Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, June 11, 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.

A. Call to Order

B. Public Comment

C. Approval of Minutes

1) Motion to approve the April 9, 2025 Capital Improvements Commission Meeting Minutes

D. Current Business

1) Metra Station and Multimodal Access Improvements Project - Warming Shelter Revisions

E. Trustee Liaison's Report

F. Other Business

G. Public Works Report

H. Project Report

1) Engineering Division Project Activity Report Dated 4-9-2025

I. Adjourn

Village of Glen Ellyn

DRAFT

Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
April 9, 2025
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: April 9, 2025

Meeting: Regular

Called to Order: 7:00 p.m.

Quorum: Yes

Adjourned: 9:00 p.m.

Member Attendance:

Steve Szymanski	Chair	Present
Joel Baldin	Commissioner	Present
Tom Drapinski	Commissioner	Absent
Orion Galey	Commissioner	Present
Michael Lindquist	Commissioner	Present
John MacDonald	Commissioner	Present
Adil Saeed	Commissioner	Present (7:09)
Jill Ziegler	Commissioner	Present
Rocco Zucchero	Commissioner	Present (7:01)
Donna Jean Simon	Acting Village President/Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Ellen McKenna	Civil Engineer I
Abbas Kachwalla	Pavement Engineer with AECOM

A. CALL TO ORDER

The April 9, 2025 meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:00 p.m. at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF MARCH 12, 2025 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE THE MARCH 12, 2025 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION BY: Commissioner MacDonald
SECOND BY: Commissioner Lindquist
AYES: Szymanski, Baldin, Lindquist, MacDonald, Ziegler, Zucchero
ABSTAIN: Galey (not present at March Meeting), Saeed (arrived after minutes voted on)

RESULT: APPROVAL

D. CURRENT BUSINESS

1. Pavement Management Program Summary Presentation

Engineer Daubert noted that staff Civil Engineer Ellen McKenna will be presenting on this topic along with Abbas Kachwalla with AECOM. Daubert elaborated that this is a continuation of prior discussions on pavement management and that we are ultimately looking for direction from the Commission on a preferred pavement condition index target with staff recommending a target PCI of 70. Daubert turned the presentation over to Staff Civil Engineer I Ellen McKenna. McKenna notes that she has been working with Abbas Kachwalla with AECOM to input the pavement work history into PAVER and coordinate the latest pavement condition survey which was completed in 2024. Several scenarios were then developed with varying pavement condition targets and associated costs.

Pavement Engineer Kachwalla gave a PowerPoint Presentation. He started with overviewing the pavement condition index (PCI measured in 2024) by category with Good (PCI 86-100) being 40 percent of pavement area, Satisfactory (PCI 71-85) being 12 percent of pavement area, Fair (PCI 56-70) being 14 percent of pavement area, Poor (PCI 26-55) being 30 percent of pavement area, and Serious (PCI 0-25) being 4 percent of pavement area. He noted the overall PCI of the Village's pavement by area is 69. Kachwalla then reviewed the pavement condition index by roadway classification. Arterials were 79, collectors 71, and residential 68. PCI was reviewed by roadway surface type with asphalt streets being 67 and concrete streets being 79. The final PCI review was by pavement age. Streets 0-5 years old were 97, 6-10 years old were 75, 11-15 years old were 60, 16-20 years old were 41, and 21+ year old streets were 70. Kachwalla disclaimed that pavements over 21 years may have incomplete work history records. Commissioner MacDonald suggested that for streets with incomplete work history records, and other or to be determined category be developed.

Kachwalla moved on to review the distresses that influence pavement condition index scores. Three major distress types are Load Related Distresses, Climate Related Distresses, and Other Related Distresses. The Village's distresses are 45% Load related with alligator and linear cracking, rutting, and potholes being examples of such distresses present in Glen Ellyn. 44% of the Village's PCI distresses are climate related with block cracking, raveling, weathering, spalling

being examples of such distresses present in Glen Ellyn. Lastly, 11% of the distresses present in Glen Ellyn are in the other category with examples being bleeding, depression, patching, slippage cracking, faulting, and scaling.

To provide context on PCI, Kachwalla then showed photographs of Glen Ellyn Streets with varying PCIs from 100 (Crescent Boulevard east of Lake Road) down to a PCI of 13 for Forest Avenue between Duane and the Illinois Prairie Path. Civil Engineer I McKenna noted that the Village has worked planned for the depicted fair/poor/very poor/serious streets.

10-Year and 20-Year Budget Scenarios were then reviewed. Different approaches varying from no work to eliminating backlogs were included along with their associated costs, projected PCI, centerline miles of pavement repair work, and pavement condition category distribution by area. Some of the highlights of the discussion were that from a current practice and funding level, staff is targeting a PCI of 70. However, shooting for a higher PCI of 75 has a lower overall cost (over 10 years a PCI of 70 has a total cost of $118M whereas a PCI of 75 has a total cost of $107M) but more capital is needed on the front end for the 75 PCI target ($79M verses $64M). Engineer Daubert noted that staff is trying to balance the pavement program along with other capital priorities.

The Commission was then polled for their feedback on the appropriate PCI target. Commissioner MacDonald noted that, if possible, we should go for a PCI of 75/$7.9M in annual funding. MacDonald reasoned that it has the overall lowest cost. Commissioner Ziegler noted that 70 seems to work best in terms of pavement condition and budget considerations. Commissioner Baldin echoed Ziegler noting that a PCI of 70 is a good fit. Commissioner Zucchero notes that we need to look at this as a snapshot in time and that staff is going to continue to monitor this and adjust. Zucchero added that there's not a big difference in terms of condition and savings even between a 65 and 75 and that from an economic development impact perspective, we would be better off putting the money into the train station/underpass/streetscape phase 4. Commissioner Galey recommended that we stick with a PCI of 70. Commissioner Lindquist noted that we should not let our PCI slip and that while it would be ideal to get to a PCI of 75, a PCI target of 70 is good. Commissioner Saeed supported sticking with a PCI of 70 as did Chair Szymanski. Acting President Simon indicated her support of a PCI Target of 70.

Engineer Daubert noted that no specific action is required of the Commission as staff is continuing to target a PCI of 70. However, this may be a continued matter of consideration for future budgeting and capital improvement planning.

2. Amendment Number 3 to Phase II Engineering and Architectural Design Services for the Glen Ellyn Metra Station and Multimodal Access Improvements Project.

Engineer Daubert presented on this topic noting that staff is looking for the Capital Improvements Commission to make a recommendation to the Village Board for the approval of Amendment Number 3 to the Phase II Engineering and Architectural Design Services Agreement for the Glen Ellyn Metra Station and Multimodal Access Improvements Project in the not-to-exceed amount of $301,759 to be expensed to the Capital Projects Fund.

Engineer Daubert overviewed that the Amendment includes the following main components/tasks:

1. Parking Alternatives - $75K for additional preliminary and final engineering services to review, develop and finalize on-street and off-street parking changes including developing the materials to secure design alternatives from IDOT.
2. Utility Undergrounding - $45K for preliminary engineering to define limits and costs for undergrounding overhead lines along Forest Avenue and Duane Street. Daubert noted that this is essentially a commitment that the Village has made to undertake as part of the downtown Park project at the US Bank Site. However, it is subject to the Village having sufficient funding to do so.
3. Land Acquisition - $151K for securing the required real estate approvals from construction of the project on UP property as well as for the vendor in the depot.
4. Renderings - $25K for development of additional renderings for Commission and Board approvals.
5. Administration - $6K for administration and project management tasks associated with the prior 4 tasks.

Engineer Daubert added that the amendment includes an updated milestone schedule but that it is subject to timely cooperation from IDOT, UP, FHWA, and ICC.

Engineer Daubert noted that staff Budgeted $300,000 for the Amendment and that while the Amendment is $1,759 over budget, the budget amount was prepared last year and prior to the finalization of the amendment. In addition, he worked with CDM Smith to reduce costs by removing the client service leader hours from the utility undergrounding, land acquisition, and Admin/PM tasks.

Commissioner Galey inquired that Land Acquisition was not included in the Phase II Engineering Agreement. Engineer Daubert noted that is correct and explained that we intentionally did not include it as there were many moving pieces with Metra and the Railroad and that we were hoping to have a clearer direction to better estimate the effort/hours/fee for land acquisition. Daubert noted that even at our most recent meetings with IDOT and Federal Highway Administration, we tried to clarify what we should pursue in terms of real estate approvals with the railroad and there was uncertainty. Daubert noted that he is concerned about whether $151K will be enough for land acquisition efforts but hopes that other efforts such as the utility undergrounding will come in lower than in the amendment. Commissioner Galey also inquired about the $25K supplement for the additional rendering work. Engineer Daubert reviewed the additional rendering work in terms of additional perspectives that were rendered as well as design changes including the parking layout on Crescent, loggia ceiling, and stone arches.

Members of the Commission were polled on Amendment 3 and expressed their support of the staff requested motion through formal approval as follows.

MOTION TO RECOMMEND TO THE GLEN ELLYN VILLAGE BOARD THE APPROVAL OF AMENDMENT NO. 3 TO THE PHASE II ENGINEERING AND ARCHITECTURAL DESIGN SERVICES AGREEMENT FOR THE GLEN ELLYN METRA STATION AND MULTIMODAL ACCESS IMPROVEMENTS PROJECT IN THE NOT-TO-EXCEED AMOUNT OF $301,759 TO BE EXPENSED TO THE CAPITAL PROJECTS FUND.

MOTION BY: Commissioner MacDonald
SECOND BY: Commissioner Ziegler
AYES: Szymanski, Baldin, Galey, Lindquist, MacDonald, Saeed, Ziegler, Zucchero

RESULT: APPROVAL

E. TRUSTEE'S REPORT – Acting Village President Simon noted the local Village election results and that we have a lot of great new experience coming on the Village Board including CIC Chair Steve Szymanski who was elected to be a Village Board Trustee. Simon congratulated Szymanski as did members of the Commission.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Engineer Daubert noted that Director Buckley was not able to attend this evening as he is at another Village Meeting. Daubert noted that some of the major ongoing Public Works business includes ongoing union negotiations, recruitment for an engineering technician position, and lead water service line replacement planning. Commissioner Galey noted that the IEPA is now offering 40-year zero interest loans for lead service line replacement.

H. PROJECT REPORT – Engineer Daubert provided highlights on the project activity report in the packet.

Metra Station and Multimodal Access Improvements Project – We are still waiting on UP to approve the variance for the underpass. In the meantime, they won't release review comments. In terms of grant pursuit, Daubert noted that while we did not secure the additional $10M in requested funding, the Metra Station project is on CMAP's contingency list for the STP Shared Fund. In summary, if we continue to advance engineering and other projects are not ready to use funding, then we may be able to receive some or all of the additional requested funding. Daubert noted that good examples of similar successes include the recently completed Crescent Boulevard project where we received $920K in funding as well as the upcoming Lambert and Riford Road resurfacing projects which will secure funding if we bid them out by November. Acting President/Trustee Liaison Simon noted that some additional community funding for the project did not come through. Engineer Daubert noted that he spoke to Casten's office and the community funding program will be reopened for next year. He added that Casten's office is going to again support the Village's project for community funding, subject to it being included in the next federal budget.

I. ADJOURNMENT – Chair Szymanski noted that this would be his last meeting on the CIC as he moves on to the Village Board in May. Szymanski noted that he's really enjoyed his time serving on the CIC and thanked the Commissioners and staff for their great efforts.

Commissioner Galey motioned and Commissioner Zucchero seconded to adjourn the meeting. The motion was unanimously approved and meeting adjourned at 9:00 p.m.

Submitted by: Richard Daubert, Professional Engineer

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

Meeting 6/11/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Richard Daubert

AGENDA ITEM (ID # 2025-514)

DOC ID: 2025-514

Metra Station and Multimodal Access Improvements Project - Warming Shelter Revisions

Statement of the Issue:
Staff is proposing value engineering of the inbound and outbound warming shelters for the Metra Station and Multimodal Access Improvements Project. More specifically, staff has consulted CDM Smith and Metra on the opportunity to eliminate the inbound warming shelter. Metra is supportive of eliminating the inbound warming shelter in the context of alternative covered areas being provided at the Depot. In addition, staff has asked CDM Smith and Metra for a more cost-effective warming shelter for the outbound side (south side of the tracks). Metra has provided examples of prefabricated shelters used at other stations. Staff is advising the Capital Improvements Commission of this matter as to ensure there is no overt opposition to the proposition.

Analysis:
The 60 percent design for the Metra Station Project includes both an inbound and an outbound warming shelter. Elevations and sections of the structures from the 60 percent plans are attached. The structures have an interior space of approximately 16' X 8.5' (136 square feet) and feature a full cast-in-place footing and foundation, hollow structural steel framing and roof trusses, brick-faced and cast stone-faced exterior walls with brick veneer interior walls, tongue and groove roof decking with asphalt shingles, interior lighting, infrared heaters, ventilation fans, and a fire alarm system with telemetry. Excerpts of the 60 percent cost estimate are attached and show a total cost of approximately $460,000 per structure.

