



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Tuesday, July 13, 2021
7:00 PM
Meeting Held Virtually - Via Zoom Only

This meeting will be conducted by audio and video conference without a physically present quorum of the Commission 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 1010640) amends the Open Meetings Act and allows the Village Board and Commissions to participate electronically in Board and Commission meetings when it is not feasible due to a disaster such as COVID-19. The Village has determined that an in person meeting at the Civic Center is not practical or prudent because of the disaster. Physical attendance at the Civic Center by the public is also not feasible because of the disaster.

To participate in the meeting, please click on the link below.

<https://us02web.zoom.us/j/85829519568?pwd=UnNSd0U2VHVNUFZQRXZQL1Y5WlhoQT09>

Meeting ID: 858 2951 9568

Passcode: 595795

One tap mobile

*+13126266799,,85829519568#,,, *595795# US (Chicago)*

- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Approval of Minutes**
 - 1) Motion to approve the June 8, 2021 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) CBD SUI Geometrics Follow Up for July Meeting
 - 2) Glen Ellyn Metra Station and Multimodal Access Improvements Project - CIC Update
- E. Trustee's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Project Report Dated July 9, 2021
- I. Adjournment**



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
June 8, 2021
7:00 PM
Electronic Conference Call

Board or Commission: Capital Improvements

Date: June 8, 2021

Meeting: Regular

Called to Order: 7:06 p.m.

Quorum: Yes

Adjourned: 9:12p.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	Absent
Michael M. Lindquist	Commissioner	Absent
Steve Neurauter	Commissioner	Absent
Rocco J. Zuccherro	Commissioner	Present
Bill Payne	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Interim Public Works Director
Meredith Hannah	Economic Development Coordinator
Elisa Pollina	Recording Secretary
Tom Topor	Senior Civil Engineer
Jim Ewers	Civiltech Engineering
John Magill	Civiltech Engineering
Mike Folkening	Civiltech Engineering
Phil Hutchinson	Civiltech Engineering
Kristin Kalitowski	Civiltech Engineering
Dan Anderson	Historical Society
Dawn Bussey	Glen Ellyn Public Library
Sharon Dotson	Norabella Boutique
Jill Foucre	Marcel's
Patrick Neary	A Toda Madre
Julie Spiller	Gather & Collect

A. CALL TO ORDER

The June 8, 2021 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:06 PM via Electronic Conference Call.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM MAY 11, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION TO APPROVE MINUTES FROM MAY 11, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Biggam

SECOND BY: Commissioner Zuccherro

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. CBD SUI Recommendation Motions for Geometric Changes to Roadway Intersections:

Engineer Daubert reports last month we met with the CIC to discuss items concerning changes to the geometry of 3 roadway intersections in the CBD (Forest & Pennsylvania, Main & Duane and Main & Crescent). We reviewed the changes to these intersections with the CIC and the Police and Fire Chiefs and discussed the pros and cons of making these changes and received extensive input. Tonight we would like to review these roadway changes again and would like the CIC to approve motions so we can bring them before the Village Board. Engineer Daubert reviews the changes with the CIC as follows:

Forest & Pennsylvania – Engineer Daubert reports there are currently 3 northbound vehicular travel lanes at the south leg of the intersection – an exclusive left, an exclusive right and exclusive thru lane. We are proposing an exclusive left turn lane and a shared thru and right turn lane. Upon reviewing these changes with the CIC and Police & Fire Chiefs, the changes were supported. We put together a motion for the CIC to approve.

Engineer Daubert reads the following motion: Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and Utility Improvements project that the following improvements/changes be made to the Forest Avenue and Pennsylvania Avenue Intersection:

- a curb extension shall be constructed at the southwest and southeast corner of the intersection to facilitate shortening of crosswalks
- the three northbound vehicular lanes located at the south leg of the intersection shall be consolidated into two lanes, a northbound exclusive left turn lane and a northbound shared thru/right turn lane to provide benefits in the form of shortened

crosswalks and widened sidewalk areas for streetscape elements

Commissioner Zucchero motions to approve the recommended improvement/changes to Forest Avenue and Pennsylvania Avenue and Commissioner Baldin seconds the motion.

Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and Utility Improvements project that the following improvements/changes be made to the Forest Avenue and Pennsylvania Avenue Intersection:

- a curb extension shall be constructed at the southwest and southeast corner of the intersection to facilitate shortening of crosswalks
- the three northbound vehicular lanes located at the south leg of the intersection shall be consolidated into two lanes, a northbound exclusive left turn lane and a northbound shared thru/right turn lane to provide benefits in the form of shortened crosswalks and widened sidewalk areas for streetscape elements

MOTION BY: Commissioner Zucchero

SECOND BY: Commissioner Biggam

RESULT: UNANIMOUS APPROVAL

Main & Duane – Engineer Daubert reports currently there are two existing southbound vehicular travel lanes at the north leg of the intersection: an exclusive right turn lane and a shared thru/left turn lane. We are looking to consolidate the lanes and shrink the lane from 20' to 14' with a shared thru, right turn, and left turn lane. By narrowing the roadway, we make more room for streetscape elements. Upon reviewing this last month with the CIC and the Police Chief there were some concerns. Police Chief Norton was concerned with the southbound vehicles having to wait at the intersection when turning left and/or right due to pedestrian traffic. The police department suggested making the pavement wider at the corner. The revised alternative was to widen it from the proposed change of 14' to 17'. The CIC did mention last month that it wasn't an easy decision. This improvement was mostly supported by the CIC based on feedback. We put together a motion for the CIC to approve.

Engineer Daubert reads the following motion: Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and Utility Improvements project that the following improvements/changes be made to the Main Street and Duane Street Intersection:

- a curb extension shall be constructed at the southwest corner of the intersection to facilitate shortening of crosswalks
- While not a curb extension, sidewalk widening shall also be made on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection
- the two southbound vehicular lanes located at the north leg of the intersection shall be consolidated into one southbound shared thru/left/right turn lane to offer additional room for streetscape elements; however, the lane shall taper in width from 14' to 17' at the corner of the intersection as to provide an "escape" to prevent vehicle queuing at the north leg of the intersection

Chairman Szymanski motions to approve the recommended improvement/changes to Main Street & Duane Street and Commissioner Cattero seconds the motion.

Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and Utility Improvements project that the following improvements/changes be made to the Main Street and Duane Street Intersection:

- a curb extension shall be constructed at the southwest corner of the intersection to facilitate shortening of crosswalks
- While not a curb extension, sidewalk widening shall also be made on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection
- the two southbound vehicular lanes located at the north leg of the intersection shall be consolidated into one southbound shared thru/left/right turn lane to offer additional room for streetscape elements; however, the lane shall taper in width from 14' to 17' at the corner of the intersection as to provide an "escape" to prevent vehicle queuing at the north leg of the intersection

MOTION BY: Chairman Szymanski

SECOND BY: Commissioner Cattero

RESULT: UNANIMOUS APPROVAL

Main Street & Crescent Boulevard – Engineer Daubert reports currently there are 3 existing southbound vehicular travel lanes at the north leg of the intersection: an exclusive right turn lane, an exclusive thru lane, and a left turn lane. At the west leg of the intersection, there is an exclusive right turn lane and an exclusive thru lane. We are proposing to eliminate the right turn lanes and offer shared thru/right lanes. The recommended improvement would allow for 3 additional parking spaces on Main Street and 3 additional parking spaces on Crescent Boulevard which businesses support. Civiltech did look at the traffic when there are extended gate down times and found that the improvements have minimal impact on traffic operations. The Police Chief did have concerns here and the CIC did listen and decided that we should test the improvements on a trial basis.

Trustee Payne asks how do you do this. Engineer Daubert replies we would install temporary traffic bollards to close off the right turn lane and keep it in place for 30 days so traffic could get acclimated. We would then put in cameras to see traffic operations during gate down times and would do this when school is in session as to capture typical traffic conditions. The data and video footage would be reviewed with analysis brought back to the CIC to confirm if want to make this a permanent change.

Julie Spiller, owner of Gather and Collect, expresses concerns with respect to deliveries. She asks if anyone talks to the delivery drivers. UPS and FED-EX make deliveries to the downtown area twice a day and they have a hard time finding parking. They park in front of my building in the right lane. There have been some near hits with pedestrians and it does cause traffic backups. She asks if the parking is being converted to parallel parking or staying as angle parking. She asks where are the

trucks going to go? Engineer Daubert replies the angled parking will remain on the east side of Main between Crescent and Pennsylvania. We've also talked about the southbound Main Street right turn lane being converted to on-street parking and functioning as a loading zone during certain hours of the day. We would sign some of the spaces for loading purposes only for the needs of downtown business for logical hours that would work for deliveries. We are also proposing a loading zone at Pennsylvania and Main for deliveries.

Engineer Daubert adds we put together a motion for the CIC to approve.

Engineer Daubert reads the following motion: Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that in advance of the CBD Streetscape and Utility Improvements project that the following improvements/changes to the Main Street and Crescent Boulevard Intersection be implemented on a trial basis using temporary bollards and studied to ensure they are not materially impacting traffic operations:

- at the north leg of the intersection, the southbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces
- At the west leg of the intersection, the eastbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces and facilitate the construction of a curb extension to shorten the crosswalk and offer room for additional streetscape elements. The Capital Improvements Commission requests that staff return to the Commission with a report on the temporary implementation of the above changes including follow up traffic counts and analysis. This will allow the CIC to make a final recommendation concerning the implementation of any permanent changes to the intersection.

Chairman Szymanski asks the CIC if they have any comments to the motion. Commissioners Biggam, Baldin and Chairman Szymanski support the changes. Commissioner Cattero & Zucchero asks if it is possible to do 2 studies – one for the deliveries and one for number of trains to get the true impact of traffic delays. Engineer Daubert states it will be hard to do that right now because of the outdoor dining, but we can do it in the fall.

Chairman Szymanski motions to approve the recommended improvement/changes to Main Street & Crescent Avenue and Commissioner Biggam seconds the motion.

Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that in advance of the CBD Streetscape and Utility Improvements project that the following improvements/changes to the Main Street and Crescent Boulevard Intersection be implemented on a trial basis using temporary bollards and studied to ensure they are not materially impacting traffic operations:

- at the north leg of the intersection, the southbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces
- At the west leg of the intersection, the eastbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces and facilitate the construction of a curb extension to shorten the crosswalk and offer room for additional streetscape elements. The Capital Improvements Commission requests that staff return to the Commission with a report on the temporary implementation of the above changes

including follow up traffic counts and analysis. This will allow the CIC to make a final recommendation concerning the implementation of any permanent changes to the intersection.

MOTION BY: Chairman Szymanski

SECOND BY: Commissioner Biggam

RESULT: UNANIMOUS APPROVAL

2. CBD SUI Phase 1 Schedule, Maintenance of Traffic, and Construction Animation:

Engineer Topor reports that tonight we would like to review with the CIC the schedule on how we are proceeding with Phase 1 for 2022. We have received more detail on the construction schedule. Mike Folkening from Civiltech will go through the presentation (see attached presentation). Folkening reports on tonight's meeting objectives:

Phase 1 Anticipated Contractor Schedule
Phase 1 Detour routing
Construction Animation Video

Anticipated Contractor Schedule (see attached) – The construction will start in 2022 (March-Oct) on Main Street and Duane. March-July we are planning on closing Main Street to cars in order to decrease the project schedule by 5-7 weeks. Pedestrian access will be maintained at all times. We want to have the best project with the shortest inconvenience to the businesses.

Phase 1 Detour Routing - We will now go through the detour routings. They are as follows:

Detour #1 - Main St: closed (utility & roadway/sidewalk)

- Main St at RR: two-way travel
- Duane St: two-way travel
- Hillside Ave: • two-way on west leg • one-way on east leg

Anticipated start date March 4, 2022, Duration 5 weeks

Detour #2 - Main St: closed (utility & roadway/sidewalk)

- Main St at RR: two-way travel
- Duane St: (utility) • one-way on west leg • two-way on east leg
- Hillside Ave: • two-way on west leg • one-way on east leg

Anticipated start date April 8, 2022, Duration 3 weeks

Detour #3 - Main St: closed (utility & roadway/sidewalk)

- Main St at RR: closed (utility & roadway/sidewalk)
- Duane St: one-way travel from Prospect to Forest (north side roadway/sidewalk)
- Hillside Ave: • two-way on west leg • one-way on east leg

Anticipated start date April 29, 2022, Duration 4 weeks

Detour #4 - Main St: closed (utility & roadway/sidewalk)

- Main St at RR: two-way travel
- Duane St: one-way travel from Prospect to Forest (north side roadway/sidewalk)

- Hillside Ave: • two-way on west leg • one-way on east leg
- Anticipated start date May 27, 2022, Duration 10 weeks

Detour #4B - • Main St: closed (utility & roadway/sidewalk)

- Main St at RR: two-way travel
- Duane St: one-way travel from Prospect to Forest (north side roadway/sidewalk)
- Hillside Ave: • two-way on west leg • one-way on east leg

Anticipated start date May 27, 2022, Duration - implement as needed/overlaps with Detour #4 timeline

Detour #5 - Main St: two-way travel

- Main St at RR: two-way travel
- Duane St: • one-way on west leg • one-way on east leg (south side roadway/sidewalk)
- Hillside Ave: • two-way on west leg • one-way on east leg (utility and roadway/sidewalk)

Anticipated start date July 29, 2022, Duration 13 weeks

Engineer Daubert adds we wanted to focus on getting the Main Street work done as quickly as possible to get the street reopen. The schedule was put together with that in mind. It set the groundwork for this plan.

Construction Animation Video - Phil Hutchinson from Civiltech presents the Construction Animation Video to the CIC. He adds this video will be posted to the project website at downtownge.com for businesses and residents to view.

Commissioner Zuccherro asks what the standard hours of operation for construction are. Engineer Topor replies 7:00-3:30. Engineer Daubert adds contractors may have to work longer hours to complete certain items of work.

Sharon Dotson asks if will we be notified of water turnoff, I have tenants that live in my building. Engineer Topor replies yes, we usually give at least 48 hour notice.

Engineer Daubert adds our goal is to overview this. Civiltech did a great job in putting all this together. We wanted to give the CIC and businesses the opportunity to give feedback. Meredith Hannah adds, we have a breakfast on Tuesday at Glen Oak to get feedback from the businesses.

Patrick Neary, owner of Toda Madre, adds I would like to compliment the Village staff on their work on this project.

Julie Spiller, owner of Gather and Collect, asks if Glen Ellyn talks with other towns about their streetscape projects. I know Wheaton just did their streetscape and many businesses went under. Engineer Daubert replies yes, I have talked with Wheaton. Their approach was to do the work as quickly as possible. We have a good sense of what they've done. They had more Phases and if they had closed more streets it could have gone quicker but that would impact more businesses simultaneously. Spiller adds, perhaps you can talk with Wheaton's Alliance. Meredith Hannah adds absolutely we will talk with their Chamber.

Engineer Daubert asks the CIC for their feedback on what has been presented.

Commissioners Biggam, Baldin, Cattero, Zuccherro and Chairman Szymanski support the plan and continued communication with the businesses.

Interim Public Works Director Buckley states he appreciates everyone's work on this project.

Chairman Szymanski thanks everyone for all their efforts on this project.

E. TRUSTEE'S REPORT – None

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Interim Public Works Director Buckley thanks all the commissioners who attended the opening of the Civic Center Parking Garage. We are still working on the long term maintenance of the garage. Buckley adds he will be getting sworn in as the Public Works Director. We still need to get the Public Works Department fully staffed. We currently have 6 openings.

H. PROJECT REPORT – (See attached report) Engineer Daubert reports the Pennsylvania Avenue improvements will be substantially completed on June 18. The street resurfacing project will be advancing shortly. We had an informational meeting on Thursday night giving an overview on the street reconstruction project which is also starting up.

I. ADJOURNMENT – Commissioner Zuccherro motions and Commissioner Baldin seconds to adjourn the meeting. The meeting was adjourned at 9:12 p.m.

The next meeting is scheduled for July 13, 2021

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 7/13/2021 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2021-
1264)**

DOC ID: 2021-1264

CBD SUI Geometrics Follow Up for July Meeting

Statement of the Issue:

Please see the attached memorandum and its associated attachments pertaining to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. July 2021 CIC memo on CBD SUI Geometrics and Traffic Study
2. July 2021 CIC Presentation
3. Proposal for Traffic Study_Main and Crescent.2021.07.06



MEMORANDUM

TO: Capital Improvements Commission

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

DATE: July 9, 2021

RE: CBD Streetscape and Utility Improvements
Subsequent review of Curb Extensions and Exclusive Turn Lane
Removals at Main and Duane and anticipated traffic study at Main and Crescent

INTRODUCTION

The purpose of this agenda item is to update the Capital Improvements Commission on the direction received from the Village Board at its June 21st meeting and to seek input and recommendations on items requested by the Village Board for further review by the CIC and pertaining to the proposed intersection geometric changes for the Central Business District Streetscape and Utility Improvements (CBD SUI) Project.

BACKGROUND

At the June 8th CIC meeting, the Commission approved serious of motions regarding the proposed geometric changes at Forest/Pennsylvania, Main/Crescent, and Main/Duane. The motions were included in the Village Board memorandum and presented by Professional Engineer Daubert at the June 21st Special Village Board Meeting. The motions as presented are listed below along with direction received from the Village Board:

Forest/Pennsylvania Intersection

The following motions approved by the CIC on 6/8/2021 were presented to the Village Board. Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and Utility Improvements project that the following improvements/changes be made to the Forest Avenue and Pennsylvania Avenue Intersection:

- a curb extension shall be constructed at the southwest and southeast corner of the intersection to facilitate shortening of crosswalks
- the three northbound vehicular lanes located at the south leg of the intersection shall be consolidated into two lanes, a northbound exclusive left turn lane and a northbound shared thru/right turn lane to provide benefits in the form of shortened crosswalks and widened

sidewalk areas for streetscape elements

The consensus by the Village Board is to implement the proposed changes to curb extensions and lane consolidation, as recommended by the CIC.

Main/Duane Intersection

The following motions approved by the CIC on 6/8/2021 were presented to the Village Board. Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and Utility Improvements project that the following improvements/changes be made to the Main Street and Duane Street Intersection:

- a curb extension shall be constructed at the southwest corner of the intersection to facilitate shortening of crosswalks
- While not a curb extension, sidewalk widening shall also be made on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection
- the two southbound vehicular lanes located at the north leg of the intersection shall be consolidated into one southbound shared thru/left/right turn lane to offer additional room for streetscape elements; however, the lane shall taper in width from 14' to 17' at the corner of the intersection as to provide an "escape" to prevent vehicle queuing at the north leg of the intersection.

The Village Board did not object to the proposed changes as outlined in first two motions but did not support the proposed lane consolidations at the north leg of the intersection. Ultimately, the Village Board expressed interest in exploring the possibility of narrowing just northbound travel lanes on Main St (widening the east side sidewalk), while maintaining the two southbound travel lanes. The Village Board requested that the CIC review this intersection again, in terms of this concept. Additionally, some members of the Village Board were interested in exploring the possibility of swapping the lane designations for the two south bound lanes and ways of discouraging pedestrian crossings at the north leg of the intersection (not currently a marked crosswalk).

Main/Crescent Intersection

The following motions approved by the CIC on 6/8/2021 were presented to the Village Board. Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that in advance of the CBD Streetscape and Utility Improvements project that the following improvements/changes to the Main Street and Crescent Boulevard Intersection be implemented on a trial basis using temporary bollards and studied to ensure they are not materially impacting traffic operations:

- at the north leg of the intersection, the southbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces
- At the west leg of the intersection, the eastbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces and facilitate the construction of a curb extension to shorten the crosswalk and offer room for additional streetscape elements

The Village Board supports CIC's recommendation to implement the temporary changes to the intersection and additional traffic studies of the intersection. The Village Board requested that the details of the traffic study be reviewed by the CIC and recommendations on the scope, timing, duration, and cost of the study be prepared for Board's subsequent review and approval.

SUBJECT

Main/Duane Intersection

As previously stated, The CIC has recommended consolidations of the two existing southbound (SB) vehicular travel lanes at the north leg of the intersection: an exclusive right turn lane and a shared thru/left turn lane into shared thru/left/right turn lane. Village Board has reviewed these recommendations and upon weighing in the pros and cons did not support the lane consolidations, including the option of creating a SB 14' with a taper to a 17' lane at the corner as to allow for vehicles to maneuver around turning vehicles.

