



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Tuesday, February 1, 2022
7:00 PM
Remote Electronic Meeting Via Zoom

This meeting will be conducted by video conference without a physically present quorum of the Glen Ellyn Capital Improvements Commission because of a disaster declaration related to COVID-19 and public health concerns affecting the Village of Glen Ellyn. The Chairperson of the Capital Improvements Commission has determined that an in-person meeting at the Civic Center is not practical or prudent because of the disaster. Physical attendance at the Civic Center by the public is also not feasible because of the disaster. Please click the link below or call in using the information below to join the remote electronic meeting.

GE Public Works Department is inviting you to a scheduled Zoom meeting.

*Topic: Special Capital Improvements Commission Meeting
Time: Feb 1, 2022 07:00 PM Central Time (US and Canada)*

Join Zoom Meeting

<https://us02web.zoom.us/j/87003132725?pwd=MDlQNUw0Rjl5OWhrcHBuUkkxdkxqdz09>

Meeting ID: 870 0313 2725

Passcode: 831679

One tap mobile

*+13126266799,,87003132725#,,, *831679# US (Chicago)*

*+16465588656,,87003132725#,,, *831679# US (New York)*

Dial by your location

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Washington DC)

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

Meeting ID: 870 0313 2725

Passcode: 831679

Find your local number: <https://us02web.zoom.us/j/87003132725>

A. Call to Order

B. Public Comment (Non Agenda Items)

C. Approval of Minutes

- 1) Motion to approve the November 9, 2021 Capital Improvements Commission Meeting Minutes

D. Current Business

- 1) CBD SUI - Project Update and Construction Engineering Services Recommendation

E. Trustee's Report

F. Other Business

G. Public Works Report

H. Project Report

- 1) The Public Works Engineering Division Project Report Dated January 28, 2022 is attached hereto for review by the Capital Improvements Commission.

I. Adjournment

DRAFT

Village of Glen Ellyn



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
November 9, 2021
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: November 9, 2021

Meeting: Regular

Called to Order: 7:01 p.m.

Quorum: Yes

Adjourned: 8:53 p.m.

Member Attendance:

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

Also Present:

Dave Buckley	Public Works Director
Steve Warner	Civil Engineer II
Bridget Malinowski	AECOM
Joe Stefanski	Applied Research Associates (ARA)
Jose Rodriguez	Chicago Metropolitan Agency for Planning (CMAP)

A. CALL TO ORDER

The November 9, 2021 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:01 PM at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM OCTOBER 12, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION TO APPROVE MINUTES FROM OCTOBER 12, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Foerster

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. CMAP Pavement Management Program Presentation:

Engineer Daubert introduces Joe Stefanski from ARA, Jose Rodriguez from CMAP, and Bridget Malinowski from AECOM. Engineer Daubert states we have been working with a master roadway rehabilitation plan from year 2000 which is set to expire in 2030 with now being an appropriate time to start updating and expanding the plan. Staff has been looking for a tool to help from an inventory and planning standpoint. An opportunity arose whereby staff was able to secure participation in CMAP's Pavement Management Program development. Engineer Daubert notes that CMAP is looking to work with local agencies as part of its ON TO 2050 Regional Plan to support more uniform pavement management plans. Tonight Joe Stefanski will present on the draft Village of Glen Ellyn Pavement Management Program or as is being called a System. Engineer Daubert emphasizes that this is not a fixed plan but rather a dynamic data driven planning program.

Joe Stefanski advances into the presentation which involved a review of the following topics with the CIC:

- Project Background – ARA is selected as one of the vendors
- Pavement Management System components (data collection, PCI survey, performance model, treatment matrix, budget, M&R optimization, CIP development)
- Pavement Distress Survey – crack & roughness measurements of roadway referenced via GPS
- Field Data Collection & Pavement Condition Rating
- Pavement Condition Ratings via PCI scores from 0-100
- Pavement Condition Results – The average PCI score for Glen Ellyn is 72.6; 1% of the streets are in serious condition, 8% are in very poor condition, 12% poor, 20% fair, 28% satisfactory, 31% good.
- Pavement Management Software – PAVER was the software chosen. The software runs the analysis and gives a plan based on localized preventative maintenance, localized stop gap repairs, and major maintenance and rehabilitation
- Pavement Performance Models
- Budget Allocation (2022-2031)
- Treatment Matrix
- Budget Analysis (2022-2031)
- Current Finding Scenarios

- Pavement Preservation- by using the pavement management system technique the life of the pavement can be extended with a lower cost throughout its life.
- Localized Maintenance Recommendations – 2022
- Recommendations- pavement preservation, update PMS regularly, include structure analysis as part of PMS, perform routine pavement condition inspections every 3-5 years.

Chairman Szymanski asks if you can prioritize by streets and make adjustments to plan. Joe Stefanski states yes you can.

Daubert states from the initial analysis we would need to increase funding from approximately \$4.5M annually to \$6M to maintain the Village's current PCI of 72. However, that is based on assumptions about how quickly the pavement will deteriorate as well as the actual cost of projects which are currently estimated. Daubert notes that the amount of pavement rehabilitation work over the next few years is fairly aggressive so we will look to get the most value out of the program based on what our current funding and actual projects costs are. Daubert notes that based on recent bids, there likely is an opportunity to complete more roadway rehabilitation work within the current program funding. Engineer Daubert notes that the general industry standard to strive for is a PCI score of 70. Engineer Daubert asks Jose Rodriguez from CMAP to summarize where other communities in the study fell in terms of PCI and what the Village may want to strive for. Jose Rodriguez from CMAP states, the average PCI for the communities we work with is mid to upper 50s. Given the nature of the community, Glen Ellyn may want to strive for upper 70's (PCI) based on its available resources.

Public Works Director Buckley states our score is where it is at because our village board and staff had the initiative of roadway upkeep, budgeted for that over the years, and kept the funding there. Engineer Daubert adds we are in a good position where with this new tool we can better adjust the master plan and program to optimize the use of funds. At the same time, we need to be mindful of other initiatives that limit the available funding we have for roadway improvements. In summary, this is a good tool to use and the board relies on us to prioritize based on the various initiatives and resources.

Trustee Payne adds the board will not manage PCIs. We rely on staff to do that and keep us informed if residents start complaining or if problems arise. This tool will prevent calls from residents and keep us working on the streets.

Commissioner Zuccherro asks what you need from the CIC. Daubert states this is something we should review with the CIC as we work through the program and monitor the funding and PCI. Chairman Szymanski notes that this is something that we should dig a little deeper into. He notes that perhaps the Commission wants to make a recommendation about maintaining a certain PCI. Engineer Daubert notes that based on the PCI, available funding, and project bids, the CIC would be solicited for recommendations to adjust the program.

Engineer Daubert thanks CMAP & ARA for putting this presentation together and for all their work on the development of the program.

2. Central Business District Streetscape and Utility Improvements Update:

Engineer Daubert reports we have received the pre-final plans for the project and are reviewing them. CivilTech is working on revisions to the street lighting and electrical system design. We are trying to balance function and cost. The Village Board would like us to proceed with the design of undergrounding of overhead utility lines on Hillside Avenue (just east and west of Main Street) that the CIC previously reviewed. Depending on where costs come in with the first phase of the project and the utility undergrounding, the work could be implemented more immediately or deferred to after a future phase of the project.

Engineer Daubert notes that from a material availability standpoint, brick pavers currently have long lead times. The manufacturer has agreed to reserve production for the Village so the material is available for 2022. We provided a detailed inventory of what we need for the first phase of the project as well as for what Apex 400 will need for their frontage.

Parkway Trees – Tom Topor is working on procurement of the parkway trees for the project.

Historic Plaques – There are 14 specific plaques included for the first phase of the project. The Historical Society is working with Troost Monument to get them made.

Procurement of Phase III Engineering Firm – Engineer Daubert notes we are preparing an RFP for Phase III/Construction Engineering Services. We are looking to find a strong resident engineer for the first phase of the project. We want to make sure we have good public outreach and we are looking to have staff members dedicated for this. We have received a lot of great ideas and insights from speaking with the various firms that work on these types of projects. We would like to have CIC members involved in interviews to help with the procurement. Engineer Daubert asked CIC members to let him know if they are interested in participating.

- E. TRUSTEE’S REPORT** – Trustee Payne reports we started the budgeting process last night. The final budget approval will be on December 6. We are also looking at what the impact will be to the budget once the American Rescue Plan runs out. We may need to cut funds. Engineer Daubert adds we will be looking at applying for more grants in the future as well.

F. OTHER BUSINESS – None

- G. PUBLIC WORKS REPORT** – Public Works Director Buckley reports we are getting closer to becoming fully staffed. We hired two maintenance workers. Seasonally, we have our street sweepers going out on the weekends. We are checking out our snowplows and salt spreaders to make sure they are ready to go. Polar Plaza will be back the day after Thanksgiving.

- H. PROJECT REPORT** – Engineer Daubert reports on this year’s Utility and Roadway Improvement Project. He notes that it has been a challenging month staying on top of the Contractor given a number of schedule changes. The majority of the parkway restoration is complete. The final layer of asphalt will be paved tomorrow. Steve Warner reports on the 2021 Street Resurfacing Improvement Project noting that the Contractor has completed the lawn restoration work. Train station – Engineer Daubert states we are tasked with figuring out if we can purchase the train depot. We are reviewing

this with IDOT and FHWA. We have a meeting set up to discuss the land acquisition process with IDOT.

We are also working on staffing. We completed interviews for our open Civil Engineer position. We had some great candidates. We will be extending an offer this week. It has been hard this year because many engineers are leaving the public sector and going in to the private sector. We are looking to hire great people and retain them.

- I. ADJOURNMENT** – Commissioner Zuccherro motions and Commissioner Biggam seconds to adjourn the meeting. The meeting adjourned at 8:53 p.m.

The next meeting is scheduled for December 14, 2021

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert, Professional Engineer



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

Meeting 2/1/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2022-
1844)**

DOC ID: 2022-1844

CBD SUI - Project Update and Construction Engineering Services Recommendation

Statement of the Issue:

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

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. 02.01.2022.CIC CBD Streetscape Memo with BLA Proposal



MEMORANDUM

TO: Capital Improvements Commission

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

DATE: January 28, 2022

RE: CBD Streetscape and Utility Improvements – Phase 1
Phase 1 – Construction Engineering and Project Update

INTRODUCTION

This memorandum serves to provide a recommendation for the award of a construction engineering services agreement for the project to Bollinger Lach & Associates (BLA) of Itasca, Illinois in the not-to-exceed amount of \$445,302.00. Additionally, an update is provided on the procurement of the construction contract for the CBD Streetscape and Utility Improvements and project communication plan.

Bidding Process Update

The project was advertised for bids in the January 7th, 2022, publication of the Daily Herald. To date the bid package was requested by and distributed to twenty-one (21) contractors and one (1) company specializing in preconstruction bidding/management services. A prebid conference was held on January 19th with five (5) general contractors in attendance. An addendum to the bidding and contract documents has been prepared and distributed to all plan holders on January 27th. The bids will be opened at 10 a.m. on February 4th and based on current interest in the project, staff anticipates at least a handful of qualified bids will be received. Subject to the receipt of favorable bids, a recommendation to award the Construction Contract to the lowest responsible bidder will be presented to the Village Board on February 14th.

Project Overview

The first phase of the project involves the rehabilitation of the following streets in the Central Business District.

- Main Street: Hillside Avenue to the Union Pacific West Railroad
- Duane Street: Prospect Avenue to Forest Avenue
- Hillside Avenue: Glenwood Avenue to east side of Main Street

The scope of improvements to be made along these residential streets is as follows:

- Sanitary Sewer Main and Services Replacement (Main St, Hillside/Duane)
- Water Main and Services Replacement (Main St, Hillside/Duane)
- Storm Sewer Replacement (Main St, Hillside/RR tracks and Duane St, Glenwood/east of Forest)
- Water and Sanitary Service Line Replacement (Duane, Prospect/Forest and Hillside Ave)
- Roadway Rehabilitation Including New Curb & Gutter and Asphalt Roadway Pavement
- Full Sidewalk Removal and Replacement Including Bringing All Sidewalk Ramps up to ADA Standards
- Brick Pavers Installation on Concrete Base
- New Streetlights, Irrigation, Soil Cells Installation
- Granite planters, seat walls, and street furniture
- Replacement of all trees within the core of CBD and addition of understory plants

Construction Engineering Services

Due to the size and scope of the project, Engineering oversight for the project is proposed to be performed by a consultant engineering firm with significant involvement from Village staff. Responsibilities of the engineer will include conducting the preconstruction conference, general consultations/meetings, review of the project schedule, shop drawing review, direct project communications and notification, spot grade checking, full time construction observation and documentation, material testing (using a sub-consultant), pay estimate and change order processing, final inspection and project close-out, record drawing preparation, and rectification of issues that arise during the warranty period.