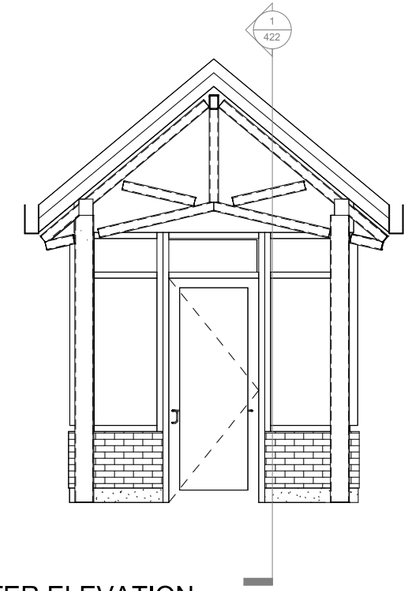
Staff continues to scrutinize the project cost estimate and identify ways to reduce project costs. At a total estimated cost of $919,500, staff is proposing to eliminate the inbound warming shelter and utilize a similar prefabricated style warming shelter such as the attached Brasco unit. Eliminating the inbound shelter will require a temporary trailer be utilized to maintain an inbound shelter during construction. In addition, installation of on-demand heating units within the exterior canopies of the Depot is being reviewed. The outbound shelter would still feature lighting and on-demand heat. Cost information from other projects being collected as to establish the cost savings with a conservative estimate being north of $500,000.

Budget Impact:

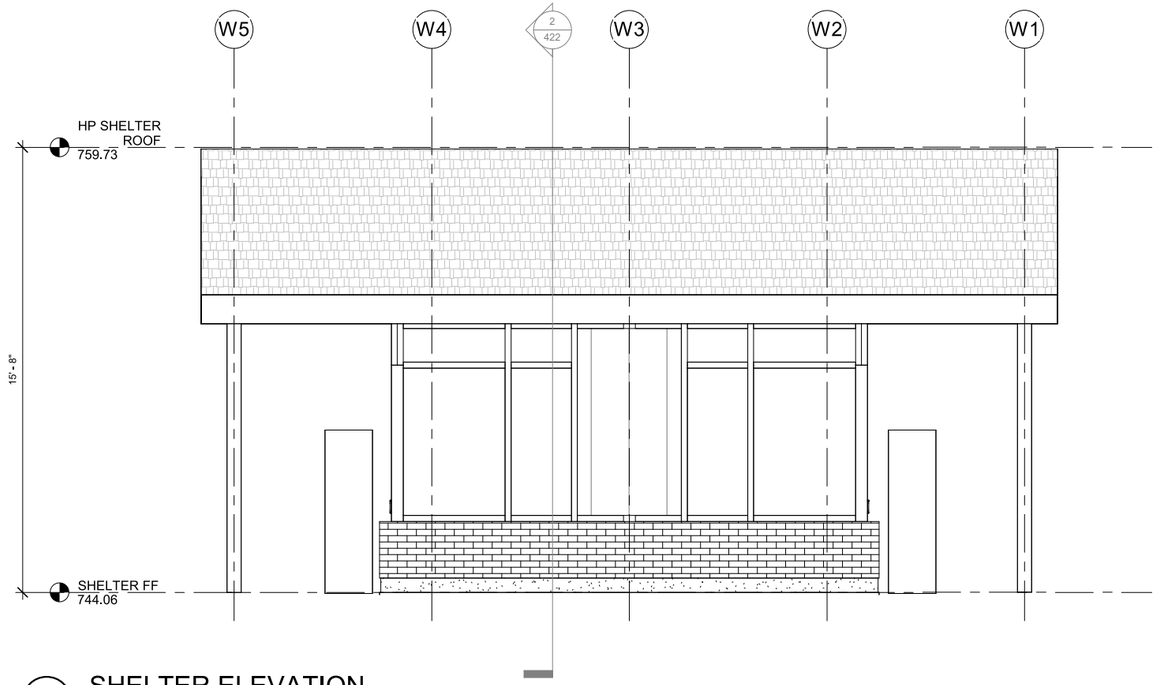
Contribution to Strategic Plan

Action Requested:
Staff requests input from the Capital Improvements Commission on eliminating the inbound warming shelter and using a prefabricated style outbound warming shelter.

Attachments:
1. Shelter Plan and Sections
2. Shelter 60 Percent Estimate
3. Brasco Shelter in Westmont
4. Sample Lighting
5. Sample Heater



1/421 SHELTER ELEVATION
3/8" = 1'-0"



2/421 SHELTER ELEVATION
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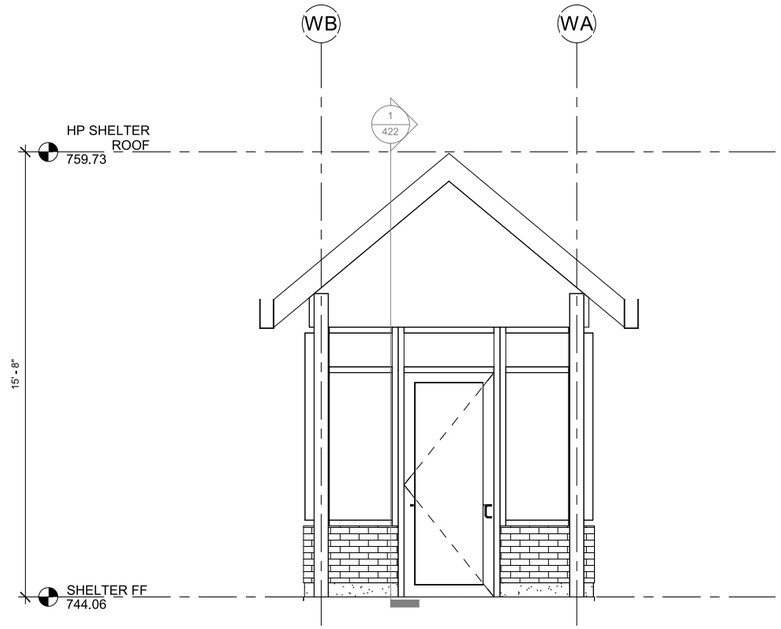

4/421 SHELTER ELEVATION
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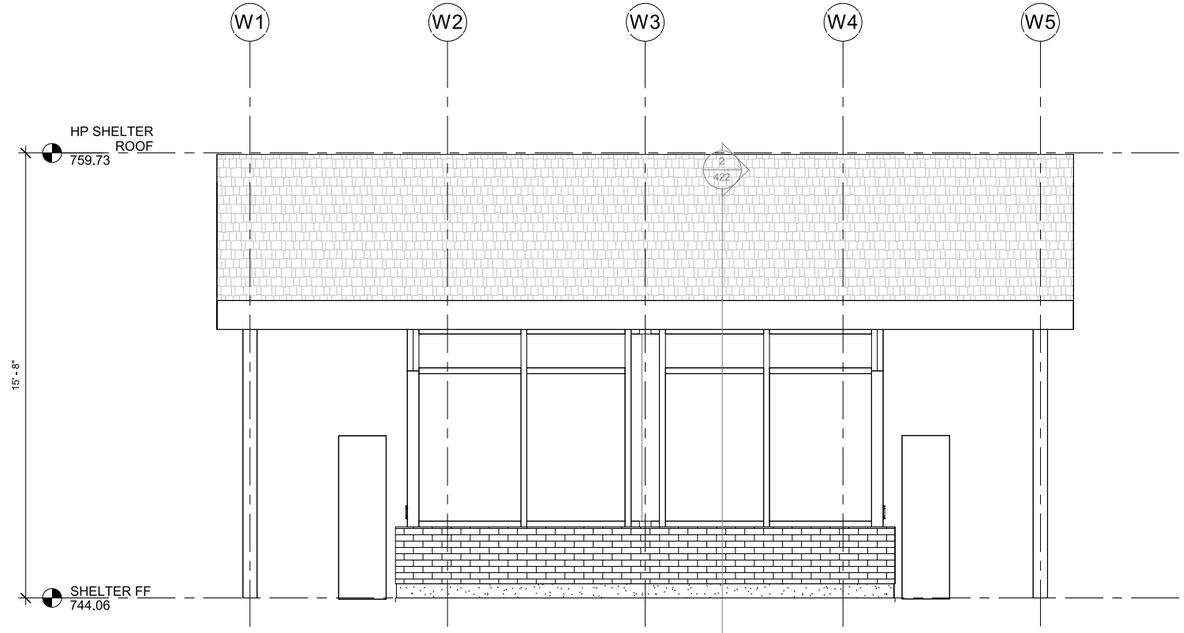

3/421 SHELTER ELEVATION
3/8" = 1'-0"

CDM Smith

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ISSUED FOR 60 PCT	DRAWN - CP	REVISED -
PLOT SCALE =	CHECKED - SJS	REVISED -
PLOT DATE =	DATE - OCTOBER 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARCHITECTURAL SHELTER - EXTERIOR ELEVATIONS

SCALE: AS NOTED | SHEET 421 OF SHEETS

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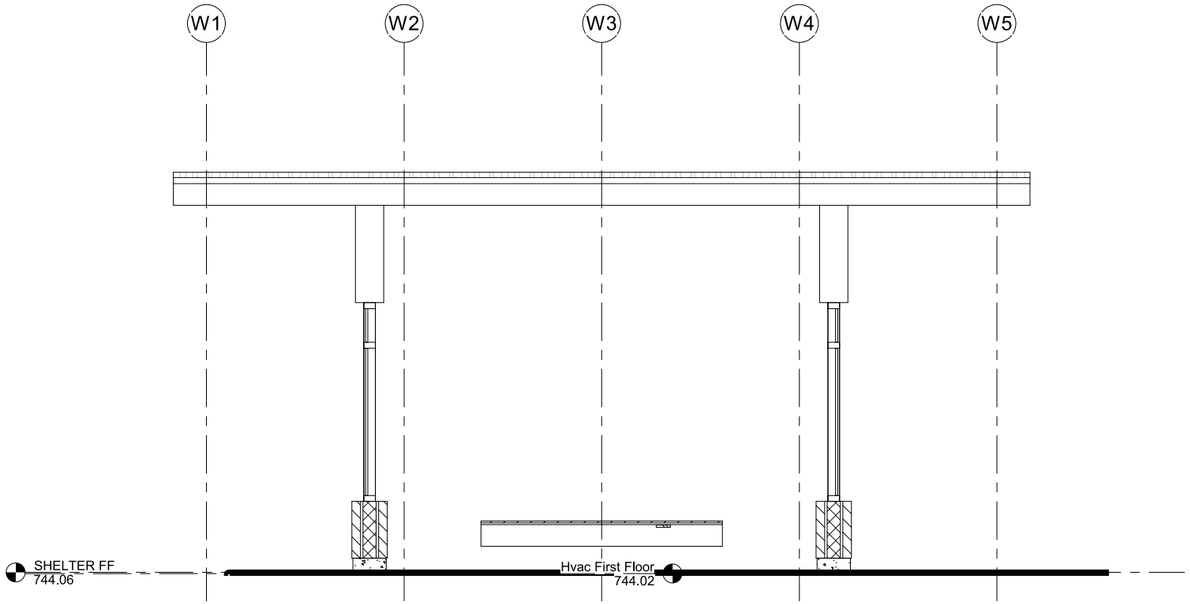
		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				



1 422 SHELTER SECTION

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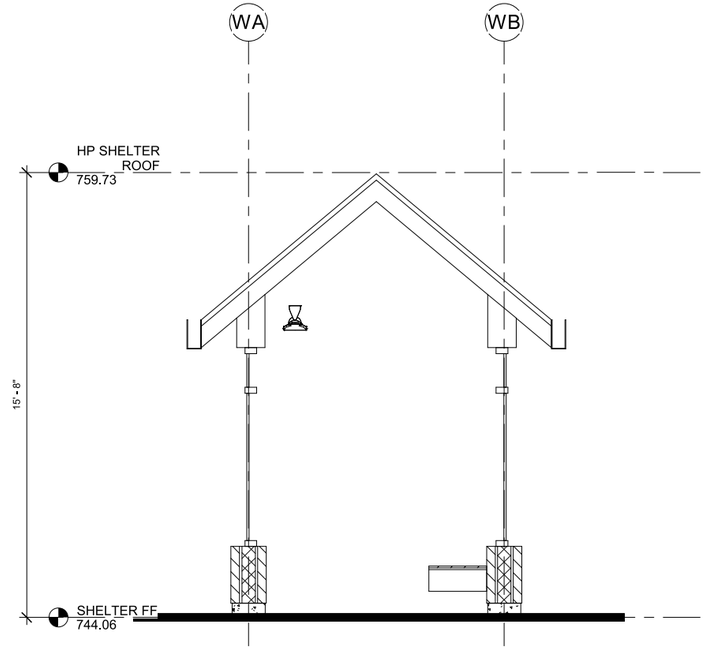

2 422 SHELTER SECTION

3/8" = 1'-0"

