



Agenda
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
Tuesday, June 9, 2020
7:00 PM
Via Electronic Conference Call

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

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

If you wish to attend the meeting, you may contact the Village at (630) 547-5507 or rdaubert@glenellyn.org and the meeting information will be provided to you. As a courtesy, the Village requests that these requests be submitted before 4:30pm on Monday, June 8, 2020. However, we will try to accommodate any request received up to and during the meeting.

A. Call to Order

B. Public Comment (Non Agenda Items)

C. Approval of Minutes

May 12, 2020 Capital Improvements Commission Meeting Minutes

D. Current Business

CBD Streetscape and Utility Improvements - Input/Preparation for Village Board Workshop Discussion

E. Trustee's Report

F. Other Business

G. Public Works Report

H. Project Report

Engineering Project Report Dated June 5, 2020

I. Adjournment



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 06/09/20 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Minutes

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 4502)

DOC ID: 4502

May 12, 2020 Capital Improvements Commission Meeting Minutes

The draft meeting minutes for the May 12, 2020 Capital Improvements Commission Meeting are attached for review and consideration of approval by the Capital Improvements Commission.

ATTACHMENTS:

- CIC Meeting Minutes May 12 2020 - Draft (PDF)

Village of Glen Ellyn



Minutes
 Village of Glen Ellyn
 Capital Improvements
 Regular Meeting
 May 12, 2020
 7:00 PM
 Conference Call

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

Date: May 12, 2020
Called to Order: 7:00 p.m.
Adjourned: 9:10 p.m.

MEMBER ATTENDANCE:

Steve Szymanski	Chairman	Present
Joel Baldin	Commissioner	Present
Adam Biggam	Commissioner	Present
Joshua Cattero	Commissioner	Present
Arthur Foerster	Commissioner	Present
Michael Lindquist	Commissioner	Absent
Steve Neurauder	Commissioner	Present
Rocco Zuccherro	Commissioner	Present
Richard Daubert	Professional Engineer	Present

Also Present:

Tom Topor	Senior Civil Engineer	Present
Steve Warner	Civil Engineer	Present
Steve Thompson	Liaison Trustee	Present
Julius Hansen	Public Works Director	Present
Christina Coyle	Finance Director	Present
Dave Buckley	Assistant Public Works Director	Present

Public Present:

Attachment: CIC Meeting Minutes May 12 2020 - Draft (4502 : May 12, 2020 Capital Improvements Commission Meeting Minutes)

A. CALL TO ORDER

The May 12, 2020 meeting of the Capital Improvements Commission was called to order at 7:00 PM via conference call. Engineer Daubert announces that Chairman Mike Lane has resigned from the CIC due to his work/travel schedule. Commissioner Steve Szymanski will assume the CIC Chairman role. Daubert adds we have one CIC commissioner vacancy that we are actively looking to fill.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM MARCH 10, 2020 MEETING

MOVE TO APPROVE MINUTES from 3/10/2020

RESULT: Unanimous

MOVER: Commissioner Szymanski

SECONDER: Commissioner Biggam

D. CURRENT BUSINESS

1. *COVID-19 Financial Impacts, 10-Year Capital Plan, Project Prioritization:* Engineer Daubert reports that we are all dealing with COVID-19 and trying to minimize our exposure both at a personal level and at a business level. The Village is currently trying to determine the financial impact this will have. Director Coyle will now present the preliminary financial revenue modeling of the impact of COVID-19. Director Coyle reports the model that was presented to the board on April 13, 2020 uses lengths of stay at home orders. We looked at revenue reduction projections for 1 month (best), 3 month (likely), 6 month (likely 2) and 9 month (worst) scenarios (see attached). We determined the following: Property Taxes likely won't be impacted in 2020, but may be impacted in 2021. Telecommunication tax revenue continues to decline. This decline is not related to COVID-19 but is a result of a continued reduction in landlines. Real Estate transfer tax - we used assumptions from the 2008/2009 recession impact to model this year. This assumes the proportional decrease based on number of months. Worst case scenario is the lowest RETT (real estate transfer tax) revenue that went in 2008/2009 recession which largely affected the real estate market next year. Food & Beverage tax revenue will be impacted the most. This revenue may not rebound quickly depending on the stay at home orders and what is put in place once we reopen. Investment income will be down, interest rates are near zero and this assumes that no matter the length of COVID, rates will be kept low. Overall we are looking at a decrease in revenue of \$250,000–\$1,400,000 for 2020/2021 with the biggest impact coming from the Food & Beverage Tax.

2. *2020 Capital Program COVID-19 Project Prioritization* – Engineer Daubert reports we looked at all of our expenditures and are taking a cautious spending approach due to the financial impacts of COVID. We went through all of our projects to see which projects were more essential to move forward and which projects we could defer or eliminate. Overall we want to continue with the maintenance side of capital projects. I will now go through each project item. Those items in green are moving forward, those in yellow have some reserve and those items in red are being deferred or holding back on all together.

Asphalt Roadway Crack sealing - Proceed with reserve.

Asphalt Roadway Surface Treatments – Deferring, we can wait 1 year on this.

Asphalt Street Patching - Proceed with reserve.

Concrete Street Patching - Proceed with reserve; we reduced the budget to \$402,000. This was approved by the Village Board last night.

Engineering Software - Proceed with reserve.

Misc. Expenses - Proceed with reserve - Services Primarily Related to Technical Assistance with Grant Applications (Traffic Counts, Drawing Prep, Etc.).

Misc. Storm Sewer Improvements - Proceed with reserve – there are about \$25,000 in drainage improvements that are currently needed.

NPDES Permit - Proceed as planned.

Development Capital Improvements – Proceed as planned.

Street Lighting Improvements/Replacements – Proceed as planned.

Taft Avenue Street Lighting – Proceed as planned.

McKee House - To be determined - \$75,000 budgeted for demolition.

Metra Station Phase II Engineering – Proceed as planned.

Sidewalk improvements – Proceed as planned/already approved.

Pavement Condition Index Survey – Defer.

Hill Avenue Water & Sewer Extensions – Defer.

CBD Utility and Streetscape Imp. Design Engineering - Proceed as planned.

Cumnor Avenue Utility Improvements - Proceed with reserve. This is a project where the benefitting residents were going to contribute towards the cost. This is an unincorporated area that the properties will be annexed to use the extension of the sewer and water infrastructure. This will be further discussed with Village Board. Commissioner Neurauter asks if the Village will check to see if the residents still want to proceed given the current economic climate. Engineer Daubert adds we will follow up with the residents to see they want to proceed.

Street Reconstruction Program – Defer. This is a project we can defer. We recommend getting engineering complete and work on getting grants. We are cautiously optimistic regarding stimulus grants.

Street Resurfacing Program - Proceed as planned. Streets were inherited from Milton Township in 2015 and are severely deteriorated and in need of imminent rehabilitation. There are some streets we can defer. Commissioner Zuccherro asks when bidding these projects out do you ever specify extra quantities in the bids. Daubert replies not typically, we try to keep the quantities really tight (accurate). If we get favorable bids, we could recommend a change of order to the Village Board. Commissioner Zuccherro would support giving flexibility on the bids to complete additional work as bids come in favorable.

IL American Water Interconnect - Proceed as planned. This is in design engineering

and construction will be contemplated for inclusion in next year's budget.

Sewer Lining & Point repairs - Proceed as planned.

Engineer Daubert asks the CIC if they have any questions or concerns about the 2020 Project Prioritization plan. Commissioner Cattero adds I agree with the holistic approach to this plan. Commissioner Szymanski adds he supports the plan. Commissioner Baldin adds he is in agreement with the plan.

Commissioner Zucchero motions to accept and move forward on the 2020 Capital Program COVID-19 Project Prioritization Plan as presented, Commissioner Szymanski seconds the motion.

MOVE TO ACCEPT THE 2020 Capital Program COVID-19 Project Prioritization Plan

RESULT: Unanimous

MOVER: Commissioner Zucchero

SECONDER: Commissioner Szymanski

Parking Garage/CBD Streetscape and Utility Improvement Projects - Commissioner Cattero asks what the plan for the parking garage is. Engineer Daubert replies that it could be deferred for a year. The Village is moving forward with the demolition and work to underground the overhead dry utilities. The Village Board will be discussing this at the next meeting. Trustee Thompson adds based on the current economic climate he is unsure how the trustees will vote. Director Coyle adds due to the current schedule the Village Board needs to decide by the end of May whether the parking garage will move forward. The Village will consider the following options: Continue with construction as planned, postpone construction for a defined period of time or eliminate the project. Director Coyle adds if we defer the project, costs could escalate. If we defer the bond issuances to 2021, we could still go forward with the parking garage construction. We are still liquid in our capital projects fund for the next several years. Trustee Thompson asks the CIC for their opinion on moving forward with the parking garage. The CIC was split in their opinions and had commentary on both the garage and CBD project as follows:

In terms of the Civic Center Parking Garage Project:

- ☐ 2 Commissioners expressed strong support of moving the project forward now
- ☐ 1 Commissioner was somewhat neutral but leaned towards deferring the project a year while also wondering if the funds could be utilized differently to better help the business community
- ☐ 3 Commissioners supported the project but expressed preference that the CBD Utility and Streetscape Project over the Parking Garage Project, if one project had to give
- ☐ 1 Commissioner supported the project but not in the context of the Village taking on additional debt and would rather see the CBD Utility and Streetscape Project be advanced.

In terms of the CBD Streetscape and Utility Project:

- ☐ The Commissioners expressed unanimous support of advancing the project. However, a few takeaway notes from the discussion:
 - o 1 Commissioner noted he would like to see this project move forward along with the Civic Center Parking Garage
 - o 1 Commissioner noted that he is all for the CBD Project moving forward but the Civic Center Parking Garage is ready to go now, let's not lose momentum on it
 - o 1 Commissioner noted that while businesses may be hurting now, pushing the CBD project back will only prolong impacts of two events on the down

businesses; i.e. COVID-19 and CBD Streetscape and Utility Construction Impacts. We should move quickly to advance the CBD project.

- o 1 Commissioner expressed that the CBD Utilities and Streets are assets that we have to maintain at this time. The project should take priority over the Parking Garage if one is to be not advanced at this time. However, the Commissioner also noted that now is a good time to borrow money to move both projects forward and that we should be prepared to take advantage of competitive contractor pricing.

E. TRUSTEE'S REPORT – Trustee Thompson reports that the Village has been getting a lot of information from various governmental groups about the pandemic and moving into economic recovery. As a Village we are focusing on PPE and testing for our first responders and front line workers. Director Coyle adds we are at a good place with PPE. Staff is adhering to social distancing, we continue to be cautious. We also have an emergency ops team that meets weekly to plan on what reopening will look like. We currently are able to provide all of our Village services remotely. Thompson adds we are also working on supporting businesses more and more and are working with the GE Chamber to make sure the businesses are able to transact. The Village is also looking at how reopening will look and are trying to get businesses and residents ready for when that happens. The Village has done various food events to make sure the Fire, Police and EMTs are well fed.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Director Hansen reports PW is doing everything we normally do. We have a split work schedule. We are still repairing water mains and sewers. We have had no positive COVID cases. We have a dedicated work force. They are a great group to work with during a crisis. Lastly, the original horse trough will be back in June.

H. PROJECT REPORT – See attached report. Engineer Daubert reports that the Village received the American Public Works Association 2020 National Project of the Year Award in the Transportation <\$5M Category for the Taylor Avenue Pedestrian Tunnel. This is an amazing award to receive. Glen Ellyn should be very proud. We will hold a ceremony when everything settles down with COVID-19. Earlier this year we applied for the ICC Grade Crossing Protection Fund Grant for the Metra Station and we successfully secured that grant in the amount of \$2M towards the pedestrian tunnel component of the project. In total we have \$20.4M in outside funding for the project.

I. Adjournment & Next Meeting – Chairman Szymanski motions and Commissioner Cattero seconds to adjourn the meeting. The meeting was adjourned at 9:10 p.m.

The next CIC meeting will be June 9, 2020 at 7:00 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Rich Daubert, Professional Engineer

Attachment: CIC Meeting Minutes May 12 2020 - Draft (4502 : May 12, 2020 Capital Improvements Commission Meeting Minutes)



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 06/09/20 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Discussion Item

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 4504)

DOC ID: 4504

CBD Streetscape and Utility Improvements - Input/Preparation for Village Board Workshop Discussion

Please see the attached memorandum and associated documents pertaining to the subject agenda item.

ATTACHMENTS:

- June 2020 Meeting Memo On CBD Streetscape (PDF)
- March 10 2020 Capital Improvements Commission Meeting Minutes (PDF)
- March 20 2020 Managers Report Memo on Paving Materials and Streetscape Elements w Attachments (PDF)



MEMORANDUM

TO: Capital Improvements Commission

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

DATE: June 5, 2020

RE: May 9, 2020 Meeting of the CIC
CBD Streetscape and Utility Improvements
Input/Preparation for Village Board Workshop Discussions

Introduction and Background

The Capital Improvements Commission has last discussed the CBD Streetscape and Utility Improvements on March 10th, 2020 with paving materials being the major topic of discussion, along with introductory review of other streetscape elements. Staff was intending to discuss these materials and present CIC's recommendations/commentary at the March 23, Village Board Workshop; however that meeting was understandably cancelled due to the onset of the COVID-19 pandemic. The attached Manager's Report dated March 20, 2020 was prepared and submitted to the Village Board outlining the items discussed and recommendations from the CIC, with an intention of having an in-depth discussion once the impact of the COVID-19 pandemic was further assessed. Now, with the situation slowly stabilizing and with a slightly better handle on the potential long-term impacts of the COVID-19 pandemic discussed with the CIC at its May 12th, 2020 meeting, staff looks to revisit the project with the members of the CIC at its June 9th meeting and follow up with the Village Board at their June 15th Workshop Meeting on the following topics.

- Paving materials options and limits of decorative pavement in the CBD
- Project Schedule
- Project Budget

Elaborating, discussion of these items is intended to get the ball rolling on the more critical decision points with other project design elements and details to continue at future Village Board Workshops.

Paving Materials

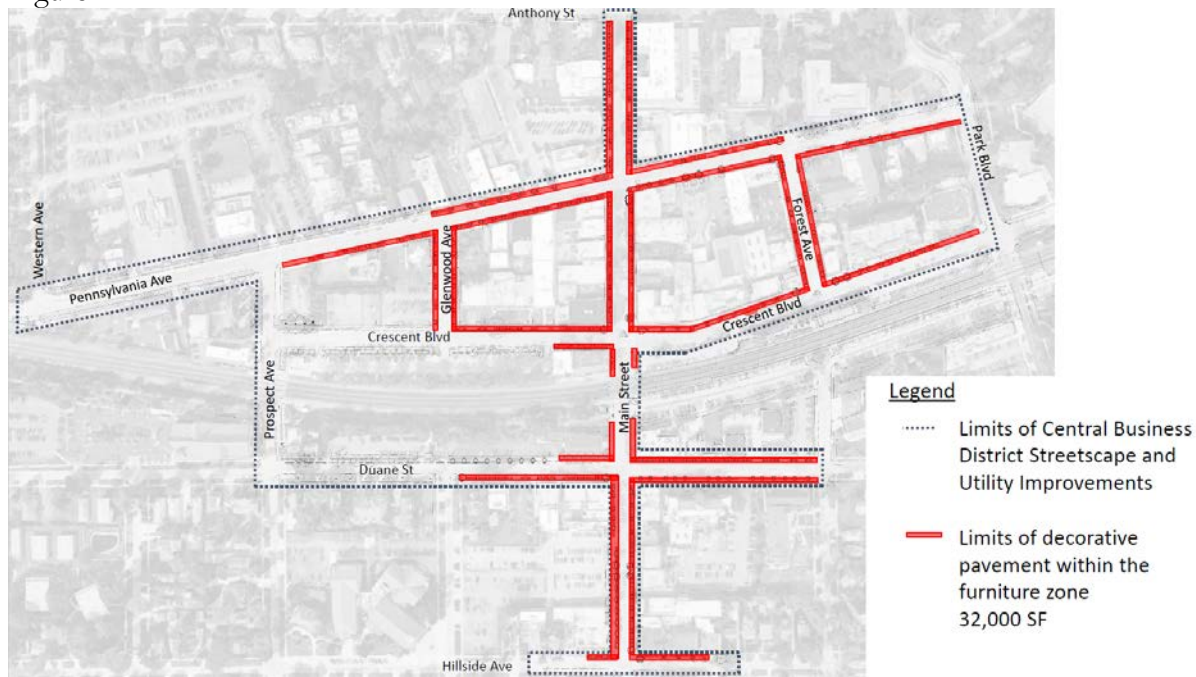
At the March 10th Capital Improvements Commission reviewed this information in detail as part of the March CIC Meeting. The complete meeting materials are located [here \(click here for link\)](#). The CIC discussed in detail the pros and cons of each material and as well as the budget implications and have provided recommendations to the Village Board on preferred options to be

included field mockups and to be evaluated and voted on the Glen Ellyn community. The preferred options selected by the CIC, to be mocked up, were as follows:

- **Fired Clay Brick Option A:** This option includes a 4" x 12" Herringbone Field blend of Antique, Dark Antique, Mulberry, Sunset, and Charcoal bricks surrounded by 4" x 8" Charcoal soldier course border. This option was paired with Mesabi Black Textured finish granite tree planter curbs or cast-in-place concrete tree planter curbs.
- **Fired Clay Brick Option C:** This option includes a 4" x 8" running Bond Field blend of Cinnamon, Tangerine and Mahogany, 4" x 4" Mulberry brick diamond accent, 8" x 8" Mahogany brick perimeter border, and 12" x 12" centerpiece Carnelian Antique D100 finish granite inserts. This option was paired with Carnelian Antique Thermal finish granite tree planter curbs or cast-in-place concrete tree planter curbs.
- **Exposed Aggregate Concrete:** A couple of options were carried forward which include Spruce Green and Red Flint aggregate as decorative aggregate components of the concrete. Included plan views show the option of Spruce Green with samples of both materials available on display at the Civic Center. This option was paired with Mesabi Black Split Faced finish granite tree planter curbs and cast-in-place concrete tree planter curbs.

