



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Tuesday, October 11, 2022
7:00 PM
Glen Ellyn Civic Center, Room 301

Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Approval of Minutes**
 - 1) Motion to approve the September 13, 2022 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) Public Works Engineering Division CIP and CY2023 Budget Items
- E. Trustee's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report Dated October 7, 2022
- I. Adjournment**

DRAFT



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
September 13, 2022
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: September 13, 2022

Meeting: Regular

Called to Order: 7:00 p.m.

Quorum: Yes

Adjourned: 9:20 p.m.

Member Attendance:

Steve Szymanski	Chairman	Present
Joel Baldin	Commissioner	Present
Adam Biggam	Commissioner	Absent
Joshua Cattero	Commissioner	Absent
Arthur Foerster	Commissioner	Present
Michael Lindquist	Commissioner	Absent
Adil Saeed	Commissioner	Present
Jill Ziegler	Commissioner	Present
Rocco Zuccherro	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
Kristin Kalitowski	Civiltech Engineering
Mike Folkening	Civiltech Engineering
Meredith Hannah	Economic Development Coordinator

A. CALL TO ORDER

The September 13, 2022 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:00 PM at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF August 9, 2022 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM AUGUST 9, 2022 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Ziegler

SECOND BY: Commissioner Saed

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. CBD SUI Update and Construction Staging – Engineer Daubert gave an update on the design of the next two phases of the project noting that Civiltech Engineering is currently working on Prefinal Plans which are anticipated to be received by Staff this week. The goal is to complete review of the Prefinal Plans by October 14th as to keep the project on track for competitive bidding later this year. He notes that as part of the final plans, we need to specify the desired construction staging for the project. Engineer Daubert noted that as part of this agenda item, we did include the Ordinance commemorating the project design, timeline, and funding for the Commission’s reference. He notes that there will be slight deviations in terms of what is constructed in 2023 and 2024 but the overall staging is consistent.

Engineer Daubert turns the presentation over to Kristin Kalitowski, Project Manager with Civiltech Engineering. Kalitowski notes that Phases 2 and 3 of the project involve approximately twice the amount of work as the first phase of the project; hence the project is proposed to be constructed over two construction seasons. She notes that our goal is to start construction a little earlier in the year to capitalize on as much of the construction season as possible. She notes that the approach to the construction of improvements on Main Street will be in similar fashion as to the first phases of the project where Main Street was closed to vehicular traffic. In addition, similar to the first phase of the project, maintenance of traffic will involve the use of one-way streets. Taken into consideration with this was the anticipated construction of the mixed-use Development project at Crescent and Glenwood, known as Glenwood Station. It was noted that the overall staging exhibits are high level and similar to construction of this year’s project, there will likely be adjustments to the construction staging based on discussions with the low-bid contractor.

Kalitowski and Daubert review the construction staging exhibits with the Capital Improvements Commission. Kalitowski highlights that one of main considerations in developing the construction staging plan was to maintain the flow of traffic into the downtown on Main Street. She notes that the goal will be to maintain two-way traffic on Main Street between Pennsylvania and Anthony as much as possible but there will be many times at which traffic will need to be

one-way southbound to maintain the flow of traffic into the downtown. Kalitowski notes at the same time we learned from this year's project that it was beneficial to allow the contractor to work on multiple streets at a time. Engineer Daubert noted that we also want to always maintain at least two at-grade crossings of the railroad. The construction staging for 2023 is discussed in detail with the Engineers noting that due to the volume of utility and streetscape work as well as right-of-way, Main Street will be closed to traffic between Crescent and Pennsylvania. Concurrently, the other 2023 work areas will be staged in halves to maintain a counterclockwise flow of traffic through the downtown. It is noted that this aligns with the needs of construction for the Glenwood Station mixed-use development.

Commissioner Foerster wanted to make sure we weren't closing Main Street and Pennsylvania at the same time. It was noted that while Main Street will be closed to traffic (Crescent to Pennsylvania), traffic will be maintained on Pennsylvania Avenue, albeit one-way westbound. Chairman Szymanski asked about the loss of parking during construction and what other accommodations can be made. Economic Development Coordinator Meredith Hannah noted that we are working with private property owners to use other parking lots. Chairman Szymanski asked about how long Main Street will be closed. Kalitowski noted approximately 4 months. Commissioner Zuccherro asked about the staging for 2023 and whether or not we should consider constructing the south half of Pennsylvania Avenue first where there are more businesses. Engineer Daubert noted we can certainly review that. Commissioner Saed expressed concerns about the project impacts on the 4th of July Parade. Discussion ensued on alternative routes/sites that could be used which has been necessary due to past construction projects.

The 2024 Construction Staging Plan exhibits were reviewed noting that Main Street will be fully opened to traffic as will Pennsylvania Avenue between Prospect and Main. It was noted that one-way traffic patterns will be implemented for Prospect, Crescent, and Pennsylvania (east of Main Street). Engineer Daubert noted that based on their current anticipated construction schedule, the Glenwood Station Development will likely not be ready to construct streetscape improvements fronting the development until the middle of 2024.

2. CBD SUI Updated Decorative Pavement Treatment Options for Main/Crescent Intersection – Engineer Daubert notes that this is a follow up to last month's discussion on this topic. He notes that Staff directed Civiltech to prepare two new additional treatment options for the CIC's review. Engineer Daubert and Kalitowski with Civiltech overview the treatments with Option A being an all brick paver intersection with 16" wide concrete ribbons along the brick paver crosswalks. This addresses some of the concerns with the concrete medians and making the intersection paver field stronger. Engineer Daubert notes that some members of the CIC expressed concerns with the all brick paver intersection not clearly delineating the walking verses non-walking areas. He notes that Option B attempts to address this by widening the concrete ribbons along the crosswalks to three feet.

Chairman Szymanski asks members of the CIC for their feedback. Commissioners Zuccherro, Baldin, and Foerster prefer Option A. Commissioners Ziegler and Saed prefer Option B. Commissioner Baldin notes as part of his feedback that three feet looks too wide for the concrete ribbons. He asks if it makes sense to make the crosswalks concrete instead of brick. Commissioner Foerster likes the idea of concrete crosswalks. Chairman Szymanski expresses

that he is still concerned about maintenance of the crosswalks and confusion in terms of where to walk in the intersection.

The Commission discusses development of final options to present to the Village Board at a special workshop in October. Engineer Daubert notes that the original design with minimal maintenance, current Option A, and an option with concrete crosswalks will be likely presented to the Board.

3. Crescent Boulevard Federal Aid Project Update – Civil Engineer II Warner gave an overview on the project to the Commission. Engineer Daubert noted that our main objective tonight was to confirm support for the segments of sidewalk that are to be included in the Federal Aid Project plans. Specifically, sidewalk is proposed on the south side of Crescent Boulevard between Lee and Riford; sidewalks on the north side of Crescent are also proposed to be widening where they are not ADA compliant between Hickory and Roger; sidewalk is also proposed on the north side of Crescent Boulevard between Roger and 950 Crescent Boulevard. Chairman Szymanski notes we had a meeting with the Public with approximately 20 in attendance. Concerns were noted with speeding on Crescent Boulevard and installing sidewalks close to the road. However, the sidewalk will be set back five feet. He noted that a couple of residents were more vocal in terms of support for installing sidewalks whereas many were not. Chairman Szymanski noted we are doing this as we want to make our community more walkable. Engineer Daubert noted that this is consistent with our complete streets policy where we review the applicability of installing sidewalks. He also referenced requests that we have received for sidewalks on Crescent Boulevard in the past with resident on Crescent as well as Willis specifically requesting the sidewalks. He notes that unless we are creating functional issues with the use of a property such as a driveway, we generally install sidewalks. Engineer Daubert notes that public feedback has expressed more subjective concerns in terms of front yards looking smaller. He shared with the CIC specific feedback from a resident whose yard is currently used as a cut through where there is no sidewalk. He noted that installing the sidewalk would give pedestrians the ability to walk and not use his property for a cut through. Engineer Daubert notes that there are areas outside of the Federal Aid Project that will continue to be reviewed for constructing sidewalk but those need to be separated due to timing constraints. Commissioners are asked for their input on confirming the section of sidewalk for inclusion in the Federal Aid Project Plans. Commissioners Baldin, Ziegler, Foerster, Zuccherro, Saed, and Chairman Szymanski all recommend installing the proposed sections of sidewalk shown in the packet plans. As part of this recommendation, Commissioner Zuccherro notes that this is consistent with our complete streets policy. He also cites specific examples where staff has worked well with residents to construct sidewalk and address functional impacts on properties such as on Turner Avenue between Montclair and Taylor.

E. TRUSTEE’S REPORT – None.

F. OTHER BUSINESS – None.

G. PUBLIC WORKS REPORT – Public Works Director Buckley gave a brief overview on staffing and vehicle purchases.

- H. PROJECT REPORT** – Engineer Daubert gave a detailed update on the CBD Streetscape Project. Chairman Szymanski asked about how the Main Street business are doing. Engineer Daubert noted that business feedback has been generally positive with no major complaints. However, businesses on Duane Street have expressed more concerns and are looking for Duane Street work to be completed and reopened to traffic. Engineer Daubert overviewed the Utility and Roadway Improvements Project. Civil Engineer II Warner gave an update on the street resurfacing and maintenance projects including street patching and sidewalk repair programs.
- I. ADJOURNMENT** – Commissioner Foerster motions and Commissioner Saed seconds to adjourn the meeting. The motion is unanimously approved, and meeting adjourned at 9:20 p.m.

Submitted and Reviewed by Richard Daubert, Professional Engineer



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

Meeting 10/11/2022 7:00 PM
Department: Public Works
Department Head:
Category: Discussion Item
Prepared By:

AGENDA ITEM (ID # 2022-2715)

DOC ID: 2022-2715

Public Works Engineering Division CIP and CY2023 Budget Items

Statement of the Issue:

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

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. PW Engineering Memo on CIP and CY2023 Budget
2. 1. CY2023 Engineering Division Budget Presentation
3. 2. 2023 CIP Major Projects Map
4. 3. Tabular Summary of Streets in 2023 - 2027 Roadway Program
5. 4. Tabular Summary of Sewer and Water Improvements Associated with 2023 - 2027 Roadway Program
6. 5. Tabular Summary of CIP Updated 10-7-2022
7. 6. Public Works Administration and Engineering Division Narrative



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: October 7, 2022

RE: Public Works Engineering Division CIP and CY2023 Budget Items

Introduction

Staff is pleased to present the attached Public Works Engineering Division's Capital Improvement Plan and Recommended Budget Items for inclusion in the Village's Calendar Year 2022 Budget.

Executive Summary of 5-Year Capital Plan

In summary, the Village's attached Capital Improvement Plan shows a continued commitment to maintaining and improving the Village's infrastructure with ~\$118M of capital improvements programmed across the Capital Projects, Water/Sewer, and Parking Funds for Years 2023-2027. Staff notes that subsequent years 2028-2030 are shown in the CIP to portray a lightly longer term that would coincide with completion of the Metra Station and Multimodal Access Improvements Project. Public Works is continuing to interface with the Finance Department on refining revenue forecasts and debt service payments. Hence, this should be considered in draft form for the outyears. It should also be emphasized that the plan is conservative in terms of assumed grant revenues as it only shows committed grants. The grant table identifies future grants that the Village should focus on securing.

In terms of roadway improvements, the 2023-2027 plan includes the rehabilitation of approximately 33 miles of streets including streets within the Village's Central Business District. Rehabilitation techniques vary from resurfacing to complete reconstruction. Also included is a continued commitment to maintaining the Village's streets through annual pavement maintenance activities including crack sealing, surface treatments, and patching.

Significant improvements to the Village's underground infrastructure include water and sewer rehabilitation as part of the aforementioned roadway improvements, standalone replacement of water mains, extension of water and sewer infrastructure into annexation areas along Hill Avenue, and rehabilitation of the Village's critical water distribution and sewer collection/conveyance infrastructure.

Executive Summary of the 2023 Calendar Year Engineering Budget Items

2023 will include rehabilitation of approximately 8.7 miles of Village streets; approximately 8 miles of streets involve more limited utility repairs and varying levels of resurfacing while approximately 0.7 mile of streets in the Central Business District involve more extensive underground utility improvements and pavement reconstruction. A tabular spreadsheet and project map of these improvements is provided as an attachment to this memorandum.

Water and Sewer projects include infrastructure rehabilitation as part of the aforementioned street improvement projects, water and sewer main extensions along Hill Avenue, sewer lining, and point repairs. In addition, the Public Works Utilities Division has budgeted for repairs to the Newton Avenue water storage reservoir which would include repairs to the concrete structure, installation of a roof and interior liner, and other various upgrades. The Utilities Division has also budgeted for a contractor to pothole water services for the purposes of inventorying lead water services.

Engineering assignments include design of future street rehabilitation projects programmed for 2024, continued design of the Glen Ellyn Metra Station and Multimodal Access Improvements Project, and design of a future federal aid street improvement project on Lambert Road.

A more detailed narrative on projects is included within the attached draft budget narrative for the Public Works Administration and Engineering Division.

Action Requested

Please review this memorandum including the attachments referenced below. Public Works Staff will be present this matter to the Capital Improvements Commission at its October 11th Meeting.