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	PLOT SCALE =	CHECKED - SJS	REVISED -		SCALE: AS NOTED / SHEET 422 OF SHEETS
	PLOT DATE =	DATE - OCTOBER 2024	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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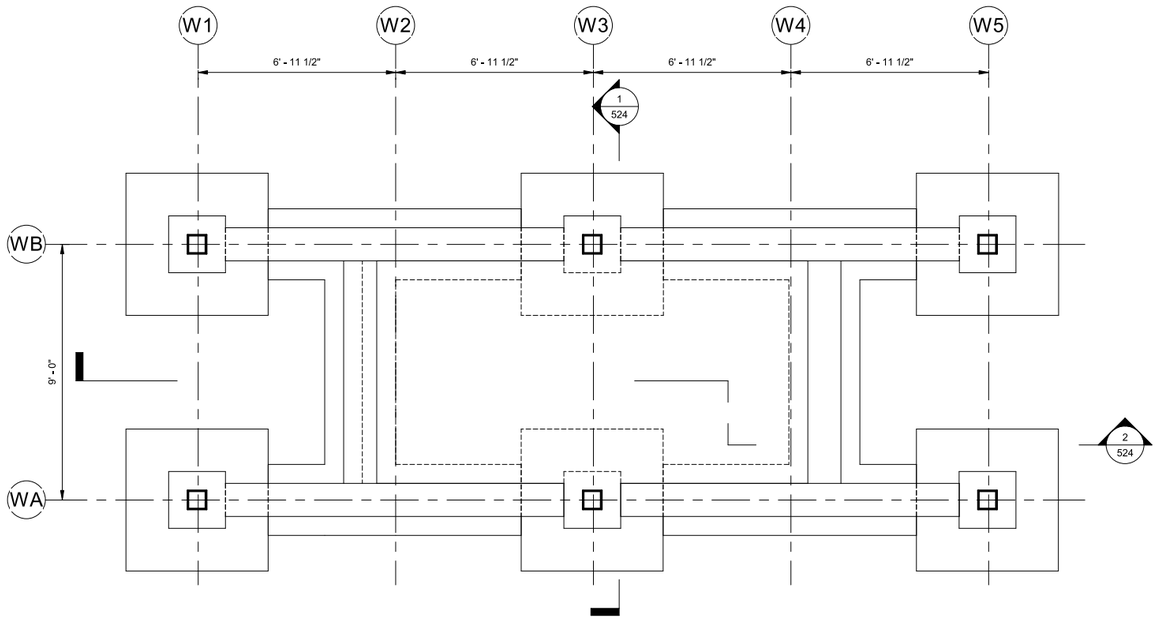
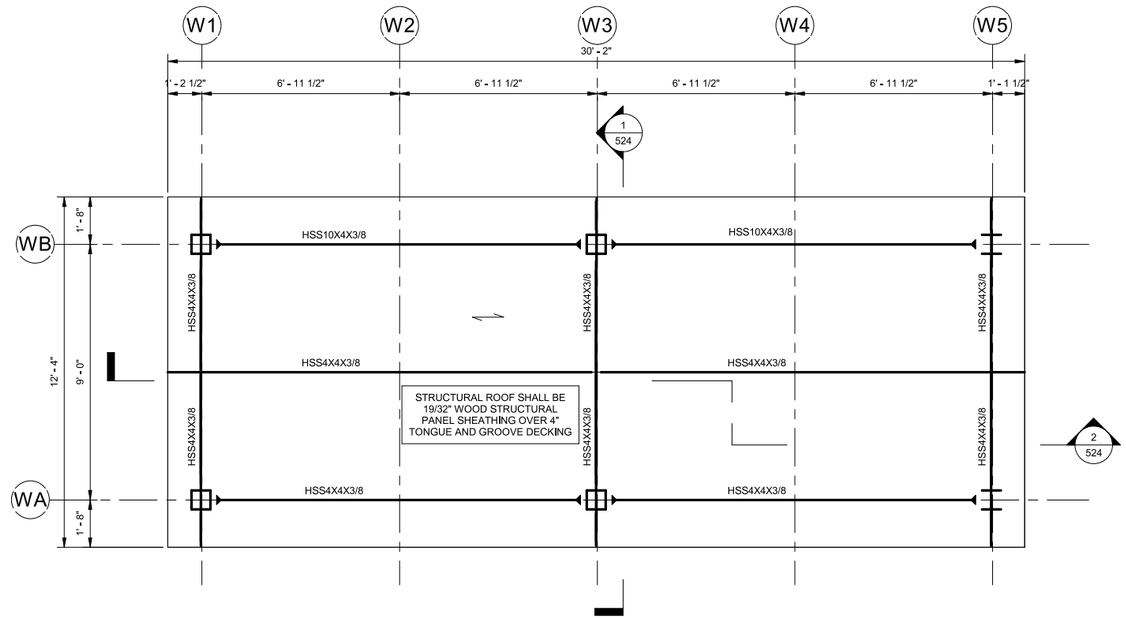


SHELTER FOUNDATION PLAN
3/8" = 1'-0"



STATION ROOF FRAMING PLAN
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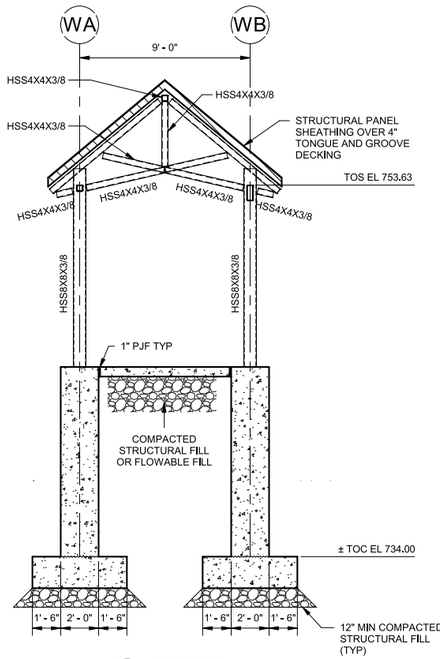
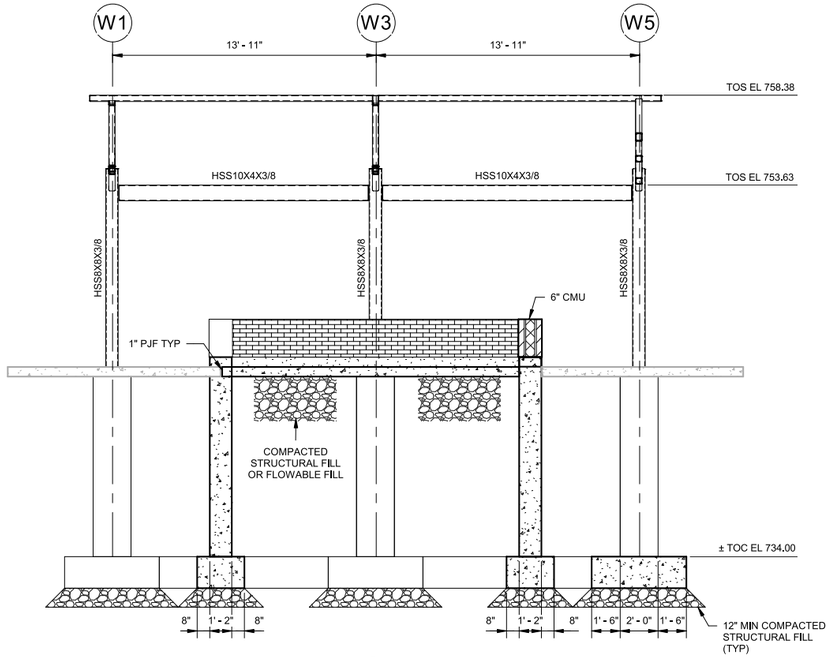


1 SECTION
1/4" = 1'-0"



2 SECTION
1/4" = 1'-0"

FOOTING SCHEDULE	
Type Mark	Length

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HSS4X4	<varies>
HSS6X6	<varies>

CDM Smith

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ISSUED FOR 60 PCT	DRAWN - PdR	REVISED -
PLOT SCALE =	CHECKED - WCW	REVISED -
PLOT DATE =	DATE - JUNE 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STATION

SCALE: WCW | SHEET 524 OF SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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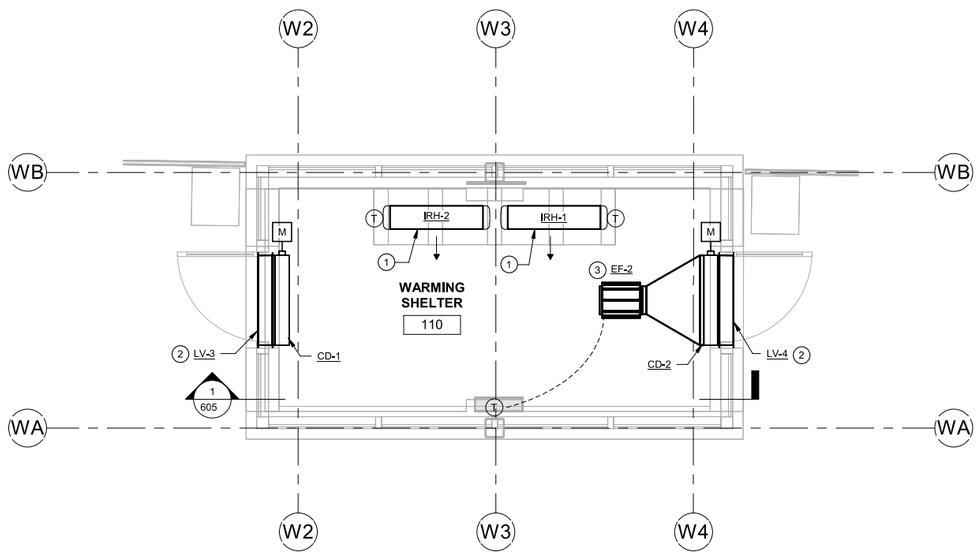
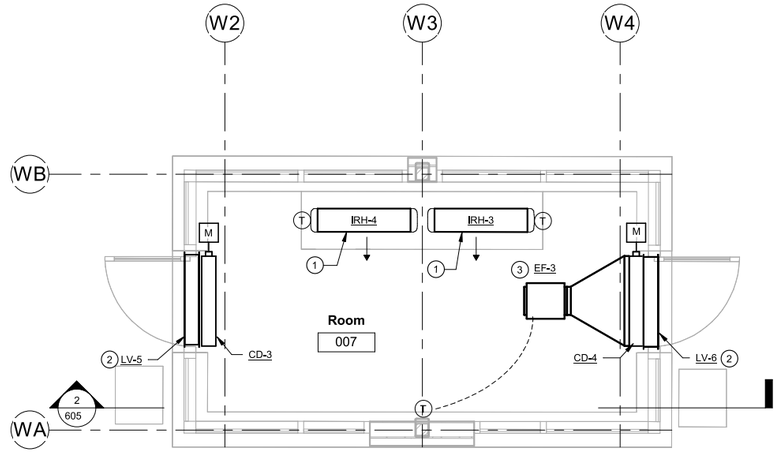
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

60% SUBMITTAL - NOT FOR CONSTRUCTION



HVAC SHELTER 1 FLOOR PLAN

3/8" = 1'-0"

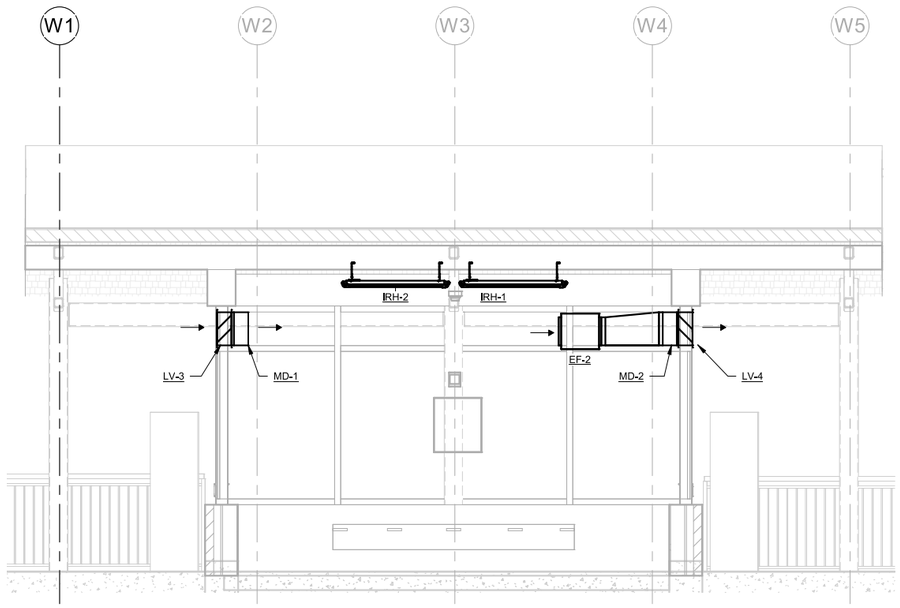


HVAC SHELTER 2 FLOOR PLAN

3/8" = 1'-0"

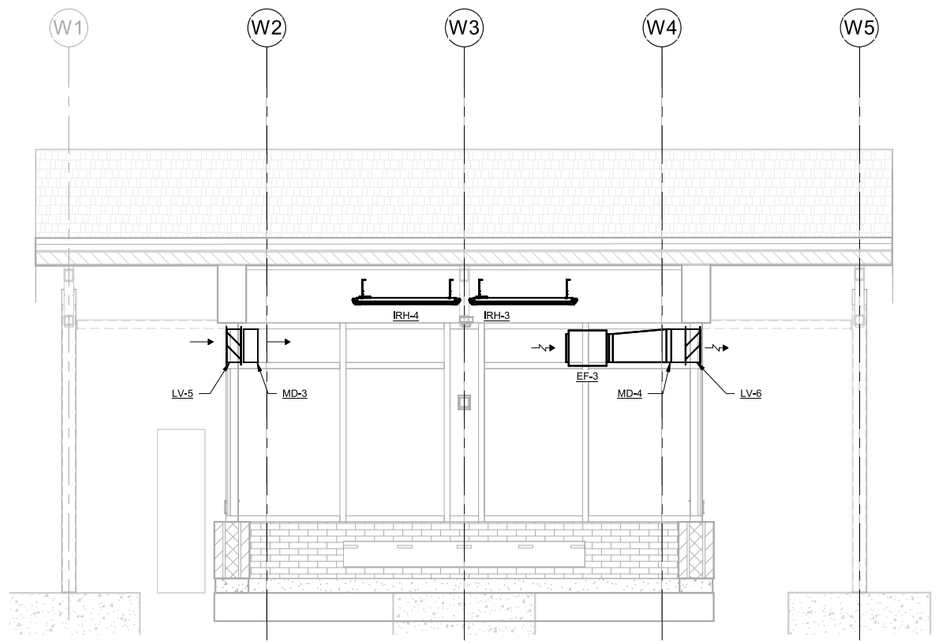
KEY NOTES:

1. MOUNT INFRARED HEATER AT 10'-0" AFF.
2. REFER TO ARCHITECTURAL DWGS FOR LOUVER LOCATION.
3. MOUNT EXHAUST FAN APPROXIMATELY 7'-10" AFF.



