



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, November 12, 2025
7:00 PM
Glen Ellyn Civic Center, Room 301

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

- A. Call to Order**
- B. Public Comment**
- C. Approval of Minutes**
 - 1) Motion to approve the September 10, 2025 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) ADA Transition Plan Review and Approval Process
- E. Trustee Liaison's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report November 7, 2025
- I. Adjourn**



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
September 10, 2025
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: September 10, 2025

Meeting: Regular

Called to Order: 7:00 p.m.

Quorum: Yes

Adjourned: 9:32 p.m.

Member Attendance:

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

Also Present:

John Hubsy	Public Works Director
Derek Peebles	Assistant Village Engineer

A. CALL TO ORDER

The September 10, 2025 meeting of the Capital Improvements Commission was called to order by Chairman Zucchero at 7:00 p.m. at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF AUGUST 13, 2025 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE THE AUGUST 13, 2025 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION BY: Commissioner Ziegler

SECOND BY: Commissioner Warnick

AYES: Zuccherro, Baldin, Drapinski, Galey, MacDonald, Warnick, Ziegler

RESULT: APPROVAL

D. CURRENT BUSINESS

1. 2026-2030 Capital Improvement Plan and 2026 Capital Improvements Budget

Engineer Daubert reviewed the CIP and 2026 Capital Improvements Budget presentation with the CIC, noting that the plan spans 2026 through 2030 and totals \$140 million in expenditures. Of this amount, \$98 million is designated for capital improvements, primarily roadway projects, \$15 million is allocated for debt service payouts, and \$27 million is for water and sewer fund projects. Trustee Simon asked what is included in the debt service, and Daubert explained that it covers the Civic Center Remodeling, the Civic Center Parking Garage, the Central Business District Streetscape and Utility Improvements, and the Metra/Phase 4 Streetscape and Utility Improvements.

Daubert further explained that the plan assumes approximately \$38.5 million in grants, including \$33.9 million for the Metra Station, Underpass, and Crescent Boulevard improvements and \$4.6 million for the Street Rehabilitation Program. The plan also includes an additional \$9 million in general obligation bonds, structured to remain under \$10 million in order to secure a better interest rate. Daubert noted that this level of bonding will be scrutinized by staff and the board. Projections show that even with the \$9 million in bonds, the fund balance is expected to be \$330,000 in the red by 2029, although the fund does recover over time. He added that additional revenue could come from TIF funds or other village resources and that many project costs have historically come in below the original estimates.

Daubert reported that major contributors to the 2025–2029 Capital Fund balance include the Metra Station/Streetscape Phase 4 at approximately \$47 million with \$34 million in outside funding, the Street Program including construction and engineering at approximately \$35 million with \$3.4 million in outside funding, the Traffic Signal Modernization at approximately \$2.6 million, and the Roosevelt Road Streetlight Fixture Replacement and Streetscape Design at approximately \$3.4 million. He also reviewed the major contributors to the Water and Sewer Fund balance, which include water main replacement and rehabilitation at approximately \$14 million and the lead service line replacement mandate at approximately \$5 million.

Daubert emphasized that the board has been primed on these issues and that discussions will continue over the next year. He added that the village will continue to explore grant opportunities, PCI surveys to guide street rehabilitation timelines, water and sewer system improvements, future bond financing, project engineering, and revenue reviews, particularly with regard to water and sewer rates.

Next, Engineer Daubert reviewed the 2026 Capital Project Budget, which includes \$15.1 million in capital projects, \$4.8 million in water projects, and \$2.5 million in sewer projects. He also provided an update on the 2025 major roadway, water, sewer, and engineering design projects. Daubert then highlighted the 2026 miscellaneous initiatives and expenditures, which include the Stormwater Drainage Program at approximately \$10,000, street lighting replacement at approximately \$116,000, professional services such as traffic counts and topographic surveys at approximately \$10,000, engineering software at approximately \$6,500, and a speed limit adjustment study and associated signage, each budgeted at \$35,000.

