



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, March 12, 2025
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 January 8, 2025 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) Traffic Signal Modernization - Recommendations Report and Design Contract
 - 2) Crescent-Glenwood Parking Lot and Median Rehabilitation – 60 Percent Plan Review
- E. Trustee Liaison's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report Dated 3-7-2025
- I. Adjourn**



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

Meeting 3/12/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: Dave Buckley
Category: Minutes
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2025-
220)**

DOC ID: 2025-220

Motion to approve the January 8, 2025 Capital Improvements Commission Meeting Minutes

Statement of the Issue:

The draft meeting minutes for the January 8, 2025 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 January 8 2025 - Draft

DRAFT



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
January 8, 2025
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: January 8, 2025

Meeting: Regular

Called to Order: 7:02 p.m.

Quorum: Yes

Adjourned: 8:18 p.m.

Member Attendance:

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

Also Present:

| | |
|---------------|-----------------------|
| Dave Buckley | Public Works Director |
| Elisa Pollina | Recording Secretary |

A. CALL TO ORDER

The January 8, 2025 meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:02 p.m. at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF DECEMBER 11, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE THE DECEMBER 11, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Baldin

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

RESULT: APPROVAL

D. CURRENT BUSINESS

1. Metra Station and Multimodal Access Improvements Project – 60 Percent Design Plans and Cost Estimate.

Engineer Daubert provided an update on the project, highlighting that the 60 percent design plan set is extensive and staff is diligently reviewing them to provide comments to CDM Smith in January. Commissioner Baldin has also reviewed the plans and shared his feedback with staff.

An updated cost estimate of \$46,357,700 was received as part of the 60% design submittal. There is limited room for contingencies and Union Pacific (UP) is expected to seek compensation for the use of their property for the project. Approval has been received from IDOT to initiate land acquisition discussions with UP, which will likely push total project costs around \$53-55M including engineering.

Currently, ~\$27.8 million in funding has been secured, with the potential for an additional ~\$10 million, bringing the total funding to ~\$38 million. However, the Village aims to keep its share between \$8–\$12 million, which means securing additional funding is critical.

Metra's \$4 million contribution is insufficient for the platform costs alone and the village plans to request additional funding from Metra in an upcoming meeting. Engineer Daubert emphasized that efforts will focus on minimizing the village's cost for the project.

Chairman Szymanski inquired about alternative funding options and whether Elmhurst or other communities have identified additional sources. Daubert noted that staff has been working closely with Jackie Murdock of CDM Smith on securing additional funding for the project. In addition, staff's strategy is not just securing additional funding for the Metra Station Project but for other specific projects including the Lambert and Riford resurfacing projects.

The village submitted a \$10 million funding application on December 20. Part of the application includes competing for priority points which are part of the scoring of the application. A presentation will be made to the DuPage Mayors and Manager's Conference Transportation Technical Committee this month to complete for the priority points.

Trustee Simon noted several significant projects on the horizon, including the lead service line replacement, the replacement of two fire stations that are 50–70 years old, and updates to the Public Works building. Engineer Daubert emphasized the importance of the board setting priorities for these projects. Staff will provide the necessary information to help the board make informed decisions. Daubert added that by the end of the year, the village will have a clearer understanding of the funding status and cost for the Metra Station Project.

E. TRUSTEE’S REPORT – Acting Village President Simon noted that the State of the Village is approaching with three meetings scheduled for the coming week. This includes a meeting with the Chamber of Commerce at Reserve 22, another at the Police Station, and one with local religious leaders.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Public Works Director Buckley provided several updates. The CBD Streetscape Project has received the APWA Suburban Branch Award which is a significant achievement for the Village. A celebration will take place in a few weeks with award winners being recognized. Regarding staffing, all positions are currently filled except for the Engineering Technician Position. The brine solution program is proving effective. The team sprays brine in advance of snowfall and observed positive results. The system produces 6,000 gallons of brine in just two hours. A camera installed on Lambert allows staff to monitor snow coverage in areas where brine has been applied, demonstrating its effectiveness. The team has adapted well to the program and continues to excel in snow removal efforts.

H. PROJECT REPORT – Engineer Daubert provided updates on the following projects: The 2025 resurfacing project will be posted to the IDOT circular on January 16th with the bid opening scheduled for January 30th. Funding for the project will come from the Motor Fuel Tax and Rebuild Illinois Funds.

I. ADJOURNMENT – Commissioner MacDonald motions and Commissioner Baldin seconds to adjourn the meeting. The motion is unanimously approved and meeting adjourned at 8:18 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 3/12/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Richard Daubert

**AGENDA ITEM (ID
2025-197)**

DOC ID: 2025-197

Traffic Signal Modernization - Recommendations Report and Design Contract

Statement of the Issue:

Through the course of 2024, Public Works worked with AECOM on a study of the six (6) traffic signals owned and maintained by the Village. The purpose of the study was to evaluate the current equipment and conditions at each signalized intersection and recommend needed improvements for the modernization of the signals. The recommendations report is now complete. Engineering staff are seeking Commission members' input on the report recommendations, with the aim of engaging with AECOM on design of the improvements.

Analysis:

Much of the equipment at the Village-owned intersections is outdated and in need of upgrade to ensure the safe, reliable, and efficient operation of the signals. As an example, the equipment at the Main/Elm intersection can no longer support interconnection with DuPage County's adjacent Main/St. Charles signal, resulting in uncoordinated operation between the signals. In addition to outdated equipment, the recent finalization of the federal Public Right-of-Way Accessibility Guidelines (PROWAG) further elevates the need to upgrade the intersections for full accessibility. This includes both hardscape and geometric improvements, as well as the installation of accessible pedestrian signals.

The final recommendations report includes an inventory of the existing equipment and conditions at each of the six intersections, along with recommendations for modernization. The recommendations are unique to each intersection. Given the overall cost, the signalized intersection work is proposed to be spread over the course of three years. Much of the design would occur in 2025. And then separate bid packages in each of the 2026, 2027, and 2028 construction years. Table 3 in the recommendations report provides a breakdown of the proposed program by year. Appendix 4 of the report includes a more detailed breakdown of the proposed work.

Lambert pedestrian signal

The Lambert pedestrian signal is not currently owned or maintained by the Village. The signal was constructed by the College of DuPage around 2011. Institutional memory indicates that it had always the intent for the Village to take over ownership of the signal after construction was complete; however, there were extenuating circumstances centered around some tensions between the Village and the College at the time that forestalled the transfer of ownership.

Despite the above, it is not typical or recommended for another entity (e.g. College) to own or maintain a traffic signal on another entity's roadway (e.g. Village). And these tensions are a historical bygone. Therefore, consistent with typical best practice, it is the intent of Public Works to engage with the College to complete the transfer of ownership of this signal. In addition to being typical best practice, Village ownership of the signal will allow for more consistent management and maintenance of this sign as part of the adjacent interconnected Lambert traffic signals.

Some items of note from the report

Maintenance schedule – The recommendations report includes a detailed Preventative Maintenance Plan to maximize the reliability and life of the signal installations. Under current operations, the Village works with the contractor Meade Electric for inspection of just the emergency vehicle preemption systems at each signal, and then for as-needed and emergency repairs to the remainder of the system. The recommendations plan offers a more thorough, proactive approach for ongoing maintenance of the Village's signals.

Remote monitoring – The Village and its consultant have had preliminary discussions with DuPage County Department of Transportation staff about the potential to connect individual Village traffic signals with the County's Centracs central traffic signal system (CTSS). This would allow the Village to remotely monitor its signals and help identify any operational issues.

Given its limited number of traffic signals, it would not be cost-effective for the Village to purchase, install, and maintain its own CTSS. However, the County has capacity within its system and is allowing municipalities to piggyback onto their system for minimal cost. The installation of communications infrastructure is included in the signal upgrade recommendations and cost estimate. This would allow the Village to remotely monitor.

Railroad ITS – With the advance and reduction in cost of various intelligent transportation system (ITS) detection technologies, there has been discussion about the merit of having equipment to be able to remotely monitor when downtown rail crossings are blocked. A placeholder was included in year 2029 of the implementation plan. However, additional discussion and investigation is needed before any action on this item. The railroad ITS is not included in the current proposal from AECOM for engineering services related to the 2026-2028 implementation of improvements to the existing Village-owned signalized intersections. The topic is planned to be revisited at a later date.

Design Proposal

AECOM has delivered a proposal for the design of the signalized intersection improvements. The proposal includes design of the improvements, assistance with bidding in each of the three-year implementation program, and creation of as-builts for each year's improvements. The proposal does not include the design of a railroad crossing-related intelligent transportation system (ITS) as mentioned in the recommendations report and included in the cost table in 2029. The railroad ITS is still very much an exploratory idea in response to complaints about downtown rail crossing blockages. The purpose and need along with exploration of available technologies will be revisited separately at a future time.

Budget Impact:

The cost of the engineering services for the design and bidding of the improvements for the six signalized intersections, plus the Lambert pedestrian crossing signal, is not-to-exceed \$203,726.59. This is to be funded through Capital Projects Funds included in the approved 2025 budget.

The cost of construction of the signalized intersection improvements is currently estimated at \$2,250,000 over a four-year period from 2026-2029. This cost will be refined through the course of the design and will be included as part of each year's Capital Projects budget discussion.

Contribution to Strategic Plan

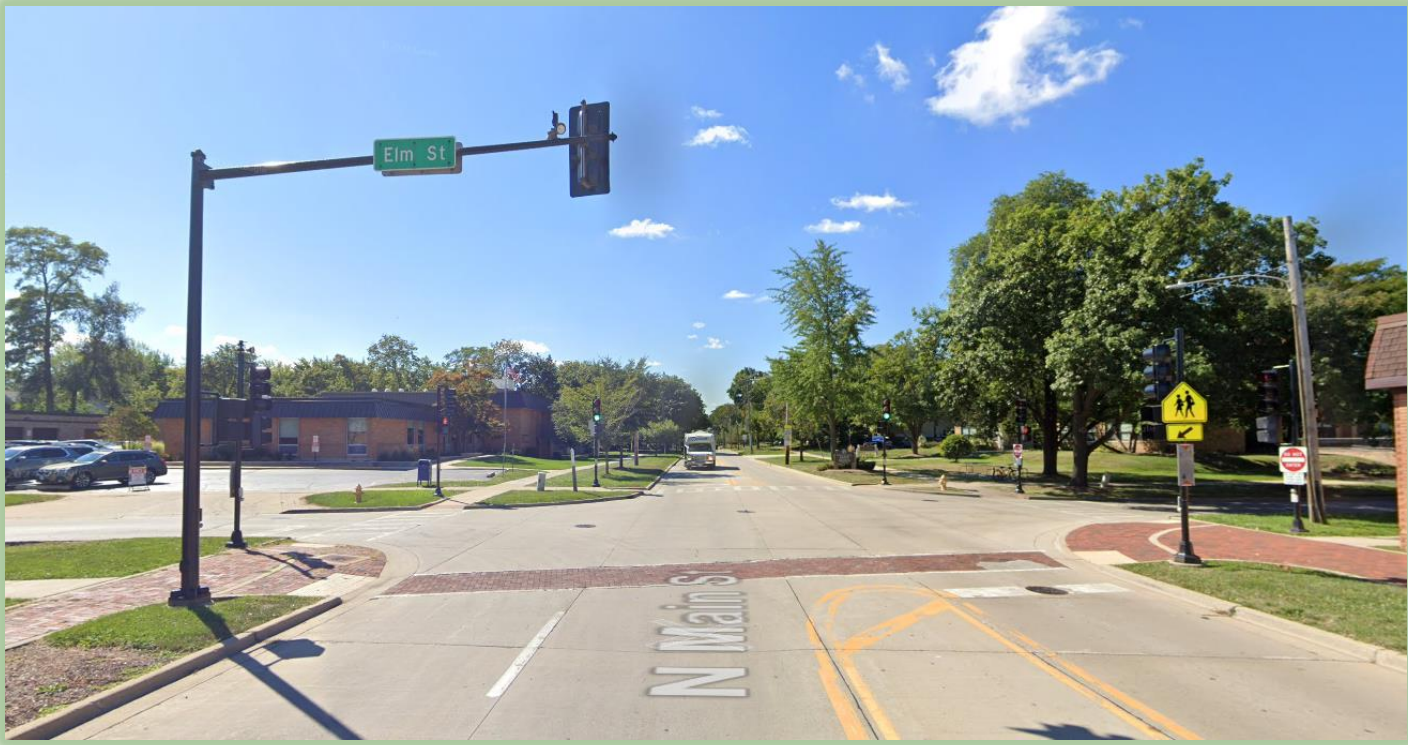
Action Requested:

Staff will provide a presentation on the results of the recommendation report. Staff will also review the AECOM multi-year proposal in the not-to-exceed amount of \$203,726.59, for design of the recommended improvements. Commission feedback and recommendation on the proposal is ultimately requested.

Attachments:

1. 2025.03.12 - CIC - Traffic Signal Modernization Presentation -DRAFT 2025.02.28
2. A1 - Glen Ellyn TS Recommendations Memorandum_20250128 -FINAL
3. A2 - Glen Ellyn TS - AECOM Assign2 Design Engr Scope and Fee_20250219

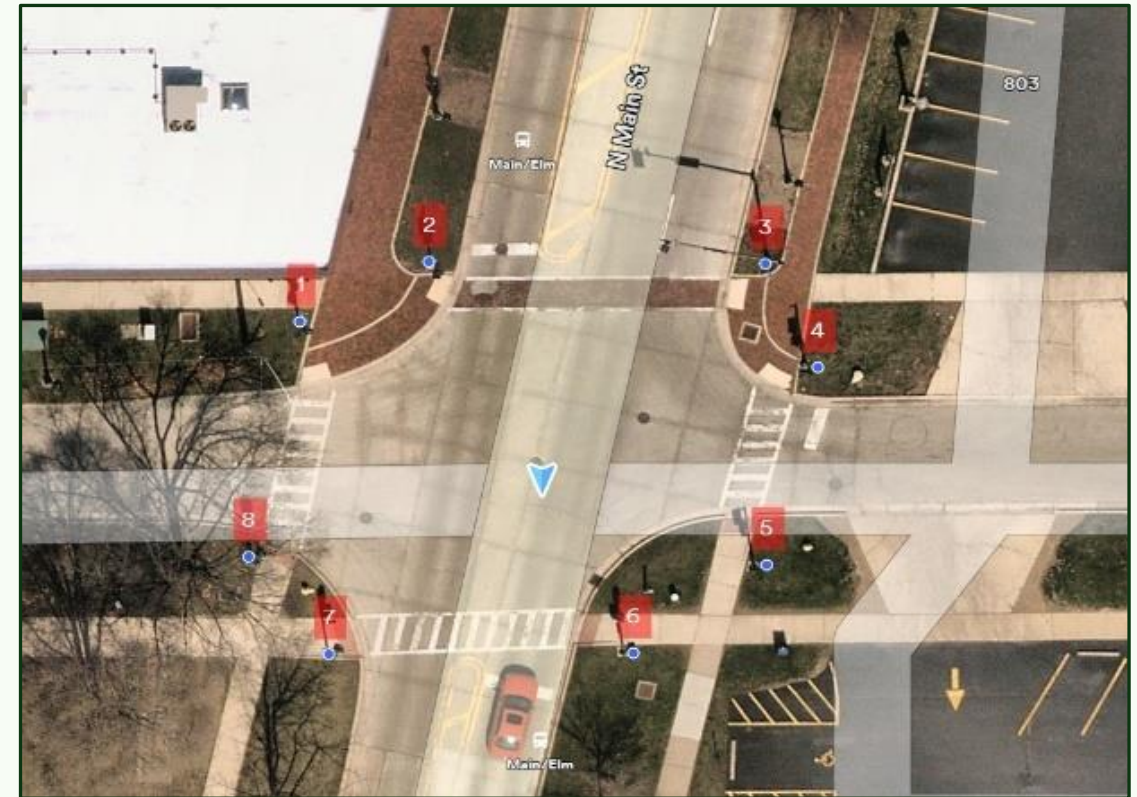
Village of Glen Ellyn Traffic Signal Modernization



Update to Capital Improvements Commission
March 12, 2025

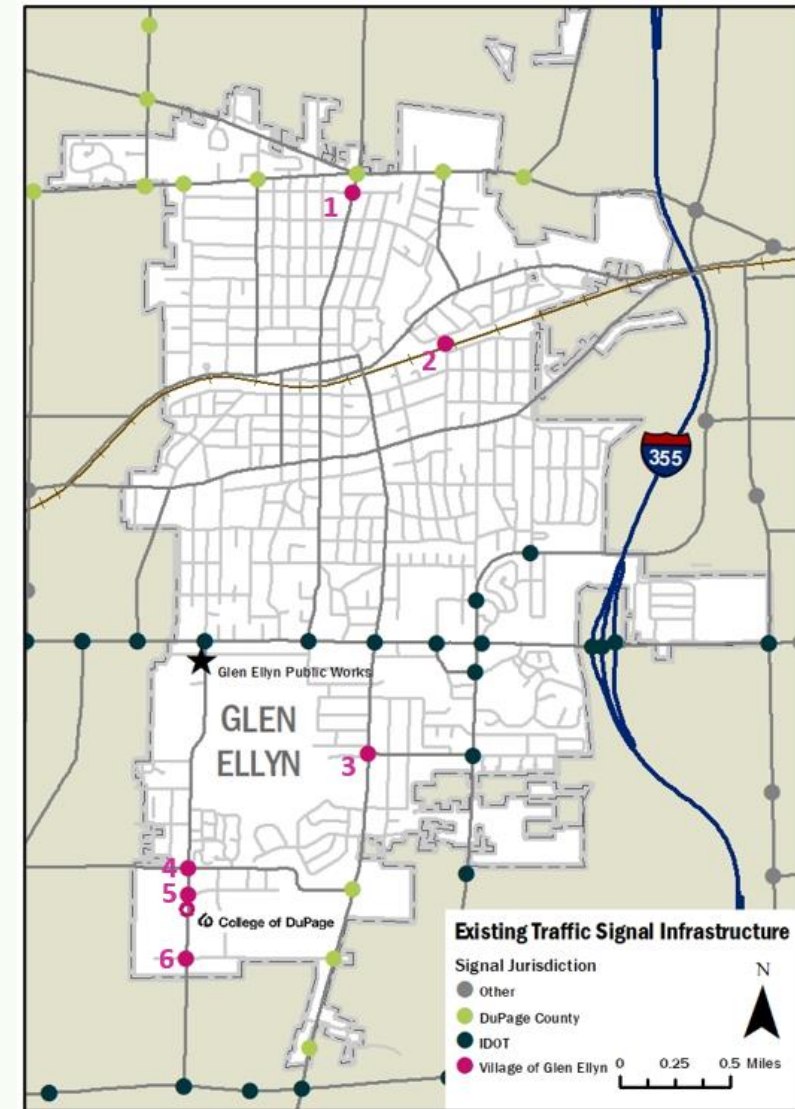
Presentation Overview

1. Village Owned Traffic Signals
2. Recommendations Study
3. Proposed Implementation
4. Design Contract



Village Owned Traffic Signals

- 26 signals in the Village
- Only 6 owned by Village
 1. Main/Elm
 2. Taylor Underpass
 3. Park/Sheehan
 4. Lambert/Fawell
 5. Lambert/Tallgrass
 6. Lambert/College
- Lambert Pedestrian crossing



Village Owned Traffic Signals - Issues

- Obsolete signal equipment
 - Inability to interconnect with adjacent signals
 - Reliability of equipment
- Various safety concerns
- ADA compliance

| Intersection | Installation Date | Upgrade Dates |
|-----------------------------------|-------------------|---------------|
| Main Street and Elm Street | Unavailable | 1983, 2005 |
| Taylor Underpass | 2018 | N/A |
| Park Boulevard and Sheehan Avenue | 1976 | 1994 |
| Lambert Road and Fawell Boulevard | 2000 | N/A |
| Lambert Road and Tallgrass Road | 1980 | 2008 |
| Lambert Road and College Road | 1990 | N/A |

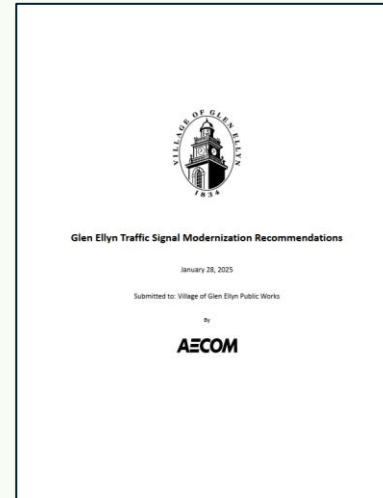
Recommendations Study

- 2024 AECOM study

- Site investigation
- Inventory of equipment
- Review of crash history

- Recommendations Report

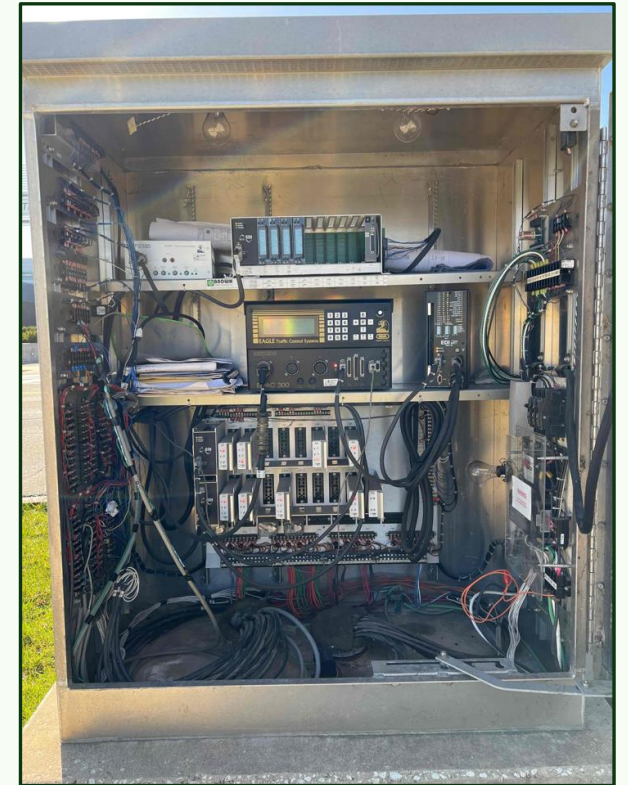
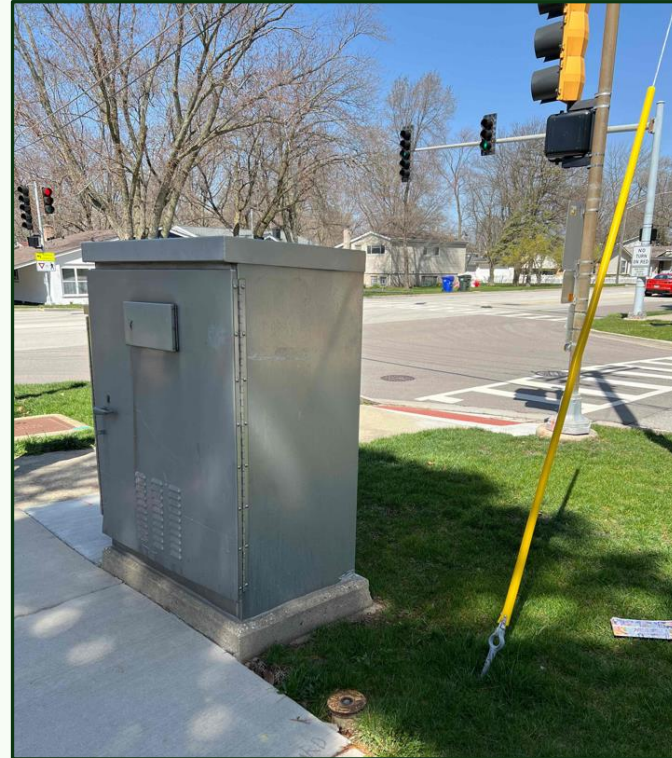
- Equipment upgrades
- Enhanced pedestrian systems
- Intelligent transportation systems
- Signal coordination and timing
- Improved illumination
- Geometric improvements



| | Recommended Solutions | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------|------------------------------|--|------------------------------|----------------------------|------------------------------------|----------------------------------|------------------------------|---------------------------------------|---------------------------|--|-----------------------------------|-----------------------------|----------------------|----------------------|-----------------------------------|---|--|-----------------------|
| | Signal Equipment Upgrades | | | | Enhanced Pedestrian Systems | | Intelligent Transportation Systems | Signal Coordination and Timing | | | Imp. Road, Lighting | Civil Improvements | | | | | | | | |
| | Traffic Signal | Traffic Signal | Uninterruptible power supply | Retroreflective Traffic Signal Backplate | Illuminated Street Name Sign | Traffic Signal Replacement | Modified Vehicle Detection System | Countdown Pedestrian Signal Head | Accessible Pedestrian Signal | Railroad Crossing Notification System | Electronic Blank-out Sign | Enhanced Traffic Signal Timing/Phasing | Interagency Coordination for CTSS | Interconnect Traffic Signal | New Roadway Lighting | Crosswalk Adjustment | Pedestrian Push Button Adjustment | Sidewalk/ Detectable Warning Tile Replacement | Pavement Marking/Striping Modification | Geometric Improvement |
| Systemwide | - | - | - | - | - | - | - | - | - | ✓ | - | - | ✓ | - | - | - | - | - | - | - |
| Main Street & Elm Street | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | - | ✓ | ✓ | - | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Taylor Avenue Underpass | | | | | | | ✓ | | | - | | | - | | | | | | ✓ | |
| Park Boulevard and Sheehan Avenue | | ✓ | ✓ | ✓ | | ✓ | | | ✓ | - | | | - | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lambert Road and Fawell Road | ✓ | ✓ | ✓ | | ✓ | ✓ | | ✓ | ✓ | - | | ✓ | - | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lambert Road and Tallgrass Road | ✓ | | ✓ | | ✓ | | ✓ | ✓ | ✓ | - | | ✓ | - | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lambert Road and Pedestrian Crossing ¹ | ✓ | | ✓ | | | | | | ✓ | - | | ✓ | - | ✓ | ✓ | ✓ | ✓ | | ✓ | |
| Lambert Road and College Drive | ✓ | ✓ | ✓ | | ✓ | | ✓ | ✓ | ✓ | - | | ✓ | - | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

Recommendations Study – Typical Improvements

- Cabinet and/or Controller replacement
- Wiring replacement
- Signal head adjustments/additions
- Roadway lighting
- Pedestrian Safety
 - Geometric improvements
 - ADA curb ramps
 - Accessible Ped Signals
 - Lead Ped Interval
- Signal timing optimization



Recommendations Study

Lambert/Fawell

Cabinet replacement.

Roadway lighting. Improved bicycle accommodation through intersection to connect existing sidepaths. Illuminated road name signs.

Lambert/Tallgrass

Controller replacement.

Geometric improvements and lead pedestrian interval for safety at this high demand pedestrian crossing.

Lambert/College

Cabinet replacement.

Geometric improvements and completion of pedestrian access through the intersection.



Main/Elm

Full signal replacement.

Mast arms, ITS time-of-day movement restriction sign.

Taylor Underpass

More limited needs at this newer signal.

Traffic detection improvements to allow for actuated operation of signal. Remote monitoring?

Park/Sheehan

Cabinet replacement.

New signal heads for split-phase operation. Geometric improvements at southeast corner in response to knock-downs.

Proposed Implementation (Schedule and Estimated Const/CE Cost)

- Estimated \$2.25 million construction cost
 - Includes 10% construction engineering cost
 - Does not include design engineering which is part of separate 2025 proposal
- Four-year schedule
- Capital Projects Fund

| Location | Total Cost | FY26 | FY27 | FY28 | FY29 |
|---|--------------------|------------------|------------------|------------------|------------------|
| Systemwide | \$420,000 | | | | \$420,000 |
| Main Street & Elm Street | \$485,000 | | | \$485,000 | |
| Taylor Avenue Underpass | \$17,000 | | | \$17,000 | |
| Park Boulevard and Sheehan Avenue* | \$251,000 | | \$251,000 | | |
| Lambert Road and Fawell Road | \$337,000 | | \$337,000 | | |
| Lambert Road and Tallgrass Road | \$299,000 | | \$299,000 | | |
| Lambert Road and Pedestrian Crossing** | \$108,000 | | \$108,000 | | |
| Lambert Road and College Road | \$333,000 | \$333,000 | | | |
| Totals: | \$2,250,000 | \$333,000 | \$995,000 | \$502,000 | \$420,000 |

* Part of Park Boulevard and Sheehan Avenue roadway project

** Signal not owned or maintained by the Village of Glen Ellyn

Proposed Implementation (Estimated Constr/CE Cost Breakdown)

| Location | Traffic Signal Equipment Upgrades | Signal Coordination and Timing | Civil Improvements | Enhanced Pedestrian Systems | Improved Roadway Illumination | Intelligent Transportation Systems | Grand Total |
|-----------------------|-----------------------------------|--------------------------------|--------------------|-----------------------------|-------------------------------|------------------------------------|--------------------|
| Systemwide | - | \$104,000 | - | - | - | \$316,000 | \$420,000 |
| Main/Elm | \$332,000 | \$8,000 | \$35,000 | \$38,000 | \$60,000 | \$12,000 | \$485,000 |
| Taylor Ave Underpass | - | - | \$3,000 | \$14,000 | - | - | \$17,000 |
| Park/Sheehan | \$100,000 | - | \$33,000 | \$31,000 | \$87,000 | - | \$251,000 |
| Lambert/Fawell | \$150,000 | \$10,000 | \$51,000 | \$37,000 | \$89,000 | - | \$337,000 |
| Lambert/Tallgrass | \$150,000 | \$3,000 | \$40,000 | \$33,000 | \$73,000 | - | \$299,000 |
| Lambert/Ped Crossing* | \$33,000 | \$5,000 | \$6,000 | \$10,000 | \$54,000 | - | \$108,000 |
| Lambert/College | \$161,000 | - | \$46,000 | \$37,000 | \$89,000 | - | \$333,000 |
| Grand Total | \$926,000 | \$130,000 | \$214,000 | \$200,000 | \$452,000 | \$328,000 | \$2,250,000 |
| | 41.2% | 5.8% | 9.5% | 8.9% | 20.1% | 14.6% | |



Design Contract

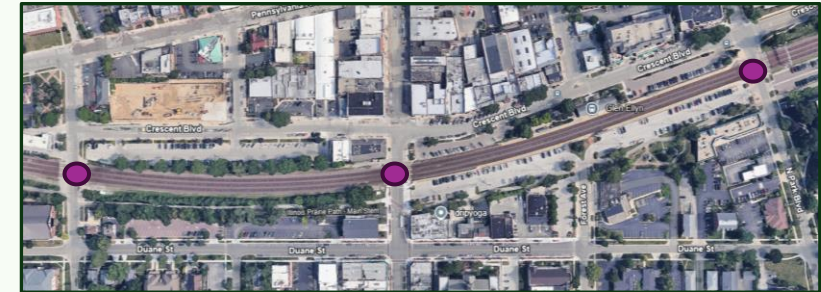
- AECOM Proposal for Assignment #2
- Design, bid assistance, as-builts for 3-year program
- Does not include railroad ITS
- Proposal cost: \$203,726.59

| Intersection | Construction Year | Proposed Improvements |
|--------------------------------------|-------------------|---|
| Lambert Road and College Road | 2026 | Traffic signal cabinet and controller replacement, optimize signal timing, roadway lighting, ADA sidewalk improvements, curb and gutter improvements, pavement marking replacements |
| Park Boulevard and Sheehan Avenue | 2027 | Traffic signal cabinet replacement, remote signal monitoring, roadway lighting, ADA sidewalk improvements, curb and gutter improvements, pavement marking replacements (work to be performed under a separate roadway rehabilitation project) |
| Lambert Road and <u>Fawell Road</u> | 2027 | Traffic signal cabinet and controller replacement, remote signal monitoring, optimize signal timing, roadway lighting, ADA sidewalk improvements, curb and gutter improvements, pavement marking replacements |
| Lambert Road and Tallgrass Road | 2027 | Traffic signal controller replacement, leading pedestrian interval, roadway lighting, geometric improvements, curb and gutter improvements, pavement marking replacements |
| Lambert Road and Pedestrian Crossing | 2027 | Traffic signal interconnect, traffic signal controller replacement, optimize signal timing, roadway lighting, pavement marking replacements |
| Main Street and Elm Street | 2028 | Traffic signal replacement, fiber optic interconnect with St. Charles Road, electronic blank-out sign, roadway lighting, ADA sidewalk improvements, pavement marking replacements |
| Taylor Avenue Underpass | 2028 | Detector loop replacement, remote signal monitoring, pavement marking replacements, advance warning signs |

Other items of note

- Maintenance program
- Coordination with DuPage County on remote monitoring
- Railroad ITS system
- Coordination with other Agencies on their signals in the Village
 - Rt53/Spring Signal Upgrade
 - Rt38/Nicoll APS
 - Rt53/Surrey

| Infrastructure | Maintenance Tasks | Timeline | | |
|--|--|---------------|--------|-------------|
| | | Semi-Annually | Annual | As Required |
| Traffic signal cabinet and components | Clean cabinet interior, check condition of air filter, light, cabling, seals | | ✓ | |
| | Check power supply, circuit breakers | ✓ | | |
| | Test conflict monitor unit | | ✓ | |
| | Check flasher unit | | ✓ | |
| Traffic signal controller | Observe signal operation | ✓ | | |
| | Check timing, phasing, and sequencing settings | ✓ | | |
| | Verify response to detector units | ✓ | | |
| | Verify time provided for pedestrian phases | | ✓ | |
| | Check real time clock | ✓ | | |
| Communications | Upgrade controller firmware | | | ✓ |
| | Verify communication between systems | ✓ | | |
| | Check function of switch, cellular modem | | ✓ | |
| | Check fiber optic cabling | | ✓ | |
| Uninterruptible power supply | Test battery(ies) for loss of charge and check power supply | ✓ | | |
| | Verify incoming voltage, AC output to inverter, DC output to batteries | | ✓ | |
| Traffic and pedestrian signal heads | Test system for simulated power outage | | ✓ | |
| | Check signal indications | ✓ | | |
| | Check alignment of signal heads | | ✓ | |
| | Inspect/clean signal heads, hoods, and backplates | | ✓ | |
| Traffic signal poles | Inspect/repair signal head mountings | | ✓ | |
| | Check LED indications for brightness | | ✓ | |
| | Inspect poles to check pole exterior, foundations, mast arm supports | | ✓ | |
| Pedestrian push buttons | Verify proper operation of push buttons | | ✓ | |
| | Check push button housing | | ✓ | |
| | Verify APS features are functioning | | ✓ | |
| Vehicle detection systems | Check inductive loop sensors and lead-in cables | ✓ | | |
| | Measure inductive loop sensors for resistance, tune if necessary | | ✓ | |
| | Check alignment of video detectors | ✓ | | |
| | Check video detector mounting hardware | ✓ | | |
| | Upgrade sensor firmware | | | ✓ |
| Emergency Vehicle Preemption | Test EVP for proper functionality and timing | | ✓ | |
| | Verify that confirmation light flashes for preempted approach | | ✓ | |
| Illuminated street name signs and electronic blank-out signs | Verify return to normal operations after EVP activation | | ✓ | |
| | Check/clean sign housing and mounting hardware | | ✓ | |
| | Check sign illumination level | | ✓ | |
| | Inspect wiring to service disconnect box | | ✓ | |
| Roadway lighting | Inspect poles to check pole exterior | | ✓ | |
| | Check sign illumination level | | ✓ | |
| | Inspect wiring to service point | | ✓ | |



Requested Action

- Feedback on the Recommendations Report
- Recommendation on the AECOM Design Contract*

**Intent is to present the AECOM contract to the Board for review at their April 14th meeting*



Glen Ellyn Traffic Signal Modernization Recommendations

January 28, 2025

Submitted to: Village of Glen Ellyn Public Works

By

AECOM

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- Appendix 4: Implementation Cost Estimate Detail

1) Introduction

The Village of Glen Ellyn plans to modernize its traffic signal infrastructure, enhancing the ability to deliver optimized, coordinated, and advanced traffic management for travelers. The Village contracted with AECOM to assess existing operational conditions and inspect infrastructure at the six (6) Village-owned and maintained signalized intersections (depicted in Figure 1):

1. Main Street and Elm Street
2. Taylor Underpass
3. Park Boulevard and Sheehan Avenue
4. Lambert Road and Fawell Boulevard
5. Lambert Road and Tallgrass Road
6. Lambert Road and College Road

This document also considers the signalized midblock pedestrian crossing on Lambert Road between Tallgrass Road and College Road.

As part of this evaluation, AECOM conducted a site visit to identify the existing condition of the traffic signals and associated infrastructure. During the site visit, various aspects of the traffic signal installations and traffic signal cabinets were inventoried.

AECOM also analyzed the crash reports from the past ten (10) years and other supporting documents to identify needs for improvement.

This document summarizes the findings of these activities, identifies potential needs for traffic signal infrastructure improvements, and provides recommended improvements to address the identified needs.

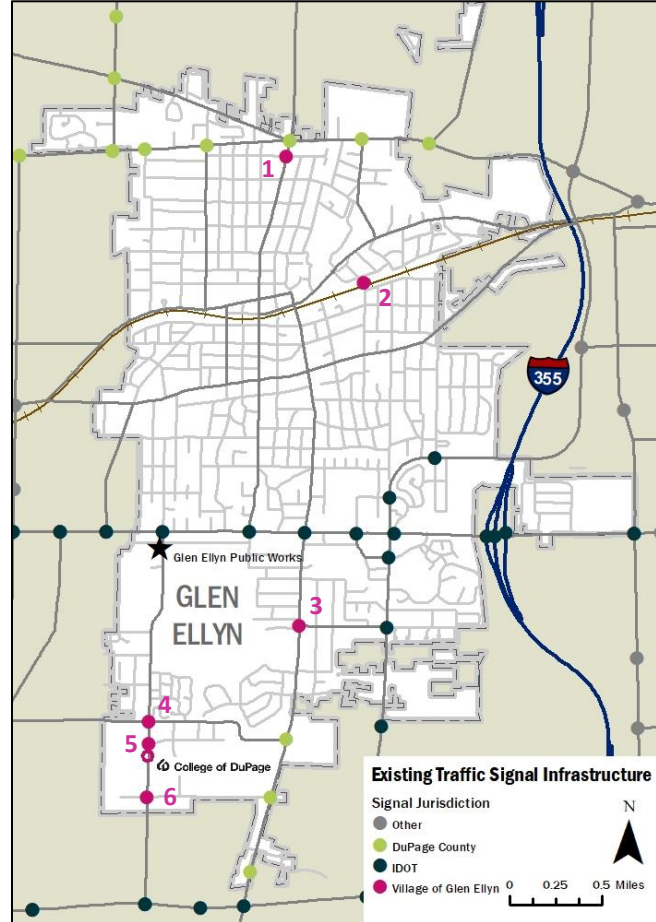


Figure 1. Glen Ellyn Traffic Signal Map

2) References

a) Standards and Guides

This document applies the following standards and guides:

- **Manual on Uniform Traffic Control Devices (MUTCD):** The latest edition of [MUTCD](#) defines various standards associated with static traffic signage and signalized intersection design.
- **Public Right-of-Way Accessibility Guidelines (PROWAG):** The [PROWAG](#) define technical guidelines for pedestrian facilities and access.
- **Illinois Department of Transportation, District One, Traffic Signal Design Guidelines:** The [IDOT Traffic Signal Design Guidelines](#) define various standards associated with traffic signal infrastructure design and construction.
- **National Electrical Manufacturer Association (NEMA):** [NEMA](#) standards govern the use of enclosures for electrical systems, e.g., traffic signal cabinets.
- **Institute of Electrical and Electronics Engineers (IEEE):** [IEEE](#) standards govern the use of electrical systems that enable and support traffic signal installations.

b) Applicable Studies and Projects

Two planned Village of Glen Ellyn infrastructure projects, currently in the preliminary engineering design stage, provide opportunities to advance the recommendations described in this document:

- **Village of Glen Ellyn Lambert Road Roadway Resurfacing Project (Section #: 24-00086-00-RS):** a pavement patching and resurfacing project located along Lambert Road from the South Village Limit to Illinois Route 38 (Roosevelt Road). The work also includes the replacement of portions of combination concrete curb and gutters, PCC sidewalks, detectable warnings, pavement markings, and detector loops.
- **Sheehan Avenue Roadway and Utility Improvements Project (Section #: 24-00088-00-FP):** a pavement reconstruction project located along Sheehan Avenue from S. Park Boulevard to Illinois Route 53. The work also includes the replacement of combination concrete curb and gutters, PCC sidewalks, pavement markings, and detector loops. The proposed underground work consists of storm sewer installation, sanitary sewer repairs, and water main installation.

In addition, other current and planned projects may influence potential Glen Ellyn traffic signal improvements, including:

- **DuPage County Department of Transportation (DuDOT) Central Signal System Project:** a multi-phased program to establish and apply a centralized traffic signal system (CTSS) software, combined with communications infrastructure and traffic signal upgrades, to allow DuDOT to fully manage its traffic signal network remotely and to share operations with partner agencies like the Village of Glen Ellyn.
- **Illinois Department of Transportation (IDOT) Regional Arterial Traffic Management Center (TMC):** a recently completed study to evaluate the feasibility of a multi-agency TMC for the coordinated management of arterial traffic signal networks across jurisdictional boundaries.

3) Existing Conditions

Field inspections and a crash analysis were conducted to assess existing conditions at each signalized intersection. These efforts helped to identify areas for improvement related to traffic signal infrastructure, geometric configuration, pedestrian/cyclist facilities, safety, and traffic operations.

Table 1. Glen Ellyn Traffic Signals

| Intersection | Installation Date | Upgrade Dates |
|-----------------------------------|-------------------|---------------|
| Main Street and Elm Street | Unavailable | 1983, 2005 |
| Taylor Underpass | 2018 | N/A |
| Park Boulevard and Sheehan Avenue | 1976 | 1994 |
| Lambert Road and Fawell Boulevard | 2000 | N/A |
| Lambert Road and Tallgrass Road | 1980 | 2008 |
| Lambert Road and College Road | 1990 | N/A |

The Glen Ellyn Traffic Signal Field Notes Memorandum (Appendix 1) documents the existing conditions of traffic signals and associated infrastructure as summarized below:

a) Site Visit Observations

Representatives of the Village of Glen Ellyn and AECOM visited the six (6) Village-owned signalized intersections and a pedestrian signal owned by the College of DuPage (COD) to assess existing conditions, inventory the existing signal infrastructure, consider Americans with Disabilities Act (ADA) requirements for pedestrians, and analyze existing vehicular traffic. The findings from the site visit are summarized below, with additional detail provided in the Glen Ellyn Traffic Signal Field Notes Memorandum.

i) Overall

Village traffic **signals operate locally**, meaning technicians need to travel to the intersection to check on the operational status of the equipment. The signals are not managed from a centralized location using central traffic signal system (CTSS) software, as is used by DuDOT for many of their signals. This is because the cost to the Village of buying, installing, and maintaining the software and associated communications infrastructure exceeds the value it would provide. Some local transportation agencies have developed agreements with DuDOT to obtain a license for their CTSS, Centracs by Econolite. This allows the agencies to remotely monitor some or all of their signals in a more cost-effective way.

Railroad crossings present challenges to traffic flow at the north side of Glen Ellyn. As a train progresses through the Village along the Union Pacific West Line, vehicular blockages at the three downtown crossings create queues and, depending on the length and speed of the train, can cause extended delays. This increases the demand on the Taylor Avenue Underpass, creating congestion in the residential area near the underpass. Travelers are often unaware of the rail crossing blockages and alternate routes to progress north and south of the track.

ii) Main Street and Elm Street

Main Street intersects Elm Street in the northern part of the Village, one block south of St. Charles Road. Each approach has one lane of traffic, though northbound Main Street expands to two lanes north of the intersection. Crosswalks are in place on all four sides of the intersection. The traffic signal controller cabinet is located in the northwest quadrant. Traffic signal infrastructure includes inductive loop detection, emergency vehicle preemption (EVP), and pedestrian push buttons/signals. Signal heads for northbound traffic are located on an overhead mast arm, while all other signals are located on signal poles. Key observations include:

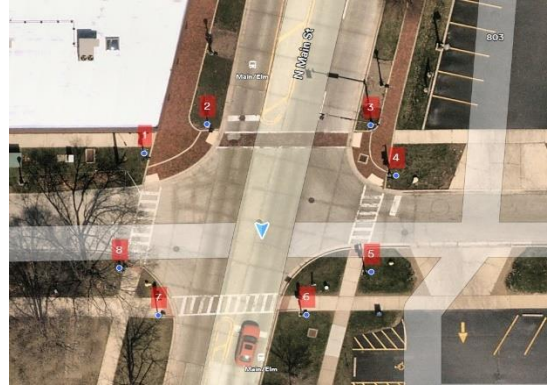


Figure 2. Main Street and Elm Street

- Traffic signal equipment, e.g., discontinued ASC/2 controller, is **outdated** and in need of replacement. This issue led to the signal being disconnected from the nearby DuDOT system along St. Charles Road due to **compatibility issues** with the new DuDOT CTSS. The cabinet **does not have a backup power source**, i.e., uninterruptible power source (UPS).
- Push buttons are **not accessible for pedestrians with visibility challenges** and brick pavers along the north side of the intersection are **problematic for some pedestrians**. The pavers also prematurely end the painted median on the north side of the intersection, leading to **issues with the turning radius of eastbound-to-northbound left-turning traffic conflicting with the crosswalk**.
- The proximity of this intersection and the larger St. Charles Road intersection can cause **visibility issues** for northbound traffic, with the potentially conflicting Main/Elm signals and the Main/St. Charles signals both being visible to northbound drivers.
- Westbound traffic is restricted from the west leg of the intersection during portions of the school day (8-9:15 am, 10:45 am - 1 pm, 2-4 pm) to support traffic flow at the nearby Forest Glen Elementary School. However, signage that governs this condition is **difficult to read** on the existing signage. Additionally, **vehicle detection on the eastbound approach is often blocked** by school buses.
- One roadway light is in place on the northwest corner of the intersection, providing **minimal illumination for nighttime visibility**.
- The northbound pedestrian movement from the southwest corner has a raised joint where the sidewalk meets the curb that presents **an obstacle for pedestrians and specially abled users** trying to walk or wheel over the sidewalk.
- There are **non-compliant detectable warning tiles** in place at all eight curb ramp locations.
- The **distance from the edge of sidewalk to push button is not compliant** to the MUTCD standard at four of the eight locations, making them **inaccessible for specially abled pedestrians**.
- The **push button and signal post** for the eastbound pedestrian movement from the southwest corner is **located within the sidewalk** which narrows the curb ramp at this location.

iii) Taylor Avenue Underpass

This one-lane underpass between Walnut Street and Willis Street carries Taylor Avenue traffic under the Union Pacific Railroad. The traffic signal controller cabinet is located north of the rail crossing. The traffic signal was updated in 2018 to include vehicle detection, EVP, and a new Econolite Cobalt controller, as well as a pedestrian underpass. Key observations include:

- Some northbound vehicles that stop on the painted median instead of the travel lane are **not detected by the inductive detection loops**. As a result, the signal was reprogrammed from actuated to pre-timed operation. Even though the pre-timed signal will automatically alternate right of way between approaches after a preset period of time, the longer wait can lead some drivers to become impatient and drive through the underpass against the red light.
- EVP is located along Walnut Street for northbound traffic. The Glen Ellyn Fire Department has confirmed that **EVP operations are effective** under this configuration.
- **All sidewalks** at the intersection of Taylor and Walnut and Taylor and Willis are **ADA accessible**. There are **no existing pedestrian signals**.

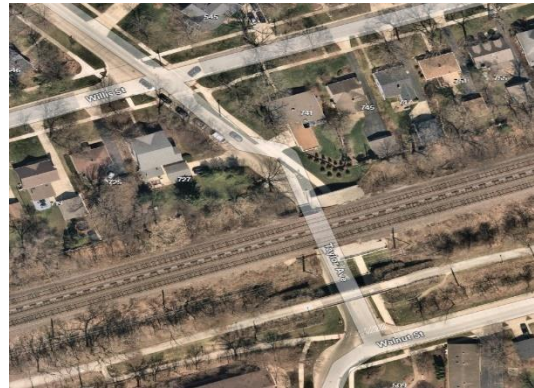


Figure 3. Taylor Underpass

iv) Park Boulevard and Sheehan Avenue

This residential intersection near Park View Elementary School includes a one-lane entrance to the Village Links Golf Course on Winchell Way at the west, which is slightly offset from one-lane Sheehan Avenue on the east approach. Crosswalks are in place on all four sides of the intersection, though each is slightly skewed, creating longer distances for pedestrians to traverse. The traffic signal controller cabinet is located in the southeast quadrant. Traffic signal infrastructure includes inductive loop detection, EVP, and pedestrian push buttons/signals with countdown timers. Key observations include:

- The misaligned east and west approaches on Winchell Way/Sheehan Avenue can create **difficulty with opposing left turn maneuvers**.
- The misaligned, non-perpendicular crosswalk for the south leg east and west pedestrian movements requires pedestrians to traverse a longer distance across Park Boulevard, which could present **challenges for pedestrians with mobility issues**.
- Drivers find the northbound **right turn maneuver to be challenging**, which has resulted in **frequent knockdowns** of the signal poles and cabinet.
- After a recent cabinet replacement, the older Traconex controller was replaced with an Econolite Cobalt controller. The cabinet is a NEMA TS-1 Cabinet and it does have a battery backup.
- Push buttons are **not accessible for pedestrians with visibility challenges**.
- Five of the seven **pedestrian signals are located on temporary sidewalk extensions** which are **not adequate for MUTCD and PROWAG standards**.
- The southbound pedestrian movement from the northwest corner has a raised joint where the sidewalk meets the curb that presents an **obstacle for pedestrians and specially abled users** trying to walk or wheel over the sidewalk.



Figure 4. Park Boulevard and Sheehan Avenue

- As an isolated signalized intersection, the **traffic signal heads have poor visibility** from longer distances during nighttime.
- The shared push button on the SW corner can cause **confusion for pedestrians and is not accessible to all travelers**.
- One roadway light is in place on the southwest corner of the intersection, providing **minimal illumination for nighttime visibility**.

v) Lambert Road and Fawell Boulevard

The northernmost of three Village-owned signalized intersections along Lambert Road near the College of DuPage, this signal serves as the master controller for the system. The traffic signal controller cabinet is located in the northwest quadrant. Crosswalks are in place on all four sides of the intersection. A designated bicycle route runs along the north intersection approach. Traffic signal infrastructure includes inductive loop detection, EVP, and pedestrian push buttons/signals. The Village recently installed a mini-RWIS system by Frost Systems on a signal pole in the northeast quadrant to provide real-time environmental and pavement condition data at this location, as well as weather data at other nearby locations. Key observations include:



Figure 5. Lambert Road and Falwell Boulevard

- The traffic signal **controller is an outdated ASC/2** by Eagle/Siemens and the cabinet **does not have a backup power source**.
- Left-hand signal indications are positioned on the side of the vertical support poles resulting in **reduced signal head visibility**.
- One roadway light is in place on the northwest corner of the intersection, providing **minimal illumination for nighttime visibility**.
- Drivers on Fawell Boulevard often experience **long delays overnight due to the current signal timing**.
- Push buttons are **not accessible for pedestrians with visibility challenges**.
- Crosswalks at the intersection meet at a single point at each corner vs. separate curb cuts, and **do not have ADA compliant detectable warning tiles** which does not conform to PROWAG requirements. Additionally, each corner only has one pedestrian push button to serve both directions. This design **creates confusion for pedestrians and is not accessible to all travelers**.
- **Steep curb ramp slopes** at the northeast and the southeast corners do not conform to PROWAG requirements which poses a **safety concern and challenge for pedestrians and specially abled users**.
- The guy wire in the middle of the sidewalk on the northwest corner can **obstruct pedestrians**.
- The **distance from the edge of sidewalk to push button is not compliant** with the MUTCD standard for the shared pedestrian signal pole on the northwest corner, making it **inaccessible for specially abled pedestrians**.
- There are partial bicycle accommodations adjacent to and at the intersection, but these are **not carried through the intersection**.

vi) Lambert Road and Tallgrass Road

This T-intersection sits in the middle of the interconnected signal system on Lambert Road. It is located at the entrance to COD and sees higher pedestrian traffic than other signalized intersections in the Village. The traffic signal controller cabinet is located in the northeast quadrant. Crosswalks are in place on all three sides of the intersection. Traffic signal infrastructure includes inductive loop detection, EVP, and pedestrian push buttons/signals. Key observations include:

- The traffic signal **controller is an outdated ASC/2** by Eagle/Siemens and the cabinet has a backup power source.
- Detection on the east approach sits on COD property which **requires additional coordination** when adjusting vehicle detectors.
- Push buttons are **not accessible for pedestrians with visibility challenges**.
- Pedestrian lighting is in place on the northeast and southeast corners of the intersection on shorter poles. COD roadway lighting is in place to the east of the intersection. The lack of intersection roadway lighting provides **minimal illumination for nighttime visibility**.
- Wide crosswalks are provided on the south and east approaches, however pedestrians expressed **safety concerns** about crossing Lambert Road in particular. The combined sidewalk/ADA tiles on the southeast corner are problematic as there is no separation for the north or west movements, which can cause **directional confusion**.
- The push button on the southeast corner of the intersection to travel west is **located further than the maximum allowable distance** from the crosswalk line and is located on a piece of temporary sidewalk which is **not compliant with the latest MUTCD and PROWAG standards**.
- The wider roadside radii allow right-turning traffic to maneuver at **higher speeds that can conflict with pedestrian movements**.



Figure 6. Lambert Road and Tallgrass Road

vii) Lambert Road and Pedestrian Crossing

Constructed by COD, this signalized pedestrian crossing is located just south of the Tallgrass Road intersection on Lambert Road. The controller cabinet is located to the west of the crossing within a Village easement. Traffic signal infrastructure includes EVP and pedestrian push buttons/signals with countdown timers. Key observations include:



Figure 7. Lambert Road and Pedestrian Crossing

- The traffic signal **controller is an outdated ASC/2** by Eagle/Siemens and the cabinet **does not have a backup power source**.
- Push buttons are **not accessible for pedestrians with visibility challenges**.
- The pedestrian crossing signal is **not connected** to the Village's traffic signal system along Lambert Road. Traffic signal plans and site inspection confirmed a conduit link between the controller cabinet and signal interconnect conduit for the Lambert system.
- Roadway lighting is not in place at the intersection, providing **no illumination and poor nighttime visibility**.

- Field observations witnessed a 60-second wait time to receive a walk signal. This **longer wait time** for crossing Lambert Road raises **safety concerns** that pedestrians might not wait for the signal.
- The crossing distance across Lambert is long and slightly skewed, which could present **challenges for pedestrians with mobility issues**.
- The distance from the edge of sidewalk to push button, the horizontal reach, is **not compliant to the MUTCD standard** for the two (2) approach push buttons on the eastern and western sides of Lambert. This can make it **inaccessible for specially abled pedestrians**.

viii) Lambert Road and College Road

The southern intersection on the Lambert signal system, this intersection provides access to COD parking lots, sports facilities, and support buildings. The controller cabinet is located in the southwest quadrant. Crosswalks are in place on three sides of the intersection (excluding the south approach). Traffic signal infrastructure includes EVP and pedestrian push buttons/signals. Key observations include:

- The traffic signal **controller is an outdated ASC/2** by Eagle/Siemens and the cabinet **does not have a backup power source**.
- Detection on the east and west approaches sits on COD property which **requires additional coordination** when adjusting vehicle detectors.
- Push buttons are **not accessible for pedestrians with visibility challenges**.
- COD roadway lighting is in place to the east and west of the intersection, but there is no intersection lighting. The lack of intersection roadway lighting provides **minimal illumination and reduced nighttime visibility**.
- COD has expressed **concern about the gutter** that runs along the west side of the intersection, which creates an uneven pavement section for drivers.
- **The distance from the edge of sidewalk to push button is not compliant** to the MUTCD standard for three (3) of the six (6) push buttons, making them **inaccessible for specially abled pedestrians**.
- The west approach median prematurely ends short of the crosswalk and intersection, leading to **issues with the turning radius of northbound-to-westbound left-turning traffic conflicting with the crosswalk**.
- The curb ramp and landing tile at the southeast corner is positioned diagonally towards the middle of the intersection which can **cause confusion to pedestrians and is a safety concern for the visually impaired**.

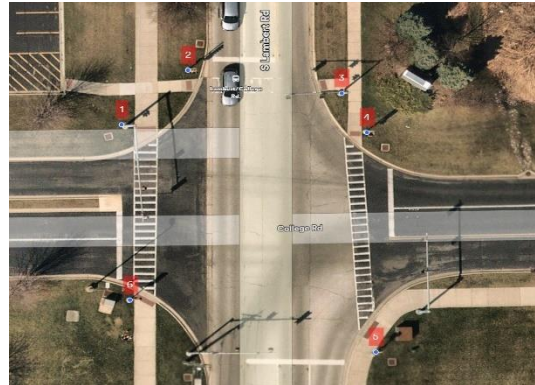


Figure 8. Lambert Road and College Road

b) Crash Analysis

A crash summary analysis was conducted for the six (6) signalized intersections under Village jurisdiction to identify potential safety issues and their associated causes (Appendix 2). The analysis considered crash reports provided by the Village for a span of ten (10) years, from 2014-2024.

i) Key Findings/Summary

As seen in Figure 9, crashes at the signalized intersections are related to a wide range of causes: rear-end, angle, turning, fixed objects, side swipes, and pedestrian conflicts. These crashes occurred as a result of driver error, visibility issues, and unusual intersection geometry. Rear-end collisions occurred at every intersection and were the most common crash type.

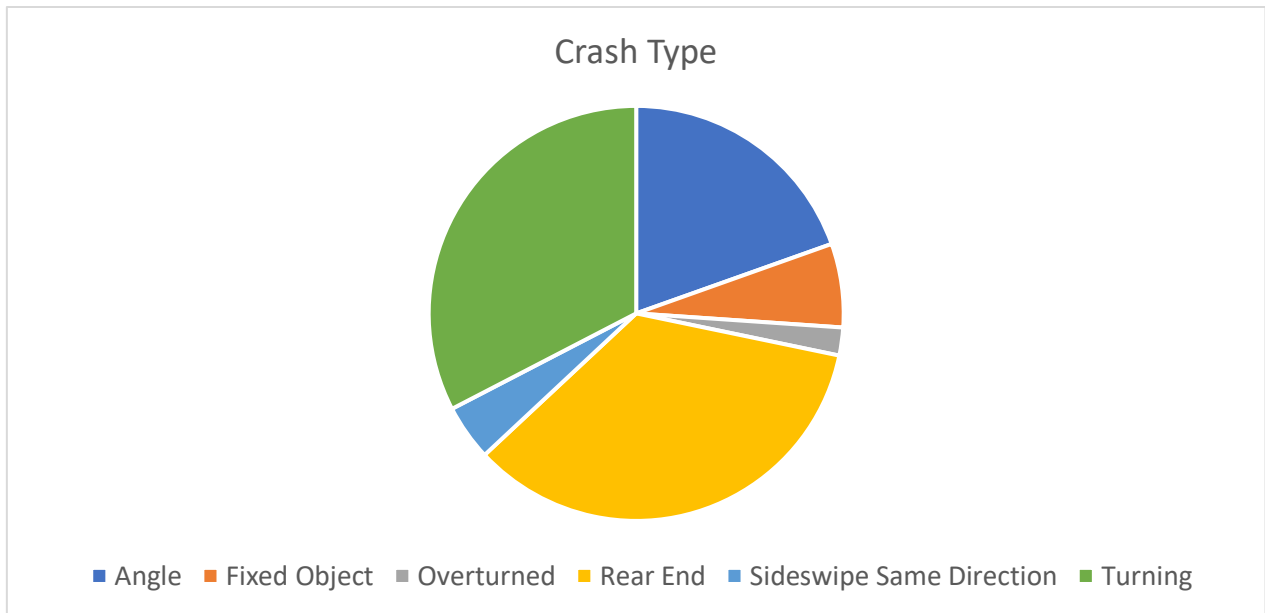


Figure 9. Crash Types at Identified Intersections

ii) Main Street and Elm Street

The crash analysis focused on incidents occurring at the signalized intersection of Main Street and Elm Street. Crash totals and key types and contributing factors include:

- There was a total of eighteen (18) intersection related crashes, a majority of which were **rear-end collisions**, which represent 73% of all crashes. These occurred due to **failure to reduce speed**, **following too closely**, and **distracted driving**.
- **Angled collisions** represent 12% of all incidents. These were as a result of drivers **disregarding traffic signals** and **driving too fast for snow conditions**.
- Other collision types include those involving **pedalcyclists, parked motor vehicles, and turning movements**, which each represent 5% of total crashes, involving factors like **weather conditions**, **disregard for traffic signals**, and **improper overtaking/passing**.