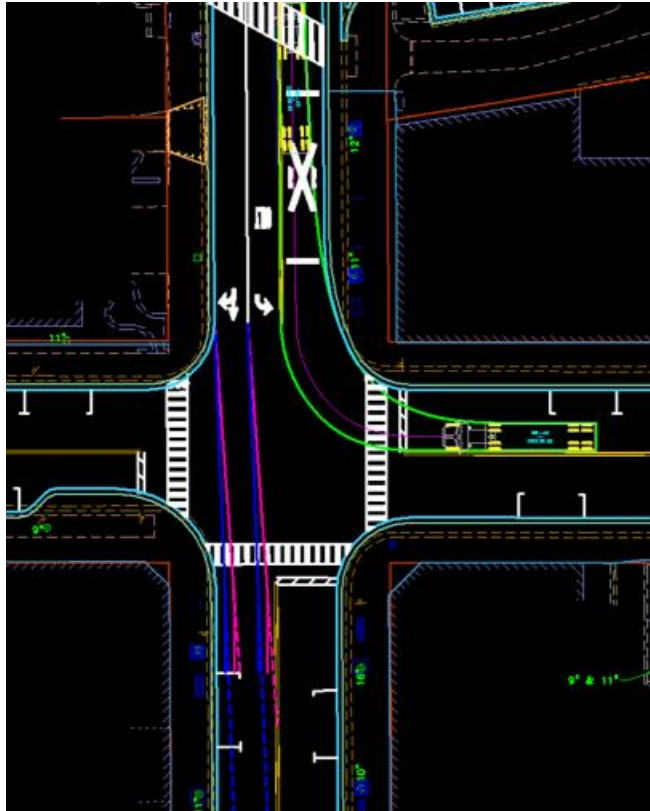
Based on the direction received from the Village Board, Civiltech has completed supplemental analysis of the intersection including the options suggested by the Village Board. A more detailed summary of the process employed by Civiltech is outlined in the attached PowerPoint presentation with a summary of findings and recommendations summarized below:

Swapping the Southbound Lane Configuration

In order to be able to gauge the effects of flipping the two southbound lanes from shared thru/left turn lane and an exclusive right turn lane to an exclusive left turn lane and shared thru/right turn lane, an offset intersection analysis was performed which yielded the following findings and conclusions:

- The current design of the intersection is most intuitive for southbound through drivers And at 200 to 300 vehicles per hour, this is by far the most heavily traveled intersection movement.
- Combining the through and right turn movement into shared lane will likely cause more backup to vehicles traveling southbound at instances when pedestrians cross the west leg of the intersection, as there is not enough room for that vehicle to pull towards the crosswalk and get out of the line of through traffic. Based on previously completed analysis and video observations, this is not the case for current combined thru/left turn lane due to wider availability of pavement of thru movement to be able to drive around the tuning vehicle.
- Introduction of a taper will require the heaviest traveled through movement to make two extra maneuvers (one towards the curb and then back away from the curb towards the centerline); this is not ideal and unnecessary as southbound left turning traffic is not observed to stop and block the through movement.
- Based on the proposed taper layouts, on-street parking on west side of main, south of Duane would be impacted with a loss of 4 parking spaces assuming a 30:1 taper, or 1 parking space assuming a 15:1 taper, with 15:1 taper increasing a possibility of sideswipes accidents. See Exhibit one in which the 30:1 taper is shown in blue and the 15:1 taper is shown in magenta.

Exhibit 1 – Offset Intersection Exhibit for Main Street at Duane Street (30:1 taper shown in blue and 15:1 taper in magenta). Also note the depiction of the truck turning movement in green which confirms that the centerline of Main Street cannot be shifted to the east.



Widening of east parkway and keeping the existing two lane configuration for southbound lanes

This option would retain the proposed 14' northbound lane and allow for a 5' sidewalk expansion on the east side (20' wide sidewalk) to allow for parkway amenities and more room for pedestrian sidewalk in an area heavily traveled by commuters and shoppers. This option would maintain the existing southbound lane configuration of two 10' travel lanes; shared thru/left turn lane and exclusive right turn lane.

Although this option does not allow for significant increase of sidewalks on the west side, it does allow for slight reduction in crosswalks' width of Prairie Path crossing. Based on the current options Civiltech is recommending this configuration.

Pedestrian crossings at north leg of the intersection

The intersection of Main and Duane includes crosswalks along the west, south, and east legs. There is no crosswalk on the north leg of the intersection and pedestrians are discouraged to cross at that leg of the intersection. Although a pedestrian crosswalk is not provided, it has been observed that some pedestrians do cross Main Street at the north leg. One of the things that can be done to further discourage pedestrian crossings at north leg is to decrease the length of the depressed curb at the northeast corner. It would provide a better visual clue that the only crossing direction at NE corner is in the south direction.

Additional improvement can include adding of narrow planters and bollards at corners to effectively block and discourage crossing with the east side of the street with anticipated wider parkway landing itself better for installation of narrow planters. Any input from the CIC on this matter is welcome and will help provide more specific directions to the design team on the type of streetscape features that could be used at those locations.

Main/Crescent Intersection

Based on the direction received from the Village Board, staff has worked with Civiltech to outline the scope of traffic study proposed for this intersection. A detail proposal provided by Civiltech is included with this memorandum. In summary, Civiltech's proposal includes a two-part approach to data collection and analysis of the intersection.

Part one, the engineer will perform capacity analysis using Synchro/SimTraffic programs to simulate additional traffic volumes at the intersection on Main and Crescent until the intersection level of service degrades by one whole level of service under the non-train scenario. This analysis will provide further context of the intersection capacity as it relates to concerns with redevelopment in the downtown (i.e. more residential units). This portion of the Civiltech assignment can be completed immediately, prior to the implementation of the temporary improvements.

Part two will involve setting up a tube style traffic counters on Crescent in late August of this year (after school is in session and Main Street between Hillside and Duane is reopened to two-way traffic) for a period of 2 weeks prior to implementing the trial improvements. It will be done to more cost-effectively confirm traffic patterns and the highest traffic volume days to minimize the number of days of traffic camera data processing. Miovision cameras will also be set up at the same time to capture operations of the intersection or 2 weeks before and 4 weeks after the implementation of the trial improvements. Miovision data would be processed solely for the three most intense 24-hour periods identified through the tube counter data collection.

Additionally, Civiltech proposes capturing drone video footage for a one hour increment during the p.m. peak commuter hour traffic to observe operations during Metra trains and one hour during peak freight train traffic.

Civiltech will analyze the collected data, coordinate with the Village Staff on review of crash reports for any collisions that might occur during the traffic study period and will prepare a technical memorandum with traffic engineer's recommendations. The proposed fee for two part study is estimated at \$17,900. However, staff feels that there may be additional scope efforts and fee that arise such as additional hours incurred for meetings; therefore, staff recommends a budget of \$20,000.

In terms of implementing the trial improvements, pavement markings and temporary traffic bollards are proposed to be installed per a layout plan prepared by Civiltech. More specifically, the existing lane designation letters and symbols would be removed along with the lane lines, the parking spaces to be instated would be striped, and an island would also be striped and temporary traffic bollards (delineators) installed to mimic the permanent curb extension and serve as a hard closure of the turn lane. The existing stop sign on Crescent Boulevard will also likely be relocated closer to the new mimicked edge of pavement. A rough order of magnitude cost would be \$5,000 to restripe the roadway with Public Works forces installing the bollards and relocating the stop sign. Reversing the improvements upon completion of the trial period would likely cost another \$5,000.

ACTION REQUESTED

Public Works Engineering Staff respectfully requests the Capital Improvements Commission revisit the proposed geometric changes for the two intersections and provide the following:

- Provide a recommendation concerning the geometric changes to the intersection of Main Street and Duane Street.
- Confirm or otherwise amend the recommended scope, timing, and cost of the trial improvements and traffic study at Main and Crescent.

Public Works Engineering Staff and key members of the Civiltech team will be presenting the information contained in this memorandum to the Capital Improvements Commissions at its July 13th Meeting.

LIST OF ATTACHMENTS

1. July 2021 CIC Presentation
2. Traffic Study Proposal from Civiltech for Main and Crescent



Civiltech Engineering, Inc.

www.civiltechinc.com



Central Business District Streetscape Improvements

Village of Glen Ellyn

July 2021



Meeting Objectives

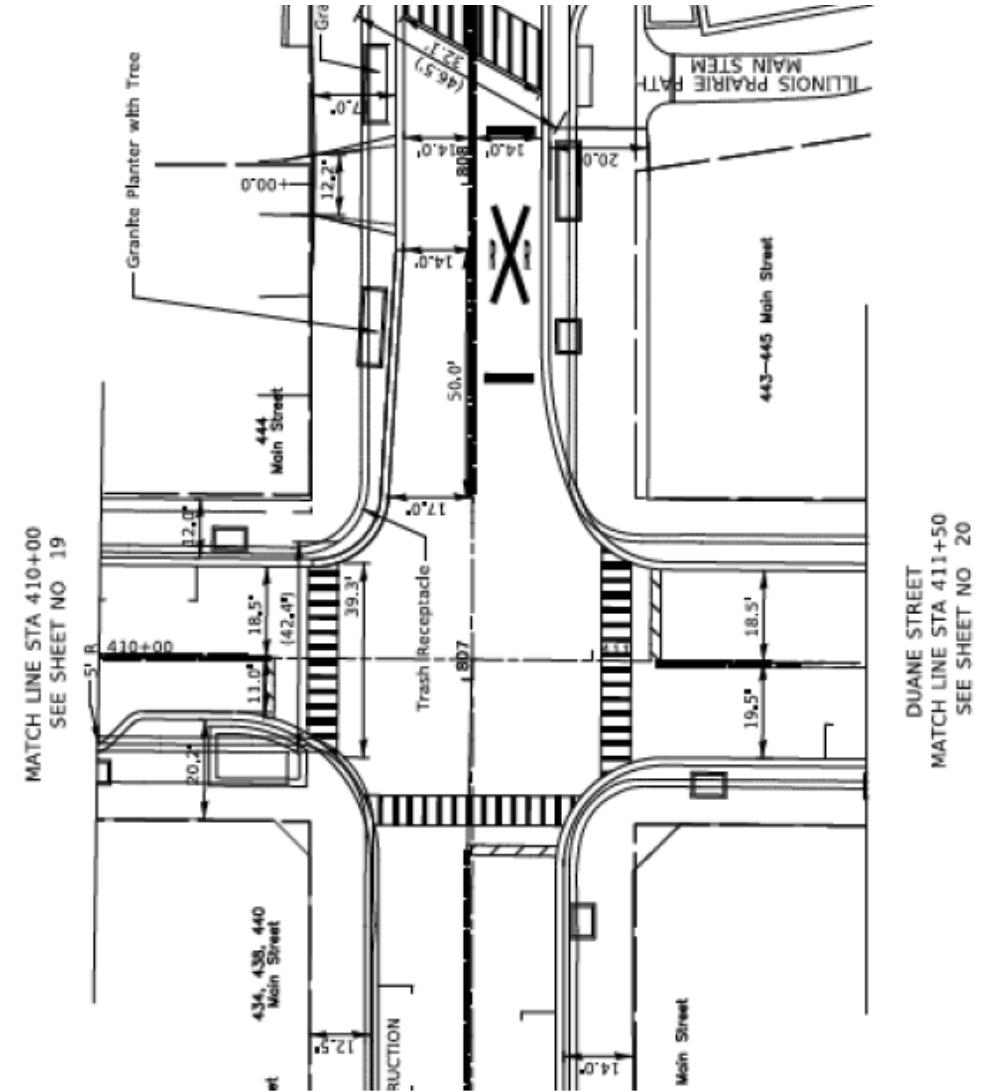
- Main & Duane – Follow up from June 21 Board Workshop
- Main & Crescent – Traffic Study Proposal
- Discussion



Main & Duane Intersection

Background:

- North leg SB lane consolidation originally proposed
 - Existing (SB dedicated Right and shared Thru-Left)
 - Original Proposed (SB 14' lane)
 - Revised Proposed (SB 14' lane with taper)
- North leg bypass / escape lane taper for SB vehicles considered as a potential option
- Southwest corner curb extension approved



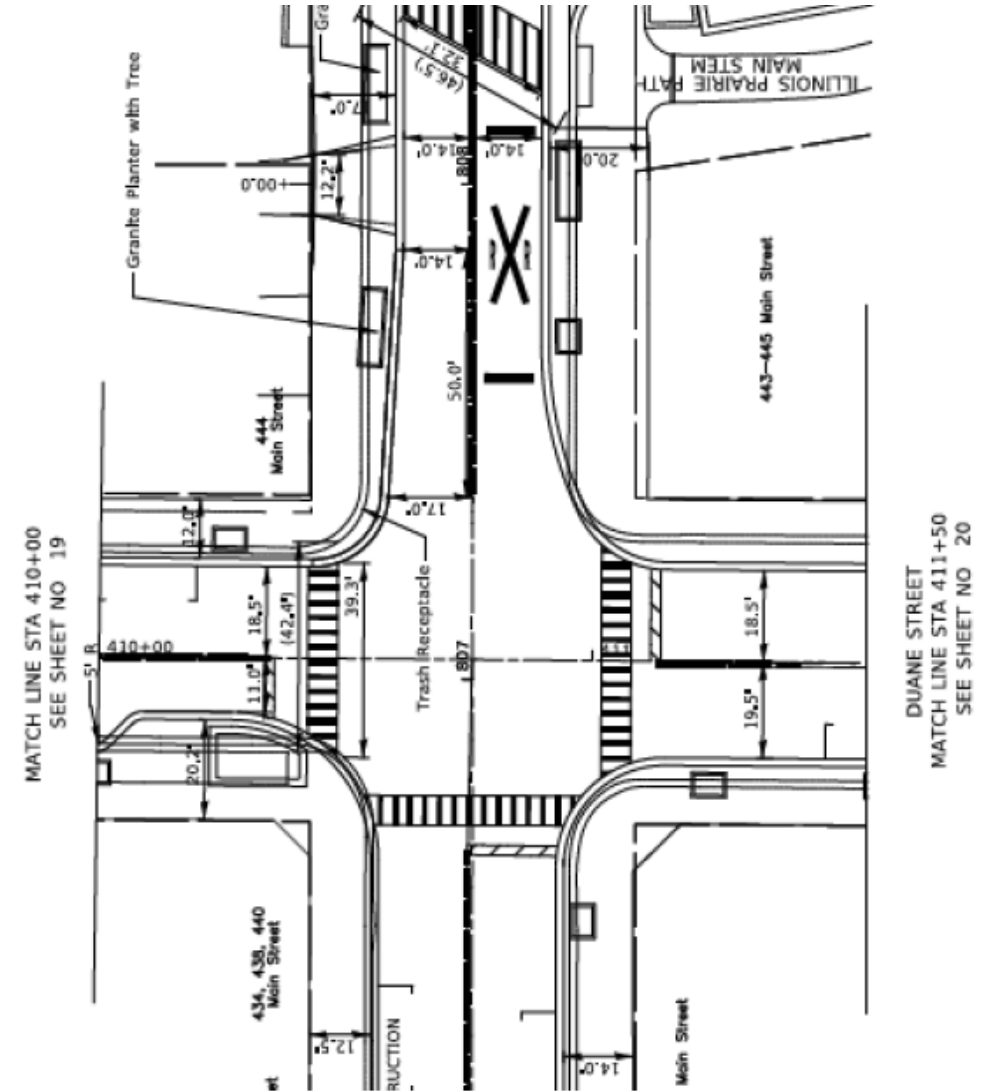
Main & Duane Intersection

Background:

- North leg lane consolidation originally proposed
- North leg bypass / escape lane taper for SB vehicles considered as a potential option
- Southwest corner curb extension approved

Follow-Up tasks:

- Investigate widening the east side of Main, north of Duane
- Sketch alternate SB lane configuration (outside lane becomes a dedicated thru lane)
- Civiltech to provide a recommendation for discussion



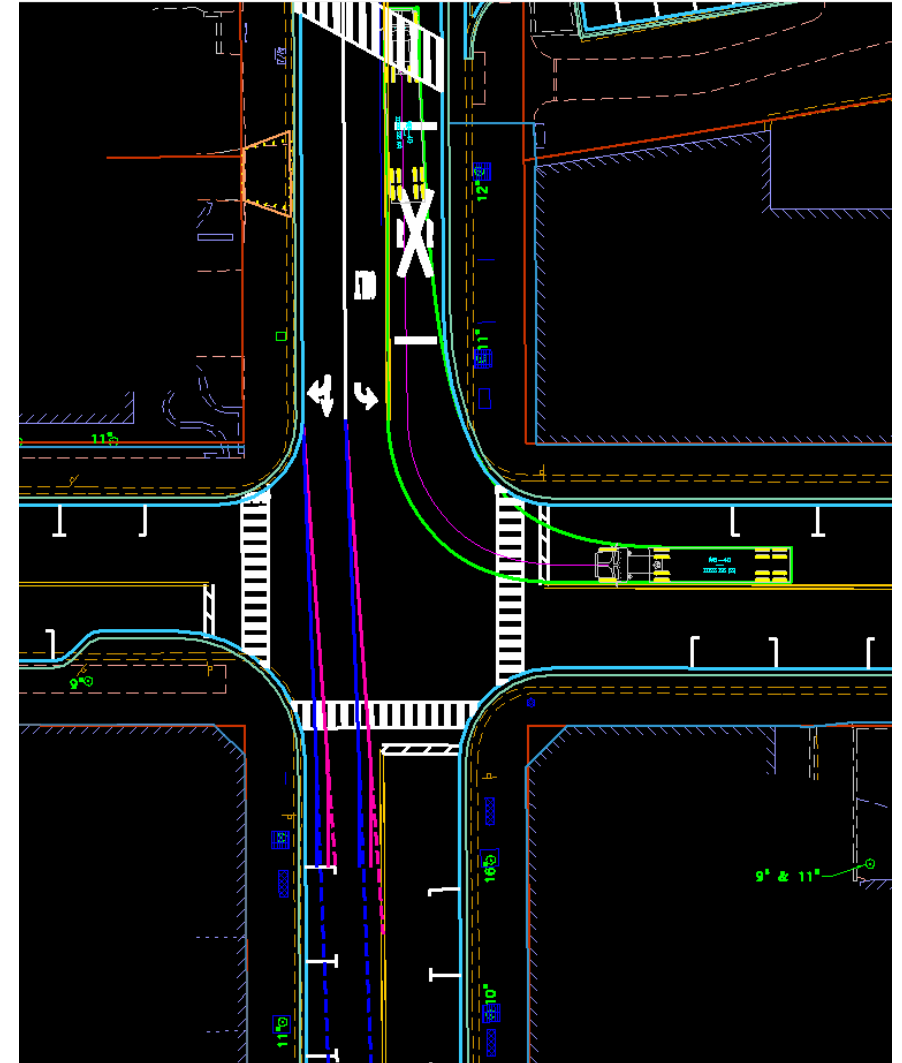
Main & Duane Intersection - Investigation

Step 1) Establish NE corner geometry:

- WB to NB controlling turn
- Sidewalks widened 5.5'

Step 2) Flip the lane configuration:

- Offset intersection analysis performed
- 30:1 (blue) & 15:1 (magenta) tapers investigated
- South leg of Main, west side would have parking impacts
 - 30:1 taper = 4 parking spaces
 - 15:1 taper = 1 parking space

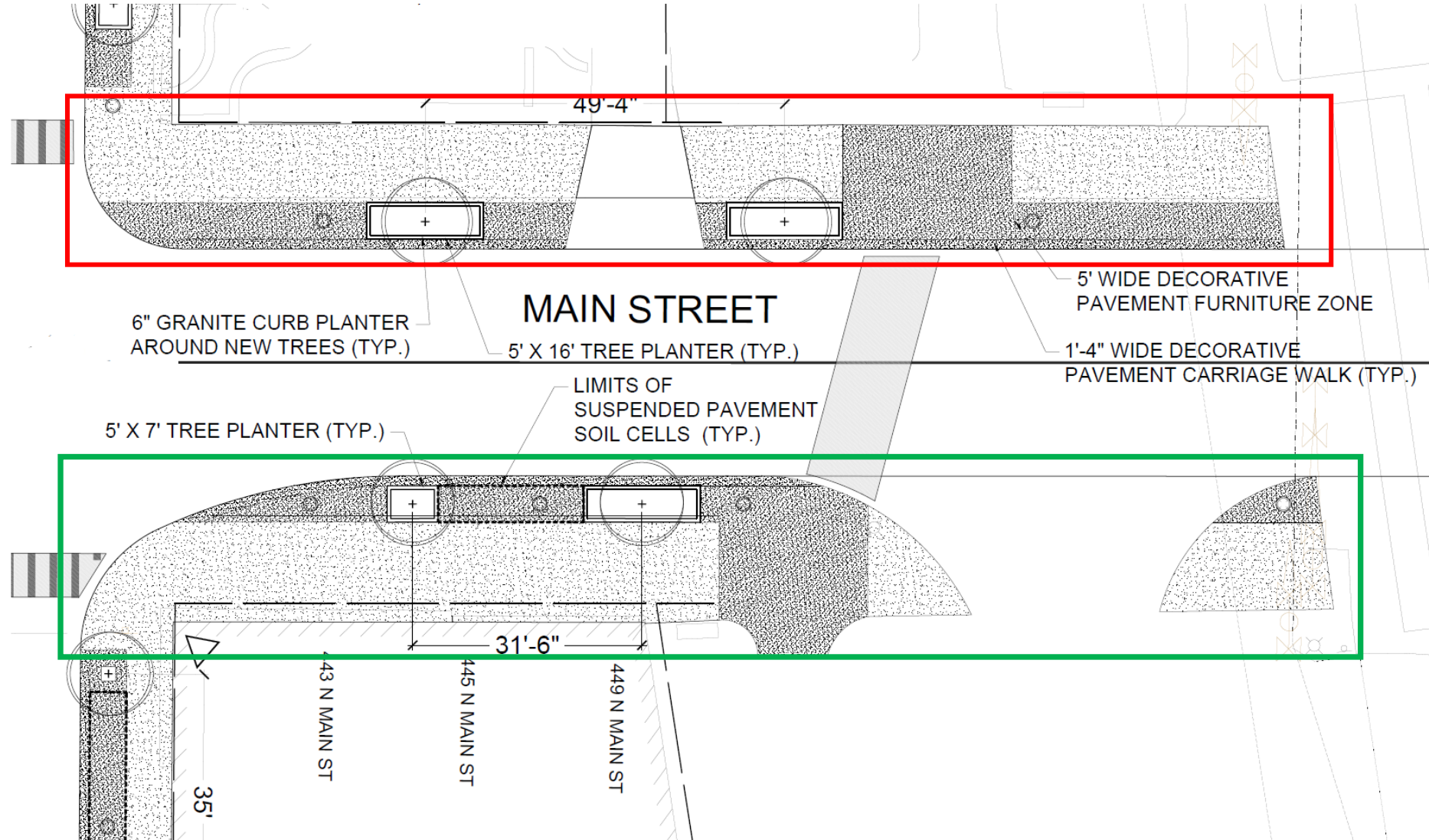


Main & Duane Intersection – Next Step

Ex Sidewalk Area: 10'
Old Prop Sidewalk Area: 17'
New Prop Sidewalk Area: 12'
Trees: TBD