Daubert noted that the speed limit items reflect ongoing discussions at the board level regarding the possibility of lowering residential speed limits. While there appears to be interest from the board, it is not yet clear what direction will ultimately be taken. The budget anticipates the cost of a study, as well as the signage that would be required if speed limits are reduced. He added that any change would also require consideration of enforcement measures. Trustee Simon commented that pending state legislation could mandate reducing residential speed limits to 20 MPH, and the board should consider this possibility before committing to spending. Daubert confirmed that staff has been asked to issue an RFP for a speed study and stated that the CIC would be included in that process.

Commissioner MacDonald expressed concern about spending \$70,000 if safety is not clearly an issue with respect to speed, noting that other factors, such as rolling stops or drivers ignoring stop signs can also contribute to hazards. He cautioned against being shortsighted and suggested that enforcement may be a more effective solution. Daubert responded that a more productive outcome would be for the CIC to recommend broadening the scope beyond speed alone, by reviewing high-incident areas and determining whether speed or other factors are the primary cause. Trustee Simon added that residents have already brought safety concerns to the board, which is why a study has been requested to gather data on the root causes. Chairman Zucchero noted there is value in looking at the data, adding that many streets could potentially qualify for reduced speed limits. He explained that while a speed study would not be a heavy lift, a broader safety study may be, in light of all the projects already underway. Engineer Peebles added that funding opportunities, such as Safe Routes to School funds, may help support the initiative, and although staffing is limited, it remains an important priority.

Engineer Daubert asked the commission if there were any comments or concerns regarding the 2026–2030 Capital Improvement Plan or the 2026 Capital Improvements Budget. Chairman Zucchero stated that he was comfortable with the plan as presented. Commissioner Galey suggested exploring project contingencies to address the projected \$330,000 shortfall.

Commissioner Baldin motioned to approve the 2026-2030 Capital Improvement Plan and 2026 Capital Improvements Budget; Commissioner MacDonald seconded the motion. The motion unanimously passed.

MOTION TO RECOMMEND TO THE GLEN ELLYN VILLAGE BOARD THE APPROVAL OF THE 2026-2030 CAPITAL IMPROVEMENT PLAN AND 2026 CAPITAL BUDGET ITEMS

MOTION BY: Commissioner Baldin

SECOND BY: Commissioner MacDonald

AYES: Zuccherro, Baldin, Drapinski, Galey, MacDonald, Warnick, Ziegler

RESULT: APPROVAL

2. Metra Station Warming Shelter Followup

Engineer Daubert provided a follow-up on the Metra station warming shelter project, noting he had received updated cost information from CDM Smith the previous Friday. To help reduce overall project costs, the current plans are being reconsidered. The original design called for two elaborate brick and mortar warming shelters, but the inbound shelter is now proposed for elimination. Passengers would still have access to a covered area at the end of the depot, along with on-demand heating mechanisms.

On the outbound side, the question remains whether to maintain the originally proposed ornate brick and mortar structure or to simplify it with a prefabricated structure would result in further cost savings. Daubert presented an image of the revised shelter concept, explaining it would be a prefabricated structure with lighting and on-demand heat, but not fully enclosed. Two cost-saving alternatives were reviewed: Alternate 1 would eliminate the inbound shelter while keeping the ornate brick and mortar outbound shelter for a cost of \$650,000, a savings of \$361,000 over two ornate brick and mortar warming shelters. Alternate 2 would provide a prefabricated outbound shelter with on-demand heat only, at a cost of \$350,000, while still maintaining a heated covered area on the inbound side.

Commissioner MacDonald questioned the need for an outbound shelter given that none currently exists. Daubert clarified that Metra requires a shelter for when the depot is closed with the loggia at the end of the depot serving as the inbound shelter if it has on-demand heat. On the outbound side, the prefabricated or brick and mortar structure would serve the shelter requirement. Discussions advanced relative to whether or not a wind screen should be provided for the inbound shelter area under the station loggia. Commissioner Baldin suggested evaluating the area under the soffit on the south side of the depot for meeting the inbound shelter requirement. After further discussion, Commissioners Galey, Baldin, Ziegler, Drapinski, Warnick, and Chairman Zuccherro expressed preference for Alternate 2, which would include the prefabricated shelter on the outbound (south) side of the tracks and eliminate the warming shelter on the inbound (north) side of the tracks but use the roof overhand area with on-demand heat and no windscreen. Among other factors, the wind screen was of concern for aesthetic and functional reasons. Commissioner MacDonald, however, preferred eliminating warming shelters entirely, relying instead on existing covered roof areas without heat or wind protection.