A Request for Proposal (RFP) for construction engineering services was issued to sixteen (16) engineering firms. Seven (7) firms submitted proposals which were evaluated by staff based on the evaluation criteria within the RFP including firm information (5 pts), experience on similar projects (10 pts), project team qualifications (10 pts), ability to meet deadlines (10 pts), completeness of project approach (30 pts), additional services/tasks (5 pts), and not-to-exceed price (30 pts). A summary of the proposals and evaluation scoring by staff is as follows:

Summary of Construction Engineering Proposals			
Consultant	Total Hours	Not-to-Exceed Price	Evaluation Score
Bollinger Loch & Associates	4,258	\$445,302	82
Thomas Engineering Group	2,661	\$425,511	82
Civiltech Engineering	4,207	\$586,623	65
V3 Companies	3,840	\$489,800	64
Engineering Resource Associates	2,136	\$345,468	64
ESI/Baxter & Woodman	3,931	\$495,410	60
TranSystems	4,620	\$660,636	49

Staff would like to thank Chairman Szymanski and Commissioner Ziegler, who took time to review the proposals and meet with staff to appraise its evaluation of the firms and confirm the short list of three firms to interview for the assignment.

Consultant Interviews

Follow up interviews with Bollinger Loch & Associates, Civiltech Engineering, and Thomas Engineering Group were conducted on January 20, 2022. The interview panel consisted of CIC Chairman Steve Szymanski, CIC Commissioner Jill Ziegler, Public Works Director Dave Buckley, Professional Engineer Rich Daubert, and Senior Civil Engineer Tom Topor.

Civiltech Engineering presented a strong project team, composed of seasoned engineers who are intimately familiar with the Village and experienced on prior Village project. Despite these attributes, the interview panel felt that the added cost of Civiltech's proposal would be difficult to justify in the context of other firms proposing nearly equally strong engineers with proven success on similar projects. Thomas Engineering also presented a well experienced team, including prior Village projects, but the panel felt that the Thomas Engineering 'bare bones' approach was not most appropriate for this project with the firm having approximately 1,600 less hours than Civiltech and BLA.

Taking staff's initial evaluation and the follow up interviews into consideration, the interview panel reached a consensus that the Bollinger Loch & Associates team submitted the highest quality and most favorable proposal and is the best firm for the assignment. The BLA team was evaluated as superior in terms of detailed project approach, experience on similar projects, as well as its strong and proven business/resident communication approach. The project team proposed by BLA has recently successfully completed a similar streetscape project for the Village of Wilmette on their Central Avenue and Wilmette Avenue CBD, which has recently received the 2022 APWA Suburban Branch Award for Project of the Year-Transportation (\$5 million to \$25 million).

Staff would like to elaborate that while ERA and Thomas Engineering Group submitted lower price proposals, the hours of construction observation services by ERA for the resident, inspector and project engineers were significantly less leading staff to feel that they did not include sufficient hours within their proposal. The hours dedicated to resident and project engineer by Thomas Engineering Group were also significantly lower and would likely need to be increased to sufficiently address the scope of the work, and likely putting the cost of the proposal on par or above that of BLA. BLA's proposal had a sufficient amount of hours to address the scope of the work and presented the lowest hourly cost, which staff felt brought value to their proposal.

Reference Check and Recommendation

As staff has limited prior experience working with BLA's construction engineering team, a comprehensive verification of BLA references was conducted. Staff met with Wilmette's Public Works Director Brigitte Berger-Raish and Village Engineer Dan Manis, as well as Palatine's Public Works Director Matt Berry to discuss BLA's performance. In both cases, BLA received excellent evaluations for their experience in dealing with construction issues, technical expertise, and project communication. Additionally, staff contacted Elmhurst's City Engineer Kent Johnson, who had similar opinion of BLA echoing the strength of BLA project manager's construction experience and frequent project updates.

Staff held a follow up discussion with BLA to make sure that the Engineer and staff are comfortable with

the scope of the proposal. BLA is going to confirm their Material Testing subconsultant cost, as well as include the drone documentation component, but their proposal cost is not anticipated to change. Staff would like to mention that the contract will be a not-to-exceed contract and the Engineer will only charge the Village for the services rendered. That said, if scope or schedule of the project changes, future contract amendments could be possible.

Based on these factors, staff is requesting CIC review and recommendation of a construction engineering services agreement with Bollinger Lach & Associates (BLA) of Itasca, Illinois in the not-to-exceed amount of \$445,302.00

Project Communication Approach

The streetscape project will require the utmost level of communication with all stakeholders to ensure the project is a success. Due to the project's location, visibility and significance, staff recognizes the need for excellent communication both on a direct, face to face level with affected businesses and residents, as well as a much broader communication intended to keep the commuters, shoppers, all stakeholders, elected officials, and the general public informed. Generally, the project communication will be handled as follows. BLA's Resident Engineer along with their Public Information Representative will handle the direct communication using construction notices, frequent check-in with affected businesses, open weekly construction meetings, and weekly project updates distributed to all affected businesses and residents. One of the roles of the Village's Senior Civil Engineer with help from the Village's Communication Coordinator will be to use this information and make sure that it is appropriately distributed to a broad audience via Village's social media, website, and email groups. Example of this will be communicating on any changes to the construction traffic patterns or construction staging. In addition, the Village will retain the consultants from MUSE Community + Design who is engaged as communication and outreach firm for the design of the project. MUSE will be tasked with maintaining and updating the project website, creating any project graphics, providing assistance in crafting online messages, creating video updates, and making the community aware of various project initiatives and benefits.

ACTION REQUESTED

In addition to providing a general project updated, staff respectfully requests CIC's review and motion to recommend the award of a construction engineering services agreement with Bollinger Lach & Associates (BLA) of Itasca, Illinois in the not-to-exceed amount of \$445,302.00.

Attachments

- Proposal from BLA

Proposal

Engineering Consultant Services CBD Streetscape and Utility Improvements – Phase I *[Duane Street, Hillside Avenue and Main Street]* Construction Engineering Services



Village of Glen Ellyn

January 10, 2022

CONSULTING
ENGINEERS



BLA, Inc.



January 10, 2022

Mr. Tom Topor, P.E. – Senior Civil Engineer
Village of Glen Ellyn
Public Works Reno Service Center
30 South Lambert Road – Glen Ellyn, Illinois 60137

Re: Proposal for Engineering Consultant Services
CBD Streetscape and Utility Improvements – Phase I
[Duane Street, Hillside Avenue and Main Street]
Construction Engineering Services



Mr. Topor:

BLA appreciates the opportunity to submit our proposal to provide professional engineering services to the Village of Glen Ellyn. BLA has the experience and expertise necessary to service the Village since we have worked on similar projects in similar settings and have the local staff available. BLA has demonstrated the ability to work with the community, contractors and municipal officials to accomplish projects on schedule and within budget.

Our proposed Resident Engineer, **Clay Keller, P.E.**, has a wealth of experience managing downtown and central business district construction operations. He recently completed a \$9.5 million downtown reconstruction and streetscape project on behalf of the Village of Wilmette. Like Glen Ellyn, Wilmette is a high-end community with a downtown of restaurants, shops, schools and a Metra station. Clay also successfully completed similar CBD projects in Elmhurst, Palatine and McHenry; he understands he needs to be accessible at all hours to address concerns. He will be supported by our designated Public Information Officer, **Ashley Newton**. Our project approach keys in on how important this tandem approach will be to the successful completion of this project.

Our firm would perform this work out of our Itasca office. Our mailing address and contact information is presented below:

Corporate Office

333 Pierce Road, Suite 200
Itasca, Illinois 60143
Phone: 630-438-6400

Daniel B. Bruckelmeyer, P.E.
President & Chief Executive Officer
dbruckelmeyer@bla-inc.com
630-438-6400

We sincerely appreciate the opportunity to submit our Proposal to the Village of Glen Ellyn and look forward to answering any questions you may have to further clarify our submittal.



Sincerely,
BLA, Inc.

Daniel B. Bruckelmeyer, P.E.
President & Chief Executive Officer

Table of Contents

Section	Description
1.....	Project Scope and Approach <i>(includes additional services/tasks that could improve the project)</i>
2.....	Project Team
3.....	Similar Experience
4.....	Firm Information
5.....	Project Costs <i>(includes manpower/schedule)</i>
6.....	Addendum Receipt

Project Scope and Approach

Key Elements

Public Outreach

Public outreach is more than BLA's strong point, it is what separates us from our competitors. BLA's construction team excels at public information and communication with businesses and residents on our projects. We understand this project will require a high level of coordination with the contractor to ensure commitments are met and disruptions to storefront accesses and loading/unloading zones are kept to a minimum. BLA has performed effective public outreach on many public works projects; our team will bring that experience to bear on this project for a successful public outreach effort. Our most effective tool is *personal contact*. We will **visit each business** to introduce ourselves and establish a professional relationship with those stakeholders along the construction zone. Working with Village staff, we will develop a project brochure to give to each business that includes our contact information, project schedule information, a general overview of the anticipated work and answers to frequently asked questions.

Our approach is a hands-on, in-person one *prior* to construction. We will meet with the stakeholders and explain the work proposed on this project, how it will impact parking and driveway access and address any concerns such as trees/landscaping. Often, Village staff will be praised by these very same stakeholders when the project is complete, thanking them for the new roadway and the time they took to let them know what to expect and needed to be done to protect their features from being damaged or destroyed.

The work on this project has some unique challenges that need to be planned and coordinated to keep impacts to local businesses minimized. This project will occur in one of the most popular areas of Glen Ellyn's restaurant and retail district. Parking is a premium for patrons looking to shop or visit one of the many restaurants within the project limits. During construction, there will be several occasions when parking will need to be prohibited. Communication is **critical** during these times; business owners need to know when 'No Parking' signs will be posted outside their doors. On Clay's last project in downtown Wilmette, Clay worked with the Village and provided weekly updates via email and flyers hand delivered to each business. **This communication will be a key element to the success of the project.**

Dan and Kerry: I think the message below says it all. We can't thank you enough for the special attention your team showed our residents on the Locust Road Project. You truly set the standard for outstanding customer service.

Darren and Ashley, you're simply the best at what you do. Thank you so much.

—Brigitte

BRIGITTE BERGER-RAISH, P.E.
DIRECTOR OF ENGINEERING AND PUBLIC WORKS
VILLAGE OF WILMETTE
711 LARAMIE AVENUE | WILMETTE, IL 60091
847.853.7627 | BERGERB@WILMETTE.COM



Bible Church and St. Mark's Episcopal will all be impacted by construction. Ensuring access is maintained at all times is a high priority. Churches do not just have Saturday evening and Sunday services; they host weddings, funerals, group meetings and fundraisers regularly. Although St. Petronille is not directly impacted, parking for their larger events will surely be impacted as will street parking for patrons of Glen Ellyn Bible Church and St. Mark's. These areas may be needed for large church activities during the project.

