



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Tuesday, August 10, 2021
7:00 PM
Glen Ellyn Civic Center, Room 301

- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Approval of Minutes**
 - 1) Motion to approve the July 13, 2021 Capital Improvements Commission Meeting Minutes
- D. Current Business**
- E. Trustee's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Project Report Dated August 6, 2021
- I. Adjournment**



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
July 13, 2021
7:00 PM
Electronic Conference Call

Board or Commission: Capital Improvements

Date: July 13, 2021

Meeting: Regular

Called to Order: 7:06 p.m.

Quorum: Yes

Adjourned: 9:35 p.m.

Member Attendance:

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

Also Present:

Dave Buckley	Public Works Director
Tom Topor	Senior Civil Engineer
Steve Warner	Civil Engineer II
Mike Folkening	Civiltech Engineering
Kristin Kalitowski	Civiltech Engineering

A. CALL TO ORDER

The July 13, 2021 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:01 PM via Electronic Conference Call.

B. PUBLIC COMMENT – None

**C. APPROVAL OF MINUTES FROM JUNE 8, 2021 CAPITAL IMPROVEMENTS
COMMISSION MEETING**

**MOTION TO APPROVE MINUTES FROM JUNE 8, 2021 CAPITAL IMPROVEMENTS
COMMISSION MEETING**

MOTION BY: Commissioner Zucchero

SECOND BY: Commissioner Foerster

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. CBD SUI Geometrics Follow Up for July Meeting:

Senior Civil Engineer Topor summarizes that the Village Board reviewed the CIC's recommendations concerning the geometrics changes to the intersections of Forest & Pennsylvania, Main & Duane, and Main & Crescent. He notes that the Board requested that the CIC revisit its recommendations concerning the intersection of Main & Duane and Main & Crescent. Senior Civil Engineer turns it over to Mike Folkening and Kristin Kalitowski to give a presentation on the follow up requested by the Village Board.

Main & Duane – Mike Folkening with Civiltech notes that there some was support by the Village Board to widen the sidewalk on the east side of Main Street with the Board requesting that the CIC revisit the matter. He works through the presentation overiewing how truck turning movements for westbound Duane Street to northbound Main street controls the geometrics of the northbound lane of Main Street. He notes that one member of the Board had asked if the designation of the southbound lanes could be reversed where the inside southbound lane (along the centerline) could function as a left turn lane and where the outside lane (along the curb) could be the shared thru/right turn lane. Folkening notes that there are several issues with this proposition including the loss of parking on Main Street south of Duane. He moves on to making the second point by playing a video of traffic driving through the intersection. He shows how southbound Main Street left turning traffic does not queue and block the movement of southbound vehicles through the intersection. Engineer Daubert asks Folkening to clarify that they looked exhaustively through the video and did not see the left turning traffic queuing to the extent where it blocked thru traffic which Folkening confirms was the case during their review of peak hour traffic. Commissioner Neurauter asks if we know how many vehicles turned left during the peak hour to provide some context. Engineer Daubert elaborates that during the a.m. peak hour there were 55 southbound left turning vehicles and 70 in the p.m. peak hour which were counted prior to the onset of COVID-19. Mike Folkening notes that based on this factor, it would not be advisable to have traffic unnecessarily shift away from the centerline to drive through the intersection and Civiltech recommends that the lane designations not be reversed. Civiltech accordingly summarizes that based on the Board's deliberation, it recommends that the southbound lanes remain as-is and that the sidewalk be widening on the east side of Main Street. It did note the possibility of a bump out on the west side of Main Street for the Prairie Path which staff was still reviewing for other considerations.

