



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, May 8, 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.

- A. Call to Order**
- B. Public Comment**
- C. Approval of Minutes**
 - 1) Motion to approve the March 13, 2024 Capital Improvements Commission Meeting Minutes
 - 2) Motion to approve the April 10, 2024 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) Hickory Road Sidewalk
- E. Trustee Liaison's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report Dated 5-3-2024.
- I. Adjourn**



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

Meeting 5/8/2024 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Minutes
Prepared By: Rich Daubert

AGENDA ITEM (ID # 2024-
303)

DOC ID: 2024-303

Motion to approve the March 13, 2024 Capital Improvements Commission Meeting Minutes

Statement of the Issue:

The draft meeting minutes for the March 13, 2024 Capital Improvements Commission Meeting are attached hereto for review and consideration of approval.

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:

1. CIC Meeting Minutes March 13 2024 - Draft

DRAFT



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

Board or Commission: Capital Improvements

Date: March 13, 2024

Meeting: Regular

Called to Order: 7:01 p.m.

Quorum: Yes

Adjourned: 8:51 p.m.

Member Attendance:

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

Also Present:

Dave Buckley	Public Works Director
Ellen McKenna	Civil Engineer I

A. CALL TO ORDER

The March 13, 2024 regular meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:01 p.m. at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

**APPROVAL OF FEBRUARY 13, 2024 CAPITAL IMPROVEMENTS COMMISSION
MEETING MINUTES**

It was decided to move the approval of the meeting minutes to the next regular meeting.

D. CURRENT BUSINESS

1. Glen Ellyn Metra Station and Multimodal Access Improvements Project – Crescent Boulevard On-Street Parking and Vehicular Lane Configuration – Engineer Daubert presented the existing and proposed parking for the project. He noted that staff is looking to confirm direction on the preferred on-street parking and vehicular lane configuration for the block of Crescent between Main Street and Forest Avenue. Daubert overviewed past review of the matter by the Village Board and CIC. He noted that the most recent review of the matter by the Village Board in October of 2020 yielded that the on-street angle parking on Main Street between Crescent and Pennsylvania should remain with the Streetscape project; however, the Board was divided on what to do with the on-street parking configuration on Crescent with the Metra Station Project. Engineer Daubert overviewed the benefits to the on-street parallel parking configuration which is the preferred alternative in terms of following IDOT design standards to the maximum extent, improving traffic operations including safety considerations, and allowing for improved sidewalk widths along Crescent Boulevard. He likewise emphasized the major drawback to the on-street parallel parking configuration which is the loss of parking spaces. Commissioners were then asked for feedback on the matter.

Commissioner Foerster inquired as to whether the project team had reviewed placing the angle parking on the south side of Crescent Boulevard/widening the sidewalk on the north side of Crescent. It was noted that the parking lot on the south side of Crescent, including its entrances and exits, would make this challenging in terms of maximizing spaces. Commissioner Zucchero emphasized that we need to prioritize the downtown for pedestrians. He noted that the work done on Main Street (Crescent to Pennsylvania) did not improve the environment for pedestrians. He emphasized not taking the same approach on Crescent. Chair Szymanski noted that we need to tell a story with our recommendation. We want to make the town more walkable; the underpass will change the dynamics of the downtown including allowing for parking to be better utilized. Commissioner MacDonald noted it is a tough call given the loss of parking spaces but he leans towards placing people first (i.e. leaning towards parallel parking/wider sidewalks). Commissioner Zucchero suggested reducing the amount of street furniture and potentially trees to free up more usable sidewalk space. Commissioners were generally supportive of the parallel parking option as it improved the sidewalk widths which were referenced as cluttered with bikes and street furniture and a need for additional walking area. However, Commissioner MacDonald did suggest an alternative for the parking lot on the west side of the Metra Station. He asked for the development of an alternative for the parking lot which would feature two rows of angle parking in the parking lot; it was understood that this would result in the loss of on-street parallel parking spaces but this would yield more overall spaces if viable. Engineer Daubert noted this is worth revisiting and we will follow up on the matter with the CIC.

E. TRUSTEE'S REPORT – No report.

F. OTHER BUSINESS – None

- G. PUBLIC WORKS REPORT** – Public Works Director Buckley noted contracts have been approved including Abbott Tree, brush and branch, landscape maintenance, water tower maintenance. He added we are in the midst of second interviews for the Assistant Director of Public Works. We are getting our first two electric vehicles. He noted we have used very limited salt this winter.
- H. PROJECT REPORT** – Engineer Daubert and Civil Engineer McKenna reviewed the engineering division project activity report with updates on the 2024 Utility and Roadway Improvements Project and Maintenance Programs including the Asphalt Street Patching Program, Cracksealing Program, and Sidewalk and Street Repair Program
- I. ADJOURNMENT** – Commissioner Zuccherro motions and Commissioner Foerster seconds to adjourn the meeting. The motion is unanimously approved and meeting adjourned at 8:51 p.m.

Submitted by Richard Daubert, Professional Engineer



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

Meeting 5/8/2024 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Minutes
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2024-
304)**

DOC ID: 2024-304

Motion to approve the April 10, 2024 Capital Improvements Commission Meeting Minutes

Statement of the Issue:

The draft meeting minutes for the April 10, 2024 Capital Improvements Commission Meeting are attached hereto for review and consideration of approval.

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:

1. CIC Meeting Minutes April 10 2024 - Draft

DRAFT



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
April 10, 2024
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: April 10, 2024

Meeting: Regular

Called to Order: 7:00 p.m.

Quorum: Yes

Adjourned: 9:20 p.m.

Member Attendance:

Steve Szymanski	Chair	Present
Joel Baldin	Commissioner	Present
Arthur Foerster	Commissioner	Present
Orion Galey	Commissioner	Present
Michael Lindquist	Commissioner	Present
John MacDonald	Commissioner	Present
Adil Saeed	Commissioner	Absent
Jill Ziegler	Commissioner	Present
Rocco Zucchero	Commissioner	Present (7:40)
Donna Jean Simon	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Public Works Director
Derek Peebles	Assistant Village Engineer
Ellen McKenna	Civil Engineer I
Steve Pasinski	CDM Smith – Client Service Manager
Sarah Sutherlin	CDM Smith – Lead Architect
Matt Aklan	CDM Smith – Senior
Julie & Stacey Farrel	187 Brandon Avenue
Julie Ryan	155 Brandon Avenue
Angela Fanella	179 Brandon Avenue
Tim Stroh	171 Brandon

A. CALL TO ORDER

The April 10, 2024 regular meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:00 p.m. at the Glen Ellyn Civic Center.

- B. PUBLIC COMMENT** – Engineer Daubert states yesterday, we held a meeting with residents concerning the proposed sidewalk installation on Brandon Avenue. A petition was submitted by residents for the inclusion of the sidewalk in this year's project, rather than waiting until future street work in 2027.

