



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Tuesday, January 12, 2021
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 December 8, 2020 Capital Improvements Commission Meeting Minutes.
- D. Current Business**
 - 1) Central Business District Streetscape and Utility Improvements Project
January 2021 CIC Meeting on Streetscape Design Elements
- E. Trustee's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Project Report Dated 1-7-2021
- I. Adjournment**



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

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

Date: December 8, 2020
Called to Order: 7:01 p.m.
Adjourned: 8:54 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 Warner	Civil Engineer	Present
Steve Thompson	Liaison Trustee	Present
Julius Hansen	Public Works Director	Present
Dave Buckley	Assistant Public Works Director	Present

Public Present:

Phil Hutchinson	Civiltech Engineering	
Kristen Kalitowski	Civiltech Engineering	
Mike Folkening	Civiltech Engineering	

A. CALL TO ORDER

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

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM OCTOBER 13, 2020 MEETING

MOVE TO APPROVE MINUTES from 10/13/2020

RESULT: Unanimous

MOVER: Commissioner Lindquist

SECONDER: Commissioner Biggam

D. CURRENT BUSINESS

1. *Glen Ellyn Metra Station and Multimodal Access Improvements Project Briefing on Section 106/4f Process* - Engineer Daubert reports that the first item of business is an update on the Metra Station. Chairman Szymanski suggested we revisit this with the CIC. This agenda item was presented to the Village Board. During IDOT's environmental review process, IDOT staff flagged the potential historic eligibility of the existing train station. IDOT, along with the State Historic Preservation Officer (SHPO), determined the station to be eligible for the National Historic Registry based on its age and its Mid Century Colonial Revival style and its importance to the development of our nation's railways. As a result, this then triggered the requirement of a more detailed analysis of the building itself and any impacts to the North and South Historic Districts. As part of the process we will send letters to all parties that may have potential effect and input to this process. The following parties (Landmark Illinois, Northern Illinois Historic League, DuPage County Historical Society, Citizens for Glen Ellyn Preservation, Glen Ellyn Historical Society, Glen Ellyn Historic Preservation Commission and Next Stop Coffee Shop) will receive a letter inviting them to participate as a consulting party in the Section 106 process. We recently met with IDOT and FWH and outlined what the coming events would be and provided a chart that outlined our tasks (see attached). We hope to stay true to the schedule with IDOT.

Engineer Daubert asks the CIC if they have any questions. Commissioner Zucchero asks if we have gotten any feedback from HPC. Engineer Daubert replies yes we did receive support from them to do this project and we are committed to the project and will continue to get their feedback as we work through the design.

Commissioner Zucchero asks what criteria deemed it eligible for National Historic Registry. Engineer Daubert replies it was the mid-century building style, elements such as limestone and the building's age that deemed it eligible and significant.

Commissioner Neurauter asks what can be done for Next Stop Coffee shop because they will be impacted. Engineer Daubert states he has been in touch with the owner. She is excited and on board with this project and she would like to get involved. She knows her business will be displaced, so we will help to accommodate this through a formal process. We have engaged them and once we get more formally involved we can work further with them once we receive IDOT's approval. Chairman Szymanski thanks Engineer Daubert for the update.

2. *CBD Streetscape and Utility Improvements – Schedule, Mockup Survey Feedback to Date, Updated Draft Plans-* Engineer Topor reports we met with the Village Board last night and we would like to update the CIC on a few items. The current project cost estimate is \$27.8 million. The bulk of the project cost is roadway and underground utility work.

Plan Updates: Engineer Topor reports the following updates to the plan have been made: fountains, fireplaces and parklets removed, 235 total trees with 35' spacing, brick pavers in the carriage walk behind the curb (this was determined upon reviewing the mockups), 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).

In addition to the plan updates we also have other engineering opportunities where we can scale back on. They are as follows:

Review street furniture quantity. Current plan based on current Main Street.

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.

We want to hear back from the Board on these items.

Engineer Daubert reports on the Construction Schedule. In terms of evaluating the schedule, several factors have been taken into consideration. They are as follows: Schedule Factors: Frida Kahlo Exhibit • Civic Center Garage Development • Apex 400 Development • Glenwood Station Development • Train Station and Underpass Project. We want to make sure we have as much parking available in the downtown before we start the 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. Given the above factors, from a staff perspective our streets

really need repairs; we want to start the project sooner rather than later.

Engineer Daubert reports we presented the following construction schedule to the Board last night:

2021 Duane Street between Prospect and Main. Street work involved is reconstruction;

2022-Pennsylvania & North Main street

2023-Glenwood Station

2024-26 Forest & Train Station/Underpass

The board was split on the schedule and specifically the advancement of work in 2021 due to businesses recovering from the pandemic. We are reaching out to the Downtown alliance for support. One of the business owners expressed that we are falling behind Wheaton and customers will go their in lieu of Glen Ellyn; it was also noted that many businesses updated their property with the hopes of this project improving the downtown.

Kristin Kalitowski from Civil Tech reports on the 2021 Construction Sequence. We took a detailed look at Main and Duane. We will do the underground work first and the roads second. There will be a full closure on Main Street for 8 weeks May-June. Duane Street – water service to be done, no permanent closures. July-September Main Street to be taken down to 1 way traffic. Duration will be about 20 weeks. Duane Street - we could keep at 2 way traffic from May-September; and one way traffic for 7 weeks starting in October. With respect to access during construction, there will be parking at the Civic Center parking garage and we will accommodate street parking where possible. Street parking options could change weekly. Sidewalks – maintain access to businesses through temporary ramps and walks. Our goal will be getting pedestrian routes back open to be able to use Main Street during the construction.

Mockups – Engineer Topor reports we are currently gathering feedback on the mockups online and on paper. Muse will put together a monthly report on the feedback received. To date we have received 210 responses. Sidewalk Material – exposed aggregate is in the lead at 36.3% (77 responses) and plain concrete in second at 32.9% (69 responses). Decorative Parkway Material - Herringbone pavers are currently in the lead at 33.4% (70 responses). Granite Tree planters are in the lead at 67.2% (141 responses). Engineer Topor asks the CIC if they have any questions. Chairman Szymanski asks if there has been any feedback from the businesses and if their opinions should weigh heavier. Engineer Topor will ask businesses for their feedback. Chairman Szymanski adds, we spoke with people in the downtown and 80% of the people were willing to give their feedback. Nine out of 10 people thought the historical markers were a nice addition to add to the project. Engineer Topor adds, we added the markers to the pavement but they could also be added to the planters if we want. Chairman Szymanski asks about lead times on items needed for the project such as trees. PW Director Hansen adds, the park district is looking at the list presented by Civiltech so we can secure the bigger trees that we want as well as the streetlight poles that tend to have longer lead times.

Updated Plans: Phil Hutchinson reports we've updated the curb geometry to maximize bump outs, tree spacing has been updated to 35', decorative pavement

has been expanded into the carriage walk, furniture zone still is 5', limits of suspended pavement which will allow additional soil volume for trees and we added additional decorative pavement up to railroad crossing near the prairie path. The historic markers location is still being decided on as well as the number of them. We are not currently showing locations of site furnishings. The next iteration will show those. Engineer Topor adds, we will continue to work on these plans and if you have any additional input please let us know. Engineer Daubert adds what we need to do next is have a discussion on public outreach results. We want to make sure where the project prices out once we finalize the plans with the decorative pavement and budget. Hutchinson adds, we are looking at potential bids in the spring. Chairman Szymanski asks if there are any questions or comments. Commissioner Baldin inquired if we are looking at installing the benches perpendicular to the furniture zone with Senior Civil Engineer Topor noting we are mocking up a narrower bench for this intent. Commissioner Baldin also noted that the value engineering items seem to be a good start if budget needs to be cut.

Trustee Thompson adds we had a workshop last night, all Trustees know we need to do the streetscape project and appreciate everyone's work. COVID has been really hard on our businesses. It will be important to get the businesses' buy in on this project. We may need to take a pause. We are hoping the Alliance and Chamber reaches out to these businesses before we start the project.

Director Hansen asks, do we reach out to each business. Trustee Thompson replies, yes. I have spoken with Dawn Smith and she is willing to reach out to all those businesses to find out their positions on this project. She currently is speaking with all the merchants on COVID relief and promotions. She already has relationships with these businesses. We want to make sure we are not harming our businesses.

Director Hansen adds, we are here to support the Village and the decisions they make. Engineer Daubert adds, the key is we need to keep moving forward on the plan so we are ready should the Village decide to advance the project in 2021.

Commissioner Cattero adds we all want to make the prudent plan and to Rich's point we want to be ready when the Village makes the call to proceed. What do you need from the CIC? Hutchinson replies, we need feedback on the plans we sent. Kalitowski asks, with respect to the engineering opportunities are there any the items you want us to prioritize and is 26.2 million ok. Engineer Daubert replies, I think we are in the ballpark with the plan and budget. This still fits within our 5 year Capital Plan. Commissioner Zuccherro adds, 2 million out of a 26.2 million project - you are still on plan. There is no need to scale back now; doing so would be shortsighted. Engineer Daubert adds, I think we will see favorable bids on this project. Trustee Thompson adds, from a Village Board standpoint we need to better understand the budget and not cut out certain items because of the underground items. I will further discuss with the other Trustees.

E. TRUSTEE'S REPORT – Trustee Thompson reports the Glenwood Station will be coming to the Village Board for approval on December 14th. We will be discussing cannabis at the next Board meeting.

The budget and tax levy are to be approved on Monday. In January we will be starting diversity and equality inclusion meetings via zoom. The village is sponsoring these meetings. We have hired an outside consultant to put together 8-10 meetings over the next 6 months. I would also like to thank Steve Szymanski and Steve Neurauter for putting their hat in the ring for Trustee. Sorry you didn't win this time but don't let that discourage you for the future.

G. OTHER BUSINESS – None.

H. PUBLIC WORKS REPORT – No report.

I. PROJECT REPORT – (See attached report) Engineer Daubert reports Steve Warner successfully managed the Cumnor Ave water and sewer main installation and service connection. There are a few items that need to be wrapped up. Congratulations to Steve. We recently completed the street resurfacing project. This project came in under budget.

J. ADJOURNMENT – Commissioner Zuccherro motions and Commissioner Cattero seconds to adjourn the meeting. The meeting was adjourned at 8:54 p.m.

The next meeting is scheduled for January 12, 2021

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert



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

Meeting 1/12/2021 7:00 PM
Department: Public Works
Department Head: Julius Hansen
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2021-
804)**

DOC ID: 2021-804

Central Business District Streetscape and Utility Improvements Project January 2021 CIC Meeting on Streetscape Design Elements

Statement of the Issue:

Please see the attached memo and presentation relating to this agenda item.