Attachments

1. CY2023 Engineering Division Budget Presentation
2. 2023 CIP Major Projects Map
3. Tabular Summary of Streets In 2023 - 2027 Roadway Program
4. Tabular Summary of Sewer and Water Improvements Associated with 2023 - 2027 Roadway Program
5. Tabular Summary of 5-Year CIP Updated 10-7-2022
6. Public Works Administration and Engineering Division Narrative



**Village of Glen Ellyn
Public Works Department - Engineering Division
Presentation to CIC for Calendar Year 2023 Budget
October 11, 2022**

2023 Capital Plan Overview

- Capital Projects ~ \$18.7M
- Water Projects ~ \$2.6M
- Sewer Projects ~ \$3.2M



2023 Major Roadway Projects

- Street Rehabilitation Project
(6.7 Miles) ~ \$4.4M
 - \$4.4M Capital
- CBD SUI – Phases 2 & 3
(2-year Project/1.0 Mile)
~ \$16.8M
 - \$14.7M Capital, \$1.1M Water, \$1.0M Sewer



2023 Major Roadway Projects (Continued)

- Asphalt Pavement Preservation - \$340K Capital
 - Asphalt Street Patching - \$200K
 - Rejuvenator - \$100K
 - Cracksealing - \$40K
- Concrete Street Patching - \$50K Capital
- Sidewalk Removal and Replacement Program - \$150K Capital
- New Sidewalk ~\$125K Capital
 - Park Row – Crescent to Walnut - \$50K
 - Hickory Road – Crescent to Edgewood - \$75K

2023 Major Water/Sewer Projects

- Sanitary Sewer Lining and Repairs ~ \$500K Sewer
- Hill Avenue Water and Sewer Improvements ~ \$2.2M
 - \$500K Capital, \$1.1M Water, \$600K Sewer
- Newton Water Storage Reservoir Rehabilitation ~\$500K Water
- Lead Service Inventory Potholing ~\$30K Water

2023 Major Engineering Projects

- Engineering for Future Projects ~ \$1.04M
 - Future Street Projects: \$666K Cap, \$249K Water, \$122K Sewer
- Train Station/Underpass ~ \$1M Capital to Start Phase II
- Traffic Signal Improvements ~ \$200K Capital

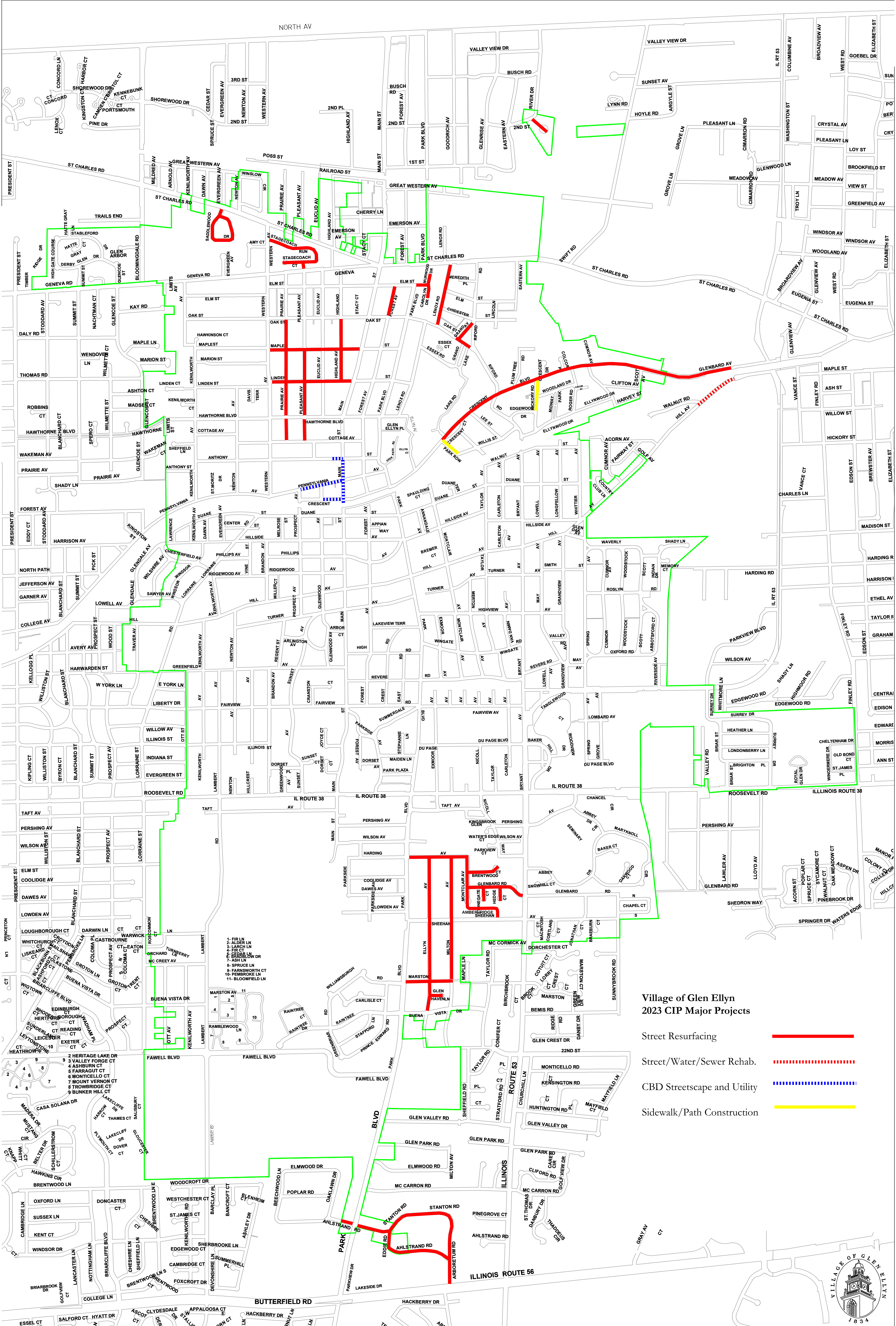


2023 Miscellaneous Initiatives/Expenditures

- Panfish Park Improvements ~\$100K Capital
- Glenwood Station Development ~\$200K Capital
- Stormwater Drainage Program ~\$10K Capital
- Street Lighting Repairs ~\$15K Capital
- Prof. Services (Traffic Counts, Topo Survey) ~ \$5K Capital
- Engineering Software ~ \$10K Capital
- NPDES Permit ~\$1K Capital

End of Presentation

- Questions, Comments, & Budget Input



Village of Glen Ellyn
2023 CIP Major Projects

- Street Resurfacing
- Street/Water/Sewer Rehab.
- CBD Streetscape and Utility
- Sidewalk/Path Construction



VILLAGE OF GLEN ELLYN ROADWAY PROGRAM - UPDATED OCTOBER 7, 2022

PROPOSED 2023 - 2027 PROGRAM

Year: 2023 (CY - 23)										
Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Ahlstrand: Park to West Village Limit		73	68	41	275	22	672	Skip Patch	26,802	\$ 18,017
Ahlstrand: Park to Stanton		68	54	36	720	22	1,760	Type IA	36,936	\$ 65,008
Ashlstrand: Stanton to Arboretum		68	54	36	1,700	22	4,156	Type IA	36,936	\$ 153,491
Amber Ridge: Sheehan to South Montclair					1,008	22	2,500	Type IA	36,936	\$ 92,341
Arboretum: Stanton to Butterfield					1,550	22	2,500	Type IA	36,936	\$ 92,341
Brentwood: Montclair to End					670	27	2,450	Type IA	36,936	\$ 90,494
Carolyn Drive: Muirwood to South End	100	94	56	49	257	21	600	Type IC	110,809	\$ 66,449
Deerglen Ct.: Second to South End		100	96	80	690	20	1,533	Type IA	36,936	\$ 56,636
Forest: Oak to Elm	24	100	92	84	684	20	1,520	Type IA	36,936	\$ 56,143
Glen Haven Ln: Ellyn to East End	100	94	94	93	287	24	765	Type IB	51,711	\$ 39,576
Glenbard: Montclair to Route 53	100	94	78 - 90	86-73	1,273	24	3,395	Type IB	51,711	\$ 175,541
Harding: Park to Montclair	100	98	58 - 93	75-70	1,260	24	3,360	Type IB	51,711	\$ 173,749
Hedge Court: Glenbard to South End	100	94	94	82	269	24	717	Type IB	51,711	\$ 37,094
Highland: Linden to Oak	97 - 100	87 - 96	75 - 89	78-69	1,274	20	2,831	Type IB	51,711	\$ 146,399
Lenox: Oak to St. Charles	98	94	86 - 94	94-83	1,147	20	2,549	Type IA	36,936	\$ 94,147
Linden: Western to Main	100	99 - 100	96 - 98	97	1,780	20	3,956	Type IA	36,936	\$ 146,104
Maple: Western to Main	100	97	89 - 95	95	1,978	20	4,396	Type IA	36,936	\$ 162,356
Marston: Park to Milton	98	92	88 - 90	71-65	990	23	2,530	Type IB	51,711	\$ 130,829
Milton: Marston to Harding	94 - 95	87 - 90	85 - 87	63-51	2,623	23	6,703	Type IB	51,711	\$ 346,630
Montclair: Ambert Ridge to Harding	98	95	83 - 92	76	1,143	24	3,048	Type IB	51,711	\$ 157,615
Muirwood: Park to North End		99	98	92	492	27	1,476	Type IA	36,936	\$ 54,518
Pleasant: Cottage to Hawthorne					490	20	1,089	Type IA	36,936	\$ 40,220
Pleasant: Hawthorne to Maple	90	86	83 - 85	77-65	1,422	20	3,160	Type IB	51,711	\$ 163,407
Prairie: Cottage to Hawthorne					490	20	1,089	Type IB	51,711	\$ 56,307
Prairie: Hawthorne to Oak	100	93	85 - 92	87-76	2,085	20	4,633	Type IB	51,711	\$ 239,594
Saddlewood: St. Charles & Loop	100	99	94	78	1,745	27.7	5,371	Type IB	51,711	\$ 277,725
South Ellyn: Buena Vista to Marston	100	94	94	92-84	587	22	1,435	Type IB	51,711	\$ 74,199
South Ellyn: Marston to Harding	91 - 100	86 - 89	86 - 89	70-61	2,616	23	6,685	Type IB	51,711	\$ 345,705
Stagecoach Run: Wesern to Pleasant	100	97	84	59	1,522	24	4,059	Type IB	51,711	\$ 209,877
Stagecoach Run: West End to Pleasant	100	96	85	66	520	24	1,387	Type IB	51,711	\$ 71,706
Stanton: Ahlstrand to Arboretum		70	54	43	1,700	22	4,156	Type IA	36,936	\$ 153,491
Stonegate Court: Glenbard to South End	100	99	98	81	280	25.8	803	Type IB	51,711	\$ 41,507
Central Business District Streetscape Project										
Main: Crescent to Anthony Including Anthony at Main (CBD)	97-81	89-77	86-68	59-45	960	40 to 47	See Final Plans	Recon	See Cost Est.	\$ 7,325,955
Pennsylvania: Western to Main (CBD)	88	84	75-66	64	1,550	43	See Final Plans	Recon	See Cost Est.	
Pennsylvania: Main to Park (CBD)	71	88	73	59	900	44	See Final Plans	Recon	See Cost Est.	
Crescent Boulevard LAFO										
Lake to East Village Limit	100	82	65	53	6,864	22 to 25	12,935	LAFO	See Cost Est.	\$ 1,151,000
Concrete Street Patching and Rehabilitation Program										
Oak / Essex / Grand										\$ 50,000
GRAND TOTALS										
					45,801	feet	8.67	miles		\$ 12,556,171
								total with engineering @ 10%		\$ 5,748,237.63

