



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Tuesday, December 8, 2020
7:00 PM
Electronic Conference Call

On March 16, 2020, Governor Pritzker issued Executive Order. No. 5 in response to COVID19, 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 the day prior to the meeting.

- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Approval of Minutes**
 - 1) Motion to approve the October 13, 2020 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) Glen Ellyn Metra Station and Multimodal Access Improvements Project Briefing on Section 106/4f Process
 - 2) CBD Streetscape and Utility Improvements - Schedule, Mockup Survey Feedback To Date, Updated Draft Plans
- E. Trustee's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Project Report Dated 12-4-2020
- I. Adjournment**



Minutes
Village of Glen Ellyn
Capital Improvements
Regular Meeting
October 13, 2020
7:00 PM
Glen Ellyn Civic Center, Conference Call

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

Date: October 13, 2020
Called to Order: 7:01 p.m.
Adjourned: 9:42 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	Present
Richard Daubert	Professional Engineer	Present

Also Present:

Tom Topor	Sr. Civil Engineer	Present
Steve Thompson	Liaison Trustee	Present
Julius Hansen	Public Works Director	Present
Meredith Hannah	Economic Coordinator	Present
Dave Buckley	Assistant Public Works Director	Present

Public Present:

Phil Hutchinson	Civiltech Engineering	
Kristin Kalitowski	Civiltech Engineering	
John Magil	Civiltech Engineering	
Mike Folkening	Civiltech Engineering	
Dawn Smith	Director Glen Ellyn Chamber of Commerce	
Reenie Meyer	Downtown Alliance	
Katrina Balog	Muse	
Dawn Bussey	Director Glen Ellyn Public Library	

A. CALL TO ORDER

The **October 13, 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 SEPTEMBER 8, 2020 MEETING

MOVE TO APPROVE MINUTES from 9/08/2020

RESULT: Unanimous

MOVER: Commissioner Biggam

SECONDER: Commissioner Foerster

D. CURRENT BUSINESS

1. *Central Business District Streetscape & Utility Improvements Review of Parking and Outdoor Dining* - Engineer Daubert reports the main item of business tonight is the continued discussion of the CBD Streetscape specific to parking configurations and the usable width of sidewalks. We would like to review with the CIC tonight the parking options that were approved by the CIC to determine if this is still the direction we would like to go with in light of the recent developments with COVID and the increased need for outdoor dining. Staff is recommending the Capital Improvements Commission and Village Board take a final look at the proposed plans for the project. Civil Engineer Topor will lead the presentation discussion along with Civiltech presenting on the technical aspects of the project.

Civil Engineer Topor reports with the recent developments and COVID, this gives us an opportunity to review the needs for outdoor dining. Engineer Topor presents the CBD Existing and Proposed Parking plans (see attached presentation).

Main Street – Hillside/Duane parking options:

	Existing Conditions	Option 1 All Parallel	Option 2 No West Parking
Sidewalk Width (East)	11.5'	14.0'	14.5'
Sidewalk Width (West)	11.5'	12.5'	20.0'
Travel Lane Widths	13'	11'	11'
Number of Parking Spaces	20	18	14

Main Street – Crescent/Pennsylvania parking options:

	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*)

Crescent - Main/Pennsylvania Options:

	Existing Conditions	Option 1 All Parallel	Option 2 30° Angle	Option 3 45° Angle
Sidewalk Width (North)	11.0' - 13.5'	14.0' - 17.5'	11.0' - 13.0'	13.5' - 15.0'
Sidewalk Width (South)	4.5'	8.0'	6.0'	7.0'
Travel Lane Widths	11' - 15' (two)	11' - 12' (two)	10' - 11' (two)	16' (one)
Number of Parking Spaces	43	29	34 (33*)	38 (37*)

*Space may be converted to ADA accessible loading aisle.

Tree Spacing & Tree Planters - Phil Hutchinson from Civiltech presents the tree spacing options. He reports we originally decided on 25' tree spacing. Since then, we discussed giving more sidewalk space and spacing the trees at 35'. This increased space would allow for additional elements to be included on the sidewalks (i.e. furniture, planters, sidewalk space for outdoor dining). We also looked at planter treatments to see where we can increase sidewalk space. The increase in sidewalk space would also allow for outdoor café's as well as more room for pedestrian traffic. Another outdoor dining option would be to put it next to the restaurant and have restaurant doors open. Hutchinson shows renderings of outdoor dining options in context of Glen Ellyn.

Flex Street Concept on Main Street-Duane/Hillside: This gives maximum flexibility for special events/outdoor dining. It is easier to configure for different usages. Hutchinson shows examples of flex streets. He adds you can also add additional elements to the flex streets such as canopies. There are many elements/types of canopies that could be added and can be removed when not using. Public Works Director Hansen notes he supports the canopies and that we should consider this application in the area between the Civic Center Parking Garage and Main Street. Commissioners Zuccherro, Baldin, Biggam, Forester, Cattero, Neurauter all like the Flex street concept.

Commissioner Neurauter asks do we know what the businesses prefer with respect to sidewalk width and parking. Commissioner Cattero adds it depends on the business; the stores want more parking and the restaurants want more sidewalk space for outdoor dining. Dawn Smith noted positive feedback from restaurants and that they want the outdoor tent. Engineer Daubert adds maximizing sidewalk widths will help minimize parking space loss as we are currently closing parking spaces to accommodate outdoor dining. Economic Coordinator Hannah adds we have not heard of any complaints as far as closing parking spaces to expand outdoor dining and widening sidewalks. Commissioner Zuccherro asks if anyone (downtown customers/employees) is using the train station parking lot. Reenie Meyer from the Downtown Alliance adds yes but there is confusion on where they can park exactly. Commissioner Zuccherro adds it will be awhile before the transit recovers. Can we use those lots as supplemental parking and use them more permanently until transit fully recovers. Reenie Meyer adds yes, that would be great. Economic Coordinator Hannah adds yes we have reignited that push and are having businesses get the word out to their customers.

Engineer Daubert asks each member of the CIC which parking options they prefer, particularly on Main north of the tracks and Crescent between Main and Forest.

Main Street – Crescent/Pennsylvania parking options: Option 1-(parallel), Option 2 – (30 deg. angled), Option 3 – (45 deg. angled)

Chairman Szymanski: Prefers Option 1-Parallel parking he adds we are designing for the future.

Commissioner Cattero: Prefers Option 3 to preserve as much parking

Commissioner Baldin: Supports making sidewalks wider and (Option 1) parallel parking.

Commissioner Biggam: Prefers Option 1.

Commissioner Foerster: In favor of parallel parking (Option 1) and making sidewalks wider.

Commissioner Neurauter: Prefers Option 3 to preserve parking

Commissioner Zuccherro: Prefers Option 1 and notes we have an underutilized commuter lot (Main/Penn). We need to deemphasize the commuter nature of the lot and provide more use for shoppers.

Commissioner Lindquist: Agrees with Commissioner Zuccherro.

Public Works Director Hansen adds with respect to parking on Main (Crescent/Pennsylvania) this is the street everyone coming to Glen Ellyn sees from the train. We should have less cars and wider sidewalks. We should make this an impact street.

Crescent – Main/Forest parking options: Option 1-(parallel), Option 2 –(30 deg. angled), Option 3 – (45 deg. angled)

Commissioner Baldin – Option 1-parallel

Commissioner Lindquist – Option 1-parallel

Commissioner Biggam – Option 3 - keep all 45 degree angled spots

Commissioner Cattero - Option 3 - keep all 45 degree angled spots. However Cattero notes that he is looking at the two blocks holistically and since 45 angled parking is his preference for Crescent he would support parallel on Main.

Commissioner Foerster - Option 3 - keep all 45 degree angled spots

Commissioner Neurauter - Option 3 - keep all 45 degree angled spots

Commissioner Zuccherro - Option 3 - keep all 45 degree angled spots

Chairman Szymanski – Option 1 - parallel. Szymanski notes that he agrees with Director Hansen, wider sidewalks, more trees and less cars.

Trustee Thompson adds a flexible downtown adds a lot of value. We need to respect our downtown businesses who want parking. Please email the Village board with your comments and suggestions.

Engineer Daubert thanks the CIC for all their input.

E. TRUSTEE'S REPORT – Trustee Thompson reports we are going to start to look at the McChesney property in more detail. We have also started budget talks. That will be our primary focus for the next 30 days.

G. OTHER BUSINESS – Commissioner Cattero announces that the nominating committee has included Steve Szymanski and Steve Neurauter on the election for Village Board Trustee. He adds let's vote for them. Chairman Szymanski thanks everyone. Commissioner Neurauter thanks Commissioner Cattero and appreciates everyone's help over the past year.

H. PUBLIC WORKS REPORT – No report.

I. PROJECT REPORT – Engineer Daubert reports the high level resurfacing project in SE Glen Ellyn wrapped up on October 9th. The Cumnor Avenue water and sewer project is starting up this fall. We received favorable bids and it will start at the end of this week. There is about 5-6 weeks' worth of work. We had a meeting with IDOT on the Metra station. We received direction on how to work through the historical nature of this project. We are looking to get the CBD streetscape mockups wrapped up this week. Tom Topor adds we have landscapers coming out on Thursday. We plan to include sidewalk decals to aid in our outreach. We will update our website so the public can vote on which mockup they prefer. The goal is to complete the outreach by early next year so a final decision can be made.

J. ADJOURNMENT – Commissioner Zucchero motions and Commissioner Baldin seconds to adjourn the meeting. The meeting was adjourned at 9:42 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 12/8/2020 7:00 PM
Department: Public Works
Department Head:
Category: Discussion Item
Prepared By: Rich Daubert

AGENDA ITEM (ID # 2020-722)

DOC ID: 2020-722

Glen Ellyn Metra Station and Multimodal Access Improvements Project Briefing on Section 106/4f Process

Statement of the Issue:

Please see the attached materials relating to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. December 2020 CIC Metra Station S106-4f Memo
2. Memorandum on Amendment No. 3 Dated September 28, 2020
3. December 2020 FHWA Coordination Meeting Packet



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: December 4, 2020

RE: Glen Ellyn Metra Station and Multimodal Access Improvements Project
Briefing on Section 106/4f Process

Background

The attached memorandum, presented to the Village Board on September 28, 2020, includes a detailed outline of the Environmental Review of Cultural Resources for the Glen Ellyn Metra Station and Pedestrian Tunnel Phase I Engineering Study. Staff recommends reviewing the attached memo to gain familiarity with the topic at hand, prior to reading further into this memorandum.

As the aforementioned agenda item, Amendment No. 3, was approved by the Village Board of Trustees at said September 28, 2020 Meeting, CDM Smith has begun and continues to work through the Amendment Tasks, specifically the Initiation of Section 106 Process and the Additional Historic Properties Research and Mapping Tasks.

Recent progress includes execution of Consultant and Sub Consultant Agreements, Preparation of the Draft Consulting Parties Letter which will officially engage any parties with potential interest in the project, and development of the attached December 2020 FHWA Coordination Meeting Packet, with said meeting occurring on December 8th. The presentation materials include a detailed timeline of the Consultant's anticipated tasks, submittals, and review periods. The team's goal with having this FHWA Coordination Meeting is to ensure all involved in working through this process are in tune with the tasks being worked through by the Consultant, the expected timeline, and also to give the aforementioned stakeholders the opportunity to provide input in ways that will help keep the completion of this matter on schedule.

Concurrent with the Section 106/4f process, other design tasks are advancing forward including the completion of further geotechnical soil boring work and design coordination with the CBD Streetscape and Utilities Improvement Project. However, the aforementioned Section 106/4f processes do need to be completed prior to advancing any further detailed design efforts for the project. This is to avoid duplicative engineering efforts and costs that could result from potential preliminary engineering changes to the project (resulting from the Section 106/4f process).

Action Requested

No particular advisory action of the Commission is required at this time. Please review the materials in advance of the meeting. Staff will provide a high level overview on the information to the CIC and answer any questions the Commission may have.

Attachments

Memorandum on Amendment No. 3 Dated September 28, 2020
December 2020 FHWA Coordination Meeting Packet



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

Meeting: 09/28/20 07:00 PM
Department: Public Works
Department Head: Rich Daubert
Category: Presentation
Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 4642)

DOC ID: 4642 A

Public Works Professional Engineer Daubert will provide an update on the Glen Ellyn Metra Station and Multimodal Access Improvements Project.

Background

CDM Smith is working on an Architectural Services and Phase I Engineering Study assignment for the construction of a new train station and pedestrian underpass in the Glen Ellyn Central Business District.

Overall Phase I Engineering Status

Given the use of external federal funding sources administered by the State, design and construction of this project is ultimately under the jurisdiction of the Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA). IDOT Bureau of Local Roads and Streets (IDOT BLRS) administers State and FHWA review requirements which are applicable during the Phase I Engineering Stage of the Project. This includes review of not only preliminary engineering design details for the project but also project impacts on natural and cultural resources, i.e. environmental review of the project.

The project team, which is herein defined as not just the Local Public Agency (Village of Glen Ellyn Elected Officials and Staff) and its Consultant (CDM Smith) but also IDOT, ultimately has a role to develop a complete Project Development Report (PDR) which documents the development of the aforementioned project details. A Draft PDR has been completed and submitted to the State. However, some outstanding items remain with the more critical path item of detailed discussion in this memorandum being the cultural resource clearance for the project.

Environmental Review of Natural Resources

As noted above, the project is reviewed for its impact on natural and cultural clearances. Natural resources review includes endangered species, wetlands, northern long-eared bats, eastern prairie fringed orchid, rusty patched bumble bees, and other federally listed species. Upon review, no impacts were found on natural resources and clearance was provided on this matter in August 20, 2018.

Environmental Review of Cultural Resources

IDOT and FHWA reviewed the project initially and anticipated that the project would receive a federal Categorical Exclusion (CE), indicating there was no expectation of any additional reviews. Later, during IDOT's detailed environmental review, IDOT staff flagged the potential historic eligibility of the existing station. Since the building was over 50 years old, it could be considered for

eligibility if other factors applied. IDOT, along with the State Historic Preservation Officer (SHPO), determined the station to be eligible for the National Historic Registry based on its Mid Century Colonial Revival style and its importance to development of our nation's railways. This then triggered the requirement of a more detailed analysis of the building itself and any impacts to the North and South Historic Districts.

The Village and its team worked to gain clarity on IDOT and SHPO's interpretations and expected path forward. The Village's team met with IDOT several times during the last year to work through the steps forward and responsibility of parties, and to try to quantify the expected duration and related efforts. Authorization of this effort was brought before and approved by the Village Board on October 28, 2019 with CDM Smith authorized to conduct this initial effort to engage IDOT further on the subject and identify a path forward. The effort was authorized in a cost plus model with 137 hours authorized in the amount of \$22,525.

The aforementioned efforts did include attempts to contest the State Historic Preservation Officer's findings concerning the Station's eligibility for listing in the NHRP. However, that possibility was ultimately discounted by IDOT and FHWA. Having said that, as of the most recent meeting with IDOT and FHWA on September 16, 2020, Staff, IDOT, and CDM Smith now have an understanding of steps forward to work through the matter, described hereinafter and within the attached proposed amendment to the ongoing Phase I Engineering Study.

Subject

The attached amendment to the ongoing Phase I Engineering Study, includes what the project team envisions as the resources required to work through the Section 106 and 4f process with IDOT and FHWA to come to resolution on the final project definition. This includes resources to provide IDOT with information, outreach to additional historic stakeholders, perform additional preliminary engineering for additional alternatives to demolition of the station, historic architecture research, and developing reports for Sections 106 and 4f. This is anticipated to take approximately 13 months, depending on the context and timeliness of IDOT and FHWA reviews.

In summary, to keep the project moving forward, Staff and CDM Smith are requesting the Village Board's consideration of a third amendment to the engineering agreement between the Village and CDM Smith. More specifically, this amendment would result in the addition of up to 958 hours / \$158,280 in professional services with a more specific breakdown of efforts as follows:

Initiation of Section 106 Process: 68 Hours

This category includes conducting a kick-off meeting with IDOT/FHWA, notifying the consulting parties identified as potential stakeholders in the adverse effects of the project including development and review of correspondence, coordination of public notification and outreach procedures, revisions to the project purpose and need statement.

Additional Historic Properties Research and Mapping: 120 Hours

This category includes additional research and documentation as required by IDOT and SHPO on

historic properties with the project's area of potential effects, survey and outreach, coordination with IDOT and SHPO on inquiries on this task.

Assess Adverse Effects: 410 Hours

This category includes assessing what affects the project may have to historic properties including analysis and information to the State and Consulting Parties. An allowance is included to develop additional alternatives that may be identified by the State and/or Consulting Parties. This effort also includes public outreach requested by the State and/or Consulting Parties.

Resolve the Adverse Effects: 160 Hours

This category includes developing the project alternative that meets the project purpose and need, reviewing and exhausting alternatives that have no or minimal impact on the eligible station and historic properties within the project area of potential effect. In summary, should there be a prudent and feasible alternative to demolition of the structure, this process will identify it. Should there be no prudent and feasible alternative to demolition of the structure, this process will provide detailed documentation on the matter. A Memorandum of Agreement between the Village and State outlining the requirements of addressing the adverse effects would also be developed under this effort.

Historic Preservation Architecture Consulting: 80 Hours

This category includes engagement of a Historic Architect to assist with the aforementioned tasks revolving around research, assessing adverse effects, and resolving adverse effects.

General Project Management: 120 Hours

This category includes additional general project management hours related to the added tasks above including project updates, meetings, coordination, and other general project management tasks.

Rendering: \$4,000 Allowance

It is assumed that up to two renderings will be required for alternative concepts.

Overall Schedule

CDM Smith has included a tentative schedule outlining the major tasks and timeline for completion of the work included within the proposed amendment. More specifically, if authorized to proceed at this time, it is anticipated that the work will take approximately 13 months to complete. Staff and CDM Smith caution that this schedule is tentative and contingent upon what is learned through the process as well as how cooperative and timely the State is with reviews.

Budget Impact

Funding is available for this assignment out of the Capital Projects Fund with the recommended funding distribution as follows

Funding Source	Account #	Amount
Capital Projects Fund	40000-580100-16016	\$158,280.00

This Amendment will increase the Agreement from \$420,962.25 to \$579,242.25.

Strategic Plan Initiative

The project fulfills the following Village of Glen Ellyn Strategic Initiative Issues:

Strategic Issue I: INFRASTRUCTURE. Invest in infrastructure to meet key needs, including downtown accessibility, Village facilities, utilities and technology improvement.

Action Requested

Staff recommends amending the Agreement between the Village and CDM Smith for the Glen Ellyn Metra Station Architectural Services and Phase I Engineering assignment in the amount of \$158,280 for the aforementioned additional services. The recommended motion to be made by the Village Board of Trustees at the September 28, 2020 Village Board Meeting is as follows:

Motion to authorize the Village Manager to execute Amendment No. 3 to the Glen Ellyn Metra Station Architectural Services and Phase I Engineering Agreement with CDM Smith of Chicago, Illinois in the not-to-exceed amount of \$158,280 to be expensed to the Capital Projects Fund.

List of Attachments

CDM Smith Amendment No. 3 Proposal

ATTACHMENTS:

- 2020_08_19_Amendment 3 _Metra Station_106Package 9-22-2020 (PDF)

**AMENDMENT NO: 3
TO AGREEMENT
BETWEEN
OWNER AND ENGINEER**

This Amendment No: 3 is made and entered into this day of , 2020 to the Agreement between CDM Smith Inc. (CDM Smith) ("ENGINEER") and the Village of Glen Ellyn ("OWNER") dated April 24, 2017, ("the Agreement").

WHEREAS, ENGINEER and OWNER entered into the Agreement for the Glen Ellyn Metra Station Architectural Services and Phase 1 Engineering, and

WHEREAS, the parties desire to amend the Agreement so as to amend the scope of work, time periods of performance and payment, and/or responsibilities of OWNER; and

WHEREAS, the Agreement provides that any amendments shall be valid only when expressed in writing and signed by the parties.

NOW THEREFORE, in consideration of the mutual understandings and Agreements contained herein, the parties agree to amend the Agreement as follows:

1. The Basic Services of ENGINEER as described in the Agreement are amended and supplemented as follows:

Attachment A - Scope of Work to amended to include the following tasks:

Task 1 - Continued Illinois Department of Transportation (IDOT) Section 106 Support

ENGINEER understands that during the IDOT environmental clearance process an adverse cultural impact was determined by the State Historic Preservation Officer and IDOT's Architectural Historian. Through correspondence between ENGINEER, the OWNER, and IDOT Local Roads it was recommended that meetings and preliminary materials be developed to determine the final scope required for historic clearances for the station project. This preliminary work to determine the process forward was initiated under Amendment 2. Based on IDOT requests, additional materials were developed by the ENGINEER including an updated Purpose and Need document, a Progress to Date summary, two Section 106 summary documents, an updated building Photo Log (including a summary of properties), an intersection Photo Log, and a Right of Way(ROW) plan exhibit. The ENGINEER initiated calls and meetings with the OWNER, IDOT, FHWA and the State Historic Preservation Officer (SHPO) to discuss the original determination, the process of the determination, exhibit materials, and to establish steps forward. Following these meetings IDOT Bureau of Design and Environment (BDE) determined that a full Section 106 and 4f process would be required as the proposed station improvements impact a structure determined to be eligible for the National Register of Historic Places NRHP by IDOT and concurred by SHPO.

The ENGINEER understands that based on the meetings with the OWNER and IDOT that the follow subtasks are anticipated to be required:

1. Initiation of Section 106 Process – Estimated 68 hours
 - a. Kickoff meeting with IDOT/FHWA of Section 106 process
 - b. Notify the agency about other stakeholders who may have an interest in the project and wish to be consulting parties.
 - c. Coordinate with IDOT to confirm public notification and outreach procedures per Section 106 public involvement needs and create a proposed Section 106 outreach plan.
 - d. Prepare Draft initiation letter for project use.
 - e. Assume one round of edits to the previous Purpose and Need statement in consultation with consulting parties and IDOT.

2. Additional Historic Properties Research and Mapping – Estimated 120 hours

- a. Provide updates to existing information on historic properties and the results of prior surveys and research as required by IDOT and SHPO. This is assumed to include documentation of the historic site and materials, primary and secondary research regarding the history of the asset as may be required to augment the materials.
 - b. Preparation of the 106 Initiation Letter for submission to SHPO
 - c. Assume an update to the Historic Properties index and conduct historic preservation/cultural resource surveys and studies as needed to augment existing work on these areas. As required, research potential historic properties that may be in the APE by contacting local preservation commissions, universities, historical societies, and statewide and local preservation organizations; search the SHPO's survey files and other appropriate sources, as required to augment existing.
 - d. Respond to research questions and other inquiries as needed to support IDOT provided APE.
 - e. Provide information and make recommendations to the agency regarding determinations of National Register eligibility as needed.
 - f. Assist in providing information and receiving concurrence from SHPO and other consulting parties regarding the elements referenced in the eligibility determinations made by IDOT.
 - g. Assume two site visits for documentation
3. Assess Adverse Effects – Estimate 410 hours
- a. Assess effects to historic properties and provide analysis and information to SHPO, and other consulting parties, edit text as applicable.
 - b. Develop alternatives as requested by IDOT or consulting parties in addition to previous concepts. Assume one additional concept including annotated site plans, four elevations per concept, one perspective rendering, and a conceptual cost estimate per concept.
 - c. Conduct public outreach per IDOT and Consulting Party requests. Assume (2) public outreach meetings. (one workshop and one hearing). Assume up to (3) CDM Smith team members attending each meeting. This would include drafting invitations, coordinating with IDOT, developing outreach power points, up to two printed boards per meetings, creating a disposition of comments and drafting responses to each for IDOT.
4. Resolve the Adverse Effects – Estimate 160 hours
- a. Seek solutions that meet project needs while avoiding or minimizing impacts to historic properties by actively participating in the consultation process. Coordination will be undertaken between the teams Historic Preservation subconsultant and Architecture and Engineering teams regarding historic issues identified and interpretation as they apply to the project.
 - b. Conduct required studies to inform the development of project alternatives to avoid or minimize adverse effects. This is assumed to include the development of historically relevant details, treatments, design ideas for a new station if this path is available.
 - c. Help facilitate the preparation of a Memorandum of Agreement (MOA) with IDOT.
 - d. Assist in implementing mitigation measures as set forth in the MOA, final scope to be determined in consultation following development of MOA.
 - e. Description of avoidance alternatives and a discussion of the basis for concluding that there are no feasible and prudent alternatives to the use of the Section 4(f) land, as required in 23 CFR § 774.17.
 - f. A summary of the coordination efforts with public officials that have jurisdiction over the Section 4(f) property.
5. Historic Preservation Architecture Consulting Tasks: – Estimate 80 hours
- These tasks may be required to support the team's effort, although we recognize that there is developed scheme based on a previous historic station at this crossing. Most of our 106 projects include consulting services as well so that the recommended alternative treatment is coordinated between architecture, engineering, and historic preservation. We would imagine this scope being very small for this project but might consist of the following:
- a. Coordination with Architectural and Engineering team members regarding historic issues and interpretation of such as they apply to the project

- b. Development of historically relevant details, treatments, design ideas for the new station
- c. Condition Assessment of the historic materials present at the current station in terms of their relation to the period of significance and their level of integrity, if this is needed.