Engineer Daubert summarizes that it is important to make sure we are making the right decision here but we also do need to be mindful of making a decision on the geometrics in a timely manner to keep the project on track for construction this year. He notes that we want to continue to weigh heavily on the CIC in formulating its recommendation. Engineer Daubert and Chairman Szymanski asks to go through the Commissioners feedback on the changes:

Commissioners Foerster supports widening the sidewalk on the east side of Main Street and supports keeping the west side (southbound lanes) of Main Street as-is. He also supports the idea of implementing planters at the corners to prevent pedestrians from crossing the north leg of the intersection. Commissioner Lindquist supports widening the sidewalk on the east side of Main Street as well as a bump out for the Prairie Path and short planters at the corners to discourage pedestrians crossing the north leg of the intersection. Commissioner Neurauter supports widening the sidewalk on the east side of Main Street, supports the curb extension at the Prairie Path on the west side of Main Street, and the planters at the corners of the intersection to discourage pedestrians crossing the north leg of the intersection. Commissioner Zuccherro notes that he supports the CIC's previous recommendation to implement the lane reduction for southbound Main Street with the sidewalks widening on both sides of the street. Commissioner Zuccherro notes that the Engineers showed from a data standpoint that the lane reduction can be implemented and that we should be doing what we can to prioritize the downtown for pedestrians. He also notes his support of implementing a planter on the corners to prevent pedestrians from crossing the north leg of the intersection. Chairman Szymanski notes he supports the sidewalk widening on the east side of Main Street, the bump out for the Prairie Path with the two southbound lanes (southbound right turn lane and shared thru/right) and the planters on the corners to prevent pedestrians from crossing the north leg of the intersection.

Main and Crescent

Kristin Kalitowski overviews that the Village Board requested that the CIC confirm the scope of the trial implementation of the improvements at Main and Crescent including details on the scope of the traffic study, timelines, and costs.

Kalitowski notes that the first portion of the traffic study would involve modeling what it would take to deteriorate the level of service for the intersection; this would be in the context of added Development Traffic. The second portion of the traffic study would involve implementing a test closure of the eastbound Crescent right turn lane. Traffic cameras would be installed for a total of six weeks; two weeks prior to the implementation of the right turn lane closure and for four weeks during the implementation of the right turn lane closure. To minimize the processing of the traffic camera data, tube counters would be installed to identify the peak traffic days from which we would process the traffic camera data. Drone footage would also be captured for two one-hour periods to capture overall traffic operations including during freight and commuter trains. Kalitowski shows a sample right turn lane closure from Vernon Hills which was implemented using temporary traffic bollards. A tactical urbanism example was also shown for the City of Chicago to show a curb extension/bumpout mockup. Kristin Kalitowski also reviewed some additional traffic data from the previous study noting that Civiltech revisited how many vehicles would be impacted by the elimination of the eastbound Crescent right turn lane between the hours of 6 a.m. and 8 p.m. She notes that there were a total of 845 eastbound Crescent Vehicles that went through (eastbound) the intersection during this window (6 a.m. – 8 p.m.). She elaborates that if the right turn lane was eliminated, a total of 36 vehicles would have potentially been impacted. She notes that there were 57 trains during this window with the average gate down time being 2 minutes and 1 second for both freight and commuter trains.

Chairman Szymanski notes that we also did receive some feedback from Two Toots and M & Em's that they felt the bump outs were beneficial for safety and parking perspectives. Kristin Kalitowski notes that it is the Village's plan to implement the parking spaces on Crescent as part of the trial. Engineer Daubert notes that the additional parking spaces would not be implemented on the west side of Main Street north of the intersection due to the Main Street outdoor dining area. He also notes that we do need to be mindful that the traffic will not necessarily be fully representative of traffic conditions that were captured in the past study in 2019. He also notes that even if traffic volumes were back to pre-COVID conditions, there are changes proposed with the Metra Station project which may impact how traffic is distributed through the downtown.

Engineer Daubert also notes that the Village Board did want the CIC to review how we should implement the improvements from a cost perspective and whether we make more permanent improvements. He notes that the proposition to study the trial improvements on a temporary basis is what he would recommend and to not construct the improvements on a permanent basis. Chairman Szymanski notes that we are talking about approximately \$30,000 to implement and study the improvements. Engineer Daubert notes that based on past feedback, some members of the Board may want to see additional analysis. A budget of approximately \$25,000 for the study and \$10,000 to install and remove the improvements would be a reasonable.