VILLAGE OF GLEN ELLYN ROADWAY PROGRAM - UPDATED OCTOBER 7, 2022

PROPOSED 2023 - 2027 PROGRAM

Year: 2024 (CY - 24)										
Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Anmandale: Hillside to Duane	100	100	98	94	508	19	1,072	Type IA	38,783	\$ 41,593
Anthony: Kenilworth to Newton	99	98	87	82	872	18	1,744	Type IA	38,783	\$ 67,638
Anthony: Newton to Western	99	99	86	75	690	22	1,687	Type IA	38,783	\$ 65,414
Arlington: Regent to Glenwood	100	94 - 96	85 - 89	85	1,008	22	2,464	Type IA	36,936	\$ 91,011
Bemis Road: Route 53 to Sunnybrook				37	2,014	23	5,147	Asphalt Reconstruction	387,832	\$ 1,996,128
Carleton: Hill to North End	100	96	89	72	385	21	898	Type II	232,699	\$ 209,041
Cottage: Kenilworth to Newton	100	95	93	82	872	20	1,938	Type IA	38,783	\$ 75,153
Cottage: Newton to Western	100	95	87	83	693	20	1,540	Type IA	38,783	\$ 59,726
Crest: Fairview to Revere	100	97	92	85	528	20	1,173	Type IB	54,296	\$ 63,708
Crest: Revere to High	100	97	96	80	572	20	1,271	Type IB	54,296	\$ 69,017
Evergreen: Geneva to North End	100	99	89	75	590	24	1,573	Type IC	116,350	\$ 183,057
Exmoor: Taft to Roosevelt	100	94	88	73	340	26	982	Type IB	54,296	\$ 53,331
Fairview: Crest to East	100	94	91	79	350	25	972	Type IB	54,296	\$ 52,788
Fairview: East to Park	100	94	91	76	345	26	997	Type IB	54,296	\$ 54,115
Fairview: Forest to Crest	100	94	77	73	403	25	1,119	Type IB	54,296	\$ 60,782
Fairview: Main to Forest	100	94	91	77	426	25	1,183	Type IB	54,296	\$ 64,251
Forest: Fairview to Revere	100	96	90	84	528	20	1,173	Type IB	54,296	\$ 63,708
Forest: High to Lakeview Terr.	96	94	92	88	544	20	1,209	Type IB	54,296	\$ 65,638
Forest: Revere to High	100	96	92	84	581	20	1,291	Type IB	54,296	\$ 70,103
Greenfield Av: Ott Av to Kenilworth Av	43	97	84	74	365	23	933	Type IB	54,296	\$ 50,647
Greenfield Av: Kenilworth Av to Lambert Rd	43	97	89	62	329	23	841	Type IB	54,296	\$ 45,651
Greenfield Av: Lambert Rd to Newton Av	43	97	87	62	324	23	828	Type IB	54,296	\$ 44,957
Greenfield Av: Newton Av to Hillcrest Ave	33	96	90	72	362	40	1,609	Type IB	54,296	\$ 87,357
Greenfield Av: Hillcrest Av to Brandon Av	33	96	92	73	363	40	1,613	Type IB	54,296	\$ 87,598
Greenfield: Brandon to Main	100	94	89	78	1,612	22	3,940	Type IB	54,296	\$ 213,952
High: Crest to East	99	97	92	80	346	20	769	Type IB	54,296	\$ 41,748
High: East to Park	99	97	95	96	360	20	800	Type IB	54,296	\$ 43,437
High: Forest to Crest	100	96	94	96	363	20	807	Type IB	54,296	\$ 43,799
High: Main to Forest	100	96	92	92	517	20	1,149	Type IB	54,296	\$ 62,381
Hillside: Annandale to Montclair	100	99	87	81	364	24	971	Type IA	38,783	\$ 37,646
Hillside: Montclair to Taylor	100	99	95	93	1,032	24	2,752	Type IA	38,783	\$ 106,731
Hillside: Park to Annandale	100	99	87	81	438	24	1,168	Type IA	38,783	\$ 45,299
Indian Drive: Roslyn to Shady	99	92	89	74	765	23	1,955	Type IIA	325,779	\$ 636,898
Jenna Court: Sunnybrook to West End					512	20	1,138	Type IA	38,783	\$ 44,127
Memory Ct: Indian to East End	0	92	84	75	205	23	524	Type IIA	325,779	\$ 170,672
Montclair: Duane to North End	100	99	94	82	452	20	1,004	Type IA	38,783	\$ 38,956
Montclair: Hill to Bremer Ct.	100	100	96	88	326	20	724	Type IA	38,783	\$ 28,096
Montclair: Hillside to Duane	100	92	87	78	514	20	1,142	Type IA	38,783	\$ 44,299
Montclair: Bremer Ct. to Hillside	100	100	97	92	472	20	1,049	Type IA	38,783	\$ 40,679
Newton: Anthony to Cottage	100	96	94	86	375	20	833	Type IA	38,783	\$ 32,319
Newton: Cottage to Cottage	100	98	89	84	186	20	413	Type IA	38,783	\$ 16,030
Newton: Cottage to Hawthorne	100	98	93	87	330	20	733	Type IA	38,783	\$ 28,441
Newton: Hawthorne to Linden	100	100	98	90	660	20	1,467	Type IA	38,783	\$ 56,882
Newton: Pennsylvania to Anthony	100	96	90	81	706	20	1,569	Type IA	38,783	\$ 60,847
Pleasant: Geneva to Stagecoach	100	97	92	68	173	24	461	Type IB	54,296	\$ 25,049
Regent: Greenfield to Turner	99	91	88	84	1,030	22	2,518	Type IA	36,936	\$ 92,998
Revere: Crest to East	100	100	96	94	348	20	773	Type IB	54,296	\$ 41,989
Revere: East to Park	100	100	96	91	358	20	796	Type IB	54,296	\$ 43,196
Revere: Forest to Crest	100	100	94	90	419	20	931	Type IB	54,296	\$ 50,556
Revere: Main to Forest	100	100	94	94	441	20	980	Type IB	54,296	\$ 53,211
Shady Lane: Indian to East End	99	92	87	65	500	22	1,222	Type IIA	325,779	\$ 398,174
Sunnybrook: Bemis to Maya Court Development					955	23	2,441	Type IA	38,783	\$ 94,653
Taft : Park to Nicoll Way	100	94	89	75	1526	26	4,408	Type IB	54,296	\$ 239,363
Van Damin: Highview to North End	89	86	85	73	481	20	1,069	Type II	232,699	\$ 248,730
Central Business District Streetscape Project										
Crescent: Prospect to Main (CBD)	87	85	80	63	881	42	See Final Plans	Recon	See Cost Est.	
Glenwood: Crescent to Pennsylvania (CBD)	92	90	78	63	311	50	See Final Plans	Recon	See Cost Est.	\$ 7,325,955
Prospect: Duane to Pennsylvania (CBD)	83	77	63-51	54	557	36	See Final Plans	Recon	See Cost Est.	
Concrete Street Patching and Rehabilitation Program										
Fawell										\$ 50,000
GRAND TOTALS					32,507	feet	6.16 miles			\$ 14,179,526
total with engineering @ 10%										\$ 14,859,883.30

VILLAGE OF GLEN ELLYN ROADWAY PROGRAM - UPDATED OCTOBER 7, 2022

PROPOSED 2023 - 2027 PROGRAM

Year: 2025 (CY - 25)										
Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Exmoor: Revere to Highview	100	99	96 - 97	84	1,389	20	3,087	Type IA	40,722	\$ 125,696
Grandview : Route 53 to May	100	98	79	46	542	24	1,445	Type IC	122,167	\$ 176,572
Grandview: May to Valley	100	99	88	72	527	24	1,405	Type IA	40,722	\$ 57,228
Grandview: Valley to Highview	100	99	89	69	592	24	1,579	Type IC	122,167	\$ 192,861
Grandview: Highview to Smith	100	100	94	80	912	24	2,432	Type IA	40,722	\$ 99,037
Highview: Park to Montclair	100	97	94	81-77	788	20	1,751	Type IA	40,722	\$ 71,309
Highview: Montclair to Bryant	100	97	86 - 92	74	1,423	20	3,162	Type IB	57,011	\$ 180,282
Highview: Bryant to Grandview	100	92	87	66	853	23	2,180	Type IB	57,011	\$ 124,278
Marion: Kenilworth to Western	100	97	91	88	1,542	20	3,427	Type IA	40,722	\$ 139,542
May: Spring to Granview	100	96	96	58	381	23	974	Type IB	57,011	\$ 55,510
May: Grandview to Highview	100	96	88 - 91	58	1,264	23	3,230	Type II	244,334	\$ 789,254
May: Highview to Hill	88	85	74 - 85	58	1,525	22	3,728	Type IB	57,011	\$ 212,526
Merton: Revere to Highview	100	98 - 100	95 - 97	97-79	1,364	20	3,031	Type IA	40,722	\$ 123,434
Montclair: Revere to Highview	100	100	92 - 98	92-74	1,382	20	3,071	Type IA	40,722	\$ 125,063
Revere: Park to Bryant	100	100	95 - 97	92-83	2,183	20	4,851	Type IA	40,722	\$ 197,549
Revere: Bryant to May	100	92	86 - 87	66	843	23	2,154	Type II	244,334	\$ 526,377
Sheehan: Park to IL Route 53	87/94	84	87	74	2,478	23	6,333	Asphalt Reconstruction	407,224	\$ 2,578,812
Lowell: South End to Revere	100	100	87	60	483	23	1,234	Type IC	122,167	\$ 150,795
Taylor: Revere to Highview	100	100	98 - 100	91	1,434	20	3,187	Type IA	40,722	\$ 129,769
Traver Ave: Harwarden to Hill				89	997	21	2,326	Type IIA	342,068	\$ 795,764
Turner: Bryant to May	100	99	85	77	398	22	973	Type IB	57,011	\$ 55,466
Valley: May to Grandview	100	99	98	95	388	22	948	Type IA	40,722	\$ 38,623
Van Damin: Wingate to Highview	100	100	98	94	479	20	1,064	Type IA	40,722	\$ 43,347
Wingate: Park to Bryant	100	99	95 - 99	95	2,142	20	4,760	Type IA	40,722	\$ 193,838
Concrete Street Patching and Rehabilitation Program										
Hillside										\$ 50,000
Bryant / Hawthorne										\$ 100,000
Western										\$ 100,000
GRAND TOTALS					26,309	feet	4.98 miles	total with engineering @ 10%		\$ 8,151,225.32

VILLAGE OF GLEN ELLYN ROADWAY PROGRAM - UPDATED OCTOBER 7, 2022

PROPOSED 2023 - 2027 PROGRAM

Year: 2026 (CY - 26)										
Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Pershing: Route 53 To Route 38: Route 53 to Abbey Dr	41	98	84 - 86	67	1,385	34	5,232	Type IB	59,862	\$ 313,211
Spring Av: Route 53 to May Av	100	90	83	74	530	23	1,354	Type IA	42,758	\$ 57,914
Spring Av: May Av to Oxford Rd (North Return)	100	90	88	84	341	23	871	Type IA	42,758	\$ 37,262
Spring Av: Oxford Rd to Roslyn Rd	26	90	87	60	1,173	22	2,867	Type IA	42,758	\$ 122,603
Spring Av: Roslyn Rd to Smith St	46	94	91	78	504	22	1,232	Type IB	59,862	\$ 73,750
Spring Av: Smith St to Waverly Rd (North Return)	46	94	88	77	530	22	1,296	Type IB	59,862	\$ 77,554
Spring Av: Waverly Rd to Glen Oak Av	24	99	92	82	620	23	1,584	Type IB	59,862	\$ 94,848
Spring Av: Glen Oak Av to Hill Av	24	99	92	79	424	23	1,084	Type IB	59,862	\$ 64,864
Woodstock Av: Oxford Rd to Roslyn Rd	100	99	90	78	1,315	20	2,922	Type IA	42,758	\$ 124,950
Woodstock Av: Roslyn Rd to Waverly Rd	100	99	93	78	964	20	2,142	Type IA	42,758	\$ 91,598
Abbey Dr: Route 53 to Snowhill Ct	26	99	89	74	671	25	1,864	Type IB	59,862	\$ 111,576
Abbey Dr: Snowhill Ct to Maryknoll Cir	26	99	90	69	915	25	2,542	Type IB	59,862	\$ 152,149
Abbey Dr: Maryknoll Cir to Pershing Av	26	99	79	51	1,844	25	5,122	Type IB	59,862	\$ 306,626
Riford Rd: Crescent Bl to Oak St	44	74	99	99	1,225	22	2,994	Type IA	42,758	\$ 128,038
Riford Rd: Oak St to Grand Av	70	74	100	97	477	22	1,166	Type IA	42,758	\$ 49,856
Riford Rd: Grand Av (East) to Chidester St	70	74	100	100	93	22	227	Type IA	42,758	\$ 9,720
Riford Rd: Chidester St to Elm St	70	74	100	100	398	22	973	Type IA	42,758	\$ 41,599
Riford Rd: Elm St to Meredith Pl	70	74	100	100	411	22	1,005	Type IA	42,758	\$ 42,958
Riford Rd: Meredith Pl to St Charles Rd	70	74	100	100	444	22	1,085	Type IA	42,758	\$ 46,407
Oak St: Grand Av (East) to Riford Rd			100	95	162	20	360	Type IA	42,758	\$ 15,393
Abbottsford Ct: Oxford Rd to Scott Av	41	92	80	76	1,359	21	3,171	Type IB	59,862	\$ 189,822
Anthony St: Western Av to Pleasant Av	85	97	80	53	924	24	2,464	Type IB	59,862	\$ 147,500
Anthony St: Pleasant Av to Main St	85	97	88	78	604	24	1,611	Type IA	42,758	\$ 68,870
Anthony St: Main St to Forest Av	57	98	88	67	440	24	1,173	Type IA	42,758	\$ 50,170
Anthony St: Forest Av to Park Bl	19	100	97	79	312	24	832	Type IA	42,758	\$ 35,575
Appian Way: Forest Av to East End	100	100	99	92	232	15	387	Type IA	42,758	\$ 16,533
Baker Ct: Abbey Dr to East End	67	97	94	74	657	25	1,825	Type IB	59,862	\$ 109,248
Cottage Av: Pleasant Av (W) to Pleasant Av (E)	66	66	85	100	176	20	391	Type IA	42,758	\$ 16,723
Cottage Av: Main St to Forest Av	59	52	97	86	436	20	969	Type IA	42,758	\$ 41,428
Cumnor Av: Oxford Rd to Roslyn Rd	0	87	79	77	1,315	21	3,068	Type IA	42,758	\$ 131,197
Cumnor Av: Roslyn Rd to Waverly Rd	0	87	92	81	962	21	2,245	Type IA	42,758	\$ 95,979
Forest Av: Hill Av to Phillips Av	66	99	99	82	494	20	1,098	Type IB	59,862	\$ 65,715
Forest Av: Phillips Av to Hillside Av	66	99	99	95	470	20	1,044	Type IA	42,758	\$ 44,659
Forest Av: Hillside Av to Appian Way	42	100	99	98	261	20	580	Type IA	42,758	\$ 24,800
Forest Av: Appian Way to Duane St	42	100	89	95	258	20	573	Type IA	42,758	\$ 24,515
Forest Av: Pennsylvania Av to Anthony St	47	100	92	79	364	21	849	Type IB	59,862	\$ 50,843
Forest Av: Anthony St to Cottage Av	47	100	98	85	369	21	861	Type IA	42,758	\$ 36,815
Forest Av: Cottage Av to Hawthorne Bl	47	100	98	83	512	21	1,195	Type IA	42,758	\$ 51,082
Hillside Av: Main St to Forest Av	43	100	95	84	524	24	1,397	Type IA	42,758	\$ 59,748
Hillside Av: Forest Av to Park Bl	43	100	99	79	733	24	1,955	Type IA	42,758	\$ 83,579
Linden St: West End to Kenilworth Av	6	98	93	79	590	23	1,508	Type IA	42,758	\$ 64,470
Linden St: Kenilworth Av to Newton Av	8	100	87	79	878	20	1,951	Type IA	42,758	\$ 83,427
Linden St: Newton Av to Davis Terrace	8	100	95	76	339	20	753	Type IA	42,758	\$ 32,211
Linden St: Davis Terrace to Western Av	8	100	98	81	350	20	778	Type IA	42,758	\$ 33,257
Maryknoll Cir: Abbey Dr (South) to Oakwood Ct	57	100	87	65	656	25	1,822	Type IB	59,862	\$ 109,082
Maryknoll Cir: Oakwood Ct to Abbey Dr (North)	57	100	86	69	2,418	25	6,717	Type IB	59,862	\$ 402,072
Meredith Pl: West End to Riford Av	3	100	99	92	370	20	822	Type IB	59,862	\$ 49,220
Oakwood Ct: Maryknoll Cir to North End	72	98	90	73	585	25	1,625	Type IB	59,862	\$ 97,276
Oxford Rd: Spring Av (Both Returns) to Cumnor Av	18	99	98	81	654	21	1,526	Type IA	42,758	\$ 65,249
Oxford Rd: Cumnor Av to Woodstock Av	18	99	97	88	358	21	835	Type IA	42,758	\$ 35,718
Oxford Rd: Woodstock Av to Scott Av	18	99	98	92	390	21	910	Type IA	42,758	\$ 38,910
Oxford Rd: Scott Av to Abbottsford Ct	18	99	85	83	280	21	653	Type IA	42,758	\$ 27,936
Pleasant Av: Anthony St to Cottage Av	90	99	94	81	369	20	820	Type IA	42,758	\$ 35,062
Roslyn Rd: Spring Av to Cumnor Av	28	100	98	91	371	21	866	Type IA	42,758	\$ 37,015
Roslyn Rd: Cumnor Av to Woodstock Av	28	100	98	90	397	21	926	Type IA	42,758	\$ 39,609
Roslyn Rd: Woodstock Av to Scott Av	28	100	98	89	397	21	926	Type IA	42,758	\$ 39,609
Roslyn Rd: Scott Av to Indian Dr	28	100	98	74	360	21	840	Type IA	42,758	\$ 35,917
Scott Av: Oxford Rd to Abbottsford Ct	35	99	95	81	1,099	21	2,564	Type IA	42,758	\$ 109,647
Scott Av: Abbottsford Ct to Roslyn Rd	35	99	83	79	224	21	523	Type IA	42,758	\$ 22,348
Scott Av: Roslyn Rd to Waverly Rd	35	99	91	83	771	24	2,056	Type IA	42,758	\$ 87,911
Snowhill Ct: West End to Abbey Dr	29	98	94	71	555	25	1,542	Type IB	59,862	\$ 92,287
Waverly Rd: Spring Av (Both Returns) to Cumnor Av		98	86	78	675	23	1,725	Type IA	42,758	\$ 73,758
Waverly Rd: Cumnor Av to Woodstock Av		98	92	80	397	23	1,015	Type IA	42,758	\$ 43,381
Waverly Rd: Woodstock Av to Scott Av		98	92	81	382	23	976	Type IA	42,758	\$ 41,742
Waverly Rd: Scott Av to Indian Dr		98	97	75	878	23	2,244	Type IA	42,758	\$ 95,941
Concrete Street Patching and Rehabilitation Program										\$ -
GRAND TOTALS					40,571		7.68 miles			\$ 5,100,729
								total with engineering @ 10%		\$ 5,610,802

