



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, July 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**
- D. Current Business**
 - 1) Glen Ellyn Metra Station and Multimodal Access Improvements Project - Presentation for Downtown Businesses
- E. Trustee Liaison's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report Dated July 5, 2024
- I. Adjourn**



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

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

**AGENDA ITEM (ID # 2024-
452)**

DOC ID: 2024-452

Glen Ellyn Metra Station and Multimodal Access Improvements Project - Presentation for Downtown Businesses

Statement of the Issue:

Staff will be presenting the attached presentation to the Alliance of Downtown Glen Ellyn at their July 10, 2024 Morning Meeting. An additional opportunity to see this presentation is being offered to the businesses at the Village's Capital Improvements Commission Meeting at 7 p.m. on July 10th.

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:

1. Presentation

Glen Ellyn Metra Station + Multimodal Access Improvements Program (MSMIP)

Alliance of Downtown Glen Ellyn Meeting



July 10, 2024

**CDM
Smith**

Project Overview

Glen Ellyn Metra Station and Multimodal Access Improvements Project

- New train station and warming shelters
- Accessible pedestrian underpass
- Covered stairs and ramps
- Site improvements
- Parking lot reconstruction
- Utility replacement
- Streetscape improvements



Project Need



Existing Station

- The Glen Ellyn Metra Station was built in the 1960s with limited updates
- The station does not comply with today's accessibility and building codes
- Station size no longer meets Metra's waiting area requirements
- Aging infrastructure requires increasing maintenance

Project Need



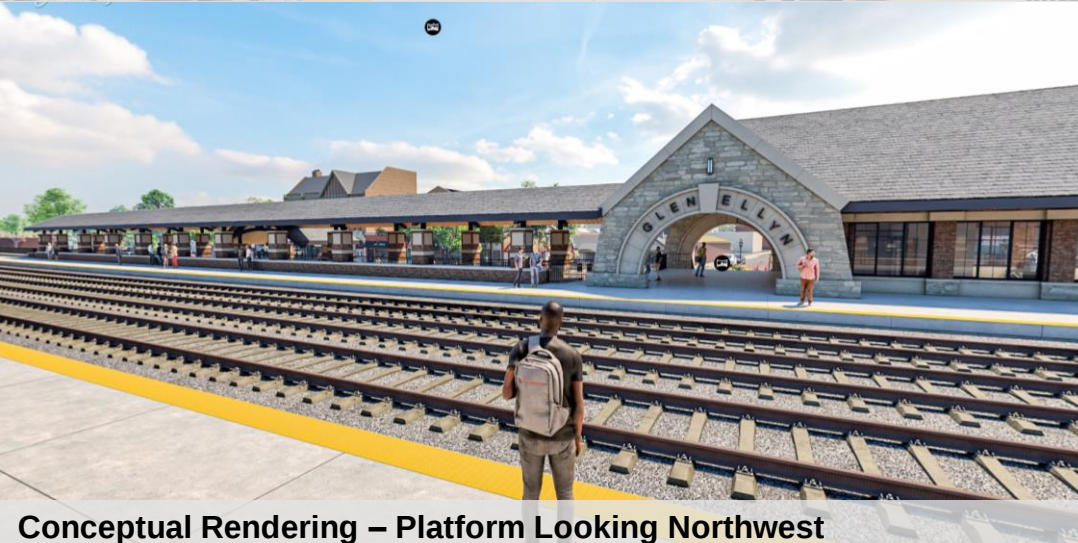
"Shelters" On Platform

Existing Ramp – ADA

Existing Site

- Lacks a safe and accessible connection between North and South side of UP-W line
- Existing site does not provide an accessible path from commuter parking to the station entrance
- Aging infrastructure requires increasing maintenance
- Shelters provide minimal weather protection

Project Purpose



Improved Passenger Experience

- Address state-of-good-repair needs
- Provide modern station meeting today's building, fire protection, energy, and accessibility codes
- Provide adequate covered waiting areas to meet Metra standards for ridership
- Provide amenities including bike parking, warming shelters
- Implement pedestrian and streetscape improvements from Glen Ellyn's CBD Streetscape and Utility Improvements Project (Phase 4)