Commissioner Foerster agrees with what is recommended for the scope, timeline and cost of the study. Commissioner Lindquist notes he is supportive of the proposal and the timeline. Commissioner Neurauter is in agreement with what has been proposed. Commissioner Neureuther agrees with the budget, timeline, and collection of data at this time even with the potential implications of COVID. Chairman Szymanski supports the scope of the study and budget; he notes that we may have to extrapolate a bit due to COVID but sees the value in proceeding with this now. Chairman Szymanski also notes that Village President Senak did pass on his gratitude to the CIC for their work on this matter.

Engineer Daubert notes that the next step is to work with the Village Manager to report back on this matter through a Manager's report and see if the Village Board is comfortable with proceeding as outlined or to revisit the matter in a more formal Village Board Workshop Meeting. Engineer Daubert thanks Civiltech for their work on this matter.

2. Glen Ellyn Metra Station and Multimodal Access Improvements Project – CIC Update:

Chairman Szymanski introduces the discussion on this item. He notes that the Village Board reviewed this matter last night and that there was a lot of interest in this project by the Village Board members. He noted that overall the feeling was very positive and that there was value seen in terms of the project supporting businesses and development.

Engineer Daubert advances a presentation on the update for the project. He introduces the CDM Smith consultant team including Steve Pasinski and Steve Hands. He notes that he will start the presentation and that we will be working through the presentation as a team.

Engineer Daubert overviews the Agenda including the existing site and station conditions, project purpose and need, alternatives considered, review of project funding, and lastly the challenges and next steps for the project. Given the group's background, we will be briefly overviewing the background on the project and focusing more on the challenges and next steps. In turn, he passes the presentation on to Steve Pasinski.

Steve Pasinski reviews the existing site including the station, shelters, parking, and general layout of the Central Business District. Steve notes that UP owns and is responsible for the depot. He notes that the depot and associated infrastructure is beyond its useful life. He shows pictures of the depot noting the condition of the aging infrastructure. He also notes the shortcomings with accessibility, mechanical systems, and overall poor condition of the depot. Engineer Daubert notes we have also received a call about seepage coming up through the depot floor which he notes has in-floor radiant heating. Steve Pasinski shows the existing platforms and stairs which feature degradation.

Steve Pasinski moves on to the project purpose and need which has 5 tenants: improving capacity, addressing the structure degradation and bringing it up to modern standards, improving accessibility to and from the station, addressing traffic issues associated with drop off and pick up, and addressing the barrier between the north and south areas of the downtown. Steve Pasinski turns the presentation over to Steve Hands to further detail these 5 tenants.

Steve Hands provides further context to the capacity needs, noting that based on pre-COVID-19 Pandemic ridership and Metra Standards that the station is undersized by approximately 50%. Steve Hands overviews the COVID-19 Pandemic implications on ridership. He notes that Metra projects ridership to return to approximately 80% of its pre-COVID-19 ridership in the next few years. He notes Metra is continuing to advance improvements to its infrastructure in anticipation of the return of ridership.

Steve hands review the condition of the station elements which are deteriorated. He notes the energy code deficiencies with the station. Engineer Daubert notes that one of the Village Board members expressed interest in pursuing LEED Certification for the new Depot. He notes that there are some consideration we need to follow up on with the Village Board. Chairman Szymanski asks Steve Hands to elaborate on what LEED Certification is. He notes this is process through which a building is evaluated in terms of its energy efficiency/use, the types of materials that are implemented, etc. He notes there is a process and cost involve to have a building LEED Certified.

Steve Hands reviews the accessibility challenges with station which based on a public survey included: challenges in crossing of the railroad tracks, limited parking, traffic queuing, and lack of protection for pedestrians and bicycles.

Steve Hands reviews the traffic queuing conditions on Main Street and Crescent Boulevard which are related to limited drop off and pickup areas and the inability for pedestrians to easily cross the tracks.