Analysis:

N/A

Budget Impact:

N/A

Action Requested:

N/A

Attachments:

1. January 2021 CIC CBD Streetscape Memo
2. January 2021 CIC CBD Streetscape Presentation



MEMORANDUM

TO: Capital Improvements Commission

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

DATE: January 7, 2021

RE: CBD Streetscape and Utility Improvements
January 2021 CIC Meeting on CBD Streetscape Design Elements

Introduction and Background

Staff would like to engage the members of the CIC in discussion and seek input and preferences on the following CBD Streetscape project design elements:

- Paving material selection update
- Design layout update
- Rendering of midblock Crossing on south Main
- Planter railings
- Crosswalk design options
- Seat wall planters
- Street furniture
- Festoon lighting
- Right turn lane eliminations for southbound Main/Duane and eastbound Crescent/Main

Paving Material Selection Update

The streetscape mockups have been in place at the corner of Main and Crescent since late October. As of December 11, 2020, 298 votes were collected. The December results are similar to the previous month and are summarized below:

Sidewalk Options

33.8% - Plain concrete
36.1% - Exposed aggregate concrete
30.1% - Glitter concrete

Parkway (furniture zone) Options

- 36.2% - Brick paver (Herringbone pattern)
- 24.2% - Brick paver (Diamond pattern)
- 17.1% - Brick paver (Basketweave pattern)
- 14.8% - Stamped concrete
- 4.7% - Exposed aggregate (red)
- 3.0% - Exposed aggregate (green)

Planter Curb Options

- 63.1% - Granite
- 14.1% - Precast concrete
- 9.1% - Exposed aggregate
- 7% - Glitter finish
- 6.7% - Plain concrete

The online survey is still available at <http://downtownge.com> and paper surveys are available for pickup at the Civic Center, Glen Ellyn Public Library, and at the M&Em's store. The material options survey will close on January 12th, with final results available shortly thereafter. Staff will have updated results at the January 12th CIC meeting.

Design layout and updates

The design team has put together updated layout plans which includes the most popular survey option of brick pavers in the herringbone pattern. The attached presentation contains additional options for the expanded decorative pavement in the furniture zone.

- Option A includes a 5ft wide paver zone with a concrete carriage walk adjacent to the curb. (see Figure 1 below)
- Option A-1 includes a 5ft wide paver zone with a running bond pavers carriage walk adjacent to the curb.
- Option A-2 includes an expanded paver zone (to back of curb) and running bond pavers adjacent to the tree planters.

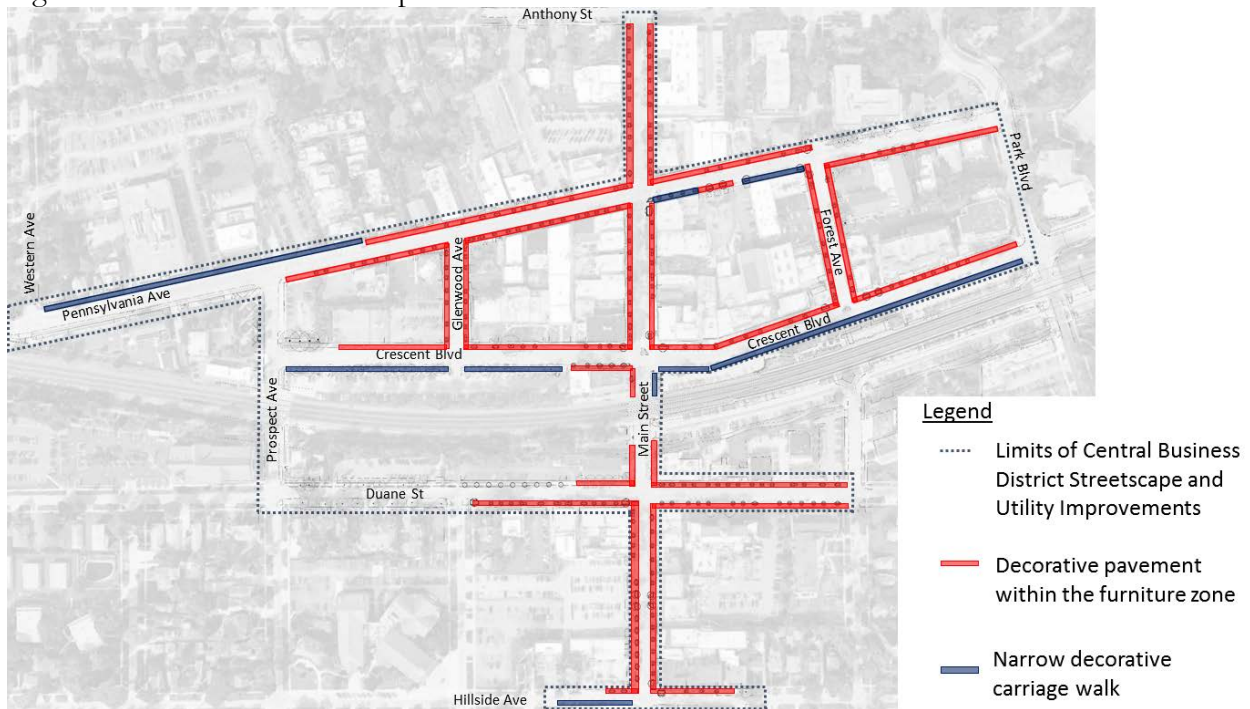
These options also include expansion of the paver carriage walk into narrower sidewalk areas unable to accommodate full furniture zone paver layout. Options A-1 or A-2 with expanded pavers into narrow sidewalk areas is estimated to add approximately \$306,000 to the cost of the project and has not been previously included in the \$1.4M estimate for decorative upgrades to sidewalks and crosswalk areas.

Options A-1 and A-2 were presented at the January 6th, Development Committee Meeting (DCM), consisting of key staff members from Community Development, Administration, Fire Company, and Public Works. The expansion of the paver furniture zone and elimination of the concrete carriage walk was not preferred by the DCM due to concerns regarding aesthetic of the paver bands and additional cost of the improvements. An alternative option of retaining the concrete carriage walk in the full furniture zones and applying brick at the narrow decorative carriage bands was proposed. This option adds approximately \$65,000 to the cost of the project. See Figure 2 for limits of this treatment.

Figure 1 – Option A: Herringbone Pavers and concrete carriage walk (Streetscape Mockup)



Figure 2 – Limits of decorative pavement



Cost considerations:

Brick pavers in furniture zone: 31,175 square feet at \$21.50/SF = **\$670,300**

Option A-1/2 Add Brick carriage walk (full furniture zone) upgrade: 11,205 square feet at \$21.50/SF = **\$240,908**

Add Brick at narrow decorative carriage walk upgrade: 3,024 square feet at \$21.50/SF = **\$65,016**

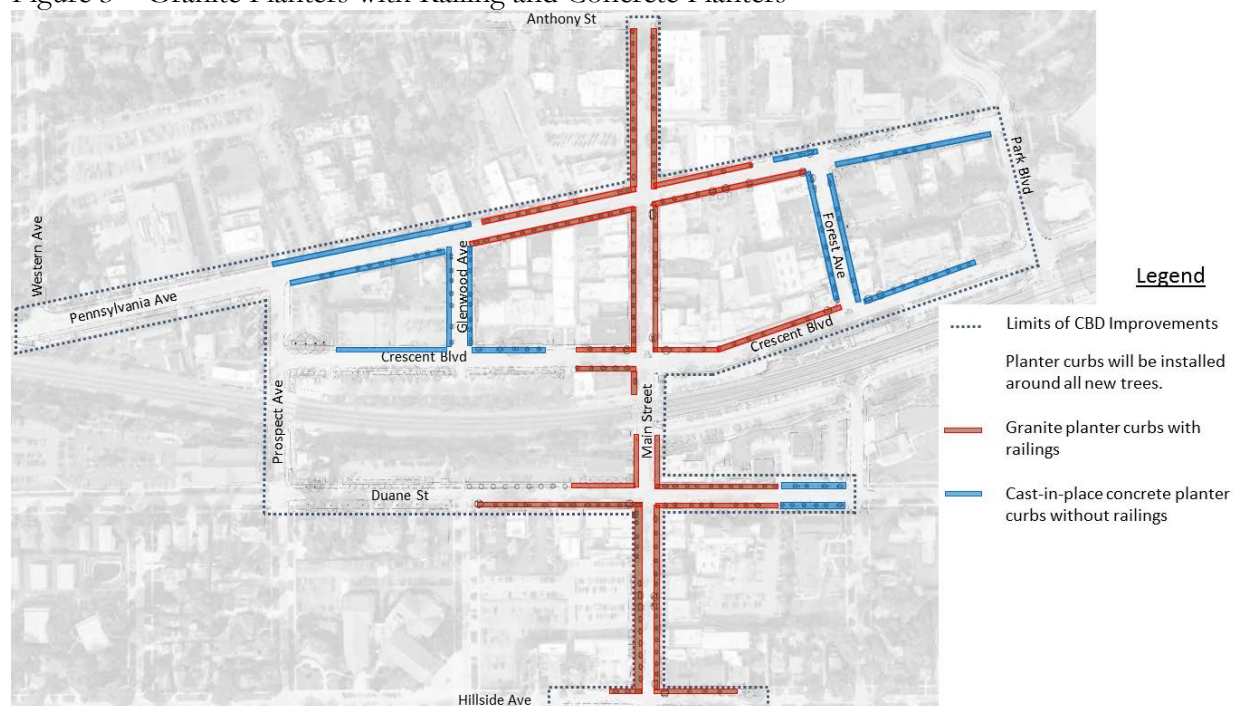
Rendering of midblock Crossing on Main St, between Hillside and Duane

The Main Street rendering was updated to show how streetscape elements will all work together. The rendering shows the preferred materials from the survey: herringbone brick (however extended to the curb), granite curb planters, and plain concrete sidewalks.

Planter Railing

An added design element includes an option of decorative planter railing around granite tree planters. The railing costs of painted black steel with the design inspired by the insert at the peak of the Civic Center. The attached presentation includes a graphic of the proposed planter railing. The cost of decorative planter railings was included in the previous cost estimate for Landscaping Features of \$2.7M, and is estimated at \$206,000 for the locations shown in Figure 3 below.