Project Purpose



Conceptual Rendering – Crescent Blvd

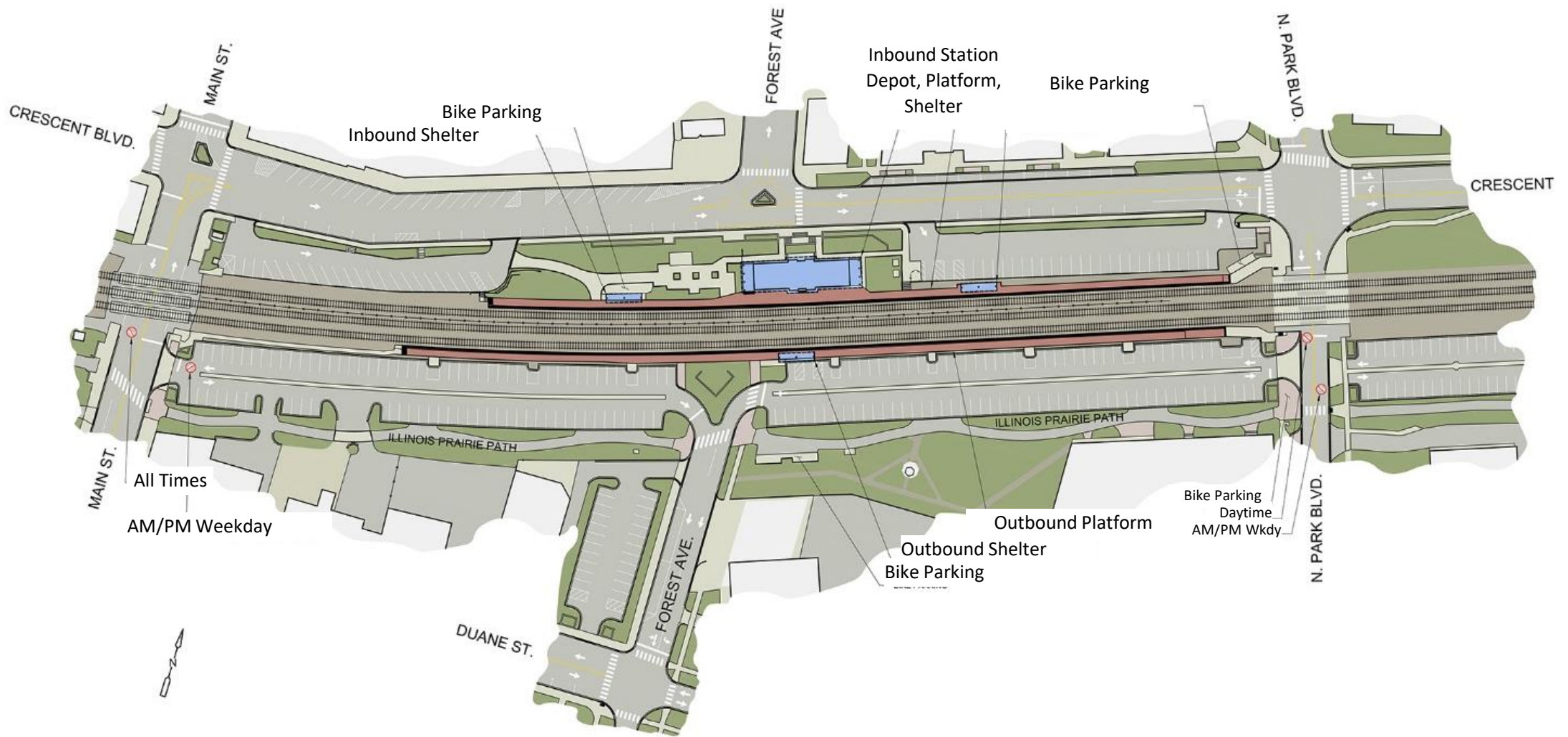


Conceptual Rendering – Entrance to Pedestrian Tunnel from Plaza

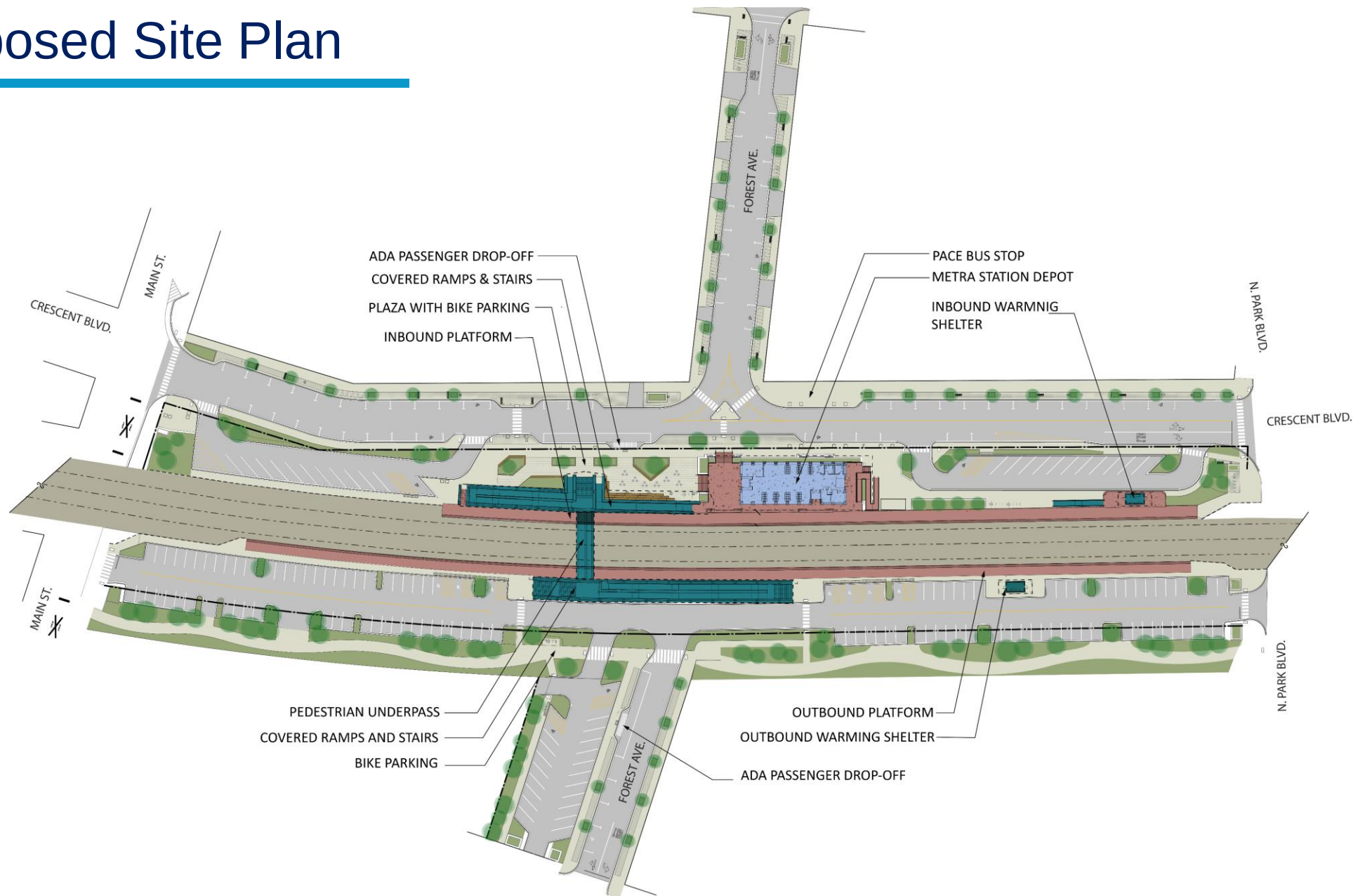
Improved Safety & Connectivity

- Provide safe and accessible grade-separated pedestrian crossing under UP-West line
- Unite the north and south areas of the Central Business District
- Provide safe and accessible intermodal connections (bus, vehicular, bike, pedestrian)
- Improve traffic flow throughout downtown
- Provide accessible site and plaza area

Existing Site Plan



Proposed Site Plan



Project Coordination



Public Outreach

- Phase 1 Public Workshop
- Survey with over 800 responses
- Phase II Public Meeting (5/30/24)

Village Commission Input

- Value Engineering Process
- Capital Improvements Commission
- Board of Trustees
- Historic Preservation Commission support

