



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, April 10, 2024
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**
- C. Approval of Minutes**
 - 1) Motion to approve the February 13, 2024 Capital Improvements Commission Special Meeting Minutes
- D. Current Business**
 - 1) Continuation of Glen Ellyn Metra Station and Multimodal Access Improvements Project - Crescent Boulevard On-Street Parking and Vehicular Lane Configuration
- E. Trustee Liaison's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report Dated 4-5-2024
- I. Adjourn**



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Special Meeting
February 13, 2024
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: February 13, 2024

Meeting: Special

Called to Order: 7:03 p.m.

Quorum: Yes

Adjourned: 9:15 p.m.

Member Attendance:

Steve Szymanski	Chair	Present
Joel Baldin	Commissioner	Present
Arthur Foerster	Commissioner	Present
Orion Galey	Commissioner	Absent
Michael Lindquist	Commissioner	Present
John MacDonald	Commissioner	Absent
Adil Saeed	Commissioner	Absent
Jill Ziegler	Commissioner	Absent
Rocco Zuccherro	Commissioner	Present
Donna Jean Simon	Trustee Liaison	Absent
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Public Works Director
Elisa Pollina	Recording Secretary
Derek Peebles	Assistant Village Engineer
Steve Warner	Civil Engineer II

A. CALL TO ORDER

The February 13, 2024 special meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:03 p.m. at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF NOVEMBER 14, 2023 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM NOVEMBER 14, 2023 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Baldin

AYES: Szymanski, Baldin, Foerster, Lindquist, Zuccherro

RESULT: APPROVAL

D. CURRENT BUSINESS

1. 2024 Utility and Roadway Improvements Project and Sunnybrook Road Sidewalk Discussion – The update on the 2024 Utility and Roadway Improvements Project and the Sunnybrook Road sidewalk discussion begins with Engineer Daubert reporting that staff is collaborating with AECOM to develop the project design.

Civil Engineer Warner then provides an overview of the reconstruction project and the public engagement efforts. Two public meetings were conducted: the first on January 17th, 2024, focusing on the Bemis, Sunnybrook, and Jenna area, with 22 residents attending and unanimous support for Bemis Road Improvements but opposition to the Sunnybrook sidewalk from one resident. The second meeting on February 1st covered other project roadways, drawing 30 residents. Questions mainly revolved around lead water service line replacement, general construction impacts such as loss of driveway access, and traffic control. Engineer Daubert notes we have also advanced procurement of construction engineering services with five proposals received with costs around \$800,000. We are set to open bids on Friday, March 1st and a targeted construction contract and construction engineering award on March 11th.

Chairman Szymanski notes the positive outcomes of the meetings, mentioning residents' concerns on driveway access for electric vehicle charging. Engineer Daubert mentions efforts will be made to accommodate those residents with examples of past coordination provided.

Engineer Daubert reads an email from a Sunnybrook Road resident, strongly opposing the sidewalk, and who requested that her feedback be shared with the CIC. Engineer Daubert notes that he discussed with the resident the rationale behind the sidewalk project on Sunnybrook Road, explaining the public support for the sidewalk which will allow residents to walk along Sunnybrook without being in the roadway.

The CIC reviews the sidewalk plans with Civil Engineer Warner presenting a map of the project.

Engineer Daubert notes the Village's complete streets policy and explains that the village aims to incorporate sidewalk where feasible and not adversely impacting the function of properties.

He notes the proposed sidewalk does not adversely impact any properties. He then asks for feedback from the CIC regarding the Bemis and Sunnybrook Road sidewalk.

The Commissioners express their support with Commissioner Baldin making a motion to recommend construction of sidewalk on Bemis Road and Sunnybrook Road as shown in the plans for 2024 Utility and Roadway Improvements Project consistent with the Village's Complete Streets Policy. Commissioner Lindquist seconds the motion.

MOTION TO RECOMMEND CONSTRUCTION OF SIDEWALK ON BEMIS ROAD AND SUNNYBROOK ROAD AS SHOWN IN THE PLANS FOR THE 2024 UTILITY AND ROADWAY IMPROVEMENTS PROJECT AND CONSISTENT WITH THE VILLAGE'S COMPLETE STREETS POLICY

MOTION BY: Commissioner Baldin

SECOND BY: Commissioner Lindquist

AYES: Szymanski, Baldin, Foerster, Lindquist, Zucchero

RESULT: APPROVAL

2. CBD Streetscape and Utility Improvements Project Update and Crescent/Glenwood Streetscape and Parking Lot Improvements – Engineer Peebles presents updates on the Following:

Phase 1 Budget Update – There remains \$66,000 in the budget including accounting for the completion of alley improvements in the Main Street alley, south of Duane Street.

Phase 2-3 Budget Update – In total, we estimate being \$135,000 under the contract award, with 60% of the budget expended in 2023. This includes overtime expenses to accelerate the work.

Crescent/Glenwood Parking Lot – The parking lot was omitted from the Phase 2-3 design and bid package due to uncertainties regarding downtown properties, resulting in many unknowns. We are collaborating with Civiltech to develop a concept for the parking lot, with a total estimated cost of \$2.7 million. If not pursued, modifications to Phase 2 & 3 plans will be necessary to restore sidewalks along Crescent after the roadway is reconstructed.

Engineer Daubert requests feedback from the CIC, expressing the intention to present the project to the Village Board and proceed with the design as to position the Village to construct the improvements in 2025.

Commission Zucchero motions to recommend proceeding with the design of the Crescent/Glenwood Parking lot; Commissioner Baldin seconds the motion.

**MOTION TO RECOMMEND PROCEEDING WITH THE DESIGN OF THE
CRESCENT/GLENWOOD PARKING LOT IMPROVEMENTS**

MOTION BY: Commissioner Zuccherro

SECOND BY: Commissioner Baldin

AYES: Szymanski, Baldin, Foerster, Lindquist, Zuccherro

RESULT: APPROVAL

E. TRUSTEE'S REPORT – No report.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Public Works Director Buckley provides an update on various initiatives. The holiday light contract for wrapping trees was well received by residents and the holiday kickoff went smoothly. Last year marked the first time in 28 years that snow was not removed from the Central Business District. However, this year, we did remove some snow from the area. Budget-wise, we are implementing a brine system for pretreating streets before snowfall. Additionally, two new positions are being added to the team, an Engineering Tech and a second Assistant Public Works Director, aiming to improve operational efficiency. Twenty-five applications were received for the Assistant Director position. Public Works is also looking to advance renovations of the Reno Center aimed at enhancing functionality with a budget of \$500,000 and target completion by November.

H. PROJECT REPORT – Engineer Daubert provides an update on the following:

1. Crescent Boulevard Resurfacing Project – Work will start next month. We will be having a preconstruction meeting with the residents.
2. DuPage Local Surface Transportation Program (STP) Grant Applications - We applied for four STP grants for Lambert Road, Riford Road, Sheehan Avenue, and the Metra Station Project with the latter specifically for the roadway improvements along Crescent Boulevard. The projects first three projects did not score well but we will intend to reapply for Lambert and Riford. Sheehan Avenue may be most logical to advance as a locally funded project. The application for funding for Crescent Boulevard as part of the Metra Station Project scored well and it looks promising that we may secure \$1.4M in funding.
3. Traffic Signal Modernization Project – Through the issuance of an RFP and review of proposals, AECOM was identified as the firm with the most favorable proposal. We will work with the Village Manager to secure approval to proceed forward with the engineering project. We are also coordinating with DuPage County on the project as it relates to signals on Lambert and Main Street.

- I. ADJOURNMENT** – Commissioner Zuccherro motions and Commissioner Foerster seconds to adjourn the meeting. The motion is unanimously approved and meeting adjourned at 9:15 p.m.

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



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

Meeting 4/10/2024 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Commission Recommendation
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2024-
224)**

DOC ID: 2024-224

Continuation of Glen Ellyn Metra Station and Multimodal Access Improvements Project - Crescent Boulevard On-Street Parking and Vehicular Lane Configuration

Statement of the Issue:

This matter was discussed at the March 13, 2024 Capital Improvements Commission Meeting.

Feedback from the discussion with the CIC was used to prepare the attached PowerPoint Presentation including updated parking layouts/configurations for the CIC's consideration. Staff is ultimately looking for the CIC to provide a recommendation for the On-Street Parking Configuration on Crescent Boulevard between Main and Forest.

Analysis:

See attached PowerPoint Presentation. Staff also provided the CBD Streetscape Project Summary of Design Workshop Meeting as it does provide relevant feedback on the general topic.

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Staff is ultimately looking for the CIC to provide a recommendation for the On-Street Parking Configuration on Crescent Boulevard between Main and Forest. Relating to this, input should also be provided on the provided alternatives for the (North) West and East lots. Staff and Consultant CDM Smith are happy to provide their recommendations to the CIC in the course of the discussion on the topic.

Attachments:

1. CIC 4-10-2024 Presentation on Parking
2. CBD SUI - Summary of Design Workshop Meeting

Glen Ellyn Metra Station and Multimodal Access Improvements Project

Crescent Boulevard On-Street and Off-Street Parking Configurations

April 10, 2024 Capital Improvements Commission Meeting

Objective

Secure CIC recommendation to Village Board for Crescent Boulevard On-Street Parking Configuration

Background

As part of the CBD Streetscape Project Development, on-street parking was reviewed in detail to:

1. Address noncompliant parking
 - a) Provide appropriate clearances from stop signs, crosswalks, and fire hydrants
 - b) Provide appropriate number of accessible spaces for the disabled
2. Review opportunities to convert angle parking to parallel parking to
 - a) Increase sidewalk width to facilitate wider pedestrian accessible routes and more room for trees, street furniture, and outdoor dining
 - b) Improve sightlines and therefore reduce crashes

Background

Feedback was received during the CBD SUI project design workshop in support of wider sidewalks with some perceptions on parking shortages shared by those in attendance.

PRO-WIDER SIDEWALKS:

Attendees seemed largely eager to see road space traded for space for pedestrians as part of growing the Village's charm.

- *"Widening sidewalks will encourage more socialization - more vibe."*
- *"I am very much for... making larger sidewalks"*
- *"Wider sidewalks seem useful for active retail."*
- *"Main - wider sidewalks."*
- *"Penn., south side at A Toda Madre - sidewalk is way too narrow."*
- *"... sidewalk widened = better..."*

PARKING PERCEPTIONS:

Several comments point to there being a mismatch between the supply of and perception of parking in Glen Ellyn. Several comments centered on there already being sufficient parking.

- *"Residents seem to be unusually consumed by the amount & location of parking. There is plenty of parking. People just need to utilize what's there."*
- *"Additional parking is not necessary. Encourage walking as a healthy alternative. It also brings people to more stores."*
- *"Parking is not as big a problem as people say."*
- *"Glen Ellyn needs fewer automobiles, not more facilities to add them."*

Background

Pros of Parallel Parking

- Increases Sidewalk Widths on Crescent by 4+ feet
- Superior Sightlines with easier egress/backing out – Reduction of Parking Related Crashes
- Easier to See Open Spaces

Cons of Parallel Parking

- More Challenging for Some Drivers to Enter Spaces
- Reduced Number of Spaces
- Have to Exit Vehicle Adjacent to Travelled Way

Pros of Angled Parking

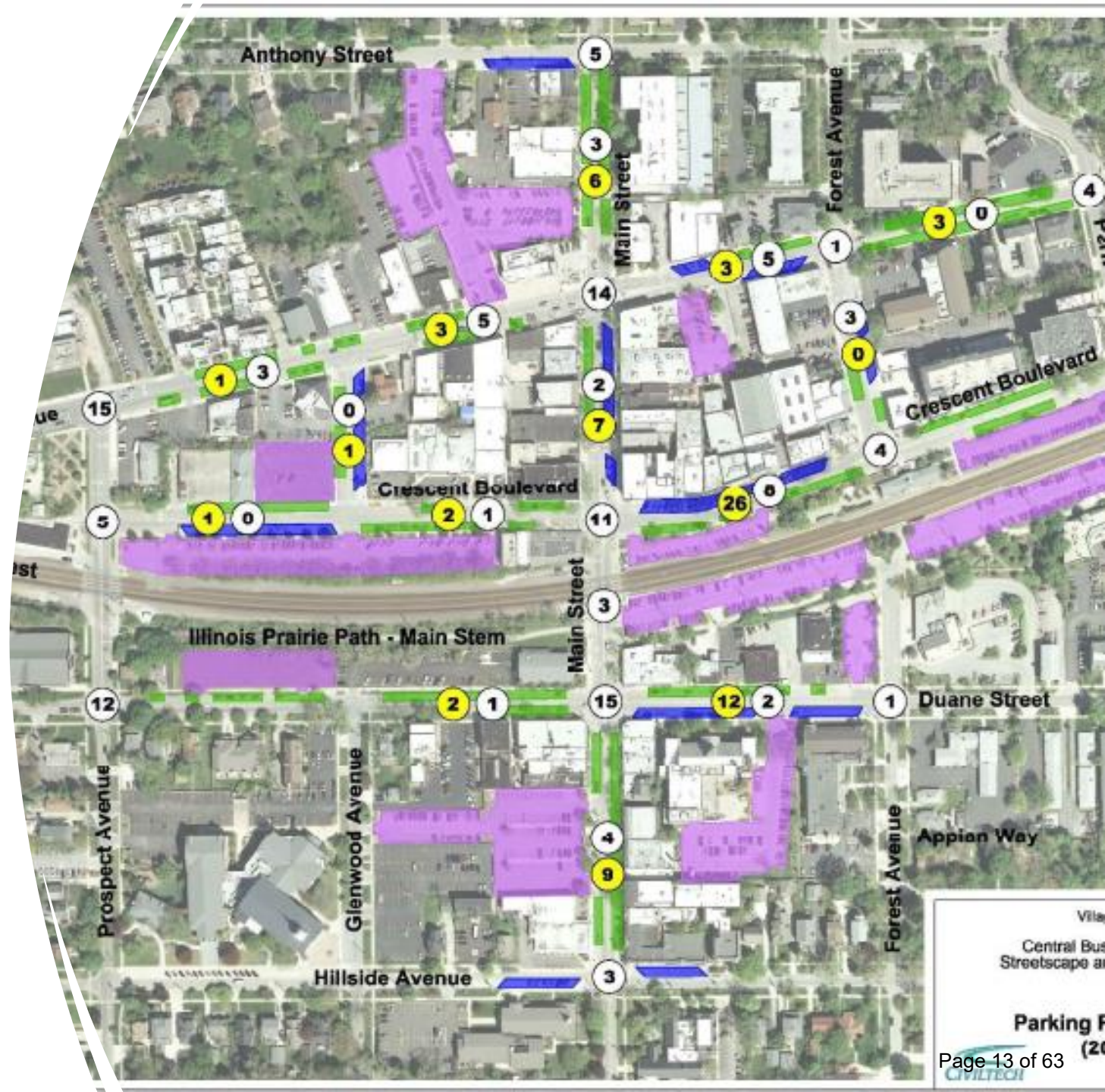
- Easier to Pull Into Spaces
- Increased Number of Spaces
- Not Exiting Vehicle Immediately Adjacent to Travelled Way