 CENTRAL AVENUE RECONSTRUCTION AND DOWNTOWN STREETScape CONSTRUCTION PROGRESS UPDATE FRIDAY, APRIL 23, 2021	 CENTRAL AVENUE RECONSTRUCTION AND DOWNTOWN STREETScape CONSTRUCTION PROGRESS UPDATE FRIDAY, APRIL 23, 2021	 CENTRAL AVENUE RECONSTRUCTION AND DOWNTOWN STREETScape CONSTRUCTION PROGRESS UPDATE FRIDAY, APRIL 23, 2021	 CENTRAL AVENUE RECONSTRUCTION AND DOWNTOWN STREETScape CONSTRUCTION PROGRESS UPDATE FRIDAY, APRIL 23, 2021
 DOWNTOWN CENTRAL AVENUE IS TWO-WAY TRAFFIC AND ALL BUSINESSES ARE OPEN! WORK COMPLETED THIS WEEK: MONDAY - FRIDAY (4/19 - 4/23) - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Installed sidewalk along Duane and Lake Street. - Installed sidewalk along Duane and Lake Street. - Installed sidewalk along Duane and Lake Street. - Installed sidewalk along Duane and Lake Street. WORK SCHEDULED DOWNTOWN NEXT WEEK: MONDAY - FRIDAY (4/26 - 4/30) - West side Wilmette Avenue east side between Duane and Lake Street. - West side Wilmette Avenue east side between Duane and Lake Street. - West side Wilmette Avenue east side between Duane and Lake Street. - West side Wilmette Avenue east side between Duane and Lake Street. - West side Wilmette Avenue east side between Duane and Lake Street. WILMETTESTREETSCAPE.COM Please contact us with any questions! Dan Bink, P.E., Village Engineer: 847.333.3442 Clay Keller, P.E., Resident Engineer: 847.955.9454	 WIDE SIDE CENTRAL AVENUE CURB, SIDEWALK AND DRIVEWAY APPROX GET POURED NEXT WEEK! WORK COMPLETED THIS WEEK: MONDAY - FRIDAY (4/19 - 4/23) - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. WORK SCHEDULED IN THE RESIDENTIAL AREA NEXT WEEK: MONDAY - FRIDAY (4/26 - 4/30) - Monday, April 26: Beginning preparation for the south side Central Avenue curb, sidewalk and driveway approach between 11th Street and Duane Street. - Monday, April 26: Beginning preparation for the south side Central Avenue curb, sidewalk and driveway approach between 11th Street and Duane Street. - Monday, April 26: Beginning preparation for the south side Central Avenue curb, sidewalk and driveway approach between 11th Street and Duane Street. - Monday, April 26: Beginning preparation for the south side Central Avenue curb, sidewalk and driveway approach between 11th Street and Duane Street. - Monday, April 26: Beginning preparation for the south side Central Avenue curb, sidewalk and driveway approach between 11th Street and Duane Street. DOWNTOWN WILMETTE IS OPEN! ALL BUSINESSES/RESTAURANTS ARE OPEN! WILMETTESTREETSCAPE.COM Please contact us with any questions! Dan Bink, P.E., Village Engineer: 847.333.3442 Clay Keller, P.E., Resident Engineer: 847.955.9454	 TRAFFIC SIGNAL AND PEDESTIAN LIGHTING WORK CONTINUES NEXT WEEK! DOWNTOWN WORK COMPLETED THIS WEEK: MONDAY - FRIDAY (4/19 - 4/23) - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. 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RESIDENTIAL AREA WORK COMPLETED THIS WEEK: MONDAY - FRIDAY (4/19 - 4/23) - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. - Completed new sidewalk along Wilmette Avenue east side between Duane and Lake Street. 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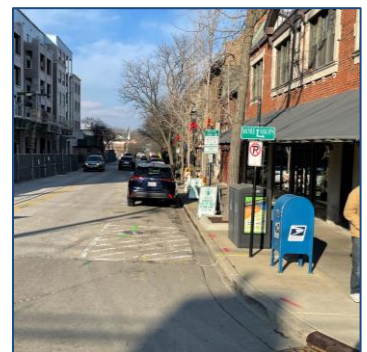
BLA is 100% committed to engage immediately with the awarded contractor. While obtaining the contractor's schedule for completing *all* work during 2022 is important, instructing the contractor to provide accurate weekly schedules is far more critical. This information is used to relay to the merchants, restaurants and general public as to what activities will be affecting their day-to-day. In both our Elmhurst and Wilmette CBD projects, this information would be sent out **weekly** to all stakeholders on the project including the Chamber of Commerce. Our team would use this information provided by contractor, update it weekly, format it and disseminate/provide it to the Village of Glen Ellyn for distribution.

Maintenance of Traffic (MOT)

BLA will work with the contractor to ensure crews follow applicable traffic control standards, implement proper advance signage and use certified flaggers. Often, the location of traffic control devices/signs detailed in the plans do not account for conditions present in the field, such as a tree or existing sign that conflicts with the visibility of the temporary sign. BLA provides experienced staff that understands the importance of properly implementing a MOT plan that is easy to follow for the public. BLA will ensure traffic control devices are placed in a uniform manner that clearly delineates the work zone and does not impede traffic flow.

The MOT plan seems well thought out with detours moving traffic through the construction zone in a logical manner. As one would expect, there is also a constant flow of pedestrian traffic making it extremely important to try and maintain a safe route and eliminate trip hazards that may be exposed by construction. During construction, existing sidewalks/paths used daily will be removed or closed for some duration to accommodate work. Providing pedestrians clear direction via directional signage will go a long way to keep people from getting lost or wandering around the construction zone. Simply placing a 'Sidewalk Closed' sign is not enough; we need to give people direction in advance of the construction and provide a clear alternate route.

When Main Street is closed, it will be very important to always maintain pedestrian traffic flow along both sides of Main Street. The Illinois Prairie Path also needs to remain open during construction and requires the contractor to provide access across Main Street using temporary aggregate for smooth transitions. Pedestrians looking to cross the street have limited options because of the lack of mid-block crossing points. The Village may want to consider creating a temporary crossing point at a mid-block location along Duane Street; this would allow people to cross without having to go to the corner and be beneficial when the Main Street intersection corners are under construction. The location of the proposed bump-out and crosswalk at the mid-block location on Main Street would also be an ideal location for a temporary pedestrian crossing during construction.



Access

Providing and maintaining access for businesses will be a key element to the success of this project. BLA will work with the contractor to ensure driveway access is maintained and equipment is not parked blocking access. We understand there will be times when driveway access is interrupted for a short duration while removing curb or the driveway apron; however, the contractor may not always be focused on public convenience. We will make sure this is a priority of the contractor and at the end of each day safe access is reestablished to each business.

Given the proximity of the work to the Village Civic Center and Glen Ellyn Public Library, there will be an array of challenges when traffic control is implemented on Duane and Main Streets. Just as important will be providing a safe route for pedestrians to navigate the construction site and access these public buildings. Patients coming to the Implant and Oral Surgery Center will want the same convenient access during construction that they have come to expect. Our goal is to ensure that local businesses remain accessible through the duration of the project and more importantly so that the public knows they are open for business and easily accessible.



Sidewalk Construction

Sidewalk construction will be important in the success of this project for a few reasons. One is the aesthetic enhancement the new sidewalk and brick pavers add to the surrounding landscape; another is the challenge of installing the sidewalk up to the front entrance of all the businesses while maintaining access.



Removing the existing sidewalk will have some challenges. On a few projects, we have seen the removal limit expose foundations under building facades. Sometimes these old foundations are very deteriorated and crumble under the slightest force. If there is expansion material between the existing sidewalk and foundation, this will make removal much easier. BLA will survey the limits of removal with the contractor and discuss the type of removal equipment to be used when working near building foundations.

After the sidewalk is removed, *managing drainage* can also be an issue during major rain events leading to complaints of

water in basements. On a streetscape project in Palatine, BLA worked with the contractor to install plastic over exposed excavation areas sloping away from the buildings and extending downspouts to the street keeping water from collecting and saturating the area.

Making certain *cross slopes* meet current *ADA requirements* while maintaining positive drainage away from the buildings is another key element in sidewalk construction. This is sometimes not so obvious; following plan grades for the roadway curb/gutter may not always satisfy every condition. Curb heights may have to be modified to ensure water is flowing across the sidewalk and over the curb. On a recent project in downtown Batavia, we had to lower the height of the curb head on the B6.12 curb/gutter (following plan grades) or the sidewalk would have been backpitched towards storefronts and/or had flat areas that would have caused ponding. It is imperative cross slopes are checked prior to every pour and consistently monitored to ensure *both* ADA compliance and positive drainage are satisfied.

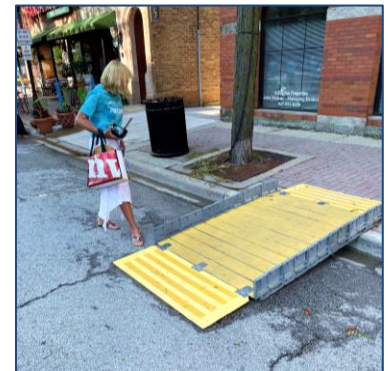
The most difficult aspect of the new sidewalk construction will be *maintaining access* to each business entrance while grading, framing, pouring and curing the concrete. The contractor will need to understand these activities need to be timely and access must be restored immediately. We will work with the business owners to determine if there are downtimes that would be least impactful to visiting patrons. Depending on the entrance and business, these can be gapped, bridged or completely closed temporarily. The best way is to take an individual approach with each business and accommodate them when possible. ***This will go a long way with customer satisfaction.*** In most cases, the contractor will need to stage some of the sidewalk panels and install a temporary system to bridge the concrete until it is cured enough for walking.

This project incorporates major improvements to the corners as part of the overall streetscape plan and a new mid-block crossing on Main Street. These improvements include geometric changes creating bump-outs and larger areas establishing a safe zone for pedestrian crossings. There will be a variety of materials used including concrete for sidewalk, brick pavers, subbase granular material and concrete base course under the brick pavers. BLA is experienced and proficient at implementing ADA requirements whether working with brick, concrete or asphalt for multi-use path crossings. Our proactive approach is working with the contractor during every phase of construction, from defining the proper limit or existing curb removal to controlling and confirming the proper sloping of both longitudinal and cross slope requirements. Checking slopes during excavation, grading, forming and pouring will ensure all requirements are met and work is performed only *one* time. With so much attention paid to meeting ADA requirements, it is easy to lose focus of the curb grades necessary to provide positive drainage through the crosswalk.



BLA will make sure pedestrians have a safe way to walk during construction; we will require the contractor avoid working on more than two corners at a time, so pedestrians have a safe route to navigate around the construction. With so many public facilities, places of worship and schools adjacent to the project, it is imperative we keep the sidewalks as accessible as possible during construction. Many pedestrians use these sidewalks daily walking to school, the nearby Metra, shopping and/or going to church. Many businesses have limited parking; most likely, many patrons walk [especially during the warmer months] or park nearby and walk. BLA will work with the contractor to ensure sidewalks remain safe for pedestrians

throughout construction – this may include using temporary aggregate to create smooth transitions and eliminate potential drop-offs. ***There are a variety of products available that provide effective ADA compliant temporary ramping at pedestrian crossings.*** Metal ramps can bridge any curb height, create a smooth transition and be removed/installed very easily. The Village may want to consider including a special provision that specifies metal ramps at certain locations along the pedestrian detour route.



Drainage and Utility Installation

Site drainage will be another key aspect of this project – not only to maintain drainage for the motoring public during staged construction, but also to keep the work zone well drained. Keeping the site well drained will aid in keeping the project on schedule. This may require the contractor install temporary drainage items to connect proposed storm sewer laterals to existing laterals or drainage structures to ensure positive drainage throughout the project. This will also drain the existing pavement from the north/south side of Duane Street during stage construction.



For the watermain and storm sewer installation, it is imperative the trench backfill material is properly compacted. All too often, trench settlement can be seen and felt years after a project. BLA finds this practice unacceptable and will see to it that backfill material is placed in 6–8-inch lifts and compacted with equipment that will maximize the density of the aggregate being used. Bedding material needs to be properly compacted as well as the material placed on the sides of the pipe. Once the pipe is properly backfilled and compacted on each side, the contractor can proceed with the remainder of the trench backfilling operation. Properly compacting trenches takes time and effort if done correctly. Contractors are trying to be productive and complete tasks in the quickest way possible, often placing material in two-foot lifts and running a tamper over it a few times. BLA

will discuss this with the contractor to ensure they will be dedicated to putting in the time and effort necessary to provide the Village a product we all can be confident will surpass its expected life.

Clay's most recent project included 6,000+ feet of watermain and 3,000 feet of storm sewer. He has managed several reconstruction projects that included a variety of storm sewer, sanitary sewer and watermain construction making him an excellent match for this project.

During watermain installation, BLA will coordinate water service shutdowns with the contractor and each business. In addition, we will provide notices in advance of any work being performed that would affect access or interrupt water service. Explaining the project and the impacts it may have will prepare the public for the anticipated work to be performed in front of their residence/business.

Dry Utility Coordination

As with most reconstruction projects, utilities play a major role in the progress of work. Ultimately, it is not whether there will be conflicts, it is how you *manage* those conflicts that determine the project's success. According to the RFP addendum document published by the Village, there are several utilities whose relocation operations will be ongoing while the CBD construction is occurring including Nicor, ComEd and any remaining work from the Apex development. Including these entities in weekly coordination meetings will be essential to providing a clear and concise plan of action; it is likely the CBD contractor's preferred schedule of operations will have to be adjusted frequently so as not to overlap work zones while progress can still occur elsewhere.

The first step is to work with the contractor to investigate potential conflicts prior to excavation beginning. This includes investigation of subsurface utilities by excavating/potholing to determine the exact location of the utility. If a conflict is discovered, we will contact and establish priorities with utility companies of what areas to relocate first and work with them to schedule their relocations. We always look for ways to adjust work to avoid relocation delays.