Figure 3 – Granite Planters with Railing and Concrete Planters



Cost considerations:

Granite planters (as shown): 3,170 linear feet at \$70/LF = **\$221,900**

(Granite planters entire project: 6,010 linear feet at \$70/LF = **\$420,700**)

Cast-in-place concrete planters (as shown): 2,804 linear feet at \$25/LF = **\$70,100**

Planter railing around granite planters (as shown): 3,170 linear feet at \$65/FT = **\$206,050**

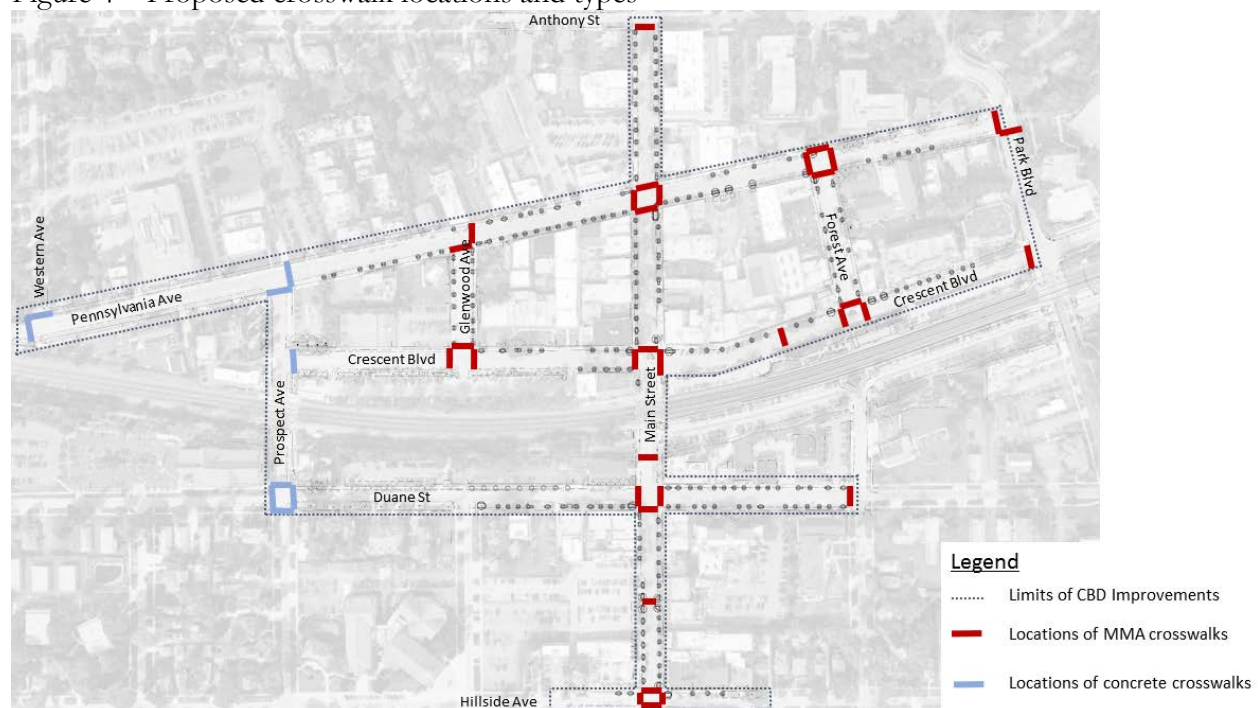
Planter Seat walls: 20 at \$27,000/EA = **\$540,000**

Midblock Crossing

The updated renderings include a decorative crosswalk treatment. Staff has reviewed the durability of various crosswalk materials and indicated preference for two options of materials. Concrete crosswalks with Methyl Methacrylate (MMA) surface application for all core and adjacent intersections, and regular concrete crosswalks for all other intersections included in the scope of the project. Figure 4 below, and in the presentation, shows the crosswalk locations and treatments.

MMA is an ideal surface applied decorative crosswalk application as it is both durable and provides a wide choice of design and color options. Three crosswalk designs are included in the presentation. The cost of upgrading crosswalks with MMA material was included in the previous cost estimate for Upgrades to Sidewalks and Crosswalks Areas, and is estimated at approx. \$324,000 per Figure 4 below. Another aspect of the mid-block crosswalks is a potential for raising the crosswalks above the general pavement level and creating an added traffic calming effect. A typical raised crosswalk is even with at top of curb height (6 inches) and includes ramps to ease the impact to vehicles. This option was not well received by the Development Committee for concerns with slowing vehicular traffic and potential complaints by motorists. The Committee members felt that the curb bump outs, crosswalk treatments, and other streetscape elements would call enough attention to the mid-block crossings.

Figure 4 – Proposed crosswalk locations and types



Cost considerations:

Crosswalk upgrades to MMA: 14,095 square feet at \$23/SF = **\$324,185**

Planter Seat Walls

Updated graphic of the preferred style of planter seat wall is included in the attached presentation. Seat wall planters will be used strategically at high-profile locations and provide opportunities for additional landscaping and large caliper tree installations. Current design includes 20 planter seat walls estimated at \$540,000 and is included in the previous cost estimate for Landscaping Features.

Street Furniture

A graphic of the narrowed down selection of street furniture is included in the presentation. The Village has ordered samples of each type for further review. The styles of trash receptacle and bike rack preferred by the Development Committee is identified in the presentation. The purchase price (excludes shipping and installation) of each type of street furniture item is summarized below:

- Trash receptacle DuMor Model 148 32 Gal Trash - \$1,660 EA
- Trash receptacle Canterbury Model 102 - \$1,785 EA (with a large scale order unit price reduced to \$1,695 EA)
- Bike rack DuMor Model 293 - \$235 EA
- Bike rack DuMor Model 290 - \$165 EA
- Victor Stanley bench - \$1,364 EA- 4' Bench and \$1700 EA – 6' bench (estimated)

Festoon Lighting

Building upon on a positive public response to the mockup of festoon light installation at Shocks Square, concepts of for festoon lighting on south Main St were developed to demonstrate a potential right-of-way application. The two draft concepts include festoon lighting installation above the midblock crosswalk, and a one for expanding the festoon lightening on either side of the midblock crosswalk. The Development Committee generally like the idea but thought it was better geared for pocket parks and gathering spaces and not for installations over the roadway. Some of the concerns voiced included vehicular clearances, future construction vehicle routing, increased height of installation, and potential light pollution concerns for the surrounding 2nd floor residential units. The Fire Company voiced concerns with responding to fire emergencies; specifically potential conflicts between the ladder truck with festoon light wiring. A high level estimated cost for festoon light installation over the midblock crosswalk is \$30,000, and approximately \$125,000 for the entire block of Main St from Hillside to Duane. These costs were not included in the previously prepared cost estimate.

Right turn lane elimination

Civiltech Engineering has completed additional traffic studies at the intersections of Main and Duane, and Main and Crescent.

Main and Duane

The purpose of the first study was to analyze the feasibility of removing existing right turn lanes for southbound Main St at Duane St. Benefits of it include widening of the sidewalks and shortening of the Prairie Path crosswalk. Based on the results of the study, elimination of the right turn lane will not have an adverse reaction on the traffic movement in the intersection. Engineering staff and the Development Committee supports this proposal.

Main and Crescent

The purpose of the second study was to analyze the feasibility of removing existing right turn lane for eastbound Crescent Blvd at Main Street. Benefits of it include widening of the sidewalks, shortening of the Crescent Blvd crosswalk, and creation of additional parking spaces on the south side of Crescent. Based on the results of the study, elimination of the right turn lane will not have an adverse reaction on the traffic movement in the intersection. Engineering staff and the Development Committee supports this proposal.

Action Requested by the Capital Improvements Commission

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

- Preferred paving material for sidewalks and furniture zone.
- Preferred planter curb material.
- Review and preference on material and style for carriage walk and inclusion of the decorative pavement band at narrow sidewalks.
- Review and any input on the aesthetic, practical value, and cost of planter railings, as well proposed limits within the location of the project.
- Review and input on style and materials of the proposed crosswalks.
- Preference for locations of decorative crosswalks.
- Preference for raised crosswalks.
- Review and input on the street furniture.
- Review and input on festoon lighting on Main Street.
- Review and feedback on proposed right lane eliminations

Attachments

January 2021 CIC Meeting CBD Streetscape Presentation



Civiltech Engineering, Inc.

www.civiltechinc.com



Central Business District Streetscape Improvements

Village of Glen Ellyn

January 2021



Meeting Objectives

- Material Selection Update
- **Recommendations / Q&A**
- **Design layout and updates**
- Midblock Crossing on South Main
- Planter railing design
- Crosswalk design options
- Seat wall planters
- Street furniture
- Festoon Lighting
- Right turn lane elimination



Decorative Pavement Options | Sidewalk Options

Glitter concrete sidewalk



The subtle glitter gives the concrete an attractive, decorative finish.

Plain concrete sidewalk

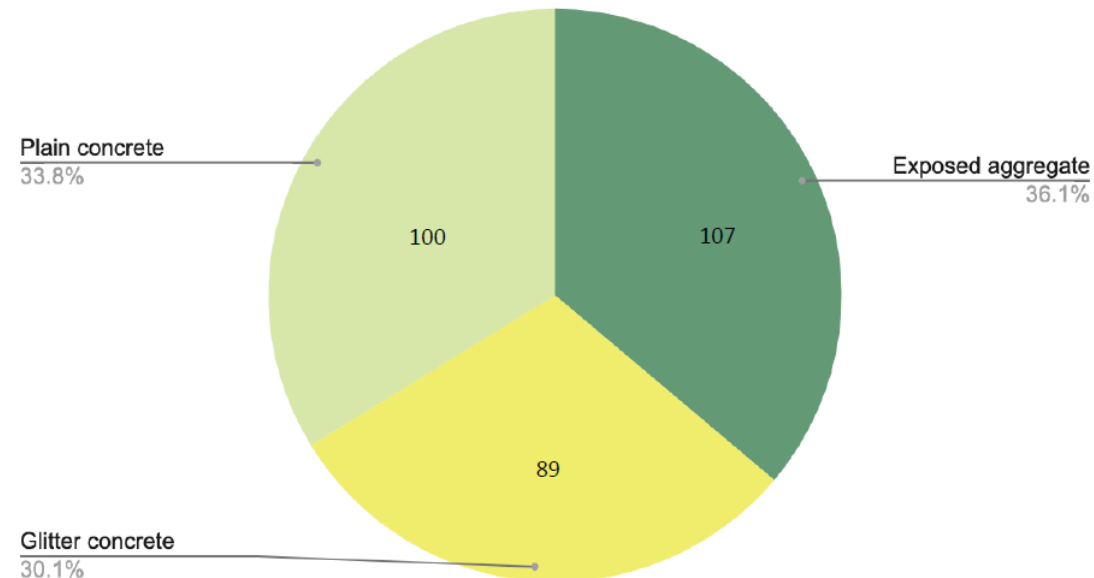


This is the most commonly used sidewalk material.