Potential mitigations for crashes at Main Street and Elm Street include adjusting signal timing to optimize traffic flow between this intersection and the St. Charles Road and Main Street intersection (to reduce rear-end collisions). Enhanced speed enforcement, including radar speed feedback signs near the school zone, would encourage drivers to observe the speed limit.

iii) Taylor Avenue Underpass

The crash analysis of the Taylor Avenue Underpass focused on incidents occurring at the intersections of Taylor Avenue at Willis Street and Taylor Avenue at Walnut Street.

- There was a total of eighteen (18) crashes observed at this intersection in the study period, with thirteen (13) crashes occurring at Willis St and five (5) crashes at Walnut Street.
- A majority of which were **angle collisions** (50%) caused by **failure to yield and visibility challenges due to queuing** at the Taylor underpass extending up to Willis Street.
- The remaining crashes included **collisions with fixed objects** (22%), 17% which involved **protruding concrete on the east and west walls under the bridge**, and **rear-to-front collisions** (17%).

Potential mitigations for crashes at the Taylor Avenue underpass include a stop sign analysis at the Willis Street intersection (to reduce angle collisions). To address collisions with fixed objects and improve underpass safety, installing advance warning signs indicating the narrow roadway width and applying reflective tape or paint markings on the bridge walls near the entrance would enhance visibility.

iv) Park Boulevard and Sheehan Avenue

The crash analysis covers incidents at the intersection of Park Boulevard and Sheehan Avenue.

- There was a total of nine (9) intersection related crashes, majority of which were **rear-end** (45%) caused by **following too closely** and **distracted driving**.
- The remaining crashes included 22% **sideswipes in the same direction** that occurred due to **improper lane changes**, and one (1) pedestrian collision in 2014.
- Other collisions found at this intersection were related to **turning**, and **fixed objects**, each contributing 10% to the total number of crashes.

Potential mitigations for crashes at Park Boulevard and Sheehan Avenue include enhancing school zone speed limit signage, coordinating traffic signal timing for safer pedestrian crossings, and implementing pedestrian safety measures (to reduce rear-end collisions).

v) Lambert Road and Fawell Boulevard

The crash analysis focused on incidents occurring at the intersection of Lambert Road and Fawell Boulevard, which operates as traffic signal controlled.

- There was a total of 46 intersection related crashes, the highest of any intersection in the study. A majority of these were attributed to **rear-end collisions** accounting for 35% of all incidents at this intersection and caused by **following too closely**, **distracted driving**, and **failure to reduce speed**.
- The remaining crashes included **angled collisions** representing 20% and **turning collisions** representing 26% of all incidents at this intersection, as well as other collisions related to **speeding**, **distracted driving**, and **driving under the influence of substances**.

Potential mitigations for crashes at Lambert Road and Fawell Boulevard include optimizing traffic signal timing and coordination (to reduce rear-end collisions). Additionally, retroreflective traffic signal backplates would provide more advance warning for vehicles approaching the signalized intersection to better prepare them to stop and installing high-visibility pavement markings can help drivers clearly delineate stopping zones.

vi) Lambert Road and Tallgrass Road

The crash analysis covers incidents at the intersection of Lambert Road and Tallgrass Road.

- There was a total of eight (8) intersection related crashes, majority of which were **rear-end collisions** representing 75% of all incidents at this intersection and attributed to **following too closely** and **distracted driving**.
- The remaining crashes included **pedestrian collisions** (2), which accounted for 25% of all incidents at this intersection. One crash occurred at the signalized midblock crossing. The crashes occurred when a vehicle **failed to yield** (midblock crash) and when a pedestrian crossed without the right-of-way (at Tallgrass Road).

Potential mitigations for crashes at Lambert Road and Tallgrass Road include reducing the radius of corners and signal phasing that better separates the modes, e.g., leading pedestrian interval (to reduce pedestrian crashes).

vii) Lambert Road and College Road

The crash analysis focused on incidents occurring at the intersection of Lambert Road and College Road, which operates as traffic signal controlled.

- There was a total of seventeen (17) intersection related crashes, 59% of which were **rear-end collisions** and caused by **following too closely**, **distracted driving**, and **failure to reduce speed**.
- The remaining crashes included **turning collisions** accounting for 24% of all incidents at this intersection and other collisions including **angle**, **fixed object**, and **sideswipe collisions** due to **disregarding the traffic signals**, **improper backing**, or **improper lane change**.

Potential mitigations for crashes at Lambert Road and College Road include optimizing traffic signal timing and coordination (to reduce rear-end collisions). Additionally, upgrading signal visibility by installing

retroreflective traffic signal backplates would provide more advance warning for vehicles approaching the signalized intersection to better prepare them to stop.

4) Needs Assessment

As described in the field notes and crash analysis memorandum, the defined study area is facing safety, infrastructure and traffic management challenges. Each of the identified issues falls within one of the following categories:

- **Isolated traffic signals:** traffic signals not connected to adjacent signals or to a central traffic management system
- **No backup power source:** uninterruptible power supply is not in place, limiting functionality during power loss
- **Non-compliant (MUTCD, PROWAG) pedestrian facilities:** inaccessible pedestrian push buttons, sidewalk tripping hazards, non-compliant detectable warning tiles, shared pedestrian push buttons/crosswalks/ramps, steep curb ramps, crosswalk concerns
- **Outdated equipment:** older traffic signal controllers with limited functionality
- **Poor visibility:** signal head visibility issues, signage legibility problems, minimal to no illumination during nighttime conditions
- **Traffic progression issues:** vehicular traffic congestion, long pedestrian wait times
- **Undesirable geometric/marking issues:** problematic brick pavers, unfavorable intersection turning radii, misaligned roadway approaches or crosswalks, non-continuous multi-modal path, gutter in pavement
- **Vehicle detection issues:** blocked or misplaced detection, detection requiring increased coordination

Inspection of existing intersection plans, review of current industry standards, interviews with Village staff, field observations, and the crash analysis have highlighted areas for improvement of existing traffic signal infrastructure and geometric conditions for the identified signalized intersections. The range of transportation needs identified through these steps can be summarized in three overarching goals:

- ✓ **Improve safety for all road users**
 - Eliminate hazards
 - Address modal conflicts
 - Optimize effectiveness of safety tools
- ✓ **Improve accessibility for all road users**
 - Replace equipment that is inaccessible for specially abled users
 - Repair traveling paths that present mobility challenges
 - Conform to applicable standards
- ✓ **Improve traffic signal infrastructure**
 - Replace outdated infrastructure and modernize traffic control equipment
 - Add traffic management functionality
 - Increase coordination with partner agencies

5) Proposed Improvements

Targeted traffic signal and civil improvements are needed to address the identified needs and achieve the identified goals.

a) Potential Solutions

A series of potential solutions are described below, including individual improvements for one or more signalized intersections in the study area.

i) Traffic Signal Equipment Upgrades

Traffic signal equipment upgrades provide enhanced traffic management functionality, reliability, and safety. Potential examples for Glen Ellyn include:

- **Traffic signal controller replacement:** The aging controllers currently in place are limited in their functionality and maintainability. Additionally, replacing the Eagle/Siemens ASC/2 controllers with Econolite Cobalt controllers would provide consistency in the Village's traffic signal inventory and promote compatibility with nearby DuDOT traffic signal systems.
- **Traffic signal cabinet replacement:** Cabinet replacements are needed to provide sufficient space, environmental protection, and adequate security for traffic control equipment at intersections with obsolete cabinets.
- **Uninterruptible power supply:** UPS are needed at traffic signal installations to provide continuity of operations at traffic signals for up to eight hours or more in the event of localized or wider scale power outage.
- **Retroreflective traffic signal backplate:** Yellow backplates would improve traffic signal visibility at intersections with potential obstructions or other visual conflicts for the signal heads.
- **Traffic signal replacement:** Traffic signal infrastructure should be replaced at locations where existing elements are nearing the end of their lifecycle. This would include temporary (for the construction stage) and new permanent signal poles and foundations, LED signal heads and mast arms, pedestrian facilities, controller cabinets, and conduit/cable. Emergency vehicle preemption equipment should be relocated for use with the temporary and permanent signal installations.
- **Modified vehicle detection system:** As noted in the Existing Conditions section, in-pavement loops often do not detect the vehicles at certain intersections due to obstructions or driving patterns. Additionally, detection at some intersections is outside of Village right-of-way, requiring additional coordination for maintenance operations. Installing non-intrusive vehicle detection would address these ongoing issues.

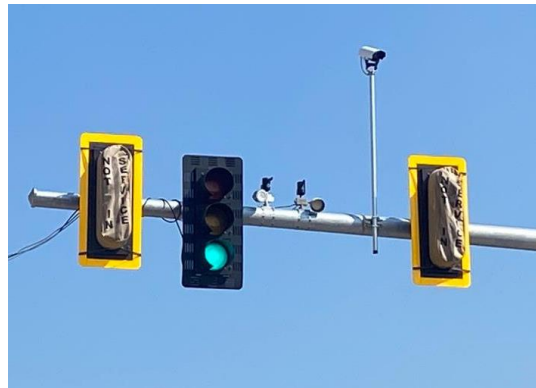


Figure 10. Video Detection, Emergency Vehicle Preemption, Retroreflective Signal Backplates

ii) Enhanced Pedestrian Systems

The pedestrian experience will be improved through the introduction of new technologies that promote pedestrian accessibility and safety. Potential examples for Glen Ellyn include:

- **Countdown pedestrian signal head:** The standard for new and modernized traffic signals, countdown pedestrian signals alert pedestrians to the time remaining to complete crossings.
- **Accessible pedestrian signal (APS):** APS provide visual, auditory, and vibrotactile indications to help pedestrians with hearing or vision limitations to navigate through a signalized intersection. First introduced in the 2000 version of the MUTCD, the current PROWAG final rule for accessibility guidelines states that APS are to be included when new or altered pedestrian signal heads are installed.



Figure 11. Accessible Pedestrian Signal Push Button

iii) Intelligent Transportation Systems

Intelligent transportation systems (ITS) represent a wide range of technologies that promote data collection, processing, operational decision-making, and improved traveler information. Potential examples for Glen Ellyn include:

- **Railroad crossing notification system:** Rail crossing monitoring and notification systems detect and, in some cases, predict when rail crossing blockages will occur. This ITS solution involves the installation sensors at and between locations where railroad tracks cross roadways. Algorithms would be used to process the sensor data and relay alerts to roadside notification systems, smartphone apps, in-vehicle displays for connected vehicles, a website, and a linked traffic management center (TMC). This system would enable emergency responders to minimize their travel times during incident calls and would better inform the traveling public about delays. Estimated costs for this solution include a study to determine locations for deployment and associated requirements, as well as design and construction.
- **Electronic blank-out sign:** LED sign panels are an effective tool for conveying dynamic traffic control information that changes over the course of time, e.g., turn movement restrictions for blocked railroad crossings. Electronic blank-out signs also replace static signs in situations where information is too cumbersome to convey on a static sign.

iv) Signal Coordination and Timing

Modification to traffic signal timing and phasing can improve safety and traffic flow. For example, signal timing adjustments along the Lambert Road corridor could reduce the potential incidents of rear-end collisions and leading pedestrian intervals (LPIs) could provide protection for heavy pedestrian movements at some. Potential examples for Glen Ellyn include:

- **Enhanced traffic signal timing/phasing:** Modification to traffic signal timing and phasing along traffic signal system corridors can reduce the potential for rear-end collisions. Similarly, with heavy pedestrian movements at some intersections, a leading pedestrian interval (LPI) would prioritize pedestrian movements to improve pedestrian safety.
- **Interagency Coordination for CTSS:** Through coordination with DuDOT, the Village can seek to obtain a license for the County's central traffic signal system software, Centracs by Econolite. This would support the introduction of Village signals into DuDOT signal systems and allow remote monitoring of Village-owned traffic signals after the installation of communications infrastructure, e.g., cellular modem.
- **Interconnect Traffic Signal:** Isolated traffic signals located near Village traffic signals can be interconnected to Village traffic signals, either through the installation of fiber optic cable links or wireless communications equipment, e.g., cellular modem.

v) Improved Roadway Illumination

Several locations within the study area have limited or no roadway lighting in place, including at higher crash intersections. This reduces visibility for drivers during nighttime conditions, creating the potential for collisions. Introducing illumination linked to traffic signal installations would address this issue. A potential example for Glen Ellyn is:

- **Enhanced roadway lighting:** This solution would introduce new roadway lighting at study intersections through the installation of light poles on new dedicated foundations. The lighting would provide enhanced visibility for vehicles, cyclists, and pedestrians progressing through the intersections, improving safety and reducing crashes.

vi) Civil Improvements

Civil improvements involve the modification of physical roadway/roadside infrastructure to improve safety, accessibility, and traffic flow for all modes of transportation. Potential examples for Glen Ellyn include:

- **Crosswalk adjustment:** This solution includes the realignment of crosswalks to shorten their length, provide proper separation from stop bars, and remove overlapping perpendicular crosswalks; removal of brick paver crosswalks, and continuation of multi-modal paths through crosswalks.
- **Pedestrian push button adjustment:** Push buttons that are not located in compliance with ADA requirements should be modified or replaced with dedicated pedestrian push button posts.
- **Sidewalk and detectable warning tile replacement:** Pedestrian ramps that do not conform with ADA requirements and/or that have tripping hazards should be replaced with ADA compliant PCC sidewalk panels. This includes the installation of ADA compliant detectable warning tiles.
- **Pavement marking/stripping modification:** Existing roadway pavement markings should be removed and replaced to mitigate safety concerns associated with turning movements, skewed intersection geometry, and pedestrian crossings (as noted above). Flexible delineators can be installed to more clearly designate medians, crosswalks, and desired vehicle turning paths.
- **Geometric improvement:** Geometric improvements can be applied for problematic turning movements, removal of gutter, and curb ramp relocation to align with modified crosswalks (as noted above). These improvements include the installation of additional infrastructure needed to support the geometric modifications, e.g., retaining wall.

Refer to Appendix 3 for a matrix correlating the identified needs with potential solutions.

b) Recommendations

Improvements are recommended for the Village traffic signal system and at each study intersection as listed in the sections that follow and as summarized in Table 1.

i) Systemwide

- In coordination with DuDOT, evaluate the feasibility of **obtaining a CTSS license** from the County. Considerations include license cost (initial and ongoing), functionality, and timeframe. Identify Village signals to be introduced into the CTSS, e.g., Main Street and Elm Street, and corresponding traffic signal and communications infrastructure modifications required to link the signals.
- Conduct a study to assess the effectiveness of a **railroad crossing notification system** for the Village.

ii) Main Street and Elm Street

- **Replace the existing traffic signal** and install a temporary/permanent traffic signal, including new poles, foundations, conduit, cables and other appurtenances. New traffic signal elements will include a **new controller, new controller cabinet, uninterruptible power supply**, mast arm mounted traffic signals with **retroreflective backplates** for northbound and southbound traffic, **non-intrusive vehicle detection** for all approaches, and **APS with countdown timers and ADA-compliant pedestrian push buttons** at all eight (8) locations.
- Replace all cables associated with the signalized intersection.
- **Reestablish the interconnect and signal coordination with the St. Charles Road intersection** to the north, which is owned and operated by DuDOT.

- Install an **electronic blank-out sign** to restrict westbound traffic during road closure periods for school operations.
- Include **new roadway lighting** with the new traffic signal installation.
- **Remove all brick paver sidewalks** on the northern portion of the intersection and sidewalk on the southern portion. Replace sidewalks on the northern and southern portion of the intersection with **ADA-compliant, PCC sidewalks and detectable warning tiles**. **Remove and replace curb and gutter** along all accessible sidewalk routes.
- **Remove and replace all pavement markings** within the limits of the intersection (crosswalk, stop bar, lane lines, etc.) according to the MUTCD details and standards. **Install hardened centerline pavement marking** to the northern and southern approach to more clearly define the median.
- Communicate with DuPage County DOT about the potential for the County to **add optically programmed signals for the northbound Main Street and St. Charles Road approach** to address the existing situation where northbound Main Street drivers see both the Elm Street and St. Charles Road signals on approach to Elm Street.

iii) Taylor Avenue Underpass

- **Replace the existing northbound inductive detector loop** with a new loop that covers both the northbound lane and painted median.
- **Add provisions to support remote monitoring of the signal.**
- **Remove and replace all pavement markings** within the limits of the intersection (crosswalk, stop bar, lane lines, etc.) according to the MUTCD details and standards.¹
- **Install advance warning signs and reflective markings** on the bridge walls near the underpass entrance.

iv) Park Boulevard and Sheehan Avenue

- **Replace the controller cabinet and UPS and install four-section signal heads for the east and west approaches including a new eastbound signal head** on the near-right northbound traffic signal post, **retroreflective traffic signal backplates** for northbound and southbound traffic, **street name signs** on the mast arms, and **APS with ADA-compliant pedestrian push buttons** at all eight (8) locations, including a new pedestrian post and foundation on the southwest corner.
- Replace all cables associated with the signalized intersection.
- **Add provisions to support remote monitoring of the signal.**
- Install **new roadway lighting** at the intersection.
- Remove and replace all sidewalks at the intersection with **ADA compliant sidewalks and detectable warning tiles**.
- **Realign the southeast corner curb ramp** with the southwest curb ramp perpendicular to Park Boulevard by shifting the crossing south. **Remove and replace curb and gutter** along all accessible sidewalk routes. **Improve the southeast corner curb radius** to accommodate turning vehicles.
- **Remove and replace all pavement markings** within the limits of the intersection (crosswalk, stop bar, lane lines, etc.) according to the MUTCD details and standards.

v) Lambert Road and Fawell Boulevard

- **Replace the traffic signal controller** with an Econolite Cobalt for consistency with other Village signals and **replace the existing controller cabinet**, install an **uninterruptible power supply**, install **illuminated street name signs**, and install **APS with countdown timers and ADA-compliant pedestrian push buttons** at all eight (8) locations.
- Replace all cables associated with the signalized intersection.
- **Add provisions to support remote monitoring of the Lambert Road signal system.**
- **Realign left-hand signal indications** from the side of the vertical support poles to be even with vertical support poles for better visibility.
- **Optimize traffic signal timing and phasing.**
- Install **new roadway lighting** at the intersection.

- Remove and replace all sidewalks at the intersection with **ADA compliant sidewalks and detectable warning tiles**.
- **Align the southeast corner curb ramp** with the southwest corner curb ramp perpendicular to Lambert by shifting the crossing south. **Install segmental concrete block wall** along with earthwork to retain steep slope behind new ADA compliant sidewalk at the southeast corner. **Remove and replace curb and gutter** along all accessible sidewalk routes. Specifically replace the southwest corner with separate curb cuts for curb ramps for the eastern and northern movements. **The width of the bike path** should be applied along all four crosswalks at the intersection to support bicycle traffic. From the southwest corner the existing bike path will continue south on the west side of Lambert.
- **Remove and replace all pavement markings** within the limits of the intersection (crosswalk, stop bar, lane lines, etc.) according to the MUTCD details and standards.

vi) Lambert Road and Tallgrass Road

- **Replace the traffic signal controller** with an Econolite Cobalt for consistency with other Village signals, replace batteries and other components of the existing uninterruptible power supply unit, **non-intrusive vehicle detection** on the east approach, install **illuminated street name signs**, and install **APS with countdown timers** and **ADA-compliant pedestrian push buttons** at all six (6) locations.
- Replace all cables associated with the signalized intersection.
- Institute a **leading pedestrian interval** for the crosswalk movements at this T intersection.
- Install **new roadway lighting** at the intersection.
- Remove and replace the southeast corner **ADA compliant sidewalks and detectable warning tiles** with **separate curb cuts for curb ramps** for the western and northern movements. **Remove and replace curb and gutter** along accessible sidewalk routes.
- **Improve the geometrics** of the intersection for all turning movements to increase pedestrian safety, with attention to the large turning radii at the southeast and northeast corners. Implement no turn on red restrictions when pedestrians are present, including modifications to existing phasing and signage.
- **Remove and replace all pavement markings** within the limits of the intersection (crosswalk, stop bar, lane lines, etc.) according to the MUTCD details and standards. **Install hardened centerline pavement marking** to the eastern approach to more clearly define the median.

Table 2. Recommended Solutions by Location

| Location | Recommended Solutions | | | | | | | | | | | | | | | | | | | |
|---|---------------------------------------|------------------------------------|------------------------------|--|------------------------------|----------------------------|-----------------------------------|----------------------------------|------------------------------|---------------------------------------|---------------------------|--|-----------------------------------|-----------------------------|----------------------|----------------------|-----------------------------------|---|--|-----------------------|
| | Traffic Signal Equipment Upgrades | | | | | | | Enhanced Pedestrian Systems | | Intelligent Transportation Systems | | Signal Coordination and Timing | | | Imp. Road. Lighting | Civil Improvements | | | | |
| | Traffic Signal Controller Replacement | Traffic Signal Cabinet Replacement | Uninterruptible Power Supply | Retroreflective Traffic Signal Backplate | Illuminated Street Name Sign | Traffic Signal Replacement | Modified Vehicle Detection System | Countdown Pedestrian Signal Head | Accessible Pedestrian Signal | Railroad Crossing Notification System | Electronic Blank-out Sign | Enhanced Traffic Signal Timing/Phasing | Interagency Coordination for CTSS | Interconnect Traffic Signal | New Roadway Lighting | Crosswalk Adjustment | Pedestrian Push Button Adjustment | Sidewalk/ Detectable Warning Tile Replacement | Pavement Marking/Striping Modification | Geometric Improvement |
| Systemwide | - | - | - | - | - | - | - | - | - | ✓ | - | - | ✓ | - | - | - | - | - | - | - |
| Main Street & Elm Street | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | - | ✓ | ✓ | - | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Taylor Avenue Underpass | | | | | | | ✓ | | | - | | | - | | | | | | ✓ | |
| Park Boulevard and Sheehan Avenue | | ✓ | ✓ ² | ✓ | | ✓ | | | ✓ | - | | | - | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lambert Road and Fawell Road | ✓ | ✓ | ✓ | | ✓ | ✓ ⁴ | | ✓ | ✓ | - | | ✓ | - | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lambert Road and Tallgrass Road | ✓ | | ✓ ³ | | ✓ | | ✓ | ✓ | ✓ | - | | ✓ | - | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lambert Road and Pedestrian Crossing ¹ | ✓ | | ✓ | | | | | | ✓ | - | | ✓ | - | ✓ | ✓ | ✓ | ✓ | | ✓ | |
| Lambert Road and College Drive | ✓ | ✓ | ✓ | | ✓ | | ✓ | ✓ | ✓ | - | | ✓ | - | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

1 Signal not owned or maintained by the Village of Glen Ellyn
 2 Existing UPS, but replace with new controller cabinet replacement
 3 Existing UPS, but replace UPS batteries and other applicable components
 4 Realign some signal heads but replacement not needed

vii) Lambert Road and Pedestrian Crossing

As indicated earlier, this signal is not owned nor maintained by the Village. However, since the operation of this crossing is impacted by and impacts the adjacent Tallgrass Road and College Road traffic signals, this signalized pedestrian crossing was reviewed as part of this Village study. The below recommendations can be discussed with the College of DuPage for potential implementation by the owner.

- **Reassign operations and maintenance responsibility** from COD to the Village of Glen Ellyn.
- **Link this signal to the Village's existing interconnect system** along Lambert Road.
- **Replace the traffic signal controller** with an Econolite Cobalt for consistency, install an **uninterruptible power supply** adjacent to the existing traffic signal cabinet, and install **APS with ADA-compliant pedestrian push buttons** at both locations. Countdown timer signals are already in place.
- **Optimize traffic signal timing and phasing**, in light of the 60-second delay for pedestrians observed during field investigation.
- Install **roadway lighting** at the pedestrian crossing.
- **Remove and replace all pavement markings** within the limits of the intersection (crosswalk, stop bar, lane lines, etc.) according to the MUTCD details and standards.
- **Evaluate the feasibility of a pedestrian refuge median at the crossing.**

viii) Lambert Road College Road

- **Replace the traffic signal controller** with an Econolite Cobalt for consistency with other Village signals and **replace the existing controller cabinet**, install an **uninterruptible power supply, non-intrusive vehicle detection** on the east and west approaches, install **illuminated street name signs**, and install **APS with countdown timers and ADA-compliant pedestrian push buttons** at all eight (8) locations.
- Replace all cables associated with the signalized intersection.
- **Optimize traffic signal timing and phasing.**
- Install **new roadway lighting** at the intersection. **Adjust the location of the pedestrian crossing** across the northern approach with **ADA compliant sidewalks and detectable warning tiles** on the northwest and northeast corners. **Add a pedestrian crossing** across the southern approach with ADA compliant sidewalks and detectable warning tiles on the southwest and southeast corners. Adjust the location of the pedestrian crossing across the eastern approach with **ADA compliant sidewalks and detectable warning tiles. Remove and replace curb and gutter** along accessible sidewalk routes.
- **Remove curb and gutter** along the southbound edge of pavement through the intersection.
- **Improve the geometrics** of the intersection for all turning movements.
- **Remove and replace all pavement markings** within the limits of the intersection (crosswalk, stop bar, lane lines, etc.) according to the MUTCD details and standards. **Install hardened centerline pavement marking** to all four approaches to more clearly define the median.

c) Implementation Plan

Recommended improvements are prescribed for planning, design, and/or construction over fiscal years 2025-2029 (Table 2). The total cost accounts for a 10% of design cost. See Appendix 4 for a detailed listing of estimated costs over this timeframe. Estimated costs are in 2024 dollars with an annual inflationary factor of 2.5%.

Table 3. Implementation Cost Estimate

| Location | Total Cost | FY26 | FY27 | FY28 | FY29 |
|---|--------------------|------------------|------------------|------------------|------------------|
| Systemwide | \$420,000 | | | | \$420,000 |
| Main Street & Elm Street | \$485,000 | | | \$485,000 | |
| Taylor Avenue Underpass | \$17,000 | | | \$17,000 | |
| Park Boulevard and Sheehan Avenue* | \$251,000 | | \$251,000 | | |
| Lambert Road and Fawell Road | \$337,000 | | \$337,000 | | |
| Lambert Road and Tallgrass Road | \$299,000 | | \$299,000 | | |
| Lambert Road and Pedestrian Crossing** | \$108,000 | | \$108,000 | | |
| Lambert Road and College Road | \$333,000 | \$333,000 | | | |
| Totals: | \$2,250,000 | \$333,000 | \$995,000 | \$502,000 | \$420,000 |

* Part of Park Boulevard and Sheehan Avenue roadway project

** Signal not owned or maintained by the Village of Glen Ellyn

d) Maintenance Plan

Traffic signal infrastructure requires ongoing maintenance to provide uninterrupted functionality. Table 4 provides general timeframes for preventive maintenance of recommended traffic signal infrastructure. Much of this guidance is referenced from the Pennsylvania Department of Transportation [Traffic Signal Maintenance Manual](#) (2020). All traffic signal equipment should receive preventive maintenance in accordance with the manufacturer's recommendations.

Table 4. Traffic Signal Preventive Maintenance Plan

| Infrastructure | Maintenance Tasks | Timeline | | |
|---------------------------------------|--|---------------|--------|-------------|
| | | Semi-Annually | Annual | As Required |
| Traffic signal cabinet and components | Clean cabinet interior, check condition of air filter, light, cabling, seals | | ✓ | |
| | Check power supply, circuit breakers | ✓ | | |
| | Test conflict monitor unit | | ✓ | |
| | Check flasher unit | ✓ | | |
| | Observe signal operation | ✓ | | |
| Traffic signal controller | Check timing, phasing, and sequencing settings | ✓ | | |
| | Verify response to detector units | ✓ | | |
| | Verify time provided for pedestrian phases | | ✓ | |
| | Check real time clock | ✓ | | |
| | Upgrade controller firmware | | | ✓ |

| Infrastructure | Maintenance Tasks | Timeline | | |
|--|--|-----------|--------|-------------|
| | | Semi-Annu | Annual | As Required |
| Communications | Verify communication between systems | ✓ | | |
| | Check function of switch, cellular modem | | ✓ | |
| | Check fiber optic cabling | | ✓ | |
| Uninterruptible power supply | Test battery(ies) for loss of charge and check power supply | ✓ | | |
| | Verify incoming voltage, AC output to inverter, DC output to batteries | | ✓ | |
| | Test system for simulated power outage | | ✓ | |
| Traffic and pedestrian signal heads | Check signal indications | ✓ | | |
| | Check alignment of signal heads | | ✓ | |
| | Inspect/clean signal heads, hoods, and backplates | | ✓ | |
| | Inspect/repair signal head mountings | | ✓ | |
| | Check LED indications for brightness | | ✓ | |
| Traffic signal poles | Inspect poles to check pole exterior, foundations, mast arm supports | | ✓ | |
| Pedestrian push buttons | Verify proper operation of push buttons | | ✓ | |
| | Check push button housing | | ✓ | |
| | Verify APS features are functioning | | ✓ | |
| Vehicle detection systems | Check inductive loop sensors and lead-in cables | ✓ | | |
| | Measure inductive loop sensors for resistance, tune if necessary | | ✓ | |
| | Check alignment of video detectors | ✓ | | |
| | Check video detector mounting hardware | ✓ | | |
| | Upgrade sensor firmware | | | ✓ |
| Emergency Vehicle Preemption | Test EVP for proper functionality and timing | | ✓ | |
| | Verify that confirmation light flashes for preempted approach | | ✓ | |
| | Verify return to normal operations after EVP activation | | ✓ | |
| Illuminated street name signs and electronic blank-out signs | Check/clean sign housing and mounting hardware | | ✓ | |
| | Check sign illumination level | | ✓ | |
| | Inspect wiring to service disconnect box | | ✓ | |
| Roadway lighting | Inspect poles to check pole exterior | | ✓ | |
| | Check sign illumination level | | ✓ | |
| | Inspect wiring to service point | | ✓ | |

Appendices

- 1) Traffic Signal Field Notes Memorandum
- 2) Crash Analysis Report
- 3) Identified Issues vs. Potential Solutions Matrix
- 4) Implementation Cost Estimate Detail

Appendix 1: Traffic Signal Field Notes Memorandum

Field Notes

| | | | |
|--|---|--|--------------------------------------|
| Event name Field Inspection | Subject Glen Ellyn Traffic Signal Modernization | Attendees D. Peebles, M. Nickels, E. McKenna – parital, (Village of Glen Ellyn); M. Letourneau, S. Fessenbecker, N. Baheti, N. Hicks (AECOM) | Circulation list Attendees |
| Meeting date April 8, 2024 | Time 9:00 am | | |
| Location Various project sites | Project name Glen Ellyn Traffic Signal Modernization - Assignment 1 | | |
| AECOM project number 60726888 | Prepared by N. Baheti, M. Letourneau | | |

Representatives of the Village of Glen Ellyn and AECOM visited six signalized intersections in the Village on Monday, April 8th, 2024. This site visit aims to assess the existing condition of the signalized intersections, inventory the existing signal infrastructure, consider American with Disabilities Act (ADA) requirements for pedestrians, and analyze existing vehicular traffic. This report documents observations from the site visit.

1. Overall system

- The cost of buying, installing, and maintaining a Central traffic signal system (CTSS) software exceeds the value it would provide to the Village. Instead, the Village will approach the DuPage County DOT to inquire about obtaining a license for their CTSS, Centracs by Econolite. This may support remote monitoring of all connected Village signals (would require installation of the cellular modems).
 - *Action Item:* The Village will arrange conversation with DuPage County DOT about CTSS licensing.
- Derek inquired about installing an adaptive signal control technology (ASCT) system on Lambert. A study would be necessary to determine the effectiveness of an adaptive system.
 - *Action Item:* The Village to consider the value of an adaptive signal study.

2. Main Street and Elm Street

- Traffic signals, signal supports, and emergency vehicle preemption (EVP) equipment are outdated. A mast arm is in place for northbound traffic, but no other approaches. No backup power is in place.
 - *Action Item:* Replace signals, supports, cabinet and EVP cabinet equipment. Include requirements for painting of poles and mast arms. Add mast arm for southbound traffic. Add accessible pedestrian signals (APS) with countdown timers. Add battery backup/uninterruptible power supply (UPS).
- Only eastbound traffic is allowed during specific periods of the day on the west approach. Signs are in place but are difficult to read.
 - *Action Items:* Add electronic blank-out signs that to operate during specified times.
- There have been issues with the detection of vehicles on the eastbound approach when buses park near the detectors and block cars from activating them.
 - *Action Item:* Replace loops with video detection that can be programmed to detect eastbound traffic.
- One roadway light is in place on the northwest corner of the intersection on a ComEd poles, with additional lights located on the west approach.
 - *Action Item:* Consider adding combination light poles to replace the ComEd poles.

- Retro-reflective backplates would improve signal visibility and differentiate them from signals at St. Charles.
 - *Action Item:* Add retro-reflective backplates at this location.
- Derek reported issues with northbound drivers confusing the signal indications at Main & Elm with those at Main and St. Charles Road.
 - *Action Item:* Discuss with DuPage County DOT the potential for installing programmed signal heads for northbound traffic at St. Charles Road.
- Existing brick pavers along the north side of the intersection are problematic. They will be replaced as part of an upcoming roadway project.
- Extend north leg and south leg painted medians past the crosswalk to slow left turns and give crosswalks greater prominence.
- The Village noted that a mini-RWIS (road weather information system) currently in use by the Village at another location could be installed at this intersection.
 - *Action Item:* Consider inclusion of a mini-RWIS at this location.
- Table 1 documents findings from an inspection of the pedestrian facilities at this location.

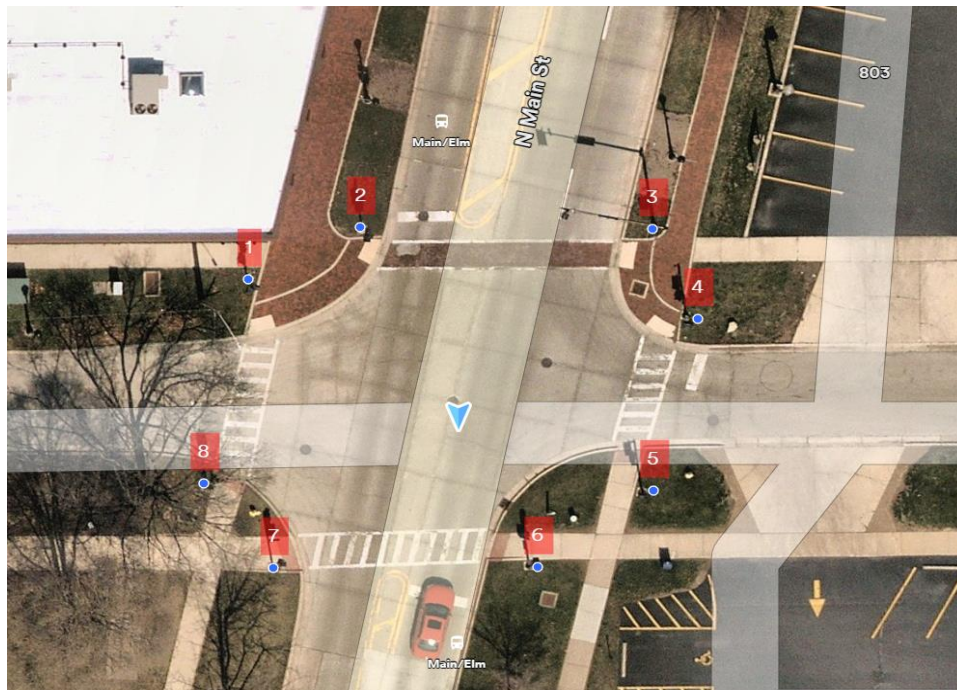


Figure 1. Intersection at Main Street and Elm Road

Table 1. Push Button and Sidewalk Details at Main Street and Elm Street

| Number | Description | Distance from Edge of Sidewalk to Push Button (in) | Height of Push Button (in) | At least 10 ft separation between posts? | Curb Ramp Slope | Notes |
|--------------------|-----------------------|--|----------------------------|--|-----------------|--|
| Acceptable Ranges: | | 0 in – 10 in | 42 in – 48 in | Minimum 10 ft | Maximum 8% | |
| 1 | NW Corner to go South | 24 | 41 | Yes | 4.0% | Sidewalk does not have ADA compliant detectable warning tiles. |
| 2 | NW Corner to go East | 18 | 42 | Yes | 4.4% | Sidewalk does not have ADA compliant detectable warning tiles. |
| 3 | NE Corner to go West | 30 | 45 | Yes | 6.1% | Sidewalk does not have ADA compliant detectable warning tiles. |
| 4 | NE Corner to go South | < 10 | 42 | Yes | 4.6% | Sidewalk does not have ADA compliant detectable warning tiles. |

| Number | Description | Distance from Edge of Sidewalk to Push Button (in) | Height of Push Button (in) | At least 10 ft separation between posts? | Curb Ramp Slope | Notes |
|--------|-----------------------|--|----------------------------|--|-----------------|---|
| 5 | SE Corner to go North | 24 | 42 | Yes | 3.5% | |
| 6 | SE Corner to go West | < 10 | 42 | Yes | 2.0% | |
| 7 | SW Corner to go East | < 10 | 42 | Yes | 2.5% | Signal post is within sidewalk itself. |
| 8 | SW Corner to go North | < 10 | 42 | Yes | 7.0% | Sidewalk has bad cracking and a big lip at sidewalk/curb. |

3. Taylor Underpass

- The traffic signal was rebuilt in 2018. The previous Econolite EPAC 300 controller was replaced with an Econolite Cobalt and a UPS was installed.
 - *Action Item:* Retain the existing controller.
- EVP is in place on each approach but it often does not detect approaching emergency vehicles as early as desired. Subsequent conversations with public safety agencies determined that existing EVP equipment is effective.
- Some northbound vehicles that stop on the painted median are not detected by the existing inductive loops.
 - *Action Item:* Consider installing new detector loops that cover the northbound lane and painted median or non-intrusive options like video detection for the south leg of Taylor Street.
- Push button and sidewalk observations:
 - There are no existing pedestrian signals due to the pedestrian underpass tunnel.
 - All sidewalks at the intersection of Taylor and Walnut are ADA accessible.
 - All sidewalks at the intersection of Taylor and Willis are ADA accessible.



Figure 2. Taylor Underpass

4. Park Boulevard and Sheehan Avenue

- The east and west approaches are misaligned and include a residential driveway within the intersection on the west side. The misaligned approaches have caused a higher frequency of crashes with turning vehicles along Sheehan. Signal indications may also be outside of the cone of vision.
 - *Action Item:* Add a signal indication for eastbound traffic at the location of the existing near-right signal post for northbound traffic. Consider future geometric changes to address the alignment issues.
 - *Action Item:* Consider adding guide striping to the intersection for left turn movements due to the skewed alignment across the Park.
- A tire track was noticed in the southeast quadrant, suggesting that turning vehicles have difficulty with this maneuver. Also, Public Works reports multiple incidents with vehicles striking the signal post on Sheehan at this corner.
 - *Action Item:* Consider geometric modifications to better accommodate the path of northbound right turning vehicles.
- The previous traffic signal controller (Traconex 390CJ) was replaced with an Econolite Cobalt.
 - *Action Item:* Retain the existing controller.
- The cabinet does not have backup power.
 - *Action Item:* Add a UPS.
- Push button and sidewalk observations:
 - Pedestrian push buttons with countdown timers are in place.
 - *Action Item:* Add accessible pedestrian signals (APS) and maintain the existing countdown timers.
- Retro-reflective backplates would improve signal visibility of the signal heads for this isolated traffic signal.
 - *Action Item:* Add retro-reflective backplates at this location.
- One roadway light is in place at the southwest corner of the intersection on a ComEd pole, with smaller light poles located on the west approach.
 - *Action Item:* Consider adding combination light poles at this location.
- Table 2 documents findings from an inspection of the pedestrian facilities at this location.

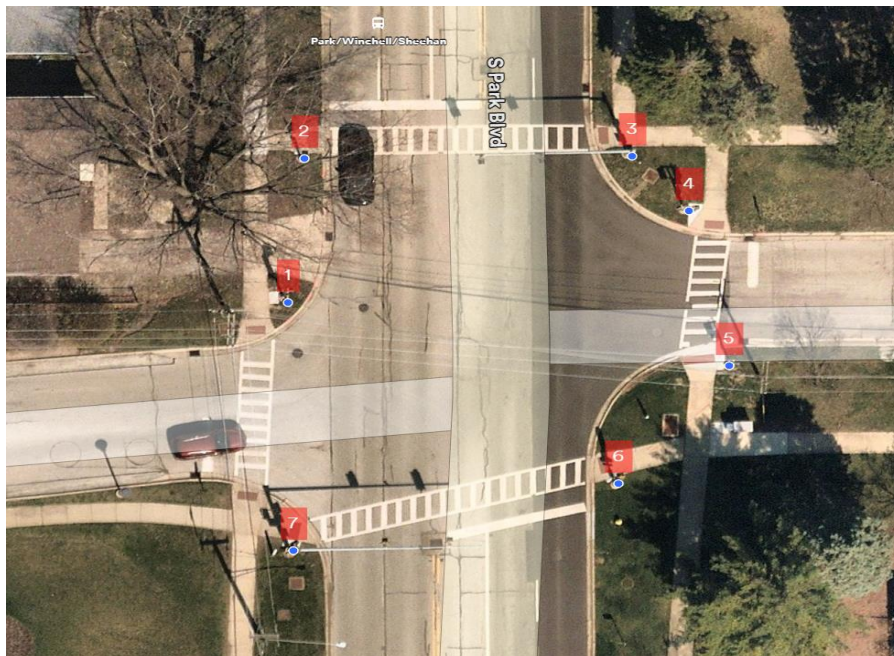


Figure 3. Intersection at Park Boulevard and Sheehan Avenue

Table 2. Push Button and Sidewalk Details at Park Boulevard and Sheehan Avenue

| Number | Description | Distance from Edge of Sidewalk to Push Button (in) | Height of Push Button (in) | At least 10 ft separation between posts? | Curb Ramp Slope | Notes |
|--------------------|----------------------------|--|----------------------------|--|-----------------|---|
| Acceptable Ranges: | | 0 in – 10 in | 42 in – 48 in | Minimum 10 ft | Maximum 8% | |
| 1 | NW Corner to go South | See note | 42 | Yes | 1.5% | Signal post has extra piece of temporary sidewalk to meet 10" separation criteria, however it is not realistic for handicap use. Bad lip on sidewalk. |
| 2 | NW Corner to go East | < 10 | 42 | Yes | 2.0% | |
| 3 | NE Corner to go West | 10 | 36 | Yes | 5.1% | |
| 4 | NE Corner to go South | See note | 38 | Yes | 3.5% | Signal post has extra piece of temporary sidewalk to meet 10" separation criteria, however it is not realistic for handicap use. |
| 5 | SE Corner to go North | See note | 38 | Yes | 5.8% | Signal post has extra piece of temporary sidewalk to meet 10" separation criteria, however it is not realistic for handicap use. |
| 6 | SE Corner to go West | See note | 42 | Yes | 3.3% | Signal post has extra piece of temporary sidewalk to meet 10" separation criteria, however it is not realistic for handicap use. |
| 7 | SW Corner to go East/North | See note | 42 | N/A | 2.0% | Signal post has extra piece of temporary sidewalk to meet 10" separation criteria, however it is not realistic for handicap use. Single push button serving both crosswalks – plan to separate. |

5. Lambert Road and Fawell Boulevard

- The existing traffic signal controller is an Eagle/Siemens ACS/2 1000.
 - *Action Item:* Add a new controller, brand TBD.
- The cabinet does not have backup power.
 - *Action Item:* Add a UPS.
- Left-hand signal indications are positioned on the side of the vertical support poles.
 - *Action Item:* Rotate position of signals to optimize visibility.
- One roadway light is in place on the northwest corner of the intersection on a ComEd pole. Lighting from the parking lot at the College of DuPage (COD) helps to improve illumination levels, but those lights turn off in the early morning.
 - *Action Item:* Consider adding combination light poles at this location.
- The Village has installed a mini-RWIS system (by Frost Systems) on the signal pole in the northeast quadrant. This provides real-time environmental and pavement condition data at this location, as well as weather data at other nearby locations, accessible remotely by Village staff.
 - *Action Item:* Identify the mini-RWIS on the plans.
- Illuminated street name signs would enhance navigation for drivers, including those going to COD.

- *Action Item:* Consider installing illuminated street name signs.
- Traffic on Fawell experiences long delays overnight.
 - *Action Item:* Review signal timing in the off-peak overnight period and implement improved timings.
- Crosswalks meet at a single point at each corner. A single post with pedestrian push button is used at each corner, which does not comply with PROWAG requirements.
 - *Action Item:* Consider shifting crosswalks on the north and south approaches away from the intersection and modifying the curb cuts to create two ramps. Install APS with countdown timers in proper locations.
- There are partial bicycle accommodations adjacent to and at the intersection, but these not carried through the intersection.
 - Lambert north leg: There are bike lanes on Lambert Road from the area of Taft Avenue, south approximately 4,000 ft to Buena Vista Drive (approx. 1,000 ft north of Fawell). Lambert Road becomes a 4-lane cross-section as it approaches the intersection with Fawell from the north which is not ideal for on-street bicycle travel. It is beyond the scope of this signal modernization study, but a future sidepath along the east side of Lambert from the current bike lane terminus south to the Lambert/Fawell intersection could be feasible, along with a formal refuge median ped/bike crossing at the north leg of Lambert/Buena Vista to connect the SB bike lane and east side sidepath.
 - Lambert south leg: There is an existing 8 ft wide concrete sidepath on the west side of Lambert from Fawell Blvd south 2,000 ft to College Road.
 - Fawell east leg: There is an existing 10 ft wide concrete sidepath on the north side of Fawell from Lambert Rd east 4,000 ft to Park Boulevard.
 - While full bicycle facility improvements are beyond the scope of this signalized intersection study, connection of these facilities through the intersection should be taken into account with any intersection improvements. Specifically, the corners should be designed to accommodate a sidepath width connection between the existing NE corner and SW corner sidepaths.
- Table 3 documents findings from an inspection of the pedestrian facilities at this location.

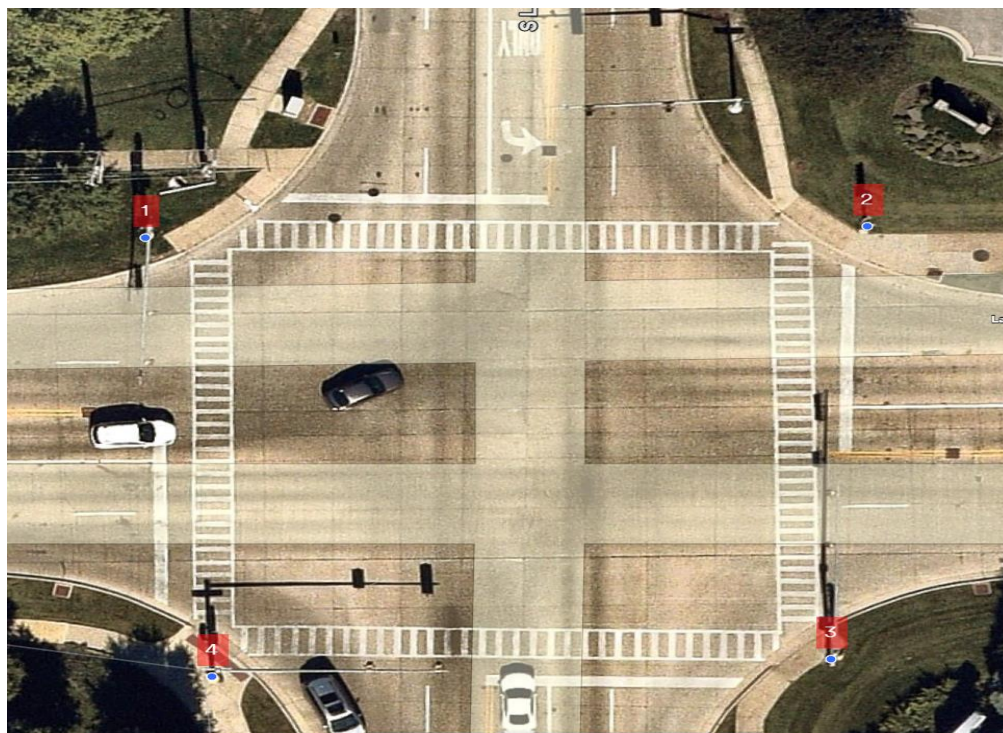


Figure 4. Intersection at Lambert Road and Fawell Boulevard

Table 3. Push Button and Sidewalk Details at Lambert Road and Fawell Boulevard

| Number | Description | Distance from Edge of Sidewalk to Push Button (in) | Height of Push Button (in) | At least 10 ft separation between posts? | Curb Ramp Slope | Notes |
|--------------------|----------------------------|--|----------------------------|--|-----------------|---|
| Acceptable Ranges: | | 0 in – 10 in | 42 in – 48 in | Minimum 10 ft | Maximum 8% | |
| 1 | NW Corner to go South/East | > 10 | 40 | N/A | 6.0% | Guy wire located in the middle of the sidewalk. The shared crosswalk entrance does not have ADA tiles. Ped push button is not ADA accessible - no landing or detectable warning tiles. Entire corner should be considered for redesign. |
| 2 | NE Corner to go West/South | < 10 | 38 | N/A | > 8% | The shared crosswalk entrance does not have ADA tiles. No landing or detectable warning tiles. Entire corner should be considered for redesign. |
| 3 | SE Corner to go North/West | 10 | 40 | N/A | > 8% | The shared crosswalk entrance does not have ADA tiles. Ped push button is not ADA accessible - no landing or detectable warning tiles. Entire corner should be considered for redesign. Major grading, block wall and/or side curbs should be considered for sidewalk redesign. |
| 4 | SW Corner to go East/North | < 10 | 44 | N/A | 2.0% | This corner is the most updated of the 4 - the shared crosswalk entrance is the main concern. They share detectable warning tiles which is problematic for ADA. |

6. Lambert Road and Tallgrass Road

- The existing traffic signal controller is an Eagle/Siemens ACS/2 1000.
 - *Action Item:* Add a new controller, brand TBD.
- The cabinet has a backup power.
 - *Action Item:* Replace batteries and any other applicable components of the UPS unit.
- Pedestrian lighting is in place on the northeast and southeast corners of the intersection on shorter poles. Roadway lighting (COD) is in place to the east of the intersection.
 - *Action Item:* Consider adding combination light poles at this location.
- Illuminated street name signs would enhance navigation for drivers, including those going to COD.
 - *Action Item:* Consider installing illuminated street name signs.
- While ADA facilities are adequate, pedestrians expressed concern with their safety when crossing Lambert.
 - *Action Item:* Consider implementing leading pedestrian intervals (LPIs) at this location, preferably immediately if the controller will support this operation (AECOM to verify).
 - *Action Item:* Consider geometric modifications to separate curb cuts. Evaluate the potential to reduce the existing large curb radii at the northeast and southeast corners to address concerns from pedestrian passers-by about the speed of vehicles around the southeast curb.
 - *Action Item:* Install APS with countdown timers.

- *Action Item:* Evaluate extension of east leg centerline median past the crosswalk (i.e., hardened left turn for pedestrian safety)
- Detection on the east approach of the intersection is owned by COD, which requires additional coordination when adjusting vehicle detectors.
 - *Action Item:* Consider video detection for the westbound approach leg.
- ADA Details:
 - The combined sidewalk/ADA tiles on the southeast corner are problematic as there is no separation for the north or west movements, which can cause directional confusion.
 - *Action Item:* In addition to other potential measures, wide south leg crosswalk can be narrowed a bit to aid in the separation of the two crosswalks.
 - *Action Item:* The sidewalk ramp on the northeast corner of the Intersection (coming from the parking lot), has a steep slope and should be regraded to meet ADA requirements.
- Table 4 documents findings from an inspection of the pedestrian facilities at this location.

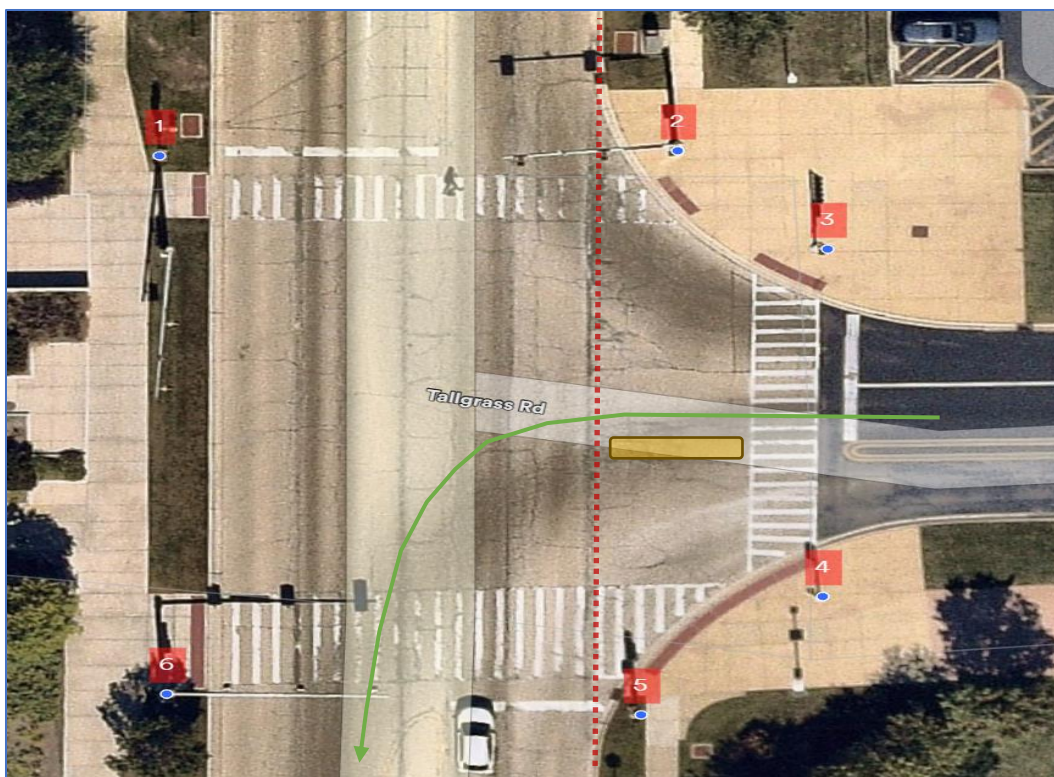


Figure 5. Intersection at Lambert Road and Tallgrass Road

Table 4. Push Button and Sidewalk Details at Lambert Road and Tallgrass Road

| Number | Description | Distance from Edge of Sidewalk to Push Button (in) | Height of Push Button (in) | At least 10 ft separation between posts? | Curb Ramp Slope | Notes |
|--------------------|-----------------------|--|----------------------------|--|-----------------|---|
| Acceptable Ranges: | | 0 in – 10 in | 42 in – 48 in | Minimum 10 ft | Maximum 8% | |
| 1 | NW Corner to go East | > 10 | 42 | N/A | Good | |
| 2 | NE Corner to go West | < 10 | 42 | Yes | Good | Pedestrian push button located within large sidewalk section. |
| 3 | NE Corner to go South | < 10 | 42 | Yes | Good | Pedestrian push button located within large sidewalk section. |

| Number | Description | Distance from Edge of Sidewalk to Push Button (in) | Height of Push Button (in) | At least 10 ft separation between posts? | Curb Ramp Slope | Notes |
|--------|-----------------------|--|----------------------------|--|-----------------|--|
| 4 | SE Corner to go North | < 10 | 41 | Yes | Good | Pedestrian push button located within large sidewalk section. |
| 5 | SE Corner to go West | See note | 42 | Yes | Good | Signal post has extra piece of temporary sidewalk to meet 10" separation criteria, however it is not realistic for handicap use. Additionally, the push button is located more than 5' from the crosswalk line (8'). |
| 6 | SW Corner to go East | < 10 | 43 | N/A | Good | |

7. Lambert Road and Pedestrian Crossing

- This signal was constructed by DuPage County. Plans within cabinet identified a proposed conduit and cable link to the Village’s Lambert Road traffic signal interconnect. The plans also noted Village of Glen Ellyn permanent easement of the area around the cabinet for maintenance purposes.
 - *Action Item:* Contact DuPage County DOT to confirm ownership, maintenance responsibility, and inquire about the status of the interconnect link.
 - *Action Item:* Consider adding combination lighting.
 - *Action Item:* Determine if a controller upgrade is required to support interconnect to the Glen Ellyn signal system.
- The cabinet does not have backup power.
 - *Action Item:* Add a UPS.
- Push button and sidewalk observations:
 - There was an approximately 60 second wait time for crossing. This relatively long delay is problematic from a pedestrian compliance/safety perspective.
 - *Action Item:* Evaluate signal timing for improvement.
- It is beyond the scope of the Village’s project given that the signal is owned and maintained by the County or College, but this location is well-suited for the addition of a pedestrian refuge median when roadway is next reconstructed.
- Table 5 documents findings from an inspection of the pedestrian facilities at this location.

Table 5. Push Button and Sidewalk Details at Lambert Road and Pedestrian Crossing

| Number | Description | Distance from Edge of Sidewalk to Push Button (in) | Height of Push Button (in) | At least 10 ft separation between posts? | Curb Ramp Slope | Notes |
|--------------------|-----------------|--|----------------------------|--|-----------------|-------|
| Acceptable Ranges: | | 0 in – 10 in | 42 in – 48 in | Minimum 10 ft | Maximum 8% | |
| 1 | West to go East | > 10 | 42 | N/A | Good | |
| 2 | East to go West | > 10 | 41 | N/A | Good | |



Figure 6. Intersection at Lambert Road and Pedestrian Crossing

8. Lambert Road and College Road

- The existing traffic signal controller is an Eagle/Siemens ACS/2 1000.
 - *Action Item:* Add a new controller, brand TBD.
- The cabinet does not have backup power.
 - *Action Item:* Add a UPS.
- Add accessible pedestrian signals (APS) with countdown timers.
- Illuminated street name signs would enhance navigation for drivers, including those going to COD.
 - *Action Item:* Consider installing illuminated street name signs.
- Intersection lighting can be improved.
 - *Action Item:* Consider adding combination lighting to existing traffic signals.
- The Village has experienced issues with detection on the east and west approaches. These legs of the intersection are owned by COD, which requires additional coordination when adjusting vehicle detectors.
 - *Action Item:* Replace loops with video detection, especially for the east and west legs.
- COD has expressed concern about the gutter running along the west approach.
 - *Action Item:* Remove the gutter as part of future geometric improvements.
 - *Action Item:* Evaluate the potential to reduce the existing curb radii at the northwest and southwest corners coincident with the gutter removal.
- Push button and sidewalk observations:
 - If/when signal posts are being modified, the reduction in curb radius could also allow for shifting of the north leg crosswalk a bit further south to a more logical location, along with the potential introduction of a south leg crosswalk.
 - Derek noted that the median on the west approach should be extended to provide a protected pedestrian island to improve pedestrian safety.
 - *Action Item:* Extend the median as part of future geometric improvements.
- Table 6 documents findings from an inspection of the pedestrian facilities at this location.