6. Project Management Tasks: Estimate - 120 hours

These tasks will provide project management of the scope of work noted and includes monthly schedule updates, monthly update meeting minutes. This is assumed to include twelve months related to the scope of work previously noted. Assume additional two meetings with IDOT, with two CDM Smith team staff. Coordination phone calls, online meetings, and emails as required with agencies and team. Assume two meetings with consulting parties with two CDM Smith team staff.

7. Rendering - \$4,000

Assume up to two unique renderings in total for the potential of one alternative concepts, and a final concept for IDOT and consulting party needs.

Assumptions

IDOT, FHWA, and SHPO are independent agencies and all assumptions of durations and level of coordination are based on current understandings and communications. Agencies may request additional materials or efforts beyond the scope of services and level of effort noted. ENGINEER will work in coordination with the OWNER to identify additional efforts if required/requested.

Based on current IDOT correspondence, it is assumed that only Section 106 and 4f will be applied specifically to the existing station or a new proposed station structure. It is not assumed now that historic districts will be impacted, or that mitigation measures will need to be developed outside of the existing station site.

This scope has not included an assumption of salvage or demolition documentation of the existing facility now. If during the final MOA this is requested by SHPO, tasks for HAER/HEIR Documentation, review of the salvage methodology and techniques of select elements for compliance with NPS standards, or other requirements based on project intention may be required. It is not known now what SHPO will request as this is incremental process.

2. The responsibilities of OWNER as described in the Agreement are amended and supplemented as follows:

Provide access to the site for both the ENGINEER and subconsultants, and assist in facilitating approvals with other agencies, utilities, or organizations such as Union Pacific, Metra, etc.

3. The time periods for the performance of ENGINEER's services as set forth in the Agreement are amended and supplemented as follows:

The overall contract duration will be modified to October, 2021.

4. The payment for services rendered by ENGINEER shall be as set forth below:

The total cost of basic services shall be increased by \$158,280, to \$579,242.25 terms will follow base contract Not to Exceed Cost Plus rates

5. Except as herein modified, all terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this amendment on the date indicated above for the purpose herein expressed.

ENGINEER

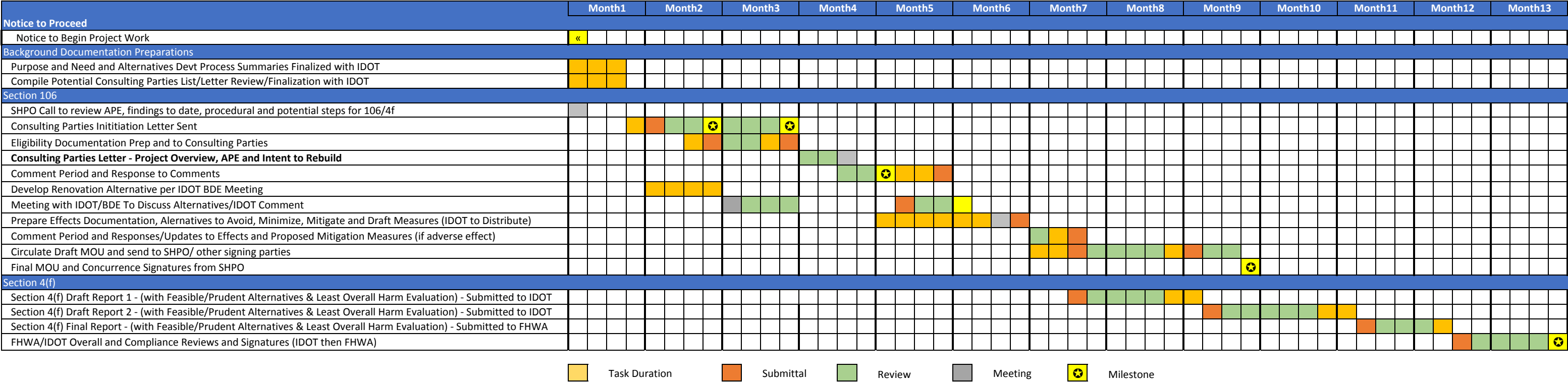
DATE: _____

OWNER

DATE: _____

Glen Ellyn Station - Section 106 and 4f Schedule - Tentative

Schedule





IDOT / FHWA Coordination Meeting

Date: December 8, 2020

Time: TBD

Agenda

1. Introductions
2. Comments on Purpose and Need
3. Comments on Section 106 Initiation letter
4. Proposed Section 106 and 4(f) schedule
5. Next Steps

Glen Ellyn Metra Station Architectural Design and Phase I Engineering



December 08, 2020

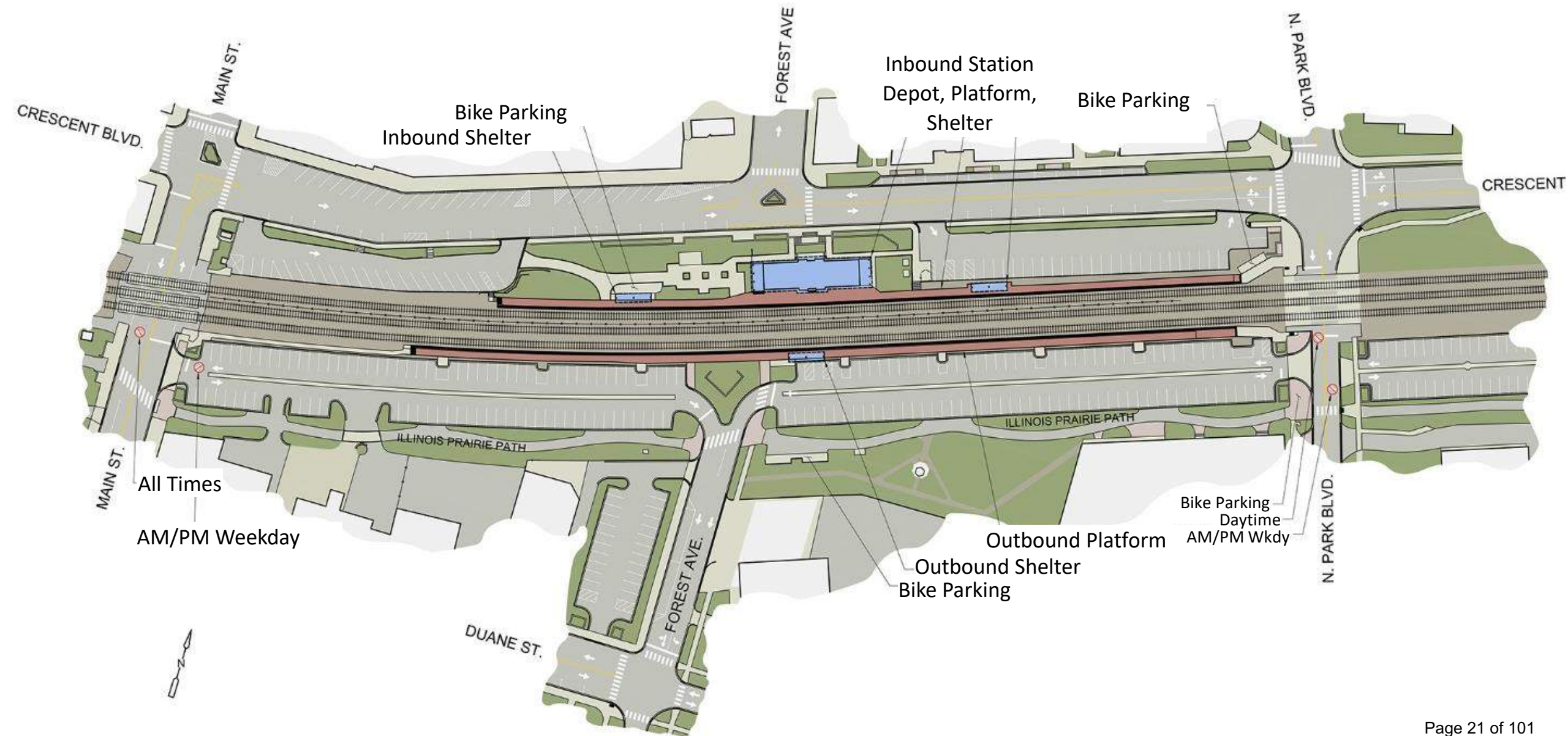


**CDM
Smith**

KMI

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Existing Glen Ellyn Station Site Plan



Project Need

- A. The surrounding community relies on commuter rail service and the existing station does not address capacity needs
- B. The existing station is substantially past its useful life and has not been upgraded to meet modern standards
- C. Access to the station is challenging for Glen Ellyn Metra users regardless of whether they walk, ride or bike
- D. Traffic queuing occurs today at the station and there are limited drop off and pick up locations

Project Purpose

The purpose of the project is to improve capacity at the Glen Ellyn Station to meet existing and future ridership needs, bring the station house to modern and applicable standards and codes, and improve and expand pedestrian safety and accessibility in and around the station.

- Benefits of the project would include:
- Enhanced station capacity for existing and future projected riders
- Modernization of station to meet all applicable building, energy and ADA accessibility requirements
- Improvements to safety and access for pedestrians and removal of conflicts between pedestrians, vehicles, and rail operations
- Improved access and circulation for both pedestrians and vehicular traffic to and from the station

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

I. Project Overview

The Glen Ellyn Station is a commuter rail station served by Metra Union Pacific Railroad/West Line located in the Village of Glen Ellyn (the “Village”) in DuPage County, IL at 551 Crescent Boulevard. The existing station consists of a station house (85 feet by 22’ interior dimensions) and amenities, boarding platforms, and two connecting surface parking lots located directly adjacent to the station to the east and west of the station house between Main Street and Park Boulevard. The distance between Main Street and Park Boulevard is approximately 1,010 feet. Additional surface parking for the station is located south of the rail line and station. Two at-grade railroad crossings provide vehicular and pedestrian access to the station, one approximately 600 feet west of the station at Main Street, and a second approximately 500 feet east of the station at Park Boulevard. **Figure 1** through **Figure 3** provide an aerial view, site overview, and picture of the existing station. **Attachment A** provides additional details on the existing station floorplan, station elevation and construction materials.

The Glen Ellyn Station Improvement Project (the “project”) proposes to expand the existing station house to address existing and continued growth and capacity needs, bring the station house to modern building, energy, and Americans with Disabilities Act (ADA) standards and address aging infrastructure, provide a new pedestrian drop-off location at the station to address conflicts with existing surface parking and traffic, and provide new and improved pedestrian safety and access to and from the station across the existing at-grade rail line. As part of the project, roadway resurfacing along Crescent Boulevard between Main Street and Park Boulevard, improvements to crosswalks at Main Street, Forest Avenue and Park Boulevard, and new sidewalks to access the station on the north and south sides of Crescent Boulevard are proposed as well as streetscape improvements. **Figure 1** shows an existing aerial of the station and surrounding site.

Figure 1: Existing Aerial of the Station and Surrounding Site



Glen Ellyn Station Improvement Project Proposed Purpose and Need

Figure 2: Existing Site Plan of the Station and Site Improvements

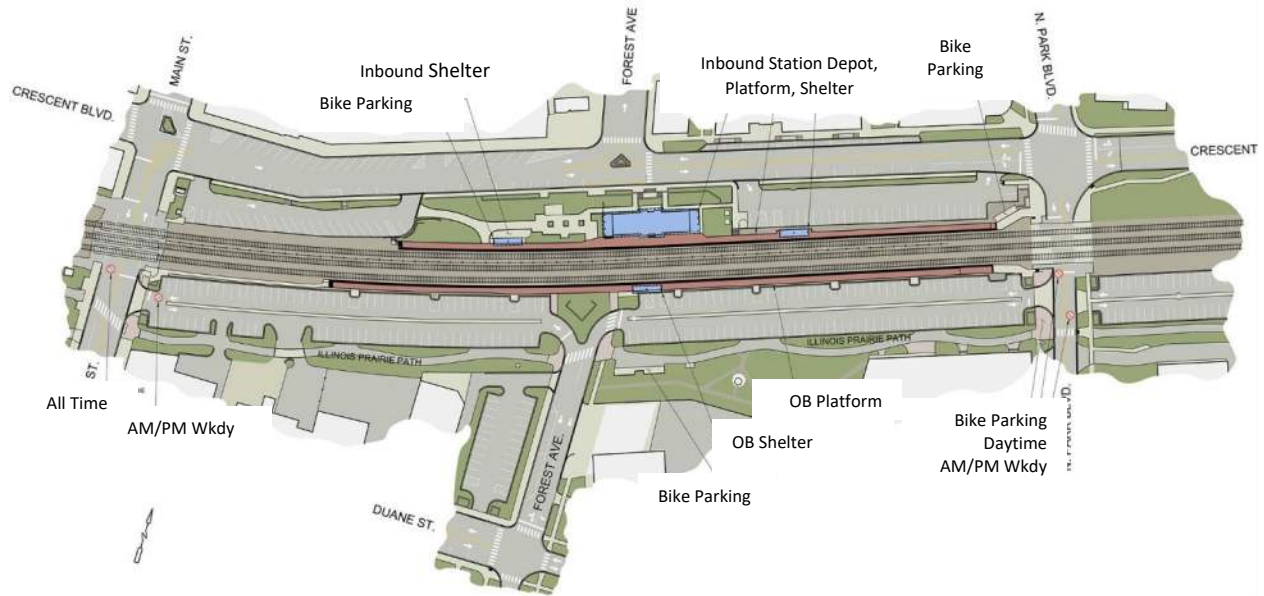


Figure 3: Existing Station Elevation from north looking south



Glen Ellyn Station Improvement Project

Proposed Purpose and Need

II. Needs to Be Addressed

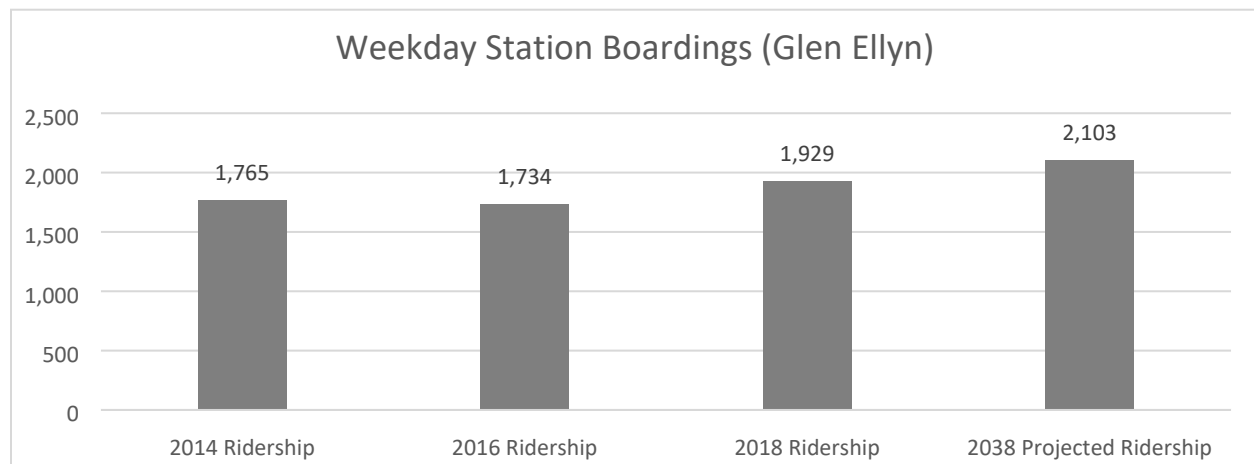
A number of problems identify the need for this project. Metra ridership, demographic information, Illinois Department of Transportation (IDOT) safety and crash data, and established codes and standards were analyzed to demonstrate the need for the project and are further described below.

A. The surrounding community relies on commuter rail service and the existing station does not address capacity needs

The Glen Ellyn Metra Station provides commuter rail service between the western suburbs and downtown Chicago. The population of Glen Ellyn is approximately 27,983 (2017) and has grown by 3.6% from 2000-2017.

The Glen Ellyn Metra Station is the second busiest stop on the Union Pacific West line and 9th busiest of Metra's 236 stations per Metra's 2018 boarding survey. **Figure 4** shows ridership at the station between 2014 and 2018 as well as projected ridership growth from Metra (2038). Based on Metra's most recent ridership survey, there are 1,929 boardings each weekday at the station, an 11% increase from 2016. Currently, the morning peak hours boardings often exceed Metra's recommended design capacity for a station of this size by as much as 15%.

Figure 4: 2014-2016 Glen Ellyn Station Average Weekday Ridership Data



Source: Metra Commuter Rail System Station Boarding/Alighting Count

Metra has projected an additional 9% increase in ridership at the station over the next 20 years. This projected growth does not account for new and more recent transit-oriented development occurring in the Village. The Village has planned an additional 450 multifamily residential units in the downtown area near the station and 155 of those are already currently under construction or in the permitting process. Today's station enclosed area is approximately 1,900 square feet. Utilizing Metra's current station standard guidelines, current International Building Code, and comparing that against both today's ridership and the 20-year projected ridership, the current station does not meet sizing standards

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

established to accommodate existing ridership and would need to be expanded to greater than 2,979 square feet to meet 20-year projected ridership growth.

See **Table 1** below for further details on the existing station sizing and standards set to meet existing and future ridership at the station.

Table 1: Existing Station House Sizing and Deficiencies

Station Sizing - Inbound Station (Existing 1,900 Sqft)					
Program Areas			Existing Conditions	Standards for Current Ridership (Fall 2016)	Sized for 20 - Year Ridership (Fall 2036)
Waiting Area	SF/OC	4.72	1100	1232	1343
Ticket Agent office		200	193	200	200
Agent's Toilet		80	60	80	80
Public Toilets (M+W)		160	55	160	160
Janitor's Closet		25	0	25	25
Mechanical Room		300	55	300	300
Electrical Room		100	0	100	100
Storage		50	0	50	50
Vendor Area		500	300	500	500
Other (Existing Circulation)		0	137	0	0
Subtotal			1900	2646.92	2758
Circulation 5%		5%		132.346	137.88964
Total Square Feet Required			1900	2779	2896

Source: 2016 Ridership Data from Metra planning. Reviewed by Metra planning, March 2019.

Additional and full supporting information on Metra's Station Standards may be found at https://metrail.com/system/files/station_guidelines_standards0807.pdf.

B. The existing station is substantially past its useful life and has not been upgraded to meet modern standards

The existing station was designed in 1966 and has only had minor maintenance improvements to maintain a state of good repair during that time. The exterior retaining wall, which supports the station house was rebuilt in the 1990s by Metra, and the original taxi stand was replaced by a small coffee shop over the last 53 years. The base electrical, mechanical, plumbing systems appear to be original based on the site survey conducted by a team of architects and engineers as part of this project.

General Building

Based on the 1966 design drawings, the building exterior walls are constructed of a single layer of 4-inch nominal face brick, typically with an 8-inch nominal concrete block and vermiculite filled interlayer, and a single layer of structural glazed tile in the interior of the station. **Figure 5** shows the typical east/west

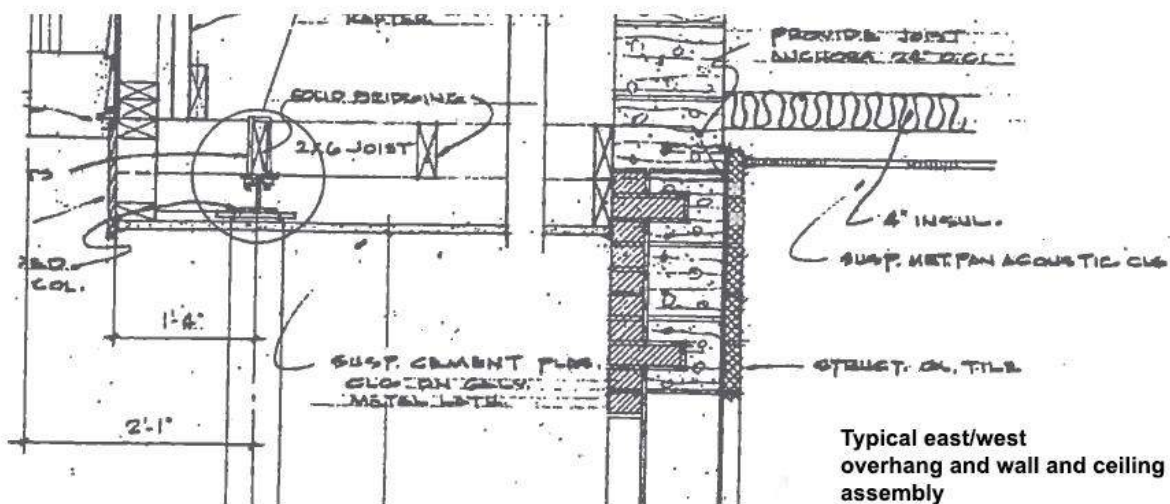
Glen Ellyn Station Improvement Project Proposed Purpose and Need

overhang detail as well as the ceiling and masonry wall assembly. The floor of the station is composed of a 4-inch concrete slab, with a 2-inch topping, finished in a large aggregate terrazzo. The ceiling is a concealed spline system with fluorescent semi-recessed fixtures, 4-inch batt insulation is shown above ceiling from the existing drawings.

The building structure is a load bearing exterior wall, with 2 inches by 6-inch nominal wood trusses with three 6-inch diameter steel exterior columns at the east and west of the enclosed building supporting a perimeter steel beam. Fenestration is composed of both fixed and operable single paned non-thermally broken extruded aluminum, and clear glazing.

The exterior masonry has cracked and degraded both the brick and limestone due to water infiltration, and salt. Because of the age of the exterior construction, there is no cavity wall or other technique to remove water infiltration. Continual rehabilitation to address moisture capture involves extensive efforts - removal of portions of the existing foundation, installation of new stone and brick and providing “re-tuck” points – which need to be done on a routine basis. In addition to ongoing maintenance costs associated with this continual rehabilitation, these improvements do not improve energy efficiency or performance of the exterior building.

Figure 5: Typical East/West Overhang Detail, Ceiling Assembly, and Masonry Wall Assembly



The interior of the building is approximately 85 feet by 22 feet of enclosed space with a secure ticket office, staff restroom, and mechanical room at the east end of the floor plan, and one public restroom. The remaining area is a waiting area with a coffee shop to the west end of the station.

Figure 6 through **Figure 8** show interior station conditions. **Attachment A** provides further details on the original 1966 station floor plan. The existing base building has reached the point of being past its useful life as the exterior building masonry (brick and limestone) are cracking and degrading from exposure to water infiltration, heavy salt exposure, and freeze/thaw cycles.

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Figure 6: Existing Station Wall Interior – Spine Ceiling, Terrazzo Floors, Structural Tile Wall Surface



Figure 7: Existing aluminum single pane windows



Figure 8: Masonry damage at platform to station entry



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This also affects the steel lally columns at the east and west and the landings. The windows, doors are non-compliant with current energy codes, and need replacement due to age in a highly trafficked environment, weather exposure, and limited maintenance. Similarly, the wall assemblies and finished have aged are also not up to current energy building codes due to the perlite filled block being an R-Value of 3.26 per the Perlite Institute (2013) and current 2018 International Energy Code (IEC) requiring R-13 for mass buildings. The 4-inch roof insulation provides up to R-13 as installed but would require R-30 under IEC requirements for climate zone 5. The terrazzo floor is cracked due to settlement and maintenance. The existing restroom is not currently compliant as there are not adequate facilities for the number of occupants and both male and female facilities and clear area for ADA turning movements, as well as hardware. Neither finish materials or mechanical/electrical materials have been tested for lead or asbestos, but due to the time of construction, both may be present within the materials of the station.

Mechanical and Plumbing

The mechanical and plumbing systems of the station appear to be original, based on visual observations and comparisons from the 1966 design drawings. The building only has natural ventilation and exhaust fans (accessible only from the attic) to attempt to keep the station temperature moderated during the summer, with a small window air conditioner unit installed over the last 50 years for the ticketing agent. The heating system is primarily electric resistance heating loops installed within the concrete slab of the station floor. With regard to plumbing, the station has a public restroom with a sink and toilet fixture, and the ticket agent bathroom also has a sink and toilet. The utility room contains a utility sink and the café has a sink. There is a hot water tank in the utility room. Sanitary, storm water, and water all appear to be original to the building. Based on field review and the age of the structure, it is assumed that galvanized pipe provides is currently providing distribution of water. Sanitary is noted as 6 inches, storm water as 10 inches, and water supply is a 2-inch line per the drawings. The building gutters are exterior and lead down to grade within downspouts (leaders) and are connected to the storm water piping below grade.

