and cost. Attached as Exhibit 9 are a few of the limited examples of fabric covered streets and parks.

Action Requested by the CIC

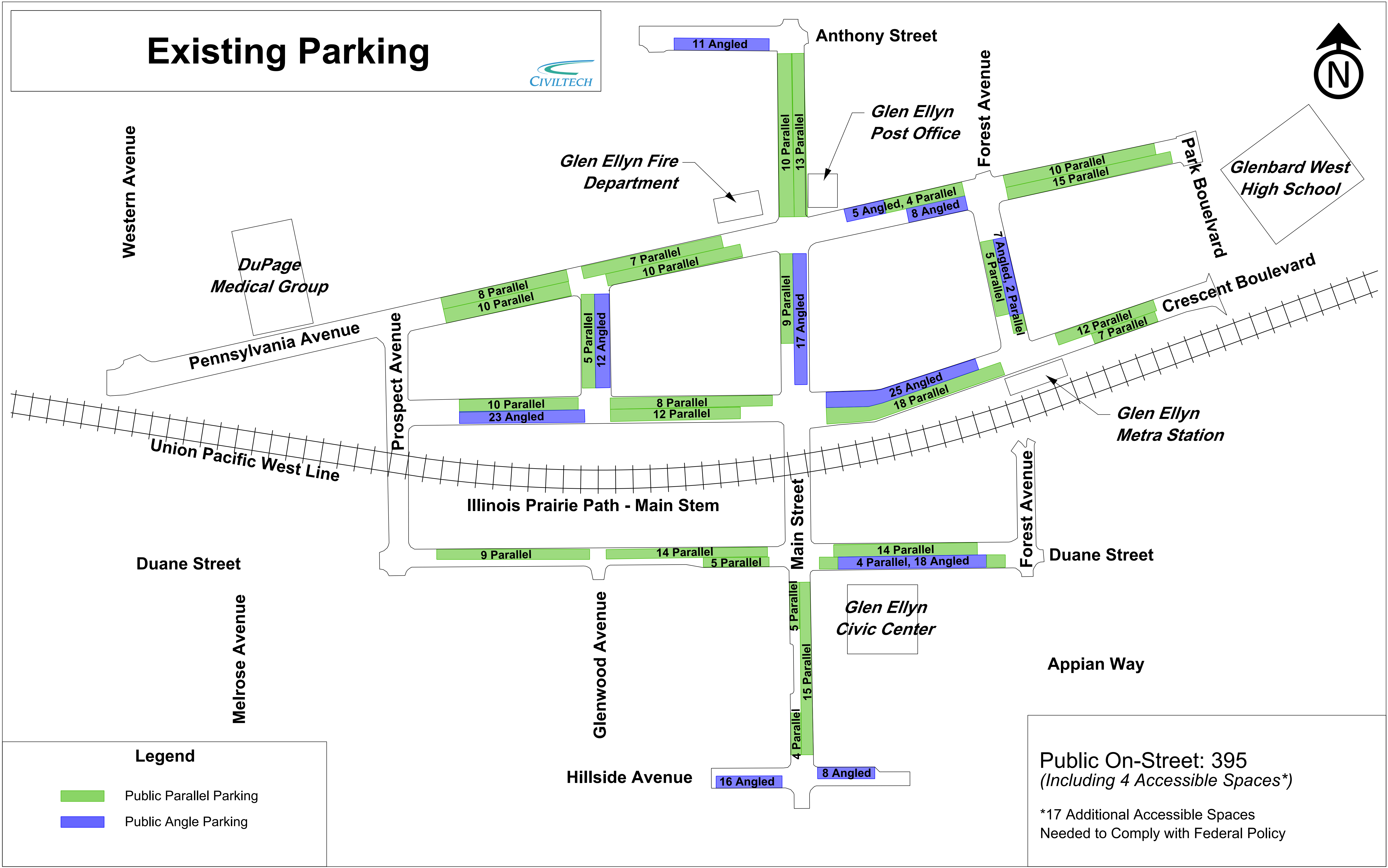
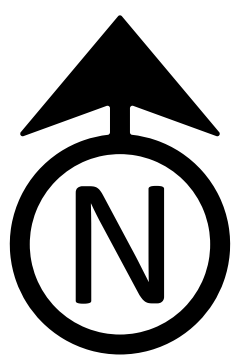
Staff respectfully requests that the CIC review the aforementioned project elements and provide initial input for preferred alternatives. Particularly, staff is looking for input on the following items:

- Review of the benefits and drawback of potential changes to these sections of roadway, Main St (Hillside to Duane), Main St (Crescent to Pennsylvania), Crescent Blvd (Main to Forest), and input on any other potential locations to be considered for changes in parking configurations.
- Confirming CIC's recommendations for the preferred parking configuration for these sections of street.
- Review and any input on the selected tree spacing as it relates to outdoor dining spaces.
- Review of use of raised verses flat tree planters (paver grates) and their use in the project. Currently staff recommends a mixture of all to be further evaluated depending on location and types of trees planted.
- Review and input on the concept of flex streets and its potential application on Main Street.
- Review and input on the concept of covered street/canopy and its potential application on Main Street between Hillside and Duane.

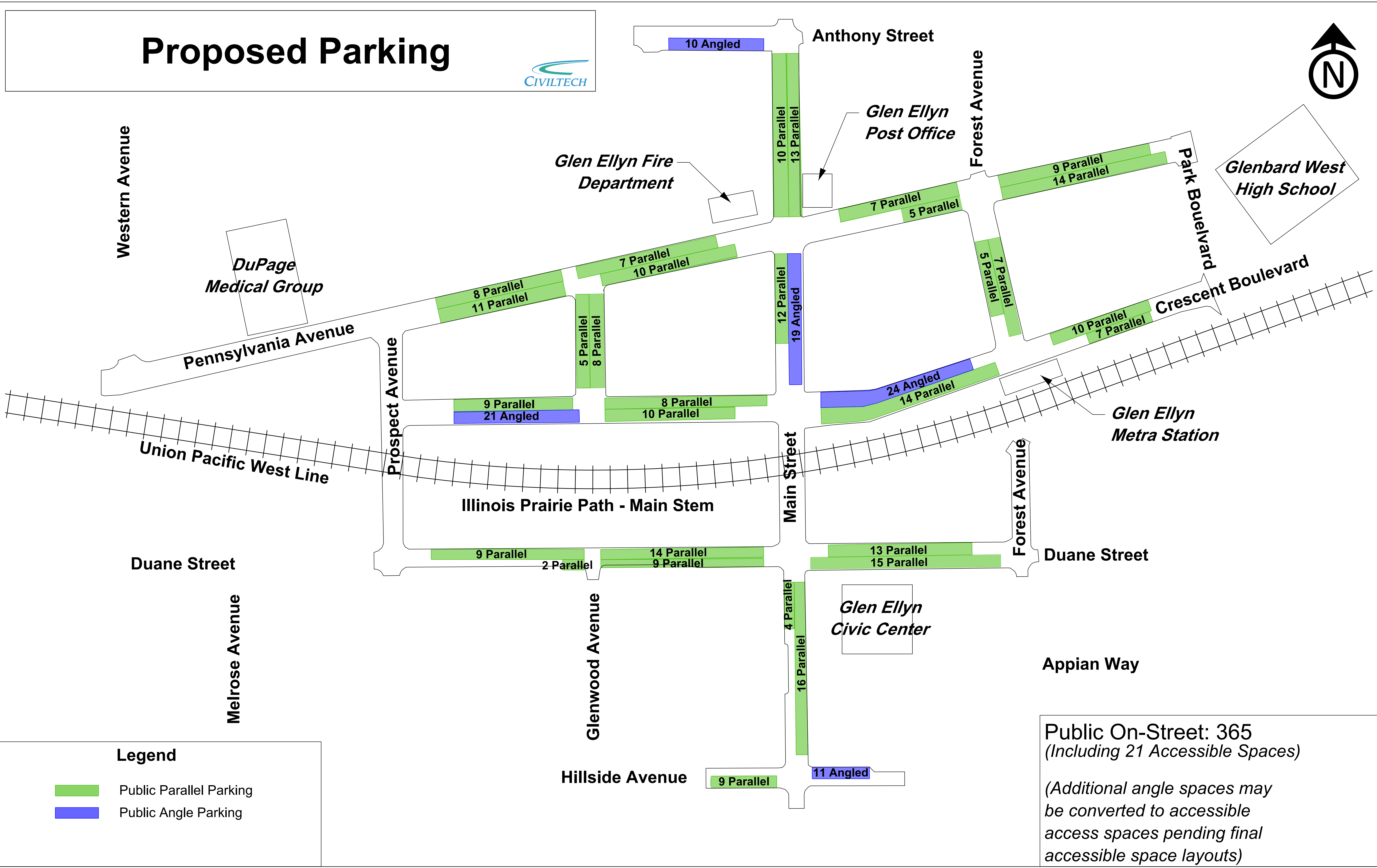
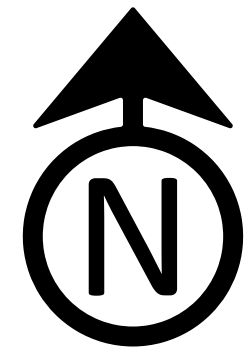
Attachments

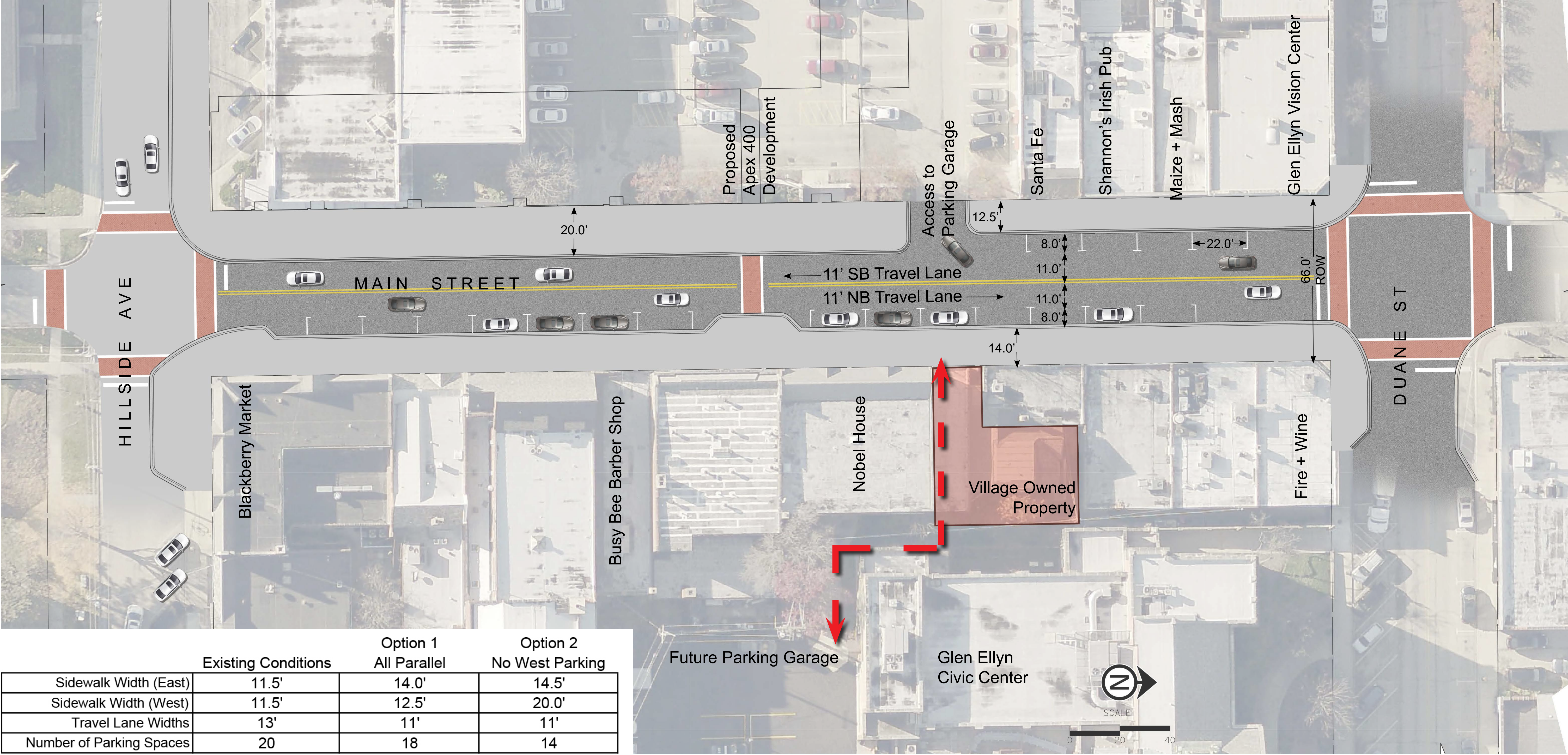
Exhibit 1 – CBD Existing and Proposed Parking
Exhibit 2 – Main Street, Crescent Parking Plans
Exhibit 3 – Overall on-street Dining Plan
Exhibit 4 – Crash Data
Exhibit 5 – Tree and Tree Planters Exhibits
Exhibit 6 – Outdoor Dining Spaces
Exhibit 7 – Extended Dining Platforms renderings
Exhibit 8 – Flex Street Plan and Examples
Exhibit 9 – Covered Streets Examples
Exhibit 10 – Site Plans – 35 Ft Tree Spacing

Existing Parking



Proposed Parking



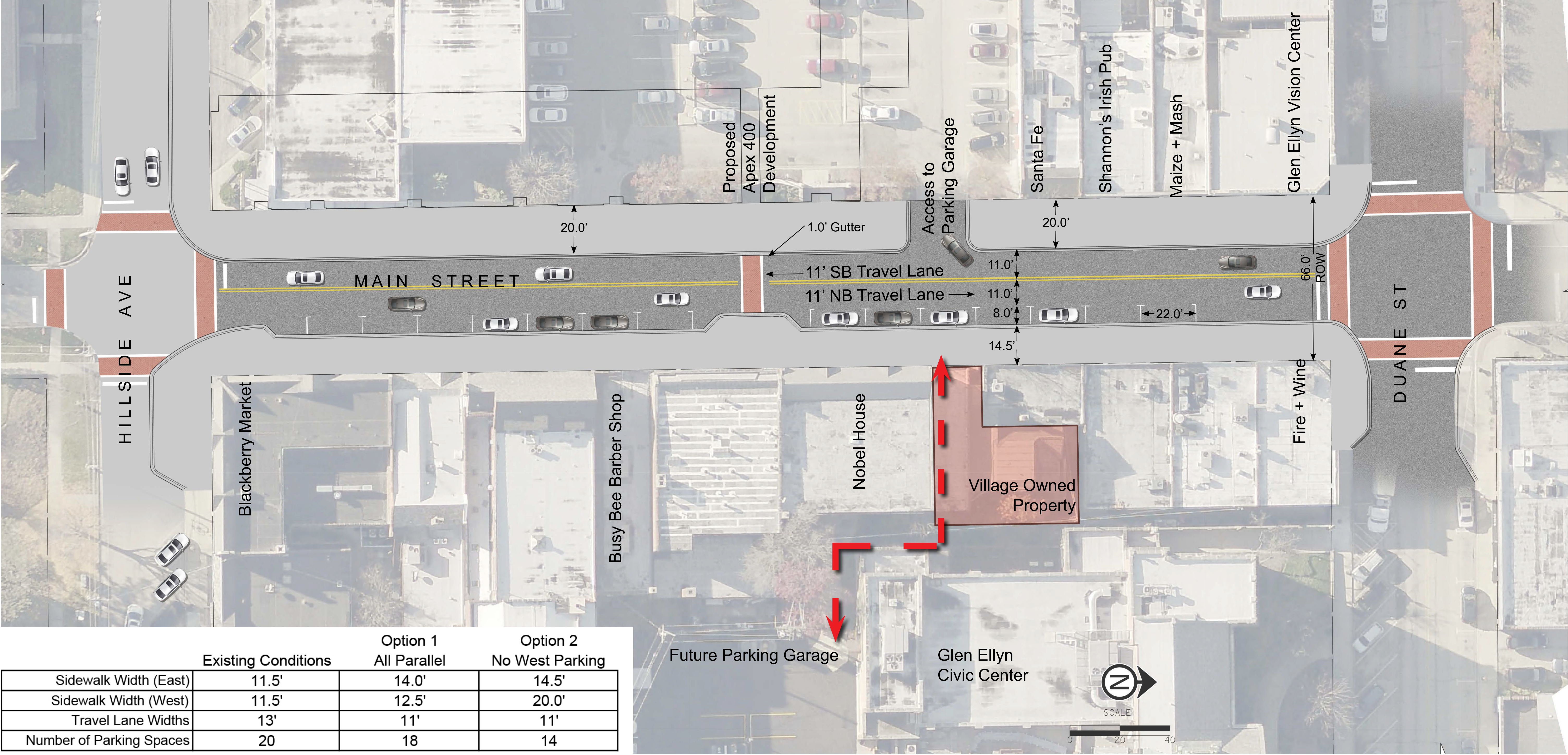


Glen Ellyn Parking Comparison

Main Street - Hillside to Duane
Option 1 - Parallel Parking



March 1, 2019

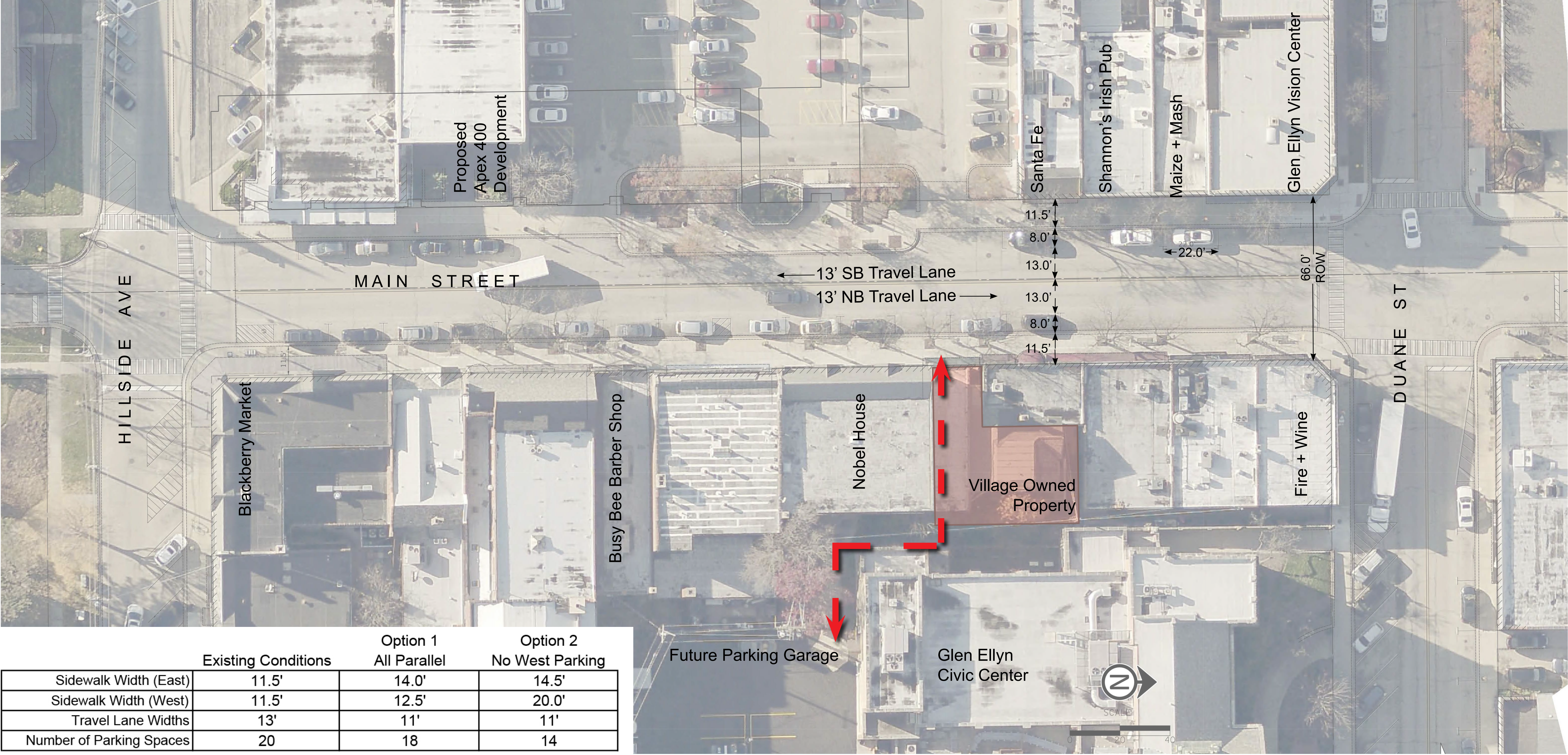


Glen Ellyn Parking Comparison

Main Street - Hillside to Duane
Option 2 - No West Side Parking



March 1, 2019

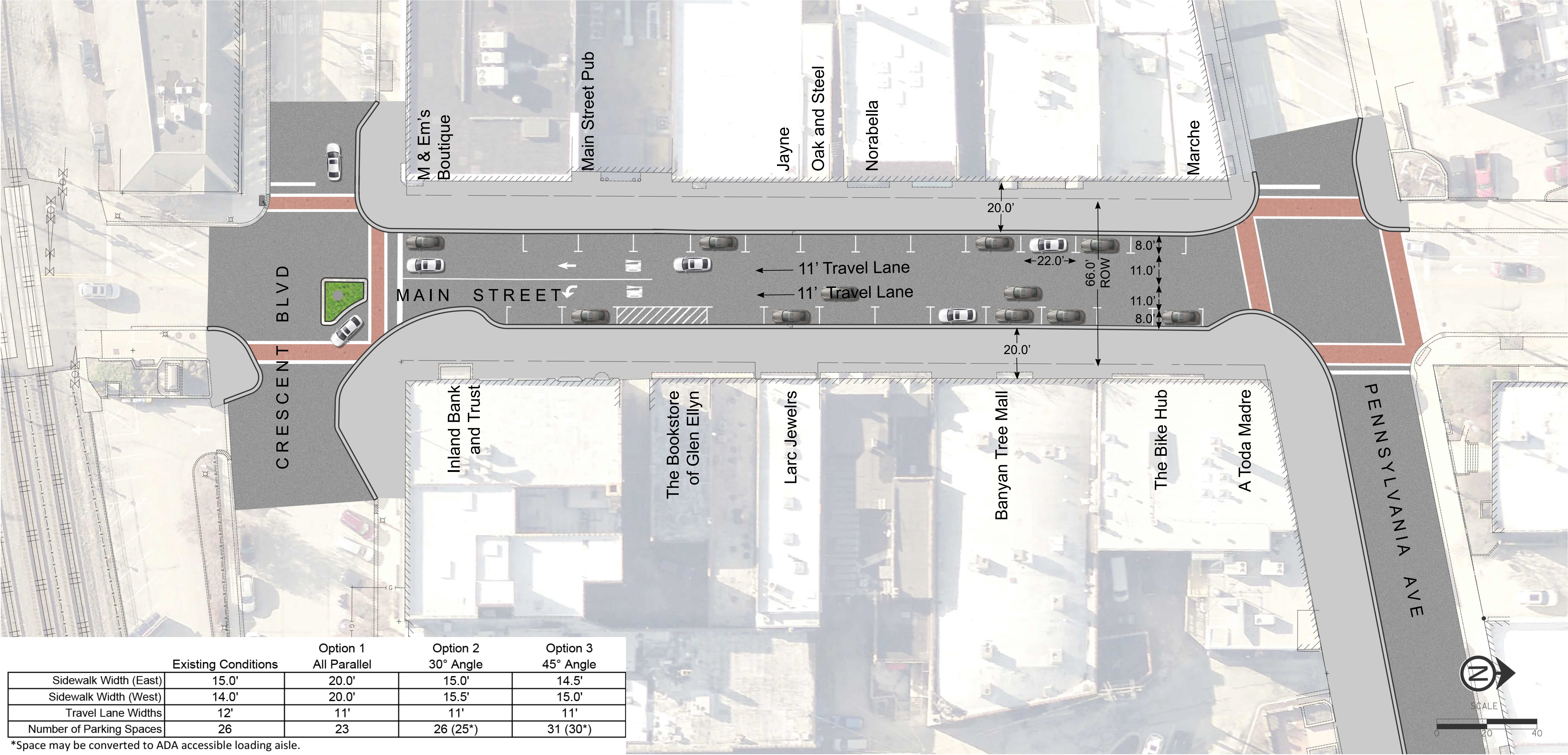


Glen Ellyn Parking Comparison

Main Street - Hillside to Duane
Existing Conditions



March 1, 2019



	Existing Conditions	Option 1 All Parallel	Option 2 30° Angle	Option 3 45° Angle
Sidewalk Width (East)	15.0'	20.0'	15.0'	14.5'
Sidewalk Width (West)	14.0'	20.0'	15.5'	15.0'
Travel Lane Widths	12'	11'	11'	11'
Number of Parking Spaces	26	23	26 (25*)	31 (30*)

