



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, September 10, 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 August 13, 2025 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) 2026-2030 Capital Improvement Plan and 2026 Capital Improvements Budget
 - 2) Metra Station Warming Shelter Followup
- E. Trustee Liaison's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report September 5, 2025
- I. Adjourn**



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

Meeting 9/10/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: John Hubsy
Category: Minutes
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2025-
764)**

DOC ID: 2025-764

Motion to approve the August 13, 2025 Capital Improvements Commission Meeting Minutes

Statement of the Issue:

The draft meeting minutes for the August 13, 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 August 13 2025 - Draft

DRAFT



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
August 13, 2025
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: August 13, 2025

Meeting: Regular

Called to Order: 7:03 p.m.

Quorum: Yes

Adjourned: 9:05 p.m.

Member Attendance:

Rocco Zuccherro	Chair	Present
Joel Baldin	Commissioner	Absent
Tom Drapinski	Commissioner	Present
Orion Galey	Commissioner	Present
John MacDonald	Commissioner	Absent
Adil Saeed	Commissioner	Present
David Warnick	Commissioner	Absent
Jill Ziegler	Commissioner	Present
Donna Jean Simon	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

A. CALL TO ORDER

The August 13, 2025 meeting of the Capital Improvements Commission was called to order by Chairman Zuccherro at 7:03 p.m. at the Glen Ellyn Civic Center.

The Commission took a moment to reflect upon the unfortunate passing of Village Trustee Steve Szymanski. The Commission expressed its appreciation of his service and significant contributions to Glen Ellyn.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF JUNE 11, 2025 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE THE JUNE 11, 2025 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION BY: Commissioner Saed

SECOND BY: Commissioner Zuccherro

AYES: Zuccherro, Drapinski, Galey, Saeed, Ziegler

RESULT: APPROVAL

D. CURRENT BUSINESS

1. DuPage County Safety Action Plan

Engineer Daubert provided an overview of the DuPage County Safety Action Plan. He noted that generally speaking, fatal and serious injury accidents are on the rise. The plan provides guidance to DuPage communities to implement countermeasures. Items of focus that the Village has, and/or will continue to review include speed management, intersection improvements, improved pedestrian accommodations, and cyclist accommodations.

Engineer Daubert noted that there is a push in the community to adjust the speed limit to 25 miles per hour. Commissioner Zuccherro spoke to the need for more attention to pedestrians. He also inquired about the speed limit adjustment and the need for more signage.

Engineer Daubert discussed intersection improvements that have been made such as in the downtown. He also overviewed how the Village has implemented signal timing improvements such as Park and Sheehan and Kenilworth and Geneva (through DuPage County). He also discussed how the Village has been upgrading sidewalk throughout the community.

Engineer Daubert noted that we have not done much in terms of bike routes/accommodations. Chair Zuccherro added that we should add sharrows on Park Boulevard and find a way to connect the downtown to COD. Engineer Daubert noted there was some prior political pushback on sharrows but we can certainly revisit the matter. Commissioner Saeed expressed a desire for more protected bike lanes. Engineer Daubert noted we do have them on Lambert Road, other Village streets are not generally wide enough.

Street lighting was also generally discussed with one focal location being around the train station; it was noted that it is hard to see people walking particularly by Crescent.

Commissioner Zuccherro suggested consideration of a safety plan or mobility plan that would review where we have the greatest incidents in town and overlay the issue areas with development and capital plans.

Roosevelt Road was discussed as one of the higher incident areas. Commissioner Saeed expressed concerns with safety on Roosevelt Road with mention of sidewalks being right along the travel lanes.

Engineer Daubert noted that a group of people will be presenting to the Village Board about the Drive 25 campaign on August 25th. The matter may be revisited by the CIC depending on Village Board feedback.

Engineer Daubert noted he's not looking for any particular action from the CIC on this matter but that we can continue to look at ways to implement traffic safety improvements in capital projects.

- E. TRUSTEE'S REPORT** – Trustee Simon gave a brief report and noted that there has been some ongoing training for commissions as to help clarify their roles for the Village. Trustee Simon also expressed her sorrow for Trustee Steve Szymanski's passing. She noted that the Board will work through a process to fill the Trustee vacancy.
- F. OTHER BUSINESS** – None
- G. PUBLIC WORKS REPORT** – Engineer Daubert briefly overviewed that the Village is working through the recruitment process to hire a new Public Works Director.
- H. PROJECT REPORT** – Engineer Daubert briefly reviewed the Engineering Division Project Activity Report with the Capital Improvements Commission.
- I. ADJOURNMENT** – Commissioner Galey motioned and Commissioner Saeed seconded to adjourn the meeting. The motion is unanimously approved, and meeting adjourned at 9:05 p.m.

Submitted and Reviewed by: Richard Daubert, Professional Engineer



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

Meeting 9/10/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: John Hubsy
Category: Budget
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2025-
766)**

DOC ID: 2025-766

2026-2030 Capital Improvement Plan and 2026 Capital Improvements Budget

Statement of the Issue:

Please see the attached materials pertaining to this agenda item.

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:

1. PW Engineering Memo on CY2026 Budget to CIC
2. CY2026 CIP and Budget Presentation
3. 2026 CIP Map
4. CIP Updated 9-4-2025



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: September 8, 2025

RE: 2026-2030 Capital Improvement Plan and CY2026 Budget Items

Introduction

Staff is pleased to present the Public Works Engineering Division Calendar Year 2026 Budget Items and 2026-2030 Capital Improvement Plan. Staff will utilize the September 10th Capital Improvements Commission Meeting to review these items with the CIC. The attached PowerPoint Presentation will be utilized to lead the review. Summaries of the CIP and Budget Items are as follows.

Executive Summary of the 2026-2030 Capital Improvement Plan

The CIP includes approximately \$130M in engineering and construction projects and approximately \$15M in debt service payments for bonds associated with the Police Station, Civic Center Renovations, Civic Center Parking Garage, CBD Streetscape and Utility Improvements Project (CBD SUI), and Metra Station/Underpass/Phase 4 CBD SUI.

For 2026-2030, the CIP shows approximately \$38.5M in grant revenues for roadway projects and the Metra Station/Underpass/Phase 4 CBD SUI Project. It is emphasized that the Village has not secured this total grant amount to date. However, staff does continue to apply for and secure outside funding for projects. The plan includes the Metra Station/Underpass/Phase 4 Streetscape Project. However, it is noted that expenditures and grants for the project extend beyond 2030.

\$9M in General Obligation Bonds are shown to be issued in 2026 with an estimated coinciding debt service of approximately \$720,000/year.

As it relates to pavement management and roadway condition, staff has looked further out into 10- and 20-year timelines to ensure that the CIP is including sufficient funding to maintain the Village's pavement condition index score of 70. For 2026-2035, approximately \$65M in funding was estimated as necessary to maintain the Village's streets at a PCI of 70; approximately \$69M is programmed in the outyears of the CIP. For 2026-2045, approximately \$146M in funding was estimated as necessary to maintain the Village's streets at a PCI of 70; approximately \$164M is programmed in the outyears of the CIP.

Executive Summary of the 2026 Calendar Year Engineering Budget Items

The Draft 2026 Budget includes rehabilitation of approximately 6.6 centerline miles of Village streets. The resurfacing of Lambert Road (Woodcroft to Roosevelt Road) as well as Riford Road (Crescent to St. Charles Road), are eligible and in position for securing approximately \$1.5M in federal funding.

Staff is proposing to continue replacing lead water service lines on streets being rehabilitated as to minimize disturbance and costs associated with the lead service line replacement. Water main replacement is proposed on Anthony Street and Marion Avenue. Funding for sewer replacements and repairs is included as well.

Pavement maintenance and sidewalk repairs continue to be a feature of the Budget. Pavement maintenance continues to feature surface treatments, cracksealing, and patching. Sidewalk repairs will be in the form of both removal and replacement as well as sawing of vertical displacements between sidewalk panels.

Engineering assignments include design of future street rehabilitation projects including future federal aid eligible resurfacing of South Park Boulevard (Raintree to Roosevelt), Pennsylvania Avenue (Western to west Village limit), pavement management services, and supplemental funds for the design of a federal aid eligible project on Sheehan Avenue (Park to Route 53).

Action Requested

Public Works Engineering Staff will present this matter to the Capital Improvements Commission at its September 10th Meeting. Staff ultimately requests the Capital Improvements Commission's review, input, and support on the proposed budget items as to keep the maintenance and improvement of the Village's infrastructure moving forward.

Attachments

1. CY2026 Engineering Division Budget Presentation
2. 2026 CIP Major Projects Map
3. 2026-2030 Capital Improvement Plan

Village of Glen Ellyn Public Works Department Engineering Division

2026-2030 CIP and 2026 Budget Items

September 10, 2025 Capital Improvements Commission Meeting Presentation



Capital Improvement Plan Overview

5-Year Capital Improvement Plan (2026-2030)

- ~\$145M Total Expenditures
 - ~\$98M Capital Projects Fund Improvements
 - ~\$15M Capital Projects Fund Debt Service
 - ~\$32M Water and Sewer Fund
- ~24 Miles of Roadway Rehabilitation
- ~ \$16M Allocated For Water Main Replacement Which Can Include Some Lead Service Line Replacement Work. LSLR Mandate And Plan Still Needs Development Including Scrutiny Of Water Main Replacement Work And Funding Mechanisms.