Due to the age of the mechanical and plumbing systems, there are both ongoing maintenance issues, and equipment and piping have reached the end of their useful life. As shown on **Figure 9**, leaders have rusted through or have cracked in locations at the perimeter of the building due to age, galvanized piping has reached the materials end of useful life, and mechanical equipment is also in need of replacement. This would require removal of walls to replace piping. **Attachment A** provides further details on the original 1966 resistance heating cable loops and zones.

Due to the heating being provided through resistance heating loops, the age of the building, and buildings designed and constructed during the same period failing, it is expected that loops have or will begin to fail due to settlement of the concrete (cracking through the coils), and through breakdown in the resistance coils. Replacement of the coils would require removing the floor slab and electrical systems feeding the slab. Additionally, resistance heating is costly to operate as the primary heating source do to the cost electricity versus other sources.

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Figure 9: Rusty Lally Column (L), Rusty through leader (R)



Electrical

The electrical system for the station appears to not have been upgraded since the time of construction, except for minor wiring routing for the café and staff office. The lighting locations correspond to the original 1960s quick start fluorescent lights specified in the 1966 drawings. Due to the age of the existing electrical distribution system, the panels need to be removed and replaced. As noted in the mechanical section, the resistance heating is also at the end of the system's useful life.

Building Access and Platforms

Immediate access to the station is provided by stairs at the front of the station (north side) from Crescent Avenue and from stairs at the east and a ramp at the west of the station. The station finished elevation and platform elevation are the same at the south exit of the station. The retaining wall and landscaping to the south was reconstructed in the early 1990s and has a face brick exterior and concrete walking stairs and walking surfaces with steel pipe rail handrails and guardrails.



Figure 10: North retaining wall, stairs, and handrail showing cracking, and deterioration

As shown on **Figure 10**, the retaining wall and stairs are showing signs of severe weathering and damage due to exposure, water, and salt. The stairs have been patched as a temporary action, but are becoming tripping hazards, and will continue to deteriorate. Concrete walls are also cracking through settlement and weathering, and handrails are rusting and wearing through.

The existing platform was replaced at least once since the original construction and is an asphalt platform with an imbedded yellow fiberglass tactile warning surface along the edge of platform. There are several areas of the platform that the asphalt surface varies,



Figure 11: Damaged tactile warning strip at platform edge

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and sections of the tactile warning strip have deteriorated or have been damaged due to weather exposure, snow removal, or impacts (see **Figure 11**). These platforms need to be reconstructed and repaired to avoid further deterioration and to prevent tripping hazards.

C. Access to the station is challenging for Glen Ellyn Metra users regardless of whether they walk, ride or bike.

Glen Ellyn Metra users predominantly gain access to the station via cars, bikes, walking, vehicular drop-offs or some combination of these modes either in the same trip or particular riders using various modes during the year. Based on a survey of 845 Metra users, the most popular trips involved a vehicle (84%) with walking (65%) also being a very common mode.

The majority of station parking provided is located south of these tracks while the station is located north of the tracks. As shown in **Table 2**, only 13% of the parking available for commuters between Main and Park is on the north side (location of station), and this percentage drops further when including in areas for commuter parking that are to the east and west of these streets, all located on the south side. Currently there are two at-grade railroad crossings that provide access to and from the southern surface parking lot to the station: one located 600 feet west of the station at Main Street and another approximately 500 feet east of the station at Park Boulevard. This requires commuters to walk up to 0.3 miles or 5 minutes from their parking spot, across 3 tracks, to the Metra Station. This distance and the challenges crossing three railroad tracks is particularly significant for mobility impaired users.

Table 2: Existing Commuter Parking Quantities and Locations (excluding additional commuter parking to the east and west of Main and Park Boulevards)

Locations	Existing Commuter Parking Spots
Southwest Lot	81
South Lot	25
Southeast Lot	87
Northeast Lot	30
Total	223

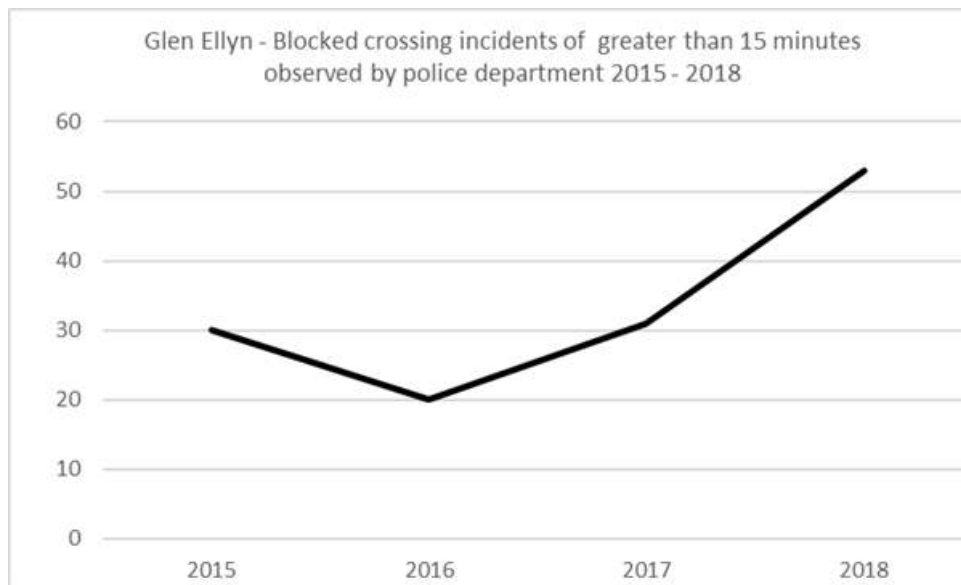
In a survey of 845 Metra users, respondents indicated that the top four (4) challenges to accessing the station were as follows:

- Difficult to cross the railroad tracks
- Limited station parking
- Vehicular Traffic
- Lack of Protection for Pedestrians and Bicyclists

Glen Ellyn Station Improvement Project Proposed Purpose and Need

Many of the respondents indicated these challenges were not mutually exclusive but rather compounded the difficulty of reaching the station. Contributing to this difficulty are the train speeds and frequency of train crossings. The train speeds at these at-grade crossings range from 20 mph to 70 mph and there are 104 trains crossing per day, which limit safe crossing times for pedestrians. Railroad crossing gates are often closed for long periods of time as well. **Figure 12** provides police department data on reported incidents where gates were closed for more than 15 minutes at a time. While this doesn't account for all gate closings, it provides insights into the most excessive reporting on gate closings.

Figure 12: Blocked Crossing Incidents of Greater than 15 Minutes, 2015-2018



Additionally, a frequent occurrence due to Union Pacific and Metra operations is to switch the inbound and outbound platforms due to rail traffic. The notice is made to commuters over the intercom system and is typically announced only minutes before trains approach. While commuters are expected to walk at least 500 feet in each direction and cross the grade crossings, freight and express trains are continuing to move through the intersections, not allowing at-grade crossing and forcing commuters to miss trains.

From the current station construction in 1966 through the early 2000s, the solution was to allow commuters to cross at-grade between the inbound and outbound platforms. **Attachment A** provides a schematic of this at-grade crossing between platforms north and south of the station. This was removed in the early 2000s due to Metra and Union Pacific concerns about safety of pedestrians in the active rail right-of-way (ROW). While this reduced potential for striking pedestrians in this location, it did not eliminate the need for pedestrians to cross for the switching of trains or access to commuter parking. Additionally, for those with disabilities, the distance that was required to walk and cross has become prohibitive during changes in operations. The path of travel is also not ADA compliant.

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Proposed Purpose and Need

D. Traffic queuing occurs today at the station and there are limited drop off and pick up locations

Adjacent to the Metra Station, Crescent Boulevard is one lane and there are no drop off lanes. Most of the crashes within the last 5 years occurred along Crescent Boulevard within the block approaching the Metra Station. The top two crash types were parked motor vehicle and sideswipe same direction. Parking adjacent to the station is limited and there is an 8-year backlog in parking needs. This encourages more commuters to get dropped off as opposed to driving to the station. During AM and PM peak boarding times, this condition causes congestion, and queueing from Crescent Boulevard to adjacent north and south streets. **Figure 13** and **Figure 14** show examples of PM peak hour traffic conditions and queueing.

Figure 13: Crescent Street Traffic and Queuing



Figure 14: Main Street (View north) Showing Traffic Queuing



Glen Ellyn Station Improvement Project

Proposed Purpose and Need

III. Project Purpose Statement

The purpose of the project is to improve capacity at the Glen Ellyn Station to meet existing and future ridership needs, bring the station house to modern and applicable standards and codes, and improve and expand pedestrian safety and accessibility in and around the station.

Benefits of the project would include:

- Enhanced station capacity for existing and future projected riders
- Modernization of station to meet all applicable building, energy and ADA accessibility requirements
- Improvements to safety and access for pedestrians and removal of conflicts between pedestrians, vehicles, and rail operations
- Improved access and circulation for both pedestrians and vehicular traffic to and from the station

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

Additional Supporting Documentation

The following supporting documents are attached for additional details on existing conditions

- Attachment A: Original 1966 Station Drawings and Existing Elevation and Construction Materials



November 23, 2020

Name

Title

Organization

City, State Zip

Re: Glen Ellyn Metra Transit Station Improvements
Village of Glen Ellyn, Illinois
Invitation to Serve as a Section 106 Consulting Party

Dear :

The Village of Glen Ellyn is proposing to redevelop the Glen Ellyn Metra Train station in the Village of Glen Ellyn, Illinois. The purpose of the project is to improve capacity at the Glen Ellyn Station to meet existing and future ridership needs provide for a station house that meets modern and applicable standards and codes, and improve and expand pedestrian safety and accessibility in and around the station.

Benefits of the project would include:

- Enhanced station capacity for existing and future projected riders
- Modernization of station to meet all applicable building, energy and ADA accessibility requirements
- Improvements to safety and access for pedestrians and removal of conflicts between pedestrians, vehicles, and rail operations
- Improved access and circulation for both pedestrians and vehicular traffic to and from the station

The proposed project would demolish and reconstruct this train station to modern standards, replace existing station platforms, create a new pedestrian underpass tunnel, and also include site improvements to parking lots and adjacent roadways. The Glen Ellyn Train Station has been determined eligible for listing on the National Register of Historic Places (NRHP) and is therefore accorded protection under and Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) and the Illinois State Agency Historic Resources Preservation Act of 1989 (Public Act 86-707). Other historic properties have been identified in the project area, but this project is not expected to impact those properties.

The purpose of this letter is to invite you to participate as a consulting party in the Section 106 process. As a consulting party, we actively inform you of the steps in this effort. More specifically, we request your participation in reviewing the project's Area of Potential Effects (APE), identifying historic properties that exist within the APE, and providing any additional information regarding potential effects

to historic resources that may result from this project. A proposed APE and a site plan showing the existing station configuration are provided for your reference.

If you are interested in becoming a consulting party for the Section 106 review process, we respectfully request that you respond in writing within 30 days (by XXXX XX, 2020) to:

Richard Daubert, P.E.
Professional Engineer
Village of Glen Ellyn
Department of Public Works
30 South Lambert Road
Glen Ellyn, IL 60137

Or electronically at rdaubert@glenellyn.org

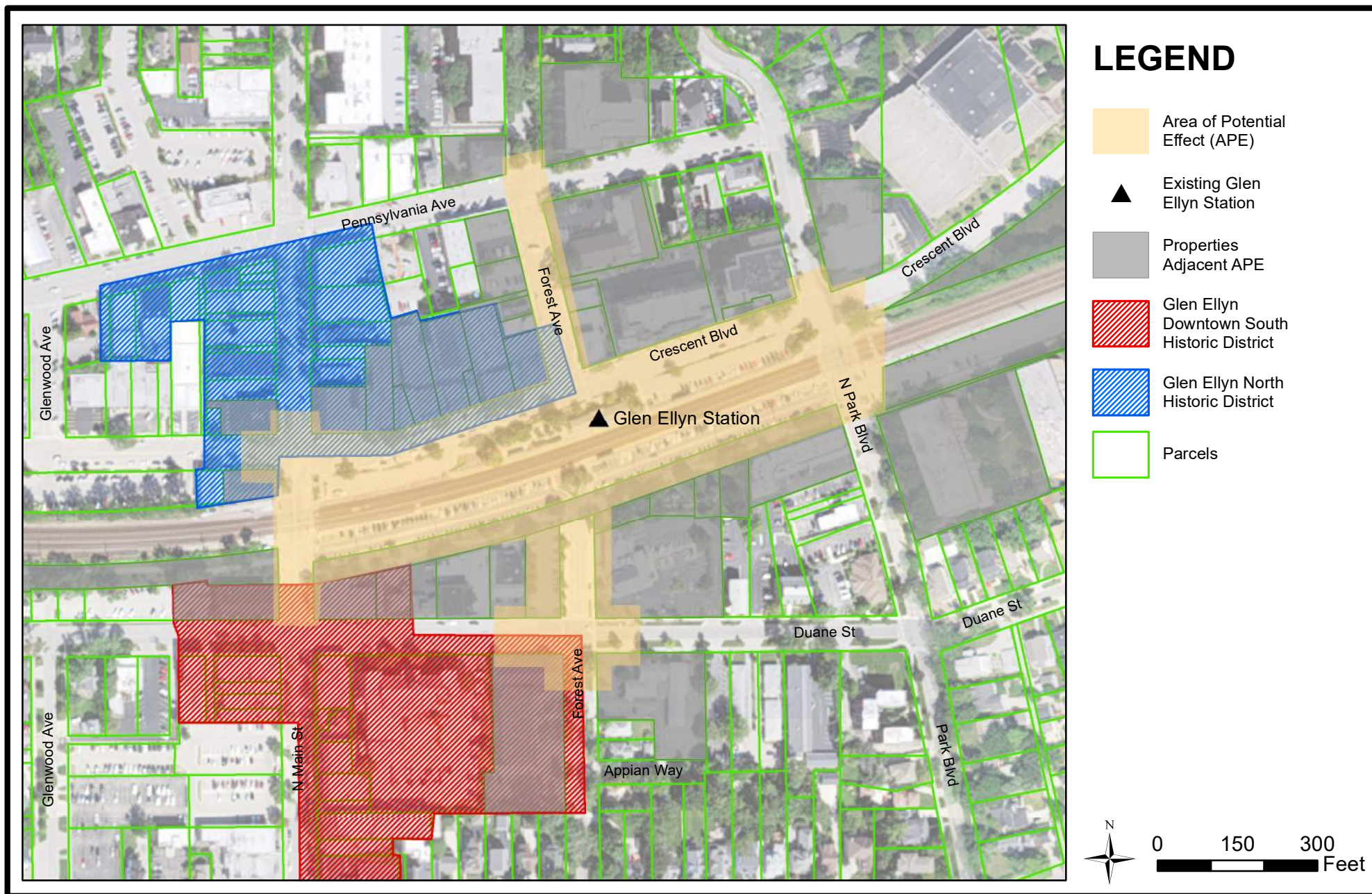
In the letter or email, please identify the primary point of contact for your agency or organization. Please also include any comments you have on the proposed APE for this project in this letter or email. If you do not respond within the designated time frame, you may request consulting party status in the future; however, the project may advance without your input.

Should you have any questions about this project, you may contact me directly by calling (630) 547-5507 or by email at the address above.

Sincerely,

Richard Daubert, P.E.
Professional Engineer
Village of Glen Ellyn
Department of Public Works

Enclosure: Proposed Area of Potential Effect (APE) Map, Site Plan of Existing Station Configuration



Greeting	Last	First	Title	Organization	Address	City	State	Zip	Email	Cc	Notes
Ms.	DiChiera	Lisa	Director of Advocacy	Landmarks Illinois	30 N. Michigan Avenue	Chicago	IL	60602	ldichiera@landmarks.org		
Mr.	Kenney	Bill	President	Northern Illinois Historic League	1037 Boxwood Drive	Crystal Lake	IL	60014	lhgdr@gmail.com		
Ms.	Marcus	Carol	Co-President	DuPage County Historical Society	PO Box 1460	Wheaton	IL	60187	dupagehistory@yahoo.com	Margaret Franson Pruter, Co-President	
Ms.	Franson Pruter	Margaret	Co-President	DuPage County Historical Society	PO Box 1460	Wheaton	IL	60187	dupagehistory@yahoo.com	Carol Marcus, Co- President	
Mr.	Wilson	Mike	President	Citizens for Glen Ellyn Preservation	PO Box 444	Glen Ellyn	IL	60138	cgep433@gmail.com		
Ms.	Hall	Karen	Executive Director	Glen Ellyn Historical Society	800 N. Main Street	Glen Ellyn	IL	60137	director@gehs.org		
Mr.	Loftus	Timothy	Chairman	Glen Ellyn Historic Preservation Commission	535 Duane Street	Glen Ellyn	IL	60137	kpurvis@glenellyn.org	Kelly Purvis, Planner	
Ms.	Kaufman	Mary Ann	Operator	Next Stop Coffee Shop	551 Crescent Blvd	Glen Ellyn	IL	60137	maryannkaufman100@gmail.com		Owner of Business in Depot with Economic Interest In Project

Section 106 Schedule Methodology

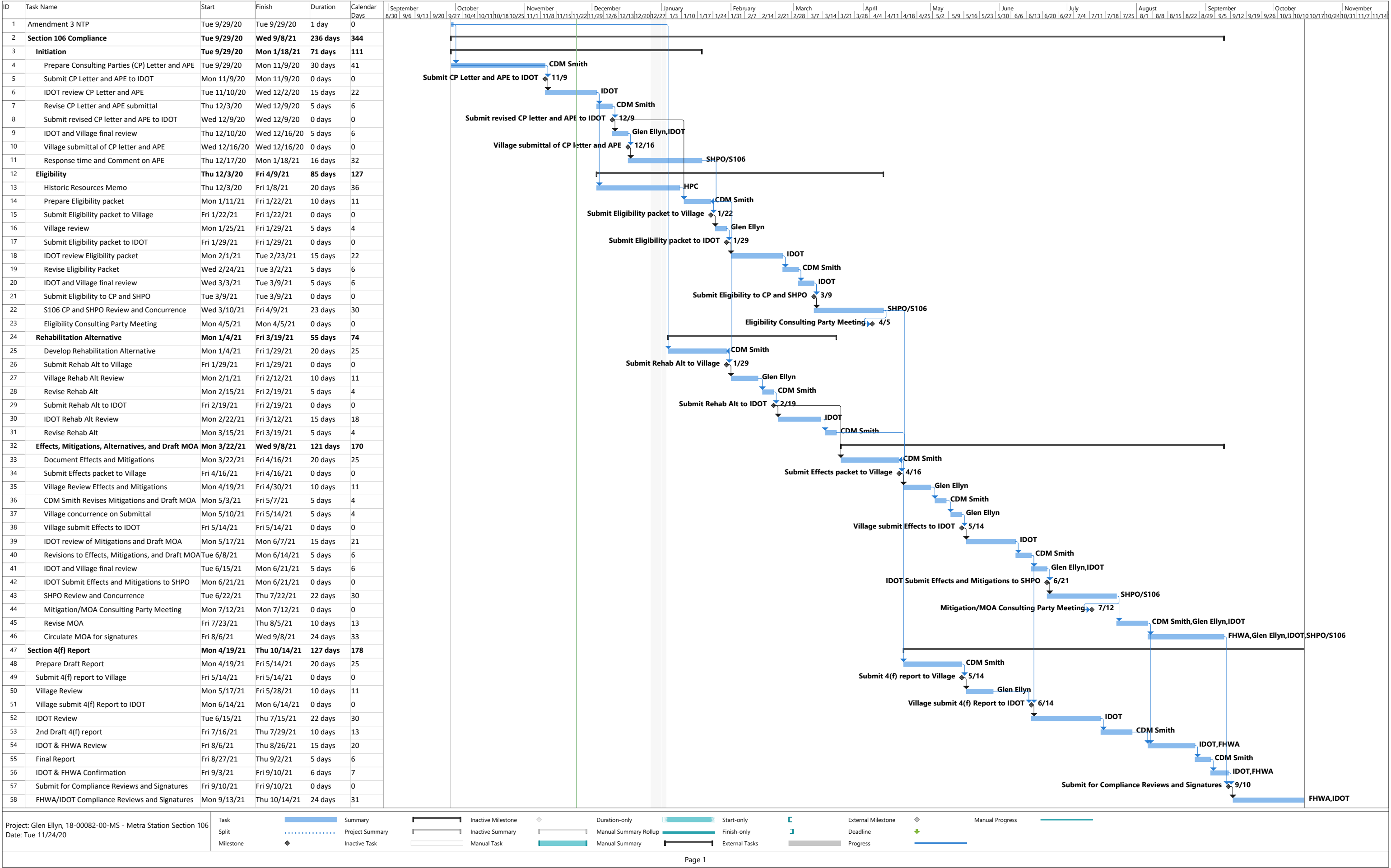
- Main Steps:
 - Initiation & APE – *Underway (Oct 2020-Jan 2021)*
 - Invite and Area of Potential Affect (APE)
 - Eligibility – *Dec 2020-Mar 2021*
 - Documentation of property eligibility determinations
 - Effects, Mitigation, Alternatives, and MOA – *Mar-Aug 2021*
 - Review of alternatives, impacts, mitigations, and draft MOA (if applicable)
 - Section 4(f) Report – *Apr-Oct 2021*
 - Finalizing 4(f) report with FHWA
- Coordinated Activities
 - Develop Rehabilitation Alternative – *Dec 2020-Mar 2021*

General Schedule Logic

- Each Step includes Two (2) IDOT Reviews:
 - Initial and Confirmation
- SHPO/Section 106 consulting party comment periods/reviews are scheduled for 30 calendar days
- Material development occurs in parallel with reviews to minimize overall duration with appropriate lags to accommodate comments
- Signature reviews for MOA (if applicable) and 4(f) reports are for 30 calendar days

Proposed IDOT Review Times

Step	Initial Review		Confirmation Review
Initiation	3 weeks		1 week
Eligibility	3 weeks		1 week
Rehabilitation Alternative	3 weeks		As part of Effects
Effects, Mitigations, Alternatives, Draft MOA	3 weeks		1 week
Section 4(f)	1 st Draft	2 nd draft (with FHWA)	1 week
	1 month	3 weeks	





**Glen Ellyn Capital Improvements
Commission**

535 Duane Street
Glen Ellyn, IL 60137

Meeting 12/8/2020 7:00 PM
Department: Public Works
Department Head:
Category: Discussion Item
Prepared By:

AGENDA ITEM (ID # 2020-723)

DOC ID: 2020-723

CBD Streetscape and Utility Improvements - Schedule, Mockup Survey Feedback To Date, Updated Draft Plans

Statement of the Issue:

Please see the attached materials relating to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. December 2020 Meeting Memo On CBD Streetscape
2. 2020.12.07 VB Workshop Agenda.CBD Streetscape
3. November 2020 Materials Survey Memo
4. Draft Concept Streetscape Plans.2020.12.01



MEMORANDUM

TO: Capital Improvements Commission

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

DATE: December 4, 2020

RE: CBD Streetscape and Utility Improvements
Schedule, Mockup Survey Feedback (to date), Update Draft Plans

Introduction and Background

Staff would like to engage the members of the CIC in discussion on the latest efforts related to the planning and design efforts of the projects on following topics:

- December 7th Village Board Workshop Agenda on Overall Project Schedule, 2021 Construction Plan, and Project Budget Update
- Streetscape Mockups and the Initial Materials Survey Feedback (to date)
- Updated Draft Plans

Overall Project Schedule, 2021 Construction Plan, and Project Budget Update

The most critical topic at the December 7th Village Board Workshop will be soliciting a final decision on the 2021 Construction Plan. As you may recall, the CIC has previously provided support to starting construction in 2021 with the Village Board desiring to see more information on this opportunity. Staff will reengage with the Board on this discussion and present latest information on factors affecting the schedule and potential construction sequence in 2021.

Please refer to the attached Village Board Workshop Agenda Item outlining design team's approach on these subject. With the timing of the Workshop falling a day before the CIC meeting, we will not be able to discuss these topic with CIC prior to the Board Workshop, however the members of the CIC are encouraged to review the attached materials and if able, attend the Board Workshops to be on December 7th at 7 p.m. Please check first page of the agenda for a link to the Zoom meeting.

Streetscape Mockups and Initial Materials Survey Feedback (to date)

The streetscape mockups have been in place at the corner of Main and Crescent since late October. MUSE Community+Design have prepared an online and in person survey aimed at collecting visual preference from the public. Online survey is available at <http://downtownge.com> and paper surveys are available for pickup at the Civic Center, Glen Ellyn Public Library, and immediately adjacent to the test site at the M&Em's store. Attached is a report summarizing the process and results from the initial two-week period of collecting the surveys. Moving forward the plan is to generate the survey results on monthly basis, monitor how the materials perform in the winter condition and present the final results to the CIC in the Village Board in February of 2021.