Julie Ryan, a resident at 155 Brandon Avenue, expressed opposition to the sidewalk installation due to concerns about it encroaching on her property and disrupting her mature landscapes. She suggested that the sidewalk installation be coordinated with other street work to allow residents time to adjust their landscapes, minimizing disruption. Stacey Farrell, 187 Brandon Avenue resident, highlighted the safety urgency of the sidewalk installation, noting that there are 32 children on the street and the absence of a sidewalk poses risks, especially given the busy traffic from nearby schools and delivery trucks. Tim Stroh, another resident, expressed a preference against the sidewalk but suggested its placement north of his property up to 175 Brandon Avenue. Angela Fanella of 179 Brandon Avenue emphasized that sidewalk installation was deemed a priority during her tenure on the Plan Commission with Developers required to install new sidewalks. She pointed out that the current Comprehensive Plan underscores the importance of walkability in the town. With 32 children residing on their block who are expected to walk to school, she highlighted the safety concerns associated with the lack of sidewalks. Angela expressed her hope that the commission would approve the installation of sidewalks to address these safety issues.

Engineer Daubert expressed gratitude for everyone's feedback, acknowledging that sidewalk installations pose inherent challenges. He informed the group that the Capital Improvements Commission had already evaluated the matter and that he was prepared to collaborate with residents to make reasonable adjustments. Engineer Daubert assured the group that staff could develop a plan accommodating Ms. Ryan's concern about her property and emphasized the importance of moving the project forward due to safety considerations and rising costs. Lastly, Engineer Daubert invited further feedback from the CIC.

Trustee Simon asked about the placement of the crosswalk in the plan. Engineer Daubert clarified that a crosswalk is indeed part of the plan and suggested that having a crossing guard during school hours would be beneficial. He noted that it is the responsibility of the schools to provide crossing guards and stated staff will coordinate with the school.

Chairman Szymanski noted that the CIC has thoroughly reviewed the project details and unanimously endorsed it, albeit with some modifications. Ensuring safety is our top priority, and we are committed to addressing concerns. Engineer Daubert outlined the next steps, stating that staff will proceed with laying out the sidewalks and will arrange meetings with residents to address any concerns and accommodate feasible adjustments. Engineer Daubert noted he will keep the project moving forward unless otherwise directed.

C. APPROVAL OF MINUTES

APPROVAL OF FEBRUARY 13, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM FEBRUARY 13, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Foerster

SECOND BY: Commissioner Baldin

AYES: Szymanski, Baldin, Foerster, Galey, Lindquist, MacDonald, Ziegler, Zucchero

RESULT: APPROVAL

D. CURRENT BUSINESS

1. Continuation of Glen Ellyn Metra Station and Multimodal Access Improvements Project – Crescent Boulevard On-Street Parking and Vehicular Lane Configuration) - Engineer Daubert states tonight we are 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. Daubert notes that as part of the Streetscape Project Development, we had a design workshop talking with residents and businesses. Feedback indicated some desire to improve pedestrian accommodations in the downtown as well as that there are some perceptions that parking is not as big of a challenge as some claim in the downtown. Daubert and Sutherlin overview the pros and cons to angled vs parallel parking, crash analysis, traffic operations including queuing, all of which were factored into the 10% design for the project which institutes parallel parking on both side of Crescent between Main and Park.

Background – Engineer Daubert states staff had received direction from the past Village Board regarding the preferred on-street parking configuration for both Main Street (Crescent to Pennsylvania) as well as on Crescent Blvd. (Main to Forest). He notes that the matter was revisited multiple times with the most recent review by the Village Board in 2020 yielded divided direction from the Board on what to do with the parking on Crescent. He summarizes that we are seeking clarity on this as we advance the design of the Metra Station Project.

Engineer Daubert reviews the recommendation from October 2020 - The CIC recommended that the on-street parking on the east side of Main Street be converted from angle parking to parallel parking. This being to maximize the sidewalks widths on Main Street. Conversely, the CIC weighed the pros and cons of potential parking configuration changes on Crescent (Main to Forest) with five of the eight Commissioners in attendance recommending 45 degree parking on the north side of the Street (Crescent). 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 changes 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 record

Chairman Szymanski adds we made the 2020 recommendation based on the parking garage, underground walkway and restaurant seating, but we can revisit now that many of the projects have been completed.

Daubert summarizes the October 2020 Village Board review of the matter. He notes that the Board gave staff direction to maintain the angle parking on the east side of Main Street (Crescent to Pennsylvania) but that the Village Board was equally divided on the Crescent Boulevard parking.

The existing parking conditions, design standards, 10% design plans, parking lot alternatives, and parking count summaries are reviewed with the Capital Improvements Commission with feedback requested.

The CIC discusses the matter and summarizes their individual feedback. Commissioner Lindquist supports the parallel parking alternative. He notes that Glenbard West is going down to three lunch periods starting next school year, i.e. supporting the need to widen the sidewalk on the north side of Crescent Boulevard. Lindquist prefers the west parking lot design as shown in the 10% plans and east lot alternate 2. Commissioner Baldin supports the parallel parking configuration, west lot as shown in 10% plans, and east lot alternate 2. Commissioner Macdonald supports parallel parking, the west lot as shown in the 10% plans, and east lot alternate 1. Commissioner Galey supports the parallel parking but wants to see the on-street parallel parking maximized as well as the off street parking maximized in the west and east lots adjacent to the train station (i.e. in support of west lot alternate and east lot alternate 2). Commissioner Zuccherro supports parallel parking, west lot as shown in the 10% plans, east lot alternate 2. Commissioner Zuccherro would also like to see optimal use of the parking lots such as considering full time use of the east lot for customer use. Commissioner Forester is in support of parallel parking, west lot as shown in the 10% plans, and east lot alternate 2. Commissioner Ziegler supports parallel parking, the west lot as shown in the 10% plans, and east lot alternate 2. Chair Szymanski supports parallel parking, west lot as shown in 10% plans, and east lot 2.

The CIC and Engineer Daubert discuss creating three separation motions for the CIC recommendation. The motions are established, made, and approved as follows:

Commissioner Baldin motions to recommend to the Village Board that as part of the Glen Ellyn Metra Station and Multimodal Access Improvements Project that Crescent Boulevard be configured with parallel on street parking on both the north side and south sides of the street between Main Street and Forest Avenue, Commissioner Zucchero seconds the motion.

MOTION TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE GLEN ELLYN METRA STATION AND MULTIMODAL ACCESS IMPROVEMENTS PROJECT THAT CRESCENT BLVD BE CONFIGURED WITH PARALLEL PARKING ON BOTH THE NORTH SIDE AND SOUTH SIDES OF THE STREET BETWEEN MAIN STREET AND FOREST AVENUE

MOTION BY: Commissioner Baldin

SECOND BY: Commissioner Zucchero

AYES: Szymanski, Baldin, Foerster, Galey, Lindquist, MacDonald, Ziegler, Zucchero

RESULT: APPROVAL

Commissioner Baldin motions to recommend to the Village Board that as part of the Glen Ellyn Metra Station and Multimodal Access Improvements Project that East Lot Alternate 2 be implemented as to maximize the parking on the south side of the lot, Commissioner Galey seconds the motion.