1 WARMING SHELTER 1 ELEVATION

3/8" = 1'-0"



2 WARMING SHELTER 2 ELEVATION

3/8" = 1'-0"

CDM Smith	USER NAME =	DESIGNED - DE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HVAC WARMING SHELTER FLOOR PLANS
	ISSUED FOR 60 PCT	DRAWN - GVL	REVISED -		
	PLOT SCALE =	CHECKED - ALR	REVISED -		
	PLOT DATE =	DATE - NOVEMBER 2024	REVISED -		SCALE: AS NOTED SHEET 605 OF SHEETS

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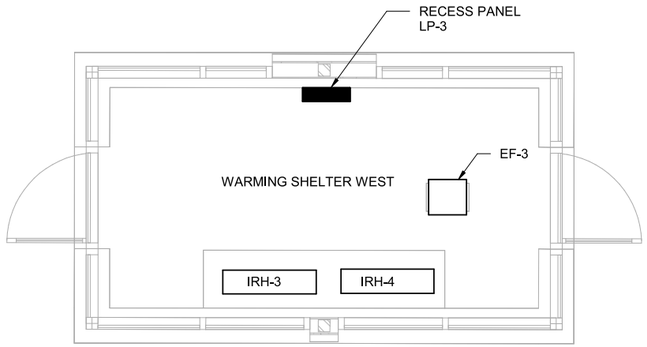
		ILLINOIS FED. AID PROJECT		

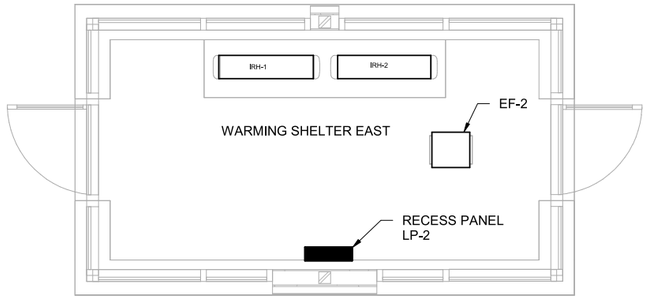


WARMING SHELTER OUTBOUND POWER PLAN

3/8" = 1'-0"

0 1' 2' 3' 5'

SCALE: 3/8" = 1'-0"



WARMING SHELTER INBOUND POWER PLAN

3/8" = 1'-0"

0 1' 2' 3' 5'

SCALE: 3/8" = 1'-0"

CDM Smith

USER NAME =	DESIGNED - JD	REVISED -
ISSUED FOR 60 PCT	DRAWN - NM	REVISED -
PLOT SCALE =	CHECKED - JD	REVISED -
PLOT DATE =	DATE - NOVEMBER 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELECTRICAL WARMING SHELTER POWER PLAN

SCALE: AS NOTED | SHEET 711 OF SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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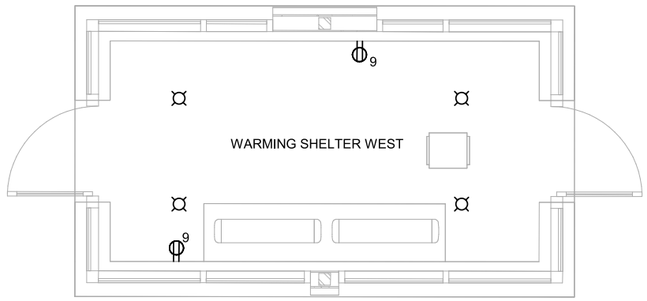
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

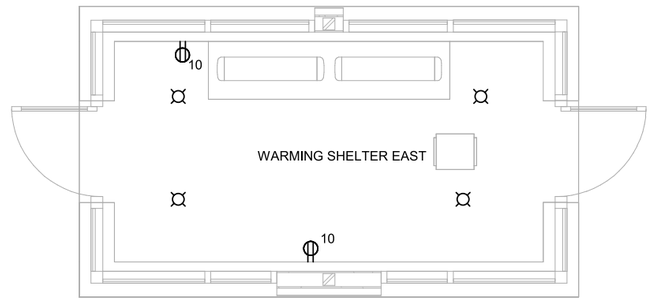


WARMING SHELTER OUTBOUND LIGHTING AND RECEPTACLE PLAN

3/8" = 1'-0"

0 1' 2' 3' 5'

SCALE: 3/8" = 1'-0"



WARMING SHELTER INBOUND LIGHTING AND RECEPTACLE PLAN

3/8" = 1'-0"

0 1' 2' 3' 5'

SCALE: 3/8" = 1'-0"

CDM Smith

USER NAME =	DESIGNED - JD	REVISED -
ISSUED FOR 60 PCT	DRAWN - NM	REVISED -
PLOT SCALE =	CHECKED - JD	REVISED -
PLOT DATE =	DATE - NOVEMBER 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELECTRICAL WARMING SHELTER LIGHTING AND RECEPTACLE PLAN

SCALE: AS NOTED | SHEET 713 OF SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE		713
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ESTIMATORS STATEMENT OF PROBABLE CONSTRUCTION COSTS

Glen Ellyn METRA Station
551 Crescent Boulevard
Glen Ellyn, IL 60137

WS (Inbound) (SF)	225
WS (Outbound) (SF)	N/A
w/ Canopy (SF)	375
60% Design Development Cost Estimate	**12/24/2024**

	DESCRIPTION	QTY.	UNIT	UNIT PRICE	COST	SUB-TOTAL
	INBOUND WARMING SHELTER					
S524	Isolated Column Footings (6 EA)	9	CY	$ 1,625.00	$ 15,080.00	
S524	Reinforcement (100Lbs/ CY)	0.46	Tons	$ 3,800.00	$ 1,760.00	
S524	(2'-0" x 2'-0" x 10'-0") Concrete Column	9	CY	$ 1,462.50	$ 13,000.00	
S524	Reinforcement (100Lbs/ CY)	0.44	Tons	$ 3,800.00	$ 1,690.00	
S524	Concrete Walls and Footings	29	CY	$ 1,462.50	$ 41,900.00	
S524	Reinforcement (100Lbs/ CY)	1.43	Tons	$ 3,800.00	$ 5,440.00	
S524	Columns					
S524	HSS8x8x3/8 Columns - (6 EA)	1	Tons	$ 17,375.00	$ 21,610.00	
S524	Beams					
S524	HSS Beams	1	Tons	$ 17,375.00	$ 16,200.00	
S524	Roof Framing					
S524	HSS Truss Framing					
S524	(12'-4" W) HSS4x4x3/8 Truss Framing	3	EA	$ 3,393.50	$ 10,180.00	
	Connection Plates, Base Plates, etc.	0.3	Tons	$ 6,950.00	$ 2,270.00	
S524	Moment Connections	8	EA	$ 540.00	$ 4,320.00	
A420	Roofing					
	Asphalt Roof Assembly					
	Asphalt Shingles	410	SF	$ 14.00	$ 5,740.00	
	Single Ply Roof Membrane	410	SF	$ 18.00	$ 7,390.00	
	5/8" Cover Board	410	SF	$ 1.50	$ 620.00	
	Roof Insulation	410	SF	$ 6.50	$ 2,670.00	
	Vapor Retarder	410	SF	$ 0.50	$ 210.00	
	5/8" Substrate Board	410	SF	$ 1.50	$ 620.00	
	Wood Decking	410	SF	$ 12.00	$ 4,920.00	
A421	Aluminum Fascia and Blockings	95	LF	$ 48.00	$ 4,560.00	
A420	Cont. Metal Gutter	65	LF	$ 28.00	$ 1,820.00	
A420	AL Downspouts	40	LF	$ 48.00	$ 1,920.00	
A420	Metal Plate Soffit:					
	Metal Plate Soffit - Cold Formed Metal Framing, Glass Mat Gypsum Sheathing, Fluid-Applied Membrane Air Barrier, Mineral Wool Board Insulation, w/ Metal Soffit Panels - Assumed	215	SF	$ 65.00	$ 13,940.00	
A421	Exterior/Interior Doors + Hardware:					
	(3'-4"x7'-10") Door w/ Frame	2	EA	$ 9,500.00	$ 19,000.00	
	Hardware	2	EA	$ 4,500.00	$ 9,000.00	
A421	Enclosure / Exterior Glazing					
	Glazing/Storefront	290	SF	$ 125.00	$ 36,250.00	

Glen Ellyn METRA Station	WS (Inbound) (SF)	225
551 Crescent Boulevard	WS (Outbound) (SF)	N/A
Glen Ellyn, IL 60137	w/ Canopy (SF)	375
	60% Design Development Cost Estimate	**12/24/2024**

	DESCRIPTION	QTY.	UNIT	UNIT PRICE	COST	SUB-TOTAL
A420	Floor Finishes					
	Sealed Concrete	130	SF	$ 6.00	$ 780.00	
A420	Ceiling Finishes					
	Gypsum Board Ceiling w/ Paint (Assumed)	120	SF	$ 15.00	$ 1,800.00	
A420	Wall Finishes:					
	E-ST-01 - 4-5/8" Cast Stone Veneer, Architectural Cast Stone @ Shelter Interior Side	13	SF	$ 112.50	$ 1,490.00	
	Paint @ Gyp Walls	180	SF	$ 1.90	$ 340.00	
A420	Finish Carpentry:					
	(2'-4" deep) Built-In Bench (No Details)	9	LF	$ 180.00	$ 1,620.00	
A421	Exterior Wall Assembly:					
	Cast Stone Wall Assembly on CMU Wall					
	4-5/8" Cast Stone Veneer, 2" Thk Rigid Insulation w/ Z Furring Channels, Weather Barrier, 8" CMU, Brick Veneer Inside	88	SF	$ 112.50	$ 9,900.00	
	Brick Masonry Wall Assembly					
	8" Double Wythe Brick Masonry Veneer, 2" Thk Rigid Insulation w/ Z Furring Channels, Weather Barrier, Glass Mat Gypsum Sheathing, Brick Veneer Inside	110	SF	$ 56.00	$ 6,160.00	
	Excavation					
	Structural Excavation	155	CY	$ 90.00	$ 13,920.00	
	Backfill/ Compaction	1	AL	$ 1,500.00	$ 1,500.00	
	Warming Shelter					
M605	IRH-1 & 2, Infrared Heater (DELTA-THERM, DT-BAH-45-B-252)	2	EA	$ 2,250.00	$ 4,500.00	
	Thermostat	2	EA	$ 350.00	$ 700.00	
	EF-2 Exhaust Fans (750CFM, GREENHECK SQ-95-VG)	1	EA	$ 2,500.00	$ 2,500.00	
	Thermostat	1	EA	$ 350.00	$ 350.00	
	MD-1 & 2, Motorized Damper (GREENHECK VCD-23)	2	EA	$ 650.00	$ 1,300.00	
	L4 & 5, Louver (GREENHECK ESD-435)	2	EA	$ 500.00	$ 1,000.00	
	Diffuser/Grille	2	EA	$ 350.00	$ 700.00	
	Grounding	225	SF		N/A	
	3/4" x 10' Ground Rod	3	EA	$ 1,500.00	N/A	
	Ground Rod Test Well	1	EA	$ 1,330.00	N/A	
	#2/0 Bare Copper Conductor	96	LF	$ 35.00	N/A	
E711	Panel LP-2 (100A, 208/120V, 3P, 4W, 22KA, NEMA 1, Surface MTD)	1	EA	$ 9,000.00	$ 9,000.00	
	40A, 3P CB	1	EA		Incl.	
	20A, 2P CB	2	EA		Incl.	
	20A, 1P CB	34	EA		Incl.	
	Power					
	Duplex Receptacle	2	EA	$ 155.00	$ 310.00	
	Conduit/ Wiring	1	LS	$ 1,500.00	$ 1,500.00	
E713	Lighting					
	Downlight	4	EA	$ 906.00	$ 3,620.00	
	Conduit/ Wiring	1	LS	$ 1,500.00	$ 1,500.00	