VILLAGE OF GLEN ELLYN ROADWAY PROGRAM - UPDATED OCTOBER 7, 2022

PROPOSED 2023 - 2027 PROGRAM

Year: 2027 (CY-27)										
Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Brandon Av: Illinois St to Fairview Av	46	98	87	72	755	23	1,929	Type IB	62,855	\$ 121,275
Fairview Av: Brandon Av to Sunset Av	30	95	95	83	463	20	1,029	Type IA	44,896	\$ 46,193
Fairview Av: Sunset Av to Cranston Ct	30	95	89	82	456	25.5	1,292	Type IC	134,689	\$ 174,018
Fairview Av: Cranston Ct to Main St	30	95	91	79	709	25.5	2,009	Type IC	134,689	\$ 270,568
Illinois St: Ott Av to Kenilworth Av	45	98	97	79	363	23	928	Type IB	62,855	\$ 58,308
Illinois St: Kenilworth Av to Lambert Av	45	98	97	84	328	23	838	Type IB	62,855	\$ 52,686
Illinois St: Lambert Av to Newton Av	38	97	94	81	330	23	843	Type IB	62,855	\$ 53,008
Illinois St: Newton Av to Hillcrest Ave	38	97	96	85	360	23	920	Type IB	62,855	\$ 57,827
Illinois St: Hillcrest Av to Brandon Av	38	97	93	84	358	23	915	Type IB	62,855	\$ 57,505
Lambert: South Limits To Roosevelt: Fawell Blvd to Ramblewood Dr	65	98	84	92	653	58	4,208	Type IB	62,855	\$ 264,508
Lambert Rd: Ramblewood Dr to Buena Vista Dr	65	98	92	82	394	36	1,576	Type IB	62,855	\$ 99,059
Lambert Rd: Buena Vista Dr to McCreedy	65	98	95	75	847	36	3,388	Type IB	62,855	\$ 212,953
Lambert Rd: McCreedy to Orchard Ln	65	98	95	85	647	36	2,588	Type IB	62,855	\$ 162,669
Lambert Rd: Orchard Ln to Taft Av	65	98	96	77	2,621	36	10,484	Type IB	62,855	\$ 658,972
Lambert Rd: Taft Av to Roosevelt Rd	75	69	100	66	330	44	1,613	Type IB	62,855	\$ 101,406
Lambert Rd: Roosevelt Rd to Illinois St	66	93	87	68	1,102	32	3,918	Type IC	134,689	\$ 527,742
Lambert Rd: Illinois St to Fairview Av	66	93	85	70	762	32	2,709	Type IC	134,689	\$ 364,918
Lambert Rd: Fairview Av to Greenfield Av	66	93	92	65	804	32	2,859	Type IC	134,689	\$ 385,032
Brandon Av: South End to Dorset Pl	75	97	97	91	181	23	463	Type IB	62,855	\$ 29,074
Brandon Av: Dorset Pl to Illinois St	75	97	78	75	533	23	1,362	Type IB	62,855	\$ 85,615
Brandon Av: Fairview Av to Greenfield Av	57	97	84	64	819	23	2,093	Type IB	62,855	\$ 131,555
Dorset Pl: Brandon Av to Sunset Av	4	100	91	79	651	26	1,881	Type IB	62,855	\$ 118,209
Fairview Av: Ott Av to Kenilworth Av	44	96	92	74	363	23	928	Type IB	62,855	\$ 58,308
Fairview Av: Kenilworth Av to Lambert Av	63	97	75	69	329	23	841	Type IB	62,855	\$ 52,847
Fairview Av: Lambert Av to Newton Av	47	98	95	73	328	23	838	Type IB	62,855	\$ 52,686
Hillcrest Av: Roosevelt Rd to North End	30	97	89	76	340	23	869	Type IB	62,855	\$ 54,614
Hillcrest Av: South End to Illinois St	74	98	97	92	165	33	605	Type IB	62,855	\$ 38,027
Hillcrest Av: Illinois St to North End	73	100	97	84	215	27	645	Type IB	62,855	\$ 40,541
Hillcrest Av: South End to Greenfield Av	78	98	97	79	430	25	1,194	Type IB	62,855	\$ 75,077
Kenilworth Av: South End to Illinois St	59	100	97	83	306	23	782	Type IB	62,855	\$ 49,153
Kenilworth Av: Illinois St to Fairview Av	63	100	84	51	764	23	1,952	Type IB	62,855	\$ 122,721
Kenilworth Av: Fairview Av to Greenfield Av	63	100	81	50	807	23	2,062	Type IB	62,855	\$ 129,628
Newton Av: Roosevelt Rd to North End	70	97	92	77	364	23	930	Type IB	62,855	\$ 58,469
Newton Av: South End to Illinois St	77	100	98	80	242	20	538	Type IB	62,855	\$ 33,802
Newton Av: Illinois St to Fairview Av	55	96	83	70	759	23	1,940	Type IB	62,855	\$ 121,918
Newton Av: Fairview Av to Greenfield Av	55	96	83	66	804	23	2,055	Type IB	62,855	\$ 129,146
Newton Av: Greenfield Av to Turner Av	34	100	98	92	888	20	1,973	Type IB	62,855	\$ 124,034
Newton Av: Turner Av to Hill Av	34	100	98	92	356	20	791	Type IB	62,855	\$ 49,725
Ott Av: Illinois St to Willow Av	35	93	75	67	386	23	986	Type IB	62,855	\$ 62,003
Ott Av: Willow Av to Fairview Av	35	93	79	57	378	23	966	Type IB	62,855	\$ 60,718
Ott Av: Fairview Av to York Ln	35	93	85	63	404	23	1,032	Type IB	62,855	\$ 64,894
Ott Av: York Ln to Greenfield Av	35	93	81	57	414	23	1,058	Type IB	62,855	\$ 66,501
Prospect Av: Turner Av to Hill Av	13	100	98	92	419	20	931	Type IA	44,896	\$ 41,804
Sunset Av: Roosevelt Rd to Dorset Ct	45	100	92	83	562	21	1,311	Type IA	44,896	\$ 58,874
Sunset Av: Dorset Ct to Sunset Ct	45	100	92	92	95	21	222	Type IA	44,896	\$ 9,952
Sunset Av: Sunset Ct to Fairview Av	45	100	98	92	1,295	21	3,022	Type IA	44,896	\$ 135,662
Sunset Ct: Sunset Av to East End	0	100	98	95	246	26	711	Type IA	44,896	\$ 31,906
Turner Av: Regent St to Prospect Av	29	63	95	88	360	24	960	Type IA	44,896	\$ 43,101
Turner Av: Prospect Av to Sunset Av	29	63	100	90	265	24	707	Type IA	44,896	\$ 31,727
Central Business District Streetscape Project										
Crescent: Main to Park (CBD)	87-65	86-76	78-65	68-45	979	34 to 48	See Final Plans	Recon	See Cost Est.	\$ 4,959,950
Forest: Crescent to Pennsylvania (CBD)	91	90	85	62	387	47	See Final Plans	Recon	See Cost Est.	
Concrete Street Patching and Rehabilitation Program										\$ 100,000
GRAND TOTALS					28,116		5.33 miles	total with engineering @ 10%		\$ 10,890,889
										\$ 11,473,983

Year: 2023 (CY - 23)

ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement	Improvement Cost	
Central Business District Improvements	Various Water/Sewer Rehab	\$	701,836
	TOTALS	\$	701,836
	total w/ engineering @ 10%	\$	772,020

ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement	Improvement Cost	
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (35000')	\$	272,727
Central Business District Improvements	Various Water/Sewer Rehab	\$	657,405
	TOTALS	\$	930,133
	total w/ engineering @ 10%	\$	1,023,146

Year: 2024 (CY - 24)**ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS**

Roadway Segment	Description of Improvement	Improvement Cost
Bemis Road: Route 53 to Sunnybrook	2,000' of 8" Water Main Replacement	\$ 853,231
Carleton / Van Damin	850' of 8" Water Main Replacement	\$ 362,623
Shady / Indian / Memory Court	1,500' of 8" Water Main Replacement	\$ 639,923
Taft: Park to Nicoll	1,500' of 12" Water Main Replacement	\$ 362,623
Water Main Replacement Allowance	3,000' of 8" Water Main Replacement	\$ 1,279,846
Central Business District Improvements	Various Water/Sewer Rehab	\$ 300,787
	TOTALS	\$ 3,799,032
	total w/ engineering @ 10%	\$ 4,178,936

ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement	Improvement Cost
Bemis Road: Danby to Sunnybrook Extended Limit	Sanitary Sewer Extension (1,225')	\$ 570,113
Bemis Road: Park to Sunnybrook Extended Limit	Sanitary Services Replacement (31 Services)	\$ 288,547
	Spot Repair Allowance (1,150')	\$ 35,681
Carleton / Van Damin	Sanitary Services Replacement (21 services)	\$ 195,467
	Spot Repair Allowance (1,500')	\$ 46,540
Shady / Indian / Memory Court	Sanitary Services Replacement (31 services)	\$ 288,547
	Spot Repair Allowance (2,600')	\$ 80,669
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (24,000')	\$ 272,727
Central Business District Improvements	Various Water/Sewer Rehab	\$ 281,745
	TOTALS	\$ 2,060,037
	total w/ engineering @ 10%	\$ 2,266,040

Year: 2025 (CY - 25)**ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS**

Roadway Segment	Description of Improvement	Improvement Cost
Sheehan: Park to Milton	4" Water Main Replacement (1,150')	\$ 515,138
Water Main Replacement Allowance	3,000' of 8" Water Main Replacement	\$ 1,343,838
	TOTALS	\$ 1,858,976
	total w/ engineering @ 10%	\$ 2,044,873.59

ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement	Improvement Cost
Sheehan: Route 53 to Park	Sanitary Services Replacement (28 Services)	\$ 273,654
	Spot Repair Allowance (2,500')	\$ 81,445
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (24,000')	\$ 272,727
	TOTALS	\$ 627,826
	total w/ engineering @ 10%	\$ 690,609

Year: 2026 (CY - 26)

ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Water Main Replacement Allowance	3,000' of 8" Water Main Replacement	\$ 1,411,030
Central Business District Improvements	Various Water/Sewer Rehab	\$ 592,727
	TOTALS	\$ 2,003,757
	total w/ engineering @ 10%	\$ 2,204,132.97
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (40,571')	\$ 272,727
Central Business District Improvements	Various Water/Sewer Rehab	\$ 556,364
	TOTALS	\$ 829,091
	total w/ engineering @ 10%	\$ 912,000