Lastly, Steve Hands overview the barrier between the north and south areas of the CBD created by the railroad tracks. He also notes that the station does not fit in well with the two historic districts and that the 2009 Downtown Strategic Plan identified the Metra Station as one of the Village's most important destinations but that it is one of its worst features.

Engineer Daubert notes the importance of these tenants in the purpose and need document to support the Village's goals for the project and identifying the best alternative for the project.

Steve Hands overviews the alternatives that were reviewed for the project noting that based on the project purpose and needs/goals, that the new construction station and site improvements is the preferred alternative. He shows renderings and site plans of the preferred alternative, focusing in on the key site elements including a new inbound station, platforms, new plaza, new underpass, new

warming stations, reconstructed parking lots, reconfigured Forest Avenue. Engineer Daubert overviews the improved drop off and pick up areas.

Engineer Daubert notes that additional feedback from the Village Board on the proposed project included consideration of adding a second story to the depot to offer additional space in the station for other community needs.

Chairman Szymanski notes that we might be understating the importance of the plaza area which will offer many benefits for the Village. He also notes that this project is bringing attention to the Village for Development and Business Opportunities. Engineer Daubert provides specific examples with Developers being interested in the project as it pertains to supporting residential needs in the CBD. He also notes that there will be a significant number of additional residential units in the downtown with the Developments which will drive up pedestrian/commuter traffic. He also notes that other feedback received from the Village Board including the consideration of implementing an elevator for the underpass and expediting the timeline for the project.

Steve Hands overviews the funding committed for the project including \$16.4M for CMAQ and ICC Crossing Safety Improvement Program funding. He notes that Metra is committed to providing an additional \$4.0M towards the project. Chairman Szymanski notes that we may also look to Metra for funding for ongoing maintenance. Engineer Daubert notes, potentially and that it is part of our ongoing negotiations with Metra.

Steve Hands turns the presentation over to Engineer Daubert who overviews the current project challenges. Engineer Daubert notes that the Commission is aware of the Historic Preservation challenges associated with the Section 106/4f processes that CDM Smith is working through. However, one of the more recent developments has been with Union Pacific expressing that it is considering the sale of excess property associated with commuter rail service to a Developer. He notes the conditions associated with the potential sale in terms of maintaining the commuter rail service functions of the property. He notes next steps including that UP would present the right of first refusal to Metra for them to purchase the property. Engineer Daubert notes that staff met with Metra and they assured the Village that they would let the Village know if UP offers them the ability to purchase the property. Engineer Daubert notes that the development opportunity seems limited given the size of the property, the Village's zoning code, and need to maintain the commuter rail service operations on the site. He notes that Staff and CDM Smith will review and develop potential next steps for the Village to undertake.

Engineer Daubert overviews the ongoing efforts and next steps. He notes identifying the next steps with the UPRR Property sale is critical. He then outlines the next steps with the State/Federal Historic Process, and completion of the Project Development Report. Lastly, he notes next steps including continued agency and community involvement, and timelines for phase II engineering and Phase III construction.

Chairman Szymanski asks if there is anything the CIC can assist with at this time. Engineer Daubert notes that we have some additional work and strategizing to do with CDM Smith first. Steve Pasinski notes any additional background or information the Commissioner may have would be appreciated.

Commissioner Zuccherro asks if the Village could maybe hire someone to look at the redevelopment opportunity from a public-private partnership perspective. Engineer Daubert notes that one of the concerns is that there's nothing material that has been presented to the Village yet. He notes that per

Metra, a north shore community went through a similar experience where they went through a long dragged out process and that the project was ultimately deemed not economically viable. Engineer Daubert notes the question is do we contemplate a potential partnership or keep the project moving forward given we have the funding commitment in place? Steve Hands notes that to Rich's point it makes sense to strike while the iron is hot and keep the project moving through the process. Engineer Daubert and Steve Hands overview the challenges associated with utility relocation, incorporating parking, and making a large and viable Development Project. Engineer Daubert notes that another consideration is the zoning of the property which limits building height to 35 feet. Commissioner Zuccherro notes that what he is hearing is that we would be putting a lot of our federal funding and timeline at risk in waiting for some type of potential partnership opportunity. Engineer Daubert notes that there's several items staff is considering including early acquisition.