Glen Ellyn METRA Station	WS (Inbound) (SF) 225
551 Crescent Boulevard	WS (Outbound) (SF) N/A
Glen Ellyn, IL 60137	w/ Canopy (SF) 375
	60% Design Development Cost Estimate **12/24/2024**

	DESCRIPTION	QTY.	UNIT	UNIT PRICE	COST	SUB-TOTAL
	Lightning Protection				See Above	
	Fire Alarm System					
717	Fire Alarm Smoke Detector	1	EA	$ 234.00	$ 230.00	
717	Fire Alarm Horn and Strobe Light Combination	1	EA	$ 299.00	$ 300.00	
717	WP Hi-Intensity Fire Alarm Strobe Light With Horn	2	EA	$ 399.00	$ 800.00	
717	Remote Fire Alarm Annunciator Panel	1	EA	$ 1,250.00	$ 1,250.00	
	Conduit/ Wiring	1	LS	$ 2,910.00	$ 2,910.00	
	SUBTOTAL					**$ 312,090.00**
	GENERAL CONDITIONS/ REQUIREMENTS	20.0%				$ 62,400.00
	SUBTOTAL					**$ 374,500.00**
	BOND & INSURANCE	3.0%				$ 11,000.00
	PHASING	10.0%				$ 37,000.00
	PROFIT	5.0%				$ 19,000.00
	CONTINGENCY	4.0%				$ 18,000.00
	ESCALATION	3.6%				Excl.
	TOTAL					**$ 459,500.00**

ESTIMATORS STATEMENT OF PROBABLE CONSTRUCTION COSTS

CDM Smith

VISTARA construction services

Glen Ellyn METRA Station
551 Crescent Boulevard
Glen Ellyn, IL 60137

WS (Inbound) (SF)	N/A
WS (Outbound) (SF)	225
w/ Canopy (SF)	375
60% Design Development Cost Estimate	**12/24/2024**

	DESCRIPTION	QTY.	UNIT	UNIT PRICE	COST	SUB-TOTAL
	OUTBOUND WARMING SHELTER					
S524	Isolated Column Footings (6 EA)	9	CY	$ 1,625.00	$ 15,080.00	
S524	Reinforcement (100Lbs/ CY)	0.46	Tons	$ 3,800.00	$ 1,760.00	
S524	(2'-0" x 2'-0" x 10'-0") Concrete Column	9	CY	$ 1,462.50	$ 13,000.00	
S524	Reinforcement (100Lbs/ CY)	0.44	Tons	$ 3,800.00	$ 1,690.00	
S524	Concrete Walls and Footings	29	CY	$ 1,462.50	$ 41,900.00	
S524	Reinforcement (100Lbs/ CY)	1.43	Tons	$ 3,800.00	$ 5,440.00	
S524	Columns					
S524	HSS8x8x3/8 Columns - (6 EA)	1	Tons	$ 17,375.00	$ 21,610.00	
S524	Beams					
S524	HSS Beams	1	Tons	$ 17,375.00	$ 16,200.00	
S524	Roof Framing					
S524	HSS Truss Framing					
S524	(12'-4" W) HSS4x4x3/8 Truss Framing	3	EA	$ 3,393.50	$ 10,180.00	
	Connection Plates, Base Plates, etc.	0.3	Tons	$ 6,950.00	$ 2,270.00	
S524	Moment Connections	8	EA	$ 540.00	$ 4,320.00	
A420	Roofing:					
	Asphalt Roof Assembly					
	Asphalt Shingles	413	SF	$ 14.00	$ 5,780.00	
	Single Ply Roof Membrane	413	SF	$ 18.00	$ 7,430.00	
	5/8" Cover Board	413	SF	$ 1.50	$ 620.00	
	Roof Insulation	413	SF	$ 6.50	$ 2,680.00	
	Vapor Retarder	413	SF	$ 0.50	$ 210.00	
	5/8" Substrate Board	413	SF	$ 1.50	$ 620.00	
	Wood Decking	413	SF	$ 12.00	$ 4,950.00	
A421	Aluminum Fascia and Blockings	95	LF	$ 48.00	$ 4,560.00	
A420	Cont. Metal Gutter	65	LF	$ 28.00	$ 1,820.00	
A420	AL Downspouts	40	LF	$ 48.00	$ 1,920.00	
A420	Metal Plate Soffit:					
	Metal Plate Soffit - Cold Formed Metal Framing, Glass Mat Gypsum Sheathing, Fluid-Applied Membrane Air Barrier, Mineral Wool Board Insulation, w/ Metal Soffit Panels - Assumed	215	SF	$ 65.00	$ 13,940.00	
A421	Exterior/Interior Doors + Hardware:					
	(3'-4"x7'-10") Door w/ Frame	2	EA	$ 9,500.00	$ 19,000.00	
	Hardware	2	EA	$ 4,500.00	$ 9,000.00	
A421	Enclosure / Exterior Glazing					
	Glazing/Storefront	290	SF	$ 125.00	$ 36,250.00	

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551 Crescent Boulevard	WS (Outbound) (SF)	225
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	DESCRIPTION	QTY.	UNIT	UNIT PRICE	COST	SUB-TOTAL
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A420	Ceiling Finishes					
	Gypsum Board Ceiling w/ Paint (Assumed)	120	SF	$ 15.00	$ 1,800.00	
A420	Wall Finishes:					
	4'' Cast Stone Finish @ Shelter Interior Side	13	SF	$ 112.50	$ 1,490.00	
	Paint @ Gyp Walls	180	SF	$ 1.90	$ 340.00	
A420	Finish Carpentry:					
	(2'-4" deep) Built-In Bench (No Details)	9	LF	$ 180.00	$ 1,620.00	
A421	Exterior Wall Assembly:					
	Cast Stone Wall Assembly on CMU Wall					
	4-5/8" Cast Stone Veneer, 2" Thk Rigid Insulation w/ Z Furring Channels, Weather Barrier, 8" CMU, Brick Veneer Inside	88	SF	$ 112.50	$ 9,900.00	
	Brick Masonry Wall Assembly					
	8" Double Wythe Brick Masonry Veneer, 2" Thk Rigid Insulation w/ Z Furring Channels, Weather Barrier, Glass Mat Gypsum Sheathing, Brick Veneer Inside	110	SF	$ 56.00	$ 6,160.00	
	Excavation					
	Structural Excavation	155	CY	$ 90.00	$ 13,920.00	
	Backfill/ Compaction	1	AL	$ 1,500.00	$ 1,500.00	
	Warming Shelter					
M605	IRH-3 & 4, Infrared Heater (DELTA-THERM, DT-BAH-45-B-252)	2	EA	$ 2,250.00	$ 4,500.00	
	Thermostat	2	EA	$ 350.00	$ 700.00	
	EF-3 Exhaust Fans (750CFM, GREENHECK SQ-95-VG)	1	EA	$ 2,500.00	$ 2,500.00	
	Thermostat	1	EA	$ 350.00	$ 350.00	
	MD-3 & 4, Motorized Damper (GREENHECK VCD-23)	2	EA	$ 650.00	$ 1,300.00	
	L6 & 7, 'Louver (GREENHECK ESD-435)	2	EA	$ 500.00	$ 1,000.00	
	Diffuser/Grille	2	EA	$ 350.00	$ 700.00	
	Grounding	225	SF		N/A	
	3/4" x 10' Ground Rod	3	EA	$ 1,500.00	N/A	
	Ground Rod Test Well	1	EA	$ 1,330.00	N/A	
	#2/0 Bare Copper Conductor	96	LF	$ 35.00	N/A	
E711	Panel LP-3, (100A, 208/120V, 3P, 4W, 22KA, NEMA 1, Surface MTD)	1	EA	$ 9,000.00	$ 9,000.00	
	40A, 3P CB	1	EA	$ -	Incl.	
	20A, 2P CB	2	EA	$ -	Incl.	
	20A, 1P CB	34	EA	$ -	Incl.	
	Power					
	Duplex Receptacle	2	EA	$ 155.00	$ 310.00	
	Conduit/ Wiring	1	LS	$ 1,500.00	$ 1,500.00	
E713	Lighting					
	Downlight	4	EA	$ 906.00	$ 3,620.00	
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	DESCRIPTION	QTY.	UNIT	UNIT PRICE	COST	SUB-TOTAL
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717	Fire Alarm Horn and Strobe Light Combination	1	EA	$ 299.00	$ 300.00	
717	WP Hi-Intensity Fire Alarm Strobe Light With Horn	2	EA	$ 399.00	$ 800.00	
717	Remote Fire Alarm Annunciator Panel	1	EA	$ 1,250.00	$ 1,250.00	
	Conduit/ Wiring	1	LS	$ 2,910.00	$ 2,910.00	
	SUBTOTAL					**$ 312,210.00**
	GENERAL CONDITIONS/ REQUIREMENTS	20.0%				$ 62,400.00
	SUBTOTAL					**$ 374,600.00**
	BOND & INSURANCE	3.0%				$ 11,000.00
	PHASING	10.0%				$ 37,000.00
	PROFIT	5.0%				$ 19,000.00
	CONTINGENCY	4.0%				$ 18,000.00
	ESCALATION	3.6%				Excl.
	TOTAL					**$ 459,600.00**


DANGER
STAY BEHIND YELLOW LINE UNTIL TRAIN STOPS

26 WATT LED LIGHT FIXTURE

Brasco International's 26 Watt LED Light is ideal for safety and security lighting in and around high traffic shelters. It's sleek design is matched by its performance as it features an ultra-efficient DLC rating and has a life of over 100,000 hours. The 26 Watt LED light has an exterior weatherproof aluminum housing that will never rust. This model is available on our Slimline, Sunline, Aspen, Arcade and Trident Series shelter models.

Standard Specifications

WATTS
26W

COLOR TEMP
5000K Cool White

LUMENS
3,483

UL LISTINGS
Suitable for wet locations. Suitable for mounting within 1.2m (4') of the ground

COLOR ACCURACY

72 CRI

DLC LISTING
This product is listed by Design Lights Consortium (DLC) as an ultra-efficient premium product that qualifies for the highest tier of rebates from DLC Member Utilities. DLC Product Code: P00001701

LIFESPAN
100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations

IP RATING
Ingress Protection rating of IP66 for dust and water

FINISH
Formulated for high durability and long-lasting color

AMBIENT TEMPERATURE
Suitable for use in 40°C (104°F)

GREEN TECHNOLOGY
Mercury and UV free.

RoHS-compliant components

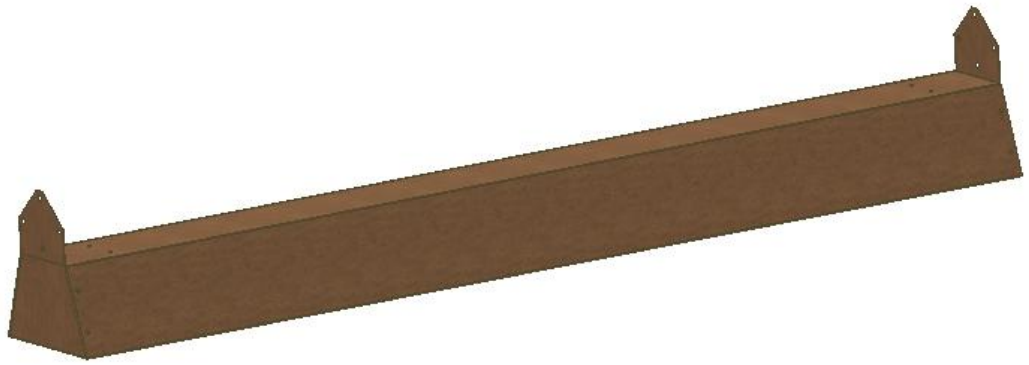
BUILT IN DRIVER
Multi-chip 26W high output long life LED Driver Constant Current, 720mA, Class 2, 6kV Surge Protection, 100V-277V, 50-60 Hz, 100-240V.4 Amps.

TPI Corporation
P.O. Box 4973
Johnson City, TN 37602
www.tpicorp.com

OCH-series

Direct Wired Units

Indoor * and Outdoor Comfort Heaters



*EXCLUDING RESIDENCES

WARNING

IMPORTANT SAFETY INFORMATION INSIDE

- **Serious injury or death possible**
- **Read, understand, and follow all safety information and instructions in this manual before using or servicing this product.**
- **Retain these instructions for future reference.**

REFER TO COMPLETE INDEX OF INFORMATION ON **PAGE 2**

INDEX

ATTENTION:

The table to the right provides definitions of the signal words that can be found throughout this manual. These signal words are used to express the severity of the hazard at hand. The signal words are generally used in conjunction with safety symbols that correspond to the text for that particular hazard. As you read this manual, refer back to this table when you are unsure of the signal word definition.