Updated Draft Concept Streetscape Plans

The design team has been working diligently to prepare draft concept plans of the proposed streetscape improvements. The plans shows the proposed roadway/sidewalk geometry, extent of decorative treatments, locations of trees, tree planters, streetlights and soil cells. Staff had reviewed the consultant's previously submitted tree placement plan by walking the entire CBD and making notes of any adjustments to placement of trees and other elements. Other revisions were made upon further detailing of the plan and initial review of the streetscape mockup area. In general following revisions are included in the latest draft concept plans:

- Extended the decorative pavement treatment to full width of the furniture zone.
- Extended a decorative pavement band along the back of the curb throughout the CBD.
- Revised roadway geometry of Crescent Blvd, east of Main to accommodate parallel parking.
- Shifted, eliminated and added trees, while retaining an overall 35' tree spacing with current total number of trees in the CBD being approximately 235.
- Created a tree lined parkway on north side of Duane, west of Main St.
- Created a tree lined parkway on north side of Pennsylvania, west of Glenwood.
- Added streetscape elements and trees on Main St, between Duane and the tracks.
- Created additional parking spaces on the north side of Crescent, west of Park by extending the proposed streetscape parkway up to Park Blvd and replacing the existing trees.
- Included tree grates in lieu of tree planters at strategic locations of narrow sidewalks or where walkable space competes with existing outdoor dining areas.
- Use of tree soil cells have been maximized to allow for adjacent trees to share soil volumes in the soil cells.

The draft concept plans are being provided for review and further input from the members of the CIC. Looking forward, the next steps finalizing the concept plans will involve adding design elements such as street furniture, street signage, raised seat walls, and designating materials for decorative pavement treatment and tree planters. Staff plans to come back to the CIC in the next couple of months to discuss and making final selections on the remaining design elements:

- Preferred decorative pavement treatment
- Preferred tree planter treatments
- Final concept for raised seatwalls design
- Selection of street furniture, including benches, trash receptacles and bike racks
- Selection of one of the two alternatives for streetlight pole
- Selection of tree species for the CBD

Action Requested by the Capital Improvements Commission

Staff would like to use the December CIC Meeting to strategize on schedule and current budget based on the direction received from the Village Board on December 7th, gather feedback on the ongoing material survey efforts, and solicit input on the current streetscape draft concept plans.

Attachments

December 7, 2020 Village Board Workshop Agenda Item on Streetscape Projects

November 2020 Materials Survey Memo

Draft Concept Streetscape Plans, updated on December 1, 2020



Agenda
Village of Glen Ellyn
Special Village Board Workshop
Monday, December 7, 2020
7:00 PM

Glen Ellyn Civic Center, Galligan Board Room
Meeting Held Virtually - Via Zoom Only

Meeting Procedures Statement

This meeting will be conducted by audio and video conference as well as broadcasted on cable and streamed online without a physically present quorum of the Village Board because of a disaster declaration related to COVID-19 and public health concerns affecting the Village of Glen Ellyn. The Illinois General Assembly passed Senate Bill 2135 on May 23, 2020, which was signed by the Governor on June 12, 2020. Senate Bill 2135 (now Public Act 101-0640) amends the Open Meetings Act and allows the Village Board to participate electronically in Board meetings when it is not feasible due to a disaster such as COVID-19. The Village President has determined that an in-person meeting at the Civic Center is not practical or prudent because of the disaster. The Village Manager and Village Clerk will be in attendance at the Civic Center in compliance with the Act.

To participate in this meeting at the appointed date and time, please visit the following link: <https://us02web.zoom.us/j/81650131872?pwd=SkNOalZFZGp6M2lpMzFBdUVyL3J6QT09>

Password: 686258

Or join by telephone:

Dial (for higher quality, dial a number based on your current location): US: +1 312 626 6799 or +1 301 715 8592 or +1 646 558 8656 or +1 253 215 8782 or +1 346 248 7799 or +1 669 900 9128

Webinar ID: 816 5013 1872

Passcode: 686258

- A. Call to Order**
- B. Pledge of Allegiance**
- C. Roll Call**
- D. Audience Participation**

1) Open:

The Illinois General Assembly passed Senate Bill 2135 on May 23, 2020, which was signed by the Governor on June 12, 2020. Senate Bill 2135 (now Public Act 101-0640) amends the Open Meetings Act and allows the Village Board to participate electronically in Board meetings when it is not feasible due to a disaster such as COVID-19. To participate in this meeting at the appointed date and time, please visit <https://us02web.zoom.us/j/81650131872?pwd=SkNOalZFZGp6M2lpMzFBdUVyL3J6QT09>

In lieu of participating in the electronic meeting, the public may also complete a public comment form which will be read into the record during the meeting. This form can be found at www.glenellyn.org/publiccomment. Members of the public are welcome to speak or submit public comment forms on 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 may speak up to (3) three minutes on those items or may submit public comment forms which will be read into the record during that agenda item.

- E. Central Business District Streetscape Review (Presented by Senior Civil Engineer Topor) (Discussion Only)**
 - 1) Senior Civil Engineer Tom Topor will provide an update to the Village Board on the Central Business District Street and Streetscape Project.
- F. Holladay Properties Redevelopment Agreement (Presented by Village Manager Franz) (Discussion Only)**
 - 1) Village Manager Mark Franz will update the Village Board on the Holladay Properties Redevelopment Agreement.
- G. Recreation Cannabis (Presented by Community Development Director Springer) (Discussion Only)**
 - 1) Community Development Director Staci Springer will lead a discussion with the Village Board regarding potential text amendments for cannabis businesses.
- H. Other Business**
- I. Motion to adjourn to Executive Session for the discussion regarding the appointment, employment, compensation, discipline, performance, or dismissal of specific employees of the public body pursuant to 5 ILCS 120/2 (C)(1) and discussion concerning pending litigation matters pursuant to 5 ILCS 120/2 (C)(11) without returning to open session thereafter**



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

Meeting 12/7/2020 7:00 PM
Department: Public Works
Department Head: Julius Hansen
Category: Discussion Item
Prepared By: Thomas Topor

**AGENDA ITEM (ID
2020-707)**

DOC ID: 2020-707

Senior Civil Engineer Tom Topor will provide an update to the Village Board on the Central Business District Street and Streetscape Project.

Statement of the Issue:

Introduction and Background

The design of the streetscape and utility improvements is progressing well and staff would like to take this opportunity to revisit the budget and construction schedule along with a plan for potentially getting construction underway in 2021. To facilitate the discussion, an updated cost estimate, overall schedule, and specific 2021 schedule have been prepared.

The Village Board last visited the project budget and schedule in June of this year. Staff presented an original project schedule and major factors affecting the start of construction. At that time, the Village Board was generally in favor of delaying the start of substantial construction work until 2022 to allow for full impact of COVID-19 to be known and to allow time for businesses to recover from COVID-19 restrictions. In the last six months, more information became known about the potential duration of the pandemic as well as specific schedules for completion of the Apex 400 and Civic Center Parking Garage.

Analysis:

Overall Project Schedule

It has been 35 years since the last time the Central Business District received substantial improvements to its infrastructure. Since then, various projects have been completed along with resurfacing and selective patching; however, the streets and sidewalks continue to deteriorate, requiring annual maintenance and posing access and safety issues.

Design engineer and staff have put together a strategy to begin addressing these infrastructure

needs. This strategy prioritizes a reduction in the number of times/seasons that major construction is done on one single block, grouping the construction phases into geographical areas, and reducing the number of times that businesses are inconvenienced by roadway construction. Figure 1 below describes the plan for completing the CBD Streetscape and Utility Improvements in four distinctive phases. Previously prepared schedules included a strategy of completing the utility work first and following up with roadway and streetscape work the next season. This strategy works well in most cases as it only required partial year impacts and it has been employed by other towns undertaking similar projects. Based on the feedback received from local business, the overwhelming preference is to complete all of the necessary utility and streetscape work in a single year and provide turnkey ready projects at the end of each construction year.

Figure 1 – Overall Construction Schedule

This plan was put together with the following factors in mind:

Frida Kahlo Exhibit

- No work in the vicinity of the train station with construction concentrated on Main St (Hillside/Duane) already impacted by the ongoing construction of Apex 400 building.
- Park Blvd and Prospect Ave railroad crossing open at all times to allow for open access for transportation between the train station and COD.
- Continued pedestrian access to businesses on Main St during utility and roadway construction through the use temporary sidewalks and ramps.

Civic Center Garage Development

- The parking garage to offer 277 parking spaces with direct and convenient connection to Main St via Main Street Pedestrian Access.
- Temporary conversion of commuter parking spaces to customer parking to and capitalizing on reduced Metra ridership.
- Continued pedestrian access to businesses on Main St during utility and roadway construction through the use temporary sidewalks and ramps.

Apex 400 Development

- Combines the planned streetscape improvements along the frontage of the building with the rest of the block.
- Allows for businesses on the block to only be inconvenienced only one time with major construction on the block of Main St.

Glenwood Station Development

- Currently site work and adjacent to the proposed development is scheduled to be completed in 2023. This plan allows for remaining sections of Glenwood and Crescent to be completed in the same year.

Train Station and Pedestrian Underpass Project could be constructed as early as 2024 and will have an impact on adjacent streets. Combining the roadway and utility work with the train station projects allows for surrounding business to only be impacted once and provides an opportunity to capitalize on the project funding.

General Considerations

- Maintaining at least one direction of travel on streets impacted by construction, when possible.
- Maintaining one side of on-street parking to extent possible.
- Keeping 2 of 3 CBD railroad crossings open at any time.

2021 Construction Plan

The streetscape test materials were installed at the corner of Main and Crescent, and the Village is in the process of gathering input from the members of the public on the preferred treatment for the streetscape project. Thus far, the materials and survey have received lots of interest and with the input received, the Village will be in the position to make final decisions on the material and general design details in early 2021. Staff tentatively anticipates facilitating these decisions by the Village Board in February, 2021. The information will be used to finalize detailed design work for the first section to be constructed. At the same time, work continues on the design of the proposed underground utility improvements with first phase design plans to be ready early in 2021.

Staff is proposing that the Village Board considers capitalizing on the factors associated with completion of Civic Center Parking Garage and an ongoing Apex 400 construction and proceeds with the construction of the Main St and Duane St improvements in 2021. Staff and the design consultant are fully aware how important proving access to local businesses is during construction and has put together a preliminary plan for construction sequence and traffic control to demonstrate how it could be accomplished.

During the first stage of construction, staff recommends that closing down Main street to vehicular traffic and allowing the contractor to get the improvements done as quickly as possible is the best strategy. At the same time, pedestrian access to local business will be constantly monitored and maintained. Aside from days when sidewalk or utility work is being performed directly in front of a particular business entrance, the pedestrian access will be open and maintained otherwise. Maintaining pedestrian access will be key as it will allow for shoppers and diners to park at the Civic Center Parking Garage and walk to local businesses along Main St.

Figure 2 - 2021 Preliminary Construction Sequence

Additionally, staff and the consultant team is working on fast-tracking the design of the utility

and streetscape improvements on the south side of Pennsylvania Avenue, immediately east of Main Street (along A Toda Madre's restaurant) to get this section to construction in early spring of 2021. This would allow for the A Toda Madre restaurant to construct permanent outdoor seating planned to be constructed prior to the 2021 spring/summer season.

Additional CIC Input and Recommendations

Option of starting the projects in 2021 was previously discussed by the members of the CIC at the June 9th CIC meeting with following recommendations by the CIC:

- Members of the CIC unanimously supported the plan of starting the project in as originally planned in 2021 and capitalizing on additional parking availability to be created by the Civic Center Public Garage and potential efficiencies afforded by unifying the Village's underground and streetscape improvements with the APEX 400 development project.

Staff respectfully requests that the Village Board review the aforementioned project schedule options and provide input on preferred schedule scenario.

Budget Impact:

Project Budget

The cost estimate has been updated to reflect the latest plans and changes to project scope and has been summarized in the table below.

Figure 3 – Updated Project Cost Estimate

Approximately \$22.6M of the overall cost estimate represents costs for basic utility, roadway and engineering costs that would be required to get the needed infrastructure upgrades completed. These costs are largely driven by roadway/sidewalk improvements, recently completed Underground Utility Study, and Storm Sewer Modeling Analysis. Factoring out the cost of the basic improvements, leaves about \$5.2M for upgrades related to streetscape material upgrades, site furnishings, and landscaping features. The overall budget shows an increase about \$1.1M from a previous estimate prepared in February of this year. The following changes and assumptions are included in the cost estimate:

- Additional storm sewer work on Pennsylvania, based on latest storm sewer modeling and consolidation of existing sewers On Pennsylvania east of Main Street (~\$850,000)
- Updated unit prices to reflect current market prices
- Additional brick pavers in carriage walk (behind curb)

- Extended streetscape elements into more of the CBD based on comments received
- Removed fountains, fireplaces, and parklets from the scope of the projects
- Included 235 total trees at 35' spacing
- Includes streets projected to be part of the Train Station project (-\$500,000)
- Crescent east of Main
- Forest (Crescent to Pennsylvania)
- Forest (Duane to railroad tracks)

These costs can be dialed back further as described below. The design team will look for further ways to value engineer the project and sees opportunities to trim the cost estimate. Some of the opportunities include:

- Review street furniture quantity, as current plan is based on amount of street furniture required for Main St.
- PW can potentially purchase/install some of the street furniture to save on contractor markup/labor cost
- Reduce temporary restoration costs by combining Utility and Streetscape work into single season projects
- Reduce or eliminate the brick pavers in the carriage walks
- Reduce the amount of granite vs concrete planters
- Remove the ornamental railings from some or all planters
- Remove decorative bollards
- Reduce number of plantings in planters
- Scale back on suspended pavement/soil cells
- Requires additional long planters

Staff will present an overall design with detailed costs to continue the discussion with the Village Board on ways to dial back the design in an effort to reduce project costs.

Action Requested:

Action Requested by the Village Board

Staff would like to use the Workshop Meeting to solicit input and direction on the overall schedule, plan for 2021 construction, and budget.

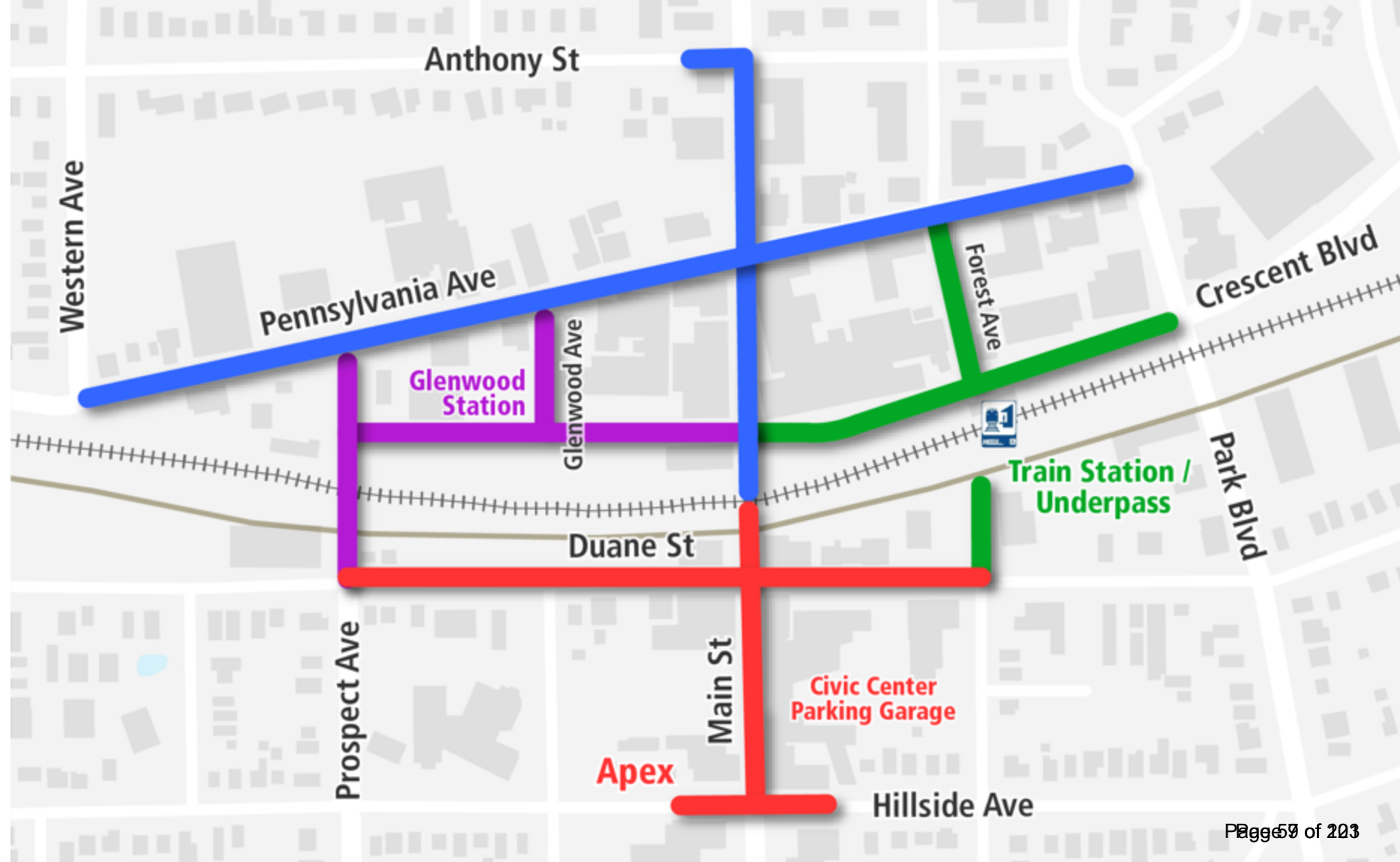
Attachments:

1. Figure 1

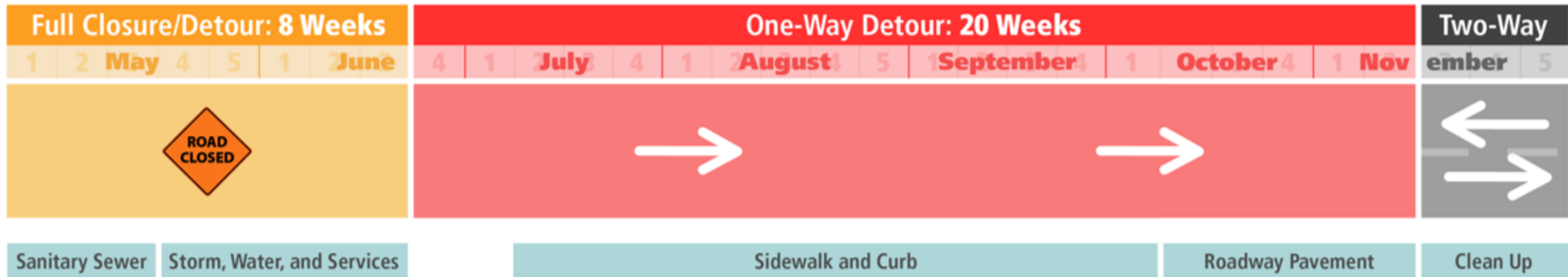
2. Figure 2
3. Figure 3
4. 2020_12_07 Board Workshop Presentation1

Construction Year

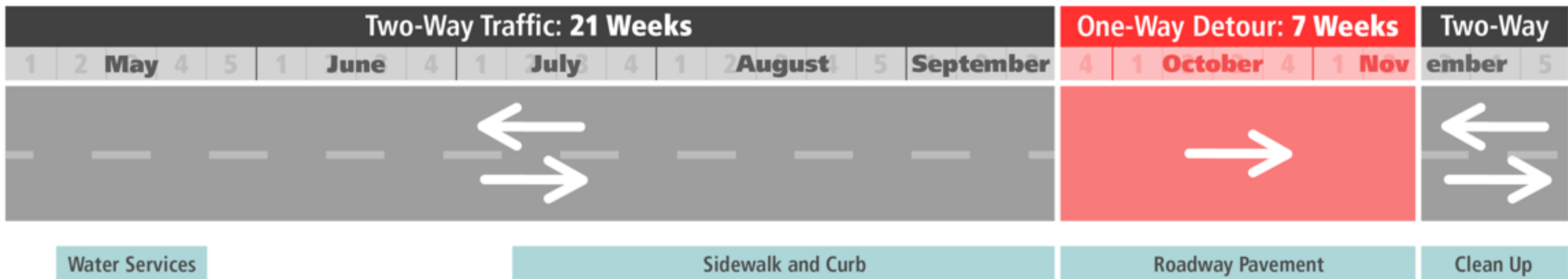
- 2021
- 2022
- 2023
- 2024-2026



MAIN ST



DUANE ST



- Pedestrian access will be maintained at all times
- Potential pedestrian accommodations are illustrated on the next slide

<u>Cost Estimate for Work Type</u>	<u>Current Estimate</u>
Roadway and Sidewalk Work	\$7.3M
Landscaping - Trees (235 @ 35' spacing), Shrubs, Perennials	\$0.6M
Street Lighting Repairs and Installations - Conduit/Wiring Replacement, Temporary Lighting	\$2.2M
Underground Utilities - Water, Sanitary Sewer, Storm Sewer, Temporary Restoration	\$8.5M
Upgrade Sidewalk and Crosswalk Areas	\$1.4M
Site Furnishings - Benches, Bike Racks, Trash Receptacles, Etc.	\$1.1M
Landscaping Features- Seat Walls, Planters, Soil Cells, Etc.	\$2.7M
Total Construction Cost	\$23.8M
<u>Other Costs</u>	
Phase II Engineering	\$1.4M
Phase III Engineering (est. as 11% of Construction Cost)	\$2.6M
TOTAL PROJECT COST	\$27.8M



Civiltech Engineering, Inc.

www.civiltechinc.com



Central Business District (CBD) Streetscape and Utility Improvements

Village Board Workshop

Village of Glen Ellyn

December 7, 2020



Current Project Cost Estimate

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TOTAL PROJECT COST	\$27.8M

**19% of Total Cost (\$5.2M):
Upgrades for Streetscape**

Plan Updates

- Removed fountains, fireplaces, and parklets
- 235 total trees at 35' spacing
- Brick pavers in carriage walk (behind curb)
- Extended streetscape elements into more of the CBD based on comments received
- Additional water main and storm sewer based on additional studies
- Includes streets projected to be part of the Train Station project for consistency
 - Duane east of Main
 - Crescent east of Main
 - Forest

Value Engineering Opportunities

- Review street furniture quantity. Current plan based on current Main St.
 - Village can purchase/install on their own to save on contractor markup/labor cost
- Reduce or eliminate the brick pavers in the carriage walks
- Reduce the amount of granite vs concrete planters
- Remove the ornamental railings from some or all planters
- Remove decorative bollards
- Reduce number of plantings in planters
- Scale back on suspended pavement/soil cells
 - Requires additional long planters