Engineer Daubert notes that staff was not necessarily looking for specific direction from the Commission but that he would appreciate any comments from the Commissioners. Chairman Szymanski notes his greatest concern would be delaying the project to the extent that we would lose the funding and opportunity to advance the project. Chairman Zuccherro notes we should summarize all the issues and expectations to help the community and/or those that may be interested in a public-private-partnership on the project understand the challenges and to provide clarity in direction. Commissioner Foerster emphasizes that we should not rely on a Developer for our project. He notes we have done such a good job with securing the funding and that Developments often fail late through the process. He feels strongly that we should proceed with the project as planned.

E. TRUSTEE'S REPORT – None

F. OTHER BUSINESS – Chairman Szymanski notes that we are working to fill our Commissioner vacancy. He also notes that he's asked if we could add additional Commissioners to maintain a quorum given all the business we have to conduct. He also notes that he would like for the Commission to get a recap on the CBD grade separation project for vehicles and pedestrians that was previously studied. Engineer Daubert notes that this is a good topic for the CIC and Village Board to revisit especially in the context of there being somewhat recent interest in redevelopment of the Duane-Lorraine lot which is a corridor for one of the grade separations.

G. PUBLIC WORKS REPORT – Public Works Director Buckley notes our next meeting will likely be in-person. He overviews Public Works staff vacancies including Maintenance Worker 1, Assistant Public Works Director, and Civil Engineer I positions. He notes that we are also working on an RFP for maintenance of the public parking garages. Lastly, he notes that we are working to go live with an online customer service request system called see-click-fix.

H. PROJECT REPORT – Engineer Daubert overviews the status of the Street Reconstruction Project (Phillips-Vine-Ridgewood-Evergreen-Center). Civil Engineer II Steve Warner overviews the status of the Street Resurfacing Project with the project moving into the second phase of improvements. Civil Engineer II Steve Warner also gives an update on the street maintenance programs including the concrete street and sidewalk repair program, the asphalt street patching and parking lot resurfacing project, and notes that the crack sealing and line striping programs will be completed later in the year. Chairman Szymanski asks if we have recently put any projects out for bid and seen any trends on pricing. Engineer Daubert notes our larger projects have already bid for the year but we can check the IDOT bulletin and check unit pricing and report back to the CIC. Commissioner Zuccherro reports

that the tollway is still seeing competitive pricing on its projects. Lastly, Engineer Daubert overviews DuPage County's intersection and traffic signal modernization project at Bloomingdale Road and Geneva Road.

- I. **ADJOURNMENT** – Chairman Szymanski thanks the Commission and Staff for all their work. He asks for a motion to adjourn and a second. Commissioner Zucchero motions and Commissioner Lindquist seconds to adjourn the meeting. The meeting was adjourned at 9:35 p.m.

The next meeting is scheduled for August 10, 2021

Prepared by Rich Daubert, Professional Engineer

Reviewed by Tom Topor, Senior Civil Engineer



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

Meeting 8/10/2021 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2021-
1318)**

DOC ID: 2021-1318

Engineering Project Report Dated August 6, 2021

Statement of the Issue:

The Public Works Engineering Division Project Report Dated August 6, 2021 is attached hereto for review by the Capital Improvements Commission.

Analysis:

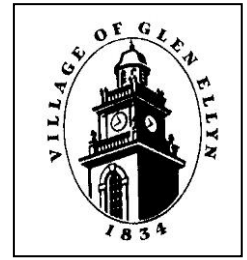
Budget Impact:

Action Requested:

Attachments:

1. Engineering Project Report 8-6-21

August 6, 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.