MOTION TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE GLEN ELLYN METRA STATION AND MULTIMODAL ACCESS IMPROVEMENTS PROJECT THAT EAST LOT ALTERNATE 2 BE IMPLEMENTED AS TO MAXIMIZE THE PARKING ON THE SOUTH SIDE OF THE LOT.

MOTION BY: Commissioner Baldin

SECOND BY: Commissioner Galey

AYES: Szymanski, Baldin, Foerster, Galey, Lindquist, Ziegler, Zucchero

NAYS: MacDonald

RESULT: APPROVAL

Commissioner MacDonald motions to recommend to the Village Board that as part of the Glen Ellyn Metra Station and Multimodal Access Improvements Project that the West Lot be configured as shown in the 10% design with angled parking on the south side of the lot including a sidewalk between the parking lot and railroad right-of-way, Commissioner Ziegler seconds the motion.

MOTION TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE GLEN ELLYN METRA STATION AND MULTIMODAL ACCESS IMPROVEMENTS PROJECT THAT THE WEST LOT BE CONFIGURED AS SHOWN IN THE 10% DESIGN WITH ANGLED PARKING ON THE SOUTH SIDE OF THE LOT INCLUDING A SIDEWALK BETWEEN THE PARKING LOT AND RAILROAD RIGHT-OF-WAY.

MOTION BY: Commissioner MacDonald

SECOND BY: Commissioner Ziegler

AYES: Szymanski, Baldin, Foerster, Lindquist, MacDonald, Ziegler, Zuccherro

NAYS: Galey

RESULT: APPROVAL

E. TRUSTEE'S REPORT – Trustee Simon updates the commission that during Monday's Village Board meeting, an ordinance was passed prohibiting parking of vehicles blocking the sidewalk during the daytime with a limited overlap of vehicles allowed overnight. This ordinance will be published, and a grace period for ticketing violations will be implemented until full communication is achieved within the community.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – None

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

- Train Station Project: We are actively exploring grant opportunities for this project and are awaiting feedback on a section 130 grant application to the state.
- Elmhurst Train Station Project: We have been participating in meetings related to Elmhurst's train station project to understand Union Pacific's perspective on land acquisition. They are facing challenges as UP wants Elmhurst to purchase their train station before UP will entertain a lease agreement.
- Sidewalk Construction on Crescent Blvd: Progress has been made on the construction of sidewalks.

Trustee Simon expresses appreciation for Engineer Peebles' diligent reports on the CBD Streetscape Project and commends the staff for coming under budget on various projects and for their hard work and dedication.

Chairman Szymanski expresses appreciation for the support from the CIC.

I. ADJOURNMENT – Commissioner Zuccherro motions and Commissioner Lindquist seconds to adjourn the meeting. The motion is unanimously approved and meeting adjourned at 9:20 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 5/8/2024 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2024-
306)**

DOC ID: 2024-306

Hickory Road Sidewalk

Statement of the Issue:

As the CIC is aware, staff has received a request for the construction of public sidewalk on the west side of Hickory Road between Crescent and Edgewood. The requester shared feedback on the matter to the Capital Improvements Commission. Residents fronting the new sidewalk are opposed to the construction of the new sidewalk. Staff will present the attached PowerPoint Presentation on the matter to the Capital Improvements Commission on May 8, 2024. Both fronting residents and residents within the immediate area of the neighborhood have been invited to provide their feedback on the sidewalk. The residents have also been advised of the matter being reviewed by the Capital Improvements Commission. Please see the attached letter for reference.

Staff is ultimately seeking a recommendation from the Capital Improvements Commission on the matter.

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:

1. Invitation of Hickory Avenue Residents to Discuss Sidewalk 4-11-2024
2. CIC_Hickory Proposed Sidewalk_5-8-24

April 11, 2024



PROPOSED HICKORY AVENUE SIDEWALK INSTALLATION

INVITATION TO HICKORY AVENUE AREA RESIDENTS TO SHARE OPINIONS AND DISCUSS POTENTIAL IMPACTS OF REQUESTED SIDEWALK INSTALLATION ON WEST SIDE OF HICKORY AVENUE

Dear Hickory Avenue Area Residents:

The Village of Glen Ellyn is reviewing the potential construction of sidewalk on the west side of Hickory Avenue between Edgewood Drive and Crescent Boulevard. Village staff has painted pink marks in the parkway to demonstrate where the new sidewalk would be installed if the project is recommended by the Capital Improvements Commission and/or approved by the Village Board.

The sidewalk improvements would involve installing approximately 615 feet of sidewalk to close the existing gap of sidewalk in front of 600-618 Hickory Avenue and 817 Crescent Boulevard. As depicted on the reverse side of this notice, the draft sidewalk alignment places the front edge of the sidewalk approximately eight feet (8') behind the curb along Hickory Avenue between Edgewood and Woodland and 3-4' behind the curb between Woodland and Crescent.

Staff will present this proposal to the Capital Improvements Commission at their May 8th regular meeting, which will take place at 7:00 p.m. in Room 301 of the Glen Ellyn Civic Center located at 535 Duane Street, Glen Ellyn.

Residents are welcome to attend the Capital Improvement Commission meeting to voice their opinion as part of public comment, or, may submit their comments to me via email or regular mail using the contact information below. I am willing to meet with interested residents on-site to explain the potential scope of work in more detail and answer any questions about the proposal. I can be reached by email at emckenna@glenellyn.org and by telephone at 630-547-5510.

Sincerely,

Ellen McKenna
Civil Engineer I
Village of Glen Ellyn
Public Works Department
30 S. Lambert Rd.
Glen Ellyn, IL 60137

CC: Public Works: Supervisor Group

Hickory Avenue Sidewalk Installation Request

May 8, 2024 Capital Improvements Commission Meeting



Background

- ▶ **June 2021:** An area resident requested new sidewalk installation on the west side of Hickory between Crescent and Edgewood. His reasoning was that it was one of the only blocks in the area without sidewalks and the sidewalk construction could be tied to that year’s resurfacing project on Hickory. He shared that his children had to cross “three intersections to get the bus” when they were in school.
- ▶ Professional Engineer Daubert explained that more time would be required to develop a plan, present it to the fronting residents, and get Board approval. Hickory was not eligible for inclusion in the Crescent Blvd. Federal Aid Project.
- ▶ The proposed sidewalk was included in both the 2023 & 2024 Village budget. In 2023, staff needed additional time to prepare a cost estimate and do outreach with the residents of the block. The project was included as an alternate in the 2024 Sidewalk and Concrete Street Repair bid document.