Year: 2027 (CY - 27)		
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
Water Main Replacement Allowance	3,000' of 8" Water Main Replacement	\$ 1,481,581
	TOTALS	\$ 1,481,581
	total w/ engineering @ 10%	\$ 1,629,739.62
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS		
Roadway Segment	Description of Improvement	Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (26,750')	\$ 272,727
	TOTALS	\$ 272,727
	total w/ engineering @ 10%	\$ 300,000

CAPITAL PROJECTS FUND										
Capital Fund		CY2022 FORECAST	CY2023 FORECAST	CY2024 FORECAST	CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST
Revenues:										
	Property Taxes	\$ 4,135,000	\$ 4,337,615	\$ 4,424,367	\$ 4,512,855	\$ 4,603,112	\$ 4,695,174	\$ 4,789,077	\$ 4,884,859	\$ 4,982,556
	Food and Beverage Tax	\$ 1,675,000	\$ 1,675,000	\$ 1,708,500	\$ 1,742,670	\$ 1,777,523	\$ 1,813,074	\$ 1,849,335	\$ 1,886,322	\$ 1,924,048
	Drainage Infrastructure Fee	144,000	144,000	144,000	144,000	144,000	144,000	144,000	144,000	144,000
	TIF Contributions to Capital Projects	-	-	150,000	150,000	150,000	150,000	150,000	150,000	150,000
	Parking Fund Contributions to Capital Projects	-	75,000	75,000	75,000	75,000	75,000	-	-	-
	General Obligation Bond for CBD Projects	-	-	-	-	10,000,000	-	-	-	-
	Telecommunications Tax	390,000	350,000	297,500	252,875	214,944	182,702	155,297	132,002	129,362
	Electricity Use Tax	950,000	950,000	950,000	950,000	950,000	950,000	950,000	950,000	950,000
	Natural Gas Use Tax	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000
	Real Estate Transfer Tax	750,000	750,000	765,000	780,300	795,906	811,824	828,061	844,622	861,514
	Grant Revenue	75,637	2,284,443	100,000	4,000,000	10,000,000	6,400,000	-	-	-
	Forfeiture Funds - To reimburse police station project (if funds are available)	-	-	-	-	-	-	-	-	-
	MFT (One Time Transfer)	2,000,000	-	-	-	-	-	-	-	-
	MFT (Project Specific)	-	-	131,266	-	-	-	-	-	-
	Capital Grant from State of Illinois (Capital Bonds)	600,000	1,200,000	-	-	-	-	-	-	-
	General Grant (One Time Transfer)	2,000,000	-	-	-	-	-	-	-	-
	Village Links (Panfish one time transfer)	-	100,000	-	-	-	-	-	-	-
	Miscellaneous Income	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
	Interest Income	10,000	15,000	15,000	15,000	200,000	200,000	200,000	200,000	200,000
	Total Revenues	\$ 13,089,637	\$ 12,241,058	\$ 9,120,633	\$ 12,982,700	\$ 29,270,485	\$ 15,781,774	\$ 9,425,770	\$ 9,551,805	\$ 9,701,481
Expenditures:										
	Non-Roadway Construction Projects:									
	Minor capital investment/other expenditures	\$ 16,000	\$ 16,000	\$ 16,500	\$ 17,000	\$ 17,500	\$ 18,000	\$ 18,500	\$ 19,100	\$ 19,700
	Placeholder for Unidentified Non-Roadway Projects	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
	Hill Avenue Utility Sewer and Water	-	500,000	-	-	-	-	-	-	-
	Royal Glen Infrastructure Improvements	-	-	-	-	-	-	-	-	-
	McKee House	-	50,000	-	-	-	-	-	-	-
	Street Lighting Improvements - Roosevelt Road	-	-	-	-	-	1,952,766	-	-	-
	Street Lighting Improvements - Repairs and Requests	175,000	15,000	15,000	75,000	15,000	15,000	15,000	15,000	75,000
	Stormwater Drainage Improvements Program	6,618	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
	Village Green Storm Sewer Replacement	12,857	-	-	-	-	-	-	-	-
	Kenilworth/Cottage Storm Sewer Extension	-	-	250,000	-	-	-	-	-	-
GF13	Traffic Studies and Improvements	35,000	200,000	-	500,000	-	-	50,000	50,000	50,000
	Wayfinding Signage	-	-	-	-	-	-	-	-	-
	East Branch DuPage River Trail	-	-	-	-	-	-	-	-	-
	Bike Plan Update	-	-	-	-	-	-	-	-	-
GF14	Panfish Park Improvements	6,590	100,000	300,000	-	-	-	-	-	-
	Forest/Duane CBD Park	-	-	-	-	-	-	-	-	-
	Special Engineering Projects	-	-	-	-	-	-	-	-	-
GF5	Taylor Avenue Pedestrian Tunnel	3,900	934,184	-	-	-	-	-	-	-
GF6,7,8	Train Station/Pedestrian Underpass	50,000	1,000,000	1,500,000	6,000,000	10,000,000	10,000,000	-	5,000,000	-
	CBD Over/Underpass Feasibility Study	-	-	-	-	-	-	-	-	-
	Developer Capital Improvements (CBD)	-	200,000	550,000	50,000	50,000	50,000	50,000	50,000	50,000
	Sidewalk Removal and Replacement Program	180,695	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
	New Sidewalk Program	-	125,000	-	-	-	-	-	-	-
	Route 53 Sidewalk Study	-	-	-	-	100,000	-	-	-	-
	Illinois Route 38 Streetscape Improvements (Design Engineering)	-	-	-	-	-	-	-	-	-
	subtotal non-roadway	486,660	3,300,184	2,841,500	6,852,000	10,392,500	12,245,766	343,500	5,344,100	404,700
	Roadway Rehabilitation Program									
	Placeholder for Unidentified Roadway Projects	-	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000
	Pavement Preservation Program	195,000	340,000	250,000	300,000	300,000	300,000	300,000	300,000	300,000
	Pavement Condition Survey	-	-	-	50,000	-	-	-	50,000	-
GF10	Crescent Boulevard LAFO	-	1,266,100	-	-	-	-	-	-	-
GF9	Crescent Boulevard Reconstruction	-	535,504	-	-	-	-	-	-	-
GF1	North Park/Main Street Improvements	-	412,071	-	-	-	-	-	-	-
	2020 Street Program 20001 - Phase I	182,146	-	-	-	-	-	-	-	-
	2020 Street Program 20001 - Phase 2	2,469,416	-	-	-	-	-	-	-	-
	2020 Street Program 20002	12,408	-	-	-	-	-	-	-	-
	2021 Street Program 21002	307,735	-	-	-	-	-	-	-	-
GF4	2022 Street Program 22002	2,965,950	-	-	-	-	-	-	-	-
	Bemis Road Improvements	-	109,787	2,085,954	-	-	-	-	-	-
	Lambert Road LAFO	-	149,957	-	-	-	1,349,609	-	-	-
	Sheehan Road Improvements	-	141,835	-	2,694,858	-	-	-	-	-
GF11 GF 12	Future Street Resurfacing/Reconstruction Projects	-	4,432,138	5,023,778	4,811,305	5,330,262	4,526,285	6,457,956	3,807,530	2,951,371
	Engineering for Future Street Projects	-	264,409	253,227	280,540	238,226	339,893	200,396	155,335	170,831
	Concrete Street Patching and Rehabilitation Program	100,000	50,000	50,000	250,000	-	100,000	-	100,000	100,000
	CBD Streetscape and Utility Improvements	5,617,950	7,325,955	7,325,955	-	4,959,950	-	-	-	-
	IFT / General Fund Engineering	324,300	331,000	338,000	345,000	352,000	359,000	366,000	373,000	380,000
	IFT/ Food and Beverage Collection Cost	53,400	55,002	56,652	-	-	-	-	-	-
	subtotal road program	12,228,305	15,413,758	15,433,565	8,781,704	11,230,437	7,024,788	7,374,352	4,835,865	3,952,202
	Total Improvements - Capital Projects Fund	\$ 12,714,965	\$ 18,713,942	\$ 18,275,065	\$ 15,633,704	\$ 21,622,937	\$ 19,270,553	\$ 7,717,852	\$ 10,179,965	\$ 4,356,902
	Bond Repayment - 2015 Police Station Bonds	\$ 957,144	\$ 954,143	\$ 955,694	\$ 956,644	\$ 956,994	\$ 956,744	\$ 955,894	\$ 952,656	\$ 952,850
	Bond Repayment - 2018 Capital Project Bonds	\$ 680,519	\$ 678,519	\$ 681,219	\$ 683,469	\$ 680,469	\$ 681,769	\$ 682,819	\$ 683,419	\$ 678,569
	Bond Repayment - 2020 Capital Project Bonds (est.)	\$ 608,823	\$ 606,673	\$ 609,223	\$ 611,323	\$ 607,973	\$ 609,323	\$ 610,223	\$ 610,673	\$ 610,673
	Bond Repayment - 2022 Capital Project Bonds (est.)	\$ -	\$ -	\$ -	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
	Total Expenditures - Capital Projects Fund	\$ 14,961,451	\$ 20,953,277	\$ 20,521,201	\$ 18,585,140	\$ 24,568,373	\$ 22,218,389	\$ 10,666,788	\$ 13,126,713	\$ 7,298,994
	Change in Fund Balance, Capital Projects Fund	\$ (1,871,814)	\$ (8,712,219)	\$ (11,400,568)	\$ (5,602,440)	\$ 4,702,111	\$ (6,436,615)	\$ (1,241,018)	\$ (3,574,908)	\$ 2,402,488
	Capital Projects Fund Balance, Beginning of Year	\$ 28,366,606	\$ 26,494,792	\$ 17,782,573	\$ 6,382,005	\$ 779,565	\$ 5,481,676	\$ (954,939)	\$ (2,195,957)	\$ (5,770,864)
	Capital Projects Fund Balance, End of Year	\$ 26,494,792	\$ 17,782,573	\$ 6,382,005	\$ 779,565	\$ 5,481,676	\$ (954,939)	\$ (2,195,957)	\$ (5,770,864)	\$ (3,368,377)