Exposed aggregate concrete sidewalk



This technique exposes the decorative aggregate in the



107 votes: Exposed aggregate
100 votes: Plain concrete
89 votes: Glitter concrete

296 total votes (as of 12/11/20)

Decorative Pavement Options | Parkway Options

Colonial red exposed aggregate



Exposed aggregate is a customizable decorative concrete finish. This color was chosen to complement Downtown's many brick facades.

Shamrock green exposed aggregate



Exposed aggregate is a customizable decorative concrete finish. This color was chosen to complement Downtown Glen Ellyn's signs and banners.

Stamped concrete in a herringbone pattern



Stamped concrete with a decorative color and finish to mimic the appearance of brick pavers.

Fired clay brick pavers in a herringbone pattern



Brick is a classic look that never goes out of style. These pavers have a tumbled edge for a vintage look. The pavers are set in an interlocking herringbone pattern similar to many of Downtown Glen Ellyn's historic facades.

Fired clay brick pavers in a basketweave pattern



Brick is a classic look that never goes out of style. These pavers have a tumbled edge for a vintage look. The pavers are set in a basketweave pattern similar to many of Downtown Glen Ellyn's historic facades.

Fired clay brick pavers in a diamond pattern



Brick is a classic look that never goes out of style. These bricks have a beveled edge and are set in a classic running bond. The diamond pattern is inspired by the Glen Ellyn Civic Center.

298 total votes (as of 12/11/20)

- 78% prefer brick pavers
- 14% prefer stamped concrete
- 8% prefer exposed aggregate

108 votes: Brick (Herringbone pattern)

72 votes: Brick (Diamond pattern)

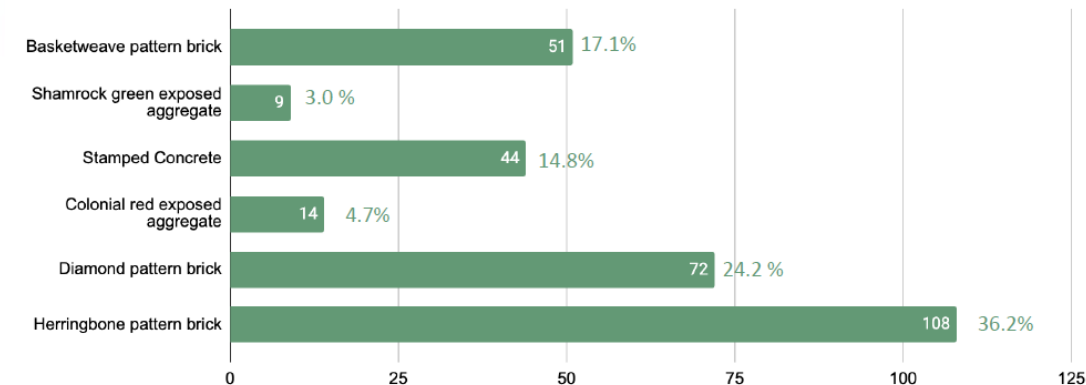
51 votes: Brick (Basketweave pattern)

44 votes: Stamped concrete

14 votes: Exposed aggregate (red)

9 votes: Exposed aggregate (green)

Preferred Parkway Materials



Clay Fired Brick Paving | Finish



Beveled



Tumbled

Decorative Pavement Options | Planter Curb Options

Tree Planter Curbs (Five options)

Cast-in-place exposed aggregate tree planter curb



This finish provides a refined and decorative look.

Cast-in-place tree planter curb



This concrete curb is poured on-site.

Precast concrete tree planter curb



Precast concrete is factory built to provide consistency.

188 votes: Granite

42 votes: Precast concrete

27 votes: Exposed aggregate

21 votes: Glitter finish

20 votes: Plain concrete

296 total votes (as of 12/11/20)

Granite tree planter curb



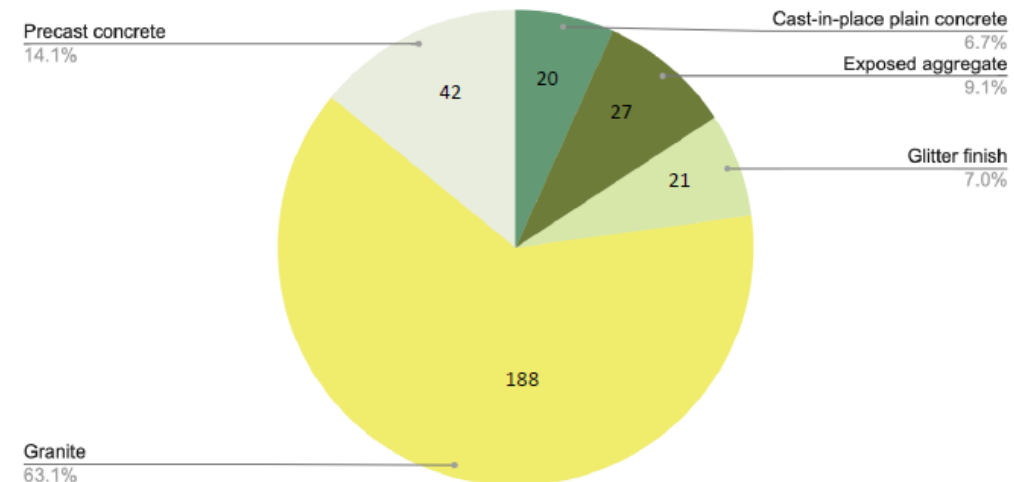
Granite curbs have been used by cities for centuries. They provide a classic and elegant aesthetic.

Cast-in-place glitter concrete tree planter curb

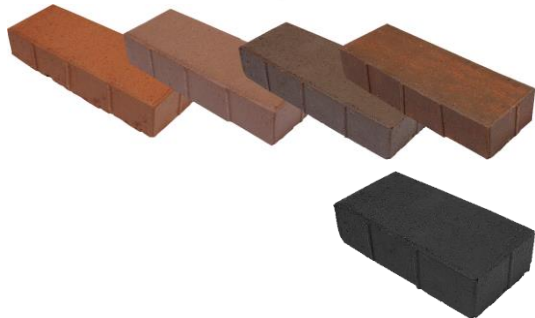
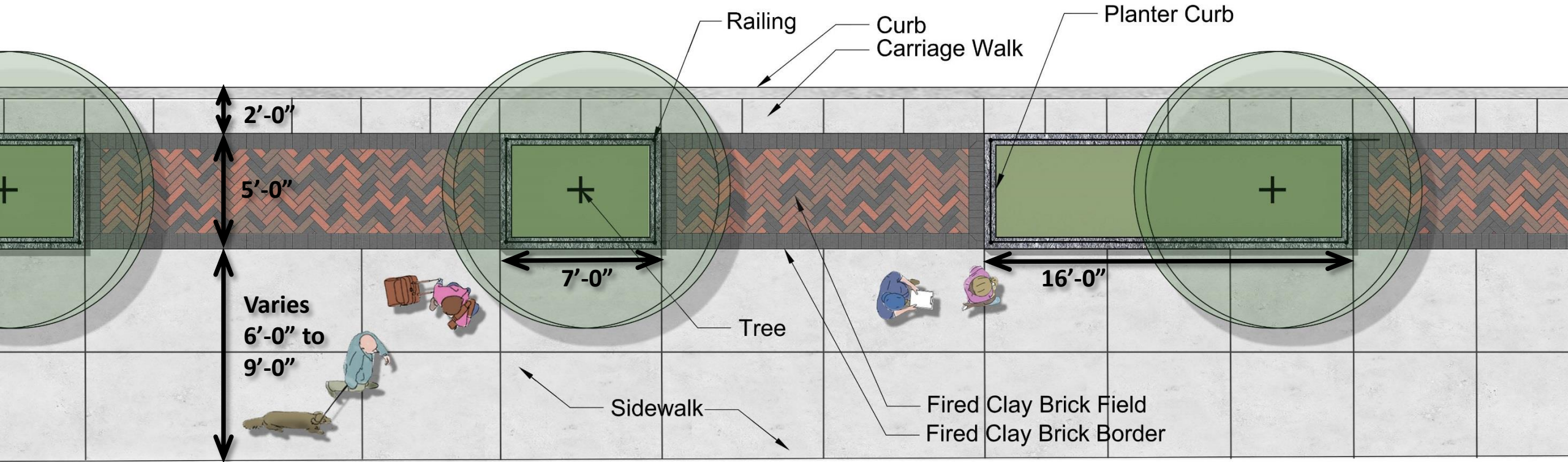


This concrete curb has been enhanced by the application of glitter which gives the concrete an attractive decorative finish.

Preferred tree planter curb



Fired Clay Brick | Option A - Plan View



4"x12" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

4"x8" Soldier Course Border:
63 Charcoal



6" w. x 6" ht. Planter Curbs:
Mesabi Black Thermal finish granite

Fired Clay Brick | Option A - Perspective

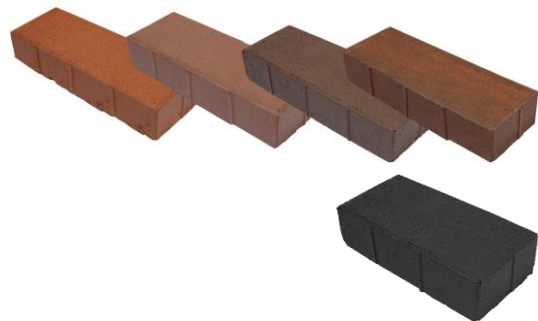
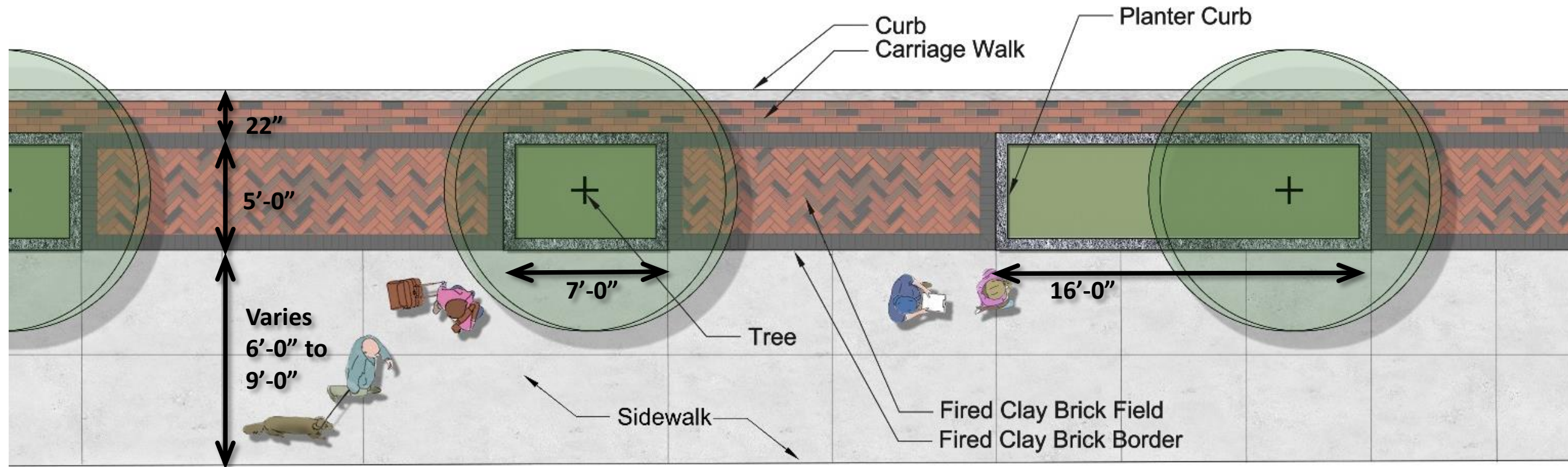