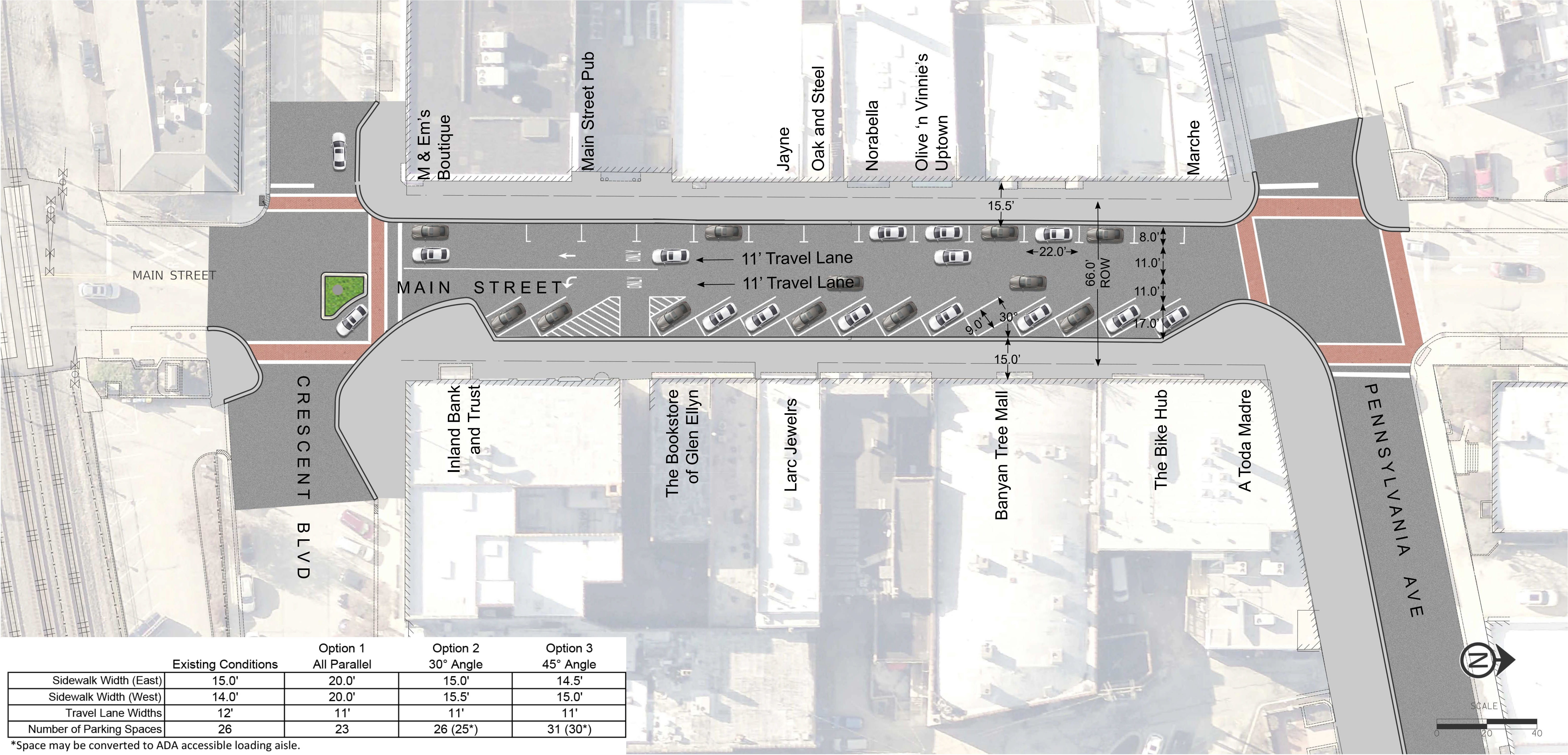
*Space may be converted to ADA accessible loading aisle.

Glen Ellyn Parking Comparison

Main Street - Crescent to Pennsylvania
Option 1 - Parallel Parking Both Sides



Oct 8, 2020



	Existing Conditions	Option 1 All Parallel	Option 2 30° Angle	Option 3 45° Angle
Sidewalk Width (East)	15.0'	20.0'	15.0'	14.5'
Sidewalk Width (West)	14.0'	20.0'	15.5'	15.0'
Travel Lane Widths	12'	11'	11'	11'
Number of Parking Spaces	26	23	26 (25*)	31 (30*)

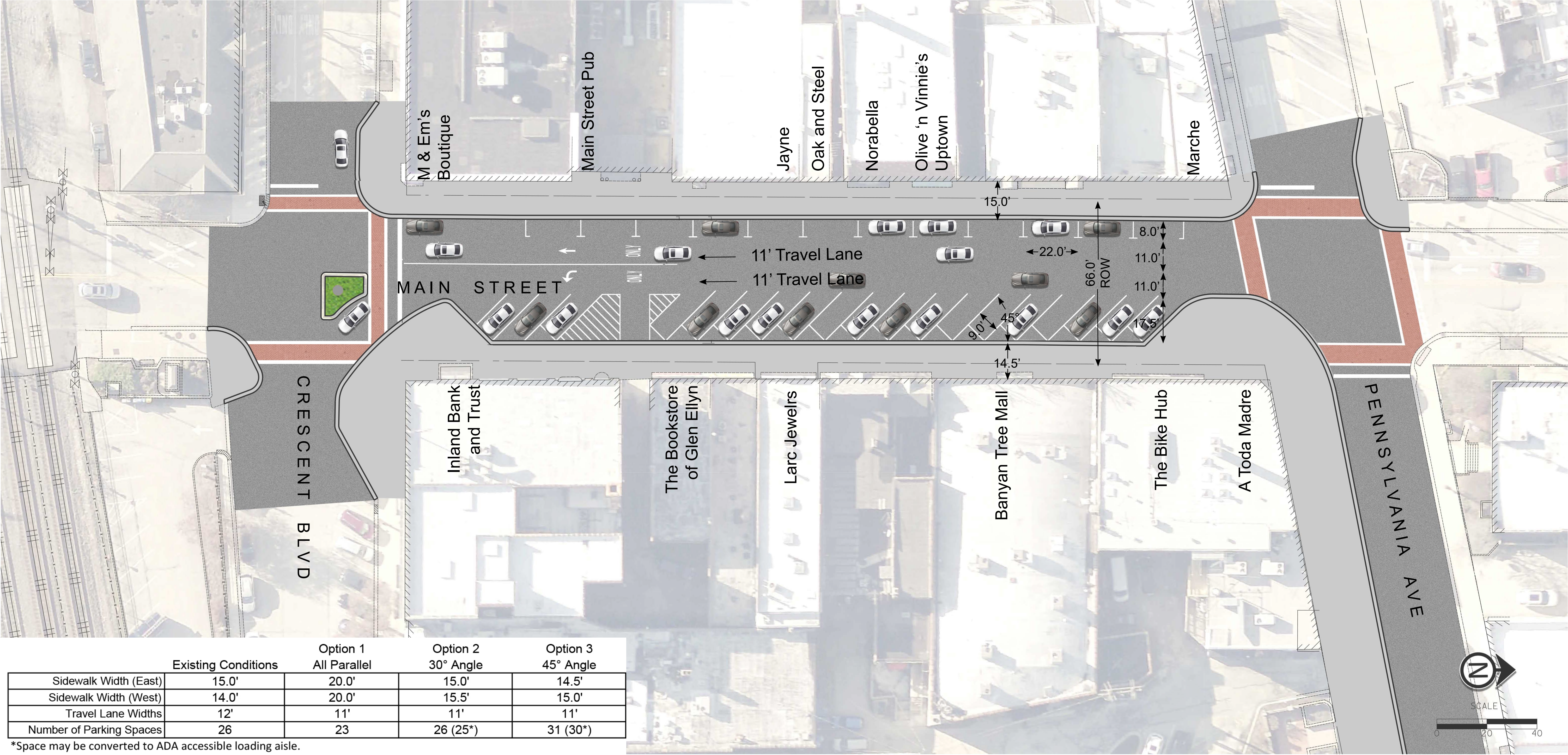
*Space may be converted to ADA accessible loading aisle.

Glen Ellyn Parking Comparison

Main Street - Crescent to Pennsylvania
Option 2 - 30° Angled Parking on East Side



Oct 8, 2020

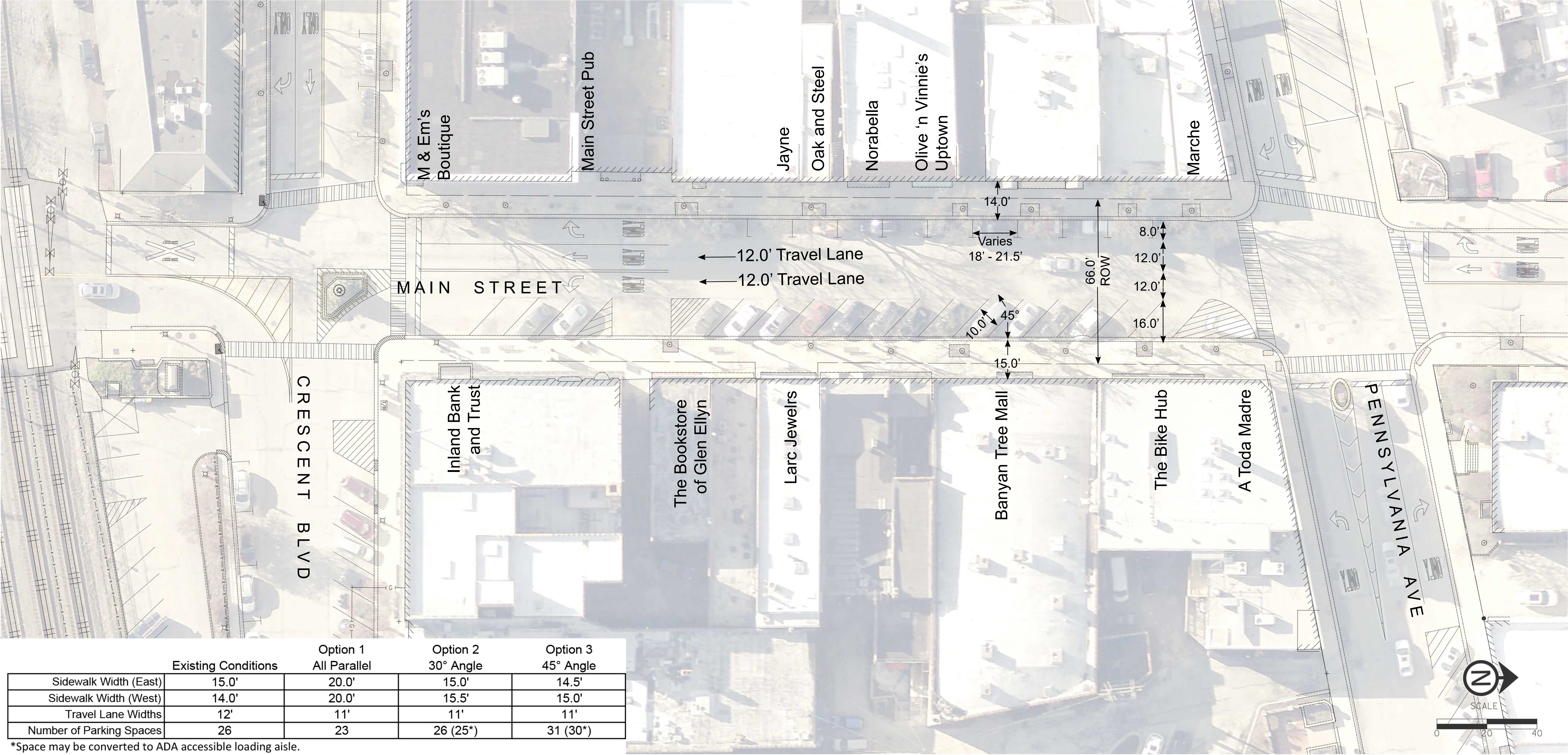


Glen Ellyn Parking Comparison

Main Street - Crescent to Pennsylvania
Option 3 - 45° Angled Parking on East Side



Oct 8, 2020



	Existing Conditions	Option 1 All Parallel	Option 2 30° Angle	Option 3 45° Angle
Sidewalk Width (East)	15.0'	20.0'	15.0'	14.5'
Sidewalk Width (West)	14.0'	20.0'	15.5'	15.0'
Travel Lane Widths	12'	11'	11'	11'
Number of Parking Spaces	26	23	26 (25*)	31 (30*)

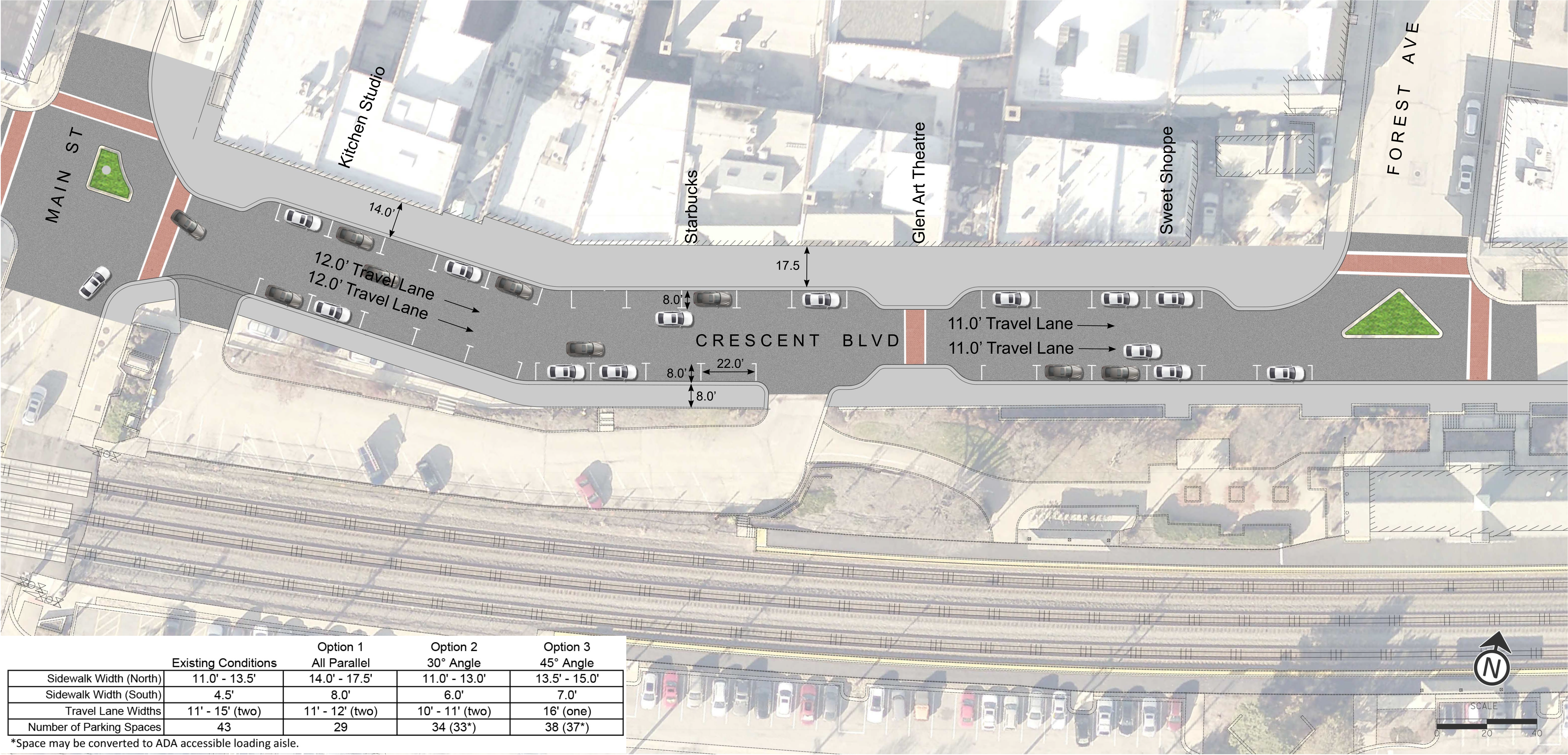
*Space may be converted to ADA accessible loading aisle.

