



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, October 9, 2024
7:00 PM
Glen Ellyn Civic Center, Room 301

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

- A. Call to Order**
- B. Public Comment**
- C. Approval of Minutes**
 - 1) Motion to approve the September 18, 2024 Capital Improvements Commission Special Meeting Minutes
- D. Current Business**
 - 1) 2024 Pavement Condition Index (PCI) Summary
- E. Trustee Liaison's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report Dated 10-4-2024
- I. Adjourn**



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

Meeting 10/9/2024 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Minutes
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2024-
694)**

DOC ID: 2024-694

Motion to approve the September 18, 2024 Capital Improvements Commission Special Meeting Minutes

Statement of the Issue:

The draft meeting minutes for September 18, 2024 Capital Improvements Commission Special Meeting Minutes are attached hereto for review and consideration of approval.

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:

1. CIC Meeting Minutes September 18 2024 - Draft

DRAFT



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Special Meeting
September 18, 2024
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: September 18, 2024

Meeting: Regular

Called to Order: 7:04 p.m.

Quorum: Yes

Adjourned: 9:55 p.m.

Member Attendance:

Steve Szymanski	Chair	Present
Joel Baldin	Commissioner	Present
Orion Gale	Commissioner	Present
Michael Lindquist	Commissioner	Present
John MacDonald	Commissioner	Present
Adil Saeed	Commissioner	Present
Jill Ziegler	Commissioner	Present (7:20)
Rocco Zuccherro	Commissioner	Present (7:21)
Donna Jean Simon	Trustee Liaison	Absent
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Public Works Director
Mark Senak	Village President
Jim Constantine	807 Crescent
Norris Eber	701 Kingsbrook

A. CALL TO ORDER

The September 18, 2024 regular meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:04 p.m. at the Glen Ellyn Civic Center.

- B. PUBLIC COMMENT** – Jim Constantine of 807 Crescent noted that he reviewed the May Capital Improvements Commission Meeting Minutes concerning the Hickory Road Sidewalk which is now proposed to not be constructed until the future improvement of Crescent Boulevard with sidewalk along the south side of Crescent between Riford and Hickory. He would like to provide some

education on the Hickory Road sidewalk. He has lived in Crescent Boulevard for 40 years and was told that curbs would be installed along Crescent and sidewalk would be installed which has still not happened. He noted that the Hickory Road Sidewalk was budgeted to be completed as a separate project as it could not be included with the recent Crescent Boulevard resurfacing project. This was in follow up to his request for the sidewalk during the prior resurfacing of Hickory Road. Mr. Constantine expressed that he is passionate about the sidewalk and would like for the Village Board to reconsider moving forward with constructing it.

C. APPROVAL OF MINUTES

APPROVAL OF MAY 8, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM MAY 8, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Saeed

SECOND BY: Commissioner Lindquist

AYES: Szymanski, Baldin, Galey, Lindquist, MacDonald, Saeed

RESULT: APPROVAL

APPROVAL OF JULY 10, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM JULY 10, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Ziegler

SECOND BY: Commissioner MacDonald

AYES: Szymanski, Baldin, Galey, Lindquist, MacDonald, Saeed

RESULT: APPROVAL

D. CURRENT BUSINESS

1. Capital Improvement Plan for 2025 Budget – Engineer Daubert gave a presentation on the Capital Improvement Plan and Public Works Engineering Division Budget Items for 2025. Copies of the PowerPoint Presentation and an amended version of the Capital Improvement Plan were provided. Engineer Daubert noted the 5 year CIP includes approximately \$127M in expenditures with \$84M for Capital Projects, \$13M for Debt Service, and \$30M for Water and Sewer Fund Improvements. There is approximately 25 miles of roadway rehabilitation planned. \$18M is allocated for water main replacement which can

include lead service line replacement work. Daubert noted the plan assumes \$35.6M in grant funding for projects. The Metra Station/Underpass/Phase 4 Streetscape Project is included along with expenditures beyond 2029. Also assumed is the issuance of \$5M in general obligation bonds. Daubert overviewed the draft and revised Capital Projects Fund Balances per year noting that the revised plan is much improved but still goes into the negative in 2028. He explains the revised plan excludes the improvement of the Wingate Basin Streets which warrants consideration of water main replacement due to a high density of lead water service lines. He notes that funding for lead water service line replacement needs to be visited with the Board. Daubert overviews the water and sewer fund balances for the 5 year CIP noting that the fund balance goes negative in 2028 and beyond in large part due to water main and lead service line replacement. He notes that based on assumptions, lead service line replacement is estimated to be approximately \$11M. Engineer Daubert gave a summary on the Capital Improvement Plan noting that continued planning and adjustments are needed based on grant funding, street rehabilitation timeline/implications, funding for lead service line replacement work, general obligation bonds, project value engineering/bids, and review of revenues. Engineer Daubert then presented on the 2025 Budget Items including the street program (~4 miles of improvements at \$8.7M), asphalt pavement preservation (\$385K), concrete street patching (\$250K), Crescent/Glenwood parking lot (\$2M), sidewalk removal and replacement (\$150K), sidewalk sawing program (\$35K), water/sewer projects (\$200K lining plus \$3.3M for Hill Avenue sewer and water improvements), engineering for future projects (\$760K future street projects, \$297K train station/underpass, and \$200K traffic signal improvements), and lastly miscellaneous initiatives and expenditures.

Referring to lead service line replacement work, Commissioner Galey inquires if \$11M covers replacement of all the lead services. Engineer Daubert notes that we still don't know the total number of services but are making assumptions to arrive at that cost. There is also separate funding within the CIP for water main replacement work which would cover the cost of services on those projects. Commissioner Galey inquired as to what projects the general obligation bonds are for. Engineer Daubert noted they are primarily for the 4 downtown projects including Civic Center Remodeling, Civic Center Parking Garage, CBD Streetscape, and Metra Station/Underpass/Phase 4 Streetscape. Commissioner Galey advised that the State is providing 0% 30-year loans for lead service line replacement that the Village may want to pursue.

Chair Szymanski notes that we should define where are at in terms of our street condition and what our street condition goals are in the future. Engineer Daubert noted that while our PCI is still high, it is starting to slip as anticipated in the pavement management system report. He noted that cutting spending on street rehabilitation has implications and we will develop scenarios to communicate that to the CIC and Village Board.

Commissioner Baldin asked if anything was included for the downtown park. Engineer Daubert noted not at this time outside of the improvement of Forest Avenue and the Parking Lots as part of the Metra Station project.

Chair Szymanski stated we should identify what we don't want to compromise on. Engineer Daubert noted we should keep the federal aid eligible street projects moving forward as to take advantage of outside funding.

Norris Eber of 701 Kingsbrook expressed concern that the Metra Station project is funded on the back of the street program. Commissioners and Chair Szymanski noted that if we don't get the right amount of grants for the project (Metra Station/Underpass/Phase 4 Streetscape), then the Village won't do it.

Chair Szymanski noted that we should move forward with the Lambert and Riford projects due to the funding.

Commissioner Zuccherro noted that we just need to manage the program within our means.

Commissioner Lindquist noted that we should move forward with the plan and budget as presented. He notes that if tax increases are off the list, the Village needs to continue to look at other revenues. Engineer Daubert noted that one project he's not fully comfortable with pushing back is the replacement of traffic signal equipment such as at College and Lambert. Commissioner Lindquist noted that we can complete the engineering for the signals in 2025 and if need be, work can be moved up.

Commissioner Baldin suggested that we move forward with the budget as is.

Commissioner MacDonald expressed concerns with recommending a plan that is negative in the outyears. He noted that we should recommend ways to balance the budget. He asked what we can do to not have the negative fund balance in 2023.