An important item to consider are the limits of decorative treatment in the CBD. The Figure 1 below shows the current plan for use of decorative treatment. In light of recent budgetary constraints associated with COVID-19, staff feels that a review of this plan may be necessary as it has been identified as a potential area of cost savings.

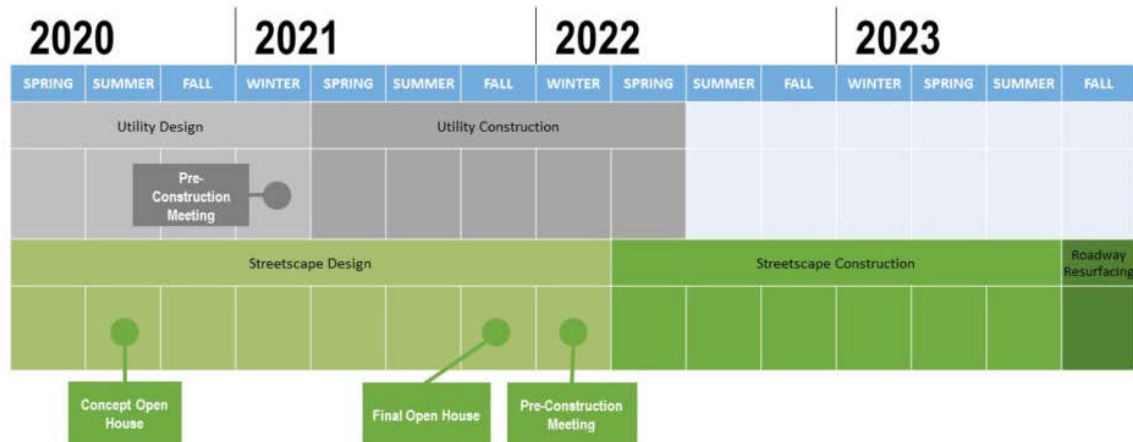
Figure 1



Project Schedule

Prior to COVID-19, the overall construction schedule for the project listed Underground Utility construction taking place in 2021-2022 and Roadway and Streetscape portion slated for 2022-2023, as outlined on Figure 2 – Proposed Project Timeline below.

Figure 2
Proposed project timeline



As part of the review of the 10-Year Capital Plan prepared in response to the COVID-19 epidemic, staff has suggested that the start of construction of the project could be postponed. The benefits of this approach are that it would put less strain on the General Fund and allow downtown businesses to recover after the restrictions put in place by the State this spring. Another potential benefit is not coinciding with the Frida Kahlo exhibit planned to be held at the College of DuPage in the summer of 2021. The drawbacks are that the downtown roadway and sidewalk infrastructure is aging and requires ongoing maintenance to keep it in a usable condition while many ADA deficiencies persist.

Important factors that have a bearing on the project schedule are current and planned major development projects in the CBD. The first one being the Civic Center Public Garage. Currently in initial stages of construction, this project is set to be completed in spring of 2021. Construction of a public parking garage will allow for customer parking for businesses on the south side and therefore more flexibility in reductions in parking spaces due to construction.

The exact schedule for the APEX 400 development has not been set due to ongoing litigation; however, construction could commence this year if that passes in short time. This project will involve significant underground improvements associated with the new building as well as roadway and sidewalk improvements. Staff feels that it may be advantageous to complete Village's underground and streetscape improvements in concert with APEX 400. This work could also be combined with improvements on Duane Street from Prospect to Main. To allow for free access to the Civic Center Garage, the section of Duane Street could be constructed immediately after the completion previously mentioned sections or as part of a different phase of the project.

Additionally, staff and the consultant team is working on a plan to fast-track the design of the utility and streetscape improvements on the south side of Pennsylvania Avenue, immediately east of Main Street (along A Toda Madre's restaurant). This would include constructing the necessary

underground infrastructure, roadway improvements, and expanded sidewalks. This would allow for A Toda Madre restaurant to construct a permanent outdoor seating planned to be constructed prior to 2021 spring/summer season. Additionally, this would serve as another mockup site to try out the decorative paving materials being contemplated for the streetscape project.

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

Budget

As part of the March 10th, 2020 paving materials discussions, an updated budget has been presented and is included below.

<u>Construction Costs</u>	Estimate
Roadway and Sidewalk Work	\$7.4M
Upgrade Sidewalk and Crosswalk Areas	\$1.2M
Street Lighting Repairs and Installations - Conduit/Wiring Replacement, Urban Ceiling Lighting, Temporary Lighting	\$2.2M
Site Furnishings - Benches, Bike Racks, Trash Receptacles, Parklets, Etc.	\$1.3M
Landscaping - Trees, Shrubs, Perennials, Seat Walls, Planters, Suspended Pavement, Irrigation, Etc.	\$3.0M
Underground Utilities - Water, Sanitary Sewer, Storm Sewer, Temporary Restoration	\$7.7M
Total Construction Cost	\$22.8M
<u>Other Costs</u>	
Phase II Engineering	\$1.4M
Phase III Engineering (est. as 11% of Construction Cost)	\$2.5M
CURRENT TOTAL COST ESTIMATE	\$26.7M

In the context of COVID-19, staff has been asked to review the project budget and trim the overall budget by approximately \$2 million. Staff looks to accomplish that by a combination of grants associated with the Train Station project and reductions in the scope of some of the streetscape components of the project. One strategy is to delay portions of the Crescent Blvd improvements and implement them with the Train Station project.

Another area of potential cost savings is the elimination of the downtown parklets currently included in the budget of the project. This would trim approximately of \$660,000 from the cost of the overall improvements. Other areas of potential cost reduction includes various streetscape components of the project including like ornateness decorative pavement, extent of the use of

decorative pavement in various areas in the CBD, number of trees, number of soil cells, number of raised seatwalls, and various street furniture used.

Basic roadway and sidewalk improvements costs are unlikely to change as well as the scope of the utility portion of the project, which is largely driven by the recently completed Underground Utility Study and budgeted for in the Sewer and Water Fund. Staff hopes to continue the discussion with the CIC and the Village Board on ways to dial back the design in an effort to reduce project costs.

Action Requested by the Capital Improvements Commission

Staff would like to use the June CIC Meeting to solicit any further input from the CIC on its previous recommendations/commentary concerning paving materials, budget, and schedule. The intent of this revisit is to solicit any input the CIC might now have in the context of COVID-19 implications. To put the entirety of previous discussions into context, staff has attached the meeting minutes from the CIC's March Meeting as well as the Memorandum provided to the Village Board via Manager's report following the CIC's March Meeting. This information will be used to prepare staff for its upcoming presentations to the Village Board.

Attachments

March 10, 2020 Capital Improvements Commission Meeting Minutes
 March 20, 2020 Memo to Mark Franz for Manager's Report to Village Board

Village of Glen Ellyn



Minutes
 Village of Glen Ellyn
 Capital Improvements
 Regular Meeting
 March 10, 2020
 7:00 PM
 Glen Ellyn Civic Center, Room 301

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

Date: March 10, 2020
Called to Order: 7:01 p.m.
Adjourned: 9:47 p.m.

MEMBER ATTENDANCE:

Michael T. Lane	Chairman	Present
Joel Baldin	Commissioner	Present
Adam B. Biggam	Commissioner	Absent
Joshua J. Cattero	Commissioner	Absent
Arthur F. Foerster	Commissioner	Absent
Michael M. Lindquist	Commissioner	Present
Steve Neurauder	Commissioner	Present
Steve Szymanski	Commissioner	Present
Rocco J. Zuccherro	Commissioner	Absent
Richard Daubert	Professional Engineer/Staff Liaison	Present
Steve Thompson	Village Trustee/Trustee Liaison	Present

Also Present:

Christina Coyle	Glen Ellyn Finance Director	
Dan Anderson	Historical Society	
Dave Buckley	Glen Ellyn Assistant Public Works Director	
Dawn Bussey	Glen Ellyn Public Library Director	
Dawn Smith	Glen Ellyn Chamber of Commerce Executive Director	
John Magill	CivilTech Engineering	
Katie Crudele	Glen Ellyn Zoning Board of Appeals	
Matthew Jones	Glen Ellyn Zoning Board of Appeals	
Mark Franz	Glen Ellyn Village Manager	
Marv Ritter	540 Duane Street, Glen Ellyn	
Michelle Covington	Glen Ellyn Zoning Board of Appeals	
Mike Folkening	CivilTech Engineering	
Kristin Kalitowski	CivilTech Engineering	
Phil Hutchinson	CivilTech Engineering	
Terri Smith-Pfeiffer	540 Duane Street, Glen Ellyn	
Tom Topor	Senior Civil Engineer	

A. CALL TO ORDER

The **March 10, 2020** meeting of the Capital Improvements Commission was called to order by Chairman Lane at **7:01 PM** at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM February 12, 2020 MEETING

MOVE TO APPROVE MINUTES from 2/12/2020

RESULT: Unanimous

MOVER: Commissioner Lindquist

SECONDER: Commissioner Szymanski

D. CURRENT BUSINESS

1. *CBD Streetscape Paving Materials & Streetscape Elements Presentation:* Kristin Kalitowski from CivilTech outlines the meeting objectives: Tonight we will specifically covering decorative paving options, crosswalk material options, planter curb materials & railing design, and alternative options for planter curbs. To recap: *Materials Decision Making Process:* The technical advisory committee selects 3 material options so that Public Works can install the samples. Once the sample installations are completed we will have a *Materials Outreach Strategy*. This strategy will be led by Muse and will capture public feedback through website voting, in-person meetings, social media, and newsletters. *Material Selection Process:* To date we have done an exposed aggregate evaluation. We have revisited the 2013 Concept Plan. We have considered historic features and have revisited the use of pavers. Tonight we want to narrow down our material options and get the input from the CIC so that we can move forward on sample installation, public outreach and ultimately a final material decision.

John from Civiltech presents the History of GE Streetscape Design: We consulted with Liz Paterson on the history of Glen Ellyn. We wanted to establish of sense of place and a vibe of Glen Ellyn. We pulled out elements from Hotel GE, McChesney, Glenbard West High School and the Civic Center. The elements that were pulled from these locations were limestone, red brick, and patterned brickwork. We also looked at precedent streetscapes (what other communities are doing).

Phil Hutchinson from Civiltech presents the Streetscape Design Elements: We looked at a number of materials for the decorative pavement:

1. Standard Concrete - low cost, easy to install, unobtrusive aesthetically, not decorative or inspiring.

2. Stamped Concrete – can mimic the look of brick, low cost, limited to one color, for future repairs it can be hard to match the color, susceptible to damage, textures hold water and can freeze, minimal benefit to cost
3. Exposed Aggregate: textures and colors are highly customizable, low cost relative to brick pavers \$14/sf, color and texture hard to recreate for future repairs, requires highly skilled labor, can crack, more susceptible to damage from salt and ice, not a historic material.
4. Fire Clay Brick Pavers: historic material, classic look, durable, does not fade, can be simple or complicated patterns aesthetically, high cost \$24/sf, limited sizes and shapes. Maintenance: does not need to be sealed, power wash, spot repairs, joint sand replacement, service life span lasts for generations, must use rubber tipped snow plows or brushes.

Commissioner Neurauter asks if we would secure extra pavers for future repairs. Hutchinson replies yes, it is called attic stock and we would build that into the cost of the materials.

Engineer Daubert asks if efflorescence is a problem with pavers. Hutchinson replies it does occur but the pavers can be cleaned of it; we haven't seen it as a problem, but will ask the manufacturer.

Hutchinson presents the finishes on the Fire Clay Brick Pavers. There are 2 options beveled edge and tumbled edge. The tumbled edge is a straight cut paver and it is put in a machine to tumble and rough it up a bit.

Hutchinson presents design options and shows each mockup perspective with varying materials (see attached presentation). Stamped concrete, exposed aggregate, Fire Clay Brick Option A herringbone pattern (4"x12"), Fire Clay Brick Option B – closer to 2013 plan herringbone pattern (4"x8"), Fire Clay Brick Option C – running bond field with 4"x8" diamond accent. We can engrave the 12" square pavers with info for historical landmarks.

Hutchinson presents the decorative sidewalk costs: Plain concrete: \$224K, Stamped Concrete: \$480K, Exposed Aggregate: \$448K, and Fire Clay Pavers: \$768K. Engineer Daubert adds we are also looking closer at lifecycle costs, once we have those we will bring it to the CIC. Also if costs become an issue we can dial back in other areas of the project (ie, planters, decorative curbing, furniture etc.). Hutchinson adds with respect to lifecycle, depending on weather, exposed aggregate should last about 20 years and Fire clay brick lasts about 40 years. So depending on what you choose you could incur more costs on the backend. Commissioner Baldin adds as part of the analysis we should consider the salvage value of pavers as they can likely last beyond 40 years. Baldin adds that we should also consider the use of an aggregate base under pavers in lieu of concrete. Concrete is preferential but adds significant cost and an aggregate base may still suffice.

Chairman Lane asks how many square feet of decorative materials are we considering. Kalitowski replies 32,000 sf.

Hutchinson adds historical plaques are an opportunity to add and incorporate in

any of the designs. The CIC likes the idea of historic plaques.

Hutchinson presents Crosswalk Decorative Material Options (see attached presentation) Concrete – \$11/sf long service life (\$165K), Stamped asphalt (5yr lifespan)- \$20/sf (\$300K), MMA (10-20yr lifespan) - \$34/sf (\$510K), Fire Clay (30+yr lifespan) - \$38/sf.(\$570K). Total square footage for crosswalk 15,000.

Mark Franz – Village Manager asks in terms of decorative crosswalks, what about doing the 6 prime crosswalks on Main Street and in key areas only. Commissioner Lindquist adds then we aren't treating the whole downtown as part of the project. Matthew Jones adds if you want to expand your tax base then you need to expand your downtown and consider use of decorative treatments throughout the downtown. The CIC saw value in both perspectives with continued analysis and discussion needed with the Village Board.

Civiltech presents the Planter Curb and Railing Designs (see attached presentation). Planter Curb material options: Granite & Cast in place concrete. Granite: Durable, classic, elegant aesthetic that communicates a feeling of permanence, low maintenance, expensive material - \$70/LF for a 6" curb. Concrete - Low cost - \$25/LF for a 6" curb, simple & functional, low maintenance, cracking can be hard to control, minimal aesthetic value, quality is dependent on installer's experience.

Commissioner Baldin adds something to think about if using granite; you should consider using standard size pieces when constructing the planters. It will be more cost effective than custom cut pieces. Alternative use of exposed aggregate curbs such as those utilized in Wheaton could also be considered.

Civiltech presents the 3 concepts for the Raised Seat Wall Planters (see attached presentation). Concept A - Window forms inspired by the Hotel Glen Ellyn, Concept B - Corner details inspired by the Civic Center, Concept C - Medallion details inspired the Civic Center. All options will be comfortable to sit on and very durable.

Civiltech asks if there are any questions or comments.

Chairman Lane states we should choose a planter design that gives the best opportunity for trees to thrive.

Commissioner Neurauter adds we should consider having uniformity within the entire downtown area.

Upon completion of the presentation, Kristen Kalitowski asks the CIC which material option they prefer. The CIC likes the Fire Clay Brick Paver Option A. Commissioner Baldin adds that Option C is creative but may be too busy. The pattern could also be interrupted by streetscape elements. Baldin suggests the design team also consider a basketweave pattern. The CIC asks the public for their comment. The public likes the Fire Clay Paver material.

Katie Crudele, (Zoning Board of Appeals) – likes the good, better, best option approach. If you had to cut costs, exposed aggregate would be a better option than plain concrete.

Commissioner Neurauter motions for a recommendation to mock up Fire Clay Brick Paver Options A & B, and Exposed Aggregate material. Commissioner Szymanski seconds the motion.

MOVE TO RECOMMEND MOCKUPS OF FIRECLAY BRICK PAVER OPTIONS A & B AND EXPOSED AGGREGATE MATERIAL

RESULT: Unanimous

MOVER: Commissioner Neurauter

SECONDER: Commissioner Szymanski

Chairman Lane adds Main Street needs to be done right. If costs need to be cut, don't cut Main Street.

Commissioner Szymanski adds we are giving you a license to prioritize Main Street and scale back on other areas if need be as well as framing the downtown. You will have a family of items to use throughout the downtown area.

Civiltech presents Historic Plaques. These plaques will fit into any design and it will set the downtown apart from others. The CIC likes incorporating historic plaques into the plan.

Commissioner Baldin asks about Place making items and gateways. Hutchinson reports that the 2013 plan included ideas of this for GE brand identity. These are items that would be considered instagrammable. Items such as fire features, festoon lighting that creates a ceiling and nice ambiance as well as flex street concepts. Flex street concepts are where the sidewalk and street are at the same level. It gives more pedestrian space. They have a curbless design and are great for special events and closing off streets.

Commissioner Baldin adds flex streets will be more money but would be worth studying. Engineer Daubert states we will look into but notes that Main Street, where the design may be contemplated, is a Federal Aid Route and that the design will require IDOT approval. One of the concerns will be associated with safety and the use of angled parking with the curbless design may not be acceptable. Civiltech adds we love the flex street concept but it is very expensive to do.

Mark Franz – Village Manager, adds we've had meetings about needing a spot for event space. We have a business community that does not necessarily want to close off streets. Perhaps we can do this at a different location in Glen Ellyn.

The CIC thanks Civiltech for tonight's presentation.

E. TRUSTEE'S REPORT – Trustee Thompson reports the parking garage design has been passed by the Village Board.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – No report.

H. PROJECT REPORT – See attached report.

I. Adjournment & Next Meeting – Commissioner Szymanski motions and Commissioner Neurauter seconds to adjourn the meeting. The meeting was adjourned at 9:47 p.m.

The next CIC meeting is scheduled for April 14, 2020 at 7:00 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert, Professional Engineer



MEMORANDUM

TO: Mark Franz, Village Manager

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

DATE: March 20, 2020

RE: CBD Streetscape and Utility Improvements
Sidewalk Paving Material Options and Miscellaneous Streetscape Elements

Introduction and Background

Staff wishes to provide this memorandum to the Village Board in the March 20, 2020 Manager's Report. Staff was intending to present on this memorandum at the March 23, Village Board Workshop; however that has been understandably been cancelled due to the ongoing COVID-19 pandemic. Initial review and input by the Village Board would be well received by the design team in advance of the next formal Village Board discussion on the project.