Glen Ellyn Parking Comparison

Main Street - Crescent to Pennsylvania
Existing Conditions



Oct 8, 2020

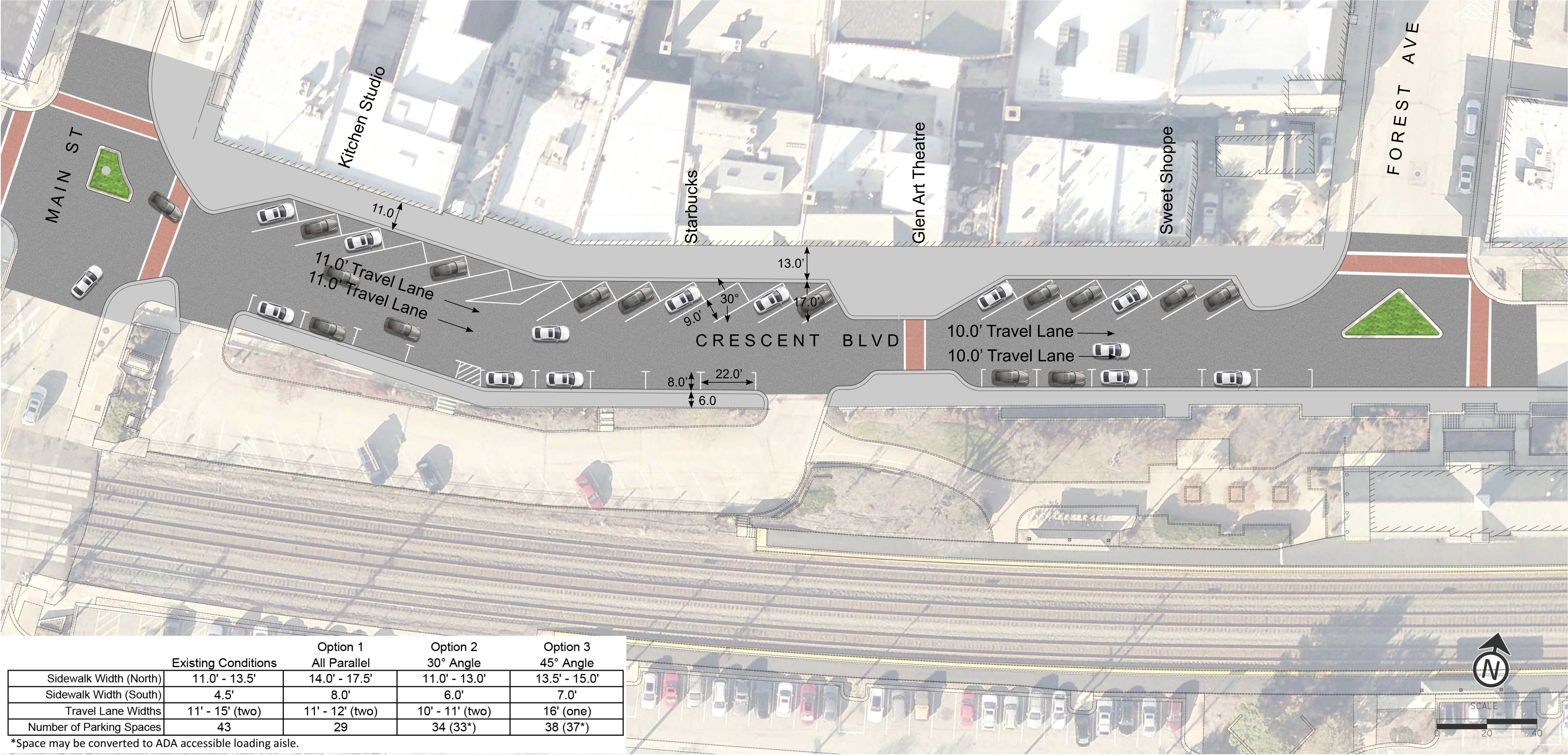


Glen Ellyn Parking Comparison

Crescent Boulevard - Main St to Forest Ave
Option 1 - Parallel Parking



Oct 8, 2020

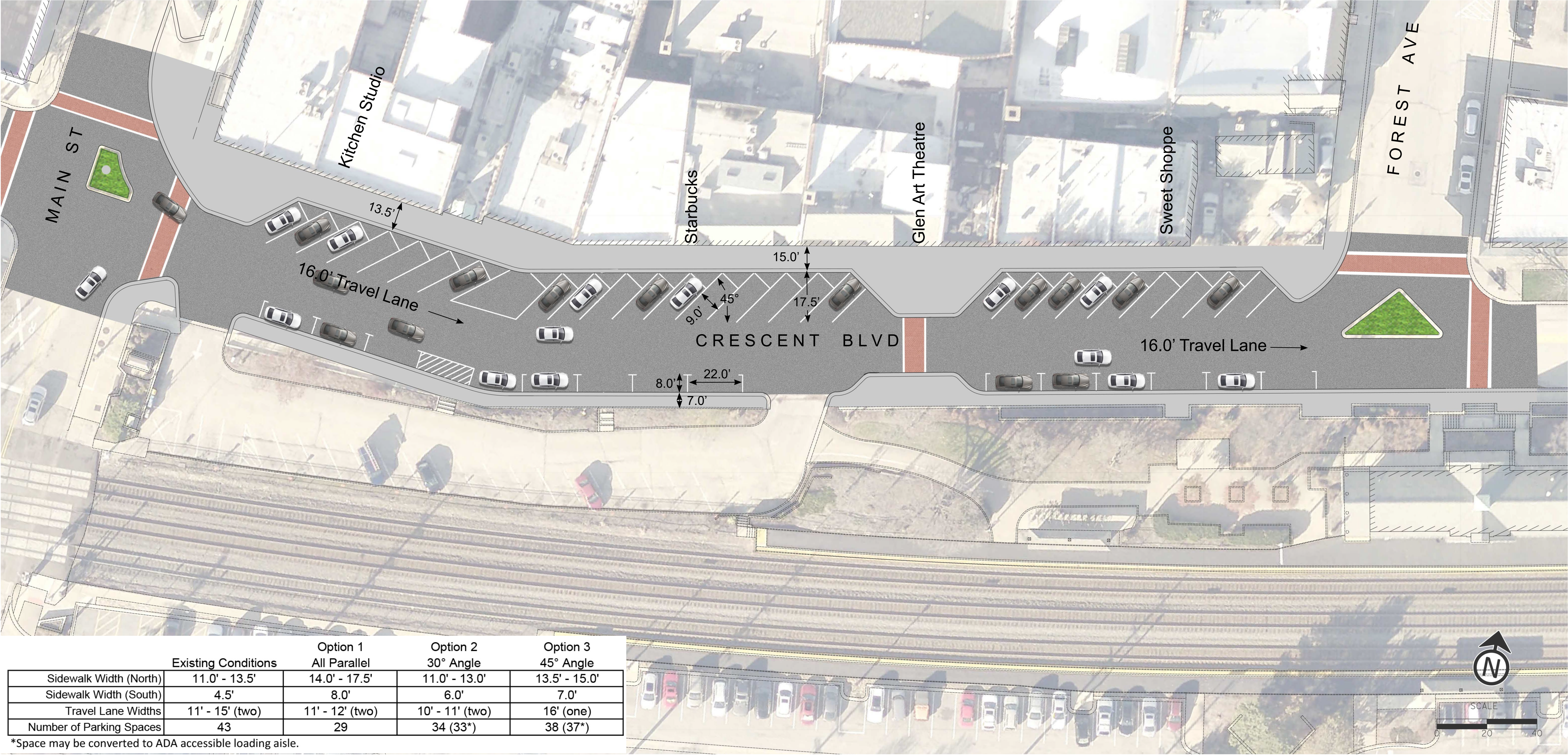


Glen Ellyn Parking Comparison

Crescent Boulevard - Main St to Forest Ave
Option 2 - 30° Angled Parking



Oct 8, 2020

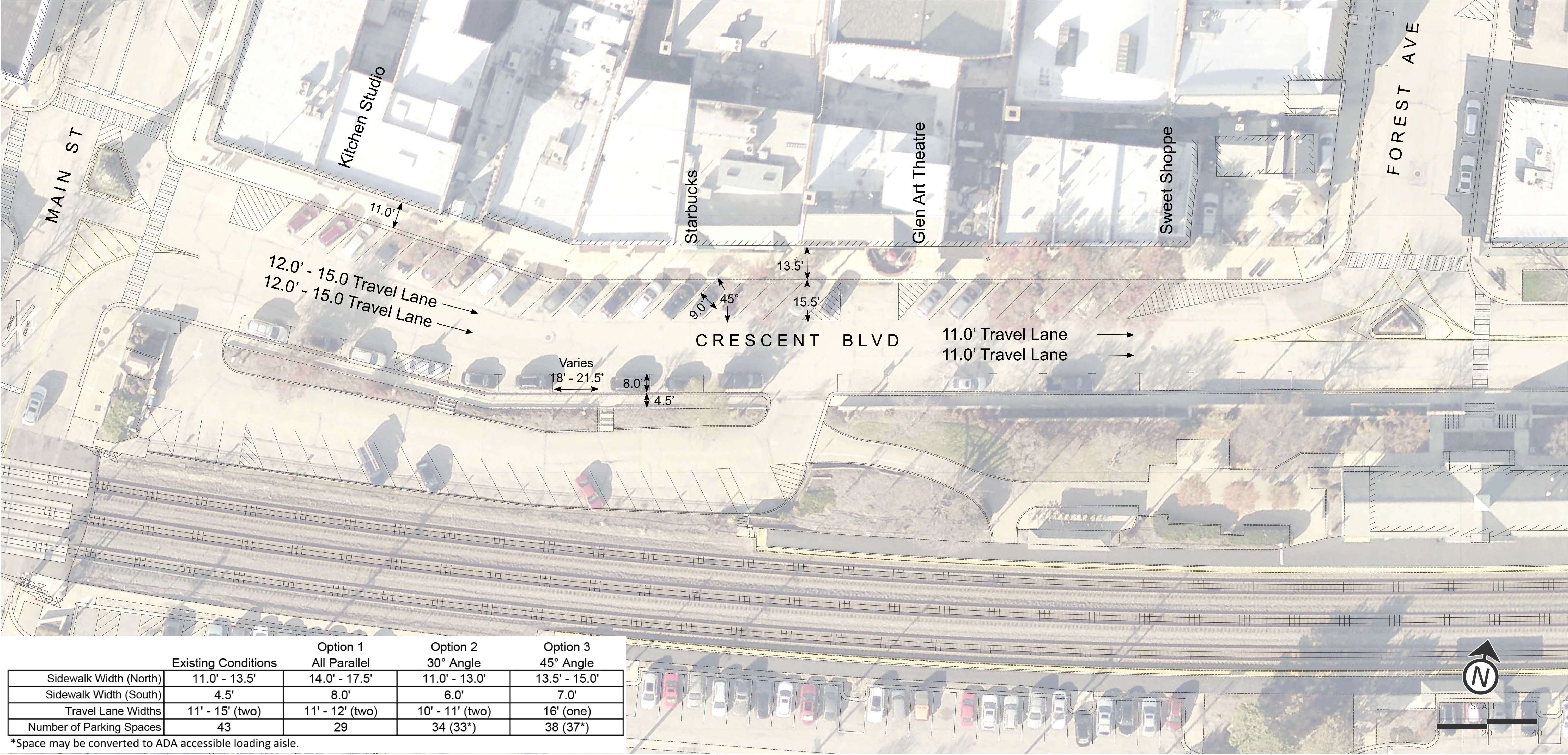


Glen Ellyn Parking Comparison

Crescent Boulevard - Main St to Forest Ave
Option 3 - 45° Angled Parking



Oct 8, 2020

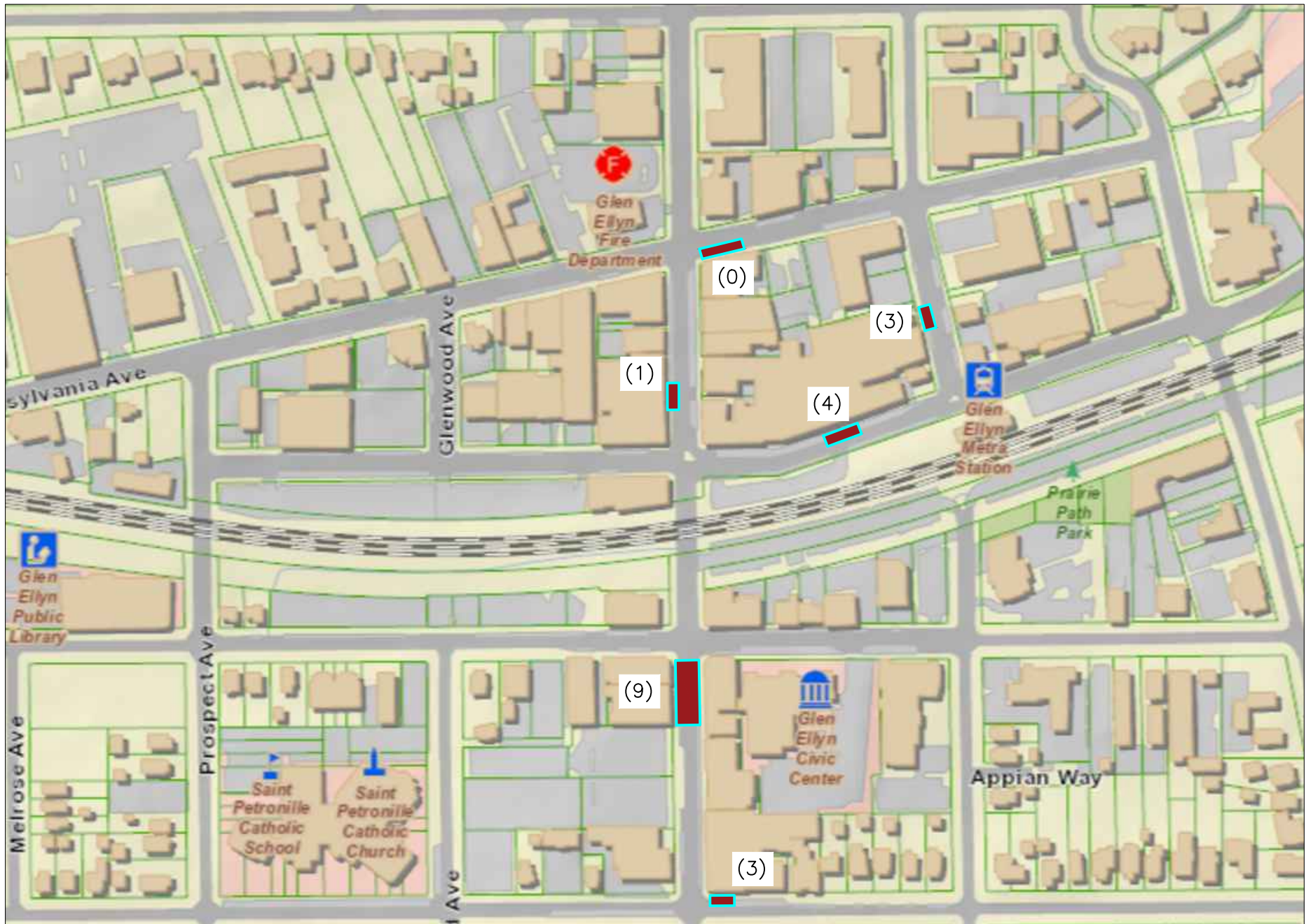


Glen Ellyn Parking Comparison

Crescent Boulevard - Main St to Forest Ave
Existing Conditions



Oct 8, 2020

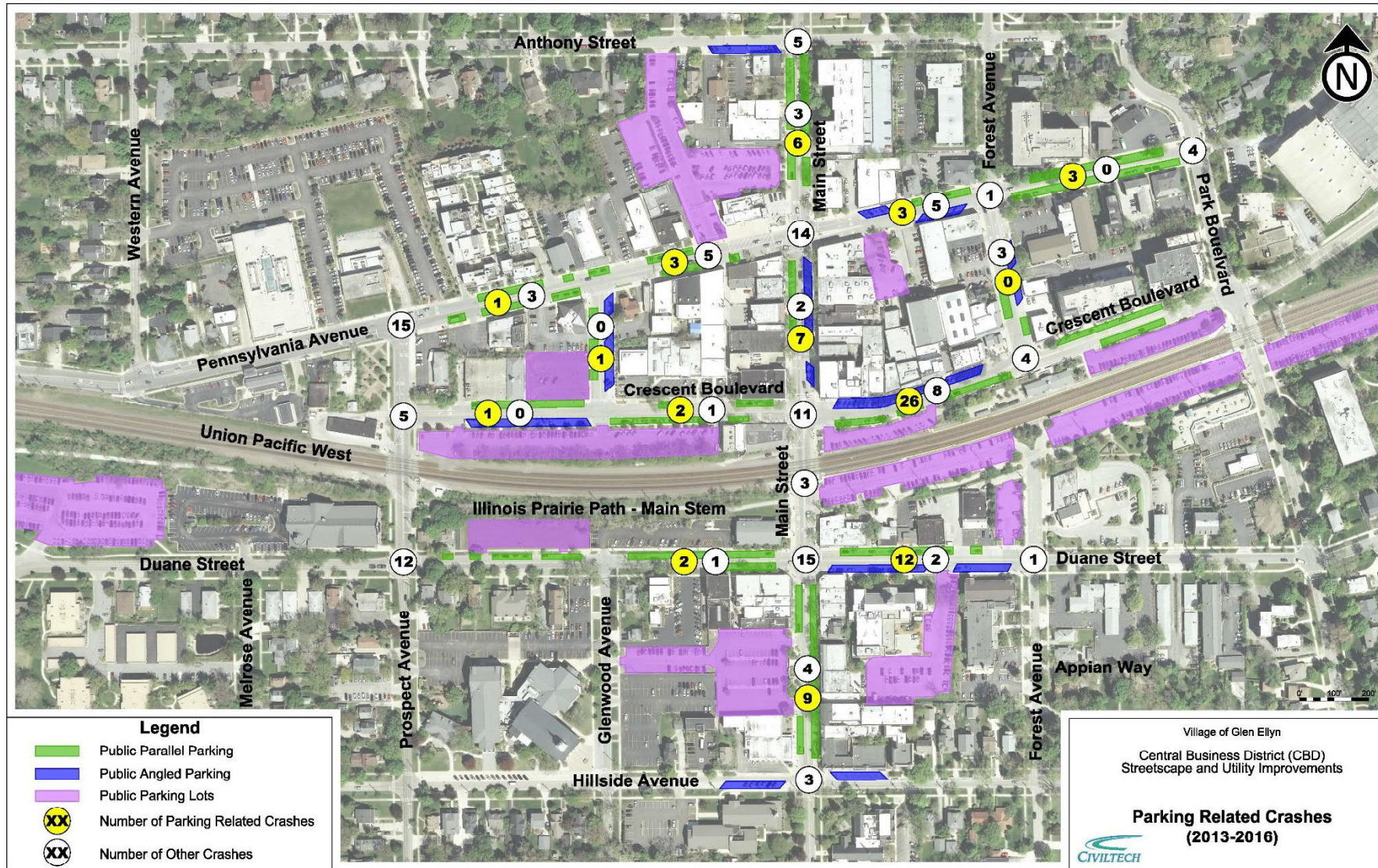


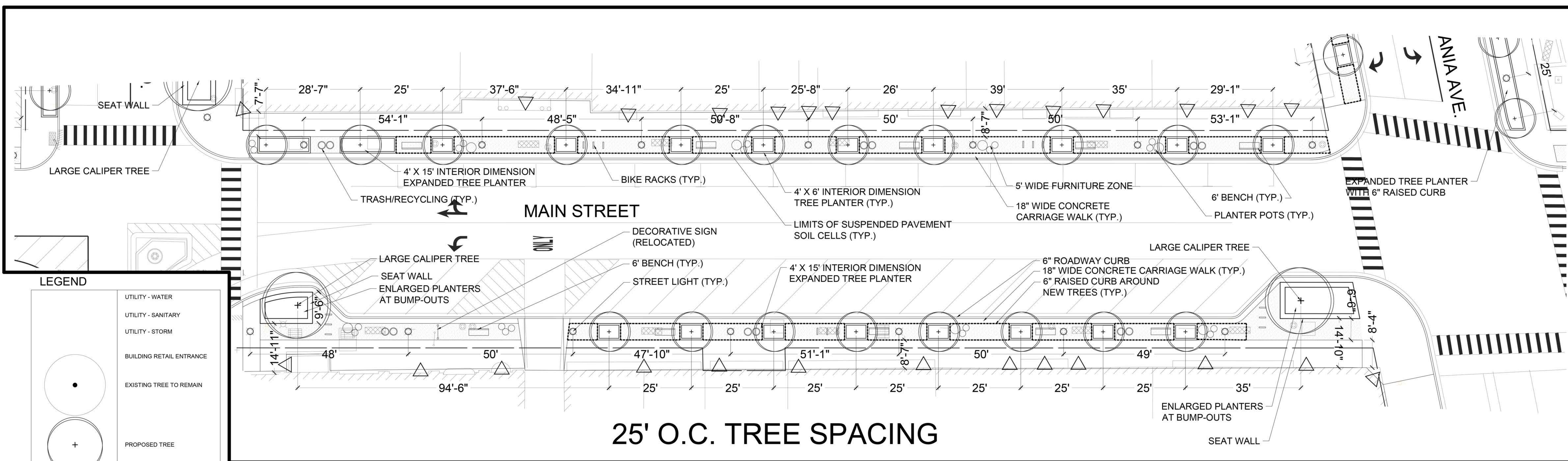
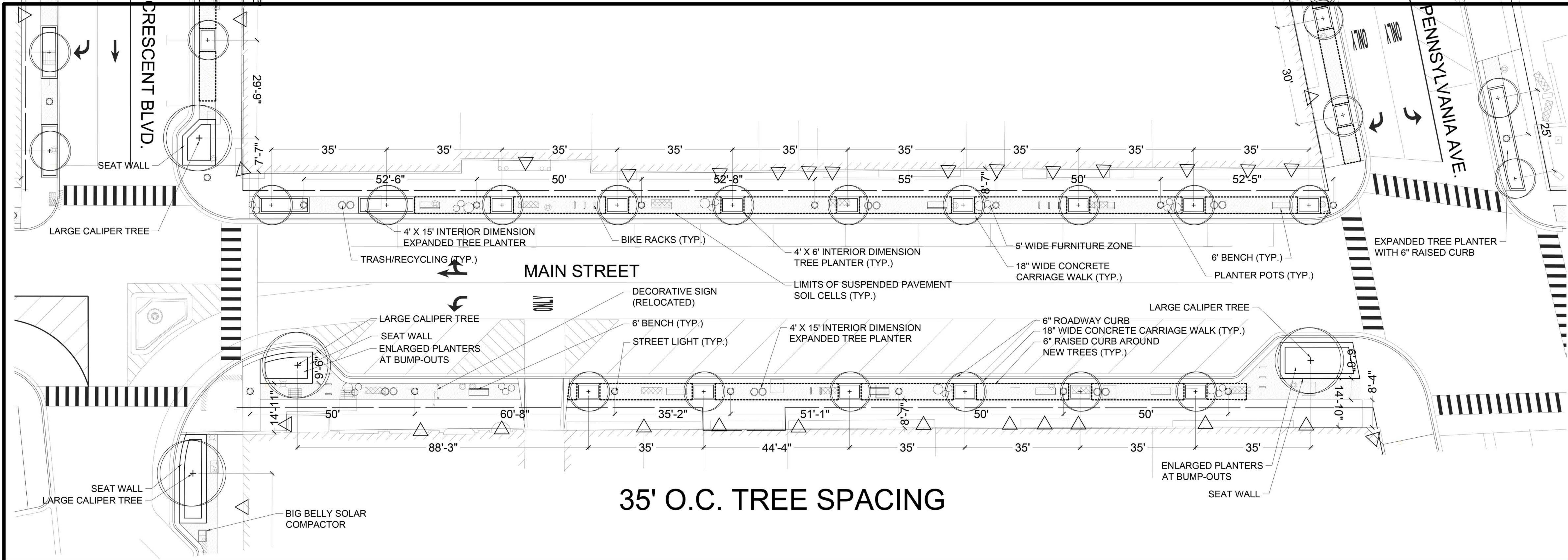
(1) PARKING SPACES IMPACTED

OUTDOOR DINING AREA

GLEN ELLYN CENTRAL BUSINESS DISTRICT ON STREET OUTDOOR DINING

Crash Analysis





LEGEND

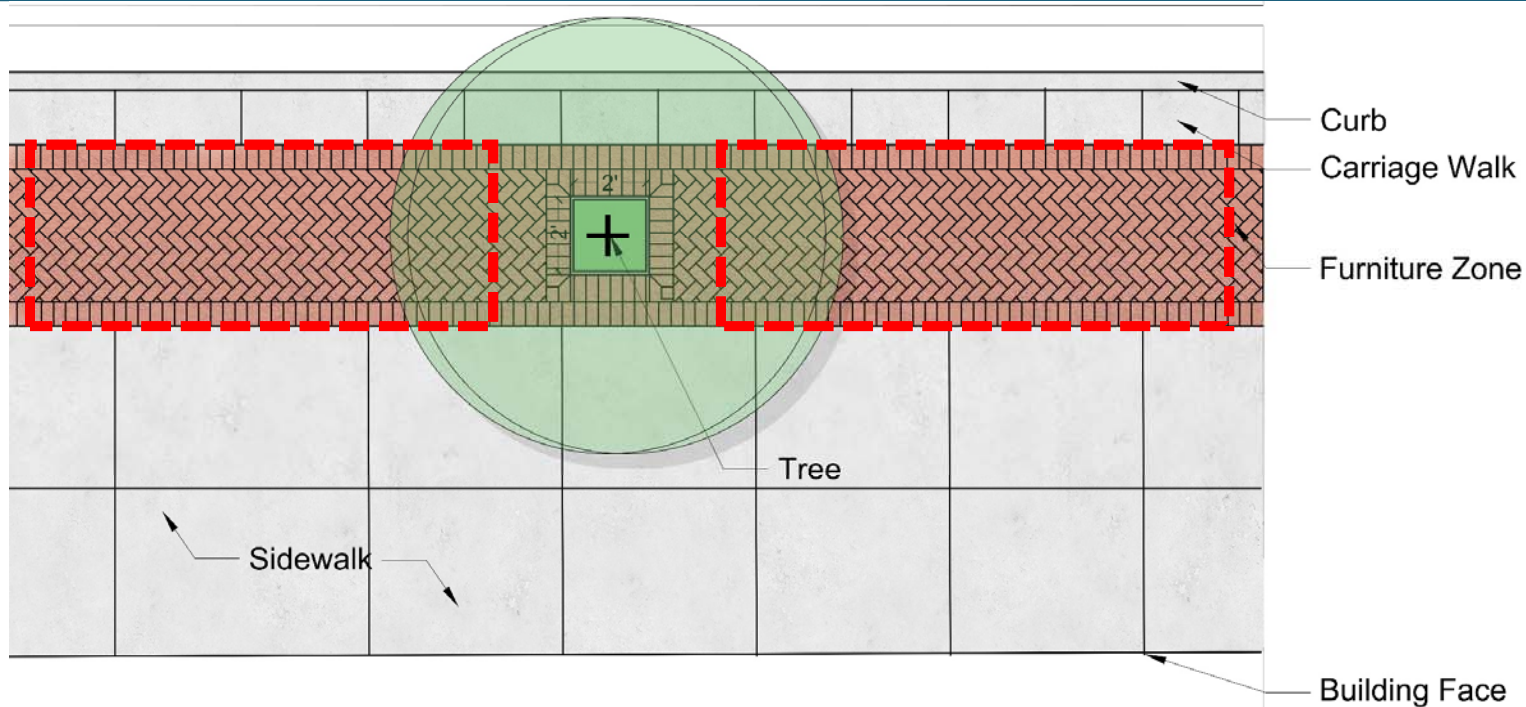
	UTILITY - WATER
	UTILITY - SANITARY
	UTILITY - STORM
	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

MAIN STREET
PENNSYLVANIA TO CRESCENT

GLEN ELLYN
DRAFT CONCEPT
LANDSCAPE PLAN

0 5' 10' 20'

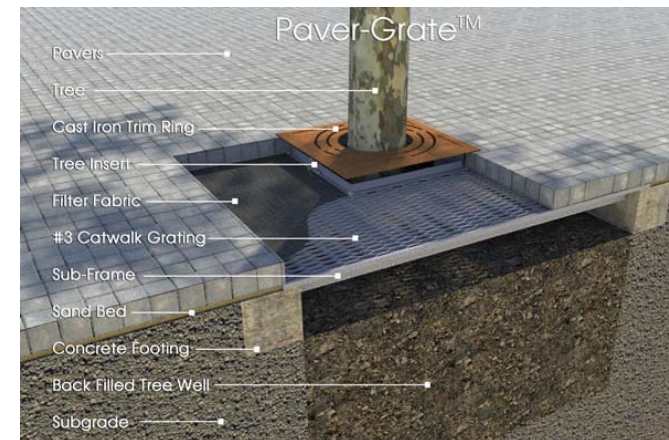
Tree Soil Space | 2' x 2' Opening with Suspended Pavement



- Since the soil volume is being provided under the pavement, it is possible for tree openings to be very small.
- “Paver Grates” are a system that provides a workable size opening (5x5) for tree installation, then pavers are installed on top of the grate leaving just a 2' square opening for the tree.