4"x12" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

4"x8" Soldier Course Border: 63 Charcoal

6" w. x 6" ht. Planter Curbs: Cast-in-place concrete

Expanded Pavers into Carriage Walk | Option A - 1



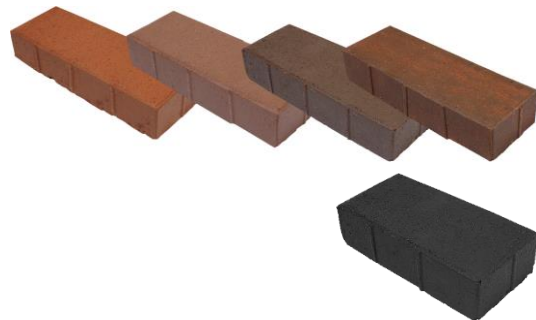
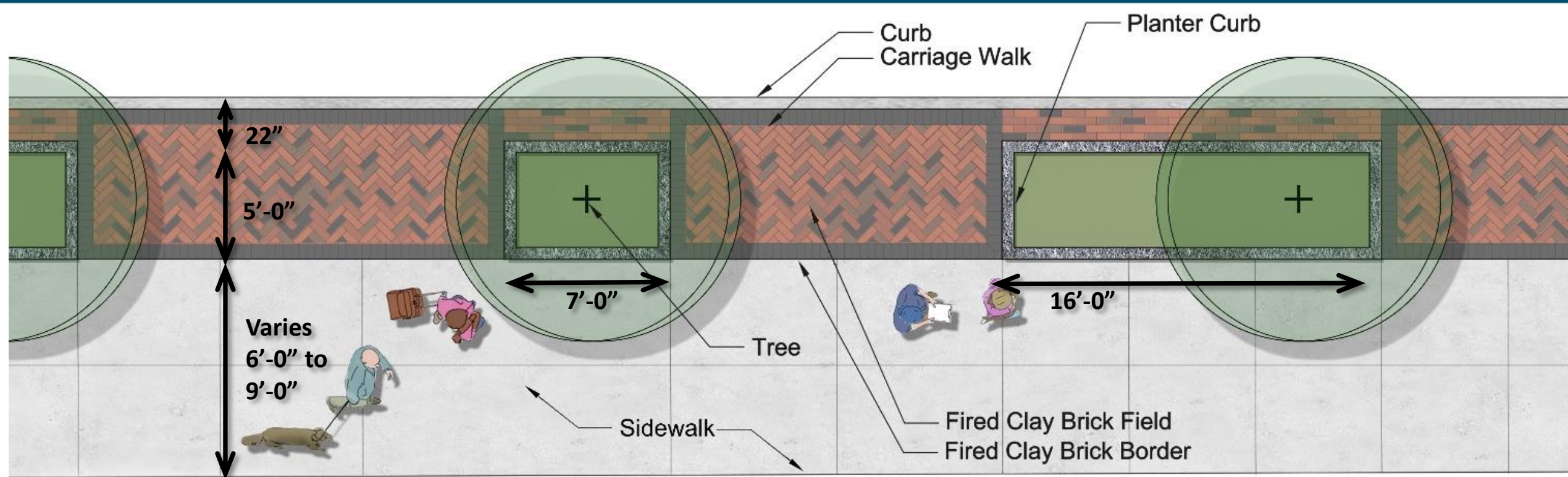
4"x12" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

4"x8" Soldier Course Border:
63 Charcoal



6" w. x 6" ht. Planter Curbs:
Mesabi Black Thermal finish granite

Expanded Pavers into Carriage Walk | Option A - 2



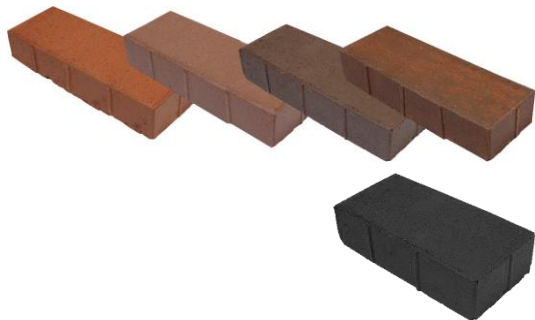
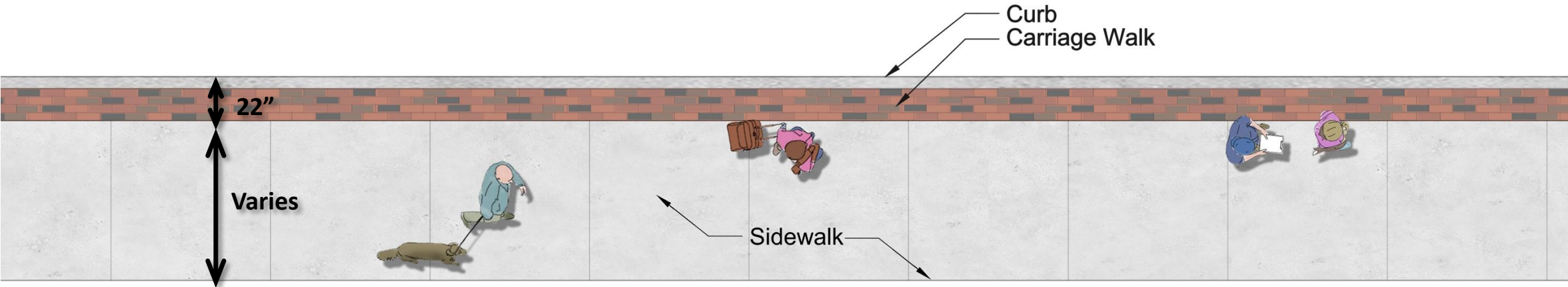
4"x12" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

4"x8" Soldier Course Border:
63 Charcoal



6" w. x 6" ht. Planter Curbs:
Mesabi Black Thermal finish granite

Expanded Pavers into Carriage Walk | Option A - 2



4"x12" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

4"x8" Soldier Course Border:
63 Charcoal

CENTRAL BUSINESS DISTRICT (CBD) STREETSCAPE AND UTILITY IMPROVEMENTS



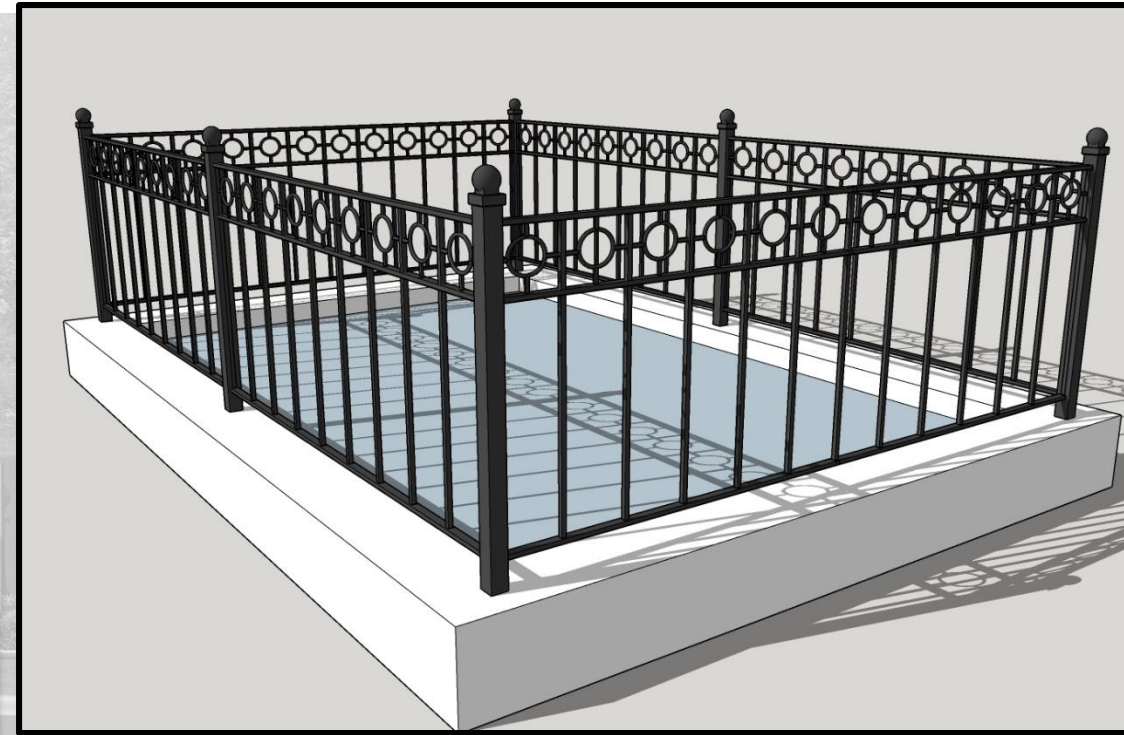
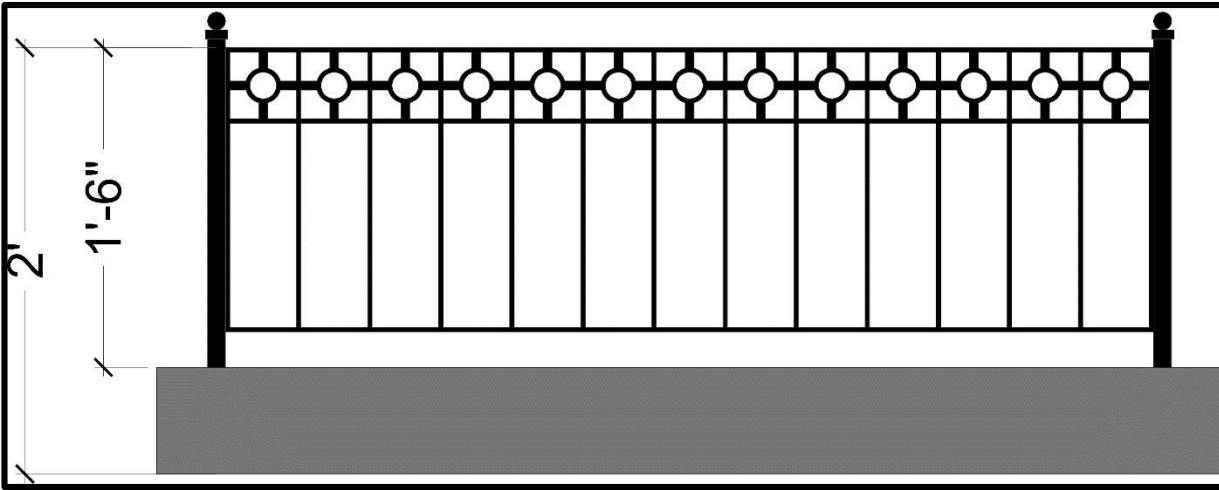
Perspective Rendering