Environmental Protection

Protecting trees is of utmost importance; people can be very passionate about construction activities near trees. There are many large trees that need to be protected to avoid damage from contractor equipment. Special attention needs to be paid to these trees as the public is very attached to these natural landmarks. Installing proper tree protection will be one of the first measures implemented to ensure trees are protected prior to any sidewalk or curb removal taking place. This also goes a long way towards creating a visual impact that demonstrates the effort put forth by the Village to protect these trees.



We also advise *tree root pruning* prior to any excavation/removal activities. Root pruning will have a more direct impact on the survivability of a tree than only trunk protection. It is important for the contractor to be aware of overhead limbs as well; damaging a limb with a backhoe or truck bed can be just as harmful as root damage.



BLA understands the importance of erosion control. We have a dedicated erosion control inspector in **Ed Lebbos, CFM, CWS, DECI** who will independently inspect and be responsible for all erosion control aspects of the project. Ed is a certified erosion control inspector. We use Ed because he is not involved in the daily operations of the job so he can lend a fresh eye to the project every time he visits the site.

One thing that often gets overlooked are concrete washout locations – these can be problematic if not properly maintained. BLA will ensure the locations of concrete washouts are preapproved and in an area that will not impact any open drainage structures that could potentially flow to nearby waterways.

Contractor Submittal Reviews

Shop drawings and catalog cuts for this project will require a thorough review and attention to detail. Wilmette's recently completed CBD project included stone seating, various benches, bicycle racks, trash receptacles, brick pavers, decorative lighting, festoon poles and water features. This required BLA to review each submittal for specification and material compliance and coordinate with the architectural designer, Village and subcontractor to ensure the product being submitted was *exactly* what the owner specified. With certain items, BLA communicated directly with the producer/supplier to ensure there were no delays procuring these specialty items and they were

following the contract requirements. In some cases, products were submitted several times before approval. BLA will follow through on submittals/resubmittals and track progress of each one until it is approved. From drainage structure and watermain submittals to irrigation, lighting and electrical components, prioritizing submittals is very important and requires the engineer to discuss with the contractor which items have long lead times. Some items have several-month-lead times and can impact the completion of the project if not addressed early in the submittal process.

The aesthetic component of items is very important. The proposed seat wall planting structures and granite curb planters have an architectural component that was likely addressed in the design phase of this project. From the type of brick to the color of the limestone and grout, these choices leave a long-standing mark on the local community. BLA will ensure all building related and architectural submittals for this project are reviewed and vetted for compliance with the contract requirements and meet the visual characteristics specified. The specifications normally require the contractor to furnish physical samples of the proposed brick/formliner to be reviewed by the responsible agency; this may also require samples with different shades of a color. BLA will work closely with Village staff to ensure the material being incorporated not only meets the requirements of the specifications but more importantly is what the Village envisioned as a final product.



Plans and Other Considerations

Brick Paver Crosswalks

The detail for the brick paver crosswalk includes 1.5-inch-diameter weep holes be installed in the eight-inch concrete base; the detail also includes a 0.75-inch asphalt setting bed and a neoprene adhesive to be installed over the weep holes. *This seems to defeat the purpose of the weep hole's ability to function as intended.*

Planter Soil

The soil specified for the soil cells is a specific blend of sand and soils and will need to be submitted for approval. We have had trouble finding this material in early spring. With a July 29 completion date for Main Street, getting samples of this material submitted, tested and approved will be a challenge. BLA will work with the contractor to make sure the *planter soil submittal* is prioritized early in the project to avoid delays.

Dust Control

Al fresco/outdoor dining has turned into an important aspect of restaurants' seating options. With the onset of Covid and the indoor dining restrictions that came with it, outdoor dining has become more than a trend but a means of survival for some restaurants. Owners are very possessive about using public sidewalk areas for dining tables and extend outdoor eating into October. Dust control is going to be very important; outdoor dining can be completely disrupted if proper dust control measures are not implemented. The additive Cohrex [or an equivalent] is specified which is good, but sometimes it is difficult to keep up with its use. Other methods we have found to help reduce dust are asphalt grindings to cap trenches and temporary HMA material for the top three inches of a trench. BLA will be very proactive with the contractor regarding dust control measures and will not allow this subject to be ignored.



Street Lighting

Based on the RFP addendum, it is noted street lighting plans are in progress. At a minimum, we advise providing a pay item for *street lighting maintenance by the month* for the duration of the project. We also want to confirm if there may be elements with alternating circuits, if streetlights and outlets are to be on separate circuits and what the draw is

on the controller cabinet. Additional information we would look at closely is whether street lighting elements are on timers or operate off photocell. We would seek to clarify prior to the start of any lighting removal if the Village would accept one half being off at any given time or all lighting needs to remain on and be swapped with one final connection at the cabinet. It will be difficult to maintain lighting on both sides of the street; new foundations will likely interfere with the old conduit; there is also a good chance old conduit is directly under sidewalk and will be damaged during removal.

Non-Special Waste Disposal

We understand these are preliminary plans and provisions. We recognize the Village will be providing the IEPA 663 form and the analytical data from the PESA will also be available. Though earth excavation quantities are not paid for separately per **SP-8** of the Special Provisions, there will be significant soil generated from earth excavation, storm sewer and watermain installation and will likely include disposing of regulated substances. BLA is very familiar with the IEPA requirements regarding the handling, storage and disposal of contaminated soil. We have worked with owners and contractors on several projects to come up with soil management plans that reduced the amount of material being hauled offsite. On this project, however, it appears most of the material will be hauled offsite whether it is CCDD material or non-special waste.



Scope of Services

BLA understands clients, contractors and consultants must work together to successfully complete projects. BLA also understands the Village wants a consultant that will take care of the daily concerns. Our staff members pride themselves on providing solutions to potential problems and offering cost-effective solutions. This project will be no different. We understand roadblocks will occur. We will provide solutions that avert those roadblocks and maintain progress toward our shared goals. BLA strives to work in a collaborative manner with contractors, but we work very hard to constantly focus those contractors on the owner's goal – *a project completed on time that exceeds expectations and provides the public with the feeling that the few months of inconvenience was well worth the results.*

Public Communication: BLA will serve as the Village's onsite point of contact with residents, businesses and institutions. BLA is always available to attend meetings and assist with descriptions of work/contractor activities.

Schedule: Contractor schedules reflect the most efficient and cost-effective method to preserve the *contractor's* bottom line; however, that may not be the best way to satisfy the Village, residents, institutions and businesses. BLA will review preliminary schedules and make sure the Village's needs are being met. BLA will promote language in the contract documents that details the Village's stance. Our suggestions are simple – *contractors should not close roads for reconstruction unless their schedules show constant and diligent work to complete reconstruction activities.*

Progress Meetings: BLA holds regularly scheduled progress meetings to keep stakeholders updated and promote the identification and resolution of roadblocks affecting progress. BLA generates agendas and minutes that detail the decisions made and the schedule for resolution on open items, so issues are tracked until resolved. This process identifies the individual responsible for the decision and the required date for resolution. Minutes also include logs of open requests for information, submittals and change orders.

Progress Reports: BLA will provide weekly reports to help monitor progress and areas requiring additional effort.

Documentation: BLA follows standard IDOT procedures for documentation of construction activities. Staff will maintain diaries, field books and quantity records on Village standard or IDOT-style forms. Those records will include measurements and track any potential cost changes because of quantity overruns or extra work.

Photography: Digital photos provide an easy way to store and retrieve a visual record of standard and extra work items. Photos also document the *before* and *after* conditions of properties adjacent to work. BLA will provide regular photo updates for use on websites/in reports and digital storage of all photos at the end of each season.

Record Drawings: BLA will revise the contract documents to reflect the as-constructed conditions and quantities. Those documents will be delivered as electronic files in the Village's preferred format.

Change Orders: We all understand extra work is part of construction. BLA works to monitor changes in quantities to keep the contract in balance and provide contractors with prompt payment. BLA strives to identify potential added work with enough advance notice for Village review/approval before contractors are forced to delay operations.

Requests for Information and Submittal Reviews: This project will require multiple submittals for the various proposed streetscape features, watermain and valve components. We will perform an expedited review of these submittals and recommend Village approval if the items submitted meet the requirements of the contract documents. BLA strives to return RFIs and submittals to contractors within five working days. Understanding contractors often find questions during ongoing operations, BLA uses prudent judgment and rapid escalation practices to explain situations, promote solutions and gather consensus so contractor activities can proceed.

Closeout: A timely closeout is critical to minimize the time the project is carried on Village accounts. BLA strives to measure items of work, complete changes orders and agree quickly and accurately to quantities, resulting in quicker closeout and reduced engineering expenses. Quoting David Mamet, we strive to... "**ABC. Always Be Closing.**"

Tasks

*BLA will be responsible for the construction engineering services for the Village. **BLA will:***

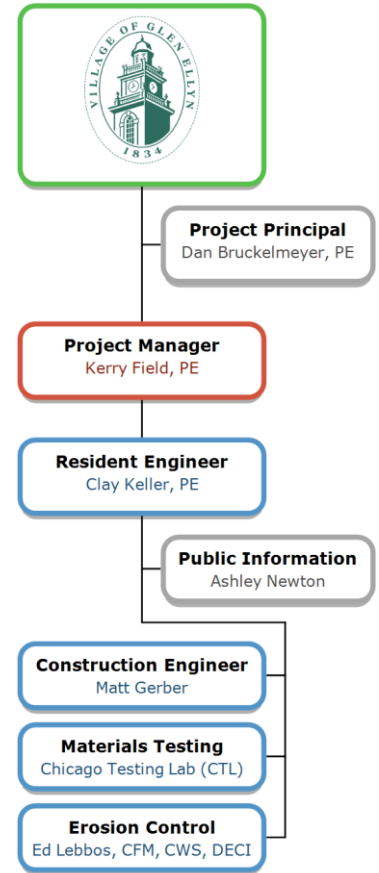
- provide full-time, as-needed construction inspection including continuous observation of the construction work and contractor's operations for compliance with the plans and specifications.
- supply a Resident Engineer on the jobsite Monday through Friday, weekends as needed, not including legal holidays and as required by Glen Ellyn's allowable working hours and the contractor's schedule.
- furnish additional inspectors as needed per discussion with Village staff if multiple crews are working.
- inspect, document and inform the Village of the adequacy of the MOT at the time and intervals required.
- perform geometric control items including establishing and setting lines and grades. We will provide construction staking and layouts per approved plan, necessary base lines, benchmarks and reference points to enable the contractor to proceed with the work; we will make minor field adjustments as needed.
- provide quality control of the construction work in progress and the contract provisions; we will ensure accordance with the latest IDOT Construction Manual and Village requirements.
- review and approve shop drawings, manufacturer's literature, samples and other submittals by the contractor. Review should only be for compliance with the plans and specifications as to the quality of materials and performance of equipment. Such review shall not be construed as relieving the contractor of the responsibility to meet requirements of the construction contract documents.
- measure and compute pay items and verify unit prices.
- maintain a daily record of the contractor's activities throughout construction including providing sufficient information for verification of the nature and cost of plan changes as well as authorizing extra work. We will provide weekly reports to the Village summarizing the construction progress and working days charged against the contractor's time for completion. BLA will provide digital photos every week as needed.
- review any requests for payment by the contractor as construction work progresses and advise the Village of the amounts due and payable to the contractor in accordance with the terms of the contract documents.
- prepare construction contract change orders when authorized by the Village.

The Engineer shall not have control over or charge of and shall not be responsible for construction means, methods, techniques, sequences or procedures, or for safety precautions and responsibility under the Contract for Construction. The Engineer shall not be responsible for the Contractor's schedules or failure to carry out the Work in accordance with the Contract Documents. The Engineer shall not have control over or charge of acts or omissions of the Contractor, Subcontractors or their agents/employees or of any other persons performing portions of the Work.

Project Team

All staff shown is available to serve Glen Ellyn. The personnel will be assigned to the project based on the requirements/need for their expertise.

Kerry Field, P.E. will serve as the Project Manager. Kerry brings 35+ years of experience to our team from *all sides* of the construction industry. Kerry's ability to foresee problems before they happen is one of the things that make him so valuable to the project management team, often resolving issues before they become a delay. His knowledge and experience are an asset to guide and advise our resident engineers. Understanding the contract requirements and ensuring the contractor constructs a quality product that exceeds expectations is Kerry's goal on every project. Working for IDOT and a general contractor for so many years has given Kerry a unique perspective when it comes to mitigating issues. He understands when extra work is warranted and knows what the real cost should be when presented with an inflated price for extra work from a contractor, often reducing contractor claims for extra payment.