SIGNAL WORD DEFINITIONS	
DANGER	DANGER indicates an imminently hazardous situation which, if not avoided, **will** result in death or serious injury.
WARNING	WARNING indicates a potentially hazardous situation which, if not avoided, **could** result in death or serious injury.
CAUTION	CAUTION indicates a potentially hazardous situation which, if not avoided, **may** result in minor or moderate injury.
CAUTION	CAUTION used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, **may** result in property damage.
As defined in ANSI Z535.4-2002	

IMPORTANT INSTRUCTIONS

When using electrical appliances, basic precautions should always be followed to reduce the risk of fire, electrical shock, and injury to persons, including the following:

1. Read all instructions before using this heater.

2. **CAUTION:** High temperatures. Keep cords and all other combustible material, such as furniture, papers, clothes and curtains away from the heater. For safe and efficient operation, heaters must be mounted a minimum of 12" from a vertical surface, a minimum of 6" from the ceiling, a minimum of 72" from direct radiation to combustibles, and a minimum of 2.4M (7.87') above the floor. Heaters must be at least 36" apart.

   ATTENTION- HAUT TEMPÉRATURES. Pour un fonctionnment súr et efficace. CHAUFFE doit étre monté un Minimum de 12 "d"une surface vertical, un minimum de 6" du plafond, un minimum de 72 "DE RADIATION DIRECTE DE COMBUSTIBLES ET UN MINIMUM DE 2.4M (7.87') FROM LE SOL. NE PAS UTILISER CETTE BOITE DE CABLAGE. UTILISER 75°C FIL MINIMUM. DÉBRANCHER before ENTRETIEN.

3. Extreme caution is necessary when any heater is used by or near children or invalids and whenever the heater is left operating and unattended.

4. Do not operate any heater after it malfunctions, has been dropped or damaged in any manner. Return heater to authorized service facility for examination, electrical or mechanical adjustment, or repair.

5. Do not use outdoors.

6. To disconnect heater, turn controls to off, and turn off power to heater circuit at main disconnect panel (or operate internal disconnect switch if provided).

7. Do not insert or allow foreign objects to enter any ventilation or exhaust opening as this may cause an electric chock or fire, or damage the heater.

8. To prevent a possible fire, do not block air intakes or exhaust in any manner.

9. A heater has hot and arcing or sparking parts inside. **WARNING:** Do not use it in area where gasoline, paint, or flammable liquids are used or stored.

14. Use this heater only as described in this manual. Any other use not recommended by the manufacturer may cause fire, electric shock, or injury to persons.

10. This heater may include an audible or visual alarm to warn that parts of the heater are getting excessively, hot If the alarm sounds (or illuminates), immediately turn the heater off and inspect for any objects on or adjacent to the heater that may have blocked the airflow or otherwise caused high temperatures to have occurred. **DO NOT OPERATE THE HEATER WITH THE ALARM SOUNDING (OR ILLUMINATING).**

11. **SAVE THESE INSTRUCTIONS**

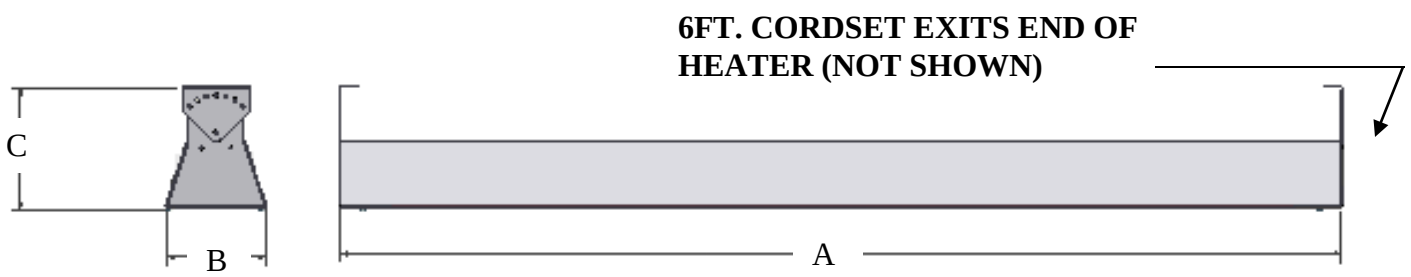
SPECIFICATIONS

DESCRIPTION

Fostoria multi-purpose OCH series electric infrared heaters are designed to provide efficient spot heating for many commercial and industrial applications. All models operate with a single quartz tube emitter included with the heater, are easily installed, and are equipped with spectral reflectors for excellent radiant output. They are built with corrosion-resistant materials and are **listed** for both **INDOOR (excluding residences) AND OUTDOOR applications in the USA and Canada.**

Housing	24 ga. Galvannealed
Finish	Hi Temp. Brown powder coat
Reflectors, end caps	0.040” gold anodized aluminum
Suspension	Adjustable Mounting Bracket or Chain

Model	P/N	Tube P/N	Watts	Volts	Amps	Dim A*	Dim B	Dim C
OCH–46-120VE	04804402	04432302	1500	120	12.5	48.0”	5.375”	6.500”
OCH–46-208VE	04804502	04418102	2000	208	9.6	48.0”	5.375”	6.500”
OCH–46-240VE	04804602	04418002	2000	240	8.3	48.0”	5.375”	6.500”
OCH–46-277VE	04804702	04419302	2000	277	7.2	48.0”	5.375”	6.500”
OCH-57-208VE	04804902	04416602	3000	208	14.4	59.0”	5.375”	6.500”
OCH-57-240VE	04804802	04414702	3000	240	12.5	59.0”	5.375”	6.500”
OCH-57-277VE	04805002	04419402	3000	277	10.8	59.0”	5.375”	6.500”
OCH-57-480VE	04805102	04419502	2250	480	4.7	59.0”	5.375”	6.500”



QUARTZ TUBE INSTALLATION

⚠ WARNING

ELECTRICAL SHOCK HAZARD

- **Serious injury or death may occur.**
- **Disconnect from electrical supply before installing or servicing this heater.**
- **Reflector end caps must be installed prior to powering the unit; refer to note #3.**

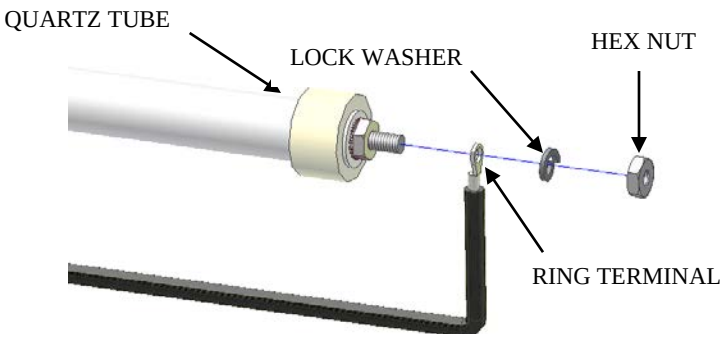
CAUTION

Install heater so that the quartz tubes are horizontal. Failure to do this may cause the heating element within the tube to sag and cause premature burnout.

Each heater is equipped with two black hi-temperature silicone lead wires and one green lead wire for ground termination. **Make sure power source conforms to the heater requirements. Use only Fostoria quartz tubes.**

1. Insert quartz tube in the "L"-shaped slots in heater housing.
2. On each end of the quartz tube, place (1) lead wire ring terminal, (1) lock washer and (1) hex nut on the threaded stud and **tighten securely** (see image below). Lock washers and hex nuts are provided in hardware package.
   - ➢ One lead wire is already installed in your heater, the second lead wire is located in the hardware package.

NOTE – Use a second wrench to hold the inner hex nut in place while tightening the outer hex nut. <u>Failure to securely tighten this connection will cause the element to fail prematurely.</u>



3. Attach reflector end caps to both ends of housing using the (4) screws provided in hardware package.

HEATER INSTALLATION

<u>MINIMUM INSTALLATION CLEARANCES</u>

These heaters <u>MUST</u> be installed as follows:

- ➢ **12 inches minimum from a vertical surface**
- ➢ **72 inches minimum from ANY combustible material**
- ➢ **3 inches minimum from the ceiling**
- ➢ **36 inches minimum from other heaters**

⚠ WARNING

FIRE HAZARD

- **Serious injury or death may occur.**
- **Read and follow clearances shown in box at left for ALL OCH series heater installations.**
- **Do not use inside residences.**

NOTE: For optimum spot heating performance, it is recommended that the distance from the floor should be approximately 7 to 9 feet for OCH-46 models, and 8 to 10 feet for OCH-57 models.

SUSPENSION ALTERNATIVES

Your OCH series heater can be mounted with either adjustable mounting brackets or chain suspension. Both options are included with your heater.

Standard Mounting:

In the hardware bag shipped with your heater you will find two adjustable mounting brackets and fastening hardware. Using the mounting centers specified in figures 1 & 2, mount your adjustable mounting brackets (bends to the inside). Once mounted, assemble the heater to brackets (figure 3) with mounting hardware, these brackets enable the heater to be angled in 15-degree increments up to 45 degrees.

Chain Suspension:

The heater can also be chain-hung as shown in figure 4. Cut the 16ga. chains (two 4 foot chains are provided) to desired length. Attach chains to heater with "S"-hooks provided and suspend from overhead structure. Crimp "S"-hooks closed after assembly.

CAUTION

Install heater so that the quartz tubes are horizontal. Failure to do this may cause the heating element within the tube to sag and cause premature burnout.

⚠WARNING

ELECTRICAL SHOCK HAZARD

- **Serious injury or death may occur.**
- **Disconnect from electrical supply before installing or servicing this heater.**
- **Read and follow installation clearance requirements on page 4.**

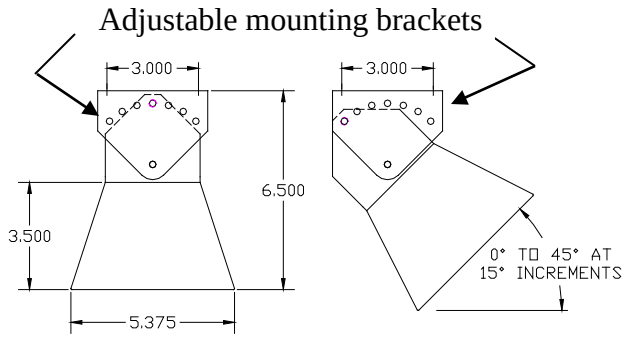


Figure 1: end view

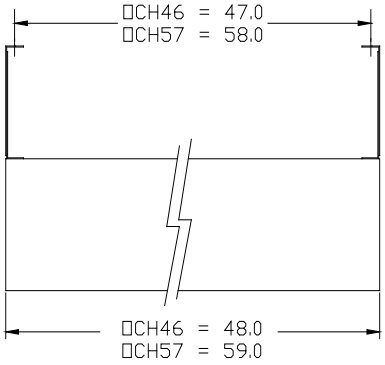


Figure 2: side view

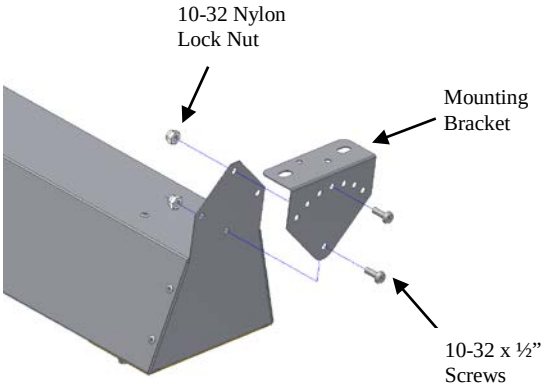


Figure 3: mounting view

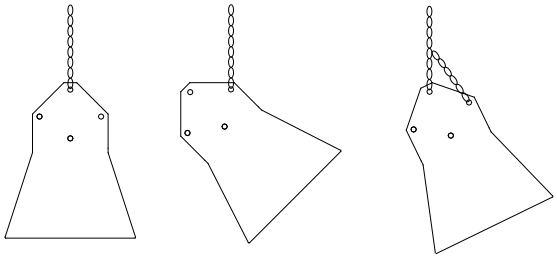


Figure 4: end view

WIRING INSTRUCTIONS

JUNCTION BOX and CONDUIT

Required conduit size: ½”

All conduit, fittings and junction boxes are supplied by the customer.

Do not make wiring connections inside of heater housing. All connections must be made in a customer supplied junction box.

See page 7 for optional electrical box kits available from Fostoria Industries.