Agency Coordination

- UPRR
- Metra
- Pace
- IDOT Memorandum of Understanding

Project Status

Current Status

- Finalizing 30% Design Documents
- Obtaining Village Input on Parking

Next Steps

- Continued Stakeholder Engagement
 - Metra
 - UPRR
 - Pace
 - ICC
 - IDOT
- Joint Commission Meeting
- Application for Zoning Special Use
- Village Board Parking Decision 7/15



Grant Status

Glen Ellyn has secured
\$24.8M
in grant funding



Prior Funding Commitments

- \$14.4M CMAQ
- \$5M ICC
- \$4M Metra
- \$1.4M STP

Additional Awards in 2023

- \$3M ICC Grade Crossing Protection Program

Potential Future Funding

- CMAQ/Shared STP
 - Top scored transit facility in Shared STP
 - On STP contingency list for addt'l **\$10.8M**
 - Reapply in 2025 once design is advanced
- Metra contribution alignment (UP force account work)

Parking

Quantity of Parking Spaces

	Existing Conditions	Parallel Parking Design Alternate	Angled Parking Design Alternate
North On-Street	76	53	48
North Off-Street	50	36*	36*
South On-Street	5	6	6
South Off-Street	194	152	152
TOTAL	325	247*	242*

Direction received to date

- CIC and Village Board recommendations
 - Maximize on-street parallel parking
 - Maximize parking in off-street lots

Next Steps

- Obtain Business Association Input
- Village Board Parking Decision 7/15

*Reflects Crescent & Main Parking Lot With 45 Degree Parking And Sidewalk. Will Show A 60 Degree Alternate Without Sidewalk That Adds 7 Spaces To Parking Lot And Total Counts.

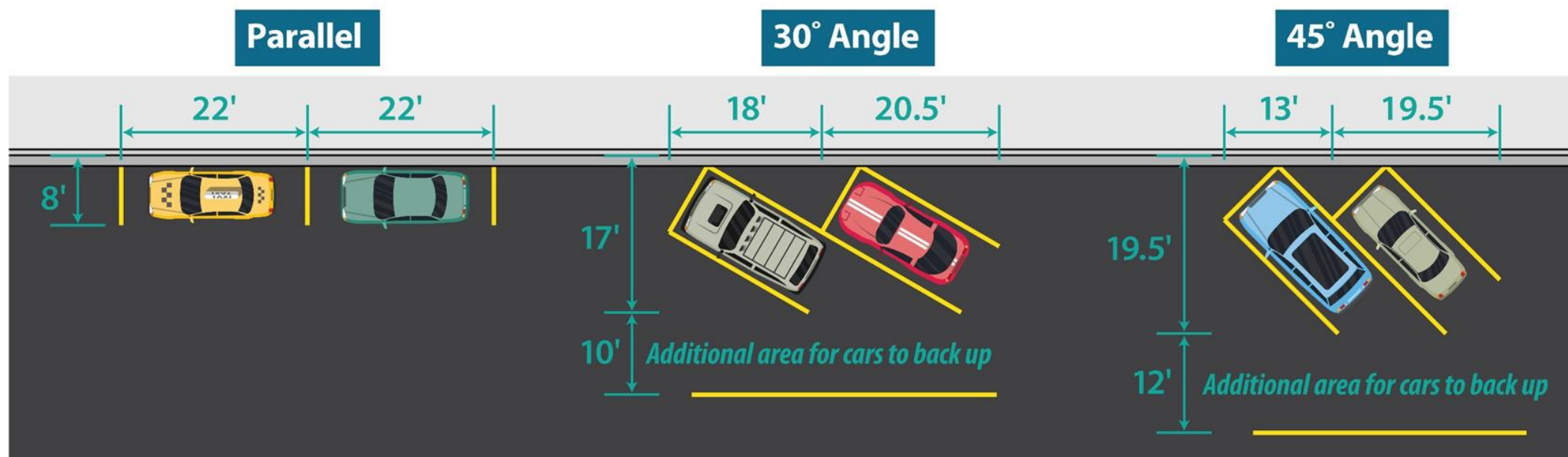
Existing Conditions



IDOT BLRS Standard

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

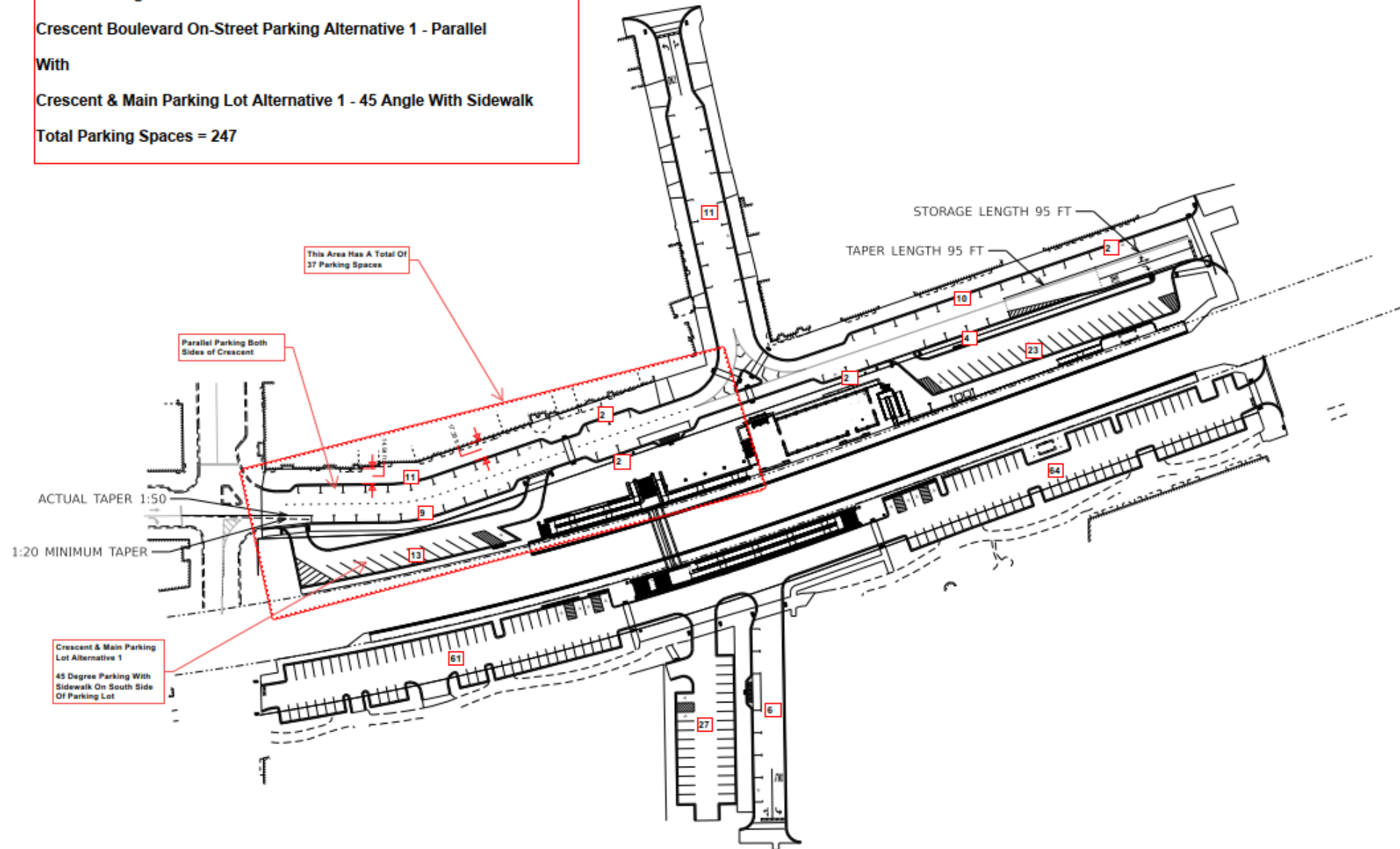
45 Degree Spaces
Should be 19.5' Deep
with a 10' Backing Lane