Clay Keller, P.E. has 10+ years of experience in construction engineering and has already shown himself to be a project leader. Clay has served as Resident Engineer on several projects and is very familiar with streetscaping, utility installation and roadway construction requirements and practices. His most recent project was the successful \$9.5 million reconstruction of Central Avenue and Wilmette Avenue in the heart of the retail/restaurant/shopping district of downtown Wilmette – *an intensive streetscape revamping that included many similar enhancements this project will incorporate*. The Central/Wilmette project just received the **2022 APWA Suburban Branch Award for Project of the Year-Transportation (\$5 million to \$25 million)** and reflects the impact Clay brings to managing a project like this. Clay also served as Resident Engineer on other CBD improvement projects in Elmhurst, McHenry and Palatine. Clay takes the time to speak with concerned citizens and finds ways to assist them. Residents always appear comfortable when speaking with Clay; his calm professional demeanor has a relaxing effect on people.

Clay will be 100% available for this project and be supported as work requires by Construction Engineer, **Matt Gerber, EIT**, an experienced member of our construction engineering staff. Matt has been with us for more than three years and recently served as Resident Engineer on Bensenville's 2021 street resurfacing program. He is IDOT certified in documentation of contract quantities and has put those skills to good use having spent last year inspecting storm sewer, watermain, HMA paving, ADA sidewalk improvements and traffic signal installations on an \$7 million reconstruction project of Main Street in Batavia. Matt was a key component of our public communication effort often notifying residents of water shutdowns for service connections, knocking on doors to let people know about driveway closures and passing out project information notices.



Ashley Newton would serve as the Public Information Representative. Downtown construction can have a serious impact on local businesses and residences, so it is important to keep those affected informed about the schedule and status. When BLA meets with the stakeholders within the project limits, it is our intention to provide not only a point of contact, but a realistic set of expectations. If we can successfully communicate the extent of the work to those adjacent to it, we can head off numerous complaints and issues. BLA also recognizes the project must be always accessible to emergency responders. We will coordinate closures and detours with those service providers as work proceeds.

Chicago Testing Laboratory (CTL) will perform materials testing; tasks required for the contract include soil sampling, aggregate sampling and materials quality assurance responsibilities for HMA and concrete mixtures.

DANIEL B. BRUCKELMEYER, P.E.

Project Principal

Education

Purdue University – B.S. Civil Engineering, 2004

Professional Registration

Professional Engineer

State of Illinois: 062-063352

State of Indiana: 11500042

Professional Societies

ACEC

APWA Lake Branch Executive Committee, 2015-19

APWA Lake Branch Education Committee, 2011-14

APWA Chicago Metro Chapter Education Committee, 2019+

ASCE

IRTBA

Specialized Software

AutoCAD Civil 3D

AutoCAD Land Desktop

AutoDesk Storm & Sanitary Analysis

Autoturn v.4.0-7.0+

Bentley FlowMaster/CulvertMaster

Geopak

HEC-RAS

Highway Capacity Analysis (HCS)

MicroStation V8 and V8i

Paydirt Sitework

PondPack

StormCAD/StormNET

SYNCHRO 7.0+

Experience Summary

Dan has experience in complete design and management for municipal and county transportation projects including roadway corridors, intersections and bridge improvements as well as utility replacements and extensions. Experience with locally funded and federally funded design projects let locally or through IDOT. Responsible for management of staff, contract preparation, design completion, obtaining permits and presentations.

Representative Projects

Project Principal for Central Avenue; Village of Wilmette – BLA provided Phase III resident engineering services for Wilmette's Central Avenue and Wilmette Avenue reconstruction, a \$9.5 million, STP funded project that included watermain replacement, combined sewer improvements and complete roadway reconstruction along with significant streetscape elements. The total length of improvements was 1.31 miles. The project was in the heart of downtown Wilmette and required coordination with more than 50 business and 120 residences within the limits of the project.

Project Principal for N. Brockway Street; Village of Palatine – The central business district redevelopment continued with redesign and streetscaping of N. Brockway Street between Palatine Road and Wood Street to improve appearance and provide enhancements for local businesses and pedestrians. Plan preparation consisted of pavement patching and drainage improvements as well as disconnecting sanitary sewer services which were connected to the storm sewer system. A key element associated with the project was coordination with the UPRR to secure a permit for the extension of curb and gutter into the railroad right-of-way to conform to UP requirements for pedestrian facilities adjacent to the crossing gate arm.

Project Principal for Plum Grove Road (Higgins Road to Wiley Road); Village of Schaumburg – BLA provided construction management, public relations and utility coordination services for the \$13.7 million project. Work included the complete reconstruction of Plum Grove Road with full-depth HMA pavement and the Village's first roundabouts at the Remington and State Parkway intersections. The project also included a new storm sewer system, revisions to the existing watermain system, new roadway lighting, extensive custom landscaping and streetscaping.

Project Principal for Main Street; City of Batavia – BLA provided Phase III construction engineering for the \$6.9 million STP funded roadway reconstruction within downtown Batavia from S. Van Nortwick Avenue to Water Street including widening improvements along IL 31. BLA monitored contractors' daily operations including inspection of watermain and storm sewer installation, curb and sidewalk placement, earth excavation, aggregate placement, pavement marking and final landscaping. The work required a one-way detour to accommodate stage construction for the installation of 48-inch storm sewer, eight-inch watermain and replacement of 16-inch forcemain.

Project Principal for York Street; City of Elmhurst – BLA provided resident engineering services for improvements in downtown Elmhurst's main retail shopping and restaurant district. Before construction began, BLA made brochures and hand-delivered them to every business on the project. As a follow up, at different times throughout the project, the resident engineer revisited every business to keep them informed of the project's status. On-street parking during construction was a major concern of the businesses in the area. BLA revised the staging plan to maximize parking during the daytime and allow parking along one side of the street while the contractor completed all work on the opposite side. Major operations such as pavement milling and asphalt paving were performed at night to avoid the traffic gridlock that these operations would have otherwise caused.

KERRY FIELD, P.E.

Vice President and Director of Construction Engineering

Education

University of Illinois Urbana-Champaign – B.S. Civil Engineering, 1981

Professional Registration

Professional Engineer

State of Illinois: 062-043291, 1984

Certifications

IDOT Documentation of Contract Quantities 17-12694

Professional Societies

Member – ACEC

Member – APWA Fox Valley Branch

Member – IRTBA

Specialized Software

CMMS

e-Builder

ICORS

MISTIC

Industry Activities

10+ years on IRTBA and IDOT District One Forum, Co-Chair for four years

Experience Summary

Highway construction experience since 1982. Senior Project Manager (Plote Construction) for 11 years overseeing the scheduling and construction of \$20-140 million/year of road construction projects. Vice President (Harry W. Kuhn) of \$80-100 million/year heavy highway contractor (six years). 17 years in IDOT Bureau of Construction; beginning as an inspector providing construction layout, inspection and documentation. Worked as a Resident Engineer on multi-million-dollar Expressway projects, ultimately becoming the District One Expressway Construction Supervisor overseeing all expressway projects in Chicago and the six-county area.

Representative Projects

Project Manager for Central Avenue; Village of Wilmette – BLA provided Phase III Resident Engineering services for Wilmette's Central and Wilmette Avenue reconstruction, a \$9.5 million, STP-funded project that included watermain replacement, combined sewer improvements and complete roadway reconstruction along with significant streetscaping elements. The total length of improvements was 1.31 miles. The project was in the heart of downtown Wilmette and required coordination with more than 50 business and 120 residences.

Project Manager for Plum Grove Road (Higgins Road to Wiley Road); Village of Schaumburg – BLA provided construction management, public relations and utility coordination services for the \$13.7 million project. Work included the complete reconstruction of Plum Grove Road with full-depth HMA pavement and the Village's first roundabouts at the Remington and State Parkway intersections. The project also included a new storm sewer system, revisions to the existing watermain system, new roadway lighting and extensive landscaping.

Project Manager for Main Street; City of Batavia – BLA provided Phase III construction engineering for the \$6.9 million STP-funded roadway reconstruction within downtown Batavia from S. Van Nortwick Avenue to Water Street including widening improvements along IL 31. BLA monitored contractors' daily operations including inspection of watermain and storm sewer installation, curb and sidewalk placement, earth excavation, aggregate placement, pavement marking and final landscaping. The work required a one-way detour to accommodate stage construction for the installation of 48-inch storm sewer, eight-inch watermain and replacement of 16-inch forcemain.

Project Manager for York Street; City of Elmhurst – BLA provided resident engineering services for improvements in downtown Elmhurst's main retail shopping and restaurant district. Before construction began, BLA made brochures and hand-delivered them to every business on the project. As a follow up, at different times throughout the project, the resident engineer revisited every business to keep them informed of the project's status. On-street parking during construction was a major concern of the businesses in the area. BLA revised the staging plan to maximize parking during the daytime and allow parking along one side of the street while the contractor completed all work on the opposite side. Major operations such as pavement milling and asphalt paving were performed at night to avoid the traffic gridlock that these operations would have otherwise caused.

Project Manager for West Wilson Street; Village of Palatine – A downtown streetscape and rehabilitation project that involved widening and resurfacing to accommodate angle parking, new sidewalk, brick pavers and storm sewer improvements. The project also involved a large public relations effort to keep businesses informed and ensure they were not adversely affected by construction activities.

P. CLAY KELLER, P.E.

Resident Engineer

Education

Bradley University – B.S. Civil Engineering, 2009

University of Missouri – M.S. Civil Engineering with Transportation Focus, 2012

Professional Registration

Professional Engineer

State of Illinois: 062-071520

Certifications

IDOT Documentation of Contract Quantities 18-13779

IDOT STTP-S33 Soils Field Testing and Inspection

Fundamentals of Engineering (FE) 2009

Professional Societies

Institute of Transportation Engineers

Specialized Training

Interpretation of contract documents and IDOT/ISTHA specifications

Experience with Laser Levels and Level Loops

Specialized Software

Microsoft Office, Highway Capacity Software, AutoCAD, VISSIM, SPSS and Stata (Statistical Analysis Software), ArcGIS

Industry Activities

ASCE Publication – Evaluation of Dynamic Message Signs on Rural Freeways: Case Study of a Full Freeway Closure, 2013

Experience Summary

Construction Engineer experience since 2012 with responsibilities of interpreting and implementing design plans and specifications, ensuring ADA compliancy, contract documentation, daily activity diaries, safety inspections and facilitating time and material work. Project experience includes roadway reconstruction, storm sewer, watermain, sanitary sewer, PCC sidewalk with curb/gutter, detector loops, asphalt resurfacing and patching and frame adjustments.

Representative Projects

Resident Engineer for Central Avenue; Village of Wilmette – BLA provided Phase III resident engineering services for Wilmette's Central Avenue and Wilmette Avenue reconstruction, a \$9.5 million, STP funded project that included watermain replacement, combined sewer improvements and complete roadway reconstruction along with significant streetscaping elements. The total length of improvements was 1.31 miles. The project was in the heart of downtown Wilmette and required coordination with more than 50 business and 120 residences within the limits of the project.

Resident Engineer for N. Brockway Street; Village of Palatine – The central business district redevelopment continued with roadway rehabilitation and streetscaping of N. Brockway Street between Palatine Road and Wood Street to improve appearance and provide enhancements for local businesses and pedestrians. Plan preparation consisted of pavement patching and drainage improvements as well as disconnecting sanitary sewer services which were connected to the storm sewer system. A key element associated with the project was coordination with the UPRR to secure a permit for the extension of curb and gutter into the railroad right-of-way to conform to UP requirements for pedestrian facilities adjacent to the crossing gate arm.

Resident Engineer for University Drive; Village of Buffalo Grove – BLA provided construction management for the Village on this \$1.85 million project. Work included watermain, sanitary forcemain, storm sewer installation, 0.42 miles of roadway removal/replacement and landscaping. The project also involved the removal and replacement of crosswalks to maintain ADA compliance.

Resident Engineer for Pearl Street; City of McHenry – Pearl Street/Lincoln Road connects the City of McHenry from west to east as one of the few roadways crossing the Fox River. It serves the original City of McHenry central commercial district as well as residential homes. A top priority of our team was to work with business managers and residents to make the project a positive experience. Public relations work included providing a project brochure and talking with many of the more than 150 homes and businesses prior to the project start. A project website was designed and website updates were provided on a weekly basis; updates included a summary of construction activities, project schedule/status and important traffic control notifications.

Resident Engineer for the West Wilson Street; Village of Palatine – A downtown streetscape project that involved widening and resurfacing to accommodate angle parking, new sidewalk, brick pavers and storm sewer improvements. Because of the location of the project, many unknown utilities were present and managed in the field. The project also involved a large public relations effort to keep businesses informed and ensure they were not adversely affected by construction activities.