Alternative Options to Planter Curbs

- Below: Examples of Paver Grates used with Suspended Pavement systems
- Detailing would be needed to limit stormwater runoff into openings
 - Spring flushing with irrigation system to remove salt
 - Infiltration from roadway could be included – with shut off system to prevent infiltration in winter.



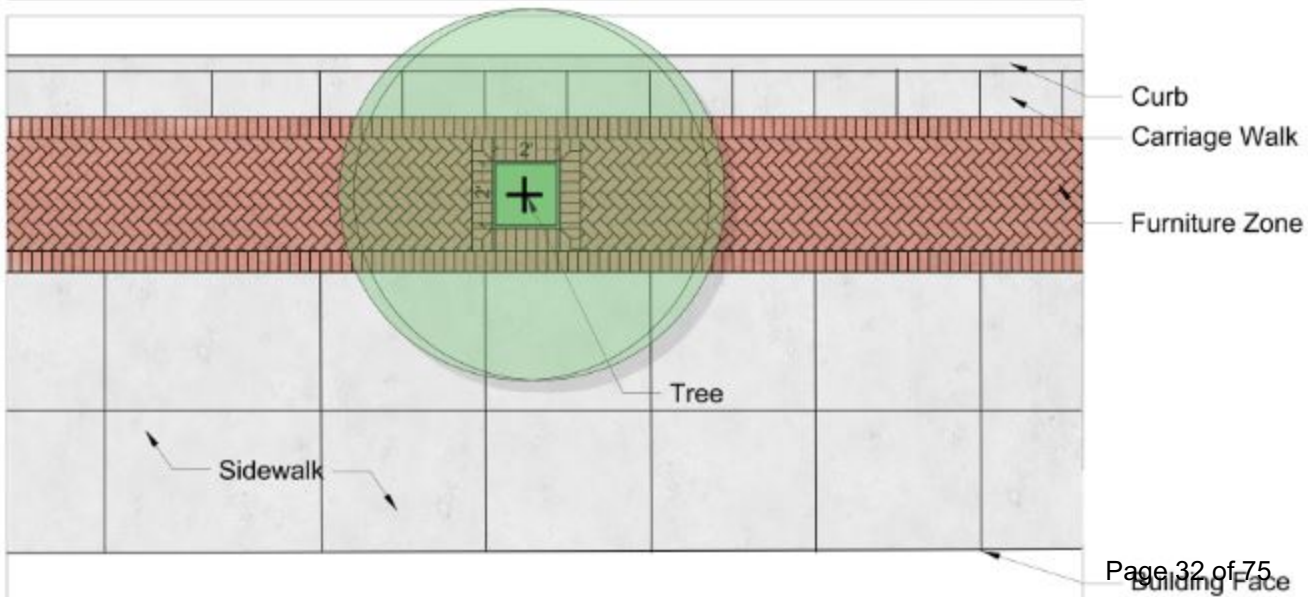
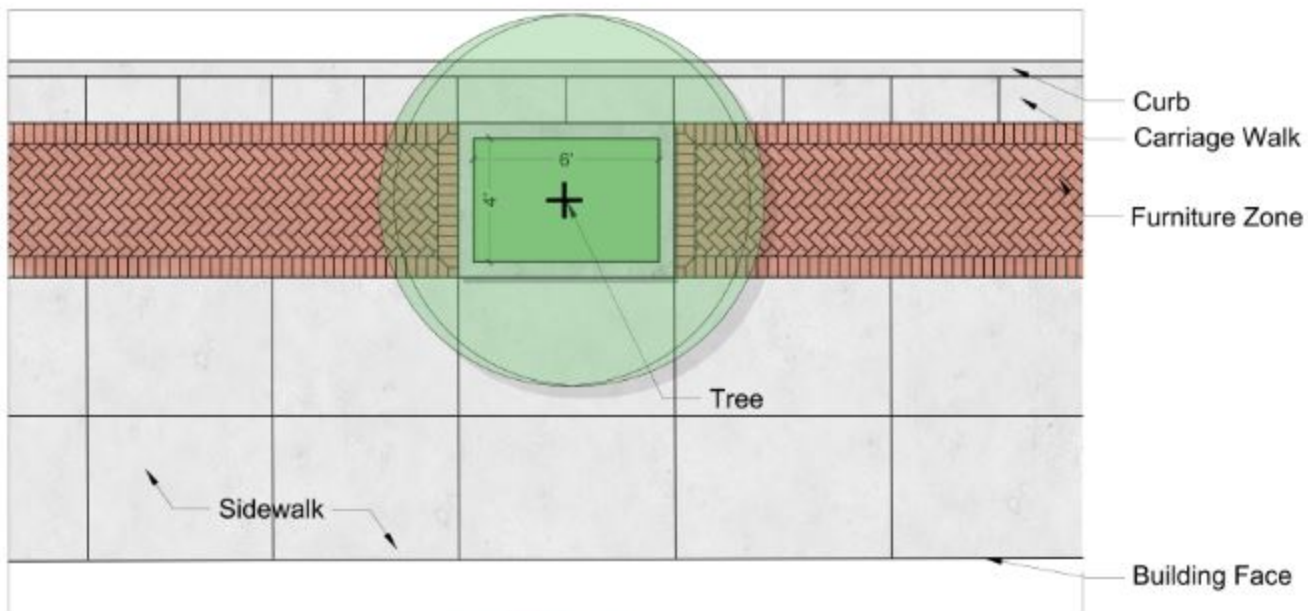
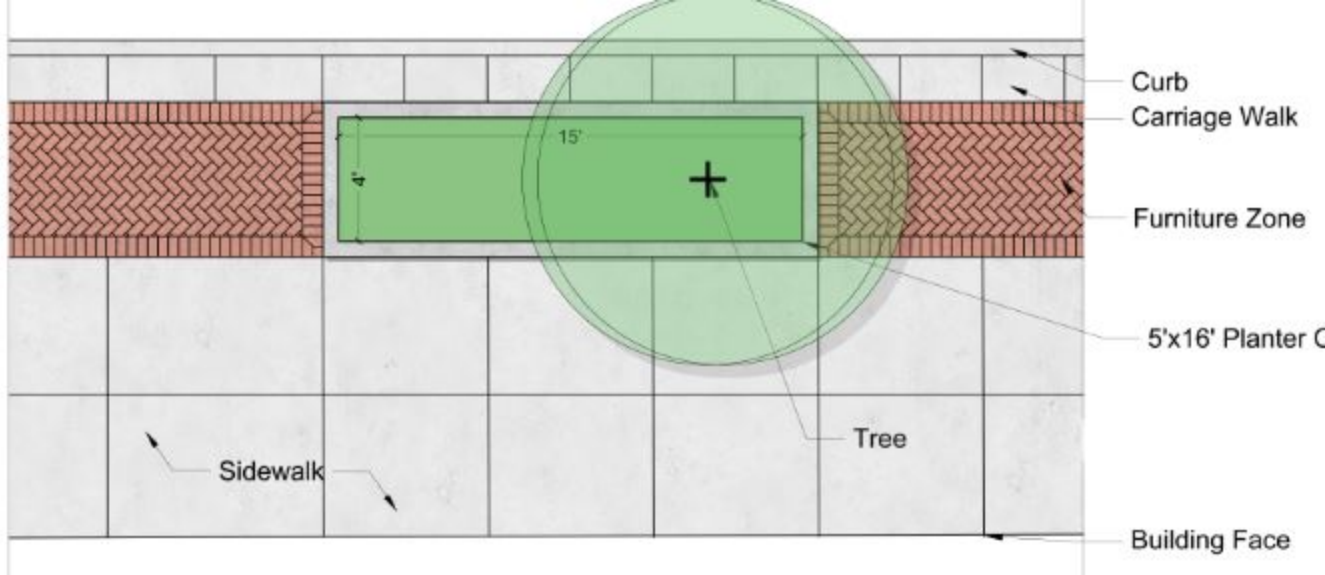
Wheaton, IL

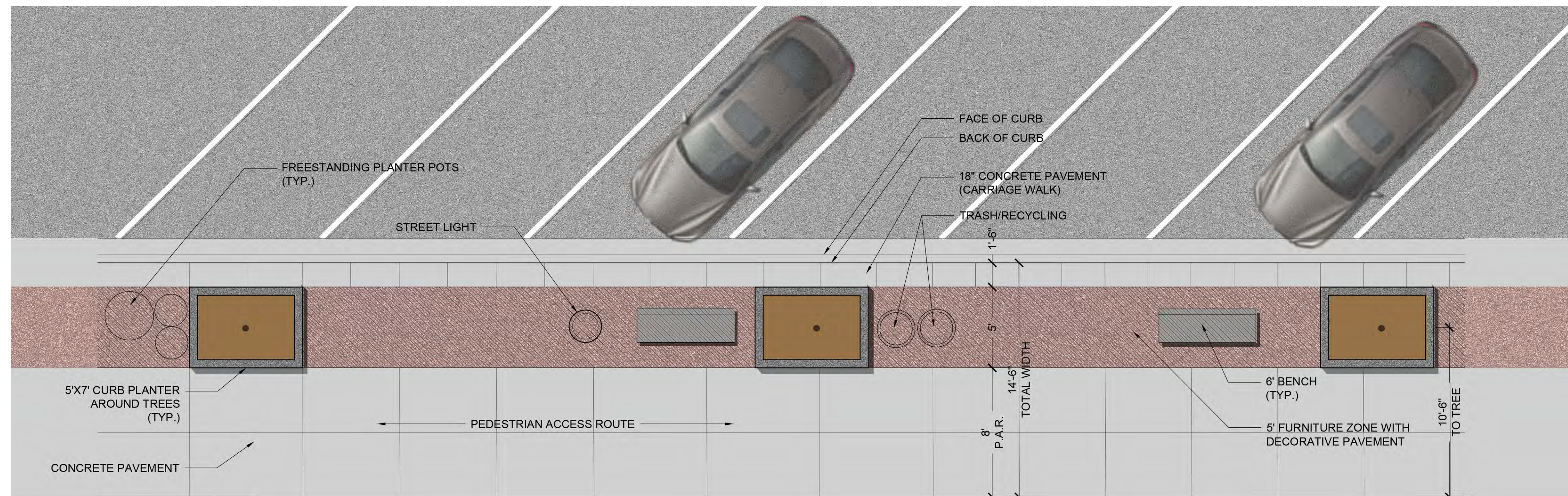


Navy Pier, Chicago

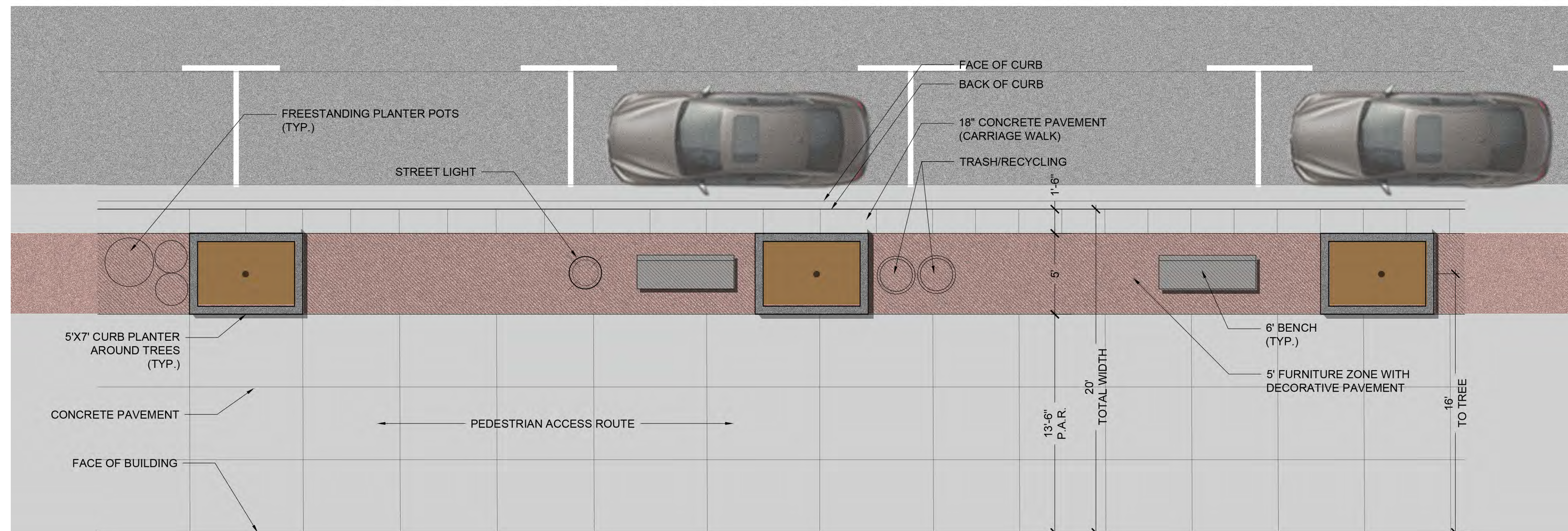


Madison, WI





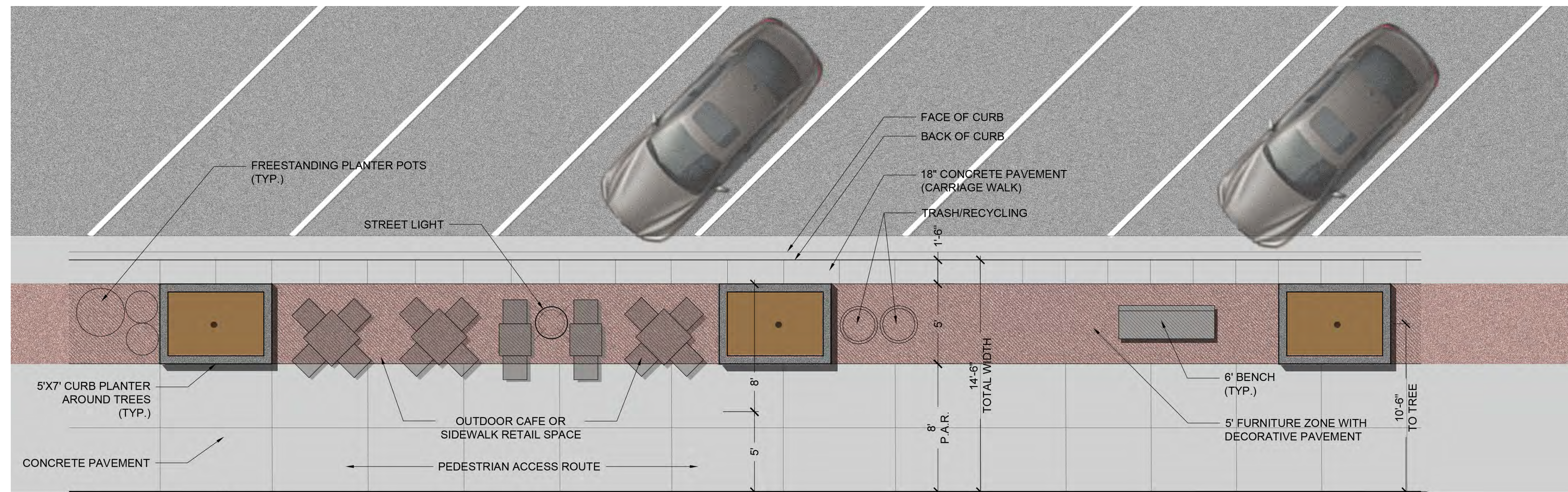
A 45 DEGREE ANGLE PARKING
SCALE= 1/4" = 1'-0"



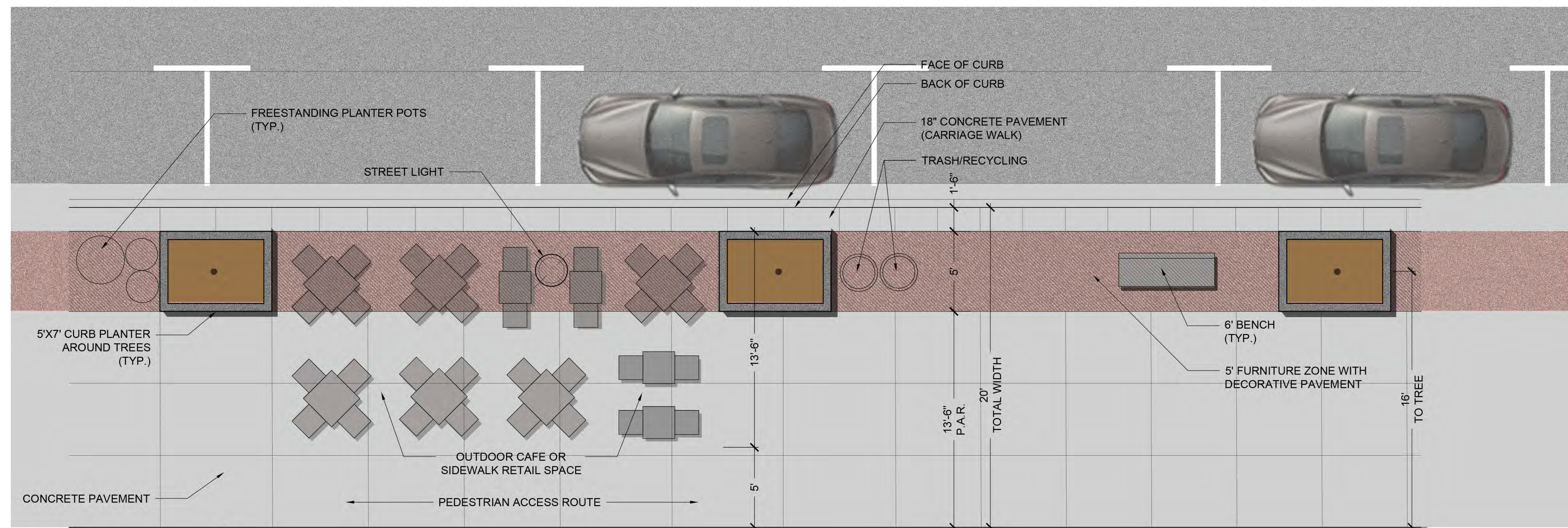
B PARALLEL PARKING
SCALE= 1/4" = 1'-0"