Commissioner Galey noted he is not concerned with the revised plan until we get a little further out and closer to the negative fund balance.

Commissioner Zuccheo noted he is not concerned and that relative to the overall \$128M plan, the \$500K deficit could be removed by reducing contingency for projects such as the train station.

Commissioner Ziegler supports the plan and budget and notes that we need to see where bids and grants come in and the plan can be adjusted accordingly.

Commissioner Lindquist made a motion to recommend approval of the 2025-2029 Capital Improvement Plan and 2025 Budget Items, as Presented, to the Village Board. Commissioner Saeed seconded the motion and it was unanimously approved.

MOTION TO RECOMMEND APPROVAL OF THE 2025-2029 CAPITAL IMPROVEMENT PLAN AND 2025 BUDGET ITEMS, AS PRESENTED, TO THE VILLAGE BOARD.

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Saeed

AYES: Szymanski, Baldin, Galey, Lindquist, MacDonald, Saeed, Ziegler, Zuccherro

RESULT: APPROVAL

2. Crescent – Glenwood Parking Lot and Streetscape Improvements – Assistant Village Engineer Peebles overviewed the preferred alternative for the rehabilitation of the Crescent-Glenwood parking lot. He noted that we have landed on the resurfacing of the parking lot, conversion of angle spaces to perpendicular, landscape island, parking lot lighting improvements, and typical streetscape treatment along Crescent Boulevard. Commissioner Galey inquired if we have photometrics yet; we do not. Commissioner Baldin asked about tree spacing and how it matches the overall streetscape project. The current construction cost estimate is \$2M with \$1M for the median, \$470K for the lighting, \$187K for resurfacing of the lot, and \$149K for other items. The project is being situated for the use of Motor Fuel Tax funds. In terms of schedule, we are looking to let the project in early 2025. Peebles notes that we have not finalized comments yet and would like any Commission feedback. Commissioner Baldin notes that we should use more durable landscaping and incorporate lessons learned on the streetscape project. Commissioner Galey inquired about the number of parking spaces relative to the current lot. Assistant Village Engineer Peebles notes that we are losing two spaces. Commissioner Baldin comments that the alignment of the parking lot with Crescent is an improvement over the alignment of the parking lot with the railroad.

E. TRUSTEE’S REPORT – None

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Public Works Director Buckley provided several updates. He notes that our Engineering Tech Job Ad is going out. We have a new Assistant Public Works Director which is part of succession planning for the department. He has 31 years of experience and will be the Assistant Director for Operations. John Hubsy will be the Assistant Director for Internal Services. A new Facilities Superintendent that will be working under Public Works starts next week. We are working on building the new brine system for Public Works. A facility assessment is also planned to move forward for the Reno Center. Commissioner Baldin asked where facilities was before coming to Public Works. Director Buckley notes that facilities was previously under admin.

H. PROJECT REPORT – Engineer Daubert gave a brief overview on the project report highlighting the status on the CBD Streetscape and Utility Improvements Project, 2024 Utility and Roadway Projects, and maintenance programs.

I. ADJOURNMENT – Commissioner Galey motions and Commissioner Baldin seconds to adjourn the meeting. The motion is unanimously approved and meeting adjourned at 9:55 p.m.

Submitted and Reviewed by: Richard Daubert, Professional Engineer



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

Meeting 10/9/2024 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2024-
696)**

DOC ID: 2024-696

2024 Pavement Condition Index (PCI) Summary

Statement of the Issue:

The Village completes periodic surveys of its pavement network in order to update the pavement inventory database that includes objective measurements of the network's condition. This information is used to monitor pavement condition throughout the community as to plan for pavement rehabilitation work. In 2021, Staff submitted an application to Chicago Metropolitan Agency for Planning (CMAP) for technical assistance with pavement management planning and was accepted in the program. CMAP's consultant, AECOM, evaluated the condition of the Village's roadway pavement network, implemented a pavement management system (PMS) using PAVER software, forecasted condition, generated budget scenarios, and recommended future maintenance and rehabilitation (M&R) plans. The effort was fully funded by a State Planning Grant with no cost to the Village. In addition, the Village received a license for PAVER software which allowed the Village to actively manage its pavement inventory.

The pavement inventory database was due for an update in 2024. AECOM and staff collaborated to collect and input work history data into PAVER that would reflect the Village's resurfacing, reconstruction, and maintenance efforts that took place in the last three years. AECOM evaluated field data and presented its initial findings in the attached presentation.

Analysis:

In May, AECOM's subconsultant, Applied Pavement Technology, Inc. (APTech), collected pavement condition data on Village roadways using APTech's EDGE automated data collection vehicle and developed pavement condition index values (PCIs) from the data. AECOM updated the Village's PAVER database to help the Village make accountable and defensible decisions about roadway maintenance and repair. AECOM is currently preparing different scenarios for Village review that will assess how the resurfacing and reconstruction of various Village streets and annual pavement maintenance efforts will affect the overall PCI of the network. AECOM is projecting work and budget needs to meet network condition goals.

The 2024 pavement inventory and condition survey data was imported into the PAVER software to establish a tabular summary of the Village's roadway pavement condition index. The following table quantifies the condition of the pavement inventory using seven industry-defined condition categories. Note that the 2021 survey information is included for comparison.

Pavement Condition Rating Category	Pavement Condition Index (PCI) Value	% Network Pavement Area	
		2021	2024
Good	86-100	32	39
Satisfactory	71-85	28	13
Fair	56-70	19	14
Poor	41-55	12	14
Very Poor	26-40	8	16
Serious	11-25	1	4
Failed	0-10	0	0

The Village's average PCI value was 72.7 in 2021 and decreased to 69 in 2024. However, in reviewing the data, the prior Vendor's survey of the concrete streets yielded a much higher PCI for the concrete streets. AECOM is reviewing this matter in further detail but they feel it may be due to varying sensitivities to faulting in the pavement among the two vendor's equipment.

Pavement Condition Index by Pavement Type		
Survey Year	Asphalt Streets	Concrete Streets
2021	69.6	90.6
2024	67	79

Next steps are to:

- Confirm the cause of the anomaly between 2021/2024 PCI survey of the concrete streets
- Refine unit pricing for various work types
- Run network level budget analysis forecasts and condition scenarios. Previously assessed scenarios included: eliminate backlogs, maintain current roadway condition, maintain current funding, reduce funding, and do nothing.
- Review capital project candidates in conjunction with utility improvements
- Generate maintenance (crack seal, patching, etc.) candidates
- Generate preservation (rejuvenation, microsurfacing) candidates
- Build out the master roadway maintenance and rehabilitation program which currently ends in year 2031

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Staff will present the PCI survey results presentation to the Capital Improvements Commission. As the aforementioned steps to build out the maintenance and rehabilitation program are completed, staff will report back to the CIC for input on the plan including implications of the previously noted scenarios.

