



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
June 13, 2023
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: June 13, 2023

Meeting: Regular

Called to Order: 7:02 p.m.

Quorum: Yes

Adjourned: 9:28 p.m.

Member Attendance:

Steve Szymanski	Chair	Present
Joel Baldin	Commissioner	Present
Arthur Foerster	Commissioner	Present (arrived 7:23)
Orion Galey	Commissioner	Present
Michael Lindquist	Commissioner	Present
Adil Saeed	Commissioner	Present (arrived 7:12)
Jill Ziegler	Commissioner	Present
Rocco Zuccherro	Commissioner	Present
Donna Jean Simon	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Elisa Pollina	Recording Secretary
Dave Buckley	Public Works Director
Derek Peebles	Assistant Village Engineer
John MacDonald	Glen Ellyn Resident

A. CALL TO ORDER

The June 13, 2023 meeting of the Capital Improvements Commission was called to order by Chair Szymanski at 7:02 PM at the Glen Ellyn Civic Center. Chair Szymanski introduces John MacDonald of Hillside/Taylor whom is interested in serving on the CIC. Chair Szymanski also introduces to the CIC, newly appointed Village Board Trustee Donna Jean Simon. Trustee Simon states that she is looking forward to working with the Commission. The members of the CIC introduce themselves to Trustee Simon.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF MAY 9, 2023 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM MAY 9, 2023 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Zucchero

AYES: Szymanski, Baldin, Galey, Lindquist, Ziegler, Zucchero (Foerster & Saed not yet present at meeting)

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. *Central Business District Streetscape and Utility Improvements Project Update* – Engineer Peebles presents an update on the CBD Streetscape. He reviews Phase 1 – Streetscape Wrap-up, Phase 2-3 Update and Schedule and Budget Update.

Phase 1 - Wrap Up – Engineer Peebles states the remaining portion of the Phase 1 work is finishing up on Main and Hillside. The brick paver installation on the west side of the intersection is complete. The street will be opening up tomorrow morning. We are still adding signage. We did have some cracking on a portion of the street that we are having the contractor redo. There are a few punch list items that we are working on. There are also some low hanging wires that ComEd will have to add higher utility poles on Hillside east of Main Street in order to address this. The ground plantings (within the tree planters) are now in. Ground plantings within the planters along the frontage of Apex 400 are not yet installed. This is the Developer's responsibility, and he has been directed to complete the plantings.

Phase 2-3 Update – Stakeholder Communication Update: On Wednesdays – We have construction coordination meetings, Thursdays we have a zoom update meetings for the public and staff, Fridays we update our progress through emails, flyers and website postings. We also have a resident engineer in the field visiting businesses and communicating. We are also adding updates in our newsletter articles.

Downtown Parking & loading – Communications Coordinator Paplauskas created a flyer for businesses regarding parking. There is also a link on the website as well as signage. Loading zones have been created in certain areas. This is generally going well. Engineer Daubert adds we have had issues with driveways being block on occasion and have worked with the contractor and businesses to address it. Peebles adds the Alliance is concerned that we are driving people out of the downtown with the detour signs. We don't want to push people out of the downtown so we are adding additional wayfinding signage. Engineer Daubert notes that the businesses want motorists to have advanced notice of how to get to the parking lot at Main/Penn.

He asks Engineer Peebles to overview this on the screen. Chair Szymanski asks about how the Fire Company has been impacted by construction. Engineer Peebles notes that the Fire department coordination is going well. We have daily conversations with them and there have not been any issues.

Status Update – Engineer Peebles reports the trees have been removed, temporary lighting has been installed, roadway milling is underway, underground utility work is in process for the water mains, sanitary sewers and storm sewers. We haven't lost any days to weather but we are behind with Nicor's gas main and service replacement work. Engineer Peebles notes that the completion date of September 29 for Main Street may be difficult to achieve but we continue to push toward that date.

Budget & Schedule Status – We are about 12% complete with the project. There are a few change orders. The sanitary cleanout is a big hit for us at \$100,000. However, we did have about \$66,000 set aside for restoration associated with internal plumbing that we didn't need to use so that is helping out with the sanitary clean out increase.