Table 6. Push Button and Sidewalk Details at Lambert Road and College Road

| Number | Description | Distance from Edge of Sidewalk to Push Button (in) | Height of Push Button (in) | At least 10 ft separation between posts? | Curb Ramp Slope | Notes |
|--------------------|-----------------------|--|----------------------------|--|-----------------|--|
| Acceptable Ranges: | | 0 in – 10 in | 42 in – 48 in | Minimum 10 ft | Maximum 8% | |
| 1 | NW Corner to go South | > 10 | 42 | Yes | 4.0% | |
| 2 | NW Corner to go East | > 10 | 44 | Yes | 7.0% | Pedestrian push button located within large sidewalk section. |
| 3 | NE Corner to go East | < 10 | 42 | Yes | 1.0% | Pedestrian push button located within large sidewalk section. |
| 4 | NE Corner to go South | < 10 | 46 | Yes | 2.5% | Pedestrian push button located within large sidewalk section. |
| 5 | SE Corner to go North | < 10 | 42 | N/A | Good | Signal post is 11' from curb. Not an ideal placement for pedestrians from East approach, good for South approach. The ramp/landing tile points diagonally towards the middle of intersection - should point only North. Shift crosswalk east as feasible to shorten crossing distance and allow for better aimed ramp. (handhole currently in the way) |
| 6 | SW Corner to go North | > 10 | 42 | N/A | Good | |

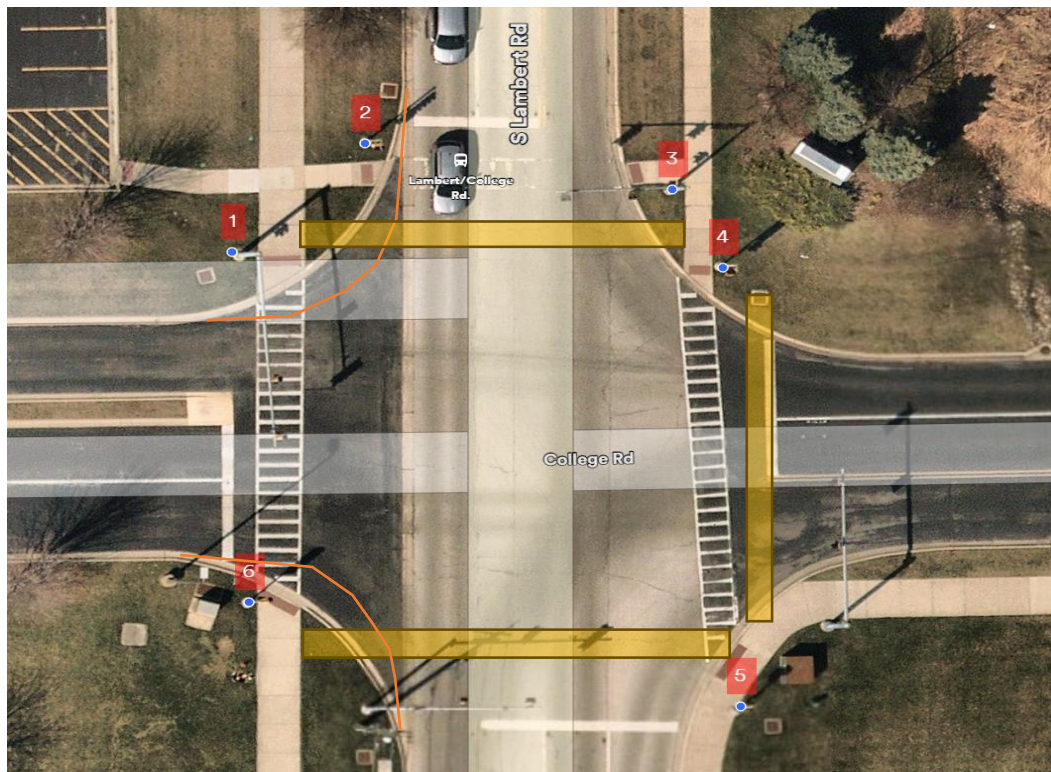


Figure 7. Intersection at Lambert Road and College Road

9. Summary of Proposed Improvements by Intersection

Table 7. Summary of Proposed Improvements

| Intersection | Replace Controller | Replace Cabinet | Uninterrupted Power Supply | Cellular Communications Link | Implement Signal Timing/Phasing Changes | Replace One or More Signals | Install APS | Countdown pedestrian Signals | Emergency Vehicle Preemption | Replace Vehicle Detection | Implement Geometric Improvements | Install Combination Lighting | Install Other Technology | Future Improvements (beyond traffic signal scope) |
|---------------------------|--------------------|-----------------|----------------------------|------------------------------|---|-----------------------------|-------------|------------------------------|------------------------------|---------------------------|----------------------------------|------------------------------|--------------------------|---|
| Main & Elm | X | X | X | X | X | X | X | X | X | X | | X | X* | |
| Taylor Underpass | | | **** | X | | | | | | X | | | | |
| Park & Sheehan | | | X | X | | | X | | | | X | X | | |
| Lambert & Fawell | X | | X | X | X | | X | X | | | X | X | | X |
| Lambert & Tallgrass | X | | X | X | X** | | X | X | | X | X | X | | |
| Lambert & Ped Crossing*** | X*** | | X | X | X** | | X | | | | | X | | X |
| Lambert & College | X | | X | X | | | X | X | | X | X | X | | |

* Electronic no entry blank-out sign for westbound traffic and mini-RWIS

** Leading pedestrian interval

*** Owned by DuPage County DOT

**** Device already in place

Appendix 2: Crash Analysis Report

Memorandum

To: D. Peebles R. Daubert,
Village of Glen Ellyn

Subject: Glen Ellyn Traffic Signal
Modernization

CC: Project Ref:
File: 60726888

From: J. Dongre

Date: July 12, 2024

Subject: Crash Analysis Report

1) Introduction

A crash summary analysis was conducted for the Village of Glen Ellyn, situated in IDOT District 1. The analysis considered incidents from 2014 to 2024 at six (6) signalized intersections under Village jurisdiction (Figure 1), using data provided in two batches by the Village. The first batch (2014-2019) was extracted based on intersection-related criteria, while the post-2019 data utilized a 300 ft geofencing approach due to data collection from two different databases. This change did not lead to a significant increase in the number of crashes at these locations before 2019. Although, to address this methodological shift, the study focused on capturing traffic interactions within the physical and functional zones of the intersection, excluding activities beyond these areas from the analysis.

2) Safety Analysis

A total of 124 crashes occurred in the study area during the ten-year period from 2014 to 2024. The duration of data collection was noted between 1/1/2014 and 4/1/2024. Table 1 below shows the number of crashes that occurred at each study location.

Table 1. Summary of Crash Data (Raw Data)

| Sr. No. | Location | Total # of crashes |
|---------|---|--------------------|
| 1. | South Lambert Road & Fawell Boulevard | 46 |
| 2. | South Lambert Road & Tallgrass Road | 8 |
| 3. | South Lambert Road & College Road | 20 |
| 4. | North Main Street & Elm Street | 22 |
| 5. | South Park Boulevard & Sheehan Avenue | 10 |
| 6. | Taylor Avenue & UP Railroad (Underpass) | 18 |

The 10-year crash data included 124 crash records, but 111 crash records were selected as part of the review. Thirteen (13) crashes were excluded from the analysis as they were "non-intersection" related, occurring beyond the functional and physical areas of intersections. Table 2 below shows the revised total number of crashes after removing the "non intersection" related crashes for each intersection.

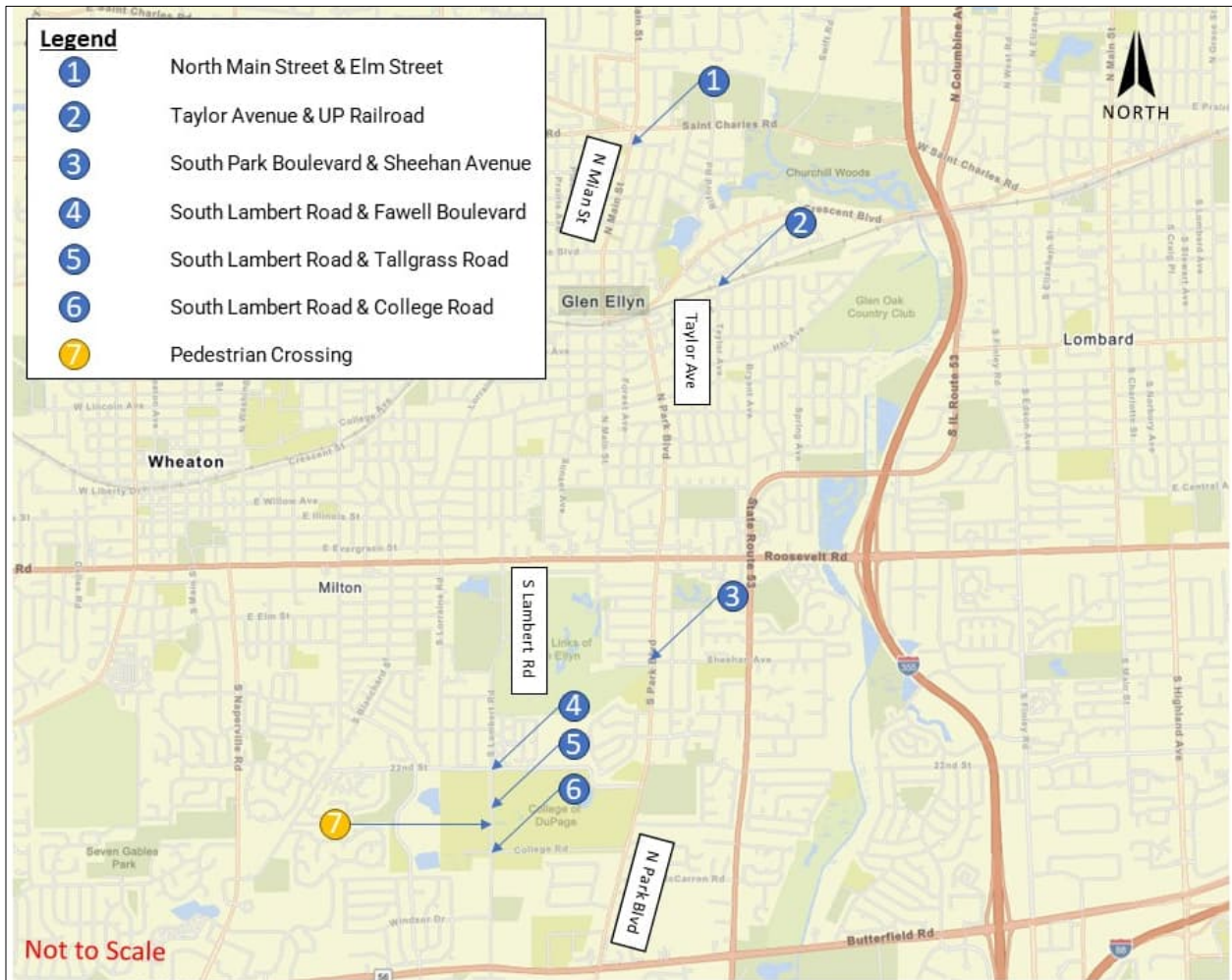


Figure 1. Study Locations

Table 2. Summary of Crash data (Filtered data)

| Sr. No. | Location | Total # of crashes |
|---------|---|--------------------|
| 1. | South Lambert Road & Fawell Boulevard | 41 |
| 2. | South Lambert Road & Tallgrass Road | 8 |
| 3. | South Lambert Road & College Road | 17 |
| 4. | North Main Street & Elm Street | 18 |
| 5. | South Park Boulevard & Sheehan Avenue | 9 |
| 6. | Taylor Avenue & UP Railroad (Underpass) | 18 |

Figure 2 below shows the distribution of crashes by year. Crashes in the study area decreased in 2020-2021 during the pandemic but returned to approximately pre-pandemic levels in 2022-2023.

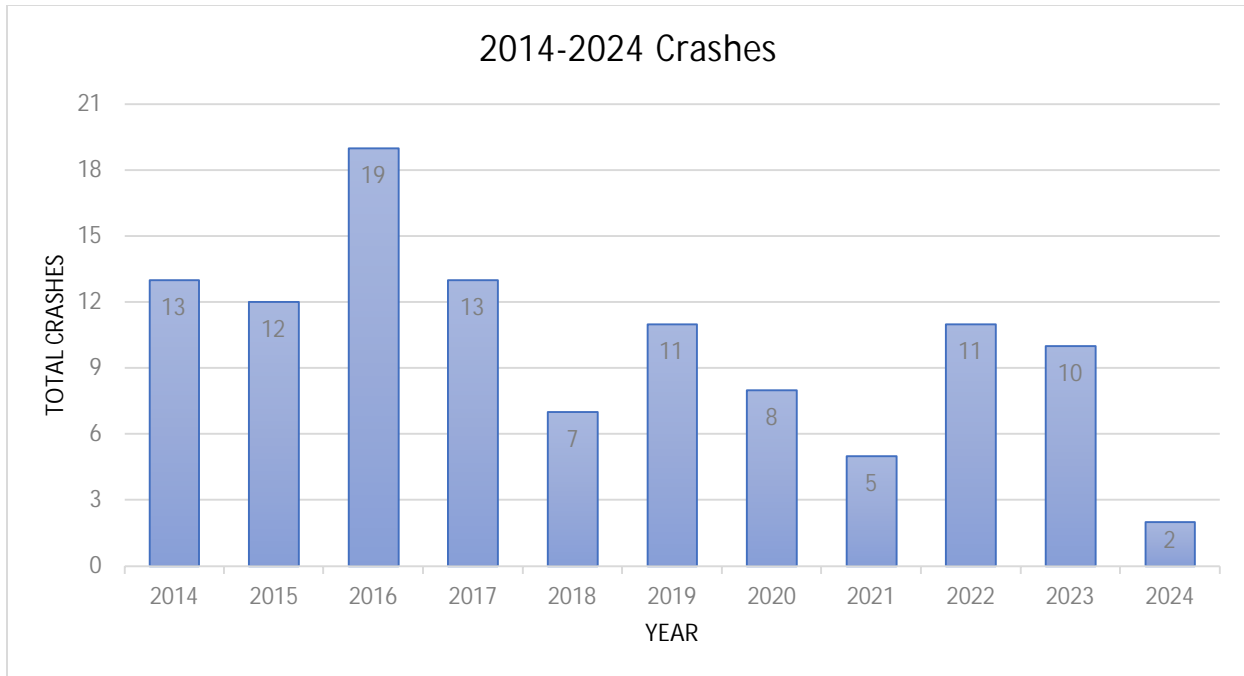


Figure 2. Total Crashes by Year

Approximately 11 percent of crashes within the study area resulted in a non-incapacitating injury (B-injury) or incapacitating injury (A-injury). A-injury crashes result in incapacitating injuries. B-injury crashes result in non-incapacitating injuries. C-injury crashes include any injury reported but not evident at the crash site. O-injury crashes include no indication of injury. Figure 3 below displays the injury type for all crashes.

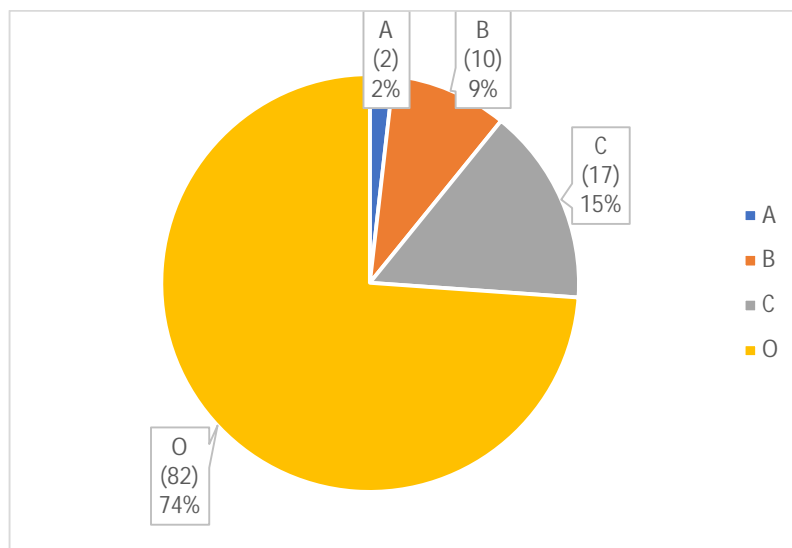


Figure 3. Crash Severity by Injury Classification

a) Main Street and Elm Street

The crash analysis focused on incidents occurring at the intersection of Main Street and Elm Street, which operates as traffic signal controlled. The average annual daily traffic (AADT) on Main Street is 7,528 vehicles per day (VPD) and 486 VPD on Elm Street. A total of eighteen (18) intersection related crashes occurred during the study period. Key crash types and contributing factors include:

- Rear-End Collisions: This crash type represents 73% of all crashes, often due to failure to reduce speed, following too closely, and distracted driving.
- Angle Collisions: Angle collisions account for 12% of incidents, primarily attributed to disregarding traffic signal and driving too fast for conditions on a snowy day.
- Other Collisions: Other crash types include those involving pedalcyclists, parked motor vehicles, and turning movements, which each represent 5% of total crashes, involving factors like weather conditions, disregard for traffic signals, and improper overtaking/passing.
- Potential Solutions: Rear-end collisions were identified as the most prominent type of crash at this intersection. Given the neighborhood setting with adequate sightlines to see traffic lights and the presence of a school zone (Forest Glen Elementary School) capturing two legs of the four-legged signalized intersection, installing advance warning signs may not provide significant additional benefit. However, the proximity of another signalized intersection ~380 feet north could encourage drivers to speed up to clear both intersections, potentially increasing the risk of collisions, especially rear-end incidents. Mitigation measures should focus on adjusting signal timing to optimize traffic flow and minimize sudden stops. Coordinating signals between intersections can promote smoother traffic movement and reduce the incentive for speeding. Enhanced enforcement of speed limits, including the use of radar speed feedback signs near the school zone, will promote maintaining safer speed limit.

b) Taylor Avenue Underpass

The crash analysis focused on incidents occurring at the intersections of Taylor Avenue at Willis Street and Taylor Avenue at Walnut Street, which is linked by the Taylor Street underpass of the Union Pacific West line. Average annual daily traffic sourced from Replica data for 2023 shows 4,212 VPD on Taylor Avenue, 486 VPD on Willis Street, and 2,460 VPD on Walnut Street.

Taylor Avenue at Willis Street is two-way yield controlled in the east-west direction of travel. Taylor Avenue at Walnut Street is one-way yield controlled in the southern direction of travel. A total of eighteen (18) crashes were observed at these intersections with thirteen (13) crashes occurring at Willis Street and five (5) crashes at Walnut Street. The following crash types were observed:

- Angle Collisions: These were the most prevalent crash type, accounting for a sizable portion of incidents (50%) at Taylor Avenue at Willis Street, often attributed to failure to yield and visibility challenges due to queueing at the Taylor Underpass extending up to Willis Street.
- Rear to Front Collisions: These crashes (17%) occurred in the vicinity of both intersections. Improper backing was identified as the contributing factor.
- Collisions with Fixed Objects: There was a notable occurrence for trucks and buses traversing under the bridge (22%). It was not the 14 ft bridge clearance but the concrete section that protrudes on the east and west sides of the wall under the bridge that was observed to be the main cause accounting for 17% of the total fixed object collision crashes (Figure 4).
- Other Collisions: These include collisions involving parked motor vehicles, parked motor vehicles hit and run, and rear-end collisions.
- Potential Solutions: A pattern of eastbound traffic colliding with the northbound moving vehicles was identified. The primary causes are failure to yield among drivers on Willis Street and their inability to see past the southbound traffic queued up on Taylor Avenue. To reduce this pattern of angle crashes at the intersection, a stop sign analysis should be performed to determine if a two-way or all-way stop is warranted. To address collisions with fixed objects and improve underpass safety, installing advance warning signs indicating the narrow roadway width and applying reflective tape or paint markings on the bridge walls near the entrance will enhance visibility. For example, adding "Road Narrow" (W5-1 or W5-2a) signs will alert drivers to constricted underpass widths, promoting caution and improving overall safety at the location.

Implementing improved detection and timing of the underpass signals could also mitigate queuing issues compared to the current fixed interval signal operation.



Figure 4. Potential Damage to Concrete Block

c) Park Boulevard and Sheehan Avenue

The crash analysis covers incidents at the intersection of Park Boulevard and Sheehan Avenue, which operates as traffic signal controlled. The AADT on Park Boulevard is 11,146 VPD and 2,041 VPD on Sheehan Avenue. A total of nine (9) intersection related crashes were observed. Key crash types and contributing factors include:

- Rear-End Collisions: This was the most common crash type, accounting for 45% of all observed crashes. Following too closely and distracted driving were identified as the contributing factors.
- Sideswipe Same Direction: This type of crash occurred in 22% of incidents, primarily due to improper lane changes.
- Pedestrian Collisions: One (1) pedestrian collision was reported in 2014. This involved a situation where the pedestrian entered the street while playing, subsequently slipping on the pavement, and colliding with a passenger car.
- Other Collisions: These crash types include turning collision and collision with fixed objects, each making up 10% of the total crashes.
- Potential Solutions: Rear-end collisions were identified as the most prominent type of crash at this intersection. Given the proximity of Park View Elementary School and Glen Crest Middle School, where school zone speed limits are in effect on the north and south legs, the effectiveness of installing advanced warning signs may vary. However, enhancing school zone speed limit signage, coordinating traffic signal timing for safer pedestrian crossings, and implementing pedestrian safety measures remain potential measures to enhance intersection safety and proactively address school zone traffic concerns effectively.

d) Lambert Road and Fawell Boulevard

The crash analysis focused on incidents occurring at the intersection of Lambert Road and Fawell Boulevard, which operates as traffic signal controlled. The AADT on Lambert Road is 9,132 VPD and 3,414 VPD on Fawell Boulevard. A total of 46 intersection related crashes were observed. Key crash types and contributing factors include:

- Rear-End Collisions: This crash type accounts for 35% of incidents, often caused by factors like following too closely, distracted driving, and failure to reduce speed.

- Angle Collisions: Angle collisions represent 20% of overall crashes, occurring due to behaviors such as improper lane changes, driving too fast (hit & run), disregarding traffic signal, and distracted driving.
- Turning Collisions: Turning movement collisions (26%) occur due to failure to yield situations, improper turns, and passing/overtaking issues.
- Other Collisions: Other crash types include instances of sideswipe in the same direction and collisions with fixed objects, which are linked to speeding, distracted driving, and driving under the influence of substances.
- Potential Solutions: At this intersection, the frequency of crashes involving left turn versus opposing through vehicles was higher. Currently, left turns at this intersection operate in a protected-permissive manner. Switching from protected-permissive to protected-only left-turn operations could improve safety by minimizing potential conflicts.

For the observed rear-end crashes, which accounts a total of 16 crashes, optimizing traffic signal timing and coordination to ensure smoother traffic flow can reduce the intensity of the sudden stops. Increasing enforcement of traffic laws related to tailgating and following too closely to deter risky driving behaviors could be a short-term solution but may not address the root cause of the issue. Retroreflective traffic signal backplates would provide more advance warning for vehicles approaching the signalized intersection to better prepare them to stop. Additionally, installing high-visibility pavement markings can help driver clearly delineate stopping zones.

e) Lambert Road and Tallgrass Road

The crash analysis covers incidents at the intersection of Lambert Road and Tallgrass Road, which operates as traffic signal controlled. The AADT on Lambert Road is 9,092 VPD and 1,399 VPD on Tallgrass Road. A total of eight (8) intersection related crashes were observed. Key crash types and contributing factors include:

- Rear-End Collisions: This crash type represents 75% of all crashes, highlighting a significant pattern of following too closely and distracted driving.
- Pedestrian Collisions: Account for 25% of incidents, which involved a total of two (2) crashes. One crash occurred when a pedestrian was crossing at a midblock crossing while the motorist had the right of way and the other crash occurred due to a motorist failing to yield when the pedestrian had the right of way while crossing the street.
- Potential Solutions: Pedestrian crashes at and near Lambert Road and Tallgrass Road underscore a larger issue related to vehicle-pedestrian conflicts along Lambert Road near the College of DuPage. Actions to reduce vehicular speeds, like reducing the radius of corners, and signal phasing that better separates the modes, e.g., leading pedestrian interval, would help to address these issues.

f) Lambert Road and College Road

The crash analysis focused on incidents occurring at the intersection of Lambert Road and College Road, which operates as traffic signal controlled. The AADT on Lambert Road is 9,440 VPD and 2,543 VPD on College Road. A total of seventeen (17) intersection related crashes were observed. Key crash types and contributing factors include:

- Rear-End Collisions: These collisions represent 59% of all crashes, often caused by following too closely, distracted driving, and failure to reduce speed to avoid collision.
- Turning Collisions: Crashes of this type account for 24% of incidents, highlighting issues with failure to yield right of way and disregarding traffic signals.
- Other Collisions: Other crash types include angle, fixed object, and sideswipe, which each represent 6% of crashes, mainly attributed to disregarding traffic signal, improper backing, and improper lane change.
- Potential Solutions: For rear-end crashes observed at this signalized intersection, optimizing traffic signal timing and coordination to ensure smoother traffic flow can reduce the intensity of the sudden stops. Increasing enforcement of traffic laws related to tailgating and following too closely to deter risky driving behaviors could be a short-term solution but may not address the root cause of the issue. Upgrading signal visibility by installing retroreflective traffic signal backplates would provide more advance warning for vehicles approaching the signalized intersection to better prepare them to stop.

Appendix 3: Identified Issues vs. Potential Solutions Matrix

| Location | Issue Categories | Potential Solutions | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|--------------------------------------|---------------------------------------|------------------------------------|------------------------------|--|------------------------------|----------------------------|-----------------------------------|----------------------------------|------------------------------|---------------------------------------|---------------------------|--|-----------------------------------|-----------------------------|-------------------------------|----------------------|-----------------------------------|---|--|-----------------------|
| | | Traffic Signal Equipment Upgrades | | | | | | | Enhanced Pedestrian Systems | | Intelligent Transportation Systems | | Signal Coordination and Timing | | | Improved Roadway Illumination | Civil Improvements | | | | |
| | | Traffic Signal Controller Replacement | Traffic Signal Cabinet Replacement | Uninterruptible Power Supply | Retroreflective Traffic Signal Backplate | Illuminated Street Name Sign | Traffic Signal Replacement | Modified Vehicle Detection System | Countdown Pedestrian Signal Head | Accessible Pedestrian Signal | Railroad Crossing Notification System | Electronic Blank-out Sign | Enhanced Traffic Signal Timing/Phasing | Interagency Coordination for CTSS | Interconnect Traffic Signal | New Roadway Lighting | Crosswalk Adjustment | Pedestrian Push Button Adjustment | Sidewalk/ Detectable Warning Tile Replacement | Pavement Marking/Striping Modification | Geometric Improvement |
| Systemwide | Isolated traffic signals | | | | | | | | | | | | ✓ | | | | | | | | |
| | Traffic progression issues | | | | | | | | | | ✓ | | | | | | | | | | |
| Main Street and Elm Street | Outdated equipment | ✓ | | | | | ✓ | | | | | ✓ | | ✓ | | | | | | | |
| | No backup power source | | ✓ | ✓ | | | | | | | | | | | | | | | | | |
| | Non-compliant pedestrian facilities | | | | | | | ✓ | ✓ | | | | | | | | ✓ | ✓ | | | |
| | Undesirable geometric/markings issue | | | | | | | | | | | | | | | ✓ | | | ✓ | ✓ | |
| | Poor visibility | | | | ✓ | | | | | | | ✓ | | | | ✓ | | | | | |
| Taylor Avenue Underpass | Vehicle detection issues | | | | | | ✓ | | | | | | | | | | | | ✓ | | |
| | Vehicle detection issues | | | | | | ✓ | | | | | | | | | | | | ✓ | | |
| Park Boulevard and Sheehan Avenue | No backup power source | | | ✓ ² | | | | | | | | | | | | | | | | | |
| | Isolated traffic signals | | | | | | | | | | | | | ✓ | | | | | | | |
| | Undesirable geometric/markings issue | | ✓ | | | | ✓ | | | | | | | | | ✓ | | | ✓ | ✓ | |
| | Non-compliant pedestrian facilities | | | | | | | | ✓ | | | | | | | ✓ | ✓ | | | | |
| | Poor visibility | | | | ✓ | | | | | | | | | | ✓ | | | | | | |
| Lambert Road and Fawell Road | Outdated equipment | ✓ | ✓ | | | | | | | | | | | ✓ | | | | | | | |
| | No backup power source | | | ✓ | | | | | | | | | | | | | | | | | |
| | Poor visibility | | | | | ✓ | ✓ ⁴ | | | | | | | | ✓ | | | | | | |
| | Traffic progression issues | | | | | | | | | | | ✓ | | | | | | | | | |
| | Non-compliant pedestrian facilities | | | | | | | ✓ | ✓ | | | | | | | | ✓ | ✓ | | ✓ | |
| | Undesirable geometric/markings issue | | | | | | | | | | | | | | | ✓ | | | ✓ | ✓ | |
| Lambert Road and Tallgrass Road | Outdated equipment | ✓ | | | | | | | | | | | | | | | | | | | |
| | No backup power source | | | ✓ ³ | | | | | | | | | | | | | | | | | |
| | Vehicle detection issues | | | | | | ✓ | | | | | | | | | | | | | | |
| | Non-compliant pedestrian facilities | | | | | | | ✓ | ✓ | | | ✓ | | | | | ✓ | ✓ | | | |
| | Poor visibility | | | | | ✓ | | | | | | | | | ✓ | | | | | | |
| Undesirable geometric/markings issue | | | | | | | | | | | | | | | ✓ | | | ✓ | ✓ | | |

| Location | Issue Categories | Potential Solutions | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------------|---------------------------------------|------------------------------------|------------------------------|--|------------------------------|----------------------------|-----------------------------------|----------------------------------|------------------------------|---------------------------------------|---------------------------|--|-----------------------------------|-----------------------------|-------------------------------|----------------------|-----------------------------------|---|--|-----------------------|
| | | Traffic Signal Equipment Upgrades | | | | | | | Enhanced Pedestrian Systems | | Intelligent Transportation Systems | | Signal Coordination and Timing | | | Improved Roadway Illumination | Civil Improvements | | | | |
| | | Traffic Signal Controller Replacement | Traffic Signal Cabinet Replacement | Uninterruptible Power Supply | Retroreflective Traffic Signal Backplate | Illuminated Street Name Sign | Traffic Signal Replacement | Modified Vehicle Detection System | Countdown Pedestrian Signal Head | Accessible Pedestrian Signal | Railroad Crossing Notification System | Electronic Blank-out Sign | Enhanced Traffic Signal Timing/Phasing | Interagency Coordination for CTSS | Interconnect Traffic Signal | New Roadway Lighting | Crosswalk Adjustment | Pedestrian Push Button Adjustment | Sidewalk/ Detectable Warning Tile Replacement | Pavement Marking/Striping Modification | Geometric Improvement |
| Lambert Road and Pedestrian Crossing ¹ | Outdated equipment | ✓ | | | | | | | | | | | | | | | | | | | |
| | No backup power source | | | ✓ | | | | | | | | | | | | | | | | | |
| | Non-compliant pedestrian facilities | | | | | | | | ✓ | | | | | | | | ✓ | | | | |
| | Isolated traffic signals | | | | | | | | | | | | | ✓ | | | | | | | |
| | Poor visibility | | | | | | | | | | | | | | ✓ | | | | | | |
| | Traffic progression issues | | | | | | | | | | | ✓ | | | | | | | | | |
| | Undesirable geometric/markings issue | | | | | | | | | | | | | | | ✓ | | | ✓ | | |
| Lambert Road and College Road | Outdated equipment | ✓ | ✓ | | | | | | | | | | | | | | | | | | |
| | No backup power | | | ✓ | | | | | | | | | | | | | | | | | |
| | Vehicle detection issues | | | | | | ✓ | | | | | | | | | | | | | | |
| | Non-compliant pedestrian facilities | | | | | | | ✓ | ✓ | | | ✓ | | | | | ✓ | ✓ | | | |
| | Poor visibility | | | | | ✓ | | | | | | | | | ✓ | | | | | | |
| | Undesirable geometric/markings issue | | | | | | | | | | | | | | | ✓ | | | ✓ | ✓ | |

1 Signal not owned or maintained by the Village of Glen Ellyn
 2 Existing UPS, but replace with new controller cabinet replacement
 3 Existing UPS, but replace UPS batteries and other applicable components
 4 Realign some signal heads but replacement not needed

Appendix 4: Implementation Cost Estimate Detail

| Location | Recommended Solutions | Total Cost | FY26 | FY27 | FY28 | FY29 |
|---|------------------------------------|------------|------|-----------|-----------|-----------|
| Systemwide | Intelligent Transportation Systems | \$420,000 | | | | \$316,000 |
| | Signal Coordination and Timing | | | | | \$104,000 |
| Main Street & Elm Street | Traffic Signal Equipment Upgrades | \$485,000 | | | \$332,000 | |
| | Enhanced Pedestrian Systems | | | | \$38,000 | |
| | Intelligent Transportation Systems | | | | \$12,000 | |
| | Signal Coordination and Timing | | | | \$8,000 | |
| | Improved Roadway Illumination | | | | \$60,000 | |
| | Civil Improvements | | | | \$35,000 | |
| Taylor Avenue Underpass | Enhanced Pedestrian Systems | \$17,000 | | | \$14,000 | |
| | Civil Improvements | | | | \$3,000 | |
| Park Boulevard and Sheehan Avenue* | Traffic Signal Equipment Upgrades | \$251,000 | | \$100,000 | | |
| | Enhanced Pedestrian Systems | | | \$31,000 | | |
| | Improved Roadway Illumination | | | \$87,000 | | |
| | Civil Improvements | | | \$33,000 | | |
| Lambert Road and Fawell Road | Traffic Signal Equipment Upgrades | \$337,000 | | \$150,000 | | |
| | Enhanced Pedestrian Systems | | | \$37,000 | | |
| | Signal Coordination and Timing | | | \$10,000 | | |
| | Improved Roadway Illumination | | | \$89,000 | | |
| | Civil Improvements | | | \$51,000 | | |
| Lambert Road and Tallgrass Road | Traffic Signal Equipment Upgrades | \$299,000 | | \$150,000 | | |
| | Enhanced Pedestrian Systems | | | \$33,000 | | |
| | Signal Coordination and Timing | | | \$3,000 | | |
| | Improved Roadway Illumination | | | \$73,000 | | |
| | Civil Improvements | | | \$40,000 | | |

| Location | Recommended Solutions | Total Cost | FY26 | FY27 | FY28 | FY29 |
|---|-----------------------------------|--------------------|------------------|------------------|------------------|------------------|
| Lambert Road and Pedestrian Crossing** | Traffic Signal Equipment Upgrades | \$108,000 | | \$33,000 | | |
| | Enhanced Pedestrian Systems | | | \$10,000 | | |
| | Signal Coordination and Timing | | | \$5,000 | | |
| | Improved Roadway Illumination | | | \$54,000 | | |
| | Civil Improvements | | | \$6,000 | | |
| Lambert Road and College Road | Traffic Signal Equipment Upgrades | \$333,000 | \$161,000 | | | |
| | Enhanced Pedestrian Systems | | \$37,000 | | | |
| | Improved Roadway Illumination | | \$89,000 | | | |
| | Civil Improvements | | \$46,000 | | | |
| Totals: | | \$2,250,000 | \$333,000 | \$995,000 | \$502,000 | \$420,000 |

* Part of Park Boulevard and Sheehan Avenue roadway project

** Signal not owned or maintained by the Village of Glen Ellyn

Project name:
Glen Ellyn Traffic Signal Modernization**Project ref:**
60750923**From:**
M. Letourneau**Date:**
February 19, 2025**To:** D. Peebles, Village of Glen Ellyn**CC:** File

Scope of Work

Subject: Assignment 2: Traffic Signal Modernization Design and Deployment Support

AECOM Technical Services, Inc. (AECOM) will design and support implementation of the approved traffic signal and geometric improvements resulting from Assignment 1, Traffic Signal Inventory, Assessment, and Recommendations (excluding the railroad crossing notification system). We will gather additional detail about existing conditions in the project area; develop a plans, specifications, and estimates (PS&E) package for construction; and support the Village through the bidding and implementation stages of the project.

Task 2.1 Topographic Survey, Data Collection, and Utility Coordination

American Survey & Engineering (ASE) will perform a limited topographic survey at the intersections of Main & Elm, Lambert & Fawell, Lambert & Tallgrass, and Lambert & College to identify above- and below-ground conditions and potential conflicts related to the recommended signal modernization work. ASE will perform ADA design survey at each intersection for ADA sidewalk improvements. The survey data will also be used to generate drawings that will serve as the base engineering plans for the layout of plans. Geospatial data, including GIS data, aerial imagery, roadway alignments, will be used to complement the topographic survey.

AECOM will submit requests for additional utility information from the local gas (Nicor), electric (ComEd), and telecommunication (AT&T, Comcast) companies and order a J.U.L.I.E locate. After all information is obtained, we will identify voids in the data and follow through to fill those voids. AECOM will coordinate with known utilities within the project limits. Letters describing the project's scope, accompanied with a plan set, will be sent to all utility companies having facilities within the right-of-way. Atlases and plans will be obtained to determine if potential conflicts might occur.

Deliverables:

- Electronic topographic and digital terrain model (DTM) files
- GIS data sharing agreement with the Village

Task 2.2 Plans, Specifications, and Estimates

Preparation of the final contract PS&E will result in drawings, final details, and contract specifications to successfully bid and construct the infrastructure improvements. It is anticipated that these improvements will be installed over three separate years, resulting in three (3) separate PS&E packages by construction year, as outlined in the table below.

| Intersection | Construction Year | Proposed Improvements |
|--------------------------------------|-------------------|---|
| Lambert Road and College Road | 2026 | Traffic signal cabinet and controller replacement, optimize signal timing, roadway lighting, ADA sidewalk improvements, curb and gutter improvements, pavement marking replacements |
| Park Boulevard and Sheehan Avenue | 2027 | Traffic signal cabinet replacement, remote signal monitoring, roadway lighting, ADA sidewalk improvements, curb and gutter improvements, pavement marking replacements (work to be performed under a separate roadway rehabilitation project) |
| Lambert Road and Fawell Road | 2027 | Traffic signal cabinet and controller replacement, remote signal monitoring, optimize signal timing, roadway lighting, ADA sidewalk improvements, curb and gutter improvements, pavement marking replacements |
| Lambert Road and Tallgrass Road | 2027 | Traffic signal controller replacement, leading pedestrian interval, roadway lighting, geometric improvements, curb and gutter improvements, pavement marking replacements |
| Lambert Road and Pedestrian Crossing | 2027 | Traffic signal interconnect, traffic signal controller replacement, optimize signal timing, roadway lighting, pavement marking replacements |
| Main Street and Elm Street | 2028 | Traffic signal replacement, fiber optic interconnect with St. Charles Road, electronic blank-out sign, roadway lighting, ADA sidewalk improvements, pavement marking replacements |
| Taylor Avenue Underpass | 2028 | Detector loop replacement, remote signal monitoring, pavement marking replacements, advance warning signs |

Plans will be prepared in CAD at a 1" = 20' horizontal scale. The plan set will include the features necessary to construct the improvements. We anticipate that this will include the following sheets:

- Cover Sheet
- General Notes
- Summary of Quantities
- Erosion Control Plan
- Restoration/Landscape Plan
- ADA Design Plans
- Traffic Signal and Lighting Plans
- Traffic Signal and Lighting Cable Plans
- Interconnect Plans
- Traffic Signal Details
- Roadway Lighting Details
- Traffic Control & Protection

Additional contract documents, including the Special Provisions, stormwater pollution prevention plan (SWPPP), and Engineer's Estimate of Cost, will be prepared. AECOM will work with the Village to revise the Special Provisions to align with the Village's specific requirements for the project. This includes wording to limit the impacts of the work on adjacent properties, including routes leading to local schools, like the Forest Glen Elementary School and the College of DuPage.

Design submittals will be made at the preliminary (60%), pre-final (90%) and final (100%) stages. Village comments will be addressed after the first two submittal stages. After construction has concluded, AECOM will update the plans to create as-built documents that reflect the completed work.

Deliverables:

- Electronic (PDF format) PS&E documents at the conceptual preliminary, pre-final, and final design stages
- As-built documentation

Task 2.3 Traffic Signal Timing Optimization

Optimized traffic signal timing plans will be developed for each noted traffic signal. This will require the collection of traffic counts, existing signal timing plans, traffic volume projections, and generation of new timing plans through the use of Synchro traffic capacity software. Signal timings will be reviewed and modified as necessary after modernization to account for changes in traffic patterns.

Task 2.4 Permits

The need for additional easements is not expected and not included in this scope. Permits will be developed based on the type and location of the proposed activities. This could involve the Village, DuPage County, IDOT, Illinois Environmental Protection Agency (IEPA), and the Illinois Department of Natural Resources (IDNR), or other jurisdictions. For example, design phase activities that involve accessing and/or working within IDOT Right of Way (ROW) require IDOT approval by the IDOT Traffic Permit Department. The requirements to secure these types of permits include development of an IDOT Letter of Authority (for work within IDOT ROW), which requires a Letter of Request, a certificate of insurance, IDOT control forms, municipality reviews, and associated exhibits.

Deliverables:

- Permit documentation in accordance with applicable agency requirements

Task 2.5 Assistance During Bid Process

After design approval, AECOM will support the Village through the procurement and construction process for each PS&E package (3). This will include developing the notice to advertise the Request for Bids and responding to requests for information (RFIs) generated by prospective bidders, which will be documented in an RFI log. If necessary, AECOM will implement changes to the construction documents through addenda to the plans, specifications, and estimates. AECOM will also provide review of references for the two lowest bidders to support award of the contract.

Deliverables:

- RFI responses (as necessary)
- RFI log (as necessary)
- Construction document addenda (as necessary)

Task 2.6 Meetings

Meetings during the second phase of the project will be linked to PS&E development and procurement. These include:

- Kickoff meeting (3)
- Permit meetings (6)
- Review meeting for the 60% PS&E package (3)
- Review meeting for the 90% PS&E package (3)
- Pre-Bid meeting (3)
- Pre-Construction meeting (3)
- Construction stage meeting (6)

Deliverables:

- Project meeting agenda and notes

Task 2.7 Project Management and QA/QC

AECOM will continue to provide regular management and administration of the project during the second phase of the project. This includes updates to the project Safety, Health, and Environment (SH&E) plan and Quality Management Plan (QMP).

Deliverables:

Scope of Work
Glen Ellyn Traffic Signal Modernization

- Monthly invoices with progress reports
- SH&E Plan and QMP updates



2024 Glen Ellyn Traffic Signal Modernization Project
Hours Estimate of Consultant Services
February 19, 2025

| Sheet / Activity | Principal | Project Manager | Technical Specialist | Senior Engineer | Engineer | Engineer Tech., CADD | Admin. | Sub-Totals |
|--|-----------|-----------------|----------------------|-----------------|------------|----------------------|-----------|------------------|
| Assignment 2 - Traffic Signal Modernization Design and Deployment Support | | | | | | | | |
| Task 2.1 - Topographic Survey, Data Collection, and Utility Coordination | | | | | | | | |
| Topographic survey | | | | | | | | See direct costs |
| Utility coordination | | 0 | | | 0 | 2 | | 2 |
| Task 2.2 - Plans, Specifications, and Estimates | | | | | | | | |
| Preliminary plan development | 14 | | 7 | 81 | 77 | 46 | | 225 |
| Pre-final plan development | 9 | | 4 | 40 | 52 | 26 | | 131 |
| Final plan development | 6 | | 3 | 15 | 26 | 8 | | 58 |
| Roadway lighting design | | 12 | | 24 | 48 | 24 | | 108 |
| Civil design: ADA, roadway | | 5 | | | 60 | | | 65 |
| Stormwater pollution prevention plan | | 2 | | | 20 | | | 22 |
| Special provisions | 3 | | 6 | 6 | 30 | | | 45 |
| Cost estimate | 2 | | 6 | 10 | 14 | | | 32 |
| Compile PSE packages (3) | | 3 | | 12 | 24 | 12 | | 51 |
| Task 2.3 - Traffic Signal Timing Optimization | | | | | | | | |
| Analyze raw data and Synchro analysis | | | | 4 | 16 | | | 20 |
| Develop timing plans (AM/Midday/PM) | | 2 | | 4 | 12 | | | 18 |
| Update timing plans (AM/Midday/PM) | | 2 | | 2 | 4 | | | 8 |
| Documentation/reporting | | 2 | | 8 | 8 | | | 18 |
| Task 2.4 - Permits | | | | | | | | |
| Permitting | | 2 | | | 10 | | | 12 |
| Task 2.5 - Assistance During Bid Process and Construction Phase | | | | | | | | |
| RFP notice to advertise | | 4 | | 12 | 20 | | | 36 |
| RFI responses | 4 | 4 | 4 | 4 | 20 | | | 36 |
| As-built plan development | | | | 4 | 12 | 12 | 20 | 48 |
| Task 2.6 - Meetings and Coordination | | | | | | | | |
| Kickoff Meeting (3) | 6 | | | 6 | 6 | | | 18 |
| PSE review meetings (4) | 4 | | | 4 | 4 | | | 12 |
| Permit meetings (6) | | 6 | | | 6 | | | 12 |
| Pre-bid meeting (3) | 6 | | | | 6 | | | 12 |
| Construction meetings (6) | 6 | | | 6 | 6 | 6 | | 24 |
| Task 2.7 - Project Management and QA/QC | | | | | | | | |
| Monthly invoices and progress reports | | 16 | | | | | 16 | 32 |
| Project Safety, Health, and Environment Plan update | | 2 | | | | | | 2 |
| Project Quality Management Plan update | | 2 | | | | | | 2 |
| Sub Total Assignment 2 = | 60 | 64 | 30 | 242 | 481 | 136 | 36 | 1049 |



AECOM
 650 Warrenville Road
 Lisle, IL 60532
 www.aecom.com

2024 Glen Ellyn Traffic Signal Modernization Project
Cost Estimate of Consultant Services
February 19, 2025

| ITEM | Hours | Hourly Rate | Direct Labor | Overhead 125.50% | Profit 10.00% | Total Fee |
|--|-------------|-------------|--------------|---------------------|------------------|---------------------|
| Assignment 2 - Traffic Signal Modernization Design and Deployment Support | | | | | | |
| Principal | 60 | \$110.00 | \$6,600.00 | \$8,283.00 | \$1,488.30 | \$16,371.30 |
| Project Manager | 64 | \$94.00 | \$6,016.00 | \$7,550.08 | \$1,356.61 | \$14,922.69 |
| Technical Specialist | 30 | \$49.00 | \$1,470.00 | \$1,844.85 | \$331.49 | \$3,646.34 |
| Senior Engineer | 242 | \$54.00 | \$13,068.00 | \$16,400.34 | \$2,946.83 | \$32,415.17 |
| Engineer | 481 | \$49.00 | \$23,569.00 | \$29,579.10 | \$5,314.81 | \$58,462.90 |
| Engineer Tech., CADD | 136 | \$48.00 | \$6,528.00 | \$8,192.64 | \$1,472.06 | \$16,192.70 |
| Admin. | 36 | \$35.00 | \$1,260.00 | \$1,581.30 | \$284.13 | \$3,125.43 |
| | | | | | | |
| Sub Total Assignment 2 = | 1049 | | | | | \$145,136.54 |

SUMMARY

| ITEM | Hours/ Units | Unit Cost | Total Fee | Direct Costs | Subconsultant Cost | % of Total |
|--------------------------------------|-----------------|--------------|--------------|--------------|--------------------|------------|
| AECOM | 1049 | | \$145,136.54 | | | 71.24% |
| Reimbursable and Direct Costs | | | | | | |
| Printing | 1 | \$ 100.00 | | \$100.00 | | 0.05% |
| Vehicle costs | 5 | \$ 65.00 | | \$325.00 | | 0.16% |
| Traffic counts (Quality Counts) | 1 | \$ 3,650.00 | | \$3,650.00 | | 1.79% |
| Geotechnical (Wang Engineering) | 1 | \$ 12,600.00 | | \$12,600.00 | | 6.18% |
| Survey (American Surveying & Eng) | 1 | \$ 41,915.05 | | \$41,915.05 | | 20.57% |
| Total | | | \$145,136.54 | \$58,590.05 | \$0.00 | 100.00% |

| | |
|---------------------------------|---------------------|
| Total Not to Exceed Cost | \$203,726.59 |
|---------------------------------|---------------------|



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

Meeting 3/12/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Derek Peebles

**AGENDA ITEM (ID
2025-198)**

DOC ID: 2025-198

Crescent-Glenwood Parking Lot and Median Rehabilitation – 60 Percent Plan Review

Statement of the Issue:

Based upon guidance from the Capital Improvements Commission and then the Village Board, Public Works directed the project design consultant to proceed with 60 percent design on the “continuous curb” alternative for the Crescent-Glenwood parking lot. We have now received the draft plan set from the consultant and would like to review some of the design elements with the Commission.

Analysis:

The plan set is included as attachment for reference. Public Works staff have identified the following items for review and discussion:

1. Pedestrian access points between the parking lot and Crescent Boulevard sidewalk
2. Redesign of the southwest corner of the lot to discourage cut-through pedestrian use
3. Redesign of the east and southeast corner of the lot to provide an accessible pathway to the 505 Crescent Boulevard building west side entrance
4. Street furniture placement
5. Plantings selection
6. Lighting
7. Variations
8. Construction staging
9. Cost Estimate
10. Estimated Schedule

Note that Public Works staff are coordinating with Community Development on permitting of the parking lot and median rehabilitation. It is anticipated that the plans will be presented to the Plan Commission at their April 24, 2025 meeting for review of potential variations (landscaped islands, north row parking stall length). The goal is to advertise the project in May with bid opening in June and start of construction after the fourth of July holiday.

Budget Impact:

The current estimated cost of the construction (including construction engineering) is \$1,686,000.

The 2025 budget includes \$2,000,000 in Capital Funding for the project. Public Works is also coordinating with Finance regarding the use of Motor Fuel Tax funds toward the project.

Contribution to Strategic Plan

Action Requested:

Staff will review the highlighted design elements with and is requesting CIC feedback on these items and any other elements of the 60 percent design.

Attachments:

1. 03.12.25 CIC - Crescent-Glenwood 60pct Review Presentation
2. A1 - 2025_02_21 Crescent-Glenwood Lot Plans

CRESCENT-GLENWOOD PARKING LOT AND STREETScape IMPROVEMENTS – 60 PERCENT PLAN REVIEW



CAPITAL IMPROVEMENTS COMMISSION
March 12, 2025

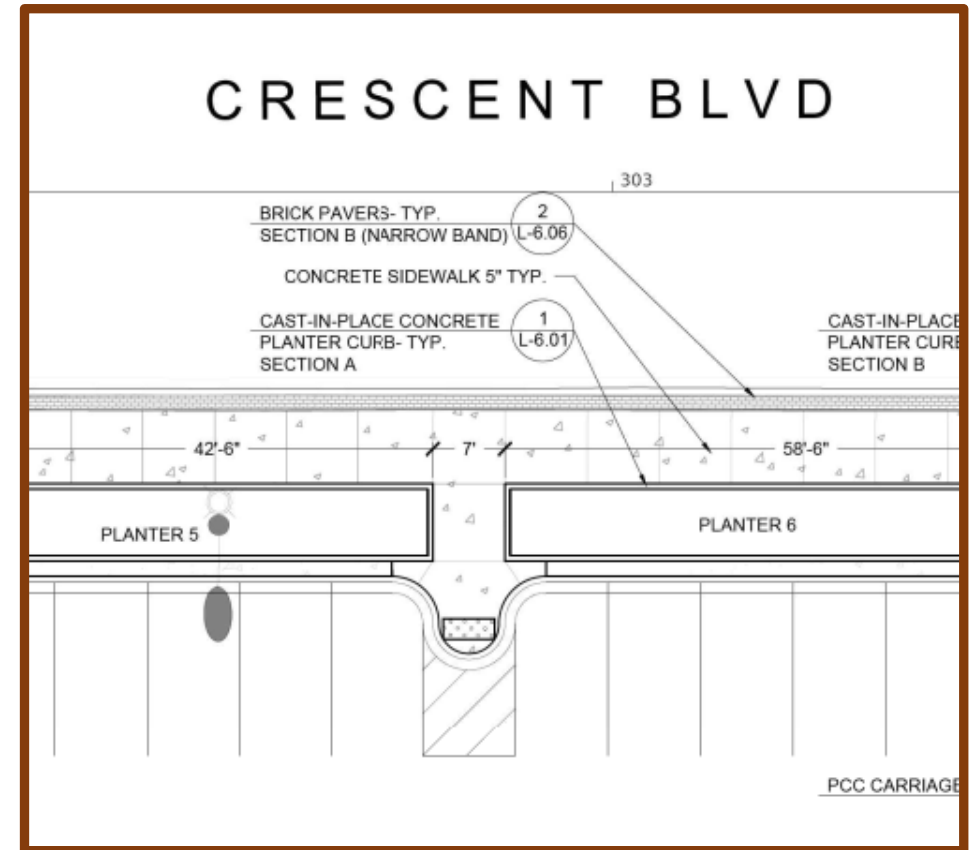
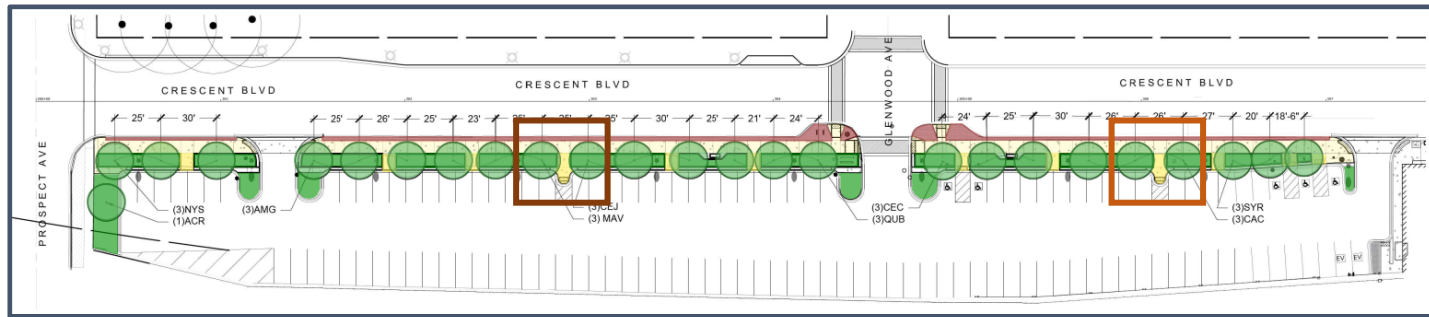
Topics for Discussion

1. Pedestrian Access
2. Southwest Corner
3. Southeast Corner
4. Street Furniture/Cutouts
5. Plantings
6. Lighting
7. Variations
8. Staging
9. Latest Cost Estimate
10. Schedule



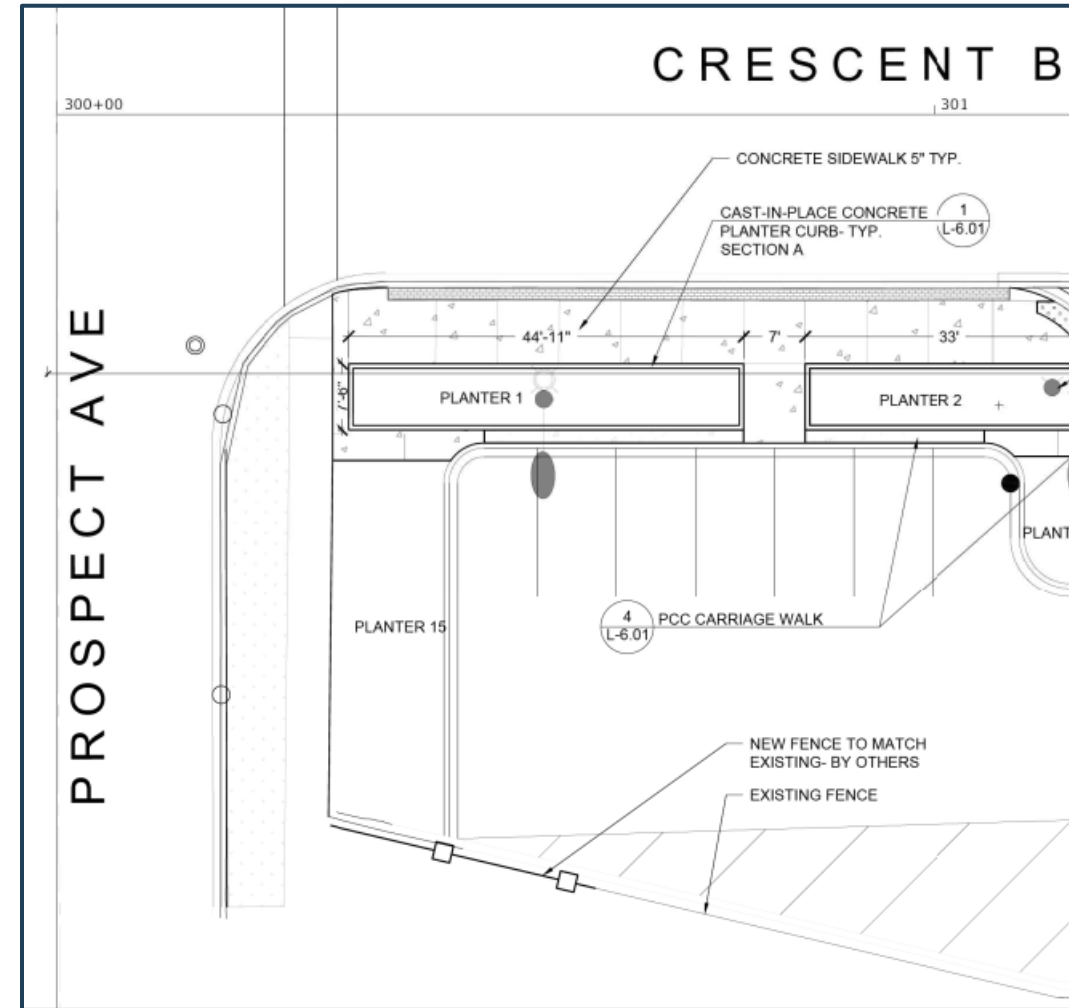
Pedestrian Access Points

- Landscaped islands converted to accessible access points
- Secondary access points between parking spaces – breaks up long planters



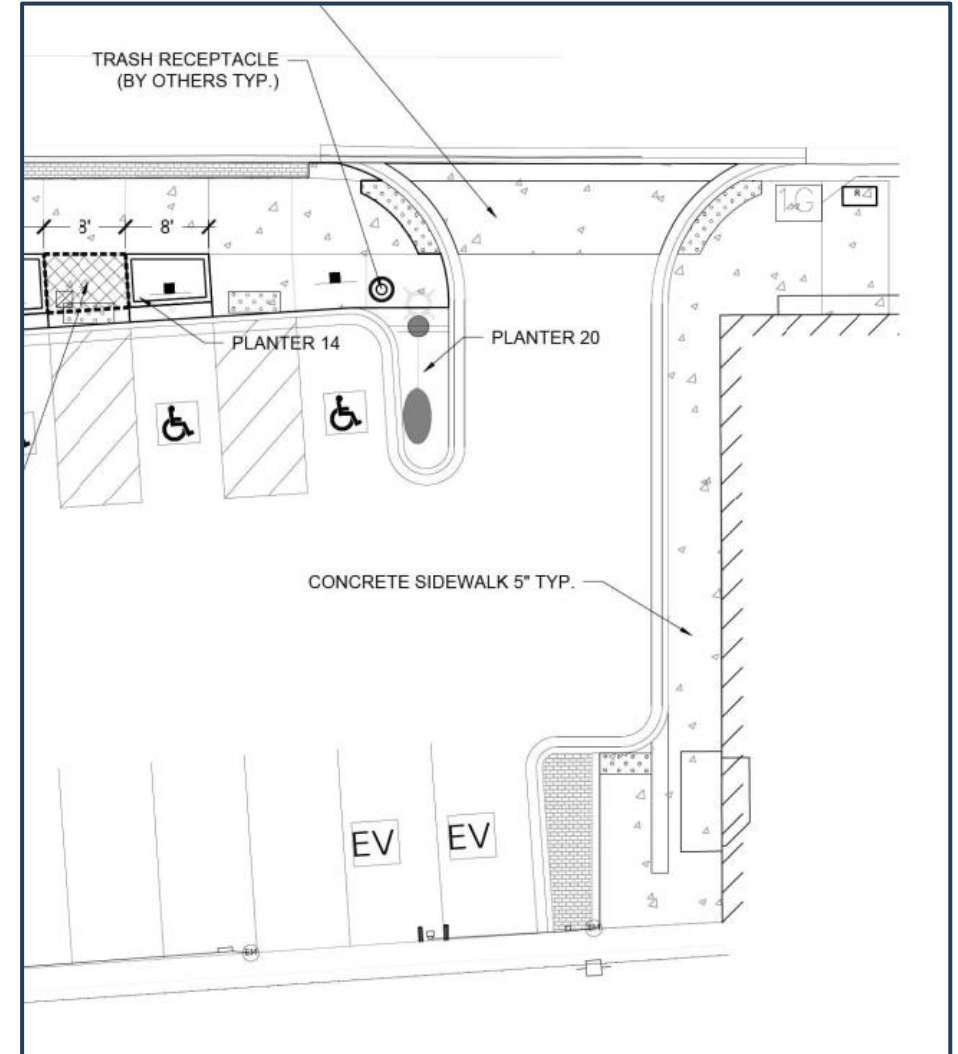
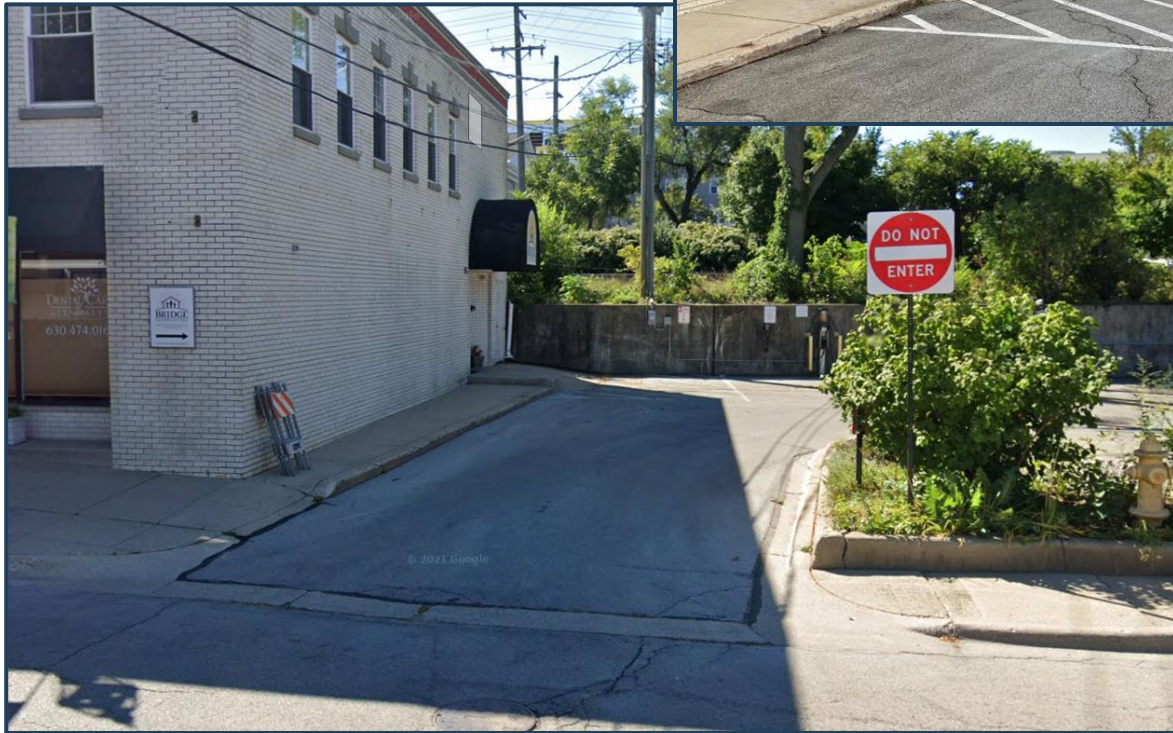
Southwest Corner