- E. TRUSTEE’S REPORT** – Trustee Simon provided several updates, noting that the Village is currently in the budget process, with meetings planned through November. The Board recently approved funding for lead service line replacements. Additionally, the Village is in the process of filling the Trustee vacancy on the Village Board. To date, 11 applications have been received, and several candidates have been interviewed. The appointment is at the discretion of the Village President, with the Board able to provide input.
- F. OTHER BUSINESS** – None
- G. PUBLIC WORKS REPORT** – Public Works Director Hubsy provided several updates, noting that the Village is still seeking to fill an Assistant Public Works Director position. In the meantime, the team has been covering those responsibilities, and the goal is to have someone hired soon. Preparations for winter are underway, including reviewing brine supplies, and equipment with some new equipment expected to arrive in January. A major focus for the department is assessing space needs at Village facilities. Staff is reviewing how neighboring communities manage access to their yards and facilities and are conducting a facilities study to determine the village’s requirements.
- H. PROJECT REPORT** – Engineer Peebles provided several updates. Work on the Crescent/Glenwood station parking lot is progressing ahead of schedule and is expected to be completed by November 7. Full demolition is underway, and once resurfacing begins, the lot will be fully closed. Drivers will be directed to nearby parking lots during this phase.
- For the CBD Streetscape project, the team continues to press Alamp on tree replacement and concrete brick punch list items. The 2025 Reconstruction project is also moving forward, with much of the street resurfacing already completed.
- Engineer Daubert added that progress continues on the Roosevelt Road bridge work near Baker Hill Drive, with completion targeted for November. He also noted that the ADA transition plan is advancing, with a consultant next scheduled to host public outreach on October 4 at 10:00 a.m. at the fire station downtown.
- I. ADJOURNMENT** – Commissioner Drapinski motioned and Commissioner Galey seconded to adjourn the meeting. The motion is unanimously approved, and meeting adjourned at 9:32 p.m.

Submitted by Elisa Pollina, Recording Secretary
Reviewed by: Richard Daubert, Professional Engineer



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

Meeting 11/12/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: John Hubsy
Category: Discussion Item
Prepared By: Richard Daubert

**AGENDA ITEM (ID
2025-963)**

DOC ID: 2025-963

ADA Transition Plan Review and Approval Process

Statement of the Issue:

Staff is looking to consult the Capital Improvements Commission on its engagement plan for the approval of the Village's ADA Transition Plan.

As a refresher, information on the Village's ADA Transition Plan is available at: <https://engage.cmap.illinois.gov/glen-ellyn-ada>

Analysis:

CMAP and its consultant, Oates Associates, are looking to complete the Village's ADA Transition Plan and submit it to Village staff for review within the next month. Upon staff review and refinement, the plan will be released for public comment for a 30-day period.

As every community is handling the review and approval process slightly differently, staff is proposing the following general process:

1. Village Staff reviews the ADA Transition Plan and works with Oates Associates/CMAP to finalize it for the public comment period.
2. The public comment period opens with the public to review and provide input on the plan. Concurrent with the opening of the public comment period, a short presentation is given to the Village Board as another mechanism to communicate that the plan is open for public comment.
3. Public comments are received, responded to, and summarized.
4. The Capital Improvements Commission offers any feedback/input on the plan, in the context of the public comments. Ultimately, staff would be looking for a recommendation from the Commission for the Village Board to adopt the plan.
5. The Capital Improvements Commission Recommendation is presented to the Village Board for consideration of adoption of the plan.

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Staff is ultimately looking for any input or thoughts the Commission may have on its plan for securing CIC recommendation for, and Village Board adoption of the Village of Glen Ellyn's ADA Transition Plan.

Attachments:



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

Meeting 11/12/2025 7:00 PM
Department: Public Works - Internal Services
Department Head: John Hubsy
Category: Report
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2025-
957)**

DOC ID: 2025-957

Engineering Division Project Activity Report November 7, 2025

Statement of the Issue:

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

Analysis:

Budget Impact:

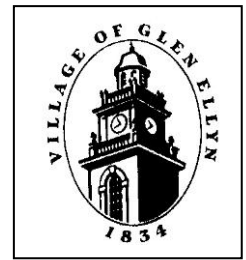
Contribution to Strategic Plan

Action Requested:

Attachments:

1. Engineering Project Report 11-7-25

November 7, 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.

