



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 versus \$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