20' Sidewalk Area
(14' Ped Sidewalk plus 6'
Amenity Zone)

DUANE STREET



Main & Duane Intersection - Analysis

Free Flow & Left Turns

- The north leg is the only free-flow movement, which means there is never any traffic opposing that would cause a southbound left turn vehicle to be delayed
- For the current condition, on the occasion that cars turning left need to wait for pedestrians crossing the east leg, they start their turn, pull towards the crosswalk, and thus are out of the way of through traffic with no delay and not much risk of a rear-end collision

Right Turns

- If a car turning right waits for a pedestrian crossing the west leg, there is not enough room for it to pull towards the crosswalk and the through traffic stops behind it
- Or more likely, the through cars would pull to the left and use the left turn lane to bypass, creating driver confusion and potentially be a sideswipe safety risk



Main & Duane Intersection - Recommendation

Additional Considerations

- The current design of the intersection is intuitive for southbound through drivers
- At 200 to 300 vehicles per hour, this is by far the most heavily traveled intersection movement
- Drivers like to take the shortest point from point A to point B, which means cutting right over the taper, wearing the paint away.
- Why introduce a taper that requires the majority of intersection drivers to make an extra maneuver?
- Based on the proposed taper layouts on-street parking would be impacted
- If some of those parking spaces on the west side of Main were to remain there could be a higher risk of parked car sideswipes

Although tapers or lane offsets through an intersection are OK at low speeds, they are still less desirable than no tapers or offsets, which is what exists today

Based on Board feedback, the recommendation is to maintain the existing SB lane configuration with a 14' NB lane and wider sidewalk.

Main & Crescent – Draft Proposal

Two Separate Traffic Analyses (\$1,650 + \$17,900 = \$19,550)

- 1) Incrementally adding traffic volumes until the movements degrade by one Level of Service using Synchro/SimTraffic under a non-train scenario, to gain a better understanding of the Intersection's capacity versus on-going developments
- 2) Setting up Miovision cameras in the Fall (after school is in session and the APEX one-way traffic scenario is removed) to capture operations of a temporary/test closure of the eastbound to southbound right turn lane
 - The test closure will utilize plastic bollards that are setup by the Village
 - This is a follow-up to a study summarized in a December 15, 2020 memo which evaluated the operation if a closure was constructed

Main & Crescent – Draft Proposal

Highlights of the Temporary Lane Closure Evaluation

- Data collection will occur over 6 weeks (2 weeks before & 4 weeks after installation)
- Utilize 4 Miovision cameras for 6 weeks, the days of “processing” will be based on the results of the machine counts, then select the 3 most intense days for processing
- Utilize Drone Video data collection for two one-hour periods to capture overall traffic operations including freight and commuter trains
- Review video to determine the eastbound and southbound queue lengths during several commuter and freight train events
- Determine the number of eastbound through motorists that would be delayed if the right turn lane was removed
- Prepare a technical memorandum with a recommendation

Main & Crescent – Miovison Example Info

March 19, 2019 (Pre-Pandemic):

- During the time period of 6AM-8PM the total number of eastbound through vehicles was 845
- During the same time period there would be 36 eastbound through vehicles (4.3%) which would potentially experience “blockage” with the elimination of the eastbound right turn lane

	# of Trains	Total Gate Down Time	Average Gate Down Time	# EB Vehicles Could Be Blocked with No Right Turn Lane
Metra	41	1:16:32	1:52	20 total (avg: 1 veh per 2 trains)
Freight	16	0:38:49	2:26	16 total (avg: 1 veh per 1 train)
TOTAL	57	1:55:21	2:01	36 total

Discussion





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www.civiltechinc.com

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Fax: 312.726.5911

Transportation Design

Traffic Engineering

Civil Engineering

Construction Engineering

Environmental Studies

Water Resources

Structural Design

Right of Way

Urban Design

Transportation Planning

Program Management

July 6, 2021

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

Re: Proposal for Traffic Analyses
Main Street and Crescent Boulevard Intersection
Glen Ellyn, IL 60137

Dear Mr. Daubert:

It is our understanding that the Village wishes to conduct two traffic analyses at the Main Street and Crescent Boulevard intersection. The first analysis is incrementally raising the traffic volumes by a percentage basis until the movements at Main/Crescent degrade by one Level of Service using Synchro/SimTraffic. This analysis is to be conducted under non-train scenario. The second analysis is assisting the Village with a temporary/test closure of the eastbound to southbound right turn lane, and performing analysis to determine the feasibility of a permanent closure. This would include preparation of a closure layout plan, collection of drone, tube, and Miovision data before and after the closure has been in place for an acclimation period, synthesis of all data collected, and a technical memorandum summarizing findings. The test closure would occur in the Fall after school is in session and after the lane closures on Main Street due to the Apex development are lifted. The physical set-up of the closure will be performed by Village staff. This would be a follow-up to a study summarized in a December 15, 2020 memo which theoretically evaluated the operation if a closure was constructed. That analysis used 2019 traffic counts that were collected prior to the COVID-19 pandemic. Following is a proposed scope of services and fee estimate to accomplish these two goals.

I. Scope of Services

PART I: Capacity Analyses

Item 1 – Traffic Analysis

- a. Use Synchro/SimTraffic to incrementally raise traffic volume by a percentage basis until the movements at Main/Crescent degrade by one Level of Service.
- b. Process the Synchro/SimTraffic reports for all morning and evening peak hours.

Item 2 – Results - Results will be summarized in an email and submitted to the Village of Glen Ellyn for review. This email will summarize the results of the study and will highlight the break even point for a one level drop in the Level of Service. A Synchro/SimTraffic report will be included in the email.

Item 3 – Meetings and Coordination

- a. Attend one meeting with Village staff, if necessary, to discuss the results of the study.
- b. Project setup, invoicing, and internal coordination meetings.

PART II: Temporary Lane Closure Evaluation

Item 1 – Machine Count – The findings in the December 15, 2020 memo were based on one days' worth of traffic data. There are concerns among Village decision makers that this is not enough data or that the March 19, 2019 data may not have been representative of a busier traffic day. A road tube count will be conducted on the west leg of the Main Street/Crescent Boulevard intersection for a six-week period. The tubes will capture bi-directional traffic, classified into vehicle type, and will also capture speed and gap data. The tubes will be placed two weeks prior to the test closure of the EB to SB right turn lane and will be picked up four weeks after the closure is in place. This will occur in the fall after school is in session and after the Apex development lane closures on Main Street are removed. Data can be processed/formatted in-house by Civiltech staff. While it is anticipated that traffic patterns will be relatively consistent from day to day, the peak and 85th percentile traffic volume sets will be identified and used in subsequent analyses. This effort will require placement of the tubes, and then checking the installation every three days to ensure the tubes are intact and the batteries are functioning. A light post is located on the south side of Crescent Boulevard near the Young's Appliances sign. The machine can be chained to this post. There is no parking at this specific point in Crescent Boulevard on either side of the street. Coordination with Village street sweeping operations will be required. This item includes the following tasks.

- a. Place tube counter two weeks prior to temporary closure.
- b. Check tube counter operation every three days for six weeks. Replace machine and/or tubes as necessary. Batteries are long-lasting (5-year) batteries and should not need replacing. Pick up machine on last visit. The time for this effort is included in Item 2b.
- c. Process and format the machine counter data to identify traffic patterns and the peak & 85th percentile volume days.

Item 2 – Video Camera Data Collection – Miovision traffic cameras can serve multiple purposes. The video files can be uploaded to Miovision for automatic traffic count processing for a direct cost per hour or per 24 hours. In addition, the actual video files can be used for in-house viewing by Civiltech staff to identify queuing patterns, train gate down times, pedestrian behavior, etc. There is only staff labor involved with the latter. It is proposed that up to four Miovision cameras will be placed at the intersection of Main Street and Crescent Boulevard. At least one camera will be focused on the intersection itself for count processing. Another will focus on the RR crossing to determine gate-down timing. The third and fourth cameras will be placed to determine the extent of queuing on the EB and SB approaches to the intersection. It is assumed that three 24-hour periods of video data will be processed by Miovision; perhaps one day prior to the closure, one day after the closure is in place for several weeks, and one day to be determined. The days to be processed will be based on the results of the tube counts in Item 1. This item includes the following tasks:

- a. Place Miovision cameras.
- b. Check Miovision cameras every three days for six weeks during the same visit to check on the tube counters. At the Miovision cameras, data cards and batteries will be swapped each visit. Pick up cameras on last visit.

- c. Store six weeks worth of hourly traffic count videos for viewing/analysis (covered in subsequent Items) and/or sharing with Village staff. Upload three 24-hour periods to Miovision for processing. Download and format data. Create peak hour diagrams and associated data tables.

Item 3 – Drone Video Data Collection – It is proposed that drones be used to collect video data during two one-hour periods to be determined, covering the area outlined in blue. The video data will primarily be used for information and



visual inspection only. The goal will be to capture traffic operation during a peak commuter hour (5 P.M.) to observe operations during Metra trains, and one hour outside but near the peak hour when a freight train is anticipated. This information will supplement the video and count data obtained from the tubes and Miovision cameras. This effort will require two drones and two drone pilots. A drone battery lasts approximately 20 minutes. With two drones and two battery packs each, the drones can be sent up in an alternating fashion in order to gather a seamless one-hour period. This item includes the following tasks:

- a. Gather and prepare drone equipment.
- b. Travel to location and gather video data.
- c. Process/format video data.

Item 4 – Field Observations – This item will be completed on a typical weekday approximately three to four weeks after the temporary closure of the right turn lane to provide for an acclimation period for area motorists. Operations will be observed during a freight train just prior to the evening peak hour, and also during the 5 PM peak commuter hour.

Item 5 – Temporary Lane Closure Concept Plan – Civiltech will develop a concept plan for a temporary right turn lane closure in CAD on aerial photography background.

Item 6 – Traffic Analysis

- a. Compare Fall 2021 traffic data (24 hour counts) to data collected in March of 2019 (that was used in the December 2020 memo) to make an educated determination if traffic volumes have returned to “normal” following the COVID pandemic.
- b. Review Miovision video data to quantify the number, type, and direction of trains at the Main Street crossing between 6 AM and 8 PM, and the gate-down time (by train and total). Do this for three dates as follows:
 - i. The March 19, 2019 date, to determine how many eastbound through motorists “are” being blocked by queues that extend through the current right turn lane into the through lane, and also the additional number of motorists that “would be” blocked by queues if the right turn lane was removed,
 - ii. A weekday during the two-week period prior to the temporary closure, to see how close these results are to the March 19, 2019 date, and
 - iii. A weekday approximately three to four weeks after the temporary closure is in place, to determine how many actual eastbound through motorists “are” blocked due to the temporary closure. For this effort, also estimate the amount of delay experienced by motorists who are blocked.

Item 7 – Crash Analysis – This item includes coordination with the Village to obtain and review police crash reports for any collisions that might occur while the right turn lane is closed to traffic.

Item 8 – Technical Memorandum

- a. A draft written report in the form of a technical memorandum will be prepared and electronically submitted to the Village of Glen Ellyn for review. This memorandum will summarize the results of the study and will recommend whether the eastbound right turn lane should be permanently closed to traffic. Queue length exhibits, plotted on an aerial photograph, will be included in the report.
- b. Civiltech will revise the report one time based on Village comments and will submit a final report to the Village.

Item 9 – Meetings and Coordination

- a. Attend one meeting with Village staff, if necessary, to discuss the results of the study.
- b. Project setup, invoicing, and internal coordination meetings.

II. PROJECT STAFF

The staff members who we will assign to this project have experience on project which involved all of the elements which will be encountered on this project. We proposed to employ the following staff on this project:

QC/QA:	James R. Woods, P.E., PTOE
Project Manager:	James R. Woods, P.E., PTOE
Project Engineer:	Anmol Shrivastava, P.E., PTOE

III. PROJECT SCHEDULE

PART I: Capacity Analyses

A draft written report in the form of an email will be submitted to the Village within four weeks of obtaining the notice to proceed.

PART II: Temporary Lane Closure Evaluation

It is understood that Village Board approval for the trial right turn lane closure implementation may occur later in the summer. A draft report will be submitted to the Village within four weeks of obtaining the post-closure traffic data.

IV. FEE CALCULATION

We propose to perform the work using a direct labor multiplier, with a not-to-exceed maximum. The not-to-exceed fee will include reimbursement of direct labor costs for the scope of services described above, overhead and indirect costs, fringe benefit and salary burden costs, plus profit. We will assume an average hourly rate of \$40 to \$42 per hour and use a billing factor of 2.8. Direct expenses will be reimbursed at their actual cost. The workhour estimates and fee calculations shown below.

PART I: Capacity Analyses

Item	Task	Workhours	Direct Costs
1.	Traffic Analysis	6	\$ 0
2.	Report	4	\$ 0
3.	Meetings and Coordination	4	\$ 0
Total		14	\$ 0

Fee Estimate: 14 hrs. x \$42/hour x 2.8 = \$ 1,646.40
 Direct Costs = \$ 0
Part I Fee Estimate (Rounded) = \$ 1,650

PART II: Temporary Lane Closure Evaluation

Item	Task	Workhours	Direct Costs
1.	Machine Count	10	\$ 150 (mileage)
2.	Video Camera Data Collection	40	\$ 1,200 (Miovision)
3.	Drone Video Data Collection	24	\$ 150 (mileage)
4.	Field Observations	6	\$ 50 (mileage)
5.	Temporary Lane Closure Concept Plan	16	\$ 0
6.	Traffic Analysis	18	\$ 0
7.	Crash Analysis	6	\$ 0
8.	Technical Memorandum	18	\$ 0
9.	Meetings & Coordination	8	\$ 0
Total		146	\$ 1,550

Fee Estimate: 146 hrs. x \$40/hour x 2.8 = \$ 16,352
 Direct Costs = \$ 1,550
Part II Fee Estimate (Rounded) = \$ 17,900

Note that direct costs for processing three 24 hour Miovision counts are included above. The direct cost for processing of each additional 24-count is \$400. Civiltech labor for each additional count is 1 hour per 24 hour count processed.

Additional Services:

During the course of the project, it may become necessary to perform additional services beyond the scope of this contract including but not limited to attendance at additional meetings, additional traffic counts, analysis of additional phases of development, additional traffic analyses, additional geometric analyses/plans, or additional plan, exhibit, and report revisions. Should some of this work become necessary, the additional fee for extra work would be billed on a time-and-material basis. No additional work would be commenced without obtaining client approval. Billing rates are as follows:

QC/QA:	\$61.50/hour x 2.80 = \$172.20/hour
Project Manager:	\$61.50/hour x 2.80 = \$172.20/hour
Traffic Engineer:	\$38.25/hour x 2.80 = \$107.10/hour

Thank you for considering Civiltech for this assignment. We look forward to continuing our relationship with the Village and assisting you and your staff with this and future assignments. If you have any questions or require additional information, please call me at (630) 735-3942.

Very truly yours,

James R. Woods, P.E., PTOE
Project Manager
Civiltech Engineering, Inc.

PART I: Capacity Analyses

Approved (Print Name): _____

Title: _____

Signature: _____

Date: _____

PART II: Temporary Lane Closure Evaluation

Approved (Print Name): _____

Title: _____

Signature: _____

Date: _____



**Glen Ellyn Capital Improvements
Commission**

535 Duane Street
Glen Ellyn, IL 60137

Meeting 7/13/2021 7:00 PM
Department: Public Works
Department Head:
Category: Discussion Item
Prepared By:

AGENDA ITEM (ID # 2021-1265)

DOC ID: 2021-1265

Glen Ellyn Metra Station and Multimodal Access Improvements Project - CIC Update

Statement of the Issue:

Please see the attached memorandum and its associated attachments pertaining to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. Memo - Glen Ellyn Metra Station CIC Update
2. 1. Power Point Presentation for July 13th CIC Meeting
3. 2. Purpose and Need Document
4. 3. Preliminary Public Involvement Report
5. 4. Memorandum on Section 106 and 4 f Process



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: July 9, 2021

RE: Glen Ellyn Metra Station & Multimodal Access Improvements Project
Project Update to CIC – July 13, 2021 Meeting

INTRODUCTION

The purpose of this agenda item is to provide an overview and update to the Capital Improvements Commission for the ongoing Architectural Services and Phase I Engineering Study for the construction of a new train station and pedestrian underpass in the Glen Ellyn Central Business District.

BACKGROUND

The last formal update on the project was presented to the Capital Improvements Commission at its December 8, 2020 Meeting. At said meeting, staff outlined additional ongoing efforts required to work through cultural resource clearances for the project. More specifically, additional efforts were required to work through the State's determination that the depot is eligible for listing in the national register of historic places. One of the attachments from said meeting, a memorandum to the Village Board outlining the aforementioned, is attached for the CIC's reference. The memorandum outlines tasks that are currently underway by CDM Smith and its subconsultants.

SUBJECT

Staff and CDM Smith will present the attached PowerPoint Presentation to the Capital Improvements Commission at its July 13th Meeting. The presentation will outline the following items:

- Existing Site and Station Conditions
- Project Purpose and Need
- Project Alternatives Considered and under Review for Section 106/4f
- Project Funding
- Current Project Challenges
- Ongoing Efforts and Next Steps

BUDGET IMPACT

No budgetary impacts will be presented as part of this agenda item.

STRATEGIC PLAN PRIORITY

This project supports the Village of Glen Ellyn Strategic Plan for FY 2020-2022 in the area of Infrastructure with specific desired outcomes of a Transit Oriented Downtown and Completing Phase II Engineering for the project.

ACTION REQUESTED

No formal action is required by the Capital Improvements Commission at this time. However, staff requests any questions or feedback the CIC may have.

LIST OF ATTACHMENTS

To aid in streamlining the presentation, the following attachments are hereby provided.