Water & Sanitary Sewer Fund										
	CY2022 FORECAST	CY2023 FORECAST	CY2024 FORECAST	CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST	
Water & Sanitary Sewer Fund										
Capital Revenues - Water & Sewer Fund	\$ 4,676,419	\$ 4,534,763	\$ 4,534,763	\$ 4,534,763	\$ 4,534,763	\$ 4,534,763	\$ 4,534,763	\$ 4,534,763	\$ 4,534,763	\$ 4,534,763
CDBG Grant/Potential SSA to fund Royal Glen	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Lombard Contribution To Hill Water Main	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -				
Water Roadway Related Projects:										
CBD Underground/Streetscape Improvements	\$ 510,047	\$ 772,020	\$ 330,866	\$ -	\$ 652,000	\$ -	\$ -	\$ -	\$ -	\$ -
North Park/Main Street Improvements	-	12,029	-	-	-	-	-	-	-	-
Bemis Road Improvements	-	46,928	891,626	-	-	-	-	-	-	-
Sheehan Avenue Improvements	-	56,665	-	509,987	-	-	-	-	-	-
Crescent Boulevard Reconstruction	-	-	-	-	-	-	-	-	-	-
Misc. Project Close Outs	-	-	-	-	-	-	-	-	-	-
2020 Roadway Imp. Project 20001 - Phase 1	114,806	-	-	-	-	-	-			
2020 Roadway Imp. Project 20001 - Phase 2	1,322,111	-	-	-	-	-	-	-	-	-
2020 Roadway Imp. Project 20002	-	-	-	-	-	-	-	-	-	-
2022 Roadway Imp. Project 22002	313,154	-	-	-	-	-	-	-	-	-
Future Street Projects	-	-	2,764,040	1,404,311	1,474,526	1,548,253	1,625,666	1,706,949	1,792,297	
Engineering for Future Street Projects	-	145,476	73,911	77,607	81,487	85,561	89,839	94,331	99,048	
Water Non-Roadway Related Projects:										
Standalone Main Replacements:	-	-	-	-	-	-	-	-	-	-
Roosevelt Road Water Main	-	-	-	-	250,000	1,000,000	1,000,000	1,000,000	1,000,000	-
Roosevelt Road Water Main Break Repair	-	-	-	-	-	-	-	-	-	-
Route 53 Water Main Lining	-	-	-	1,000,000	-	-	-	-	-	-
Hill Avenue Water Main	-	1,100,000	-	-	-	-	-	-	-	-
Cumnor Water Main Utility Extension	-	-	-	-	-	-	-	-	-	-
Park Boulevard (Taft to Marston) Water Main Replacement	2,328,250	-	-	-	-	-	-	-	-	-
Glen Ellyn-Illinois American Water Interconnection	255,000	-	-	-	-	-	-	-	-	-
Royal Glen Infrastructure Improvements	-	-	-	-	-	-	-	-	-	-
Water Operations Projects:										
Wilson & Newton Pumping Station Rehabilitation	-	-	-	-	-	-	-	-	-	-
WPAS & NPAS Rehabilitation	-	-	-	-	-	-	-	-	-	-
Standby Well Rehabilitation	-	-	-	-	-	-	-	-	-	-
Reservoir Rehabilitation	-	500,000	-	-	-	-	-	-	-	-
SCADA Reinstrumentation	-	-	-	-	-	-	-	-	-	-
Water Meter Fixed Network Upgrade	-	-	-	-	-	-	-	-	-	-
Reno Center Improvements	-	-	-	-	-	-	-	-	-	-
Miscellaneous equipment	-	-	-	-	-	-	-	-	-	-
Lead Service Line Potholing	-	30,000	30,000	-	-	-	-	-	-	-
Subtotal - Water Projects	\$ 4,843,368	\$ 2,663,118	\$ 4,060,443	\$ 2,991,904	\$ 2,458,013	\$ 2,633,814	\$ 2,715,505	\$ 2,801,280	\$ 1,891,345	
Sewer Projects:										
	CY2022 FORECAST	CY2023 FORECAST	CY2024 FORECAST	CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST	
Sewer Roadway Related Projects:										
Point Repairs	-	300,000	300,000	300,000	300,000	300,000	500,000	500,000	500,000	
CBD Underground/Streetscape Improvements	\$ 610,827	\$ 723,146	\$ 309,920	\$ -	\$ 612,000	\$ -	\$ -	\$ -	\$ -	\$ -
North Park/Main Street Improvements	-	66,901	-	-	-	-	-	-	-	-
Bemis Road Improvements	-	49,189	934,586	-	-	-	-	-	-	-
Sheehan Avenue Improvements	-	39,061	-	351,548	-	-	-	-	-	-
2020 Street Program 20001 - Phase 1	\$ 38,585	-	-	-	-	-	-	-	-	-
2020 Street Program 20001 - Phase 2	992,542	-	-	-	-	-	-	-	-	-
2020 Street Program 20002	-	-	-	-	-	-	-	-	-	-
2021 Street Program 21002 / Various Repairs	-	-	-	-	-	-	-	-	-	-
2022 Street Program 22002	63,166	-	-	-	-	-	-	-	-	-
Future Street Projects	-	1,137,640	638,729	-	-	-	-	-	-	-
Engineering for Future Street Projects	-	33,617	-	-	-	-	-	-	-	-
Water & Sanitary Sewer Fund										
Sewer Non-Roadway Related Projects:										
I/I Reduction (Lining + Point Repairs)	-	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
SSES Follow-up Engineering and Projects	-	-	-	-	-	-	-	-	-	-
Hill Avenue Sanitary Sewer	-	600,000	-	-	-	-	-	-	-	-
Cumnor Sewer Main Utility Extension	-	-	-	-	-	-	-	-	-	-
Contractual Sewer Repairs	-	-	-	-	-	-	-	-	-	-
Lift Station Rehab										
Hill Avenue	-	25,000	-	-	-	-	-	-	-	-
Memory Court	-	-	150,000	625,000	-	-	-	-	-	-
Surrey	-	-	-	-	-	-	-	-	-	-
South Park	-	35,000	-	-	-	-	-	-	-	-
Orchard Place	-	25,000	-	-	-	-	-	-	-	-
Police Station-Utilities	-	-	-	-	-	-	-	-	-	-
Miscellaneous equipment	-	-	-	-	-	-	-	-	-	-
Royal Glen Infrastructure Improvements	-	-	-	-	-	-	-	-	-	-
Reno Center Improvements	-	-	-	-	-	-	-	-	-	-
Subtotal - Sewer Projects	\$ 1,705,120	\$ 3,234,553	\$ 2,533,234	\$ 1,476,548	\$ 1,112,000	\$ 500,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
Total Improvements - Water & Sewer Fund	\$ 6,548,488	\$ 5,897,671	\$ 6,593,678	\$ 4,468,452	\$ 3,570,013	\$ 3,133,814	\$ 3,415,505	\$ 3,501,280	\$ 2,591,345	
Change in Capital Balance, Water & Sewer Fund	\$ (1,872,069)	\$ (962,908)	\$ (2,058,915)	\$ 66,311	\$ 964,750	\$ 1,400,949	\$ 1,119,258	\$ 1,033,483	\$ 1,943,418	
Water & Sewer Capital Fund Balance, Beginning of Year	\$ 17,105,472	\$ 15,233,404	\$ 14,270,496	\$ 12,211,581	\$ 12,277,891	\$ 13,242,641	\$ 14,643,590	\$ 15,762,847	\$ 16,796,330	
Water & Sewer Capital Fund Balance, End of Year	\$ 15,233,404	\$ 14,270,496	\$ 12,211,581	\$ 12,277,891	\$ 13,242,641	\$ 14,643,590	\$ 15,762,847	\$ 16,796,330	\$ 18,739,749	

Capital Projects Fund Grants											
		CY2022 FORECAST	CY2023 FORECAST	CY2024 FORECAST	CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST	
GF1	North Park Boulevard/Main Street (STP Grant)	\$ -	\$ 329,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
GF2	Village Green Storm Sewer Replacement (Park District Cost Share)	75,637	-	-	-	-	-	-	-	-	-
GF3	IL-38/Baker Hill Access Improvements (DCEO Grant)	-	-	-	-	-	-	-	-	-	-
GF4	Roadway Improvements (DCEO Grant)	-	500,000	-	-	-	-	-	-	-	-
GF5	Taylor Avenue Underpass (STP Grant)	-	533,948	-	-	-	-	-	-	-	-
GF6	Metra Train Station (CMAQ Grant)	-	-	-	4,000,000	8,000,000	2,400,000	-	-	-	-
	Metra Train Station (Future Supplemental CMAQ Grant)	-	-	-	-	-	-	-	-	-	-
GF7	Metra Train Station (ICC Grant)	-	-	-	-	2,000,000	-	-	-	-	-
	Metra Train Station (Future Supplemental ICC Grant)	-	-	-	-	-	-	-	-	-	-
GF8	Metra Train Station (Metra Grant)	-	-	-	-	-	4,000,000	-	-	-	-
	Metra Train Station (Supplemental Metra Grant)	-	-	-	-	-	-	-	-	-	-
GF9	The project costs for Crescent Boulevard already account for the associated grants	-	-	-	-	-	-	-	-	-	-
GF10	Crescent Boulevard Lake to Village Limit (STP Grant)	-	920,880	-	-	-	-	-	-	-	-
GF11	Lambert Road Resurfacing (Future STP Grant)	-	-	-	-	-	-	-	-	-	-
GF12	Riford Road Resurfacing (Future STP Grant)	-	-	-	-	-	-	-	-	-	-
GF13	Traffic Signal Improvements (Future Grant)	-	-	-	-	-	-	-	-	-	-
GF14	Links Contribution to Panfish	-	-	100,000	-	-	-	-	-	-	-
	Total Grants	\$ 75,637	\$ 2,284,443	\$ 100,000	\$ 4,000,000	\$ 10,000,000	\$ 6,400,000	\$ -	\$ -	\$ -	-

ADMINISTRATION / ENGINEERING DIVISION

The Administration and Engineering Division is responsible for the administration of the Public Works department and the Village's public infrastructure capital improvements program. The Division's staffing plan consists of the Public Works Director, Assistant Public Works Director, Professional Engineer, Assistant Village Engineer, Civil Engineer II, Civil Engineer I, Utilities Inspector, and two full-time Administrative Assistants.

The Administration staff is the primary interface between Public Works and the public. Staff makes sure work is completed in a safe and timely manner. The administrative assistants are on the front-line fielding phone calls from residents and tracking service requests for the operating divisions. This is in addition to work such as coordination of field activities, processing of all personnel paperwork, issuing water meters, scheduling meter readings and other on-site inspections, logging the transmittal of tree preservation and other development plans with regard to right of way, processing invoices, completing required reports and handling of all department correspondence, requests for proposals and bid documents. The Assistant Public Works Director manages all of Operations (Street, Forestry, Water and Sewer) and the Admin office. The Public Works Director is responsible for the entire department, including Engineering, and for the Glenbard Wastewater Authority, an intergovernmental agency that is operated by an Executive Director serving Glen Ellyn and Lombard.

The engineering team of four full-time engineers and one full-time utilities inspector is the primary technical resource for the Village in matters of public infrastructure. This group keeps records of public improvements; develops long-term capital plans and budgets for water, sewer and street infrastructure; initiates and coordinates infrastructure project design and construction activities; implements various infrastructure maintenance programs; oversees permits issued to utility companies for work in right-of-way; inspects developer roadway and utility improvements in the public right-of-way; and oversees public improvements related to private development projects, including plan reviews.

Administration Accomplishments for FY22:

1. Snow removal operations were a significant part of administrative duties.
2. Committed to 100% salt purchase in collaboration with DuPage County as a money saving idea with improved contractual benefits beyond State Procurement.
3. Reviewed and updated all data pertaining to Public Works on the Village website.
4. Compile division budgets for management and village board presentations.
5. Continued to implement web-based asset and work management software (OMS) through Cartegraph, Inc. The Director and Assistant Director continued to work with the MGP team (GIS Consortium) to improve the GeoData connection and data integrity between GIS and OMS.
6. SeeClickFix (SCF), a public facing Customer Request System went live in September 2021. Thru July 2022 there were 521 requests entered in SCF. Under the previous request portal, were 102 requests for the same time period, an increase of over 510% in annual submissions,

with Administration performing the initial review of the request for the vast majority of issues. Adjustments to internal request workflow and processes were made to adapt to the increased transparency of integrated requests between SeeClickFix and Cartegraph.

7. Took on oversight of residential Block Party requests, adapting that process from a form completed on the Village website to a request issue entered in SeeClickFix. Process was more automated for the review & approval process, as well as helped create a manageable workflow for barricades to be placed out and picked up for each weekend event.
8. Assisted with multiple Village projects: CBD Streetscape, APEX 400, Civic Center Parking Garage, CBD Parking adjustments, CBD outdoor dining, and Glenwood Station.
9. Managed the yearly inspection and maintenance of the emergency warning sirens and Emergency Vehicle Pre-emptive system. These annual inspections cost a combined \$8,000 and ensure that the emergency infrastructure in Glen Ellyn is functioning as designed. Glen Ellyn, through Illinois Public Works Mutual Aid Network (IPWMAN), sent assistance to Brookfield for F1 tornado debris cleanup.
10. Created new contract to oversee Civic Center Garage snow removal and ice control, including the Civic Center grounds. The first year was successful but identified room for improvement, both for the Village and for the company awarded the contract in how the task was managed and bid.

Administration Performance Measurements

Activity	2022 (July 21 – June 22)	2021 (July 20 – June 21)	+/- change	% difference
Phone Calls	6,372	6,805	-433	-6%
Request Created	1,099	1,374	-275	-20%
SeeClickFix Requests	521	102	419	411%
Invoices Processed	1,216	1,288	-72	-6%
Customer Service Appointments	951	1,841	-890	-48%

Administration Goals for FY23

1. Continue to promote the core values of the department in as many ways as possible: Be Bold, Be True, Learn Fast, Give Back, and Win Together.
2. Work collaboratively with all Public Works divisions to empower employees to excel and succeed in their individual and collective roles, including development of internal candidates for future succession planning. Creation of an Innovation Award, encouraging employees to find creative solutions to problems by exemplifying the 5 core values of PW.
3. Enhance customer service, improve work order tracking, and increase productivity on the many core functions Public Works performs. In order to accomplish this goal, we will continue

monitoring a work management tool (Cartegraph) that will allow our team to generate, track, and ultimately share status of requests and tasks with the residents to provide the best in customer service. This software package allows residents to report, submit, and track work request online or with mobile devices, and gain access to status of work being performed through an online GIS System. Increase the number of custom reports for staff to more effectively and efficiently pull data out of the system, with a focus on snow removal efforts and damage to Village property reports.

4. Work towards creating a mobile work force utilizing technology and software programs to increase efficiency and responsiveness to the needs of the community, including upgrading Operations staff from flip phones to data phones to allow for more efficient communication especially during emergency response.
5. Oversight and management of snow removal and ice control at the Civic Center Parking Garage and Municipal Grounds, which includes the Civic Center and Police Station complexes (sidewalks, pedestrian walkways and parking lots).
6. Move forward with Reno Center (30 S. Lambert) building improvements:
 - Review, design and implementation of changes to staff workstations, allowing for changes in staffing levels to be provided with the necessary tools to effectively perform their jobs;
 - Prepare bid documents and have the associated work to repair the salt bays at the north end of the building, with installation of a protective coating to prevent degradation of the structure;
 - Develop a plan to move towards using more liquid de-icing products to improve effectiveness/reduce costs for snow and ice control, including adaptation of 1 salt bay to provide the necessary space to do so;
 - And develop a 3-5 year plan to address needed infrastructure improvements – resurface of lower parking lot, redesign of upper parking lot, rehabilitation/remodel of materials storage bins, redesign of Wilson Rd. exit/entrance to reduce the grade changes of the existing roadway.
7. Simultaneously reduce costs and improve service in all divisions.
8. Support and work collaboratively with all Village of Glen Ellyn Departments as needed.
9. Support Illinois Public Works Mutual Aid Network (IPWMAN) and DuPage County OHSEM whenever emergencies occur in the region. Glen Ellyn Public Works is committed to assisting other municipalities' Public Works Departments in time of need.
10. Continue to assist with Village projects: CBD Streetscape, Glenwood Station, Civic Center and Main Street Parking Garages, US Bank Property, CBD Parking adjustments.

Engineering Division Activities in FY22 and Planned for FY23

The following narrative highlights the important roles, assignments, accomplishments and goals of the Engineering Division, featuring both current and future projects.