The parking lot project is nearing completion. The median and sidewalk reconstruction is largely complete, the 25 new trees have been planted, brick pavers have been installed, and the parking lot has been resurfaced with new pavement markings applied. The remaining work items include installation of the irrigation spray heads, minor remaining concrete items, installation of new decorative street lighting, and installation of the perennial plantings. The delivery of the light poles will likely be the last item to be completed this year due to delays with fabrication and shipping. Current estimates for delivery range from November 21 to the first week in December. Staff has continued to push for, and is anticipating, confirmation of the anticipated delivery date within the next few days. The perennial plantings are planned to occur in the spring.



Parking lot just after resurfacing and application of new pavement markings

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

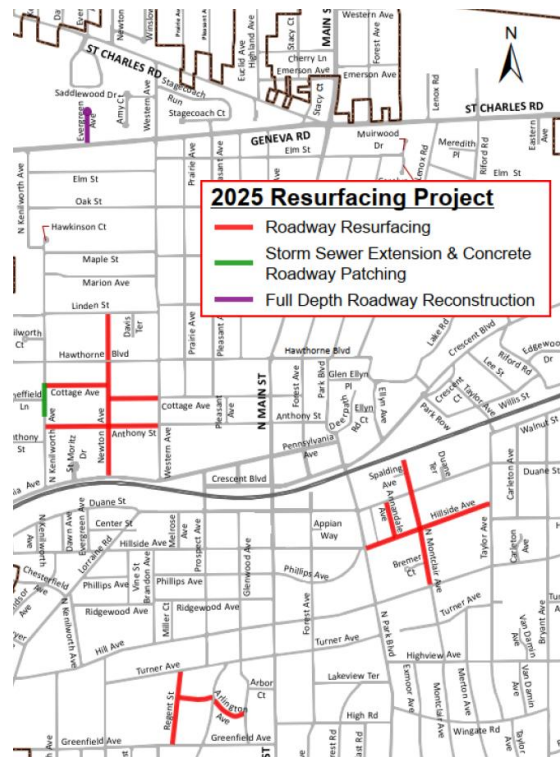
(Project No. 25001; Value of Construction Contract = \$3,052,075.77)

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. Asphalt surface paving work was completed in the Phase 2 & 3 areas the week of August 18th, prior to school activities. The project was substantially completed, including sodding, in September and is now proceeding to closeout. The contract is anticipated to be closed out approximately \$438,700 under the awarded amount. Providing some context, many pay items

were generally at or slightly under the award amount however, base patching and sodding were far under the award amount and compromise approximately \$200,000 of the savings.



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

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

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 in September. Underground work was completed on Traver in early October, with roadway building being completed throughout October. Melrose and Traver were then paved by the week of October 27th and sodding was completed by October 31st. Punchlist work is now underway, so that the project can be wrapped up well before the end of the construction season. The project is projected to be closed out below the contract amount, with the exact amount depending on agreements to final quantities and force account items.

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. At their September 8th meeting, the Village Board approved awarding of the construction contract to the low bidder, R.W. Dunteman Company (\$269,403.93).

Construction on the alley started the week of October 6th with sawcutting, removal of the existing concrete pavement, and beginning of the underground excavation. While the underground work was anticipated to be completed within 2-3 weeks, there have been complications with the planned installation of new storm sewer. During design there were several attempts at televising the existing sanitary main by the Village and two different contractors, using various equipment. However, due to small six-inch pipe size and various alignment changes it was not possible to televise various segments. In addition, surface location of the underground lines was complicated by the overhead power lines interfering with the sewer location equipment signal. As a result, the final sewer and sewer service locating had to be left to the construction phase, with potholing. However, the potholing itself proved insufficient due to the discovered proximity of the existing lines to the ComEd utility poles. Even with bracing, ComEd would not allow excavation within proximity of the poles due to the depth of the existing sewer line and concerns about the long term stability of the poles. As a secondary plan, multiple cleanouts were installed in the existing sanitary sewer to allow for full televising of the existing line for condition and identification of all laterals. This final round of televising was completed this week and results are being reviewed. The intent is for underground storm sewer work to commence next week and for the new alley concrete surface construction to follow the week after.