40000 580155 - SIDEWALK IMPROVEMENTS	422,000
SIDEWALK REPAIR (REMOVAL AND REPLACEMENT) PROGRAM	150,000
INSTALLATION OF NEW SIDEWALK PROGRAM (HICKORY & BRANDON)	250,000
CCDD CERTIFICATION	12,000
PILOT SIDEWALK REPAIR PROGRAM	10,000

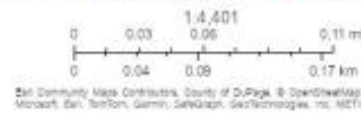
Background

2024 Activity

- ▶ **January 26:** Letters were hand-delivered to 618 Hickory and 817 Crescent describing the proposed project and inviting the residents to discuss the potential impacts, which included tree removal and pruning, with Village staff.
 - ▶ **January 31:** The 2024 Sidewalk and Concrete Street Repair Program was advertised for bid. The proposed Hickory sidewalk project was included as an Alternate in the bid document.
 - ▶ **February 14:** The bid opening for the 2024 Sidewalk Program is held and the low bid for the Alternate is \$107,830. (Base bid total: \$388,525)
- ▶ **February 26:** All four fronting residents signed a letter declaring their opposition to the proposed project and submitted it to the Village.
 - ▶ **March 11:** The Board follows the staff recommendation to award a contract for only the BASE bid and to reject the alternate bid.
- ▶ **March 11:** Professional Engineer Daubert and staff engineer, Ellen McKenna, met virtually with two of the fronting property owners and one nearby neighbor to share more information about the project and hear the residents' concerns and reasons for opposing the proposed sidewalk.
- ▶ **March 13:** The original requester attended the CIC meeting and voiced their continued support for the project during the public comment portion of the meeting.
- ▶ **April 11:** Forty-four (44) properties located within 250' of the proposed sidewalk were sent information about the project and invited to submit comments to staff or voice their opinion at the May 8th CIC meeting. No new input was received for or against the project.



Dupage County Parcel Report



- ▶ Letters were sent to 44 property owners located within 250' of the proposed sidewalk on April 11, 2024, .

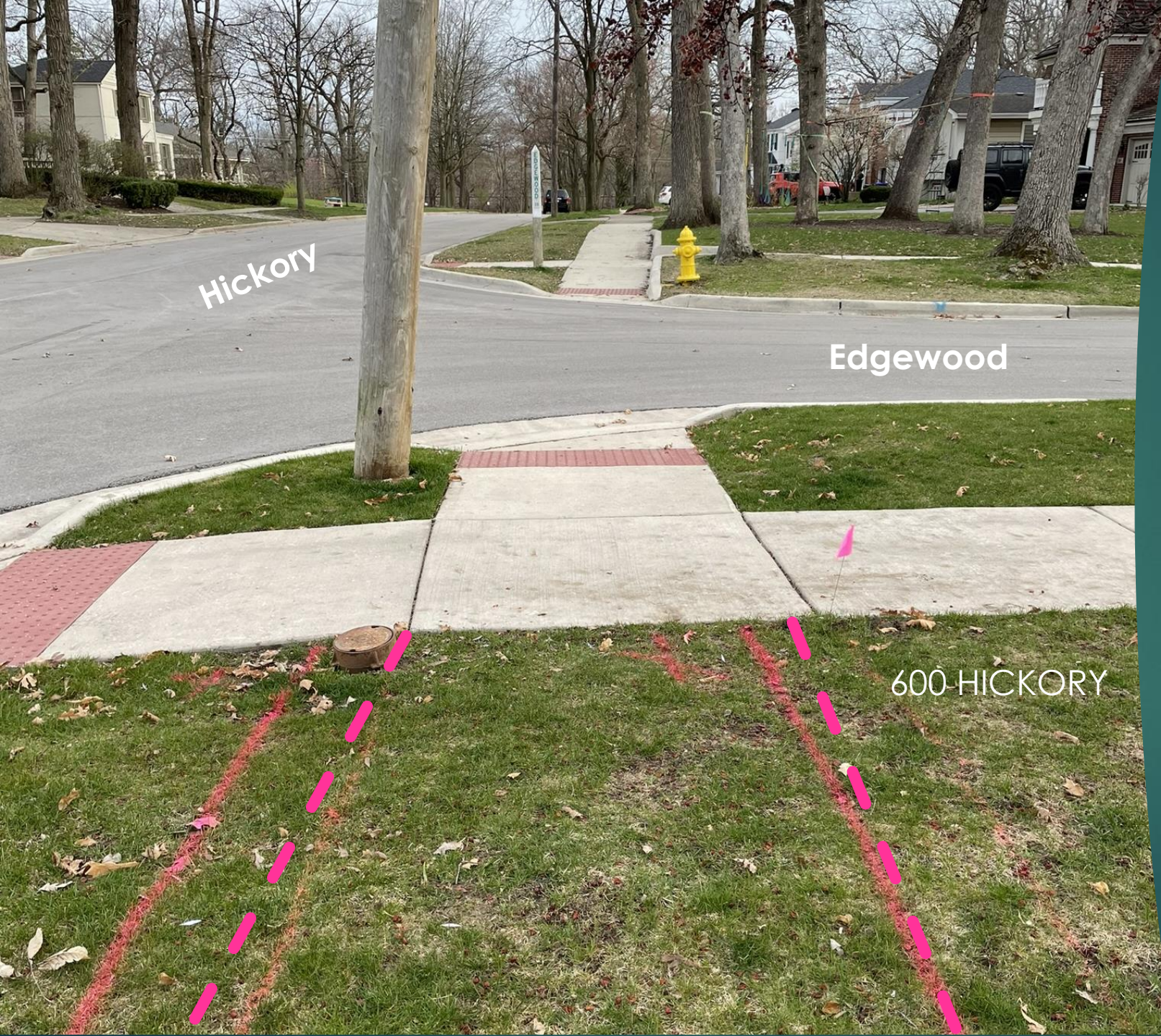
Fronting Residents' Reasons for Opposing the Sidewalk Installation

- ▶ “We don’t want the responsibility of clearing snow.”
- ▶ “The corridor is not busy enough to warrant the sidewalk.”
- ▶ “We like the quaint feel of the property.”
- ▶ “It’s not fiscally responsible for the Village to install the sidewalk.”
- ▶ “The proposed sidewalk costs too much.”
- ▶ “I’m concerned about the safety of pedestrians with the blind spot at the corner.”
- ▶ “The proposed sidewalk is too close to my home.”

Existing Conditions/Site Constraints



- ▶ Typical existing parkway width ~14.5-15' (property line to back of curb)
- ▶ Existing Parkway/Driveway Slope ~12-16% (Edgewood Dr.-Woodland Dr.)
- ▶ Seven electric/light poles placed within 4' of the back of curb.
- ▶ Fire hydrant located 4.6' from back of curb.
- ▶ Tree removal and trimming will be necessary for proposed sidewalk alignment.
- ▶ Hickory and Crescent intersection is ½ mile from Glenbard West High School



Hickory

Edgewood

600 HICKORY

Proposed Layout for Hickory Avenue Sidewalk

Northwest corner, facing south.



600 HICKORY

Proposed Layout for Hickory Avenue Sidewalk

Northwest corner of
Hickory and Edgewood, facing north.