Resident Engineer for West Avenue; City of Elmhurst – BLA provided construction management services for Elmhurst on this locally funded project to improve West Avenue in downtown Elmhurst between St. Charles Road and First Street/UPRR. Work included pavement patching, 0.55 miles of roadway replacement, restoration and replacement of crosswalks to maintain ADA compliance.

MATTHEW W. GERBER, E.I.

Construction Engineer

Education

University of Kentucky – B.S. Civil Engineering, 2018

Professional Registration

Engineer Intern

State of Illinois: 061.040393, 2019

Professional Engineer

Exam Passed, 2022 Anticipated

Certifications

IDOT Documentation of Contract Quantities 20-17779

IDOT BDE – Special Waste, Construction Projects and Special Provisions

Specialized Training

Experienced with the use of laser levels, automatic levels, data collectors, performing level loops and GPS surveying software and equipment

Specialized Software

Microsoft Office, Microsoft Project, AutoCAD, MicroStation and Internet proficient

Experience Summary

Experience since 2018 as a construction engineer and field inspector. Project experience includes road resurfacing, road reconstruction, watermain, sanitary sewer, storm sewer and utility relocation as well as analyzing survey reports, maps, drawings, aerial photography and other topographical/geologic data to plan projects; also reviews building lot permits for new construction projects for municipalities.

Representative Projects

Construction Engineer for 31st Street; DuPage County DOT – The project consisted of intersection improvements at the 31st Street and Route 83 intersections and 31st Street and Jorie Boulevard intersection. The turn lanes at the intersection were widened to improve capacity. New storm sewers and drainage structures were installed at the intersection widening to maintain drainage. Temporary traffic signals and multiple construction stages were utilized at the 31st Street and Route 83 ramp intersections during construction. The project also included removing and replacing ADA ramps at 12 intersections along 31st Street. Existing signalized intersections along 31st Street was upgraded from a radio system to an interconnect system. Approximately three miles of milling and resurfacing was done using the echelon paving method.

Construction Engineer for Main Street; City of Batavia – BLA provided Phase III construction engineering for the \$6.9 million STP-funded roadway reconstruction in downtown Batavia from S. Van Nortwick Avenue to Water Street including widening improvements along IL 31. Supervised inspector activities including inspection and documentation. Monitored contractors' daily operations including inspection of watermain and storm sewer installation, curb and sidewalk placement, earth excavation, non-special waste disposal, aggregate placement, full-depth asphalt pavement, pavement marking and final landscaping. The reconstruction required a one-way detour to accommodate stage construction for the installation of 48-inch storm sewer, new eight-inch watermain and replacement of 16-inch forcemain.

Construction Engineer for University Drive; Village of Buffalo Grove – BLA provided construction management for the Village on this \$1.85 million project. Work included watermain, sanitary forcemain, storm sewer installation, 0.42 miles of roadway removal/replacement and landscaping. The project also involved the removal and replacement of crosswalks to maintain ADA compliance.

Construction Engineer for Mallard Drive and Wood Street Watermain; Village of Palatine – BLA provided construction management and public relations for the \$1 million project. This project included a new watermain system and revisions to the existing watermain connections along Mallard Drive and Wood Street. Other work items included HMA pavement and PCC curb removal and replacement along with sidewalk repairs in a high-traffic residential neighborhood with an adjacent elementary school. BLA worked closely with the Village to minimize the expenses for pavement and curb repair work in coordination with an upcoming reconstruction project.

Construction Engineer for Plum Grove Road (Higgins Road to Wiley Road); Village of Schaumburg – BLA provided construction management, public relations and utility coordination services for the \$13.7 million IDOT project. Work included the complete reconstruction of Plum Grove Road with full-depth HMA pavement and the Village's first roundabouts at the Remington and State Parkway intersections. The project also included a new storm sewer system, revisions to the existing watermain system, new roadway lighting and extensive landscaping. Preconstruction work included extensive utility relocation and coordination. Other work items included curb removal and replacement, concrete sidewalks, an HMA pedestrian path and new signage.

ASHLEY E. NEWTON

Public Information Representative

Education

University of Illinois, Urbana-Champaign – B.S. Advertising, 2007

Specialized Software

Microsoft Office: Word, Excel, PowerPoint, Publisher, Outlook

Adobe: Acrobat, Photoshop, InDesign, Illustrator

Weebly

Experience Summary

Professional experience since 2007 in all aspects of communications. Responsible for coordination, development and production of proposals and all other marketing materials. Organize tradeshow and promotional materials. Research advertising opportunities and create advertisements for various publications. Development and maintenance of any project websites along with creation of project-specific brochures, flyers, and exhibits; works with resident engineers on construction projects to coordinate all public involvement.

Representative Projects

Public Information Representative for Main Street; City of Batavia – BLA performed the widening, reconstruction, and public information. Brochures were created and distributed to those affected in downtown Batavia and the residential area. BLA coordinated and created materials for a public information open house.

Public Information Team Member for Central Avenue; Village of Wilmette – Coordinated weekly updates with the project team for distribution. This project involved the reconstruction of Wilmette's downtown area and extended into residential areas. This project was one of the largest undertakings by the Village; the reconstruction and public information was accomplished by a multi-consultant team coordinating regularly with the Village staff, residents, and local businesses.

Public Information Representative for Plum Grove Road; Village of Schaumburg – Schaumburg completely reconstructed the Plum Grove Road corridor between Higgins Road and Wiley Road; the project also installed the Village's first two roundabouts. These sections of the corridor near Woodfield Shopping Mall housed many commercial businesses, residential communities, car dealerships, restaurants, and industrial businesses. Coordinated with Resident Engineer to assure inquiries/concerns were addressed. Recorded and summarized all public contact.

Public Information Representative for Charles J. Miller Road; McHenry County DOT – Miller Road is a major traffic arterial home to businesses, residents and Centegra hospital, a local trauma center. The roadway was reconstructed and widened for 1.5 miles along with improvements to IL 31 for 0.7 miles and nearby Green Street. Created, designed, and maintained a project website with eblasts. Created a project brochure and hand delivered to 250+ to introduce the project. Prepared presentation materials; presented the project to Centegra Hospital and local emergency responders; coordinated traffic patterns changes and project changes with the hospital and emergency responders throughout the project.

Public Information Representative for Hunt Club Road at Grand Avenue (IL 132); Lake County DOT – Lake County DOT widened and resurfaced the intersection of Hunt Club Road at Grand Avenue. This very busy intersection is home to many commercial businesses and restaurants including Gurnee Mills Shopping Mall. Created, designed, and maintained a project website with eblasts. Created a project brochure and hand delivered the brochure to introduce the project. Main point of public contact. Coordinated with Resident Engineer to assure inquiries/concerns were addressed. Recorded and summarized all public contact and website data.

Public Information Coordinator for Gary Avenue; DuPage County DOT – The Gary Avenue project is a busy residential, commercial, and industrial area. Cars and trucks used Gary Avenue 24/7. Work included all printed materials for distribution and email updates to the public. Created a project brochure and hand delivered to introduce the project. Coordinated with Resident Engineer to assure inquiries/concerns were addressed. Recorded and summarized all public contact.

Similar Experience

Central Avenue and Wilmette Avenue CBD [2020/21]

Village of Wilmette

Wilmette Engineering and Public Works..... 711 Laramie Avenue – Wilmette, IL 60091
 Brigitte Berger-Raish – Engineering and Public Works Director847-853-7627; bergerb@wilmette.com

~APWA SUBURBAN BRANCH 2022 PROJECT OF THE YEAR WINNER~

BLA construction engineers represented the Village of Wilmette on a \$9.5 million roadway reconstruction and streetscape project which used both STP and ITEP funding sources. This project was in the heart of downtown Wilmette directly in front of Village Hall and in the primary central business district. This project included installation of long-term infrastructure improvements including new watermain, storm sewers, roadway pavement and sidewalk. The streetscape plans protected existing features such as on-street parking, street lighting, hanging baskets and trees. New features included decorative lighting, sidewalks, traffic signals, roadway pavements, wayfinding signs, seating and plantings. Veterans Park improvements included pavement repair, lighting, seating and plantings.



York Street [2019]

City of Elmhurst

Elmhurst Engineering Division209 N. York Street – Elmhurst, IL 60126
 Kent Johnson – City Engineer630-530-3024; kentjohnson@elmhurst.org

BLA construction engineers represented the City of Elmhurst on a 0.34-mile roadway rehabilitation and streetscape project in downtown Elmhurst between First Street to just south of North Avenue/IL 64. In addition to roadway rehabilitation, the project included upgrades to sidewalk crossings and improved traffic and safety operations for motorists, pedestrians and bicyclists. All crosswalks were stamped with a red-dyed pattern to enhance the aesthetics of downtown and improve safety by making crosswalks more visible. To avoid continued disruptions to local businesses, night paving operations were proposed and agreed upon by the downtown merchants.



Village of Palatine CBD [2009-present]

Village of Palatine

Palatine Engineering Division 200 E. Wood Street – Palatine, IL 60067
Matt Barry – Director of Public Works..... 847-705-5200; mbarry@palatine.il.us

Since 2009 into the present, BLA has been providing design and construction engineering services to rehabilitate the downtown Palatine Central Business District. Downtown Palatine has multiple TIF districts which generate sales tax revenue to fund these improvements. Each year, Palatine and BLA collaborate to improve one or multiple roadways, depending on the allowable budget for the given year. Larger, FA-eligible route projects have used federal funding.

These projects are in the heart of the Palatine business community with retail stores depending heavily on the safe ingress/egress of patrons during construction for their businesses to succeed. BLA consistently works with the businesses and contractors to make sure access is always maintained during construction; this requires constant personal communication with the affected parties to confirm a successful completion.

Projects where Phase III services have been provided by BLA include:

- *N. Bothwell Street and Railroad Avenue (\$900,000)*
- *Palatine Road [US 14 to Smith St] (\$9 million)**
- *W. Slade Street (\$400,000)*
- *Smith Street [Palatine Rd to US 14] (\$1.6 million)**
- *W. Wilson Street (\$600,000)*
- *Wood Street and Greeley Street (\$700,000)*
- *Plum Grove Road [Aldridge Ave to US 14] (\$2.2 million)**
- *N. Brockway Street [Palatine Rd to Wood St] (\$1 million)*

*used federal funding (STP/CMAQ)



Plum Grove Road Corridor [2018/19]

Village of Schaumburg

Schaumburg Engineering and Public Works.....714 S. Plum Grove Road – Schaumburg, IL 60193-1899
Mike Hall – Engineering and Public Works Director 847-923-6616; mhall@schaumburg.com

BLA provided Phase III engineering, public relations and utility coordination services to Schaumburg for the \$13.7 million, 1.34-mile corridor improvement between Higgins Road/IL 72 and Wiley Road. This project is at the west end of the highly popular and visible Woodfield Mall which serves as a regional destination for shoppers and restaurant patrons. The corridor is home to restaurants, hotels, charity organizations, medical offices, townhomes, apartment complexes, auto dealers and multi-tenant office buildings. Every possible stakeholder imaginable was present along this route requiring a very hands-on PR campaign during the two-year construction period.



As highly visible as the corridor is to residents and travelers, the Village incorporated several decorative enhancements including stamped retaining walls, decorative crosswalks, new LED lighting, pedestrian paths and customized decorative landscaping in addition to infrastructure improvements. This project was let under two IDOT contracts but constructed simultaneously and overseen in entirety by BLA. Work included complete reconstruction of Plum Grove Road with full-depth HMA pavement and the Village's first two roundabouts at the Remington and State Parkway intersections along with a new traffic signal at American Way. The project also included a new storm sewer system, revisions to the watermain system, new roadway lighting and extensive landscaping.



Firm Information

BLA, Inc. (BLA) is an Illinois corporation established in 1978 as a professional civil engineering consulting firm. Our corporate office is in Itasca (acting primary office) and we have an office in Indiana.