The sidewalk and crosswalk paving materials were initially reviewed during the first design phase of the CBD Streetscape and Utility Improvements Project. At that time, plain concrete, brick pavers, colored stamped concrete, and exposed aggregate concrete were considered and initially assessed. In terms of general design, the initial preference by the Village Board was that plain concrete would be used in most sidewalk areas with a decorative paving material desired for the "furniture zone" or the area of the sidewalk between the normal walking path and the back of the roadway curb.

Due to concerns with potential settling of brick pavers and maintenance requirements of stamped colored concrete, exposed aggregate concrete was selected for further consideration. Exposed aggregate concrete samples were furnished in anticipation of field mockups to be completed in Fall of 2019. The construction contract for the mockups was approved in fall of 2019 but a lengthy procurement of specialty aggregates and early winter arrival forced postponement of the installations of mockups to 2020. At the same time, the design team was asked to continue to investigate and propose materials that would best reflect the historical nature of our downtown.

Further research into the paving materials was performed while considering the community's preferences as revealed in the 2013 Streetscape Plan and Parking Study and the January 2019 Open House survey. As a product of that review, brick pavers were reintroduced as an option of paving materials.

In depth research of history and architectural precedence of Glen Ellyn's style of building

CIVIC CENTER 535 DUANE STREET GLEN ELLYN, ILLINOIS 60137 630.469.5000 FAX 630.469.8849

materials was performed, the pros and cons of paving materials were updated based on most recent experiences, and proposed brick paving construction methods were updated. Based on this information the design team has put together options of paving materials for the sidewalk furniture zone, which as previously noted was the Village Board's preferred area of decorative paving material treatments. The attached presentation provides a current overview of the background information for all paving material options.

Paving Material Options

- **Standard Concrete:** Plain concrete sidewalk in both walking and furniture zones paired with Mesabi Black Thermal finish granite tree planter curbs.
- **Stamped Colored Concrete:** Herringbone pattern imitating brick pavers in furniture zones paired with Sunset Red - Thermal finish granite tree planter curbs.
- **Exposed Aggregate Concrete:** A couple of options were carried forward which include Spruce Green and Red Flint aggregate as decorative aggregate components of the concrete. Included plan views show the option of Spruce Green with samples of both materials available on display at the Civic Center. This option is paired with Mesabi Black Split Faced finish granite tree planter curbs and cast-in-place concrete tree planter curbs.
- **Fired Clay Brick Option A:** This option includes a 4" x 12" Herringbone Field blend of Antique, Dark Antique, Mulberry, Sunset, and Charcoal bricks surrounded by 4" x 8" Charcoal soldier course border. This option is paired with Mesabi Black Textured finish granite tree planter curbs or cast-in-place concrete tree planter curbs.
- **Fired Clay Brick Option B:** This option includes a 4" x 8" Herringbone Field blend of Antique, Dark Antique, Mulberry, Sunset, and Charcoal bricks surrounded by 4" x 8" Charcoal soldier course border. This option is paired with Sunset Red Thermal finish granite tree planter curbs or cast-in-place concrete tree planter curbs.
- **Fired Clay Brick Option C:** This option includes a 4" x 8" running Bond Field blend of Cinnamon, Tangerine and Mahogany, 4" x 4" Mulberry brick diamond accent, 8" x 8" Mahogany brick perimeter border, and 12" x 12" centerpiece Carnelian Antique D100 finish granite inserts. This option is paired with Carnelian Antique Thermal finish granite tree planter curbs or cast-in-place concrete tree planter curbs.

Cost Considerations

The material and installation cost vary for each material with standard concrete being the least expensive option to fired clay brick being the most expensive installation option. Additional cost considerations include the long term maintenance of each type of treatment. Attached is a Decorative Paving in the Furniture Zone Installation and Maintenance Cost Analysis which provides installation costs of 32,000 square foot section of furniture zone materials and 40-year life cycle maintenance cost schedule. Generally, standard concrete had the lowest installation costs and maintenance costs. Stamped Concrete and Exposed Aggregate is a medium level installation cost with highest maintenance cost as they require earlier replacement to retain the aesthetics of the materials. Brick pavers has the highest installation costs but relatively modest maintenance costs.

Cost Summary based on 32,000 square foot decorative sidewalk furniture zone. Costs are in today's \$.

Standard Concrete

Installation - \$224,000

Maintenance up to 40 years - \$67,200

Total - \$291,200

Stamped Colored Concrete

Installation - \$480,000

Maintenance up to 40 years - \$1,139,200

Total - \$1,619,200

Exposed Aggregate Concrete

Installation - \$448,000

Maintenance up to 40 years - \$1,049,600

Total - \$1,497,600

Fired Clay Brick on Stone Base

Installation - \$576,000

Maintenance up to 40 years - \$229,000

Total - \$805,000

Fired Clay Brick on Concrete Base

Installation - \$768,000

Maintenance up to 40 years - \$189,000

Total - \$957,000

CIC Recommendations

The Capital Improvements Commission reviewed this information in detail as part of the March CIC Meeting. The complete meeting materials are located [here \(click here for link\)](#). The CIC discussed in detail the pros and cons of each material and as well as the budget implications and have provided recommendations to the Village Board on preferred options to be included field mockups and to be evaluated and voted on the Glen Ellyn community. The preferred decorative materials of the CIC, to be mocked up, are as follows:

- **Fired Clay Brick Option A**
- **Fired Clay Brick Option C**
- **Exposed Aggregate Concrete**

In addition, the CIC held discussions on the limits of decorative treatments in the CBD. Some CIC members were interested in using the decorative sidewalk and crosswalk treatments throughout the CBD to extend the core of the downtown and attract and retain new businesses to those areas. Alternatively, some members felt the treatments should be more focused on the core downtown areas with the periphery treatments reduced to keep costs in line. The CIC members understood the

need for a balanced approach with various levels of treatment to meet the project and budget objectives. In regards to the latter, “framing” the CBD by including gateway features at the downtown limits was identified as a potential solution to ensure a continuum of treatments downtown but reducing costs on the periphery of the CBD.

In addition, members of the CIC were interested in exploring the use of standard size and colors precast granite planters pieces as a less expensive option to custom granite planters, and the use of permeable concrete as a base material for the brick pavers.

Crosswalks Update

Currently, there are four crosswalk treatment options under consideration. They include Concrete, Stamped Asphalt, Methyl Methacrylate (MMA) on Concrete, and Fired Clay Brick Pavers on Concrete Base. All options include some pros and cons as shown in the presentation. In addition to safety component and aesthetic value; crosswalks are elements that endure the most amount of exploitation by vehicular traffic, snow plowing operation and salt; while serving as walking surfaces for pedestrians and part of the pedestrian access route. The design team is still in the process of reviewing each material and will provide an update on preferred options in the future meetings.

Cost Estimate & Budget

To facilitate discussion on the paving material options, the cost estimate was updated to include the most current design information. This cost estimate was prepared based on design team's initial approach to distribution of various decorative treatments throughout the CBD. An increase from the previous estimate includes addition of new trees and planters on the north block of Main Street (Pennsylvania to Anthony). The estimate is based on Clay Fired Brick Pavers on Concrete in the sidewalk furniture zone. The attached Overall Map Slides included with the presentation provides a high-level representation of extent and location of various decorative treatments.

The project as currently presented is tracking \$1.8M over what was programmed in the 5-year Capital Fund. While ultimately at the Village Board's discretion, with the roadway and utility improvements being more definitive needs, the primary opportunity to trim project costs, if so desired, lies in the streetscape elements. Staff hopes the next discussion with the Village Board can shed light on the desired steps forward to either continue with the current design scheme and estimated project costs, or to dial back the design in an effort to reduce project costs.

Current Project Cost Estimate

<u>Construction Costs</u>	<u>Estimate</u>
Roadway and Sidewalk Work	\$7.4M
Upgrade Sidewalk and Crosswalk Areas	\$1.2M
Street Lighting Repairs and Installations - Conduit/Wiring Replacement, Urban Ceiling Lighting, Temporary Lighting	\$2.2M
Site Furnishings - Benches, Bike Racks, Trash Receptacles, Parklets, Etc.	\$1.3M
Landscaping - Trees, Shrubs, Perennials, Seat Walls, Planters, Suspended Pavement, Irrigation, Etc.	\$3.0M
Underground Utilities - Water, Sanitary Sewer, Storm Sewer, Temporary Restoration	\$7.7M
Total Construction Cost	\$22.8M
<u>Other Costs</u>	
Phase II Engineering	\$1.4M
Phase III Engineering (est. as 11% of Construction Cost)	\$2.5M
CURRENT TOTAL COST ESTIMATE	\$26.7M

Overall Map Slides

Included are map slides that provide a high level description of project limits, limits of decorative treatments in the furniture zone, “standard” vs large caliper trees, locations of raised planters, limits of granite planters vs concrete planters, and locations of decorative crosswalks. It represents the design team’s leveled approach to distributing the various streetscape elements. The team hopes to have an opportunity to discuss these items with the Village Board at future workshops to balance the treatments types and extends with the project budget.

Historical Plaques

One of the design considerations is inclusion of small granite plaques in the sidewalks that would commemorate history of a particular building location or famous event that took place at that location. Attached is a letter from Dan Anderson from the Glen Ellyn Historical Society that provides more information on this concept.

Action Requested by the Village Board

Staff was intending to discuss the items in this memo with the Village Board in greater detail at a workshop meeting. Staff is looking for concurrence on preferred options of paving materials and type of tree planters to be used in the planned field mockups, as well as to check in and provide an opportunity to review other items that the design team is currently working on as part of the project. We look forward to receiving input and comments on the materials presented. No date certain has

been identified for this discussion due to the ongoing COVID-19 pandemic, however, staff hopes the discussion can be facilitated in the coming month. Initial review and input by the Village Board would be well received by the design team in advance of the next formal Village Board discussion on the project.

Attachments

PowerPoint Presentation

Overall Map Slides

Letter from Dan Anderson

Decorative Material Cost Analysis



Civiltech Engineering, Inc.

www.civiltechinc.com

Central Business District Streetscape Improvements

Village of Glen Ellyn

March 2020



D.c

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape

Meeting Objectives

- Material Options
- **Recommendations / Q&A**
- Decorative Pavement Options: Plans and Renderings
- Crosswalk Material Options
- **Recommendations / Q&A**

Future Meeting Objectives

- Planter Curb Materials and Railing Design
- Alternative Options to Planter Curbs
- Raised Seat Wall Concepts
- Street Furniture Options
- Placemaking Features
- Flex Street Concept and Ideas
- Large Caliper Tree Information
- Tree Soil Space – Suspended Pavement Design





Standard Concrete | Pros / Cons

Pros

- Lowest Cost Option (\$6 / SF)
- Easiest to install correctly
- Standard snowplow equipment
- Unobtrusive aesthetic
- Allows other elements to shine





Standard Concrete | Pros / Cons

Cons

- Limited options for design
- Not decorative
- Uninspiring appearance

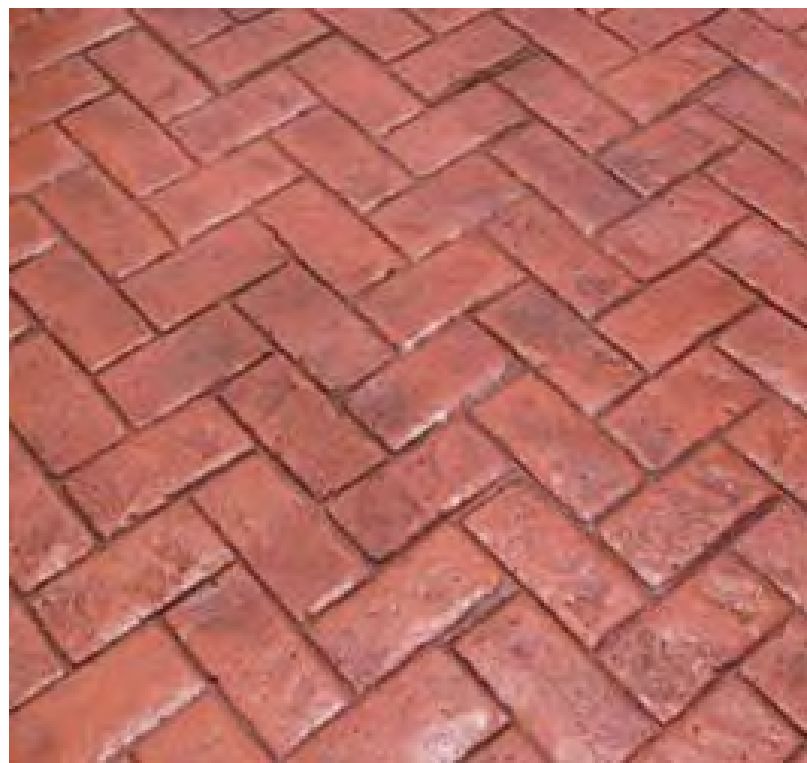




Stamped Concrete | Pros / Cons

Pros

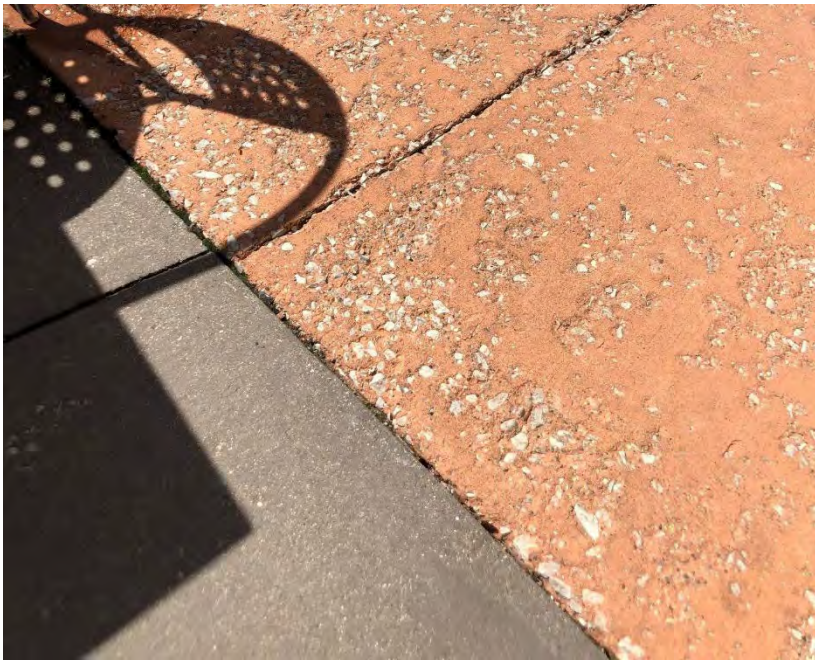
- Textures and colors are highly customizable
- Low installation cost relative to brick pavers (\$15 / SF)



Stamped Concrete | Pros / Cons

Cons

- Colors and textures are very hard to recreate for future repairs
- Requires highly skilled labor to install correctly, and only one chance to get right
- Concrete slabs will crack, so scoring pattern must become a part of the design
- Extremely susceptible to damage from salt/deicing agents – requires regular sealing
- Minimal aesthetic value and benefit compared to more historic material options
- Single color options do not look realistic





Exposed Aggregate | Pros / Cons

Pros

- Textures and colors are highly customizable
- Low installation cost relative to brick pavers (\$14 / SF)



Exposed Aggregate | Pros / Cons

Cons

- Colors and textures are very hard to recreate for future repairs
- Requires highly skilled labor to install correctly, and only one chance to get right
- Concrete slabs will crack, so scoring pattern must become a part of the design
- Extremely susceptible to damage from salt/deicing agents – requires regular sealing
- Minimal aesthetic value and benefit compared to more historic material options
- Village experienced long lead time when obtaining aggregates for Fall 2019 mock-ups



Fired Clay Brick Paving | Pros and Cons

Pros

- Historic material with rich colors and textures
- Classic look that never goes out of style
- Extremely durable and low maintenance
- Fired clay brick does not fade over time
- Pavers can be re-set after repairs

Cons

- High installation costs/skills compared to cast-in-place pavement (\$24/SF)
- Limited sizes/shapes and colors
- Robust detailing and reinforcement needed to ensure a durable and stable installation





Fired Clay Brick Paving | Patterns

- Patterns can be complex or simple
- Patterns can influence the movement of people or guide the eye