- Combination of fence extension and landscaping extension
- Consistent with ICC recommendation to close this access

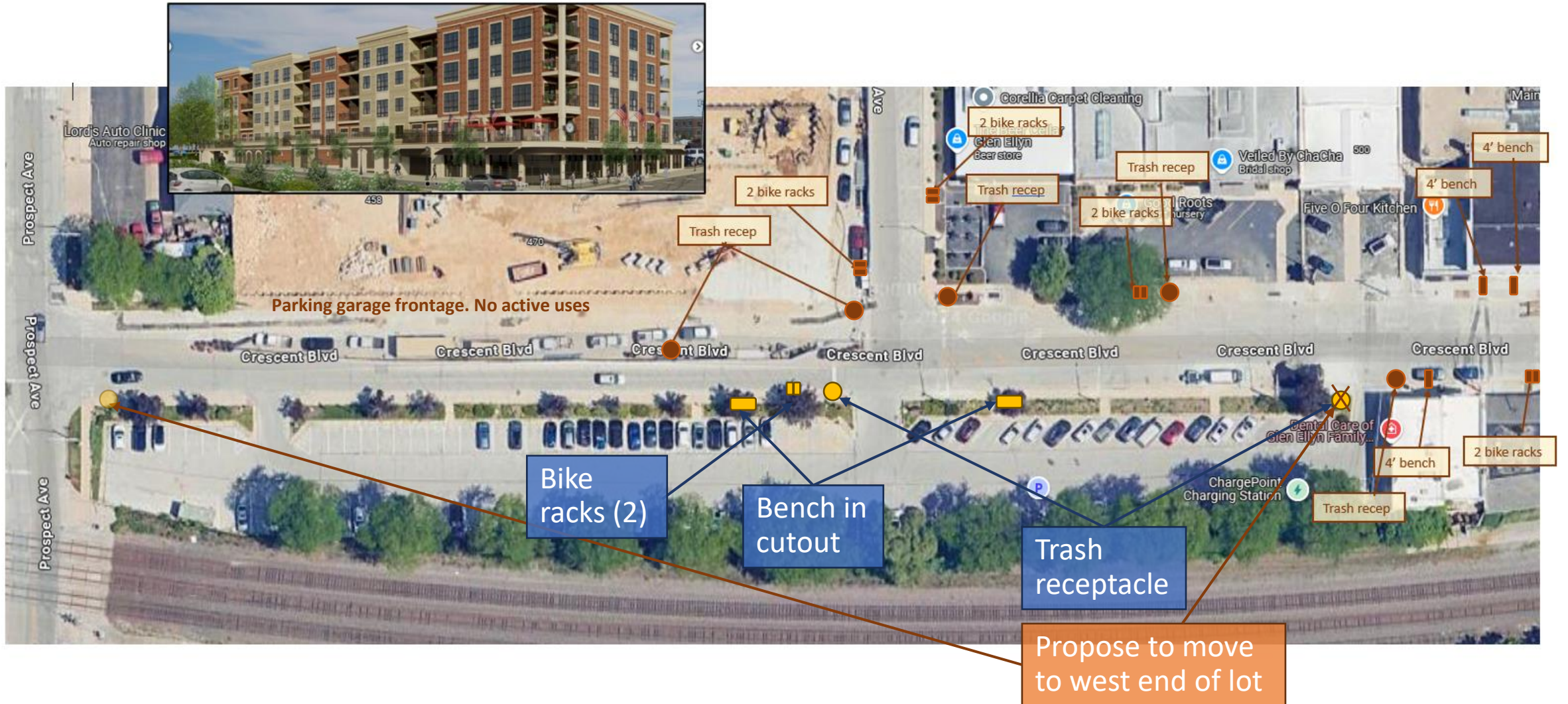


Southeast Corner

- Existing pinch point for 505 Crescent access
- Redesign with widened sidewalk and ramping



Street Furniture

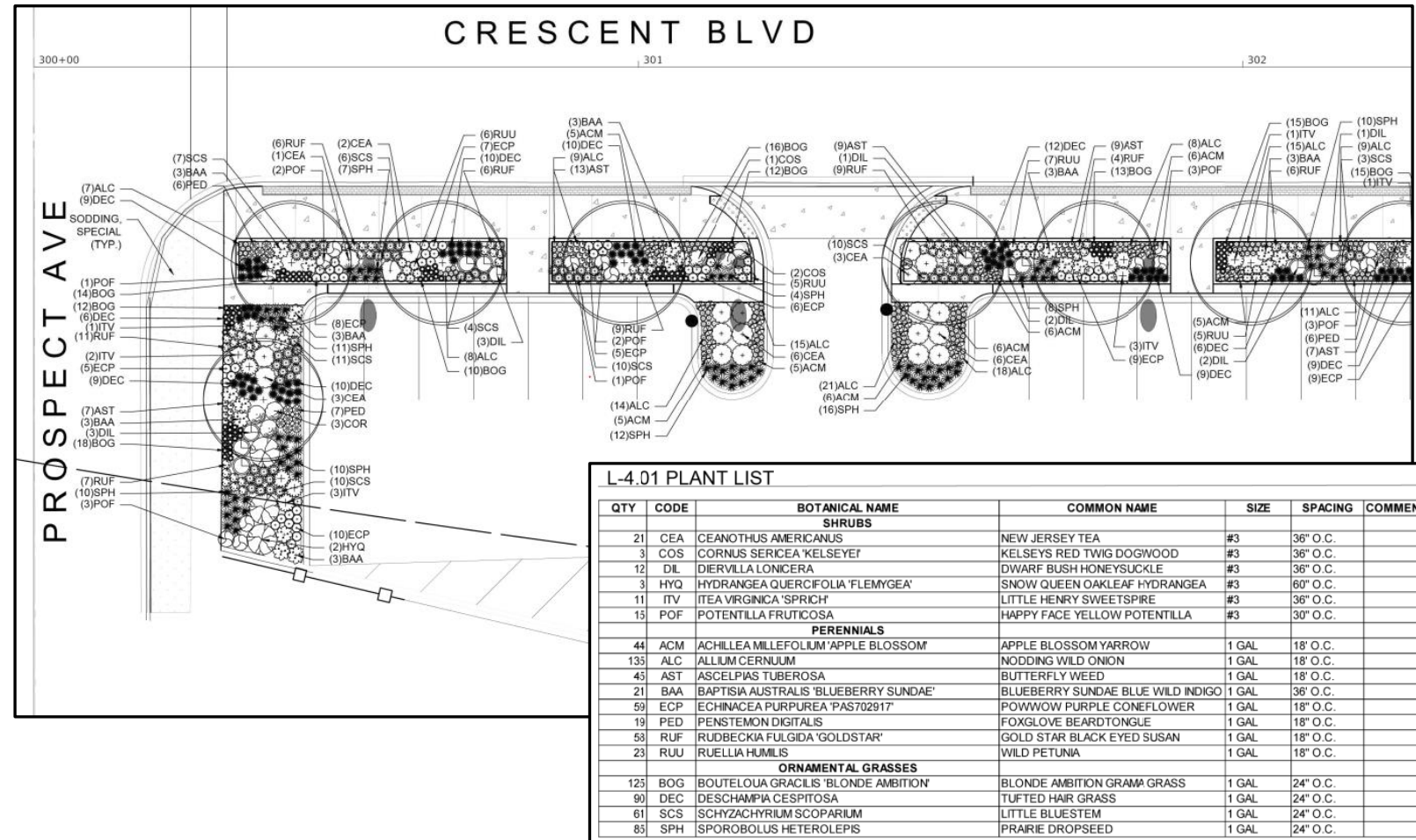


Plantings

- Emphasis on “lower” maintenance plantings: shrubs and grasses
- Sight lines around driveways/intersections

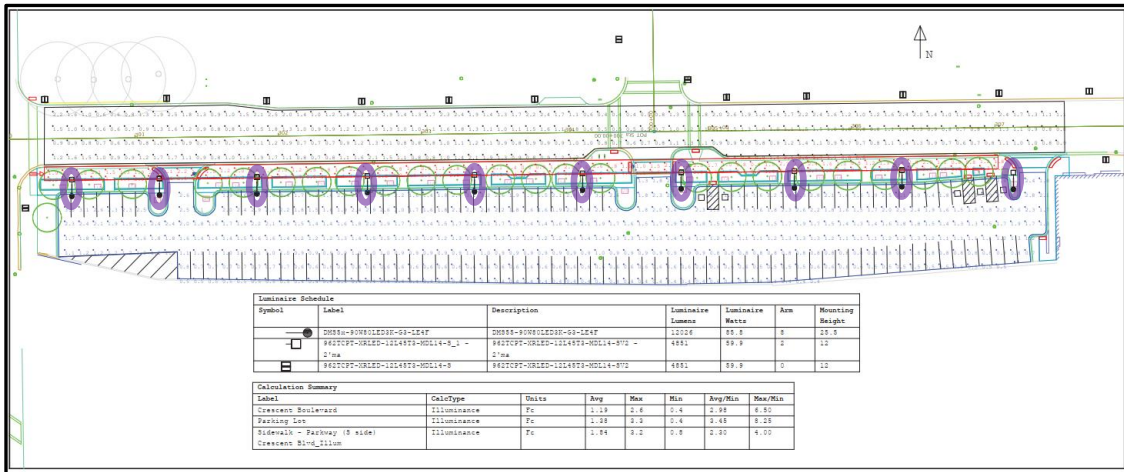


Original rendering (Caveats: plantings)



Lighting

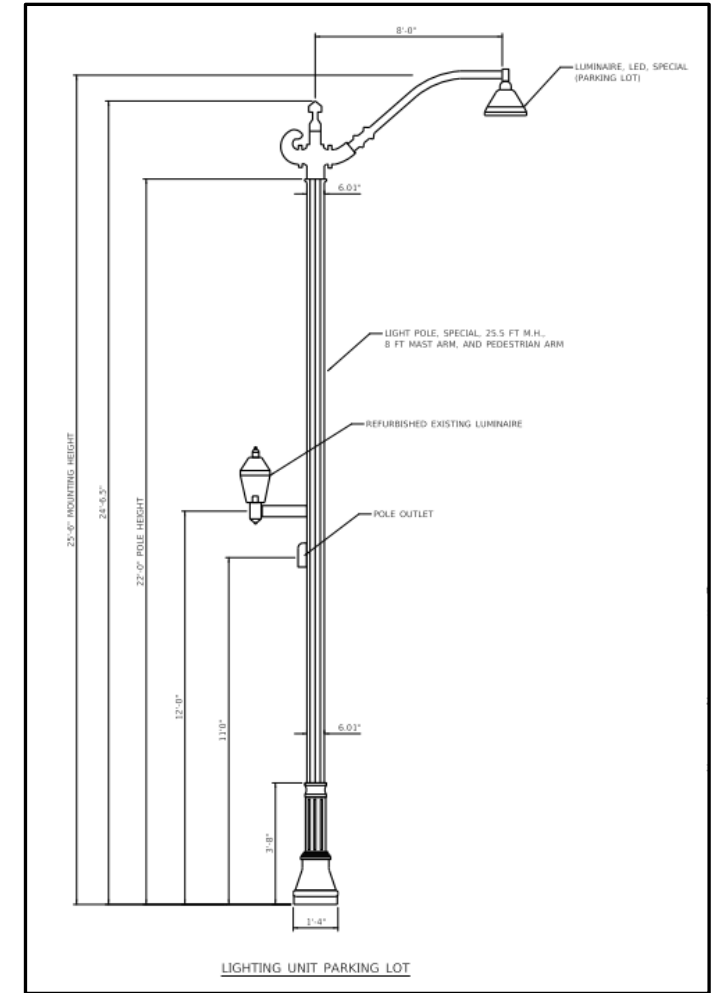
- Combination poles in the planter
 - Match streetscaping pole style
 - Use streetscape roadway fixture
 - Mast arm for parking lot lighting
- Roadway and parking lot photometrics



Ten (10) light pole locations



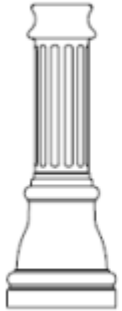
Original generic rendering – Parking Lot light will be taller



Plan detail

Lighting – Components

Charleston base = 16" diameter 44" high



Charleston

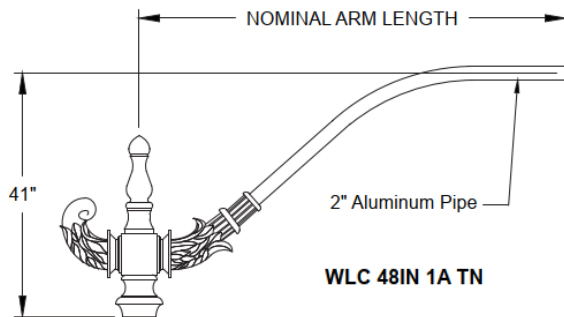
North Yorkshire = 17" diameter 25" high



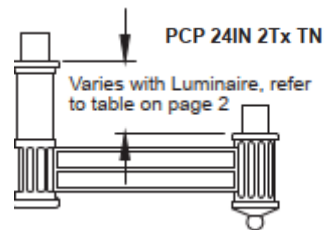
North Yorkshire

Pole Base

(Determines capability to handle banners and other accessories)

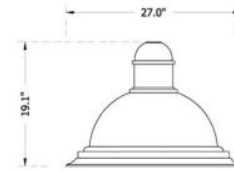


Parking Lot light long mast arm



Roadway light short mast arm
(Would be on one side only)

Sternberg Omega

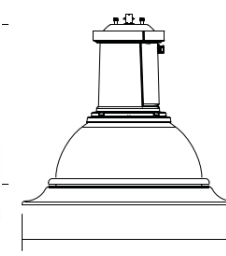


1527LED-F-FG

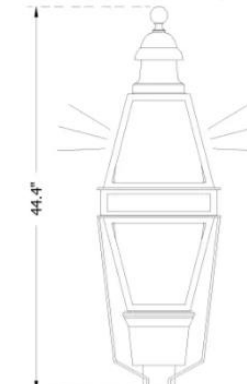
Parking Lot Luminaire

(Relatively comparable in photometric performance)

Lumec Domus



27 1/2" (698 mm)



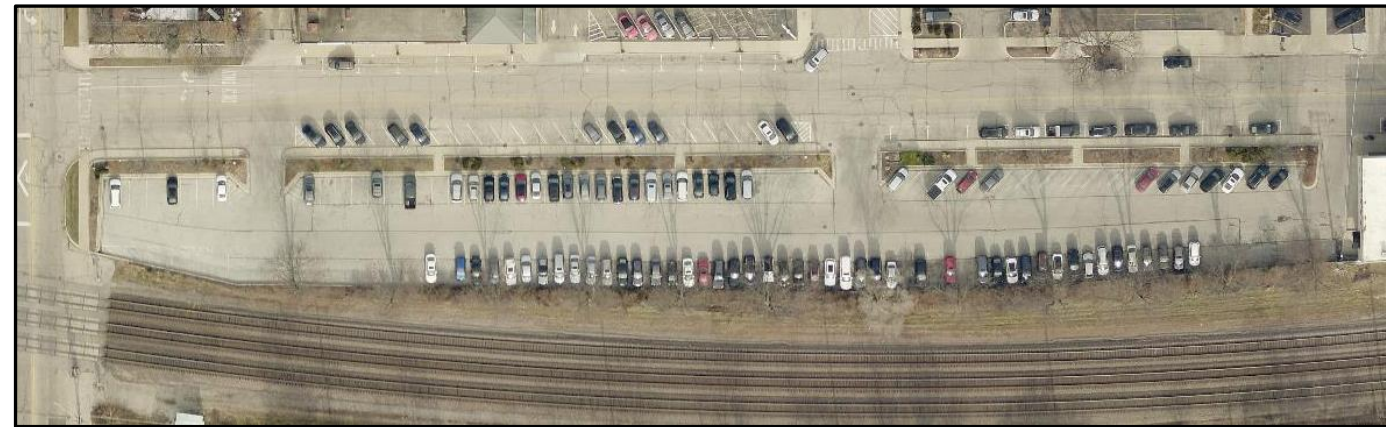
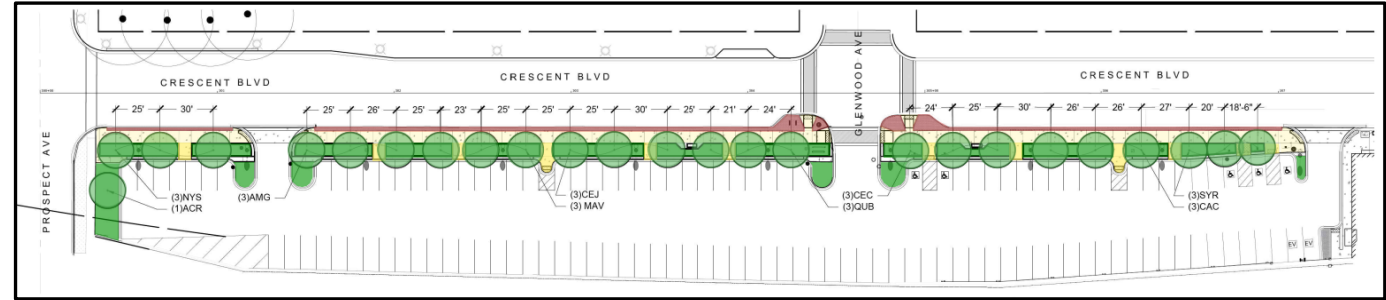
962TCGT

Roadway Luminaire

(Existing refurbished Sternberg fixture)

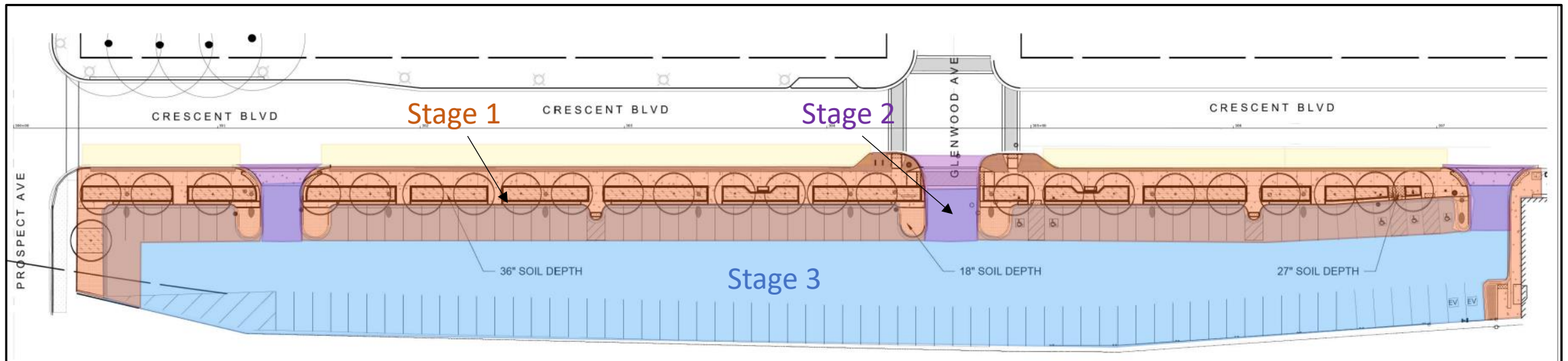
Variations

- Landscaped islands (VGE Code 10-5-8H)
 - South side impractical due to shading
 - North side preferred use as accessible pedestrian access
- Parking stall length (VGE Code 10-5-8I)
 - Pinch points at east and west ends of lot
 - 17' with 2' overhang matching existing
 - Generally improving lot configuration
- Plan Commission April 24th



Preliminary Staging Plan

- **Stage 1:** Median construction (orange)
 - North row of parking for work zone
 - Duration: TBD
- **Stage 2:** Driveways construction (purple)
 - Sub-stages to keep lot open
 - Duration: TBD
- **Stage 3:** Parking Lot resurfacing and striping (Blue)
 - Entire lot closed
 - Duration: 1 week
- **Total Estimated Project Duration: 6 weeks**

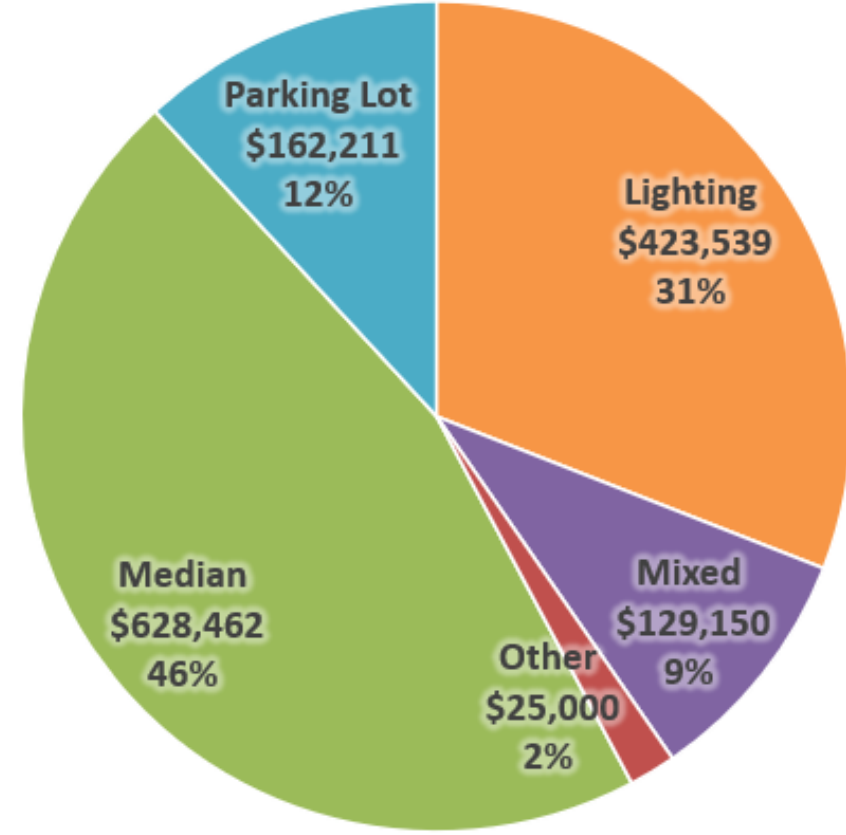


Preliminary Cost Estimate

- Total Est: \$1,686,000
 - Construction Engr: \$181,000
 - Construction: \$1,505,000
 - Includes 10% contingency

Excerpt - Contract Pricing List
Response: Estimate of Cost
Reference: 20, 2020

| NO | ITEM | DESCRIPTION | UNIT | QTY | UNIT PRICE | TOTAL | ESTIMATE |
|-----|----------|-------------|-------|-----|------------|----------|----------|
| 1 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 2 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 3 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 4 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 5 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 6 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 7 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 8 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 9 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 10 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 11 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 12 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 13 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 14 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 15 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 16 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 17 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 18 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 19 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 20 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 21 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 22 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 23 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 24 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 25 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 26 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 27 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 28 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 29 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 30 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 31 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 32 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 33 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 34 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 35 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 36 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 37 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 38 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 39 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 40 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 41 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 42 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 43 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 44 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 45 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 46 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 47 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 48 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 49 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 50 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 51 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 52 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 53 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 54 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 55 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 56 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 57 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 58 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 59 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 60 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 61 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 62 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 63 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 64 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 65 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 66 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 67 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 68 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 69 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 70 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 71 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 72 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 73 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 74 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 75 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 76 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 77 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 78 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 79 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 80 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 81 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 82 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 83 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 84 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 85 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 86 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 87 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 88 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 89 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 90 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 91 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 92 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 93 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 94 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 95 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 96 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 97 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 98 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 99 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |
| 100 | CONCRETE | CONCRETE | CU YD | 100 | 10.00 | 1,000.00 | 1,000.00 |



Tentative Schedule

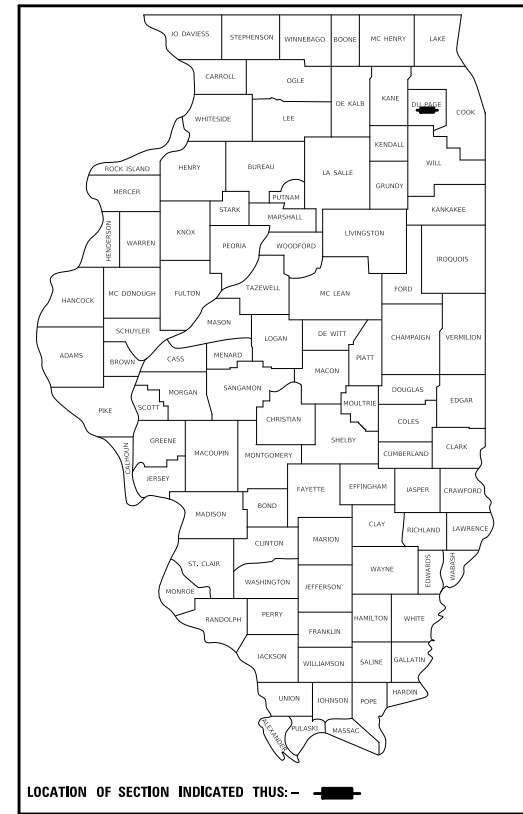
- Targeted start early July
- Potential Delay Factors
 - IDOT MFT approval process
 - Materials fabrication/ship times

| | |
|------|---|
| 3/31 | Final Plans for Plan Commission public notice |
| 4/24 | Plan Commission Meeting to review variations |
| 5/12 | Board Meeting to review variations |
| | |
| 5/14 | Advertise Project for Bid |
| 5/21 | Voluntary Pre-Bid meeting |
| 6/4 | Bid Opening |
| 6/13 | Submit agenda materials for Board meeting |
| 6/23 | Board Meeting to review/approve bid award |
| 7/7 | Contracts executed, Notice to Proceed |



PLANS FOR PROPOSED STREETScape AND UTILITY IMPROVEMENTS – CRESCENT–GLENWOOD LOT

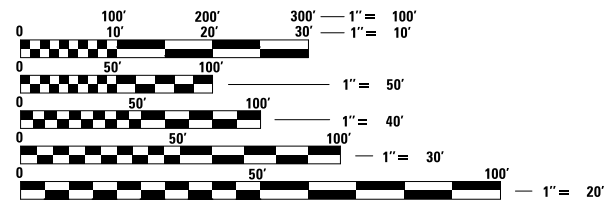
| | | | | |
|---|---------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 1 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



INDEX OF DRAWINGS

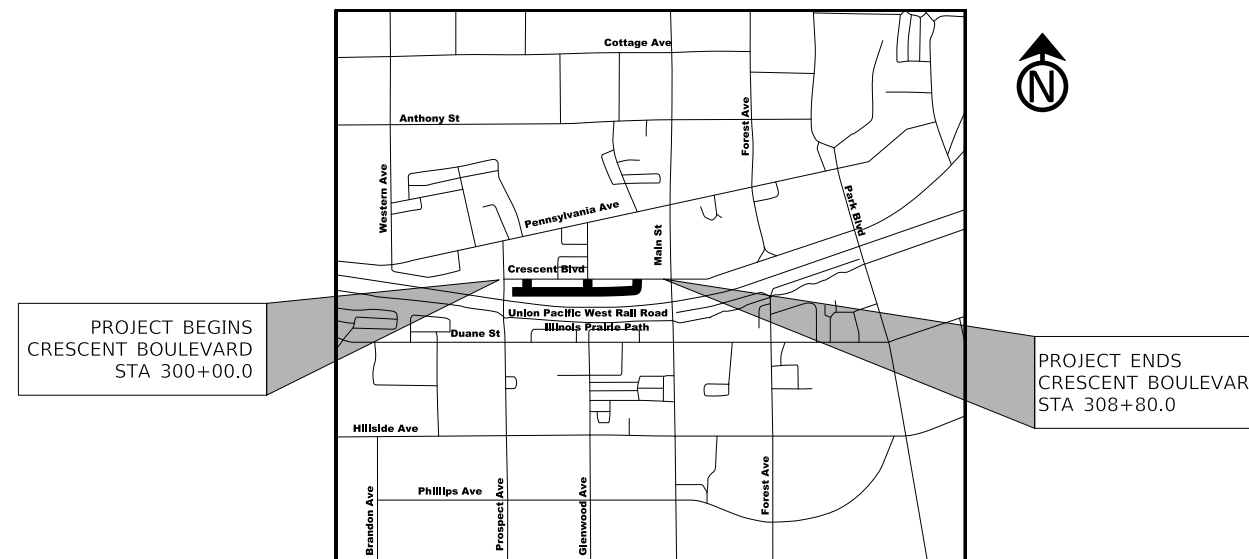
| SHEET NO. | DESCRIPTION |
|-----------|--------------------------------------|
| 1 | COVER SHEET |
| 2 | EXISTING CONDITIONS AND REMOVAL PLAN |
| 3 | PROPOSED PLAN |
| 4 | SITE GRADING AND DRAINAGE PLAN |
| 5-25 | SITE LANDSCAPING PLANS |
| 26-35 | LIGHTING PLANS |

DESIGN AND POSTED SPEED LIMIT: 30 MPH
ROADWAY CLASSIFICATION: VILLAGE LOCAL ROADS



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811



LOCATION MAP
NOT TO SCALE

PROJECT LENGTH:

CRESCENT BOULEVARD (STA 300+00.0 TO STA 308+80.0) – 880.0 FT (0.16667 MI)

PROJECT TOTAL – 880.0 FT (1.16667 MI) (GROSS)

PROJECT TOTAL – 880.0 FT (1.16667 MI) (NET)

APPLIES TO SHEETS 1 – 35









Kristin P. Kalitowski
REGISTERED P.E., STATE OF ILLINOIS EXPIRES 11/30/2023

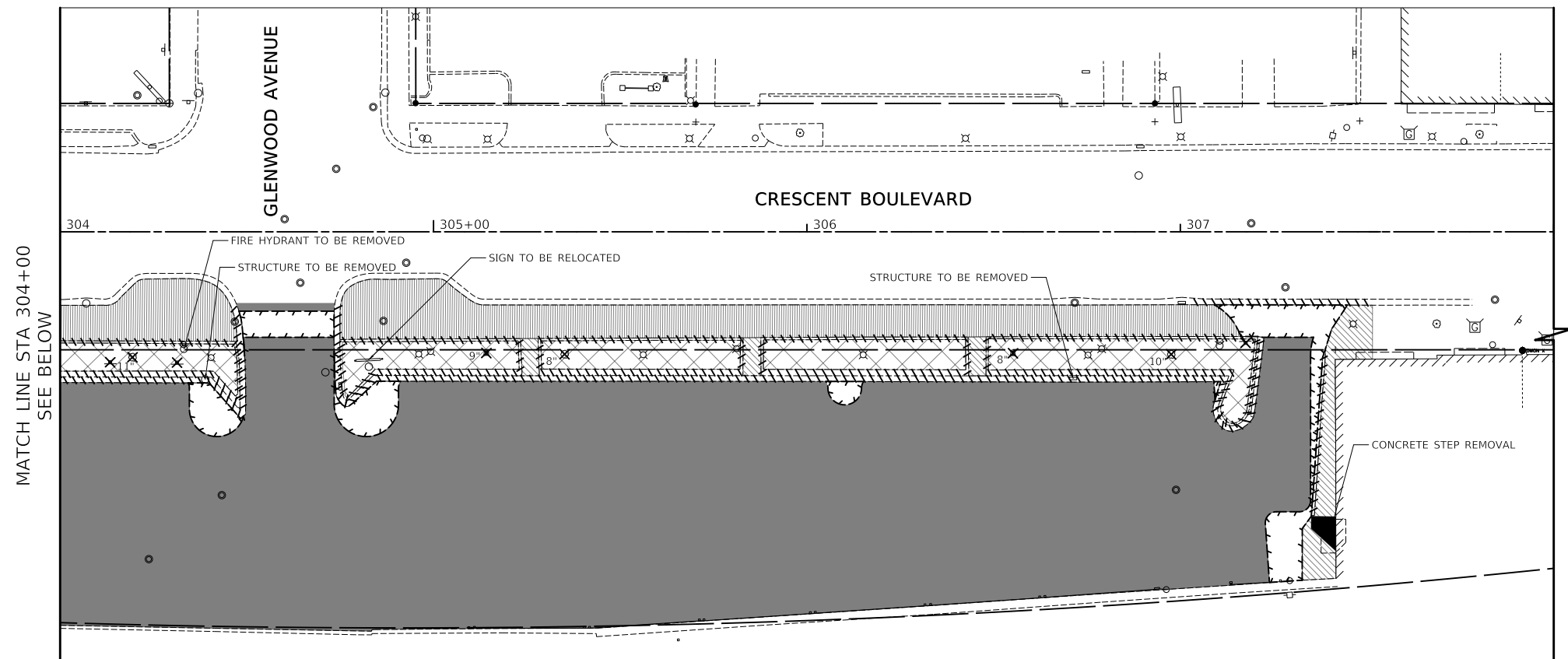
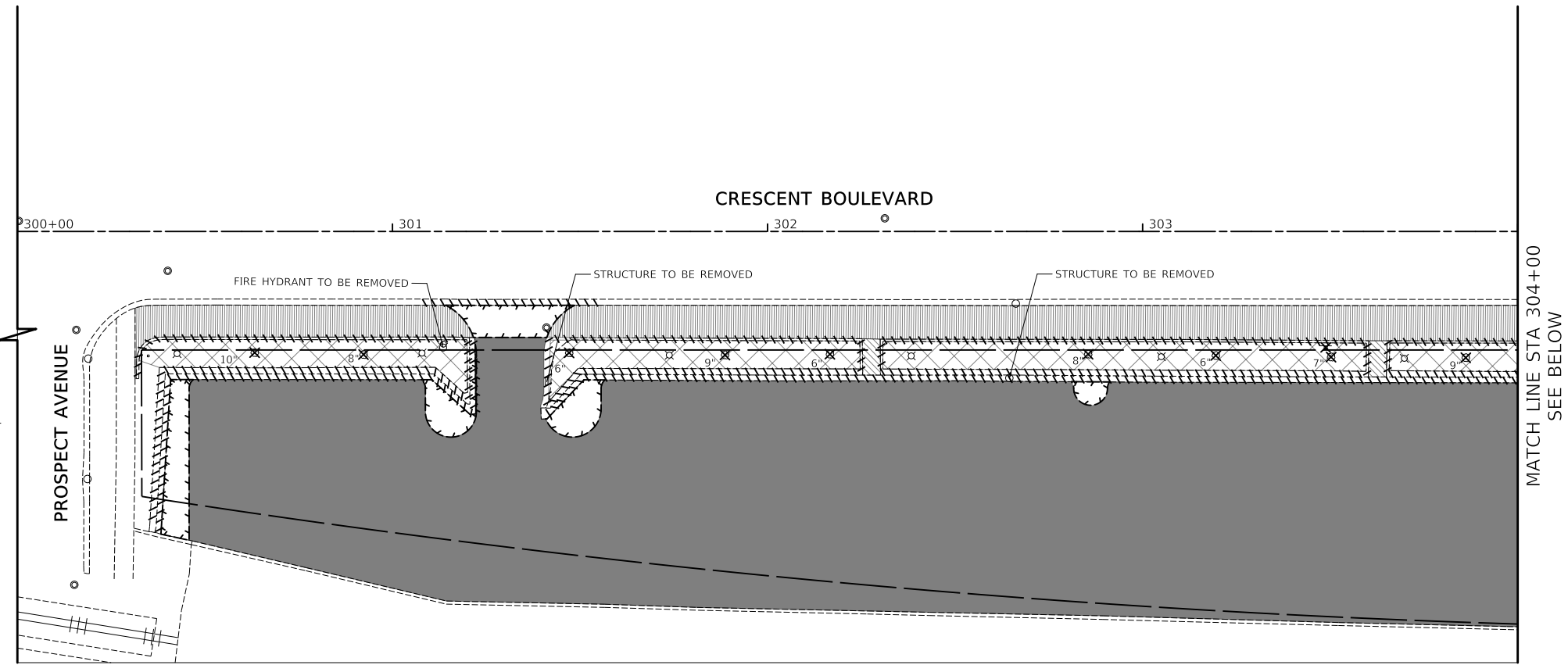
PLANS PREPARED BY: _____

Two Pierce Place, Suite 1400 - Itasca, Illinois 60143
Tel: 630.773.3900 - Fax: 630.773.3975
www.civiltechinc.com



LEGEND:

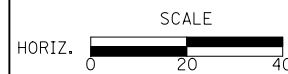
-  PAVEMENT REMOVAL
-  HMA SURFACE REMOVAL, 1-1/2"
-  HMA SIDEWALK REMOVAL
-  SIDEWALK REMOVAL
-  EARTH EXCAVATION
-  COMBINATION CURB AND GUTTER REMOVAL
-  TREE REMOVAL
-  SIGN PANEL AND POST REMOVAL



CIVILTECH
 Two Pierce Place, Suite 1400
 Itasca, Illinois 60143
 Tel: 630.773.3900 Fax: 630.773.3975
 www.civiltechinc.com

| | |
|------------------|-----------|
| DESIGNED - JNS | REVISED - |
| DRAWN - JNS | REVISED - |
| CHECKED - KRK | REVISED - |
| DATE - 2/21/2025 | REVISED - |

VILLAGE OF GLEN ELLYN



**EXISTING CONDITIONS AND REMOVAL PLAN
 CRESCENT-GLENWOOD LOT**

SHEET NO. 1 OF 1 SHEETS STA. 300+00 TO STA. 308+00

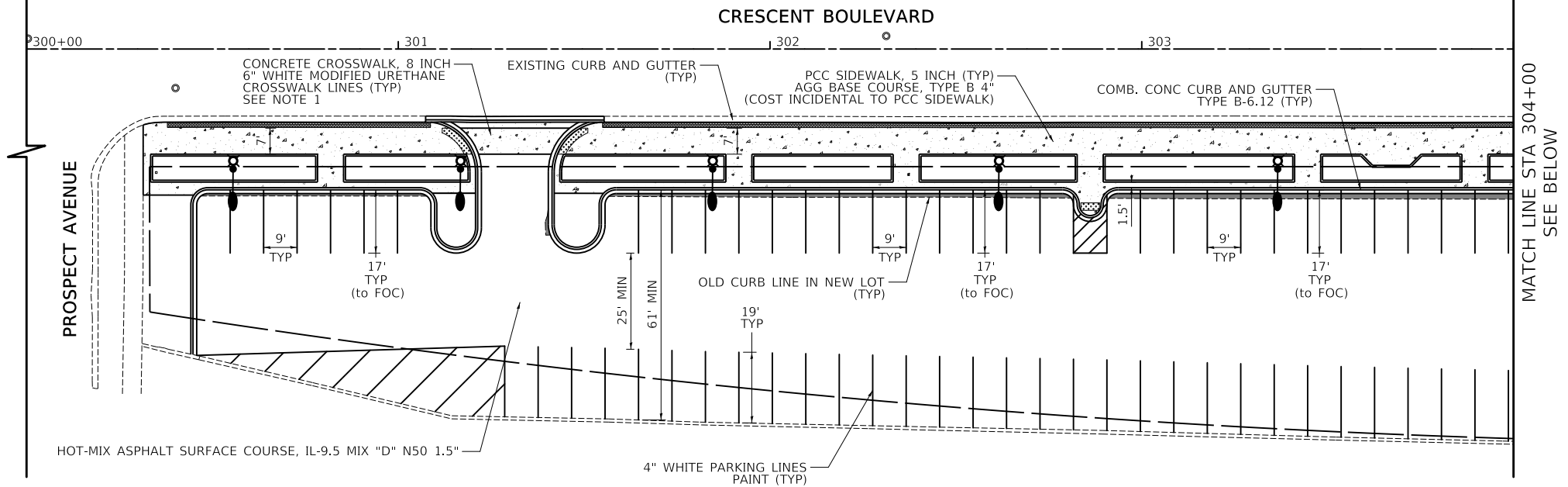
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------------|--------|--------------|-----------|
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 2 |

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

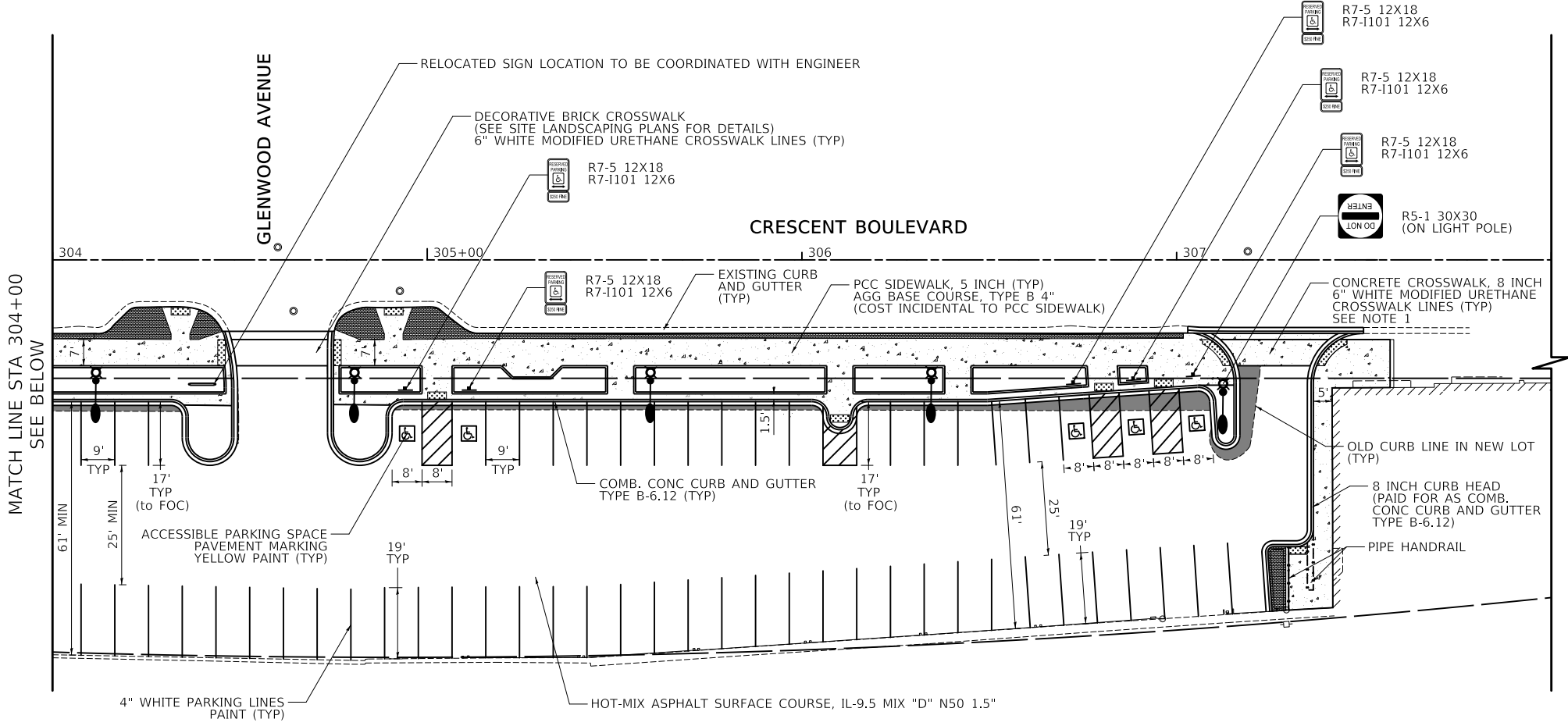


LEGEND:

- HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.5"
- PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 4"
- DECORATIVE BRICK SEE LANDSCAPING PLANS



MATCH LINE STA 304+00
SEE BELOW



MATCH LINE STA 304+00
SEE BELOW

NOTES

1. AREA BETWEEN CURB AND CROSSWALK SHALL BE CONSTRUCTED AND PAID FOR AS "CONCRETE CROSSWALK 8 INCH." CROSSWALK SHALL HAVE TOOLED JOINTS 7' APART ALIGNING WITH SIDEWALK.

CIVILTECH
 Two Pierce Place, Suite 1400
 Itasca, Illinois 60143
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 www.civiltechinc.com

| | |
|------------------|-----------|
| DESIGNED - JNS | REVISED - |
| DRAWN - JNS | REVISED - |
| CHECKED - KRK | REVISED - |
| DATE - 2/21/2025 | REVISED - |

VILLAGE OF GLEN ELLYN



**PROPOSED PLAN
CRESCENT-GLENWOOD LOT**

SHEET NO. 1 OF 1 SHEETS STA. 300+00 TO STA. 308+00

| | | | | |
|-------------|---------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 3 |



△ STA. 301+13.5, 31.0' RT
FIRE HYDRANT W/
AUX VALVE AND VALVE BOX

1 STA. 301+08.8, 41.8' RT
INLETS TA T3 F&G
RIM = 746.49
INV = 743.98 (PR 8" E)

2 STA. 301+40.4, 40.0' RT
CB TA T3 F&G
RIM = 745.77
INV = 743.45 (PR 8" W)
INV = 743.40 (EX 8" N)

3 STA. 302+64.5, 38.8' RT
CB TA T3 F&G
RIM = 743.07
INV = 737.65 (PR 12" E)
INV = 737.60 (EX 12" N)

4 STA. 302+81.1, 40.1' RT
INLETS TA T3 F&G
RIM = 742.82
INV = 737.93 (PR 12" W)

① 29' - STORM SEW CL A 1, 8" @ 2.00%

② 14' - STORM SEW CL A 1, 12" @ 2.00%

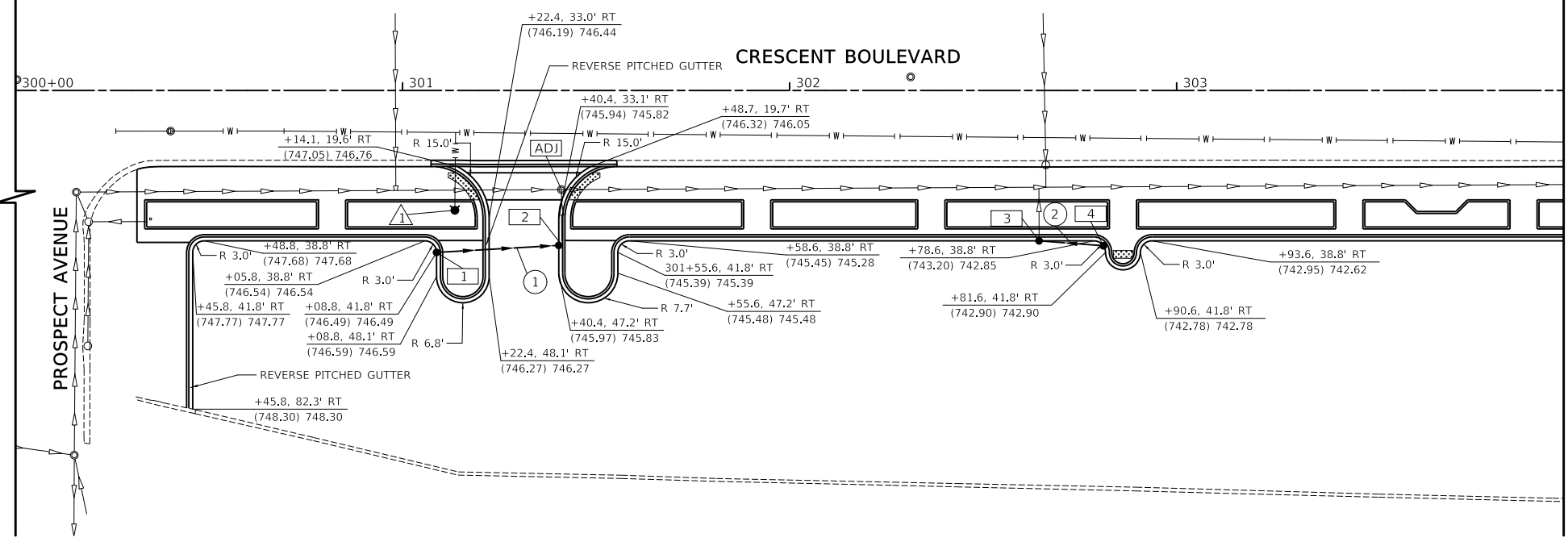
LEGEND:

X.XX%/XXX.XX PROPOSED SLOPE / ELEVATION

(X.XX%)/(XXX.XX) EXISTING SLOPE / ELEVATION

SP FRAMES AND LIDS TO BE ADJUSTED SPECIAL

ADJ STRUCTURE TO BE ADJUSTED (PAID FOR AS LABELED)



MATCH LINE STA 304+00
SEE BELOW



△ STA. 304+33.2, 31.4' RT
FIRE HYDRANT W/
AUX VALVE AND VALVE BOX

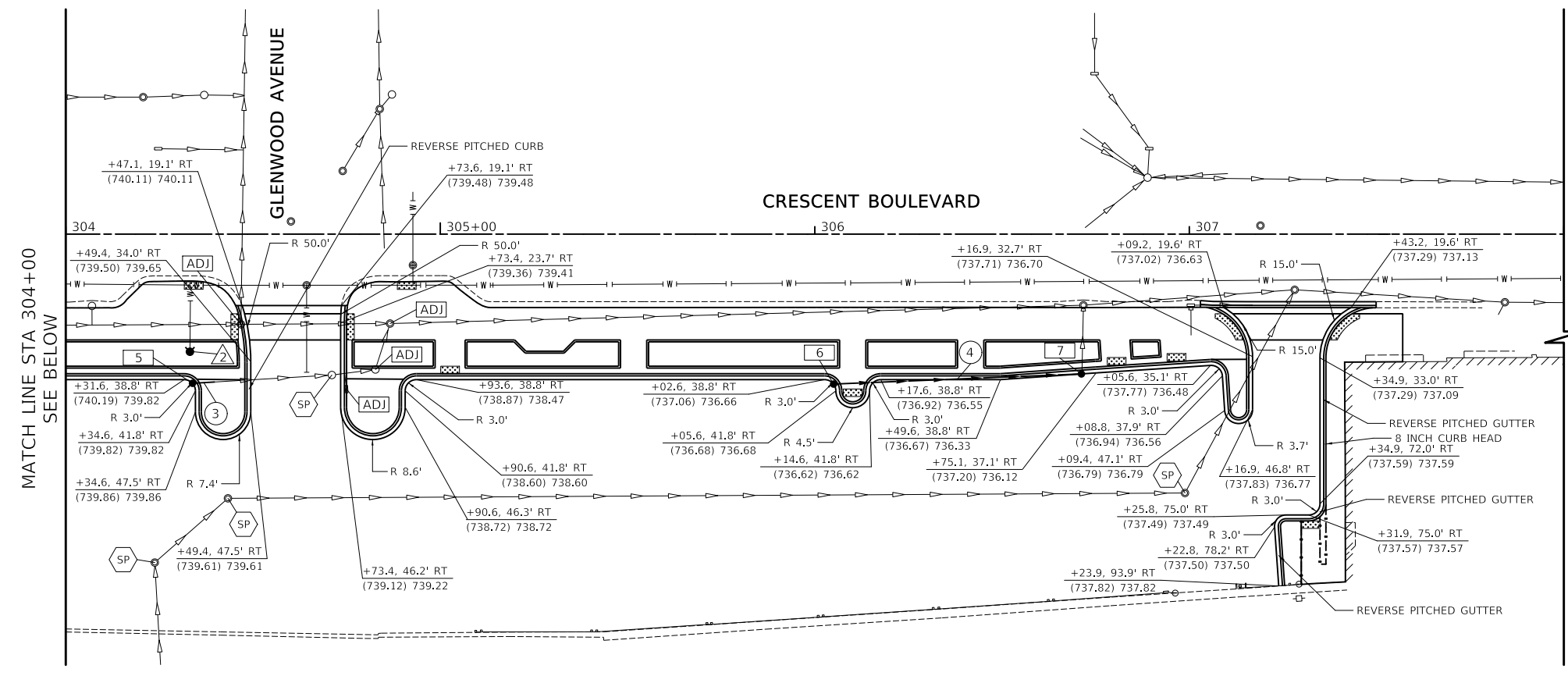
5 STA. 304+33.8, 39.8' RT
INLETS TA T3 F&G
RIM = 739.80
INV = 736.80 (PR 12" E)

6 STA. 306+05.0, 40.0' RT
INLETS TA T3 F&G
RIM = 736.66
INV = 734.40 (PR 12" E)

7 STA. 306+71.2, 37.3' RT
CB TA T3 F&G
RIM = 736.07
INV = 733.45 (PR 12" W)
INV = 733.40 (EX 12" N)

③ 5' - STORM SEW CL A 1, 12" @ 2.00%

④ 63' - STORM SEW CL A 1, 12" @ 1.50%



MATCH LINE STA 304+00
SEE BELOW

CIVILTECH
Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

| | |
|------------------|-----------|
| DESIGNED - JNS | REVISED - |
| DRAWN - JNS | REVISED - |
| CHECKED - KRK | REVISED - |
| DATE - 2/21/2025 | REVISED - |

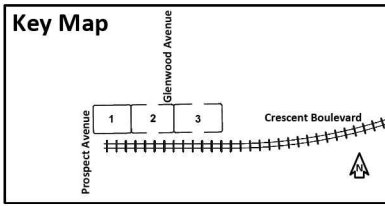
VILLAGE OF GLEN ELLYN



**SITE GRADING AND DRAINAGE PLAN
CRESCENT-GLENWOOD LOT**

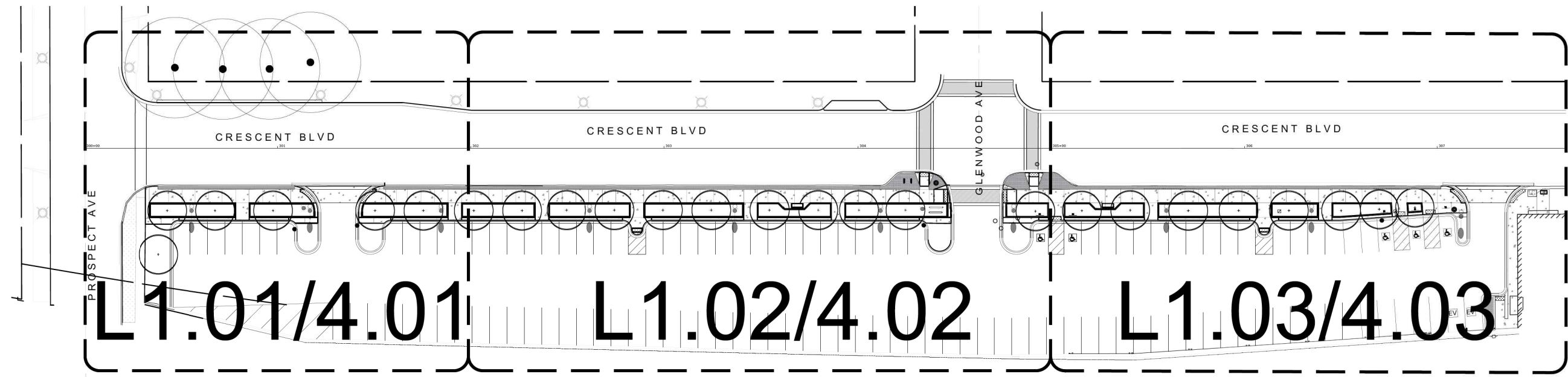
SHEET NO. 1 OF 1 SHEETS STA. 300+00 TO STA. 308+00

| | | | | |
|-------------|---------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 4 |

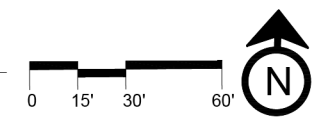


| | |
|---------------|--|
| DATE | |
| BY | |
| NO. | |
| FINAL SURVEY | |
| NO. BOOK | |
| NOTE | |
| PLOTTED | |
| TEMPLATE | |
| AREAS CHECKED | |

| | |
|-----------------|--|
| DATE | |
| BY | |
| NO. | |
| ORIGINAL SURVEY | |
| NO. BOOK | |
| NOTE | |
| PLOTTED | |
| TEMPLATE | |
| AREAS CHECKED | |

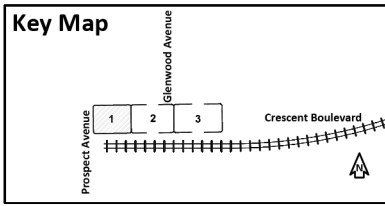


01 KEY MAP
1" = 30'-0"



SHEET LIST

| | |
|--------|--------------------------------------|
| L-1.01 | SITE MATERIALS & LAYOUT PLAN |
| L-1.02 | SITE MATERIALS & LAYOUT PLAN |
| L-1.03 | SITE MATERIALS & LAYOUT PLAN |
| L-2.01 | ENLARGEMENTS: PLANTER CURB LAYOUTS |
| L-2.02 | ENLARGEMENTS: PLANTER CURB LAYOUTS |
| L-3.01 | PLANTING PLAN: OVERALL TREE PLANTING |
| L-4.01 | PLANTING PLAN: UNDERSTORY PLANTING |
| L-4.02 | PLANTING PLAN: UNDERSTORY PLANTING |
| L-4.03 | PLANTING PLAN: UNDERSTORY PLANTING |
| L-5.01 | IRRIGATION PLAN |
| L-5.02 | IRRIGATION PLAN |
| L-5.03 | IRRIGATION PLAN |
| L-6.01 | PLANTER CURB DETAILS |
| L-6.02 | IRRIGATION DETAILS |
| L-6.03 | IRRIGATION LAYOUT |
| L-6.04 | IRRIGATION LAYOUT |
| L-6.05 | IRRIGATION LAYOUT |
| L-6.06 | BRICK PAVING DETAILS |
| L-6.07 | BRICK PAVING DETAILS |
| L-6.08 | PLANTING DETAILS |