All sanitary sewer main and service line replacement work throughout the project streets should be substantially complete the week of August 9th. The sanitary mains will be televised to confirm all repairs remain intact with no further repair work needed. The Contractor has completed the installation of new water mains on Ridgewood and Vine and is wrapping up the water main installation on Phillips Avenue. The new water main on Ridgewood Avenue has passed pressure testing, disinfection, and sampling with the replacement of water services to commence on Ridgewood Avenue the week of August 9th. Testing, disinfection, and sampling of the new water mains on Vine and Phillips is anticipated to occur the week of August 9th with replacement of water services on these streets to advance thereafter. Once all services are transferred to the new water mains, some final connections will need to be made to the existing water distribution system and the old water mains can thereafter be retired. The storm sewer/drainage improvements on Phillips, Vine, and Ridgewood will advance following the completion of the water service work. A total of three crews will be working on Ridgewood, Phillips, and Vine to complete the underground work as timely as possible and to advance the reconstruction of these streets in early September. The Contractor currently intends to then advance its underground crews to Evergreen and Center to complete the balance of the water main and storm sewer/drainage improvements in September. The reconstruction of the Evergreen and Center roadways is currently on track for late September/early October.

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 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.

All concrete work is now substantially completed and contractor is focusing on roadway pavement rehabilitation. Pavement milling will be completed the week of August 9th. Asphalt binder has been installed in first phase of the project in late July. Asphalt surface is schedule to be placed the week of August 9th in phase one area, ahead of start of school year for Glenbard West High School, located adjacent to the project area. Within the next 2-3 weeks contractor is looking to install asphalt binder, begin parkway restoration and place surface on Carlton Ave, Taylor Ave, Spalding St, Taft Avenue, Joyce Ct and Glen Arbor Ct, bringing the project to substantial completion. Sod restoration will be completed in September.

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 project punchlist was generated and provided to the contractor to address. A Toda Madre deck is now completed with final inspections being scheduled for next week.

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.

ROADWAY REHABILITATION PROJECT 20002– Contractor: Schroeder Asphalt Services

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

The final balancing change order and invoicing for the project have been completed. In summary, the project closed out \$35,434.14 below the Contract Award Amount.

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.

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)

Staff and CDM Smith presented 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. The draft geotechnical report and section 106 and 4f reports have been provided to staff for review.

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

(Project No. 15006)

Public Works held a follow up discussion with the CIC on proposed roadway geometric changes to Main and Duane, and Main and Crescent. The CIC has confirmed the proposed scope of the additional traffic study to be conducted at Main and Crescent in fall of this year. The CIC also provided amended recommendations on the proposed geometric changes at Main

and Duane generally supporting the sidewalk widening solely on the east side of Main Street between Duane Street and the tracks. These recommendations were shared in a Manager's report to the Village Board.

The design engineer is proceeding with engineering plans preparation for first phase of the project. Prefinal plans and specs are due to the Village submittal by the end of August. Public Works began a process of procuring parkway trees for the project and reviewing the types of plants to be included in the tree planter beds.

Public Works is working with Civiltech Engineering on the details of an anticipated contract amendment agreement request for engineering services identified to be outside the original scope of the contract. Public Works plans to present the contract amendment request at the upcoming Village Board meeting and update the CIC.

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 began the week of July 26, 2021. A first batch consisting of over 120 locations was poured the week of August 6, 2021 with asphalt patching and restorations targeted for completion the week of August 9, 2021. Sidewalk installations segments will be scheduled for completion in September and a second batch of repairs is 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

Project	Estimated Glen Ellyn Cost	Status
		started on May 26, 2021 with all but four roadway patches being completed as of June 2, 2021. The remaining patches were completed on July 9, 2021. A list of pavement markings disturbed by roadway patching was restriped the week of July 26, 2021. The project is now proceeding to closeout.
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 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 in August. Staff is scheduled to meet with ARA on August 12, 2021 to discuss the report.

X:\Publcwks\ENGINEER\Monthly Construction Reports\Engineering Project Report 8-6-21.docx