Capital Improvement Assumptions

- Plan Assumes ~\$38.5M In Grants
 - ~\$33.9M Metra Station, Underpass, and Crescent Blvd. Imp.
 - ~4.6M Street Rehabilitation Program
 - Future Street Project DCEO Grant - \$1.2M
 - Lambert Rd. Resurfacing (Roosevelt to S. Limit) - \$1.2M
 - Riford Rd. Resurfacing (Crescent to St. Charles) - \$340K
 - South Park Blvd. Resurfacing (Roosevelt to S. Limit) - \$977K
 - Pennsylvania Ave (West Limit to Western) - \$537K
- Includes Metra Station/Underpass/Phase 4 Streetscape With Expenditures Beyond 2029
- Includes Additional \$9M General Obligation Bond Issuance In 2026 With Assumed Debt Service Of ~\$720,000/Year

CPF Balances

Draft Capital Projects Fund Balance In Packet

CY2025	CY2026	CY2027	CY2028	CY2029	CY2030
FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
\$ (1,071,912)	\$ 6,760,809	\$ (7,132,082)	\$ (1,303,815)	\$ (2,059,159)	\$ 2,258,077
\$ 4,476,729	\$ 3,404,817	\$ 10,165,625	\$ 3,033,544	\$ 1,729,728	\$ (329,431)
\$ 3,404,817	\$ 10,165,625	\$ 3,033,544	\$ 1,729,728	\$ (329,431)	\$ 1,928,646

Major contributors to 2025-2029 fund balance

- Metra Station/Streetscape Phase 4 ~\$47M with ~\$34M Outside Funding
- Street Program Including Construction and Engineering ~\$35M with \$3.4M Outside Funding
- Traffic Signal Modernization ~ \$2.6M
- Roosevelt Road Streetlight Fixture Replacement and Streetscape Design ~3.4M

Water & Sewer Fund Balance

Water & Sewer Fund Balance is Negative in 2030

CY2026	CY2027	CY2028	CY2029	CY2030
FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
\$ (4,328,233)	\$ (1,636,001)	\$ (4,567,425)	\$ (681,446)	\$ (703,000)
\$ 11,485,501	\$ 7,157,267	\$ 5,521,266	\$ 953,842	\$ 272,395
\$ 7,157,267	\$ 5,521,266	\$ 953,842	\$ 272,395	\$ (430,605)

Major contributors to fund balance are:

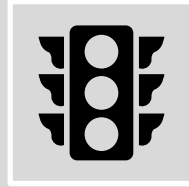
- Water Main Replacement/Rehabilitation ~\$14M
- Lead Service Line Replacement Mandate ~\$5M

Capital Improvement Plan Summary

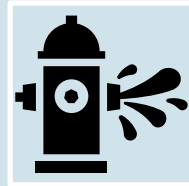
Continued CIP planning and adjustments are needed with the following items of particular emphasis

- Grant Funding Opportunities
 - Metra Station, Street Program
- Street Rehabilitation Timeline and Implications
 - PCI Survey Update
- Water and Sewer System Improvements/Master Planning
- Next General Obligation Bond Series Amount/Timeline
- Project Value Engineering and Bids
- Review of Revenues Particularly Water/Sewer

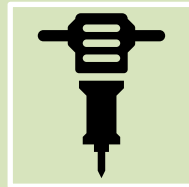
2026 Capital Budget ~\$22.8M



Capital Projects
~ \$15.5M



Water Projects
~ \$4.8M

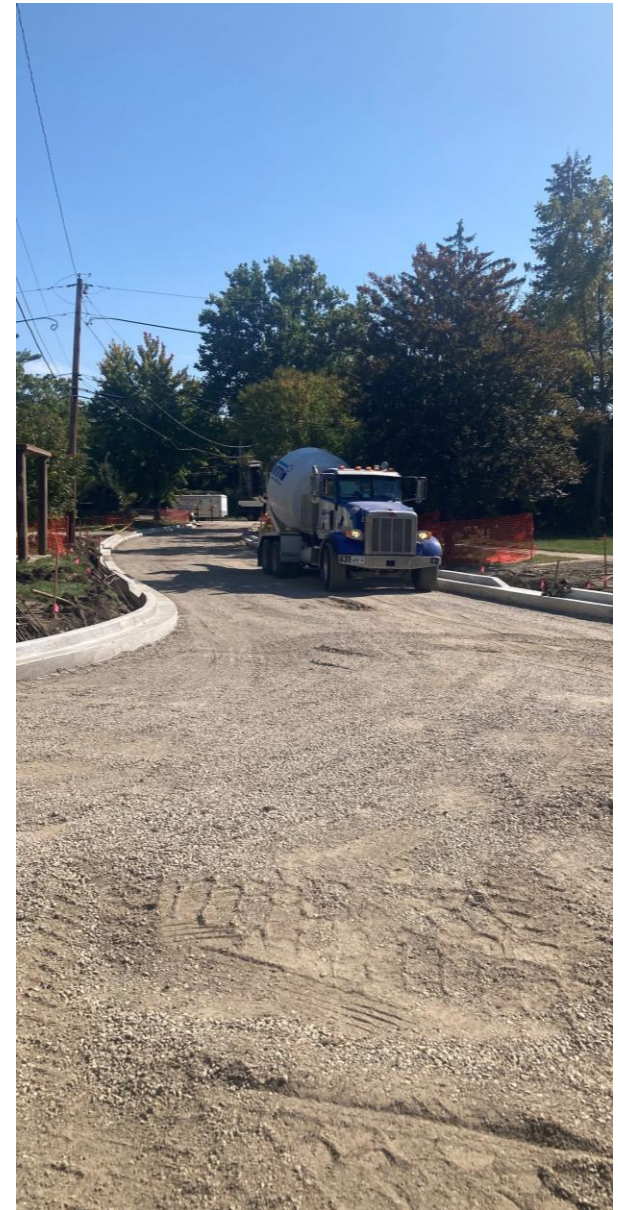


Sewer Projects
~ \$2.5M

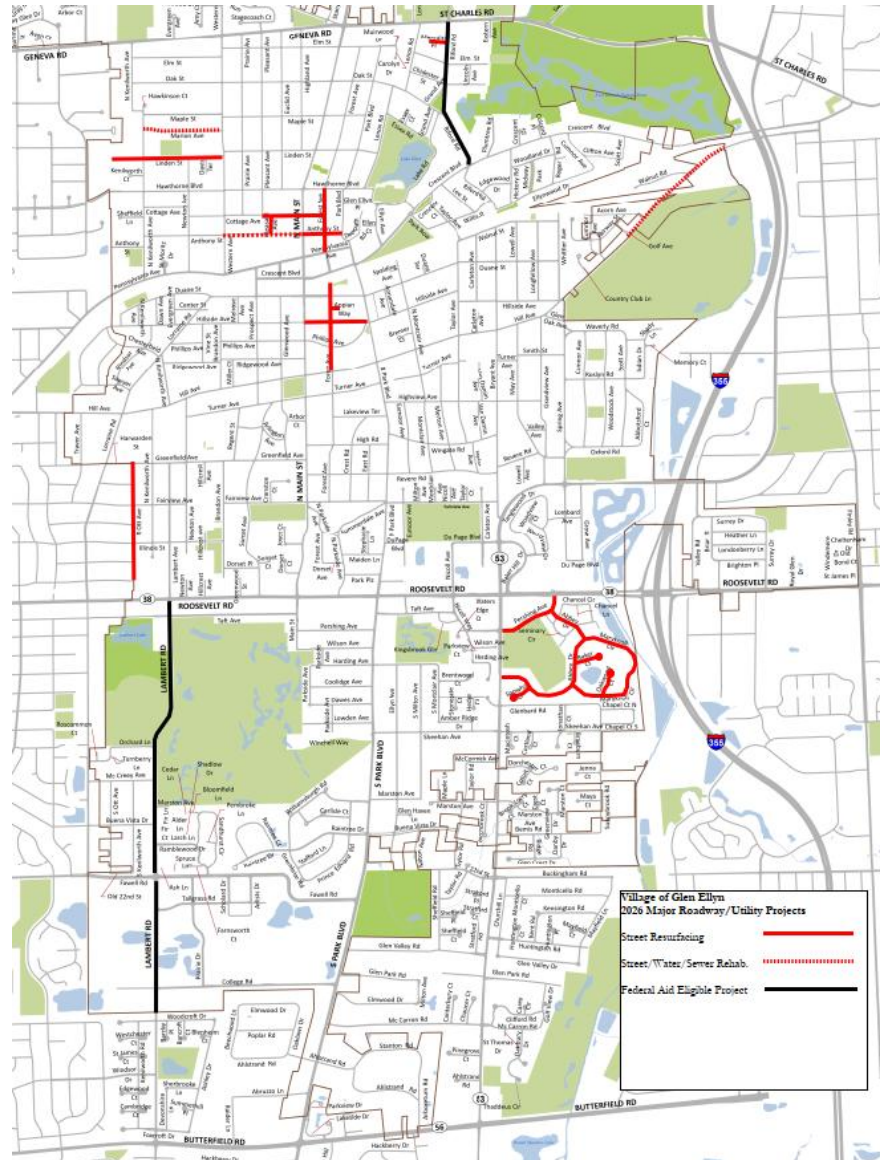
2025 Major Roadway Projects

Street Rehabilitation Project
(~6.6 Miles) ~ \$7.9M

- ☐ \$5.5M Capital/MFT/Grants
- ☐ \$1.3M Water
- ☐ \$1.1M Sewer



2026 CIP Project Areas



2025 Major Roadway Projects (Continued)

- Asphalt Pavement Preservation
\$390K Capital
 - Asphalt Street Patching - \$250K
 - Rejuvenator - \$90K
 - Crack Sealing - \$50K
- Concrete Street Patching
\$250K Capital