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.

- **Plants** – The Phase 2-3 re-plantings were completed September 12th. The irrigation settings were tweaked multiple times and supplemental waterings performed during the dry heat wave that followed the plantings. In addition the irrigation system were kept running longer this year than in year's past to help the plants get established. The plants appear to be doing well and irrigation systems are finally being shut down and winterized this week.

Given the variable moisture conditions that have been observed within irrigation subzones and even within individual planters, with the ongoing assistance from Christy Truitt of the

Environmental Commission, the Village is also looking to coordinate with the College of DuPage horticultural program on a student research project to collect data on the moisture levels within individual planters to allow for refinement of the irrigation settings through the dozens of subzones within the downtown. If successful, this data collection would occur in the spring when the irrigation systems are reactivated.

- **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). The bulk of the concrete replacements were completed the first two weeks of October. There is a final round of locations to be completed; however, the Village is still working with the contractor on dates.
- **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 anticipated to start next week and be completed within a week.

2024 UTILITY AND ROADWAY IMPROVEMENTS – Contractor: John Neri Construction

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

Construction was largely completed last November. 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. A handful of remaining work items including isolated sod placement, landscaping installation, and culvert epoxy injection at Glen Crest creek were completed this spring. Various landscaping items were completed this month, with a deadline being set for November 14th.

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 work zone) on August 28th and Stage 3 on September 17th. Stage 3 work is now nearly complete and there will be a series of individualized lane closures for remaining work. The latest anticipated project completion date offered by IDOT is the week of November 17th.

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. Dunteman Company. A pre-construction meeting was conducted on August 19th. The project is underway with substantial completion anticipated in advance of the Thanksgiving holiday.

Route 53 Resurfacing from Baker Hill Drive to just south of Saint Charles Road

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 submitted final plans for this project to Village staff on October 4, requesting that the Village review said plans for utility conflicts and other applicable feedback. Staff provided comments back to IDOT on October 30th. The project is scheduled to be competitively bid by the State in January with construction planned for 2026. However, staff did comment to the State that they should consider coordinating this project with the Route 53/Spring Traffic Signal Installation project noted below.

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. IDOT let the signals contract on September 19th. Based upon conversation with the IDOT project manager, the lowest bid was higher than the estimated cost, but IDOT is planning to award the bid. Work is anticipated to begin in Spring of 2026 with 95 working days. However, since much of the work is signal related and not involving surface or underground excavation, it is possible that the contractor could get an early season start on the project. Village staff have asked to be included in the pre-construction meeting once it is scheduled.

East Branch DuPage River Trail (DuPage County)

DuPage County is leading this exciting project involving the construction of a regional north south bike-ped trail with Christopher B. Burke Engineering Limited (CBBEL) completing the preliminary engineering work for the project. Information on the project can be found at www.ebdrt.com. Staff from DuPage County, Glen Ellyn, Glenbard Wastewater Authority (GWA), Lombard, DuPage County, and CBBEL recently met to discuss the project status as well as to review specific technical aspects of project.

ENGINEERING PROJECTS

2026 UTILITY AND ROADWAY IMPROVEMENTS PROJECTS – Engineer: AECOM

This project involves the rehabilitation of approximately 4.6 centerline miles of Village Streets. The scope of work varies from resurfacing to complete street reconstruction including the full gamut of underground sewer and water infrastructure. Preliminary plans, specifications, and cost estimates are under review by staff.

LAMBERT ROAD FEDERAL AID PROJECT – Engineer: AECOM

This project involves the rehabilitation of approximately 1.5 miles of Lambert Road between the southern Village Limit (Near Woodcroft Drive) and Lambert Road. The scope of work generally includes spot sidewalk replacement, spot curb replacement, driveway approach replacement, milling and resurfacing of the roadway, line striping, installation of recessed pavement reflectors, and parkway lawn restoration. The Village has secured \$1,201,306 in Federal Funding for Construction and Construction Engineering Services for the project. Construction Engineering Services were procured through a Qualification Based Selection Process with Primera Engineers retained for the assignment in an amount not-to-exceed \$126,244.