Fired Clay Brick Paving | Patterns

Brick patterns from historic Glen Ellyn historical buildings



McCallister Wallace Dept. Store
on Crescent



Civic Center

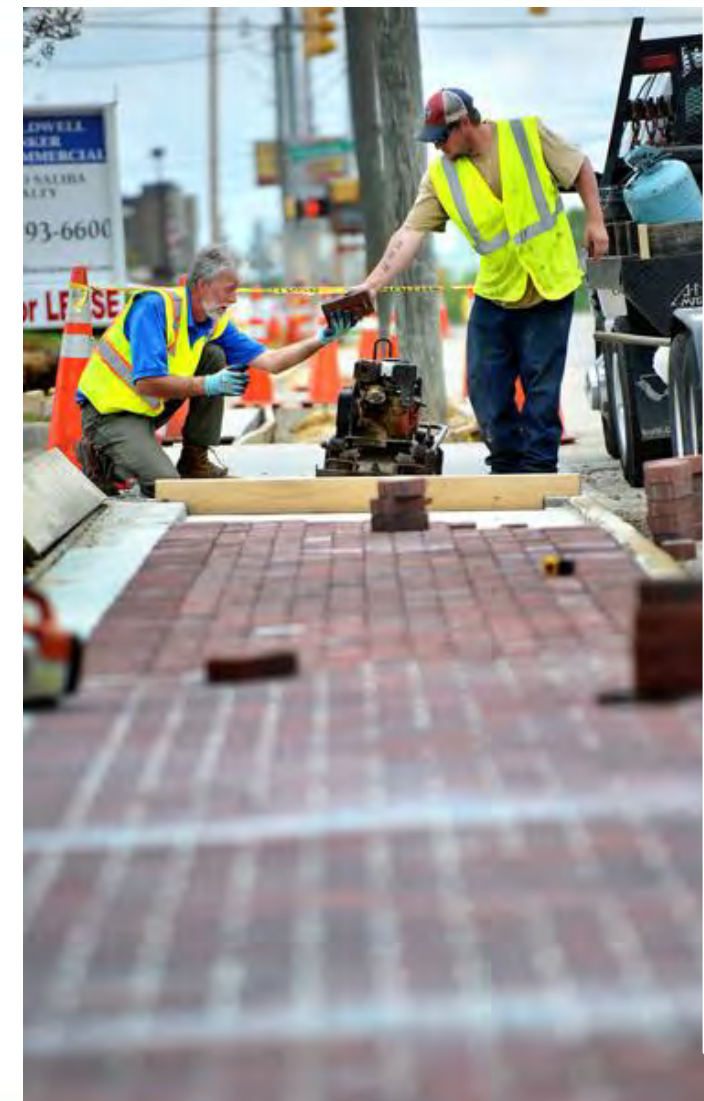
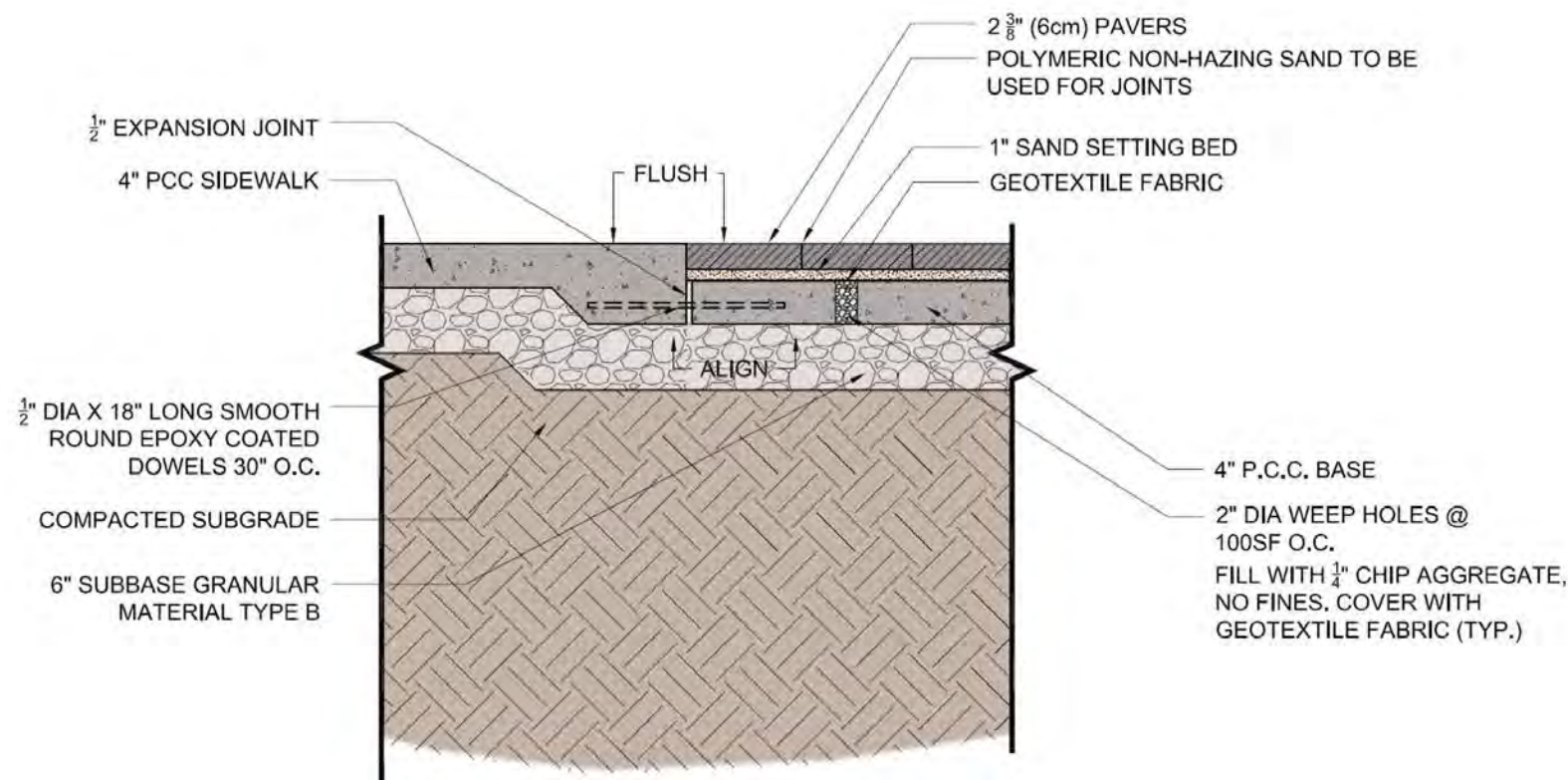


411 / 413 N. Main St.

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape

Fired Clay Brick Paving | Construction Methods

- Concrete slab base with weep holes provides stability and drainage
- Adjacent pavements have thickened edges to accommodate dowels to prevent differential settlement
- Pavers must be surrounded by concrete to keep paver field stable



Clay Fired Brick Paving | Maintenance / Costs

- \$24 / SF construction cost (on a concrete slab)
- Will not fade
- Does not need to be sealed
- Snow removal requires rubber tipped plows or skids (for truck mounted equipment)
- Maintenance over time
 - Power washing
 - Spot repairs to cracked pavers
 - Joint sand replacement
 - Service life can last for generations



River St, Batavia during construction

Clay Fired Brick Paving | Finish



Beveled



Tumbled

Clay Fired Brick Paving | Finish

D.c



Beveled



Tumbled

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape

CBD Streetscape Materials | Discussion

- Material Options
- **Recommendations / Q&A**
- Decorative Pavement Options: Plans and Renderings
- Crosswalk Material Options
- Planter Curb Materials and Railing Design
- Alternative Options to Planter Curbs
- **Recommendations / Q&A**

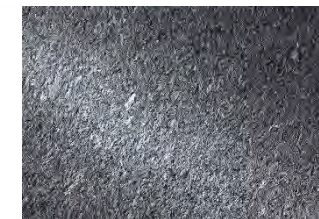
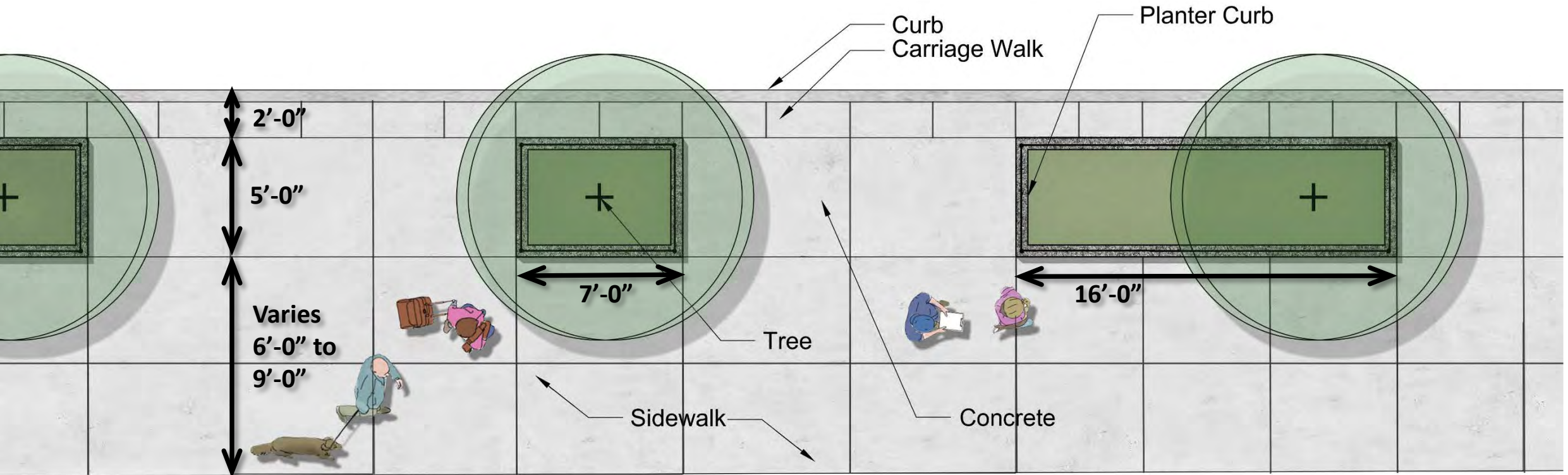
Future Meeting Objectives

- Raised Seat Wall Concepts
- Street Furniture Options
- Placemaking Features
- Flex Street Concept and Ideas
- Large Caliper Tree Information
- Tree Soil Space – Suspended Pavement Design



Concrete | Plan View

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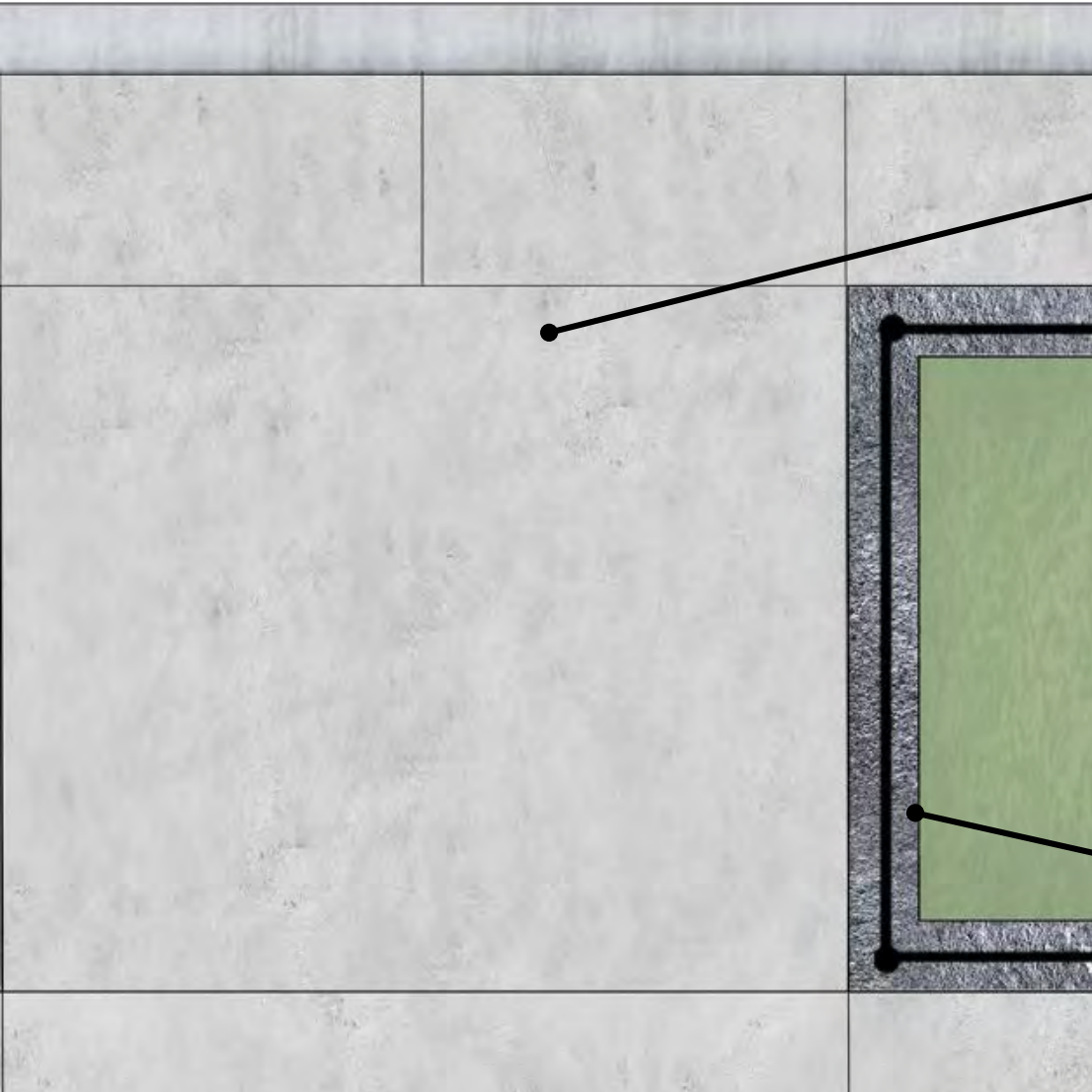


6" w. x 6" ht. Planter Curbs:
Mesabi Black Thermal finish granite

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape

Concrete | Plan Enlargement

D.c



Concrete: poured-in-place Concrete



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

Concrete | Perspective

D.c



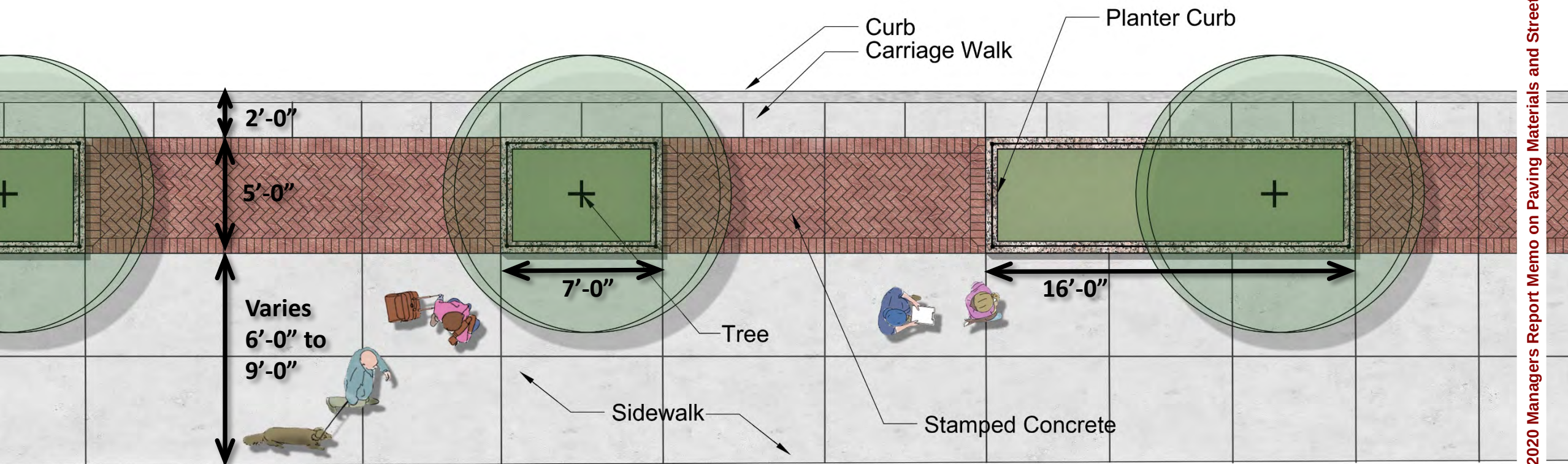
Concrete: poured-in-place Concrete



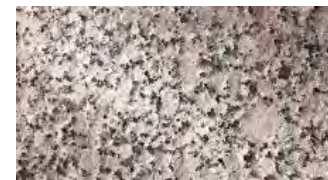
6" w. x 6" ht. Planter Curbs
Mesabi Black Thermal finish
granite