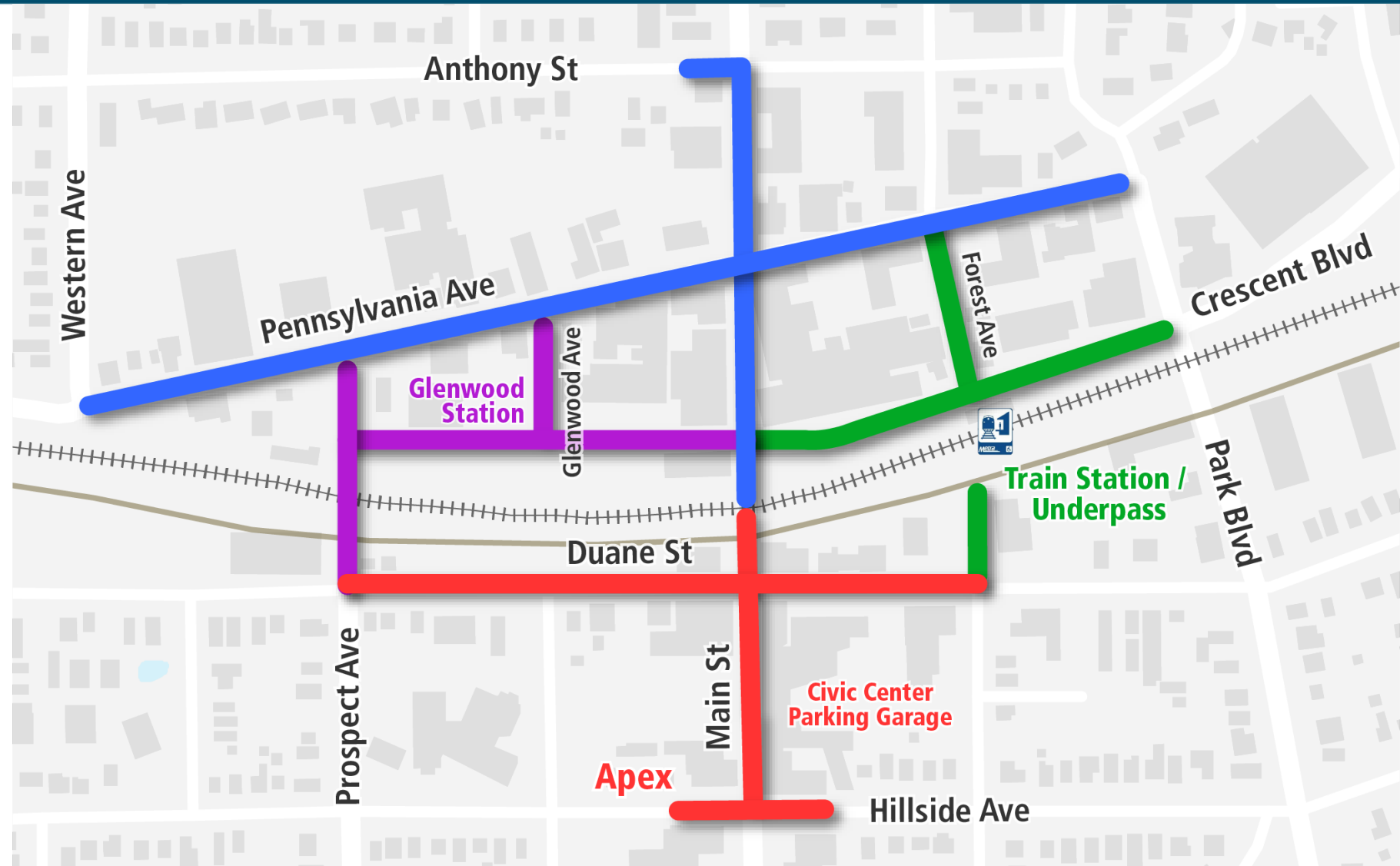
Construction Schedule

- Schedule Factors
 - Frida Kahlo Exhibit
 - Civic Center Garage Development
 - Apex 400 Development
 - Glenwood Station 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
 - Keep 2 of 3 CBD railroad crossings at any time

Construction Schedule

Construction Year

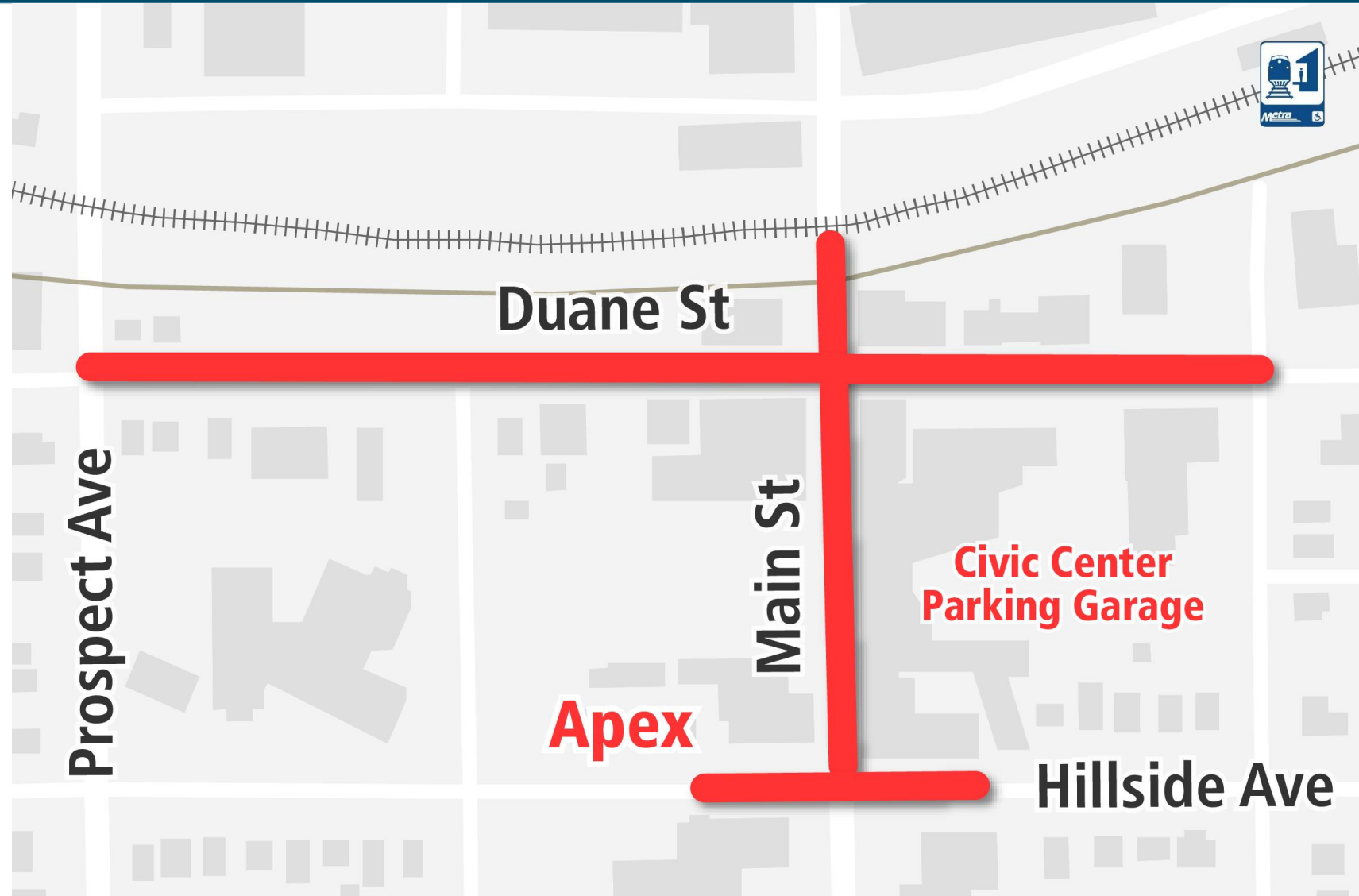
- 2021
- 2022
- 2023
- 2024-2026



2021 Construction

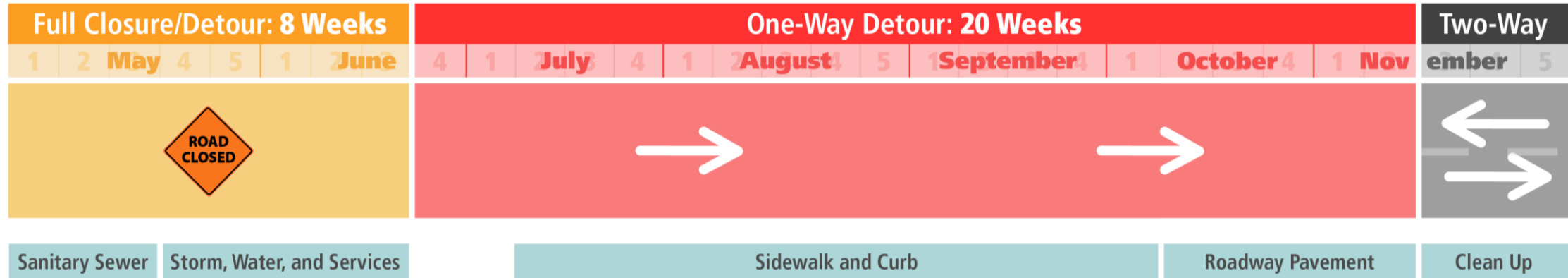
Construction Year

— 2021

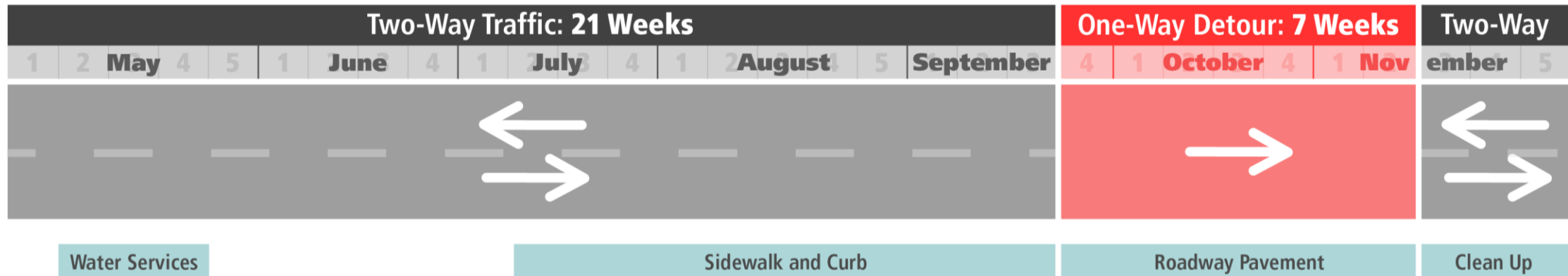


2021 Construction Sequence

MAIN ST



DUANE ST



- Pedestrian access will be maintained at all times
- Potential pedestrian accommodations are illustrated on the next slide

Access During Construction

Parking	Sidewalk
Civic Center Garage open	Maintain access to business
Accommodate street parking where possible	Temporary ramps and walks
Street parking locations may shift weekly	High-early strength concrete – open to foot traffic faster



Access During Construction





Downtown Glen Ellyn Streetscape Materials Survey

As part of the streetscape design process, MUSE Community + Design launched a public engagement campaign to solicit feedback from residents, business owners and visitors on several material options for the new downtown streetscape. The Village board and staff will take the survey results into consideration as one factor when selecting the final streetscape materials for the Central Business District Streetscape and Utilities Project.

In October 2020, the Village installed several material samples at the northwest intersection of Main and Crescent. The materials installed fall into one of three categories: sidewalk materials, tree planter curbs and parkway materials. Residents, business owners and visitors have the opportunity to see all material options in-person at the northwest intersection of Main and Crescent from October 2020 – May 2021. After viewing the samples, people are invited to choose their preferred material at downtownge.com. In addition to voting online, MUSE created paper copy surveys to hand out on Saturday, November 7 from 11 am to 1 pm and Thursday, November 19 at the Alliance of Downtown Glen Ellyn event, Ladies Night Out. Paper copy surveys are also available for the duration of the engagement initiative at the Glen Ellyn Civic Center, Glen Ellyn Library and M & Em's Children's Boutique.

This initial memo contains the survey results as of November 12, 2020. MUSE Community + Design will update the memo on a monthly basis.

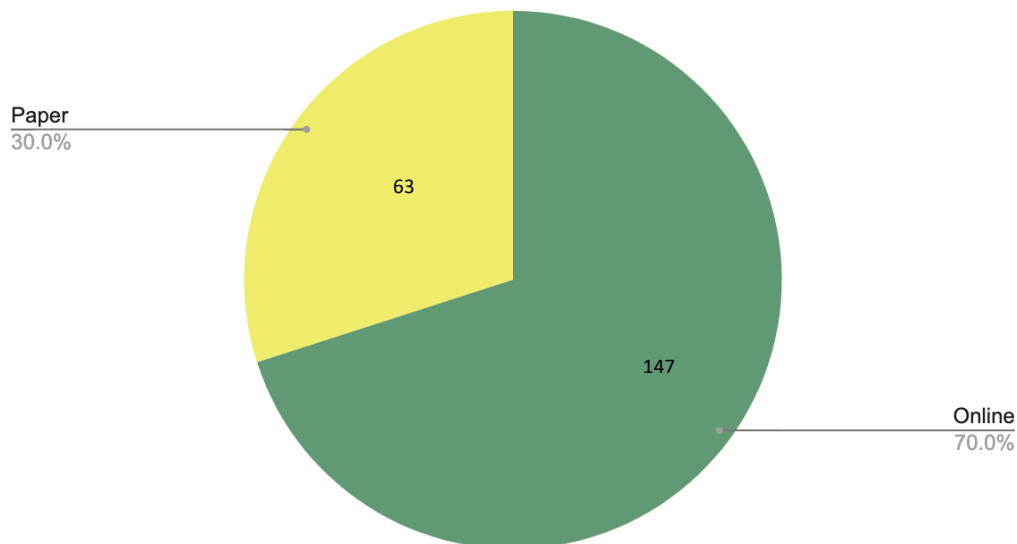
Survey Results as of November 12, 2020

Total surveys collected to date: 210

Survey Type

The survey is available online and in-person at select locations. The majority of respondents took the survey online.

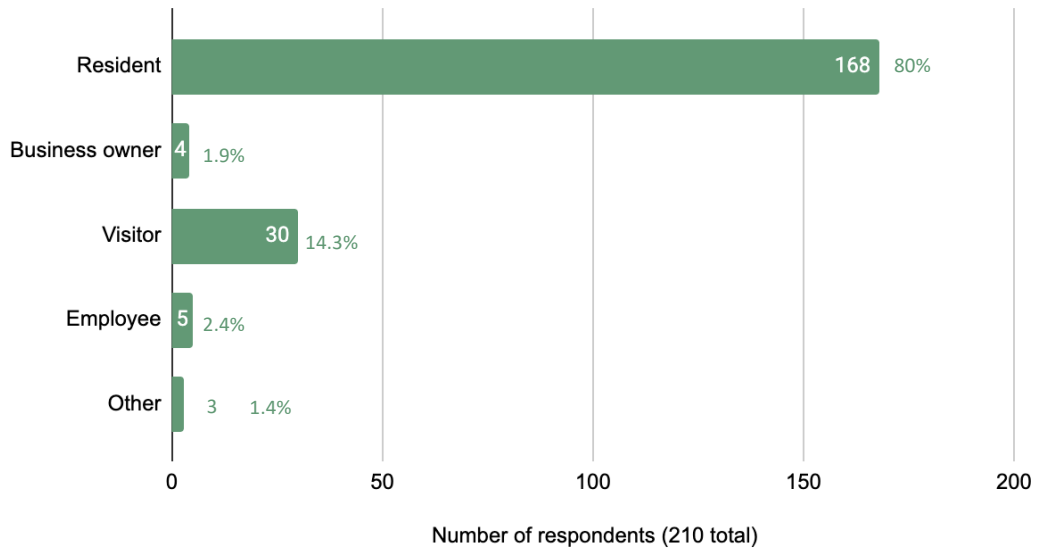
Share of online and paper surveys



Relationship to Glen Ellyn

The Village is soliciting feedback from residents, business owners and visitors. Eighty percent (80%) of the respondents identify as residents.

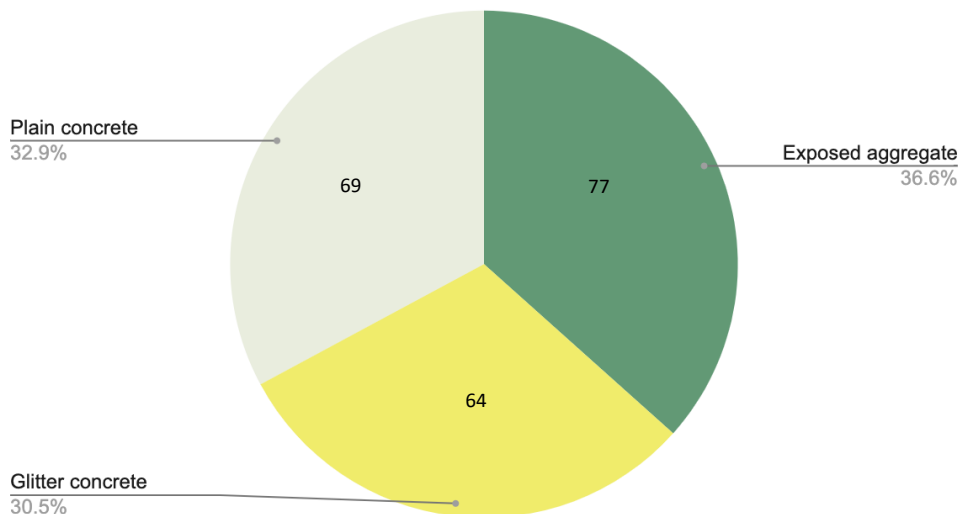
Relationship to Glen Ellyn



Sidewalk Materials

There are three sidewalk material options. The survey respondents are evenly split on their preferred sidewalk material.

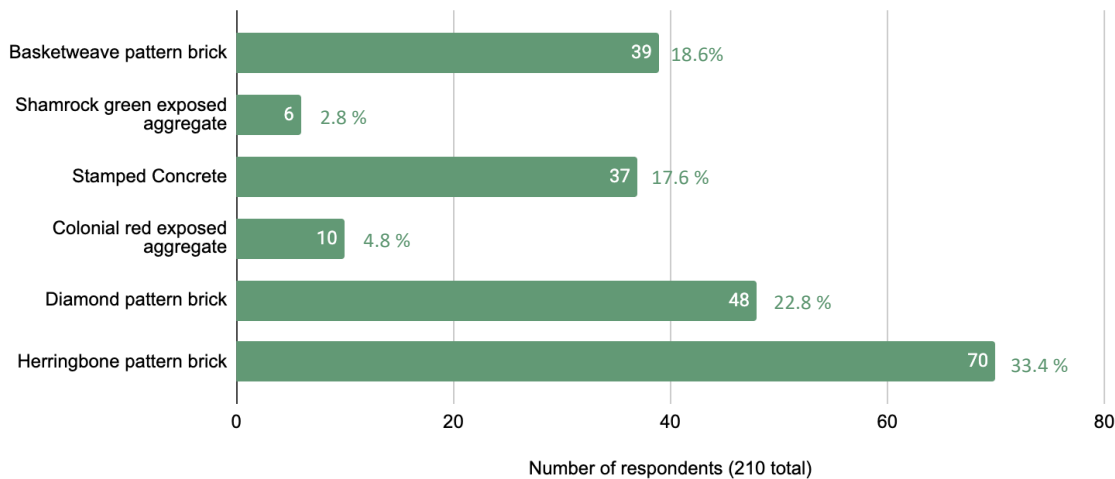
Preferred Sidewalk Material



Parkway Material

Brick is the preferred parkway material type; brick pavers in a herringbone pattern is the preferred design option. Thirty-three percent (33.4%) of respondents selected brick pavers in a herringbone design as their preferred parkway material pattern.

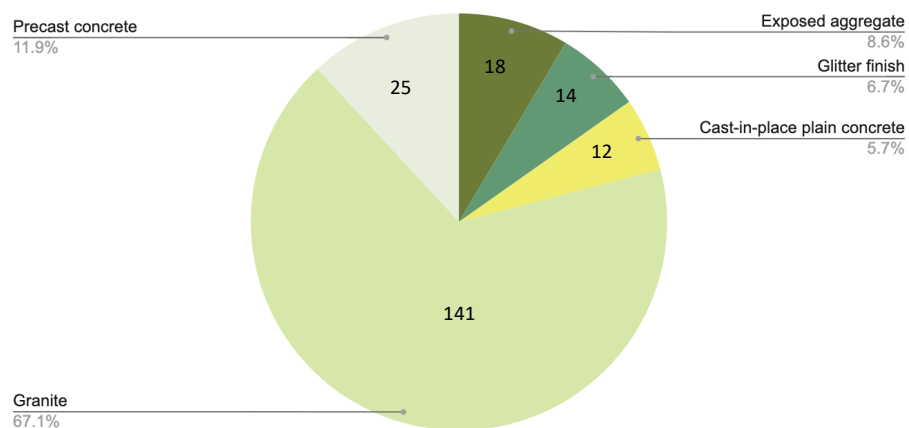
Preferred Parkway Materials



Tree Planter Curb

The granite curb is far and away the preferred tree planter curb option with 67.1% of respondents selecting granite as their preferred material.

Preferred Tree Planter Curb Material



Survey Comments

1	Basket weave pattern looks better in the small rectangular insets than herringbone. Diamond paver pattern is too busy. Glitter concrete will create too much glare in summer. Any cast in place concrete tree surround looks better than the pre-cast concrete, or the granite. Granite looks completely out of place; also costs a lot more. Shamrock green aggregate is UGLY - like someone vomited & stained the pavement
2	Beautification can be achieved with cost-effectiveness in mind. Please keep price of these materials low and not gouge residents to front an unnecessary expense.
3	Cool idea !!
4	DON'T GO OVER BUDGET!!!
5	For a timeless look that ages well, I love natural materials with integrity - granite curbs, herringbone brick, and exposed aggregate sidewalks - please avoid anything that looks too artificial or cheap; the quality of materials are the most important thing, and lend an air of quality to the whole town.
6	I like the inlaid tiles identifying historical sites
7	I like the tree planter curb flush to the ground
8	I prefer the square historic plaque
9	I question the construction of oversized buildings on our historic Main Street.
10	I would like the planters to be even with the sidewalks and not raised
11	I would prefer the stamped concrete herringbone over the brick paver herringbone, except that it has a terrible gloss finish that makes it look like cheesy plastic. Instead, use concrete with red dye integrated into the mix, and don't apply any finish on top.
12	I would prefer tree enclosures that are flush with the sidewalk. The raised curbs present an obstacle and tripping hazard and narrow the walking path
13	I'm interested in the cost differential of the materials. Because I might not make the same choices if the cost is vastly different.
14	Is there anything else you would like to share with us?
15	It would have been nice to know the relative costs, durability, environmental impact, etc. of each of the choices. But overall, thanks for asking!
16	Keep it classic:)
17	Keep the regular benches vs the granite ones. The black traditional benches look WAAAAY better, they are classic.
19	Keep up the great work improving & updating the downtown for our future.
20	Loved this idea to get the community involved!
20	Make it so the top of the curbs around the trees are level with the sidewalks
22	Park benches rather than marble benches! Get sidewalks even!
23	Please give your sidewalks names
25	Please keep black benches with back rests - not modern, low stone bench as shown in sample downtown

26	Please use grey herringbone brick for the parkway with darker diamond pattern instead of red brick!!
27	Pricing
28	Re: glitter concrete, respondent added "w/ sawcut joints & X pattern"
29	Respondent noted being a former resident of GE
30	Simple elegance would be my choice. All things break and the ability to repair is essential. Thank you for asking for input and good luck with the project.
31	Simple, traditional, and cost effective.
32	So fun! Thanks for letting us vote!
33	Spaces for outdoor dining are important and a street closed to pedestrians creates a fun inviting environment
34	Steer clear of anything with glitter.
35	Thank you for doing this!
36	Thank you for giving us a voice in this matter!
37	Thank you for letting me be a part of this decision and for all of the work that you do to keep our village charming!
38	Thanks for asking for our opinion.
39	Thanks for asking resident's opinions
40	Thanks for letting us vote
41	Thanks for the opportunity to weigh in
42	The curbs are not as important to me as the walkways. I like the idea of a nicer material than concrete for the parkways and that the diamond pattern could be weaved throughout our Glen Ellyn brand/story. I do not like the idea of glitter anything.
43	Tree planter curbs in colored concrete (such as black) may be a cost effective alternative to the granite, while still providing visual contrast.
44	Underground wires to protect trees
45	What type of scoring pattern with the concrete walks have?
46	While these styles are fun, I don't know the costs and I would not choose the more expensive options.