600 HICKORY

Proposed Layout for Hickory Avenue Sidewalk

Proposed Layout for Hickory Avenue Sidewalk





Proposed Layout for Hickory Avenue Sidewalk

4' Parkway
width

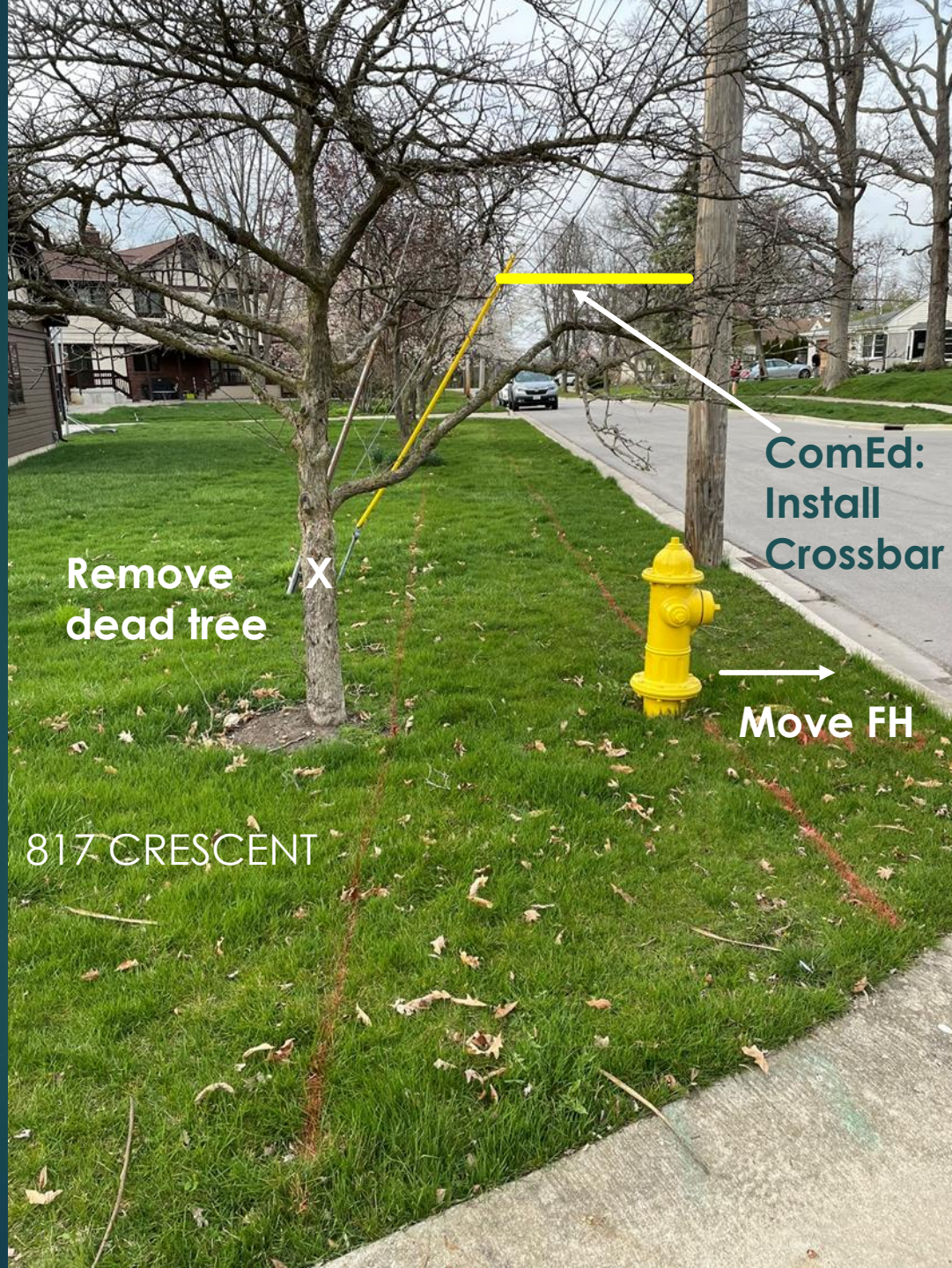
~8.5' Parkway
width

618 HICKORY

612 HICKORY



Proposed Layout for Hickory Avenue Sidewalk



Proposed Layout for Hickory Avenue Sidewalk

Proposed Layout for Hickory Avenue Sidewalk





Proposed Layout for Hickory Avenue Sidewalk

Rear access for 807, 811,
and 817 Crescent properties

X Prune limb(s)
or Replace

817 CRESCENT



817 CRESCENT

Proposed Layout for Hickory Avenue Sidewalk



817 Crescent Driveway #2

817 CRESCENT

Proposed Layout for Hickory Avenue Sidewalk

817 CRESCENT

Proposed Layout for Hickory Avenue Sidewalk



817 CRESCENT

Front access to 807, 811, and 817 Crescent properties

Proposed Layout for Hickory Avenue Sidewalk



**Remove suckers
at base of Honey
Locust tree**

817 CRESCENT

Proposed Layout for Hickory Avenue Sidewalk



Remove
dead tree X

Proposed Layout for Hickory Avenue Sidewalk

Proposed Layout for Hickory Avenue Sidewalk

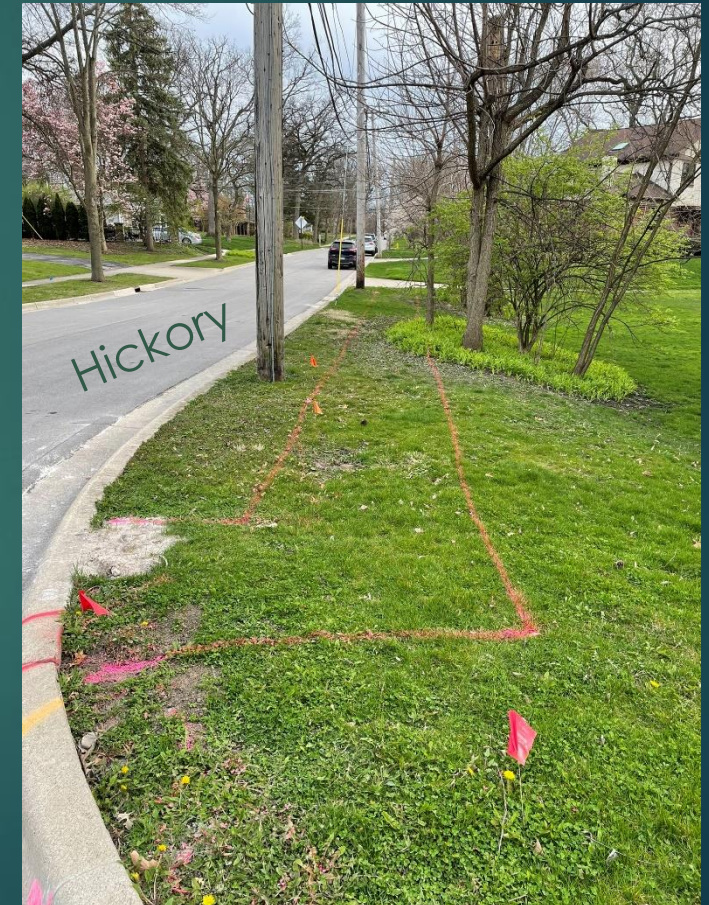