Cons of Angled Parking

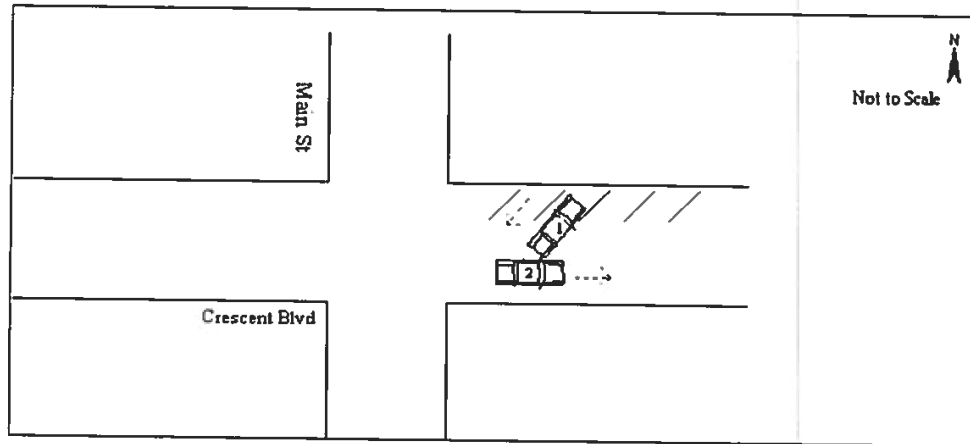
- Need increased roadway width to properly accommodate parking, backing lane, and travelled way. For Crescent, compromises are required to the travelled way and sidewalks cannot be widened as much as desired.
- Reduced sightlines and above compromised travelled way will not support parking related crash reductions

Crash Analysis

Prior review of Crash Records for the CBD Yielded 26 reported parking related crashes on Crescent Boulevard between Main Street and Forest Avenue.

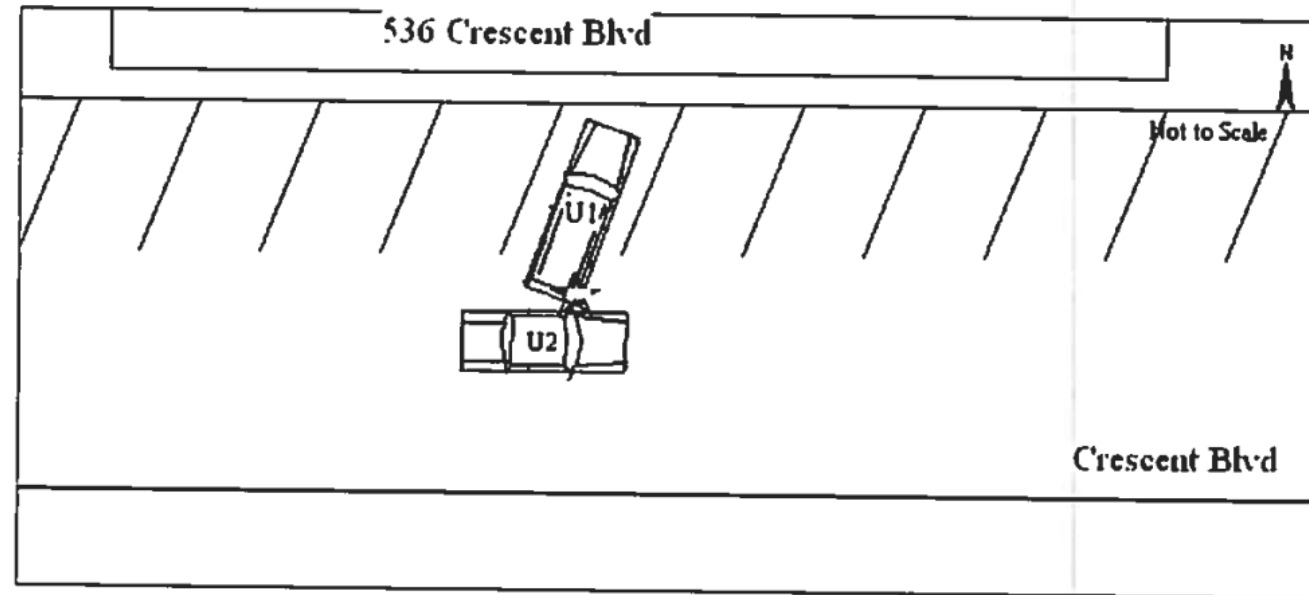


Crash Analysis



NARRATIVE (Refer to vehicle by Unit No.)

Unit 2 had just turned right (e/b) onto Crescent Blvd from n/b Main St. Unit 1 was backing out of a parking spot on Crescent Blvd. Driver of Unit 1 stated that he looked over his shoulder to see if any cars were coming and thought he was clear. Driver of Unit 2 stated she saw Unit 1 backing out of the parking spot at the last second and was unable to stop. Unit 1 backed into Unit 2. The rear bumper of Unit 1 struck the rear driver side door of Unit 2.



NARRATIVE (Refer to vehicle by Unit No.)

Unit 2 was stopped in the roadway of E/B Crescent Blvd in front of 536 Crescent Blvd and was letting his pregnant wife out of the passenger side of Unit 2. Unit 1 was legally parked in marked space in front of 536 Crescent Blvd. Unit 1 backed out of the parking space and struck Unit 2's driver side door with Unit 1's rear bumper.

Driver 1 stated that she did not see Unit 2 parked behind her vehicle.

Crash Analysis and Queuing

D. Traffic queuing occurs today at the station and there are limited drop off and pick up locations

Adjacent to the Metra Station, Crescent Boulevard is one lane and there are no drop off lanes. Most of the crashes within the last 5 years occurred along Crescent Boulevard within the block approaching the Metra Station. The top two crash types were parked motor vehicle and sideswipe same direction. Parking adjacent to the station is limited and there is an 8-year backlog in parking needs. This encourages more commuters to get dropped off as opposed to driving to the station. During AM and PM peak boarding times, this condition causes congestion, and queueing from Crescent Boulevard to adjacent north and south streets. Figure 13 and Figure 14 show examples of PM peak hour traffic conditions and queueing.

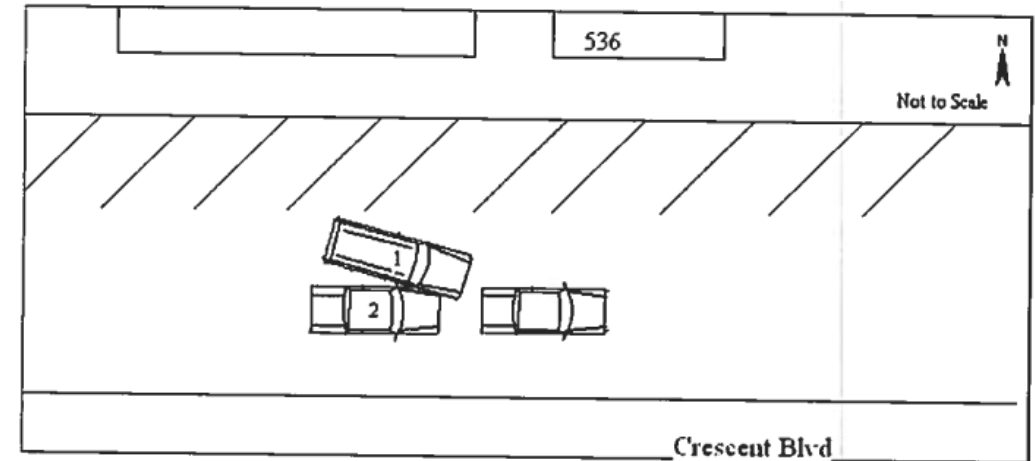
Figure 13: Crescent Street Traffic and Queuing



Figure 14: Main Street (View north) Showing Traffic Queuing



Crash Analysis



NARRATIVE (Refer to vehicle by Unit No.)

On 1/9/14 I took a delayed accident report at the police department. On 1/9/14 at approximately 0800 hours, Unit 2 was traveling E/B in the 500 block of Crescent Blvd. Unit 2 slowed in traffic. Unit 1 was traveling directly behind Unit 2. Unit 1 tried passing Unit 2 on the left, causing an accident. Unit 1 has damage to the passenger side door. Unit 2 has damage to the driver side bumper.

Driver 2 stated the 500 block of Crescent Blvd was congested with traffic. Driver 2 slowed in traffic E/B in the 500 block of Crescent Blvd, Driver 1 passed Unit 2 on the left causing an accident.

Driver 1 stated she was driving directly behind Unit 2 and there was a lot of traffic. Driver 1 thought she could pass Unit 2 safely on the left. Driver 1 was issued a citation for Improper Overtaking (GF069006).

Background

As part of CBD SUI Project Development

Prior to the onset of COVID-19 Pandemic in spring of 2019

- Village Board directed the retainage of angled parking on Main Street (Crescent to Penn) and Crescent (Main to Forest)

Matter was revisited in Fall of 2020, in context of Pandemic

- CIC – Consensus for Parallel Parking - 3 Commissioners Parallel, 5 for 45 Deg. Angle but in context of CIC supporting Parallel Parking on Main (Crescent to Penn)
- Village Board directed the retainage of angled parking on Main (Crescent to Penn) and was divided on Crescent



October 2020 CIC and Board Summaries

- The CIC weighed the pros and cons of potential changes on Crescent (Main/Forest) with five of the eight Commissioners in attendance recommending 45 degree parking on the north side of the street. The majority of members of the CIC felt that although Crescent provides excellent opportunity to maximize sidewalk spaces and impact of the streetscape project, the total loss of parking spaces amongst both Main and Crescent heavily influenced their position to retain the angled parking. A couple of commission members commented that they would be open to converting to parallel parking on one of the streets, Crescent or Main St; but not on both sections. The three Commissioners in support of parallel parking on Crescent noted that the sidewalks are narrow in what is a heavily travelled corridor for both the High School Students and users of the Train Station. Concerns were also noted regarding the usable area for planting trees and incorporating other streetscape elements. Benefit to the flow of traffic via the incorporation of two travel lanes was noted under the parallel parking configuration; as was reference to the existing angle parking having operational challenges substantiated by parking related crash records.
- President McGinley stated currently the Village Board would like to see angled parking on the north side of Main Street (5-1 Trustee support); the Village Board would like to see parallel parking on Crescent Boulevard near McChesney (4-2 Trustee support); the Village Board is split on parallel parking or angled parking on Crescent Boulevard; the Village Board would like to staff to explore a flex street; the Village Board would like to see 35 foot spacing between trees.

Existing Conditions

Crescent Boulevard – Main to Park currently has 62 on-street parking spaces

- Of specific subject, Crescent between Main and Forest has angled parking on the north side and parallel parking on the south side with 43 spaces total.
- The angled parking on the north side of Crescent is not compliant with current standards in terms of stall depth (15.5' existing whereas 19.5' is required).
- The travelled way (where vehicles drive on the street) varies in width from 22' to 31'. Angled parking requires further backing clearance between the end of the stalls and the edge of the travelled way (an additional 12'). Hence, the travelled way is not sufficient in width for the angled parking.

Existing Conditions



IDOT Local Roads and Streets Manual on Angle Parking

31-1.04(c) Angle Parking

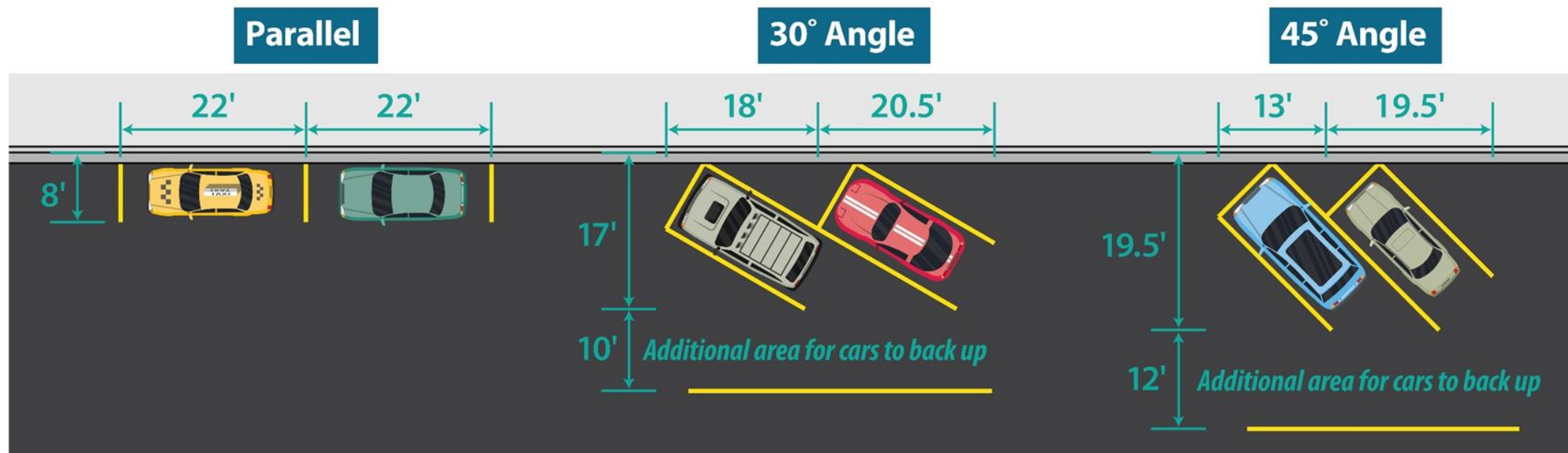
Angle parking should be avoided where practical. However, when considering angle parking, the following applies:

1. Illinois Department of Transportation (IDOT) Authority. When an improvement requiring IDOT approval is planned, any new or existing angle parking to remain must be approved by Central Bureau of Local Roads and Streets (CBLRS). In addition, [625 ILCS 5/11-1304\(c\)](#) states:
Local authorities may permit angle parking on any roadway, except that angle parking shall not be permitted on any Federal-aid or State highway unless the Department has determined the roadway is of sufficient width to permit angle parking without interfering with the free movement of traffic.
2. Street Width. The width of the street must be able to accommodate the existing traffic flow and should provide a clear distance for a parked vehicle to back out.
3. Backing Maneuver. Angle parking requires the driver to back into the traveled way where sight distance may be restricted by adjacent parked vehicles. This maneuver may surprise an approaching motorist. As indicated in Figure 31-1F, the parked car will require a distance “B” to back out of its stall. Whether or not this is a reasonably safe maneuver will depend upon the number of lanes in each direction, lane widths, operating speeds, traffic volumes during peak hours, parking demand, and turnover rate of parked vehicles.
4. Angle. Angle parking should be 45° or less. In some conditions, a 60° angle for parking may be considered.
5. Adjacent Land Use. The adjacent land use must warrant the retention of the angle parking.
6. Crashes. After analyzing backing maneuver space, angle parking may be considered to remain after further review of crash history related to the existing angle parking along with the proposed design criteria (ADT, posted speeds, etc).