Alternate 1

- Parallel parking on Crescent
- (2) 11'W travel lanes
- Crescent & Main Parking Lot With 45 Degree Parking And Sidewalk

Exhibit 1 - Page 1
Crescent Boulevard On-Street Parking Alternative 1 - Parallel
With
Crescent & Main Parking Lot Alternative 1 - 45 Angle With Sidewalk
Total Parking Spaces = 247



Alternate 2

- Parallel parking on Crescent
- (2) 11'W travel lanes
- Crescent & Main Parking Lot With 60 Degree Parking No Sidewalk

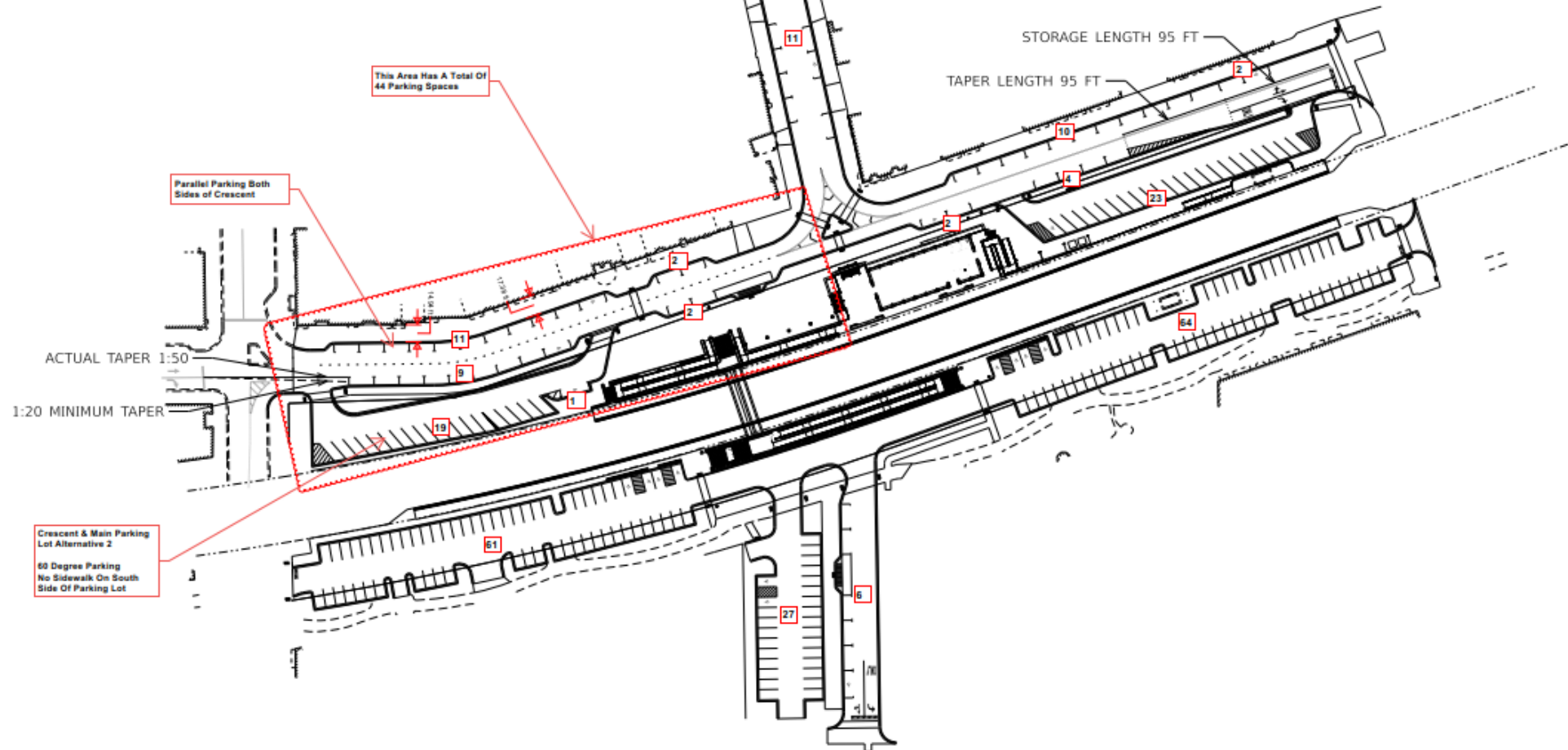
Exhibit 1 - Page 2

Crescent Boulevard On-Street Parking Alternative 1 - Parallel

With