Glen Ellyn Sidewalk Width Comparison

Main Street - Crescent to Pennsylvania



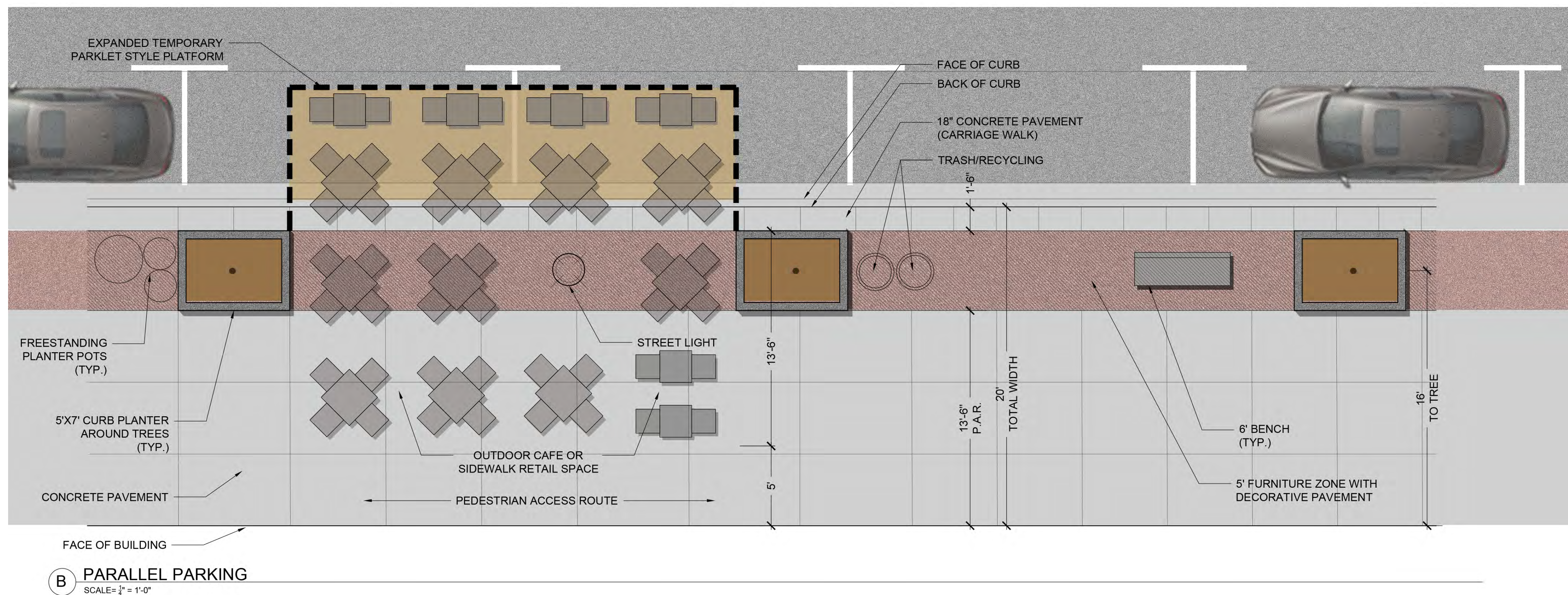
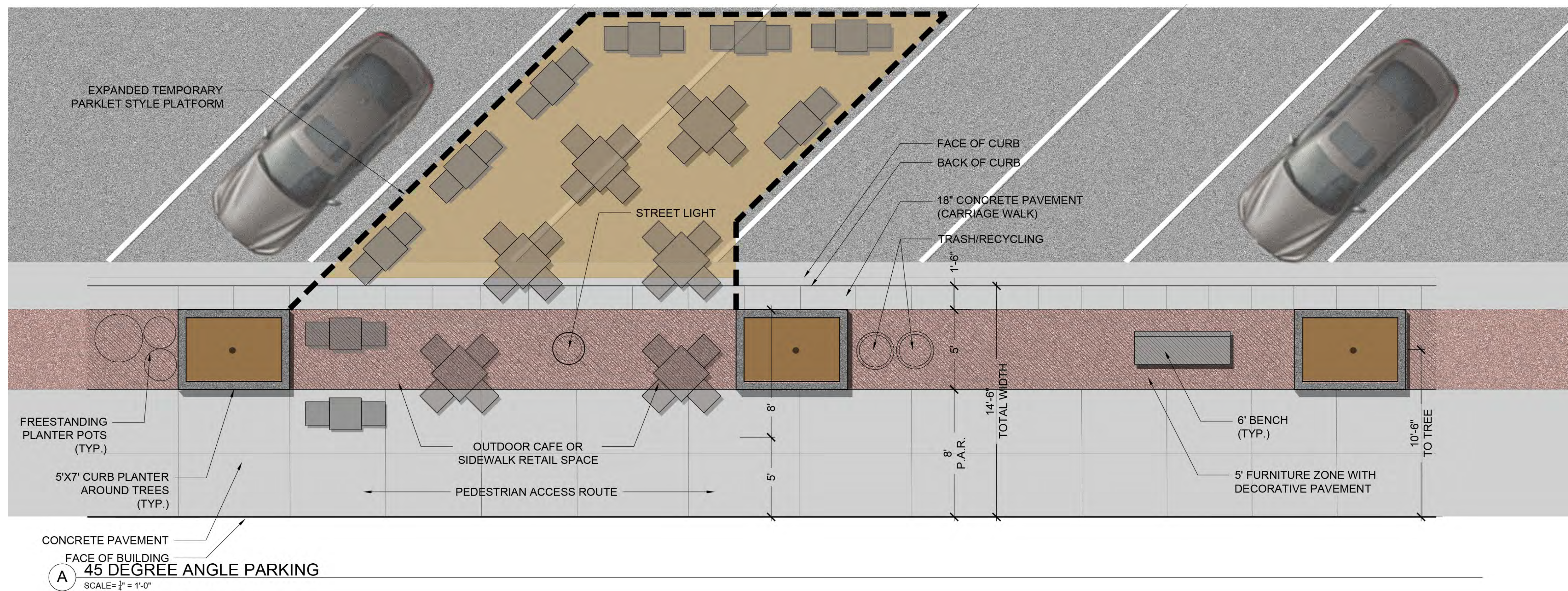
A 45 DEGREE ANGLE PARKING
SCALE: $\frac{1}{4}" = 1'-0"$



B PARALLEL PARKING
SCALE: $\frac{1}{4}" = 1'-0"$

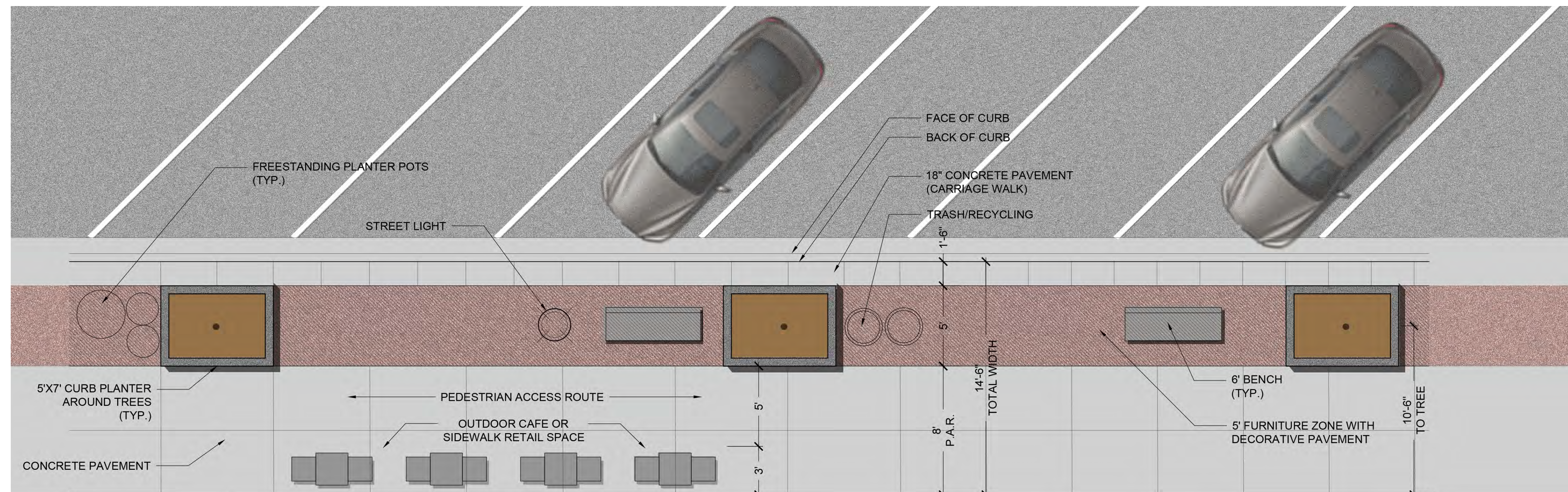
Glen Ellyn Sidewalk Width Comparison

Main Street - Crescent to Pennsylvania

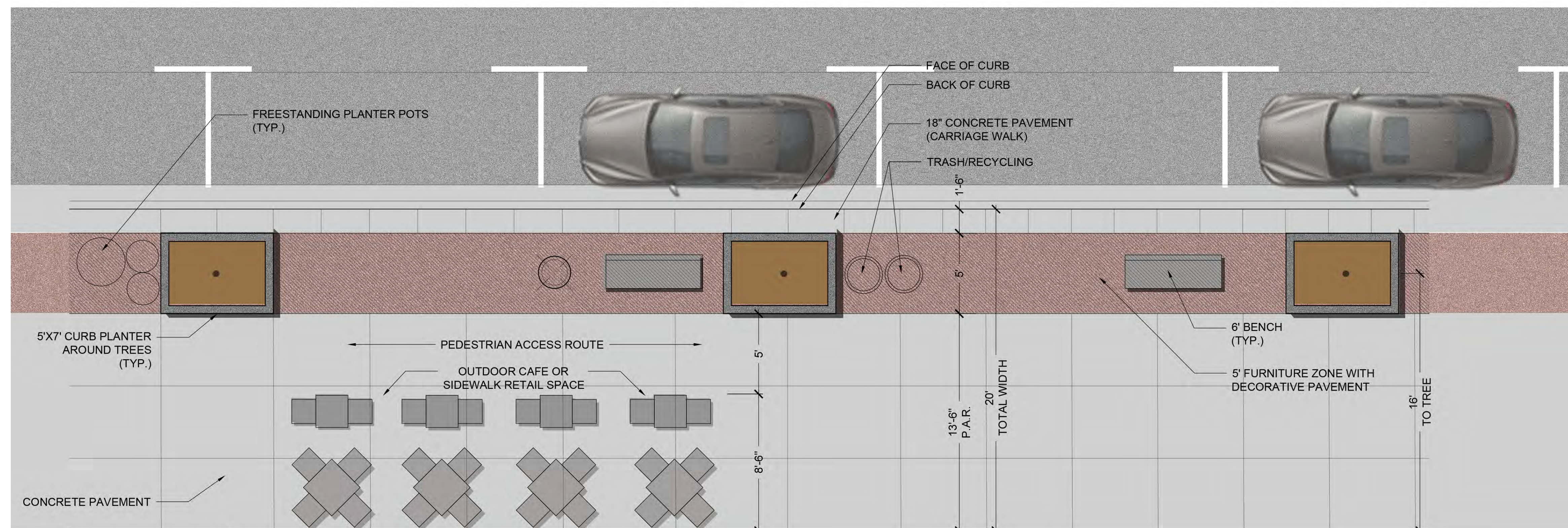


Glen Ellyn Sidewalk Width Comparison

Main Street - Crescent to Pennsylvania



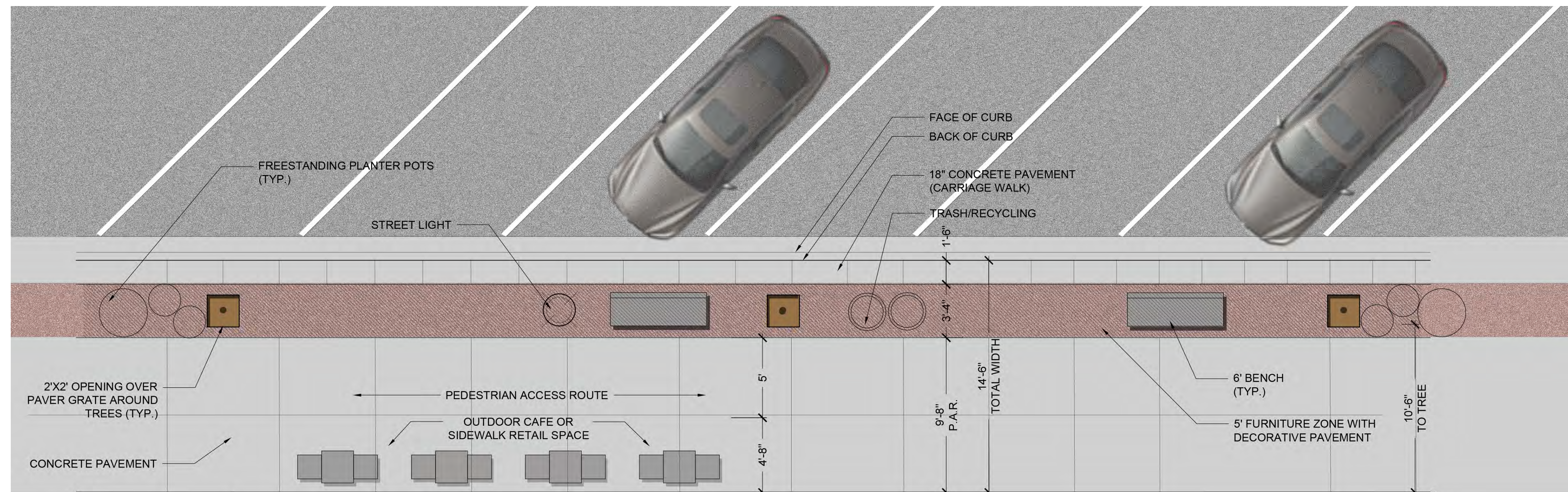
A 45 DEGREE ANGLE PARKING
SCALE = 1/4" = 1'-0"



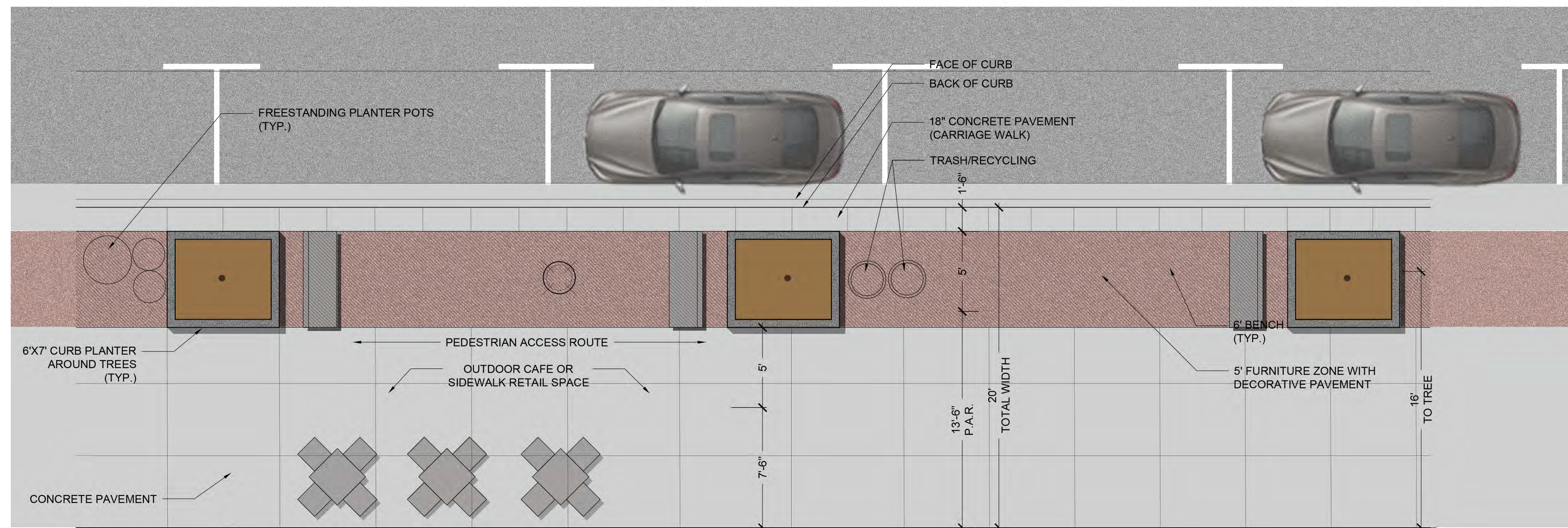
B PARALLEL PARKING
SCALE = 1/4" = 1'-0"