2025 Major Roadway Projects (Continued)

- Sidewalk Removal and Replacement Program - \$250K Capital
- Sidewalk Sawing Repair Program - \$60K Capital



2025 Major Water/Sewer Projects

- Hill Avenue Water and Sewer Improvements ~ \$3.3M
 - \$2.3M Water
 - \$1M Sewer

2025 Major Engineering Design Projects

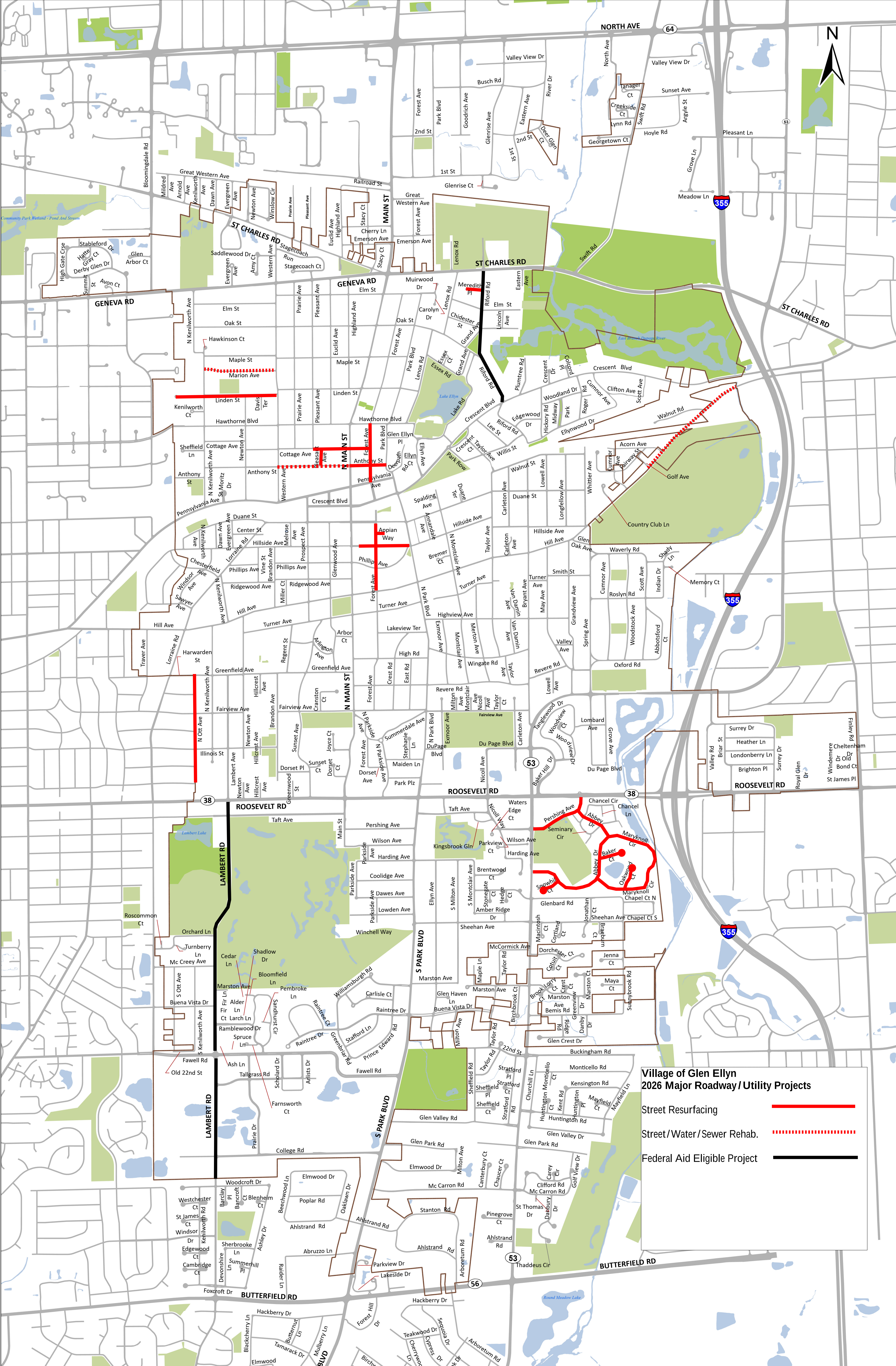
- Engineering for Future Projects ~ \$1,042,816 Capital
 - Utility and Roadway Improvements: ~\$697K (\$508K Capital, \$114K Water, \$75K Sewer)
 - Federal Aid Projects:
 - Park Boulevard (Roosevelt to Raintree): \$200,000
 - Pennsylvania Avenue (West Limit to Western): \$125,000
 - Sheehan Avenue (Park to IL-53) IDS Supplement: \$124,890

2026 Miscellaneous Initiatives/Expenditures

- Stormwater Drainage Program ~\$10K Capital
- Street Lighting Replacement ~\$116K Capital
- Prof. Services (Traffic Counts, Topo Survey) ~ \$10K Capital
- Engineering Software ~ \$6.5K Capital
- Speed Limit Adjustment Study: \$35K
- Speed Limit Adjustment Signage: \$35K

End of Presentation

- Questions, Comments, & Input on CIP & Budget



CAPITAL PROJECTS FUND							
	Capital Fund	CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST
Revenues:							
	Property Taxes	\$ 4,746,022	\$ 4,905,868	\$ 4,979,456	\$ 5,054,148	\$ 5,129,960	\$ 5,206,909
	Food and Beverage Tax (1.5%)	1,909,000	1,937,700	1,976,454	2,015,983	2,056,303	2,097,429
	Drainage Infrastructure Fee	145,000	145,000	145,000	145,000	145,000	145,000
	CBD TIF Contributions to Capital Projects	300,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
	Roosevelt Road TIF Contributions to Capital Projects	-	-	450,000	150,000	-	-
	Parking Fund Contributions to Capital Projects	341,902	17,994	-	-	-	-
	General Obligation Bond for CBD Projects	-	9,000,000	-	-	-	-
	Bond Premium	-	500,000	-	-	-	-
	Telecommunications Tax	345,000	340,000	323,000	306,850	291,508	276,932
	Electricity Use Tax	902,000	902,000	950,000	950,000	950,000	950,000
	Natural Gas Use Tax	322,000	322,000	322,000	322,000	322,000	322,000
	Real Estate Transfer Tax	740,000	700,000	714,000	728,280	742,846	757,703
	Grant Revenue	500,000	1,869,709	12,700,000	16,000,000	5,913,947	2,000,000
	Forfeiture Funds (Reimburse Police Station)	-	150,000	150,000	-	-	-
	Future MFT Projects	-	-	1,000,000	1,000,000	1,000,000	1,000,000
	2025 Street Resurfacing Project MFT Expenditures	1,807,363	-	-	-	-	-
	2025 Street Resurfacing Rebuild IL (MFT) Expenditures	1,235,544	-	-	-	-	-
	Crescent Rebuild IL (MFT) Expenditures	149,516	-	-	-	-	-
	Crescent and Glenwood Parking Lot MFT Expenditures	150,394	8,273	-	-	-	-
	Lambert Road Resurfacing MFT Expenditures	-	1,000,000	-	-	-	-
	Riford Road Resurfacing MFT Expenditures	-	300,000	-	-	-	-
	General Fund Contribution to Capital Projects	-	2,000,000	500,000	500,000	500,000	500,000
	Village Links (Panfish one time transfer)	100,000	-	-	-	-	-
	Interest Income	195,000	102,000	203,000	61,000	35,000	-
	Total Revenues	\$ 13,888,741	\$ 25,200,545	\$ 25,412,910	\$ 28,233,261	\$ 18,086,563	\$ 14,255,973