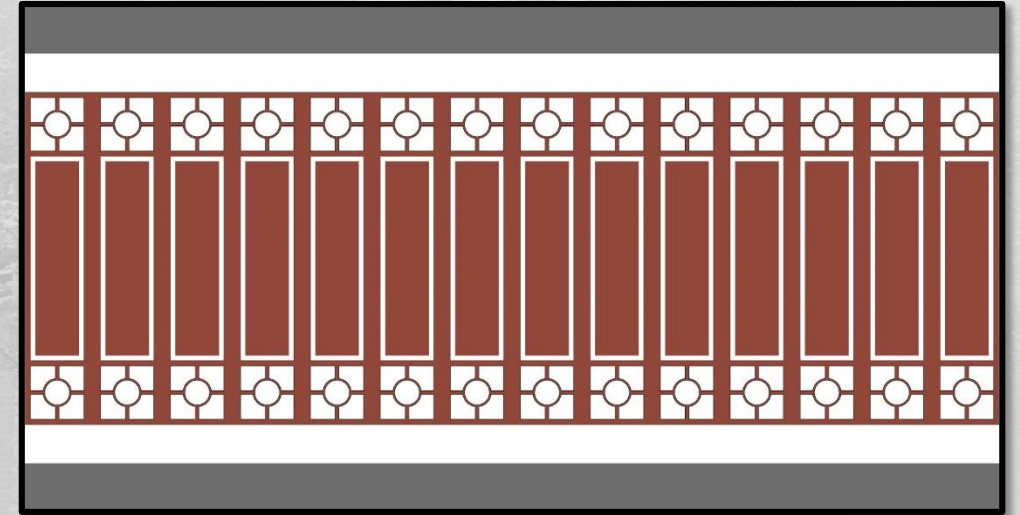
Perspective Rendering | Planter Railing



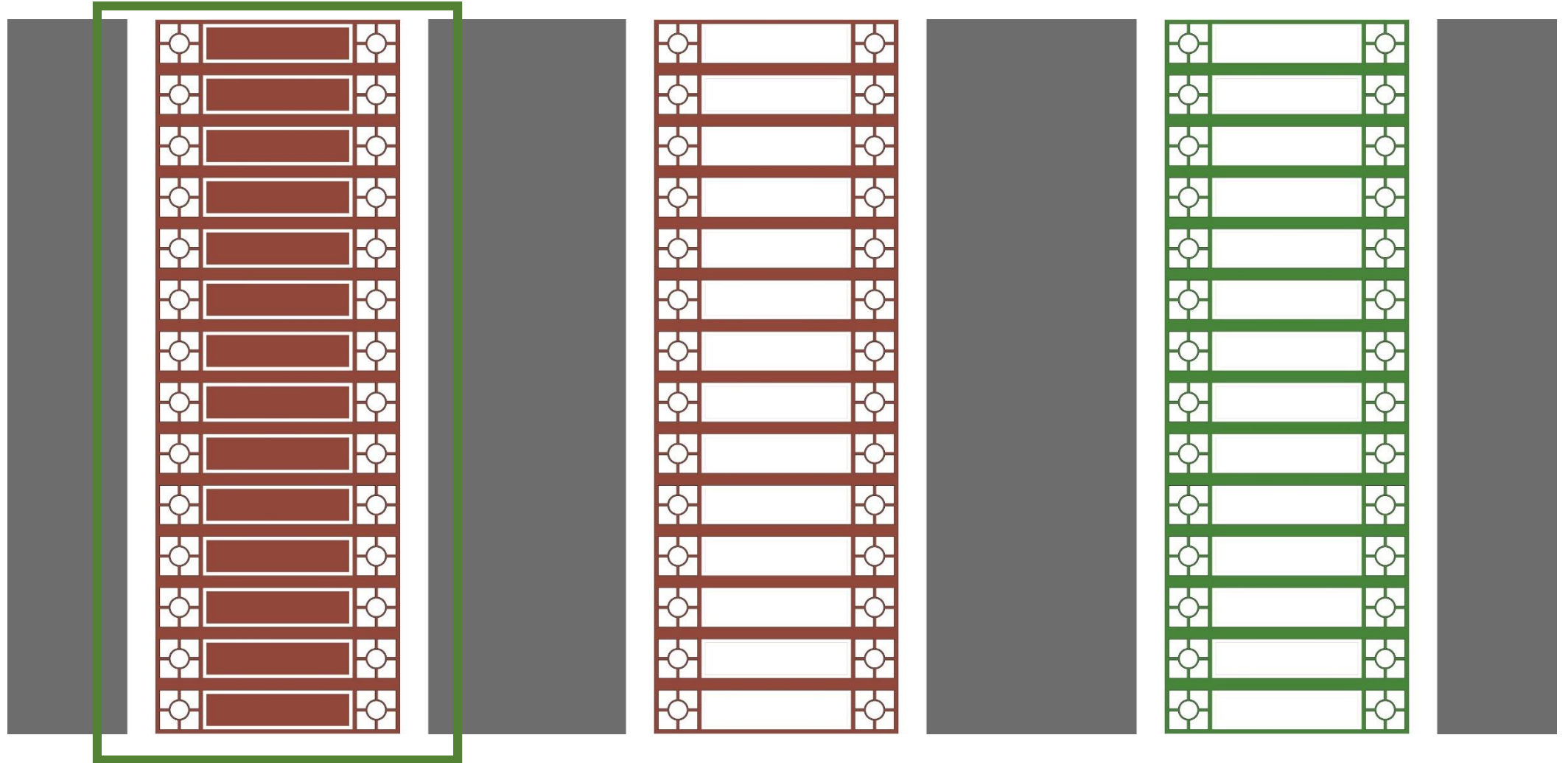
Planter Railing



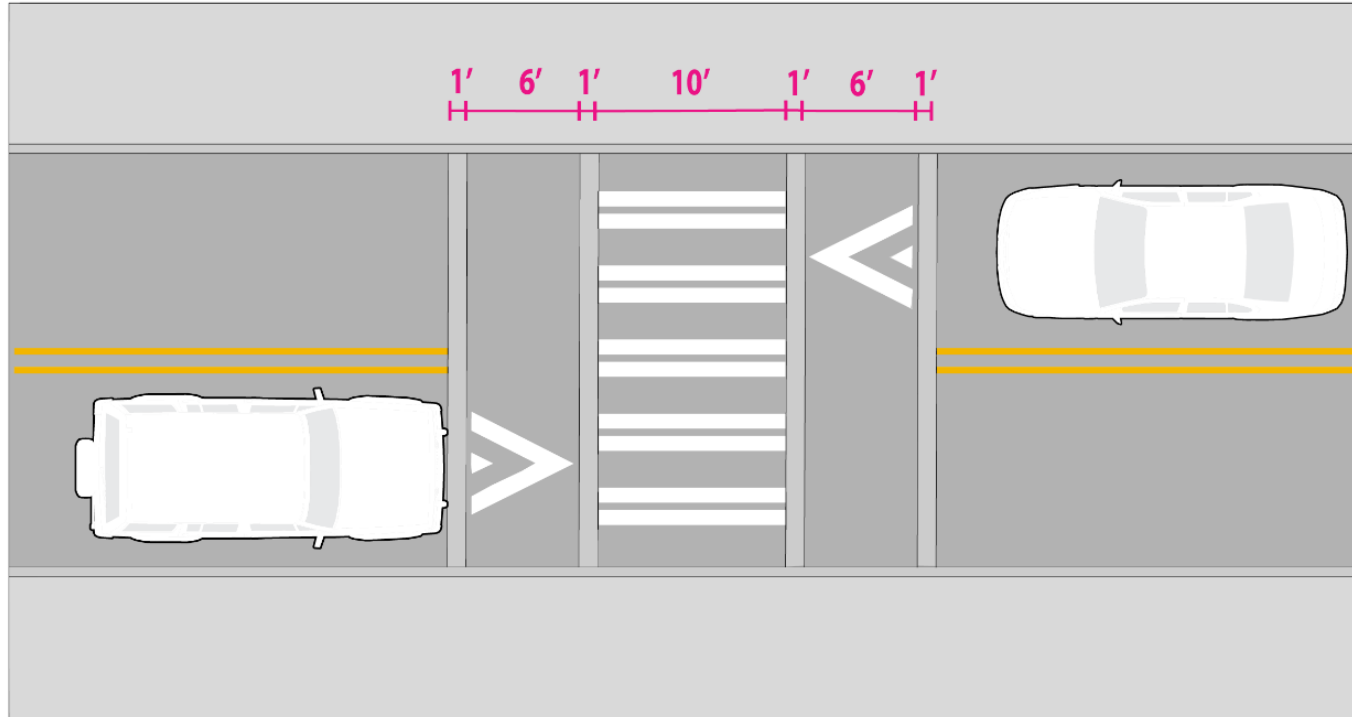
Decorative Crosswalk



Decorative Crosswalk



Raised Crosswalk



Crosswalks | Decorative Material Options

Concrete

- Low cost (\$11/SF)
- Long service life
- Simple and functional
- Higher replacement cost
- Low decorative aesthetic value