IDOT conducted the bid opening for the project on November 7, 2025 with the apparent low bid being submitted by K-Five Construction Corporation of Westmont, Illinois in the amount of \$1,759,308.62. Bid results are summarized as follows:

Lambert Road Bid Opening 11/7/2025	
Contractor	Bid Amount
K-Five Construction Corporation	\$1,759,308.62
Schroeder Asphalt Services, Inc.	\$1,932,776.35
Everlast Blacktop, Inc.	\$1,938,381.94
R.W. Dunteman Company	\$1,940,500.00
Plote Construction, Inc.	\$1,991,036.21
A Lamp Concrete Contractors, Inc.	\$2,114,907.00

At the time the joint funding agreement was presented to the Village Board (September 22, 2025), staff estimated the project bid would be \$2,100,000 (\$2,226,244 with construction engineering).

The total of the Construction Contract Bid of \$1,759,308.62 and the Construction Engineering Agreement of \$126,244 is \$1,885,552.62. While the Village’s grant for Lambert Road is \$1,201,306 the grant cannot exceed 60% of the cost for construction and construction engineering; hence the grant is effectively reduced to \$1,131,331.57. This means the Village’s share for construction and construction engineering as bid will be \$754,221.05. The as-constructed contract value and Village share will deviate as they are based on the actual work performed in the field. At the time the joint funding agreement was presented to the Village Board, it was estimated that the Village’s share for the project would be \$1,024,938 (i.e. as bid amount is ~\$270,717 lower). Staff accordingly deems the bid acceptable and consistent with the joint funding/engineering agreement memo and board presentation, staff will direct the State to award the contract to K-Five as the bid was not objectionable.

RIFORD ROAD FEDERAL AID PROJECT – Engineer: AECOM

This project involves the rehabilitation of approximately 0.5 miles of Riford Road between Crescent Boulevard and St. Charles Road. The scope of work generally includes spot sidewalk replacement, spot curb replacement, spot driveway approach replacement, milling and resurfacing of the roadway, line striping, and parkway lawn restoration. The Village has secured \$338,788 in Federal Funding for Construction and Construction Engineering Services for the project. Construction Engineering Services were procured through a Qualification Based Selection Process with Primera Engineers retained for the assignment in an amount not-to-exceed \$81,700.

IDOT conducted the bid opening for the project on November 7, 2025 with the apparent low bid being submitted by Schroeder Asphalt Services of Huntley, Illinois in the amount of \$603,175.13. Bid results are summarized as follows:

Riford Road Bid Opening 11/7/2025	
Contractor	Bid Amount
Schroeder Asphalt Services, Inc.	\$603,175.13
Everlast Blacktop Inc.	\$611,004.07
R.W. Dunteman Company	\$622,700
K-Five Construction Corporation	\$643,460.20
A Lamp Concrete Contractors, Inc.	\$668,977.13
Plote Construction, Inc.	\$767,227.19

At the time the joint funding agreement was presented to the Village Board (September 22, 2025), staff estimated the project bid would be \$600,000 (\$681,700 with construction engineering).

The total of the Construction Contract Bid of \$603,175.13 and the Construction Engineering Agreement of \$81,700 is \$684,875.13. Subtracting the grant amount of \$338,788, the Village share for the project as bid, including engineering, is \$346,087.13. The as-constructed contract value and Village share will deviate as they are based on the actual work performed in the field. At the time the joint funding agreement was presented to the Village Board, staff estimated that the Village’s share for the project would be \$342,912 (i.e. as bid amount is ~\$3,175 higher). Staff accordingly deems the bid acceptable and consistent with the joint funding/engineering agreement memo and board presentation, staff will direct the State to award the contract to Schroeder Asphalt as the bid was not objectionable. Having said this, staff has had a conversation with DuPage

Mayors and Manager's Conference about potentially securing additional Surface Transportation Program Funding for the project. With the bid amount now affirmed, staff will submit a formal request for additional ~\$72,000 in funding for the project.