Simplified Portrayal of Figure 31-F from IDOT BLRS Manual

30 Degree Spaces
Should be 17' Deep with
a 10' Backing Lane

45 Degree Spaces
Should be 19.5' Deep
with a 10' Backing Lane



10% Plans

Developed to incorporate parallel parking concept on Crescent.

10 PERCENT PROPOSED CONDITION EXHIBIT:

On-Street Parking North of Tracks

PROS:

-INCREASED PEDESTRIAN CIRCULATION AND AMENITY AREAS CREATE A WALKABLE DOWNTOWN.

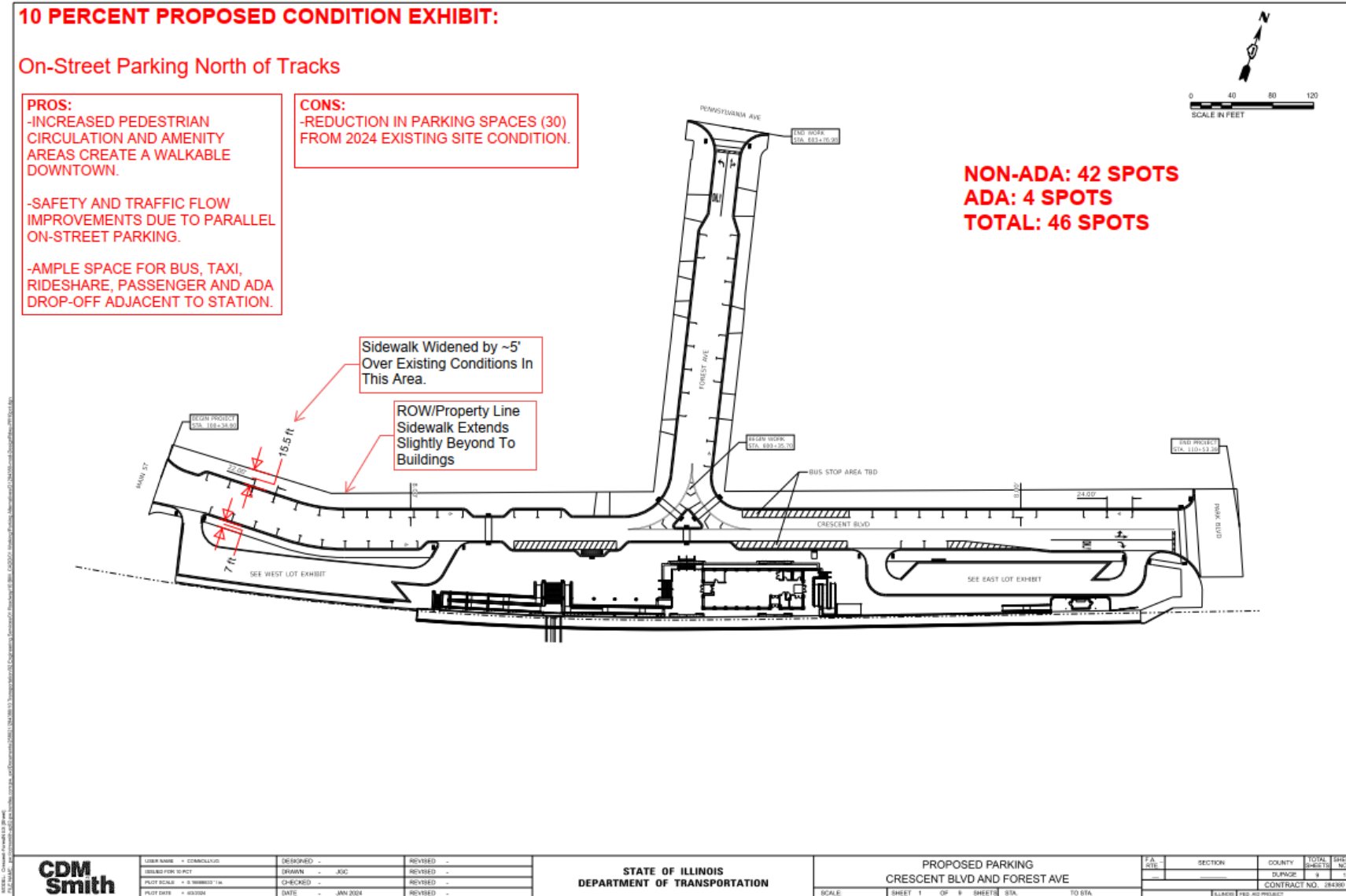
-SAFETY AND TRAFFIC FLOW IMPROVEMENTS DUE TO PARALLEL ON-STREET PARKING.

-AMPLE SPACE FOR BUS, TAXI, RIDESHARE, PASSENGER AND ADA DROP-OFF ADJACENT TO STATION.

CONS:

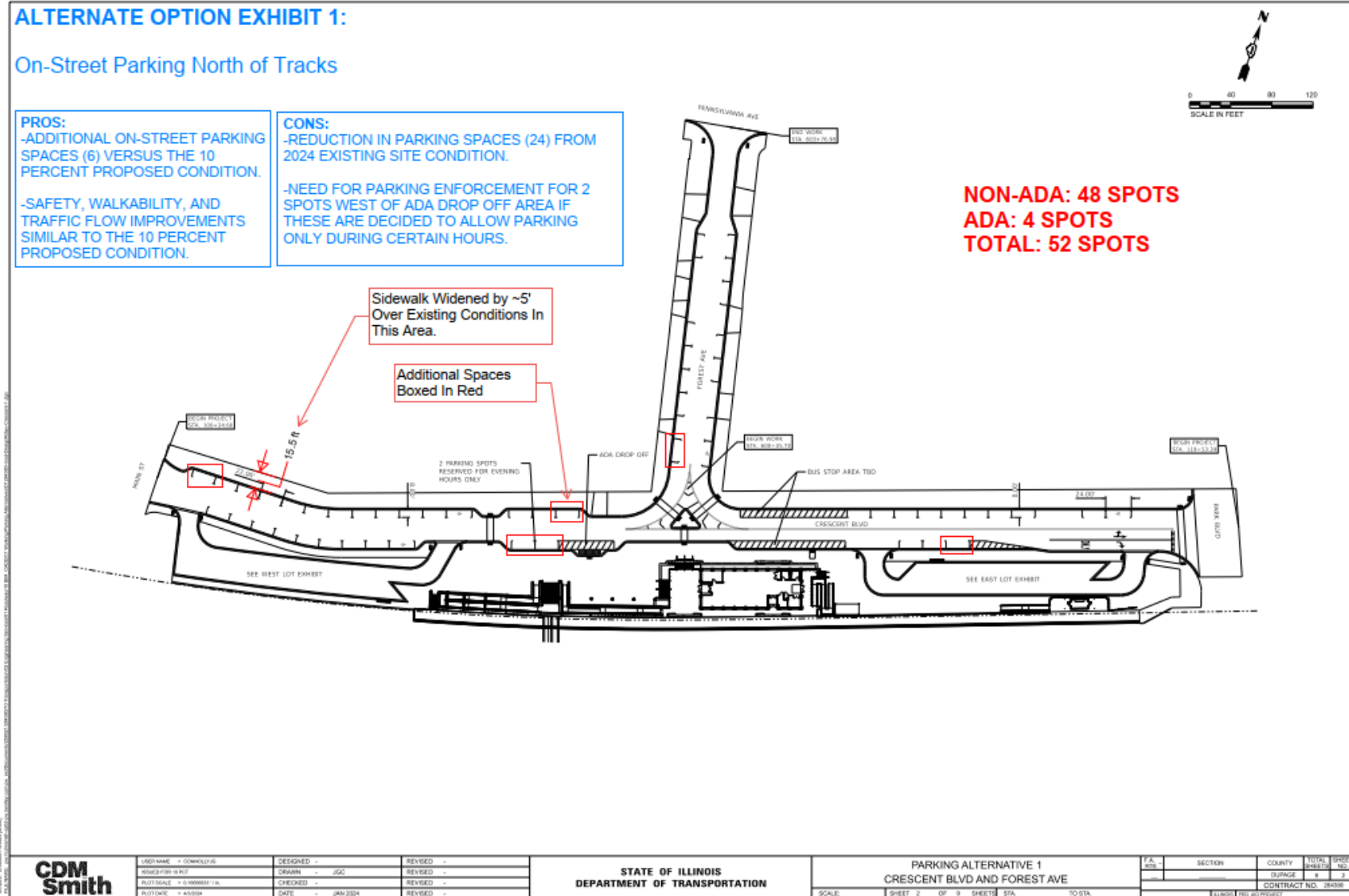
-REDUCTION IN PARKING SPACES (30) FROM 2024 EXISTING SITE CONDITION.

NON-ADA: 42 SPOTS
ADA: 4 SPOTS
TOTAL: 46 SPOTS



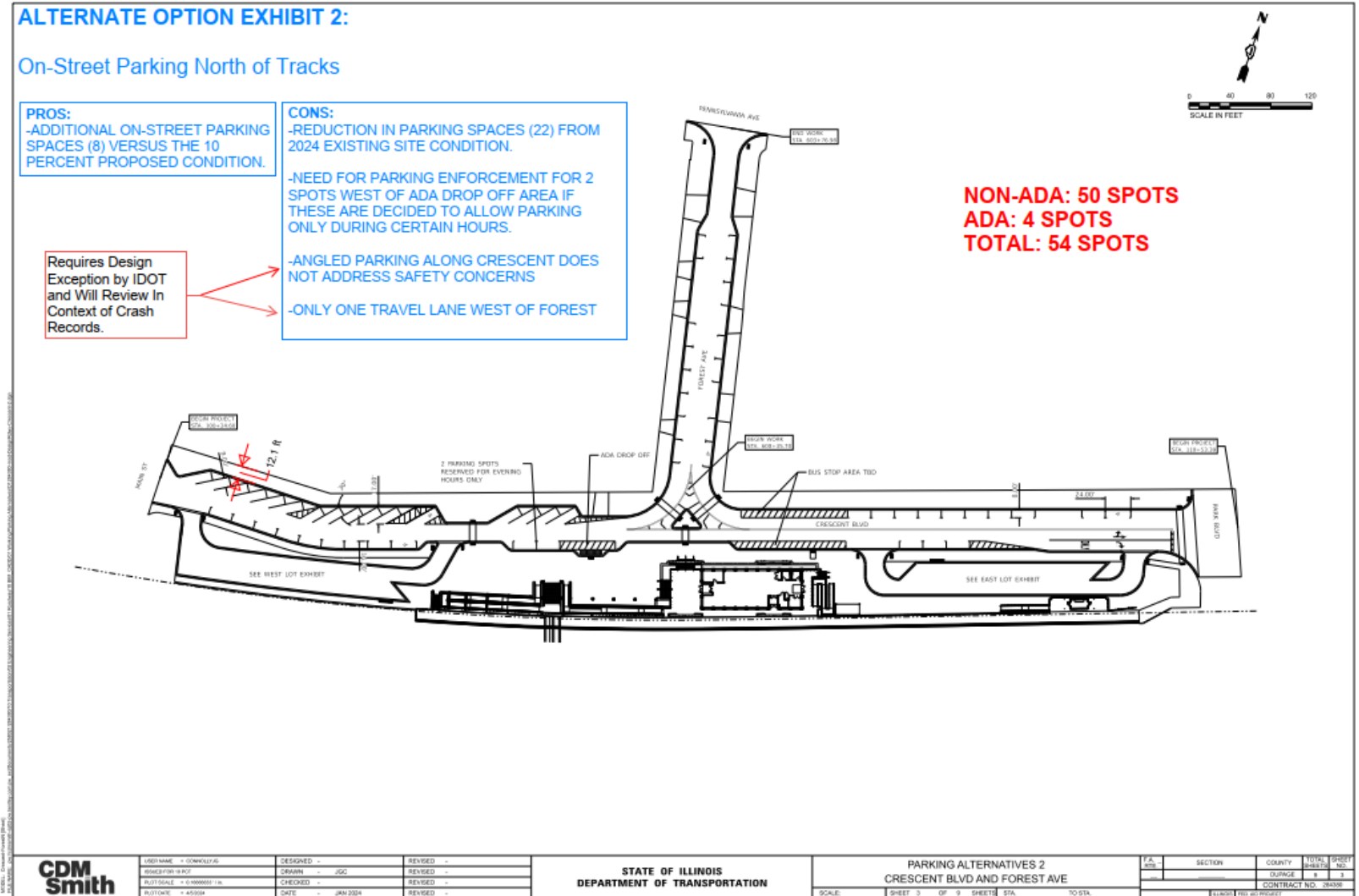
Maximize All Parallel

Revisions Since Previous CIC
Review



30 Degree Angle

Revisions Since Previous CIC Review



10% Plans West Lot

10 PERCENT PROPOSED CONDITION EXHIBIT:

West Lot, West of Forest

PROS:

-REDUCED EXCAVATION VERSUS THE ALTERNATE OPTION.