NW corner of Hickory and Crescent



Facing north



Facing east



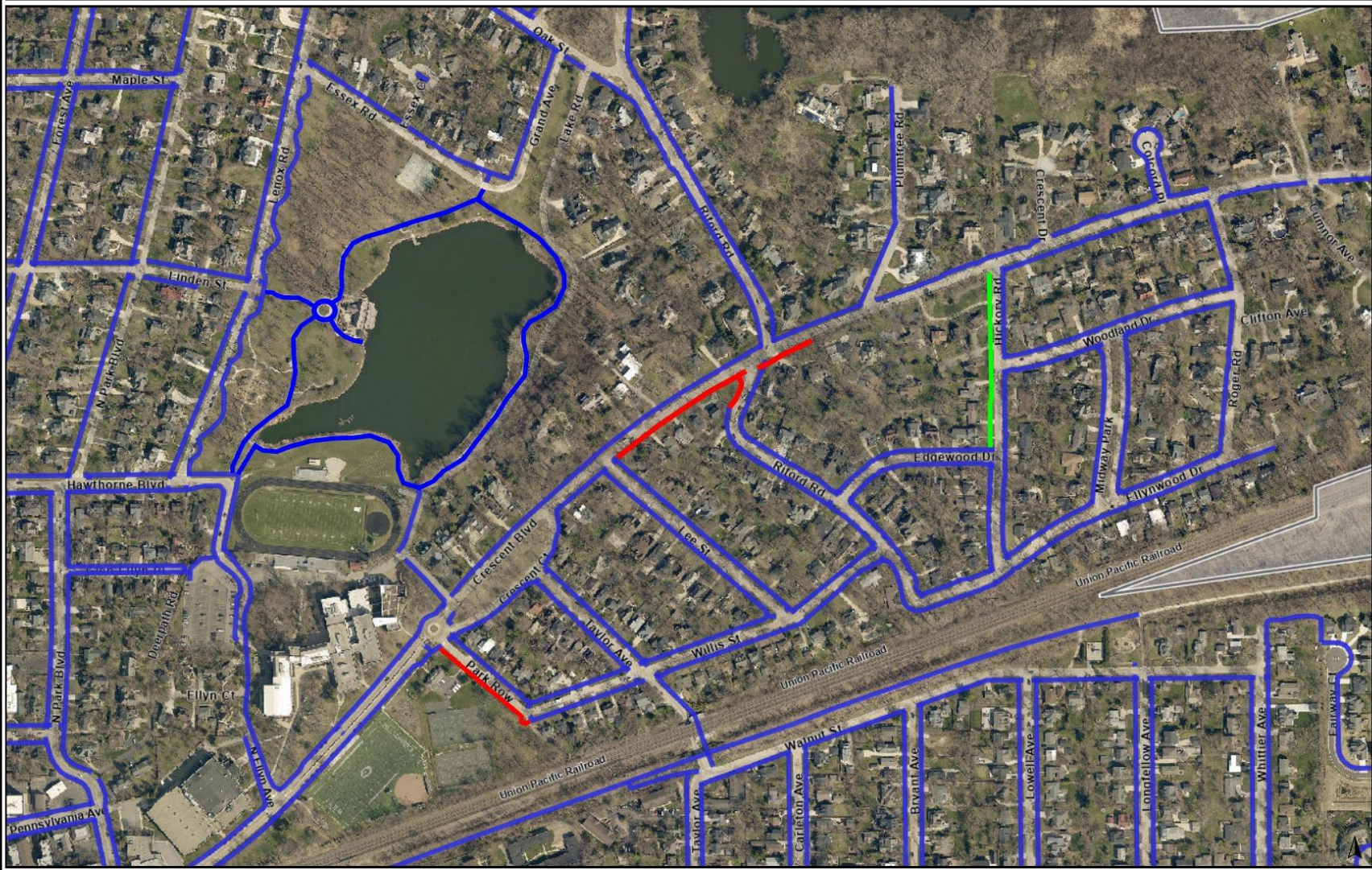
Facing south

Complete Streets Policy

- ▶ [Resolution 19-03](#): A Resolution Adopting the Village of Glen Ellyn Complete Streets Policy. (Approved 2/11/19.)

“This Complete Streets Policy shall direct the Village of Glen Ellyn to provide a safe, accessible, well-connected, and visually attractive surface transportation network that balances the needs of all users including: motorists, pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles and promote a more livable community for people of all ages and abilities, including children, youth, families, older adults, including those with disabilities.”

“This policy is also intended to encourage walking and biking, producing the health benefits that result from these types of activities, help reduce the demand for fossil fuels, ease traffic congestion, reduce wear on roadways, improve air quality and make streets and public and private spaces more attractive for businesses and customers and increase economic activity.”



Legend

Existing Sidewalk Network

New sidewalk (2023+)