Schedule – Glenwood Station internal site clearing is completed. Nicor completed deadening the Crescent gas main clearing the way for the start of the foundation and shoring work.

2. *Metra Station and Multimodal Access Improvements – Brief Project Update and Value Engineering* – Engineer Daubert reports we are working through the value engineering exercise for the project. He notes that the objective is not necessarily to just reduce project costs although that is a focus. However, an important component of value engineering is trying to optimize the project objectives and cost. Engineer Daubert notes that we have assembled a panel of 17 people to assist in this process: Trustees Thompson and Simon, Chairman Szymanski from CIC, Chairman Loftus from the Plan Commission and an army from CDM Smith and Staff. At today's exercise, we looked at what items do we want to review as part of Value Engineering. Chairman Szymanski adds we looked at every option to bring costs down. Daubert adds we want the Village Board and public see what we've reviewed as part of this exercise and that the VE report will document this. We plan on bringing our findings to the CIC as soon as July.

Commissioner Zuccherro adds we need to look at this from the perspective of the funding we've received. Costs are only part of the big picture that we need to be seeing for our downtown.

Engineer Daubert adds another big unknown is what the downtown TIF will generate in terms of revenue. He notes that Finance has been somewhat conservative with its estimates. If it generates more; say \$30 million, then we could be in a position where we could go back to the drawing board and revisit some design decisions. However, he notes that we really need to be comfortable with the footprint of the Depot as that will be hard to change as we get further through design.

Trustee Simon adds I will let you know what stumbling blocks I see that could be coming from the board. I want to help and advocate for you.

Engineer Daubert reviews the list of items that the Value Engineer Panel decided to review as part of the VE Exercise:

- Overpass or Bridge instead of tunnel – Engineer Daubert notes that this was already reviewed in the past and there are significant concerns with the overpass in terms of the number of steps, having to construct and rely upon elevators, as well as aesthetics which were not supported by the Historic Preservation Commission.
- Align interior and exterior size with requirements
- Access platform sizes from 12ft to 10ft. Do we need new platforms? Can we reuse?
- Warming Shelters – are both needed
- Better interface with land uses along Crescent
- Remove canopy over pedestrian tunnel (ramps & stairs)
- Consider ramping/garden landscape entryway rather than stairs
- Create interconnection of US Bank site and site tunnel
- Landscaping needs to be durable, native – needs to withstand salt, wind etc
- Wood frame building vs masonry
- Evaluate need for reconstructing parking on north side
- Use permeable pavers for parking spaces (sustainability for storm water)
- Explore historic nature – Tudor style – coordination with architectural style of surrounding building. HPC was interested in this.
- Create efficient kiss and ride
- Minimize excavation – get rid of street level plaza and minimize access points
- Leave existing platforms – leave this to Metra to address
- For tunnel- make finished tunnel more interesting
- Skylights in tunnel
- Use different crossing pavement for Crescent
- Stick to simple, basic materials
- Eliminate the vendor space
- Facilitate the use of vendors on Crescent
- Renovate and restore the existing station
- Eliminate the 24 hours waiting space
- Use sustainable materials
- Skylights in the station
- Other lighting techniques in the station
- Eliminate planters
- Use geothermal, solar panels, or others to offset operational cost
- Use more durable materials to decrease life cycle
- Precast platform sections with electric heaters
- Potential for heated ramps and stairs to decrease snow removal and pavement maintenance costs
- Precast box culvert for underpass
- Jack and bore pipe tunnel
- Modular block walls for retaining walls
- Use planters as rain gardens
- Bathrooms – do we need 2?
- Look at minimal station to meet requirements

- Any further grant opportunities
- Consolidate ramps
- Aggressive schedule to prevent escalation of costs
- Evaluate \$4 million placeholder for construction management
- Early release of bid packages
- Packaging – do we want one general contract or separate packages
- Temporary station use enclosed warming shelter

Commissioner Zuccherro suggests adding the following to the list

- ☐ Modular building to allow expansion
- ☐ Smaller building and focus on exterior

Commissioner Baldin asked if we could look at the latest renderings on the screen. A discussion ensued on looking at reducing the covered roof areas, location of the entrance to align it with Forest Avenue and the general aesthetics of the depot. Commissioner Baldin notes that he supports the design but it would be good to look at clarifying the entrance. He also noted that use of native plantings may not have reduced maintenance. Commissioner Baldin also noted in terms of big picture the underpass is important but he would fight for reconstructing the train station.