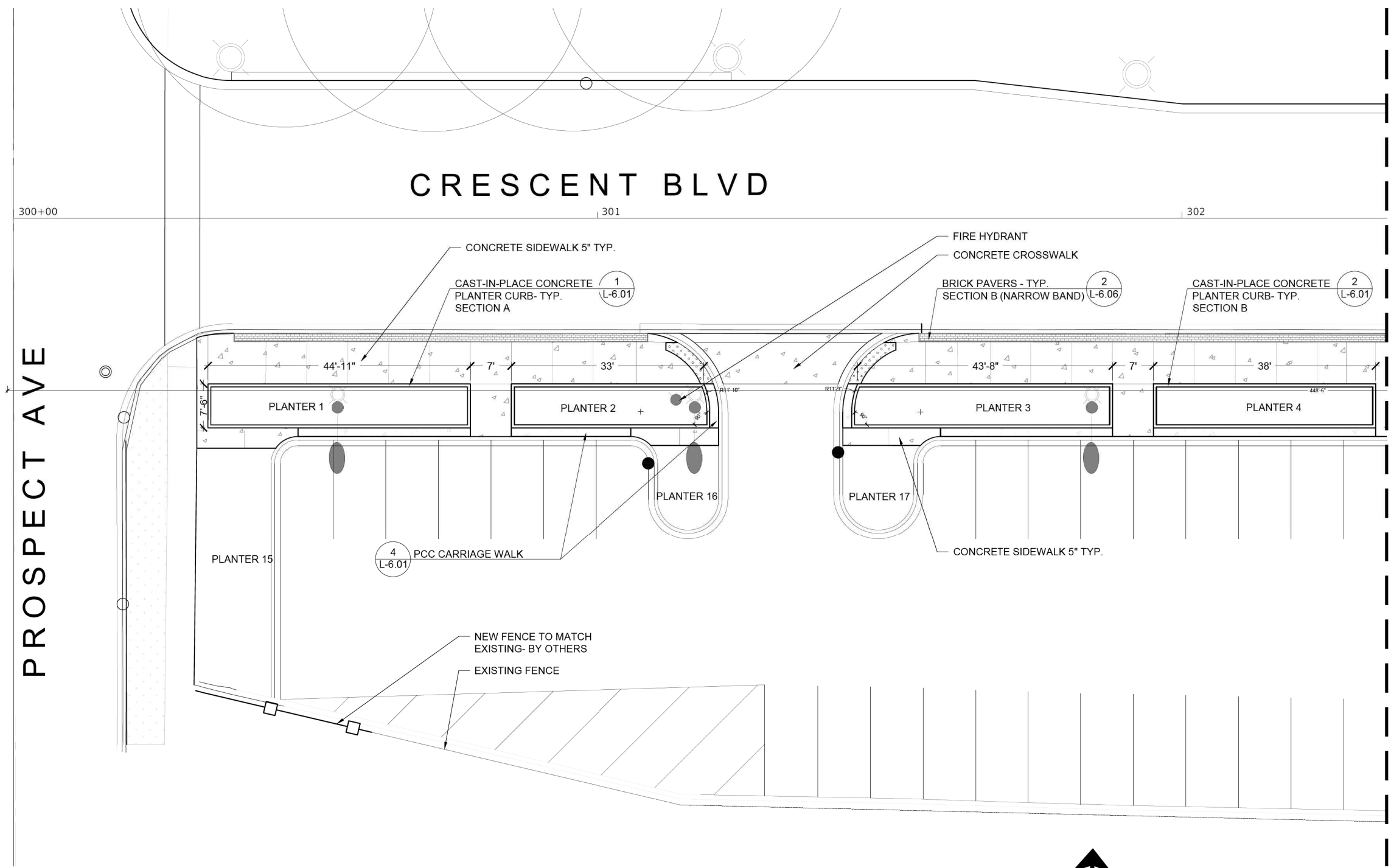


LEGEND

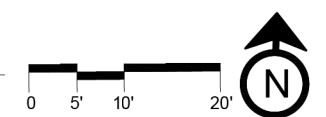
| | |
|--|--|
| | CONCRETE SIDEWALK |
| | BRICK PAVING |
| | PARKING LOT LIGHT WITH ATTACHED PEDESTRIAN LIGHT |
| | BIKE RACKS |
| | BENCHES |
| | TRASH/RECYCLING RECEPTACLES |

| | |
|---------------|------|
| FINAL SURVEY | NO. |
| SURVEYED | DATE |
| PLOTTED | BY |
| TEMPLATE | |
| AREAS CHECKED | |

| | |
|-----------------|------|
| ORIGINAL SURVEY | NO. |
| SURVEYED | DATE |
| PLOTTED | BY |
| TEMPLATE | |
| AREAS CHECKED | |



01 SITE MATERIALS AND LAYOUT PLAN
1" = 10'-0"



MATCHLINE - STA 302+35 (SEE L-1.02)

L-1.01

CIVILTECH
Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

| | |
|-------------------|-----------|
| DESIGNED — JLT | REVISED — |
| DRAWN — JLT | REVISED — |
| CHECKED — P.JH | REVISED — |
| DATE — 02/21/2025 | REVISED — |

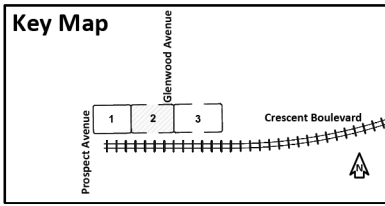
VILLAGE OF GLEN ELLYN

**SITE MATERIALS AND LAYOUT PLAN
CRESCENT-GLENWOOD LOT**

SHEET NO. 2 OF 21 SHEETS

| | | | | |
|-------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DUPAGE | 35 | 6 |

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

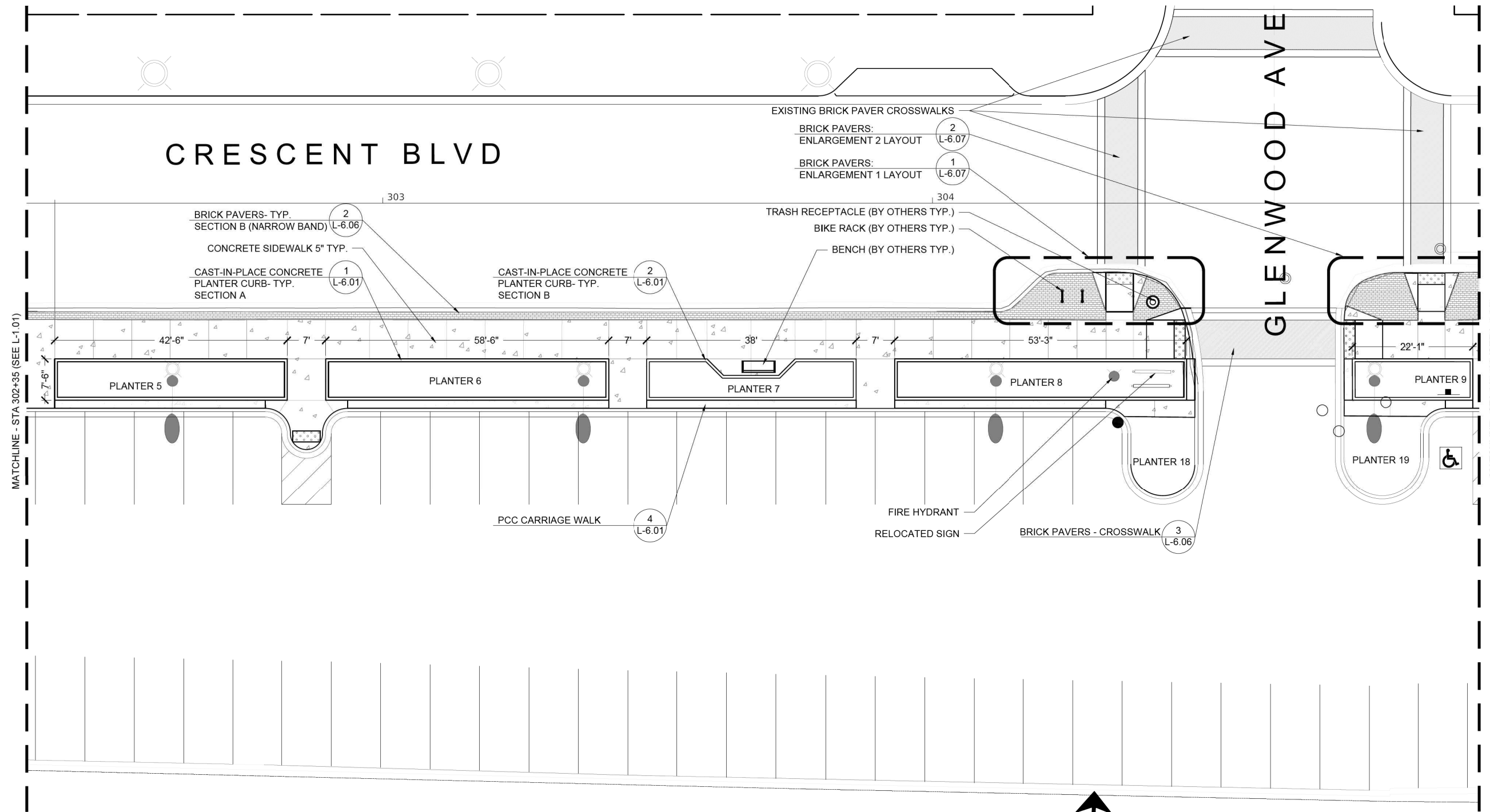


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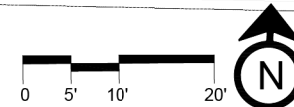
| | |
|--|--|
| | CONCRETE SIDEWALK |
| | BRICK PAVING |
| | PARKING LOT LIGHT WITH ATTACHED PEDESTRIAN LIGHT |
| | BIKE RACKS |
| | BENCHES |
| | TRASH/RECYCLING RECEPTACLES |

| | |
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| DATE | |
| BY | |
| NO. | |
| FINAL SURVEY | |
| SURVEY | |
| NOTE BOOK | |
| PLOTTED | |
| TEMPLATE | |
| AREAS CHECKED | |

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| DATE | |
| BY | |
| NO. | |
| ORIGINAL SURVEY | |
| SURVEY | |
| NOTE BOOK | |
| PLOTTED | |
| TEMPLATE | |
| AREAS CHECKED | |



01 SITE MATERIALS AND LAYOUT PLAN
1" = 10'-0"



L-1.02

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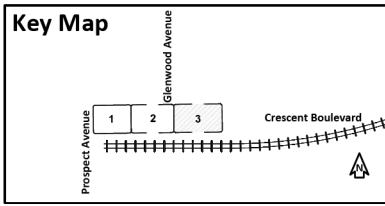
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| DESIGNED — JLT | REVISED — |
| DRAWN — JLT | REVISED — |
| CHECKED — P.J.H. | REVISED — |
| DATE — 02/21/2025 | REVISED — |

VILLAGE OF GLEN ELLYN

**SITE MATERIALS AND LAYOUT PLAN
CRESCENT-GLENWOOD LOT**

SHEET NO. 3 OF 21 SHEETS

| | | | | |
|-------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DUPAGE | 35 | 7 |



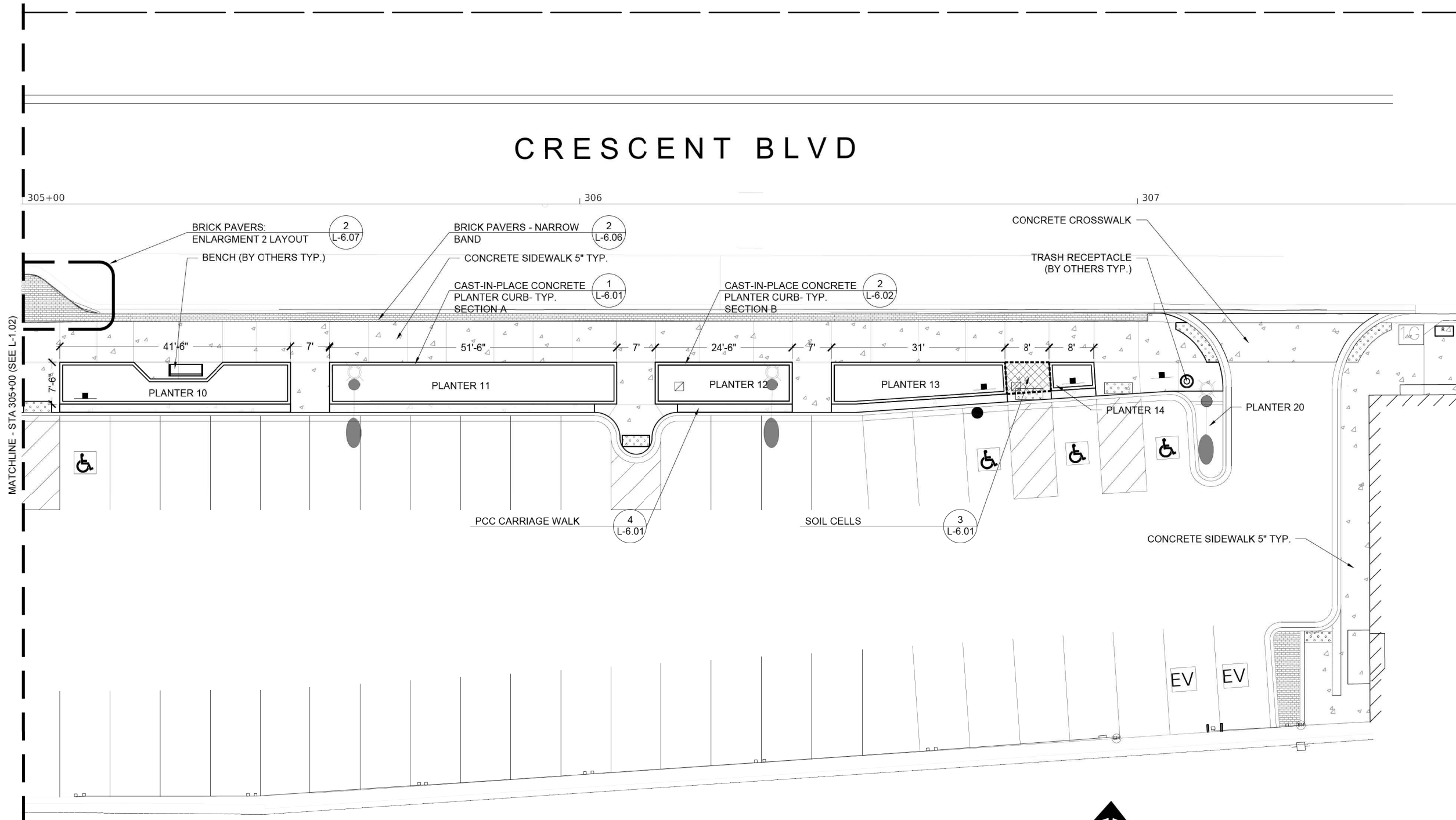
LEGEND

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| | CONCRETE SIDEWALK |
| | BRICK PAVING |
| | PARKING LOT LIGHT WITH ATTACHED PEDESTRIAN LIGHT |
| | BIKE RACKS |
| | BENCHES |
| | TRASH/RECYCLING RECEPTACLES |

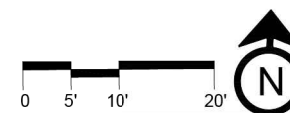
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| FINAL SURVEY NO. | NO. | NOTE BOOK | AREAS CHECKED | | |

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| ORIGINAL SURVEY NO. | NO. | NOTE BOOK | AREAS CHECKED | | |

CRESCENT BLVD



01 SITE MATERIALS AND LAYOUT PLAN
1" = 10'-0"



L-1.03

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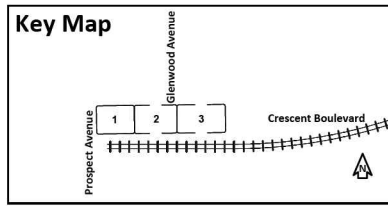
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| DESIGNED — JLT | REVISED — |
| DRAWN — JLT | REVISED — |
| CHECKED — PJH | REVISED — |
| DATE — 02/21/2025 | REVISED — |

VILLAGE OF GLEN ELLYN

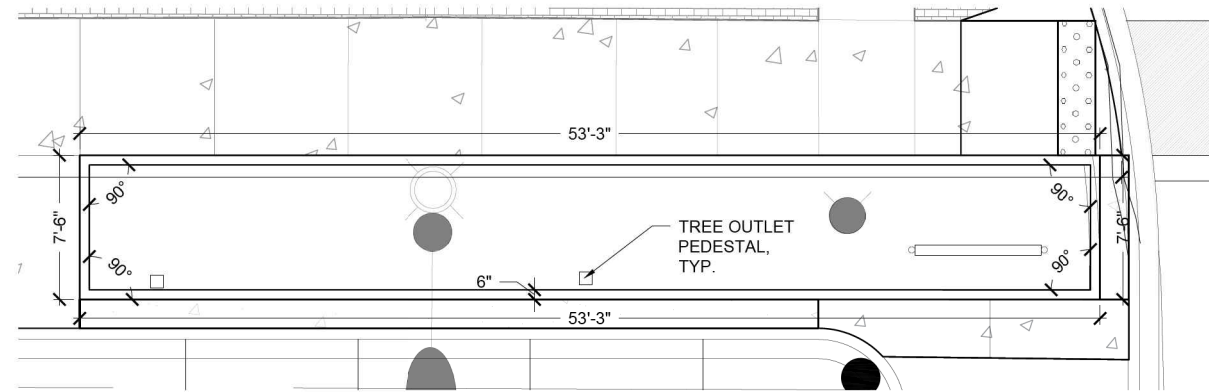
**SITE MATERIALS AND LAYOUT PLAN
CRESCENT-GLENWOOD LOT**

SHEET NO. 4 OF 21 SHEETS

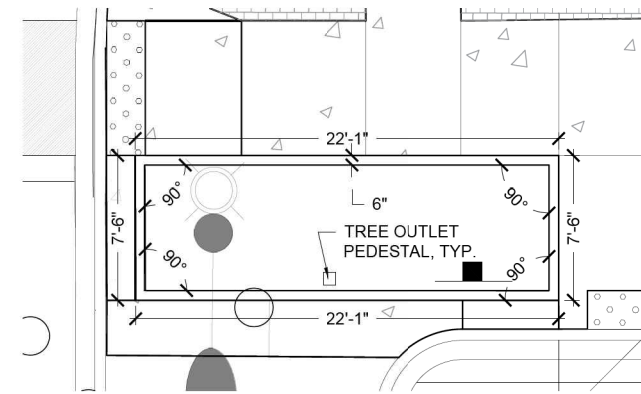
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| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DUPAGE | 35 | 8 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



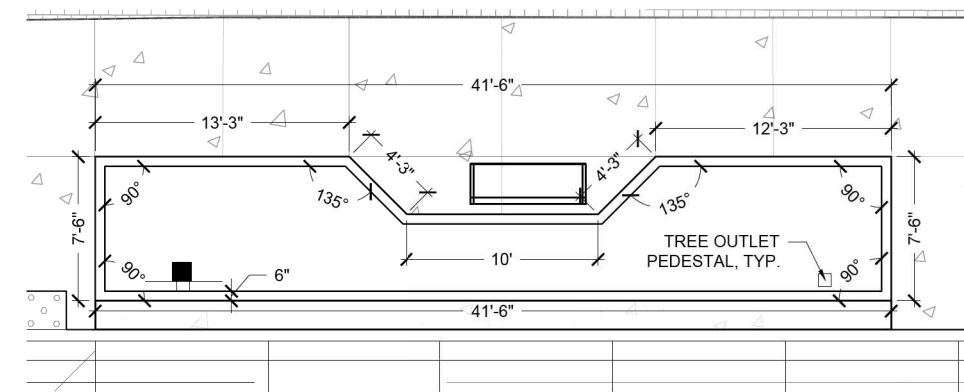
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| DATE | BY | SURVEYED | PLOTTED | TEMPLATE | AREAS CHECKED |
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| FINAL SURVEY NOTE BOOK NO. | | | | | |



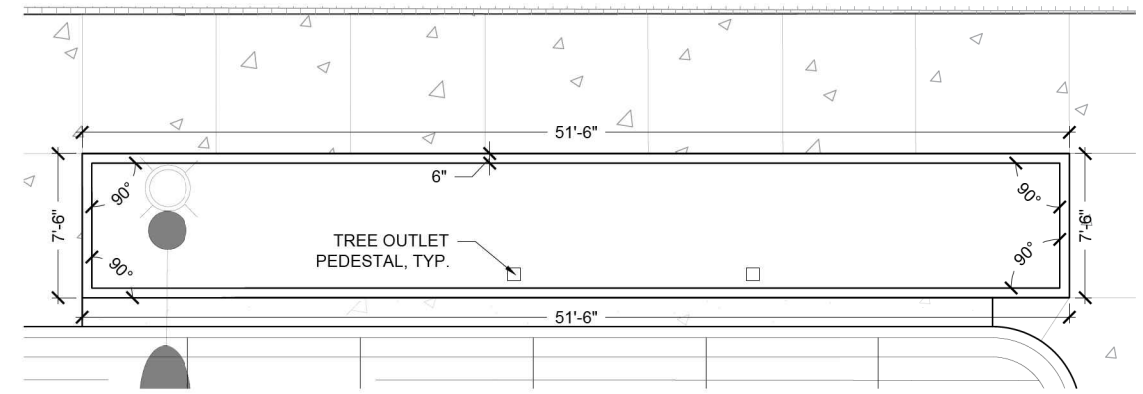
08 PLANTER 8 LAYOUT ENLARGEMENT
1" = 5'-0"



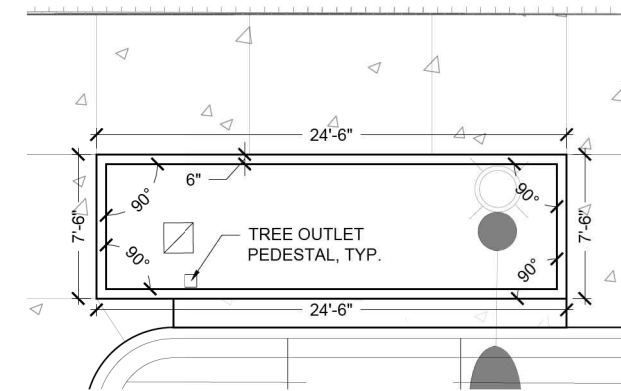
09 PLANTER 9 LAYOUT ENLARGEMENT
1" = 5'-0"



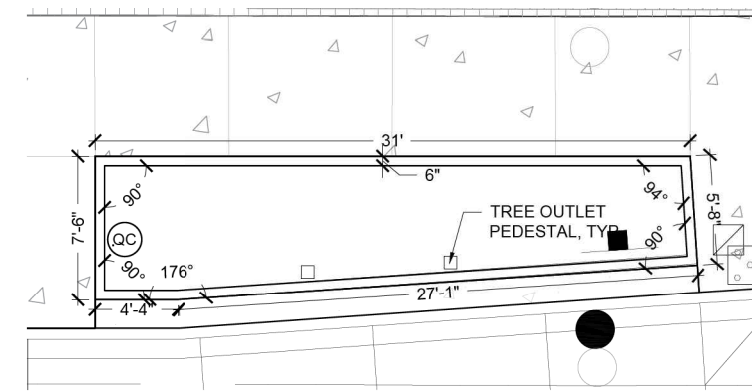
10 PLANTER 10 LAYOUT ENLARGEMENT
1" = 5'-0"



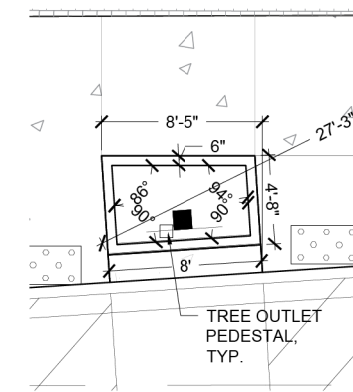
11 PLANTER 11 LAYOUT ENLARGEMENT
1" = 5'-0"



12 PLANTER 12 LAYOUT ENLARGEMENT
1" = 5'-0"

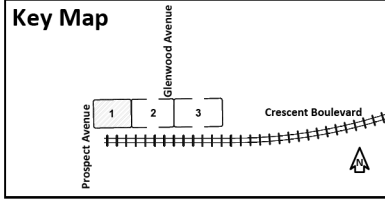


13 PLANTER 13 LAYOUT ENLARGEMENT
1" = 5'-0"



14 PLANTER 14 LAYOUT ENLARGEMENT
1" = 5'-0"

| | | | | | |
|-------------------------------|----|----------|---------|----------|---------------|
| DATE | BY | SURVEYED | PLOTTED | TEMPLATE | AREAS CHECKED |
| | | | | | |
| ORIGINAL SURVEY NOTE BOOK NO. | | | | | |

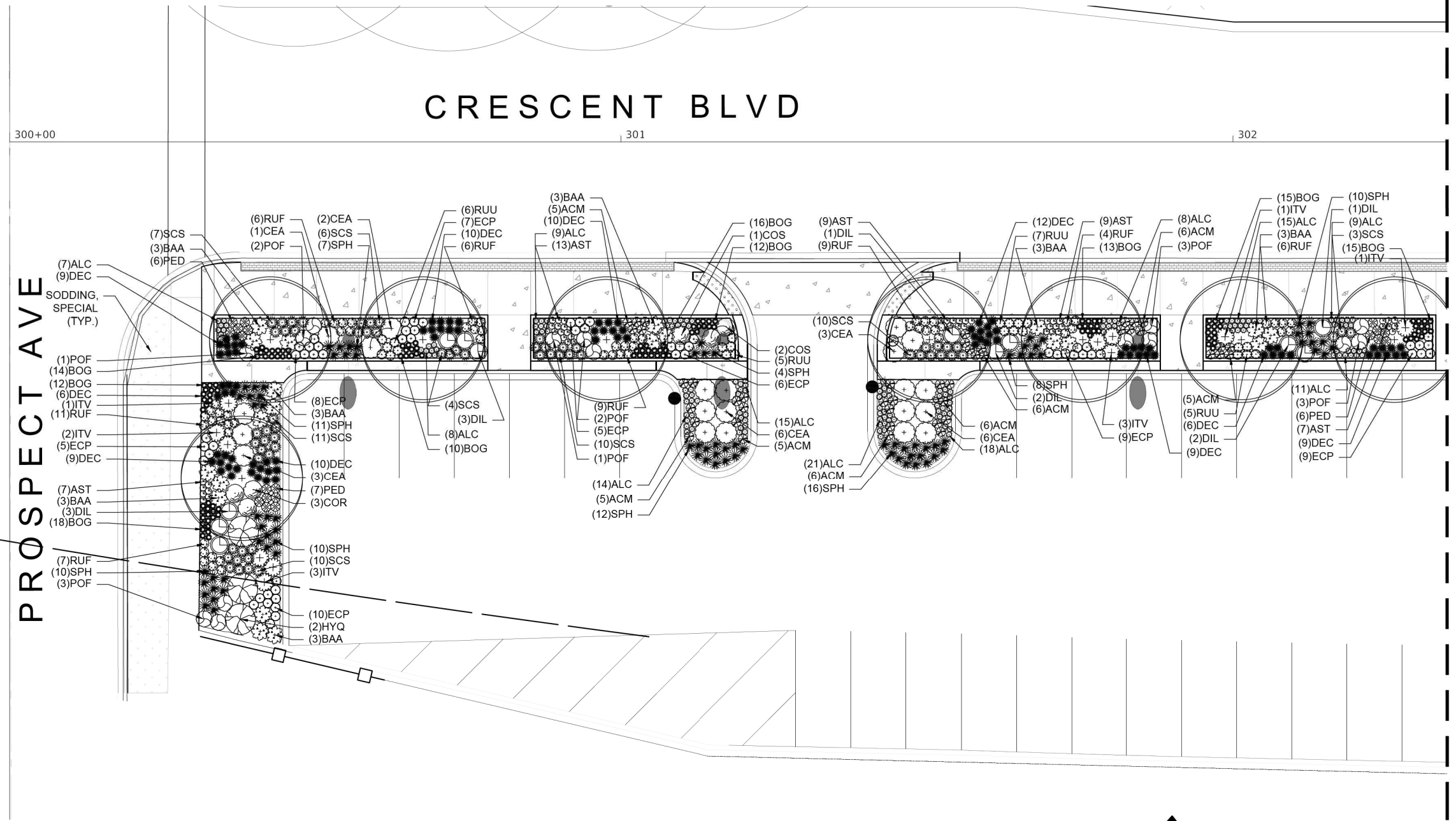


L-4.01 PLANT LIST

| QTY | CODE | BOTANICAL NAME | COMMON NAME | SIZE | SPACING | COMMENTS |
|---------------------------|------|---------------------------------------|-----------------------------------|-------|----------|----------|
| SHRUBS | | | | | | |
| 21 | CEA | CEANOTHUS AMERICANUS | NEW JERSEY TEA | #3 | 36" O.C. | |
| 3 | COS | CORNUS SERICEA 'KELSEY' | KELSEYS RED TWIG DOGWOOD | #3 | 36" O.C. | |
| 12 | DIL | DIERVILLA LONICERA | DWARF BUSH HONEYSUCKLE | #3 | 36" O.C. | |
| 3 | HYQ | HYDRANGEA QUERCIFOLIA 'FLEMYGEA' | SNOW QUEEN OAKLEAF HYDRANGEA | #3 | 60" O.C. | |
| 11 | ITV | ITEA VIRGINICA 'SPRICH' | LITTLE HENRY SWEETSPIRE | #3 | 36" O.C. | |
| 15 | POF | POTENTILLA FRUTICOSA | HAPPY FACE YELLOW POTENTILLA | #3 | 30" O.C. | |
| PERENNIALS | | | | | | |
| 44 | ACM | ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' | APPLE BLOSSOM YARROW | 1 GAL | 18" O.C. | |
| 135 | ALC | ALLIUM CERNUUM | NODDING WILD ONION | 1 GAL | 18" O.C. | |
| 45 | AST | ASCELIAS TUBEROSA | BUTTERFLY WEED | 1 GAL | 18" O.C. | |
| 21 | BAA | BAPTISIA AUSTRALIS 'BLUEBERRY SUNDAE' | BLUEBERRY SUNDAE BLUE WILD INDIGO | 1 GAL | 36" O.C. | |
| 59 | ECP | ECHINACEA PURPUREA 'PAS702917' | POWOWW PURPLE CONEFLOWER | 1 GAL | 18" O.C. | |
| 19 | PED | PENSTEMON DIGITALIS | FOXGLOVE BEARDTONGUE | 1 GAL | 18" O.C. | |
| 58 | RUF | RUDBECKIA FULGIDA 'GOLDSTAR' | GOLD STAR BLACK EYED SUSAN | 1 GAL | 18" O.C. | |
| 23 | RUU | RUPELLIA HUMILIS | WILD PETUNIA | 1 GAL | 18" O.C. | |
| ORNAMENTAL GRASSES | | | | | | |
| 125 | BOG | BOUTELOUA GRACILIS 'BLONDE AMBITION' | BLONDE AMBITION GRAMA GRASS | 1 GAL | 24" O.C. | |
| 90 | DEC | DESCHAMPIA CESPITOSA | TUFTED HAIR GRASS | 1 GAL | 24" O.C. | |
| 61 | SCS | SCHYZACHYRIUM SCOPARIUM | LITTLE BLUESTEM | 1 GAL | 24" O.C. | |
| 85 | SPH | SPOROBOLUS HETEROLEPIS | PRAIRIE DROPSEED | 1 GAL | 24" O.C. | |

| | | | |
|--------------|---------------|---------|----------|
| DATE | BY | DATE | BY |
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| FINAL SURVEY | SURVEYED | PLOTTED | TEMPLATE |
| NOTE BOOK | AREAS CHECKED | | |
| NO. | | | |

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|-----------------|---------------|---------|----------|
| DATE | BY | DATE | BY |
| | | | |
| ORIGINAL SURVEY | SURVEYED | PLOTTED | TEMPLATE |
| NOTE BOOK | AREAS CHECKED | | |
| NO. | | | |

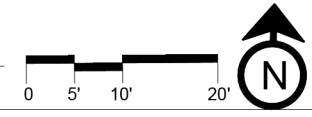


MATCHLINE - STA 302+35 (SEE L-2.03)

LEGEND

| | |
|--|--|
| | PROPOSED TREE |
| | SODDING |
| | CONCRETE SIDEWALK |
| | BRICK PAVING |
| | PARKING LOT LIGHT WITH ATTACHED PEDESTRIAN LIGHT |
| | BIKE RACKS |
| | BENCHES |
| | TRASH/RECYCLING RECEPTACLES |

01 PLANTING PLAN
1" = 10'-0"



L-4.01

CIVILTECH
Two Pierce Place, Suite 1400
Itasca, Illinois 60143
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www.civiltechinc.com

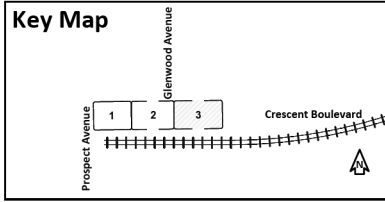
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| DESIGNED — JLT | REVISED — |
| DRAWN — JLT | REVISED — |
| CHECKED — PJH | REVISED — |
| DATE — 02/21/2025 | REVISED — |

VILLAGE OF GLEN ELLYN

PLANTING PLAN: UNDERSTORY PLANTING
CRESCENT-GLENWOOD LOT

SHEET NO. 8 OF 21 SHEETS

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DUPAGE | 35 | 12 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

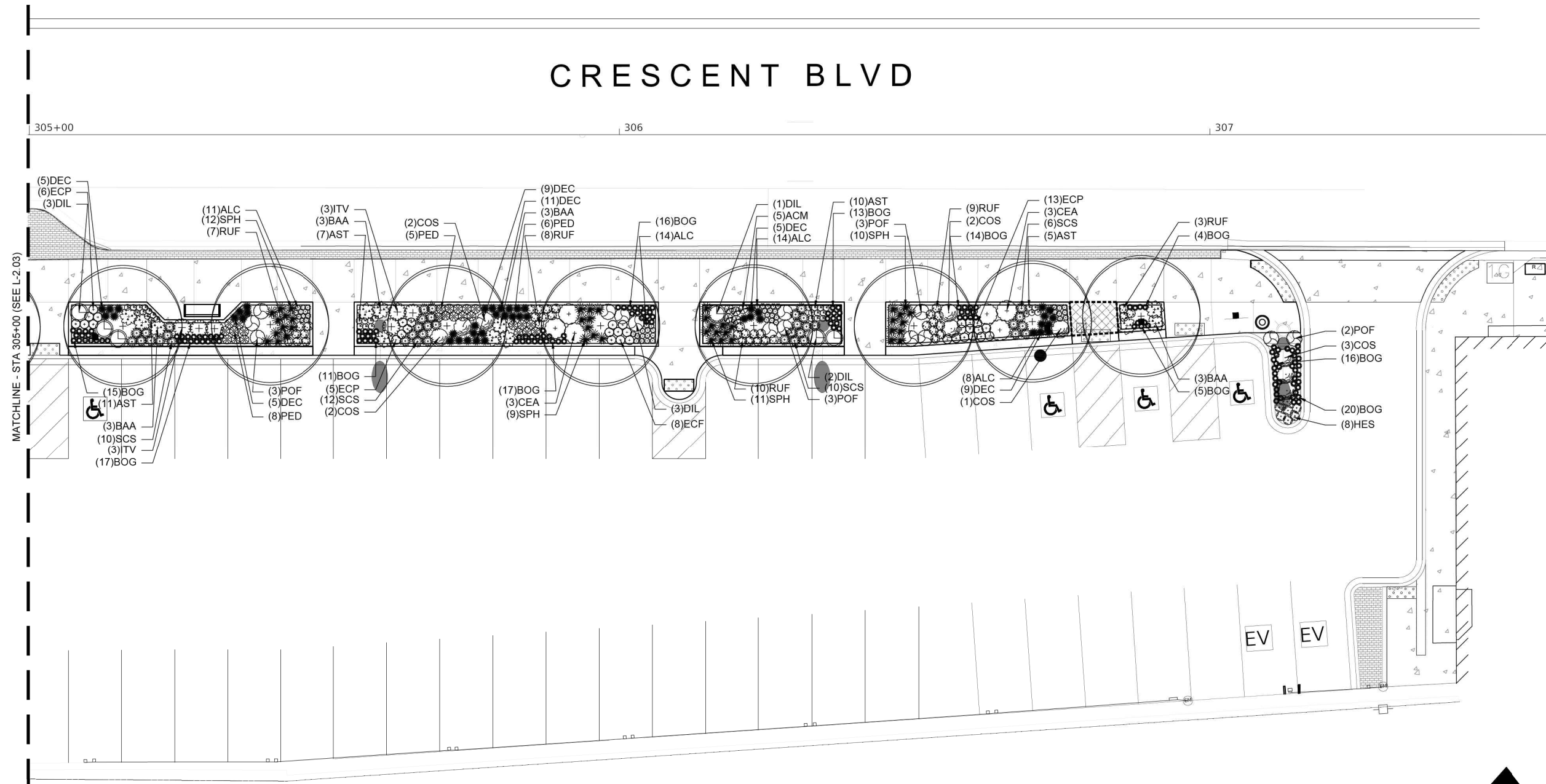


L-4.03 PLANT LIST

| QTY | CODE | BOTANICAL NAME | COMMON NAME | SIZE | SPACING | COMMENTS |
|---------------------------|------|---------------------------------------|-----------------------------------|-------|----------|----------|
| SHRUBS | | | | | | |
| 6 | CEA | CEANOTHUS AMERICANUS | NEW JERSEY TEA | #3 | 36" O.C. | |
| 10 | COS | CORNUS SERICEA 'KELSEYI' | KELSEYS RED TWIG DOGWOOD | #3 | 36" O.C. | |
| 9 | DIL | DIERVILLA LONICERA | DWARF BUSH HONEYSUCKLE | #3 | 36" O.C. | |
| 6 | ITV | ITEA VIRGINICA 'SPRICH' | LITTLE HENRY SWEETSPIRE | #3 | 36" O.C. | |
| 11 | POF | POTENTILLA FRUTICOSA | HAPPY FACE YELLOW POTENTILLA | #3 | 30" O.C. | |
| PERENNIALS | | | | | | |
| 5 | ACM | ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' | APPLE BLOSSOM YARROW | 1 GAL | 18" O.C. | |
| 47 | ALC | ALLIUM CERNUUM | NODDING WILD ONION | 1 GAL | 18" O.C. | |
| 33 | AST | ASCLEPIAS TUBEROSA | BUTTERFLY WEED | 1 GAL | 18" O.C. | |
| 12 | BAA | BAPTISIA AUSTRALIS 'BLUEBERRY SUNDAE' | BLUEBERRY SUNDAE BLUE WILD INDIGO | 1 GAL | 36" O.C. | |
| 24 | ECP | ECHINACEA PURPUREA 'PAS702917' | POWWWOW PURPLE CONEFLOWER | 1 GAL | 18" O.C. | |
| 8 | HES | HEMEROCALLIS 'STELLA D'ORO' | STELLA D'ORO DAYLILIES | 1 GAL | 18" O.C. | |
| 19 | PED | PENSTEMON DIGITALIS | FOXGLOVE BEARDTONGUE | 1 GAL | 18" O.C. | |
| 37 | RUF | RUDBECKIA FULGIDA 'GOLDSTAR' | GOLD STAR BLACK EYED SUSAN | 1 GAL | 18" O.C. | |
| ORNAMENTAL GRASSES | | | | | | |
| 148 | BOG | BOUTELOUA GRACILIS 'BLONDE AMBITION' | BLONDE AMBITION GRAMA GRASS | 1 GAL | 24" O.C. | |
| 44 | DEC | DESCHAMPIA CESPITOSA | TUFTED HAIR GRASS | 1 GAL | 24" O.C. | |
| 38 | SCS | SCHYZACHYRIUM SCOPARIUM | LITTLE BLUESTEM | 1 GAL | 24" O.C. | |
| 42 | SPH | SPOROBOLUS HETEROLEPIS | PRAIRIE DROPSEED | 1 GAL | 24" O.C. | |

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| DATE | BY | SURVEYED | PLOTTED | TEMPLATE | AREAS CHECKED |
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| NO. | | FINAL SURVEY | NOTE BOOK | AREAS CHECKED | |

CRESCENT BLVD

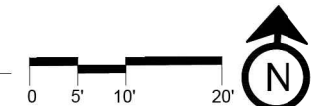


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| NO. | | ORIGINAL SURVEY | NOTE BOOK | AREAS CHECKED | |

LEGEND

- PROPOSED TREE
- SODDING
- CONCRETE SIDEWALK
- BRICK PAVING
- PARKING LOT LIGHT WITH ATTACHED PEDESTRIAN LIGHT
- BIKE RACKS
- BENCHES
- TRASH/RECYCLING RECEPTACLES

01 PLANTING AREA ENLARGEMENT
1" = 10'-0"



L-4.03

CIVILTECH
Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

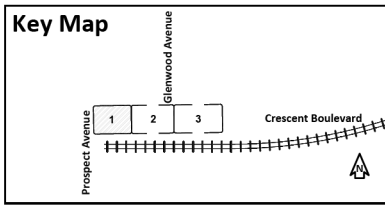
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| DESIGNED — JLT | REVISED — |
| DRAWN — JLT | REVISED — |
| CHECKED — PJH | REVISED — |
| DATE — 02/21/2025 | REVISED — |

VILLAGE OF GLEN ELLYN

PLANTING PLAN: UNDERSTORY PLANTING
CRESCENT-GLENWOOD LOT

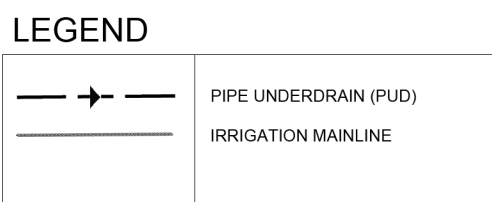
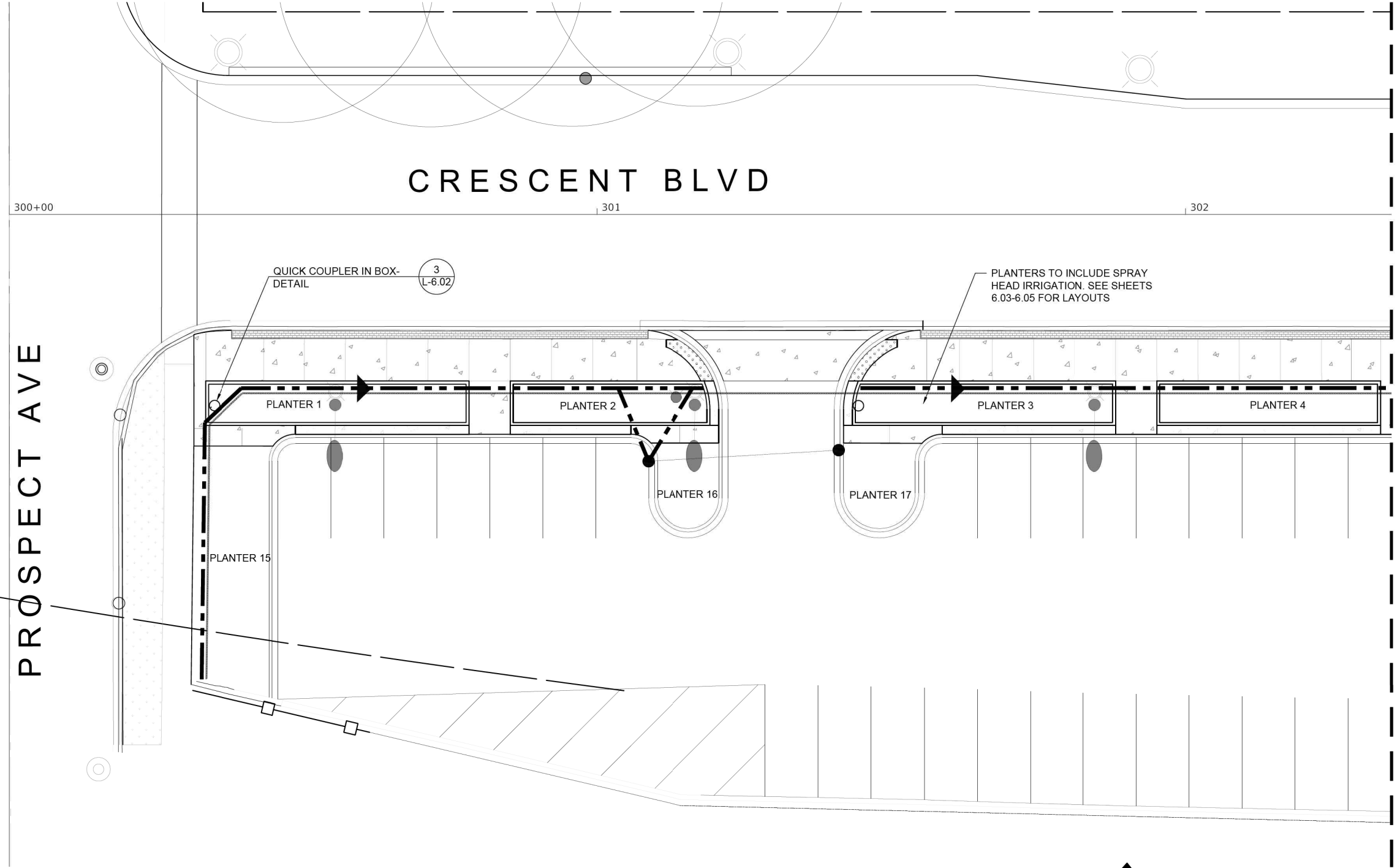
SHEET NO. 10 OF 21 SHEETS

| | | | | |
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| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DUPAGE | 35 | 14 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



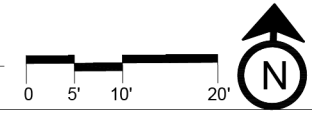
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| NO. 86 | |
| NO. 87 | |
| NO. 88 | |
| NO. 89 | |
| NO. 90 | |
| NO. 91 | |
| NO. 92 | |
| NO. 93 | |
| NO. 94 | |
| NO. 95 | |
| NO. 96 | |
| NO. 97 | |
| NO. 98 | |
| NO. 99 | |
| NO. 100 | |



NOTES:
 1. PUD HAS 3.6' DEPTH.
 2. IRRIGATION MAINLINE TO BE PLACED IN 4" SCH. 40 PVC PIPE SLEEVES, ENTIRE LENGTH OF LINE, EXCEPT AT TREE PLANTER AREAS.

01 PLANTING PLAN
 1" = 10'-0"



L-5.01

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 Itasca, Illinois 60143
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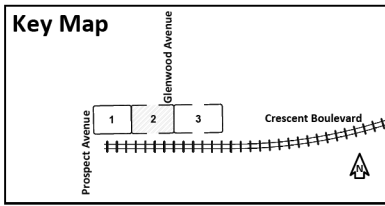
| | |
|-------------------|-----------|
| DESIGNED — JLT | REVISED — |
| DRAWN — JLT | REVISED — |
| CHECKED — PJH | REVISED — |
| DATE — 02/21/2025 | REVISED — |

VILLAGE OF GLEN ELLYN

IRRIGATION PLAN
CRESCENT-GLENWOOD LOT

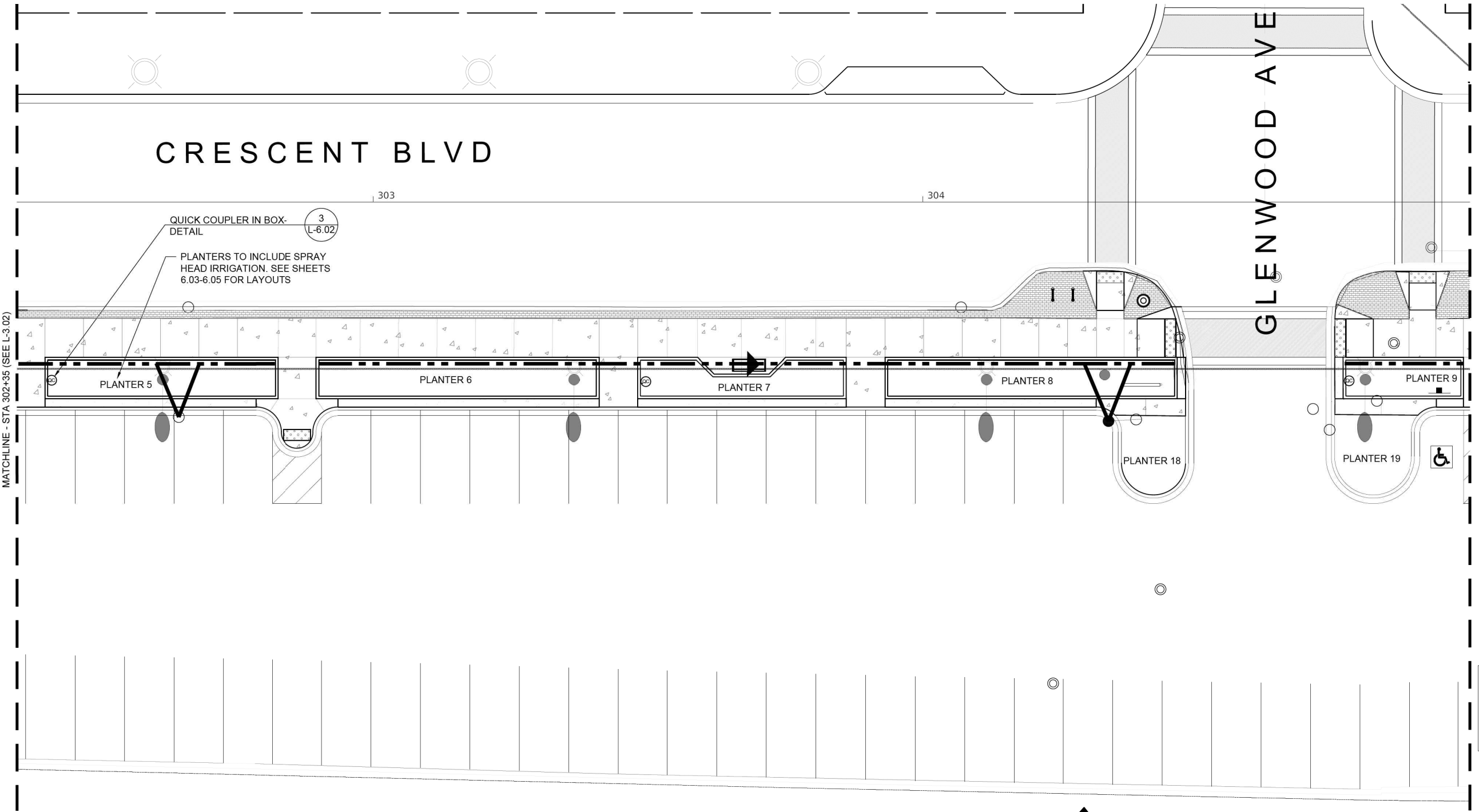
SHEET NO. 11 OF 21 SHEETS

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DUPAGE | 35 | 15 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



| | |
|----------|--|
| DATE | |
| BY | |
| REVIEWED | |
| DESIGNED | |
| DRAWN | |
| CHECKED | |
| DATE | |

| | |
|----------|--|
| DATE | |
| BY | |
| REVIEWED | |
| DESIGNED | |
| DRAWN | |
| CHECKED | |
| DATE | |



CRESCENT BLVD

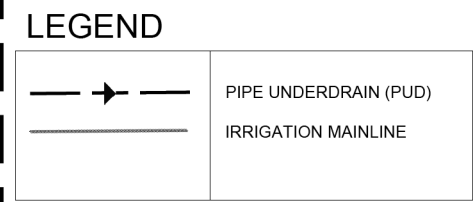
GLENWOOD AVE

QUICK COUPLER IN BOX-
DETAIL

PLANTERS TO INCLUDE SPRAY
HEAD IRRIGATION. SEE SHEETS
6.03-6.05 FOR LAYOUTS

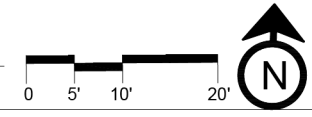
MATCHLINE - STA 302+35 (SEE L-3.02)

MATCHLINE - STA 305+00 (SEE L-3.03)



NOTES:
1. PUD HAS 3.6' DEPTH.
2. IRRIGATION MAINLINE TO BE PLACED IN 4" SCH. 40
PVC PIPE SLEEVES, ENTIRE LENGTH OF LINE, EXCEPT
AT TREE PLANTER AREAS.

01 PLANTING PLAN
1" = 10'-0"



L-5.02

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| | | | |
|----------|--------------|---------|---|
| DESIGNED | — JLT | REVISED | — |
| DRAWN | — JLT | REVISED | — |
| CHECKED | — PJH | REVISED | — |
| DATE | — 02/21/2025 | REVISED | — |

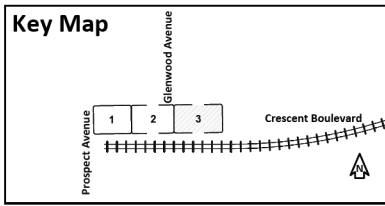
VILLAGE OF GLEN ELLYN

IRRIGATION PLAN
CRESCENT-GLENWOOD LOT

SHEET NO. 12 OF 21 SHEETS

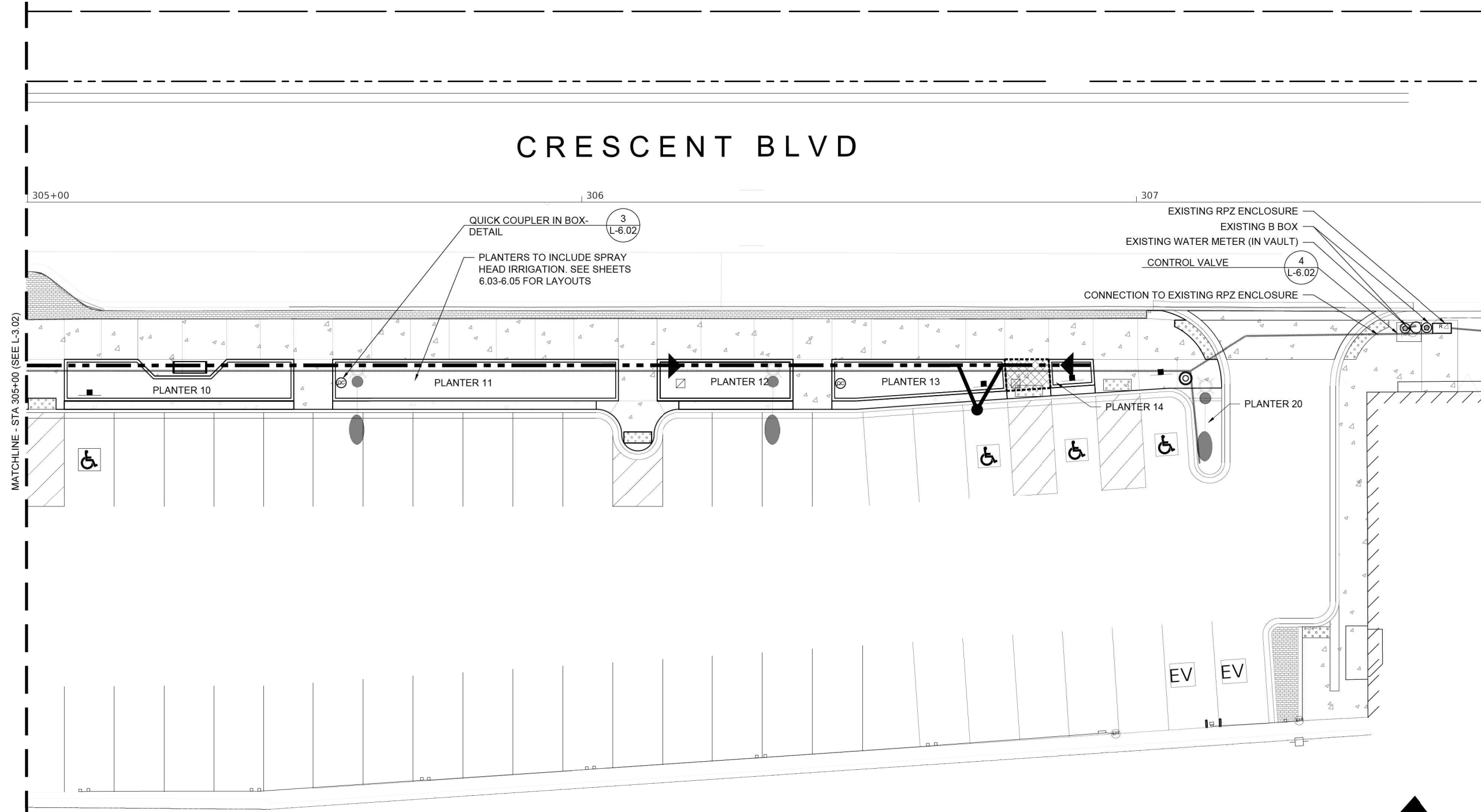
| | | | | |
|-------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DUPAGE | 35 | 16 |

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



| | |
|--------------|--|
| DATE | |
| BY | |
| FINAL SURVEY | |
| NO. CHECKED | |
| NO. CHECKED | |
| NO. CHECKED | |

| | |
|-----------------|--|
| DATE | |
| BY | |
| ORIGINAL SURVEY | |
| NO. CHECKED | |
| NO. CHECKED | |
| NO. CHECKED | |



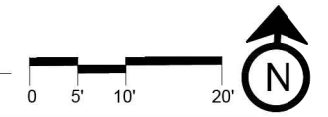
01 PLANTING AREA ENLARGEMENT
1" = 10'-0"

LEGEND

— — — — — PIPE UNDERDRAIN (PUD)

— — — — — IRRIGATION MAINLINE

NOTES:
 1. PUD HAS 3.6' DEPTH.
 2. IRRIGATION MAINLINE TO BE PLACED IN 4" SCH. 40 PVC PIPE SLEEVES, ENTIRE LENGTH OF LINE, EXCEPT AT TREE PLANTER AREAS.