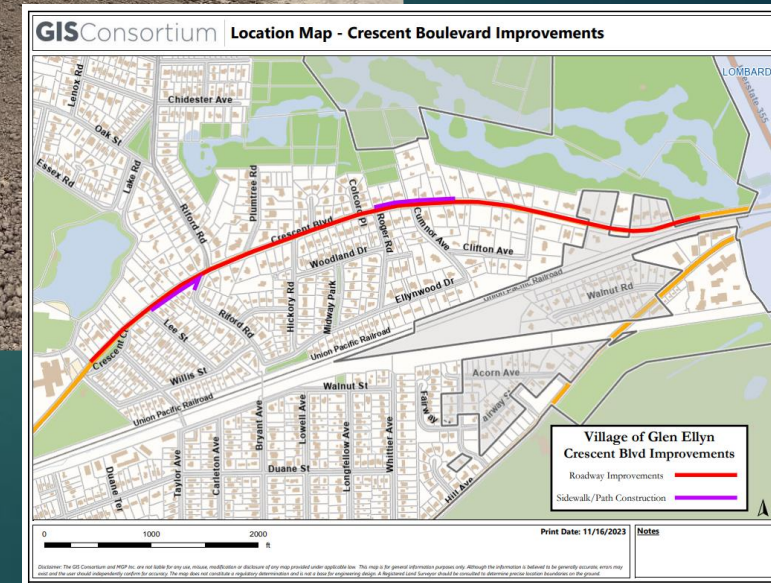
Proposed Hickory Sidewalk

Print Date: 5/1/2024

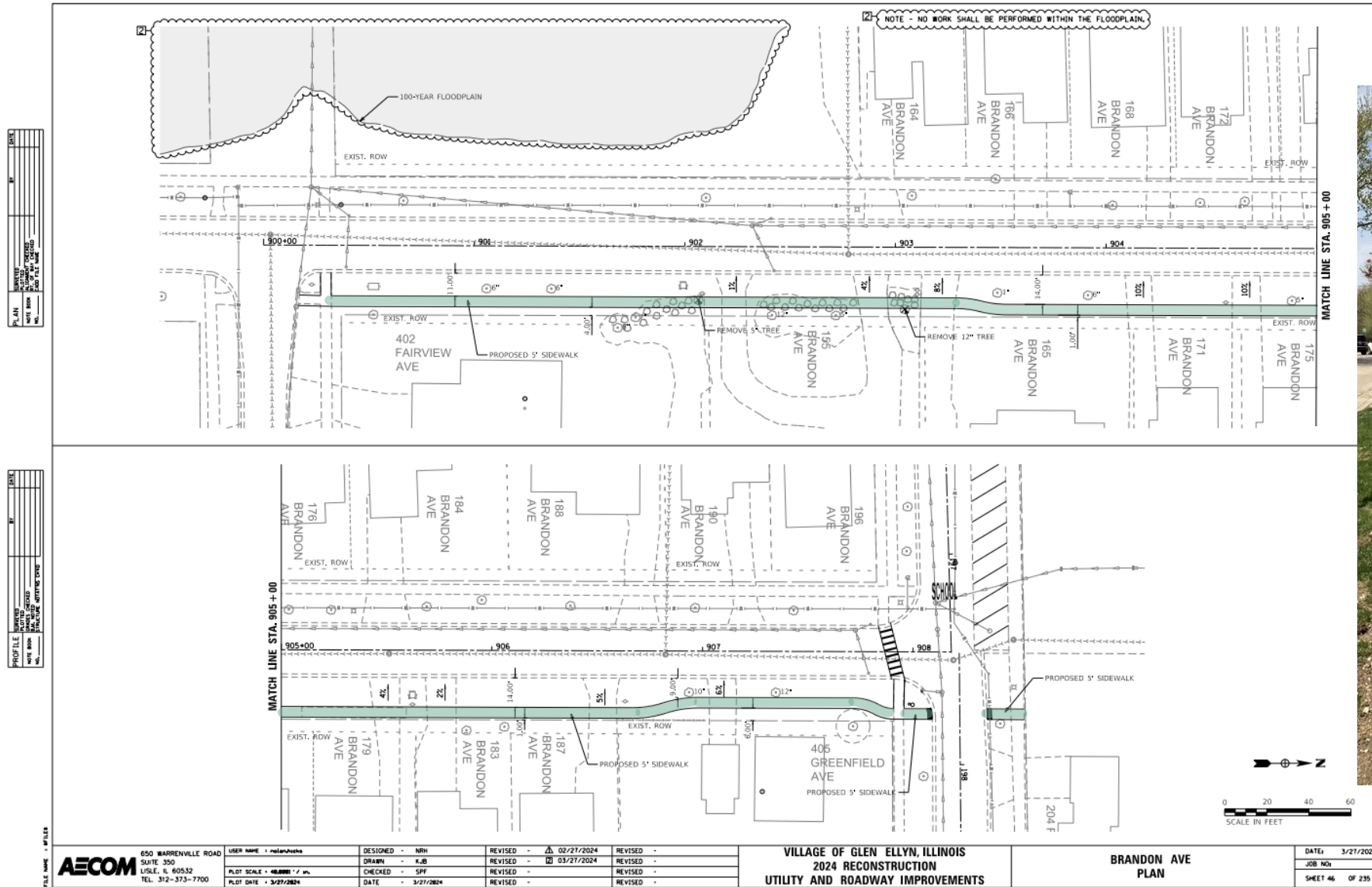
Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

New Crescent Blvd. Sidewalk - 2024



New Brandon Sidewalk - 2024



New Brandon Sidewalk - 2024





New Park Row Sidewalk by GLENBARD West H.S. - 2023

End of Presentation

- ▶ Questions?
- ▶ Discuss and Secure CIC Recommendation



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

Meeting 5/8/2024 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2024-
305)**

DOC ID: 2024-305

Engineering Division Project Activity Report Dated 5-3-2024.

Statement of the Issue:

The May 3, 2024 Engineering Division Project Activity Report is attached for review by the Capital Improvements Commission.

Analysis:

Budget Impact:

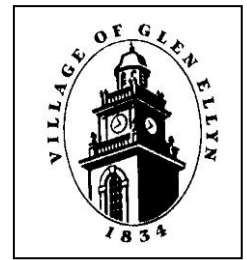
Contribution to Strategic Plan

Action Requested:

Attachments:

1. Engineering Project Report 5-3-24

May 3, 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)

The irrigation contractor was on site the week of April 29th working on getting the irrigation systems running on both the north and south sides of the downtown. The systems should be operational the week of May 6th. The contractor plans on touching up/replacing perennials on the south side of the downtown and planting new perennials on the north side (where the system is live) by the end of May. The punch list items, the replacement of a section of pavement and curb on Hillside east of Main is still planned for this year. The Main Street alley (west of Main, south of Duane) sanitary sewer replacement, storm sewer work, and pavement reconstruction is planned for late summer/early fall.

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

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

The contractor completed the remaining underground utility work along Crescent, Glenwood, and Pennsylvania. Roadway excavation will begin on Pennsylvania east of Main Street on Monday, May 6th, with concrete crews following immediately behind with new curbs and gutters to be poured the week of May 20th and asphalt binder placement starting the week of May 27th. There is some electrical work taking place on the west end of Pennsylvania, but it should wrap up by May 10th.

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.

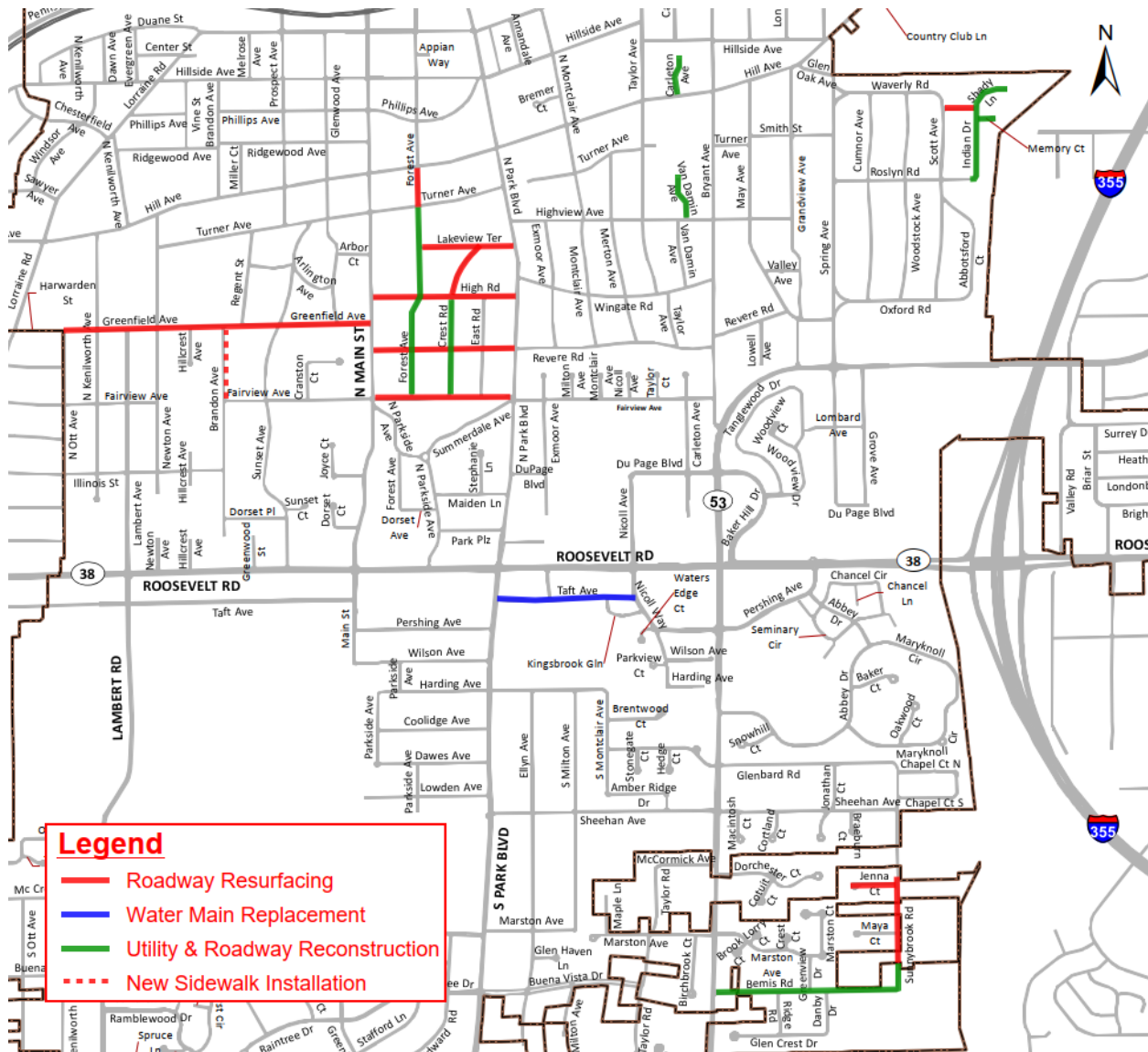
Concrete sidewalk, curb, and driveway approaches have been poured. The landscaper is grading and shaping the parkways and backfilling along the sidewalk and curb in preparation for additional landscaping. Structure adjustments are tentatively scheduled for May 6th with milling to follow on May 8th. Completion of the project is anticipated to be achieved by early to mid-June.