1. PowerPoint Presentation for July 13th CIC Meeting
2. Purpose and Need Document
3. Preliminary Public Involvement Report
4. Memorandum on Section 106 and 4f Process

Glen Ellyn Metra Station and Multimodal Access Improvements Project

Capital Improvements Commission Update

July 13, 2021



**CDM
Smith**

Agenda

Existing Conditions Review

- Overview Existing Site and Station

Project Purpose and Need

- Project Objectives

Alternatives Considered

- Relocation, Renovation, Expansion, New Construction
- Preferred Alternative

Project Funding

- Committed grants allow for holistic project

Challenges and Next Steps

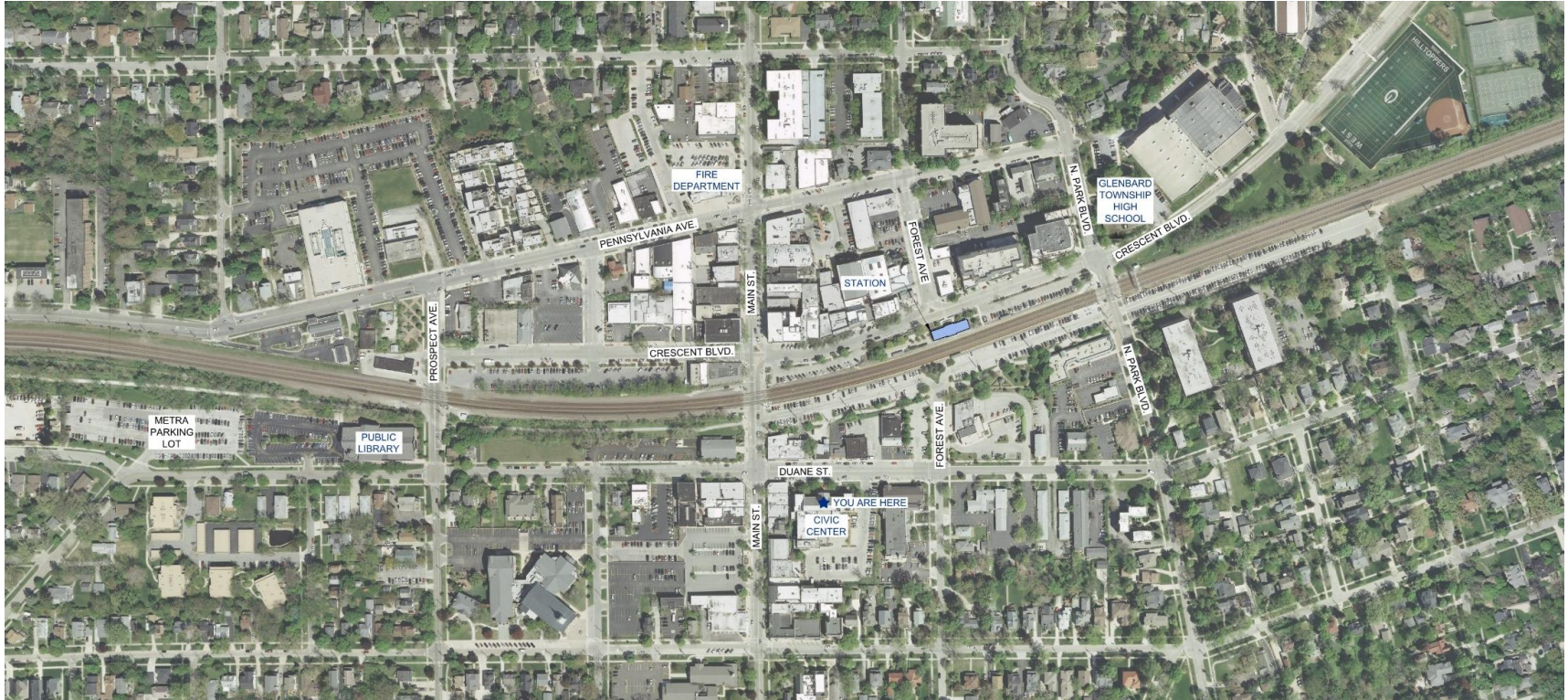
- State/Federal Historic Process
- UPRR Potential Property Sale
- Phase I PDR
- Continuing Agency and Community Involvement



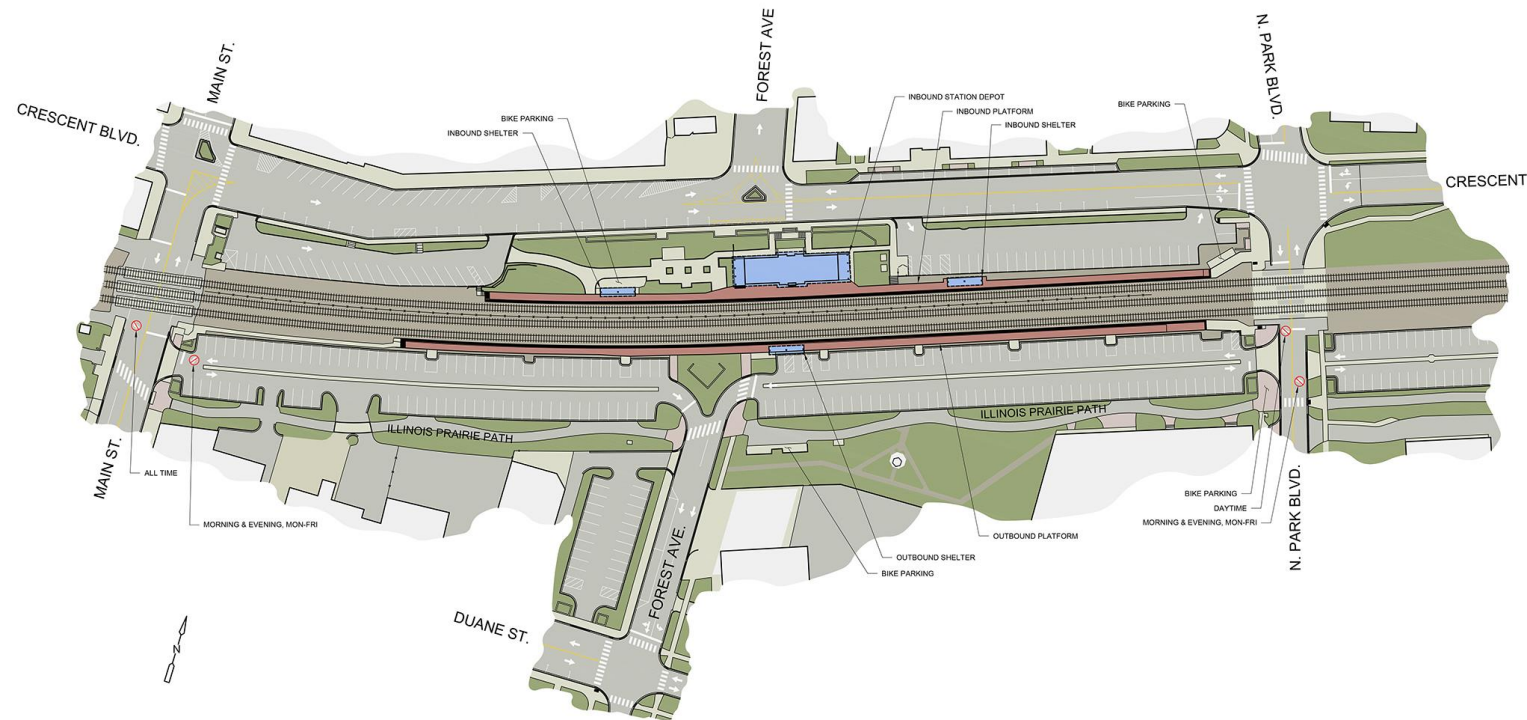


Existing Conditions

Existing Site



Existing Site Plan



Existing Depot

- ✓ Station constructed circa 1966
- ✓ Station and Site are not fully ADA Accessible
- ✓ Station is undersized for pre-COVID-19 pandemic ridership
- ✓ Maintenance Issues



Aging Facade



Need for Accessible Restrooms

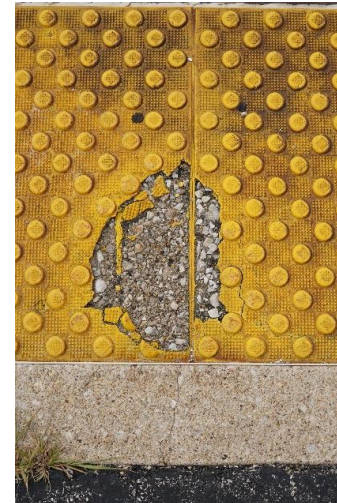
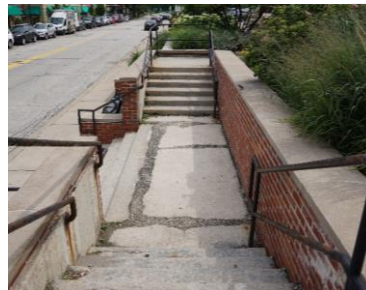


Aging Infrastructure and Structure



Waiting room is undersized, limited heating and ventilation

Existing Station - Site





Project Purpose and Need

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
- E. The current station, tracks, and facilities create a barrier separating the north and south areas of Downtown Glen Ellyn and the existing building architecture is not compatible with the adjacent Historic Districts.

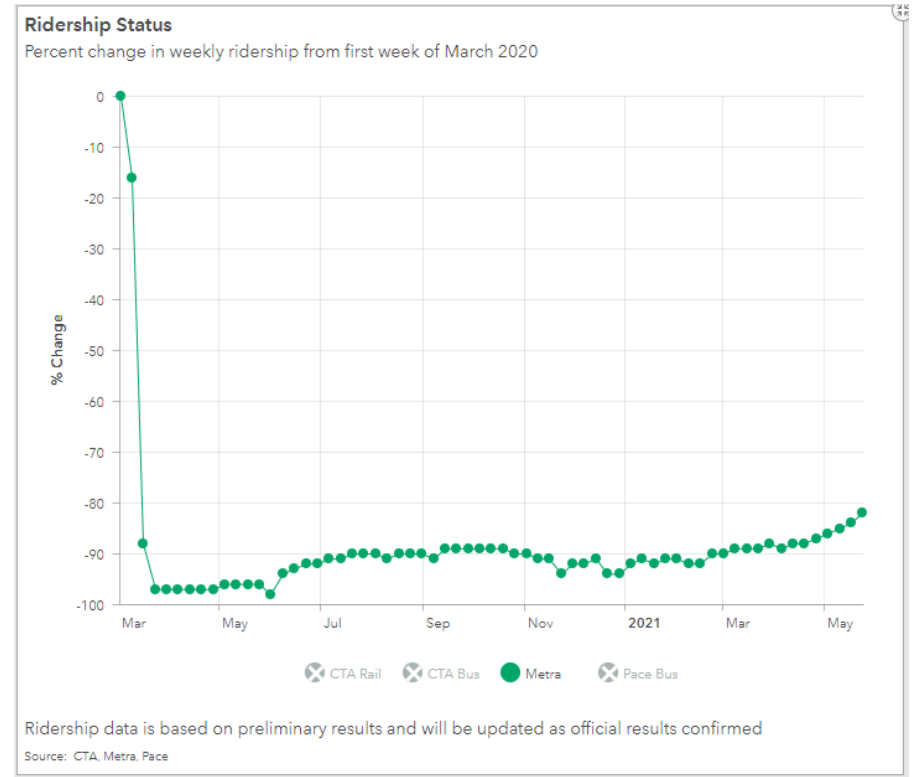
- A. The Surrounding Community relies on commuter rail service and existing station does not address capacity needs

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.

Metra's COVID-19 Recovery

- The pandemic has caused a temporary major change in ridership
- From a low in April 2020, Metra ridership has been growing steadily
- The rate of ridership growth has increased in recent months



Metra's COVID-19 Recovery

Metra plans service enhancements as ridership returns from pandemic

(June 9, 2021) - With ridership steadily increasing from pandemic lows, Metra will be adding service to all of its lines starting in July and will introduce enhanced pilot schedules on four lines with more off-peak options to meet the post-COVID... [Read more](#)

Full Saturday schedules returning to seven Metra lines May 29

(May 19, 2021) - Metra is gearing up for the region's comeback from the pandemic by restoring Saturday schedules to seven lines beginning Saturday, May 29. "The Memorial Day weekend is the official start of the summer season, and with many events... [Read more](#)

Metra to launch online recruitment effort as post-COVID recovery gains steam

(April 27, 2021) - Metra will be hiring more than 100 workers in a variety of occupations in the coming months to prepare for an expected increase in ridership and to fill some positions that were left vacant during the depths of the pandemic. The... [Read more](#)

Metra Board approves purchase of up to 500 modern railcars

(January 13, 2021) - The Metra Board of Directors today approved the purchase of up to 500 state-of-the-art railcars from Alstom Transportation Inc., opting for new multilevel cars that will be more comfortable, accessible, reliable and safe than... [Read more](#)

- Metra is showing signs that they see ridership returning and project to return to 80% pre-COVID-19 ridership in next couple of years
- Before COVID-19, the Glen Ellyn Station saw a 25% growth in ridership between 2006-2018
- Glen Ellyn was also the 2nd highest ridership station on the entire UP-W corridor

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

Masonry damage at platform to station entry

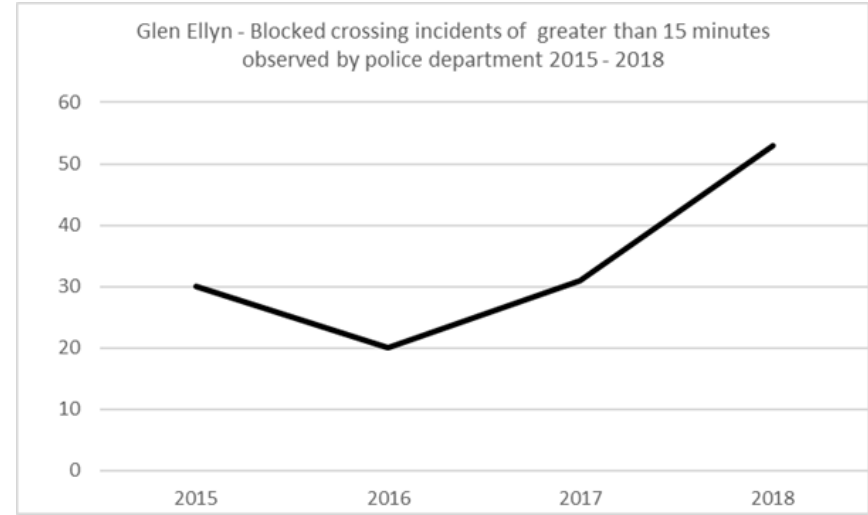


Rusted Lally Column (L),
Rusted through leader (R)



North retaining wall, stairs, and handrail showing cracking, and deterioration

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



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

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*

D. Traffic queuing at the station with limited drop off and pick up locations



Crescent Street Traffic and Queuing

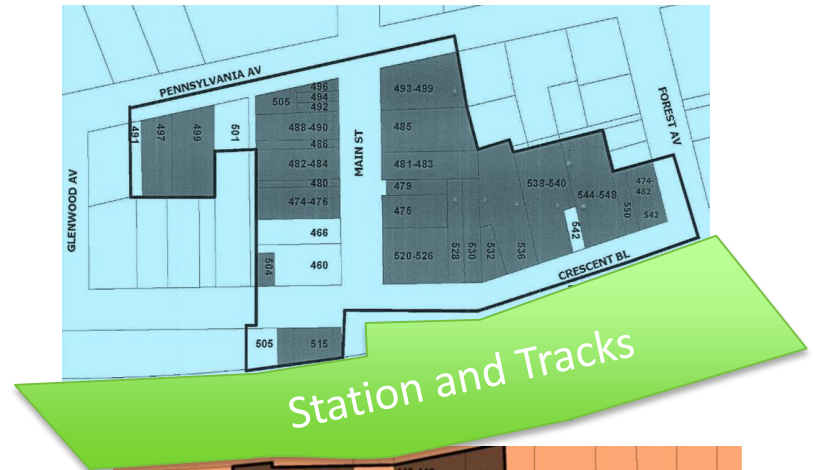


Main Street (view north) Traffic and Queuing

E. The current station, tracks, and facilities create a barrier separating the north and south areas of Downtown Glen Ellyn and the existing building architecture is not compatible with the adjacent Historic Districts

The 2009 Downtown Strategic Plan identified the importance of both constructing “an attractive new train station with landmark-quality design features and commuter-friendly goods and services” and establishing “a historic district in the Downtown core area”. The current train station was identified as one of the Village’s **most “important destinations”** providing service to the community, but was also identified as **one of its “worst features.”**

Glen Ellyn Downtown North Historic District Map



Glen Ellyn Downtown South Historic District Map

Project Purpose

The purpose of the project is to construct a **larger capacity station** in Glen Ellyn to meet existing and future ridership needs, bring the station house to modern and applicable **standards and codes**, improve and expand pedestrian safety and accessibility in and around the station, improve **compatibility** with the existing two Downtown Glen Ellyn **Historic Districts**, **support Glen Ellyn's Downtown Strategic Plan**, and allow for **efficient maintenance** and operation of the station facility by the Village and Metra.

Project Benefits

- Enhanced station capacity for existing and future projected riders
- Modernization of station to meet all applicable building, energy, ADA accessibility, and Metra's operational 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
- Improved connectivity and compatibility with the adjacent historic commercial areas north and south of the station
- Support for the Village's downtown development goals as stated in the Downtown Strategic Plan
- Reduced cost of maintenance as the Village takes responsibility for station



Alternatives Analysis

Alternative						
	No Build	Relocate East	Relocate West	Rehabilitation	Rehabilitation + Addition	New Construction
Meets Capacity Needs (including Metra’s standards)	No	Yes	Yes	No	Partial	Yes
Meets Modern Building Standards and Codes (Energy Code, ADA, etc)	No	Yes	Yes	Partial	Partial	Yes
Improves Access For Users	No	No	No	No	Yes	Yes
Provides Drop-off and Pickup Locations	No	Yes	Yes	Yes	Yes	Yes
Compatible with Downtown Historic Districts	No	N/A	N/A	No	No	Yes
Supports Glen Ellyn's Downtown Strategic Plan	No	No	No	No	No	Yes
Meets Village and Metra’s Operational Requirements (including costs)	No	No	No	No	No	Yes

Rehabilitation Alternative



Rehabilitation + Addition Alternative



New Construction Alternative - Overview

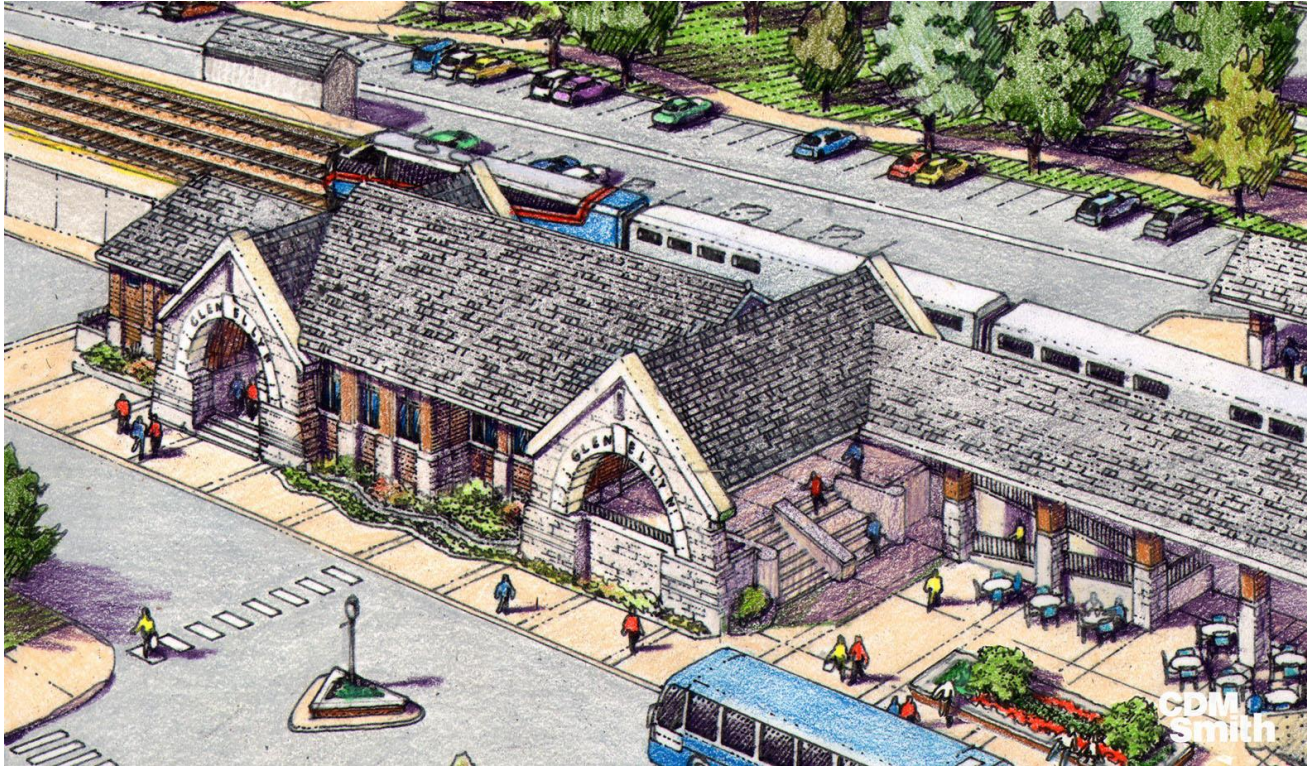


Recommended
Preferred
Alternative

New Construction Alternative – Front Façade



New Construction Alternative – Detail



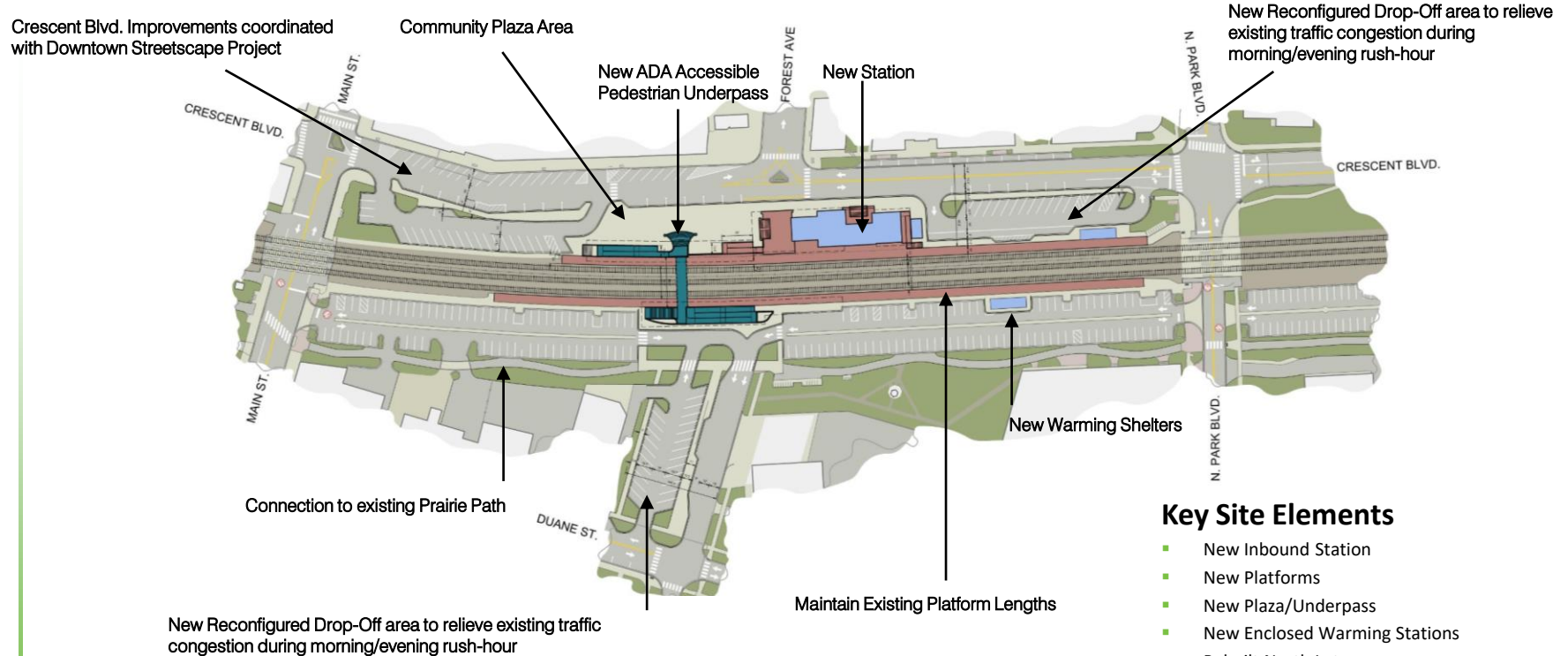
New Construction Alternative – Tunnel Concept