L-5.03

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| | |
|-------------------|-----------|
| DESIGNED — JLT | REVISED — |
| DRAWN — JLT | REVISED — |
| CHECKED — PJH | REVISED — |
| DATE — 02/21/2025 | REVISED — |

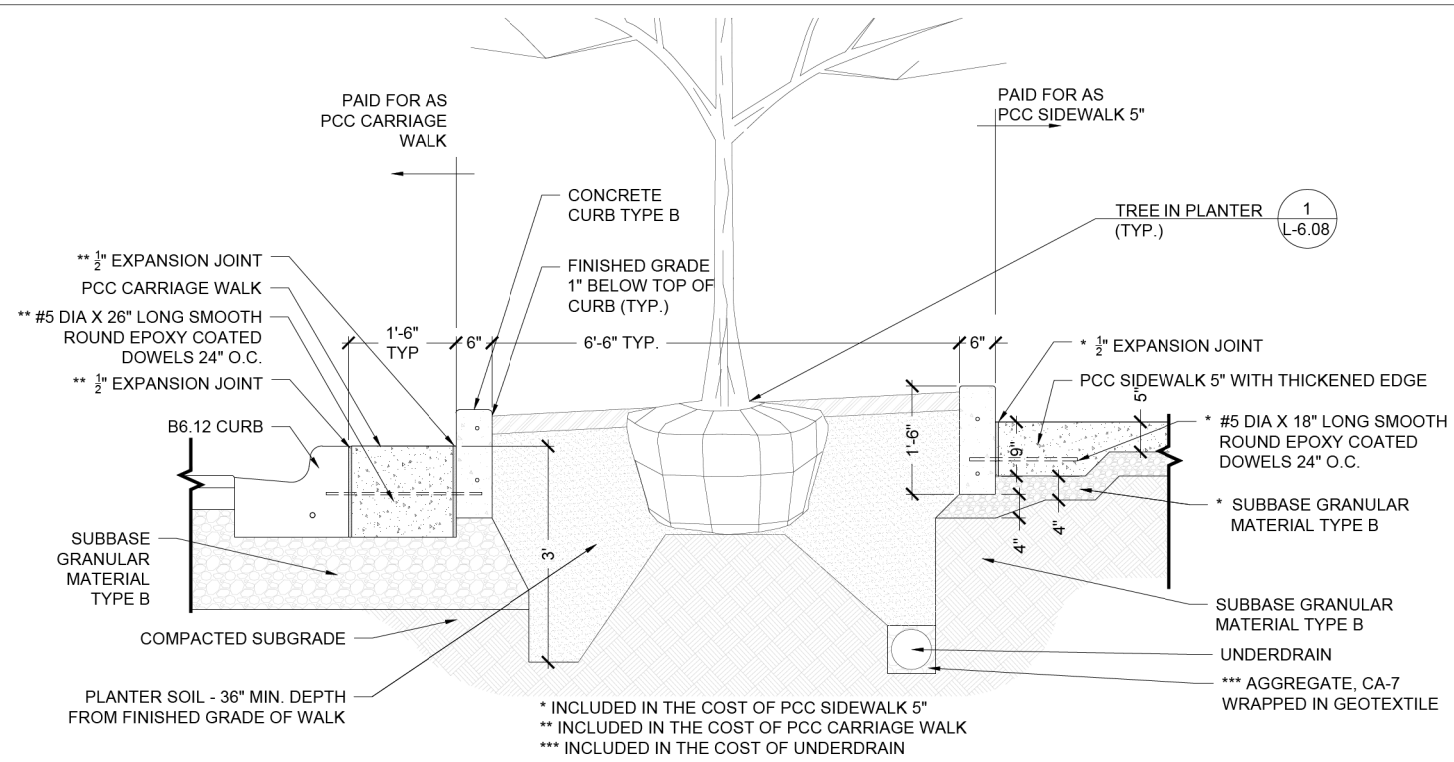
VILLAGE OF GLEN ELLYN

**IRRIGATION PLAN
 CRESCENT-GLENWOOD LOT**

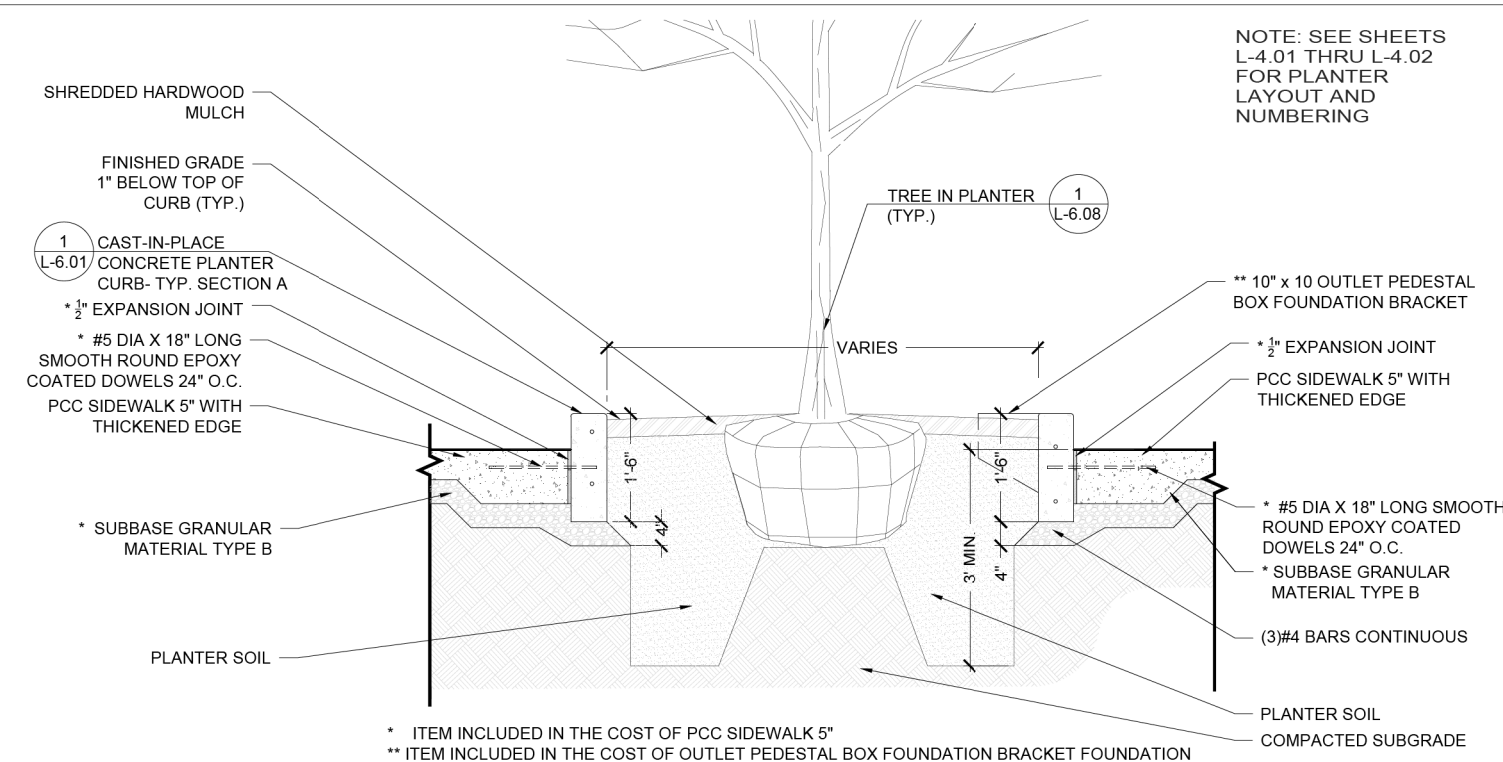
SHEET NO. 13 OF 21 SHEETS

| | | | | |
|-------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DUPAGE | 35 | 17 |

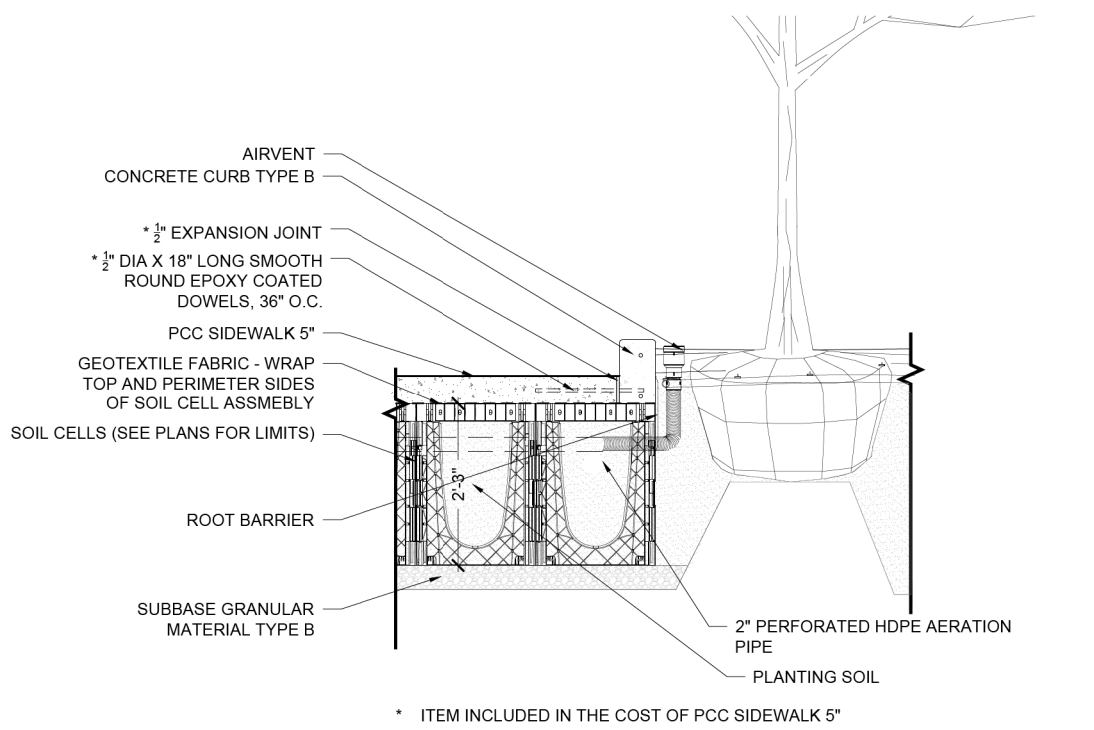
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



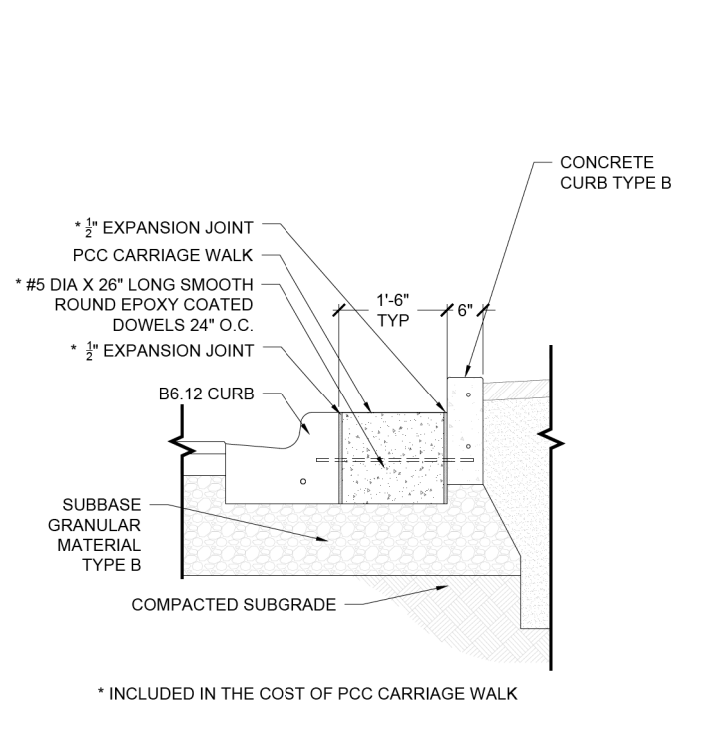
01 CAST-IN-PLACE CONCRETE PLANTER CURB - TYP. SECTION A
3/4" = 1' - 0"



02 CAST-IN-PLACE CONCRETE PLANTER CURB- TYP. SECTION B
3/4" = 1' - 0"

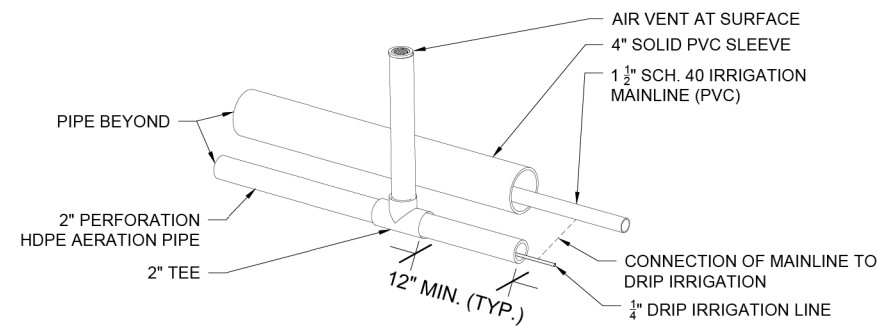


03 SOIL CELLS
3/4" = 1' - 0"

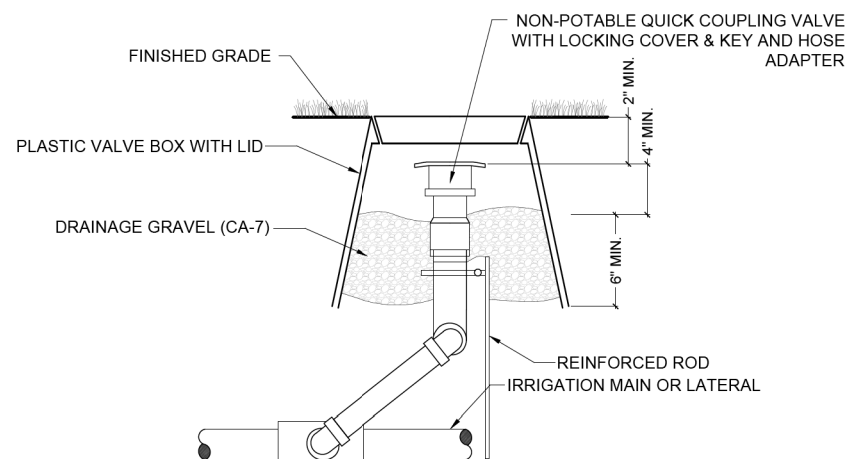


04 PCC CARRIAGE WALK
3/4" = 1' - 0"

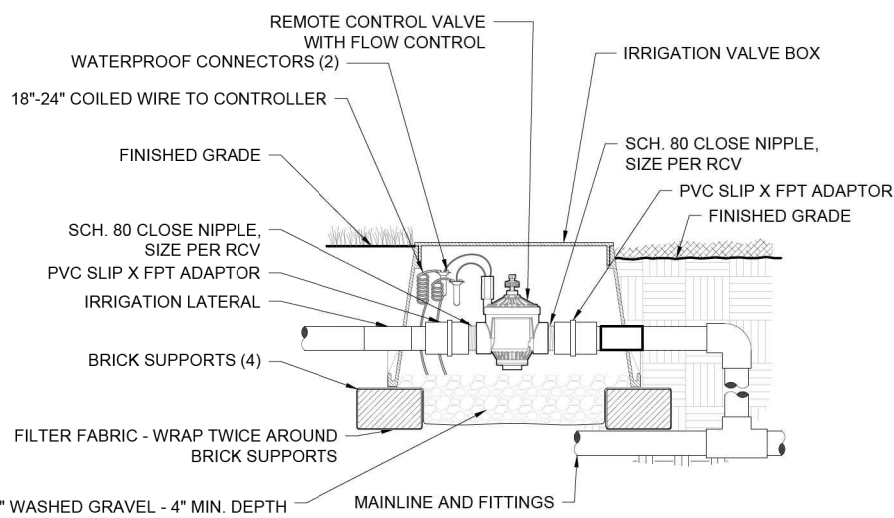
NOTE: SEE SHEETS L-4.01 THRU L-4.02 FOR PLANTER LAYOUT AND NUMBERING



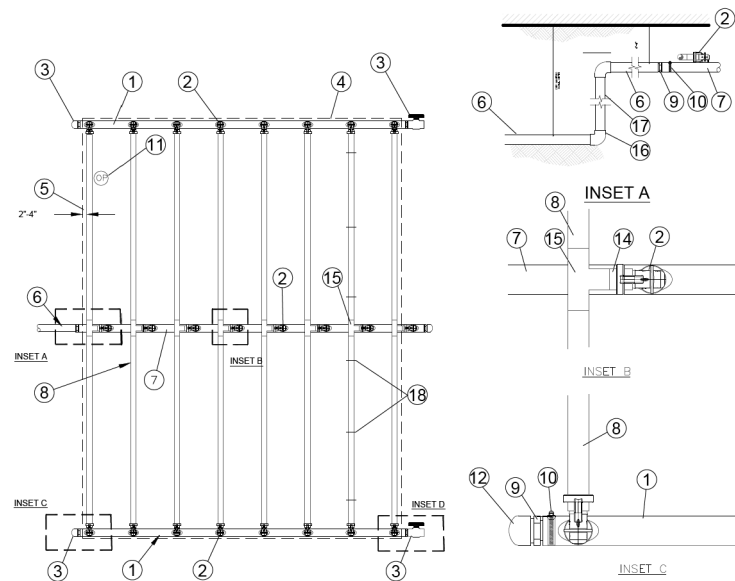
01 DRIP TUBING PIPE CONNECTION
1 1/2" = 1'-0"



03 QUICK COUPLER IN BOX - DETAIL
NTS



04 CONTROL VALVE - TYP.
1 1/2" = 1'-0"



NOTES:
1. DISTANCE BETWEEN LATERAL ROWS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, PLANT MATERIALS AND CHANGES IN ELEVATION. SEE INSTALLATION SPECIFICATIONS ON MANUFACTURER'S WEB SITE FOR SUGGESTED SPACING.
2. LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM SPACING SHOWN IN THE ACCOMPANYING TABLE.

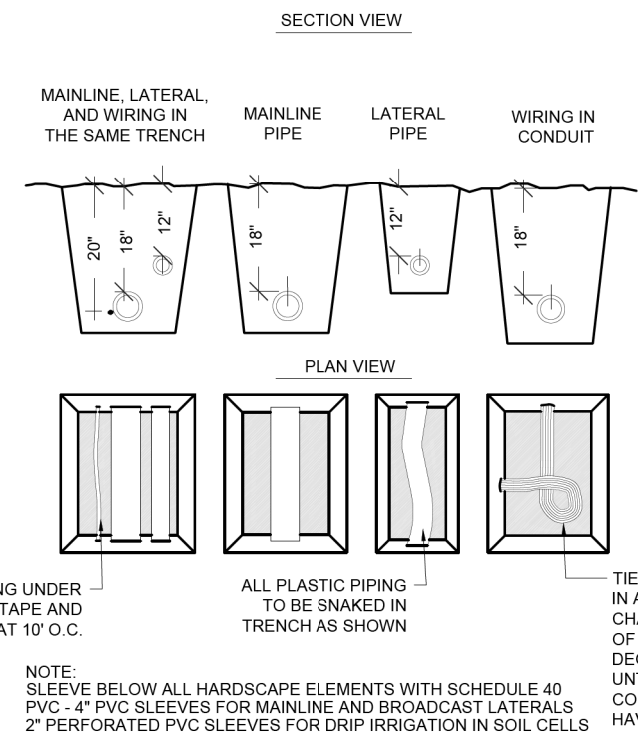
- 1 QF-FLUSH HEADER
- 2 PRE-INSTALLED BARB FITTING
- 3 FLUSH POINT WITH PVC CAP OR OPTIONAL PVC BALL VALVE (CONNECTS TO SOIL CELL DRIP IRRIGATION)
- 4 PERIMETER OF AREA
- 5 PERIMETER DRIPLINE PIPE TO BE INSTALLED 2" - 4" FROM PERIMETER OF AREA
- 6 PVC SUPPLY PIPE FROM CONTROL ZONE (SIZED TO MEET LATERAL FLOW DEMAND)
- 7 QF SUPPLY HEADER
- 8 DRIPLINE (TYPICAL)
- 9 MALE ADAPTER INSERT
- 10 STAINLESS STEEL, OETIKER OR MURRAY CLAMP
- 11 OPERATION INDICATOR

- 12 PVC SCH 40 CAP
- 13 PVC SCH 40 BALL VALVE
- 14 BLANK TUBING
- 15 BARB X BARB INSERT TEE
- 16 PVC SCH 40 ELL (TYPICAL)
- 17 PVC SCH 40 RISER PIPE
- 18 TIE-DOWN STAKES (TDS-050) REFER TO DRIPLINE DESIGN GUIDE FOR PROPER SPACING

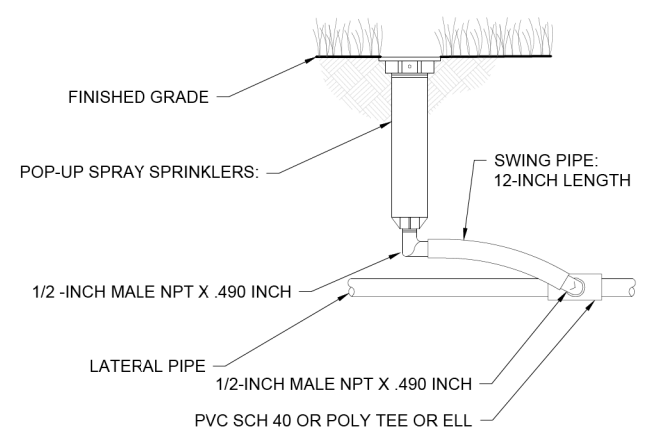
LENGTH OF RUN CHART (FEET)

| INLET PRESSURE (PSI) | EMITTER FLOW RATE (GPH) | | | |
|----------------------|--------------------------|-------|-------|-------|
| | 0.58 | 0.58 | 0.92 | 0.92 |
| | EMITTER SPACING (INCHES) | | | |
| | 12 IN | 18 IN | 12 IN | 18 IN |
| 15 | 169 | 236 | 125 | 175 |
| 20 | 230 | 323 | 171 | 239 |
| 25 | 270 | 379 | 200 | 282 |
| 30 | 301 | 424 | 222 | 314 |
| 35 | 327 | 460 | 242 | 341 |
| 40 | 349 | 492 | 258 | 364 |
| 45 | 369 | 521 | 273 | 386 |
| 50 | 387 | 547 | 286 | 405 |
| 55 | 404 | 570 | 299 | 422 |
| 60 | 420 | 593 | 310 | 439 |

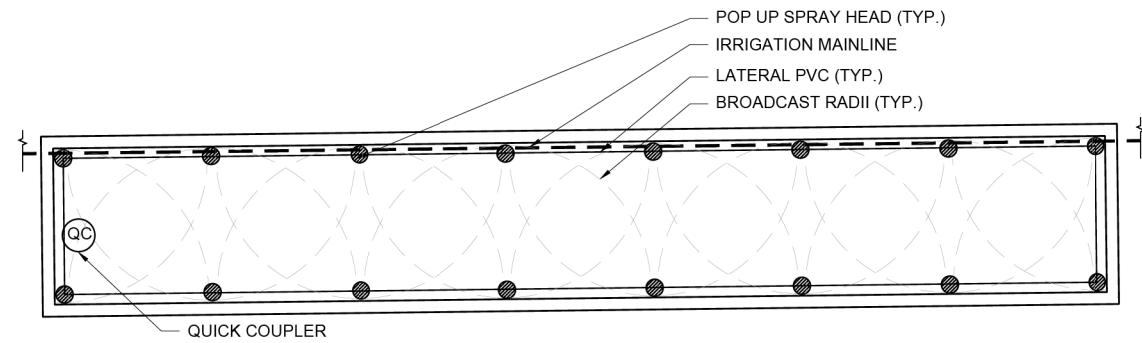
02 SUB-SURFACE DRIPLINE - TYPICAL LAYOUT
1 1/2" = 1'-0"



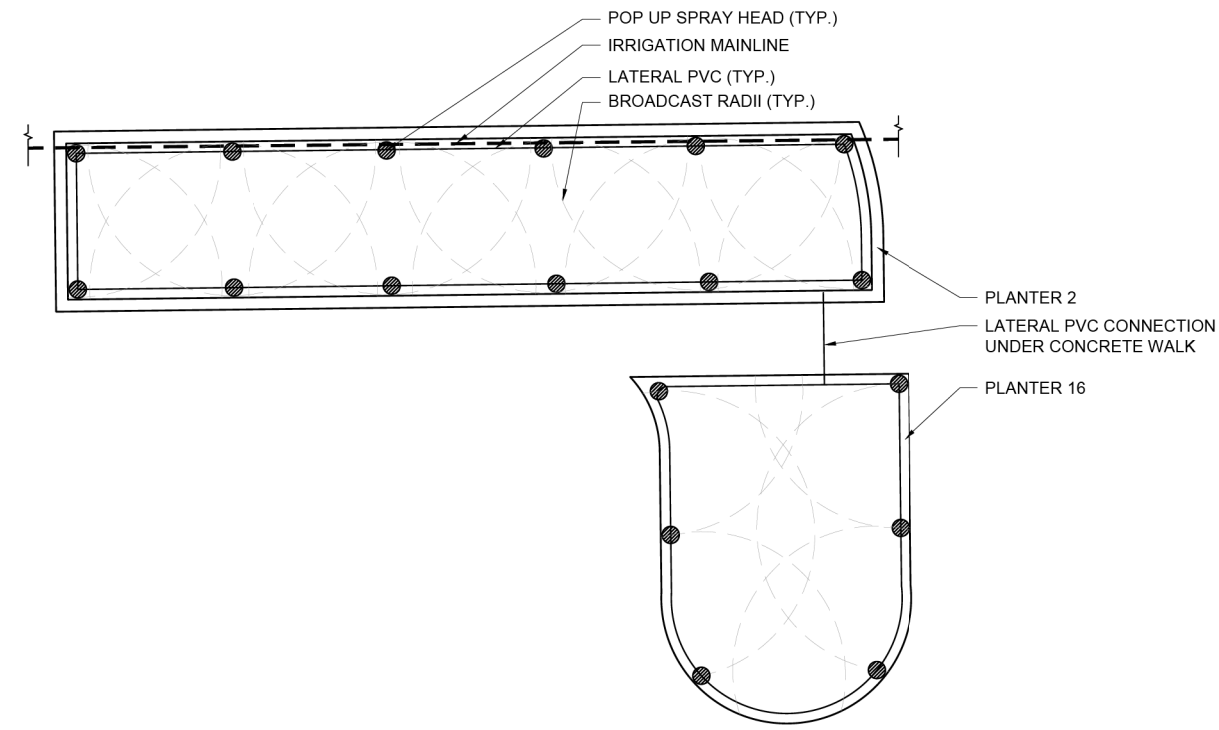
05 PIPE & WIRE TRENCHING
NTS



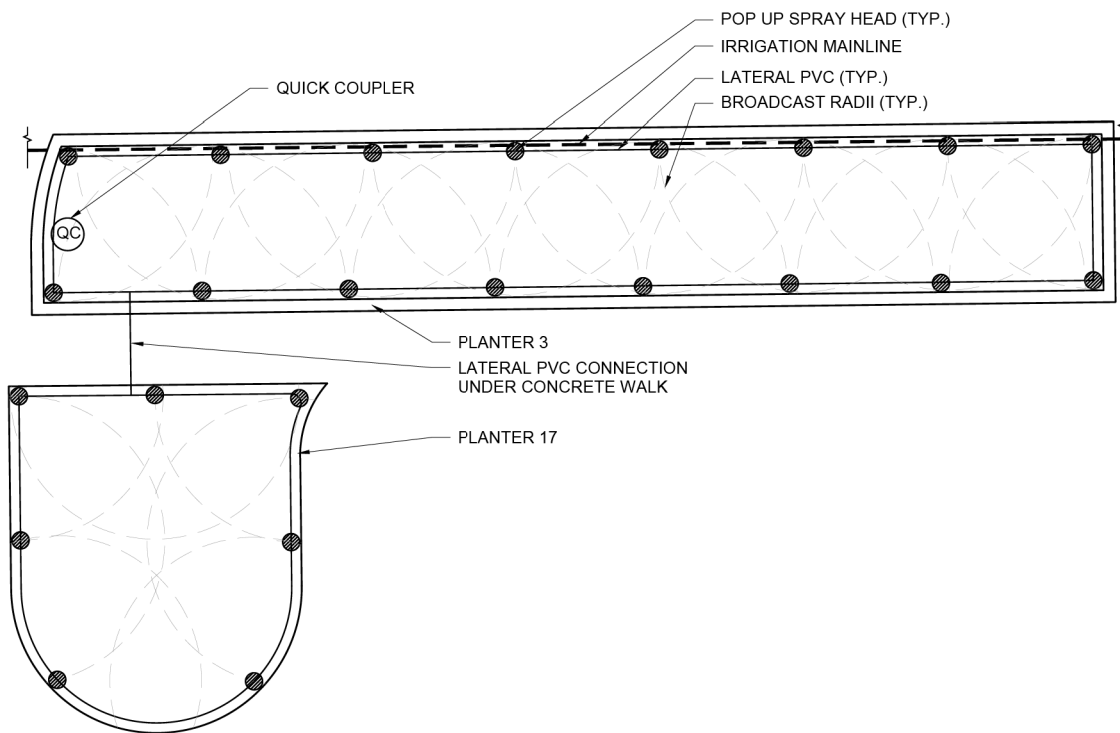
06 POP-UP SPRAY HEAD WITH SWING ARM - TYP.
1 1/2" = 1'-0"



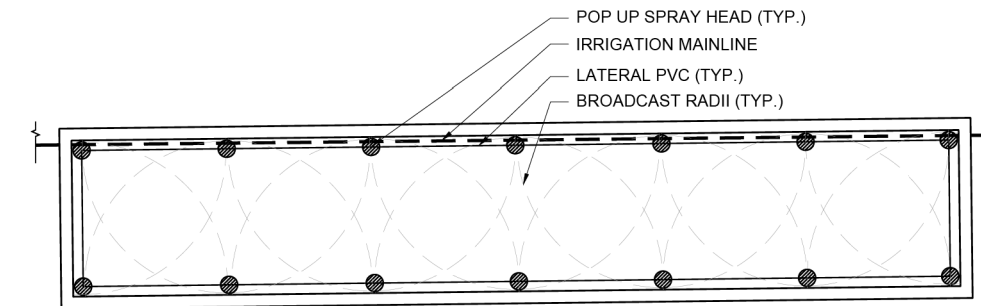
01 IRRIGATION LAYOUT - PLANTER 1
1/4" = 1'-0"



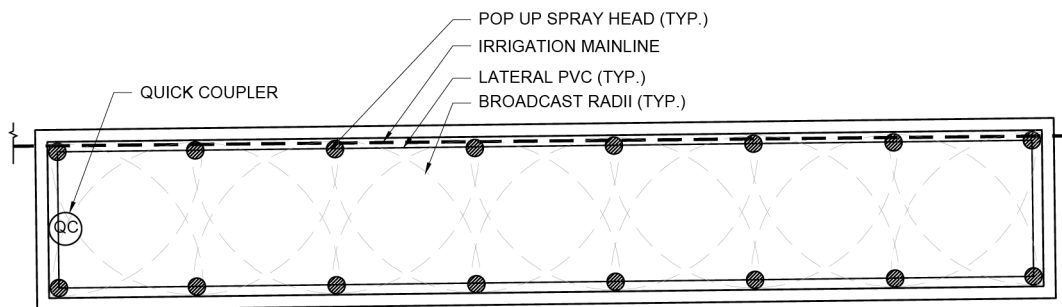
02 IRRIGATION LAYOUT - PLANTER 2 & 16
1/4" = 1'-0"



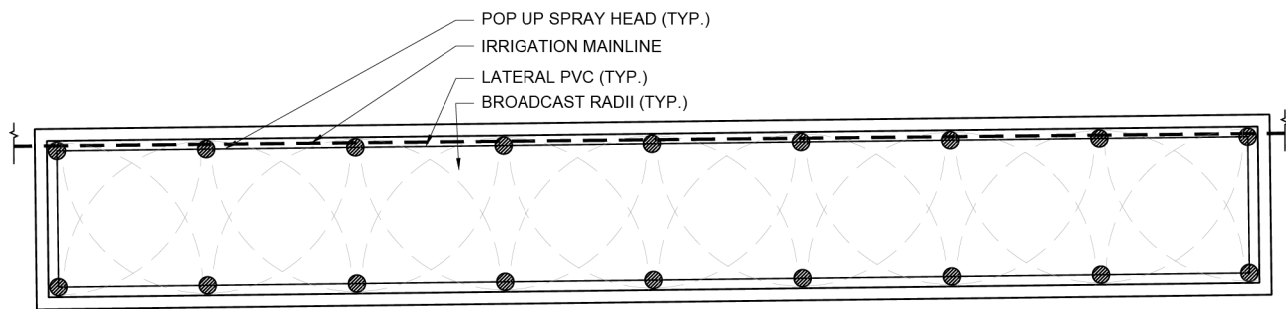
03 IRRIGATION LAYOUT - PLANTER 3 & 17
1/4" = 1'-0"



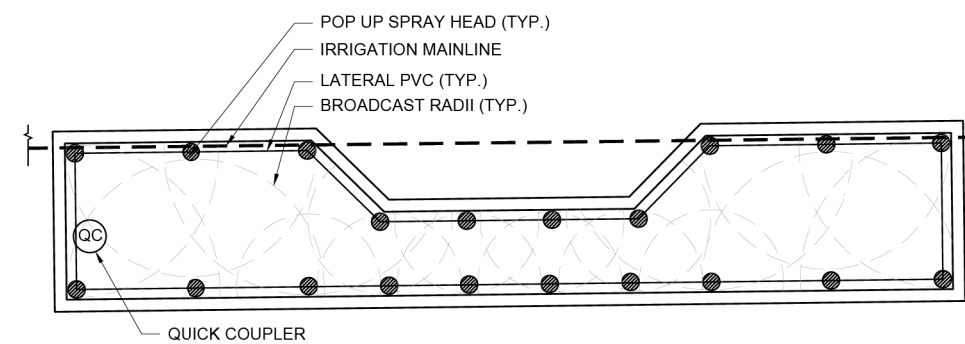
04 IRRIGATION LAYOUT - PLANTER 4
1/4" = 1'-0"



05 IRRIGATION LAYOUT - PLANTER 5
1/4" = 1'-0"

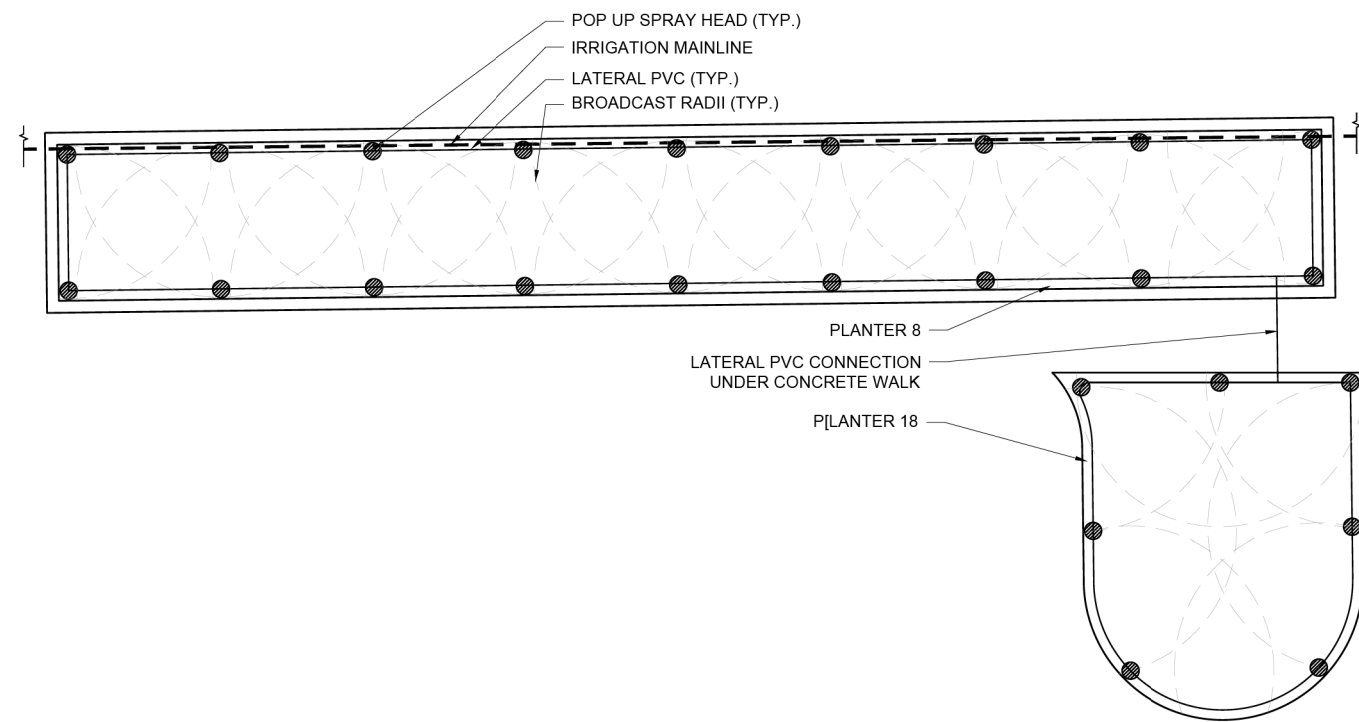


01 IRRIGATION LAYOUT - PLANTER 6
1/4" = 1'-0"

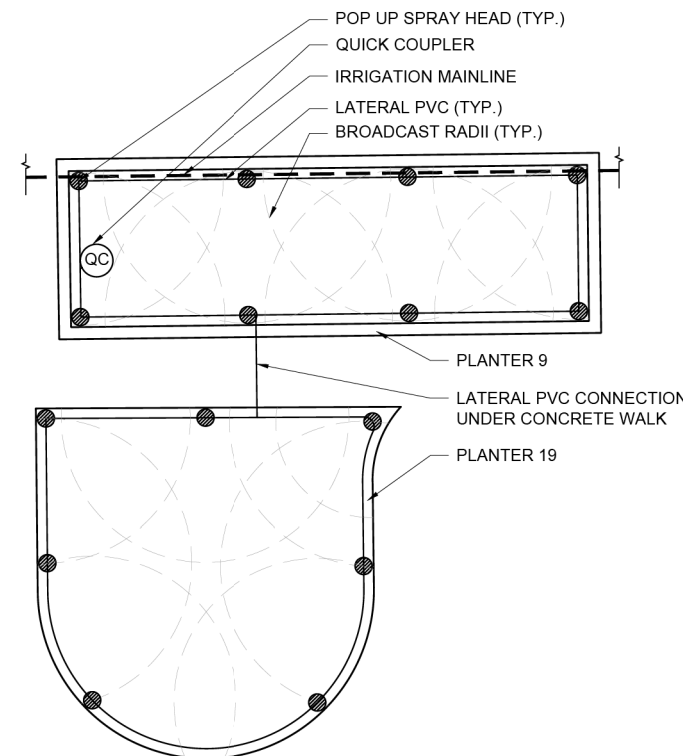


02 IRRIGATION LAYOUT - PLANTER 7
1/4" = 1'-0"

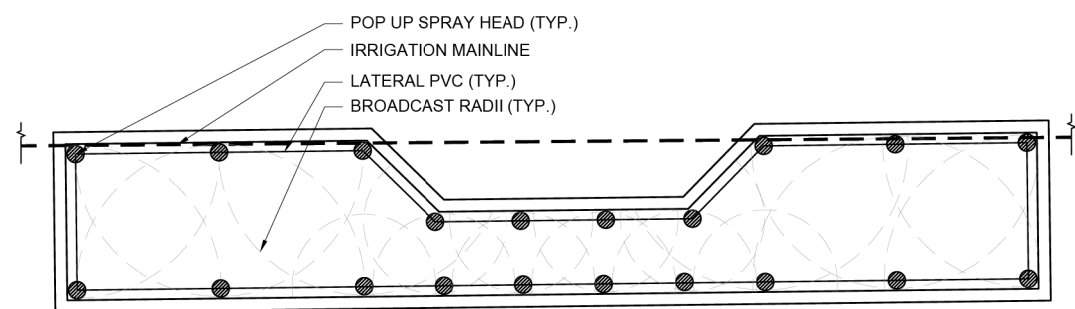
NOTE: SPRAY PATTERNS SHOWN AT AN APPROXIMATE RADIUS FOR ILLUSTRATIVE PURPOSES ONLY. ALL SPRAY HEADS SHALL BE FIELD ADJUSTED AT THE TIME OF INSTALL TO ENSURE THAT WATER DOES NOT SPRAY BEYOND THE INTENDED AREA OF IRRIGATION. CONTRACTOR SHALL PROVIDE HEAD-TO-HEAD COVERAGE. CONTRACTOR SHALL SUBMIT SHOP DRAWING OF LAYOUT.



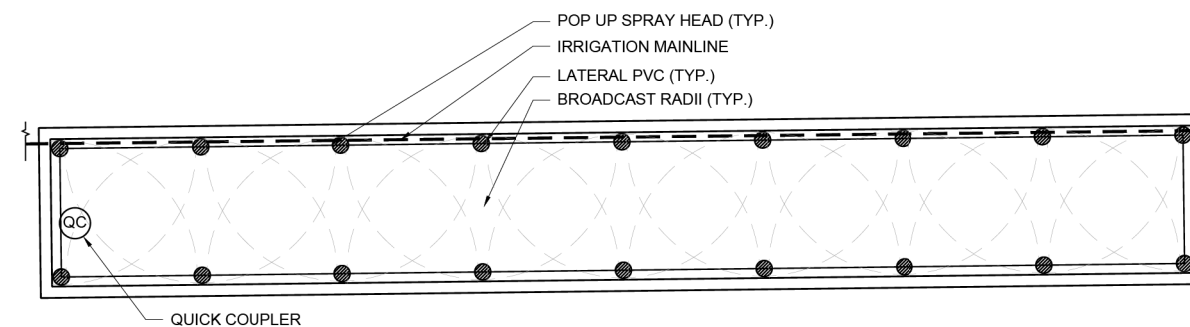
03 IRRIGATION LAYOUT - PLANTER 8 & 18
1/4" = 1'-0"



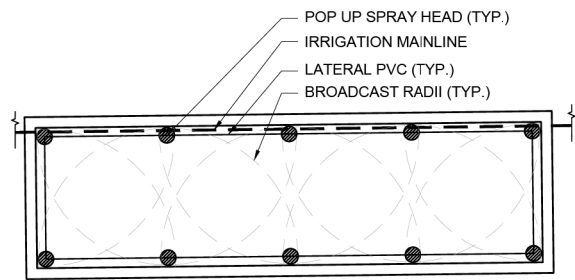
04 IRRIGATION LAYOUT - PLANTER 9 & 19
1/4" = 1'-0"



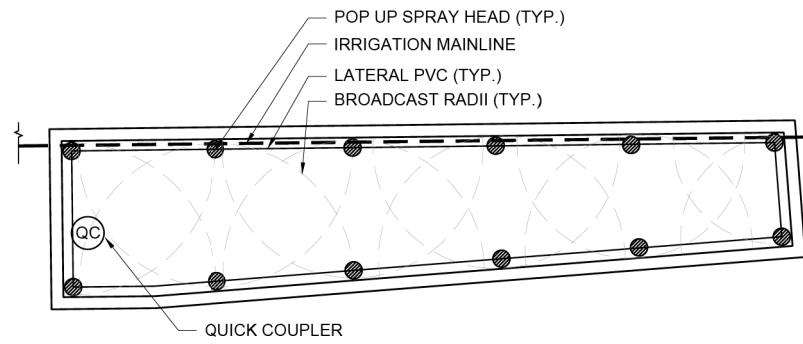
05 IRRIGATION LAYOUT - PLANTER 10
1/4" = 1'-0"



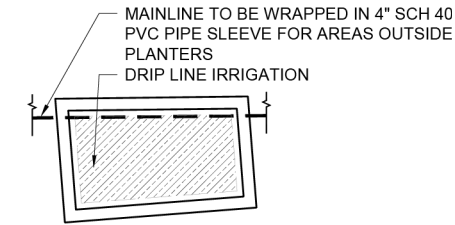
06 IRRIGATION LAYOUT - PLANTER 11
1/4" = 1'-0"



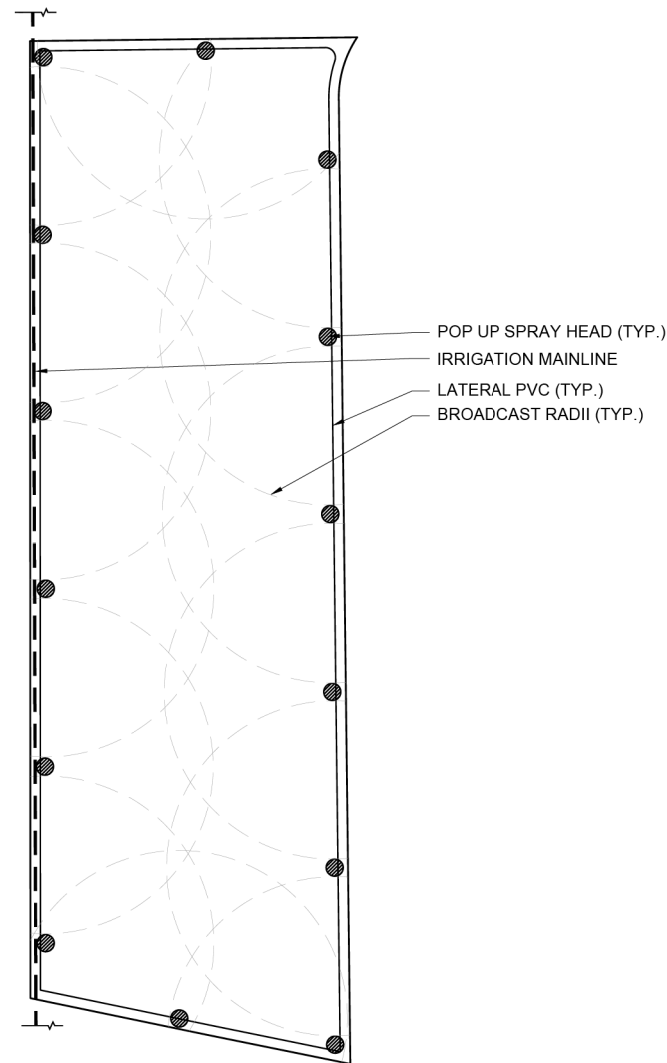
01 IRRIGATION LAYOUT - PLANTER 12
1/4" = 1'-0"



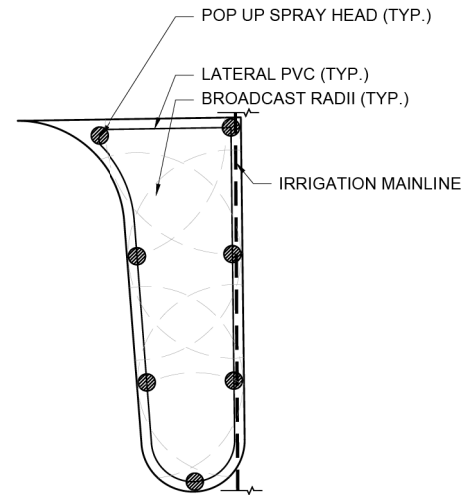
02 IRRIGATION LAYOUT - PLANTER 13
1/4" = 1'-0"



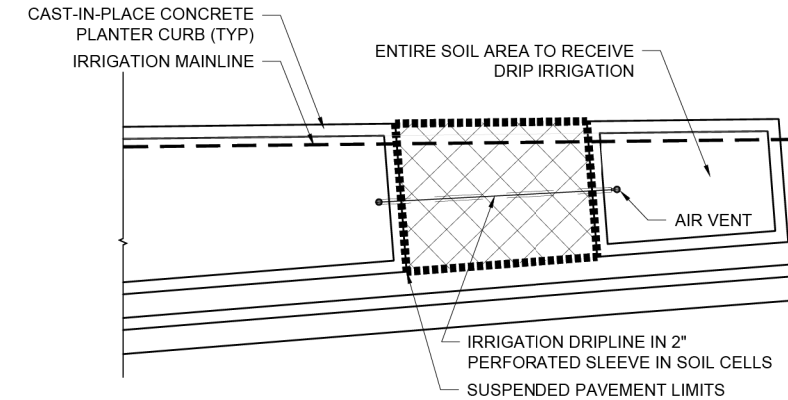
03 IRRIGATION LAYOUT - PLANTER 14
1/4" = 1'-0"



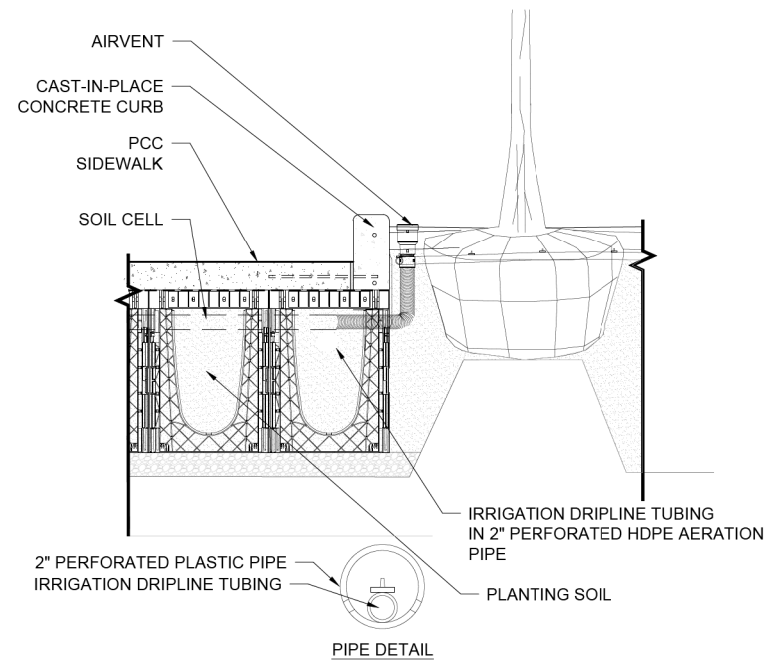
04 IRRIGATION LAYOUT - PLANTER 15
1/4" = 1'-0"



05 IRRIGATION LAYOUT - PLANTER 20
1/4" = 1'-0"



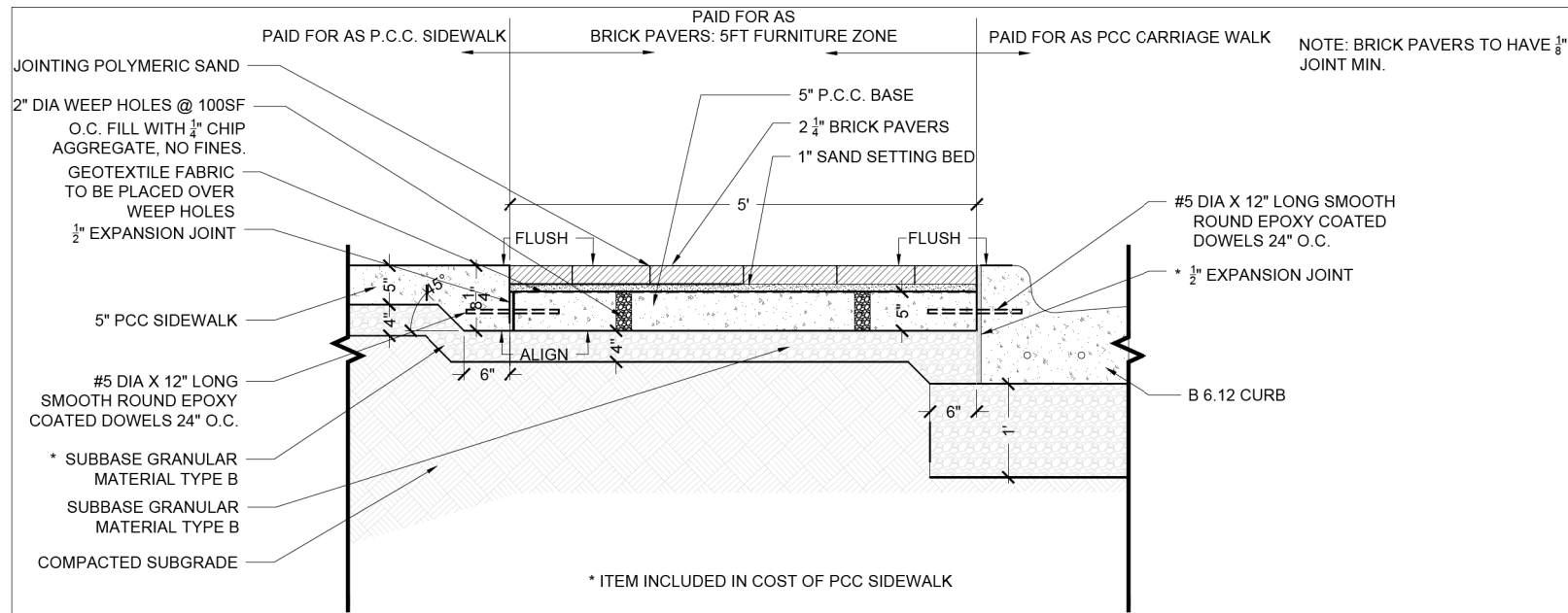
06 IRRIGATION LAYOUT - SUSPENDED PAVEMENT AREAS
1/4" = 1'-0"



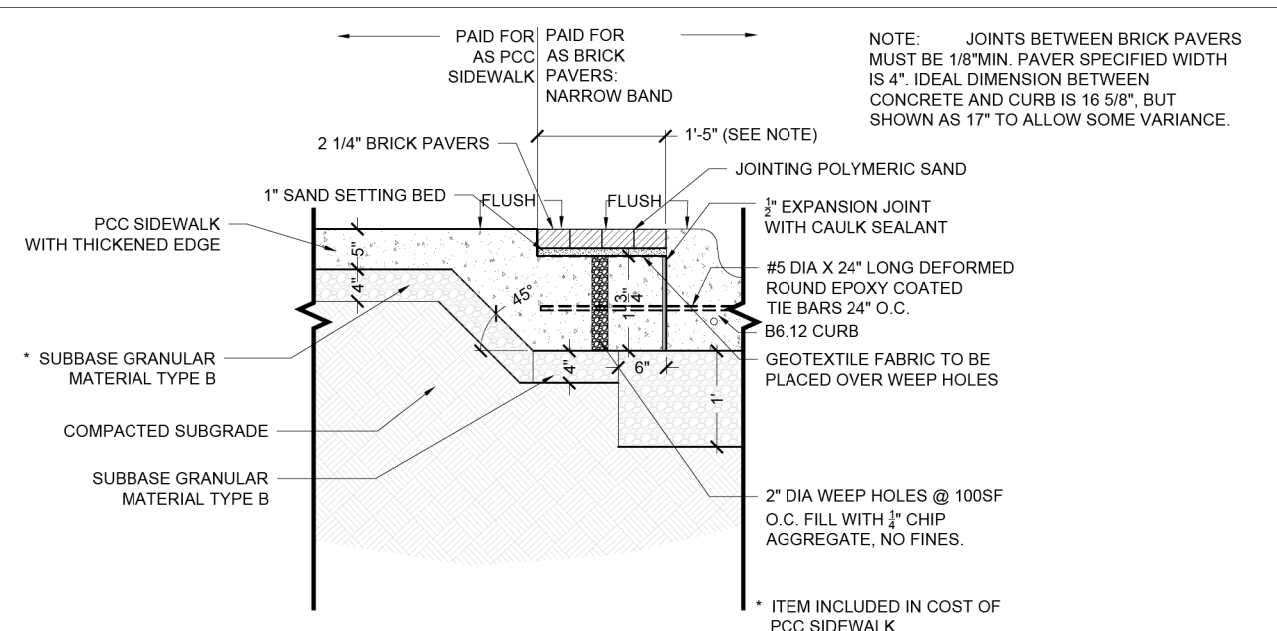
NOTE: IRRIGATION DRIPLINE TUBING PLACED IN PERFORATED PIPE. PERFORATED PIPE DRAINAGE HOLES TO FACE DOWNWARD. USE ONLY LONG SWEEP 90 DEGREE OR 45 DEGREE FITTINGS TO FACILITATE THE INSTALLATION AND MAINTENANCE OF THE DRIPLINE TUBING. PLACE PERFORATED PIPE JUST BELOW THE TOP OF SOIL WITHIN SOIL CELL

07 IRRIGATION SECTION - SUSPENDED PAVEMENT AREAS
NTS

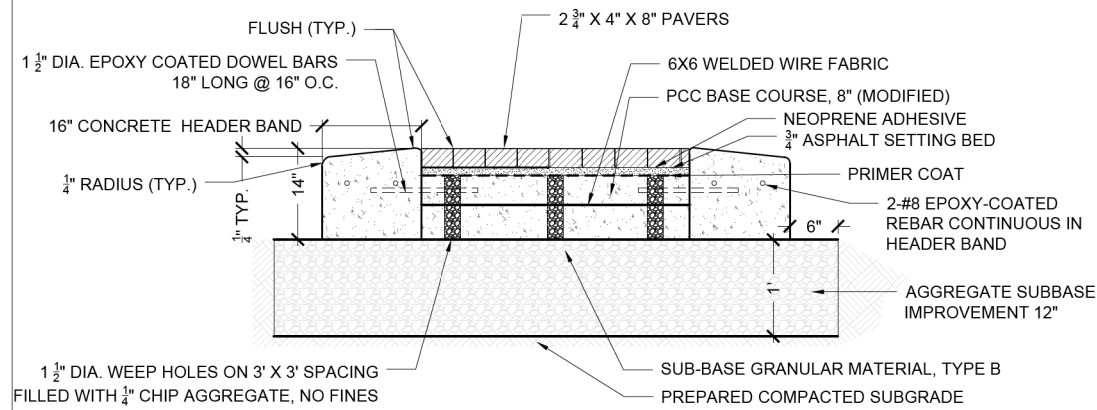
L-6.05



01 BRICK PAVERS - TYP. SECTION A
1" = 1'-0"

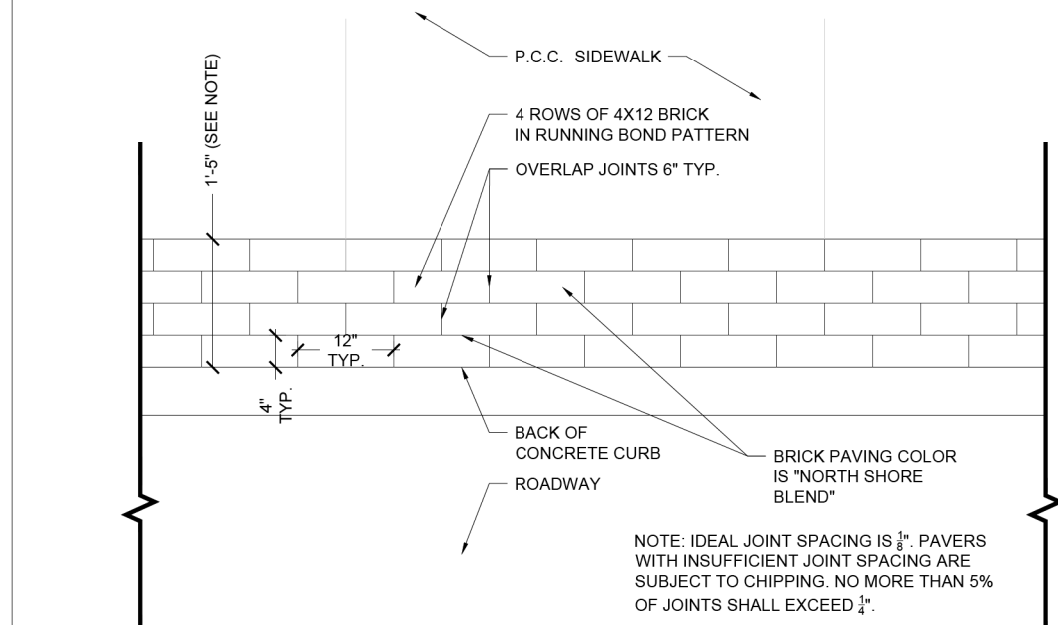


02 BRICK PAVERS - TYP. SECTION B (NARROW BAND)
1" = 1'-0"

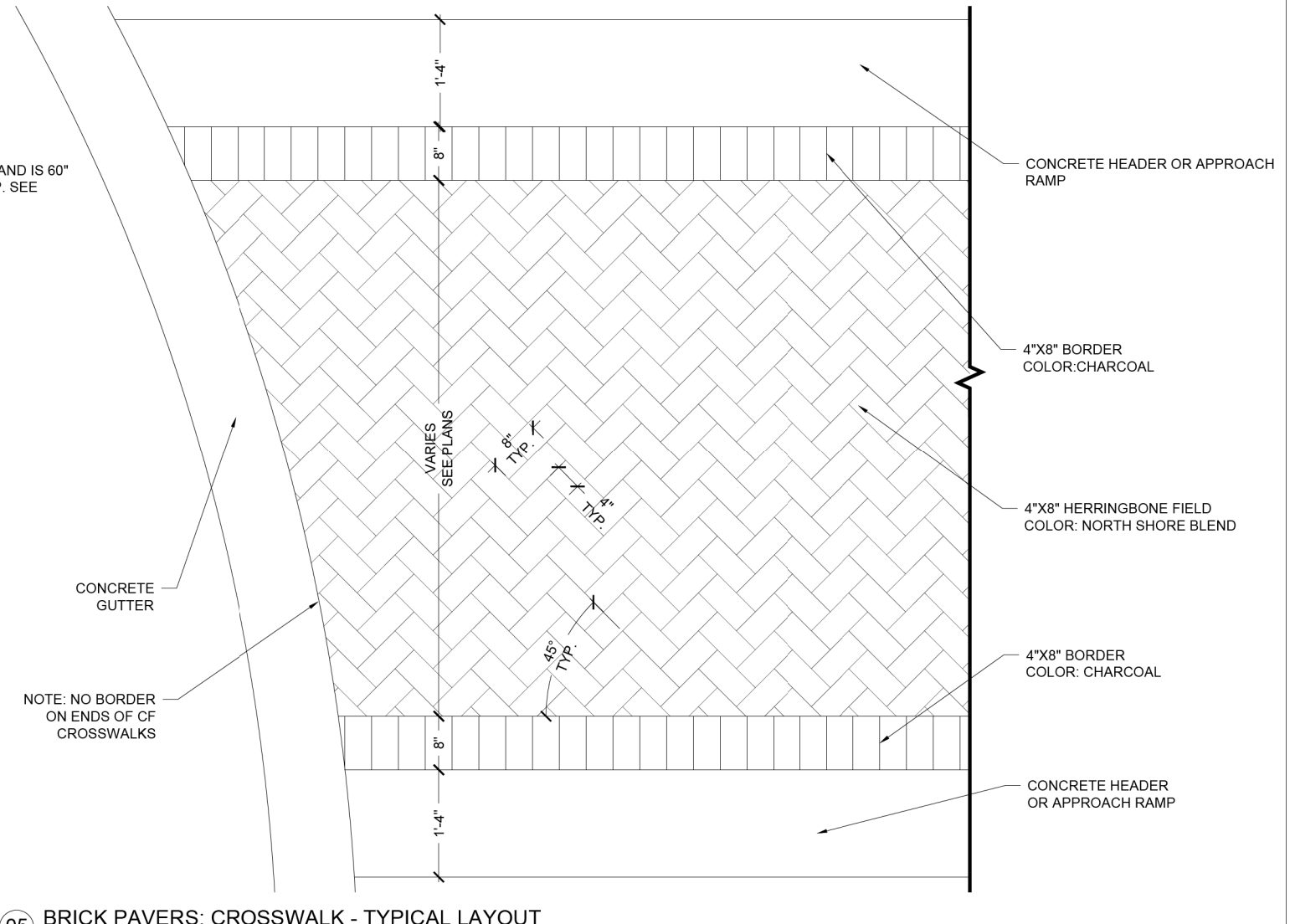


CAUTION: USING EXCESSIVE NEOPRENE ADHESIVE CAN CAUSE DAMAGE FROM THE PRODUCT OOOZING UPWARD TO THE PAVER SURFACE.
NOTE: ON RAISED CROSSWALK, HEADER BAND IS 60" WIDE - TO FUNCTION AS TRANSITION RAMP. SEE PLANS FOR LIMITS.