Crescent & Main Parking Lot Alternative 6 - 60 Angle No Sidewalk

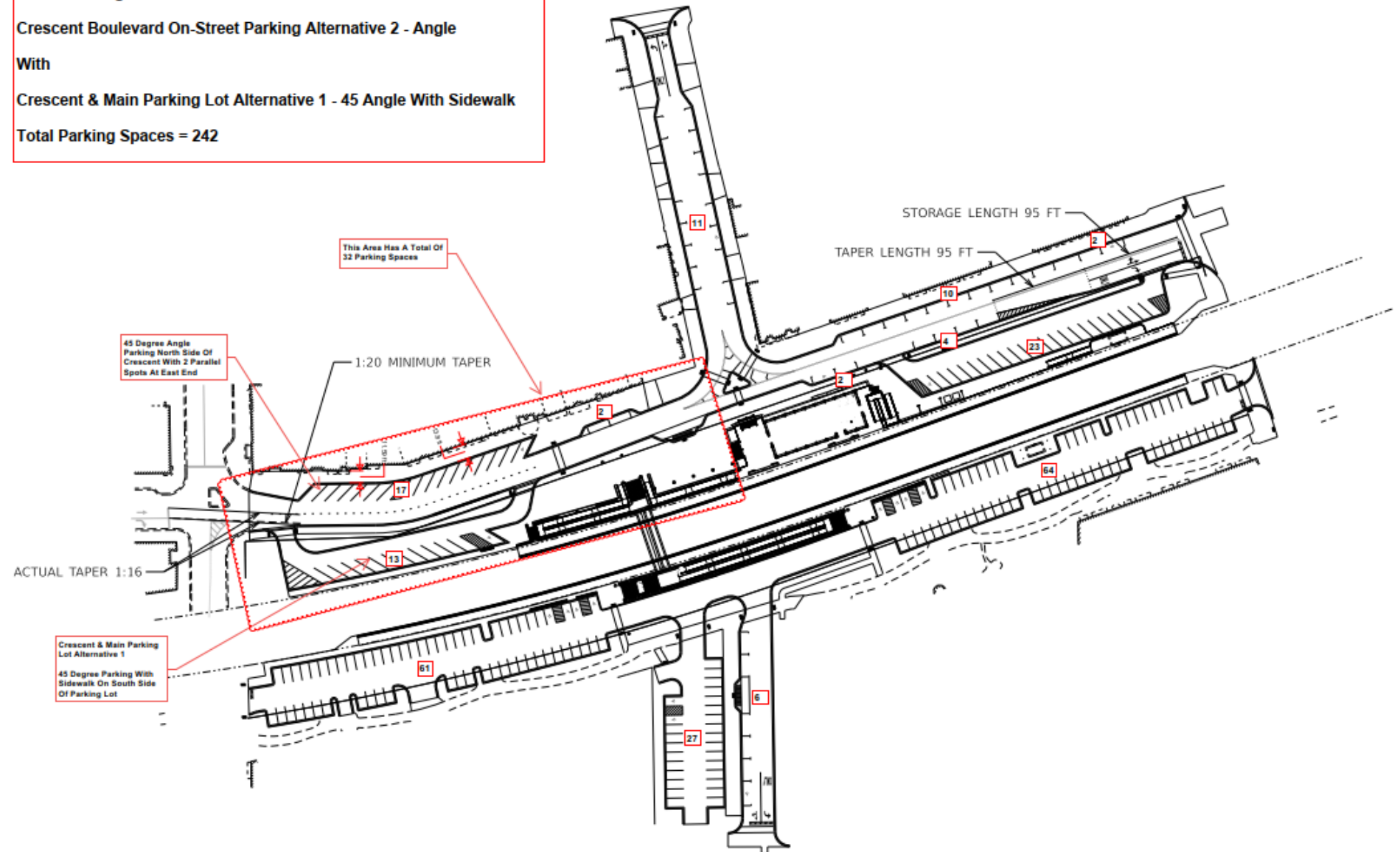
Total Parking Spaces = 254



Alternate 3

Exhibit 1 - Page 3
Crescent Boulevard On-Street Parking Alternative 2 - Angle
With
Crescent & Main Parking Lot Alternative 1 - 45 Angle With Sidewalk
Total Parking Spaces = 242

- Angled parking on Crescent
- (1) travel lane plus a backing lane
- Crescent & Main Parking Lot With 45 Degree Parking And Sidewalk



Alternate 4

- Angled parking on Crescent
- (1) travel lane plus a backing lane
- Crescent & Main Parking Lot With 60 Degree Parking No Sidewalk