Glen Ellyn Sidewalk Width Comparison

Main Street - Crescent to Pennsylvania



A 45 DEGREE ANGLE PARKING
SCALE = $\frac{1}{4}" = 1'-0"$



B PARALLEL PARKING
SCALE = $\frac{1}{4}" = 1'-0"$

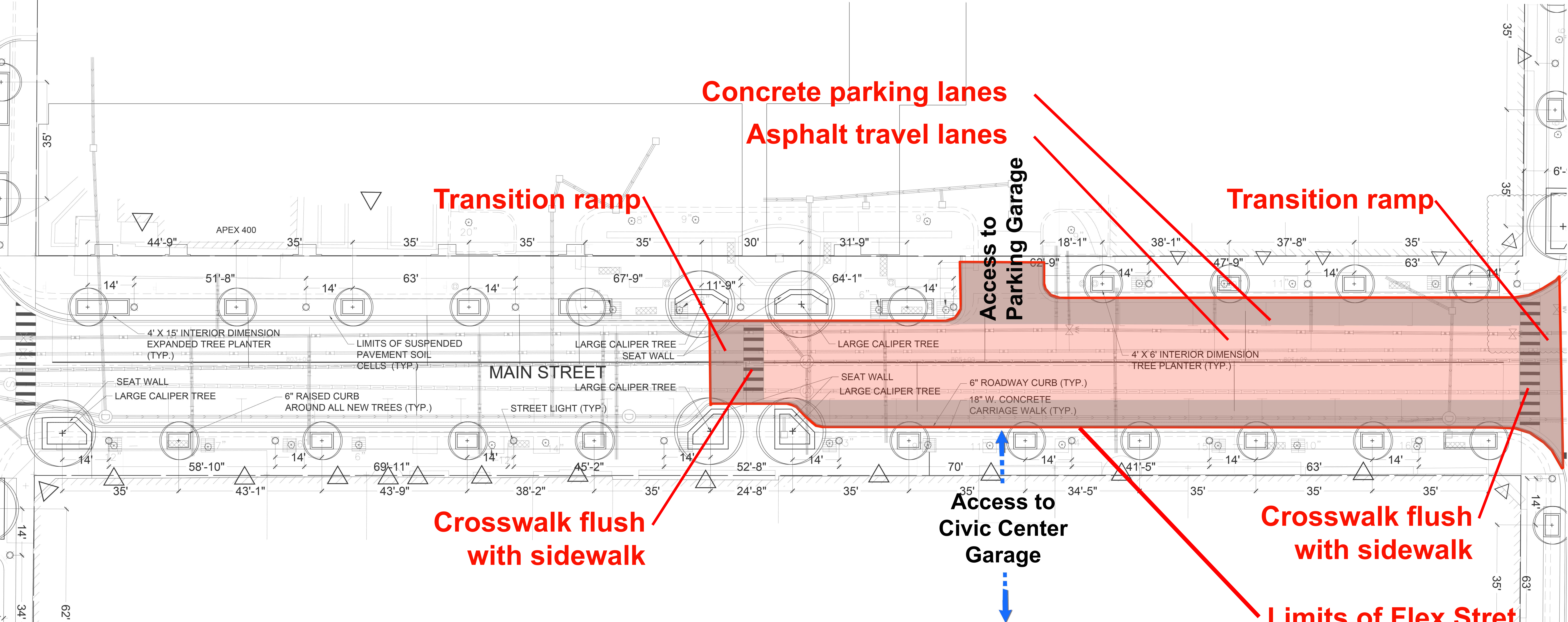
Glen Ellyn Sidewalk Width Comparison

Main Street - Crescent to Pennsylvania









Concrete parking lanes

Asphalt travel lanes

Transition ramp

Access to Parking Garage

Access to Civic Center Garage

Crosswalk flush with sidewalk

Limits of Flex Street

Crosswalk flush with sidewalk

LEGEND	
	UTILITY - WATER
	UTILITY - SANITARY
	UTILITY - STORM
	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

MAIN STREET
DUANE TO HILLSIDE







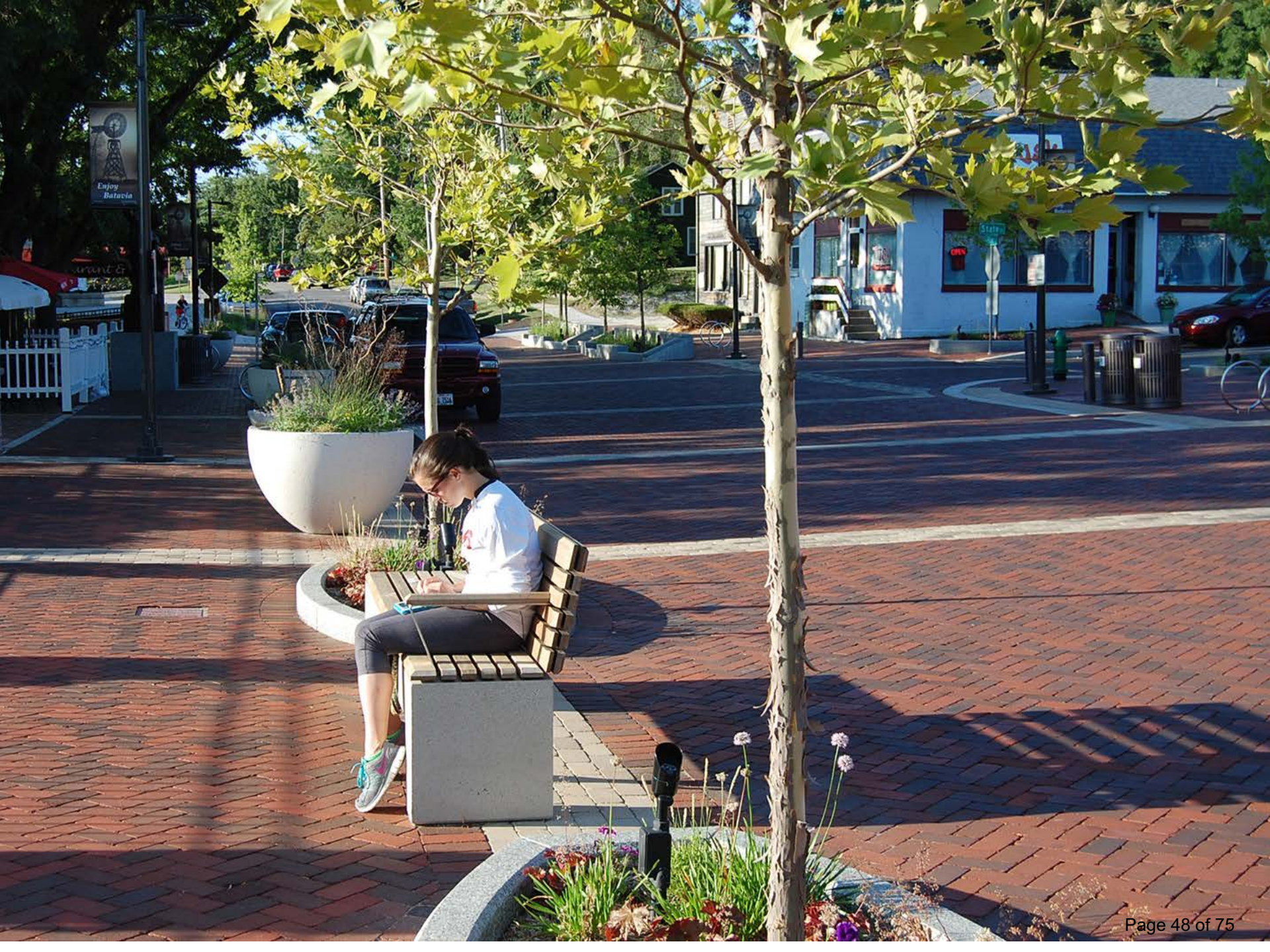


Bell Street
Seattle, Washington





River Street





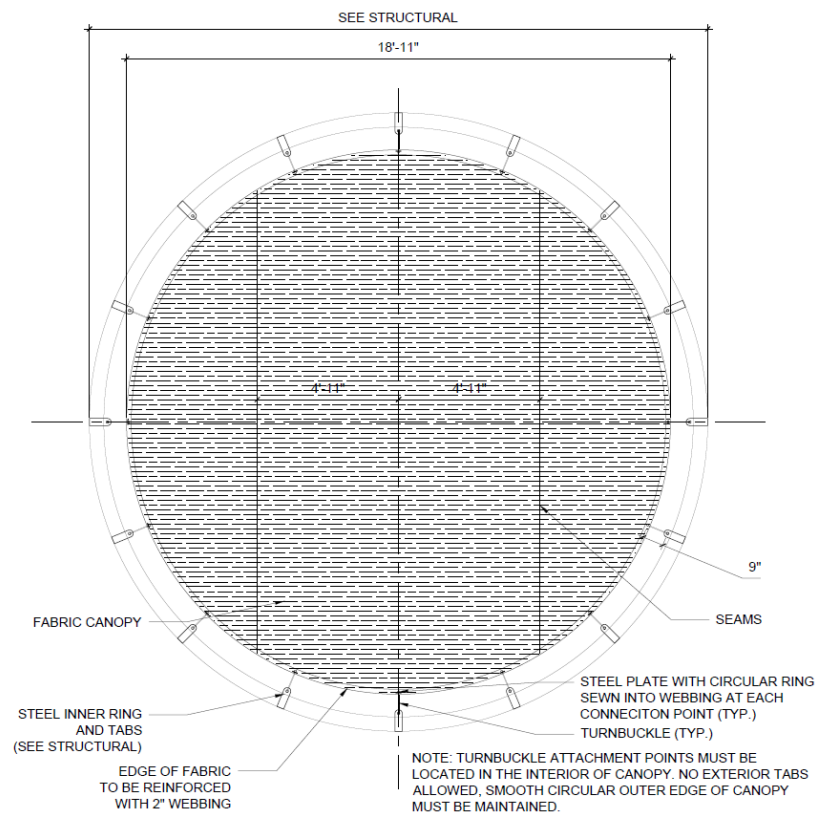
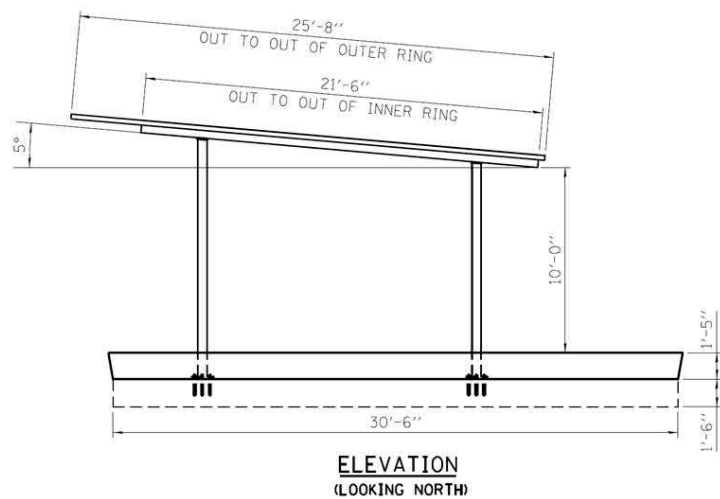




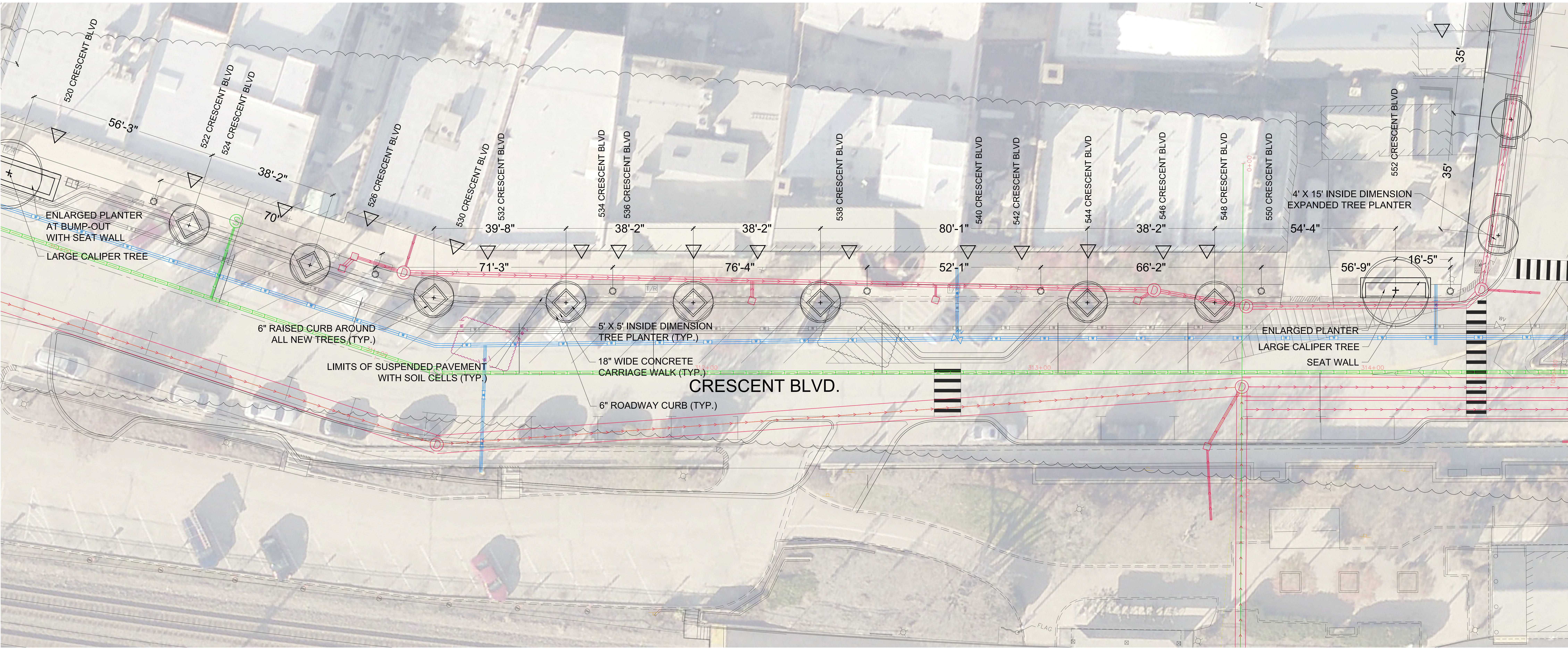


Northcenter Town Square

- Bid: May 2019
- Construction Complete: Summer 2020
- Structure designed for wind and snow load
- Canvas Manufacturer recommends removing in winter
- Average Bid Total: \$155,000 (4 bidders)



04 CANOPY FABRIC - PLAN
SCALE = $\frac{3}{8}$ " = 1'-0"

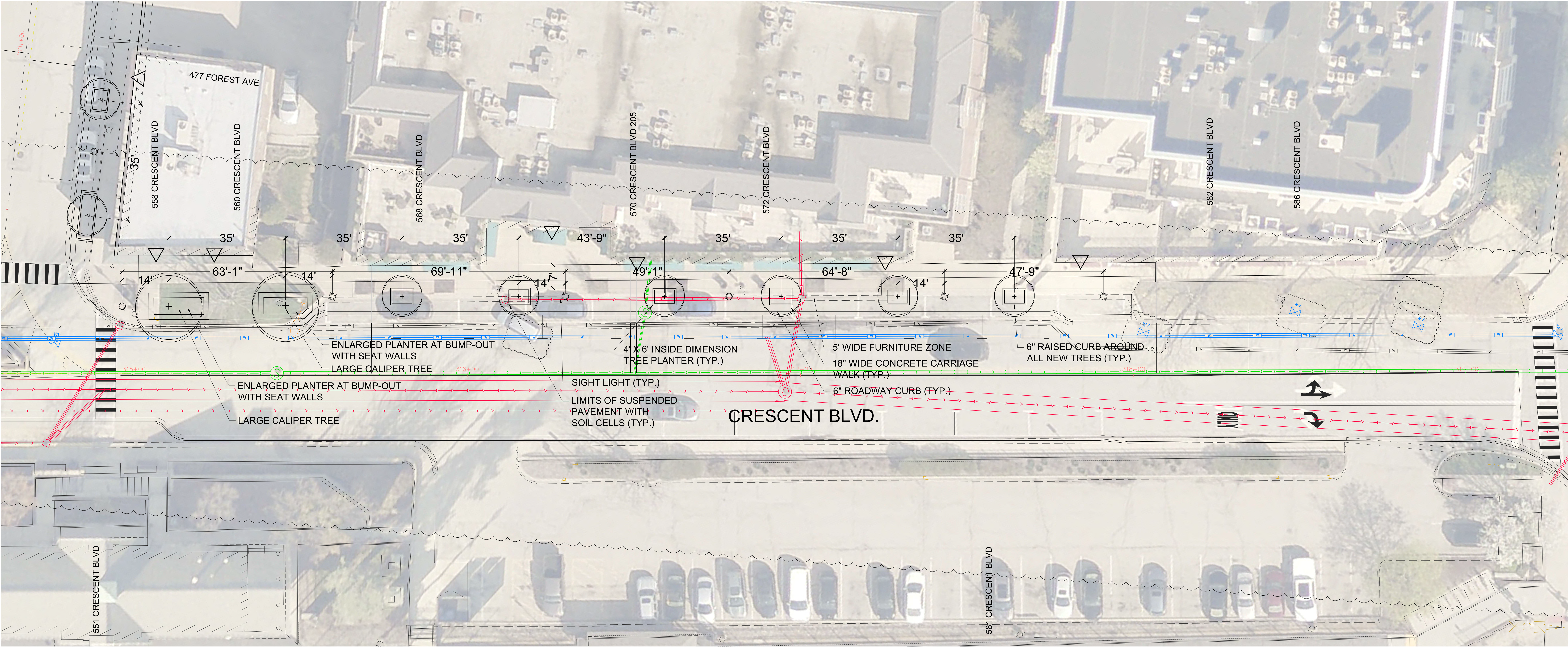


LEGEND

	UTILITY - WATER
	UTILITY - SANITARY
	UTILITY - STORM
	BUILDING RETAIL ENTRANCE
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	PROPOSED TREE
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

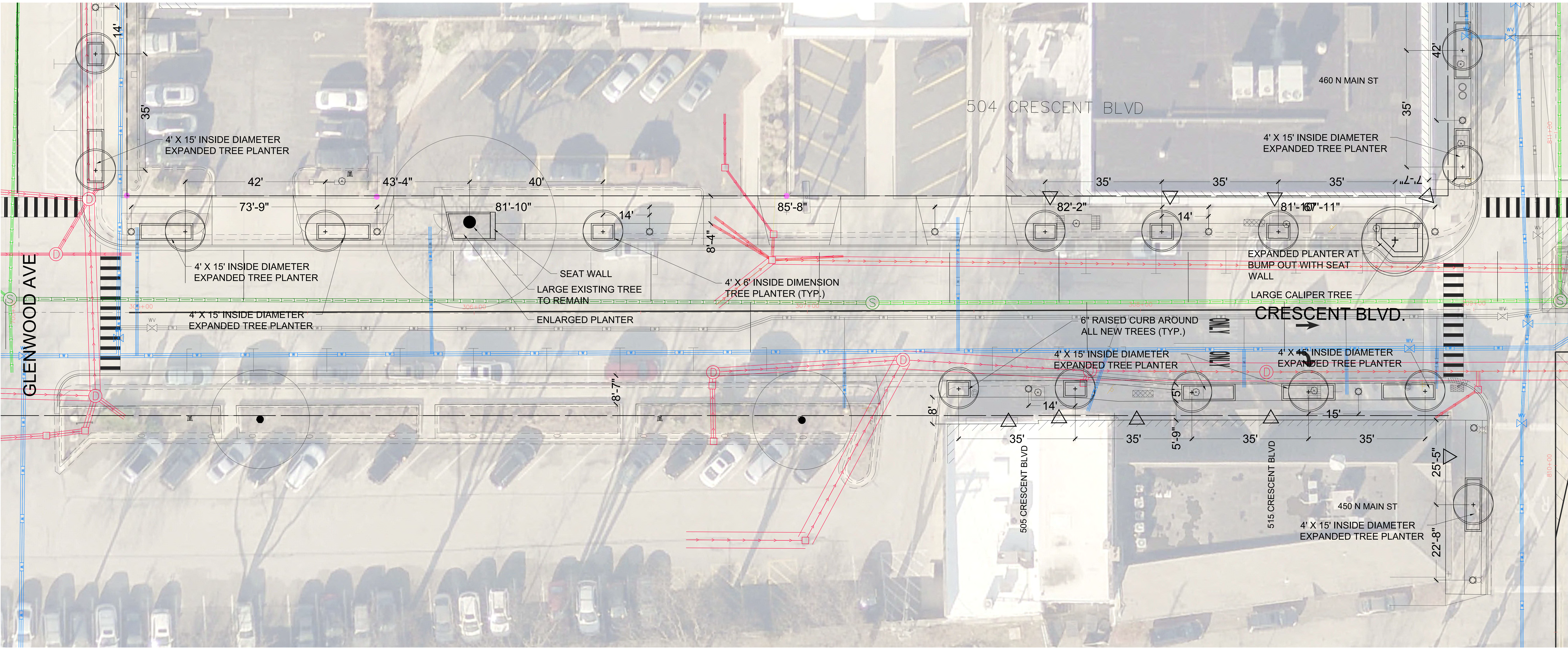
CRESCENT BOULEVARD
MAIN TO FOREST



LEGEND	
	UTILITY - WATER
	UTILITY - SANITARY
	UTILITY - STORM
	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
	PROPOSED TREE
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	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

CRESCENT BOULEVARD
FOREST TO PARK

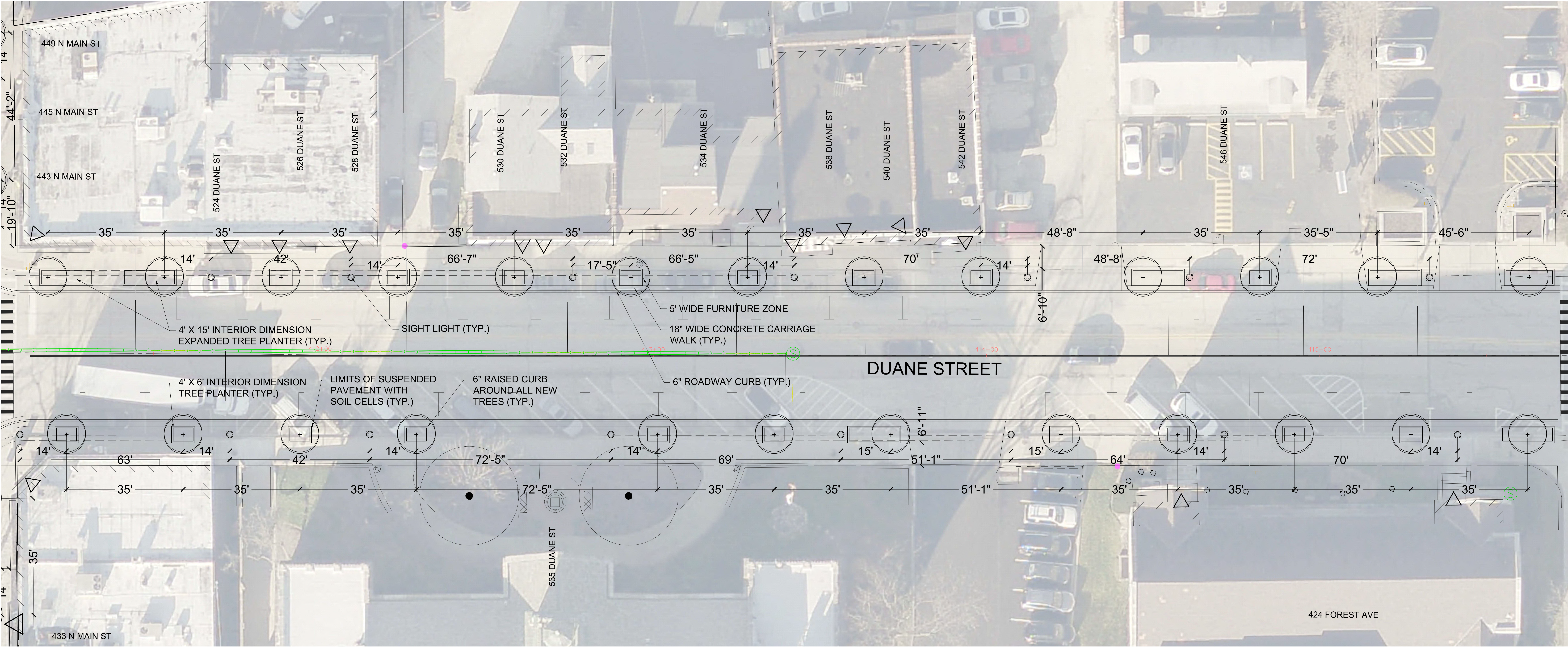


LEGEND

	UTILITY - WATER
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	BUILDING RETAIL ENTRANCE
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	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

CRESCENT BOULEVARD
GLENWOOD TO MAIN

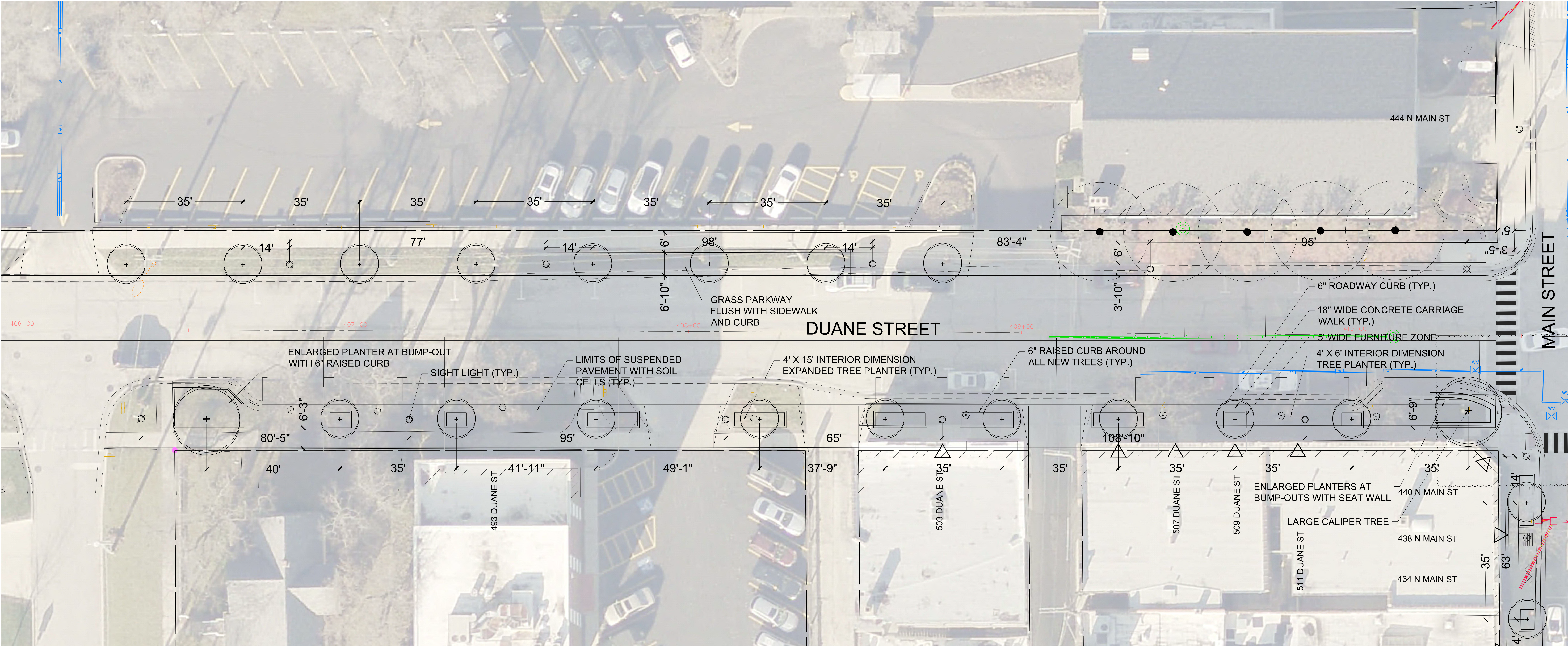


LEGEND

	UTILITY - WATER
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	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