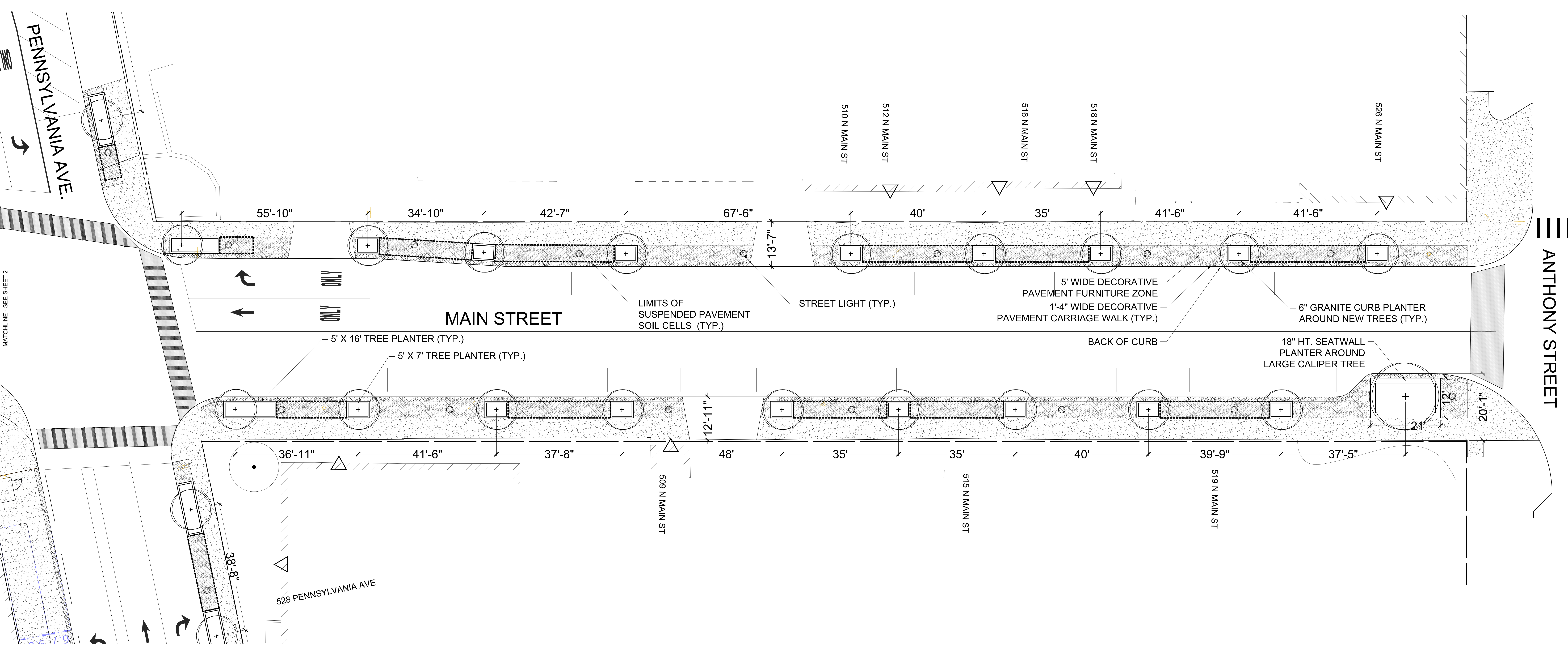
Customer Intercept Survey Photos

Saturday, November 7, 2020

11 am – 1 pm

Main and Crescent, Downtown Glen Ellyn





LEGEND

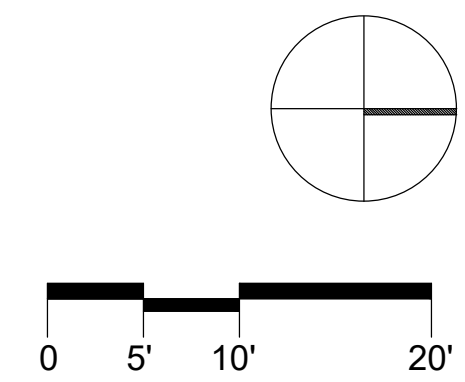
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	CONCRETE SIDEWALK
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

MAIN STREET

ANTHONY TO PENNSYLVANIA

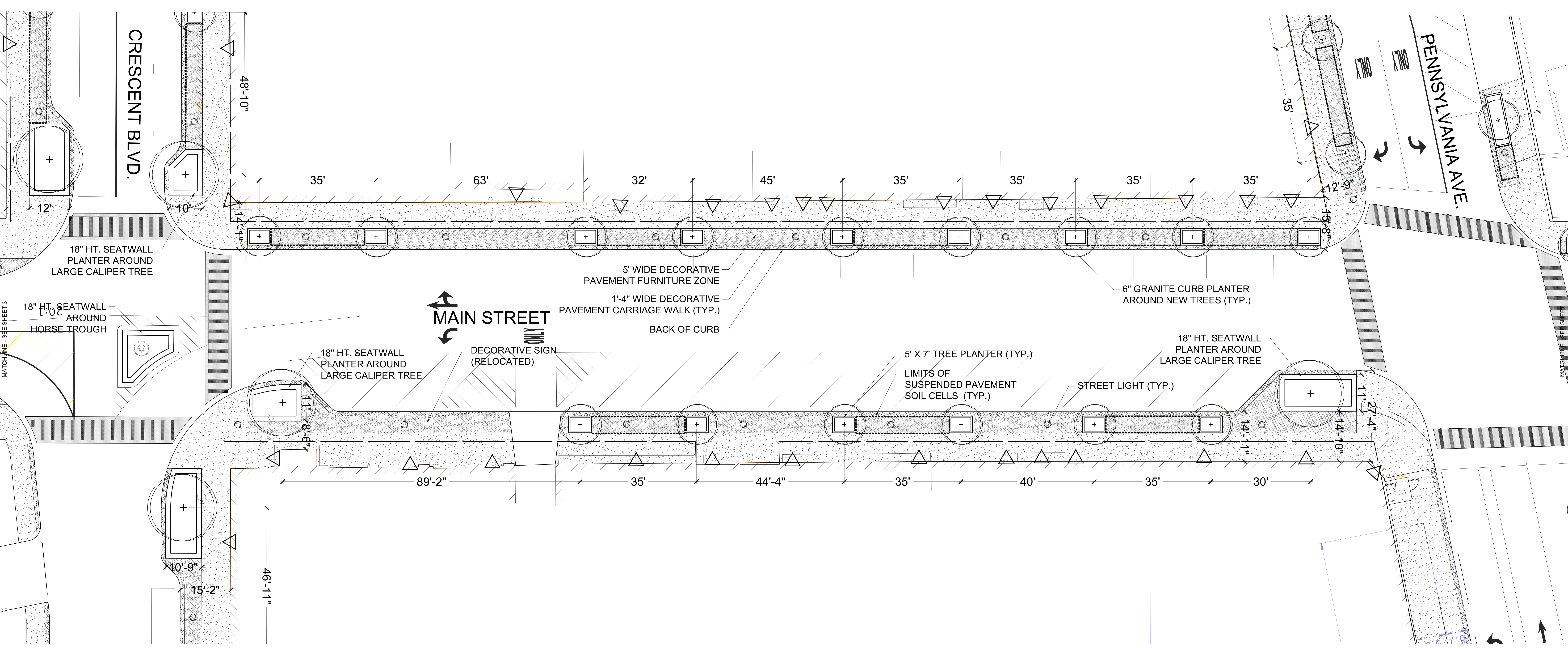
GLEN ELLYN CBD STREETScape

DRAFT CONCEPT PLAN



Nov 30, 2020
Sheet 1 of 18





LEGEND

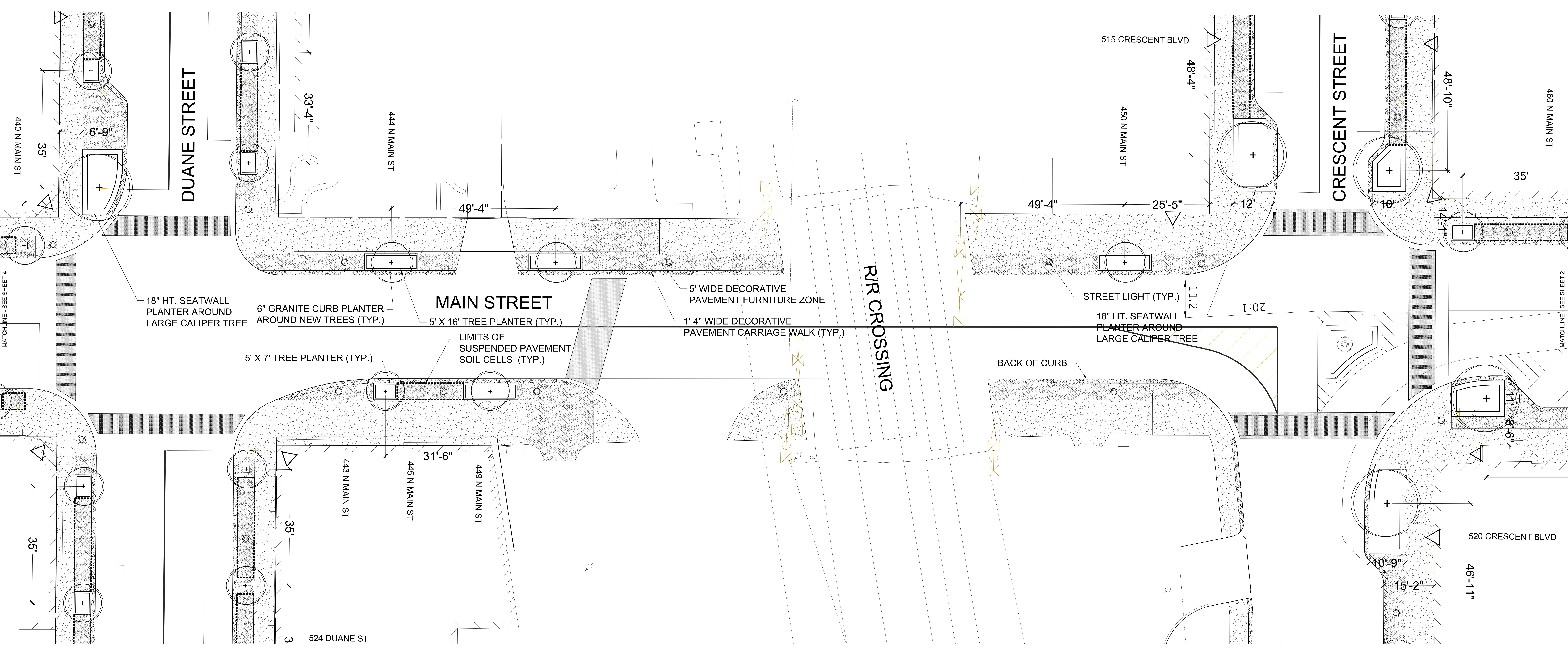
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	CONCRETE SIDEWALK
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

MAIN STREET

PENNSYLVANIA TO CRESCENT

GLEN ELLYN CBD STREETScape

DRAFT CONCEPT PLAN

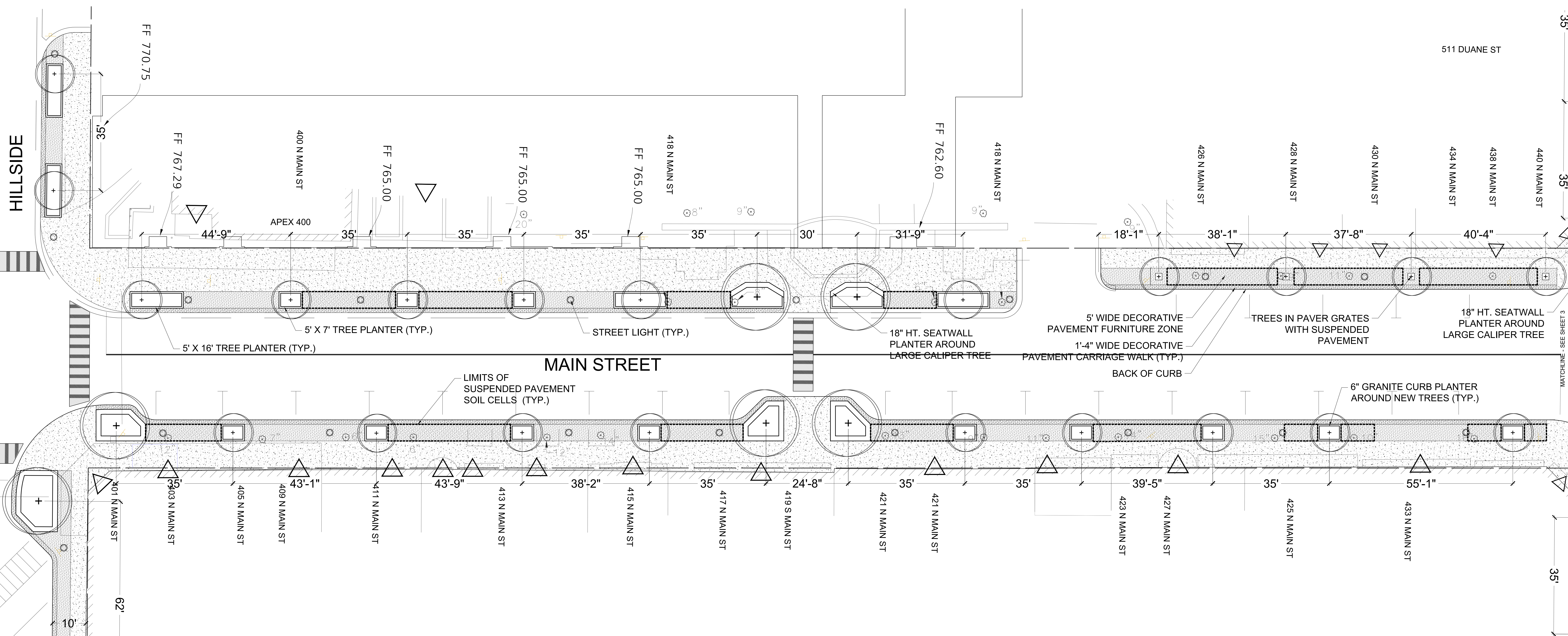


LEGEND

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

MAIN STREET
CRESCENT TO DUANE

GLEN ELLYN CBD STREETSCAPE
DRAFT CONCEPT PLAN



MAIN STREET

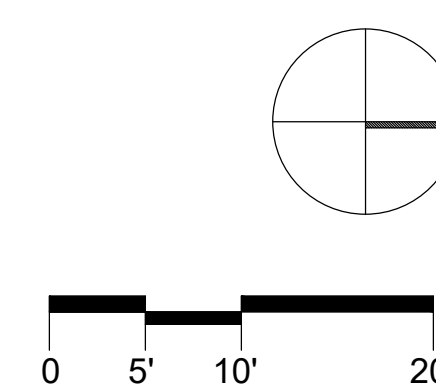
DUANE TO HILLSIDE

GLEN ELLYN CBD STREETScape

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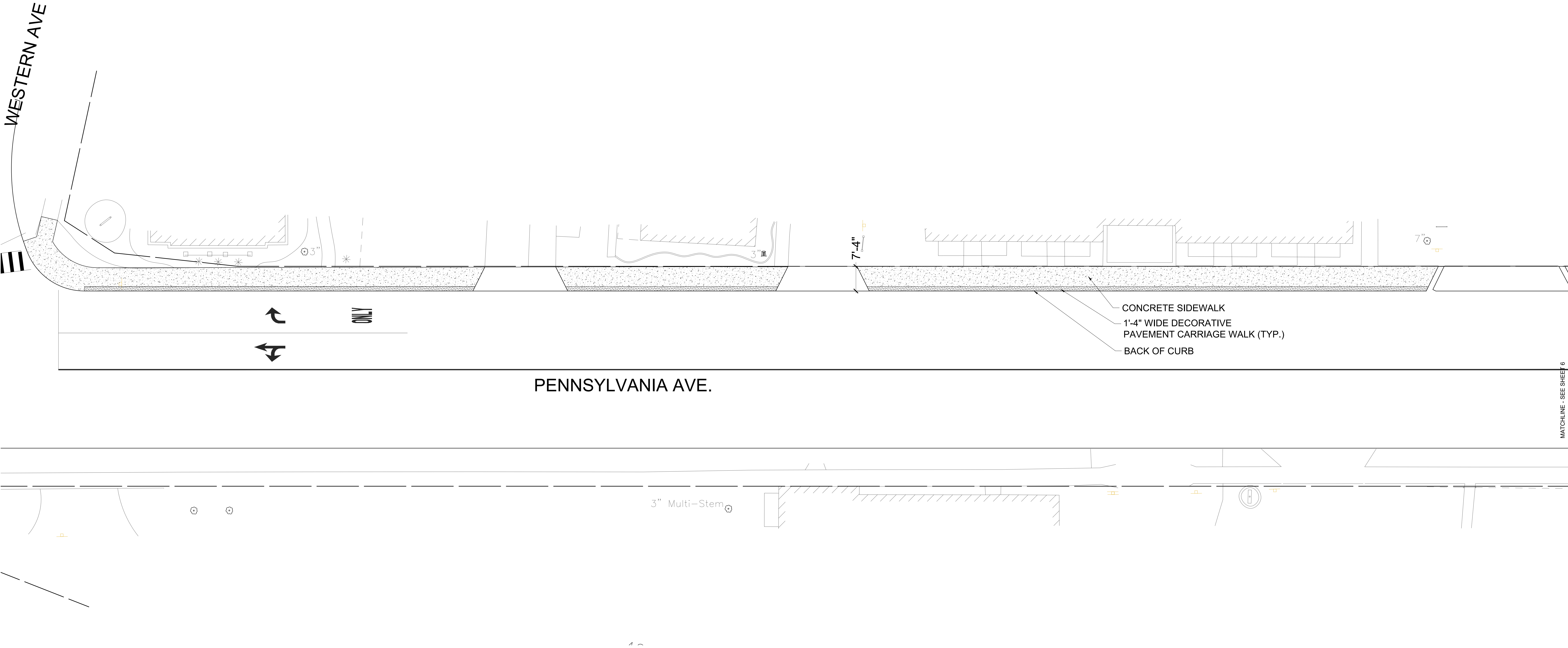
LEGEND

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	PROPOSED TREE
	CONCRETE SIDEWALK
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE



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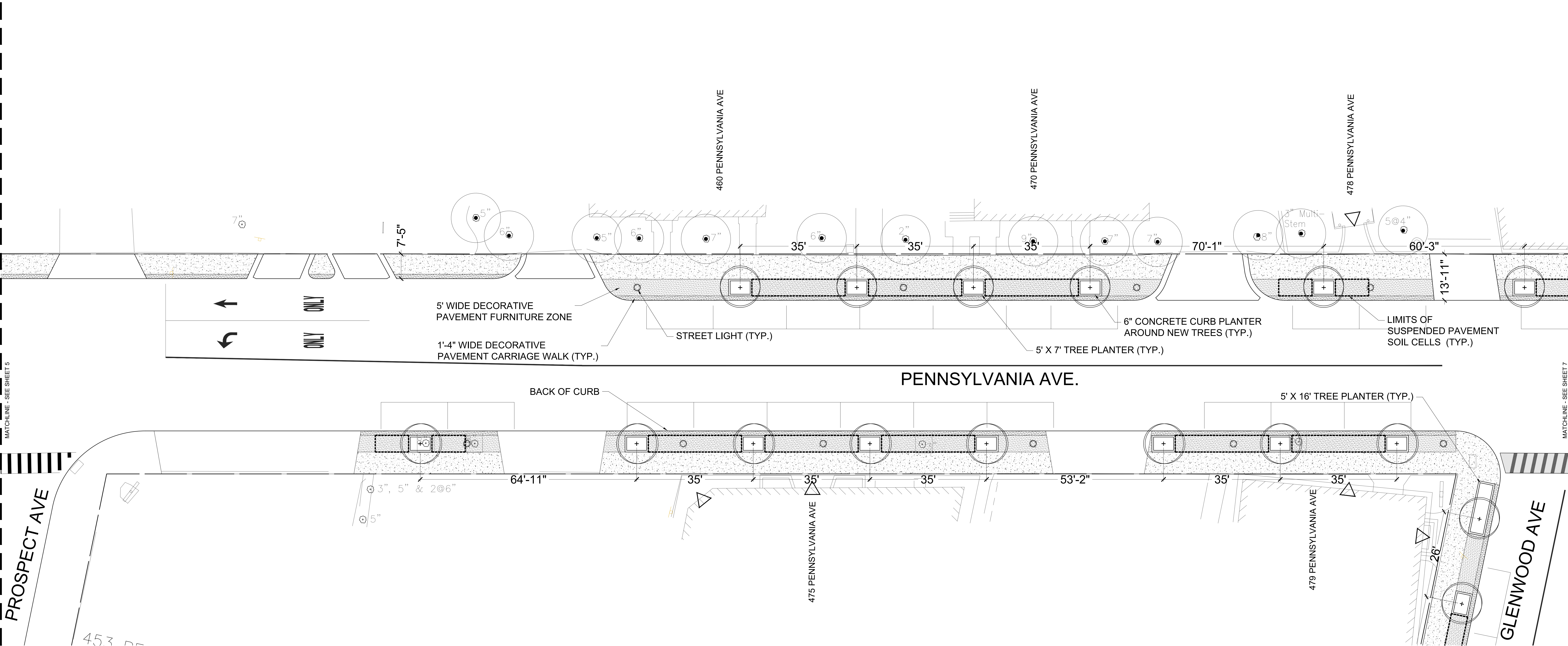
VILLAGE OF GLEN ELLYN
1834

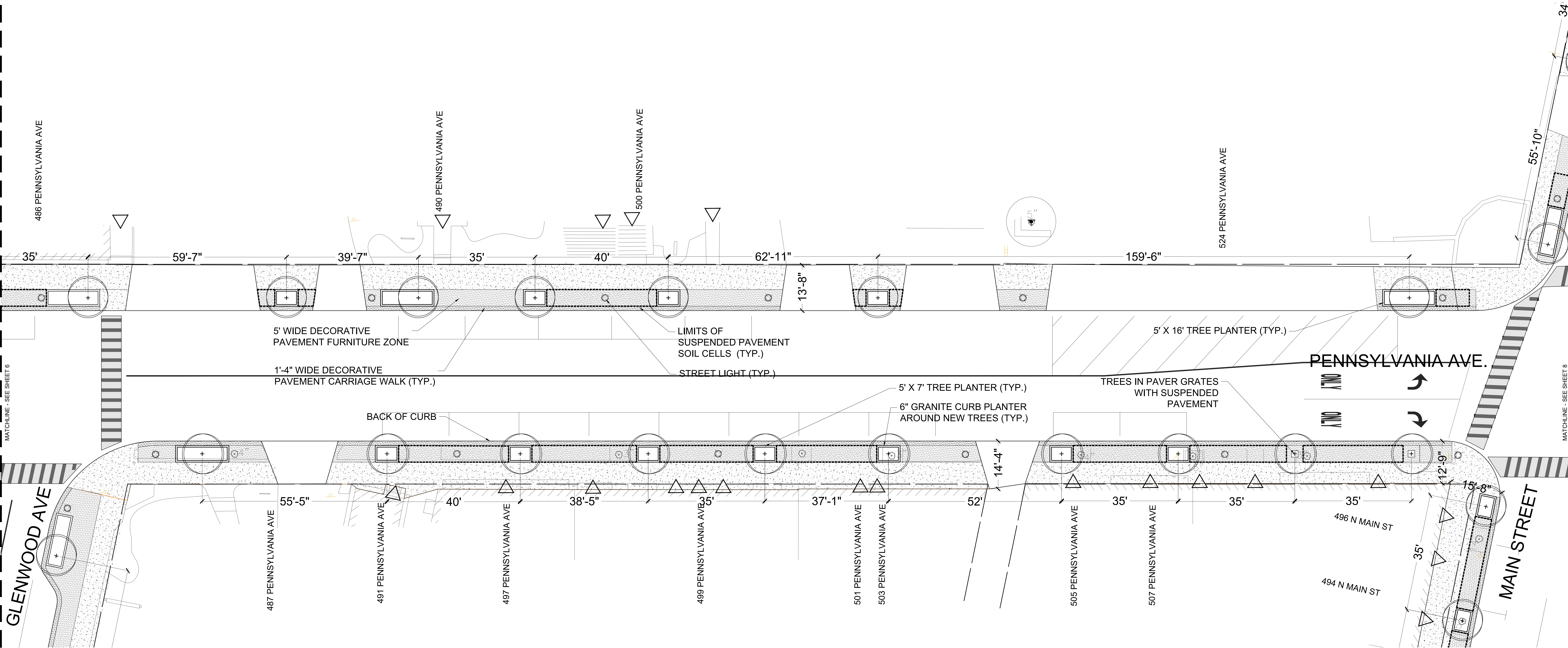
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	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