1. **Technical Resource:**

- ❑ Provided technical reviews, inputs, special support and/or inspection services for private and institutional development projects including:
 - Apex 400 Residential/Retail Develop.
 - Butterfield Townhomes
 - Civic Center Parking Garage
 - Cumnor Avenue Subdivision
 - Glen Estates Subdivision
 - Glen Oak Country Club
 - Glenwood Station Mixed Use Develop.
 - Harding Glen SFR and Townhomes
 - Polena Subdivision
 - Roosevelt Hills/Pulte Home Development
 - Saylor Orthodontic Office
 - General Assistance to Developers
- ❑ Geographical Information Systems (GIS): Continued interface with GIS Consortium to complete as-built project updates to the Village's roadway, sewer, and water GIS
- ❑ Continued imaging and logging of engineering plans and documents
- ❑ Continued updating of various assets including water valve sheets and b-box and sanitary sewer service line cleanout location data bases
- ❑ Assisted the Village's Community Development personnel with various grading and drainage issues associated with projects ranging from single-family home sites to large developments
- ❑ Provided cost estimates and other technical input to Community Development and other Village departments
- ❑ Attended monthly Community Development Committee meetings
- ❑ Continued participation in the DuPage County Mayors and Managers Transportation Technical Committee and Surface Transportation Program (STP) Methodologies Evaluation Task Force
- ❑ Continued to provide Public Works operating divisions with mapping and plan preparation assistance, highway permit applications for utility repairs, and other technical input and advice as requested / needed
- ❑ Continued review of monthly Glenbard Wastewater Authority flow data for unusual activity or trends
- ❑ Reviewed utility company permit applications and interfaced with the utilities regarding field issues and undergrounding projects
- ❑ Provided monthly reports on construction and engineering projects
- ❑ Served as liaison to the Capital Improvements Commission, continued to provide pre-meeting information packets and other information as needed for the Commissioners
- ❑ Served on the East Branch DuPage River Greenway Trail Project Steering Committee

2. **Capital Improvements Planning/Future Projects/Funding/Grants:**

- ❑ Continued refinement of the Capital Improvement Plan and Budget
- ❑ Continued project closeout coordination with the Illinois Department of Transportation for federal aid projects including the North Park Boulevard/Main Street Project, Taylor Avenue Pedestrian Tunnel Project, and Crescent Boulevard Projects
- ❑ Continued to maintain the Village's System for Award Management and Grant Accountability and Transparency Act registrations required for state and federal grants.
- ❑ Secured \$920,888 for the improvement of Crescent Boulevard between Lake Road and the East Branch of the DuPage River

3. Major Infrastructure Improvement and Maintenance Project Involvement

In 2022, the following major engineering efforts commenced and improvement projects were designed, bid, and constructed. Engineering staff completed project designs in-house as well as with consultants, bid and awarded construction contracts, and oversaw project construction with consultant assistance.

- ❑ **Utility and Roadway Rehabilitation Project 20001 – Phase 2** – This currently under construction project involves more extensive rehabilitation of Village roadways and utilities including: Windsor (Sawyer to Hillside), Sawyer (Lorraine Road to Village Limit), Chesterfield (Lorraine Road to Village Limit), Kenilworth Avenue (Hillside to Duane), Dawn Avenue (Hillside to Duane), and Duane Street (Lawrence to Lorraine). Total Bid Price was \$4,508,341.
- ❑ **Street Rehabilitation Project 22002** – This currently under construction project involves varying levels of curb, sidewalk, and street resurfacing along approximately 4.5 miles of Village Streets including Baker Hill Drive (Roosevelt to IL-53), DuPage Boulevard (Nicoll to Bryant), Nicoll Avenue (Roosevelt to DuPage), Carleton Avenue (DuPage heading south to the entrance to Glen Hill North/800 Roosevelt Road), Crescent Drive (Crescent to North End), Colcord Place (Crescent to North End), Rain Tree Subdivision (Carlisle Court, Williamsburgh, Greenbriar, Prince Edward, Raintree, and Stafford). Total Bid Price was \$2,759,704.
- ❑ **Central Business District Streetscape and Utility Improvements – Phase 1** – This currently under construction project involves sanitary sewer, water main, storm sewer, gas, electric, roadway, and streetscape improvements along the following CBD Streets: Main Street (Hillside to the UPRR ROW), Duane Street (Prospect to Forest), and Hillside Avenue (Immediately east and west of Main Street). Total Bid Price was \$5,704,293.
- ❑ **South Park Boulevard Water Main Replacement** – This currently under construction project involves the replacement of water main on South Park Boulevard from Taft Avenue to Marston Avenue. Total Bid Price was \$2,136,367.
- ❑ **Glen Ellyn-Illinois American Water Emergency Water Main Interconnection** – This project which will be under construction in October – November of 2022 involves the construction of an emergency use interconnection between the Village and Illinois American water distribution 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 as well as provide redundancy for critical facilities including Maple Glen Memory Care Community and Glenbard South High School. Total Bid Price was \$219,068.

- ❑ **Maintenance Related Construction Programs** – This effort included participation in the Municipal Partnering Initiative (MPI), a consortium of DuPage County communities that jointly bid out projects. The summary and status of these endeavors, as of August 2021, are displayed on the following table:

Project	Estimated Glen Ellyn Cost	Status
2022 Sidewalk and Concrete Street Repairs	\$289,775 (2022)	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure throughout the Village. Staff advertised the contract for bid on April 13, 2022, and bids were opened on April 28, 2022. The project was awarded at the May 23 rd Village Board meeting. Staff has worked with a consultant to inspect and a list of candidate repair locations. The inspections resulted in a first repair batch of over 130 locations being submitted to the contractor on August 23, 2022. Construction for this first batch was completed in September. A second repair list is targeted to be submitted in late September for completion in October.
2022 Asphalt Roadway Patching	\$114,900 (2022)	Project scope includes roadway patching throughout the Village. Staff advertised the contract for bid on April 27, 2022, and bids were opened on May 12, 2022. The project was awarded at the May 23 rd Village Board meeting. Staff has worked with a consultant to inspect and a list of candidate repair locations. The Contractor completed the majority of patching in September with the final full depth and punch list patches to be completed in early October.
2022 Pavement Markings	\$30,000 (2022)	Due to limited staff resources, very minimal pavement marking work will be completed by in-house resources.
2022 Crack Sealing	\$40,000 (2022)	Due to limited staff resources, crack sealing is likely being deferred to 2023.
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 has submitted quantities and secured pricing from single source vendor Corrective Asphalt Materials. The work was authorized by the Village Board at its September 26 th Meeting. The majority of surface treatments will be applied in early October with the CBD Streetscape Project areas to be timed appropriately with that project.

- ❑ **Ongoing close-out of various construction projects:** Major project close-outs include North Park Boulevard and Main Street Improvements, Taylor Avenue Pedestrian Tunnel, and Crescent Boulevard Reconstruction.
- ❑ **Other noteworthy accomplishments:** Park Boulevard and Sheehan Avenue/Winchell Way Traffic Signal Modification - This project involved the implementation of improvements to the traffic signal equipment and operations at the intersection of Park Boulevard and Sheehan

Avenue/Winchell Way. The existing traffic signal controller was obsolete and replaced with a new unit that will support the implementation of improved pedestrian accommodations/signal timing at the intersection. More specifically, a leading pedestrian interval was established to emphasize pedestrian right-of-way over motor vehicle traffic at the intersection. In addition, the existing walk/don't walk pedestrian signal heads were replaced with new signal heads featuring countdown timer indications that communicate the time that pedestrians have to walk across the intersection. The pedestrian signal push buttons were also replaced and a battery backup unit was installed to provide the controller with backup power in the event of an electrical outage. The project cost was approximately \$35,000.

In 2023, the following major improvement projects are planned for implementation:

❑ **Street Rehabilitation Project**

Varying levels of curb, sidewalk, and street resurfacing along approximately 6.7 miles of Village Streets including Ahlstrand: Park to West Village Limit, Ahlstrand: Park to Stanton, Ahlstrand: Stanton to Arboretum, Amber Ridge: Sheehan to South Montclair, Arboretum: Stanton to Butterfield, Brentwood: Montclair to End, Carolyn Drive: Muirwood to South End, Deerglen Ct.: Second to South End, Forest: Oak to Elm, Glen Haven Ln: Ellyn to East End, Glenbard: Montclair to Route 53, Harding: Park to Montclair, Hedge Court: Glenbard to South End, Highland: Linden to Oak, Lenox: Oak to St. Charles, Linden: Western to Main, Maple: Western to Main, Marston: Park to Milton, Milton: Marston to Harding, Montclair: Amber Ridge to Harding, Muirwood: Park to North End, Pleasant: Cottage to Hawthorne, Pleasant: Hawthorne to Maple, Prairie: Cottage to Hawthorne, Prairie: Hawthorne to Oak, Saddlewood: St. Charles & Loop, South Ellyn: Buena Vista to Marston, South Ellyn: Marston to Harding, Stagecoach Run: Western to Pleasant, Stagecoach Run: West End to Pleasant, Stanton: Ahlstrand to Arboretum, Stonegate Court: Glenbard to South End. Project Funding is \$4,432,138 in Capital Projects Fund.

❑ **Central Business District Streetscape and Utility Improvements – Phase 2 and 3**

The second and third phases of the project will be constructed in 2022 and 2023 and include sanitary sewer, water main, storm sewer, gas, electric, roadway, and streetscape improvements along the following CBD Streets: Prospect Avenue (Pennsylvania to Duane), Main Street (Anthony to the UPRR ROW), Anthony Street (West of Main Street), Pennsylvania Avenue (Western to Park), and Crescent Boulevard (Prospect to Main). Project Funding is \$14,651,910 in Capital Projects Fund, \$1,102,886 in Water Fund, \$1,033,065 in Sewer Fund.

- ❑ **Contract Street Maintenance** – Includes pavement preservation work to sustain and improve the condition of a roadway as well as extend its life between major rehabilitation events. Public Works develops an annual list of candidate street sections for various types of large scale maintenance work performed by private contractors under contracts written, let and supervised by staff. The contract street maintenance work proposed for FY23 includes:

A. Asphalt Street Patching	\$200,000
B. Asphalt Roadway Surface Treatments	\$100,000
C. Asphalt Roadway Crack Sealing	\$40,000
D. Concrete Pavement and Curb Repairs	\$50,000

TOTAL Contract Street Maintenance (Capital Projects Fund)	\$390,000
--	------------------

A. Large-scale patching efforts will continue with targeted streets identified and evaluated by engineering and operations staff prior to contract development. Targeted asphalt streets typically have spot repair needs and are 3-5 years away from major rehabilitation. Periodically, an entire block of a roadway is resurfaced if warranted.

B. The surface treatment program consists of the application of a preservative seal to recently paved roadways.

C. Another major maintenance effort on asphalt streets is crack sealing, with candidate street sections including those with in “good” condition per pavement condition index surveys (i.e. PCI scores of 85 or higher).

D. This program consists of the replacement of deteriorated sections of concrete pavement and miscellaneous curb replacements at spot locations throughout the Village.

- ❑ **Hill Avenue Sewer and Water Improvements** – This project includes the extension of sanitary sewer and water distribution infrastructure into the recently annexed area along Hill Avenue between Walnut and the East Branch DuPage River. The FY Budget includes \$500K Capital, \$1.1M Water, and \$600K Sewer for the project.
- ❑ **Sanitary Sewer Lining and Repairs** – The 2023 Budget Includes \$500K for sanitary sewer lining and repairs throughout the Village including within the Street Improvements Project Areas.
- ❑ **Sidewalk Program** – The 2023 program includes \$150K in removal and replacement of defective sidewalk squares. Also included is a total of \$125K for the construction of new sidewalks along the wide side of Park Row (Crescent to Willis) and Hickory Road (Edgewood to Crescent).

4. Coordination with Consultants

Engineering staff plays a key role in consulting engineer selection, project scope development, identification and resolution of project issues, and overall project coordination. Consultant assignments in 2023 include:

- ❑ **CBD Roadway Rehabilitation and Streetscape Design Engineering** – The currently envisioned project will consist of utility, roadway, and streetscape improvements through the Glen Ellyn Central Business District. Engineering of the project will continue through 2022.
- ❑ **Glen Ellyn Metra Station and Multi-Modal Access Improvements Project** – Funds are budgeted in 2023 to commence detailed design engineering services (Phase II Engineering) for the reconstruction of the Glen Ellyn Metra Train Station and site improvements including a new grade-separated Pedestrian Underpass of the UP-West Line. While the entirety of the assignment is anticipated to cost approximately \$3.5M, the

amount budgeted and anticipated to be expended in 2023 is \$1M in the Capital Projects Fund.

- ❑ **Future Street Projects** – Funds are budgeted to commence design on future projects that are included the master roadway plan. It should be noted that Lambert Road is a Federal Aid Route that is eligible for Federal Project Funding. Lambert is scheduled for resurfacing in 2027. The objective in starting Engineering for Lambert Road in 2023 is to complete Phase I Engineering in advance of applying for future grant opportunities. This will strengthen the Village’s position. Sheehan Avenue is in a similar position but it is due for rehabilitation sooner as opposed to later.

Project	Capital Projects Fund	Water Fund	Sewer Fund	Total
Bemis Road	\$109,787	46,928	\$47,226	\$203,941
Lambert Road	\$149,957	-	-	\$149,957
Sheehan Avenue	\$141,835	\$56,665	\$39,061	\$237,561
2024 Street Improvements	\$264,409	\$145,476	\$74,572	\$484,457

- ❑ **Traffic Signal Improvements** – Funds are budgeted to assess and develop improvement plans to the Village’s traffic signal inventory. Specific improvements to be assessed and designed include replacement of antiquated controllers/cabinets, signal heads, push buttons, mast arms, and cabling. The intent is to complete preliminary engineering and identify short term and longer-term needs. Some of the improvements will likely be eligible for Federal Funding so this approach aligns with the goals to both maintain infrastructure and ready projects for grant applications. A total of \$200,000 is budgeted in the Capital Projects Fund.

5. Public Improvements Inspections

- ❑ The Engineering Division, primarily in the person of the Utilities Inspector, inspects all water, sewer, driveway and sidewalk installations in the Village, ranging from single-family home renovations to complete sub-divisions. The Division typically responds to about 1,000 requests annually including plan reviews, various public improvement inspections, work-in-parkway permits, refund of deposits, fire flow tests and irrigation inspections.