DUANE STRET
MAIN TO FOREST

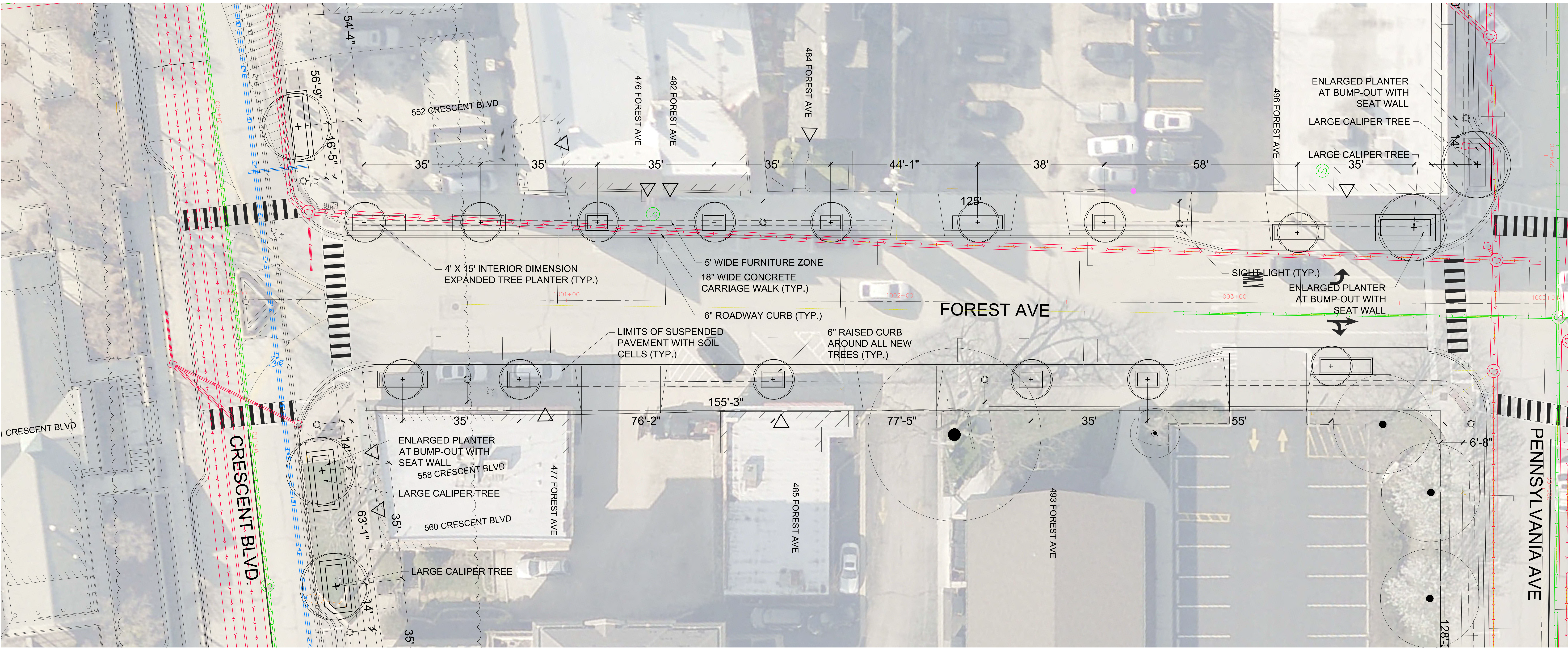


LEGEND

	UTILITY - WATER
	UTILITY - SANITARY
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	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

DUANE STRET
GLENWOOD TO MAIN

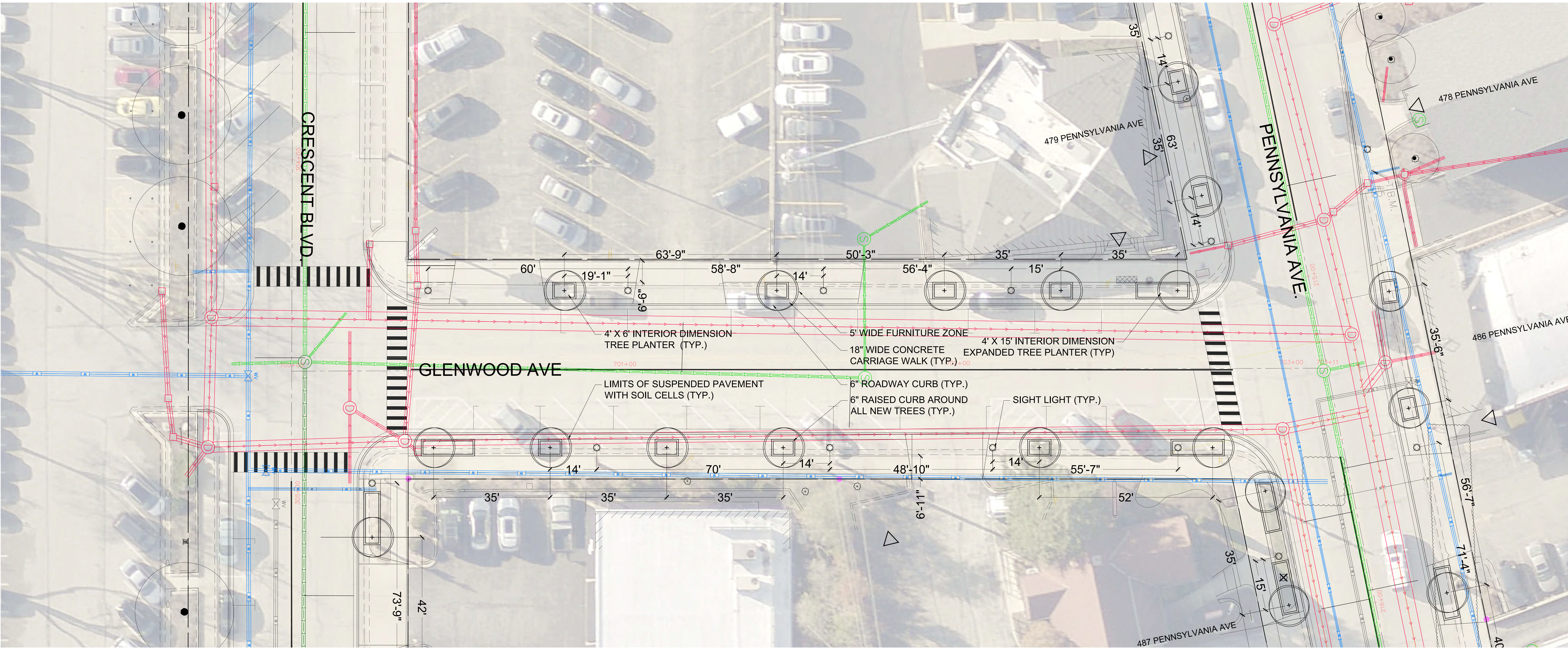


LEGEND

	UTILITY - WATER
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	BUILDING RETAIL ENTRANCE
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	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

FOREST AVENUE
CRESCENT TO PENNSYLVANIA

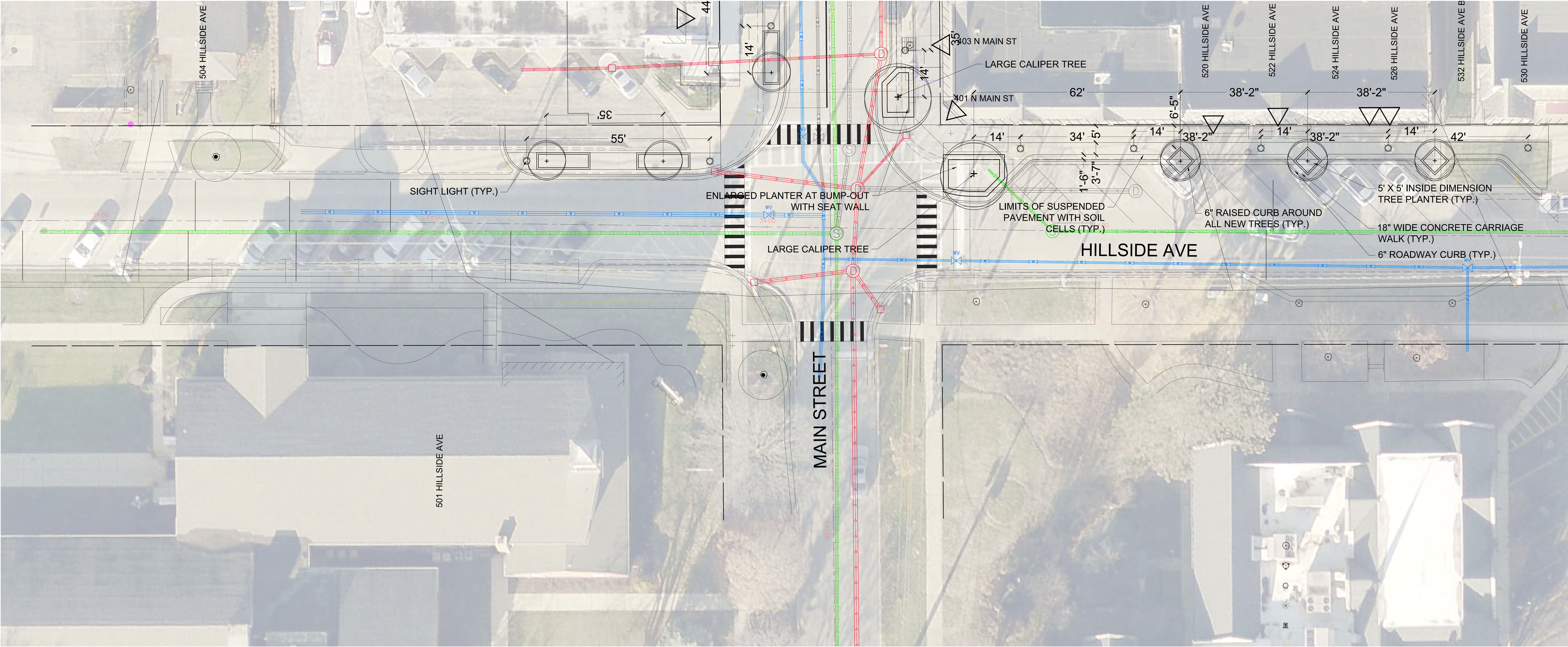


LEGEND

	UTILITY - WATER
	UTILITY - SANITARY
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	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
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	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

GLENWOOD AVENUE
CRESCENT TO PENNSYLVANIA

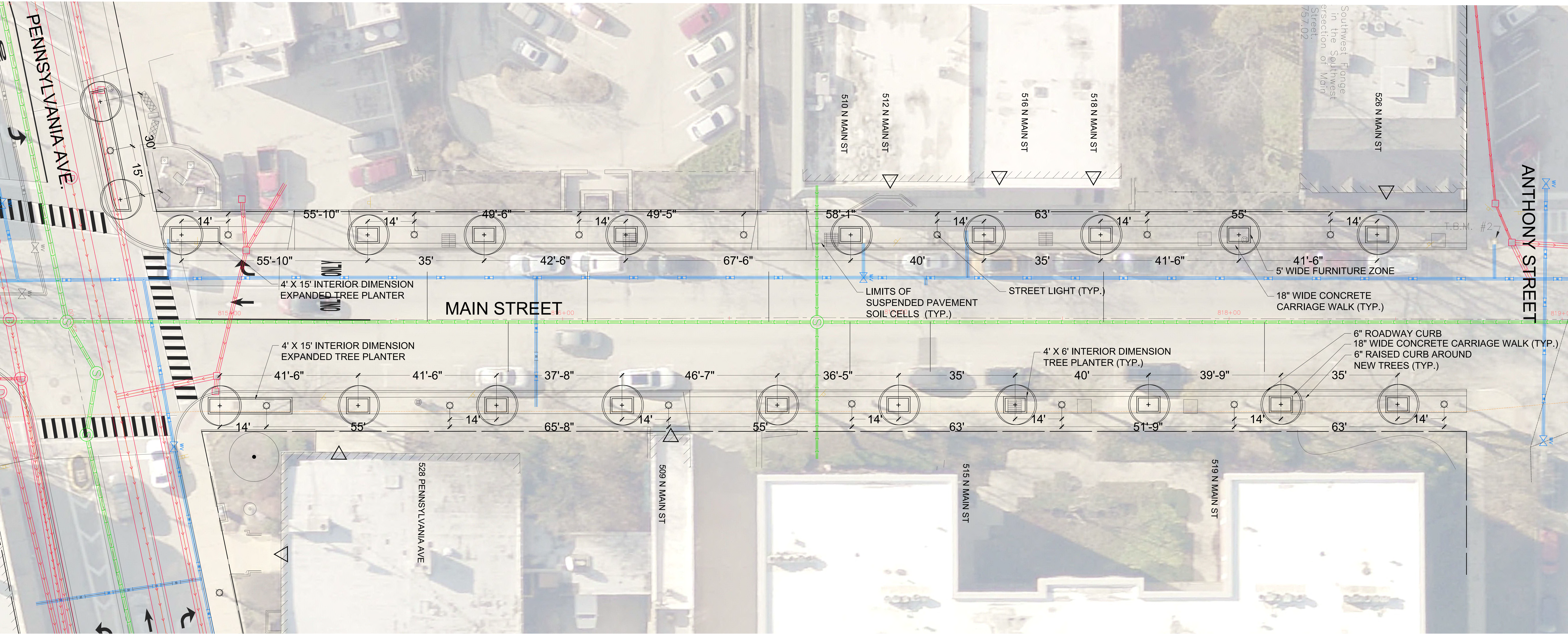


LEGEND

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	BUILDING RETAIL ENTRANCE
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	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

HILLSIDE AVENUE
AT MAIN



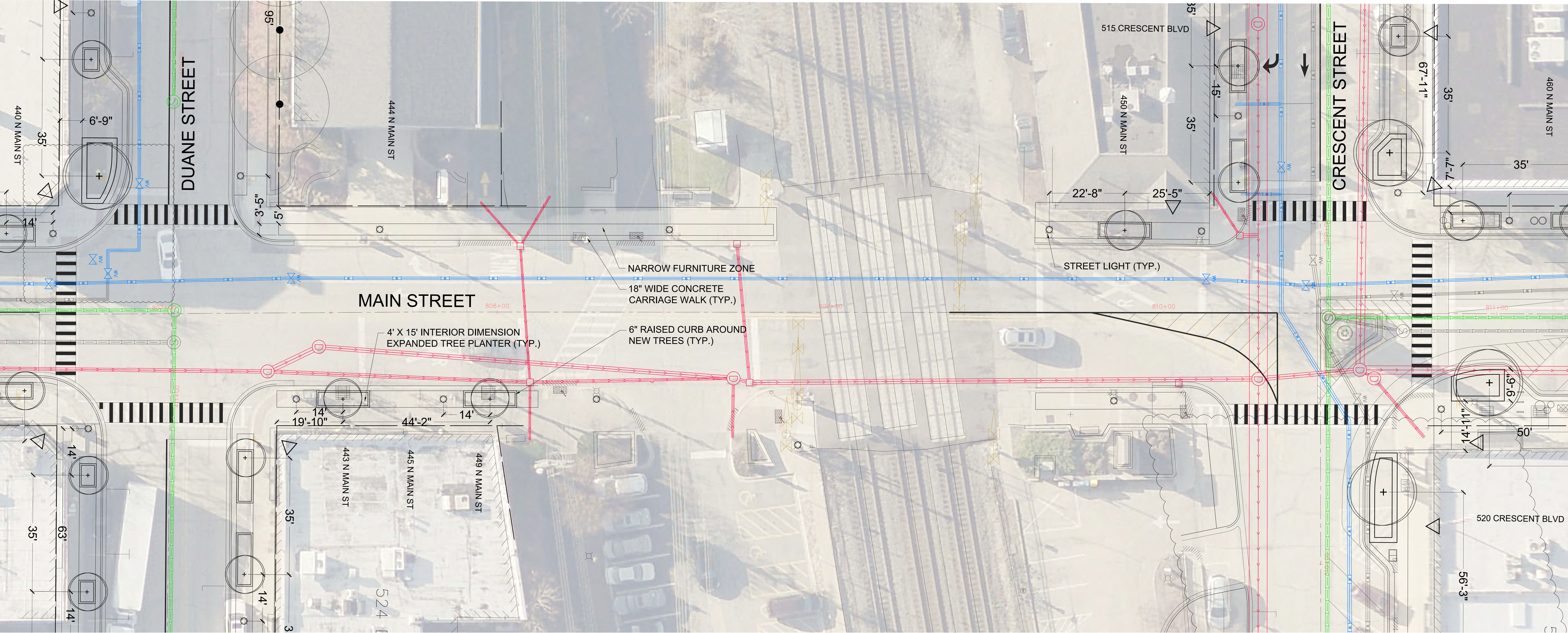
LEGEND

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	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
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	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

MAIN STREET

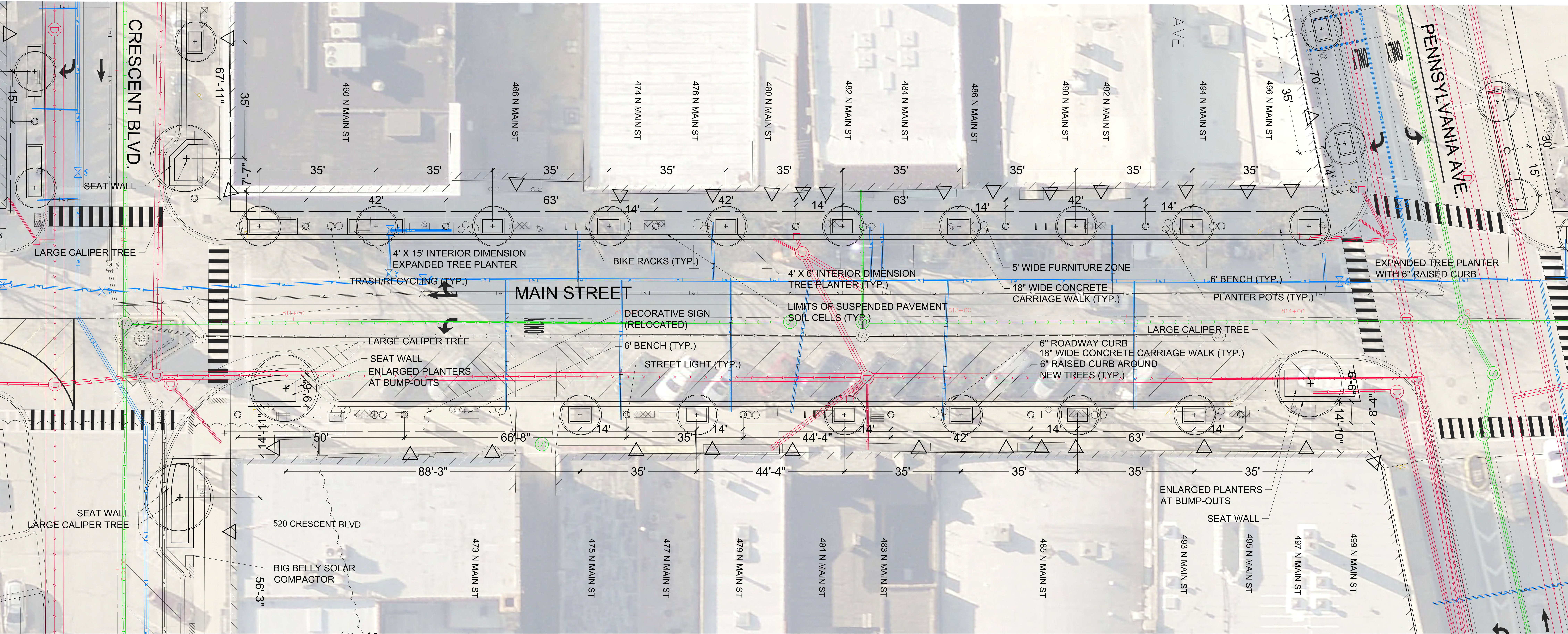
ANTHONY TO PENNSYLVANIA



	UTILITY - WATER
	UTILITY - SANITARY
	UTILITY - STORM
	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

MAIN STREET
CRESCENT TO DUANE



LEGEND

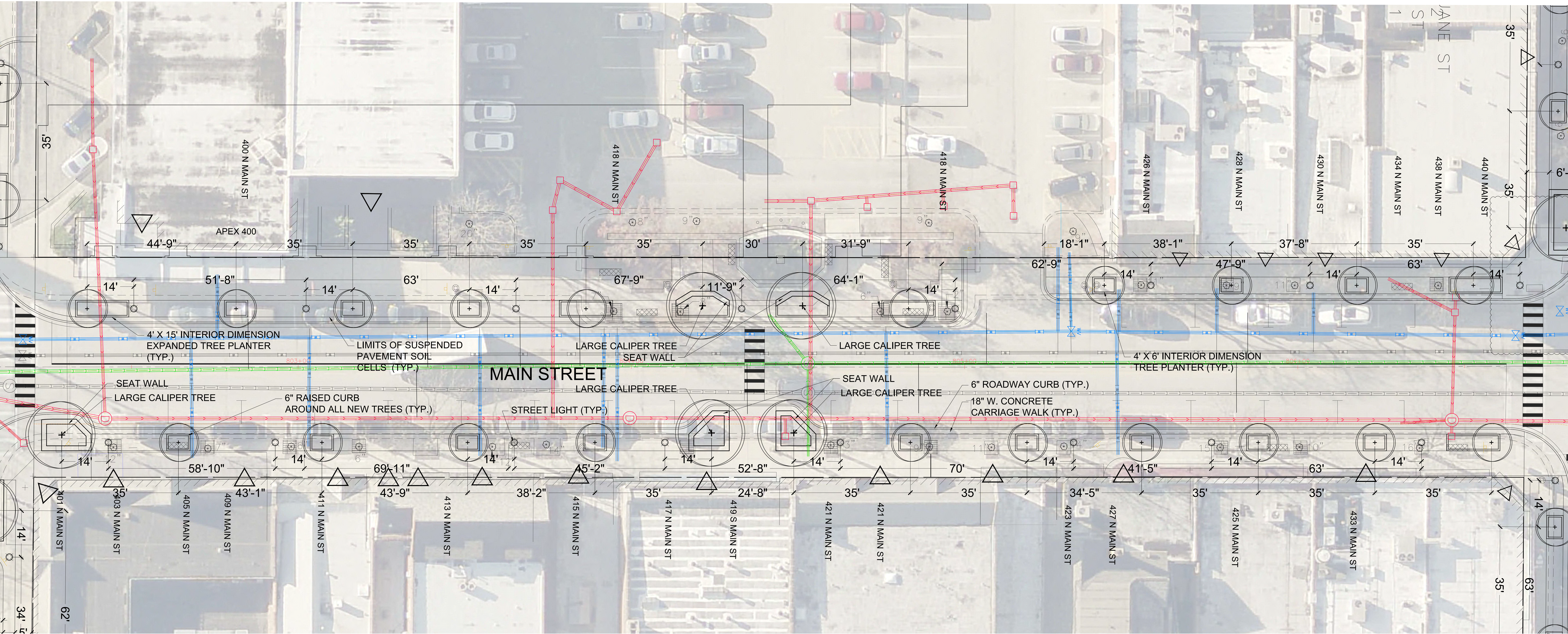
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35' O.C. TREE SPACING

MAIN STREET
PENNSYLVANIA TO CRESCENT

GLEN ELLYN
DRAFT CONCEPT
LANDSCAPE PLAN

0 5' 10' 20'