PENNSYLVANIA AVE.
WESTERN TO PROSPECT

GLEN ELLYN CBD STREETSCAPE
DRAFT CONCEPT PLAN

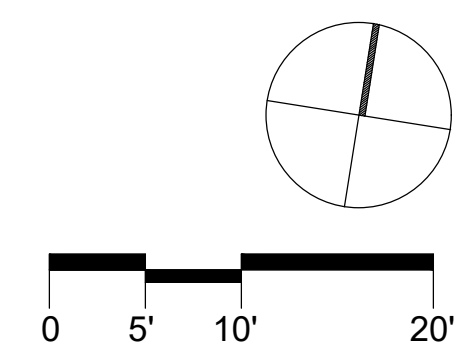




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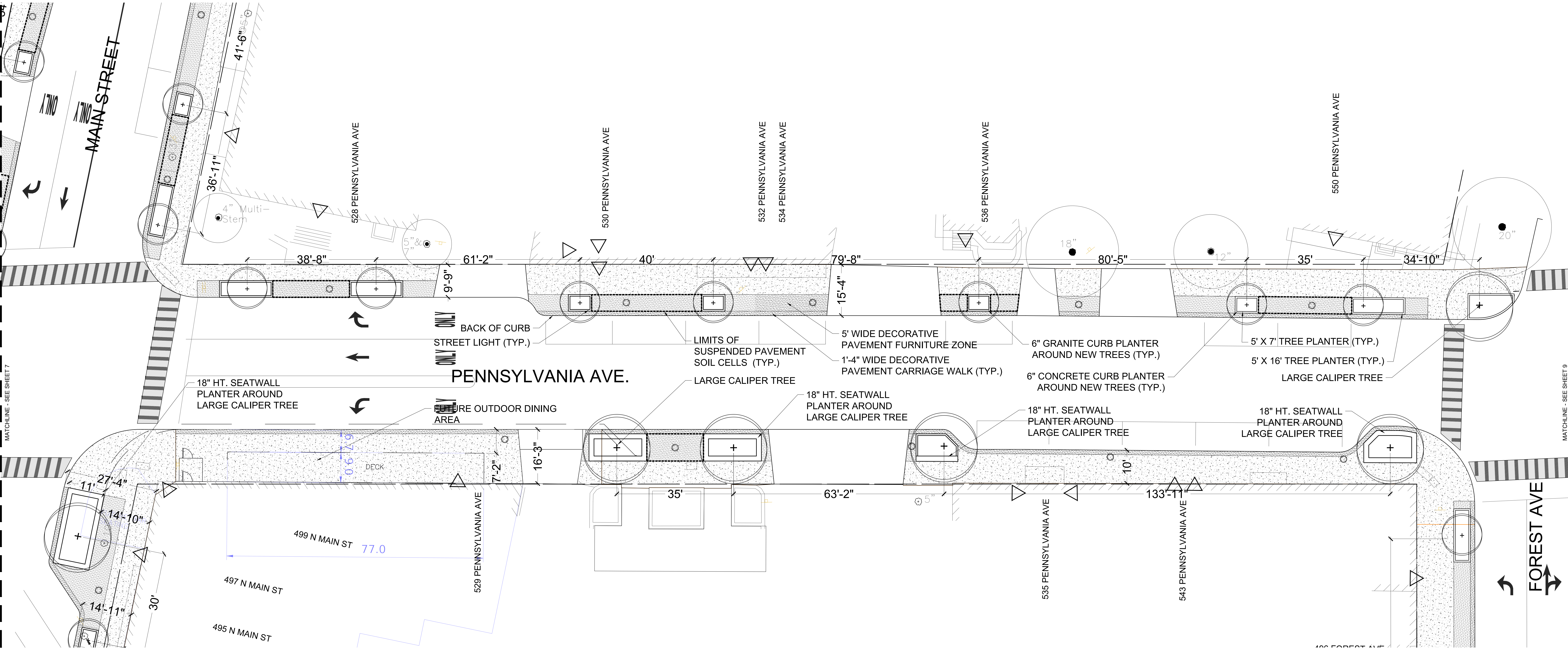
PENNSYLVANIA AVE
GLENWOOD TO MAIN

GLEN ELLYN CBD STREETScape
DRAFT CONCEPT PLAN



Nov 30, 2020
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MATCHLINE - SEE SHEET 7

MATCHLINE - SEE SHEET 9



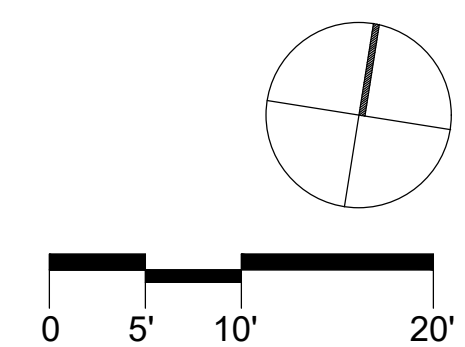
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	BUILDING RETAIL/RESTAURANT ENTRANCE

PENNSYLVANIA AVE

MAIN TO FOREST

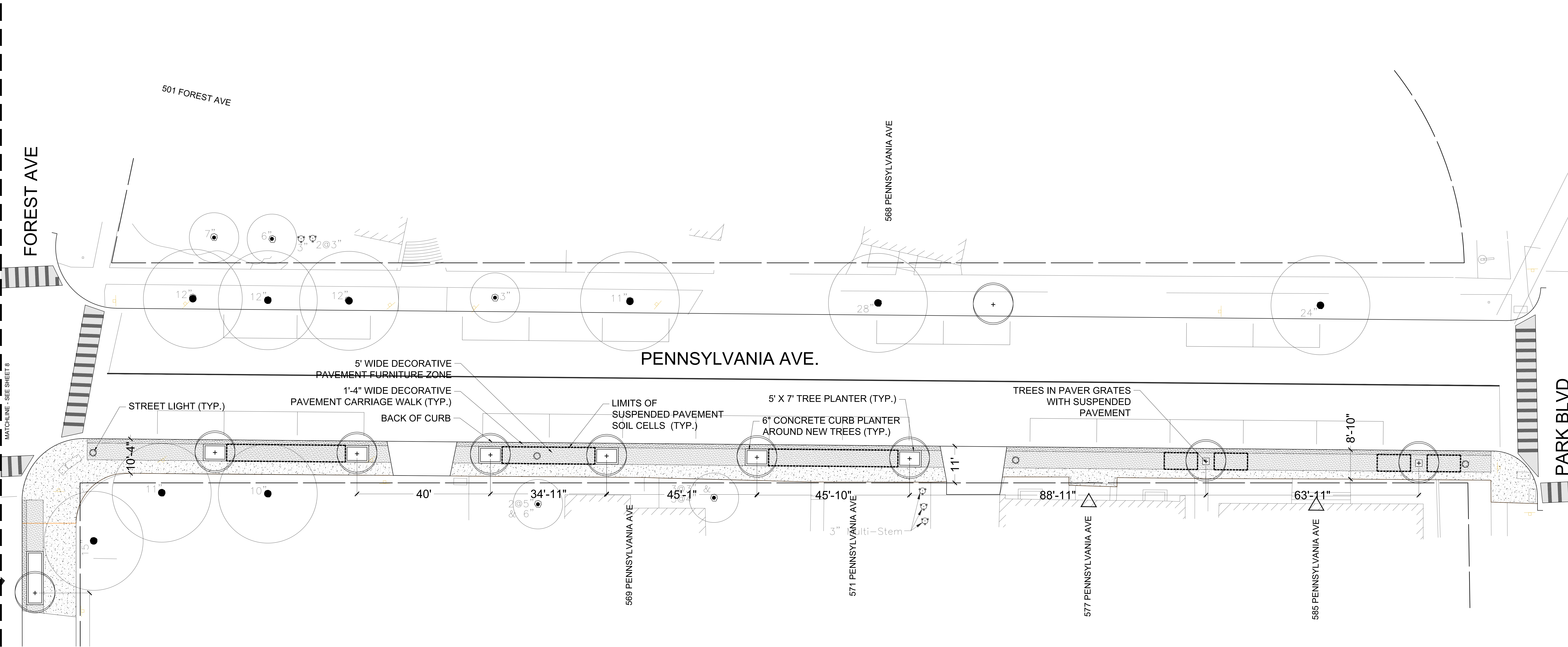
GLEN ELLYN CBD STREETScape

DRAFT CONCEPT PLAN



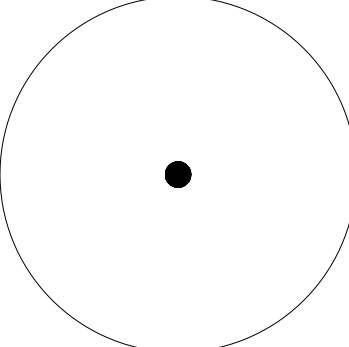
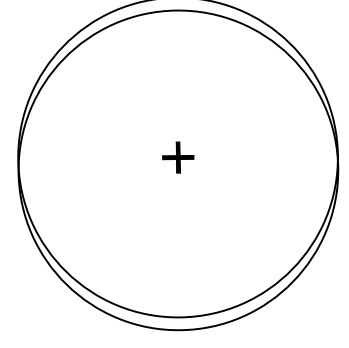
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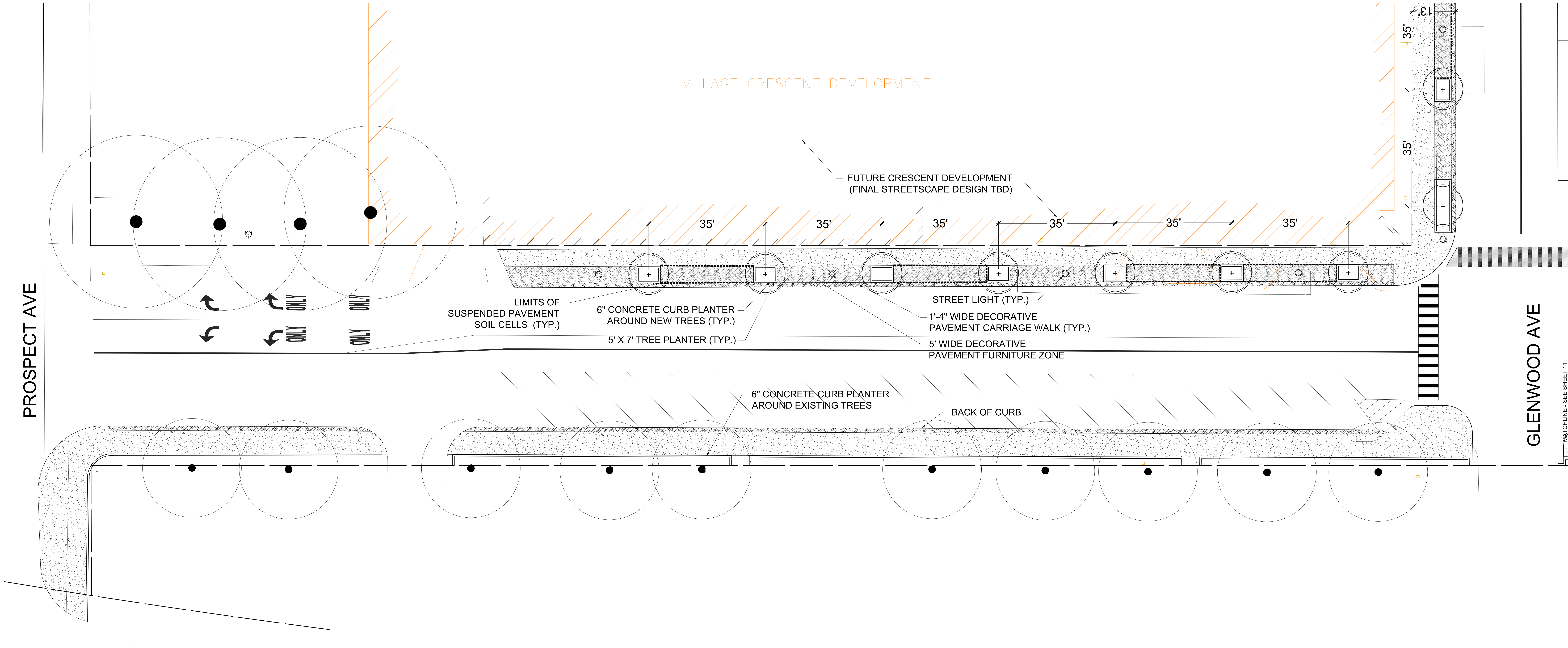


LEGEND

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	BUILDING RETAIL/RESTAURANT ENTRANCE

PENNSYLVANIA AVE
FOREST TO PARK

GLEN ELLYN CBD STREETSCAPE
DRAFT CONCEPT PLAN

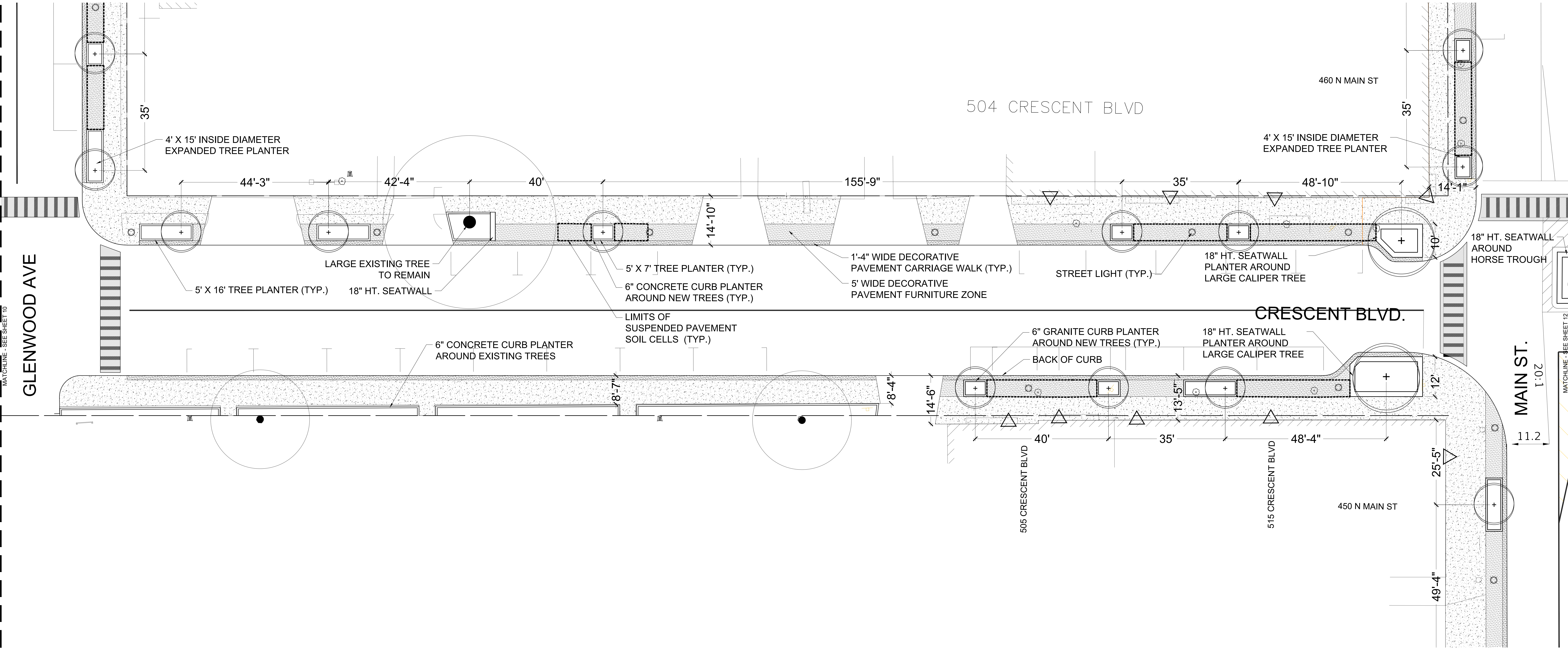


LEGEND

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CRESCENT BOULEVARD
PROSPECT TO GLENWOOD

GLEN ELLYN CBD STREETScape
DRAFT CONCEPT PLAN



MATCHLINE - SEE SHEET 10

MATCHLINE - SEE SHEET 12



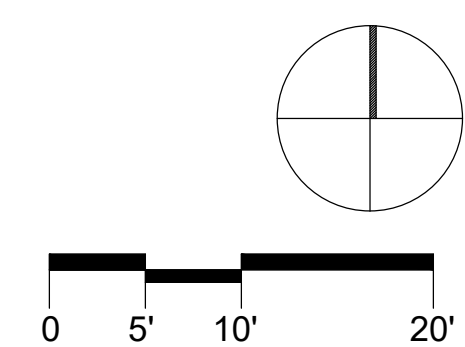
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	BUILDING RETAIL/RESTAURANT ENTRANCE

CRESCENT BOULEVARD

GLENWOOD TO MAIN

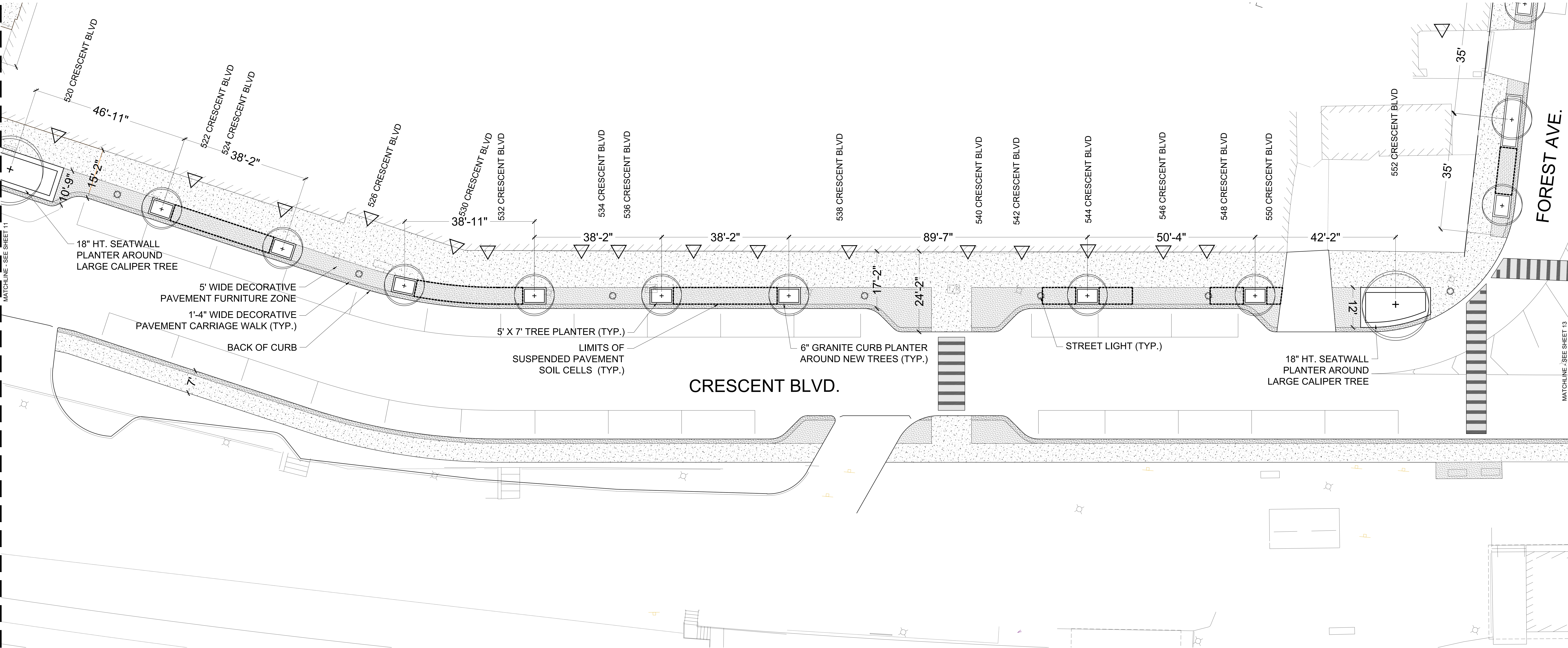
GLEN ELLYN CBD STREETScape

DRAFT CONCEPT PLAN



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LEGEND

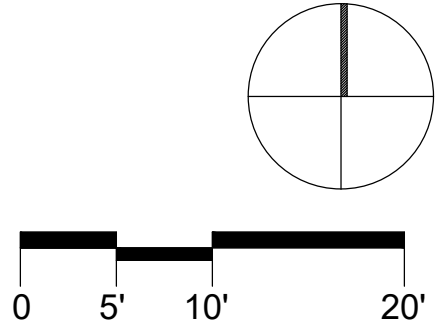
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	CONCRETE SIDEWALK
	DECORATIVE PAVING
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
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	BUILDING RETAIL/RESTAURANT ENTRANCE

CRESCENT BOULEVARD

MAIN TO FOREST

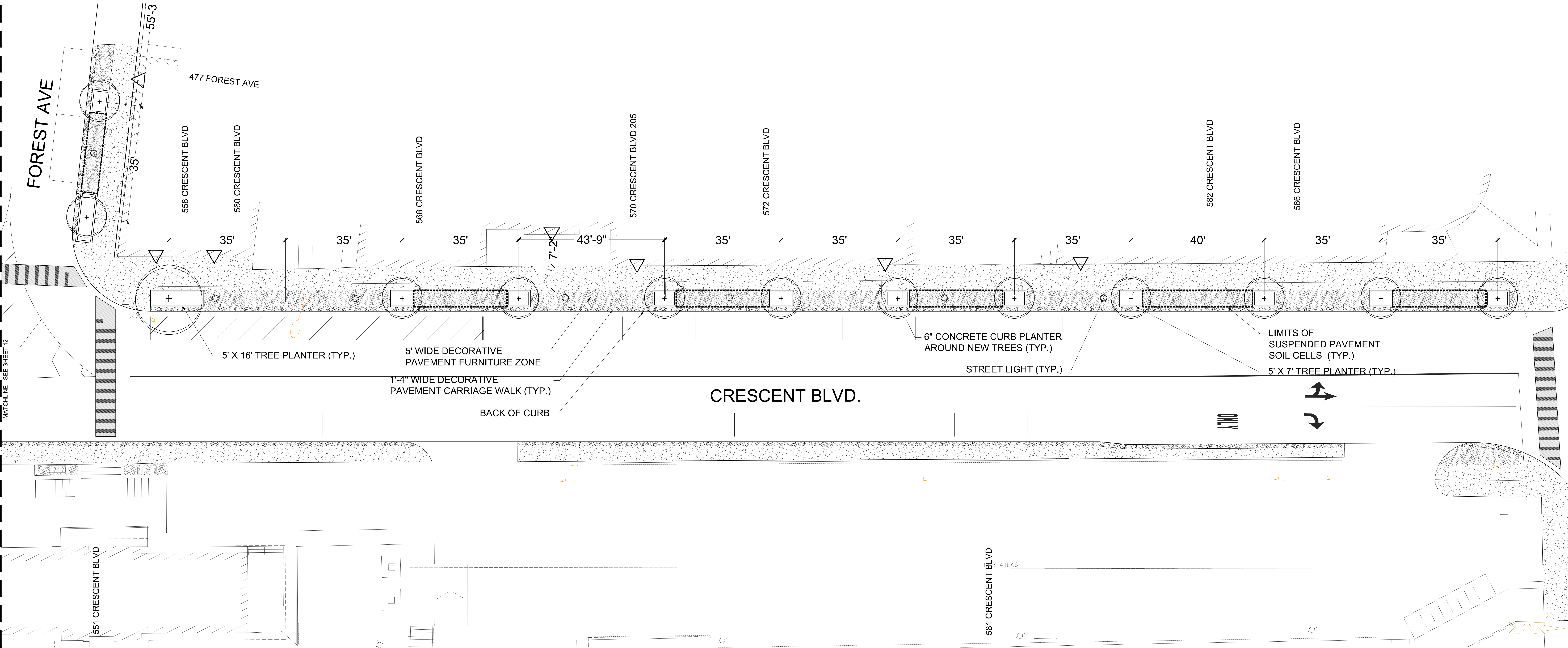
GLEN ELLYN CBD STREETScape

DRAFT CONCEPT PLAN



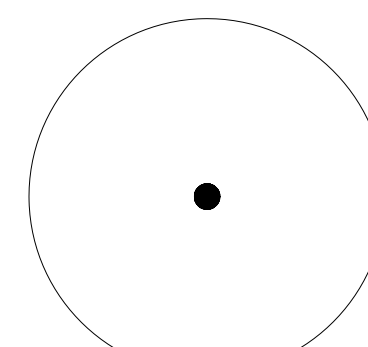
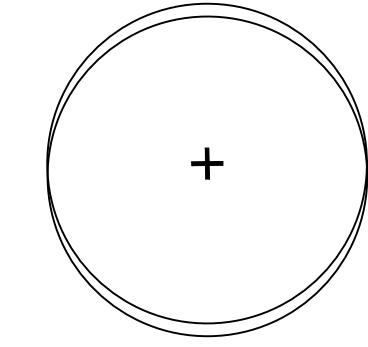
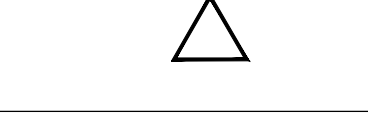
Nov 30, 2020
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LEGEND

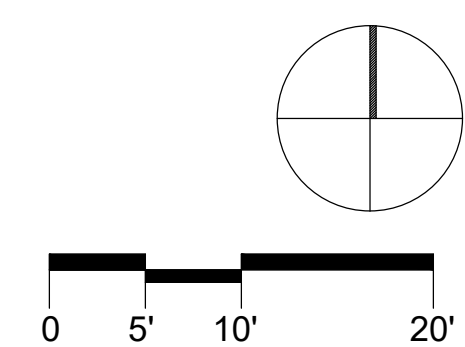
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	DECORATIVE PAVING
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	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE

CRESCENT BOULEVARD

PROSPECT TO GLENWOOD

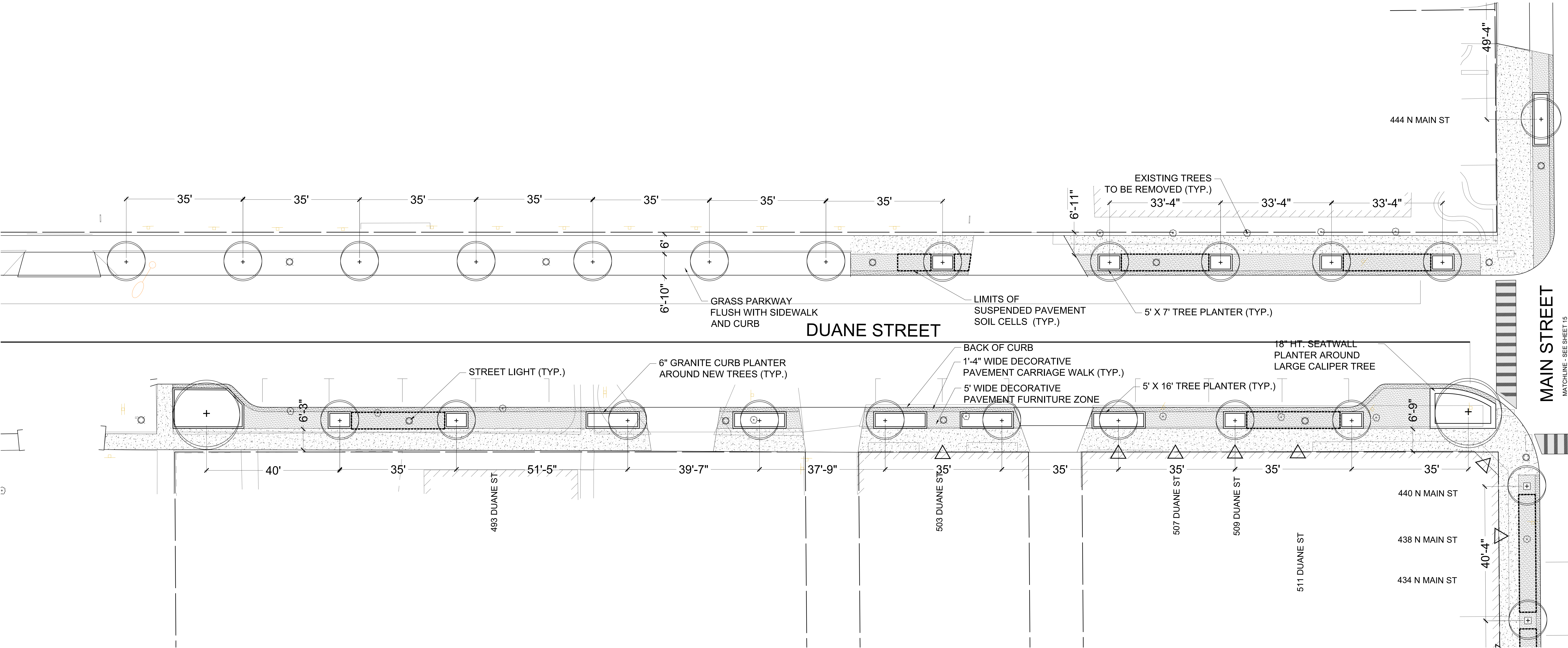
GLEN ELLYN CBD STREETScape

DRAFT CONCEPT PLAN



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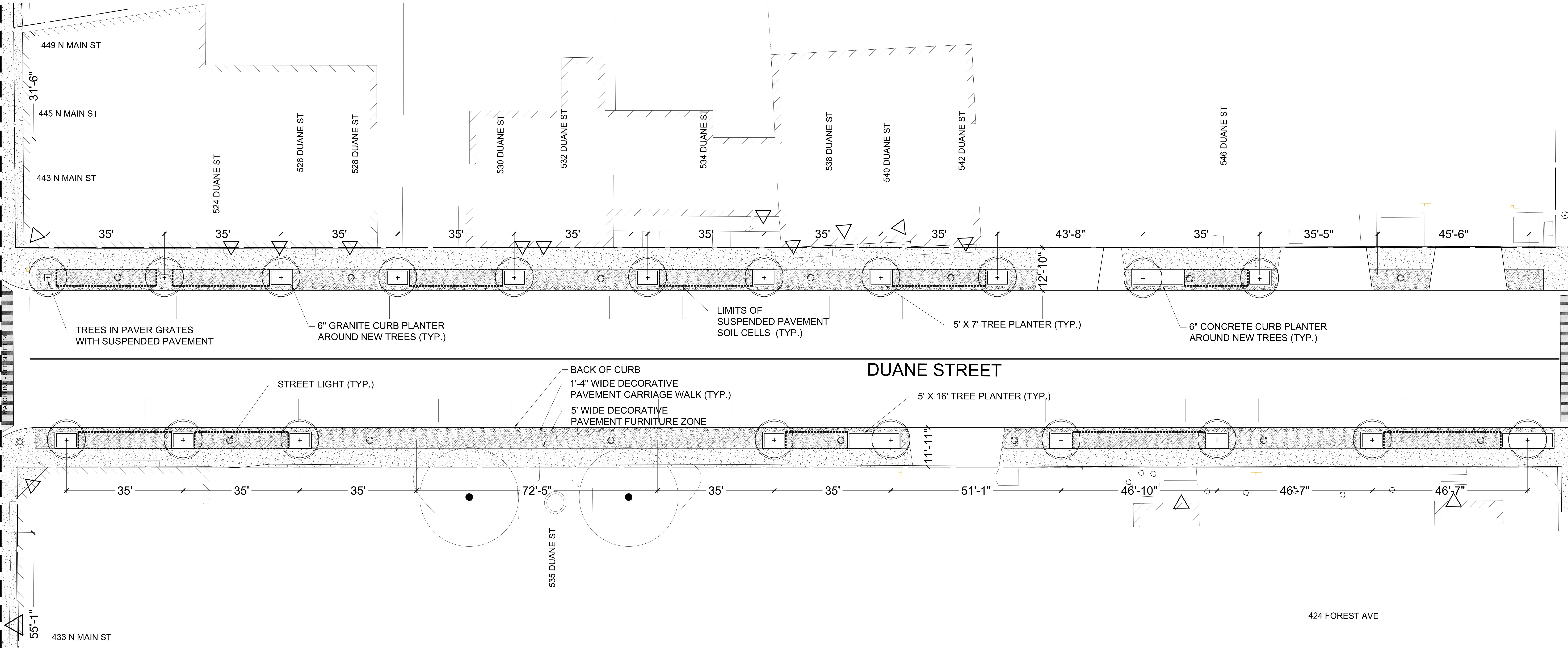


LEGEND

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	BUILDING RETAIL/RESTAURANT ENTRANCE

DUANE STREET
GLENWOOD TO MAIN

GLEN ELLYN CBD STREETSCAPE
DRAFT CONCEPT PLAN

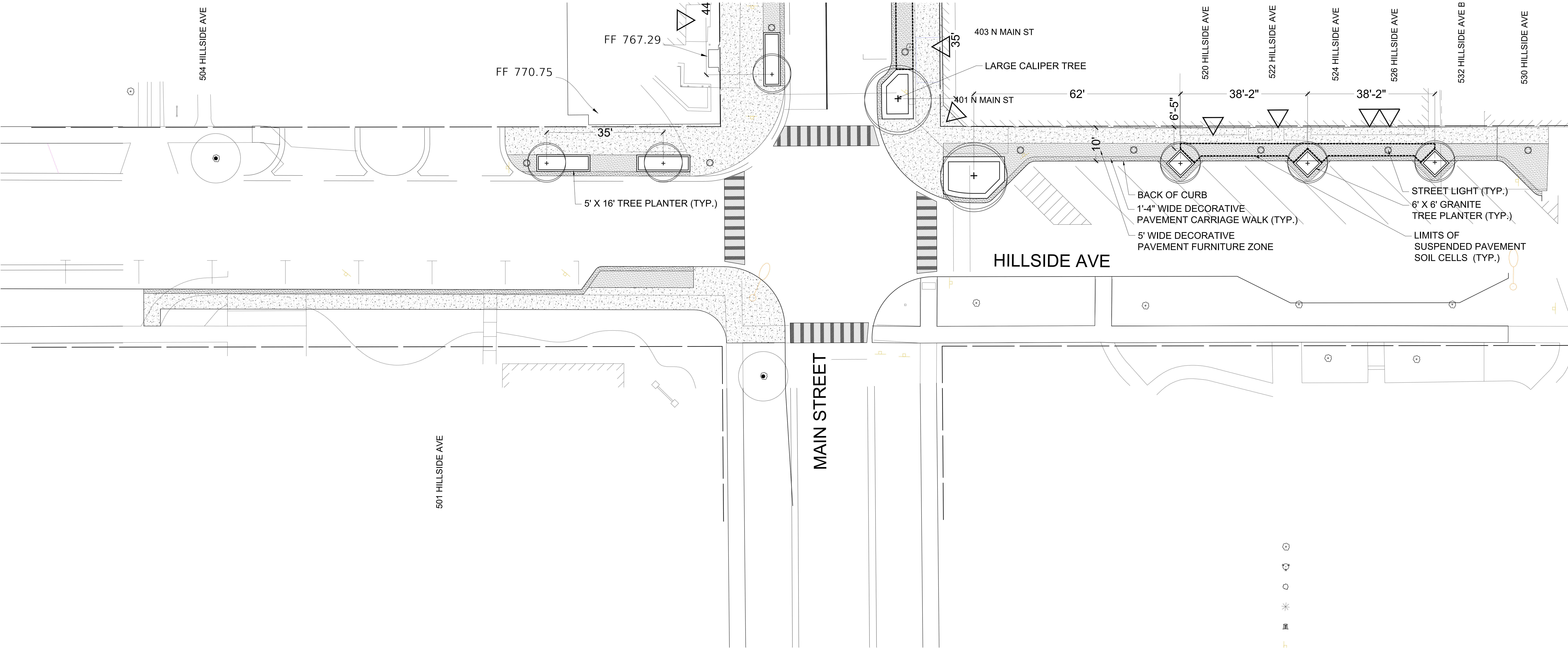


LEGEND

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	BUILDING RETAIL/RESTAURANT ENTRANCE

DUANE STREET
MAIN TO FOREST

GLEN ELLYN CBD STREETSCAPE
DRAFT CONCEPT PLAN



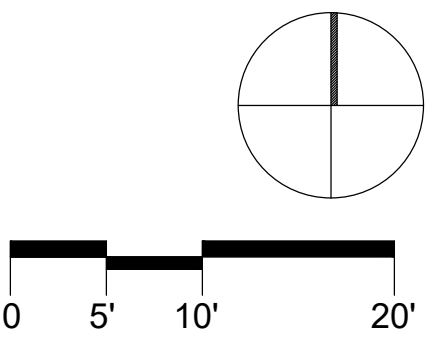
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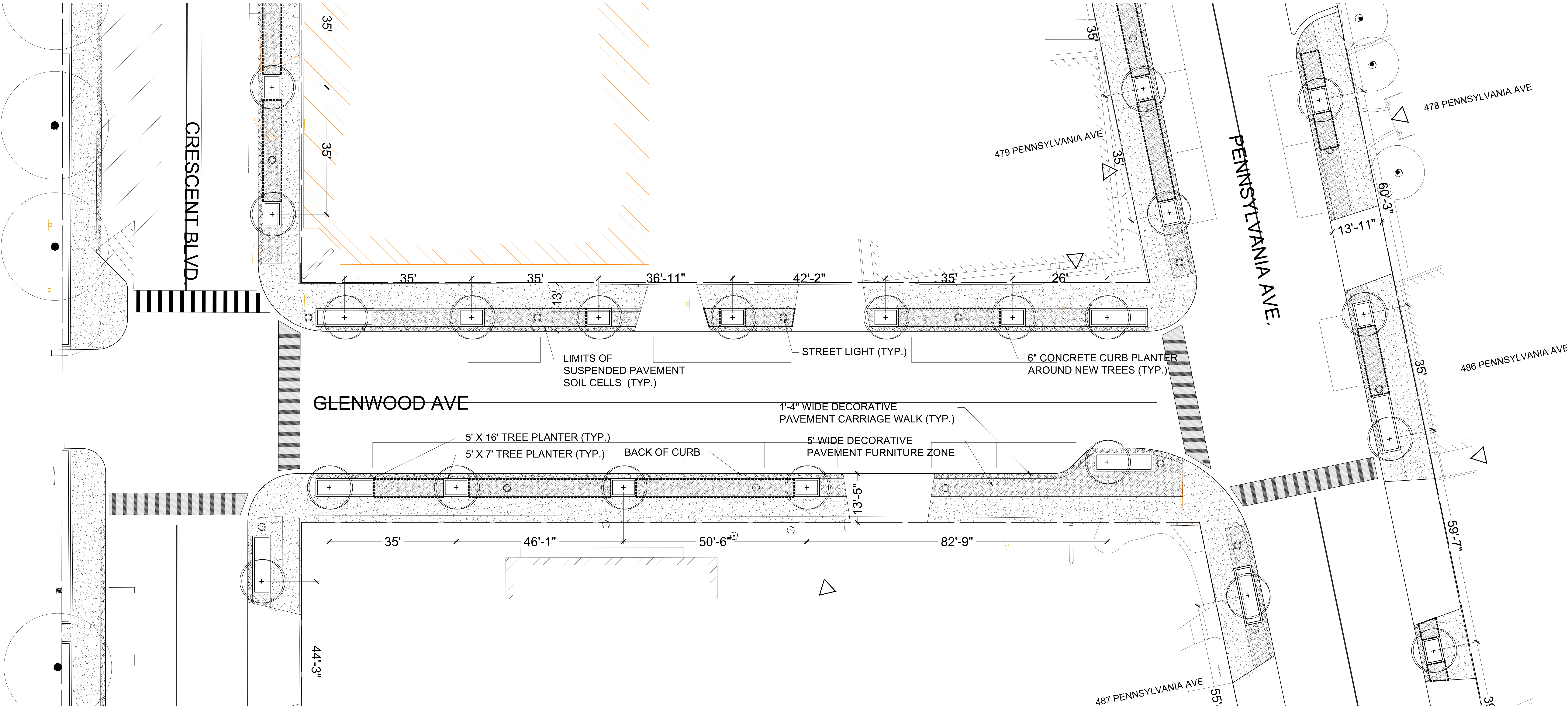
HILLSIDE AVENUE AT MAIN

GLEN ELLYN CBD STREETScape DRAFT CONCEPT PLAN



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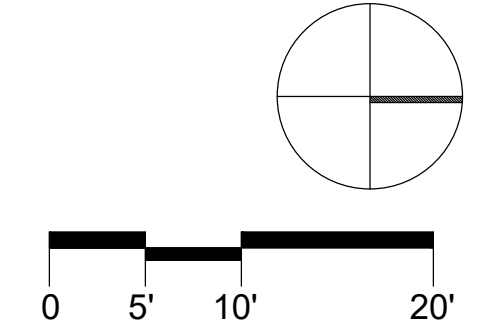
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GLENWOOD AVE

CRESCENT TO PENNSYLVANIA

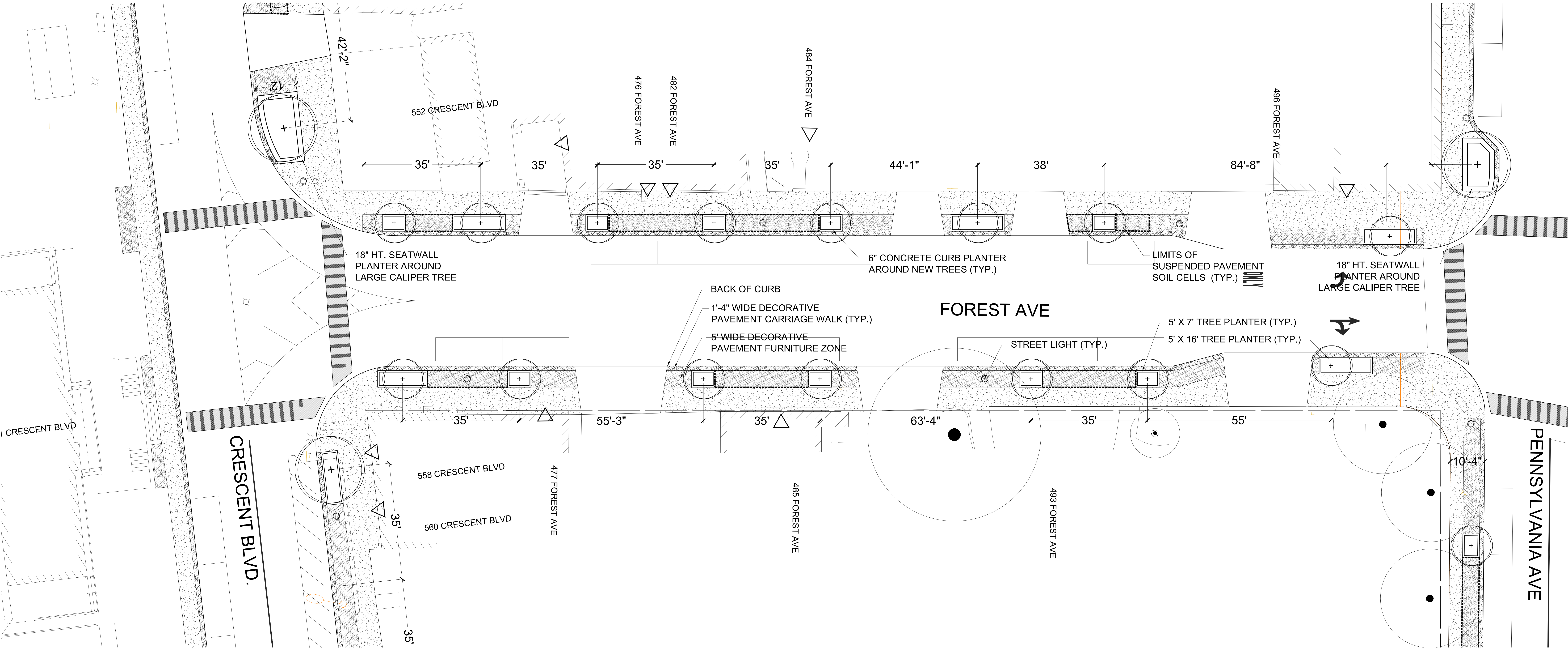
GLEN ELLYN CBD STREETScape

DRAFT CONCEPT PLAN



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FOREST AVENUE

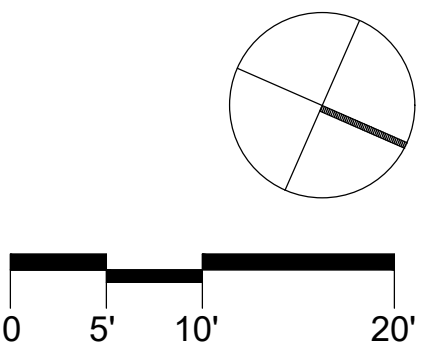
CRESCENT TO PENNSYLVANIA

GLEN ELLYN CBD STREETScape

DRAFT CONCEPT PLAN

LEGEND

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	STREET LIGHT
	BUILDING RETAIL/RESTAURANT ENTRANCE



Nov 30, 2020
Sheet 18 of 18





**Glen Ellyn Capital Improvements
Commission**

535 Duane Street
Glen Ellyn, IL 60137

Meeting 12/8/2020 7:00 PM
Department: Public Works
Department Head:
Category: Report
Prepared By: Rich Daubert

AGENDA ITEM (ID # 2020-724)

DOC ID: 2020-724

Engineering Project Report Dated 12-4-2020

Statement of the Issue:

Please see the attached materials relating to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. Engineering Project Report 12-4-20

December 4, 2020



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS

CUMNOR AVENUE UTILITY IMPROVEMENTS – Contractor: John Neri Construction

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

This project involved the construction of approximately 470 feet of water main, including 11 service connections, and 475 feet of sanitary sewer, including 11 service connections, on Cumnor Avenue between Fairway and Acorn. The project is substantially complete, including the roadway and parkway restoration. The Village's in-house Civil Engineer, whom served as the project Resident Engineer, is tabulating final project quantities and a punch list for resolution by the Contractor.

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. The punch list was issued to the Contractor with the majority of items completed. It is anticipated that the remaining items will be completed in the coming weeks.

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. Dunteman

(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)

All authorizations have been submitted to IDOT; once the authorizations have been signed off on by IDOT and posted, the final pay estimate will be generated by the Engineer. The final pay estimate will be transmitted to the Contractor with 21 days provided to dispute the quantities. Otherwise IDOT will proceed with final invoicing for the project.

HILL AVENUE BRIDGE REPLACEMENT – Contractor: Dunnet Bay Construction

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

Lombard Engineering Staff has advised that IDOT District 1 has closed out the project. This allowed the construction engineering expenses to be finalized for the project. Lombard has

accordingly invoiced Glen Ellyn for its final share of construction engineering expenses. Final invoicing by IDOT for the balance of the Construction Contract Costs is still forthcoming.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: Martam Construction

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

IDOT has issued the material certification approval letter for the project. With all other documentation complete, the Contractor was given written notice by IDOT on Nov. 5 that they have 21 days to contest the Village's final quantities; otherwise IDOT will proceed with final invoicing for the project.

ENGINEERING PROJECTS

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.

VILLAGE GREEN STORM SEWER PROEJCT– Contractor: To be determined

This project involves replacement of storm sewer from Village Green Park and Lambert Lake. Bids were opened on December 2nd with 17 contractors submitting a bid. Staff is reviewing the bids and will be submitting a recommendation for award at the December 14th Village Board Meeting.

2021 STREET IMPROVEMENTS PROJECT – Engineer: To be determined

(Project No. 21002)

This project involves more limited utility (repairs) and roadway improvements (resurfacing) along approximately 3 miles of roadways generally located in northeast Glen Ellyn to be improved in 2021. Proposals for design services were received on November 20th. Staff is evaluating the proposals and will be presenting design contract award recommendation for the December 14th Village Board meeting.

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

(Project No. 00511)

Last month the Village approved annexation of Elliott properties on the south side of Hill Avenue, just west of IL-355. The annexation agreement commemorated the details required to move forward with finalizing the design of the project. The plans for the sewer and water main crossings of the Union Pacific West Railroad were finalized and submitted to UPRR for review. Next steps involve detailing the balance of the sewer and water utility work plans on Hill Avenue and submitting said plans to the IEPA for review and approval.

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. Staff has completed its review of the preliminary alignment drawings and provided various design information requested by Donohue.

CENTRAL BUSINESS DISTRICT PROJECTS

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

(Project No. 16016)

Work is progressing on the Section 106/4f tasks. FHWA and IDOT BDE have provided comments on the project purpose and need statement which will be used as a basis to determine what the most prudent and feasible alternative for the project is in concert with stringent review of alternatives with varying impacts on the station from alteration to demolition and reconstruction. Staff and the Engineer have another Coordination Meeting with FHWA and IDOT D1, BDE, and CBLRS on December 8th. The meeting will include a check in on whether IDOT BDE has any comments on the provided Section 106 Consulting Parties Letter as well as review of forthcoming Section 106/f submittals and review timelines.

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)

Streetscape Materials Mockups have been installed and the team is collecting preferences on materials from the public with survey materials available on line, as well in paper at the Civic Center, Library and M&Em's store. As of November 12th, over 200 survey responses have been received. The mockups include examples of brick pavers, stamped colored concrete, exposed aggregate concrete, examples of tree curb planters, and historic plaques.

In October, the CIC and the Village Board has discussed on-street parking, sidewalk widths and outdoor dining spaces related to ongoing COVID related challenges. The Village Board has ultimately provided the following directions specific to each item of discussion:

- Main St (Crescent/Pennsylvania) – Majority of Village Board members recommended retention of angled parking on the east side of the street
- Crescent (Prospect/Glenwood) – Village Board recommended converting the parking on the south side of street from angled to parallel.
- Crescent (Main/Forest) – VB was split between angled and parallel parking on the north side of the street and asked staff to work on it further. Based upon further staff decisions, staff considers designing the street based parallel configuration and revisiting the topic with the Train Station discussions.

- Flex Street for Main Street south of tracks - Majority of VB members wanted staff to explore this idea further, however while considering cost and other areas of the CBD for this application. Staff is currently in favor of looking at other areas of the CBD for this application.
- Canopy covered street for Main Street south of tracks - due to time constraints VB did not discuss this topic. Staff has further reviewed the practicality of street canopy and is no longer recommending pursuing this idea.
- Tree Spacing - VB supported wider trees spacing, generally at 35 feet.

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 January 2021 to allow for construction to commence in the late winter/early spring of 2021.

Staff is looking to update the Village Board on the current project cost estimate and discuss project schedule for 2021 and beyond.

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	\$436,000 (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. Work started on a final end-of-season list of newly arisen repairs on November 2, 2020 with substantial completion achieved by November 11, 2020.
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, 2020. Punchlist inspections have been completed and the project is in the process of being closed out.

Project	Estimated Glen Ellyn Cost	Status
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	\$0 (2020)	This year's program was deferred to 2021 due to staff project load. Candidate locations for 2021 will be compiled upon completion of the 2020 Pavement Condition Index Study.
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 included 7 point repairs strategically selected based on the condition of existing sanitary sewer mains. Project Completed. Final punchlist was completed. Final payout was processed and project Purchase Order has been closed out.
Spoil Hauling and Delivery of Aggregates	\$54,000 (2018)	KLF Enterprises

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