Concrete

Stamped Asphalt

- Medium cost (\$20/SF)
- Adds color and look of brick
- Easy to replace – low cost
- Wears quickly – 5 year lifespan
- **Not Recommended**



Stamped Asphalt

MMA on Concrete

- High cost (\$34/SF)
- Methyl Methacrylate
- No - Low Maintenance
- Adds bright color and can be customized
- Non-slip surface
- More durable than thermoplastic paint – 10 to 20 year lifespan



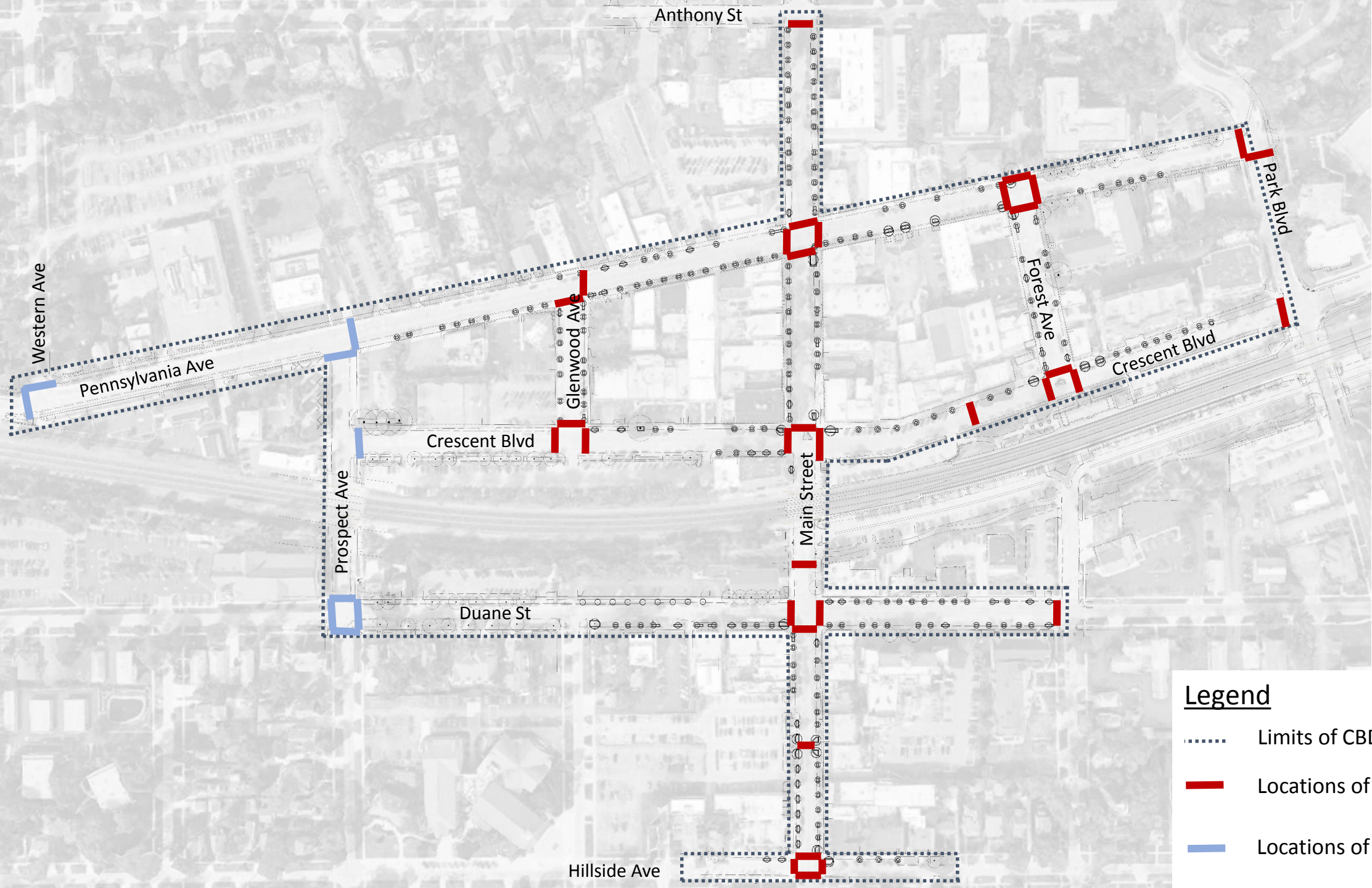
MMA on Concrete

Fired Clay Brick

- Highest cost (\$38/ SF)
- High maintenance
- High decorative aesthetic value
- Historic Material
- Long wearing/durable surface material – 30+ years



Fired Clay Brick



Legend

- Limits of CBD Improvements
- Locations of MMA crosswalks
- Locations of concrete crosswalks