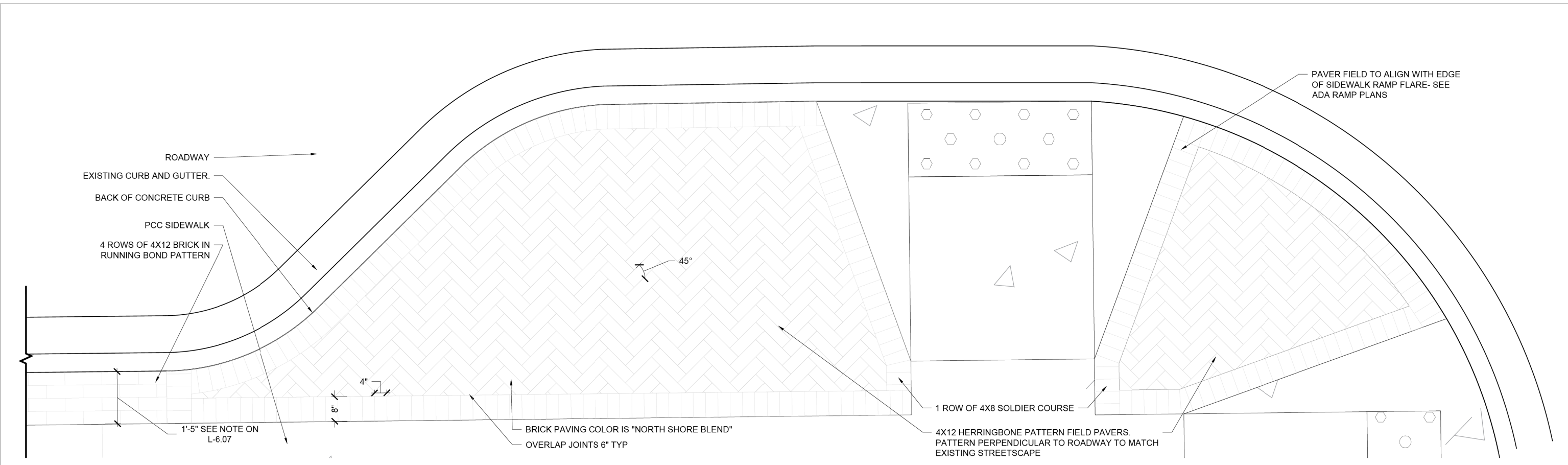
03 BRICK PAVERS: CROSSWALK - TYPICAL SECTION
1" = 1'-0"



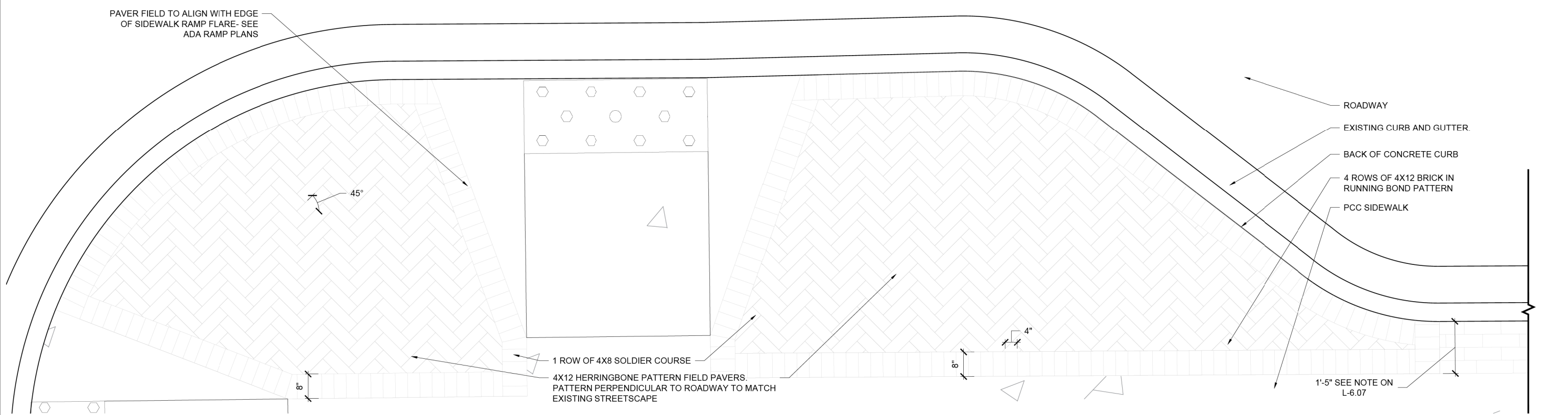
04 BRICK PAVERS: NARROW BAND - TYPICAL LAYOUT
1" = 1'-0"



05 BRICK PAVERS: CROSSWALK - TYPICAL LAYOUT
1" = 1'-0"



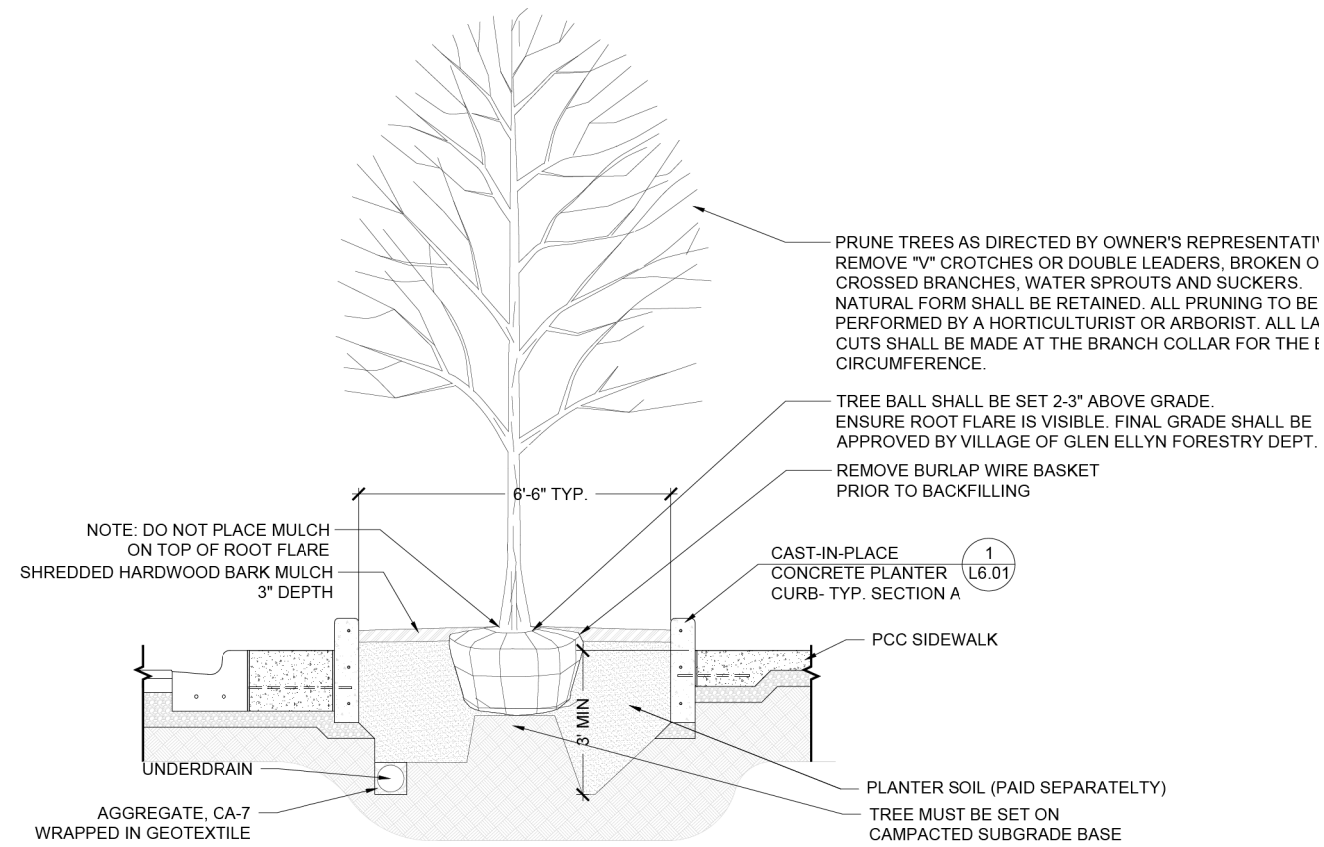
01 BRICK PAVERS: ENLARGEMENT 1 LAYOUT
3/4" = 1' - 0"



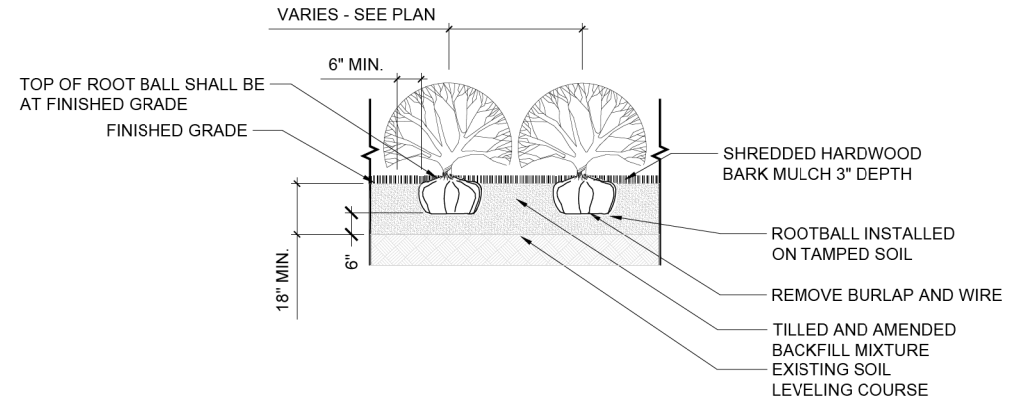
02 BRICK PAVERS: ENLARGEMENT 2 LAYOUT
3/4" = 1' - 0"

L-6.07

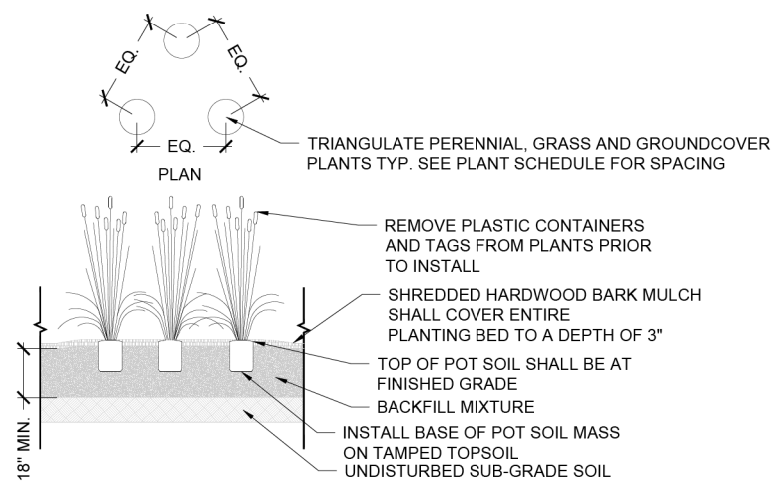
| | | | | | | | | | |
|---|------------------------|-----------|-----------------------|---|---|---------------|--------|--------------|-----------|
| <p>Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975 www.civiltechinc.com</p> | DESIGNED — P.J.H. | REVISED — | VILLAGE OF GLEN ELLYN | BRICK PAVING DETAILS CRESCENT-GLENWOOD LOT | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | DRAWN — P.J.H., J.D.M. | REVISED — | | | XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 24 |
| | CHECKED — KRK, M.J.F. | REVISED — | | | SHEET NO. 20 OF 21 SHEETS STA. _____ TO STA. _____ | | | | |
| | DATE — | REVISED — | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



01 TREE IN PLANTER
SCALE= NTS



02 SHRUB PLANTING
SCALE= NTS





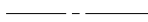




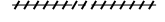







03 ORNAMENTAL GRASS/PERENNIAL PLANTING
3/8" = 1'-0"

MASTER PLANT SCHEDULE

| QTY | CODE | BOTANICAL NAME | COMMON NAME | SIZE | SPACING | COMMENTS |
|---------------------------|------|---------------------------------------|-----------------------------------|----------|----------|-------------|
| TREES | | | | | | |
| 1 | ACR | ACER RUBRUM 'ARMSTRONG' | ARMSTRONG MAPLE | 3" B&B | | |
| 3 | AMG | AMELANCHIER X GRANDIFLORA | APPLE SERVICEBERRY | 2" B&B | | SINGLE STEM |
| 3 | CAC | CARPINUS CAROLINIANA 'JFS-KW6' | NATIVE FLAME AMERICAN HORNBEAM | 3" B&B | | |
| 3 | CEJ | CELTIS 'JFS-KSU1' | PRAIRIE SENTINEL HACKBERRY | 2.5" B&B | | |
| 3 | CEC | CERCIS CANADENSIS | EASTERN REDBUD | 2" B&B | | SINGLE STEM |
| 3 | MAV | MAGNOLIA VIRGINIANA | SWEETBAY MAGNOLIA | 2" B&B | | SINGLE STEM |
| 3 | NYS | NYSSA SYLVATICA 'DAVID ODOM' | AFTER BURNER BLACK GUM | 3" B&B | | |
| 3 | QUB | QUERCUS BICOLOR 'BONNIE AND MIKE' | BEACON OAK | 3" B&B | | |
| 3 | SYR | SYRINGA RETICULATA 'IVORY SILK' | IVORY SILK TREE LILAC | 2" B&B | | SINGLE STEM |
| SHRUBS | | | | | | |
| 51 | CEA | CEANOTHUS AMERICANUS | NEW JERSEY TEA | #3 | 36" O.C. | |
| 24 | COS | CORNUS SERICEA 'KELSEY' | KELSEYS RED TWIG DOGWOOD | #3 | 36" O.C. | |
| 25 | DIL | DIERVILLA LONICERA | DWARF BUSH HONEYSUCKLE | #3 | 36" O.C. | |
| 3 | HYQ | HYDRANGEA QUERCIFOLIA 'FLEMYGEA' | SNOW QUEEN OAKLEAF HYDRANGEA | #3 | 60" O.C. | |
| 26 | ITV | ITEA VIRGINICA 'SPRICH' | LITTLE HENRY SWEETSPICE | #3 | 36" O.C. | |
| 38 | POF | POTENTILLA FRUTICOSA | HAPPY FACE YELLOW POTENTILLA | #3 | 30" O.C. | |
| PERENNIALS | | | | | | |
| 95 | ACM | ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' | APPLE BLOSSOM YARROW | 1 GAL | 18" O.C. | |
| 342 | ALC | ALLIUM CERNUUM | NODDING WILD ONION | 1 GAL | 18" O.C. | |
| 120 | AST | ASCLEPIAS TUBEROSA | BUTTERFLY WEED | 1 GAL | 18" O.C. | |
| 45 | BAA | BAPTISIA AUSTRALIS 'BLUEBERRY SUNDAE' | BLUEBERRY SUNDAE BLUE WILD INDIGO | 1 GAL | 36" O.C. | |
| 146 | ECP | ECHINACEA PURPUREA 'PAS702917' | POWOW PURPLE CONEFLOWER | 1 GAL | 18" O.C. | |
| 8 | HES | HEMEROCALLIS 'STELLA D'ORO' | STELLA D'ORO DAYLILIES | 1 GAL | 18" O.C. | |
| 75 | PED | PENSTEMON DIGITALIS | FOXGLOVE BEARDTONGUE | 1 GAL | 18" O.C. | |
| 136 | RUF | RUDBECKIA FULGIDA 'GOLDSTAR' | GOLD STAR BLACK EYED SUSAN | 1 GAL | 18" O.C. | |
| 41 | RUU | RUPELLIA HUMILIS | WILD PETUNIA | 1 GAL | 18" O.C. | |
| ORNAMENTAL GRASSES | | | | | | |
| 362 | BOG | BOUTELOUA GRACILIS 'BLONDE AMBITION' | BLONDE AMBITION GRAMA GRASS | 1 GAL | 24" O.C. | |
| 236 | DEC | DESCHAMPIA CESPITOSA | TUFTED HAIR GRASS | 1 GAL | 24" O.C. | |
| 143 | SCS | SCHYZACHYRIUM SCOPARIUM | LITTLE BLUESTEM | 1 GAL | 24" O.C. | |
| 210 | SPH | SPOROBOLUS HETEROLEPIS | PRAIRIE DROPSEED | 1 GAL | 24" O.C. | |

LEGEND

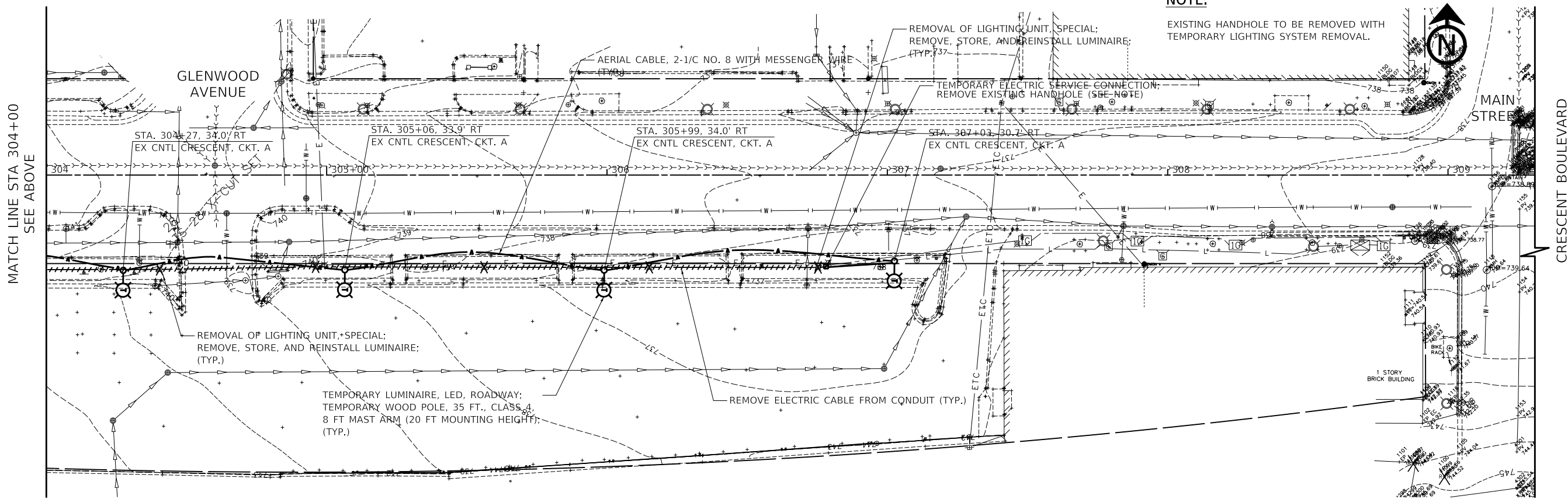
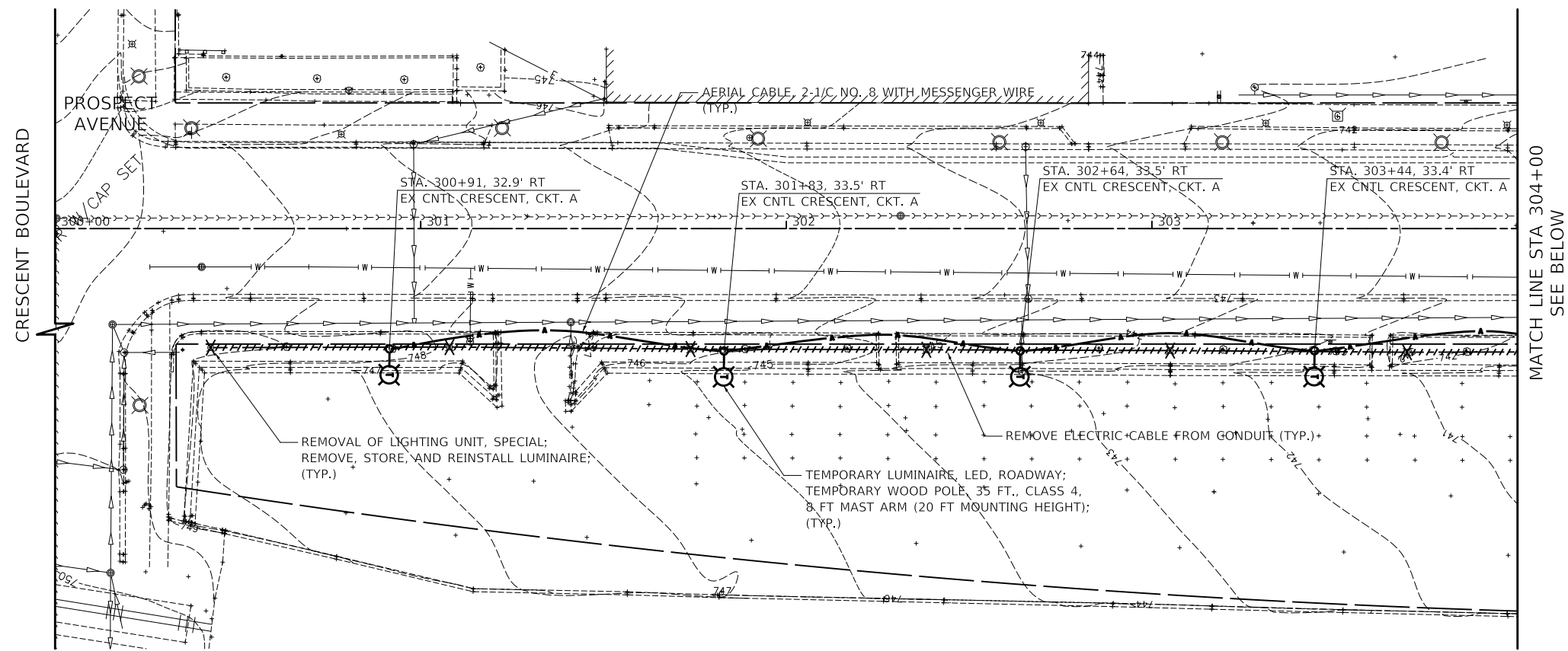
| | | | |
|---|---|---|---|
|  | EXISTING LIGHTING UNIT LIGHT POLE 11 FT LUMINAIRE 58 WATT LED, 240V |  | PROPOSED LIGHT POLE UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT WITH ELECTRIC CABLE IN CONDUIT SIZE AND ELECTRIC CABLE (AS SPECIFIED IN PLANS) |
|  | EXISTING LIGHTING UNIT LIGHT POLE 12 FT REFURBIHED LUMINIARE 58 WATT LED, 240V |  | PROPOSED TREE OUTLET UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT WITH ELECTRIC CABLE IN CONDUIT SIZE AND ELECTRIC CABLE (AS SPECIFIED IN PLANS) |
|  | EXISTING LIGHTING CABLES |  | TEMPORARY LIGHTING UNIT TEMPORARY LUMINAIRE, LED, ROADWAY TEMPORARY WOOD POLE, 35 FT., CLASS 4, 8 FT MAST ARM (25' MOUNTING HEIGHT) |
|  | EXISTING LIGHTING CONTROLLER BASE MOUNTED 120/240 VOLT |  | AERIAL CABLE (AS SPECIFIED IN PLANS) |
|  | PROPOSED PARKING LOT LIGHTING UNIT LIGHT POLE, SPECIAL, 25.5 FT M.H., 8 FT MAST ARM, AND TENON ARM LUMINAIRE, LED, SPECIAL (PARKING LOT) 87 WATT LED, 120V REFURBISHED EXISTING LUMINAIRE (PEDESTRIAN) 58 WATT LED, 240V |  | REMOVAL OF ELECTRIC CABLE FROM CONDUIT |
|  | PROPOSED HANDHOLE, COMPOSITE CONCRETE |  | EXISTING LIGHTING UNIT TO BE REMOVED |
|  | PROPOSED TREE OUTLET PEDESTAL BOX, SINGLE GANG |  | EXISTING HANDHOLE TO BE REMOVED |
|  | PROPOSED TREE OUTLET PEDESTAL BOX, DOUBLE GANG | | |

LIGHTING GENERAL NOTES

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, ANY WORK IS NOT REQUIRED, THAT ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- TEMPORARY LIGHTING WILL REMAIN OPERATIONAL UNTIL THE PROPOSED LIGHTING IS INSTALLED AND OPERATIONAL. TRANSITION TO PROPOSED LIGHTING WILL BE COORDINATED AND COMPLETED ON THE SAME DAY WITHOUT ANY INTERRUPTION OF OPERATION FOR THAT SAME EVENING.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES AND TREE OUTLET PEDESTAL BOX FOR EXAMINATION AND CONFIRMATION WITH THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO AUGURING FOR LIGHT POLE FOUNDATIONS. THE EXACT LOCATIONS FOR ALL ITEMS SHALL BE CONFIRMED WITH THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE RESIDENT ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF FOUNDATIONS HEIGHTS AND THE LIGHT SHALL REMAIN WITH THE CONTRACTOR.
- NO POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATIONS HAVE CURED, AS APPROVED BY THE ENGINEER.
- FOR ALL CONCRETE FOUNDATIONS, A MINIMUM OF 2 SLEEVES SHALL BE PROVIDED REGARDLESS OF WHAT IS BEING INSTALLED. THE SLEEVES SHALL BE SEALED AND CAPPED TO PREVENT MOISTURE OR CONTAMINANTS. MATERIAL AND LABOR WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE PAY ITEM FOR LIGHT POLE FOUNDATION.
- FOUNDATION TYPE IS BASED ON KNOWN UTILITY INFORMATION. OFFSET FOUNDATION LOCATIONS WERE BASED ON ATLAS AND ABOVE GROUND STRUCTURES FOR LOCATION OF UTILITIES. WHERE POSSIBLE, OFFSET FOUNDATIONS SHOULD BE REPLACED WITH LIGHT POLE FOUNDATION, 24" DIAMETER APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. CONTRACTOR WILL BE PAID FOR THE FOUNDATION TYPE INSTALLED WITH NO ADDITIONAL COMPENSATION FOR CHANGE FROM CONTRACT PLAN.
- CONDUIT AND UNIT DUCT MUST BE POSITIONED IN THE FIELD TO AVOID CONFLICT WITH TREES, BUSHES, DRAINS, OTHER UTILITIES, AND LANDSCAPING.
- THE INSTALLATION OF BURIED WARNING TAPE SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER.
- ANY DAMAGE TO PAVEMENT, SIDEWALK, CURB, OR ANY OTHER PORTION OF THE ROADWAY NOT SPECIFICALLY TO BE REMOVED AND REPLACED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST AND REPLACEMENT SHALL MEET THE APPROVAL OF THE ENGINEER.
- OFFSET CALL-OFFS FOR PROPOSED AND TEMPORARY LIGHT POLES ARE FROM THE CENTER OF POLES TO BASELINE OF CONSTRUCTION.

LIGHTING SCHEDULE OF QUANTITIES

| CODED PAY ITEM NO. | ITEM | UNIT | TOTAL QUANTITY |
|--------------------|---|--------|----------------|
| 81028710 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3/4" DIA. | FOOT | 146 |
| 81028740 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/2" DIA. | FOOT | 1599 |
| 81028750 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA. | FOOT | 803 |
| 81400730 | HANDHOLE, COMPOSITE CONCRETE | EACH | 1 |
| 81800240 | AERIAL CABLE, 2-1/C NO. 8 WITH MESSENGER WIRE | FOOT | 603 |
| 83600200 | LIGHT POLE FOUNDATION, 24" DIAMETER | FOOT | 80 |
| 84100110 | REMOVAL OF TEMPORARY LIGHTING UNIT | EACH | 8 |
| 84200804 | REMOVAL OF POLE FOUNDATION | EACH | 11 |
| 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 1917 |
| 89502380 | REMOVE EXISTING HANDHOLE | EACH | 1 |
| X0323002 | TEMPORARY ELECTRIC SERVICE CONNECTION | EACH | 1 |
| X8161000 | EXPOSE AND RELOCATE EXISTING UNIT DUCT | FOOT | 75 |
| X8360215 | LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET | FOOT | 24 |
| X8950130 | MODIFY EXISTING LIGHTING CONTROLLER | EACH | 1 |
| Z0033028 | MAINTENANCE OF LIGHTING SYSTEM | CAL MO | 3 |
| | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 12, 1/C NO. 12 GROUND | FOOT | 146 |
| | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 4, 1/C NO. 4 GROUND | FOOT | 644 |
| | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 4, 1/C NO. 4 GROUND | FOOT | 955 |
| | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 5-1/C NO. 6, 3-1/C NO. 4, 1/C NO. 4 GROUND | FOOT | 803 |
| | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6, 2-1/C NO. 4 | FOOT | 200 |
| | TEMPORARY LUMINAIRE, LED, ROADWAY | EACH | 8 |
| | REMOVAL OF LIGHTING UNIT, SPECIAL | EACH | 11 |
| | TEMPORARY WOOD POLE, 35 FT., CLASS 4, 8 FT. MAST ARM | EACH | 8 |
| | TREE OUTLET PEDESTAL BOX, SINGLE GANG | EACH | 24 |
| | TREE OUTLET PEDESTAL BOX, DOUBLE GANG | EACH | 5 |
| | OUTLET PEDESTAL BOX FOUNDATION BRACKET | EACH | 29 |
| | LIGHT POLE, SPECIAL, 25.5 FT M.H., 8 FT MAST ARM, AND SIDE ARM | EACH | 10 |
| | LUMINAIRE, LED, SPECIAL (PARKING LOT) | EACH | 10 |
| | REMOVE, STORE, AND REINSTALL LUMINAIRE | EACH | 11 |
| | REFURBISH EXISTING LUMINAIRE | EACH | 11 |
| | SMART LIGHTING CONTROL SYSTEM | LSUM | 1 |



NOTE:
EXISTING HANDHOLE TO BE REMOVED WITH TEMPORARY LIGHTING SYSTEM REMOVAL.

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Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
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DESIGNED - SJC
DRAWN - SJC
CHECKED - DNM
DATE - 2/21/2025

REVISED -
REVISED -
REVISED -
REVISED -

VILLAGE OF GLEN ELLYN



**REMOVAL AND TEMPORARY LIGHTING PLAN
CRESCENT-GLENWOOD LOT**
















SHEET NO. 1 OF 1 SHEETS STA. 300+00 TO STA. 308+00

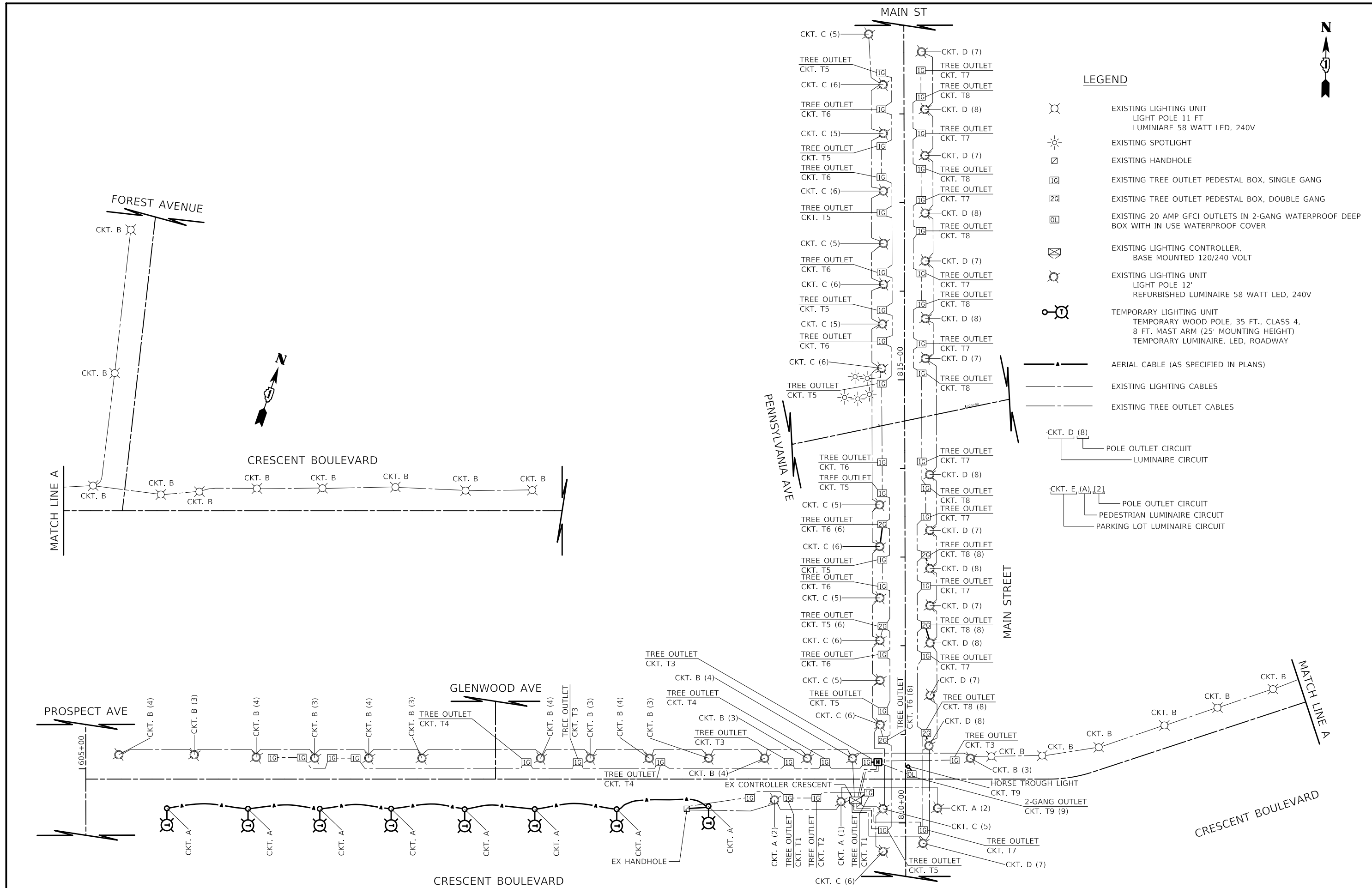
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------------|--------|--------------|-----------|
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 27 |

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



LEGEND

-  EXISTING LIGHTING UNIT
LIGHT POLE 11 FT
LUMINAIRE 58 WATT LED, 240V
-  EXISTING SPOTLIGHT
-  EXISTING HANDHOLE
-  EXISTING TREE OUTLET PEDESTAL BOX, SINGLE GANG
-  EXISTING TREE OUTLET PEDESTAL BOX, DOUBLE GANG
-  EXISTING 20 AMP GFCI OUTLETS IN 2-GANG WATERPROOF DEEP BOX WITH IN USE WATERPROOF COVER
-  EXISTING LIGHTING CONTROLLER,
BASE MOUNTED 120/240 VOLT
-  EXISTING LIGHTING UNIT
LIGHT POLE 12'
REFURBISHED LUMINAIRE 58 WATT LED, 240V
-  TEMPORARY LIGHTING UNIT
TEMPORARY WOOD POLE, 35 FT., CLASS 4,
8 FT. MAST ARM (25' MOUNTING HEIGHT)
TEMPORARY LUMINAIRE, LED, ROADWAY
-  AERIAL CABLE (AS SPECIFIED IN PLANS)
-  EXISTING LIGHTING CABLES
-  EXISTING TREE OUTLET CABLES
-  POLE OUTLET CIRCUIT
LUMINAIRE CIRCUIT
-  POLE OUTLET CIRCUIT
PEDESTRIAN LUMINAIRE CIRCUIT
-  PARKING LOT LUMINAIRE CIRCUIT



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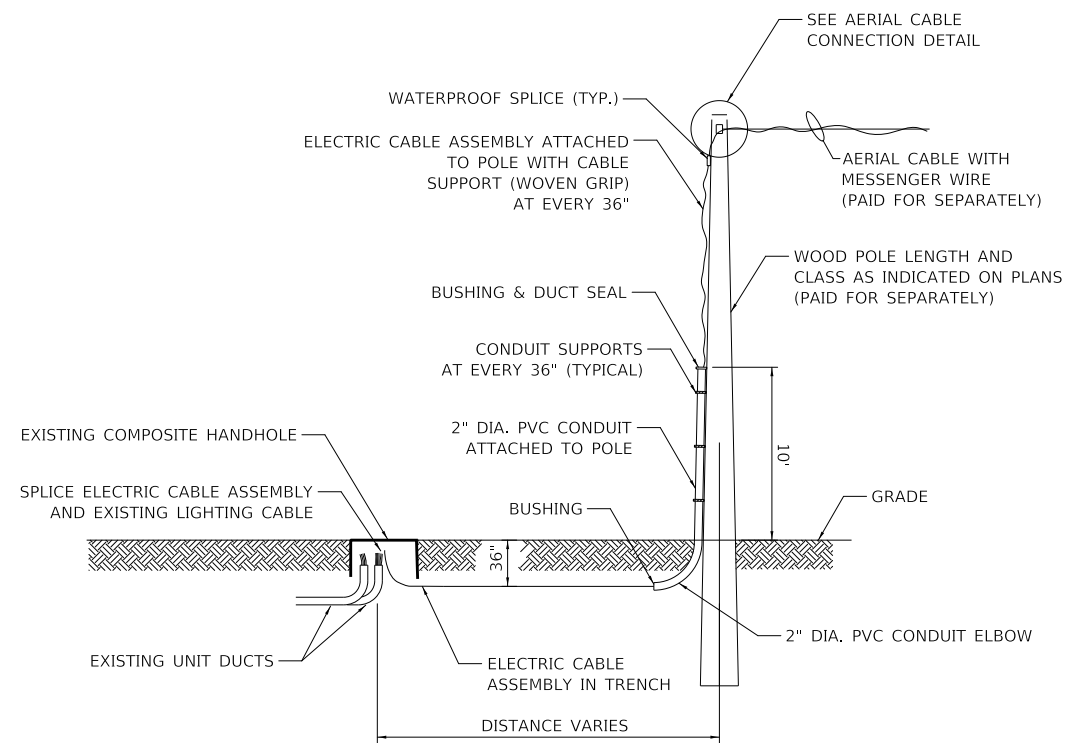
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| DESIGNED - SJC | REVISED - |
| DRAWN - SJC | REVISED - |
| CHECKED - DNM | REVISED - |
| DATE - 2/21/2025 | REVISED - |

VILLAGE OF GLEN ELLYN

TEMPORARY WIRING DIAGRAM

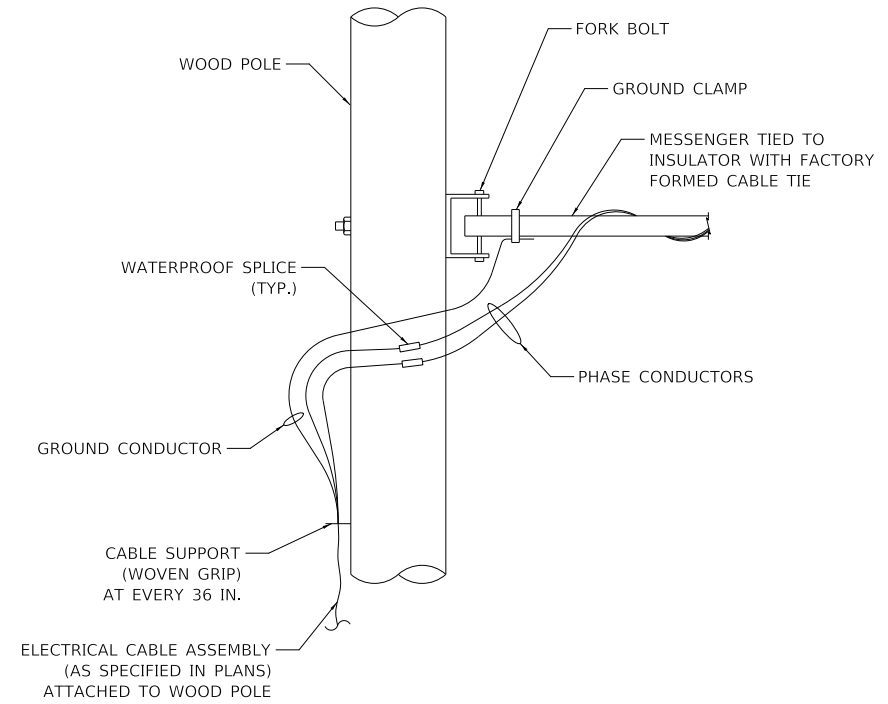
SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| | | | | |
|---|---------------|--------|--------------|-----------|
| F.A.U. RE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 28 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

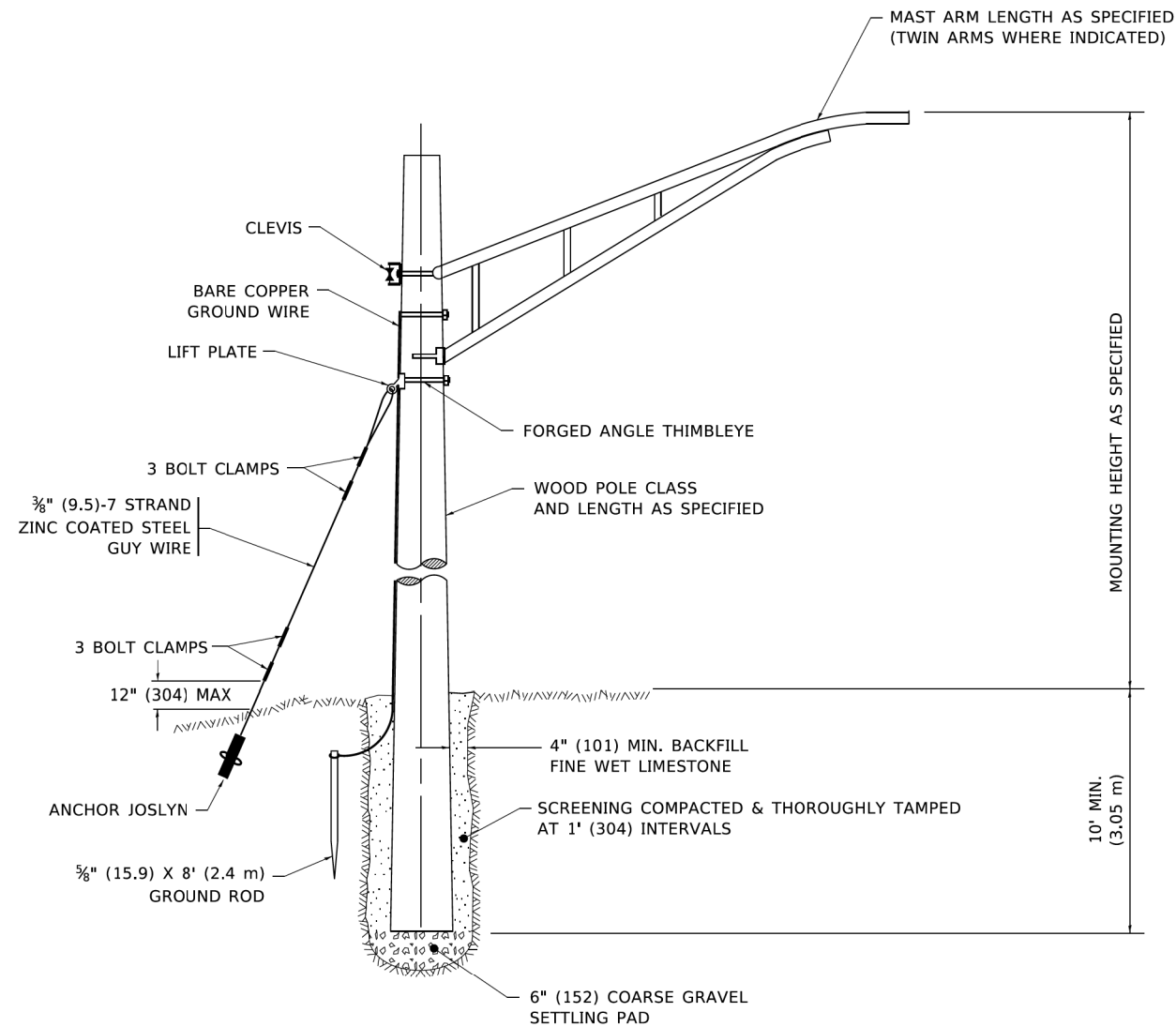


NOTE:
 COST OF SPLICES, ELECTRIC CABLE ASSEMBLY IN TRENCH, ELECTRIC CABLE ASSEMBLY ATTACHED TO POLE, 2" DIA. PVC CONDUIT AND MOUNTING HARDWARE ARE INCIDENTAL TO THE UNIT PRICE FOR TEMPORARY ELECTRICAL SERVICE CONNECTION.

TEMPORARY ELECTRIC SERVICE CONNECTION DETAIL
 N.T.S.



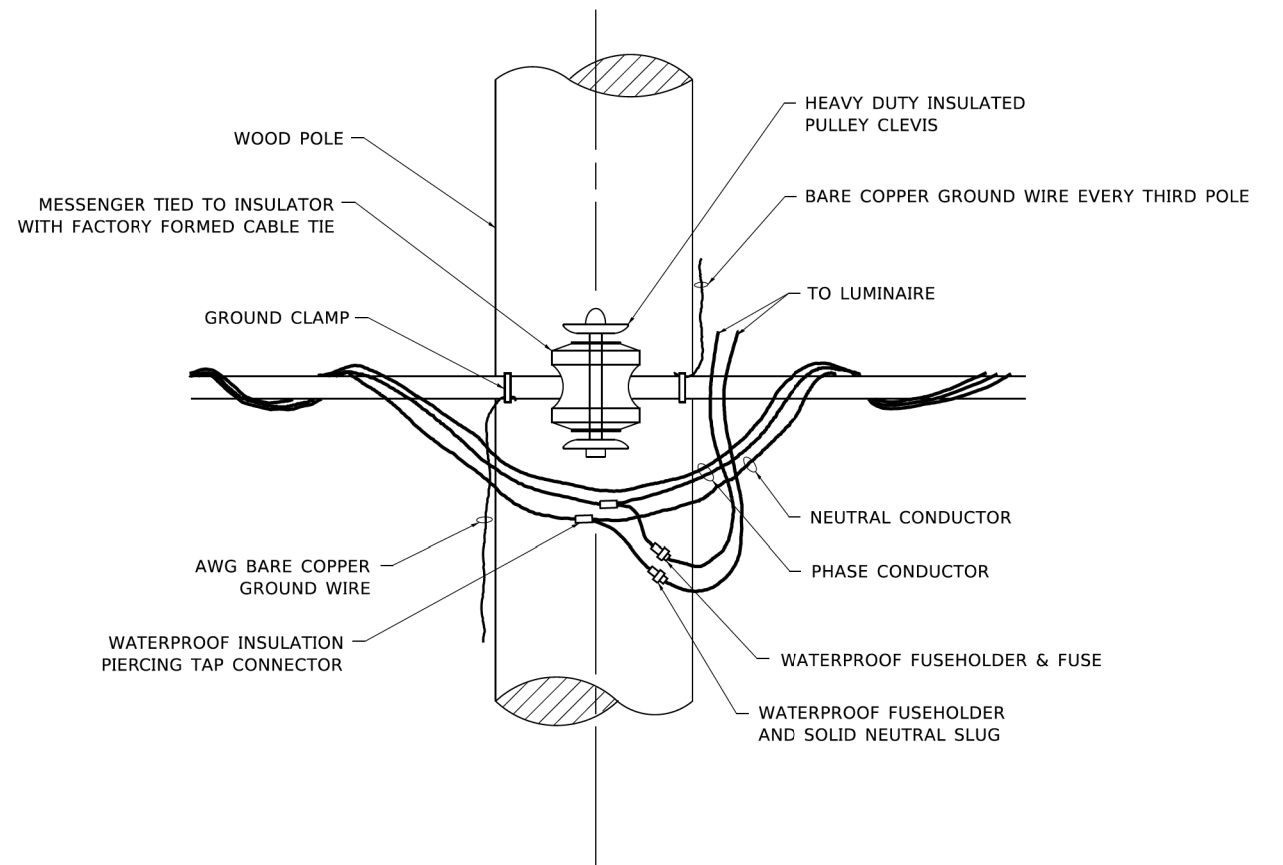
AERIAL CABLE CONNECTION DETAIL
 N.T.S.



TEMPORARY LIGHT POLE DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

MODEL: Default
FILE NAME: p:\civilroom\dot\illinois.gov\PWIDOT\Documents\DOT_Offices\Bentley\1\Projects\Dist\22-34\CAD\DWG\CAC\sheet\be800.dgn

| | | | | | | | | | | |
|-----------------------------|------------|-------------------------|---|--|--|---------------------------|---------|--------------|--------------|-----------|
| USER NAME = footemj | DESIGNED - | REVISED - 08-08-03 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY LIGHT POLE DETAILS | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 50.0010' / in. | DRAWN - | REVISED - R.T. 07-26-16 | | SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA. | | BE-800 | | CONTRACT NO. | | |
| PLOT DATE = 4/19/2019 | CHECKED - | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | | |

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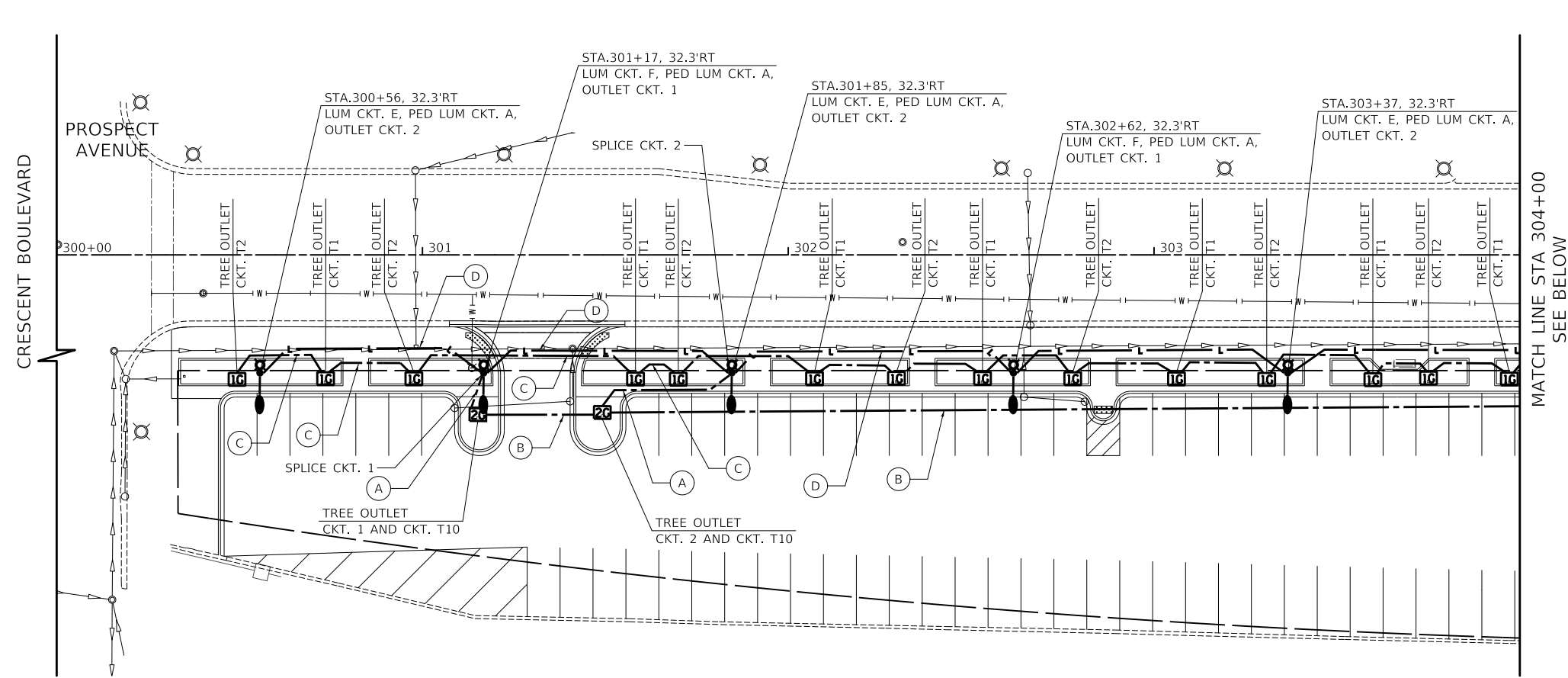
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| DESIGNED - SJC | REVISED - |
| DRAWN - SJC | REVISED - |
| CHECKED - DNM | REVISED - |
| DATE - 2/21/2025 | REVISED - |

VILLAGE OF GLEN ELLYN

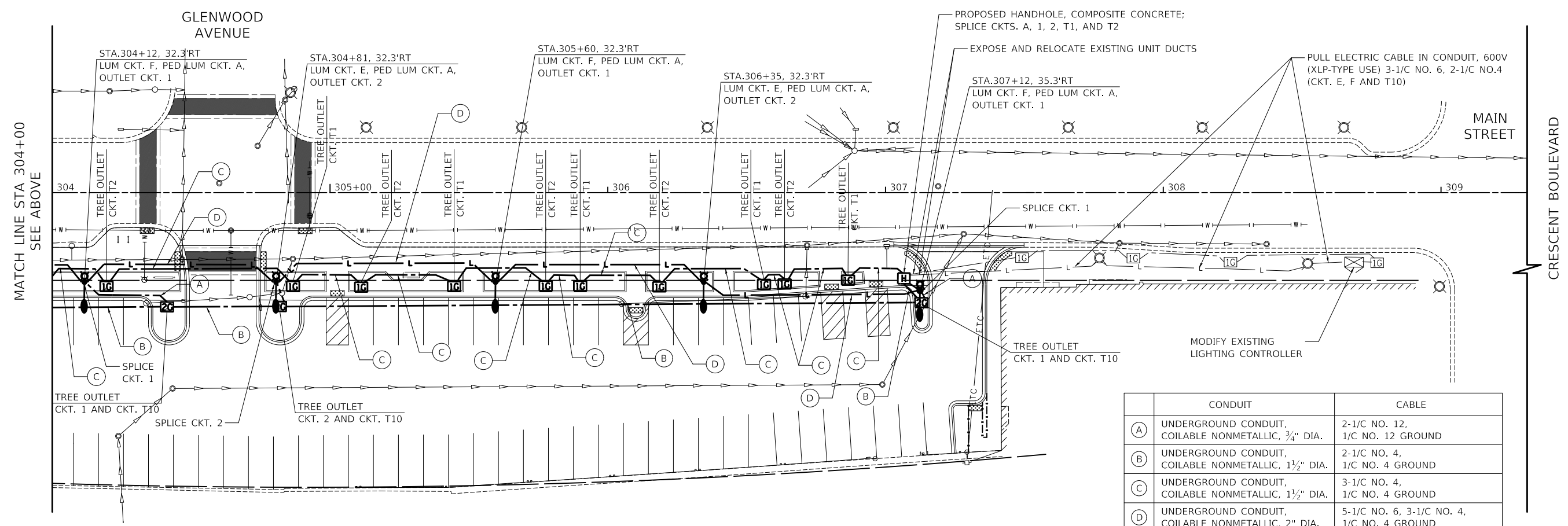
TEMPORARY LIGHT POLE DETAILS

N.T.S SHEET NO. 1 OF 1 SHEETS

| | | | | |
|---|---------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 30 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



| | CONDUIT | CABLE |
|-----|--|--|
| (A) | UNDERGROUND CONDUIT, COILABLE NONMETALLIC, 3/4" DIA. | 2-1/C NO. 12, 1/C NO. 12 GROUND |
| (B) | UNDERGROUND CONDUIT, COILABLE NONMETALLIC, 1 1/2" DIA. | 2-1/C NO. 4, 1/C NO. 4 GROUND |
| (C) | UNDERGROUND CONDUIT, COILABLE NONMETALLIC, 1 1/2" DIA. | 3-1/C NO. 4, 1/C NO. 4 GROUND |
| (D) | UNDERGROUND CONDUIT, COILABLE NONMETALLIC, 2" DIA. | 5-1/C NO. 6, 3-1/C NO. 4, 1/C NO. 4 GROUND |



| | CONDUIT | CABLE |
|-----|--|--|
| (A) | UNDERGROUND CONDUIT, COILABLE NONMETALLIC, 3/4" DIA. | 2-1/C NO. 12, 1/C NO. 12 GROUND |
| (B) | UNDERGROUND CONDUIT, COILABLE NONMETALLIC, 1 1/2" DIA. | 2-1/C NO. 4, 1/C NO. 4 GROUND |
| (C) | UNDERGROUND CONDUIT, COILABLE NONMETALLIC, 1 1/2" DIA. | 3-1/C NO. 4, 1/C NO. 4 GROUND |
| (D) | UNDERGROUND CONDUIT, COILABLE NONMETALLIC, 2" DIA. | 5-1/C NO. 6, 3-1/C NO. 4, 1/C NO. 4 GROUND |

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DESIGNED - SJC
 DRAWN - SJC
 CHECKED - DNM
 DATE - 2/21/2025