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape

Concrete – Stamped / Colored | Plan View

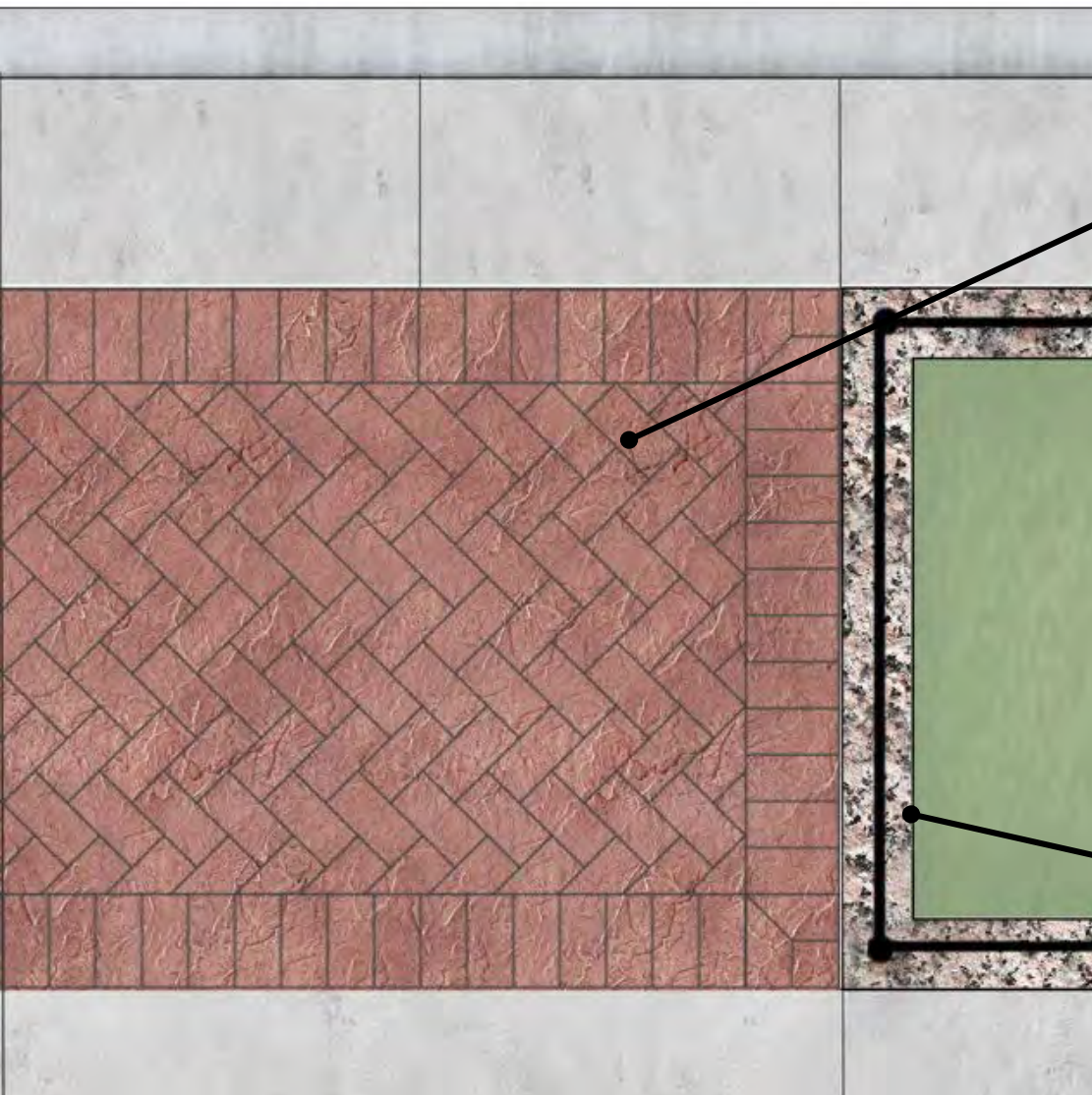


Stamped Concrete: herringbone pattern



6" w. x 6" ht. Planter Curbs:
Sunset Red Granite with Thermal Finish

Concrete – Stamped / Colored | Plan Enlargement



Stamped Concrete:
Herringbone Pattern



6" w. x 6" ht. Planter Curbs:
Sunset Red - Thermal

Concrete – Stamped / Colored | Perspective

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape



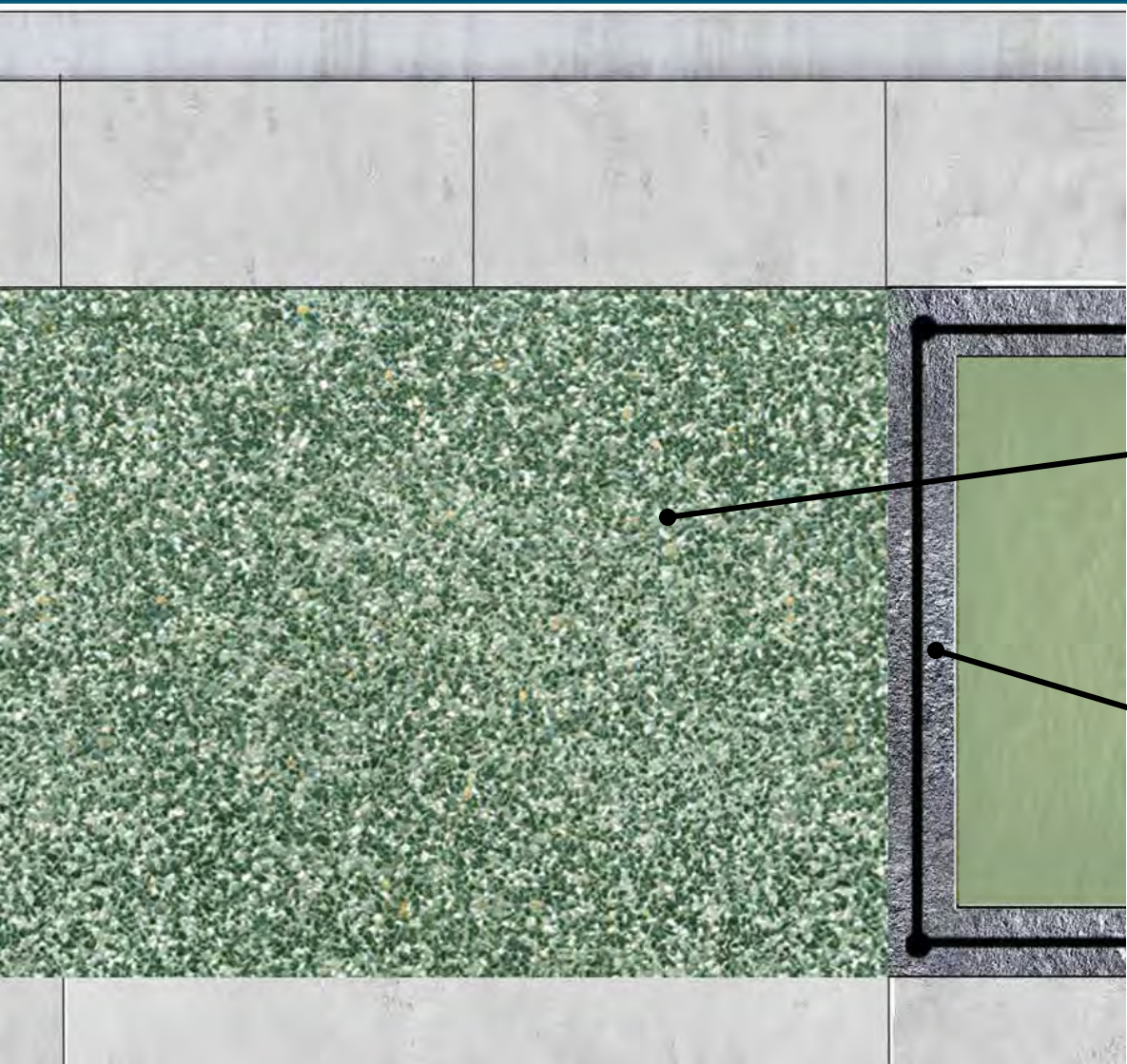
Stamped Concrete:
Herringbone Pattern



6" w. x 6" ht. Planter Curb:
Sunset Red - Thermal



Exposed Aggregate | Plan Enlargement



Exposed Aggregate: Spruce Green



6" w. x 6" ht. Planter Curbs:
Mesabi Black Split face finish grani
With Railing



Exposed Aggregate | Perspective

Exposed Aggregate:
Spruce Green

6" w. x 6" ht. Planter Curbs:
Mesabi Black split faced finish grani



Exposed Aggregate | Perspective

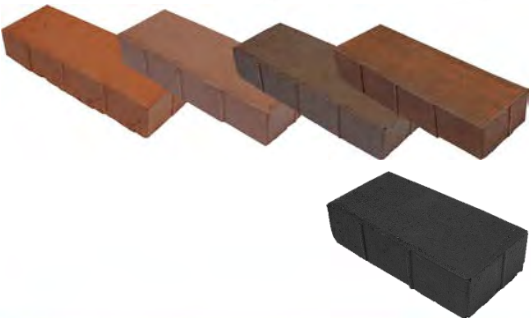
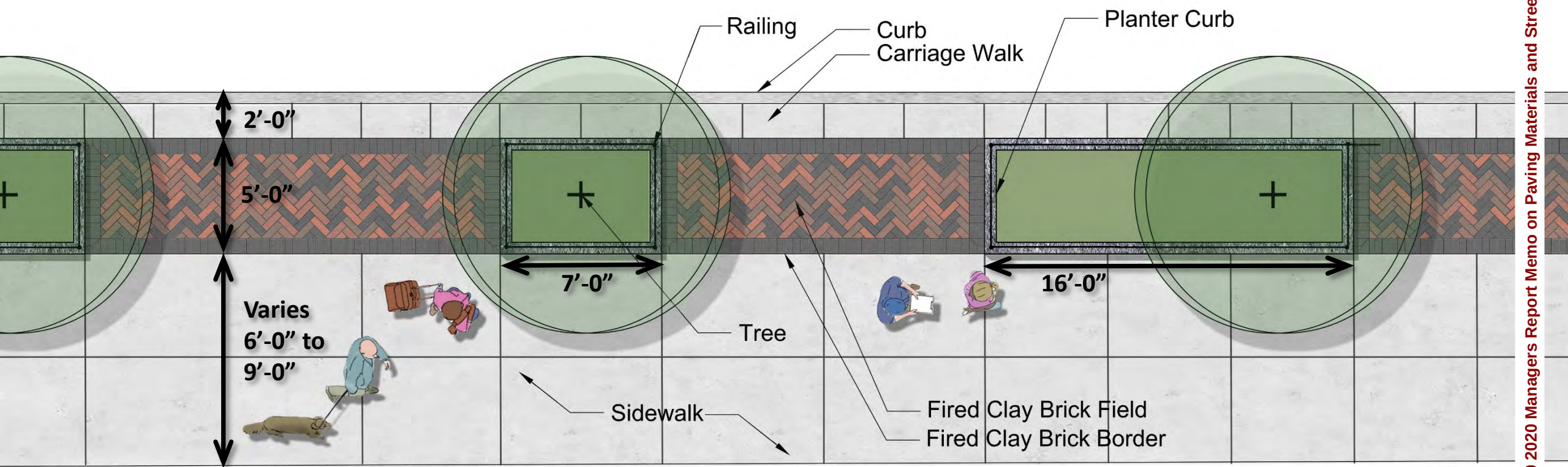


Exposed Aggregate:
Spruce Green

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



Fired Clay Brick | Option A - Plan View



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

4"x8" Soldier Course Border:
63 Charcoal

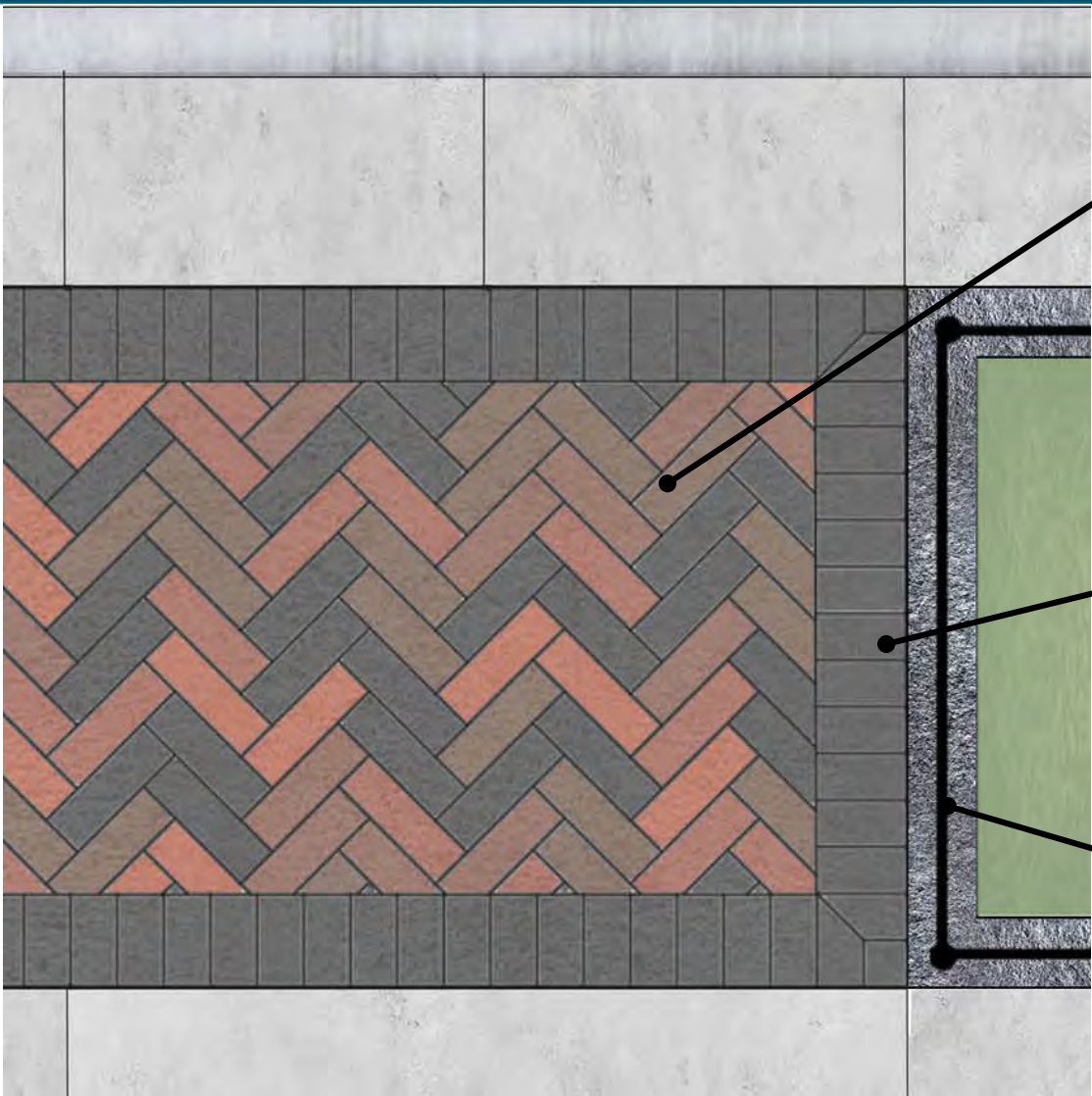


6" w. x 6" ht. Planter Curbs:
Mesabi Black Thermal finish granite

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape



Fired Clay Brick | Option A - Plan Enlargement



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



4"x8" Soldier Course Border:
63 Charcoal



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

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape

Fired Clay Brick | Option A - Perspective

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

4"x8" Soldier Course Border: 63 Charcoal

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

Fired Clay Brick | Option A - Perspective

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

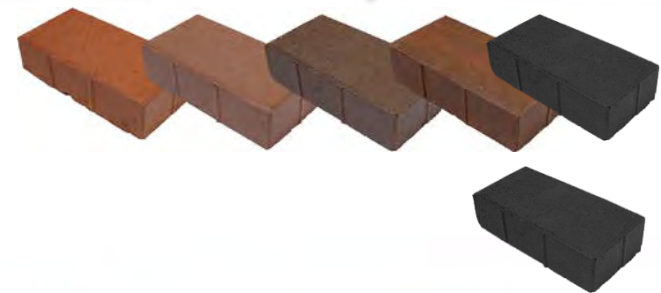
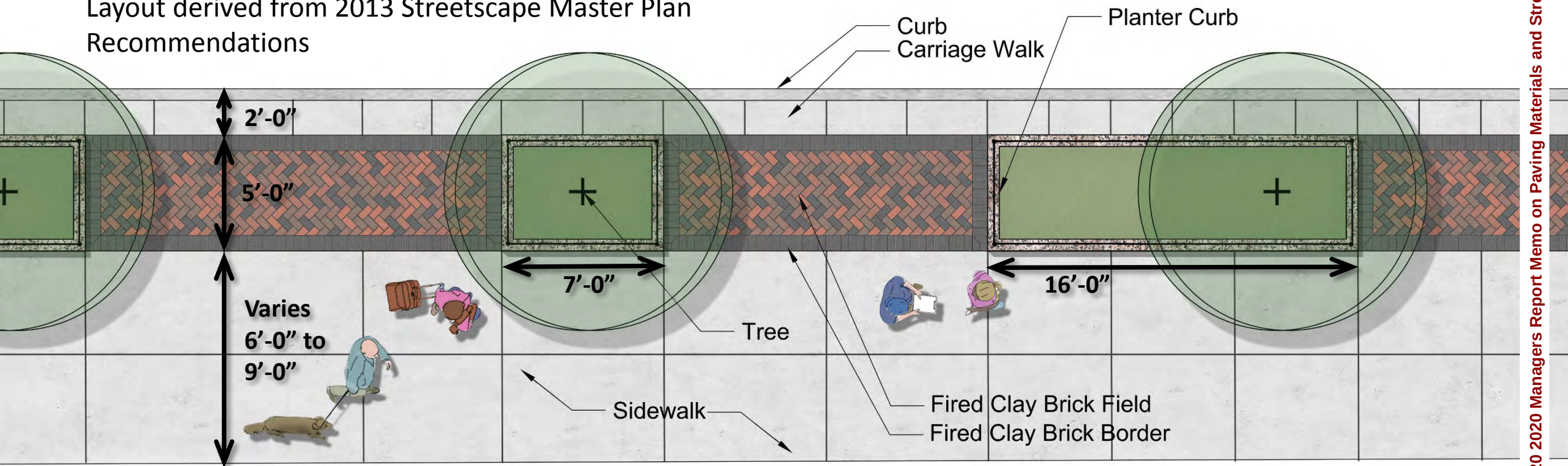
4"x8" Soldier Course Border: 63 Charcoal

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



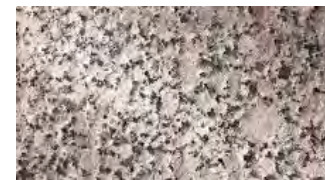
Fired Clay Brick | Option B - Plan View

Layout derived from 2013 Streetscape Master Plan Recommendations



4"x8" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

4"x8" Sailor Course Border:
63 Charcoal



6" w. x 6" ht. Planter Curbs:
Sunset Red Granite with Thermal Finish



Fired Clay Brick | Option B - Plan Enlargement

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape

Layout derived from 2013 Streetscape Master Plan Recommendations



4"x8" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal



4"x8" Soldier Course Border:
63 Charcoal



6" w. x 6" ht. Planter Curbs:
Sunset Red - Thermal

Fired Clay Brick | Option B – Perspective

4"x8" Herringbone Field: Blend of 3
Antique, 33 Dark Antique, 34
Mulberry, 36 Sunset Red and 63
Charcoal