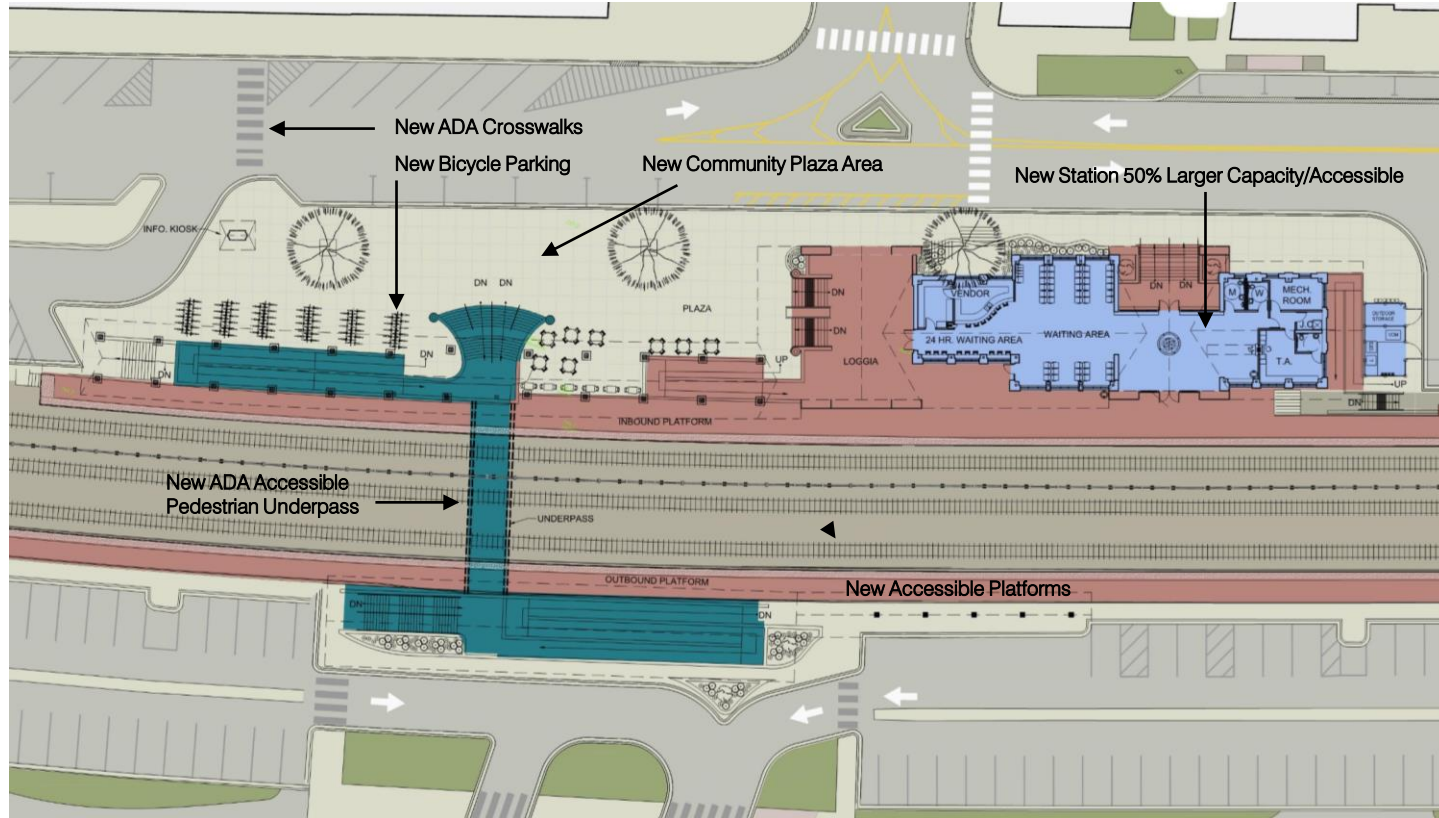
New Construction Alternative – Tunnel Concept



New Station and New Underpass/Site



New Station and New Underpass/Site

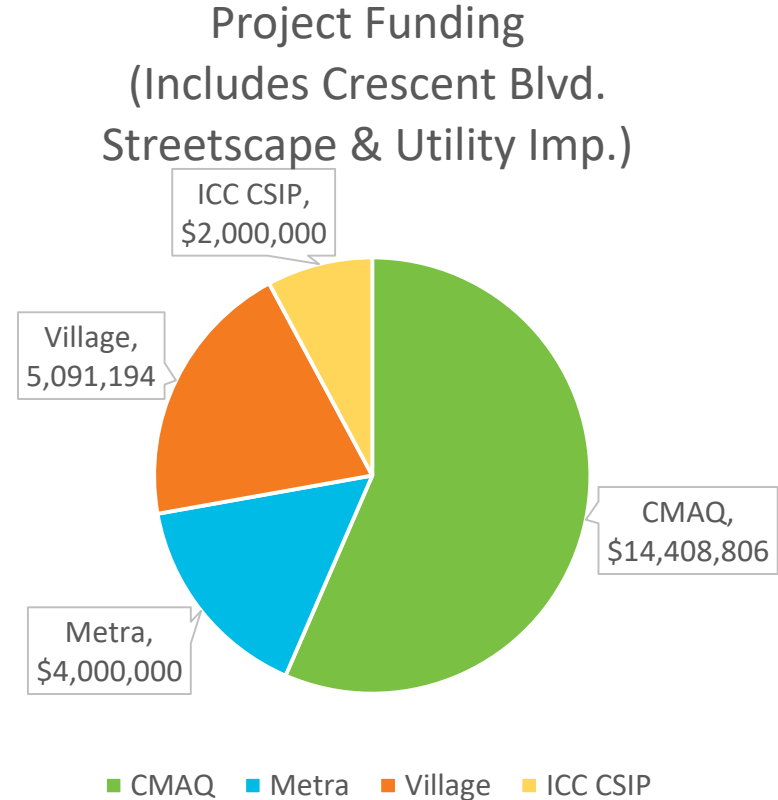




Committed Funding

Committed Funding

- Glen Ellyn successfully applied for and secured:
 - CMAQ (Federal) - \$14.4M
 - ICC CSIP (State) - \$2.0M
- Metra supports project and is committed to \$4.0M (Federal)
- A local (non-federal) match is required to capture the Grant Funding





Current Project Challenges

Current Project Challenges

- State determined existing station to be “Eligible for the National Register”
 - Requires a Federal Section 106 Historic Preservation process to determine effects and mitigations
 - Requires a Federal 4(f) analysis to determine feasible alternatives and least overall harm
 - Community Historic Preservation groups have been consulted and support New Construction alternative
- Union Pacific Railroad has indicated plans to sell excess property associated with commuter rail service
 - Property must be maintained for use a commuter rail stop
 - Future or additional uses will be under the purview of the buyer and municipality
 - As sale agreements are developed with interested third parties, UP will be reaching out to the Village
 - Development opportunity seems limited given size of property
 - Staff and CDM Smith developing potential next steps for Village to undertake



Ongoing Efforts and Next Steps

Ongoing Efforts and Next Steps

- Identify Next Steps with UPRR Property Sale
- State/Federal Historic Process
 - Complete Section 106 and 4(f) processes required as part of Federal Grant Funding
 - *Prepare Effects Documentation, Alternatives to avoid, Minimize, Mitigate and Draft Measures*
 - *Draft MOU*
 - *Final MOU*
 - *Section 4(f) Draft Reports*
 - *Section 4(f) Final Report*
 - *FHWA/IDOT Reviews and Signatures*
- Phase I Project Development Report (PDR)
 - Complete State of Illinois Department of Transportation PDR to finish Phase I
 - *Geotechnical Report under finalization*
 - *TS&L Drawings for Underpass and Retaining Walls*
 - *UPRR Approval*

Ongoing Efforts and Next Steps

- Continued Agency and Community Involvement
- Phase II Engineering
 - 2022-2024
- Phase III Construction
 - 2025-2027



End of Presentation
Time for Q&A

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

Revision 2.0 – March 3, 2021

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 feet 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. **Attachment B and Attachment C** include the nomination forms for the Glen Ellyn Downtown North and Glen Ellyn Downtown South Historic Districts.

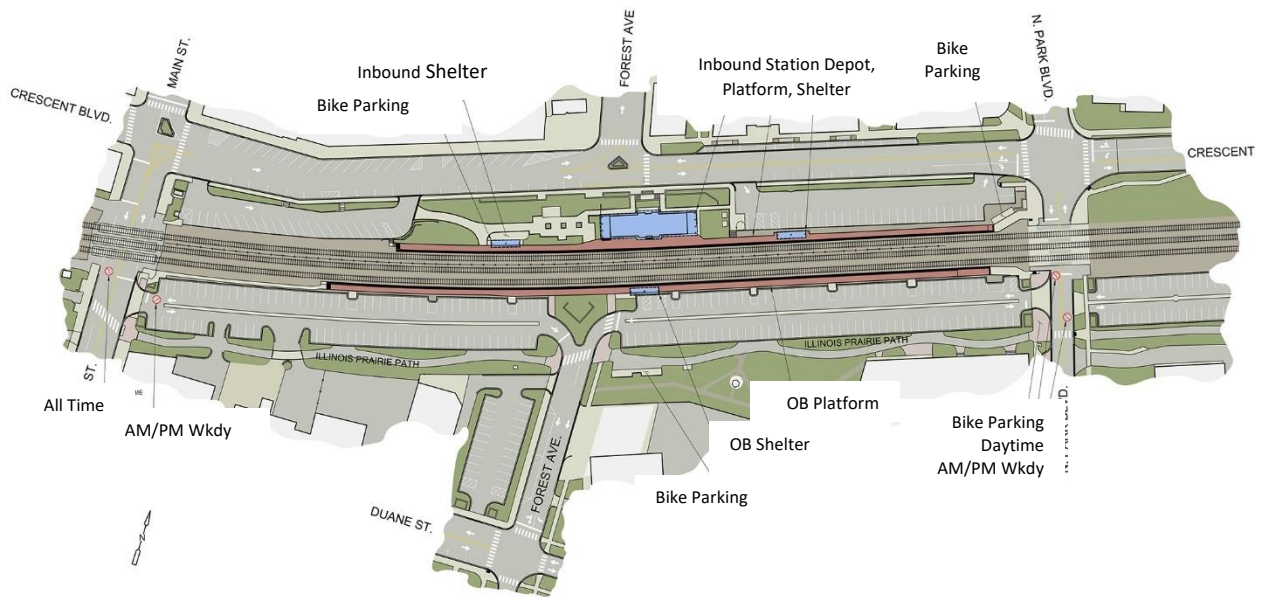
The Glen Ellyn Station Improvement Project (the “project”) proposes to construct a larger station house to address existing and continued growth and capacity needs, bring the station house to modern building, energy, and Americans with Disabilities Act (ADA) standards and address aging infrastructure, 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.

Glen Ellyn Station Improvement Project Proposed Purpose and Need

Figure 1: Existing Aerial of the Station and Surrounding Site



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



Glen Ellyn Station Improvement Project

Proposed Purpose and Need

Figure 3: Existing Station Elevation from north looking south



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 summarized below and further detailed in the following sections.

- A. The surrounding community relies on commuter rail service and the existing station does not address capacity needs.
 - The current station at approximately 1,900 square feet represents only 65% of the recommend station size of approximately 2,896 square feet per Metra's Station Standards for 2036 projected ridership levels.
- B. The existing station is substantially past its useful life and has not been upgraded to meet modern standards.
 - Exterior masonry has cracked and degraded and requires continual rehabilitation.
 - Windows and doors are not compliant with current energy codes.
 - Mechanical and plumbing systems are past their useful life and present ongoing maintenance issues.
 - Site access and platforms are showing signs of deterioration that needs to be addressed to minimize tripping hazards.
- C. Access to the station is challenging for Glen Ellyn Metra users regardless of whether they walk, ride or bike, specifically:

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

- It is difficult to cross the railroad tracks, as all crossings are at grade and both signalized grade crossings are at least 500' from the station.
 - There is limited station parking and the majority of parking is on southside of the tracks, while station is on north side of the track.
 - The at grade crossings for vehicles create traffic congestion due to the frequency of Metra and freight rail operations. In addition, due to this traffic turning movements for parking lots are restricted.
 - There is a lack of protection for Pedestrians and Bicyclists crossing the tracks and accessing the station.
- D. Traffic queuing occurs today at the station and there are limited drop off and pick up locations.
- The lack of drop off and pick up lanes/locations has contributed to safety concerns, with several noted collisions along Crescent, as well as traffic congestion in downtown Glen Ellyn.
- E. The current station, tracks, and facilities create a barrier separating the north and south areas of Downtown Glen Ellyn and the existing building architecture is not compatible with the adjacent Historic Districts
- While located in the center of Downtown Glen Ellyn, the current Metra station and railroad track serve as a barrier instead of focal point of downtown.
 - Due to the boundary created by the existing railroad infrastructure, two separate historic districts have been listed on the national register even though the two areas share historic development patterns and architectural styles.
 - The existing 1966 Metra station was built after the period of significance of both Historic Districts and is considered Mid-Century Colonial Revival, a style not identified in either Glen Ellyn downtown Historic District architectural classifications.

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

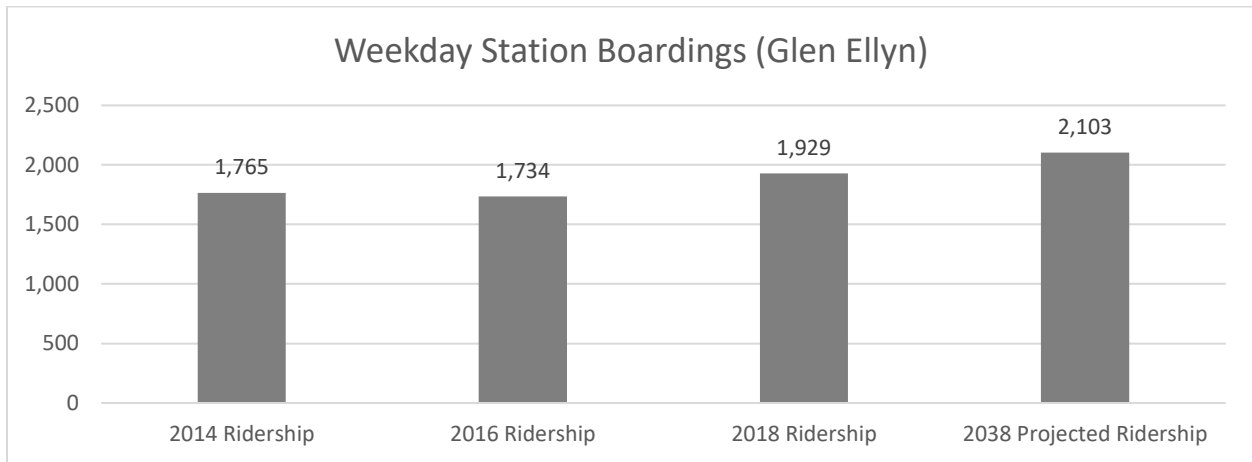
The Glen Ellyn Metra Station provides commuter rail service between the western suburbs and downtown Chicago. The population of Glen Ellyn is approximately 27,983 (2017) and has grown by 3.6% from 2000-2017.

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%.

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

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 established to accommodate existing ridership and would need to be expanded to greater than 2,896 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.

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

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://metrarail.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 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

Glen Ellyn Station Improvement Project

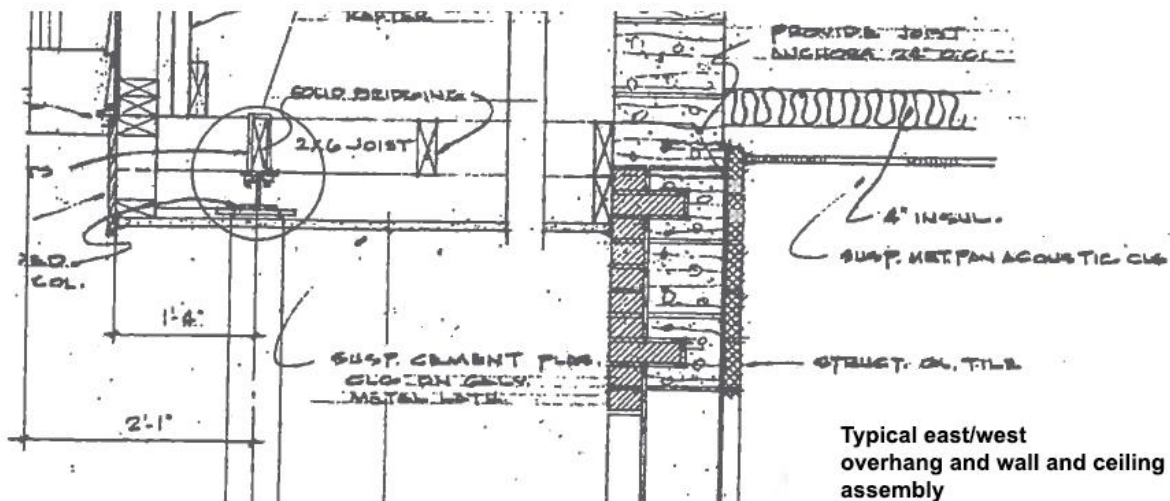
Proposed Purpose and Need

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.

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

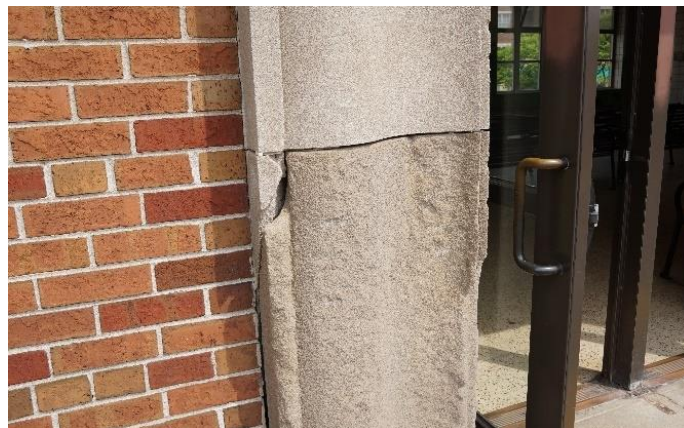
Figure 6: Existing Station Wall Interior – Spine Ceiling, Terrazzo Floors, Structural Tile Wall Surface



Figure 7: Existing aluminum single pane windows



Figure 8: Masonry damage at platform to station entry



Glen Ellyn Station Improvement Project

Proposed Purpose and Need

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.