REVISED -
 REVISED -
 REVISED -
 REVISED -

VILLAGE OF GLEN ELLYN



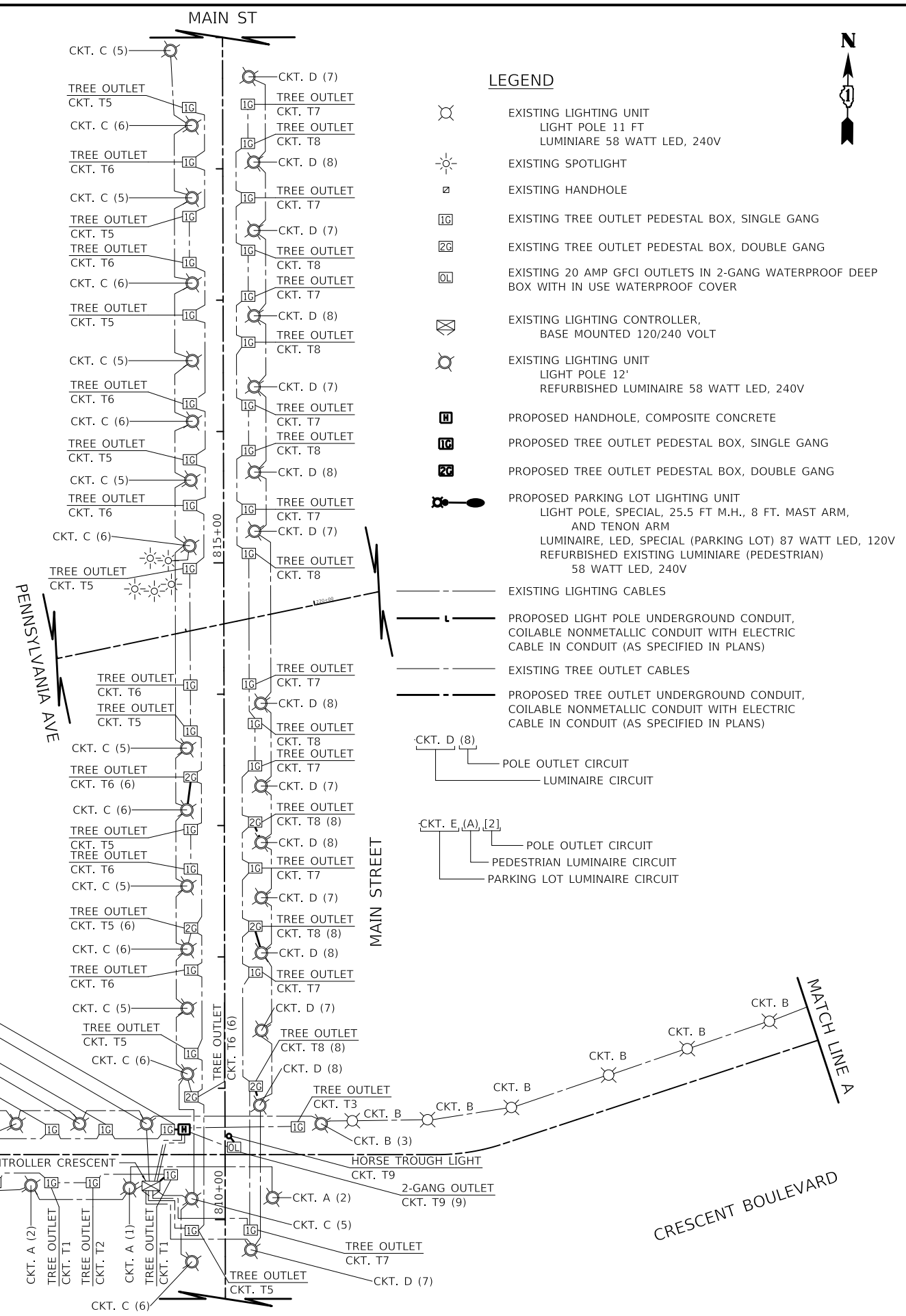
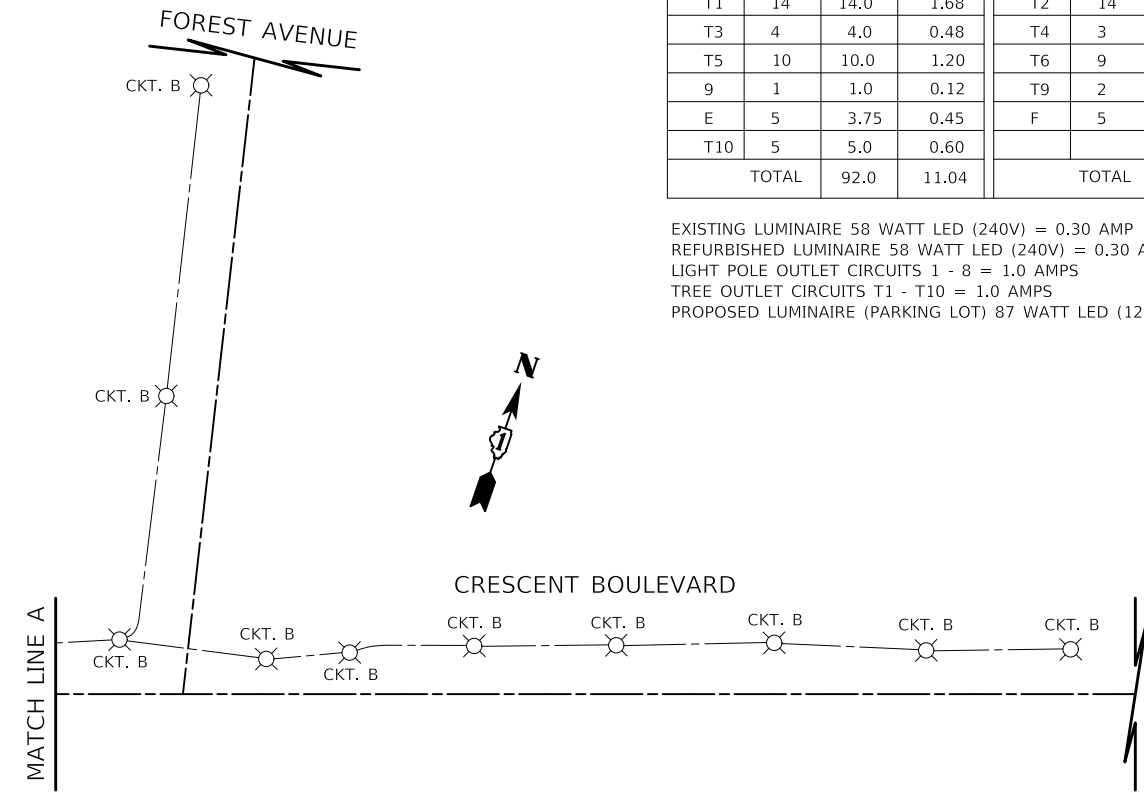
**PROPOSED LIGHTING PLAN
 CRESCENT-GLENWOOD LOT**

SHEET NO. 1 OF 1 SHEETS STA. 300+00 TO STA. 308+00

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------------|--------|--------------|-----------|
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 31 |

| PROPOSED LIGHTING CONTROLLER - CRESCENT CIRCUIT LOAD TABLE | | | | | | | |
|---|-----|------------|----------------|-------------|-----|------------|----------------|
| RED CABLE | QTY | TOTAL AMPS | KW LOAD @ 120V | BLACK CABLE | QTY | TOTAL AMPS | KW LOAD @ 120V |
| A | 13 | 3.9 | 0.47 | A | 13 | 3.9 | 0.47 |
| B | 30 | 9.0 | 1.08 | B | 30 | 8.7 | 1.08 |
| C | 16 | 4.8 | 0.58 | C | 16 | 4.8 | 0.58 |
| D | 15 | 4.5 | 0.54 | D | 15 | 4.5 | 0.54 |
| 1 | 9 | 9.0 | 1.08 | 2 | 9 | 9.0 | 1.08 |
| 3 | 7 | 7.0 | 0.84 | 4 | 7 | 7.0 | 0.84 |
| 5 | 8 | 8.0 | 0.96 | 6 | 11 | 11.0 | 1.32 |
| 7 | 8 | 8.0 | 0.96 | 8 | 10 | 10.0 | 1.20 |
| T1 | 14 | 14.0 | 1.68 | T2 | 14 | 14.0 | 1.68 |
| T3 | 4 | 4.0 | 0.48 | T4 | 3 | 3.0 | 0.36 |
| T5 | 10 | 10.0 | 1.20 | T6 | 9 | 9.0 | 1.08 |
| 9 | 1 | 1.0 | 0.12 | T9 | 2 | 1.3 | 0.16 |
| E | 5 | 3.75 | 0.45 | F | 5 | 3.75 | 0.45 |
| T10 | 5 | 5.0 | 0.60 | | | | |
| TOTAL | | 92.0 | 11.04 | TOTAL | | 90.0 | 10.84 |

EXISTING LUMINAIRE 58 WATT LED (240V) = 0.30 AMP
 REFURBISHED LUMINAIRE 58 WATT LED (240V) = 0.30 AMP
 LIGHT POLE OUTLET CIRCUITS 1 - 8 = 1.0 AMPS
 TREE OUTLET CIRCUITS T1 - T10 = 1.0 AMPS
 PROPOSED LUMINAIRE (PARKING LOT) 87 WATT LED (120V) = 0.75 AMP



- LEGEND**
- EXISTING LIGHTING UNIT
LIGHT POLE 11 FT
LUMINAIRE 58 WATT LED, 240V
 - EXISTING SPOTLIGHT
 - EXISTING HANDHOLE
 - EXISTING TREE OUTLET PEDESTAL BOX, SINGLE GANG
 - EXISTING TREE OUTLET PEDESTAL BOX, DOUBLE GANG
 - EXISTING 20 AMP GFCI OUTLETS IN 2-GANG WATERPROOF DEEP BOX WITH IN USE WATERPROOF COVER
 - EXISTING LIGHTING CONTROLLER,
BASE MOUNTED 120/240 VOLT
 - EXISTING LIGHTING UNIT
LIGHT POLE 12'
REFURBISHED LUMINAIRE 58 WATT LED, 240V
 - PROPOSED HANDHOLE, COMPOSITE CONCRETE
 - PROPOSED TREE OUTLET PEDESTAL BOX, SINGLE GANG
 - PROPOSED TREE OUTLET PEDESTAL BOX, DOUBLE GANG
 - PROPOSED PARKING LOT LIGHTING UNIT
LIGHT POLE, SPECIAL, 25.5 FT M.H., 8 FT. MAST ARM,
AND TENON ARM
LUMINAIRE, LED, SPECIAL (PARKING LOT) 87 WATT LED, 120V
REFURBISHED EXISTING LUMINAIRE (PEDESTRIAN)
58 WATT LED, 240V
 - EXISTING LIGHTING CABLES
 - PROPOSED LIGHT POLE UNDERGROUND CONDUIT,
COILABLE NONMETALLIC CONDUIT WITH ELECTRIC
CABLE IN CONDUIT (AS SPECIFIED IN PLANS)
 - EXISTING TREE OUTLET CABLES
 - PROPOSED TREE OUTLET UNDERGROUND CONDUIT,
COILABLE NONMETALLIC CONDUIT WITH ELECTRIC
CABLE IN CONDUIT (AS SPECIFIED IN PLANS)
 - POLE OUTLET CIRCUIT
LUMINAIRE CIRCUIT
 - POLE OUTLET CIRCUIT
PEDESTRIAN LUMINAIRE CIRCUIT
 - PARKING LOT LUMINAIRE CIRCUIT

CIVILTECH
 Two Pierce Place, Suite 1400
 Itasca, Illinois 60143
 Tel: 630.773.3900 Fax: 630.773.3975
 www.civiltechinc.com

DESIGNED - SJC
 DRAWN - SJC
 CHECKED - BRM
 DATE - 2/21/2025

REVISED -
 REVISED -
 REVISED -
 REVISED -

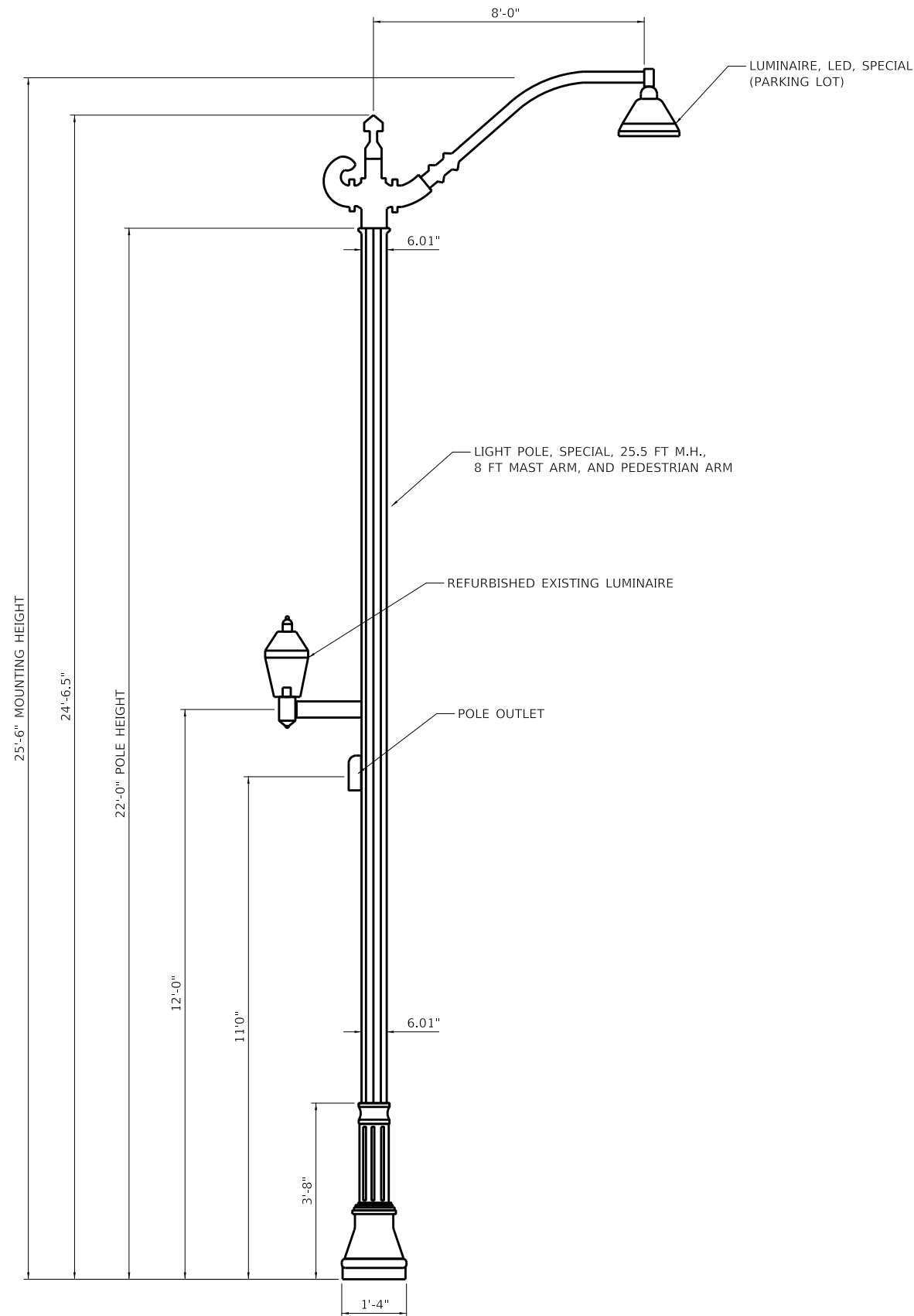
VILLAGE OF GLEN ELLYN

PROPOSED WIRING DIAGRAM

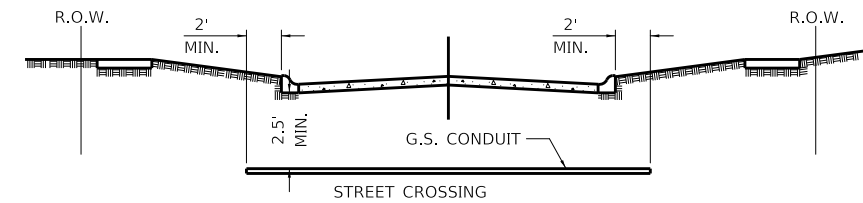
SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| F.A.U. R.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------------|--------|--------------|-----------|
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 32 |

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



LIGHTING UNIT PARKING LOT

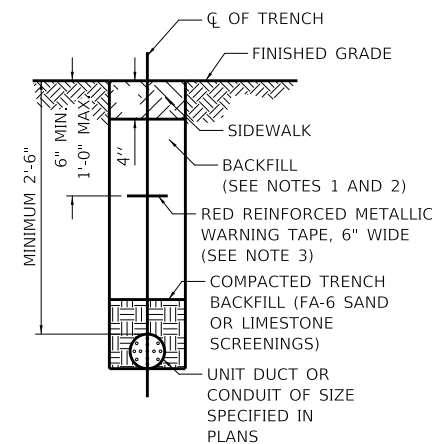


- ① PAVEMENT INCLUDES ROADS, DRIVEWAYS, SIDEWALKS, AND BIKE PATHS.
- ② CONDUIT SHALL BE HEAVY WALL RIGID GALVANIZED STEEL CONDUIT, MINIMUM 2" DIAMETER.
- ③ CONDUIT SHALL EXTEND A MINIMUM OF 2 FT. BEYOND BACK OF CURB OR EDGE OF PAVEMENT.
- ④ CONDUIT SHALL BE A MINIMUM OF 2.5 FT. BELOW BOTTOM OF PAVEMENT.

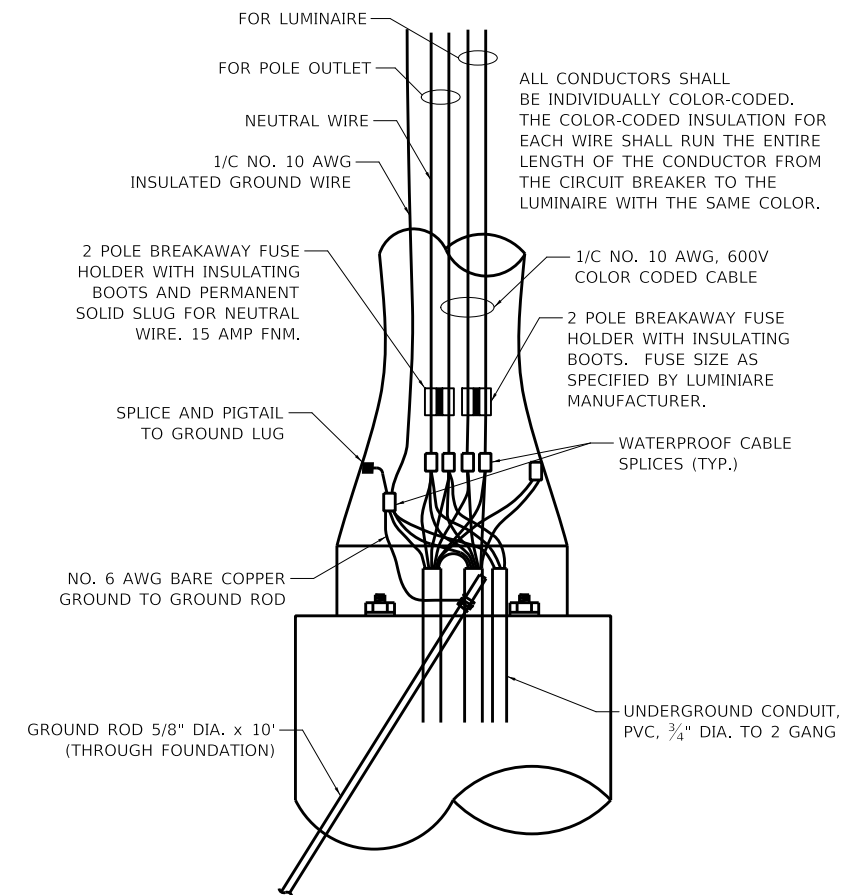
ELECTRICAL CONDUIT UNDER PAVEMENT

NOTES:

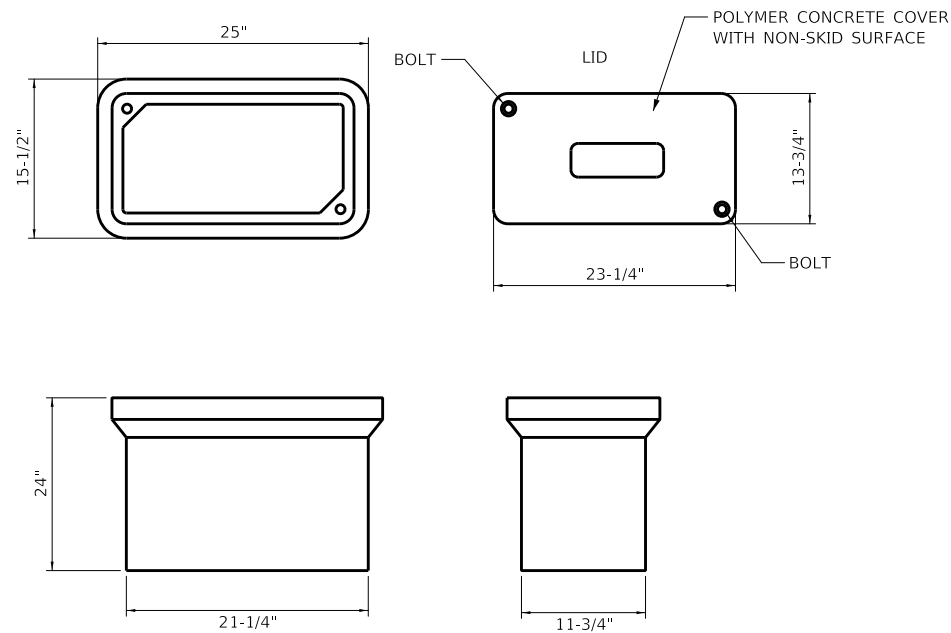
- 1. TRENCHES WITHIN 2' OF PROPOSED OR EXISTING STREETS, DRIVEWAYS, OR SIDEWALKS WILL BE BACKFILLED WITH COMPACTED FA-6 SAND OR LIMESTONE SCREENINGS.
- 2. WARNING TAPE WILL BE RED WITH BLACK LETTERING TO READ "CAUTION - ELECTRIC LINE BURIED BELOW".
- 3. MINIMUM UNIT DUCT AND CONDUIT DEPTH IS 30". NOTIFY RESIDENT ENGINEER AND VILLAGE ENGINEER WITH CONFLICTS.



TYPICAL TRENCH CROSS SECTION

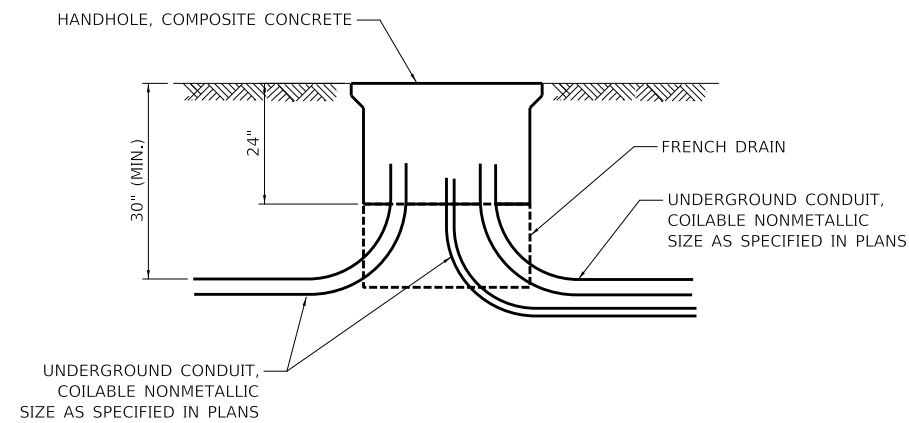


POLE HANDHOLE WIRING DIAGRAM



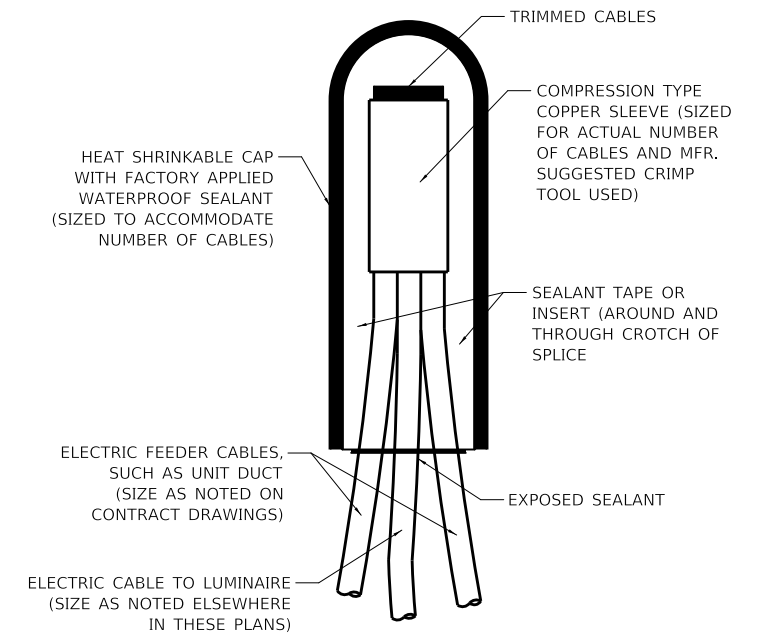
HANDHOLE, COMPOSITE CONCRETE

NOT TO SCALE



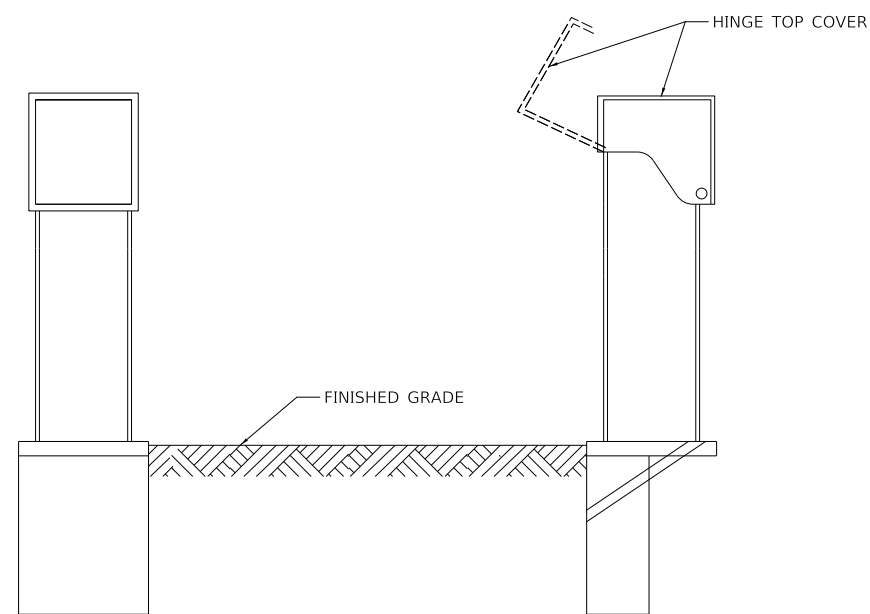
CONDUITS IN HANDHOLE, COMPOSITE CONCRETE

NOT TO SCALE



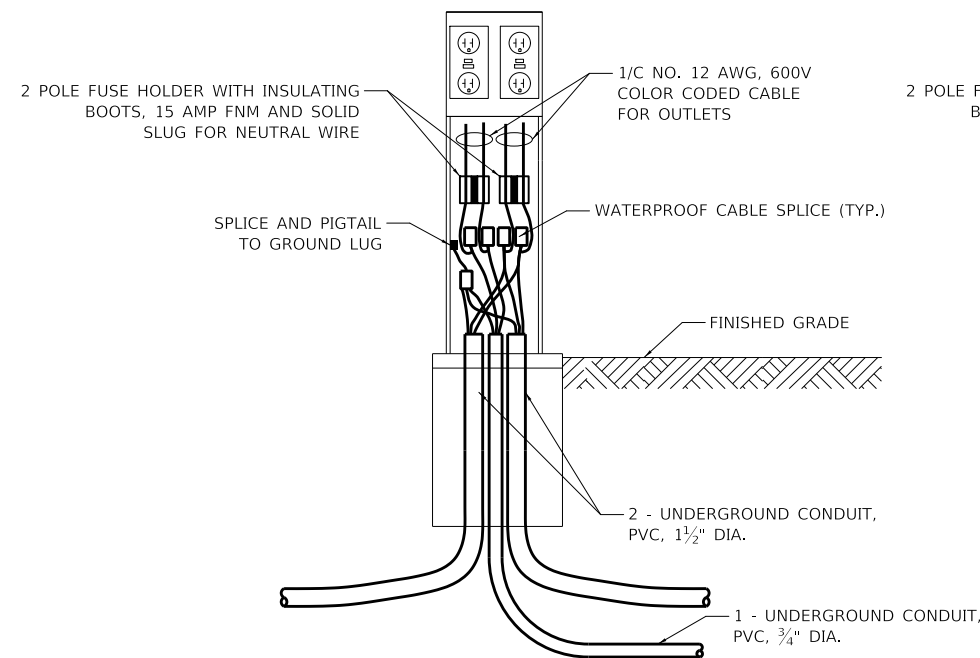
NOTE: NUMBER OF CABLES IN SPLICE MAY VARY

SPLICING ELECTRIC CABLES BASIC MATERIALS AND METHODS



TREE OUTLET PEDESTAL

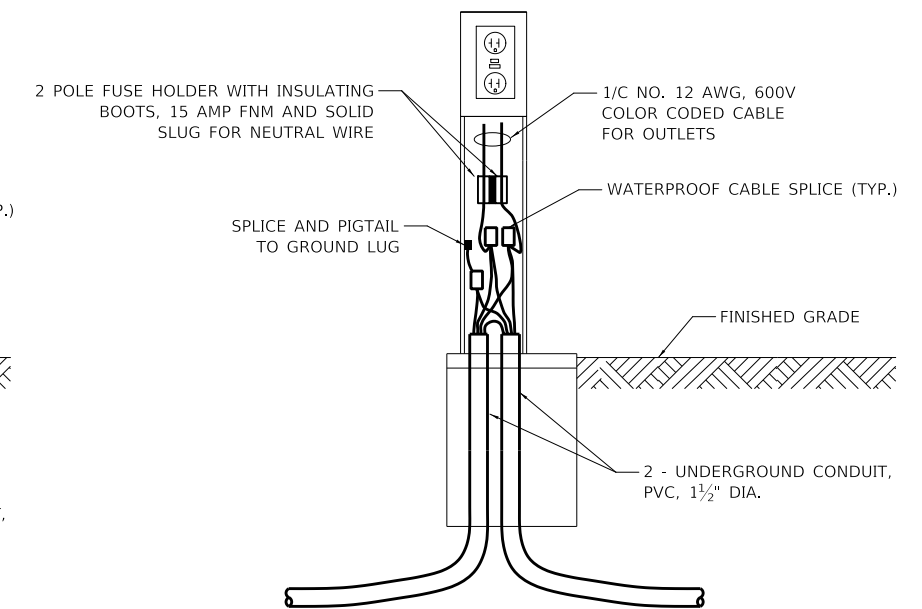
NOT TO SCALE



TREE OUTLET PEDESTAL BOX WIRING

DOUBLE GANG

NOT TO SCALE



TREE OUTLET PEDESTAL BOX WIRING

SINGLE GANG

NOT TO SCALE



Two Pierce Place, Suite 1400
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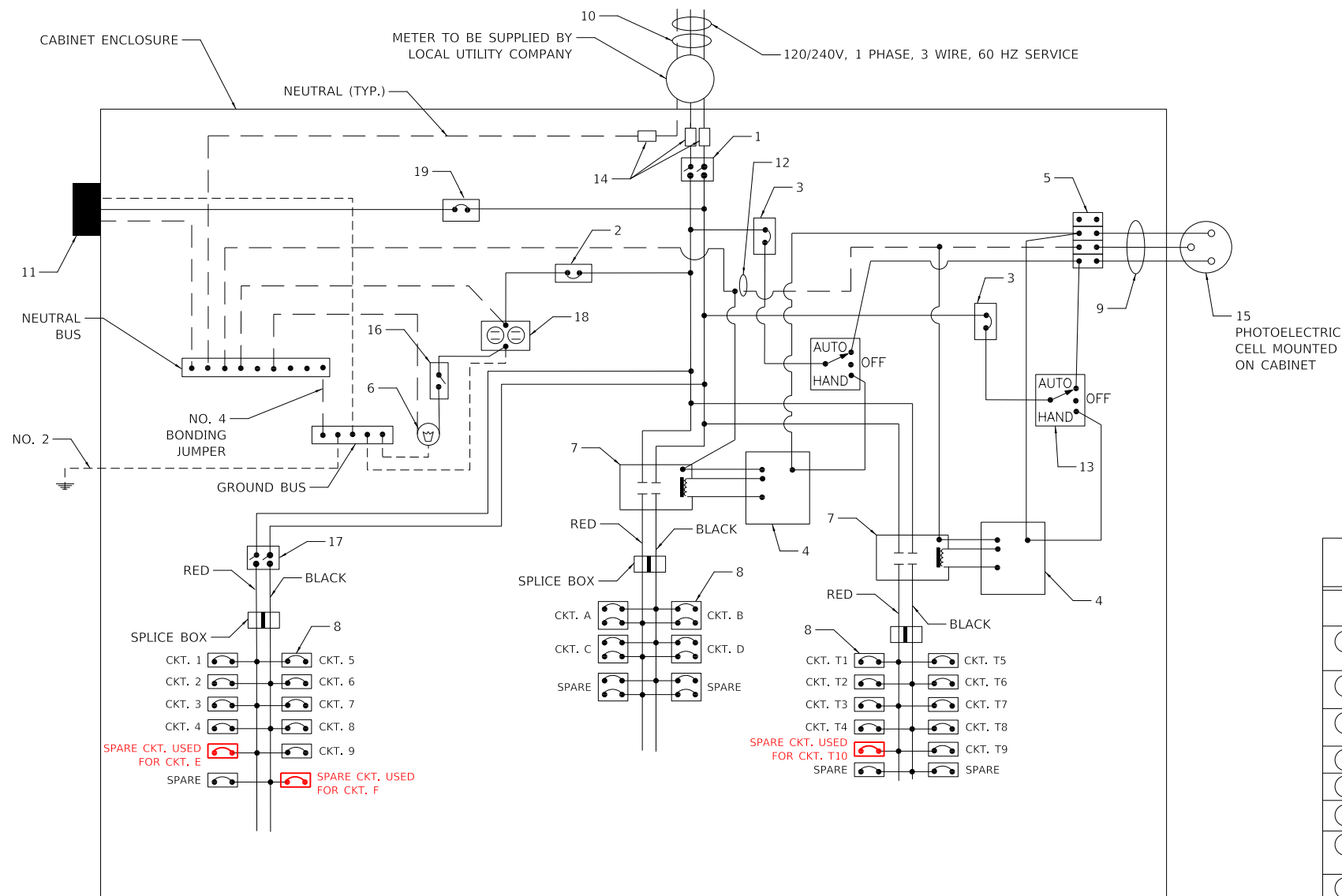
| | |
|------------------|-----------|
| DESIGNED - SJC | REVISED - |
| DRAWN - SJC | REVISED - |
| CHECKED - DNM | REVISED - |
| DATE - 2/21/2025 | REVISED - |

VILLAGE OF GLEN ELLYN

LIGHTING DETAILS

N.T.S SHEET NO. 2 OF 5 SHEETS

| | | | | |
|---|---------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| XXXX | XX-XXXX-XX-XX | DUPAGE | 35 | 34 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



**EXISTING LIGHTING CONTROLLER WIRING DIAGRAM
MAIN STREET AND CRESCENT BOULEVARD**

LIGHTING CONTROLLER COMPONENT SCHEDULE

| ITEM | SPECIFICATION OR EQUAL |
|--|--|
| ① MAIN CIRCUIT BREAKER | 200 AMPERE, 2 POLE, 240 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 25,000 RMS SYMMETRICAL AMPS AT 600V |
| ② OUTLET CIRCUIT BREAKER | 20 AMPERE, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 14,000 RMS SYMMETRICAL AMPS AT 277V |
| ③ PHOTOELECTRIC CELL CONTROL CIRCUIT BREAKER | 15 AMPERE, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 14,000 RMS SYMMETRICAL AMPS AT 277V |
| ④ AUXILIARY RELAY | 120 VOLT SPST 60 HZ COIL |
| ⑤ FOUR POINT TERMINAL BLOCK | 600 VOLT |
| ⑥ LAMPHOLDER | 120 VOLT SWITCHED LAMPHOLDER |
| ⑦ REMOTE CONTROL SWITCH - CONTACTOR | 200 AMP 2 POLE, 240 VOLT RATING, 120V COIL. ELECTRICALLY OPERATED, MECHANICALLY HELD. |
| ⑧ BRANCH LINE CIRCUIT BREAKERS | DOUBLE POLE CIRCUIT BREAKERS CKTS. A - D = 30 AMP, 2 POLE, 240 VOLT RATING SINGLE POLE CIRCUIT BREAKERS: CKTS. 1 - 9 = 40 AMP, 1 POLE, 120 VOLT CKTS. T1 - T9 = 40 AMP, 1 POLE, 120 VOLT SPARE CKT BREAKER W PHOTOCELL CONTROL - FOR CKT. T10 = 40 AMP, 1 POLE, 120 VOLT SPARE CKT BREAKERS W POWER ALL THE TIME - FOR CKT. E AND CKT. F = 40 AMP, 1 POLE, 120 VOLT ALL CIRCUITS SHALL BE INTERRUPTING CAPACITY NOT LESS THAN 10,000 RMS SYMMETRICAL AMPS AT 277V |
| ⑨ PHOTOELECTRIC CELL CONTROL WIRE | 3-600V XLP NO. 10 |
| ⑩ SERVICE CABLES | 3-600V (XLP-TYPE USE) NO. 3/0 |
| ⑪ OUTLET MOUNTED OUTSIDE OF CABINET | 20 AMP GFI DUPLEX RECEPTACLE. WEATHERPROOF SINGLE GANG CAST ALUMINUM BOX AND IN USE WEATHERPROOF OUTLET COVER |
| ⑫ CONTROL WIRE | 2-600V XLP NO. 10 |
| ⑬ HAND-AUTO-OFF CONTROL SWITCH | 10 AMPERE, 3 POLE, 120 VOLT. |
| ⑭ LIGHTING ARRESTOR | BRACKET MOUNTED SURGE ARRESTOR FOR 120/240V 3W SERVICE |
| ⑮ PHOTOELECTRIC CELL | 120 SECONDS OFF TIME DELAY, 120V |
| ⑯ MICRO SWITCH | MOUNT WITH ACTUATOR TO SWITCH WHEN DOOR IS OPEN |
| ⑰ SUB MAIN BREAKER | 100 AMPERE, 2 POLE, 240 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 25,000 RMS SYMMETRICAL AMPS AT 600V |
| ⑱ OUTLET | 120 VOLT SWITCHED LAMPHOLDER AND 20 AMP GFI DUPLEX RECEPTACLE. WEATHERPROOF SINGLE GANG CAST ALUMINUM BOX AND WEATHERPROOF COVER |
| ⑲ EXTERIOR OUTLET CIRCUIT BREAKER | 15 AMPERE, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 14,000 RMS SYMMETRICAL AMPS AT 277V |



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

Meeting 3/12/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: Dave Buckley
Category: Report
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2025-
221)**

DOC ID: 2025-221

Engineering Division Project Activity Report Dated 3-7-2025

Statement of the Issue:

The March 7, 2025 Engineering Division Project Activity Report is attached for review by the Capital Improvements Commission.

Analysis:

Budget Impact:

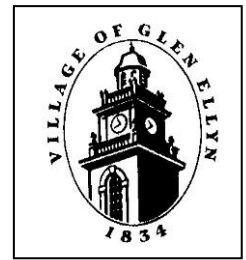
Contribution to Strategic Plan

Action Requested:

Attachments:

1. Engineering Project Report 3-7-25

March 7, 2025



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS IN PROGRESS

CBD STREETScape AND UTILITY IMPROVEMENTS – Phase 1 – Contractor: A Lamp Concrete Contractors

(Project No. 15006; Value of Construction Contract = \$5,704,293)

There has been no work in the Phase 1 area since the last update. Minor remaining items in the Phase 1 area include post-construction televising of the sewers (March 2025), completion of a remaining electrical item at 504 Hillside (in coordination with ComEd), and replacement of concrete around the gangway trench drain behind Fire & Wine (spring 2025).

The other big item in the Phase 1 area is the sanitary sewer replacement, storm sewer work, and pavement reconstruction in the Main Street alley (west of Main, south of Duane). As per previous communication, this alley work was not part of the original Phase 1 construction contract, but was an add-on item in response to the inability to line the alley sanitary sewer as part of the Phase 1 work. The contractor was not able to undertake the alley reconstruction in 2024 given other work commitments. In response, staff is working with BLA on developing a bid package for the work as to competitively bid the alley reconstruction project in the summer of 2025.

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

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

There has been no work in the Phase 2-3 area due to the general wintertime cessation of many construction operations. The only activity that has occurred was limited televising of a few sewer segments in preparation for upcoming sanitary sewer lateral lining and capping.

The estimated dates for the remaining Phase 2-3 streetscaping items are as follows:

- Retaining wall – The wall materials have arrived, but due to winter conditions, the wall installation will be a spring 2025 project once the ground thaws.
- Post-construction sewer cleaning and televising – Planned for March 2025.
- Sanitary sewer lateral linings and abandonments – Planned for March/April 2025. The work is performed from the mainline sewer via truck parked at manholes – i.e. no digging.
- Punchlist items (e.g. concrete replacement, replacement plantings) – Spring 2025

2024 UTILITY AND ROADWAY IMPROVEMENTS – Contractor: John Neri Construction

(Value of Construction Contract = \$13,148,961)

Construction was largely completed last November. There are a handful of remaining work items including isolated sod placement, landscaping installation and culvert epoxy injection at Glen Crest creek which will fully completed in the spring when weather permits.

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.

Utility relocation work continues to be the focus on the project. ComEd has 3 crews working on aerial and underground relocations. MCI is anticipated to be completed this week. The Mobil gas station at the northwest corner of IL-56 and Route 53 will start its equipment relocation next week. Once completed, that will allow Nicor to move forward with gas main work, tentatively late March. Illinois American also has water main replacement work to do within the corridor with timing of that work unknown. Given all the ongoing utility relocation, there is understandably still no definitive progress schedule for the roadway work. However, IDOT is meeting with the Contractor, RW Dunteman, to discuss potential advancement of some roadway/bridge work.

Roosevelt Road Bridge Repair (Over IL-53/West of Baker Hill Drive)

IDOT recently awarded a contract to “D” Construction for the rehabilitation of the Roosevelt Road Bridge over IL-53. Work will involve reconstructing the joints at each end of the bridge, partial and full depth bridge deck and abutment repairs, overlaying the bridge with a latex modified concrete, asphalt overlay of ~40’ of the concrete pavement approaching the bridge, sidewalk replacement, railing/fencing replacement, guardrail replacement, and other various items of work. The work will require moving two-way traffic to one-half of Roosevelt Road. This will require removal of the concrete median along IL-38 east of Baker Hill Drive, installation of temporary signals, and a somewhat dynamic maintenance of traffic plan. Due to the general poor condition of this stretch of Roosevelt Road, staff has requested that the State complete additional pavement rehabilitation work along IL-38 as well as advance more

comprehensive repairs of the roadway. The State has indicated it will perform some limited patching work with this project and look longer term towards more comprehensive rehabilitation of the roadway. Staff attended a preconstruction meeting with the State Resident Engineer and Contractor in December. Staff communicated to the State and Contractor that communication on the project is imperative, especially with the adjoining businesses. The State is awaiting a progress schedule from the Contractor but it is tentatively anticipated that work will start around May 1st. The Contract requires that work to be completed in 55 working days which would put completion around mid to late July depending on weather (contractor not charged working days when weather is inclement).

Route 53 Resurfacing from Bemis Road to ~ 400' south of Pershing Avenue

IDOT is working through the final design of a resurfacing project for this section of IL-53. The work to be performed consists of pavement patching, milling of the asphalt surface, placing new binder and surface course, replacing aggregate shoulders with asphalt shoulders, drainage structures adjustment and cleaning, placement of pavement markings, sidewalk ADA improvements, detector loops replacement, and incidental and collateral work necessary to complete the improvement. Staff has provided the State with comments on the preliminary scope of work and staff is now reviewing the prefinal plans. The State is looking to complete letting, award, and construction of the project in 2025.

Route 53/Spring Avenue Traffic Signal Installation and APS Pushbuttons at IL-38/Pershing

IDOT is working through the design of a project involving the replacement of the temporary cable hung (trombone) traffic signal equipment at Route 53 and Spring Avenue. The project proposes to install all new permanent traffic signal equipment including a new controller cabinet and electrical service, post and mast arm mounted signal heads, accessible pedestrian signals, and sidewalk ADA improvements.

The State is also looking to replace the pedestrian pushbuttons at IL-38 and Pershing with Accessible Pedestrian Signal (APS) pushbuttons. APS pushbuttons provide non-visual walk and don't walk indications (audible and vibrotactile) for visually impaired individuals.

Staff has reviewed the project plans and provided comments to the State. Revised plans and a disposition of comments was received and will be reviewed by staff next week. Staff does have some broader concerns with the project in terms of ensuring residents are sufficiently informed of the proposed improvements and that the project is appropriately timed given the other nearby work along IL-53 (resurfacing) and IL-38 (bridge deck repairs).

ENGINEERING PROJECTS

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

2025 MFT/Rebuild Illinois Street Resurfacing Project (Project No. 25001)

Staff recently completed the competitive bidding process for the 2025 MFT/Rebuild Illinois Resurfacing Project. A summary of the bid results is as follows:

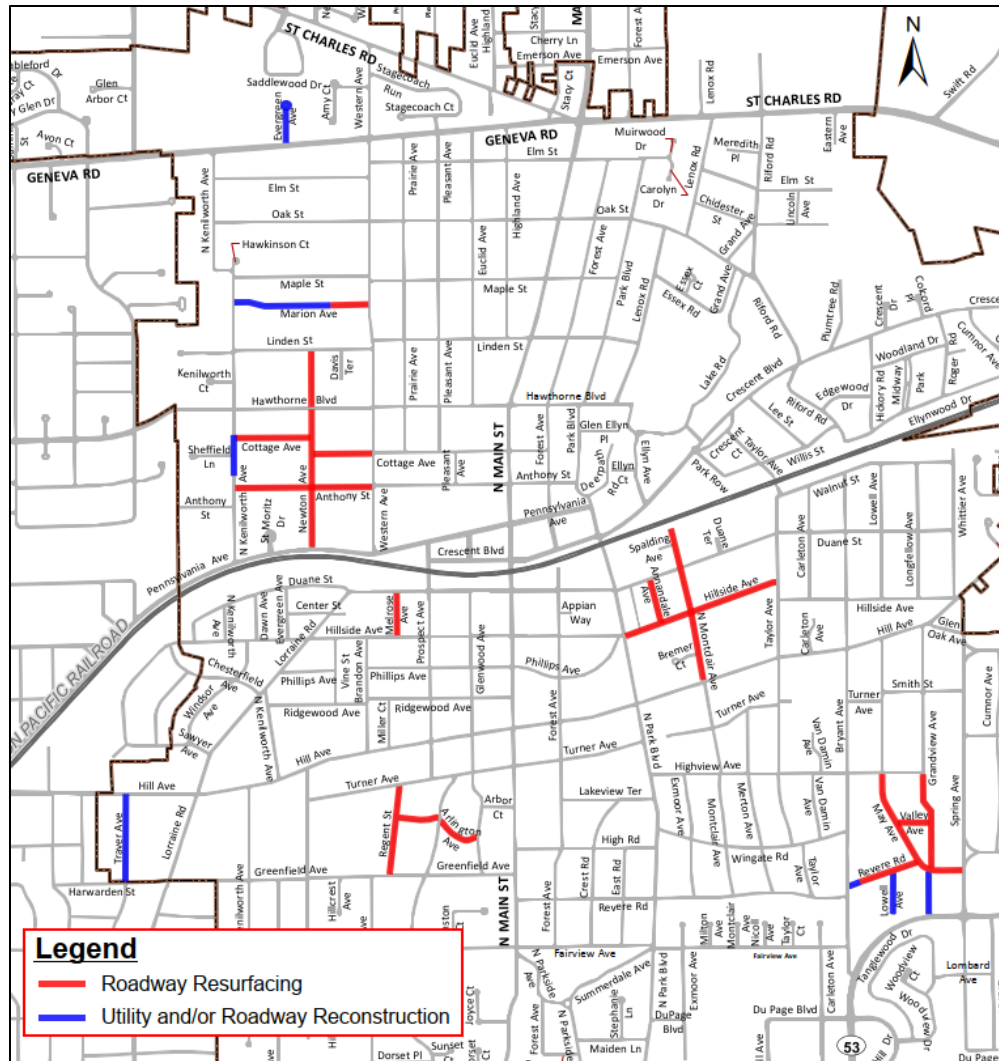
| Bidder | Total Bid* |
|---|-------------------|
| A Lamp Concrete Contractors, Inc. of Schaumburg, IL | \$2,977,076 |
| Everlast Blacktop, Inc. of Elgin, IL | \$3,028,981 |
| Engineer's Estimate (AECOM) | \$3,079,799 |
| RW Dunteman Company of Addison, IL | \$3,264,975 |
| Brothers Asphalt Paving, Inc. of Addison, IL | \$3,270,676 |
| Schroeder Asphalt Services of Huntley, IL | \$3,282,002 |

The project was awarded to A Lamp Concrete Contractors at the February 24 Village Board Meeting. While staff will strive to not utilize it, the Board authorized a \$75,000 contingency for any unforeseeable items of work. The Board also authorized entering into a contract with Chastain & Associates for full-time construction engineering services for the project. Appropriation resolutions for the MFT/Rebuild Illinois Funding were also approved by the Board. Said resolutions were transmitted to the State and approved on March 7. Staff is working with the Contractor to complete execution of the contract forms and secure State approval of the awarded contract.

2025 Utility and Roadway Improvements Project (Project No. 25002)

Staff has been working closely with AECOM to finalize the design of this project. During the design process, more comprehensive roadway and utility work was identified which has increased the cost of the project beyond what was budgeted. Staff is working with AECOM to reduce costs where possible but has also directed AECOM to incorporate an alternate bid for one of the streets. This would allow the street to not be included in the awarded contract and keep the project within budget. Concurrently, staff has also set up the Crescent Glenwood Parking Lot project to utilize MFT funding in lieu of all Capital Projects Funding. In summary, staff is taking a multi-faced approach to ensure there are multiple options for the Village given the increased cost of the project. It is anticipated that final plans and specs will be ready with the project to be released for competitive bidding on 3/14. Bids would be due on 3/28 with the goal to award the contract and construction engineering services on 4/14.

A location map of the resurfacing and utility and roadway improvements projects along with the coinciding scope is included below for reference.



LAMBERT AND RIFORD FEDERAL AID PROJECTS – Engineer: AECOM

These projects involve the potential use of federal funding through the Local Surface Transportation Program. They are on contingency lists for funding in the amounts of \$1,201,306 for Lambert and \$338,788 for Riford. 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.

In February, both projects cleared the Environmental Survey Request screening process. In summary, this means the projects do not have any impacts on biological or cultural resources with the projects to gain significant momentum in completing the federal aid design and letting process.

With the clearances now in place, staff and AECOM are preparing to hold public meetings for the projects, tentatively on 4/10 (for Lambert Road) and 4/17 (for Riford Road).

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.

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. Having said that, staff was able to identify an opportunity to reduce the footprint of the easement which was of interest to the property owner. Next step is to revise the design plans to align with the revised easement. Other various comments will also need to be addressed by the Engineer. This will allow the project design to ultimately be finalized, easements secured, permits amended or refreshed, and project to be competitively bid.

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

(Project No. 16016)

The Architectural Appearance Commission made a motion to recommend approval of the exterior appearance of the project on 2/12. Staff along with consultant structural, mechanical, electrical, and plumbing reviews of the 60% plans were completed for the project. Metra also completed its review of the 60% plans and provided comments. CDM Smith is working through the review comments with staff providing necessary support to clarify direction on any conflicting matters. Staff is working with CDM Smith on finalization of an amendment to the ongoing engineering services agreement. The amendment will include additional design services due to the roadway changes as well as land acquisition services and rendering updates. Staff anticipates having this information ready to review with the Capital Improvements Commission on April 9th.

TRAFFIC SIGNAL MODERNIZATION PROJECT – Engineer: AECOM

(Project No. 23006)

The Traffic Signal Modernization Recommendations Report has now been completed. Engineering staff will review the report recommendations with the Capital Improvements Commission at the March 12th meeting.

Staff has also worked with AECOM on their proposal for the Assignment #2 work which includes the preparation of bid plans and specifications for the proposed improvements. The design work for the recommended improvements to the Village-owned traffic signals is anticipated to largely occur in 2025 with project implementation to follow in 2026-2029. The Assignment #2 scope is to be reviewed with Capital Improvements Commission at the March 12th meeting.

ADA PUBLIC RIGHT-OF-WAY TRANSITION PLAN – CMAP TECHNICAL ASSISTANCE
– Project Partner: Chicago Metropolitan Agency for Planning (CMAP)

In March of 2024, 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.

The planning process has now officially commenced with the first Public Engagement Open House held on February 25th. The planning process has been advertised through the Village newsletters and social media, along with advance individual outreach to some target groups. In addition, CMAP has set up a project website: <https://engage.cmap.illinois.gov/glen-elynn-ada>.

One of the next steps is field data collection by CMAP’s consultant on the project, Oates Associates. Weather permitting this is anticipated to begin the week of March 17th and take a few weeks to complete. The consultant is working with [DeepWalk](#), a group that has pioneered the use of LIDAR on the higher-end iPhones to scan sidewalks and curb ramps, combined with algorithmic processing of the collected laser data to identify accessibility impediments in accordance with the State and Federal established accessibility criteria. The overall planning process will involve extensive outreach and is expected extend through October, culminating in adoption of the Village’s ADA Public Right-of-Way Transition Plan.

| | 2025 | | | | | | | | | |
|--|------|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | |
| Project Kick-off and Coordination Meeting Coordination with Village staff Public Kick-off Meeting - March 2025 | █ | █ | | | | | | | | |
| Public Engagement Survey Anticipated Start Date - March 2025 | | █ | █ | █ | | | | | | |
| Steering Committee Anticipated Start Date - April 2025 | | | █ | █ | █ | █ | | █ | | |
| In-Person Interviews Anticipated Start Date - May 2025 | | | | █ | █ | █ | | | | |
| Complete Self-Evaluation of Public Sidewalks Complete self-assessment of pedestrian facilities Process data and develop draft prioritization system | | █ | █ | █ | | | | | | |
| Public Meeting on Proposed Prioritization System Anticipated - June 2025 | | | | | █ | | | | | |
| Develop ADA Transition Plan Draft ADA Transition Plan to village staff | | | | | | █ | | | | |
| Finalize ADA Transition Plan Final ADA Transition Plan for public feedbck | | | | | | | █ | | | |
| Public Meeting on Final Proposed Priorities Anticipated - August 2025 | | | | | | | █ | | | |
| 30-Day Public Comment Period Anticipated - September 2025 | | | | | | | | █ | | |
| Board of Trustees Approval Anticipated - October 2025 | | | | | | | | | █ | |

ADA Public Right-of-Way Transition Plan Schedule

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.

WATER DISTRIBUTION SYSTEM STUDY – Engineer: Christopher B. Burke Engineering Limited (CBBEL)

This project involves the development of a model of the Village’s water distribution system which will be used to optimize operation of the system as well as identify and confirm needed capital improvements. The model and a technical report will be the ultimate deliverables of the assignment. Through a competitive RFP Process, staff identified CBBEL as the best firm for the completion of the assignment. The Village Board approved an agreement with CBBEL on January 27th. The study has now formally begun with the consultant is in the process of evaluating the Village’s GIS pipe network and water facilities. The project is expected to take approximately 6 months to complete.

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 | 2025 Estimated Glen Ellyn Cost* | Status |
|---|---------------------------------|---|
| 2025 Asphalt Roadway Patching | \$188,630 | The project scope includes roadway patching throughout the Village. Locations will be determined by staff utilizing both the Village’s 2024 Pavement Management System Data and field inspections. This program had a February 26 th bid opening with R.W. Dunteman providing the low bid of \$188,630. Staff is recommending that R.W. Dunteman is awarded the contract at the March 10 th Board Meeting for the full bid amount. Work would likely start in June. |
| 2025 Crack Sealing | \$40,000 | The 2025 Crack Sealing program targets candidate locations using Pavement Condition Index (PCI) Study data and visual inspections. The 2025 budget for the program is \$45,000. Bids were opened on February 12 th with Denler, Inc. providing the low, responsible, and responsive bid of \$33,700. Since the project came in under budget, staff is recommending that Denler, Inc. is awarded the contract at the March 10 th Board meeting in the not-to-exceed amount of \$40,000, which will result in \$5,000 in savings in the Capital Projects Fund. The contract specifies that crack sealing takes place between August 1st-October 15th, which is the ideal time for this maintenance. |
| 2025 Sidewalk and Concrete Street Repairs | \$400,000 | This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure and the installation of new sidewalk throughout the Village. Bids were opened on February |

| Project | 2025 Estimated Glen Ellyn Cost* | Status |
|-----------------------------------|---------------------------------|---|
| | | 12th, with Schroeder & Schroeder (S&S) providing the low, responsible, and responsive base bid of \$424,700. Since the 2025 budget included \$150,000 for Sidewalk Replacement and \$250,000 for Concrete Patching, staff asked the contractor to agree to reduced quantities to bring their proposal within budget limits. Staff is recommending that S&S is awarded the contract in the not-to-exceed amount of \$398,620 at the March 10 th Board Meeting. Staff met with Schroeder & Schroeder staff on 3/6 to discuss the project timing. Staff and S&S agreed that the program should be planned to start in early June with a target start date of 6/9. |
| Sidewalk Sawing Repair Program | \$35,000 | Staff is proposing to use Safe Step to evaluate sidewalks for trip hazards in three areas (the Derby Glen neighborhood, the Surrey/Briar neighborhood, and Revere Rd between Main-Park Blvd) 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 is reviewed by the Village, Safe Step will make 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. Staff is recommending that competitive bidding is waived as Safe Step is considered a sole source bidder due to the unique, patented construction methods they have utilize and the professional services and asset management they provide. Staff recommends that Safe Step is awarded the contract at the April 14th Board Meeting. |
| 2025 Utility Pavement Restoration | \$58,340 | This program allows 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. Bids were opened on February 26, 2025, with the low bid being provided by G.A. Paving, of Bellwood, IL, in the amount of \$58,340; the 2025 budget is \$60,000. 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 performed the work for Glen Ellyn last year and has experience doing similar work for the Villages of Oak Park, Melrose Park, and Bellwood. Staff is recommending that G.A. Paving is awarded the contract at the March 10 th Board Meeting. |
| 2025 Pavement Markings | \$100,000 | For the last fifteen years, the Village has utilized local purchasing cooperatives to obtain competitive pricing for pavement marking work. In 2024, the Village joined the Suburban Purchasing Cooperative's contract and entered an agreement with the low bidder to refresh pavement markings in Glen Ellyn. The contractor was overwhelmed with work demands around the region and was unable to complete their work in Glen Ellyn before temperatures dropped too low to meet the specifications for pavement marking installation. The 2024 contractor will hold their unit prices and complete the balance of the 2024 work this spring. After last year's experience with scheduling delays, staff decided to bid out this project locally in order to have more control over project completion dates and to be higher on the contractor's priority list. |

| Project | 2025 Estimated Glen Ellyn Cost* | Status |
|---|---------------------------------|---|
| | | <p>The bid opening was held on February 26th; Precision Pavement Marking was the lowest bidder out of four with a bid proposal of \$101,908, which was slightly over the \$100,000 budget. Precision Pavement Marking agreed to reduced quantities to allow the Village to stay under budget; however, the total price still comes at a significant premium compared to historic cooperative pricing. DuPage County’s bid opening for their pavement marking program is March 20th and the Suburban Purchasing Cooperative is still negotiating 2025 prices as part of a 2024 contract extension. Staff recommends that we wait to see where 2025 unit prices end up with DPC and the SPC before making a final decision on whether to move forward with Precision’s bid or to reject it.</p> |
| <p>2024 Pavement Markings</p> | <p>\$105,000*</p> | <p>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 utilized Suburban Purchasing Cooperative’s contract unit prices, which provided the lowest total cost for the program. SRS began pavement marking on October 29th and completed one day of thermoplastic pavement marking installations, which represented approximately 25% of the planned scope; however, they were unable to complete the remaining work in the Village due to commitments elsewhere and weather delays. IDOT specifies that pavement markings are installed between April 1 and November 15 and communities typically follow that rule for their own local jobs. Completed locations include: the Lake Rd double yellow center line, the Pennsylvania Ave. double yellow center line and parking stalls (between Western and the Village’s western limit), and numerous intersections. (In October, SRS installed the pavement markings in the CBD while working as a sub-consultant for A Lamp.) Superior Road Striping has committed to putting Glen Ellyn on their early April work schedule.</p> <p>The Streets Division refreshed pavement markings using 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.</p> <p><i>*The Village paid Superior Road Striping \$17,912.39 for work completed in 2024; the P.O. was carried over to the 2025 budget and the remainder of the work will be completed this spring.</i></p> |
| <p>2025 Asphalt Surface Rejuvenation</p> | <p>\$90,000</p> | <p>Candidate locations include streets that have been resurfaced one to three years prior. Staff is awaiting pricing from a municipal partnering initiative with single source vendor, Corrective Asphalt Materials, in the hopes that the pricing will be more advantageous for the Village. Construction is anticipated to be completed in late summer.</p> |
| <p>2025 Sanitary Sewer Lining and Repairs</p> | <p>\$200,000</p> | <p>The 2025 program will provide for sanitary sewer lining and repairs throughout the Village including within the Street Improvements Project Areas. The proposed budget for this program is \$200,000. Proposed locations for 2025 are currently being identified by PW staff.</p> |

*All costs are rounded to nearest dollar.