4"x8" Soldier Course Border:
63 Charcoal

6" w. x 6" ht. Planter Curbs:
Sunset Red granite
Thermal finish

Fired Clay Brick | Option B – Perspective

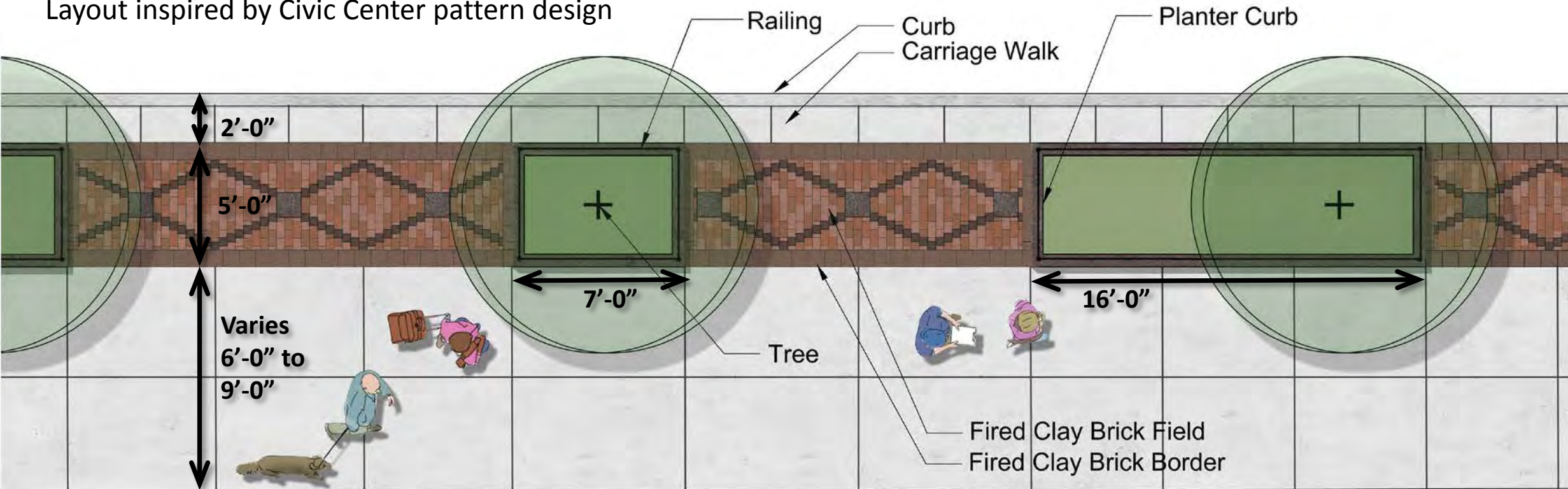
4"x8" Herringbone Field: Blend of 3
Antique, 33 Dark Antique, 34
Mulberry, 36 Sunset Red and 63
Charcoal

4"x8" Soldier Course Border:
63 Charcoal

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

Fired Clay Brick | Option C – Plan View

Layout inspired by Civic Center pattern design



4"x8" Running Bond Field: Blend of 42 Cinnamon, 43 Tangerine and 44 Mahogany

4"x4" Diamond Accent: 34 Mulberry

8"x8" Perimeter Border: 44 Mahogany

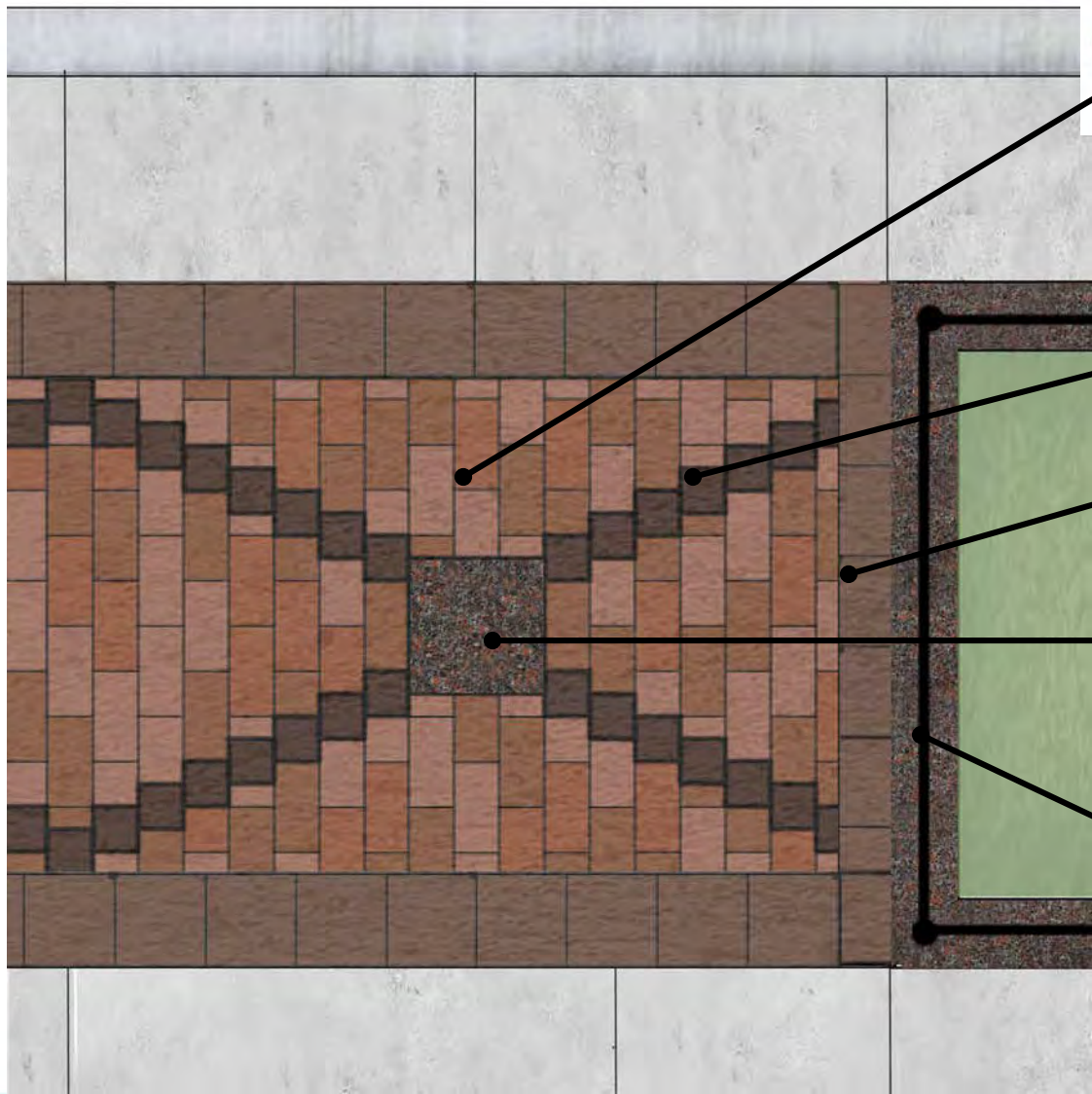


12"x12" Centerpiece:
Carnelian Antique Granite with D100 Finish

6" w. x 6" ht. Planter Curbs:
Carnelian Antique Granite with Therm. Finish



Fired Clay Brick | Option C – Plan Enlargement



4"x8" Running Bond Field: Blend of 42 Cinnamon, 43 Tangerine and 44 Mahogany

4"x4" Diamond Accent: 34 Mulberry

8"x8" Perimeter Border: 44 Mahogany



12"x12" Centerpiece:
Carnelian Antique Granite with D100 Finish



6" w. x 6" ht. Planter Curbs:
Carnelian Antique Granite with Therm. Finish

Fired Clay Brick | Option C – Perspective

4"x8" Running Bond Field: Blend of 42 Cinnamon, 43 Tangerine and 44 Mahogany

4"x4" Diamond Accent: 34 Mulberry

8"x8" Perimeter Border: 44 Mahogany

12"x12" Centerpiece:
Carnelian Antique Granite with D100 Finish

6" w. x 6" ht. Planter Curbs:
Carnelian Antique Granite with Therm. Finish

Fired Clay Brick | Option C – Perspective

4"x8" Running Bond Field: Blend of 42 Cinnamon, 43 Tangerine and 44 Mahogany

4"x4" Diamond Accent: 34 Mulberry

8"x8" Perimeter Border: 44 Mahogany

12"x12" Centerpiece:
Carnelian Antique Granite with D100 Finish

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

Cost | Decorative Sidewalk

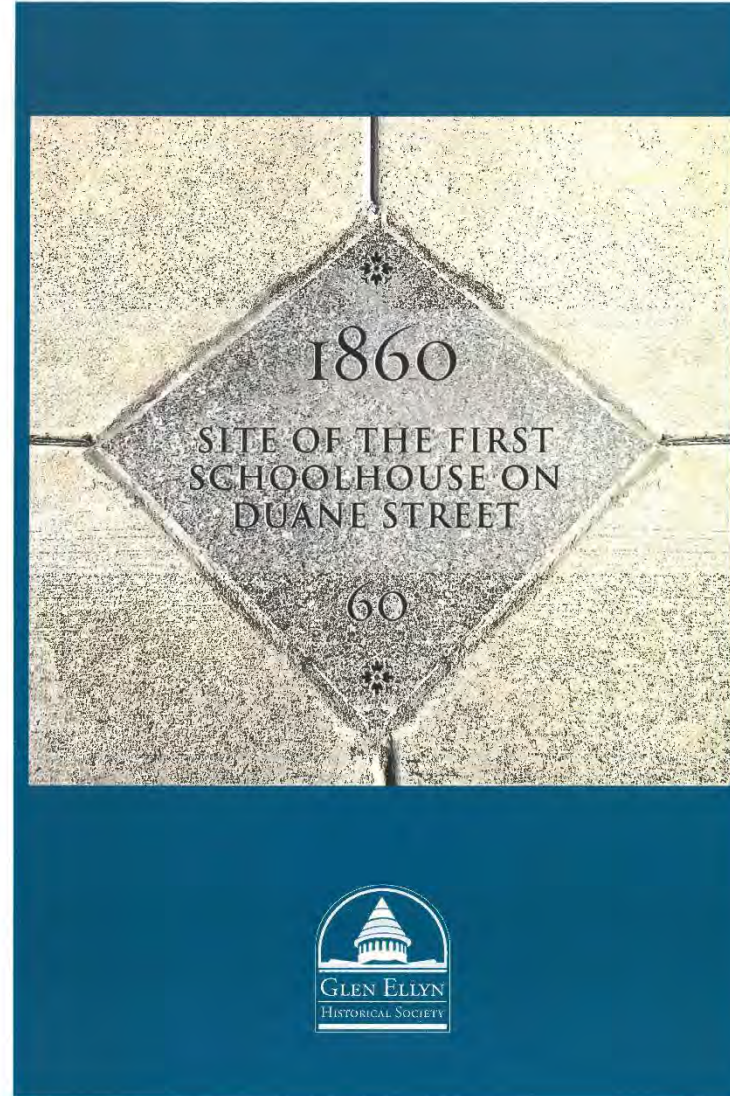
D.c

Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape

Decorative Sidewalk	Plain Concrete	Stamped Colored Concrete	Exposed Aggregate Concrete	Clay Fired Brick on Concrete Base
<i>Install Cost</i>	\$224K	\$480K	\$448K	\$768K

Historic Plaques

D.c



Attachment: March 20 2020 Managers Report Memo on Paving Materials and Streetscape

Crosswalks | Decorative Material Options

Concrete

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

Stamped Asphalt

- Medium cost (\$20/SF)
- Adds color and look of brick
- Easy to replace – low cost
- Wears quickly – 5 year lifespan

Methyl Methacrylate (MMA)

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

Fired Clay Brick

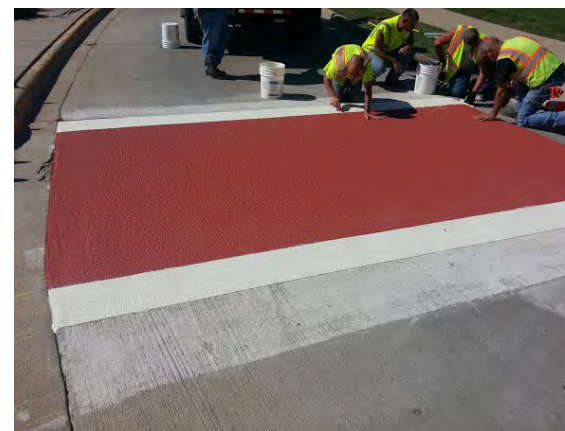
- Highest cost (\$38/ SF)
- High maintenance
- High decorative aesthetic value
- Historic Material
- Long wearing/durable surface material – 30+ years



Concrete



Stamped Asphalt



Methyl Methacrylate (MMA)



Fired Clay Brick

Cost | Decorative Crosswalk

Decorative Crosswalk	Plain Concrete	Stamped Colored Asphalt	MMA on Concrete Base	Clay Fired Brick on Concrete Base
<i>Install Cost</i>	\$165K	\$300K	\$510K	\$570K

CBD Streetscape Materials | Discussion

- Material Options
- **Recommendations / Q&A**
- Decorative Pavement Options: Plans and Renderings
- Crosswalk Material Options
- **Recommendations / Q&A**

Future Meeting Objectives

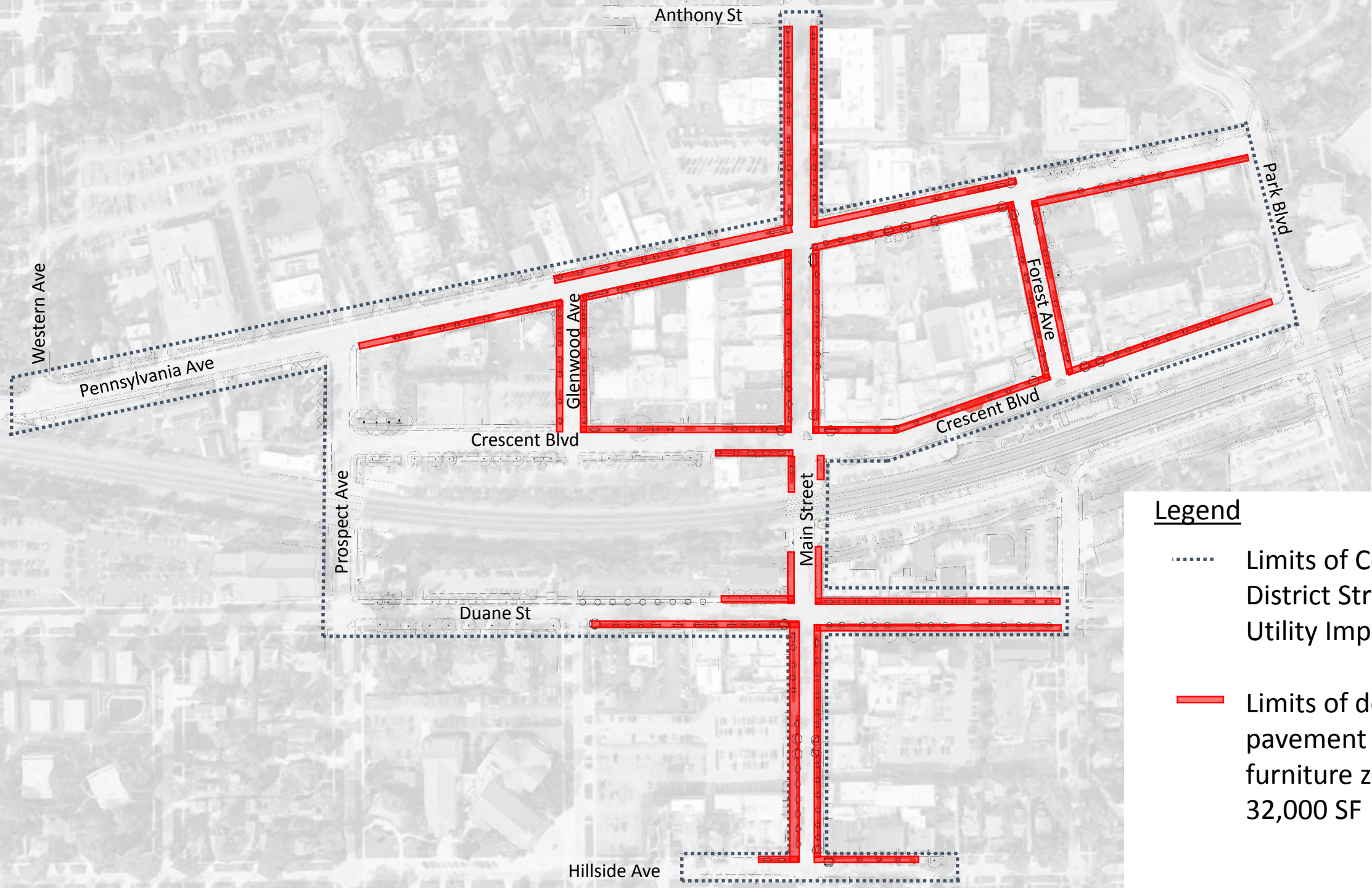
- Planter Curb Materials and Railing Design
- Alternative Options to Planter Curbs
- Raised Seat Wall Concepts
- Street Furniture Options
- Placemaking Features
- Flex Street Concept and Ideas
- Large Caliper Tree Information
- Tree Soil Space – Suspended Pavement Design