Attachments:

1. Glen_Ellyn_2024_PCI_Summary

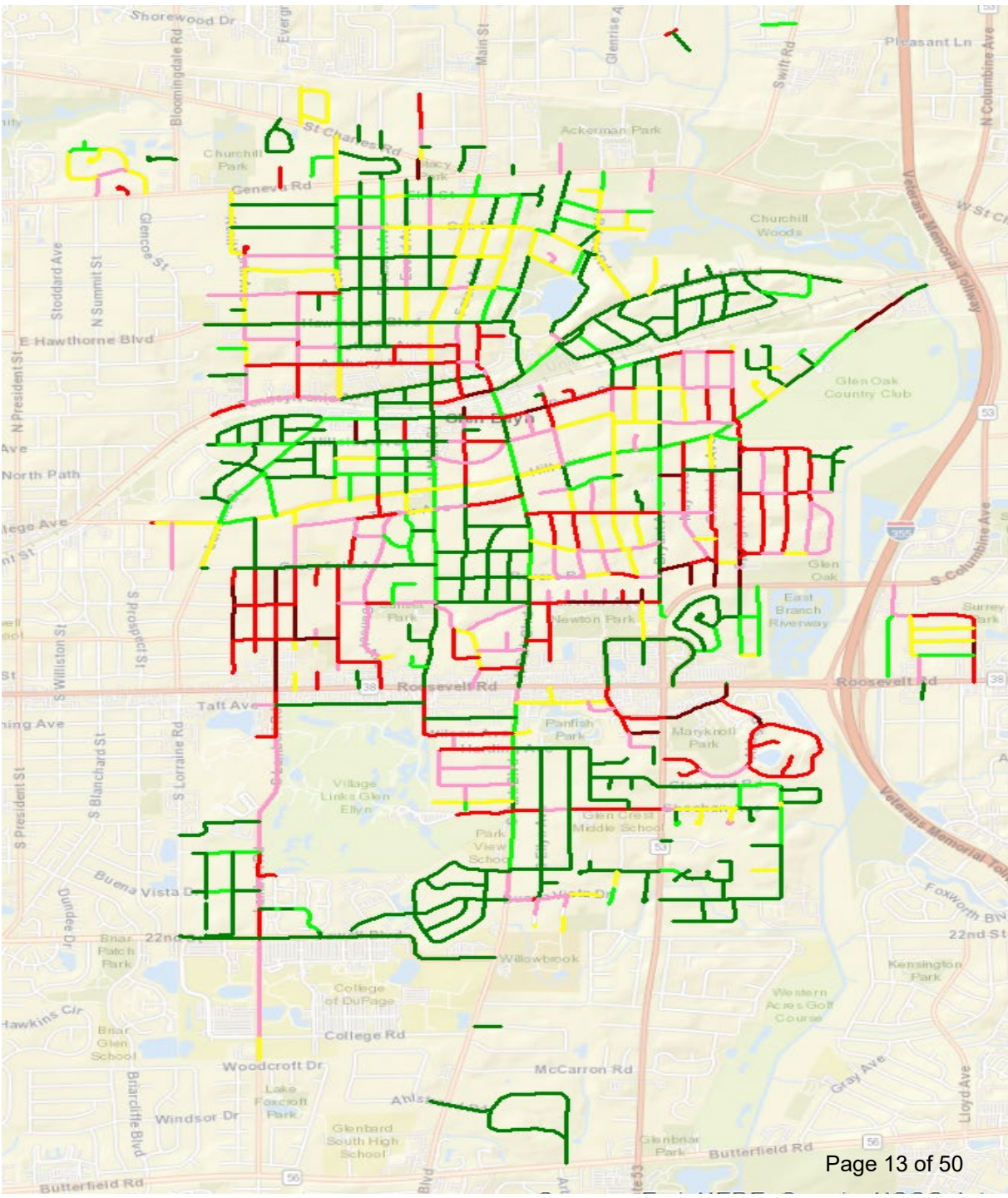
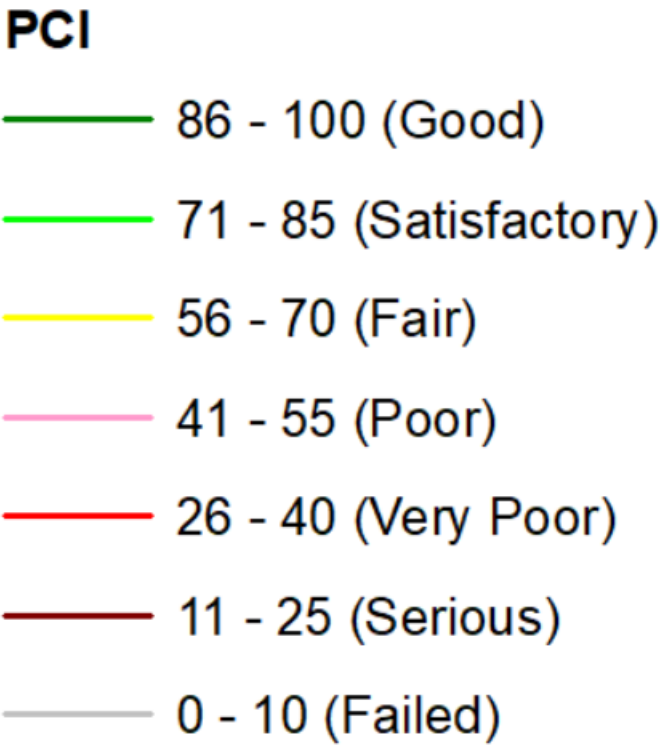
Village of Glen Ellyn, IL