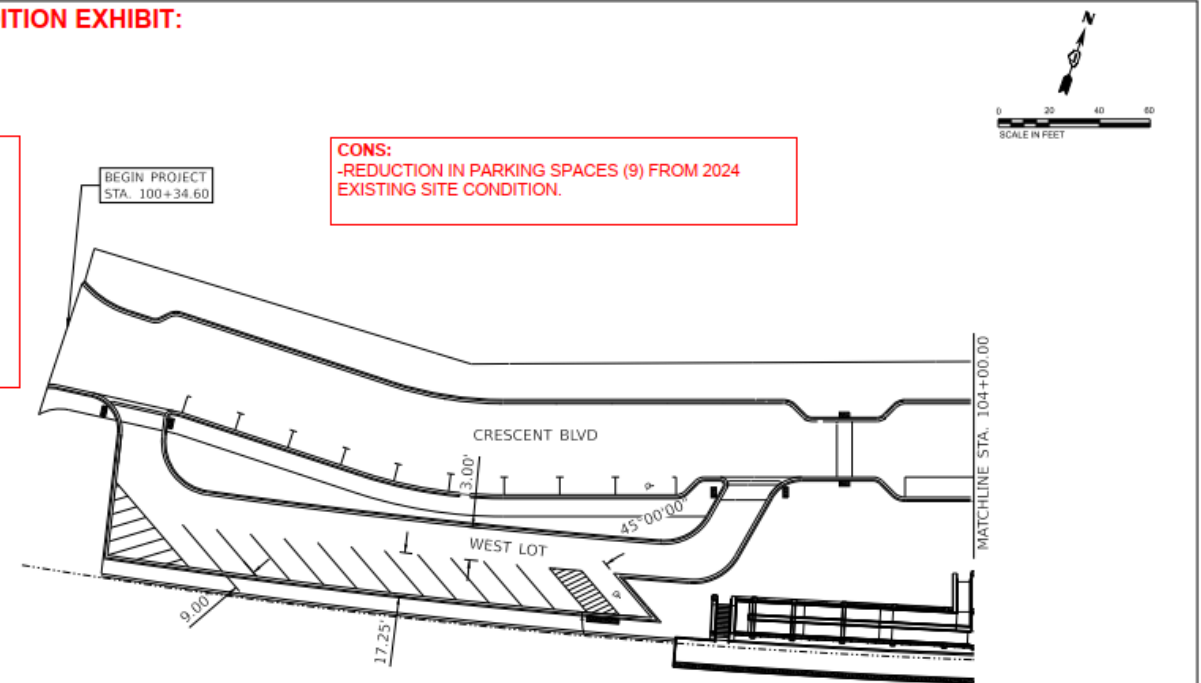
-ALLOWS SIDEWALK CONNECTION DIRECTLY TO MAIN STREET FROM WEST END OF PLATFORM.

-ALLOWS FOR PARALLEL PARKING ALONG CRESCENT TO THE NORTH OF THIS LOT (INCLUDED IN THESE FIGURES FOR COMPARISON).

CONS:

-REDUCTION IN PARKING SPACES (9) FROM 2024 EXISTING SITE CONDITION.

**NON-ADA: 20 SPOTS
ADA: 2 SPOTS
TOTAL: 22 SPOTS**



**CDM
Smith**

USER NAME - CDM/SL/AL	DESIGNED -	REVISED -
ISSUED FOR PERMIT	DRAWN - JGO	REVISED -
PLOT SCALE - 1/8" = 10'-0"	CHECKED -	REVISED -
PLOT DATE - 4/20/24	DATE - JAN 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PARKING
WEST LOT

SCALE: SHEET 4 OF 9 SHEETS STA. TO STA.

F.A. NO.	SECTION	COUNTY	TOTAL SHEETS
			9
		DURAGE	1
		CONTRACT NO.	20240000

West Lot Alt.

ALTERNATE OPTION EXHIBIT:

West Lot, West of Forest

PROS:

-ALLOWS FOR (5) MORE PARKING SPACES
VERSUS THE 10 PERCENT PROPOSED
CONDITION.

CONS:

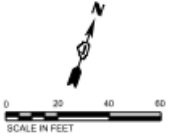
-REDUCTION IN PARKING SPACES (4) FROM 2024
EXISTING SITE CONDITION.

-INCREASED EXCAVATION REQUIREMENTS.

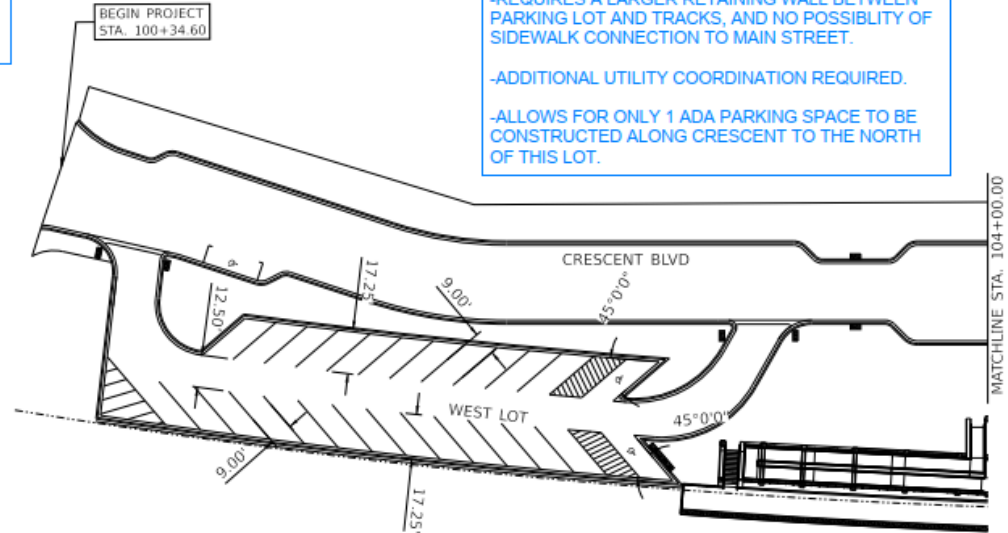
-REQUIRES A LARGER RETAINING WALL BETWEEN
PARKING LOT AND TRACKS, AND NO POSSIBILITY OF
SIDEWALK CONNECTION TO MAIN STREET.

-ADDITIONAL UTILITY COORDINATION REQUIRED.

-ALLOWS FOR ONLY 1 ADA PARKING SPACE TO BE
CONSTRUCTED ALONG CRESCENT TO THE NORTH
OF THIS LOT.



**NON-ADA: 24 SPOTS
ADA: 3 SPOTS
TOTAL: 27 SPOTS**



**CDM
Smith**

USED NAME - CDM/CDM	DESIGNED -	REVISED -
DESIGNED FOR 10 LOT	DRAWN - JGO	REVISED -
PLAT SCALE - 1/8"=1'-0"	CHECKED -	REVISED -
PLAT DATE - 4/2024	DATE - JAN 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARKING ALTERNATIVE
WEST LOT

SCALE: SHEET 5 OF 5 SHEETS STA. TO STA.

F.A. NO.	SECTION	COUNTY	TOTAL SHEETS
			5
			5
			CONTRACT NO. 38438

10% Plans East Lot

10 PERCENT PROPOSED CONDITION EXHIBIT:

East Lot, East of Forest

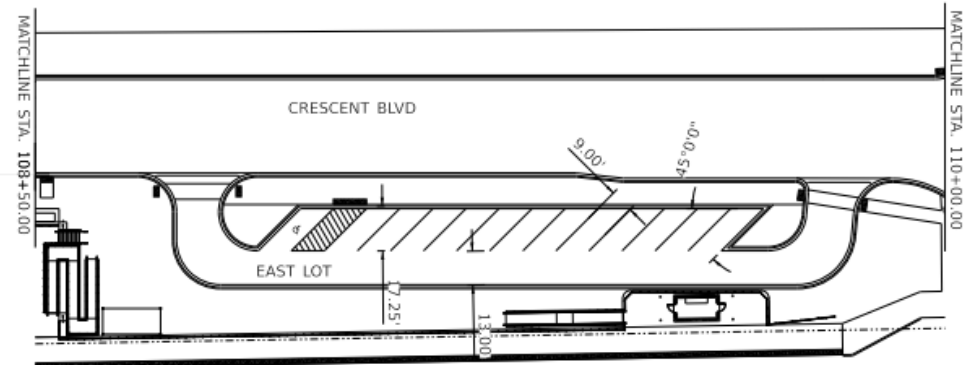
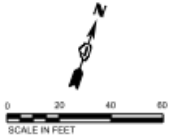
PROS:

- AMPLE ROOM FOR SIDEWALK, PLATFORM, AND WARMING SHELTER.
- IMPROVED VEHICLE FLOW AND SAFETY DUE TO ANGLED PARKING OVER 90-DEGREE EXISTING CONDITION.

CONS:

- REDUCTION IN SPACES (17) FROM 2024 EXISTING SITE CONDITION.

NON-ADA: 12 SPOTS
ADA: 1 SPOTS
TOTAL: 13 SPOTS



CDM Smith	USER NAME - J. CONNOLLY	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PARKING EAST LOT	SCALE -	SHEET 6 OF 9 SHEETS	STA. 108+50.00 TO STA. 110+00.00	CA. 100'	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PROJECT NO. 100000000	DRAWN - JSG	REVISED -						DATE	DISTRICT	CONTRACT NO.	6	6
	PROJECT SCALE - 1/8" = 1'-0"	CHECKED -	REVISED -						DATE	PROJECT	CONTRACT NO.	6	6
	PROJECT SCALE - 1/8" = 1'-0"	DATE - JAN 2024	REVISED -						DATE	PROJECT	CONTRACT NO.	6	6

East Lot Alt. 1

ALTERNATE OPTION EXHIBIT 1:

East Lot, East of Forest

PROS:

-ADDITIONAL PARKING SPACES (6)
VERSUS THE 10 PERCENT PROPOSED
CONDITION.

-IMPROVED VEHICLE FLOW AND SAFETY
DUE TO ANGLED ONE-WAY PARKING,
OVER 90-DEGREE EXISTING CONDITION.

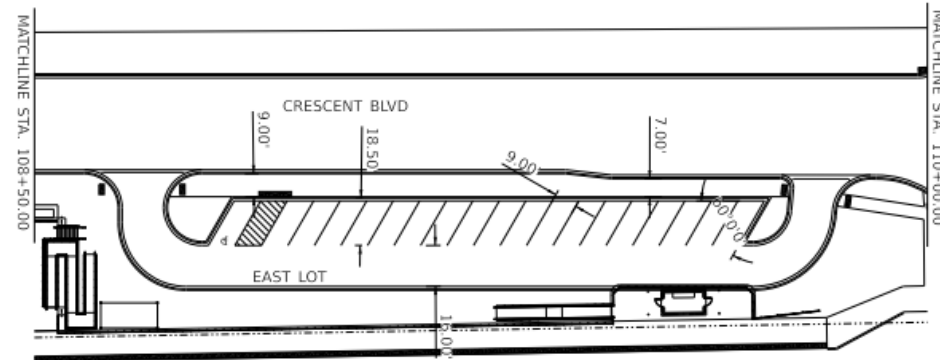
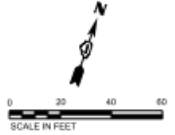
CONS:

-REDUCTION IN PARKING SPACES (11) FROM 2024
EXISTING SITE CONDITION.

-REDUCED PEDESTRIAN SPACE TO THE EAST OF
THE STATION BUILDING.

-CREATES TIGHT CLEARANCES AT THE WARMING
SHELTER BEHIND PLATFORM.

NON-ADA: 18 SPOTS
ADA: 1 SPOTS
TOTAL: 19 SPOTS



**CDM
Smith**

DESIGNED -	REVIEWED -
CHECKED -	REVIEWED -
DATE - JAN 2024	REVIEWED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARKING ALTERNATIVE 1
EAST LOT

SCALE: SHEET 1 OF 9 SHEETS STA. TO STA.

SECTION	COUNTY	TOTAL SHEETS
		8
		7

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Summary of Parking Alternatives

On Street Parallel Parking											
				Maximize On Street Parallel Parking and East Lot Alt. 1 (# Spaces)	Maximize On Street Parallel Parking and East Lot Alt. 1 (Space Change Vs. Existing)	Maximize On Street Parallel Parking and East Lot Alt. 2 (# Spaces)	Maximize On Street Parallel Parking and East Lot Alt. 2 (Space Change Vs. Existing)	Maximize On Street Parallel Parking and West Lot Alt. and East Lot Alt. 1 (# Spaces)	Maximize On Street Parallel Parking and West Lot Alt. and East Lot Alt. 1 (Space Change Vs. Existing)	Maximize On Street Parallel Parking and West Lot Alt. and East Lot Alt. 2 (# Spaces)	Maximize On Street Parallel Parking and West Lot Alt. and East Lot Alt. 2 (Space Change Vs. Existing)
Location	Existing Spaces	10% Design Spaces	10% Design Change								
North West Lot	22	13	-9	13	-9	13	-9	26	4	26	4
North East Lot	28	13	-15	19	-9	23	-5	19	-9	23	-5
Forest Avenue North	14	12	-2	13	-1	13	-1	13	-1	13	-1
Crescent Boulevard	62	34	-28	39	-23	39	-23	31	-31	31	-31
Totals	126	72	-54	84	-42	88	-38	89	-37	93	-33

On Street Angle Parking (on North Side of Crescent between Main and Forest)											
				On Street 30 Deg. Angle Parking and East Lot Alt. 1 (# Spaces)	On Street 30 Deg. Angle Parking and East Lot Alt. 1 (Space Change Vs. Existing)	On Street 30 Deg. Angle Parking and East Lot Alt. 2 (# Spaces)	On Street 30 Deg. Angle Parking and East Lot Alt. 2 (Space Change Vs. Existing)	On Street 45 Deg. Angle Parking and East Lot Alt. 1 (# Spaces)	On Street 45 Deg. Angle Parking and East Lot Alt. 1 (Space Change Vs. Existing)	On Street 45 Deg. Angle Parking and East Lot Alt. 2 (# Spaces)	On Street 45 Deg. Angle Parking and East Lot Alt. 2 (Space Change Vs. Existing)
Location	Existing Spaces	10% Design Spaces	10% Design Change								
North West Lot	22	13	-9	13	-9	13	-9	13	-9	13	-9
North East Lot	28	13	-15	19	-9	23	-5	19	-9	23	-5
Forest Avenue North	14	12	-2	13	-1	13	-1	13	-1	13	-1
Crescent Boulevard	62	34	-28	40	-22	40	-22	46	-16	46	-16
Totals	126	72	-54	85	-41	89	-37	91	-35	95	-31

Summary – Assume East Lot Alt. 2 For All

- Widen North Sidewalks by ~5', Provide Two Travel Lanes
 - Maximize All Parallel Parking, No West Lot Alt. = Loss of 38 Spaces
 - Maximize All Parallel Parking, West Lot Alt. = Loss of 33 Spaces
- Maximize Parking, Substandard Travelled Way, No Significant Sidewalk Widening
 - 30 Degree Parking = Loss of 37 Spaces
 - 45 Degree Parking = Loss of 31 Spaces

End of Presentation

- Discuss and Secure CIC Recommendation

DESIGN WORKSHOP REPORT

Village of Glen Ellyn | CBD Streetscape & Utility Improvements



ABOUT THE EVENT:



The Village of Glen Ellyn, together with MUSE Community + Design and Civil Tech Engineering, held a Design Workshop at Fire Station 1 on Saturday, January 26th.

Timed to coincide with the annual Indoor Sidewalk Sale, the event sought input from residents and business owners on a number of topics pertinent to the Village's CBD Streetscape & Utility Improvements project.