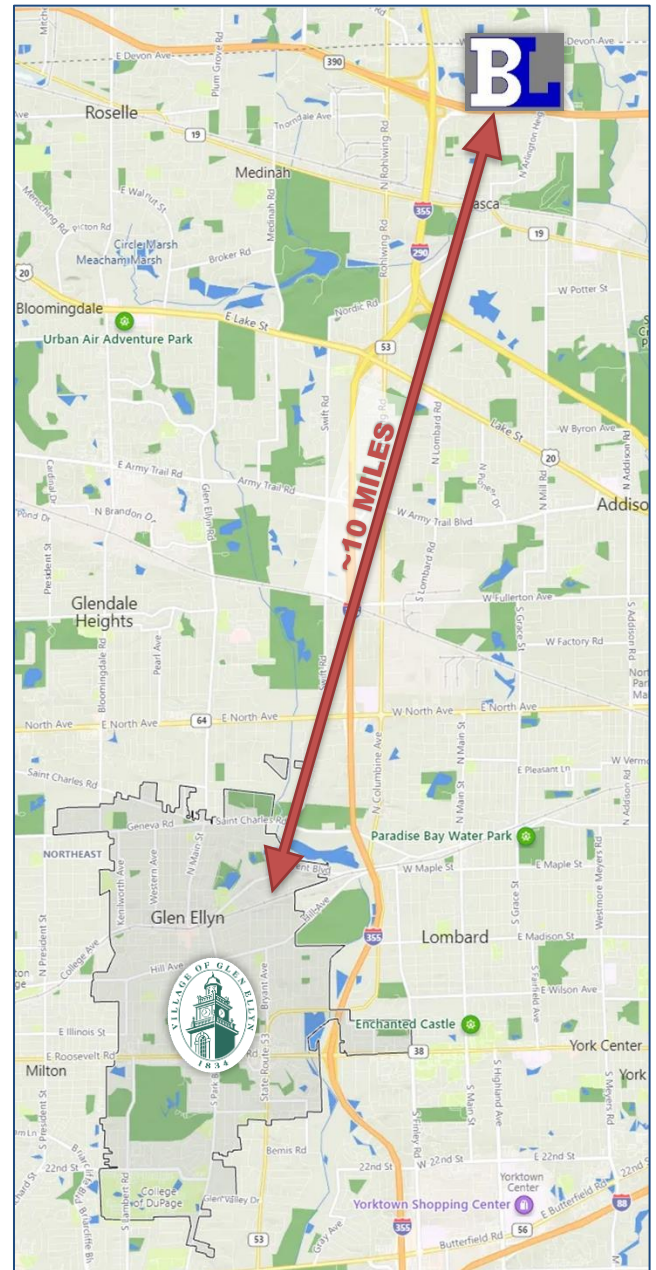
BLA has a full-time staff of 60+ professional, technical and support personnel offering extensive expertise in the fields of civil engineering, structural engineering, construction engineering and environmental services. That expertise is utilized on municipal engineering, roadway/transportation projects, environmental studies, traffic engineering, structural engineering, construction engineering, feasibility studies and design reports for federal, state and local government agencies.

We have worked on Phase III projects providing construction engineering for a significant number of municipalities. Our knowledge of roadway projects is enhanced because of our work with many municipalities and IDOT BLRS; we have worked with government agencies to arrive at solutions where everyone is happy. We also have exhibited an outstanding facet of working with the public and residents in numerous municipalities regarding CBD projects.

Since its inception, BLA has earned and maintained a consistent reputation of professional competence and integrity. Many clients perform reviews/evaluations of our firm and we repeatedly have exceptional ratings.

BLA Experience

We routinely complete projects ranging from small municipal paving work to multi-lane roadway and expressway reconstruction with construction values of more than \$100 million. You will be getting the same staff and their diverse experience since each municipality has different needs.



BLA is here to serve the Village of Glen Ellyn

Our commitment to attend meetings (staff and neighborhood) is how we normally do business. We have met with clients in local schools with residents to find out their concerns and work **with them** to solve problems. **We hand deliver all submittals** and that is our company policy. We urge you to call our clients and ask about our service. We intend to supply the same service to Glen Ellyn.



BLA Qualifications

BLA is prequalified by IDOT in the following categories:

- Highways – Roads and Streets
- Highways – Freeways
- Hydraulic Reports – Waterways: Typical
- Hydraulic Reports – Waterways: Complex
- Location Design Studies – New Construction/Major Reconstruction
- Location Design Studies – Reconstruction/Major Rehabilitation
- Location Design Studies – Rehabilitation
- Special Plans – Pumping Stations
- Special Plans – Traffic Signals
- Special Services – Construction Inspection
- Special Services – Sanitary
- Special Services – Surveying
- Special Studies – Feasibility
- Special Studies – Location Drainage
- Special Studies – Safety
- Special Studies – Traffic Studies
- Structures – Highway: Simple
- Structures – Highway: Typical
- Structures – Highway: Advanced Typical
- Transportation Studies – Railway Engineering

Why Choose BLA?

Our team has a broad range of experience from working with many agencies where we have performed similar services. We would use this knowledge to enhance the Glen Ellyn CBD project, so residents, businesses and other stakeholders are on board.

- *We are flexible and creative in finding ways to meet your needs.*
- *We have recent and strong experience with local counties and municipalities.*
- *We will serve the staff of Glen Ellyn and its constituents.*
- *We have strong experience both in design and construction.*
- *We represent Village staff as a **partner** to completing projects on time and on schedule.*
- **We build our success by building yours...**

LOCAL PRINCIPALS AND DIRECTORS

DAN BRUCKELMEYER, P.E.

PRESIDENT AND CEO

JOEL IHDE, P.E., S.E.

DIRECTOR OF STRUCTURAL

ED LEBBOS, CFM, CWS, DECI

DIRECTOR OF ENVIRONMENTAL

JENNIFER MITCHELL, P.E., PTOE

DIRECTOR OF PRELIMINARY DESIGN

KERRY FIELD, P.E.

DIRECTOR OF CONSTRUCTION

LICENSED STAFF

DESIGN

24 PROFESSIONAL ENGINEERS

2 STRUCTURAL ENGINEERS

CONSTRUCTION

8 PROFESSIONAL ENGINEERS

Project Costs

CONSTRUCTION ENGINEERING		
TITLE	TOTAL HOURS	COST
Director of Construction Engineering	86	\$15,135.00
Resident Engineer I	2176	\$223,383.00
Construction Engineer I	1780	\$142,008.00
Public Information Representative	216	\$17,106.00
TOTAL CONSTRUCTION ENGINEERING		\$397,632.00

DIRECT COSTS	
408 vehicle days @ \$65/day	\$26,520.00
Brochure Publishing	\$1,150.00
Chicago Testing Laboratory (CTL) [Materials Subconsultant]	\$20,000.00
TOTAL DIRECT COSTS	\$47,670.00

OVERALL PROJECT COST	\$445,302.00
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Notes

Per the schedule attachment/monthly manpower breakdown, we are proposing both Resident Engineer I and Construction Engineer I for several periods of 10-hour days, 9-hour days and Saturdays. During peak construction operations (summer months), this additional manhour effort is required for several reasons:

- Contractors consistently work 10 hours to meet interim and final completion dates with situations where it may extend longer (watermain breaks, equipment breaks, etc.). We will be onsite to discuss these situations with businesses, provide them updates and assist with anything we can. We feel it is an absolute necessity to be onsite as the Village's liaison while the contractor is still working because *anything can happen at any time*.
- Routine checks to ensure everything is safe downtown are performed to make sure there are not matters which will cause angst with the businesses after the contractor left for the day. Examples being:
 - construction vehicles and/or materials using parking spots unnecessarily
 - ensuring traffic and pedestrian control are safe, tidy and functional

Having this presence and having the contractor know we are going to be looking for these things every evening makes them a little more aware of their surroundings throughout the day.
- Proper site cleanup, sweeping and dust control are crucial to CBD work. It gradually becomes routine for the contractor, but often takes longer than it should to get them in a good routine.

Glen Ellyn - Duane St./Main St./Hillside Ave. Rehabilitation

Village of Glen Ellyn

Request for Proposal

BLA, Inc.

Projected Monthly Manpower Schedule

Month Number	3	4	5	6	7	8	9	10	11	12	13	14	Total Hours		
2022														BLA, Inc.	
Month of 03/01/22 04/01/22 05/01/22 06/01/22 07/01/22 08/01/22 09/01/22 10/01/22 11/1/2022 - 11/23 Comp Date 12/01/22 01/01/23 02/01/23															
Principal													0		
Director of Const Eng (PM)		8	10	10	10	10	10	10	8				86		
Resident Engineer (RE)		174	196	196	212	212	212	212	196	120	120	114	2176		
Construction Engineer		84	196	196	212	212	212	212	196	174	86		1780		
Public Information Representative		40	24	24	24	24	24	24	16	16			216		
													0		
													0		
Totals		306	426	426	458	458	458	458	434	394	206	120	114		4258
Cummulative Manhours		306	732	1158	1616	2074	2532	2990	3424	3818	4024	4144	4258		
Multiplier															
Vehicle Days		32	44	46	48	48	48	48	48	46	408				
Vehicle Days															
DIRECT COSTS															
Vehicle Costs		Rate	Total	Days											
		\$65/day	408	Days	\$26,520.00										
Open House	Printing (Brochures)	\$1.15	1000		\$1,150.00										
Web Site Establishment		\$1,000													
				N/A											
				\$27,670.00											
		Normal Work Week: Days/Month 22													
		8 hrs/day 174													
		9 hrs/day 196													
		9 hrs/day + 2 Saturdays. 212													
		10 hrs /day 218													
		10 hrs/day + Sat. 224													

Glen Ellyn

DuPage

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Exhibit E Cost Estimate of Consultant Services Worksheet Anniversary Raise

COMPLEXITY FACTOR 0.00%

345,767

Local Public Agency	County	Section Number
Glen Ellyn	DuPage	

PAYROLL RATES

Exhibit E Cost Estimate of Consultant Services Worksheet Anniversary Raise

MAXIMUM PAYROLL RATE	78.00
ESCALATION FACTOR	1.00%

[illegible]



TODAY'S DATE: 1/7/2022

**If other allowable costs are needed and not listed, please add in the above spaces provided.*

J.S. = Job Specific

RESPONDENT'S ACKNOWLEDGMENT OF RECEIPT

ADDENDUM NO. 1

REQUEST FOR PROPOSALS (RFP)

**Construction Engineering Consultant Services
CBD Streetscape and Utility Improvements – Phase I**

VILLAGE OF GLEN ELLYN
GLEN ELLYN, ILLINOIS

ISSUED: JANUARY 4, 2022

Respondent hereby acknowledges receipt of Addendum No. 1 for the above referenced RFP

COMPANY NAME: BLA, Inc.
(Please Print)

AUTHORIZED NAME: Dan Bruckelmeyer
(Please Print)

AUTHORIZED SIGNATURE: 

TITLE: President and Chief Executive Officer

DATE: 01-05-2022

NOTE: Executed form must be submitted prior to the proposal due date/time of 12:00 noon on January 10, 2022. Submit form to:

E-MAIL: ttopor@glenellyn.org (E-MAIL Transmittals are preferred)

OR

FAX (630) 469-3128

CONSULTING
ENGINEERS



BLA, Inc.

Office Locations

Corporate Office

333 Pierce Road
Suite 200
Itasca, IL 60143
630-438-6400
Fax 630-438-6444

Indianapolis Office

8720 Castle Creek Parkway
Suite 329
Indianapolis, IN 46250
317-842-4500
Fax 317-842-4506



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

Meeting 2/1/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2022-
1845)**

DOC ID: 2022-1845

**The Public Works Engineering Division Project Report Dated
January 28, 2022 is attached hereto for review by the Capital
Improvements Commission.**

Statement of the Issue:

The Public Works Engineering Division Project Report Dated January 28, 2022 is attached hereto for review by the Capital Improvements Commission.

Analysis:

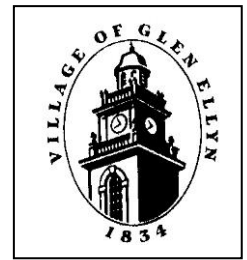
Budget Impact:

Action Requested:

Attachments:

1. Engineering Project Report 1-28-22

January 28, 2022



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS IN PROGRESS

No active construction projects in progress at this time.

OTHER AGENCY CONSTRUCTION PROJECTS IN GLEN ELLYN

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

This project is being implemented and administered by DuPage County and involves the widening of Bloomingdale Road at Geneva Road. The widening provides an additional 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). Delivery and installation of the permanent traffic signal equipment is the main remaining project item and is anticipated to occur in the spring of 2022.

CONSTRUCTION PROJECTS IN CLOSEOUT

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 involved 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 included sanitary sewer main line repairs and service line replacement, water main and service line replacement, storm sewer/drainage improvements, and reconstruction of the roadways.

The Contractor has substantially completed the project including parkway restoration and the majority of the punch list items. The remaining punch list items cannot be completed until more favorable weather returns in the spring of 2022. A final inspection of the work will be completed in the spring to identify any additional items requiring resolution prior to closeout of the project. Final quantities have been presented to the Contractor for agreement.