2024 Pavement Condition Index (PCI) Summary

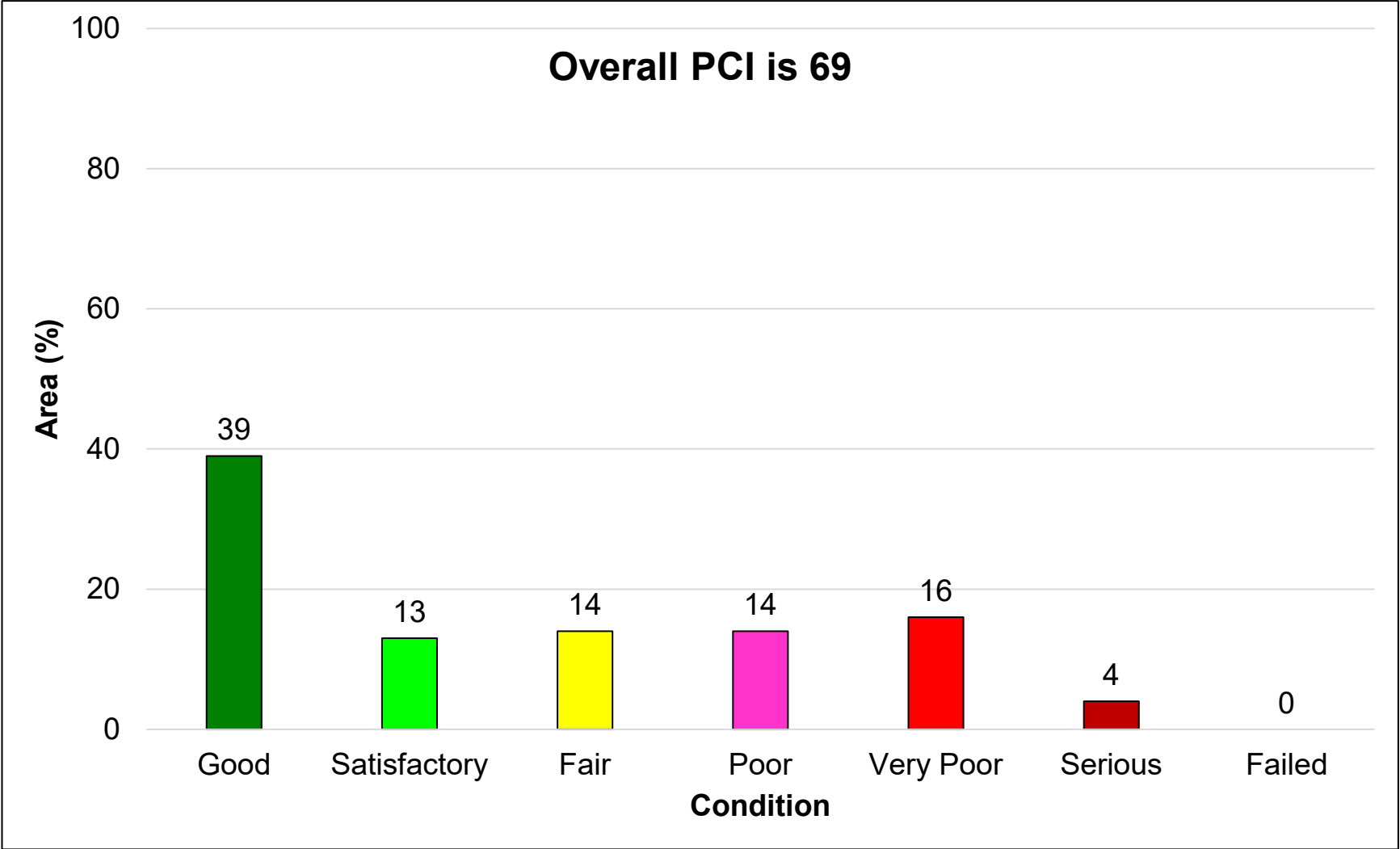
September 2024

CONDITION CATEGORY

PAVEMENT CONDITON MAP

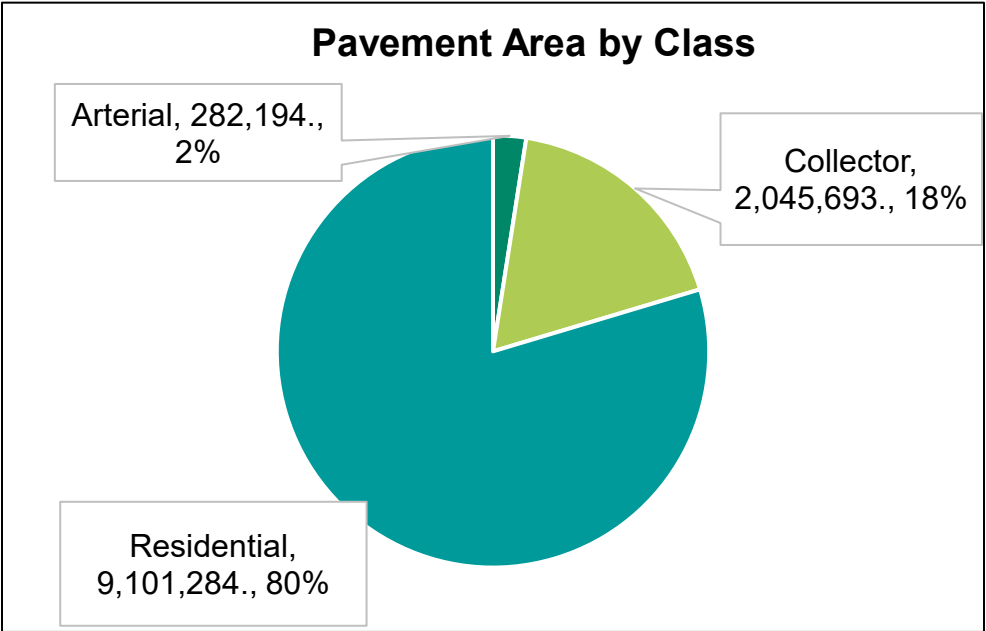
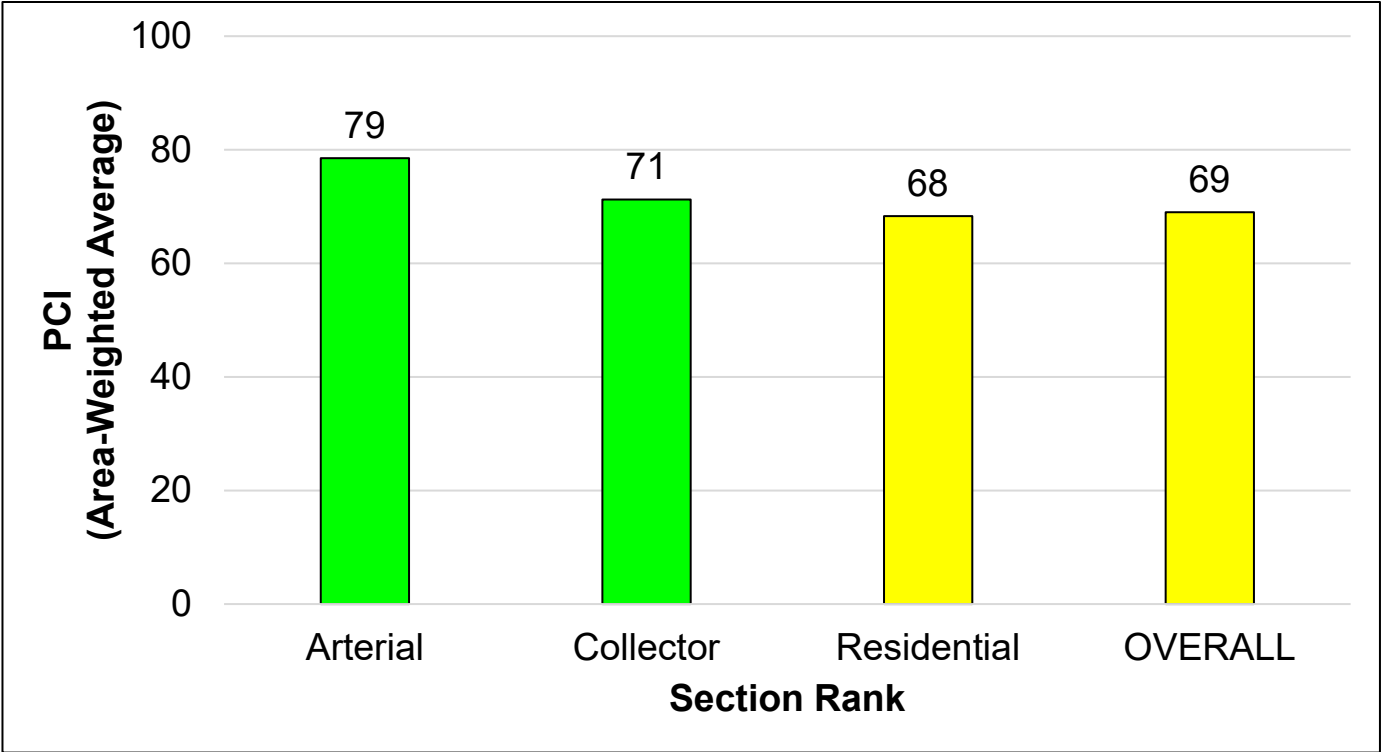