CAPITAL PROJECTS FUND							
	Capital Fund	CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST
Expenditures:							
	Non-Roadway Construction Projects:						
	Minor capital investment/other expenditures	\$ 14,000	\$ 16,500	\$ 17,000	\$ 17,500	\$ 18,000	\$ 18,500
	Street Lighting Improvements - Repairs and Requests	26,158	116,000	50,000	50,000	50,000	50,000
	Stormwater Drainage Improvements Program	3,000	10,000	10,000	10,000	10,000	10,000
	Glen Crest Creek Maintenance and Monitoring	2,360	11,200	7,500	7,500	-	-
	Consultant Reviews For Capital Projects	-	7,500	5,000	5,200	5,400	5,600
	Traffic Signal Modernization Project	161,353	1,249,700	567,200	-	753,100	-
	IDOT Traffic Signal Upgrade IL-53/Spring	-	20,000	-	-	-	-
	Speed Limit Adjustment Study and Signage (Placeholder)	-	70,000	-	-	-	-
	Wayfinding Signage	-	-	100,000	-	-	-
	Bike Plan Update	-	-	-	-	-	-
	Panfish Park Improvements	21,965	300,000	-	-	-	-
	Duane Street/Forest Avenue Undergrounding (TBD)	-	-	-	-	-	-
GF3	Taylor Avenue Pedestrian Tunnel	306,280	-	-	-	-	-
GF4,5,6,7,8, 15, 16	Train Station/Pedestrian Underpass	1,484,428	2,251,227	16,519,958	16,150,000	9,538,000	2,150,000
	Sidewalk Removal and Replacement Program	151,298	250,000	250,000	250,000	250,000	250,000
	Sidewalk Sawing Repair Program	35,842	60,000	60,000	60,000	60,000	60,000
	Retaining Wall Relacement Design	-	25,000	-	-	-	-
	New Sidewalk Program	-	-	-	-	-	-
	Roosevelt Road Streetlighting Replacement	-	108,000	1,501,852	1,501,852	-	-
	Roosevelt Road Streetscape Improvements	-	-	298,259	-	-	2,684,333
	Subtotal - Non-Roadway Construction Projects	\$ 2,206,685	\$ 4,495,127	\$ 19,386,769	\$ 18,052,052	\$ 10,684,500	\$ 5,228,433

CAPITAL PROJECTS FUND							
	Capital Fund	CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST
Expenditures:	Roadway Rehabilitation Program						
	Asphalt Street Patching Program	\$ 188,701	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
	Concrete Street Patching and Rehabilitation Program	300,000	250,000	100,000	100,000	100,000	100,000
	Cracksealing	40,074	50,000	50,000	50,000	50,000	50,000
	Asphalt Surface Treatment	81,491	90,000	150,000	140,000	90,000	100,000
	Pavement Management Program	12,395	29,851	75,000	30,000	13,951	50,000
GF1	North Park/Main Street Improvements 13001	-	412,071	-	-	-	-
	2022 Street Program 22002	181,475	-	-	-	-	-
GF9	Crescent Boulevard LAFO	157,528	-	-	-	-	-
	2024 Utility and Roadway Improvements Project	287,202	-	-	-	-	-
	2025 Street Resurfacing Project	3,050,863	-	-	-	-	-
	2025 Utility and Roadway Improvements Project	2,954,976	-	-	-	-	-
	2026 Utility and Roadway Improvements Project	-	5,449,251	-	-	-	-
GF10	Lambert Road Improvements	317	2,326,244	-	-	-	-
GF11	Riford Road Improvements	315	681,700	-	-	-	-
	Sheehan Avenue Improvements	-	124,890	-	3,283,827	-	-
	Taft Avenue and Exmoor Avenue Roadway Improvements	38,391	46,864	2,151,920	-	-	-
	Wingate Basin Water & Sewer Utility Improvements (TBD)	-	-	-	-	-	-
GF12	Park Boulevard Resurfacing Project	-	200,000	-	-	1,628,293	-
GF13	Pennsylvania Avenue Resurfacing Project	-	125,000	-	-	894,952	-
	Future Street Resurfacing/Reconstruction Projects	-	-	6,744,761	4,077,331	2,895,066	2,643,551
	Engineering for Future Street Projects	288,587	507,670	306,896	217,908	198,977	234,372
	CBD Streetscape and Utility Improvements 15006	993,816	-	-	-	-	-
	CBD Streetscape and Utility Improvements 15006 - Alley	179,236	8,658	-	-	-	-
	Crescent and Glenwood Parking Lot Improvements 15006	1,396,200	70,586	-	-	-	-
	IFT / General Fund Engineering	309,000	315,000	321,000	327,000	334,000	341,000
	IFT/ Food and Beverage Collection Cost	53,400	53,400	53,400	53,400	53,400	53,400
	Subtotal - Roadway Rehabilitation Program	\$ 10,513,969	\$ 10,991,185	\$ 10,202,977	\$ 8,529,466	\$ 6,508,639	\$ 3,822,324
	Total Improvements - Capital Projects Fund	\$ 12,720,653	\$ 15,486,312	\$ 29,589,746	\$ 26,581,518	\$ 17,193,139	\$ 9,050,756
	Bond Repayment - 2015 Police Station Bonds	\$ 818,043	\$ 818,394	\$ 818,144	\$ 817,294	\$ 814,056	\$ 814,250
	Bond Repayment - 2018 Capital Project Bonds	683,469	680,469	681,769	682,819	683,419	678,569
	Bond Repayment - 2020 Capital Project Bonds	611,323	607,973	609,323	610,223	610,673	610,673
	Bond Repayment - 2021B Refunding Bonds (2015)	127,165	126,588	126,010	125,222	124,435	123,648
	Bond Repayment - 2025 (\$9M)	-	720,000	720,000	720,000	720,000	720,000
	Total Expenditures - Capital Projects Fund	\$ 14,960,653	\$ 18,439,736	\$ 32,544,992	\$ 29,537,076	\$ 20,145,722	\$ 11,997,896
		CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST
	Change in Fund Balance, Capital Projects Fund	\$ (1,071,912)	\$ 6,760,809	\$ (7,132,082)	\$ (1,303,815)	\$ (2,059,159)	\$ 2,258,077
	Capital Projects Fund Balance, Beginning of Year	\$ 4,476,729	\$ 3,404,817	\$ 10,165,625	\$ 3,033,544	\$ 1,729,728	\$ (329,431)
	Capital Projects Fund Balance, End of Year	\$ 3,404,817	\$ 10,165,625	\$ 3,033,544	\$ 1,729,728	\$ (329,431)	\$ 1,928,646

WATER & SANITARY SEWER FUND							
	Water & Sanitary Sewer Fund	CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST
Revenues:							
	Capital Revenues - Water & Sewer Fund	\$ 2,907,000	\$ 2,965,140	\$ 3,024,443	\$ 3,084,932	\$ 3,146,630	\$ 3,209,563
	CDBG Grant/Potential SSA to fund Royal Glen	\$ -	\$ -	\$ -			
	Lombard Contribution To Hill Water Main	\$ 400,000	\$ -	\$ -			
	Total Revenues	\$ 3,307,000	\$ 2,965,140	\$ 3,024,443	\$ 3,084,932	\$ 3,146,630	\$ 3,209,563
Expenditures:							
	Water Roadway Related Projects:						
	North Park/Main Street Improvements	-	49,437	-	-	-	-
	2022 Roadway Imp. Project 22002	19,127	-	-	-	-	-
	2024 Utility and Roadway Improvements Project	23,893	-	-	-	-	-
	2025 Utility and Roadway Improvements Project	1,016,155					
	2025 Street Resurfacing Project	3,695				-	-
	2026 Utility and Roadway Related Improvements		1,300,000				
	Sheehan Avenue Improvements	-	-	-	600,000	-	-
	Wingate Basin Water & Sewer Utility Improvements (TBD)	-	-	-	-	-	-
	Future Street Projects	-		1,515,658	1,591,441	1,671,013	1,754,563
	Engineering for Future Street Projects	151,518	114,082	119,786	125,775	132,064	133,000
	CBD Underground/Streetscape Improvements	\$ 72,063	\$ -	\$ -	\$ -	\$ -	\$ -
	Metra Station Improvements	63,898	-	-	1,450,000	-	-
	Water Non-Roadway Related Projects:						
	Standalone Main Replacements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Roosevelt Road Water Main	-	-	-	-	-	-
	Route 53 Water Main Lining	30,000	18,593	1,000,000	-	-	-
	Hill Avenue Utility Sewer and Water (Water Main Component)	-	2,250,000	-	-	-	-
	Glen Ellyn-Illinois American Water Interconnection	11,141	-	-	-	-	-
	McKee House	-	-	-	-	-	-
	Royal Glen Infrastructure Improvements - Hold	-	-	-	-	-	-
	Water Operations Projects:						
	Wilson & Newton Pumping Station Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	WPAS & NPAS Rehabilitation	-	-	-	-	-	-
	Standby Well Rehabilitation	-	-	-	-	-	-
	Reservoir Rehabilitation			-	-	-	-
	SCADA		-	-	-	-	-
	Reno Center Improvements	-	-	-	-	-	-
	Miscellaneous equipment		-	-	-	-	-
	Water Model	80,000	44,360	-	-	-	-
	Lead Service Line Replacement	476,504	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
	Lead Service Line Potholing	-	-	-	-	-	-
	Subtotal - Water Projects	\$ 1,947,994	\$ 4,776,472	\$ 3,635,444	\$ 4,767,216	\$ 2,803,077	\$ 2,887,563