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

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.

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

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, 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.



Figure 11: Damaged tactile warning strip at platform edge

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

Glen Ellyn Station Improvement Project

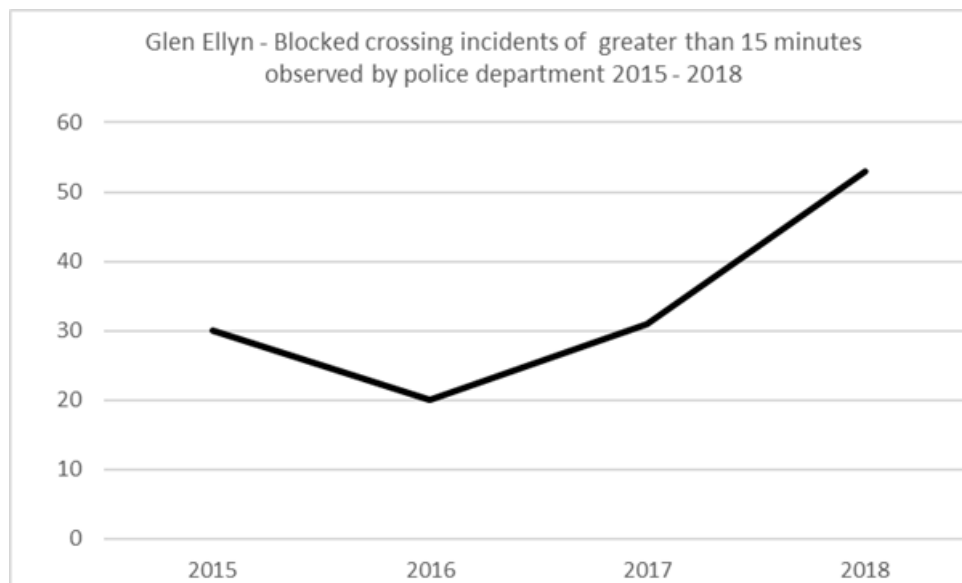
Proposed Purpose and Need

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

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

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

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.

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

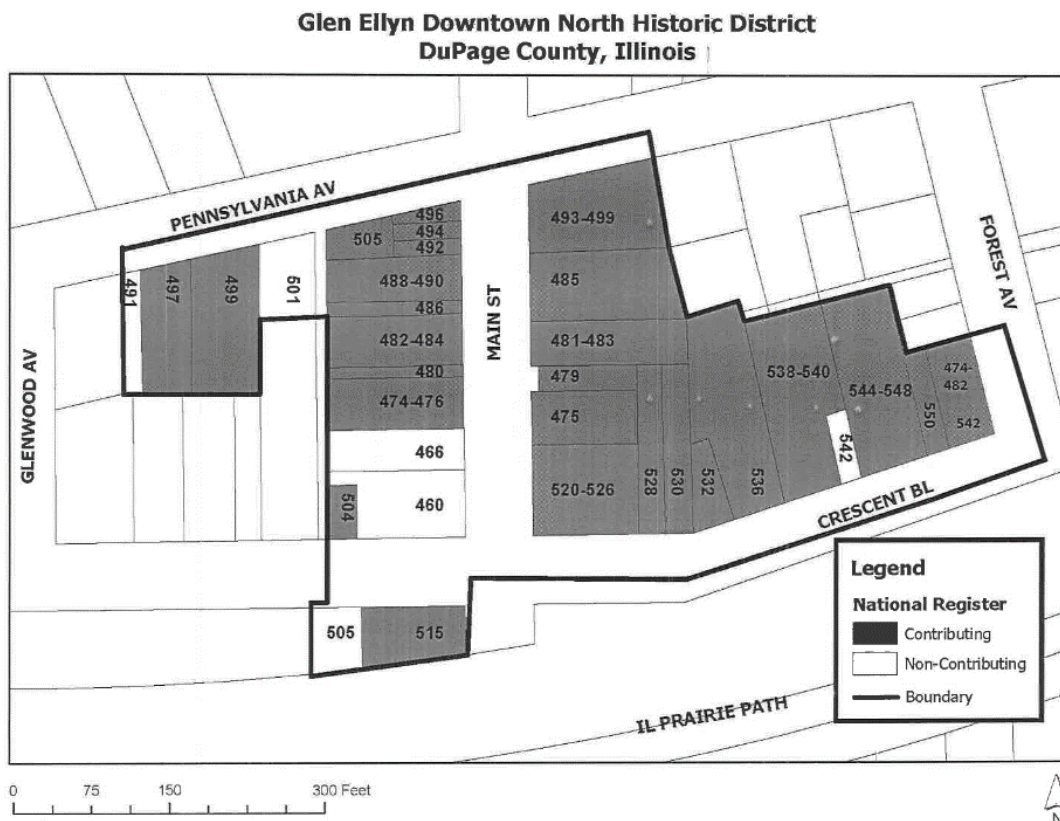
Proposed Purpose and Need

E. The current station, tracks, and facilities create a barrier separating the north and south areas of Downtown Glen Ellyn and the existing building architecture is not compatible with the adjacent Historic Districts

Downtown Glen Ellyn includes two National Historic Districts, one northwest of the Metra station and one southwest of the Metra station that contribute to the context of the surrounding area:

- **Glen Ellyn Downtown North Historic District:**
 - Period of Significance 1890-1963
 - Contributing Buildings: 28
 - Non-Contributing Buildings: 6
 - Of the 28 contributing structures, 26 (92%) were built before 1930
 - The common architectural styles identified:
 - Late 19th and 20th Century Revivals – Classical Revival
 - Late 19th and Early 20th Century Revivals – Queen Anne
 - Late 19th and Early 20th Century Revivals – Tudor Revival
 - Late 19th and Early 20th Century Revivals – Renaissance Revival

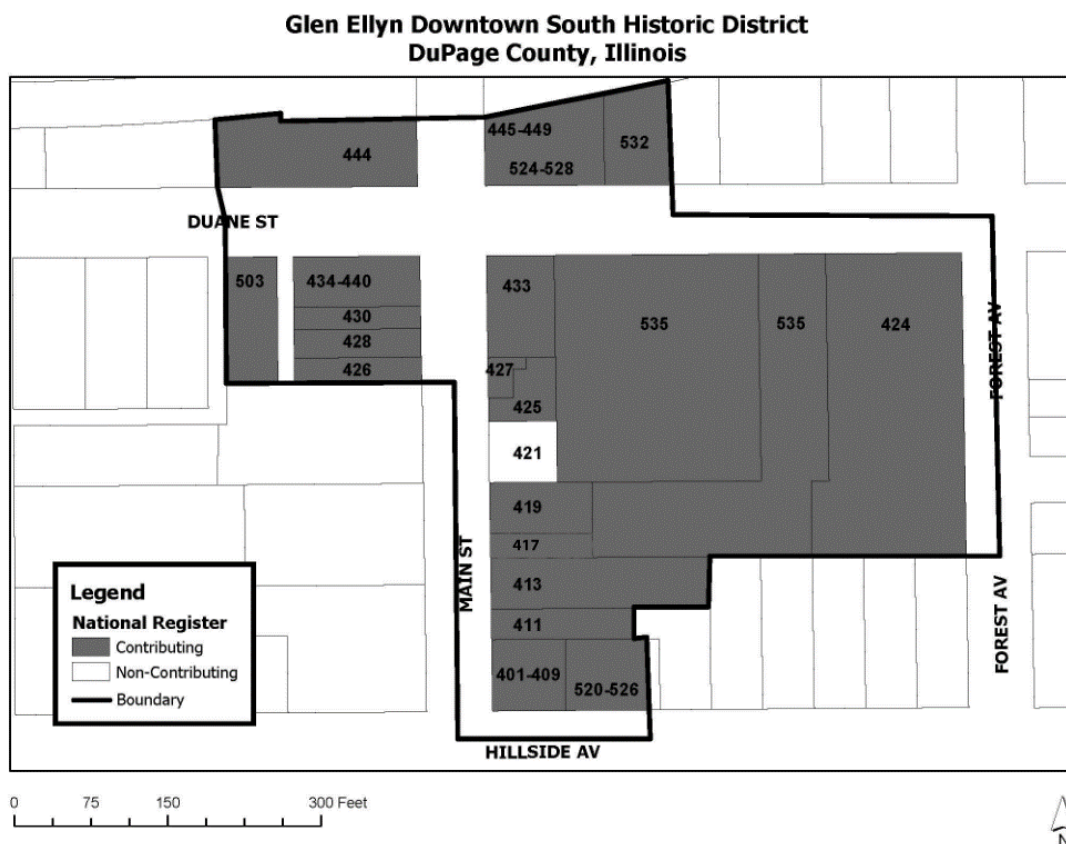
Figure 15: Glen Ellyn Downtown North Historic District Map



Glen Ellyn Station Improvement Project Proposed Purpose and Need

- **Glen Ellyn Downtown South Historic District:**
 - Period of Significance 1880-1963
 - Contributing Buildings: 19
 - Non-Contributing Buildings: 1
 - Of the 19 contributing structures, 14 (74%) were built before 1930
 - The common architectural styles identified:
 - Late 19th and 20th Century Revivals – Classical Revival
 - Late 19th and Early 20th Century Revivals – Late Gothic
 - Late 19th and Early 20th Century Revivals – Tudor Revival
 - Late 19th and Early 20th Century Revivals – Spanish Colonial Revival
 - The Tudor Revival style is noted frequently within the nomination form, due to its preference by the 1920s Plan Commission in Glen Ellyn during the time of development.

Figure 15: Glen Ellyn Downtown South Historic District Map



While located in the center of Downtown Glen Ellyn, the current Metra station and railroad track serve as a barrier instead of focal point of Downtown. Both the Glen Ellyn Downtown North and South Historic District Nomination forms specifically note that: “Because of the active commuter railroad tracks, the former electric rail right-of-way, and the parking lots between the north and south sections of the

Glen Ellyn Station Improvement Project Proposed Purpose and Need

commercial district, Glen Ellyn's downtown has been divided into two separate historic districts for nomination to the National Register."

The existing station is immediately adjacent to both the North and South Downtown Glen Ellyn Historic Districts. The existing 1966 Metra station was built after the period of significance of both Historic Districts and is considered Mid-Century Colonial Revival, a style not identified in either Glen Ellyn downtown Historic District architectural classifications.

The distinctively utilitarian/institutional design of the Mid-Century Colonial Revival Metra station is inconsistent with the architectural ornament common in the two historic districts as noted in the two nomination forms.

While the existing station continues to contribute to the history of the development Glen Ellyn, most of Downtown Glen Ellyn was developed prior to the construction of the existing station, with 92% of the Downtown North and 72% of the Downtown South Historic District contributing structures built prior to 1930. The station that predated the current station was built in 1895 during the period of significance for both Downtown Glen Ellyn Historic Districts. This station was demolished to build the 1966 station.

Figure 16: Photo of previous Glen Ellyn Station Circa 1895



In 2009 the Village adopted the Downtown Strategic Plan (<https://www.glenellyn.org/263/Downtown-Strategic-Plan>) to describe the Village's vision and strategies to encourage economic development and historic preservation in the Downtown area. This plan identified the importance of both constructing "an attractive new train station with landmark-quality design features and commuter-friendly goods and

Glen Ellyn Station Improvement Project

Proposed Purpose and Need

services” and establishing “a historic district in the Downtown core area”. The current train station was identified as one of the Village’s most “important destinations” providing service to the community, but was also identified as one of its “worst features.”

III. Project Purpose Statement

The purpose of the project is to construct a larger capacity station in Glen Ellyn to meet existing and future ridership needs, bring the station house to modern and applicable standards and codes, improve and expand pedestrian safety and accessibility in and around the station, improve compatibility with the existing two Downtown Glen Ellyn Historic Districts, support Glen Ellyn’s Downtown Strategic Plan, and allow for efficient maintenance and operation of the station facility by the Village and Metra.

Benefits of the project would include:

- Enhanced station capacity for existing and future projected riders
- Modernization of station to meet all applicable building, energy, ADA accessibility, and Metra’s operational 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
- Improved connectivity and compatibility with the adjacent historic commercial areas north and south of the station
- Support for the Village’s downtown development goals as stated in the Downtown Strategic Plan
- Reduced cost of maintenance as the Village takes responsibility for 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
- Attachment B: Glen Ellyn Downtown North Historic Districts Nomination Form
- Attachment C: Glen Ellyn Downtown South Historic Districts Nomination Form

DRAFT
Glen Ellyn Metra Station, Phase I Design
Preliminary Public Involvement Report

Village of Glen Ellyn

November 15, 2017



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Section 1

Introduction

In support of the Glen Ellyn Metra Station improvement project, CDM Smith and the Village of Glen Ellyn are conducting a 3-step public involvement program. The program consists of an online survey, introductory public meeting, and a public hearing for the preferred design alternative. To date, the survey and initial public meeting have been completed.

The online survey was launched on June 29, 2017 and closed on August 18, 2017. Over that time frame, 860 people participated in the survey. The survey provided local stakeholders with the opportunity to identify needs and rank priorities for the station.

The introductory public meeting was conducted from 7:00 to 9:00 p.m. on August 2, 2017 at the Glen Ellyn Civic Center. Five stakeholders attended the meeting. At the meeting, the Village and CDM Smith presented the objectives of the project, scope of work being considered, and plans for funding the improvements. The meeting wrapped up with an opportunity for attendees to walk around, view pictures and sketches of existing station conditions, and talk with the project team.

The survey and public meeting were publicized via:

- Info cards distributed at the Metra station
- Announcements on the Village of Glen Ellyn website
- Posts on the Village Facebook page
- Informational sheets posted at the Civic Center and Metra station
- Local news (*The Daily Herald*)

Copies of the info cards, information sheets, website announcements, and Facebook posts are included in the Appendix.

Section 2

Online Survey

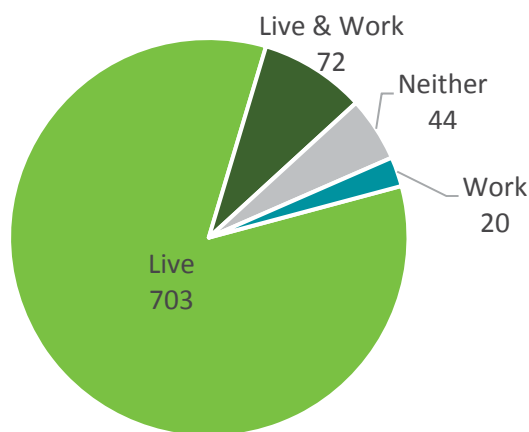
The online survey was launched on June 29, 2017. Stakeholders were directed to the survey through the Glen Ellyn website and Facebook page; informational sheets that were posted at the Metra Station and Civic Center; info cards that were distributed at the Metra Station and the public meeting; and local news.

The survey consisted of 10 questions, plus an open comment option at the end. Of the 860 participants that started the survey, 97.6 percent (839) answered all 10 questions. This section provides an overview of the responses.

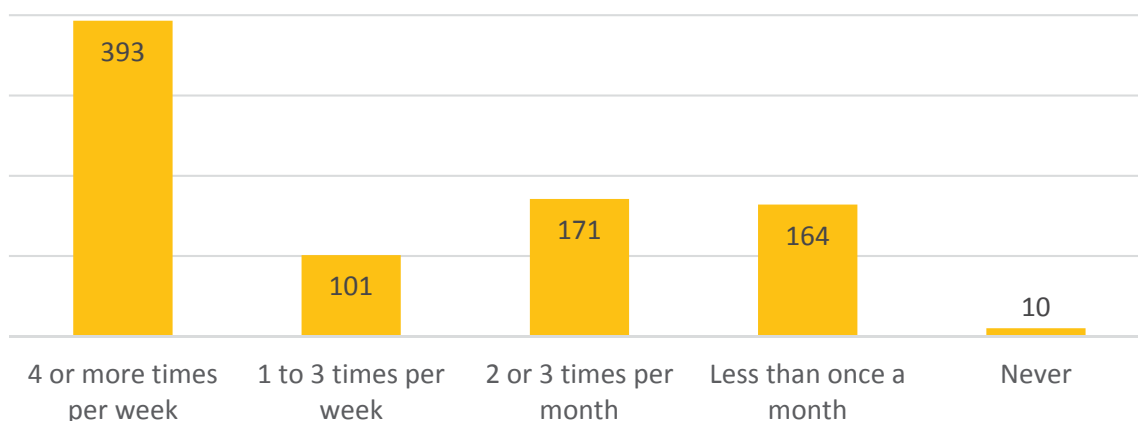
2.1 Participant Use of the Metra Station

As presented in Figure 1, almost all of the survey respondents (94.8 percent) either live or work in Glen Ellyn. Most—92.4 percent—live in Glen Ellyn.

Figure 1: Proportion of Participants that Live and/or Work in Glen Ellyn



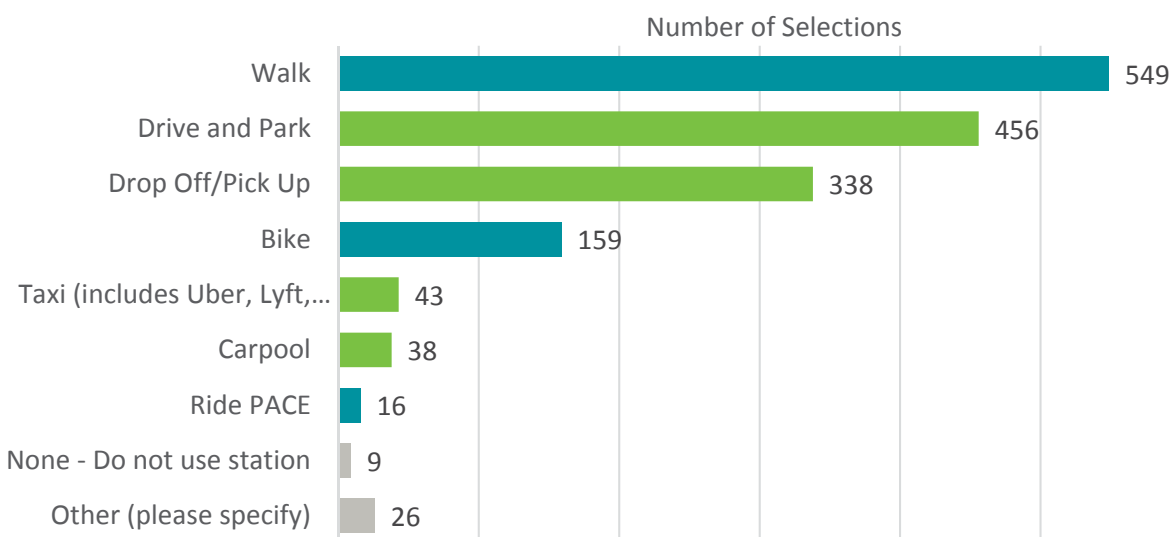
As shown in Figure 2, Metra ridership is also high among survey participants. More than half (58.9 percent) of the respondents indicated that they ride the Metra from and to Glen Ellyn on a weekly basis. Only 10 respondents indicated that they do not ride the Metra.

Figure 2: How Often Participants Ride the Metra from and to the Glen Ellyn Station

2.2 How Participants Access the Station

The most common mode of transportation taken to and from the Glen Ellyn Metra station is the car. The majority of respondents, 84.6 percent, indicated that they regularly take at least one of the vehicular transportation modes (highlighted in green in Figure 3). The most common vehicular mode is 'Drive and Park'; 54.0 percent of respondents indicated that they regularly drive and park at the station. Of the other vehicular options, dropped off/picked up is most common, selected by 40.0 percent of respondents. This is followed by carpool or take a taxi/ride-sharing services to the station, selected by 9.6 percent of respondents. Percentages add to more than 100 percent because respondents could select multiple options.

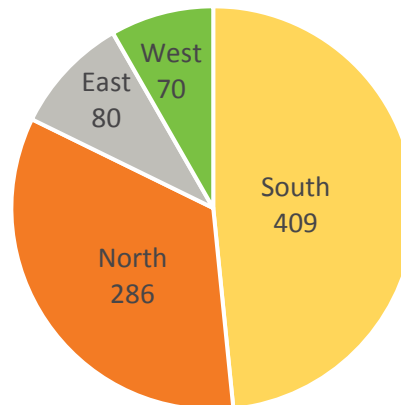
Walking is nearly as common as taking a car. Almost two-thirds (65.0 percent) of participants indicated that they regularly walk. Another 18.8 percent indicated that they regularly bike to and from the station.

Figure 3: Mode of Transportation Typically Taken to and from Station

*845 respondents answered this question. Numbers total more than 845, because respondents could select multiple answers.

As shown in Figure 4 most participants access the Glen Ellyn Metra from areas north or south of the station. Thus, a high proportion are likely using Main Street to access the station.