PAVEMENT CONDITON DISTRIBUTION



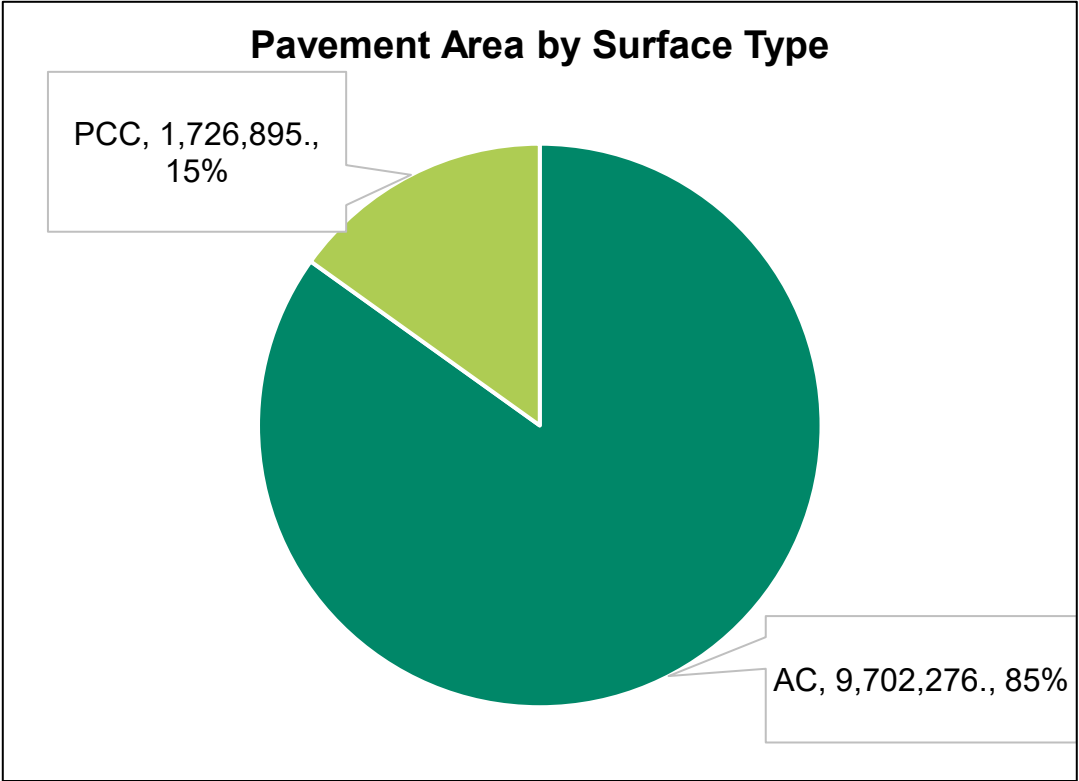
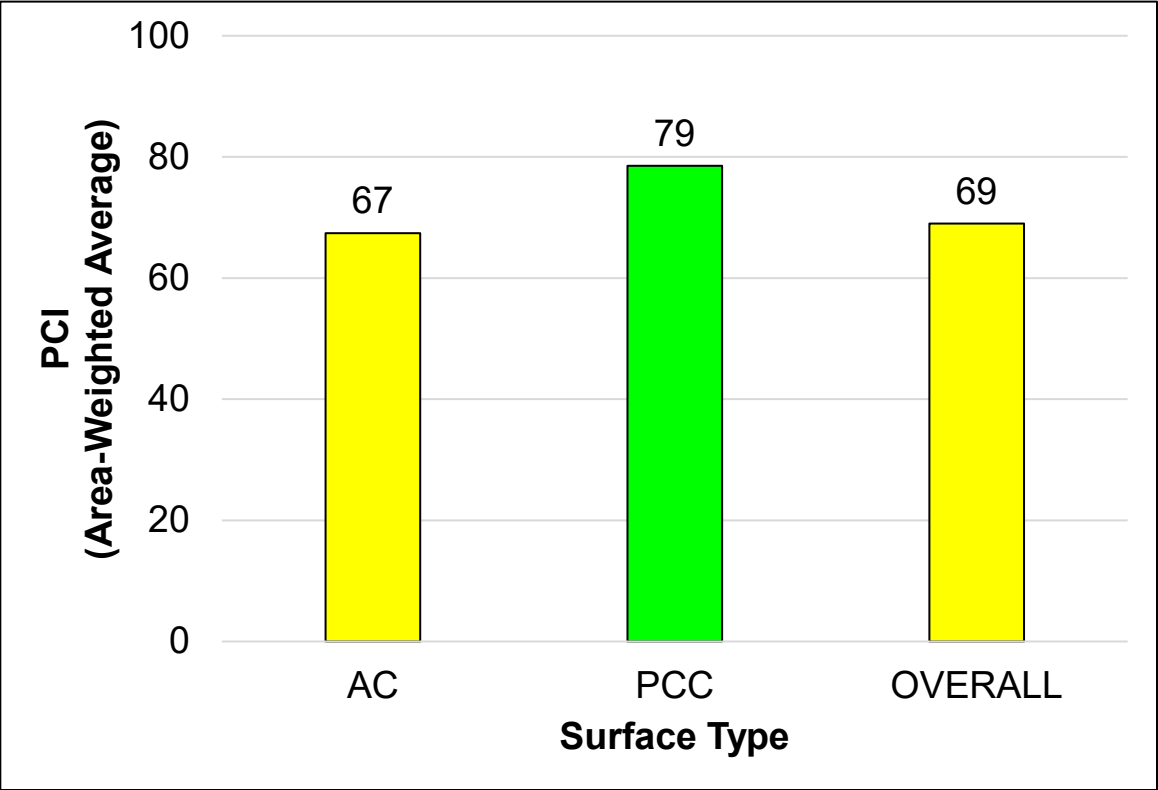
ROADWAY CLASSIFICATION