WATER & SANITARY SEWER FUND							
		CY2025	CY2026	CY2027	CY2028	CY2029	CY2030
	Water & Sanitary Sewer Fund	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
	Sewer Projects:						
Expenditures:		CY2025	CY2026	CY2027	CY2028	CY2029	CY2030
	Sewer Roadway Related Projects:	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
	Point Repairs (Can Be Associated with Future Street Projects)	-	-	750,000	750,000	750,000	750,000
	North Park/Main Street Improvements 13001	-	66,901	-	-	-	-
	2022 Street Program 22002	3,862	-	-	-	-	-
	2024 Utility and Roadway Improvements Project	61,433	-	-	-	-	-
	2025 Utility and Roadway Improvements Project	846,602	-	-	-	-	-
	2025 Street Resurfacing Project	66,552	-	-	-	-	-
	2026 Utility and Roadway Related Improvements	-	1,125,000	-	-	-	-
	Sheehan Avenue Improvements	-	-	-	410,140	-	-
	Wingate Basin Water & Sewer Utility Improvements (TBD)	-	-	-	-	-	-
	Future Street Projects	-	-	-	-	-	-
	Engineering for Future Street Projects	34,301	75,000	75,000	75,000	75,000	75,000
	CBD Underground/Streetscape Improvements 15006	\$ 120,573	-	\$ -	\$ -	\$ -	\$ -
	CBD Streetscape and Utility Improvements 15006 - Alley	\$ 103,492	-	-	-	-	-
	Metra Station Improvements	59,905	-	-	1,450,000	-	-
	Sewer Non-Roadway Related Projects:						
	I/I Reduction (Lining + Point Repairs)	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
	Hill Avenue Utility Sewer and Water (Sewer Main Component)	-	1,050,000	-	-	-	-
	Hill Avenue Lift Station	-	-	-	-	-	-
	Memory Court Lift Station	-	-	-	-	-	-
	Surrey Lift Station	-	-	-	-	-	-
	South Park Lift Station	-	-	-	-	-	-
	Orchard Place Lift Station	-	-	-	-	-	-
	Miscellaneous equipment	-	-	-	-	-	-
	Royal Glen Infrastructure Improvements - Hold	-	-	-	-	-	-
	Reno Center Improvements	-	-	-	-	-	-
	Subtotal - Sewer Projects	\$ 1,496,720	\$ 2,516,901	\$ 1,025,000	\$ 2,885,140	\$ 1,025,000	\$ 1,025,000
	Total Improvements - Water & Sewer Fund	\$ 3,444,713	\$ 7,293,373	\$ 4,660,444	\$ 7,652,356	\$ 3,828,077	\$ 3,912,563
		CY2025	CY2026	CY2027	CY2028	CY2029	CY2030
		FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
	Change in Capital Balance, Water & Sewer Fund	\$ (137,713)	\$ (4,328,233)	\$ (1,636,001)	\$ (4,567,425)	\$ (681,446)	\$ (703,000)
	Water & Sewer Capital Fund Balance, Beginning of Year	\$ 11,623,214	\$ 11,485,501	\$ 7,157,267	\$ 5,521,266	\$ 953,842	\$ 272,395
	Water & Sewer Capital Fund Balance, End of Year	\$ 11,485,501	\$ 7,157,267	\$ 5,521,266	\$ 953,842	\$ 272,395	\$ (430,605)

Capital Projects Fund Grants							
		CY2025 FORECAST	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST
GF1	North Park Boulevard/Main Street (STP Grant)	\$ -	\$ 329,615	\$ -	\$ -	\$ -	\$ -
GF2	Roadway Improvements (DCEO Grant)	500,000	-	-	-	-	-
GF3	Taylor Avenue Underpass (STP Grant)	-	-	-	-	-	-
GF4	Metra Train Station (CMAQ Grant)	-	-	6,500,000	6,000,000	2,000,000	2,000,000
GF5	Metra Station (STP Local Grant)	-	-	-	-	1,400,000	-
GF15	Metra Station (STP Shared)						
GF6	Metra Train Station (Community Funding Grant)	-	-	1,000,000	1,000,000	1,000,000	-
GF7	Metra Train Station (ICC Grant)	-	-	4,000,000	4,000,000	-	-
GF16	Metra Station (Section 130 Grant)						
GF8	Metra Train Station (Metra Grant)	-	-	-	5,000,000	-	-
GF9	Crescent Boulevard Lake to Village Limit (STP Grant)	-	-	-	-	-	-
GF10	Lambert Road Resurfacing (Future STP Grant)	-	1,201,306	-	-	-	-
GF11	Riford Road Resurfacing (Future STP Grant)	-	338,788	-	-	-	-
GF12	Park Boulevard Resurfacing (Future STP Grant)	-	-	-	-	976,976	-
GF13	Pennsylvania Avenue Resurfacing (Future STP Grant)	-	-	-	-	536,971	-
GF14	DCEO Grant	-	-	1,200,000	-	-	-
	Total Grants	\$ 500,000	\$ 1,869,709	\$ 12,700,000	\$ 16,000,000	\$ 5,913,947	\$ 2,000,000



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

Meeting 9/10/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: John Hubsy
Category: Discussion Item
Prepared By: Richard Daubert

**AGENDA ITEM (ID
2025-771)**

DOC ID: 2025-771

Metra Station Warming Shelter Followup

Statement of the Issue:

As discussed with the Capital Improvements Commission in June of 2025, staff is continuing to explore opportunities to reduce the overall project costs with a more recent focus being on the warming shelters. Attached are two alternatives to the original proposition which involved constructing brick and mortar warming shelters on both the inbound and outbound sides of the UP-West line.

Alternative 1 - This alternative eliminates the inbound shelter. The outbound shelter is constructed as originally specified with 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. The cost of this alternative is currently estimated at \$651,450. This is approximately \$268,050 less than the prior estimated cost of two warming shelters, as originally designed.

Alternative 2 - This alternative eliminates the inbound shelter. The outbound shelter is comprised of a pre-manufactured shelter with improved aesthetics relative to the previously reviewed pre-manufactured shelter. The size and amenities are comparable to Alternative 1. The cost of this alternative is currently estimated at \$348,300. This is approximately \$571,200 less than the prior estimated cost of two warming shelters, as originally designed.

A temporary trailer is anticipated to be required on the inbound side.

Analysis:

Based on discussions with CDM Smith,

Budget Impact:

Contribution to Strategic Plan

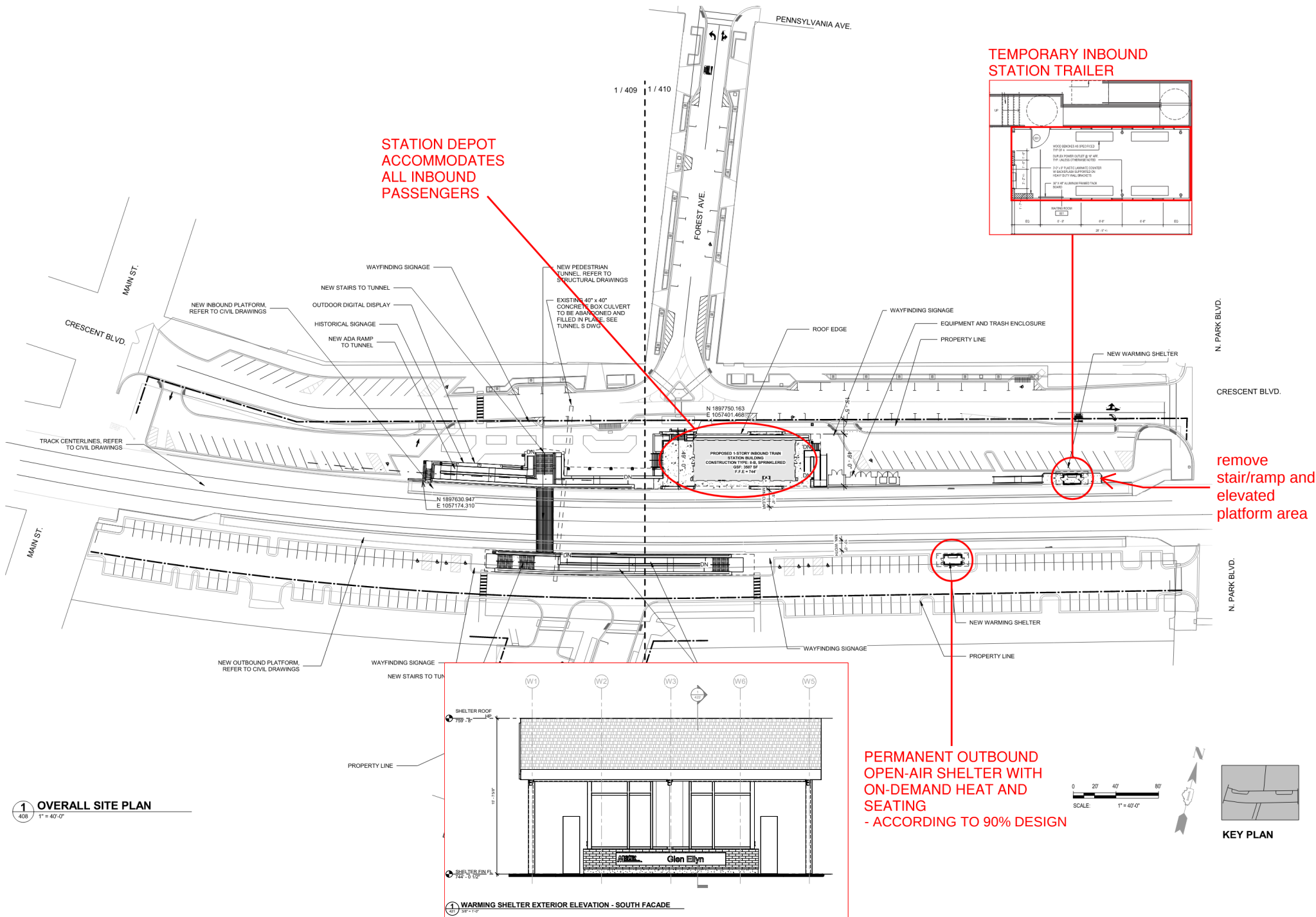
Action Requested:

Staff is soliciting feedback from the CIC on the two alternatives.

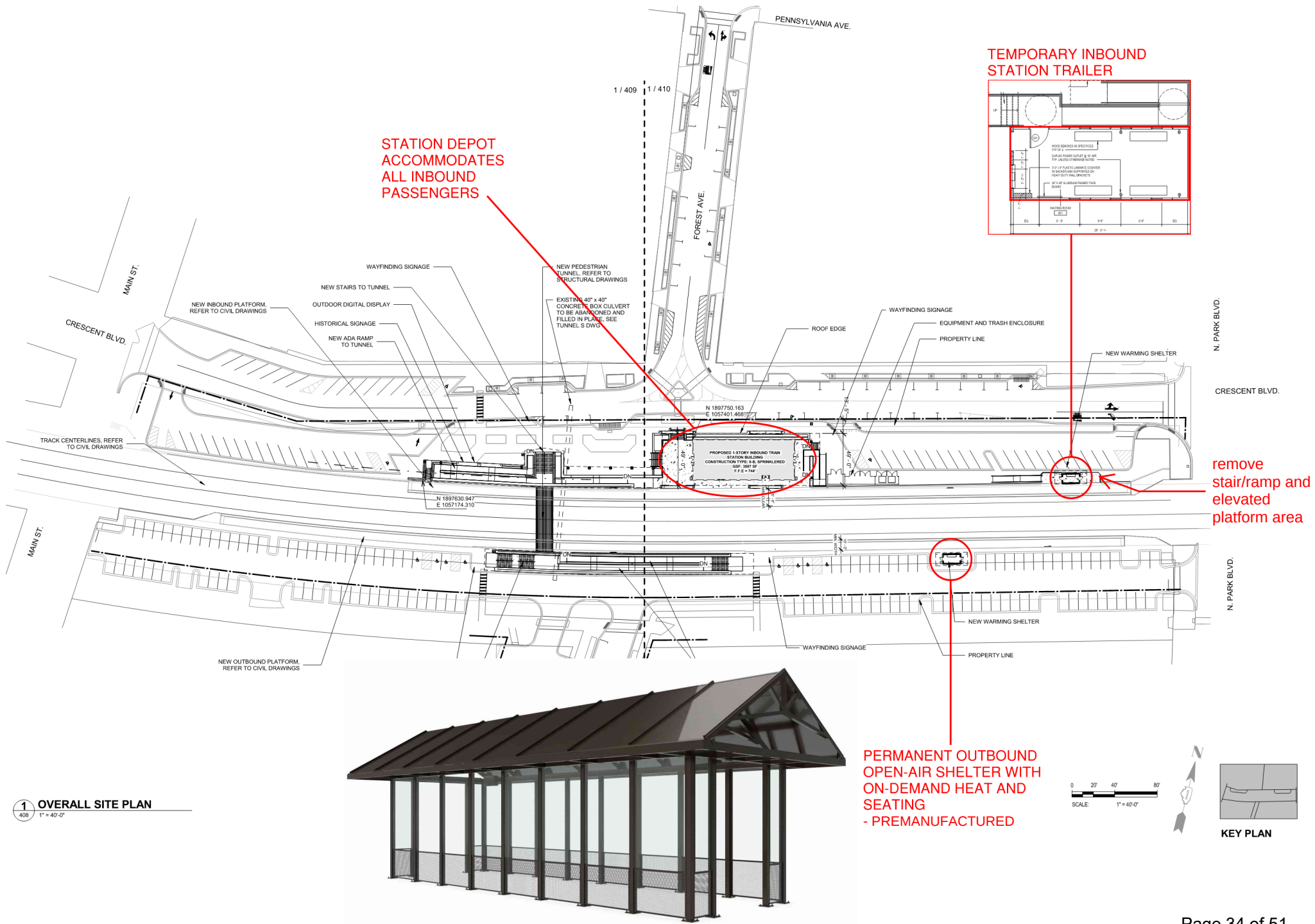
Attachments:

1. Plan Exhibit of Revised Warming Shelters
2. Premanufactured Alternative 1
3. Warming Shelter Cost Analysis

ALTERNATE #1 - Temp Inbound Station



ALTERNATE #2 - Temp Inbound Station + Standard Outbound Shelter



– ROOF PANELS,
1/8" ALUMINUM SHEET



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DESCRIPTION													
CUSTOMER/VENDOR										CHICAGO, IL		PAGE: 2 of 2	
SIZE		MATL.		VARIES				DWG NO.		REV			
D													
SCALE		AS NOTED		DATE		8/13/2025		DRAWN BY:		Rfarr			

Warming Shelters Potential Cost Savings
DRAFT 09.05.2025

Item	90% Design	Alternate #1	Alternate #2
Inbound (North) Warming Shelter	\$335,000		
Outbound (South) Warming Shelter	\$335,000	\$335,000	
Inbound Ramp to Platform	\$115,000		
Temporary Inbound Station Trailer		\$170,000	\$170,000
Premanufactured Shelter			\$100,000
Subtotal	\$785,000	\$505,000	\$270,000
markups	\$227,650	\$146,450	\$78,300
Total	\$1,012,650	\$651,450	\$348,300
Potential Cost Savings	\$0	\$361,200	\$664,350

notes:

Construction cost subtotals from the 90% estimate were used for warming shelters and ramps, excluding portions of electrical and structural work still required.

Temp trailer costs are a Rough Order of Magnitude from Vistara cost estimating. Temp trailer to include stairs/ramps and TVMs.

Premanufactured shelter costs obtained from Tolar manufacturer, based on design as shown in '55601-00'

Markups include general conditions (6%), bond and insurance (3%), phasing (10%), profit (8%), and contingency (2%) according to the 90% cost estimate.



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

Meeting 9/10/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: John Hubsy
Category: Report
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2025-
765)**

DOC ID: 2025-765

Engineering Division Project Activity Report September 5, 2025

Statement of the Issue:

The September 5, 2025 Engineering Division Project Activity Report is attached for review by the Capital Improvements Commission.

Analysis:

Budget Impact:

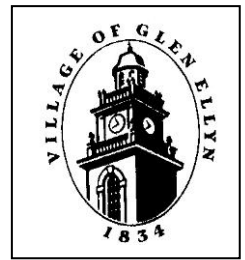
Contribution to Strategic Plan

Action Requested:

Attachments:

1. Engineering Project Report 9-5-25

September 5, 2025



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS IN PROGRESS

CRESCENT-GLENWOOD PARKING LOT AND MEDIAN REHABILITATION – **Contractor: Abbey Construction** (Value of Construction Contract = \$1,208,252.93)

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. At their July 28th meeting, the Village Board approved awarding of the construction contract to the low bidder, Abbey Construction. At the same meeting the Board approved a construction engineering contract with BLA, Inc..

Construction on the project started on August 20 with the removal of the remaining trees and some other woody vegetation. Since that time the temporary wood light poles and luminaires were installed and activated, existing light poles were removed and luminaires delivered to Sternberg for refurbishment, and sawcutting was completed for upcoming median work. Demolition of the existing sidewalk and median is anticipated to commence the week of September 8th. The contract completion date is November 7, 2025.