HILL AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates
(Project No. 00511)

This project involves the construction of sanitary sewer and water distribution system improvements on Hill Avenue between Golf Avenue and the East Branch of the DuPage River. The improvements will ultimately result in the Village's water main being continuous and looped along both Hill Avenue and Crescent Boulevard. Also, this will allow the Village to serve the fronting properties on Hill Avenue with potable water service.

Easement documentation was prepared for the Elliot Construction property with the documents signed by the respective party. A similar easement is needed on the north side of Hill Avenue; staff has met with the property owner to review draft easement documents. Most recently, staff evaluated an alternative corridor that the property owner requested and a follow up meeting was held with the property owner and his attorney to discuss the complications of an alternative alignment for the utilities. Having said that, staff was able to identify an opportunity to reduce the footprint of the easement which was of interest to the property owner. Next step is to revise the design plans to align with the revised easement. Other various comments will also need to be addressed by the Engineer. This will allow the project design to ultimately be finalized, easements secured, permits amended or refreshed, and project to be competitively bid.

TRAIN STATION / PEDESTRIAN TUNNEL – Engineer: CDM Smith/KMI Architects
(Project No. 16016)

The Phase 1 Engineering Project Development Report (PDR) has been amended to update the project environmental clearances, incorporate the Section 106/4(f) approvals, incorporate the most recent crash data, incorporate and execute the required design exceptions, etcetera. The assembled PDR was transmitted to IDOT on 10/24 with a hard copy delivered to District 1 on 10/27.

With the PDR Submitted to IDOT, staff also transmitted the Phase 2 Engineering 90% plans to IDOT for their review.

Land Acquisition is underway with most recent work including a questionnaire and informational meeting with the next stop coffee shop owner. Development of plats and legals for the project components on UP property will be the next focus.

Staff will begin drafting the ICC petition for the pedestrian underpass component of the project and work with the State to advance the petition process.

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 target intersections for each construction year will be part of each year's 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 lightning, 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.

Given the state of the existing equipment along the corridor, and in light of the lightning damage, the Lambert corridor signal modernization work is being proposed for the first round of signal improvements, to be completed in 2026. In addition, the Village is working with Meade Electric on the potential advance replacement of the Lambert/Fawell cabinet which is currently operating with some loaned equipment and there are concerns about reliability of existing lightning exposed equipment.

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 recently secured direct access to the data dashboard for Village staff to perform additional review.

As part of the public outreach, the Village, CMAP, and the project consultant staffed a table at the October 4th Fire Open House, to publicize the planning effort and solicit additional feedback from residents. Given the popularity of the Fire Open House, a lot of people were reached by having the table set up. In addition, CMAP provided sticker and hang tag reflectors as a giveaway to help raise awareness of the importance of pedestrian visibility at night as part of the overall safety equation.

The next Steering Committee meeting is being held on November 7th and will include revisiting of the prioritization discussion started at the last Steering Committee meeting.

Next step will be to marry the locational priority and defect priority schemes to arrive at an overall priority for various sidewalk accessibility improvements throughout the Village. The consultant will also be establishing rough costs for addressing defects identified through the sidewalk survey and working with the Village on defining a program for addressing the deficiencies in future years. The overall plan is to be wrapped up by February of 2026.

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 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 has been focusing on updating the model to incorporate the Village’s most current GIS data on the water distribution system along with recently completed upgrades to the water distribution system. A draft report for the study is anticipated from CBBEL by November 13th.


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	\$202,000	The project scope includes roadway patching throughout the Village. Locations were 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. Dunteman provided the low bid of \$188,630. R.W. Dunteman was awarded the contract at the March 10 th Board Meeting for the full bid amount. Work was completed on October 20 th . Major areas that were addressed were Duane Terrace, Buena Vista, and the Derby Glen neighborhood.