PAVEMENT CONDITON DISTRIBUTION BY SECTION RANK



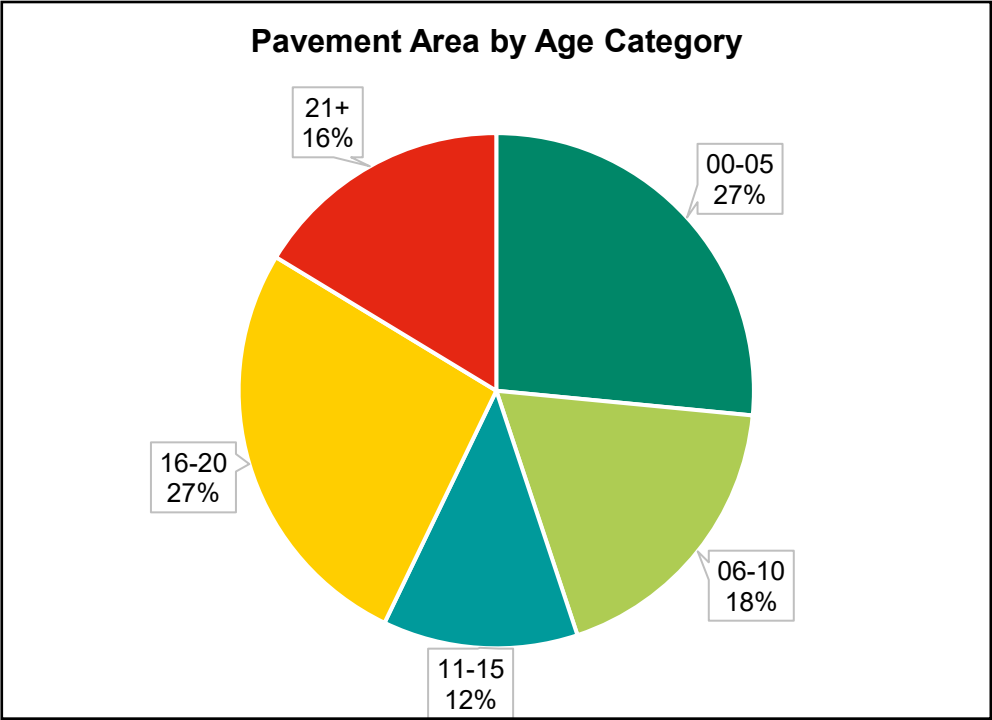
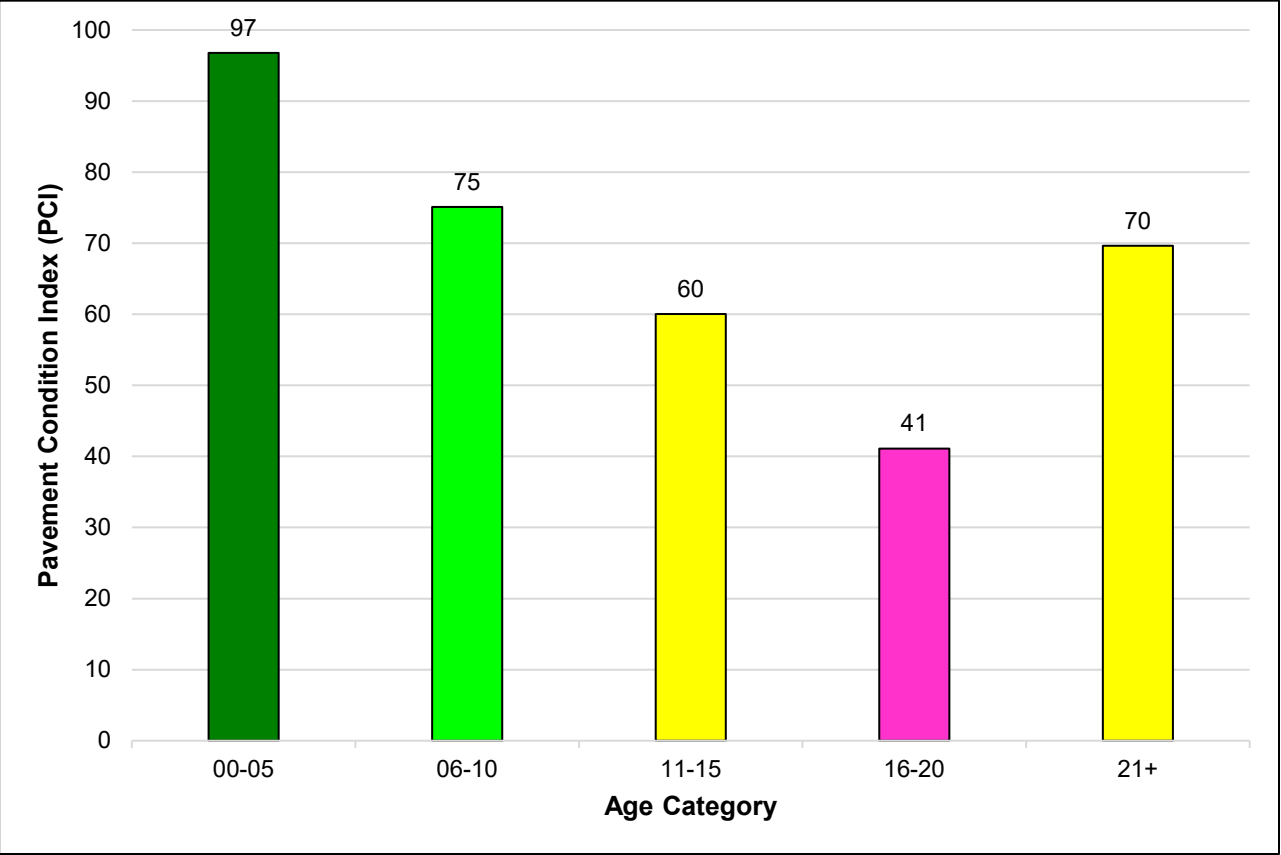
SURFACE TYPE

PAVEMENT CONDITON DISTRIBUTION BY SURFACE TYPE



PAVEMENT AGE

PAVEMENT CONDITION DISTRIBUTION BY AGE



PAVEMENT DISTRESSES

AVERAGE WEIGHTED PCI DEDUCTS

Load Related Distresses • Alligator Cracking* • Rutting* • Potholes* • Corner Breaks* • Linear Cracking* • Divided Slabs*	Climate Related Distresses • Block Cracking* • Joint Reflection Cracking • Longitudinal & transverse (L&T) Cracking* • Raveling* • Weathering* • Blow-ups • Durability cracking* • Joint Seal Damage* • Shrinkage Cracks* • Joint Spalling* • Corner Spalling*	Other Distresses • Bleeding* • Corrugation • Depression* • Jet Blast • Oil Spillage • Patching* • Polished Aggregate • Slippage Cracking* • Swelling • Faulting* • Popouts • Pumping • Scaling*
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LOAD %	CLIMATE %	OTHER %
45	44	11

Distresses shown with asterisk (*) are present in the Village

PAVEMENT DISTRESS DISTRIBUTION

Pavement Distress	Primary Deducts
Asphalt Surfaced	
Alligator Cracking	44.5
L&T Cracking	19.2
Weathering	10.9
Patching	4.2
Other AC Distresses	1.1
Concrete Surfaced	
Faulting	11.6
Linear Cracking	10.1
Joint Seal Damage	2.2
Joint Spalling	1.6
Other PCC Distresses	3.0

EXAMPLE PICTURES

EXAMPLE – GOOD PAVEMENTS

CRESCENT BOULEVARD – Section 032 Colcord Pl to Roger Rd
PCI 100



APPIAN WAY – Section 671 Forest Ave to End
PCI 100



EXAMPLE – GOOD PAVEMENTS

EDWARD RD – Section 407 Raintree Dr to Prince Edward Rd
PCI 95



GLENWOOD AVE– Section 432 Ridgewood Ave to Hill Ave
PCI 90



EXAMPLE – GOOD PAVEMENTS

BRYANT AVE – Section 170 Wingate Rd to Revere Rd
PCI 96



HAWTHORNE BOULEVARD – Section 729 Prairie Rd to Pleasant Rd
PCI 89



EXAMPLE – SATISFACTORY PAVEMENTS

DUANE ST – Section 680 Lorraine St to Melrose Ave
PCI 83



ELM ST– Section 780 N Main St to Forest Ave
PCI 77



EXAMPLE – SATISFACTORY PAVEMENTS

MAIN ST– Section 009 Philips Ave to Ridgewood Ave
PCI 71



EXAMPLE – FAIR PAVEMENTS

LOWDEN AVE – Section 806 S Parking Ave to End
PCI 68



BRIAR ST– Section 295 Londonberry Ave to Brighton St
PCI 59



EXAMPLE – FAIR PAVEMENTS

KENILWORTH AVE – Section 501 Cottage Ave to Sheffield Ln
PCI 62



EXAMPLE – POOR PAVEMENTS

ROSLYN RD – Section 622 Cumnor Ave to Woodstock Ave
PCI 52



Sheehan Ave Section 131 Ellyn Ave to S Milton Ave St
PCI 43



EXAMPLE – POOR PAVEMENTS

KENILWORTH AVE – Section 504 Maple St to Marion Ave
PCI 48



EXAMPLE – VERY POOR PAVEMENTS

FOREST AVE– Section 391 Cottage Ave to Anthony St
PCI 38



SPRING AVE - Section 272 Hill Ave to Glen Oak Ave
PCI 26



EXAMPLE – SERIOUS PAVEMENTS

HILL AVE– Section 970 560 ft North of Acorn Ave to 460 ft South of
Town Line
PCI 17



FOREST AVE - Section 395 Illinois Prairie to Duane St
PCI 13



Next Step Recommendations

- Develop unit pricing for various work types.
- Run network level budget analysis forecasts.
- Review capital project candidates in conjunction with utility improvements.
- Generate maintenance (crack seal, patching) candidates.
- Generate preservation (rejuvenation, microsurfacing) candidates.

Thank you.