New sidewalk on Crescent between Lee and Riford.

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

This project includes 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.

Water main has been installed on Bemis; two crews are working on storm sewer installation and water service replacement within the project limits. On Taft, storm sewer laterals and water service connections have been installed. Neri will continue installing 12" water main on Taft and make a connection to the existing 12" water main on Park Blvd the week of May 6th. This will require lane closures and diversion of traffic on Park Blvd while the work takes place; traffic will be able to travel in both directions.



Taft & Park Blvd. 12" Water Main Connection

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 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

2025 AND 2026 UTILITY AND ROADWAY IMPROVEMENTS PROJECT DESIGN – Engineer: AECOM

With staff continuing to have a positive experience with the AECOM's performance of the design of the 2023 and 2024 Utility and Roadway Improvements Project, a scope and cost estimate of consultant services was prepared for the design of the Village's 2025 and 2026 Utility and Roadway Improvements Project. This encompasses supplement number 3. The scope of services includes the preparation of plans, specifications, estimates, and securing all approvals necessary for the respective projects. The 2025 Project involves the design of improvements along 17 streets with a total improvement length of approximately 5 miles. The 2026 Project involves the design of improvements along 23 streets with a total improvement length of approximately 7.2 miles; i.e. a total of 40 streets/12.2 miles. In addition to the 2025 and 2026 design work, staff did work with AECOM to establish a scope and fee for the design of traffic signal improvements at Park Boulevard and Sheehan Avenue.

Staff budgeted \$667,663 for the pure utility and roadway portion of the assignment in 2024. An additional \$200,000 was budgeted for the design of traffic signal improvements in 2024. Staff is recommending funding for the Utility and Roadway Improvements design in the total amount of \$717,248.48. This includes funding of \$667,178.48 for the utility and roadway improvements design plus \$50,070 for the traffic signal improvement design. This matter will be brought to the Village Board for consideration of approval on May 13th.

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; staff has met with the property owner to review draft easement documents. Discussions are continuing between the property owner and staff regarding the project's impact to the owner's future development of the property.

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.

Staff and CDM Smith presented the project to the Plan Commission on March 25th. The main feedback from the Plan Commission was trying to maintain as much parking as possible with the project. There did appear to be some support for granting reasonable exceptions to maximize parking.

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 and within the parking lots. Based on Village Board feedback, staff is working with CDM Smith to develop two refined alternatives which will be presented to the Village Board on May 28th.

A Public Information Meeting for the project is also scheduled for 7 p.m. on May 30, 2024. The meeting will be held in the Galligan Board Room. The meeting will cover topics including the project need, design alternatives, parking layouts, right-of-way acquisition and relocation assistance, and other various matters. The meeting is required as part of the project development process. The meeting will be publicized via legal notices, flyers, and the Village's various electronic outreach methods.

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. DMMC has approved inclusion of the funding within its 2024-2028 Local STP. The program still needs to be officially approved by CMAP which is slated for June 13, 2024. Staff is also awaiting to hear back from the State on its previous application for State Section 130 Funds. In addition, an application is being prepared for another significant grant opportunity, the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program due on May 28, 2024.

TRAFFIC SIGNAL MODERNIZATION PROJECT – Engineer: AECOM

The field inspection of the traffic signal equipment and associated site infrastructure has been completed. Crash record data has also been collected and provided to AECOM and is under review. The inventory and crash information is now being used to develop the improvement recommendations report.

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, 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. Work is scheduled to begin the week of June 10 th .
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 SKC Construction in the amount of \$40,000 and to use the \$5,000 budget balance to help fund the 2024 Sidewalk and Concrete Street

Project	2024 Estimated Glen Ellyn Cost*	Status
		Repairs program. The contract was awarded at the March 11 th Board Meeting in the amount of \$40,000. The contract specifies that crack sealing takes place between August 1 st -October 15 th , which is the ideal time for this maintenance.
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 the 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 (S&S) 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 S&S 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, S&S, on March 11, 2024, in the amount of \$388,525. Schroeder & Schroeder's contract specifies that work must take place between June 1-July 31; S&S has committed to starting work in early June.
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 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. Work will begin in May.

Project	2024 Estimated Glen Ellyn Cost*	Status
		 The diagram at the top shows a cross-section of a pavement patch. The 'Before' state shows a hole in the pavement with a patch being applied. The 'After' state shows the patch fully integrated with the surrounding pavement. Below the diagram are two photographs. The 'Before' photo shows a concrete sidewalk with a large, irregular hole. The 'After' photo shows the same sidewalk with the hole filled and the surface smoothed, matching the surrounding pavement.
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. G.A. Paving will receive an initial list of restoration locations the week of May 6th and is expected to begin work within two weeks of receipt of the work list.
2024 Pavement Markings	\$100,000	The annual line striping contract was awarded to Superior Road Striping (SRS), the low bidder of both the DuPage County and Suburban Purchasing Cooperative contracts, on April 22, 2024 in the not-to-exceed amount of \$100,000. 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 proposal is below the 2024

Project	2024 Estimated Glen Ellyn Cost*	Status
		budgeted 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. CAM's contract was awarded 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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