Advertised online and via social media, the Workshop was well attended by Glen Ellyn residents of all ages, business owners, and others. Despite colder-than-usual temperatures that weekend, we handed out ~90 comment cards to attendees who provided rich commentary and insight about their preferences for future Streetscape & Utility improvements for Downtown Glen Ellyn.

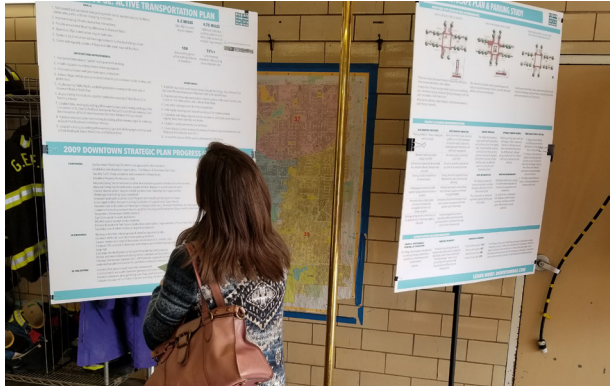
After signing in, attendees had access to six stations, each with varying degrees of interactivity, and with activities for all ages, plus informational kiosks and displays that educated or sought input from attendees.



THE STATIONS:

The event was designed with six interactive stations and supplemental displays where attendees could learn about, weigh in, and even vote on various aspects of the project. If attendees visited all six, they could enter a drawing for a \$50 gift card for Downtown Glen Ellyn!

1. ENTRY KIOSKS



After signing in, were kiosks outlined:

- Recommendations from the 2013 Streetscape & Parking Study
- Recommendations from the 2014 MoveGE Active Transportation Plan
- A 2017 update for work done since adoption of the 2009 Comprehensive Plan.

Condensing recent planning efforts for the downtown in this way provided context or a refresher for attendees, to help bring everyone on the same page regarding the status of the current project.

2. “DESIGN A STREET”



MUSE also brought its popular, hands-on “Design a Street” boards and dozens of magnetized pieces depicting streetscape elements such as planters, street trees, painted bumpouts, sidewalk cafes, etc. MUSE even made custom Glen Ellyn pieces depicting the Horse Trough and nearby buildings.

Designed to educate attendees about terms like bioswales, it also lets participants envision an “ideal” street section and intersection and is a sure-fire way to prompt rich dialogue with participants about what is possible and the endless ways roads can be improved, be it for pedestrian safety, cycling amenities, or even simple quality-of-life improvements.



3. THE FUN TABLE

MUSE designed custom coloring pages to keep youngsters occupied while their parents were at the workshop. Adults, meanwhile, could write why they loved Glen Ellyn - information that MUSE can use in future marketing for the project.

4. LOCATING



This station let locals indicate where exactly in downtown they would like to see certain improvements by placing stickers on oversize aerial printouts. Participants could place stickers for:

- Public art
- Seating
- Trash receptacles
- Bike parking
- Plaza/parklets
- Plus, an “I Prefer” board to gauge locals’ stance on various aspects pertaining to mobility and urban design.

5. PRIORITY



Given that funding for streetscape improvements isn’t infinite, the Village sought to gauge where locals’ priorities lie for how it can invest its dollars. Participants were each given five dollars to “spend” in six categories:

- Green space
- Stormwater
- Bicycles
- Street furniture
- Decorative sidewalks
- Amenities

6. MOBILITY



This station illustrated some ways the streets could potentially change under various scenarios for sidewalk expansion, changes to parking downtown, and the space trade-offs for some of the many amenities locals repeatedly ask for.

Other elements included:

- Map of routes locals take in and around downtown
- Visualizing how much parking is available downtown
- Five custom handouts on topics pertaining to mobility



OTHERS DISPLAYS:

Attendees were also provided displays for possible locations to move the Horse Trough, info about Silva Cells, the Pros and cons of various paver options, and plans for the Metra station improvements.

THE COMMENTS:

This page summarizes the many overlapping comments gathered at the workshop. Several key themes emerged while listening to local stakeholders:

PRO-WIDER SIDEWALKS:

Attendees seemed largely eager to see road space traded for space for pedestrians as part of growing the Village's charm.

- *"Widening sidewalks will encourage more socialization - more vibe."*
- *"I am very much for... making larger sidewalks"*
- *"Wider sidewalks seem useful for active retail."*
- *"Main - wider sidewalks."*
- *"Penn., south side at A Toda Madre - sidewalk is way too narrow."*
- *"... sidewalk widened = better..."*

PARKING PERCEPTIONS:

Several comments point to there being a mismatch between the supply of and perception of parking in Glen Ellyn. Several comments centered on there already being sufficient parking.

- *"Residents seem to be unusually consumed by the amount & location of parking. There is plenty of parking. People just need to utilize what's there."*
- *"Additional parking is not necessary. Encourage walking as a healthy alternative. It also brings people to more stores."*
- *"Parking is not as big a problem as people say."*
- *"Glen Ellyn needs fewer automobiles, not more facilities to add them."*

BICYCLING:

Attendees were in agreement that Glen Ellyn would benefit by adding more bike parking spaces and amenities where possible - especially near the train station.

- *"Like more bike parking + bike routes in and out of downtown area."*
- *"Bike racks along routes [Glenbard West kids take] would be helpful..."*
- *"Also think it's critical to make downtown GE more walkable & bikeable community."*
- *"More bike parking, especially south of tracks near apartments."*

PEDESTRIAN SAFETY:

Several comments centered on understanding pedestrians' needs:

- *"Light the crosswalks at Main & Pennsylvania, making pedestrians in the crosswalks more visible. I feel invisible when crossing at night, returning from train, esp on North side of intersection."*
- *"Concerned about safety walking across intersection at the fire station - cars 'push' people to cross and one man was hurt in an incident..."*

ADDING AMENITIES:

Attendees had wide-ranging and specific comments about adding all kinds of amenities in Downtown:

- *"Keep flowers + benches so older people can walk around + sit."*
- *"Would like to see as many trees as possible. Also: benches, outdoor eating areas, fireplace, bikeracks, attractive trash cans, as much outdoor space (parklets) as possible & maintain quaint appearance of town."*
- *"Trash cans (nice ones!) are needed along walking routes that Glenbard West kids take."*
- *"Plaza: In my opinion is consistent with streetscape goals: place for people."*

MAXIMIZING GREEN SPACE:

Attendees saw more green space as being key to this project:

- *"As much green space as possible."*
- *"I would rather see lighting, an archway sign & other greenscapes to welcome people to GE."*
- *"[With] the possibility of more social and green space, I am excited about the future of downtown GE."*

HORSE TROUGH:

The Horse Trough is, of course a beloved local landmark. Several commented on the need to keep it as is:

- *"Leave the Horse Trough alone. It feels like every iconic part of Glen Ellyn is being destroyed this year. The town is losing its nostalgia quickly."*
- *"Please leave the Horse Trough in place."*
- *"Keep fountain & Horse Trough in center of town."*

KAHLO EXHIBIT CONFLICT:

Several attendees expressed anxiety over this streetscaping project coinciding with the College of DuPage's 2020 Frida Kahlo exhibit and presenting the Village in the best possible way to its many attendees.

- *"Do NOT do project in 2020 when Frida is here - it would mar a once-in-a-lifetime opportunity to showcase Glen Ellyn at its best."*
- *"Don't do project in 2020 as Frida is here. We want best impression."*
- *"Don't tear up streets until close of Frida Kahlo exhibit at COD in 2020."*

WHAT WE HEARD: Talking to locals for four hours yielded many rich conversations and useful anecdotes about peoples' preferences and visions for Downtown.

SILVA CELLS:

Almost everyone liked the idea of using Silva Cells, although there were some concern about snowmelt salt getting into the trees and killing them. Generally most people quickly understood the concept, liked that we ways to grow healthy, long-lasting, trees is being considered, and wanted to see something like this approach used.

FLEX STREET:

People responded very favorably to the idea of flex streets. Many people talked about Main Street as an ideal location for something like this. A few thought doing the entire street might be a lot and liked the idea of targeting it into 1-2 raised intersections or mid-block areas instead of doing the entire block. Several mentioned that they would go check out Batavia's River Street case study presented, the next time they were out there.

Several business owners remarked that such a design would help their older residents by removing the curbs and they liked that it'd help the space host events, festivals, and markets.

- *"LOVE flex street - do it two blocks North & South of tracks on Main St. Makes it much easier for elderly customers to walk around."*

PAVING:

While nearly everyone prefers the aesthetic of brick paving and accents, a handful of locals voiced concerns about the maintenance of and snow clearance of pavers, despite being provided info showing that such issues are rare and multiple case studies showing how nearby municipalities handle such issues if they arise.

Others remarked that if Downtown is to add bands of brick paving, it should be permeable. Exposed aggregate did not seem to fit Downtown's aesthetic, while others thought just concrete was too plain.

PUBLIC ART:

Several comments point to an eagerness to see more public art throughout Downtown or used as a gateway feature for the area. Some suggested having festivals to decorate any new paving that's installed, or having temporary art installations throughout Downtown.

Most liked the idea of festoon lighting and thought that such lights would look nice in Downtown. Several people were concerned that it would compete with or interfere with the traditional holiday lighting in the trees. Some suggested limiting this just to the sidewalk areas and not stringing the lights across the street, while others wanted them paired with outdoor speakers.

A few others did think that the whole idea was going overboard - one person even compared it to Las Vegas.

OUTDOOR FIREPLACE:

Most people welcomed this idea, but a few thought it was perhaps going overboard. A couple comments centered on concern for the cost and efficiency of running something like this, with it perhaps only being on in the winter.

- *“Please don’t put in outdoor fireplace that will burn (waste!) fuel all year long. The only place I think some sort of warmer would make sense is for commuters at the train station and only when the temperature is very low.”*

SPACE FOR PEOPLE:

Many attendees commented on the streetscape project as a means to find space for people Downtown. Other comments centered on the Village needing to create focal points in Downtown and work to spread retail and parking out from that.

- *“CBD needs a focal point. My suggestion is to integrate the streetscape efforts w/ the new train station. Create a vibrant public plaza on the West side of the new station that can link up w/ street events using Main & Crescent.”*

STORMWATER:

Some attendees want to see including “green” stormwater management components as part of the designs. One comment remarked that water needs to be slowed on streets to decrease overwhelming Lake Ellyn and local storm drains. Others remarked on the capture, use, and purity of stormwater.

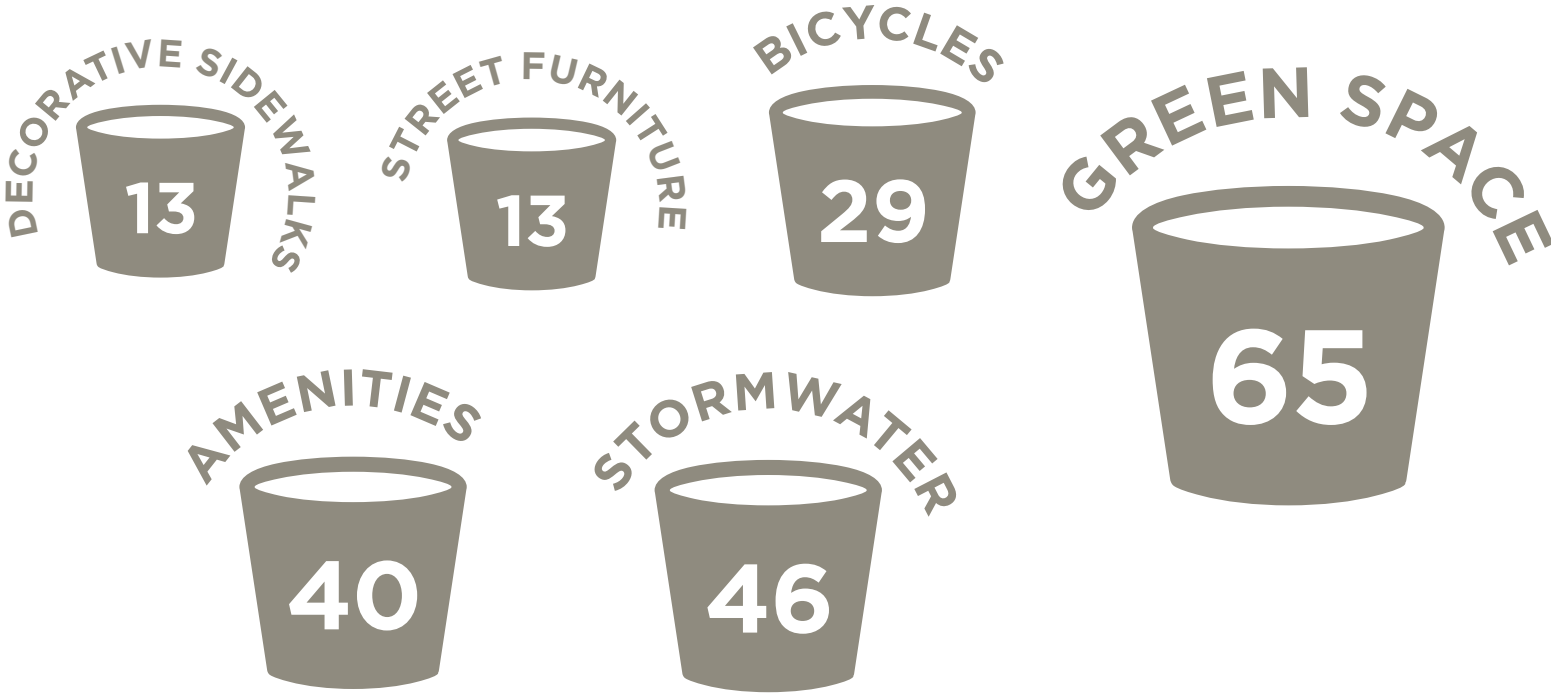
PROJECT STAGING:

Some expressed concern about supporting businesses during the construction and with needing to maintain East-West access at all times. Another comment recommended building the parking deck first to compensate for lost parking, and to ensure the timeline is efficient - three years or under.

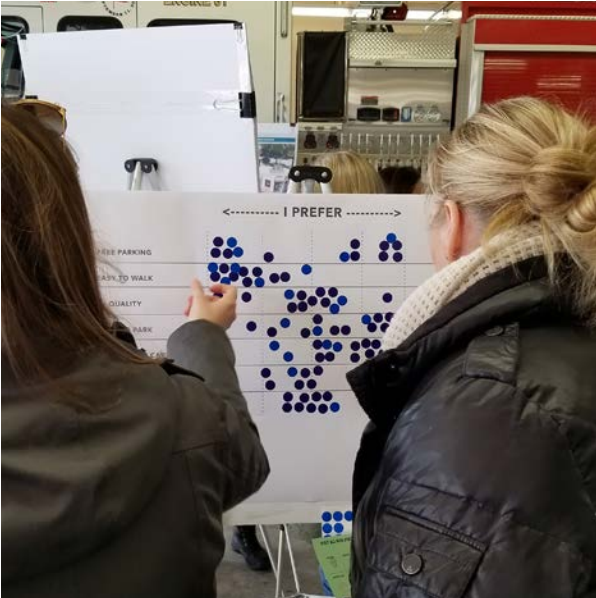
THE FEEDBACK:

PRIORITY STATION RESULTS:

Using their dollars - issued from “Glen Ellyn State Bank” - attendees’ most common vote was to prioritize green space investments in Downtown via planters and street trees. “Stormwater and sustainability features” was the second-most popular choice for participants.