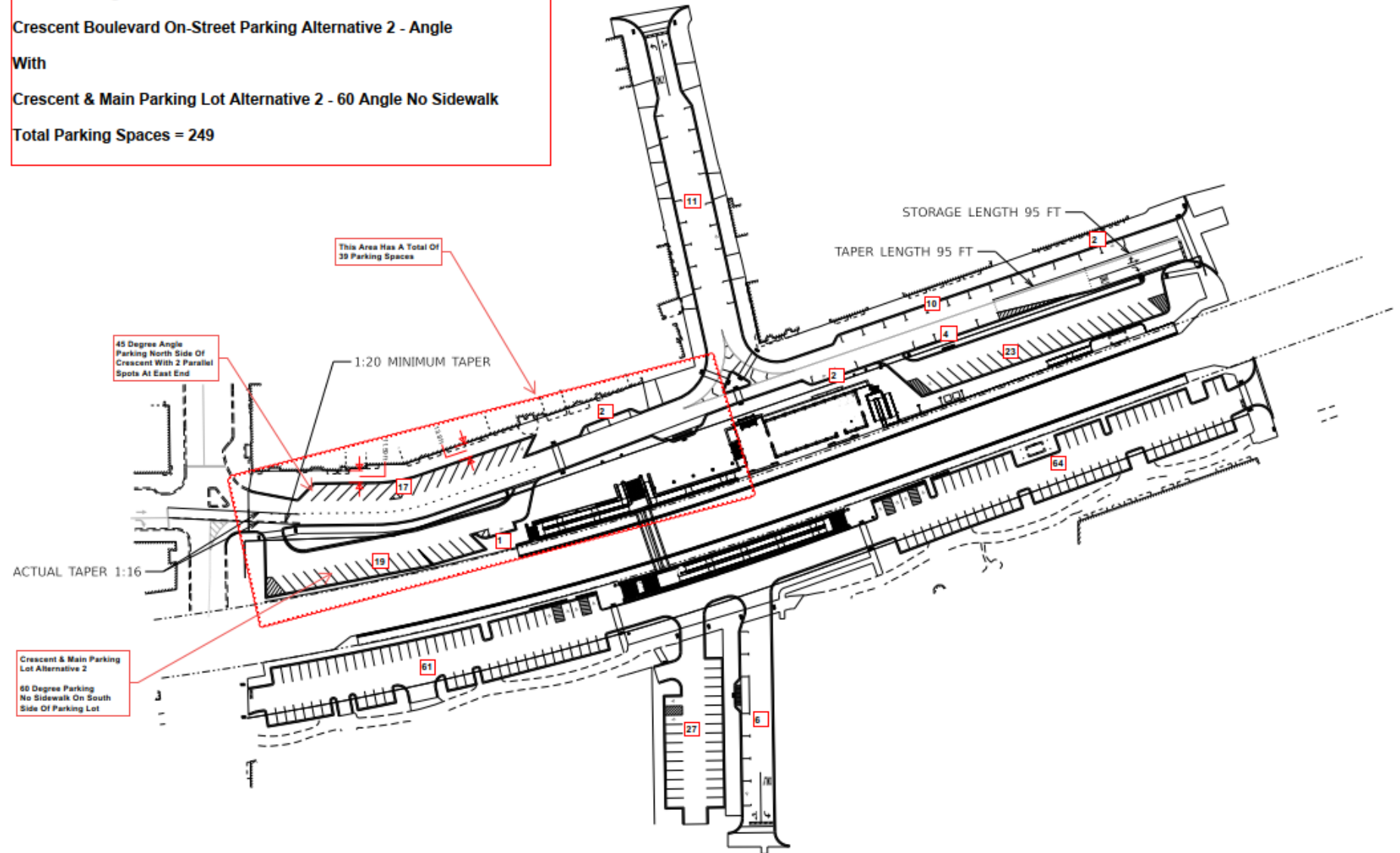
Exhibit 1 - Page 4

Crescent Boulevard On-Street Parking Alternative 2 - Angle

With

Crescent & Main Parking Lot Alternative 2 - 60 Angle No Sidewalk

Total Parking Spaces = 249



Angled vs. Parallel

	Angle Parking Benefits	Parallel Parking Benefits
Functionality	• Easier to enter parking spaces	• Easier to exit parking spaces
Traffic Operations	• Don't exit vehicles adjacent to traffic	• Superior sightlines • Easier to identify open spaces • Lower crash rates
# of Parking Spaces	• 5 fewer spaces overall but 6 more spaces on north side of Crescent	• 5 more spaces overall
Other Benefits		• 5 foot of sidewalk widening on north side of Crescent • Headlights don't shine in windows

Sidewalk Impacts

Benefits to wider sidewalk at Crescent

- Possibility for sidewalk cafes
- Possibility to provide ADA access to currently inaccessible storefronts
- Increased circulation area



Alternate 1 (parallel): ~15' – 17'W Sidewalks (~5' Wider Than Existing)

Alternate 2 (angled): ~11.5' – 13.5'W Sidewalks (~1.5' Wider Than Existing)

Questions & Discussion



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

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

**AGENDA ITEM (ID # 2024-
448)**

DOC ID: 2024-448

Engineering Division Project Activity Report Dated July 5, 2024

Statement of the Issue:

The latest engineering project activity report, dated July 5, 2024, is attached for review by the Capital Improvements Commission.

Analysis:

Budget Impact:

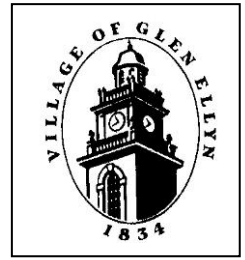
Contribution to Strategic Plan

Action Requested:

Attachments:

1. Engineering Project Report 7-5-24

July 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)

Troubleshooting on the irrigation system was completed by the irrigation subcontractor and the Phase 1 system is now fully operational with no remaining punchlist items. The plantings punchlist items were anticipated to be addressed in May at the same time as Phase 2 plantings north of the railroad tracks; however, both were delayed due to lack of availability of many of the plant species. Plants have since been acquired and are anticipated to go in over the next couple of weeks. The other miscellaneous punch list items, along with the replacement of a section of pavement and curb on Hillside east of Main, 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 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)

Along the two blocks of Pennsylvania Avenue east of Main Street, the contractor completed: the roadway excavation and reconstruction (up to asphalt binder level); installation of the furniture zone underground infrastructure; installation and activation of the new street lighting; and over the past two weeks, the pouring of the new concrete sidewalks and concrete base for the brick paver areas.

While not specifically related to the streetscaping project, but still impactful upon it, the Union Pacific Railroad completed its reconstruction of the Main Street railroad crossing over a 10-day period from May 29 to June 7. UP also replaced the northern most rail between Main Street and Park Boulevard with that work completed on June 16th. In addition, Nicor was back in the downtown the week of June 10th completing restoration of the Park/Crescent intersection and some other minor locations disturbed by their 2023 work throughout the downtown.

In mid-June, work has started on the roadway excavation and reconstruction along the Prospect, Crescent, Glenwood, and Pennsylvania west (Prospect to Western) sections of the Phase 3 streetscaping area. The work is occurring in several stages through the end of July, in close coordination with the adjacent Glenwood Station apartment building construction project. After which the contractor will begin work on the furniture zone and sidewalk treatments throughout these areas.

Final asphalt surfacing of both the Phase 2 and Phase 3 roadways is currently targeted for mid-September, to be followed by the installation of brick paver crosswalks and then substantial completion of the project in mid-October.



Asphalt binder being placed along Pennsylvania Ave east of Main Street

CRESCENT BOULEVARD RESURFACING PROJECT – Contractor: K-Five

(Project No. 23002; Value of Construction Contract = \$1,620,838)

This project involved the rehabilitation of Crescent Boulevard between Lake Road and approximately the east Village Limit (approximately 1.2 centerline miles). Rehabilitation was 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.