Planter Seat Walls



Street Furniture



Reliance Foundry
R-7539



Canterbury
Model 102



DuMor
Model 148-32SH



Victor Stanley CR-10
6' length



DuMor
Model 293



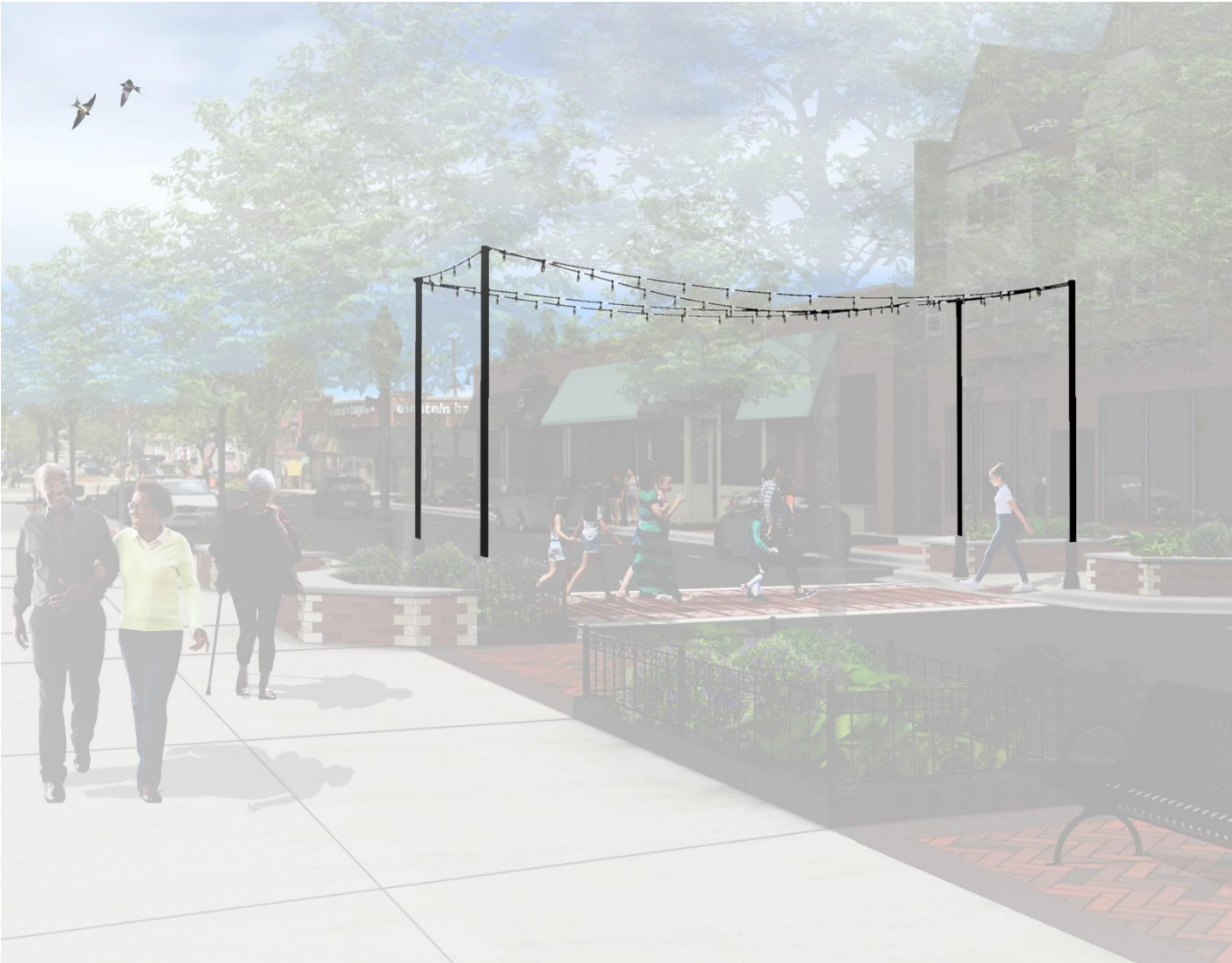
DuMor
Model 290



Festoon Lighting



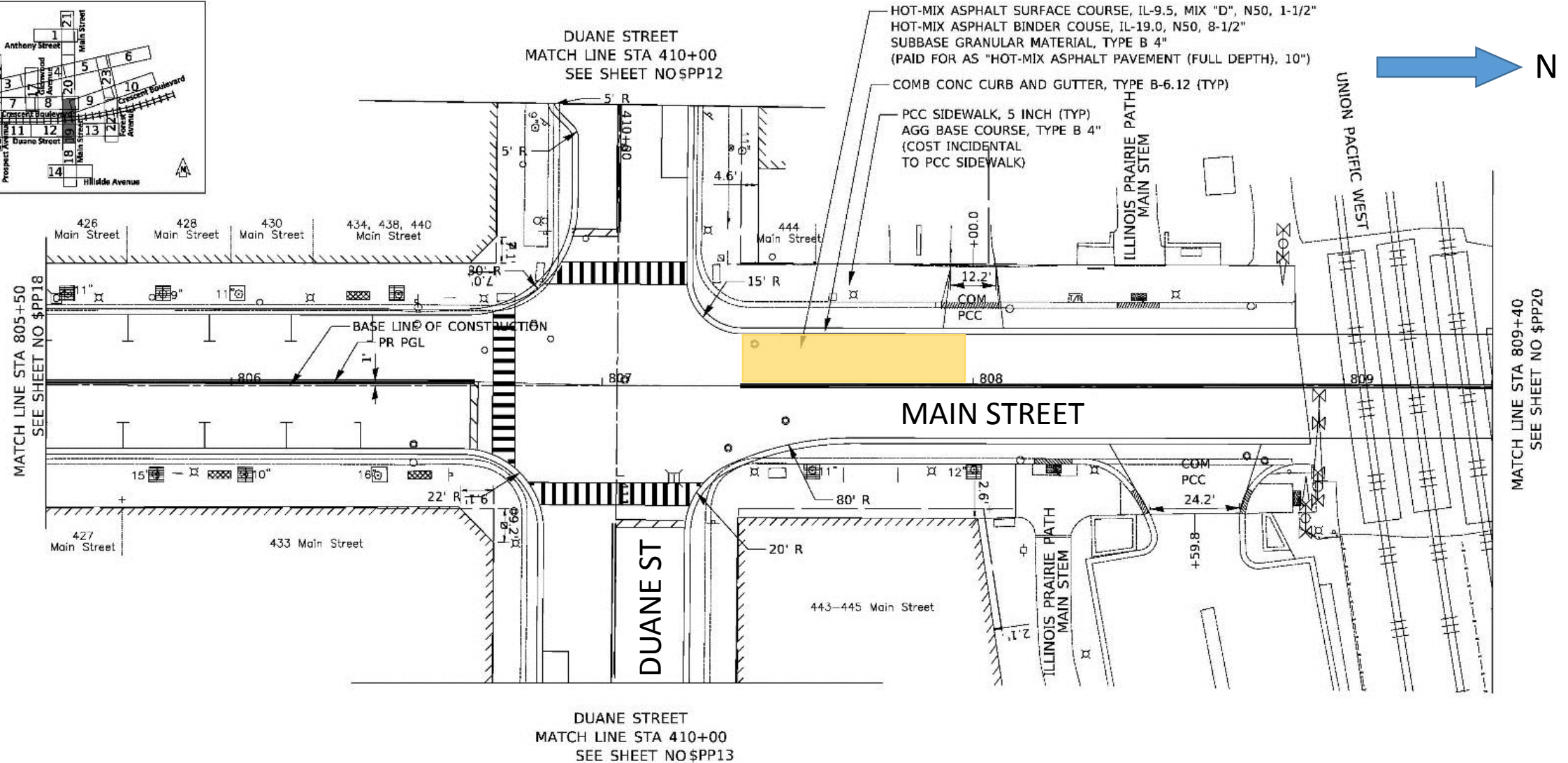
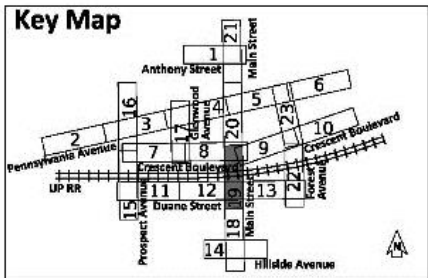
Festoon Lighting



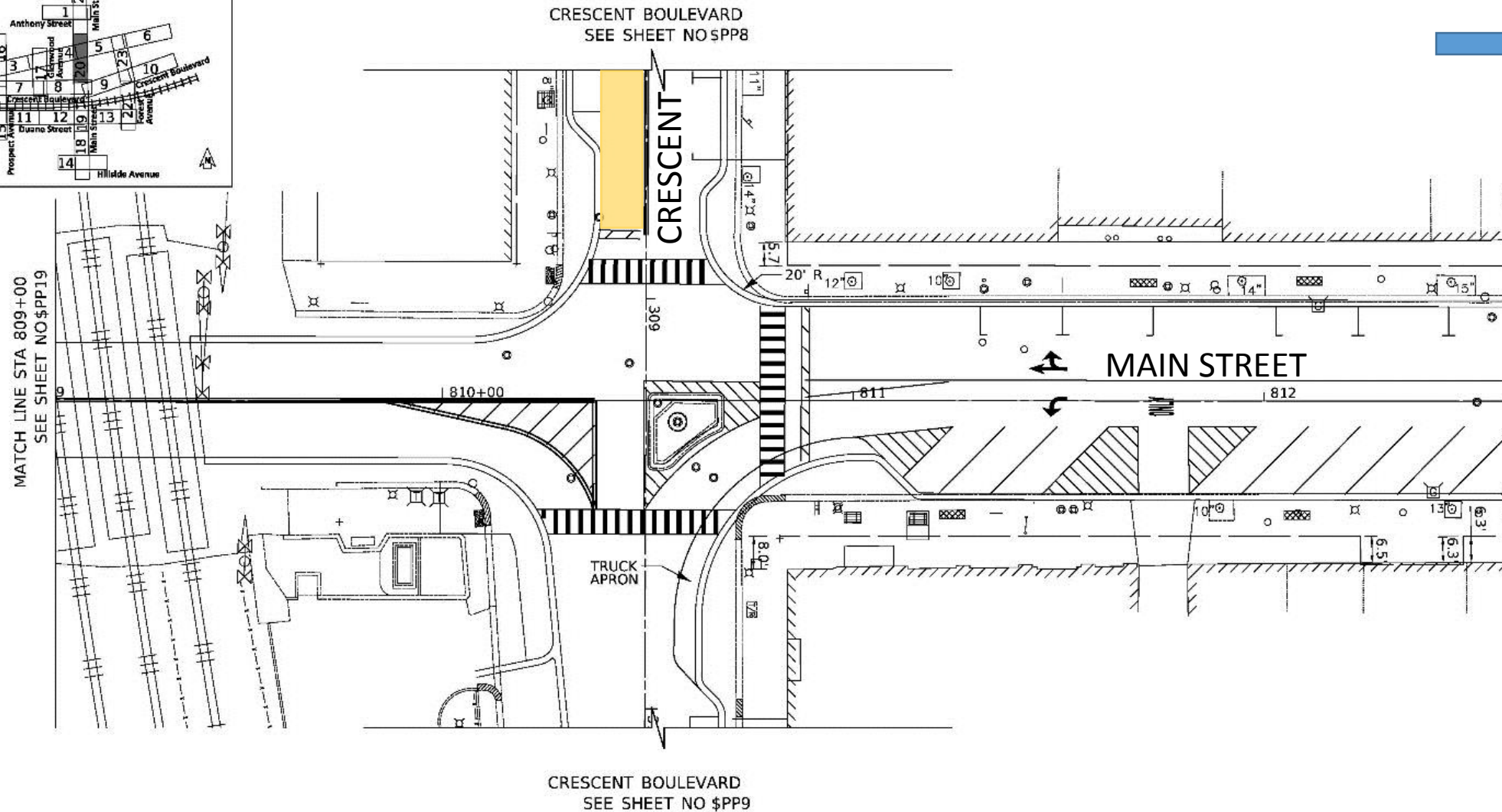
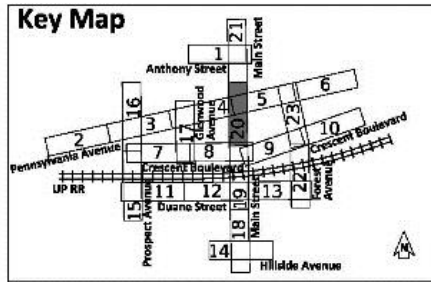
Festoon Lighting - Expanded



Right Turn Lane Elimination



Right Turn Lane Elimination



Discussion

Future meeting topics

- Final Streetscape Plans
- Final 3D renderings
- Main/Crescent intersection and horse trough
- Historic Plaques





**Glen Ellyn Capital Improvements
Commission**

535 Duane Street
Glen Ellyn, IL 60137

Meeting 1/12/2021 7:00 PM
Department: Public Works
Department Head:
Category: Report
Prepared By:

AGENDA ITEM (ID # 2021-806)

DOC ID: 2021-806

Engineering Project Report Dated 1-7-2021

Statement of the Issue:

The Public Works Engineering Division Project Report Dated January 7, 2021 is attached hereto for review by the Capital Improvements Commission.

Analysis:

N/A

Budget Impact:

N/A

Action Requested:

N/A

Attachments:

1. Engineering Project Report 1-7-21

January 7, 2021



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, has tabulated final project quantities and issued a final punch list which has been substantially completed. Closeout of the project is anticipated to occur in the spring when a final walk through of the project will be completed to confirm all lawn restoration has properly established, no new project issues are identified, and all punch list items are completed.

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. All punch list items have been completed with the Engineer working on closeout invoicing and documentation for the project.

VILLAGE GREEN STORM SEWER PROJECT– Contractor: Mauro Sewer Construction

(Project No. 16007; Value of Construction Contract = \$169,715)

This project involves replacement of approximately 1,200 linear feet of 12-inch storm sewer from Village Green Park to Lambert Lake. Bids were opened on December 2nd with 17 contractors submitting a bid. The project was awarded to Mauro Sewer Construction, Inc. at the December 14, 2020 Village Board Meeting. Staff and the Contractor are readying the project for construction which is anticipated to commence in late February.

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 project 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.

2021 STREET IMPROVEMENTS PROJECT – Engineer: Chastain & Associates

(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. Design contract was awarded to Chastain & Associates at the December 14th Village Board meeting. Topographical survey was completed and design work has initiated. Staff’s next design meeting with the Engineer is planned for January 14.

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

(Project No. 00511)

The Engineer is working with Union Pacific Railroad on clarifying the position of the water and sewer main crossing (of the UP-West Line) jack and bore receiving pits on the south side of Crescent Boulevard with respect to the Union Pacific right-of-way. In the meantime, the Engineer will be providing updated plans for staff review and continued refinement over the coming weeks.

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. Donohue has acknowledged all of staff's review comments with no overt objections. Preliminary alignments of the water main in IL-56 (Butterfield Road) right of way have been shared with IDOT with the preferred alignment identified. A meeting is being held with Donohue and Illinois American Water on January 11 to discuss Village Counsel's advice with the bidding/construction contract procurement process for the project.

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. The project purpose and need statement is being refined based on IDOT input with said revised document anticipated from CDM Smith in the next week. Staff finalized the Consulting Parties Invitation Letter for the Section 106 Process and distributed it to the applicable parties via mail and email on Monday, January 4, 2021.

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

(Project No. 15006)

The results of the remaining sewer services televising and building inspections were included in a supplemental report submitted in July 2020. 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)

The streetscape mockups have been in place at the NW corner of Main and Crescent since late October. As of December 11, 2020, 298 votes were collected. The material options survey will close on January 12th, with final results available shortly thereafter.

The Village Board revisited the overall construction schedule and the 2021 construction plan at the December 7th Village Board Workshop. The Village Board requested feedback from the businesses and property owners affected by planned construction. Staff is in the process of collecting the input and plans to report back to the Village Board for review and decision on the 2021 construction schedule.

The design team is working on the detailed design of the streetscape elements and will be seeking input and preferences on the following items at the January CIC and Village Board meetings: paving material selection, design layout and updates, rendering of midblock crossing

on Main Street south of the tracks, planter railing design, crosswalk design options, seat wall planters, street furniture, festoon lighting, and right turn lane eliminations at SB Main/Duane and EB Crescent/Main.

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

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.
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

Project	Estimated Glen Ellyn Cost	Status
		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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