Glen Ellyn Pavement Management System Program





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

Meeting 10/9/2024 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2024-
695)**

DOC ID: 2024-695

Engineering Division Project Activity Report Dated 10-4-2024

Statement of the Issue:

The October 4, 2024 Engineering Division Project Activity Report is attached hereto for review by the Capital Improvements Commission

Analysis:

Budget Impact:

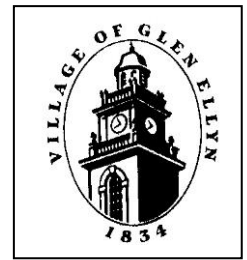
Contribution to Strategic Plan

Action Requested:

Attachments:

1. Engineering Project Report 10-4-24

October 4, 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)

Since the last update, roughly half of the minor punchlist items were completed in the Phase 1 area. Remaining items are targeted to be completed this month, including replacement of some sidewalk panels for either cracking (507 Duane) or improved drainage (NE corner of Main/Hillside by Blackberry Market).

The final Phase 1 punchlist plantings are anticipated to be completed on October 4th. After which, the Village will assume maintenance of the Phase 1 plantings. While Public Works had been planning on a spring 2025 effort to add supplemental soil and plantings, along with a new dressing of mulch. However, this work by the Forestry division has been accelerated and is now planned to occur within the next couple of weeks.

The other big item still to occur in the Phase 1 area is sanitary sewer replacement, storm sewer work, and pavement reconstruction in the Main Street alley (west of Main, south of Duane). Scheduling of the work is still in progress, but a soft date of the week of October 21 is currently being discussed. The alley will need to be closed for a 3-week duration to accommodate the work. The first week being excavation and underground utility work, second week reconstruction of the alley and pouring of concrete, and the third week while waiting for the concrete to cure. The work will be challenging due to the constrained conditions and presence of utility poles that will need to be braced by ComEd throughout the work. In addition there are ten dumpsters and two grease bins that will need to be relocated to the street while the alley is undergoing construction. Businesses were alerted to the project earlier in the year and again more recently. Meetings with individual affected properties to work out the logistics are now underway.

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

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

Since the last update, application of the final pavement marking was completed throughout the Phase 2-3 area. And construction on the eighteen brick paver crosswalks has begun, with all of the associated one-way roadway patterns and detours. Completion of Stage 1 of the crosswalk work is anticipated for late in the week of October 7. After which work will commence on Stage 2 (the other half of each crosswalk), with the barricades and traffic signage adjusted accordingly. The crosswalk work is still on track to wrap up in advance of the Halloween Festival on October 26th.

More minor, localized items remaining include: sanitary sewer lateral linings and abandonments (performed from the mainline via truck parked at manholes – i.e. no digging); installation of a replacement retaining wall along the south side of Pennsylvania west of Prospect; removal of wood temporary light poles in that same Pennsylvania area (after completion of lighting fixture refurbishments); installation of historic plaques throughout the Phase 2-3 area; more plant replacement work in advance of some further planting work to occur by the Village next year; and work on punch list items. Overall, after nearly two years of construction, the project is on track for the November 1, 2024 substantial completion and the November 27, 2024 final completion dates included in the original project bid specifications. The project is also tracking in excess of \$200,000 under the contract award.



Finishing of the concrete pour for the brick paver crosswalks at Crescent/Glenwood

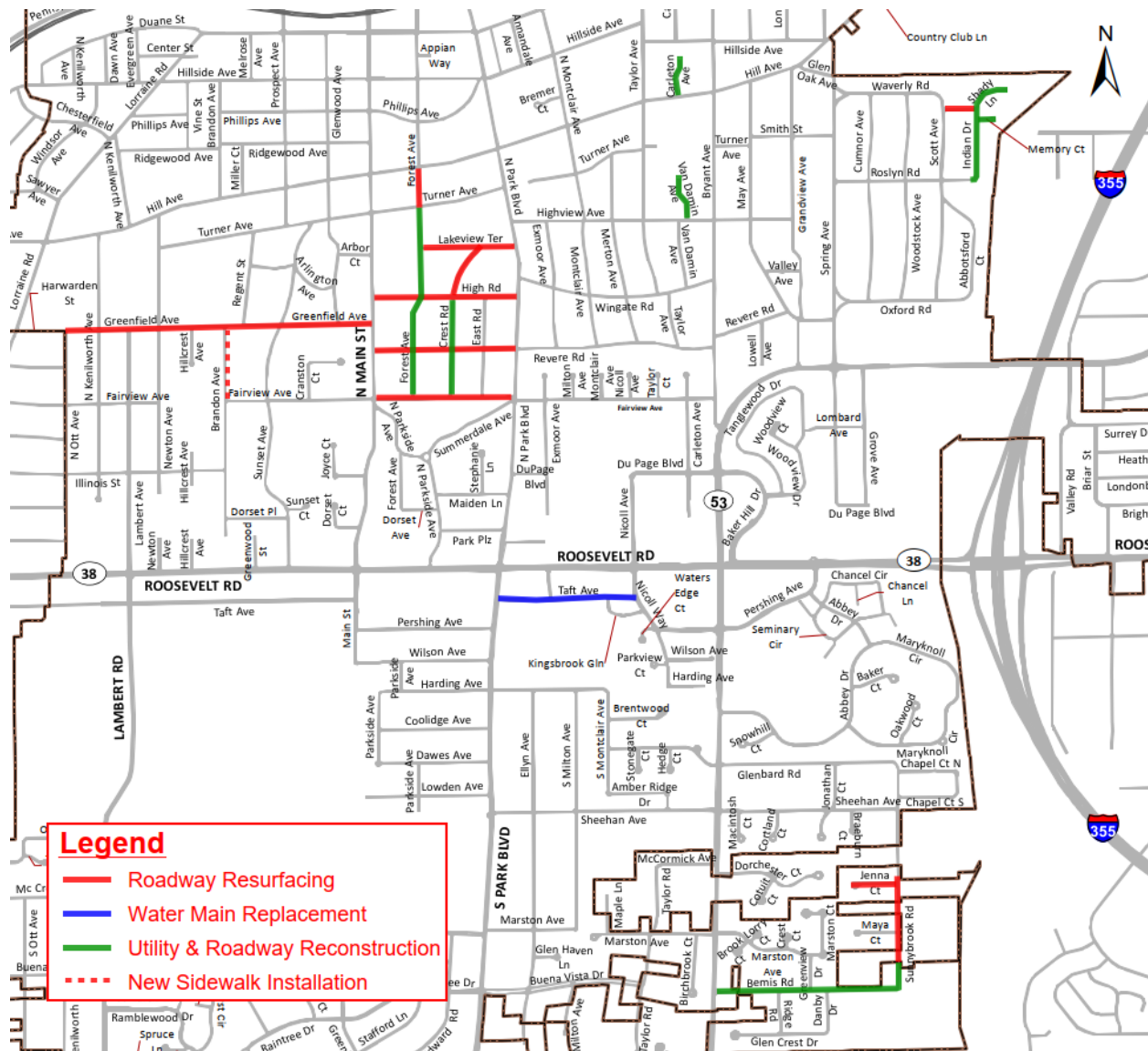
CRESCENT BOULEVARD RESURFACING PROJECT – Contractor: K-Five
(Project No. 23002; Value of Construction Contract = \$1,620,838)

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.

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 have been noted and are anticipated to be replaced by the project's landscaping subcontractor once cooler weather allows in the coming weeks. The State-let project will then accordingly transition to the closeout process. The construction contract is anticipated to come in approximately \$283,000 under contract award.

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:



The Contractor has made great progress in the last month on Bemis Road, Sunnybrook Road, Indian/Shady/Memory, Carleton, and Van Damin with construction largely wrapping up on those streets. Underground work continues within the Forest/Crest area, although milling and leveling binder paving has been completed on Lakeview Terrace, Crest (High to Lakeview), and Fairview. Road rebuilding is advancing on Crest Road between Fairview and High starting on 10/8. The contractor will then progress to rebuilding Forest Avenue within the same limits.