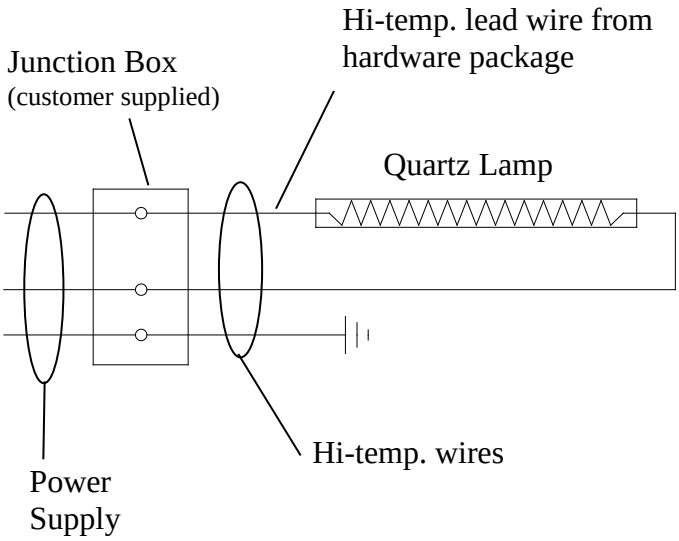
TOTALLY EXPOSED OUTDOOR APPLICATIONS

For totally exposed outdoor applications (not ceiling protected) all conduit, fittings and junction boxes must be NEMA Type 4 or equal.

INTERNAL WIRING DIAGRAM

OCH heaters are equipped with two (2) hi-temperature silicone lead wires and one (1) bonding* (ground) lead wire. Supply wires must be copper and rated for at least 90º C.

1. Terminate field bonding wire to the bonding (ground) wire of the heater with wire nuts (customer supplied)
2. Terminate L1 and L2 field wires to the power wires of the heater with wire nuts (customer supplied)



⚠ WARNING

ELECTRICAL SHOCK HAZARD

- **Serious injury or death may occur.**
- **Disconnect from electrical supply before installing or servicing this heater.**
- **This appliance must be connected to a properly bonded (grounded) electrical source.**
- **Read and follow all safety information in box below.**

- **Do not make wiring connections inside of heater housing.**
- **Use proper conduit fittings to prevent wires from touching the housing’s metal edges.**
- **Make certain the power source conforms to specifications on the heater label.**
- **Do not depend on a thermostat or other switch as the sole means of disconnecting power when installing or servicing heater. Always open the safety switch and lock it open.**
- **All wiring must be performed by a licensed electrician.**
- **Never connect the green or green-yellow wire to a live or “hot” conductor.**

*Bonding is the term that describes the completion of the electrical circuit back to its source, which allows a breaker or fuse to clear if a short occurs in the line.

MAINTENANCE

1. **Always disconnect heater from power supply before performing any maintenance or service**.

2. Periodically clean the reflector with a dampened soft cloth using mild detergent. Rinse with water and wipe dry with a clean soft cloth.

⚠ WARNING

ELECTRICAL SHOCK HAZARD

- **Serious injury or death may occur.**
- **Disconnect from electrical supply before installing or servicing this heater.**

TROUBLESHOOTING

SYMPTOM	POSSIBLE CAUSE(S)	CORRECTIVE ACTION
Element does not energize.	1. Defective element. 2. Improper connection.	1. Replace element. 2. Check connection to power outlet.
Not enough heat.	1. Heater too small for application. 2. Heater mounted too high or too far.	1. Add additional heater(s) 2. Decrease mounting height or distance.
Too much heat.	1. Heater too large for application. 2. Heater mounted too low or too close.	1. Replace with smaller heater. 2. Increase mounting height or distance.
Hot spot in tube.	1. Heater is not level. 2. Grease or moisture on tube.	1. Adjust to a level mount. 2. Clean tube-replace if problem persists.

LIMITED WARRANTY

Products manufactured by TPI Corporation are warranted to the original consumer to be free from defects in material and workmanship for twelve (12) months from the original purchase date.

The TPI limited warranty does not cover products that have been modified outside of our factory, damage or failure caused by acts of God, abuse, misuse, connected to or placed on other than rated voltage, abnormal usage, fault, installation, failure to follow suggested maintenance procedures enclosed with the product, improper maintenance or any repairs other than those provided by an authorized TPI service center.

There are no obligations or liabilities on the part of the Corporation for consequential damages arising out of or in connection with the use or performance of the product or other indirect damages with respect to loss of property, revenues, profit, costs of removal installation, or reinstallation.

All implied warranties with respect to TPI products, including implied warranties for merchantability and implied warranties for fitness, are limited in duration to twelve (12) months from original date of purchase, except those products or parts of products which are warranted for long periods thereon.

Some states do not allow the exclusions or limitation of incidental or consequential damages and some states do not allow limitations on how long an implied warranty lasts. The above exclusions or limitations may not apply to you.

During the warranty period, TPI Corporation will, at its sole option, repair or replace any defective parts or products returned, freight prepaid, to the TPI Corporation factory or such other locations as TPI Corporation may designate. Returned products must be packaged carefully and TPI Corporation shall not be responsible for damage in transit.

When returning parts, the owner must provide the model number of the product and nature of difficulty being experienced. This warranty does not obligate TPI Corporation to bear the cost of labor in replacing any assembly, unit or component part thereof, nor does the company assume any liability for secondary charges, expenses for installing or removal, freight or damages. There will be charges rendered for product repairs made after the warranty period has expired. Proof of purchase, including date, must accompany request for in-warranty service. In any event, TPI Corporation's maximum liability shall not in any case exceed the list price for the product claimed to be defective. This warranty gives to you specific legal rights and you may have other rights, which may vary from state to state. For the name of your nearest authorized TPI Corporation service center, please write to TPI Corporation, P.O. Box 4973, Johnson City, TN 37602.

HEATING PRODUCTS WARRANTY COVERAGE	
Heating Products Elements in	10 Years
Baseboards	1 Year
All other Heating Products	2 Years
Thermostats and Controls	

VENTILATION PRODUCTS WARRANTY COVERAGE	
Series HD or HDH Fans	5 Years
Series UHP or IHP Fans	3 Years
All other Ventilation Products	1 Year

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

Meeting 6/11/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: Dave Buckley
Category: Report
Prepared By: Richard Daubert

AGENDA ITEM (ID # 2025-513)

DOC ID: 2025-513

Engineering Division Project Activity Report Dated 4-9-2025

Statement of the Issue:
The June 9, 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 6-9-25

June 9, 2025

ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS IN PROGRESS

2025 MFT/Rebuild Illinois Street Resurfacing Project – *Contractor:* ***A Lamp Concrete Contractors***

(Project No. 25001; Value of Construction Contract = $3,052,075.77)

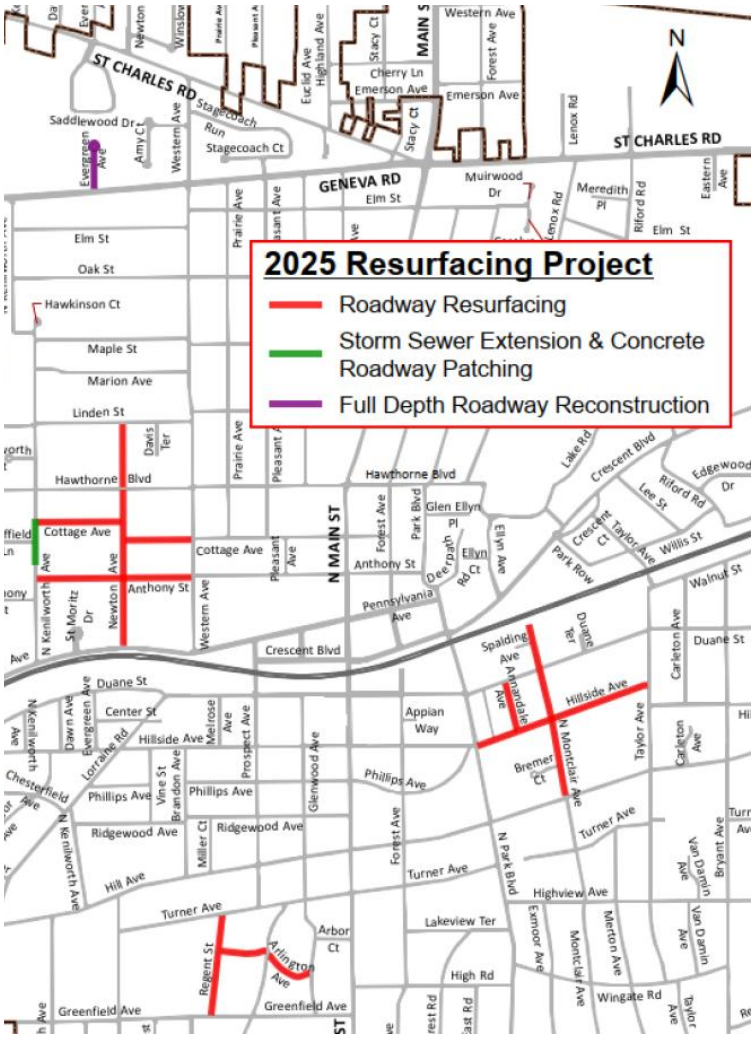
This project involves utility and roadway improvements along approximately 2.4 centerline miles of streets shown in the location map to the right.

The project was awarded to A Lamp Concrete Contractors at the February 24 Village Board Meeting. Substantial completion is required by August 29th

The contractor has divided the project area into three phases, with the Anthony-Cottage-Newton plus Evergreen area being phase 1, the Hillside-Montclair-Annandale area streets being phase 2, and the Arlington-Regent area being phase 3.

Underground utility work, as well as sidewalk and concrete curb replacement work, and the first layer of asphalt paving have been completed through the Phase 1 area. Evergreen Avenue also received its first layer of asphalt on May 23rd. Asphalt surface is anticipated to be completed on Evergreen and the Phase 1 area the week of June 9th. The focus will then turn to roadway work in the phase 2 area.

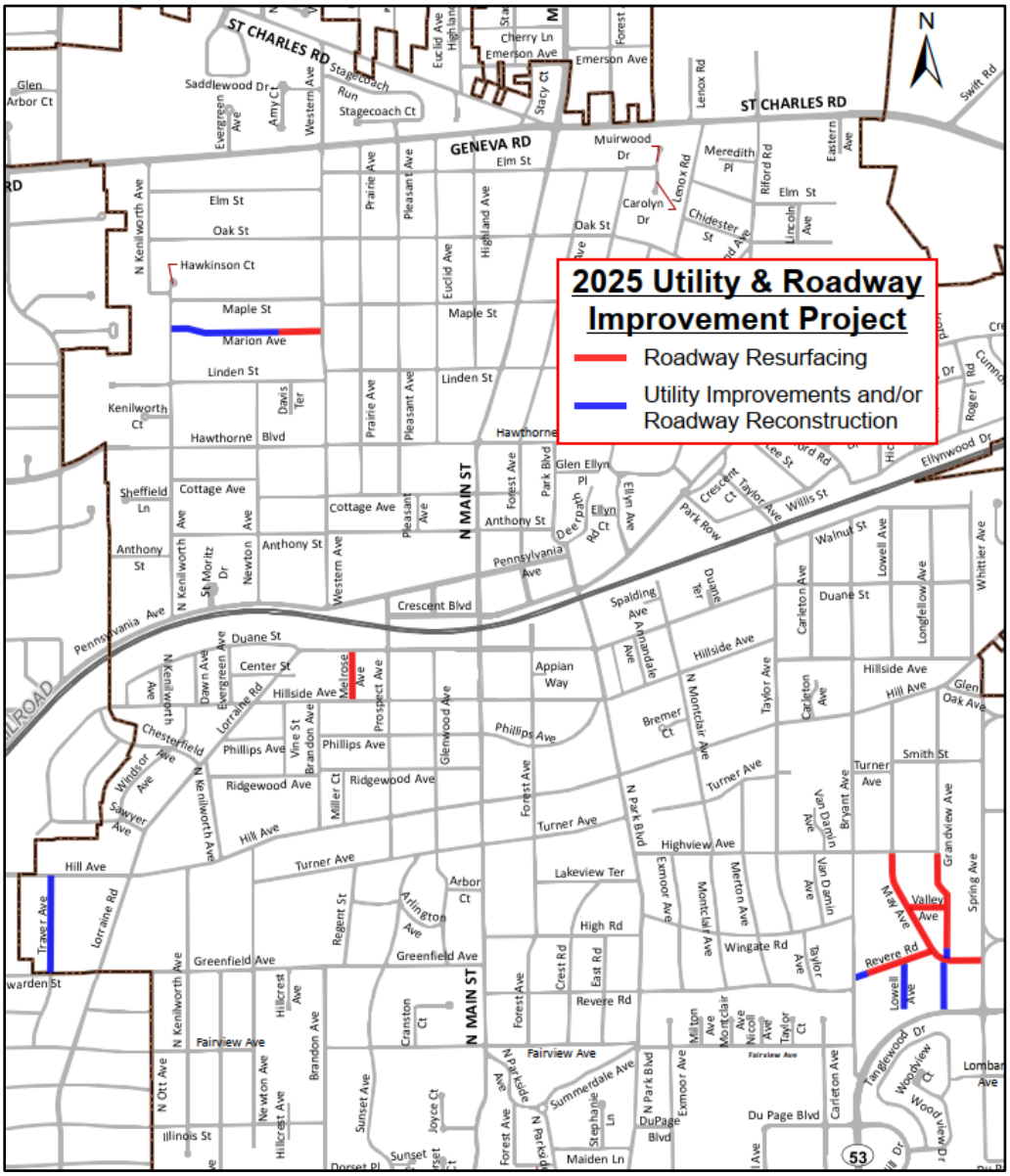
It is worth noting that the replacement of lead service lines has been completed through each of the Phase 1-3 areas as part of a separate contract managed by the Utilities group in Public Works.