“I PREFER” RESULTS:



This station asked participants to place their vote along two opposed axis on seven broad questions designed to gauge their standing on topics pertaining to larger issues the project touches on.

- Strongly favor reliable parking: **35%**
- Strongly favor easy to walk: **53%**
- Somewhat prefer quality: **36%**
- Somewhat or strongly prefer easier to walk: **33.5% each**
- Strongly prefer downtown for people: **57%**
- Strongly prefer outdoor event space: **48%**
- Somewhat prefer easy to bike: **36%**

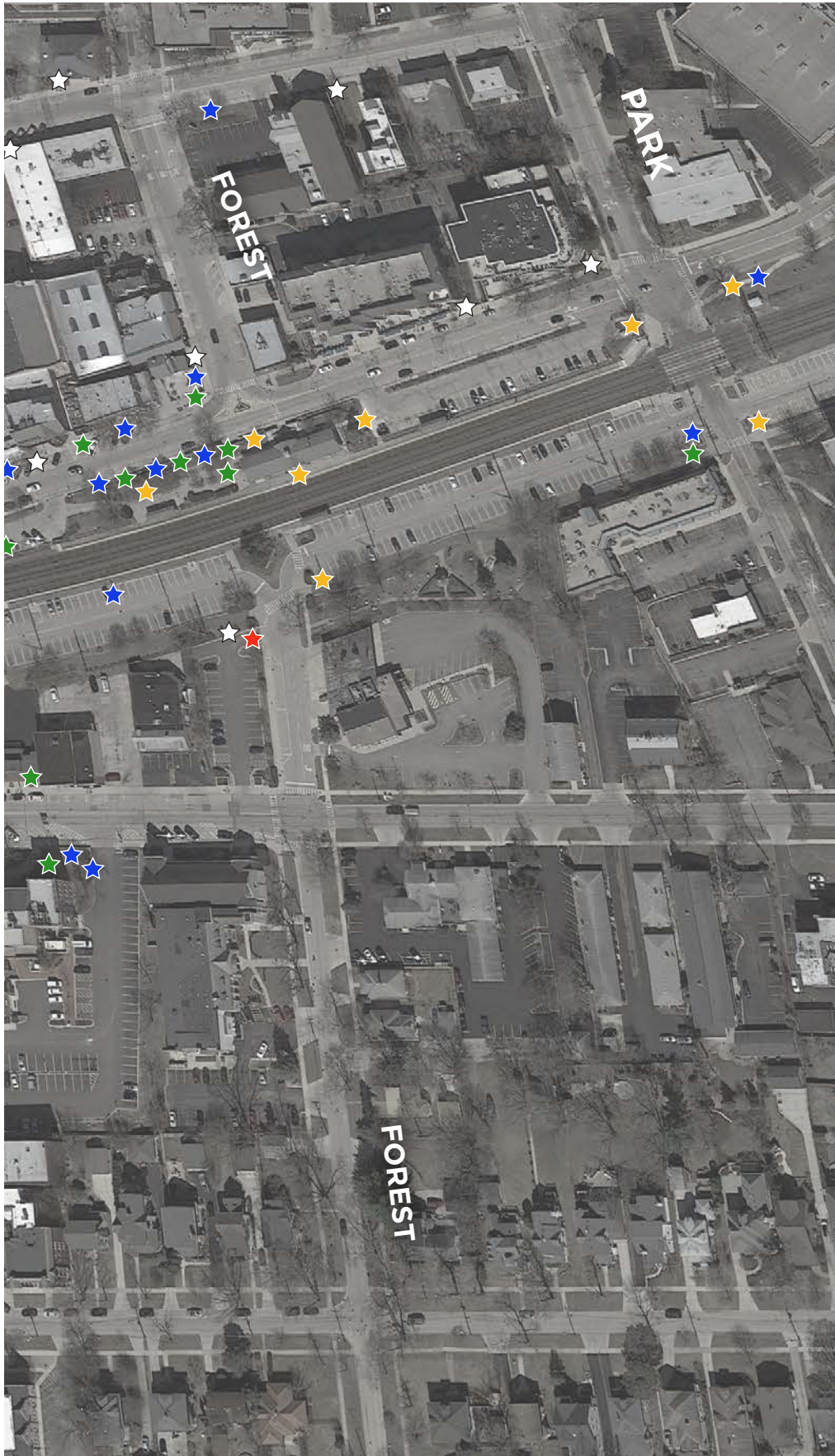
I PREFER

FREE PARKING	24%	20.5%	20.5%	35%	RELIABLE PARKING
EASY TO WALK	53%	40%	0%	7%	EASY TO DRIVE
QUALITY	21%	36%	32%	11%	FUNCTION
EASY TO PARK	20%	13%	33.5%	33.5%	EASY TO WALK
DOWNTOWN FOR CARS	0%	12%	31%	57%	DOWNTOWN FOR PEOPLE
OUTDOOR EVENT SPACE	48%	30%	11%	11%	PARKING WITHN 1 BLOCK
EASY TO DRIVE	21%	26%	36%	17%	EASY TO BIKE

LOCATING STATION RESULTS:

The most-commonly placed stickers were for seating and bike parking, with 35 and 33 respectively. The blocks around the Main and Crescent intersection saw the most recommendations, but stickers got spread across most of Downtown:





-  (24) PUBLIC ART
-  (35) SEATING
-  (20) TRASH
-  (33) BIKE PARKING
-  (22) PARKLET/PLAZA

MAIN & CRESCENT: HORSE TROUGH/CHRISTMAS TREE LOCATION

Attendees were asked to weigh in on four scenarios about the locations of these two key local landmarks. Option 1 - keeping the Trough as is and placing the Christmas tree near it on Main Street received the most votes.

CURRENT: 12 VOTES

OPTION 1: 18 VOTES

OPTION 2: 12 VOTES

**OPTION 3
(FUTURE RELOCATION): 8 VOTES**

PAVER PREFERENCE RESULTS:

Attendees could also show support for three potential paving options with pros & cons and costs listed for each option. In the end, attendees largely favored the aesthetics of brick pavers, understanding that the treatment would be used largely as an accent rather than for the whole streetscaping.

**DECORATIVE
ACCENTS:
31 VOTES**

**EXPOSED
AGGREGATE:
1 VOTE**

**PLAIN
CONCRETE:
17 VOTES**

APPENDIX: COMMENTS GATHERED & HEARD

Category	Comment
Amenities	Keep flowers + benches so older people can walk around + sit Keep fountain- & horse trough in center of town More fountains
Amenities	More trees + planters. Involve Morton Arboretum's professional research facilities.
Amenities	Festoon Lights: Most people liked this idea and thought they'd look nice in downtown, but several people were concerned that it would compete with/interfere with the traditional holiday lighting in the trees. A few people suggested limiting it to sidewalk areas, and not stringing them across the street. A few others thought the whole idea was cheesy and going overboard, one person even comparing it to Las Vegas. Overall, I'd say it was 75% positive, 25% negative.
Amenities	Outdoor Fireplace: Similar to the festoon lighting, most people thought this was a cool idea, but a few thought it was cheesy and going overboard. One or two people raised concerned that this would turn into a homeless encampment and/or be a place for drug users & criminals to hang out in the winter. A couple mentioned the cost of running something like this.
Amenities	Outdoor speakers
Amenities	Outdoor speakers
Amenities	Dawn Bussey would like to see outdoor speakers and festoon lights be included in the CBD.
Amenities	Carol White would like to see outdoor speakers and festoon lights be included in the CBD.
Amenities	Outdoor fire pit should only be turned on in the winter
Bicycles	It's critical to make downtown GE more walkable & bikeable community.
Bicycles	Like more bike parking + bike routes in and out of downtown area.
Bicycles	Need more bike places downtown.
Bicycles	More bike parking, especially south of tracks near apartments. Some thought there was enough since people use street signs
Bicycles	More bike racks near the train station
Bicycles	Bike racks take away space on the sidewalk and should be kept on the outskirts of CBD or near the Train Station
Flex Street	LOVE flex street - do it two blocks North & South of tracks on Main St. Makes it much easier for elderly customers to walk around. But this means we need parking garage on North side of tracks with immediate access to Main.
Flex Street	Most people really liked the idea of flex streets, and I didn't hear many/any negative reaction to this idea. Many people talked about Main Street as an ideal location for something like this. A few people thought doing the entire street might be going overboard, and liked the idea of targeting it into 1-2 raised intersections or mid-block areas instead of doing the entire block. Several people mentioned that they would go check out River St in Batavia next time they were out there.
Frida Kahlo	Please keep in mind in Summer of 2020 Frida Kahlo event coming to COD. We met with museums who have told us thousands of people attended for their exhibitions & tourism was high.
Frida Kahlo	Do NOT do project in 2020 when Frida is here - it would mar a once-in-a-lifetime opportunity to showcase Glen Ellyn at its best.

Frida Kahlo	Agree - Janet Avila, owner of String Theory Yarn Co.
Frida Kahlo	We should not start streetscape construction until Fall 2020 after the Frida exhibit at COD has left.
Frida Kahlo	Please keep in mind Frida 2020 event @ COD June-Aug 2020. We met w/ museums who had the exhibition and they indicated lines + tourists coming thru @ record numbers. Hope GE + downtown can take advantage of opportunity.
Frida Kahlo	Tear the sidewalks up in fall of 2020, not summer.
Frida Kahlo	Don't do project in 2020 as Frida is here. We want best impression.
Frida Kahlo	Don't tear the streets in summer of 2020.
Frida Kahlo	Don't tear up streets until close of Frida Kahlo exhibit at COD in 2020.
Gratitude	Thank you so much for the opportunity to have input into the future plans of our beautiful Village <3
Gratitude	Between the Giesche development bringing more residents/parking, and the possibility of more social and green space, I am excited about the future of downtown GE.
Gratitude	This was a great exercise to help us all see the possibilities for downtown, while appreciating the tradeoffs of options.
Gratitude	Thank you for asking the Village's opinion!! :)
Horse Trough	Please leave the Horse Trough in place
Horse Trough	Keep Horse Trough centerpiece of GE.
Horse Trough	Leave the Horse Trough alone. It feels like every iconic part of Glen Ellyn is being destroyed this year. The town is losing its nostalgia quickly.
Housing	More low income/affordable housing in downtown area w/ access to public transportation.
Housing	Lombard just completed proposal for a 4 story + grocery store.
Parking	Need a few spaces closer to businesses that allow for ~15 min customers or drop-offs.
Parking	We should go beyond the minimum ADA compliance codes. The parking situation in GE is not as bad as many think as there is usually parking available - Perception vs. Reality. The Giesche project will pass and that, with the Avare lot will address these needs. I am excited about the train station plan.
Parking	w/ parking behind Civic Center, there seems no reason to build additional parking on Main St. across from Nobel House. Does not make sense.
Parking	Additional parking is not necessary. Encourage walking as a healthy alternative. It also brings people to more stores.
Parking	Residents seem to be unusually consumed by the amount & location of parking. There is plenty of parking. People just need to utilize what's there. Get out & walk.
Parking	We have to make downtown ADA-compliant, don't we?
Parking	People don't know Daisy Park lot is there
Parking	Parking is not as big a problem as people say.
Parking	Glen Ellyn needs fewer automobiles, not more facilities to add them
Parking	Put a parking garage over lot behind Fire Station; turn Main into a woonerf. Older adults have trouble navigating curbs and would appreciate flex street on Main.

Parking	A parking deck to include large #s of Metra commuter spaces. It should include retail, shared office and affordable residential space.
Parking	Less cars, narrower streets
Parking	No real preference on parking. 50/50 split between parallel and angled.
Parking	Opus planned underground parking, Apex has not. Area by existing Giesche's property is a natural for underground parking as the basement has to be removed.
Pavers	Brick pavers in sidewalk locations are beautiful, they need to be installed and maintained properly. Money needs to be budgeted for annual maintenance. Look at the paver sidewalk in front of Len's Ace on Roosevelt Rd. It was a minefield, not sure if it was repaired
Pavers	Pavers/ped walkway mid-Forest to Duane since ppl already jay-walk so much there + also do all of above b/w Crescent + Pennsylvania for same reason.
Pavers	Bricks would be challenging for snow removal.
Pavers	Pavers are bad for snow removal/maintenance (provide concrete base?)
Pavers	Paving: Almost everyone I talked to likes the aesthetic of brick and wants to see it incorporated into the designs. I think the dot-voting on concrete got a bit skewed by a couple of people who hung around the board and kept telling people that brick is hard to maintain, hard to snowplow, etc. There were a couple of people that felt spending extra money on decorative paving was wasteful and that we should just go for concrete. Most of the negative reaction to bricks seemed to be around the misconception that they are difficult/expensive to maintain. The "snowplow expert" woman in particular was vehemently opposed to brick because she believes it absolutely cannot be cleared of snow, and she was not interested in hearing anything about how other suburbs have handled this. She literally gave me the number of the contractor they use for snow removal and told me to call them and they'd set me straight on why they can't clear snow from brick sidewalks.
Pavers	Exposed Aggregate: No one liked these images. One person commented that we picked bad images of exposed aggregate/colored concrete and that's why no one would vote for it. My take was that people didn't think the aesthetic was right for downtown GE.
Pavers	Combo of materials: Most people seemed to understand that we wouldn't be doing "brick everywhere", and liked the idea of combining the two materials. A few people voiced concern about settling between materials causing trip-hazards or issues with snow plowing.
Pavers	Permeable pavers: I had a couple of people asking me if we were considering this as an option. The people who brought it up felt that if we're doing brick bands anyways, we should consider making them permeable. Conversely there were a couple of people that worried about salty water getting into the tree pits and killing the trees/plants, and suggested these be in raised planters so that runoff cannot get into them. (This would require irrigation)
Pedestrians	1). Light the crosswalks at Main & Pennsylvania, making pedestrians in the crosswalks more visible. I feel invisible when crossing at night, returning from train, esp on North side of intersection. 2). Rail crossing for pedestrians at station.
Pedestrians	(The Village) has to get people to walk
Pedestrians	Concerned about safety walking across intersection at the fire station - cars "push" people to cross and one man was hurt in an incident trying to cross.