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 project is currently delayed due to unresolved utility conflicts which cannot commence until tree removals are completed. Tree removals are anticipated to commence on 11/1.

Illinois Route 53 and Surrey/Parkview Traffic Signal (IDOT)

The Illinois Department of Transportation is proposing to install a traffic signal at the intersection of Illinois Route 53 and Surrey. The State indicates that the purpose of the project is to reduce the number and severity of angle, turning, and rear-end crashes. The State has presented an Agreement to staff for consideration of approval by the Village Board. The State is looking for the Village to fund \$18,026 towards the cost of the improvements along with 25% of ongoing maintenance and energy costs for the traffic signal. Public Works Engineering and the Police Department are reviewing the project report and warrant study.

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.

Last month, the Village Board accepted the public improvements that have been completed for the project. As a follow up, staff processed an invoice to reimburse the developer for a portion of the public improvements. The Developer is looking to have further discussions with staff and the Village Board on potential additional reimbursement for the public improvements. A meeting is scheduled with the Developer for Monday, October 7 to discuss the matter.

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 still pending.

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 evaluated an alternative corridor that the property owner requested and a follow up meeting was 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 presented the project to the Glen Ellyn Plan Commission, Architectural Appearance Commission, and a joint meeting of the Environmental and Historic Preservation Commission to solicit their feedback on the 30% design documents. Valuable feedback has been provided on various aspects of the project with a particular desire being to reduce the bulk of the Depot and Ramp/Stair roof structures, making the station more unique, and minimizing the number of materials used. This feedback is under review with the thought to create a working group of Board and Commission Members to gain further direction on revising the design to address these comments. Meanwhile, staff is working on advancing various aspects of IDOT coordination, land acquisition, and continued review and management of the project. Staff is also gearing up for additional grant applications this fall.

TRAFFIC SIGNAL MODERNIZATION PROJECT – Engineer: AECOM

The draft final recommendations report for modernization of the six Village-owned traffic signals was received. Engineering staff reviewed the final recommendations, cost estimates, and improvement prioritization with the consultant team. Comments have been delivered to the consultant for review and incorporation into a final report.

Staff have also solicited a proposal from AECOM for the Assignment #2 work which includes the preparation of bid plans and specifications for the proposed improvements.

ADA PUBLIC RIGHT-OF-WAY TRANSITION PLAN – CMAP TECHNICAL ASSISTANCE

In March of this year, Public Works applied to CMAP for assistance with creation of its federally-required ADA Transition Plan, as part of CMAP's 2024 Technical Assistance Call for Projects. Out of a competitive process (122 applications submitted, 30 awarded), the Village was selected to receive assistance.

CMAP recently delivered a draft Memorandum of Understanding for the project, that is to be presented before the Village Board at their October 28th meeting. In addition, CMAP is in the process of hiring a consultant to be part of the CMAP team assisting the Village. The effort is anticipated to kick-off toward the end of the year and take approximately 10 months to complete. The final product of the effort will be worked out at the kick-off meeting with CMAP, but is anticipated to consist of a final ADA Public Right-of-Way (PROW) Transition Plan document for, including the federally required self-assessment and inventory.

It is important to note that this CMAP assistance and the final deliverable will only cover the Village's public rights-of-way (e.g. roadways, sidewalks). For a complete ADA Transition Plan, the Village will still need to perform a self-evaluation and create Transition Plan components for its publicly-owned facilities (e.g. Civic Center, Fire Stations) and for its general communications (e.g. website, newsletters, meeting announcements). While not explicitly part of the current CMAP Technical Assistance, we anticipate soliciting guidance from CMAP on and thereafter creating an internal strategy for the Village's future completion of these other Transition Plan components.

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 contract was awarded to the low-bidder, Schroeder Asphalt Services, at the March 11th Board Meeting in the amount of \$200,000. Staff utilized the Village's Pavement Management System Data and field inspections to determine patch locations. Schroeder Asphalt accommodated the Village by paving a single large patch in the Duane-Lorraine parking lot in August to make the parking lot surface safe for Backyard BBQ attendees and vendors. The remainder of the patch work was completed on Sept. 28th. Minimal pavement marking installation and punch list work are expected to be finished by Oct. 11th. Duane-Lorraine lot "before" photo
2024 Crack Sealing	\$39,675.24	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 11th Board Meeting in the amount of \$40,000. SKC Construction completed the work on September 17th for a final cost of \$39,675.24.
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. Schroeder & Schroeder completed the sidewalk replacement and concrete street repair program on August 16th; however, some punch list items need to be addressed before the project can be closed out. (The new Brandon sidewalk (Greenfield to Fairview – east side of the street) was constructed in early July under the 2024 Roadway Improvements contract.)

Project	2024 Estimated Glen Ellyn Cost*	Status
		 Budget breakdown: \$188,525 Sidewalk Replacement, \$99,000 Concrete Patching, and \$150,000 New Sidewalk Installation.
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 made sawcut repairs tapered to a 1:12 slope ratio with a smooth, uniform finish. Safe Step's patented process used waterless saws, which eliminated slurry and water runoff contamination, and a dust-abatement system designed to capture fine dust. 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, six were replaced with the 2024 sidewalk replacement program, and the remaining defects will be replaced in conjunction with next year's sidewalk program or resurfacing project. After completing a successful pilot program, Safe Step was asked to evaluate and grind several trip hazards on Crescent Blvd. between Main St. and Forest. This was an economical solution to address trip hazards in a heavily trafficked area until new sidewalk is installed in conjunction with the Train Station/Phase 4 streetscape project. Fifteen sidewalk locations were sawcut for \$1,825.

Project	2024 Estimated Glen Ellyn Cost*	Status
		
2024 Utility Pavement Restoration	\$41,365	This new program allowed 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 required the contractor to make up one to three mobilizations throughout the construction season. The contractor had to 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 was \$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 utility pavement restoration contract was approved on March 11, 2024. 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. 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 completed repairs in mid-July. The final contract cost is \$41,364.67.
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. The corresponding cost for staff's proposed scope of work came in below the 2024 budgeted amount of \$120,000. Staff is reviewing additional candidate locations that may need refreshing this year to capitalize on the low unit prices. Target areas for new pavement markings include Lake Rd, Fawell, the Taylor Ave. viaduct, and intersections that were not refreshed in 2022 or 2023. SRS plans to begin pavement marking in mid-October. (Last month, SRS installed the pavement markings in the CBD while working as a sub-consultant for A Lamp.) The Streets Division will continue to refresh pavement markings with paint in various locations, including the handicap symbols in all of the Village-owned parking lots. The Streets Division's 2024 budget for paint materials is \$5,000.

Project	2024 Estimated Glen Ellyn Cost*	Status
2024 Asphalt Surface Rejuvenation	\$112,427	Candidate streets include those 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 asphalt street rejuvenation is \$120,000. Staff received pricing from a municipal partnering initiative with single source vendor, Corrective Asphalt Materials (CAM), which provided a more advantageous price for the Village than by soliciting a price as a single municipality. CAM applied Reclamite® to Village streets between September 3rd-6th, which included an early morning application of Reclamite® to the CBD on September 4th. The final cost for the project is \$112,426.80. 
2024 Sanitary Sewer Lining and Repairs	\$0	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. The program is being deferred until 2025, which results in Water and Sewer Fund (Capital Improvements) savings of \$213,000.

*All costs are rounded to nearest dollar.

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