Project	2025 Estimated VGE Cost*	Status
		
2025 Crack Sealing	\$39,237	<p>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. Denler completed the crack fill work on 9/16.</p>
2025 Sidewalk and Concrete Street Repairs	\$400,000	<p>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 10th Board Meeting in the not-to-exceed amount of \$398,620. The brick crosswalk removals at Main Street & St. Charles and Main St. & Elm St. were completed over the weekend of October 17th. Crews put in place a large detour so they could excavate the roadway on Friday evening and return on Saturday morning to pour concrete. PW was appreciative of the coordination efforts made by the County, Schroeder, Meade, Gewalt Hamilton, the Police Dept., the Streets Division, and the area residents and businesses. Schroeder is currently working in the Village and will complete the last phase of the program by November 14th. Major intersection improvements were made at Lorraine & Kenilworth and Lenox & Oak, in addition to a large number of concrete street repairs on Fawell, and numerous sidewalk and curb replacement throughout the Village. Modified urethane pavement markings will be installed during the 3rd week of November.</p>

Project	2025 Estimated VGE Cost*	Status
		
Sidewalk Sawing Repair Program	\$35,842	<p>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 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.</p>
2025 Utility Pavement Restoration	\$74,557.33	<p>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</p>

Project	2025 Estimated VGE Cost*	Status
		<p>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.</p>
<p>2025 Pavement Markings</p>	<p>\$84,676</p>	<p>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.</p> <p>The bid opening was held on February 26th; Precision Pavement Marking was the lowest bidder out of four with a bid proposal of \$101,908, which was slightly over the \$100,000 budget. Precision Pavement Marking agreed to reduced quantities to allow the Village to stay under budget; however, the total price still 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 had additional work to complete in the Village, but could not schedule their crews to complete the work before the end of the season so Engineering made the decision to postpone the work in the CBD (Phase 1 area) until spring. The final invoice to SRS will be considerably less than what the contract was approved for.</p> 

Project	2025 Estimated VGE Cost*	Status
		<i>Taylor pedestrian tunnel.</i>
2024 Pavement Markings	\$81,842*	<p>The annual line striping contract was awarded to Superior Road Striping (SRS), the low bidder of both the DuPage County and Suburban Purchasing Cooperative contracts, on April 22, 2024, in the not-to-exceed amount of \$100,000. 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.</p> <p>The Streets Division refreshed pavement markings using paint in various locations, including the handicap symbols in all of the Village-owned parking lots. The Streets Division’s 2024 budget for paint materials was \$5,000.</p> <p><i>*The Village paid Superior Road Striping \$17,912.39 for work completed in 2024; the P.O. was carried over and Superior was paid an additional \$63,929.16 for work completed in 2025.</i></p>
2025 Asphalt Surface Rejuvenation	\$90,000	Candidate locations include streets that have been resurfaced one to three years prior. On August 25 th , 2025, the Board awarded a contract to single source vendor Corrective Asphalt Materials (CAM), who extended MPI joint bid unit prices to the Village. Work was completed on October 23 rd .
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.

OTHER ENGINEERING ITEMS

Successful Grant Pursuit

In May of 2025, staff applied for IDOT’s 2024 Local Project Notice of Funding Opportunity (NOFO). The NOFO specified that \$400,000,000 in State Funding was available for local transportation initiatives including highway, bike/ped, transit, passenger rail, and other transportation projects which align with the State’s transportation priorities for improving local assets, enhancing complete streets, and improving safety. This is a reimbursement grant with no matching funds required.

Staff submitted five applications for:

1. Lambert Road Resurfacing with request of \$500,000 for Construction/Construction Engineering
2. Riford Road Resurfacing with request of \$200,000 for Construction/Construction Engineering
3. Illinois Route 38 Sidewalk and Street Lighting Improvements with request of \$400,000 for Preliminary and Final Engineering

4. Sheehan Avenue Utility and Roadway Improvements with request of \$1,250,000 for Construction/Construction Engineering
5. Metra Station and Multimodal Access Improvements with request of \$10,000,000 for Construction/Construction Engineering

Over 1,900 applications were submitted with 223 applications being selected for funding. The Village received notice that its Illinois Route 38 (Roosevelt Road) Sidewalk and Street Lighting Improvement Engineering Project was selected with \$400,000 to be provided (reimbursed) for Preliminary and Final Engineering. Staff has met with the State to discuss the program requirements. To receive the reimbursement funding, the Village Board will ultimately need to review and approve funding and engineering agreements for the assignment. The timing of this grant is ideal in that staff was looking to advance the design of the street lighting improvements in 2026 with sidewalk/streetscape improvement design planned to start in 2027 per the latest CIP.

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