2025 UTILITY AND ROADWAY IMPROVEMENTS PROJECT DESIGN** – Contractor: **John Neri Construction Company

(Project No. 25002; Value of Construction Contract = $4,568,404.95)

This project involves utility and roadway improvements along approximately 1.2 centerline miles of streets as shown in the below location map.



The project was awarded to John Neri Construction Company at the April 28 Village Board Meeting. Substantial completion is required by November 15th.

The contractor has begun underground work on Lowell and Grandview (south of May). Sanitary point repairs have also been completed Grandview, May, Revere, and Melrose. It is anticipated that underground work and roadway building on Lowell and Grandview will go into mid to late

July, at which point concrete work will begin on these streets and the adjacent streets being resurfaced (May, Revere, Valley, etc.). Underground crews are also anticipated to move to Traver after completing Lowell and Grandview in late June.

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

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

Post-construction televising of the sewers in the Phase 1 area was completed over the spring break week. Minor remaining items in the Phase 1 area include: completion of a remaining electrical item at 504 Hillside (in coordination with ComEd and Nicor), 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. BLA completed a draft set of plans and is now addressing the preliminary round of comments. The target is to be in a position to start construction in August of this year. Preliminary estimates are that the construction will take approximately a month to complete.

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

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

Staff are continuing the push for the completion of the remaining punchlist and other minor work items in the Phase 2-3 streetscaping area. Some highlights:

- Work on the retaining wall at the south side of Pennsylvania Avenue, west of Prospect Avenue was completed this past month.
- Concrete inspection – The concrete punchlist has been finalized. As mentioned previously, there are some areas where the concrete surface has signs scaling and/or spalling. These are concentrated along the north side of Pennsylvania Ave (Main to Prospect) and the west side of Main Street (Anthony to Crescent). We are currently working with the contractor on the scheduling dates for the proposed removal and replacement of the deficient sidewalk and driveway locations.
- Brick pavers – In addition to inspection of the concrete sidewalk, final inspection of the brick pavers through the site was conducted. There are select bricks throughout the project area that are showing signs of deterioration. While most of the bricks are fine, some are visibly deteriorating. It appears that there may have been a bad batch of bricks mixed in with the overall supply. These bricks are planned for replacement as part of the punch list work. In addition, the brick paver crosswalks and other areas of the furniture zone are to have poly-sand reapplied to fill in gaps.
- Plants – The Phase 2-3 plantings punchlist has been finalized. Due to the significant loss of plants, staff are coordinating with a representative of the Environmental Commission on and the project design consultant on an alternate selection of plant species that while not

native, can still meet many of the goals of native plants (e.g. sustainable, pollinator-friendly) but may be better suited to the small planter streetscape setting, rather than replacing the plants that did not survive in kind. This dialogue is still in the early stages. In any event, replacement of the plants that did not survive will be handled by the streetscaping contractor as part of the overall punchlist.

The above is in addition to the many smaller items on the punchlists from last Fall.

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 be 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's contractor D Construction, initiated work on the rehabilitation of the Roosevelt Road Bridge over IL-53. Some advance utility work was completed along with removal of the existing concrete median at the east end of the bridge – to accommodate shifting of traffic through the three project stages. The Stage 1 lane closures were established on June 5th.

The overall project involves 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.

Per the project schedule, there is generally anticipated to be approximately two weeks work on the south side of the bridge (Stage 1), then two weeks in the middle (Stage 2), and two weeks on the north side of the bridge (Stage 3), with traffic diverted around the work zone in each stage. The current schedule indicates work on the project wrapping up in mid to late July, depending on weather.

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.

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/Nicoll

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 Nicoll Way/Ave with Accessible Pedestrian Signal (APS) pushbuttons. APS pushbuttons provide non-visual walk and don't walk indications (audible and vibrotactile) for visually impaired individuals.

The State is currently reviewing staff's request that the project be communicate to residents within a logical vicinity of the intersection of 53/Spring. Staff provided sample notification letters to IDOT along with a phone conversation as to outline communication expectations.

ENGINEERING PROJECTS

CRESCENT-GLENWOOD PARKING LOT AND MEDIAN REHABILITATION – Engineer: CIVILTECH

This project involves the resurfacing and modest reconfiguration of the parking lot along with reconstruction of the north side median with addition of new trees and other plantings, and the addition of new parking lot lighting. Pre-final design plans were delivered to the Village and the consultant is in the process of incorporating Village comments and assembling the final bid package. The State has also reviewed and provided input on the project plans and specifications as related to the Village's use of Motor Fuel Tax Funds for the project.

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 held public meetings for the projects, on 4/10 (for Lambert Road) and 4/17 (for Riford Road). There were no attendees for the Lambert Road project, and a handful of residents in attendance for the Riford project. The project team answered their limited questions and made note of various concerns. Most concerns were either not related to the project scope (e.g. DuPage County traffic signal timing) or not resolvable as part of the project (e.g. reports of frequent speeding).

Prefinal plans, specifications, and cost estimates were submitted to the State on May 15 with comments received thus far from Bureaus of Materials, Construction, EEO, and Traffic. Revisions will be made with the next set of submittals due to the State on July 28th as to stay on track for the November State letting. In addition, staff is developing request for construction engineering proposals. The Village will need to follow qualification based selection procedures for this procurement.

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 and 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)

Union Pacific Railroad formally approved the Village's variance request for the tunnel underpass in lieu of a overpass/bridge. Said approval was received on 4/25/2025. Comments were also provided on the 30% design plans. In addition to UP's approval, IDOT approved the Preliminary Bridge Design for the underpass, stairs, and ramps on 5/28/2025. In addition to these two positive approvals, the Federal Highway Administration and State granted cultural clearance through full approval of the Section 106 and Final 4(f) Evaluation. The Village Board approved Amendment No. 3 on April 28th. CDM Smith is currently advancing the project plans, specifications and estimates to 90% status. Staff has been reviewing opportunities to reduce project costs with a most recent focus being on evaluating alternative warming shelters.

TRAFFIC SIGNAL MODERNIZATION PROJECT *– Engineer:* ***AECOM***
(Project No. 23006)

Work is underway on design of the improvements to the six Village-owned traffic signals, consistent with the 2024 Recommendations Report created by AECOM. While work on the six Village-owned traffic signals is to be spread over three years (2026-2028), initial design on all six signals will be conducted this year. The intent is to be ready to package the first bid package in Fall of this year for 2026 construction. The target intersections for each construction year are still under discussion and will be part of budget discussions.

In addition to the six Village-owned intersections, the AECOM contract provides for limited upgrades and interconnect of the existing pedestrian signal on Lambert Road between Tallgrass Road and College Road. This signal was constructed by the College of DuPage in 2011. The intent at that time had been for the Village to assume ownership and maintenance of the signal upon completion of construction. However, institutional memory suggests that there were some challenges between the Village and the College over an unrelated project at the time, resulting in transfer of ownership of the completed signal being stalled.

Despite the above, it is not typical nor recommended for another entity (e.g. College) to own or maintain a traffic signal on another entity's roadway (e.g. Village). 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 best practice, Village ownership of the signal will allow for more consistent management and maintenance of this signal as part of the adjacent interconnected Lambert traffic signals. Initial, informal outreach to the College of DuPage has begun.

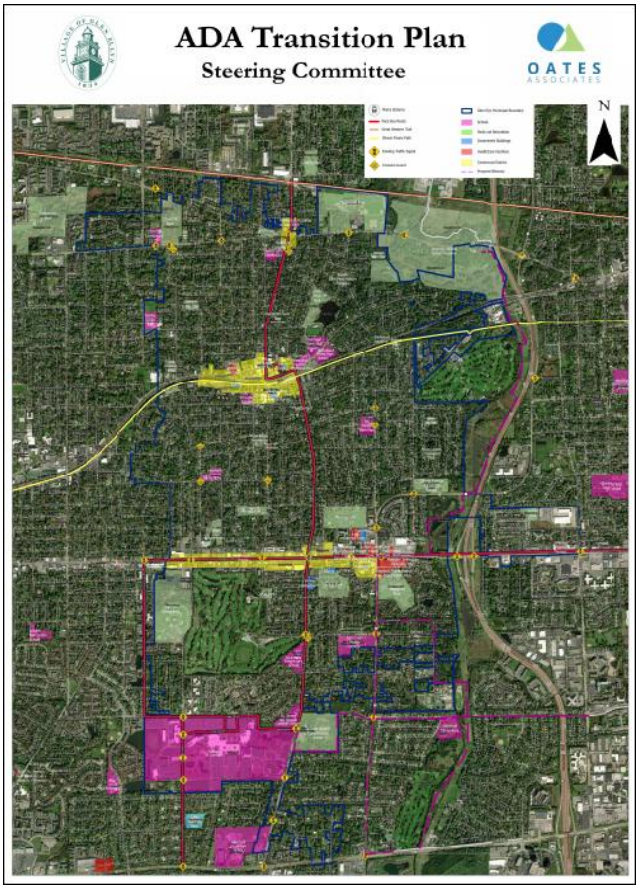
The AECOM contract also provides for optimization of the Village intersections in 2025. Traffic counts, using video detection technology, were conducted the week of May 12th, before schools let out for the year. These counts will be used to model the intersection operations and determine optimal timings for each location.

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 following activities occurred over the past month:

- Completion of the LIDAR scanning of the sidewalk network throughoug the Village. The data collected is currently being processed by DeepWalk, a group that has pioneered the use of LIDAR 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.
- Conducted the second Steering Committee meeting, discussion priority destinations within the Village
- Completion and launch of the Public Survey component of the planning process. The survey, along with the online mapping tool are available from the project website: https://engage.cmap.illinois.gov/glen-ellyn-ada. In addition to advertising the survey through the Village newletter and other channels, paper copies of the survey are being made available at strategic locations through the Village, as determined by the Steering Committee.



Next steps will be review of the sidewalk inventory with the Steering Committee, once it is received, in order to start establishing priorities for which types and locations of ADA deficiencies

should be targeted first with the naturally limited resources available. The survey results, received later, will also feed into the priorities discussion.

The overall planning process is expected extend through October, culminating in adoption of the Village's ADA Public Right-of-Way Transition Plan.

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 project is expected to take approximately 6 months to complete.

The consultant has completed the initial modeling of the Village's pipe network and water facilities. Hydrant flow testing was conducted at eleven locations the week of May 5th, in order to help calibrate the model.

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 VGE 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 26th bid opening and R.W. Dunteman provided the low bid of $188,630. R.W. Dunteman was awarded the contract at the March 10th Board Meeting for the full bid amount. Work will likely start in late 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 12th with Denler, Inc. providing the low, responsible, and responsive bid of $33,700. Denler, Inc. was awarded the contract at the March 10th Board meeting in the not-to-exceed amount of $40,000, which resulted 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 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,

Project	2025 Estimated VGE Cost*	Status
		staff asked the contractor to agree to reduced quantities to bring their proposal within budget limits. S&S was awarded the contract at the March 10th Board Meeting in the not-to-exceed amount of $398,620. Staff met with Schroeder & Schroeder on 3/6 to discuss the project timing. Work is expected to start in mid-June.
Sidewalk Sawing Repair Program	$35,000	Staff proposed using Safe Step to evaluate sidewalks for trip hazards in three areas (the Derby Glen neighborhood, the Surrey/Briar neighborhood, and Revere Rd between Main and 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 and are ADA-compliant. 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. Safe Step was awarded the contract at the April 14th Board Meeting. Safe Step's finished surveying the selected areas in mid-May; sidewalk sawing will take place in late June. .
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. G.A. Paving was awarded the contract at the March 10th Board Meeting. Restorations will begin in June.
2025 Pavement Markings	$84,676	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, Superior Road Striping (SRS), to refresh pavement markings in Glen Ellyn. SRS 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. SRS 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. 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 came at a significant premium compared to historic cooperative pricing. DuPage County (DPC) awarded a contract to Precision on April 8th. Suburban Purchasing Cooperative (SPC) negotiated 2025

Project	2025 Estimated VGE Cost*	Status
		prices as part of a 2024 contract extension with Superior Road Striping and these unit prices provided the most value to the Village. On April 28th, the Board formally rejected all of the bids from the February 26th bid opening and awarded a contract to Superior Road Striping based on the Village's membership in the SPC.
2024 Pavement Markings	*$105,000**	The annual line striping contract was awarded to Superior Road Striping (SRS), the low bidder of both the DuPage County and Suburban Purchasing Cooperative contracts, on April 22, 2024, in the not-to-exceed amount of $100,000. The Village 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 honored their commitment to Glen Ellyn to start work early in the 2025 construction season and finished installing modified urethane pavement markings in early June. Crews still have to install the remainder of the 2024 thermoplastic work. 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. **The Village paid Superior Road Striping $17,912.39 for work completed in 2024; the P.O. was carried over to the 2025 budget.*
2025 Asphalt Surface Rejuvenation	$90,000	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.
2025 Sanitary Sewer Lining and Repairs	$200,000	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.

*All costs are rounded to nearest dollar.

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