Legend

- Limits of Central Busine District Streetscape and Utility Improv



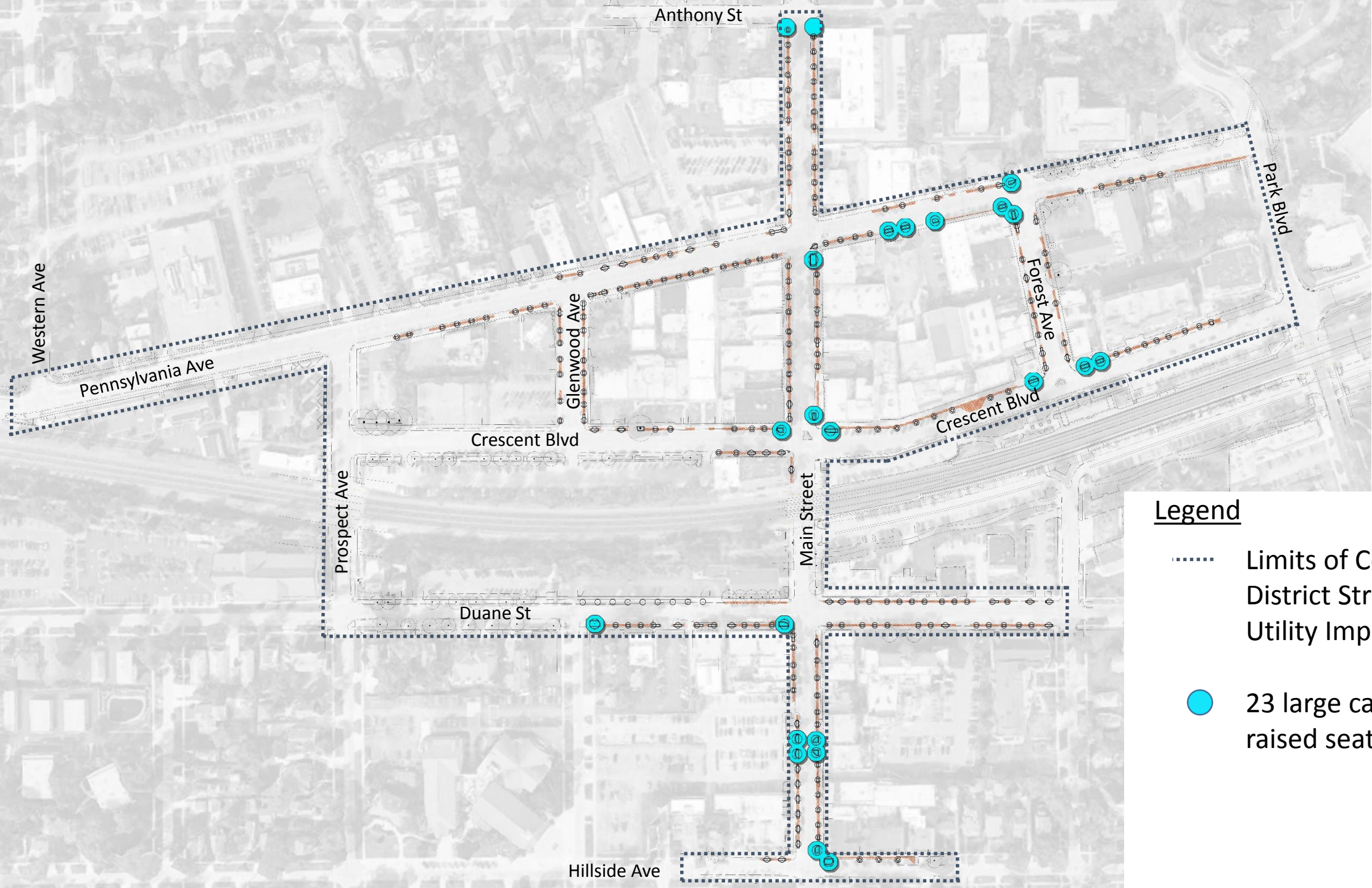
Legend

- Limits of Central Busine District Streetscape and Utility Improvements
- Limits of decorative pavement within the furniture zone
32,000 SF



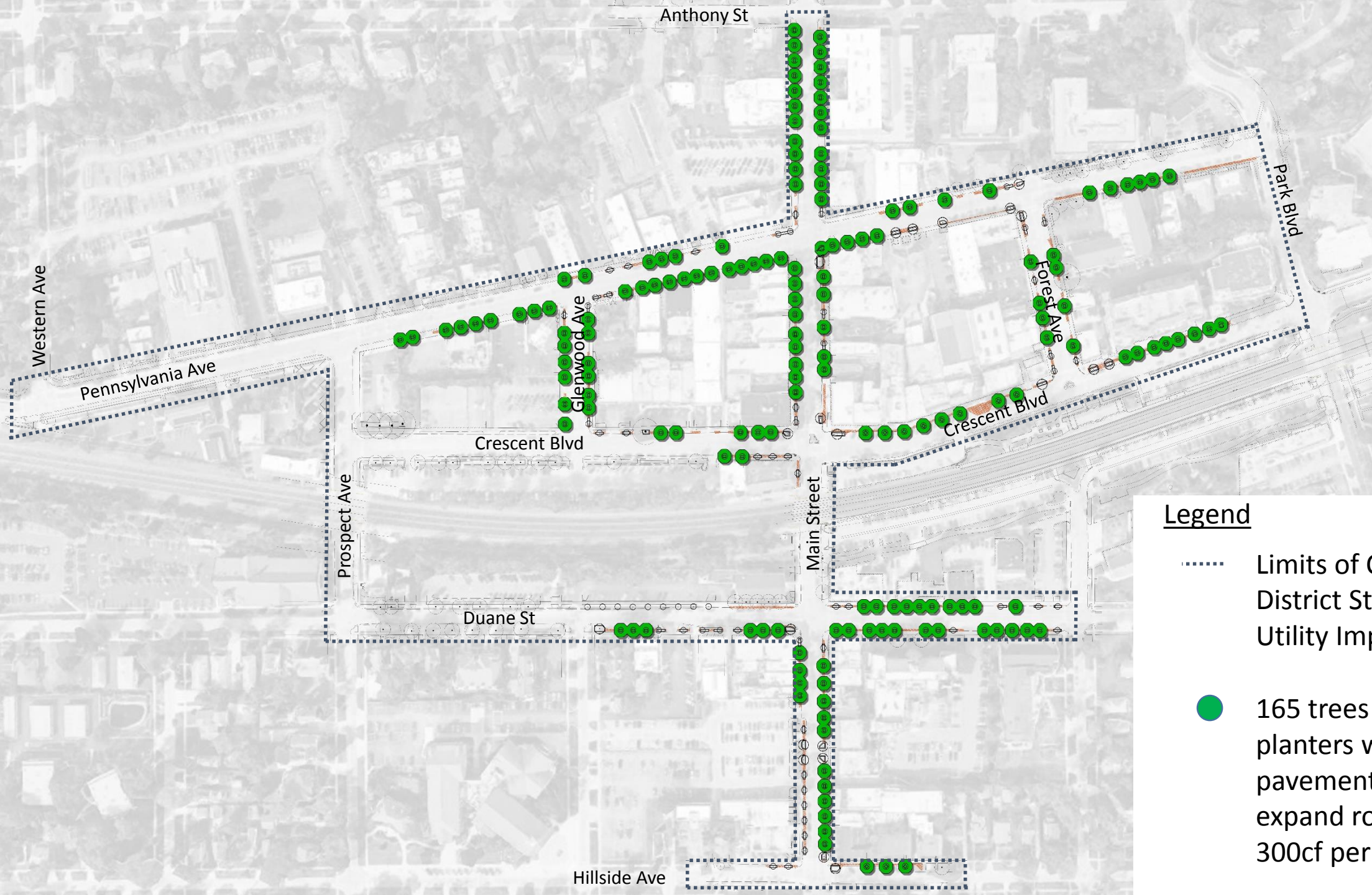
Legend

- Limits of Central Busine District Streetscape and Utility Improvements
- 61 “standard” trees in expanded 5’x16’ or large raised planters, or grass parkway



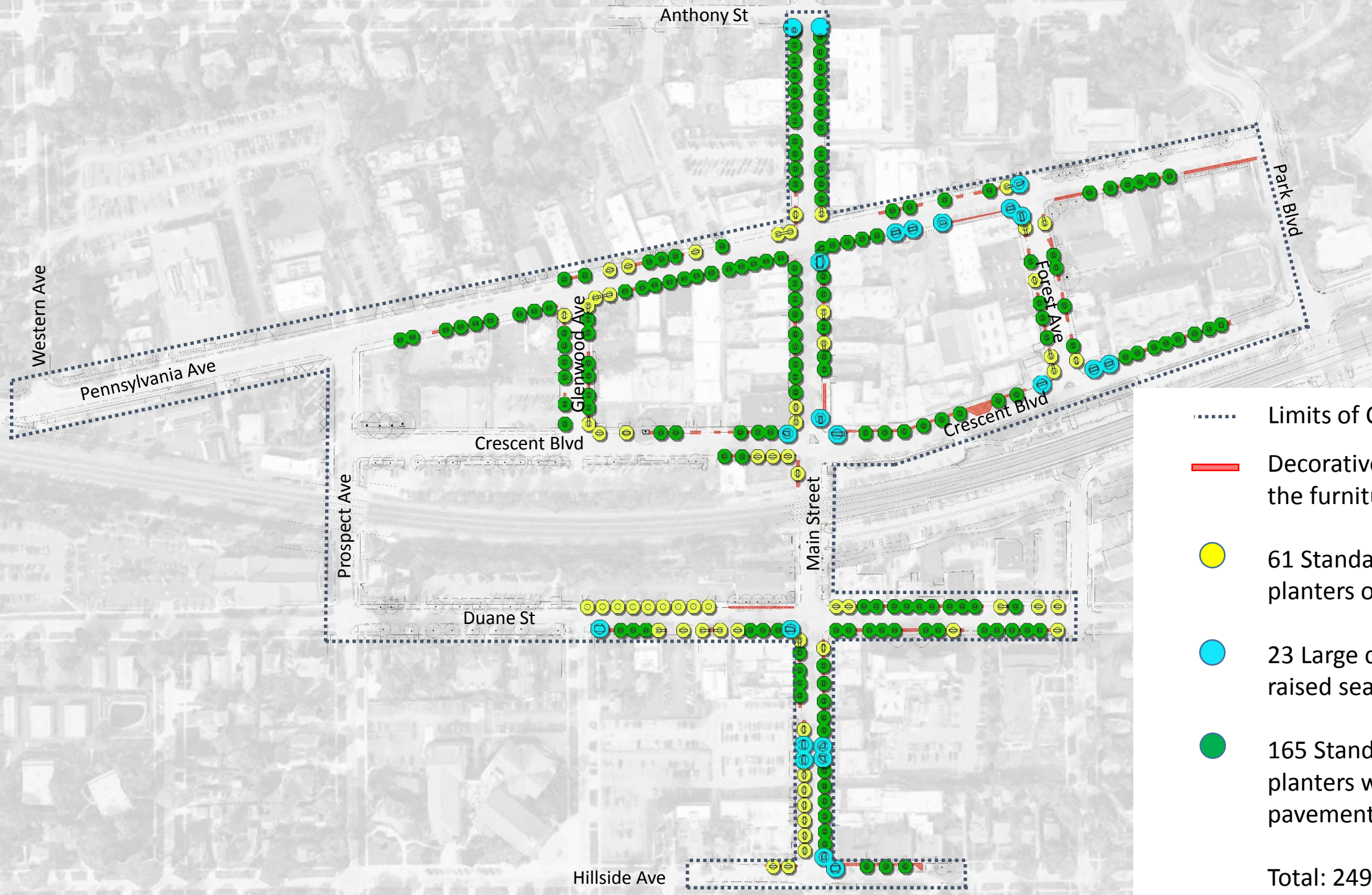
Legend

- Limits of Central Busine District Streetscape and Utility Improvements
- 23 large caliper trees in raised seat wall planter



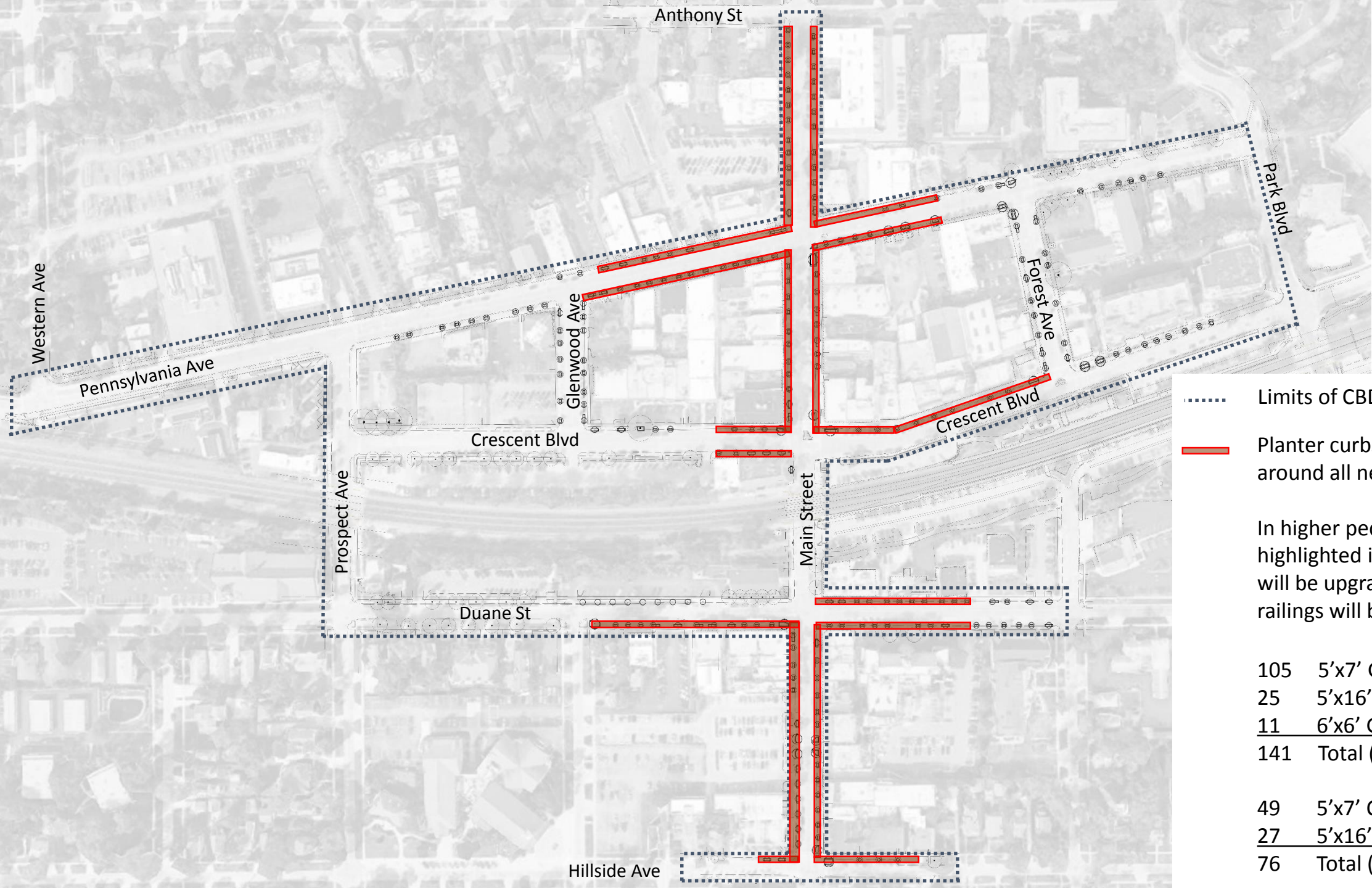
Legend

- Limits of Central Business District Streetscape and Utility Improvements
- 165 trees in 5'x7' planters with suspended pavement design to expand root volume to 300cf per tree



Legend

- Limits of CBD Improvement
- Decorative pavement with the furniture zone (32,000 sq ft)
- 61 Standard trees in 5x16 planters or parkway
- 23 Large caliper trees in raised seat wall planters
- 165 Standard trees in 5x7 planters with suspended pavement design



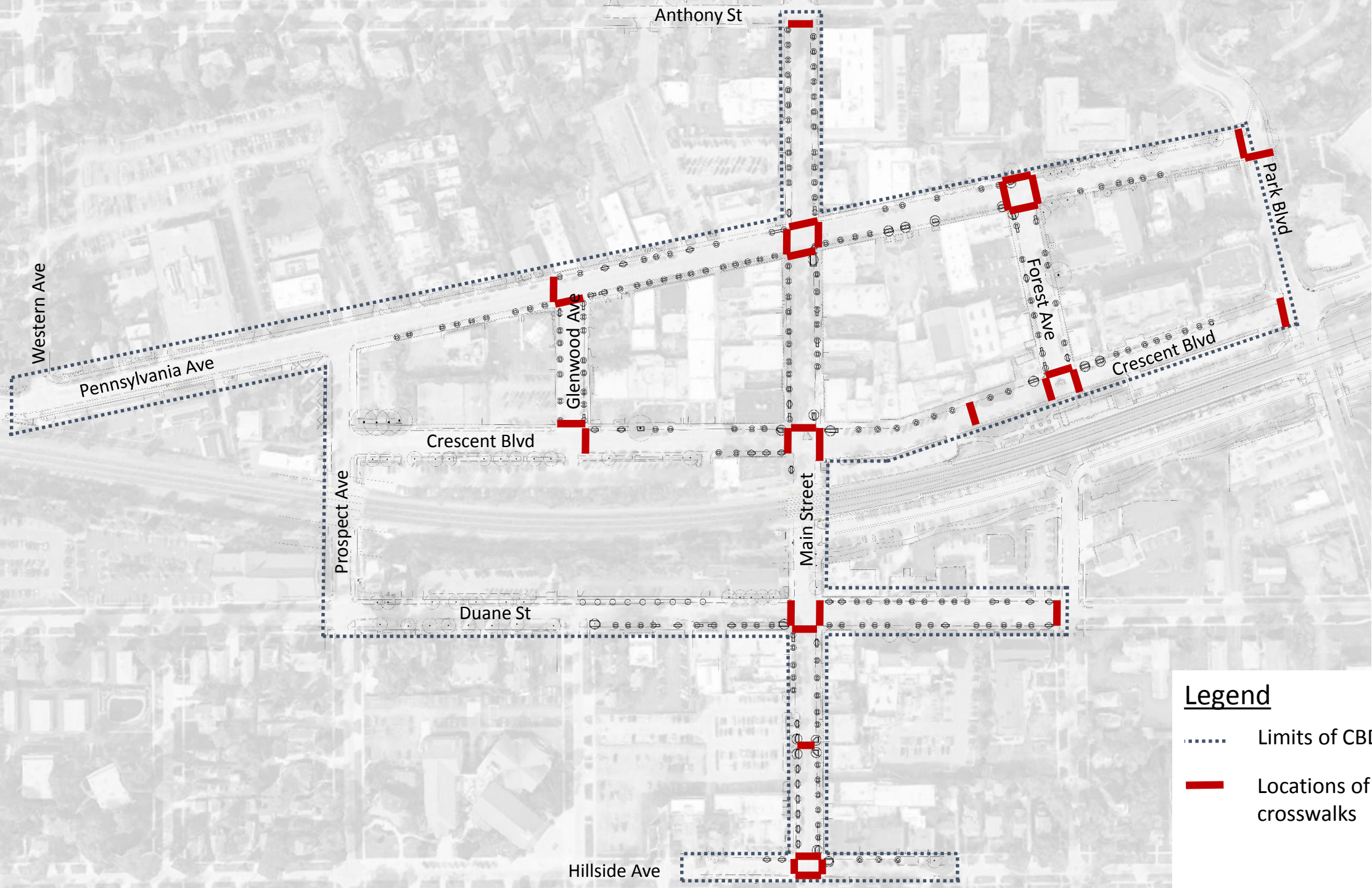
Legend

- Limits of CBD Improvements
- Planter curbs will be installed around all new trees.