Engineering Goals for 2023

While it is the Engineering Division’s intent and goal to complete all planned and budgeted initiatives, the following list highlights the Divisions primary goals for 2023:

1. Continue to fine tune the Village’s long-term plan for street maintenance activities based on the 2021 PCI and Pavement Management Program Study.
2. Continue systematic assessment of the condition of the Village’s sidewalk network to aid in planning sidewalk maintenance activities.
3. Continue closely monitoring streets for, and implementing, pavement maintenance activities including surface treatment (rejuvenator), crack sealing, and patching.

4. Advance the second phase of the Central Business District Streetscape and Utility Improvement Project into construction with a particular focus on providing exceptional public outreach and communication to residents, businesses, and the general public.
5. Implement construction of the Hill Avenue Sewer and Water Utility Extension Projects.
6. Complete the design and construction oversight of the 2023 Street Improvement Projects.
7. Procure and commence Phase II Engineering Services for the Glen Ellyn Metra Train Station and Multimodal Access Improvements Project including close coordination with the CBD Streetscape Project.
8. Advance Phase I and Phase II Engineering for Future Infrastructure Projects to not only ready projects for construction in 2023; but to also ready projects for future grant applications whereby projects further in the design process are more likely to secure funding.
9. Pursue all applicable grant funding opportunities for planned capital projects including from Congestion Mitigation and Air Quality Improvement Program (CMAQ), Illinois Transportation Enhancement Program (ITEP), Regional Transit Authority (RTA), Safe Routes to Schools (SRTS), Surface Transportation Program (STP), and any other Programs.



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

Meeting 10/11/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2022-
2716)**

DOC ID: 2022-2716

Engineering Division Project Activity Report Dated October 7, 2022

Statement of the Issue:

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. Engineering Project Report 10-7-22

October 7, 2022



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS IN PROGRESS

CBD STREETScape AND UTILITY IMPROVEMENTS – Phase 1 – Contractor: A Lamp Concrete Contractors

(Project No. 15006; Value of Construction Contract = \$5,704,293)

Since last month's report, the Contractor has completed the majority of the curb & gutter, concrete carriage walk, driveway aprons, and public sidewalk along the north side of Duane Street (Prospect to Forest) and both sides of Main Street (Duane to the UP-West Railroad). The Contractor also paved the asphalt roadway base along these roadway segments.

In consort with the aforementioned work, the Contractor installed underground conduits for street lighting/electrical appurtenances, irrigation supply and underdrain pipes, street light foundations, granite curb planter foundations, and placed the concrete base course for the brick pavers in the furniture zones.

The Contractor is wrapping up the installation of the street light poles/fixtures and granite curbs (see photo on page 2) on the north side of Duane Street. Brick pavers will be installed in the furniture zones on Duane and Main starting the week of October 10th. Trees will also be planted at this time. Parkways at the west end of Duane Street will be final graded and restored with topsoil and sod.

Weather and work progress permitting, the asphalt roadway surface on Main Street and Duane Street will be paved on Wednesday, October 19th. Pavement markings will be completed the week of October 24th.

ComEd subcontractor Intren is currently working on the electrical portion of utility undergrounding work on Hillside Avenue between Forest and Main. However, they did have to demobilize from the site to assist with response to Hurricane Ian in Florida. They are anticipated to return to the site the week of October 10th.



Installation of Granite Curbs on Duane Street – October 6, 2022

PARK BOULEVARD WATER MAIN REPLACEMENT – Engineer: *Engineering Resource Associates*

(Project No. 22003; Value of Construction Contract = \$2,136,367)

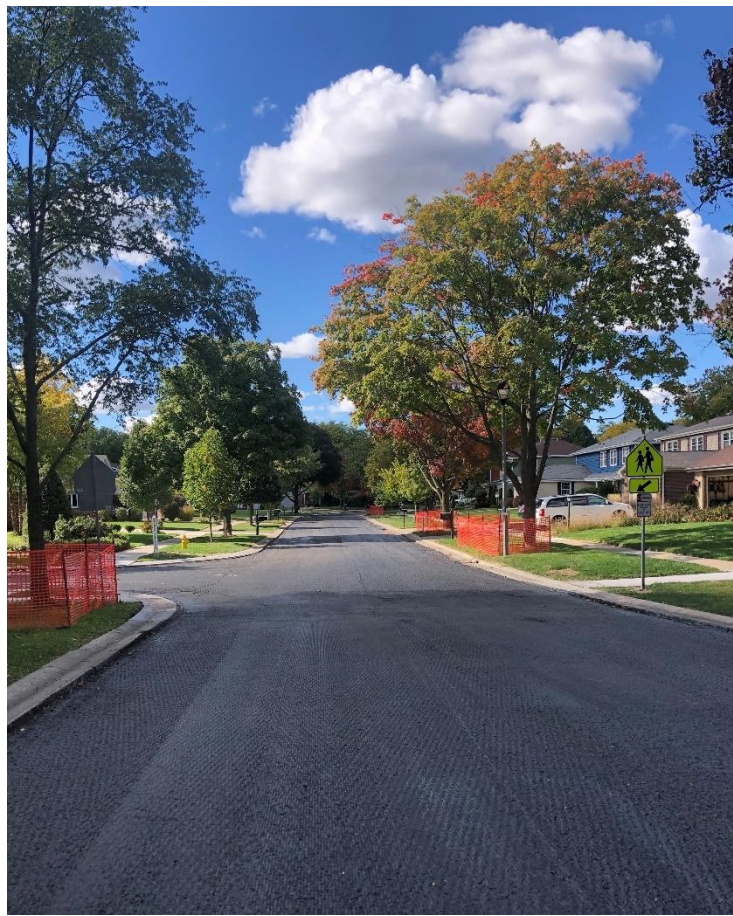
This project involves the replacement of approximately 3,600 feet of water main along Park Boulevard (between Marston Avenue and Taft Avenue). This locally funded project will include water main and water service line replacement and restoration of pavement, curbs, sidewalk and parkways disturbed by the work.

Concrete work and preparation for sod restoration of parkways was completed by October 6th, with sod installation targeted to be completed October 7th. Scheduling for roadway patching is still being finalized but is targeted to start as early as October 14th. Final completion is targeted to be achieved by the end of October.

2022 STREET IMPROVEMENTS PROJECT – Engineer: Primera Engineers

(Project No. 22002; Value of Construction Contract = \$2,880,474)

This project involves the rehabilitation of approximately 3.4 centerline miles of various streets throughout the Village of Glen Ellyn. A preconstruction meeting was held on June 2nd, with the project originally targeted to begin in mid to late June and contract completion specified for October 28, 2022. Due to recent limitations with material availability, work did not substantially begin until the week of July 11th. The contractor has since paved the asphalt surface on Nicoll Way, DuPage Boulevard, Carleton Avenue, and Baker Hill Drive the week of September 26th. Milling and patching of the Raintree subdivision and Phillips Ave has started and is anticipated to be completed the week of October 3rd. Asphalt binder is targeted to be paved on these streets the week of October 10th, with parkway restoration and structure adjustments occurring immediately after. Asphalt surface paving and substantial completion are anticipated to be completed for these streets by the end of October. Water main has been installed on both Colcord Place and Crescent drive as of September 30th. There has been a delay with mobilizing a directional boring subcontractor to install water services, but this work is targeted to begin on October 10th. Once water services are installed, asphalt milling, patching, and paving can be completed the following weeks. Contract completion is consequently targeted for early November.



Williamsburgh Road in Raintree Subdivision
Ready for Binder Paving – October 7, 2022

GLEN ELLYN/IL AMERICAN WATER INTERCONNECT– Engineer: Donohue

This project is an emergency use interconnection between the Village and Illinois American Water Company (ILAWC) distribution systems, near Glenbard South High School. The interconnection will improve reliability and reduce the water outage areas for the respective utilities in the event of water main breaks. The project was competitively bid in August. The Village Board approved award of Contract A to Archon Construction Company at the September 12th Village Board Meeting. The pre-construction meeting with Archon for Contract A is scheduled for Thursday October 13th at 2pm. Construction start is tentatively scheduled for the first week of November. The Public Works Utilities Division is currently procuring the interconnection telemetry equipment and supervisory control and data acquisition (SCADA) integration associated with Contract B.

UTILITY AND ROADWAY IMPROVEMENTS PROJECT 20001 – PHASE II – Engineer: V3 Companies

(Project No. 20001; Value of Construction Contract = \$4,508,341)

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, Carleton Avenue (DuPage to south end). The scope of the work will generally includes 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 Contractor is on track to complete all underground utility in the Windsor/Sawyer/Chesterfield area by Tuesday, October 11th. Underground Utility work has advanced on Kenilworth Avenue and Dawn Avenue with the new water mains installed, pressure tested, and disinfected. The Contractor will now focus on wrapping up sewer and water service replacements on Kenilworth and Dawn followed by storm sewer installation on Dawn. These streets are to be ready for reconstruction the week of October 24th.

The Contractor is currently in the process of reconstructing Windsor Avenue between Sawyer and Chesterfield as well as reconstructing Chesterfield Avenue (see page 5) between Lorraine and the west Village Limit. More specifically, the roadway pavement removal, excavation, and sub-base construction has been completed. Curb & gutter, driveway aprons, and sidewalk across driveways are currently being constructed. The week of October 10th, the Contractor will fine grade the sub-base and pave the asphalt base course for these streets.



New aggregate roadway sub-base and concrete curb & gutter on Chesterfield Avenue
just east of Windsor Avenue – October 6, 2022

CONSTRUCTION PROJECTS IN CLOSEOUT

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

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.

At the May 26 DuPage Mayors and Managers Transportation Technical Committee (DMMC TTC) Meeting, the committee discussed how to appropriate an unobligated federal funding balance of ~\$1.1M in STP funds for FFY2022 projects. Ultimately, CMAP determined five eligible projects for which the funding could be increased from 70% federal funding to 80% federal funding with one project being the Crescent Boulevard resurfacing project. On June 16, the DMMC TTC approved funding for the 5 projects with the funding for Crescent being increased from approximately \$805,000 to \$920,000. 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. In June, Staff walked the project corridor with the Engineer to facilitate continued preparation of the preliminary engineering drawings for the project. In accordance with public outreach requirements for federal funding, the Village held a Public Information Meeting on August 23rd. Approximately 20 residents were in attendance with the project team providing an overview of the proposed improvements, question and answer session, and breakout sessions for further review the improvements and resident questions and comments. Feedback from the meeting was incorporated into the Project Development Report and Preliminary Engineering Drawings with the first submittal of these documents submitted on September 9th. Staff is currently reviewing preliminary plans in advance of a prefinal submittal in late November.

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

The Engineer is currently preparing plats of easement for improvements on the Elliot Construction property. The Engineer also recently addressed DuPage County Stormwater Permitting Comments with the DuPage County Permit anticipated to be received in the near future.

CENTRAL BUSINESS DISTRICT PROJECTS

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

(Project No. 16016)

Due to unresponsiveness, staff took an alternative approach to successfully secure IDOT and FHWA comments on the Section 106 and 4(f) documents. The comments were relatively minor in nature with the documents revised and resubmitted to the State. Staff is cautiously optimistic that the documents will be blessed by the State and FHWA. Once that occurs, the State will submit a clean copy for concurrence on the project Adverse Effects. Once that process is completed, a Memorandum of Agreement can be drafted. Staff anticipates this process will take several months to work through; hence the importance of starting Phase II Engineering sooner as opposed to later. Advancement of Phase II Engineering will be discussed with the Village Board on Monday, October 10th.

CBD STREETSCAPE AND UTILITY IMPROVEMENTS – DESIGN ENGINEERING OF PROJECT PHASES 2 AND 3 Engineer: Civiltech Engineering, Inc.

(Project No. 15006)

Civiltech Engineering submittal their pre-final set of design drawings on Friday September 30th for Phase 2 and 3 of the project. Staff is reviewing the submittal with the goal to provide comments back to Civiltech by Friday October 14th.

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	\$289,775 (2022)	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure throughout the Village. Staff advertised the contract for bid on April 13, 2022, and bids were opened on April 28, 2022. The project was awarded at the May 23 rd Village Board meeting. Staff has worked with a consultant to inspect and a list of candidate repair locations. The inspections resulted in a first repair batch of over 130 locations being submitted to the contractor on August 23, 2022. Construction for this first batch started the week of September 6 th , with a majority of the repairs being completed in the mid-September. Any outstanding items will be addressed along with a small second repair list in mid-October.
2022 Asphalt Roadway Patching	\$114,900 (2022)	Project scope includes roadway patching throughout the Village. Staff advertised the contract for bid on April 27, 2022, and bids were opened on May 12, 2022. The project was awarded at the May 23 rd Village Board meeting. Staff worked with a consultant to compile patching locations in early September. The list was submitted to the contractor on September 15 and a majority of the patches were completed the week of September 19 th . Remaining patches and punchlist items are targeted to be completed in the coming weeks.
2022 Pavement Markings	\$30,000 (2022)	Due to limited staff resources, very minimal pavement marking work will be completed by in-house resources.
2022 Crack Sealing	\$40,000 (2022)	Due to limited staff resources, crack sealing is likely being deferred to 2023.
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 has submitted quantities and secured pricing from single source vendor Corrective Asphalt Materials. A contract was awarded at the September 26 th Village Board Meeting. Reclamite was then applied to all locations (except for CBD streets) on October 5 th and 6 th , with cleanup anticipated to be completed on all streets by October 7 th . Staff will now work to schedule CBD streets to have Reclamite applied shortly after asphalt surface is paved in late October.

X:\Publwcws\ENGINEER\Monthly Construction Reports\Engineering Project Report 10-7-22.docx