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

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

This project involved more limited utility (repairs) and roadway improvements (resurfacing) along approximately 3 miles of roadways generally located in northeast Glen Ellyn to be improved in 2021. The project was 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.

The project's final restoration and punch list items were completed by Wednesday, November 3. Staff is working with the Engineer and Contractor on closing out the project.

PENNSYLVANIA AVE. IMPROVEMENT PROJECT – Contractor: John Neri Construction

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

The project included 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. Balancing Change Order has been prepared and agreed to by the contractor. Next step is processing the Final Pay Estimate and closing the project.

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 topsoil, seed, and erosion control blanket. Staff has inspected the final restoration of the project and identified a few lawn restoration items requiring resolution by the contractor. The balancing change order has been prepared and agreed to by the contractor. Next step will be invoicing the park district for their share of the project. Once the restoration items are addressed by the contractor, the final pay estimate will be prepared and processed to officially close the project out. The construction cost is anticipated to be approximately \$9,000 under the construction 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 = \$3,052,793)

The revised final pay estimate has been transmitted to the State for processing.

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

PARK BOULEVARD WATER MAIN REPLACEMENT – Engineer: Engineering Resource Associates

This project involves the replacement of approximately 3,600 feet of water main along Park Boulevard (between Marston Avenue and Taft Avenue). This locally funded project will include water main and service line replacement and restoration of any pavement, curbs, sidewalk and parkways disturbed by the utility work. Topographic field survey work has been completed with the preliminary base drawings and water main alignment design underway.

UTILITY AND ROADWAY IMPROVEMENTS PROJECT 20001 – PHASE II – Engineer: Engineering Resource Associates

This phase of the project involves the rehabilitation of roadways in the central-west portion of the Village including: Windsor Avenue (Sawyer to Hillside), Sawyer Avenue (Lorraine to west Village Limit), Chesterfield Avenue (Lorraine to west Village Limit), Dawn Avenue (Hillside to Duane), Kenilworth Avenue (Hillside to Duane), Duane Street (Kenilworth to Lorraine) and one street located in the east area of the Village, Carlton Avenue (DuPage to south end). The scope of the work will generally include sanitary sewer main line repairs and service line replacement, water main and service line replacement, storm sewer/drainage improvements, and varying levels of roadway rehabilitation. The 75% plans, specifications, and estimates are under review with comments to be provided back to the Engineer for the development of the pre-final bidding and contract documents. The goal is to have the project ready for competitive bidding by mid-March. Advanced utility relocation work is already underway in the project corridor with Nicor having installed new gas mains in November-December of last year. Nicor will complete their work in the spring with service line replacements/cutovers and retirement of the old gas mains and services following suit.

2022 STREET IMPROVEMENTS PROJECT – Engineer: Primera Engineers

This project involves the rehabilitation of approximately 3.4 centerline miles of various streets throughout the Village of Glen Ellyn. This locally funded project will include limited utility improvements, sidewalk improvements where specified, and roadway rehabilitation. A design contract was awarded to Primera Engineers at the October 25th Village Board meeting. Coinciding survey and design work was started in late November, with preliminary plans expected to be submitted for Staff's review on January 28th.

CRESCENT BOULEVARD RESURFACING PROJECT – Engineer: Primera Engineers

This project involves the rehabilitation of Crescent Boulevard between Lake Road and approximately the east Village Limit (approximately 1.2 centerline miles). Rehabilitation will be in the form of a mill and overlay (resurfacing) of the roadway as well as sidewalk removal and replacement including bringing the sidewalk ramps up to ADA standards. Also being contemplated as part of the project is the construction of new sidewalk along portions of the project corridor where no sidewalk currently exists. On November 8, 2021, the DuPage Mayors and Managers Conference notified the Village that it was successful in securing STP (Federal) funding for the project in the amount of \$805,770. The Engineer and staff met with IDOT on January 21st to complete the kick-off meeting for Phase I and Phase II Engineering for the project. Given the project federal funding, the project design, letting, and construction will be administered by the State (IDOT). A tight timeline exists to capitalize on the use of the grant funds whereby the project needs to work through the somewhat constrained State process with letting of the project to be completed by April of 2023. Topographic field survey work has been completed with preliminary design drawings under preparation to allow for the Environmental Survey Request to be submitted to IDOT District 1.

HILL AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates
(Project No. 00511)

Staff has coordinated with Elliot Construction Corporation to further refine the water main alignment through the Elliot property. The Engineer is currently updating the design drawings to reflect the alignment changes as well as to detail the water service replacement work. It is anticipated that the revised drawings will be ready for staff review by mid-February.

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 will significantly reduce the water outage areas for the respective utilities in the event of water main breaks. The respective IEPA permits for the two agency projects have been received from the IEPA. IDOT also recently issued the Utility Permit for the Village's portion of the project located in IDOT's Butterfield Road right-of-way. The agreement between Illinois American Water and the Village of Glen Ellyn for the construction, operation, and maintenance of the interconnection improvements was approved by the Village Board on January 24th. While the design work for the Village's portion of the project is substantially complete, the Engineer is still working on securing the DuPage County Stormwater Certification (Permitting) for the project. Some details encircling the stormwater permitting need to be confirmed and placed into the final engineering drawings for the purpose of project bidding and contract award. This relates to a frac-out plan for the water main that will be installed via directional drilling. It is anticipated that this work will be completed, and the project will be released for competitive bidding in late February to early March.

CENTRAL BUSINESS DISTRICT PROJECTS

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

(Project No. 16016)

November FHWA Coordination Meeting

Staff and CDM Smith met with IDOT and FHWA at the November 16th FHWA Coordination Meeting to discuss the latest status of the Project Development Report, status of the receipt and review of the aforementioned 4(f) and S106 documents, and other critical path items for the completion of preliminary engineering. IDOT was unable to provide an update on its review of the 4(f) and S106 documents but did request an update from the Cultural Resources Unit. Staff reached out to IDOT again multiple times in December and January for an update on the review of the materials which is part of the critical path for the completion of Phase I Engineering. No update has been provided to date. On a more positive note, staff's request for an update on the renewal of the biological clearance for the project was received with IDOT noting that the biological clearance was renewed on December 9th.

UPRR Sale of Depot Property

Staff redlined the draft IGA with Metra concerning the sale/purchase of the Glen Ellyn Depot and underlying property. The redlined document was transmitted to Metra legal personnel for consideration. Despite several attempts by Village staff to work with the agency, Metra was unable to incorporate changes to the IGA that were required by staff and IDOT to protect the Village's interests and abide by the Uniform Relocation Assistance and Real Property Acquisition Act. Staff accordingly notified Metra on January 18th that it will not be proceeding with entering into the IGA with Metra to purchase the Depot and underlying property. Staff has reached out to IDOT District 1 Bureau of Land Acquisition to discuss this direction and potential next steps with advanced land acquisition for the project.

Design Status

The preliminary bridge design and hydraulic reports (type, size, and location drawings and reports) have been prepared and are under review by staff. The project team is otherwise

constantly pushing for follow up from the State on its review of the 4(f) and S106 documents which are ultimately controlling the completion of phase I engineering. CDM Smith has requested an amendment to the Phase I Engineering assignment in the amount of \$21,818 for additional submittal requests by the State for a drainage technical memorandum (\$6,329), incorporating the latest roadway geometrics for the streetscape project into the Metra Station Project drawings (\$5,696), updating the Preliminary Environmental Site Assessment (\$1,574), and Real Estate Consultation associated with the UP's proposed sale of the Depot and underlying property (\$8,219). CDM Smith is also working on a larger amendment request associated with the potential advanced acquisition work which will include the appraisal, review appraisal, plats & legals, and other services required for advanced acquisition.

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

(Project No. 15006)

Staff has been working with Civiltech Engineering on finalizing the plans and bidding documents for Phase I (Main St, Duane St, and Hillside Ave) of the project. A request for competitive bids was advertised on January 7th with the bid opening scheduled for 10:00 a.m. on February 4th. In addition, PW issued an RFP for construction engineering services for this project with seven proposals received on Monday, January 10th. A proposal review panel consisting of two members of the CIC, Public Works Director, Professional Engineer, and Senior Civil Engineer identified the top three proposals for the project and interviewed the firms on January 20th. References were checked for the most favorable proposal with staff presenting its recommendation to the Capital Improvements Commission at its Special Meeting on February 1st. Both the construction and construction engineering contracts are anticipated to be presented to the Village Board for consideration of approval at the February 14th Regular Board Meeting. If approved, construction is anticipated to commence in March.

Staff is coordinating the procurement of items to be purchased directly by the Village for the project. These items include trees, benches, bike rack, and trash receptacles and staff purchase recommendations for these items are expected to be presented for Village Board consideration of approval at the February 14th Regular Board Meeting.

Staff continues to coordinate with Nicor on upcoming gas main replacement work on Main Street, between Hillside and Duane as well as on Duane Street between Prospect and Forest. Advance notification of this work will be provided to all affected residents and business.

CONSTRUCTION MAINTENANCE PROGRAMS

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
2022 Sidewalk and Concrete Street Repairs	\$290,000 (2022)	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure throughout the Village. Staff is working to compile contract documents and candidate repair locations for a bid advertisement in February or March. Award is targeted for early spring with construction starting in late spring.
2022 Asphalt Roadway Patching	\$150,000 (2022)	Project scope includes roadway patching throughout the Village. Staff will work to advertise the contract for bids in the coming weeks with award targeted by early spring. Construction is targeted to be completed in late spring or early summer.
2021 Sidewalk and Concrete Street Repairs	\$338,052 (2021)	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure throughout the Village. A first batch consisting of over 120 locations was poured the week of August 6, 2021 with asphalt patching and restorations completed the week of August 9, 2021. Sidewalk installations segments on Western Avenue and High Road were constructed the week of August 23 rd . A second and final batch of 60 repair locations was substantially completed the week of October 18 th . Punchlist items and three final repair locations were completed the week of November 15 th . A final balancing change order has been executed, and the project will be closed out upon acceptance of restorations in the Spring.
2021 Parking Lot Resurfacing and Asphalt Roadway Patching	\$189,232 (2021)	Project scope includes roadway patching throughout the Village and resurfacing of the Park & Montclair parking lot. The contract was advertised on January 29, 2021 with bids opened on February 10, 2021. Award to the low bidder, J.A. Johnson Paving Company, was made at the February 22, 2021 Village Board meeting. Resurfacing and restriping of the Park & Montclair parking lot was completed the week of May 24, 2021 and the lot was reopened on May 29, 2021. Roadway patching work started on May 26, 2021 with all but four roadway patches being completed as of June 2, 2021. The remaining patches were completed on July 9, 2021. A list of pavement markings disturbed by roadway patching was restriped the week of July 26, 2021. Closeout of the project is currently being processed.
2022 Pavement Markings	\$30,000 (2022)	This contract is annually intended to be awarded to the low bidder of either the DuPage County contract or the Suburban Purchasing Cooperative. In 2021, Staff recommended that the Village Manager execute a contract with the lower bidder of the two programs, Precision

Project	Estimated Glen Ellyn Cost	Status
		Pavement Markings, Inc. This contract was executed on June 30, 2021. Unfortunately, due to COVID and weather damages to chemical manufacturing industry facilities in Texas, there was a significant backlog for pavement marking materials. The Contractor indicated that it could not complete pavement markings for the Village in the fall but could extend the pricing to the spring with the hope that material availability improves by then. Staff will work to schedule this work for completion in the spring.
2022 Crack Sealing	\$40,000 (2022)	The 2022 program is anticipated to be procured in the spring once staff has compiled candidate locations using 2021 Pavement Condition Index (PCI) Study data.
2022 Asphalt Surface Rejuvenation	\$60,000 (2022)	Candidate locations include streets that have been resurfaced one to three years prior and those paved in the upcoming CBD Streetscape project. Staff will work to finalize target locations and quantities in order to request pricing from single source vendor Corrective Asphalt Materials. Construction is anticipated to be completed late summer.
2021 Pavement Condition Index (PCI) Study	\$0 (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 with CMAP able to secure additional State Planning and Research Grants and include Glen Ellyn in its program 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 10-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. Staff then met again with ARA on August 12, 2021 to review a draft report and again provide feedback for various report output scenarios. Staff also attended training on a PAVER software which is used to manage the pavement management plan in mid-October. To fulfill part of the CMAP grant requirement, staff and members of the ARA team presented the draft report's findings at the November 2021 meeting of the CIC. Staff received a final report from ARA on January 25 th and will review it for public posting in the coming months.

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