In higher pedestrian traffic areas highlighted in red, the material will be upgraded to granite, and railings will be included.

105	5'x7' Granite Planters
25	5'x16' Granite Planters
11	6'x6' Granite Planters
141	Total (65%)

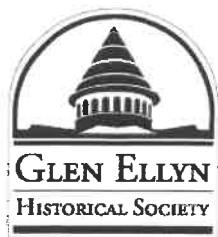
49	5'x7' Concrete Planters
27	5'x16' Concrete Planters
76	Total (35%)



Legend

- Limits of CBD Improvements
- Locations of decorative crosswalks

Packet Pg. 76



Date: February 12, 2020

To: The Capital Improvements Commission

From: Dan Anderson, Glen Ellyn Historical Society Board member

Re: A proposal for consideration

The Glen Ellyn Historical Society is all about preserving and celebrating the history of Glen Ellyn. And our downtown district obviously has a lot of history to celebrate. Some of it is evident in the buildings there, but much of it goes back farther than when a given building was constructed.

Plaquing buildings has its place, but it also has two inherent problems:

1. Eventually that building will come down, taking the plaque with it.
2. A plaque describing a historic building is only giving you the history of that building. The site where the building is located often has much more history to tell.

Given that Glen Ellyn's street scaping plan will include replacing all or most of the sidewalks in the historic district, this would be the perfect time to embrace an idea that the town of Geneva has used so effectively to call attention to the rich history of its downtown. They have incorporated small granite plaques in their sidewalks that give pedestrians a snippet of history about a given location.

In many cases, the plaque refers to the historic building currently at that location. But in other cases, the plaque describes what was there before the current building ... or even a famous event that took place at that location.

Our street scaping project gives us the opportunity to do the same thing for Glen Ellyn's historic downtown district ... at very little cost but with great benefit.

While the plaque itself would be limited in the amount of history it could provide, the Historical Society will produce a booklet providing a more complete story about each location. This creates the opportunity for self-guided walking tours of downtown.

Store owners could have pamphlets or flyers providing details about their own location.

And, of course, the Historical Society would bring all this information together into a website for the historic district that could include iconic photos from our archives.

Properly done, this project would move downtown Glen Ellyn closer to its objective of being a destination for tourists and shoppers, as well as history buffs.

2019-10-14 ... Glen Ellyn Historical Society

Celebrating Glen Ellyn's Historic Downtown District

Downtown Glen Ellyn has a fascinating history, some of it evidenced in a subtle way by the older buildings but most of it hidden from those walking through town. And that's a missed opportunity.

If the buildings could talk what a story they would tell: the movie theater that became a bakery; the livery stable that became a movie theater; the ice house that became our first auto repair shop which, in turn, became our first auto dealership ... and today is Starbucks.

The Glen Ellyn Historical Society has an idea for giving our historic downtown a voice, a way to tell its story every day for every visitor. It's not a new idea ... the quaint town of Geneva, Illinois has used it to make its historic downtown district come alive. It's not complicated. Nor will it be expensive, given that our sidewalks are to be rebuilt in the upcoming streetscaping project.

The idea is to incorporate a 12-inch, diamond-shaped stone plaque in the sidewalk in front of each notable building providing a brief history of that site. These plaques could link to a booklet and a website that would provide detailed information for those who want to know more.

The Glen Ellyn Historical Society will supply the information for the plaques and coordinate producing them. Listed below are a few potential locations for sidewalk plaques in downtown Glen Ellyn. This list focuses just on the east side of Main Street between Crescent and Pennsylvania and is not complete, both with respect to buildings that could be recognized in this block and the historic information provided here.



SE corner of Main and Pennsylvania

- 1856 Home built by Albert Janes; served as an early Glen Ellyn Post Office
- 1870s Home to the McChesney family
- 1931 – 1971 Sears Roebuck store



485 N Main

- 1931 – 1970 The F.W. Woolworth Five and Dime store
- 1979 Banyan Tree Mall



483 N. Main

- 1878 – 1892 Approximate location of McChesney Brother's first and second stores
- 1914 – 1926 Original site of the Glen Theatre
- 1930 – 2015 Flour Barrel Bakery



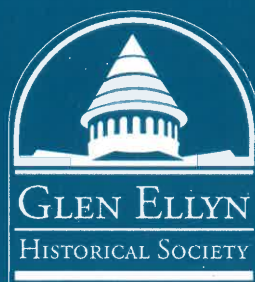
475 N. Main

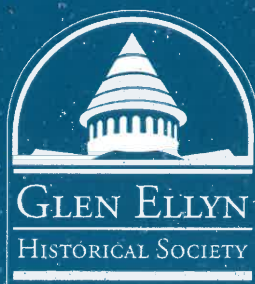
- 1892 Third location of McChesney Brother's General Store (using masonry construction after Glen Ellyn's great fire of 1891 which burned most downtown buildings)



NE Corner of Main and Crescent:

- 1852 Site of the Mansion House, Glen Ellyn's first hotel
- 1893 The Ehlers Hotel
- 1929 Glen Ellyn State Bank
- 1941 Walgreen Drug Store





Decorative Paving in the Furniture Zone = 32,000 SF

All costs reflect today's dollars (present value).

Year	Plain Concrete (\$7/SF)	Reconstruct (40 yr)	Spot Repair (10% every 10 yr)	Stamped Colored Concrete (\$15/SF)	Reconstruct (20 yr)	Clean/Seal (each first 3 yr, then every 2 yr)	Spot Repair (10% every 10 yr)	Exposed Aggregate Concrete (\$14/SF)	Reconstruct (20 yr)	Clean/Seal (each first 3 yr, then every 2 yr)	Spot Repair (10% every 10 yr)	Clay Fired Brick on Stone Base (\$18/SF)	Reconstruct (60 yr)	Sand (first time 2 yr, then less every 5 yr)	Spot Repair Bricks (25% every 10 yr)	Spot Repair Base (25% every 20 yr, full 60 yr)	Clay Fired Brick on Concrete Base (\$24/SF)	Reconstruct (60 yr)	Sand (first time 2 yr, then less every 5 yr)	Spot Repair Bricks (50% every 20 yr)	Spot Repair Base (25% every 20 yr, full 60 yr)
0	224,000	x		480,000	x			448,000	x			576,000	x				768,000	x			
1				25,600		x		25,600		x											
2				25,600		x		25,600		x		10,000		x			10,000		x		
3				25,600		x		25,600		x											
4																					
5				25,600		x		25,600		x		5,000		x			5,000		x		
6																					
7				25,600		x		25,600		x											
8																					
9				25,600		x		25,600		x											
10	22,400		x	48,000			x	44,800			x	53,000		x	x		5,000		x		
11				25,600		x		25,600		x											
12																					
13				25,600		x		25,600		x											
14																					
15				25,600		x		25,600		x		5,000		x			5,000		x		
16																					
17				25,600		x		25,600		x											
18																					
19				25,600		x															
20	22,400		x	480,000	x			448,000	x			93,000		x	x	x	149,000		x	x	x
21				25,600		x		25,600		x											
22				25,600		x		25,600		x											
23				25,600		x		25,600		x											
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25				25,600		x		25,600		x		5,000		x			5,000		x		
26																					
27				25,600		x		25,600		x											
28																					
29				25,600		x		25,600		x											
30	22,400		x	48,000			x	44,800			x	53,000		x	x		5,000		x		
31				25,600		x		25,600		x											
32																					
33				25,600		x		25,600		x											
34																					
35				25,600		x		25,600		x		5,000		x			5,000		x		
36																					
37				25,600		x		25,600		x											
38																					
39				25,600		x															
40	224,000	x		480,000	x			448,000	x			93,000		x	x	x	149,000		x	x	x

	Plain Concrete	Stamped Colored Concrete	Exposed Aggregate Concrete	Clay Fired Brick on Stone Base	Clay Fired Brick on Concrete Base
Year 10	246,400	681,600	646,400	644,000	788,000
Year 20	268,800	1,289,600	1,196,800	742,000	942,000
Year 30	291,200	1,491,200	1,395,200	800,000	952,000
Year 39	291,200	1,619,200	1,497,600	805,000	957,000
Year 40	515,200	2,099,200	1,945,600	898,000	1,106,000

Average Maintenance Costs (excludes initial install only)

	Plain Concrete	Stamped Colored Concrete	Exposed Aggregate Concrete	Clay Fired Brick on Stone Base	Clay Fired Brick on Concrete Base
Ave per Year over 10 Years	2,240	20,160	19,840	6,800	2,000
Ave per Year over 20 Years	2,352	41,488	38,432	8,640	8,800
Ave per Year over 30 Years	3,478	52,634	49,282	11,632	9,640



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 06/09/20 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Report

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 4503)

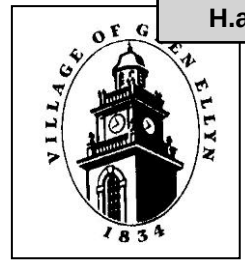
DOC ID: 4503

Engineering Project Report Dated June 5, 2020

Please see the attached Engineering Project Report Dated June 5, 2020.

ATTACHMENTS:

- Monthly Construction Report 6-5-20 (PDF)



June 5, 2020

ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS

SCOTT-CLIFTON-CUMNOR IMPROVEMENTS – Contractor: Chicagoland Paving

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

While the project has been substantially completed since last fall, the newly installed sod was reviewed this month and a final punch list was issued to direct the contractor to address a handful of lawn restoration deficiencies. This final punch list work is scheduled to be completed this month.

ROADWAY REHABILITATION PROJECT 20002– Contractor: Schroeder Asphalt Services

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

This project involves more limited utility (repairs) and roadway improvements (resurfacing) along approximately 2 miles of roadways generally located in southeast Glen Ellyn. The project was competitively bid in May and awarded to Schroeder Asphalt Services of Huntley, Illinois. The Contracts have been Conformed for execution by the Village Manager. Engineering Resource Associates has been retained to complete construction engineering services for the project. They are working with the Contractor Team to set up a preconstruction meeting. The initial project notification letter will be mailed to residents the week of June 8.

CONSTRUCTION PROJECTS IN CLOSE-OUT

BAKER HILL ACCESS IMPROVEMENTS – Contractor: Triggi Construction

(Project No. 16021; Value of Construction Contract = \$446,167)

The Contractor has completed the project with the final balancing change order prepared for execution and final payment anticipated to be made this month.

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

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

Staff and the Engineer have responded to IDOT's request for material inspection documentation. IDOT's Construction Engineer indicated he has all required documentation at this time and is awaiting completion of review by IDOT Materials (latest status updated 5/27/2020).

TAYLOR AVENUE PEDESTRIAN TUNNEL – Contractor: "D" Construction

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

The project continues to work through close-out with IDOT. Staff looks forward to receipt of the July APWA Reporter publication which should feature the project as the **American Public Works Association 2020 National Project of the Year Award in the Transportation <\$5M Category**.

HILL AVENUE BRIDGE REPLACEMENT – Contractor: Dunnet Bay Construction

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

The Village has received and is processing invoices from Lombard for construction and construction engineering services for the project.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: Martam Construction

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

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

ENGINEERING PROJECTS**ROOSEVELT ROAD – ROUTE 53 WATER MAIN LINING – Engineer: Baxter & Woodman**

(Project No. 16015)

The acoustical testing results have been discussed with the Engineer for final design direction. In addition, staff met with a potential lining contractor to evaluate their capabilities of lining through 45-degree water main bend fittings. Staff is currently reviewing the contractors lining specifications, videos, and other project information as well as other contractors'/manufacturers' information.

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

(Project No. 00511)

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

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

(Project No. 19009)

Similar to the Hill Avenue Utility Improvements project, engineering staff is working with the Engineer to ready the project for competitive bidding; however execution of the project does hinge upon annexations which the Community Development Department is working with the property Owners to facilitate. It is tentatively anticipated that the annexations will come together in a timely enough matter to allow for the project to be constructed in 2020.

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

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

GLEN ELLYN/IL AMERICAN WATER INTERCONNECT– Engineer: Donohue

This project involves the design of an emergency use interconnection between the Village and Illinois American water distributions systems, near Glenbard South High School. The interconnection would significantly reduce the water outage areas for the respective utilities in the event of water main breaks. The survey and geotechnical soil boring field work has been completed. Preparation of the geotech report and base drawing sheets is underway.

CENTRAL BUSINESS DISTRICT PROJECTS**TRAIN STATION / PEDESTRIAN TUNNEL – Engineer: CDM Smith/KMI Architects**

(Project No. 16016)

As a follow up to the January submittal of the ICC Grade Crossing Protection Fund application, ICC published the 2021-2025 Crossing Safety Improvement Program Plan with the Program including \$2M in funding for the pedestrian underpass component of the project. This brings the total project funding to approximately \$20.4M. After numerous attempts to mitigate the State Historic Preservation Officer's determination that the Station is Eligible for Listing in the National Register of Historic Places, IDOT has directed the project team to work with the State through the formal Section 106 process. Recent efforts to advance this process include providing updated project exhibits, funding information, and details on the involvement of the Federal Transit Administration in the project. IDOT has provided a listing of parties which should be consulted with regarding the project's effect to historic properties. Letters will be developed and distributed to those consulting parties for participation in public meetings and/or to provide commentary in lieu of attending a public meeting. The Engineer is developing a scope of services amendment to the Engineering Agreement to work through Section 106 process. Once this information is finalized, an update will be provided to the Capital Improvements Commission and Village Board on next steps.

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

(Project No. 15006)

Televising and review of the few remaining sections of sewer has been completed. The results will be added to the final infrastructure report on the condition of the underground storm, sanitary and water infrastructure which was received in November 2018. RJN is working on addressing staff's comments on the draft report for monitoring and modeling of sanitary sewers in the CBD. Staff is working with RJN to finalize the study and provide direction on the scope of the CBD Streetscape and Utility Improvements Project.

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

(Project No. 15006)

Prior to COVID-19, staff was preparing to continue discussions on the project with the Village Board in March/April to solicit direction on the tree plan, paving materials, lighting, budget, schedule, and other matters requiring attention to advance the project design. These discussions will now resume in June. In the meantime, the underground utility design continues for sanitary, storm, and water improvements. The project team's goal is to ready the underground improvements for competitive bidding in the fall pending discussions and direction from the Village Board regarding the project schedule.

PROCUREMENT OF GOODS AND SERVICES

Public Works seeks the best vendor prices for various annual municipal and utility maintenance and operations activities. This effort includes local bidding of projects or joint purchasing initiatives, including the Municipal Partnering Initiative (MPI), a consortium of DuPage County communities.

Project	Estimated Glen Ellyn Cost	Status
2020 Sidewalk and Concrete Street Repairs	\$406,300 (2020)	Extensive concrete roadway panel replacement was originally intended for this year's program, but staff has reduced scope to only include critical patching locations and sidewalk repairs. The contract was advertised on April 7, 2020 with bids opened on April 17, 2020. Award to the low bidder, AC Concrete Construction, was recommended at the April 27, 2020 Village Board Meeting, but the motion was tabled due to financial concerns relating to COVID-19. Staff successfully resubmitted the project for award at the May 11, 2020 Village Board Meeting. A list of 185 repairs has been submitted to the contractor and work is anticipated to start the week of June 15. It is anticipated that the project will take approximate one month to complete (excluding final restorations and punchlist item).
2020 Asphalt Roadway Patching	\$154,000 (2020)	Project scope includes roadway patching throughout the Village. The contract was advertised on February 24, 2020 with bids opened on March 11, 2020. The project was awarded to Schroeder Asphalt Services at the March 23, 2020 Village Board meeting. Construction was successfully completed between April 23 and April 27, 2020. The project will be closed out pending punchlist inspections and any newly arisen utility digs in the coming months.
2020 Pavement Markings	\$20,000 (2020)	This contract is annually intended to be awarded to the 2020 low bidder of either the DuPage County contract or Suburban Purchasing Cooperative (SPC). This year, DuPage County's received bid pricing has come in lower than the SPC. The Village Board has recommended advancing this project at its May Workshop Discussion. Staff will submit DuPage County unit pricing to the Village Manager for approval in the coming weeks.
2020 Crack Sealing	\$15,000 (2020)	Candidate locations and quantities are being compiled in order to request three price proposals. Staff anticipates recommending the low proposal for execution by the Village Manager in June, with construction targeted for September.
2020 Asphalt Surface Rejuvenation	\$0 (2020)	Candidate locations include streets that have been resurfaced one to three years prior. The program was completed in 2017 and 2019, with only a few streets meeting desired criteria in 2020. Staff is currently proposing to conduct this program every other year, which would involve skipping the 2020 program and instead using this year's funds in 2021 when a greater economy of scale can be achieved.

Project	Estimated Glen Ellyn Cost	Status
2020 Pavement Condition Index (PCI) Study	\$0 (2020)	The Village has obtained pavement condition data for all Village streets every four years since 2004. As consistent with this schedule, a 2020 study was originally proposed, but is now recommended for deferral due to financial concerns relating to COVID-19.
2020 Sanitary Sewer Lining Program	\$628,591.50 (2020)	This year's program includes approx. 11,000 feet of sewer. The bids for 2020 Sanitary Sewer Lining Program was opened on March 12, 2020 and awarded to Performance Pipelining, Inc. at the March 23, 2020 Village Board meeting. Cleaning and pre-lining sewer televising work is underway.
2020 Sanitary Sewer Point Repair Program	\$148,800 (2020)	This year's program includes 7 point repairs strategically selected based on the condition of existing sanitary sewer mains. Upon additional investigation, one location was eliminated from the program. Work began the last week of April with the repairs completed on May 13. 
Spoil Hauling and Delivery of Aggregates	\$54,000 (2018)	KLF Enterprises

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