Augering for Temporary Wood Light Pole at the Crescent-Glenwood Lot

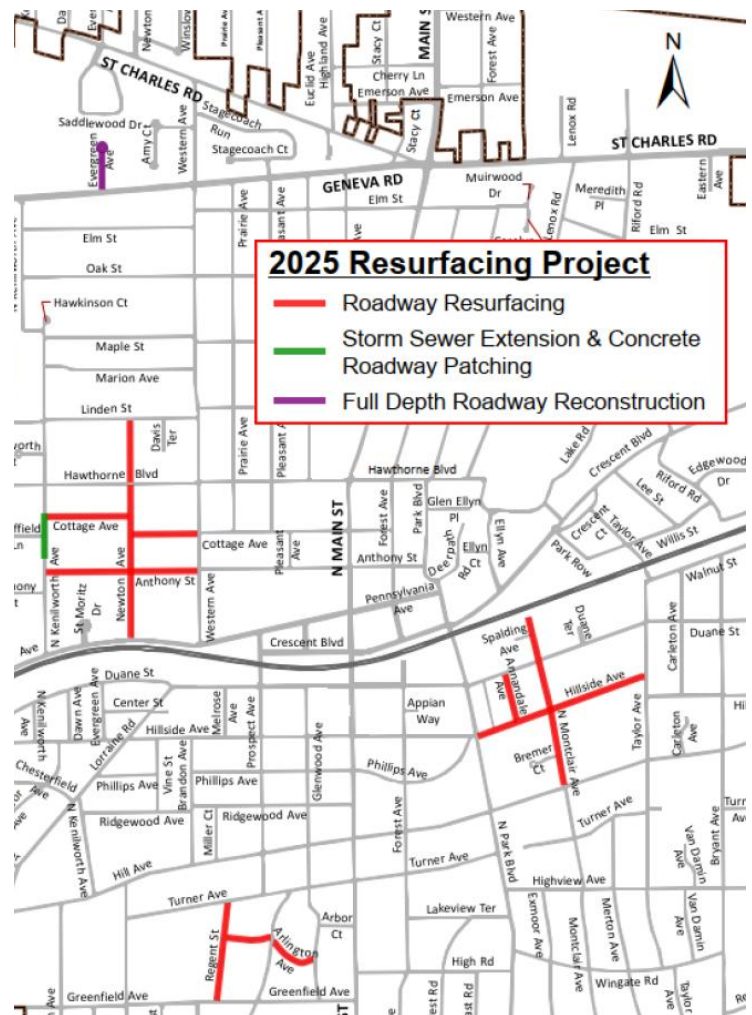
2025 MFT/Rebuild Illinois Street Resurfacing Project – Contractor: A Lamp Concrete Contractors

(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.

Asphalt surface was paved on Evergreen Avenue the week of June 9th and sodded in early July. All items except sod have been completed in the Phase 1 area, which is anticipated to be completed in September. Asphalt surface paving work was completed in the Phase 2 & 3 areas the week of August 18th, prior to school activities. Sodding in the Phase 2 & 3 areas is expected to be completed with the remainder of Phase 1 by the end of September.



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

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

Over the last month, the contractor substantially completed all utility, concrete curb and flatwork, parkway restoration, and street paving work within the Grandview/May/Revere/Lowell/Valley area of the project.

The underground sanitary, water, storm, and gas utility replacement work was substantially completed on Traver Avenue this week. The contractor will now begin putting the street back together. Work will begin with sidewalk removal and replacement the week of September 8th, and then proceed into roadway excavation and grading, concrete curb and apron replacements, and finally asphalt paving. The resurfacing of Melrose Avenue is anticipated to be completed concurrently with concrete and asphalt work on Traver. Traver and Melrose are anticipated to be

substantially completed by Mid-October. Punch list work will likely extend through the balance of October but the goal is to have the project wrapped up well before the end of the construction season.



Asphalt Surface Paving on May Avenue 9/4/2025

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

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

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 trench drain behind Fire & Wine. These items are targeted to be completed this year as part of final closeout of the Phase 1 project.

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. Plans were finalized and the project was advertised for bid on July 18, 2025, with the bid opening conducted on July 7th.

There was wide range amongst the four as-read bids received. Based upon contractor feedback, this was attributed to contractor concerns over the challenging construction conditions for the project, with the constrained zero-setback alley with utility poles as an additional complicating factor. That said, the low bid received from R.W. Dunteman Company (\$269,403.93) was within the margins of the engineer's estimate of cost. A construction contract with R.W. Dunteman is being presented to the Village Board for review at their September 8th meeting.

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

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

Staff is continuing work with the contractor to complete the remaining punchlist items for full project closure this year. Updates on the remaining larger items are below.

- **Concrete sidewalk/driveways** – 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). After further research and multiple field walks, we have reached agreement with the contractor on areas of concrete sidewalk for replacement.

A key consideration was identifying sidewalk squares with surface deterioration that may be progressive versus a more aesthetic surface condition not likely to be progressive and where the solution (disturbance associated with full concrete replacement) may not be warranted by the superficial condition. In the end, the primary areas targeted for full sidewalk replacement are concentrated at driveways where the loading and future salt exposure are greater. The concrete replacement work is targeted for September, with an eye toward avoiding impact to any of the major downtown events.

- **Brick pavers** – As mentioned previously, 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. After further investigation and multiple field walks with the paver brick supplier and contractor, we have now identified select furniture zone bricks for replacement. Due to the mixing of brick batches, the bricks for replacement are scattered throughout the various furniture zone fields rather than being concentrated in one area like the concrete. In some fields there are just a few bricks slated for replacement whereas in a few concentrated areas (east side of Fire Station) most of the soldier course bricks are proposed for replacement. The brick paver replacement is planned to occur after the concrete sidewalk work, since some sidewalk work may impact brick pavers, and there is a desire to do the brick paver punchlist work just once
- **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.
- A final re-planting plan was submitted to the contractor for them to coordinate with their landscaping subcontractor. Staff are now working with the contractor on the plantings dates, anticipated to be in September. Note that the plants punchlist includes the replacement of 8 trees that are not expected to survive. Six of the trees are London Planetrees which for whatever reason have not fared well in the downtown. Another tree is a Swamp White Oak that is struggling. And the final is a Marmo Maple that was struck by a vehicle last year and therefore needs replacement. With the exception of the maple, Forestry has identified alternate species for the replacement trees to better ensure future survival.

2024 UTILITY AND ROADWAY IMPROVEMENTS – Contractor: John Neri Construction

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

Construction was largely completed last November. A handful of remaining work items including isolated sod placement, landscaping installation, and culvert epoxy injection at Glen Crest creek were completed this spring. The project team is currently reviewing the punchlist in order to proceed to project closeout. As part of the punchlist, portions of Forest Avenue and High Avenue were re-paved at the Contractor's expense to address some deficiencies the week of August 11th.

OTHER AGENCY PROJECTS

Butterfield Road Reconstruction (IDOT)

The State continues to advance its project to reconstruct Butterfield Road from 700 feet west of Arboretum Drive to I-355. The project involves complete reconstruction of IL-56 with the end deliverable being 3 through travel lanes in each direction from Route 53 to IL-355. The intersection of IL-56 and IL-53 will also be improved with all approaches to the intersection to have dual left- turn lanes and exclusive right-turn lanes. The intersection improvements will extend north and south along IL-53 with the State continuing to work through the design process for future reconstruction of IL-53 down to Park Boulevard.

The project will also include the construction of a 10-foot-wide shared use bicycle path on the north side of IL-56 between Arboretum Drive and Lloyd Avenue. As part of the shared use path construction, a new pedestrian bridge will be constructed over the East Branch of the DuPage River. New sidewalks will also be constructed along the west side of IL-53 from the southern Walmart entrance to Pinegrove Court and along the south side of IL-56 from the Abbington to IL-53.

The Contractor has been working on widening the north side of Butterfield Road with temporary pavement which will allow staging of future traffic to the outside lanes of Butterfield Road. Utility relocations continue to be a controlling item in advancing the roadway reconstruction work. However, the construction team is hopeful that work will be able to be started on the bridge over the East Branch in the coming months.

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

This IDOT 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 original project schedule, there was 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. With project completion in mid to late July.

However, during Stage 1 removals, an issue was identified with the bridge joint that required evaluation and re-design through various divisions of IDOT. As a result, the project was stuck in Stage 1 (south side work zone). A resolution was finally approved through IDOT at the end of July, which allowed the project to again move forward. The project moved into Stage 2 (middle lanes workzone) on August 28th. The new anticipated project completion date offered by IDOT is the first week in November.

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

This IDOT project 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.

IDOT let the project on June 13, 2025 with award of the project to R.W. Duntelman Company. A pre-construction meeting was conducted on August 19th. IDOT anticipates the project will begin in mid to late September, with estimated completion in November.

Route 53/Spring Avenue Traffic Signal Installation and APS Pushbuttons at IL-38/Nicoll (IDOT)

IDOT was 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, along with the replacement of the the pedestrian pushbuttons at IL-38 and Nicoll Way/Ave with Accessible Pedestrian Signal (APS) pushbuttons. However, the two elements of the project were split into two separate projects.

The Route 53/Spring Avenue project is still in design. 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 reviewing Village staff's request that the project be communicated 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.