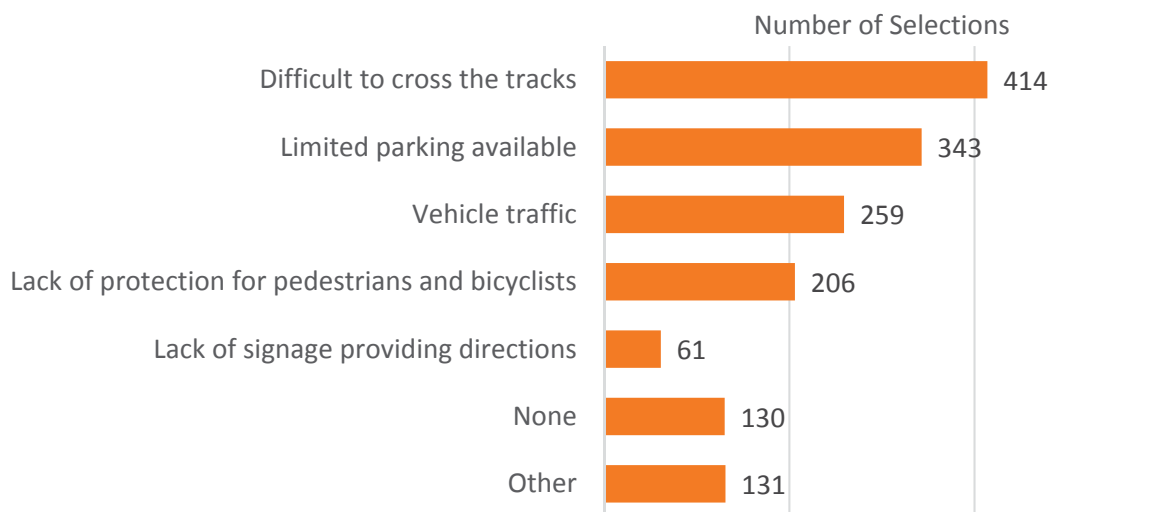
Figure 4: Direction Participants Access the Station From



The most common challenge in accessing the station is getting across the tracks (Figure 5). Almost half of respondents—49.0 percent—selected this response option. ‘Limited parking available’ and ‘Vehicle traffic’ are the second- and third-most common challenges, selected by 40.6 and 30.7 percent of respondents, respectively. These are closely followed by ‘Lack of protection for pedestrians and bicyclists,’ at 24.4 percent. ‘Lack of signage providing directions’ is the least common selection, at 7.2 percent.

Under the ‘Other’ option, freight train traffic is commonly noted as a challenge to both vehicles and pedestrians crossing the tracks. Multiple respondents also noted that walking to the station from the parking lots can be difficult for the elderly and requested more ADA-accessible parking spaces.

Figure 5: Challenges to Accessing the Station

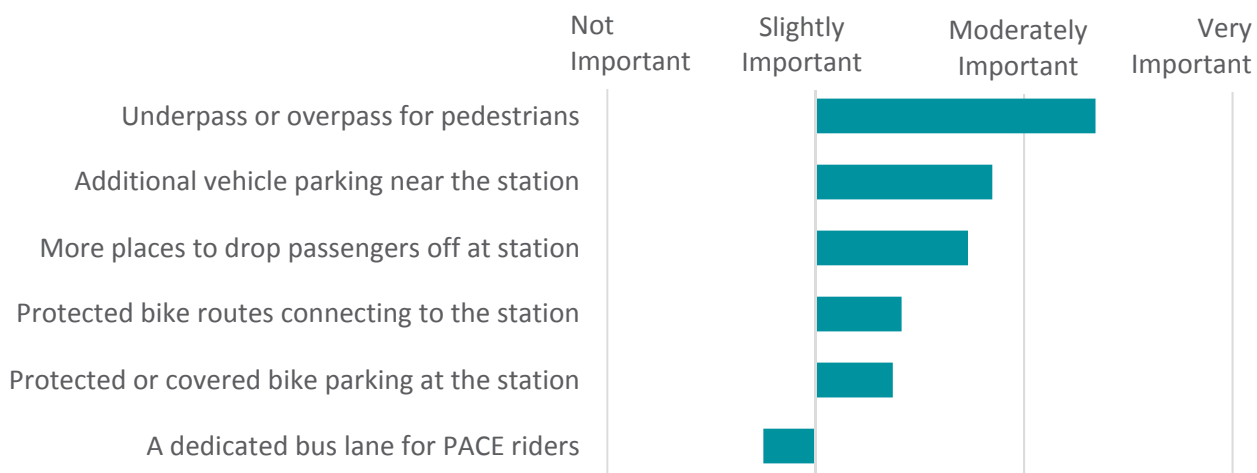


*845 respondents answered this question. Numbers total more than 845, because respondents could select multiple answers.

2.3 Preferred Access Improvements

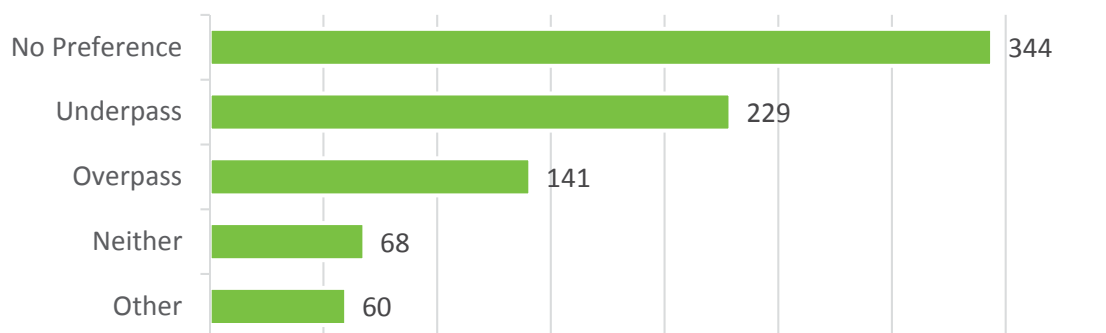
Survey participants were provided with six recommended options for improving access to the station. As shown in Figure 6, 'Underpass or overpass for pedestrians' ranks as the most important improvement, with 62.9 percent of respondents ranking it as 'Very Important' and another 17.4 percent as 'Moderately Important.' 'Additional vehicle parking near the station' and 'More places to drop passengers off at station' ranks as 'Moderately Important,' with 35.6 and 26.2 percent of respondents ranking each as 'Very important,' respectively. Additionally, responses for protected bike routes and bike parking rank between 'Slightly Important' and 'Moderately Important,' and a dedicated bus lane is ranked as 'Slightly Important.'

Figure 6: Top Priorities for Improving Access to and from Station



Respondents were also asked to select their preference for a pedestrian crossing at the tracks—options offered were an 'Underpass' (tunnel) or 'Overpass' (bridge). Most respondents, 40.9 percent, stated they had no preference. For those with a preference, the underpass was the most common option. 'Underpass' is the preference of 27.2 percent of respondents, followed by 16.7 percent for 'Overpass.' Only 8.1 percent prefer 'Neither' and 7.1 percent prefer 'Other.' The most common remark under 'Other' is an expression of concerns over the expense of building an underpass or overpass. A number of these respondents indicated that they would prefer the option that is less expensive.

Figure 7: Preferred Option for Improving Safety for Pedestrians Crossing the Tracks



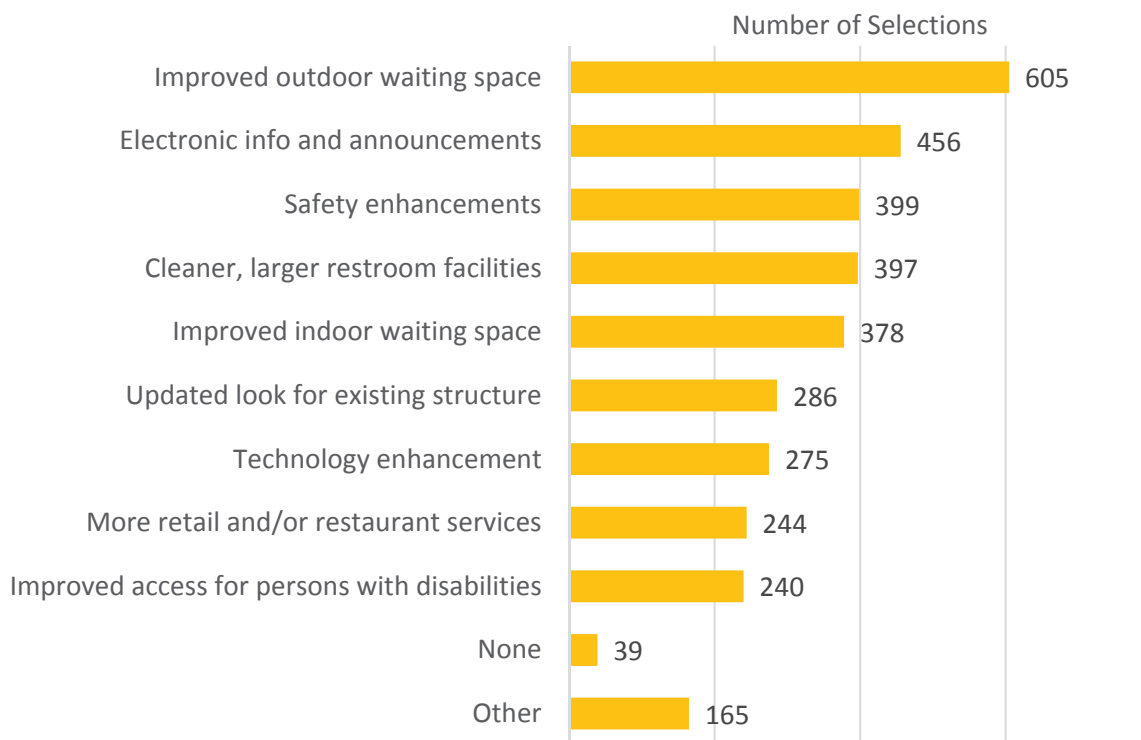
2.4 Amenities at the Station

Another question asked respondents about amenities that could be improved at the station. Respondents were asked to select the improvements they consider most important, from nine provided options. Respondents could also select 'None' or 'Other.' Figure 8 presents the distribution of responses. Note that response totals add up to more than the total number of respondents, as participants could select multiple response options.

The most popular option is 'Improved outdoor waiting space,' i.e., more seating and/or shelters, which was selected by 71.3 percent of respondents. 'Electronic information and announcements' is second, selected by 53.8 percent of respondents. Each of the provided options was selected by at least 28.0 percent of respondents, suggesting that these are all considered to be important improvements.

A wide range of suggestions were provided in the 'Other' option, including reiteration of the options below and requests for air conditioning, more open hours, a train quiet zone, and Wi-Fi. Six respondents also requested the installation of security cameras at the station and in the bike parking area for enhanced safety.

Figure 8: Preferred Option for Improving Safety for Pedestrians Crossing the Tracks



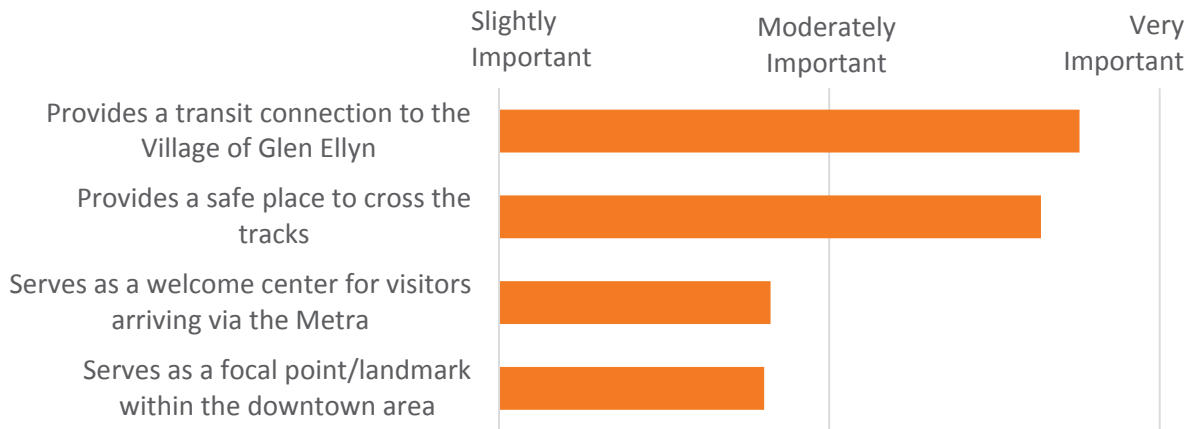
*Responses total more than total number of respondents, because respondents could select multiple answers.

2.5 Role and Character of the Station

Of the four station roles provided to survey participants (Figure 9), 'Provides a transit connection to the Village of Glen Ellyn' is considered the most important role filled by the Glen Ellyn Metra station. This is followed closely by 'Provides a safe place to cross the tracks.'

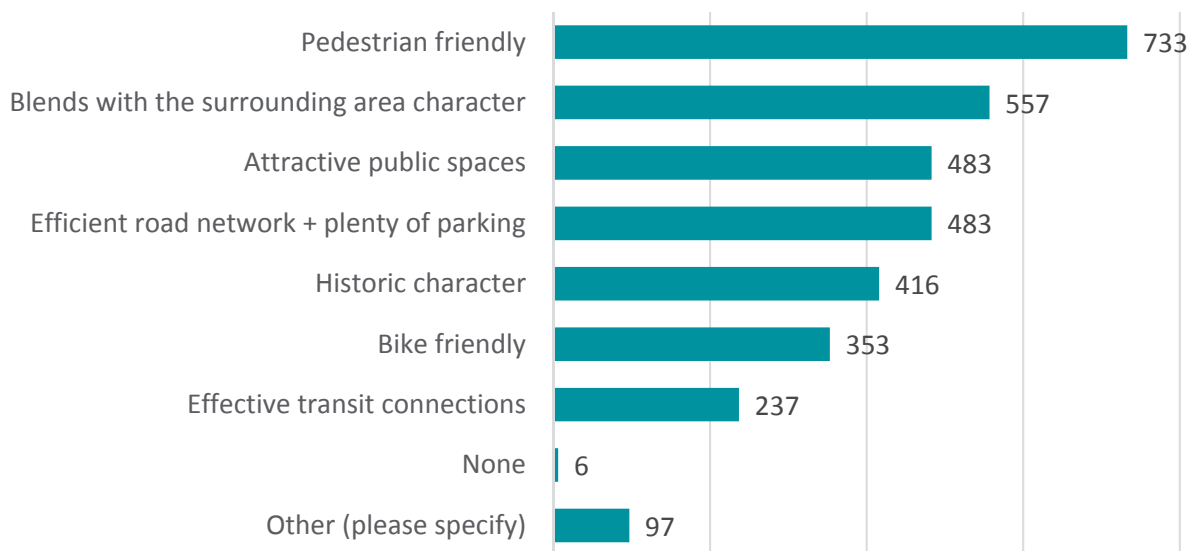
Under the open-ended 'Other' option, 29 respondents noted that one of the station's most important functions is to provide a comfortable place to wait for trains with amenities and protection from weather conditions. A number of these respondents also requested that the station be kept open for more hours per day. Another 21 respondents stated that they do not consider the current pedestrian crossings to be safe or adequate in meeting current needs.

Figure 8: Most Important Role(s) of the Metra Station in Glen Ellyn



Participants were also asked to select the characteristics of downtown Glen Ellyn that are most important to incorporate into improvements to the station. Respondents were provided with seven options, as well as the options 'None' and 'Other.' The most common preference is 'Pedestrian friendly'—selected by 85.2 percent of respondents. The second most common option is 'Blends with the surrounding area character.'

Figure 9: Most Important Glen Ellyn Characteristics to be Incorporated in Station Improvements



Common responses under the 'Other' option include: a safer, more convenient crossing at tracks (e.g., bridge or tunnel), more protection from weather elements, improved comfort and cleanliness, support for keeping or expanding the coffee shop services, and requests for a train

quiet zone. A safer, more convenient crossing at the tracks was the most common response under 'Other.' It was noted by 27 respondents.

2.6 Survey Conclusion

The survey ended with one last opportunity for participants to provide comments or suggestions for station improvements; 264 participants provided comments. Many of the comments are reiterations of concerns or recommendations mentioned earlier in the survey. Most respondents expressed support for a grade-separated pedestrian crossing. However, many others expressed concerns over the expense of constructing such a structure. For the station itself, several respondents expressed the need for only minor improvements, with a larger focus on increased protection from weather and better maintenance of the station. For better weather protection, recommendations include air conditioning, winterized doorways, and keeping the station open for more hours per day. Station maintenance-related comments focus largely on cleanliness of the station, especially the bathroom. Other common comments include:

- Appreciation for the coffee shop in the station
- Requests for improved bike security
- Requests for better information on train arrivals, including on which side the next train will be pulling up
- Improved pedestrian safety
- Requests for additional parking near station and in downtown area

Section 3

Public Meeting

The public meeting was held at the Glen Ellyn Civic Center on Wednesday August 2, 2017 from 7:00 p.m. to 9:00 p.m. Five people attended the meeting. The sign-in sheet is included in the Appendix.

The meeting began with a brief presentation on why the Village of Glen Ellyn plans to make updates to the Metra station, the scope of improvements being considered, plans for funding, and the public involvement schedule. The floor was then opened to questions and comments from the public. Once the presentation portion of the meeting was completed, attendees were asked to walk around and visit three board stations. At the stations, attendees were given the opportunity to ask questions and discuss options for the station with members of the project team. Each station focused on a different station related topic. Topics included:

1. Travel to and from station: Mapping travel routes to and from the station by mode of transportation.
2. Station site plan and amenities: Discussion of site-related challenges around an aerial map of the station.
3. Station appearance and amenities: Discussion of improvements needed within and around the building prompted by images of other stations and a sketch of the station layout.

Questions and comments from attendees:

- Support for a pedestrian grade crossing (underpass or overpass): This was stressed as an especially important ADA-accessible improvement by a blind attendee at the meeting.
- Preference for underpass rather than overpass: "If in a hurry, better to go down."
- Preference for underpass: "Would be safer and would be used more by the kids going to Glenbard west H.S."
- Improvements needed at PACE stop: The north side stop lacks a shelter and conveniently located ramp to the station. Also, on the north side, the stopped bus blocks the crosswalk (the stop could be better located). The south side pick-up area needs better lighting.
- Better pedestrian access: The west side sidewalk, south of the tracks, is a very narrow, rocky area.
- ADA access: It is difficult for blind people to know where to stand when waiting for a train. (A project team member recommended a textured surface. The commenting attendee approved.)

- Lighting: The station area needs better lighting for safety overall.
- Pick-up area improvements.
- Track crossing: An audio queue at the track crossing would be helpful.
- Station aesthetics: Multiple participants liked the aesthetics of the La Grange Stone Ave. station example.

Appendix A

Survey Announcement on Glen Ellyn Website



Room Reservations

Latest News

>Village Board Approves Reassignment of Architectural Review Commission Duties

>G.E. Police Press Release: Police Caution Community about Vehicle Crimes

>METRA TRAIN STATION SURVEY

>Village Board Approves Refuse and Recycling Contract with

08/10 Plan Commission

2017 Public

Meeting Calendar

Glen Ellyn Calendar of

Events



Republic Services

- >The Village of Glen Ellyn and the College of DuPage Look to Create Innovation Center at the Civic Center
- >Glen Ellyn Approves new Electricity Contract
- >Volunteer Advisory Board or Commission Application

Office Hours

Glen Ellyn Civic Center
Monday-Friday 8:00 a.m. to 4:30 p.m.
535 Duane St. Glen Ellyn IL. 60137
Home | Employee Intranet | Privacy Policy |
(630) 469 5000 Contact Us
©Village of Glen Ellyn, IL



Appendix B

Survey and Public Meeting Announcement on Glen Ellyn Facebook Page

Appendix C

Survey Announcement in Daily Herald

Transportation updated: 7/7/2017 5:51 PM

Glen Ellyn conducts survey on future of Metra station



An online survey asks Glen Ellyn residents to provide feedback on possible improvements at the downtown Metra train station.

Bev Horne | Staff Photographer



Katlyn Smith

<http://www.dailyherald.com/news/20170707/glen-ellyn-conducts-survey-on-future-of-metra-station->



Glen Ellyn commuters: Next time you wait for a train at the downtown Metra station, take a good look around the building and think about what you would like to see.

Larger bathrooms? Retail space? More lighting? A new station?

Commuters and others can share their views on the subject in an online survey (<https://www.surveymonkey.com/r/GlenEllynMetra>) being conducted by the public works department. The village is collecting feedback as engineers work on a yearlong study that will produce "high-level" designs for replacing or remodeling the station.

The anonymous survey results will help officials get a sense of what improvements are favored by residents. The input also could help settle a long-running debate about whether commuters should bypass the train tracks via a pedestrian bridge or a tunnel downtown.

The preliminary engineering study by CDM Smith will estimate costs for both structures. Either crossing -- under or over the tracks -- could tie into a larger possible project to ease congestion and reconfigure parking.

In March, the village board hired CDM to complete the review at a cost of up to \$232,375. The Chicago firm also has designed a new Elmhurst Metra station with a clock tower as a focal point.