Pedestrians	Need more pedestrian space
Pedestrians	Complaint about people crossing Main St at the south let of the intersection with Crescent. Anything that could be done to either prevent or make safe crossing.
Phasing	Would like construction phases divided by North/South of the tracks. And one East/West street needs to be open at all times so people can drive in.
Phasing	Accelerated construction timeline for businesses.
Phasing	Village should build the garage first to compensate for lost parking during construction
Phasing	The project should be broken down into north and south sections
Phasing	Most customers come in coming in from either east or west should be able to do that during the time the streets are under construction. For example, when working on Pennsylvania, leave Crescent open to traffic.
Phasing	The five or six year time period of construction, similar to Wheaton is too long
Phasing	Project should be done in about 3 years
Phasing	Village to work with building owners on making improvements to private sections of water services
Priorities	Priorities: 1: Flex streets; 2: Silva Cell: Normal, IL 3: Bury overhead wires
Priorities	Silva cells, Flex Streets, Parallel Parking
Quality of Life	CBD needs a focal point. My suggestion is to integrate the streetscape efforts w/ the new train station. Create a vibrant public plaza on the West side of the new station that can link up w/ street events using Main & Crescent. Make this plaza the go-to spot for commuters, restaurant-goers, bikers, walkers, etc. When someone mentions Glen Ellyn, this central plaza would be the spot/ entity one would think of
Quality of Life	No need for underpass Build new train depot No need for more business space Encourage ground-floor space at near multi-unit construction to be dedicated to building's amenities, not retail storefronts.
Quality of Life	Would like to see as many trees as possible. Also: benches, outdoor eating areas, fireplace, bikeracks, attractive trash cans, as much outdoor space (parklets) as possible & maintain quaint appearance of town.
Quality of Life	Trash cans (nice ones!) are needed along walking routes that Glenbard West kids take before, during lunch & after school - down Pennsylvania & Crescent Aves from the West to the East near venues they visit for drinks, snacks. Bike racks along these routes would be helpful as well.
Quality of Life	I would rather see lighting, an archway sign & other greenscapes to welcome pple to GE. I love the Normal, IL Silva cell pics + think that would make downtown more functional + centered.
Quality of Life	• More bike parking • Alfresco dining - sidewalk cafe • Cobblestones • Planters - fireplace? • Decorative sidewalks • Stormwater
Quality of Life	Try to maintain the number of trees lining Main St.

Quality of Life	Please don't put in outdoor fireplace that will burn (waste!) fuel all year long. The only place I think some sort of warmer would make sense is for commuters at the train station and only when the temperature is very low.
Quality of Life	yearly paver art?
Quality of Life	keep historic charm
Quality of Life	Many residents preferred trees, outdoor eating, horse trough, lighting
Quality of Life	Street Art (if its good) also only temporary - would prefer rotating art. One resident suggested placing art as you enter downtown.
Quality of Life	Village needs to create focal points and spread retail/parking out from that
Quality of Life	DO NOT TOUCH MAIN/CRESCENT - multiple people mentioned this
Quality of Life	Village garbage cans that can be sealed off during events. Events have their own garbage cans, and village cans shouldn't be used for these.
Quality of Life	Few residents concerned about homeless - want to make sure ped. improvements don't encourage camping. Also don't want homeless to camp overnight on outdoor dining areas
Quality of Life	One resident said too many kids hang out on street corners and curb bumpouts will only encourage it and bring them closer to traffic
Quality of Life	Promenade idea proposed by Opus in 2015 was well-liked. A gathering place after dinner would be great. A gathering destination that keeps people downtown to shop.
Quality of Life	A GE official was thrilled when she learned Red Hound was going to have a roof top gathering space.
Quality of Life	More public seating access
Quality of Life	Concerns with APEX 400 development
Sidewalks	Like the look: ADA parking, outdoor eating, more bike parking/trash cans, sidewalk widened = better, snow removal.
Sidewalks	If wider sidewalks are installed, then GE needs to better maintain them, including snow removal.
Sidewalks	Widening sidewalks will encourage more socialization - more vibe. All compliant is a must-have if are to be a village that is truly inclusive and I would encourage us to over-index here.
Sidewalks	I am very much for improving safety & aesthetics of Main St, esp between Forest to Duan, making larger sidewalks (keep parallel parking), using flex streets.
Sidewalks	Main - wider sidewalks
Sidewalks	Wider sidewalks seem useful for active retail.
Sidewalks	More walking. More green space. Bigger/wider sidewalks (café) Architecture important.
Sidewalks	Penn, south side at A Toda Madre - sidewalk is way too narrow.
Sidewalks	One resident said street side dining bad idea - doesn't want to eat with risk of getting hit by speeding car... same guy said speeding/car volumes are not a problem. suggested sidewalks be routed closer to roadway and dining closer to buildings?
Sidewalks	Streetscape planning is looking for space for people. For example Main & Crescent by Horse Trough.
Sidewalks	Plaza: In my opinion is consistent with streetscape goals: place for people.

Sidewalks	The sidewalk on north side of Pennsylvania east of Crescent is wide enough
Sidewalks	Widen the sidewalk on south side of Pennsylvania next to A Toda Madre
Sustainability	Add green space/trees wherever possible
Sustainability	I would love to consider sustainability w/ the Silva cell proposal & also would like from the 2009 Plan proposal to bury wires. I love the Civic Center garage proposal (as long as it isn't taller than Civic Center & Church) & consider creating the commuter parking by library as another home for a garage.
Sustainability	Water needs to be slowed on streets to decrease overwhelming of Lake Ellyn & the storm drains
Sustainability	Stormwater capture, use, purity.
Sustainability	As much green space as possible
Sustainability	Silva Cells: Almost everyone liked the idea of using Silva Cells but there were a few that raised concerns about snowmelt salt getting into the trees and killing them. Generally most people quickly understood the concept, liked that we were considering ways to grow healthy trees, and wanted to see something like this used.
Sustainability	Including "green" stormwater management components should be part of the design
Sustainability	Storm sewer improvements with concessions for private drainage an connections should be included in the projects
Sustainability	Drainage issues on the property at 501 Forest
Transit	Is Pace part of this discussion?
Wayfinding	Need clear signs indicating the alley b/t the Bookstore & Gather + Collect. People park there and trash cannot be picked up.



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

Meeting 4/10/2024 7:00 PM
Department: Public Works
Department Head:
Category: Report
Prepared By:

AGENDA ITEM (ID # 2024-225)

DOC ID: 2024-225

Engineering Division Project Activity Report Dated 4-5-2024

Statement of the Issue:

The latest Public Works Engineering Division Project Activity dated April 5, 2024 is attached hereto for review by the Capital Improvements Commission.

Analysis:

Budget Impact:

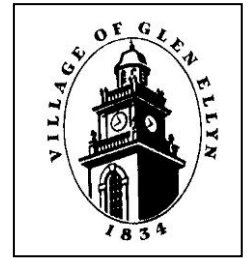
Contribution to Strategic Plan

Action Requested:

Attachments:

1. Engineering Project Report 4-5-24

April 5, 2024



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)

There was no substantive work on the Phase 1 streetscaping area since the last report. The punch list items, the replacement of a section of pavement and curb on Hillside east of Main, and the reconstruction of the alley west of Main Street, south of Duane Street are still planned for this year.

The Main Street alley (west of Main, south of Duane) sanitary sewer replacement, storm sewer work, and pavement reconstruction are still anticipated to be undertaken upon completion of the Phase 3 underground utility work, which is estimated to be in mid-May.

CBD STREETSCAPE AND UTILITY IMPROVEMENTS – Phase 2-3 – Contractor: A Lamp Concrete Contractors

(Project No. 15006; Value of Construction Contract = \$16,298,499)

The focus of the Phase 3 streetscaping construction continues to be completion of the underground utilities at the eastern segments of Pennsylvania Avenue (Main to Forest). Within the past month, the installation of new sanitary sewer and laterals was largely completed. Along with the installation of the new watermain. The contractor broke away from Pennsylvania Avenue over spring break week, in order to complete storm sewer catch basin installation at the Duane Street/Prospect Avenue intersection, while traffic was reduced.

Over the next estimated two-and-a-half weeks the contractor anticipates completing the underground utility work along Pennsylvania Ave east of Main Street. This includes the water service connections to the new watermain, along with the installation of new storm sewer and associated laterals along the length of Pennsylvania Ave east of Schock Square. The contractor's underground crew will then move to complete miscellaneous utility work on Pennsylvania west of Prospect and along Glenwood Avenue. Meanwhile, the contractor's roadway crew will begin on the roadway reconstruction of Pennsylvania east of Main Street.

Some other items of note:

- As soon as weather allows, the contractor will resume refresh of the worn temporary pavement marking through the Phase 2 area. This will include a test of a modified lane assignment for westbound Pennsylvania Avenue at Prospect Avenue, whereby the existing left turn only lane will be restriped as a combined through/left lane. This is in response to concerns about the weaving movement required of all through westbound Pennsylvania Ave vehicles in the vicinity of a condominium driveway and public parking area driveway.

The location will be monitored and if the modest change results in improved operations, it will be made permanent with the final pavement marking later this year.

- Completion of the Phase 2 irrigation system, followed by planting of perennials through the Phase 2 area, is planned for later this spring.
- Soil borings are being conducted through the Crescent-Glenwood parking lot to allow for environmental testing of the soil beneath the parking lot. This is to determine the potential soil disposal costs that may be involved with reconstruction of the Crescent-Glenwood lot, and as an input to the greater evaluation of streetscaping concepts for the parking lot area.
- This is not specifically streetscape related, but since it is being coordinated with streetscaping, the Union Pacific Railroad has informed the Village that they will need to close Main Street for a 10-day period in order to fully replace the Main Street railroad crossing. The work is planned for May 29th to June 7th, and is needed due to deficiencies identified in the rail at the crossing. While there is limited flexibility in the scheduling of this rail work, Village representatives met with railroad representatives and were able to secure this time period that works with the anticipated streetscape schedule (i.e. no conflicting detours) as well as the current downtown events schedule. The Village has also requested, and the Union Pacific Railroad has agreed to work with the Village on maintaining pedestrian access across Main Street to the maximum extent possible during the work.



Start of installation of new watermain along Pennsylvania east of Main Street

CRESCENT BOULEVARD RESURFACING PROJECT – Contractor: K-Five
(Project No. 23002; Value of Construction Contract = \$1,620,838)

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 included with the project is the construction of new sidewalk on the south side of Crescent Boulevard from Lee to Riford and on the north side of Crescent Boulevard from Crescent Drive to 950 Crescent, which is approximately 385' east of Cumnor Avenue.

The second project informational meeting, which is more construction-specific, was held on Wednesday, March 6th, with seven residents in attendance. Staff presented a recap on the construction scope, detailed anticipated impacts, overviewed construction schedule, and discussed residents' concerns which focused on instances of speeding and requests for crosswalk and sidewalk improvements.

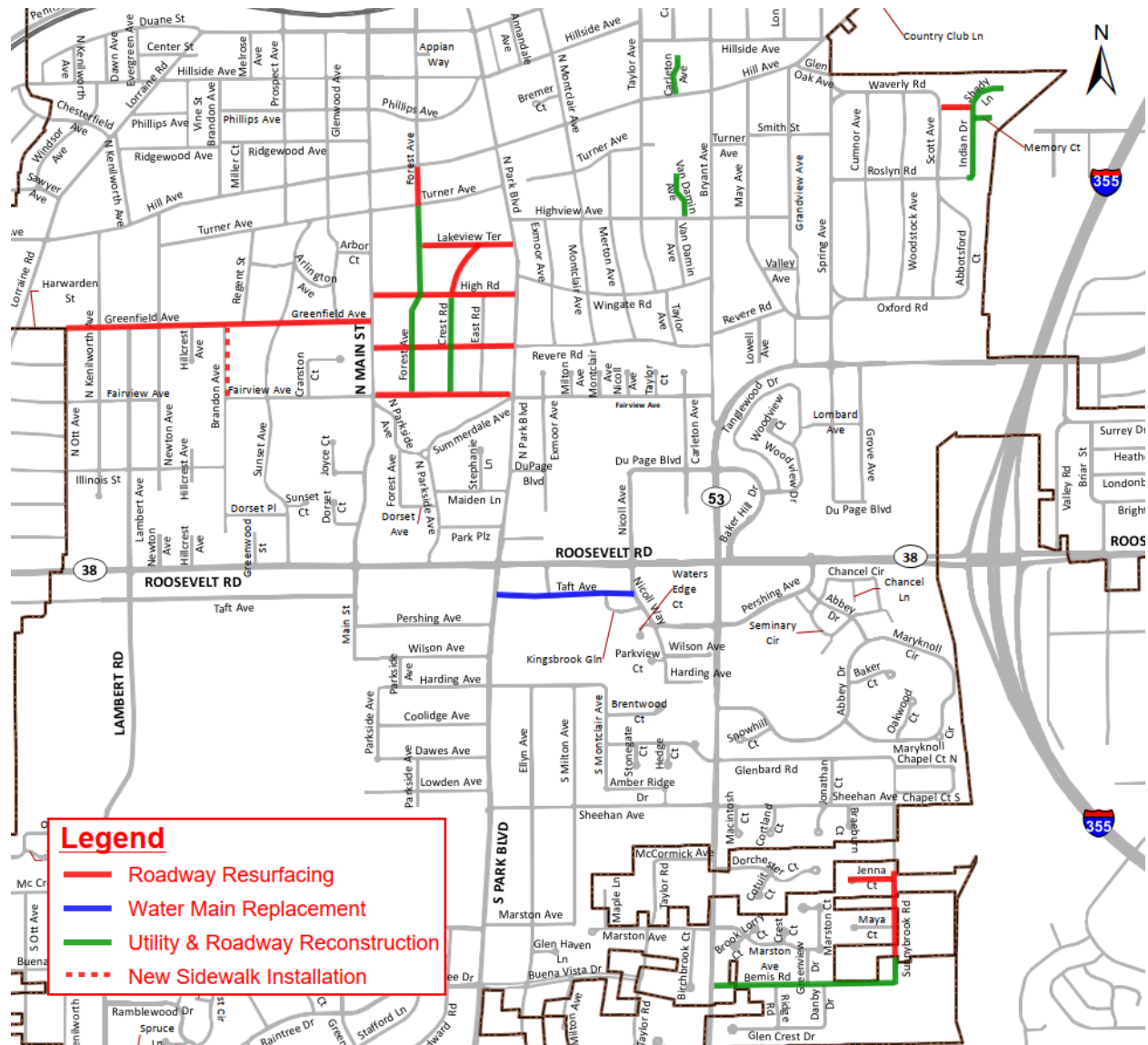
Staff, the consultant resident engineer, and tree protection consultant conducted a walkthrough of proposed sidewalk installations in late February to finalize the alignments, tree protection efforts, and tree removals. In-house tree removals then began on March 5th, with stump grinding and removal of larger trees completed later in March. Construction officially commenced the week of March 25th, with tree root pruning, installation of silt fence and protective tree fencing, excavation for sidewalk installations, and preparation for driveway removal having since been completed. It is anticipated that pouring of concrete sidewalk, curb, and driveways will begin the week of April 8th and take several weeks to complete. Completion of the project is anticipated to be achieved by early to mid-June.