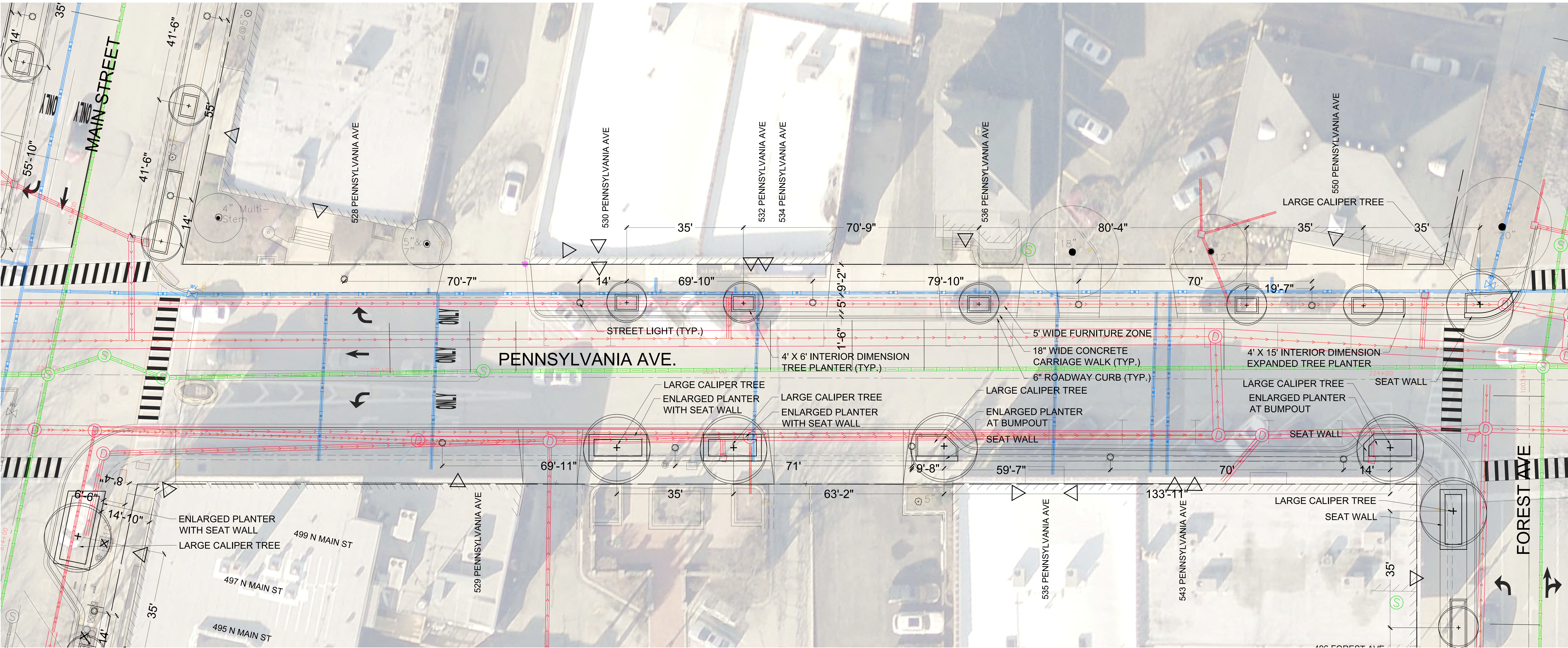
LEGEND

	UTILITY - WATER
	UTILITY - SANITARY
	UTILITY - STORM
	BUILDING RETAIL ENTRANCE
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	PROPOSED TREE
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	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

MAIN STREET
DUANE TO HILLSIDE

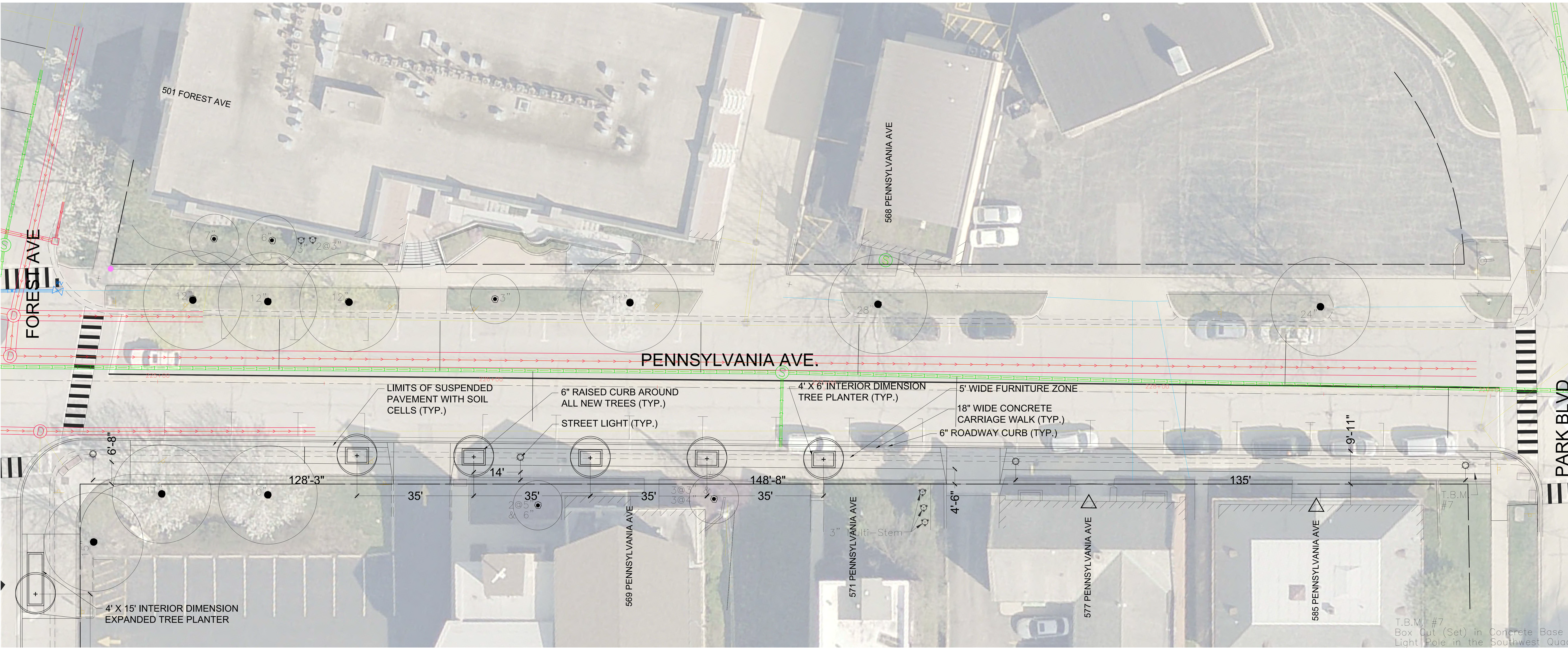
GLEN ELLYN
DRAFT CONCEPT
LANDSCAPE PLAN



LEGEND	
	UTILITY - WATER
	UTILITY - SANITARY
	UTILITY - STORM
	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	DECORATIVE PAVING
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	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

PENNSYLVANIA AVE
MAIN TO FOREST

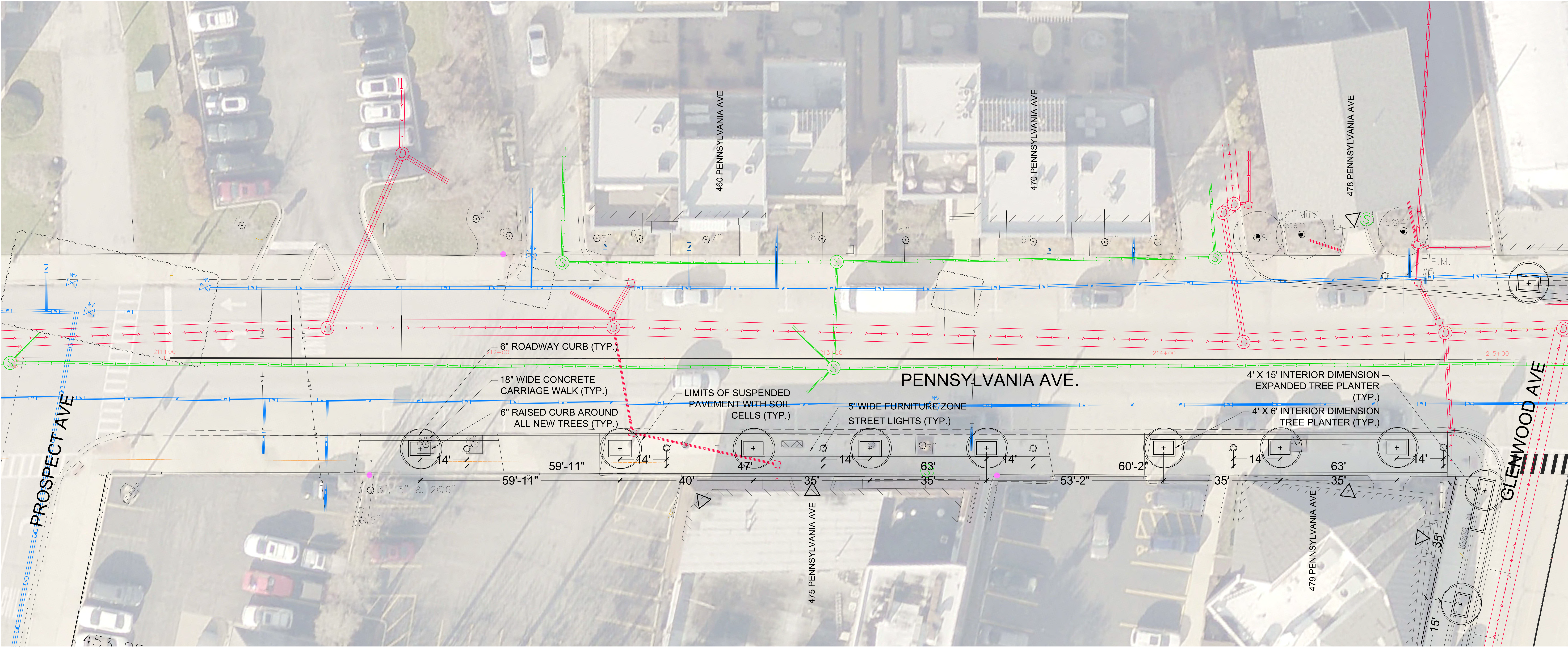


LEGEND

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	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

PENNSYLVANIA AVE
MAIN TO FOREST

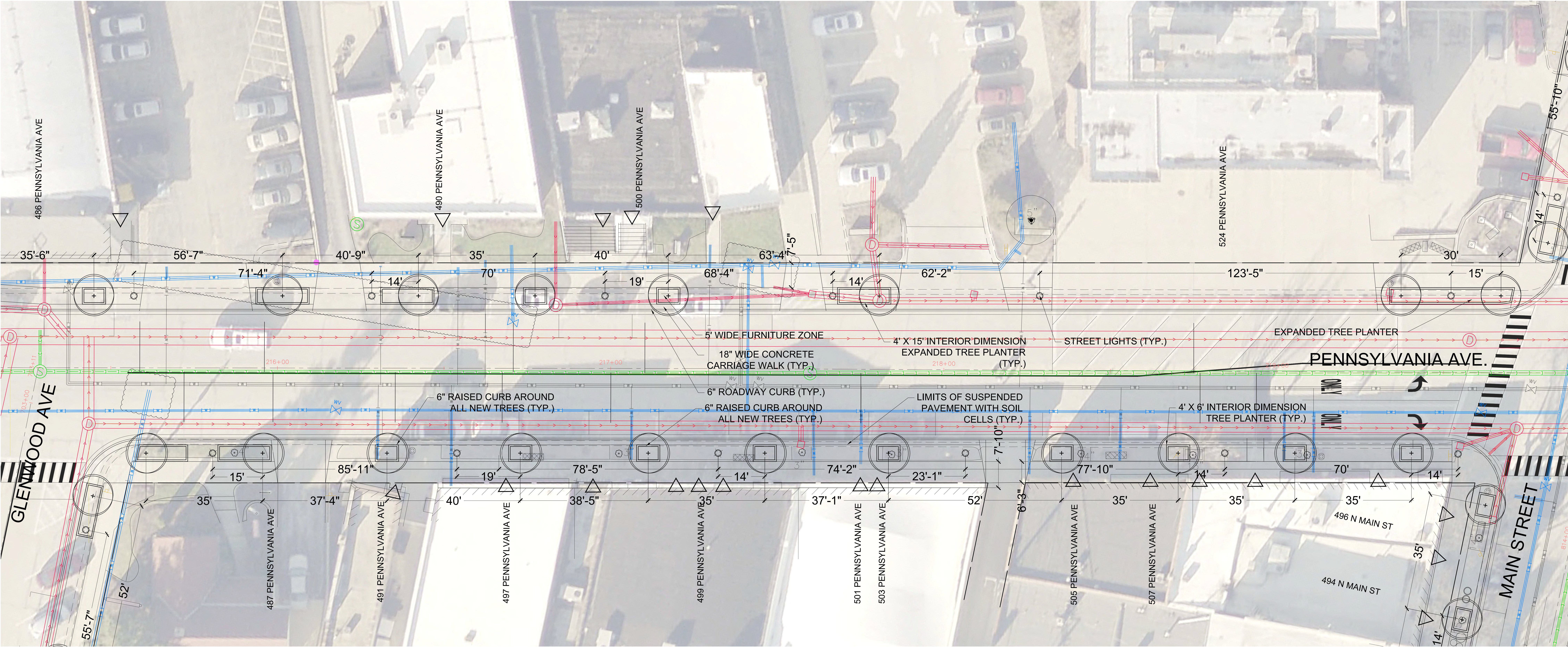


LEGEND

	UTILITY - WATER
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	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
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	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

PENNSYLVANIA AVE
PROSPECT TO GLENWOOD



LEGEND

	UTILITY - WATER
	UTILITY - SANITARY
	UTILITY - STORM
	BUILDING RETAIL ENTRANCE
	EXISTING TREE TO REMAIN
	PROPOSED TREE
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	BUILDING RETAIL/RESTAURANT ENTRANCE

35' O.C. TREE SPACING

PENNSYLVANIA AVE
GLENWOOD TO MAIN



**Glen Ellyn Capital
Improvements Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 10/13/2020 7:00 PM
Department: Public Works
Department Head: Rich Daubert
Category: Report
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2020-
561)**

DOC ID: 2020-561

Engineering Project Report - October 2020

Statement of the Issue:

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. Engineering Project Report 10-9-20

October 9, 2020



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS

ROADWAY REHABILITATION PROJECT 20002– Contractor: Schroeder Asphalt Services

(Project No. 19007; Value of Construction Contract = \$1,298,381)

This project involves more limited utility (repairs) and roadway improvements (resurfacing) along approximately 2 miles of roadways generally located in southeast Glen Ellyn. Over the last month, the Contractor substantially completed all roadway paving work as well as parkway restoration work. Preparation of a punch list is underway.

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

(Project No. 19009; Value of Construction Contract = \$374,218)

Nine bids were received for the project on September 18th with the lowest responsive bid received by John Neri Construction (JNC) in the amount of \$374,218. The Village Board has approved the contract with JNC. The IEPA Sewer and Water Main Permits have been secured. Staff was awaiting permitting from Milton Township but they have expressed a request for the Village enter into an IGA to formally take jurisdiction of Cumnor Avenue between Fairway and Acorn as part of this project. Staff is currently preparing a draft IGA for the Village Board's consideration of approval on October 12th which would give the township comfort in approving the permit for the project next week.

CONSTRUCTION PROJECTS IN CLOSE-OUT

SCOTT-CLIFTON-CUMNOR IMPROVEMENTS – Contractor: Chicagoland Paving

(Project No. 19007; Value of Construction Contract = \$622,405)

Final punch list work has been completed with preparation of the final balancing change order for the project underway.

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

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

Staff and the Resident Engineer have addressed all of IDOT's requests with closeout in the court of IDOT District 1 Materials.

TAYLOR AVENUE PEDESTRIAN TUNNEL – Contractor: "D" Construction

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

The project record drawings are now complete. "D" Construction has addressed the majority of the missing material certifications; two items remain with "D" noting they will address them in the coming week or otherwise not be paid for those items. Two parkway trees are also pending replacement by the landscaping contractor as they did not properly establish. The project team is working collaboratively to complete the certifications, tree planting, and closeout paperwork items by no later than the end of the calendar year.

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 services for the project.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: Martam Construction

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

Staff has been working directly with IDOT to submit the final authorizations commemorating the final project quantities and project costs. IDOT has noted that the Village has fulfilled all duties to close the project out with IDOT's EEO Department to sign off on the project soon and the Contractor to submit one final form.

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.

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

(Project No. 00511)

The project design is approximately 80% complete with engineering staff awaiting final details of a potential annexation on Hill Avenue which ultimately impacts the design and proposed scope of water main utility improvements. The Village's Community Development and Legal teams are working with the property owner to finalize details relating to the potential annexation. Once the final annexation details are established, the annexation petition and associated details will be presented to the Village Board for consideration of approval; thereby allowing for the project design to advance towards completion. In the interim, staff is working with the Engineer to finalize as many items as possible.

UTILITY AND ROADWAY REHABILITATION PROJECT 20001– Engineer: Engineering Resource Associates

This project, currently in the design phase, involves more extensive utility and roadway improvements along approximately 1.6 miles of streets in the central-west area of the Village. The Engineer continues to prepare the project plans with the first project work area involving Phillips, Vine, and Ridgewood having preliminary plans completed. Given the COVID-19 Pandemic, the project is still being readied for letting and construction; however, implementation of street reconstruction projects is tentatively deferred to 2021.

GLEN ELLYN/IL AMERICAN WATER INTERCONNECT– Engineer: Donohue

This project involves the design of an emergency use interconnection between the Village and Illinois American water distributions systems, near Glenbard South High School. The interconnection would significantly reduce the water outage areas for the respective utilities in the event of water main breaks. The Engineer has submitted preliminary plans for the interconnection

vault as well as for the routing of the Village's portion of the water main along Butterfield Road. Staff is reviewing these documents and will provide comments to the Engineer.

CENTRAL BUSINESS DISTRICT PROJECTS

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

(Project No. 16016)

Staff and the Engineer met with IDOT Local Roads, FHWA, BDE, and SHPO on September 16th to discuss the project team's plan forward due to SHPO's determination that the station is eligible for the NRHP. The meeting was overall positive with clear action items established to move forward through the Section 106 and 4(f) processes. In summary, the Village will need to demonstrate the most prudent and feasible alternative to deliver the project purpose and need with as little impact as possible on the historic resources including the eligible station and adjacent historic cultural resources. Should the most prudent and feasible alternative have adverse effects on the aforementioned resources including demolition of the station, the effects will need to be mitigated through agreed upon measures commemorated in a memorandum of understanding. On September 28th, the Village Board approved an amendment to its agreement with CDM Smith which incorporates the tasks and time required to work through the aforementioned matters.

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

(Project No. 15006)

Televising and review of the few remaining sections of sewer has been completed. The results were added to the final infrastructure report on the condition of the underground storm, sanitary and water infrastructure which was received in November 2018. Staff is working with RJN to address identified deficiencies and infrastructure requiring upgrades in the scope of the CBD Streetscape and Utility Improvements Project.

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

(Project No. 15006)

CBD Streetscape Materials Mockups project began in mid-September with majority of concrete work completed. The installation of remaining two sections of exposed aggregate concrete has been slightly delayed, while staff worked with the concrete ready mix supplier to adjust the concrete mix to achieve the desired appearance of the material. Exposed aggregate concrete installation is scheduled to be completed by October 9th. All work, including brick paver installation is slated to be completed by October 16th. The construction of the mockups is intended to facilitate decision on the selection of materials used in the streetscape project. The mockups include examples of brick pavers, stamped colored concrete, exposed aggregate concrete, examples of tree curb planters, and historic plaques.

In light of ongoing COVID challenges and need for outdoor spaces, on-street parking, sidewalk widths and roadway geometry has been reviewed and materials were prepared for discussion at the October CIC and Village Board Workshop Meetings.

Design continues on the planned improvements near the SE corner of Pennsylvania Avenue and Main Street. The goal is to complete the utility and streetscape work at this location in advance of planned façade and outdoor deck construction at the A Toda Madre restaurant. This

project is planned to be competitively bid in December to allow for construction to commence in the late winter/early spring of 2021.



Stamped colored concrete installation on October 1, 2020

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
2020 Sidewalk and Concrete Street Repairs	\$420,000 (2020)	Extensive concrete roadway panel replacement was originally intended for this year's program, but staff has reduced scope to only include critical patching locations and sidewalk repairs. The contract was advertised on April 7, 2020 with bids opened on April 17, 2020. Award to the low bidder, AC Concrete Construction, was recommended at the April 27, 2020 Village Board Meeting, but the motion was tabled due to financial concerns relating to COVID-19. Staff successfully resubmitted the project for award at the May 11, 2020 Village Board Meeting. A list of 185 repairs was substantially completed throughout the month of July. Staff has compiled a punchlist and separate list of newly arisen repairs that is targeted to start the week of October 12.
2020 Asphalt Roadway Patching	\$153,990 (2020)	Project scope included roadway patching throughout the Village. The contract was advertised on February 24, 2020 with bids opened on March 11, 2020. The project was awarded to Schroeder Asphalt Services at the March 23, 2020 Village Board meeting. Construction was successfully completed between April 23 and April 27,

Project	Estimated Glen Ellyn Cost	Status
		2020. Punchlist inspections have been completed and the project is in the process of being closed out.
2020 Pavement Markings	\$20,000 (2020)	This contract is annually intended to be awarded to the 2020 low bidder of either the DuPage County contract or Suburban Purchasing Cooperative (SPC). This year, DuPage County's received bid pricing has come in lower than the SPC. The Village Board has recommended advancing this project at its May Workshop Discussion. The Village Manager has executed a contract for the work in August and all work was successfully completed on September 4 and September 10.
2020 Crack Sealing	\$15,000 (2020)	Candidate locations and quantities are being compiled in order to request proposals. Staff anticipates recommending the low proposal for execution by the Village Manager in October with construction starting immediately after.
2020 Asphalt Surface Rejuvenation	\$0 (2020)	Candidate locations include streets that have been resurfaced one to three years prior. The program was completed in 2017 and 2019, with only a few streets meeting desired criteria in 2020. Staff is currently proposing to conduct this program every other year, which would involve skipping the 2020 program and instead using this year's funds in 2021 when a greater economy of scale can be achieved.
2020 Pavement Condition Index (PCI) Study	\$0 (2020)	The Village has obtained pavement condition data for all Village streets every four years since 2004. As consistent with this schedule, a 2020 study was originally proposed, but is now recommended for deferral due to financial concerns relating to COVID-19.
2020 Sanitary Sewer Lining Program	\$628,591.50 (2020)	This year's program includes approx. 11,000 feet of sewer. CIPP lining of the sewer main has been completed. T-Lining of service connections and grouting of service connection has been completed. Staff is in the process of reviewing post installation videos and closing out the project.
2020 Sanitary Sewer Point Repair Program	\$148,800 (2020)	This year's program includes 7 point repairs strategically selected based on the condition of existing sanitary sewer mains. All work has been completed and project is in the process of getting closed out.
Spoil Hauling and Delivery of Aggregates	\$54,000 (2018)	KLF Enterprises

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