Commissioner Foerster emphasized the importance of keeping the project moving forward to maintain the grant funding that we already have.

Trustee Simon noted concerns with making sure the final design of the depot reflects what the current Board and Community will support.

3. Lead Service Line Replacement Act Primer – Engineer Daubert reports that per the agenda item memo, the Village needs to develop a plan to eliminate all lead water services as well as steel services that were downstream of lead at any point. He notes that thus far, we have identified 173 lead services and 186 galvanized steel services. He adds that we are not in terrible shape but we have a lot of unknown services that we are working to identify what material they are made of. Our inventory will need to be finalized by next spring with the number of lead/steel services at that time setting the required replacement rate and timeline. He notes that our utilities team believes we will likely have 300-600 affected services with a 15-year timeline to complete replacement of the services starting in 2027. Engineer Daubert notes that one of the early focuses was on solely replacing the lead services. However, he notes that's a little short sided as the majority of the lead water services are on the public side and connected to water mains that are around 100 years old. He notes that where we have a high number of lead/steel services, it's probably more prudent to replace the water main along with the services. He adds that while not subject of the lead service line replacement act, the EPA is saying no level of lead is safe in drinking water and the older water mains still have lead caulked joints and other lead parts.

Engineer Daubert notes that he has been incorporating some additional standalone water main replacements in our CIP which will cover an applicable area in 2024. He overviews that there are about 49 impacted lead/steel services on Crest Avenue and Forest Avenue which are slated for street work in 2024. Given the scope of roadway work and age of the water main, he notes it would be a good idea to just replace the water main and lead services. The CIC supports this approach of specifically including water main replacement on these two streets in the 2024 street improvements

project; specifically on Crest and Forest. Engineer Daubert notes that one of the challenges is that we do have street work on other roads that have older water main but the water service material is still unknown. He notes that we're working with the best information we have to develop recommendations to replace water main and water services. He notes we are going to try to have Public Works handle the replacement of near side lead water services in-house that are just in the right-of-way. Far side services would likely be handled by a Contractor. He notes that Engineering will be working closely with Utilities to come up with a replacement plan that considers these factors as well as developing a plan to fund the work. He notes that staff will revisit this matter with the CIC in the future but he wanted to make sure there was support for pressing forward with the design and construction of replacing the water mains on Crest and Forest in 2024.

E. TRUSTEE'S REPORT – No report

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Public Works Director Buckley reports we have more vacancies in Public Works. We had 3 maintenance workers resign due to better pay/promotion. We have a Fleet Superintendent retiring in December. The Village is conducting a pay study to see if changes need to be made to pay structures. Public Works is working on street sweeping, planting, and hydrant flushing. We are also starting to prepare for winter by starting to purchase salt. We are entering into budget season for 2024.

H. PROJECT REPORT – Engineer Daubert reports the 7-mile street resurfacing project is moving forward. 2022 Street Improvements project - Village staff has been corresponding with the contractor on a resolution to issues with bumps at the land bridge joints on Nicoll Way. Crescent Blvd is on track for the August State Letting. Maintenance Programs - Phase 2 of Sidewalk Program will involve concrete street patching and additional sidewalk removal and replacement. New sidewalk will be installed on Park Row between Crescent Blvd. and Willis St. The annual line striping contract was awarded to Superior Road Striping (SRS). Crack sealing and Asphalt Pavement Patching projects are currently are out for bid.

I. ADJOURNMENT – Commissioner Saed motions and Commissioner Baldin seconds to adjourn the meeting. The motion is unanimously approved and meeting adjourned at 9:28 p.m.

Submitted by Elisa Pollina, Recording Secretary
Reviewed by Richard Daubert, Professional Engineer