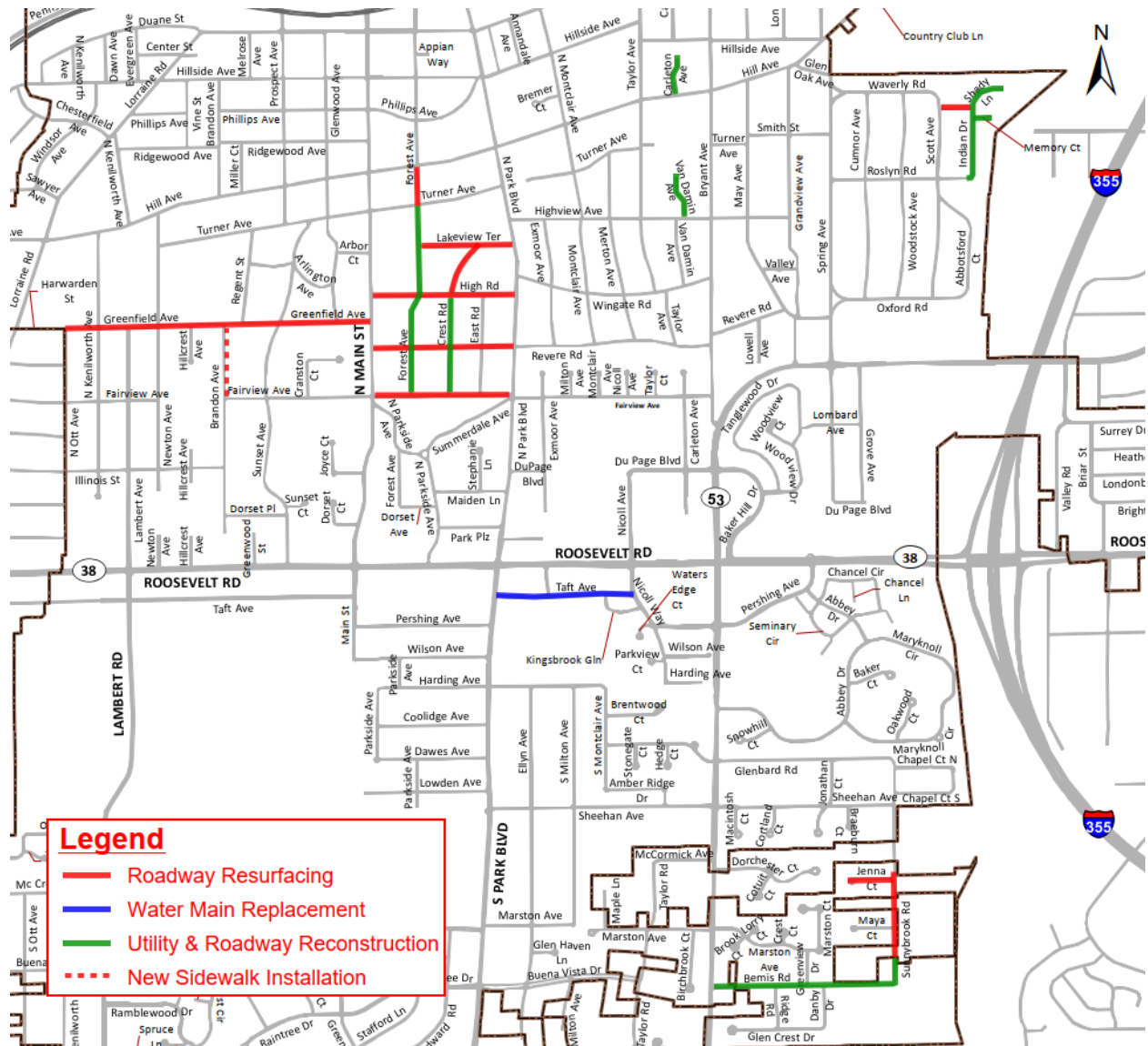
Removal of the old roadway surface was completed the week of May 13th and yielded that the roadway base of Crescent Boulevard is in excellent condition with minimal base patching required. Paving work was completed the week of May 20th and substantial completion was achieved the week June 3rd. Punch list items have been addressed with the exception of very limited areas of burned-out sod that occurred due to an early June heatwave. These issues are being noted and will be addressed once cooler weather allows for resodding. The State-let project will then accordingly transition to the closeout process.



Hot-Mix Asphalt Surface Paving on Crescent Boulevard

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 following location map:



Overall, the project has been proceeding well and is on schedule. Underground work has been completed on Taft Avenue and Bemis Road. Pavement restoration on Taft Avenue has been completed and the corridor is now only awaiting landscaping restoration. The roadway on Bemis Road has been excavated and the new subgrade has been constructed with concrete work currently underway. Paving operations are targeted to begin by the week of July 20th. Most underground work on Indian, Memory, Shady, and Van Damin (except for water services and other miscellaneous items) is anticipated to be completed before the Fourth of July holiday. Concrete spot repairs of sidewalk and curb began on Greenfield Avenue on June 19th and rolled into sidewalk installation work on Brandon Avenue on June 24th. Underground work also began on Carleton Avenue the week of June 24th. The last area to have work begin is the Forest/Crest area, which is anticipated to begin in late July or early August.



Roadway Excavation and Subgrade Construction on Bemis Road

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 project has been competitively bid with the ~\$38M contract awarded to R.W. Duntelman Company. The project preconstruction meeting was held on June 20th. The construction schedule is still being established but based on the preconstruction meeting, construction is not anticipated to start in earnest until at least October. Staff is in direct contact with the State's Resident Engineer that will be overseeing the project. The RE will provide staff with the contractor's progress schedule once it has been approved by the State. Staff has also requested

to be involved in progress meetings as to stay informed on the project which will impact the southern portion of Glen Ellyn. Staff also expressed a desire to be involved in the inspection process for the construction of the shared use path and sidewalks as those assets will be the Village's to maintain.

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

The Village Board has approved the contract change order with AECOM for design services for the 2025 and 2026 Utility and Roadway Improvements projects. Record drawings have been compiled and transmitted to the engineer for their use in developing preliminary plans. Survey work is underway and base sheets are being set up for the engineering drawings. The project will be set up to allow for the use of Motor Fuel Tax Funds; i.e. staff will start coordination with the State on developing section numbers and the State's contract proposal form will be used.