The Glen Ellyn study could take a year to 15 months. CDM's architectural consultants will prepare conceptual plans for a bridge, tunnel, renovation of the train station, a new building and other alternatives, creating a "menu" of options for the village.

The firm also will help compile applications for grants that could fund a significant portion, if not most, of construction costs.

The single-story, 2,500-square-foot station, just south of Crescent Boulevard and Forest Avenue, was designed in the 1960s. But most of the commuter parking is south of the station.

Pedestrians have to walk several hundred feet west to Main Street or east to Park Boulevard where there are grade-level crossings over the Union Pacific tracks, CDM noted in its proposal to the village.

The online survey asks users to rate the importance of options to improve accessibility. Those include the underpass or overpass, protected bike routes, additional parking and a dedicated bus lane for PACE bus riders.

The survey is available on the village's website, [Glenellyn.org](http://glenellyn.org/) (<http://glenellyn.org/>), through Aug. 4.

Appendix D

Survey Announcement in My Suburban Life

Glen Ellyn looks to improve downtown Metra station

Public comment sought on how to improve station

By **ERIC SCHELKOPF**[Email](#)[Follow](#)

3:33 pm

[GLEN ELLYN](#) – If Glen Ellyn resident Matt Jones had his way, the Metra train station at 551 Crescent Blvd. would be torn down and replaced with something that fits in better with the historic nature of the downtown.

"It would be nice for it to be torn down and to build something historic," Jones said after a public workshop on Aug. 2 regarding proposed improvements to the aging station, which was built in the 1960s.

Village officials are considering whether to reconstruct the station or renovate it. The project also would provide a grade-separated pedestrian crossing that would be incorporated either through a pedestrian overpass bridge or underpass tunnel.

Right now, pedestrians can only cross the tracks via at-grade crossings at Main Street and Park Boulevard. A pedestrian bridge is estimated to cost \$3 million versus an estimated \$7 million to \$9 million for a pedestrian tunnel.

"There used to be a surface crossing located in between those blocks at Forest [Avenue], and that was eliminated obviously for safety concerns," Richard Daubert, professional engineer with the Glen Ellyn public works department, told those attending the Aug. 2 workshop.

The train station is owned, operated and maintained by Union Pacific Railroad.

"They do rely on local municipalities and Metra and try to partner with them to pursue funding opportunities [like] improving train stations," Daubert said.

The village is still evaluating whether it should construct a bridge or an underpass. The village has retained the services of firms CDM Smith and KMI Architects to complete a preliminary design of the station and pursue federal funding for the project.

The newly improved station also would have more public restrooms. Right now, there is only one restroom in the station.

Parking is another issue.

"The Metra parking lots that are west of the public library are obviously pretty far away," Benjamin Harber, senior project manager at CDM Smith, said during the workshop. "Most of the parking to the south of the site you have to cross at Main or Park to get to the station."

As part of the decision-making process, CDM Smith is seeking public comments. There is an online survey at the village's website, www.glenellyn.org asking people about what kind of improvements they would like to see at the train station.

The survey can be taken through Aug. 11.

See more online

Go to videos.mysuburbanlife.com/mysuburbanlife to watch a video associated with this story.

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Appendix E

Public Involvement Handout Card

Glen Ellyn Metra Station

IMPROVEMENT SURVEY & WORKSHOP



Help improve the Glen Ellyn
Metra Station

Glen Ellyn Metra Station

IMPROVEMENT SURVEY & WORKSHOP

The Village of Glen Ellyn is exploring options for improving the downtown Metra train station. Options considered include, but are not limited to, reconstruction or renovation. Our goal is to enhance the station and surroundings in a way that will serve the Village and its visitors well into the future, while maintaining the character of the existing downtown. Feedback from this survey, as well as the scheduled public workshop, will help shape decisions on how the station can better serve the community.

The survey will only take 5 to 10 minutes.

To participate, go to the survey website below by **August 11, 2017**.

Link from Village Website (Under Latest News) : www.glenellyn.org

Direct Link : <https://www.surveymonkey.com/r/GlenEllynMetra>

A Public Workshop will be held to gather additional comments on **August 2, 2017 at 7 pm**. Glen Ellyn Civic Center, Clayton Meeting Room, 535 Duane St, Glen Ellyn, IL 60137

Appendix F

Public Involvement Poster

PROVIDE YOUR IDEAS ON HOW TO IMPROVE THE GLEN ELLYN METRA STATION...

ONLINE SURVEY

www.glenellyn.org (Under Latest News) or Directly at
<https://www.surveymonkey.com/r/GlenEllynMetra>
Please submit by August 11, 2017

PUBLIC WORKSHOP

August 2, 2017 - 7pm - 9pm
Glen Ellyn Civic Center, Clayton Meeting Room
535 Duane Street

The Village of Glen Ellyn is currently exploring ideas for improving the downtown Metra Station and the surrounding area. All options are being considered. The goal is to serve the Village well into the future and address current and future opportunities. The Village would greatly appreciate your insight on how the station and the surrounding area can better serve the community. Public involvement will begin with both an online survey and a public workshop.

A convenient online survey has been developed to collect your input. The survey will only take 5 to 10 minutes to complete and responses will remain anonymous. The survey is available at: www.glenellyn.org (Under Latest News) or

Directly at: <https://www.surveymonkey.com/r/GlenEllynMetra>



**CDM
Smith**
KMI

Appendix G

Public Meeting Sign-in and Comment Sheets

Glen Ellyn Metra Station

Public Workshop

August 2, 2017

NOTE/COMMENTS

The Village of Glen Ellyn is exploring options for improving the downtown Metra train station and surrounding area. Your feedback is very appreciated, and will be helpful in better serving our community.

Thinking about the current station, what do you consider to be the most and least desirable characteristics and/or services?

The Village has identified several items that could be improved at and around the Metra station. Please rank the items you would most like to see improved, with 1 being the most important:

___ Improved outdoor waiting space (e.g., more seating or covered areas)

___ Improved indoor waiting space

___ Electronic display screens with information and announcements

___ Cleaner, larger restroom facilities

___ Safety enhancements (e.g., better lighting and visibility)

___ Overpass or underpass at tracks for pedestrians

___ Additional Parking

___ More places for drivers to drop off passengers at station

___ Other _____

Please provide additional comments on the reverse side.



Glen Ellyn Metra Station

Public Workshop

NOTE/COMMENTS

Please provide any additional comments here:

**Thank you for your
participation.**

Please submit comments in comment
box by the door.

Optional for Future Notifications

Name: _____

Address: _____

Email: _____



**CDM
Smith**
KMI

Sign-In



Glen Ellyn Metra Station

Public Workshop

August 2, 2017

NOTE/COMMENTS

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- ☐ Improved outdoor waiting space (e.g., more seating or covered areas)
- ☐ Improved indoor waiting space
- ☐ Electronic display screens with information and announcements
- ☐ Cleaner, larger restroom facilities
- ☒ Safety enhancements (e.g., better lighting and visibility)
- ☐ Overpass or underpass at tracks for pedestrians *as long as the disabled can use them -*
- ☐ Additional Parking *where*
- ☐ More places for drivers to drop off passengers at station *where*
- ☐ Other _____

Please provide additional comments on the reverse side.



**CDM
Smith**
KMI

Glen Ellyn Metra Station

Public Workshop

NOTE/COMMENTS

Please provide any additional comments here:

**Thank you for your
participation.**

Please submit comments in comment
box by the door.

Online Survey located at

www.glenellyn.org

Look under "Latest News" for Link

Optional for Future Notifications

Name: _____

Address: _____

Email: _____



**CDM
Smith®**
KMI

Glen Ellyn Metra Station

Public Workshop

August 2, 2017

NOTE/COMMENTS

The Village of Glen Ellyn is exploring options for improving the downtown Metra train station and surrounding area. Your feedback is very appreciated, and will be helpful in better serving our community.

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- ☐ Improved indoor waiting space
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- ☒ Overpass or underpass at tracks for pedestrians
- ☐ Additional Parking
- ☐ More places for drivers to drop off passengers at station
- ☐ Other _____

Please provide additional comments on the reverse side.



**CDM
Smith**
KMI

Glen Ellyn Metra Station

Public Workshop

NOTE/COMMENTS

Please provide any additional comments here:

AN Underpass will be safer
And will be used more by
the kids going to Glenbard West
H.S.
SAFETY

**Thank you for your
participation.**

Please submit comments in comment
box by the door.

Online Survey located at

www.glenellyn.org

Look under "Latest News" for Link

Optional for Future Notifications

Name: _____

Address: _____

Email: _____



**CDM
Smith®**
KMI



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

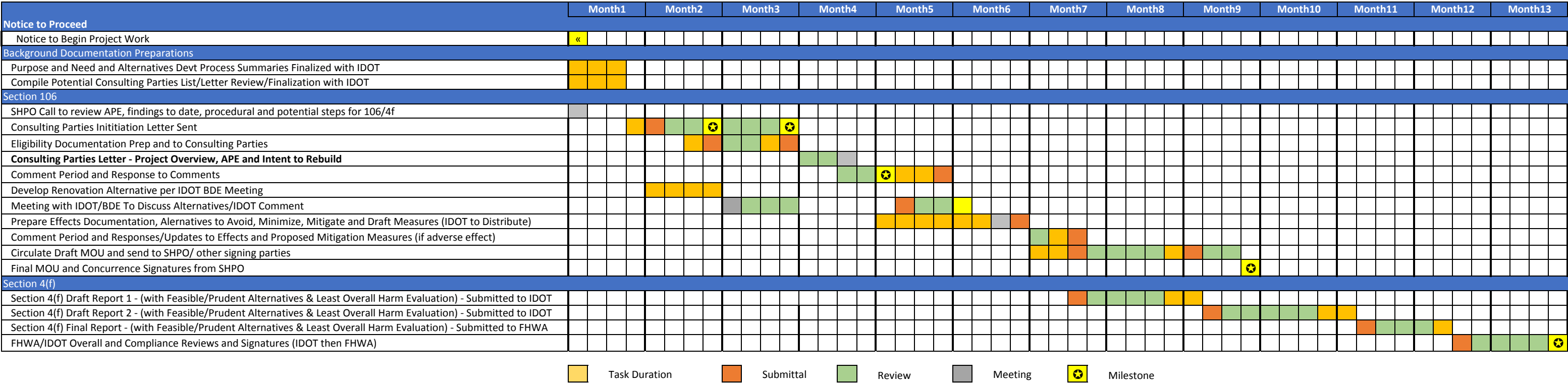
DATE: _____

OWNER

DATE: _____

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

Schedule





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

Meeting 7/13/2021 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2021-
1263)**

DOC ID: 2021-1263

Engineering Project Report Dated July 9, 2021

Statement of the Issue:

The Public Works Engineering Division Project Report Dated July 9, 2021 is attached hereto for review by the Capital Improvements Commission

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. Engineering Project Report 7-9-21

July 9, 2021



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS

UTILITY AND ROADWAY REHABILITATION PROJECT 20001 – Phase 1

Contractor: Copenhaver

(Project No. 20001; Value of Construction Contract = \$3,052,890)

The first phase of the project involves the rehabilitation of roadways in the central-west portion of the Village including: Phillips Avenue (Lorraine to Vine), Vine Street (Ridgewood to Hillside), Ridgewood (Kenilworth to Brandon), Evergreen (Hillside to Duane), and Center (Evergreen to Lorraine). The work includes sanitary sewer main line repairs and service line replacement, water main and service line replacement, storm sewer/drainage improvements, and reconstruction of the roadways. Nicor is also implementing some limited gas main and service line replacement work as part of the project.

The Contractor has had one underground crew working on the project over the course of the last month with the crew nearly complete with sanitary sewer point repairs and sanitary sewer service line replacements on Ridgewood Avenue. This week, a second underground crew mobilized to the site and is currently completing sanitary sewer point repairs and sanitary sewer service line replacements on Vine Street. Once the first crew has completed the sanitary sewer work on Ridgewood Avenue, it will exchange positions with the second crew (on Vine St.) and continue the replacement of sewer services on Vine Street and Phillips Avenue. It is anticipated that this exchange will occur on Tuesday, July 13th with the second crew then commencing the water main replacement on Ridgewood Avenue.

Nicor's contractor NPL Construction is anticipated to commence replacement of the gas main and gas services on Center Street on Tuesday, July 13th.

Copenhaver has indicated that they do plan to bring in a third underground crew in early August to expedite construction. They also plan on working longer hours starting the week of July 12th.



Sewer Service Replacement on Ridgewood Avenue

2021 STREET IMPROVEMENTS PROJECT – Contractor: R.W. Dunteman

(Project No. 21002; Value of Construction Contract = \$1,624,277)

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. The project was awarded to the low bidder, RW Dunteman, at the May 10th Village Board Meeting. Construction engineering services were also awarded to Chastain & Associates at the same meeting. The project has been split into two construction phases, with one being the concentrated project area within Crescent Boulevard, Roger Road, Park Row, and the Union Pacific railroad, while the second phase consists of all other streets included in the contract. A pre-construction meeting was held on May 24th, and a tree-walkthrough was completed on June 3rd. Construction substantially started the week of June 21st, with concrete sidewalk, curb, and driveway work for the first phase underway and targeted for completion the week of July 19th. Asphalt surface removal and replacement will begin shortly after and is anticipated to be completed by mid-August. Concrete work will then begin in the second stage, with asphalt work following immediately after. Corresponding substantial contract completion is required by September 30, 2021.

OTHER AGENCY PROJECTS IN GLEN ELLYN

BLOOMINGDALE ROAD AT GENEVA ROAD INTERSECTION IMPROVEMENT AND SIGNAL MODERNIZATION – Contractor: Schroeder Asphalt Services

This project is being implemented by DuPage County and involves the widening of Bloomingdale Road at Geneva Road. The widening will support the addition of a secondary left turn lane for southbound Bloomingdale Road to eastbound Geneva Road. The project includes the installation of temporary traffic signal equipment which will allow for all the traffic signal equipment to be removed and replaced as part of the project (Traffic Signal Modernization). Staff attended the project preconstruction meeting on July 9th. Utility relocation work is planned to advance in the next week with the County and its Contractor reviewing the timing for the commencement of the roadway widening work.

CONSTRUCTION PROJECTS IN CLOSE-OUT

PENNSYLVANIA AVE. IMPROVEMENT PROJECT – Contractor: John Neri Construction

(Project No. 15006 & 16005; Value of Construction Contract = \$252,502)

The project includes both underground utility improvements (storm sewer, sanitary sewer service line, water service line, and street lighting conduit and wiring upgrades) and sidewalk widening from 7' to 16.5' on the south side of Pennsylvania, just east of Main Street and will allow for A Toda Madre restaurant outdoor dining expansion.

The project started on May 3rd and was substantially completed on June 18th. A Toda Madre contractor is working on a construction of the outdoor deck with work slated to be completed later this month.



Pennsylvania Ave, looking west at Main St
(A Toda Madre dining deck construction in progress)

VILLAGE GREEN STORM SEWER PROJECT– Contractor: Mauro Sewer Construction

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

This project involved the replacement of approximately 1,200 linear feet of 12-inch storm sewer from Village Green Park to Lambert Lake. Construction has been completed including installation of top soil, seed, and erosion control blanket. Next steps for the project involves preparation of the final pay estimate, balancing change order, and invoicing the park district for their share of the project costs. The construction cost is anticipated to be approximately \$9,000 under the construction contract award amount.

CUMNOR AVENUE UTILITY IMPROVEMENTS – Contractor: John Neri Construction

(Project No. 19009; Value of Construction Contract = \$363,365)

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 now fully complete including preparation of the final balancing change order and pay estimate. The final construction cost was \$10,853 under the construction contract award amount.

ROADWAY REHABILITATION PROJECT 20002– Contractor: Schroeder Asphalt Services

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

The Engineer has transmitted final quantities to the Contractor for final invoicing.

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)

The Engineer has transmitted the final pay estimate to IDOT.

HILL AVENUE BRIDGE REPLACEMENT – Contractor: Dunnet Bay Construction

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

All paperwork is complete. The final construction invoice has been received from IDOT with Lombard having submitted an invoice to Glen Ellyn for its final share of the construction expenses.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: Martam Construction

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

All paperwork is complete. Awaiting final invoicing from IDOT.

ENGINEERING PROJECTS

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

(Project No. 00511)

Staff is met with the Engineer on June 7 to discuss finalization of the engineering drawings and bidding/contract documents for the project.

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 Company (ILAWC) 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 received the 90% engineering drawings and project manual and will be providing comments to the Engineer for development of the pre-final documents.

CENTRAL BUSINESS DISTRICT PROJECTS

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

(Project No. 16016)

Work continues on the Section 106/4f tasks. IDOT and FHWA have reviewed the revised project purpose and need document with no further comments. JLK (Architects) is making revisions to the latest historic documentation package on properties within the project area of potential effect. CDM Smith is currently working on the alternatives analysis for the project including no build, relocation to the east, relocation to the west, rehabilitation, rehabilitation with an addition, and new construction. Staff and CDM Smith will be presenting an update on the project to the Village Board at its July 12th Special Meeting and to the Capital Improvements Commission at its July 13th Regular Meeting.

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

(Project No. 15006)

Public Works led a presentation and discussion with the Village Board on proposed changes to the roadway geometrics as supported by the CIC. The Village Board approved the changes to one of the intersection (Forest and Pennsylvania), supported additional traffic studies to be conducted at (Main and Crescent) and requested CIC to review the scope of the anticipated

study. The Village Board did not fully support changes to Main and Duane as presented, but asked the CIC to review alternatives changes such as sidewalk widening solely on the east side of Main Street. These topic are scheduled to be discussed at the July 13th CIC meeting.

The June Village Board meeting also included a discussion on the proposed construction sequencing and maintenance of traffic plans for the first phase of the project which is planned for construction in 2022. The Village Board provided general support to these items as presented.

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
2021 Sidewalk and Concrete Street Repairs	\$325,475 (2021)	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure throughout the Village. This year's program also includes an Alternate Bid for two new segments of requested sidewalk installations. Staff worked to design the two segments of new sidewalk for inclusion in the bid documents. Bid documents and candidate repair locations were compiled for a bid advertisement on April 16, 2021. Bids were opened on April 29, 2021 and the contract was awarded to Schroeder & Schroeder, Inc. at the May 10, 2021 Village Board meeting. Due to contractor availability, staff finalized a list of repairs in late June and work is targeted to begin the week of July 12, 2021 This batch is estimated to take approximately two weeks to complete. Sidewalk installations segments will be then be scheduled for completion in August or as part of the second batch of repairs targeted for the end of the construction season.
2021 Parking Lot Resurfacing and Asphalt Roadway Patching	\$210,700 (2021)	Project scope includes roadway patching throughout the Village and resurfacing of the Park & Montclair parking lot. The contract was advertised on January 29, 2021 with bids opened on February 10, 2021. Award to the low bidder, J.A. Johnson Paving Company, was made at the February 22, 2021 Village Board meeting. Resurfacing and restriping of the Park & Montclair parking lot was completed the week of May 24, 2021 and the lot was reopened on May 29, 2021. Roadway patching work started on May 26, 2021 with all but four roadway patches being completed as of June 2, 2021. The remaining patches are targeted for completion on July 9, 2021.
2021 Pavement Markings	\$30,000 (2021)	This contract is annually intended to be awarded to the low bidder of either the DuPage County contract or the Suburban Purchasing Cooperative. Staff recommended that

Project	Estimated Glen Ellyn Cost	Status
		the Village Manager execute a contract with the lower bidder of the two programs, Precision Pavement Markings, Inc. This contract was executed on June 30, 2021. Staff will now work to compile a list of striping locations and schedule the work to be completed sometime in August or September.
2021 Crack Sealing	\$25,000 (2021)	This year's program is anticipated to be procured once staff has compiled candidate locations using upcoming Pavement Condition Index (PCI) Study data. The 2021 PCI Study is discussed below.
2021 Asphalt Surface Rejuvenation	\$40,000 (2021)	Candidate locations include streets that have been resurfaced one to three years prior. Staff has finalized target locations and quantities and has received pricing from single source vendor Corrective Asphalt Materials. Staff will recommend single source purchase award at a Village Board Meeting in advance of work being completed late Summer.
2021 Pavement Condition Index (PCI) Study	\$50,000 (2021)	The Village has obtained pavement condition data for all Village streets every four years since 2004. Unfortunately, COVID-19 caused staff to recommend deferral of a 2020 Study due to financial concerns at the time. However, on a positive note, Staff applied for participation in CMAP's Pavement Management Program and recently learned that CMAP was able to secure additional State Planning and Research Grants and has included Glen Ellyn in its next round of assisting communities with completing PCI Studies and developing Pavement Maintenance Programs. The Village will in turn receive an updated Pavement Condition Index Survey of all the Village's streets as well as a 5-year pavement management program; <u>both at no cost to the Village.</u> Staff met with ARA on June 9 to discuss preliminary results of the field data collection and provide feedback. ARA is working on incorporating staff feedback into a report that is anticipated to be completed by late July.

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