Excavation for new sidewalk between Lee and Riford.

2024 UTILITY AND ROADWAY IMPROVEMENTS – Contractor: John Neri Construction
(Value of Construction Contract = \$13,148,961)

This project included varying levels of roadway resurfacing, water distribution system improvements, sanitary sewer collection and conveyance system improvements, and roadway reconstruction along approximately 4.2 centerline miles of Village roadways as shown in the below location map:



The project's construction contract was awarded to John Neri Construction in the amount of \$13,148,961 at the March 11, 2024 Village Board Meeting. A contract for construction engineering services in the not to exceed amount of \$712,242 was concurrently awarded to V3 Companies at this meeting. These contracts have since been executed and a preconstruction meeting was held on March 19, 2024. Work has started in earnest with the project having an overall completion date specified for November 22, 2024, with work near schools required to be completed by July 31, 2024.

A project informational meeting, focusing on construction schedule and impacts, was successfully held on Wednesday, April 3rd, with approximately forty residents attending. Staff presented a recap on the construction scope, detailed anticipated impacts, overviewed the construction schedule, and answered resident questions. Resident concerns included questions about utility disruptions, service replacement limits, driveway access, overnight parking, and anticipated schedules for specific streets. Staff also noted receiving opposition to the project's proposed sidewalk installation on the east side of Brandon Avenue, between Fairview and Greenfield, from two fronting residents. Staff clarified the location and apparent community desire for the sidewalk, but the residents disagreed and asked how to further oppose the sidewalk. Staff mentioned that the CIC frequently discusses sidewalk installations and that they are welcome to attend the upcoming April meeting, if desired.

OTHER AGENCY PROJECTS

Butterfield Road Reconstruction (IDOT)

The State continues to advance its project to reconstruct Butterfield Road from 700 feet west of Arboretum Drive to I-355. The project involves complete reconstruction of IL-56 with the end deliverable being 3 through travel lanes in each direction from Route 53 to IL-355. The intersection of IL-56 and IL-53 will also be improved with all approaches to the intersection to have dual left- turn lanes and exclusive right-turn lanes. The intersection improvements will extend north and south along IL-53 with the State continuing to work through the design process for future reconstruction of IL-53 down to Park Boulevard.

The project will also include the construction of a 10-foot-wide shared use bicycle path on the north side of IL-56 between Arboretum Drive and Lloyd Avenue. As part of the shared use path construction, a new pedestrian bridge will be constructed over the East Branch of the DuPage River. New sidewalks will also be constructed along the west side of IL-53 from the southern Walmart entrance to Pinegrove Court and along the south side of IL-56 from the Abbington to IL-53.

The State is hoping to competitively bid the project in June which would allow for construction to start late summer/early fall. Further updates will be provided as the project advances towards construction.

PRIVATE DEVELOPMENT PROJECTS INVOLVING SIGNIFICANT PUBLIC IMPROVEMENTS

Glen Estates Subdivision

This project involves the construction of a 7-lot single family residential subdivision on the north side of Hill Avenue between Cumnor Avenue and Golf Avenue. The project involved fully reconstructing Hill Avenue and lowering the roadway and parkways to ensure sufficient stopping sight distance for vehicles traveling along Hill Avenue and needing to stop for vehicles exiting and entering the new residential driveways on Hill Avenue.

The public improvements are largely completed except for burying an overhead communication

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line on Cumnor Avenue as well as the installation of sidewalk along Hill, Cumnor, and Golf. The developer is concerned with the cost of the utility undergrounding work and looking for either relief of this requirement or financial assistance from the Village. The remaining sidewalks and driveway approaches along Hill Avenue will be installed as the individual lots are developed with new homes.

Harding Glen Townhomes

This project involves the construction of a 23-unit town home development just east of the intersection of Harding Avenue and Nicoll Way (near the major intersection of Illinois Route 53 and Pershing Avenue). The project will include a 450 foot extension of Harding Avenue via the construction of a cul-de-sac. Utility improvements include sanitary sewer main extension, water main extension, storm sewer/drainage improvements, as well as dry utility gas, electric, and communication. The contractor has largely completed the sewer and water improvements within the right-of-way with advancement of roadway excavation and construction imminent.

ENGINEERING PROJECTS

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

(Project No. 00511)

This project involves the construction of sanitary sewer and water distribution system improvements on Hill Avenue between Golf Avenue and the East Branch of the DuPage River. The improvements will ultimately result in the Village's water main being continuous and looped along both Hill Avenue and Crescent Boulevard. Also, this will allow the Village to serve the fronting properties on Hill Avenue with potable water service.

All project permits are now in place. Easement documentation was prepared for the Elliot Construction property with the documents signed by the respective party. A similar easement is needed on the north side of Hill Avenue which staff has met with the property owner to review draft easement documents. The property owner is reviewing and will be following up with staff.

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

(Project No. 16016)

Staff and CDM Smith continue to work on Phase II Engineering. Staff meets with the firm on a weekly basis to review project status and provide direction on design decisions. In addition, Staff and CDM Smith are meeting with Metra and Union Pacific on a monthly basis to similarly coordinate on design status and design decisions.

Critical path design elements right now include affirming the preferred on-street parking configuration, i.e., roadway geometrics, along Crescent Boulevard between Main Street and Forest Avenue. Staff continues to discuss this matter with the Capital Improvements Commission. Staff is hopeful to secure a CIC recommendation on the matter at the April 10th CIC Meeting.

Staff and the design team are also coordinating with UP on rail elevations to solidify the design platform elevation. In summary, UP is planning on renewing the Main Street railroad crossing as well as replacing rail on the northern most track.

In terms of grant pursuit, Staff researched two other funding opportunities over the last several months and has submitted two additional grant applications. First, staff submitted an application for the Crescent Boulevard Roadway Improvements between Park Boulevard and Main Street. The application requested ~\$1.4M in local Surface Transportation Program funding from the DuPage Mayors and Manager’s Council. The application scored very well and the ~\$1.4M in funding is included in the recommended program which is now open for public comment. Staff also submitted an application to the State of Illinois which strongly supports pedestrian and roadway grade separations from railroads. The latter grant application closed on February 2, 2024, so there will be some time before news is shared on that application. Staff did reach out to the program contact for an update on the Village’s application and is awaiting a response.

TRAFFIC SIGNAL MODERNIZATION PROJECT – Engineer: AECOM

The kick-off meeting between the Village and the consultant team was conducted on March 13th. The Village has been pulling together background information including plans and historical crash data for the consultant. And a day-long field meet to review each of the six signalized intersections is scheduled for the week of April 8th.

As a recap, the first assignment includes the inspection and inventory of the conditions and equipment at each of the six signalized intersections owned and maintained by the Village. The inventory is followed by recommendations for the upgrade and modernization of the equipment and infrastructure at each intersection to improve operations, improve safety, and allow for coordination with surrounding signal systems (e.g., DuPage County) where applicable. The final report, estimated to be complete in early summer, is to include evaluation of emerging technologies.

Upon successful completion of the assignment, a proposal is to be solicited for Assignment #2 work which includes the preparation of bid plans and specifications for the proposed improvements. The results of the first assignment and the Assignment #2 proposal will be presented to the Capital Improvements Commission and the Board for review and approval.

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	2024 Estimated Glen Ellyn Cost*	Status
2024 Asphalt Roadway Patching	\$200,000	The project scope includes roadway patching throughout the Village. Locations will be determined by staff utilizing the Village’s Pavement Management System Data and field inspections. The 2024 asphalt patching budget is \$250,000. Bids were opened on February 28, 2024, with Schroeder Asphalt Services delivering the low bid of \$173,300. Since the asphalt patching project came in under budget,

Project	2024 Estimated Glen Ellyn Cost*	Status
		staff recommended that the project be awarded to Schroeder Asphalt Services in the amount of \$200,000 and that part of the \$50,000 budget balance should be used to help fund the 2024 Sidewalk and Concrete Street Repairs program, which came in \$38,525 over budget. The contract was awarded to the low-bidder, Schroeder Asphalt Services, at the March 11 th Board Meeting in the amount of \$200,000.
2024 Crack Sealing	\$40,000	The 2024 Crack Sealing program targets candidate locations using Pavement Condition Index (PCI) Study data and visual inspections. The 2024 budget for the program is \$45,000. Bids were opened on February 28, 2024, with SKC Construction, Inc. providing the low, responsible, and responsive bid of \$34,405. Since the project came in under budget, staff recommended that the project be awarded to Schroeder Asphalt Services in the amount of \$40,000 and use the \$5,000 budget balance to help fund the 2024 Sidewalk and Concrete Street Repairs program. The contract was awarded to the low-bidder, SKC Construction, at the March 11 th Board Meeting in the amount of \$40,000.
2024 Sidewalk and Concrete Street Repairs	\$388,525	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure and the installation of new sidewalk throughout the Village. New sidewalk is proposed on the west side of Hickory Avenue (Edgewood Dr. to Crescent Blvd.) and on the east side of Brandon Avenue (Fairview to Greenfield); however, as of this date, the proposed Hickory sidewalk is on hold while the issue continues to be discussed with the fronting residents and will be discussed with the CIC at their upcoming May 8 th meeting. The Brandon sidewalk will be constructed under the 2024 Roadway Improvements contract. The 2024 budget breakdown: \$150,000 Sidewalk Replacement; \$250,000 New Sidewalk Installation; and \$200,000 Concrete Patching. Contractors were asked to provide a base bid price for the standard removal and replacement program and an alternate price for the Hickory sidewalk installation. Bids were opened on February 28, 2024, with Schroeder and Schroeder, Inc., providing the low, responsible, and responsive base bid of \$388,525 and alternate bid of \$107,830. Staff recommended that the Board award a contract to Schroeder and Schroeder for the full base bid amount of \$388,525; the alternate bid for the Hickory Ave. sidewalk was not recommended to the Board since discussions are on-going. Staff recommended that the budget savings and balance from the Asphalt Street Patching Program (\$50,000) and Asphalt Roadway Crack Sealing Program (\$5,000) be used to fund the budget overage in the 2024 Sidewalk and Concrete Street Repairs program, which leaves a balance of \$16,475 in the Capital Projects Fund for the patching and crack sealing programs. The contract was awarded to the low-bidder, Schroeder and Schroeder, Inc., on March 11, 2024, in the amount of \$388,525.
Pilot Sidewalk Repair Program	\$10,000	Safe Step will evaluate sidewalks for defects that present a trip hazard based on the defect identification criteria that Safe Step and the Village developed together. Safe Step will provide a report with locations, descriptions, suggested repair types, and photos of each identified defect. Once the data has been reviewed by the Village, Safe Step will begin making sawcut repairs that are tapered to a 1:12 slope ratio and have a smooth, uniform finish. Their patented

Project	2024 Estimated Glen Ellyn Cost*	Status
		process uses waterless saws, which eliminates slurry and water runoff contamination, and a dust-abatement system designed to capture fine dust. Each technician can make approximately 50 sidewalk cuts per day. The three areas of the Village selected to be part of this pilot sidewalk repair program are Main St. (Hillside to Hill), Montclair (Highview to Wingate), and Wingate (Exmoor to Merton) and covers approximately 1 mile of Village sidewalk. Safe Step will stop evaluations and repairs when the total budget of \$10,000 is reached.
2024 Utility Pavement Restoration	\$31,325	This new program will allow Public Works to use one contractor to restore Village right-of-way following in-house utility repairs instead of relying on the availability and coordination of the Village's separate concrete and asphalt contractors. The program requires the contractor to make three mobilizations throughout the construction season. The contractor must be capable of doing full-depth concrete and asphalt pavement patches, and concrete sidewalk, driveway, and curb and gutter repairs. The 2024 budget for this project is \$60,000. Bids were opened on February 14, 2024, with the low bid being provided by G.A. Paving, of Bellwood, IL, in the amount of \$31,325; the engineer's estimate for the work is \$27,638. The amount of work under this contract will be subject to the actual number of utility pavement patch repairs required and the availability of funds for this work. G.A. Paving has experience doing similar work for the Villages of Oak Park, Melrose Park, and Bellwood. Staff made a recommendation to the Village Manager to approve and execute a contract with G.A. Paving for the program in the amount of \$31,325; the utility pavement restoration contract was approved on March 11, 2024.

Project	2024 Estimated Glen Ellyn Cost*	Status
2024 Pavement Markings	\$120,000	The annual line striping contract will be recommended for award to Superior Road Striping (SRS), the low bidder of both the DuPage County and Suburban Purchasing Cooperative contracts, on April 22, 2024. The Village will utilize the Suburban Purchasing Cooperative's contract unit prices, which provide the lowest total cost for the program. Based on initially planned locations for this year, the bid is below the budget amount of \$120,000. Staff is accordingly reviewing candidate locations that may need refreshing this year to capitalize on the low unit prices. Target areas for new pavement markings include Lake Rd, Riford Rd., Fawell, the Taylor Ave. viaduct, and intersections that were not refreshed in 2022 or 2023. The Streets Division will continue to refresh pavement markings with paint in various locations this year, including the handicap symbols in all of the Village-owned parking lots. The Streets Division's 2024 budget for paint materials is \$5,000.
2024 Asphalt Surface Rejuvenation	\$119,149.38	Candidate locations include streets that have been resurfaced one to three years prior and those paved in phases 2 and 3 of the CBD Streetscape project. The 2024 budget for rejuvenation is \$120,000. Staff recently received pricing from a municipal partnering initiative with single source vendor, Corrective Asphalt Materials (CAM), which provides a more advantageous price for the Village than soliciting a price alone. Staff is recommending the award of a contract with CAM at the April 8 th Board meeting. Construction is anticipated to be completed in late summer.
2024 Sanitary Sewer Lining and Repairs	\$213,000	The 2024 program will provide for sanitary sewer lining and repairs throughout the Village including within the Street Improvements Project Areas. The 2024 proposed budget for this program is \$500,000. A portion of the program funding, approximately \$287,000, is being used to fund additional sanitary sewer rehabilitation work associated with the 2024 Utility and Roadway Improvements Project. Other proposed locations for 2024 are currently being identified by PW staff.

*All costs are rounded to nearest dollar.

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