LAMBERT, RIFORD, AND SHEEHAN FEDERAL AID PROJECTS – Engineer: AECOM

These projects involve the potential use of federal funding through the Surface Transportation Program. They are on contingency lists for funding in the amounts of \$1,201,306 for Lambert, \$338,788 for Crescent, and \$1,608,057 for Sheehan. The Lambert Road project involves the resurfacing of Lambert Road from Roosevelt Road to the southern Village Limit which is just south of the College of DuPage. The Riford Road project involves the resurfacing of Riford Road between Crescent and Saint Charles Road. Lastly, the Sheehan Avenue project involves the reconstruction of Sheehan between Park Boulevard and Route 53 including full upgrade of underground utilities. Detailed engineering is underway with ~60% design plans submitted to the State for their review. Based on meetings with the State, the Sheehan Avenue project is going to be a stretch in terms of securing the contingency funding. In summary, the State has requested a full Intersection Design Study of the intersection of Illinois Route 53 and Sheehan Avenue with the project needing to account for potential further expansion of the intersection. Completing engineering and obligating the funding within the next year or so (CMAP's target for the contingency funding) for that project will not happen. On a positive note, the Lambert and Riford projects are very streamlined in nature and should continue to progress in a timely manner. Staff and the Engineer will continue to focus on the Lambert and Riford projects with the Sheehan Avenue project requiring further dialogue with the State and more likely be implemented as a locally funding project.

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. Most recently, staff has evaluated an alternative corridor that the property owner has requested and a follow up meeting will be held with the property owner and his attorney to discuss the complications of an alternative alignment for the utilities.

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 continues to work with the community on finalizing the on-street parking plan for Crescent Boulevard. Staff notes that it is imperative that it gets direction on this matter as soon as possible

to avoid further compromise to the project in terms of schedule and funding. Carrying multiple options through the design is in engineering staff's opinion, no longer a viable option for several reasons. First, the design needs to be affirmed in the Phase I Project Development Report. Expanding on this, if angle parking on the north side of Crescent is the preferred alternative, a design exception will need to be requested from the State for said configuration. The staff suggested design exception for the parking stalls has been discussed with the State's Engineer that would review and approve it; i.e. the State is on notice and ready if angle parking is the direction. Regardless, the process takes time and finalization of the Project Development Report is becoming critical path for design, real estate matters, and securing additional funding.

Second, whether angle or parallel, the parking drives much of the detailed design of the project. Parking sets the location of drainage structures, street light foundations, fire hydrants, trees, planters, irrigation, roadway cross sections including detailed grading of sidewalks, and many other details. Hence, continuing to carry both options beyond where the design is currently at would be very inefficient in requiring duplicative engineering plans, and more importantly time consuming and threatening of the project schedule. As a reminder, the Village has secured \$24.8M in outside Federal and State funding which needs to be obligated (competitively bid) by September of 2026. In addition, each year the project construction is delayed will result in an estimated \$2M in construction cost escalation.

Third, this fall the Chicago Metropolitan Agency for Planning will open the next call for projects for Congestion Mitigation and Air Quality Improvement Program Funding as well as for Surface Transportation Program Shared Funding. This is the grandiose outside funding opportunity that the Village is on a contingency list for an additional \$10.8M in funding. As a reminder, we outscored projects in the last call but did not get the funding as we were not as far along in engineering as other projects. Holding up this decision on parking does not position us well for the CMAP call for projects.

For these reasons, staff is now preparing an Ordinance which will be brought to the Village Board for consideration of approval on July 15th. The Ordinance will include both parallel and angle parking alternatives for Crescent Boulevard with the goal for the Ordinance to bind the design decision and allow for the project design to continue forward.

TRAFFIC SIGNAL MODERNIZATION PROJECT – Engineer: AECOM

A draft report documenting the results of the May field inspection, along with preliminary recommendations, was delivered to and reviewed by Village staff. AECOM is now working on incorporating comments from the Village and generating the overall Assignment #1 draft report, including the results of the crash analysis.

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 mid-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 anticipated to begin in mid-July.
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 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. The 2024 budget breakdown: \$150,000 Sidewalk Replacement; \$250,000 New Sidewalk Installation (two locations - Brandon Ave. and Hickory Ave.); 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. Staff also proposed that the budget savings and balance from the Asphalt Street Patching Program (\$50,000) and Asphalt

Project	2024 Estimated Glen Ellyn Cost*	Status
		Roadway Crack Sealing Program (\$5,000) be used to fund the budget overage in the 2024 Sidewalk and Concrete Street Repairs program, which left a balance of \$16,475 in the Capital Projects Fund for the patching and crack sealing programs. The Hickory Ave. sidewalk installation is being postponed until the segment of sidewalk on Crescent between Hickory and Riford is built, as recommended by the CIC in May. The new Brandon sidewalk (Greenfield to Fairview – east side of the street) is being constructed under the 2024 Roadway Improvements contract; concrete was poured the week of 7/1. Schroeder & Schroeder is expected to begin work in early July.
Pilot Sidewalk Repair Program	\$9,905	Safe Step evaluated sidewalks for trip hazards based on the defect identification criteria that Safe Step and the Village developed together. Safe Step provided a report with locations, descriptions, suggested repair types, and photos of each identified defect. Once the data was reviewed by the Village, Safe Step began making sawcut repairs tapered to a 1:12 slope ratio with a smooth, uniform finish. Safe Step’s 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 were Main St. (Hillside to Hill), Montclair (Highview to Wingate), and Wingate (Exmoor to Merton) and covered approximately one mile of Village sidewalk. Repairs were completed on June 17th. One hundred and fifty-eight (158) defects were identified – 109 were repaired with Safe Step’s saw cut process and 49 are slated for replacement by the Village in 2024 or 2025.

Project	2024 Estimated Glen Ellyn Cost*	Status
		
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 up to 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 is 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. A change order for \$13,000 was approved by the Board on June 24th to account for additional utility repair work required above the awarded contract value. G.A. Paving will begin repairs in mid-July.
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 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

Project	2024 Estimated Glen Ellyn Cost*	Status
		the Village-owned parking lots. The Streets Division's 2024 budget for paint materials is \$5,000.
2024 Asphalt Surface Rejuvenation	\$119,149	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.

X:\Publcwks\ENGINEER\Monthly Construction Reports\Engineering Project Report 7-5-24.docx