Meanwhile, the IL-38/Nicoll Way/Ave APS project was folded into another traffic signal modernization contract with four other intersections around the region and is scheduled for a September 19th bid opening. APS pushbuttons provide non-visual walk and don't walk indications (audible and vibrotactile) for visually impaired individuals. Staff will follow up with the State after the bid opening to confirm if the project is awarded and get an update on the anticipated timing for the work.

ENGINEERING PROJECTS

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.

The Prefinal plans, specifications, and cost estimate were submitted to the State in advance of a July 28th deadline to stay on track for the November State letting. A request for proposals was also issued to consultants for construction engineering services for the two projects. Seven proposals for Lambert and five proposals for Riford were received and evaluated by staff according to the Village's Qualification Based Selection procedures. Staff held interviews with the top ranked firms for each project and re-ranked them after interviews were complete. Staff has since completed negotiations with the top ranked firm (for both projects). The engineering agreements are being prepared with staff to work with the State to prepare the final Engineering and Construction agreements/resolutions for consideration of Village Board Approval as soon as September 22.

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)

The Phase 1 Engineering Project Development Report (PDR) is being amended to update the project environmental clearances, incorporate the Section 106/4(f) approvals, incorporate the most recent crash data, etc. Staff anticipates receipt of the amended PDR from the consultant by mid-September with the goal to review and submit the PDR to IDOT by the end of September. The design exceptions largely associated with the design exceptions on Crescent Boulevard were informally approved but the State has requested some changes to the design exception forms. Staff will amend them accordingly and resubmit to the State this month.

The Phase 2 Engineering 90% plans are still under review by staff, Metra, and Union Pacific with the goal for reviews to be completed by late September. Staff is also pushing for IDOT to start its reviews of the Phase 2 Engineering Plans although the State tends to want to wait until Phase 1 Engineering is fully approved.

Land Acquisition procedures are now underway with staff having recently secured IDOT's Bureau of Land Acquisition approval of the members of the land acquisition team. A meeting is being held with the Bureau of Land Acquisition on September 5 to discuss the development of the plats and legals for the Land Acquisition Process.

Regarding other various items, staff is awaiting submittals of the design of interpretive signage to document/commemorate the existing depot. In terms of grant pursuits, while the project did not secure the most recently requested ~\$10M in CMAQ/STP Shared Funding, CMAP did recently confirm the project is eligible to be on the STP Shared Fund Contingency Program. Staff submitted the required forms to secure the project on the contingency program.

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 is being conducted this year. The intent is to be ready to package the first bid package in late 2025, for 2026 construction. The target intersections for each construction year are still under discussion and will be part of budget discussions.

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. AECOM is now using these counts to model the intersection operations and determine optimal timings for each location.

On Thursday, July 24th, the traffic signal cabinet at the Lambert/Fawell intersection sustained damage from a lightning strike. As a result, the signals are currently operating in a pretimed pattern that is less efficient than the former actuated, traffic responsive mode. The intersections of Lambert/Tallgrass and Lambert/College, while not damaged by the lighting, are part of an interconnect with Lambert/Fawell and are therefore also affected to a degree.

The surge damaged much of the equipment in the cabinet. Temporary equipment is currently in place allowing for basic signal operation. However, given the age of the cabinet and equipment, replacements for some of the equipment are not readily available and new equipment is not compatible with some of the older systems.

Village staff is continuing to work with AECOM and Meade Electric on the potential acceleration of the planned replacement/upgrades at the Village intersections along this corridor. The remaining signalized intersection improvements that are part of the overall modernization recommendations would still be part of future year improvements, only the cabinet upgrades would be accelerated at this time, and out of more immediate necessity.

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.

Since the last update, Village staff met with the consultant and were given a preview of the lidar survey data of the sidewalks in the Village. The data dashboard allows for weighting of curb ramp, cross-slope, running slope, and vertical displacement deficiencies in order to develop priority areas for sidewalk improvements. The consultant is working to clean up some of the data and make the data dashboard directly available to Village staff for further review.

As the next stage of public outreach, there was discussion of CMAP and the project consultant setting up a table at the October 4th Fire Open House, to publicize the planning effort and solicit additional feedback from residents. The next Steering Committee meeting is not yet set, but will include wider review of the Lidar sidewalk survey data, as well as revisiting of the prioritization discussion started at the last Steering Committee meeting.

The overall planning process will likely extend beyond October, but is still proposed to be completed this year.

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 be completed in 2025.

The consultant has completed the initial modeling of the Village's pipe network and water facilities. Hydrant flow testing, conducted at eleven locations the week of May 5th, was used to help calibrate the model. Public Works staff met with CBBEL on July 1st to review preliminary

results. There was significant discussion around the areas of four-inch watermain in the Village that result in reduced fire-flow volumes, and are a likely first priority for replacement. The consultant will be working on a matrix to help weight the various factors involved with prioritizing watermain needs in the face of constrained budgets. These factors are to take into account historic watermain breaks, concentrations of lead services, interaction with the Village's pavement management program, etc.

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 26 th bid opening and R.W. Duntelman provided the low bid of \$188,630. R.W. Duntelman was awarded the contract at the March 10 th Board Meeting for the full bid amount. Work will be completed this month.
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. Denler, Inc. was awarded the contract at the March 10 th 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. Staff had a pre-con meeting with Denler in late August and was told that Denler is ready to start work shortly.
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. The low bidder, Schroeder and Schroeder (S&S), was awarded the contract at the March 10 th Board Meeting in the not-to-exceed amount of \$398,620. Staff has been coordinating with the DuPage County DOT for months to get a permit approved to remove the brick crosswalk removal at Main St. and St. Charles. DPC finally approved the Maintenance of Traffic plan; however, they requested a few additional notes be added to the plan sheet regarding temporary signal timing. S&S will close Main St. between St. Charles and Elm St. to remove both brick crosswalks. They will excavate the pavement starting at 6 p.m. on a Friday evening using a high-early concrete mix as base course and place hot-mix asphalt on top the next morning. This will allow them to open Main Street to traffic by noon on Saturday. This work and the rest of the sidewalk and concrete street R&R will take place in mid-September.
Sidewalk Sawing Repair Program	\$35,842	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's patented process uses waterless saws, which eliminates slurry and water

Project	2025 Estimated VGE Cost*	Status
		runoff contamination, and a dust-abatement system designed to capture fine dust. Safe Step makes sawcut repairs tapered to a 1:12 slope ratio with a smooth, uniform finish and are ADA-compliant. Safe Step was awarded a contract at the April 14th Board Meeting. In May, Safe Step surveyed three areas and provided a report with locations, descriptions, suggested repair types, and photos of each identified defect. The Village reviewed the data and gave the go-ahead to Safe Step to make 393 sawcut repairs. Several locations with more severe defects were recorded by Safe Step and added to the Village's sidewalk removal and replacement list. The sidewalk sawcutting work was completed in mid-July. The Village received positive feedback via email from a resident in the Surrey neighborhood who complimented the construction workers on their professionalism and neatness and thanked the Village for making repairs in the area. 

Project	2025 Estimated VGE Cost*	Status
2025 Utility Pavement Restoration	\$74,557.33	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 up to three mobilizations throughout the construction season. The contractor must be capable of doing full-depth concrete and asphalt pavement patches, and concrete sidewalk, driveway, and curb and gutter repairs. 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, which was just under the 2025 budget of \$60,000. G.A. Paving was awarded the contract at the March 10th Board Meeting. As of June 20th, approximately \$74,000 worth of right-of-way restorations were needed so the Village Manager approved a change order increasing the amount of the contract by \$16,500. The increased number of water main breaks last winter, which was experienced by municipalities across the Chicagoland area, and numerous 50/50 sewer cost share projects and lead service investigations accounted for the need for more right-of-way restorations than were originally estimated. Last year, G.A. Paving completed eight restorations for the Village. In 2025, G.A. Paving made twenty-seven utility restorations by mid-July.
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 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. SRS began working on the 2025 contract on June 30th. SRS is expected to be done with the contract work by September 30th.

Project	2025 Estimated VGE Cost*	Status
		 <i>Superior Road Striping refreshing the double yellow lines on Pershing Ave. between IL-53 and Roosevelt Rd.</i>
2024 Pavement Markings	\$81,842*	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. SRS began pavement marking in October 2024, but could not complete the Village's worklist due to weather delays and SRS' workload. They finished installing modified urethane pavement markings in early June and completed the 2024 thermoplastic work on June 30th. 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 was \$5,000. <i>*The Village paid Superior Road Striping \$17,912.39 for work completed in 2024; the P.O. was carried over and Superior was paid an additional \$63,929.16 for work completed in 2025.</i>
2025 Asphalt Surface Rejuvenation	\$90,000	Candidate locations include streets that have been resurfaced one to three years prior. On August 25th, 2025, the Board awarded a contract to single source vendor Corrective Asphalt Materials(CAM), who extended MPI joint bid unit prices to the Village. The Village is awaiting final paperwork from CAM so the P.O. can be processed. Work is expected to take place in mid-September.
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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