



Agenda
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
Tuesday, February 13, 2018
7:00 PM
Glen Ellyn Civic Center, Room 301

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village at least 24 hours before the meeting.

A. Call to Order

B. Public Comment (Non Agenda Items)

C. Approval of Minutes

1. January 9, 2018 Capital Improvements Commission Meeting Minutes

D. Current Project Discussion

1. Memo to Mark Franz Regarding Central Business District Streetscape Project
2. CBD Streetscape Presentation

E. Trustee's Report

F. Other Business

G. Public Works Report

1. February 2018 Construction Report

H. Project Report

I. Adjournment



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/13/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Minutes

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3109)

DOC ID: 3109

January 9, 2018 Capital Improvements Commission Meeting Minutes

ATTACHMENTS:

- CIC Meeting Minutes Jan 9 2018 - Draft(PDF)

MINUTES (DRAFT)

BOARD OR COMMISSION: Capital Improvements DATE: January 9, 2018

MEETING: Regular X Special _____ CALLED TO ORDER: 7:02 PM

QUORUM: Yes X No _____ ADJOURNED: 9:20 PM

MEMBER ATTENDANCE:

PRESENT: Chairman Lane, Commissioners Biggam (arrived 7:47 PM), Burton, Foerster, Lindquist, Ryne, and Zuccherro

OTHERS: Professional Engineer Rich Daubert, Senior Civil Engineer Tom Topor, Trustee Kenwood

ABSENT: Commissioners Kumar, Colliander

CALL TO ORDER:

The January 9, 2018 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:02 PM by Chairman Lane. A quorum was present.

AUDIENCE PARTICIPATION (non-agenda items):

There were no comments.

APPROVAL OF MINUTES:

Commissioner Lindquist moved, and Commissioner Zuccherro seconded, to approve the October 10, 2017 meeting minutes. The motion was approved unanimously.

REVIEW OF 2018 BUDGET AND 5-YEAR CAPITAL PLAN:

Engineer Daubert presented the 2018 Budget. He provided the following background information on the Village's infrastructure: the Village has 87 centerline miles of roadway, 85 miles of sanitary sewer, 5 lift stations, 70 miles of storm sewer, and 110 miles of water main including two elevated storage tanks and two ground storage reservoirs. Pavement condition is assessed regularly by staff and outside consultants. The sewer system is assessed by material/age, televising videos, size/capacity and location. Water main is assessed by material/age, break history and size/capacity. A great deal of televising and flushing of sewers is done by PW staff.

Engineer Daubert discussed roadway rehabilitation best practices including pavement surface preservation (reclamite), crack sealing, patching, resurfacing, and reconstruction. Concrete streets have selective patching and diamond grinding performed when needed.

Engineer Daubert explained that rehabilitating the streets while they are still in fair condition is overall less expensive than waiting until the condition severely deteriorates. Of the Village's 87 miles of street, about 34 miles are rated in good condition, about 30 miles are rated satisfactory, 15 miles are rated fair, and approximately 8 miles rated poor. This information is based on Pavement Condition Index (PCI) survey which the Village has completed every four years. The PCI only looks at pavement surface, not other improvements or utilities which are taken into consideration when programming roadways for rehabilitation. Many sections of the "poor" condition streets have been annexed in recent years and need full reconstruction. PW needs to average 4.3 miles of resurfacing a year to achieve a 20-year life cycle of roadway.

Engineer Daubert outlined major capital improvement projects scheduled for 2018, summarized below.

Roadway Improvements

Roadway Resurfacing and Maintenance	\$1,750,000
North Park Blvd	\$3,250,000 (\$1.9M local share)
North Main Street	\$315,000 (approx. \$100K local share)
Roosevelt/Pershing intersection improvements	\$500,000

Water/Sewer Projects

North Park Blvd/Main Street sewer and water	\$1,200,000
Roosevelt Road/Route 53 Watermain	\$1,500,000
Sanitary Sewer Lining Program	\$500,000
CBD Underground Improvements for Sewer and Water	\$1,000,000
Water Meter Smart Read Upgrade	\$1,300,000 (across 2018-2019)

Pedestrian Improvements

Taylor Avenue Pedestrian Tunnel	\$2,800,000 (\$1M local share)
Sidewalk Improvements at Lake Ellyn	\$175,000
Ellyn Avenue	\$75,000
Sidewalk Repair and Replacement	\$200,000

Engineering Projects

CBD Streetscape Improvements	\$250,000
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Engineering for Future Improvements	\$535,000 (across multiple funds)
Roosevelt Road Corridor Water Main Design	\$250,000
Hill Avenue Sewer and Water Extension Phase 1	\$75,000

Engineer Daubert discussed the 5-Year Capital Plan. The Metra Station redevelopment is a large project, and the cost is to be determined, possibly between \$9 million and \$19 million. It would be a minimum of 5 years before construction would start. Engineer Daubert discussed grant funding opportunities for future projects. Total expenditures for the capital projects fund in 2018 are projected to be over \$12 million.

Chairman Lane inquired as to the overall health of the Capital Projects Fund. Engineer Daubert explained that there are many unfunded projects included within the plan as well as additional contemplated projects that are not included within the Capital Plan. The matter has been discussed with the Board with staff explaining that additional funding needs to be secured to fund the program. Trustee Kenwood explained that Board continues to evaluate projects and funding. Engineer Daubert explained that there have been preliminary discussions regarding additional funding sources including a food and beverage tax, tax increment financing, and bonds. Another matter being evaluated by staff and the Village Board are reserve funds which could be tapped into to fund projects.

Engineer Daubert explained the Village has a 20-year roadway, sewer, and water infrastructure program that will be discussed and re-evaluated with the CIC at a future meeting in preparation for the 2019 Budget. Public Works is looking at getting a new tool to assist in asset management for its roadway program.

REVIEW OF PROCEDURES FOR PROCUREMENT OF PROFESSIONAL ENGINEERING SERVICES:

Engineer Daubert introduced a discussion on the procedures for securing professional engineering services. IDOT is now requiring that if municipalities secure federal dollars funding professional engineering services required for a project, it is required to follow a qualification based selection (QBS) process in retaining the engineer. It is not often that the Village receives federal dollars funding engineering.

Engineer Daubert explained the Village's current process for procuring engineering services when locally funded. Staff typically distributes requests for proposals (RFP's) to 5 to 7 engineering firms which includes the requested scope of services/tasks for the assignment. The proposals are evaluated by specific criteria identified within the RFP. Senior Civil Engineer Tom Topor explained the ranking system for proposals which is based on the evaluation of 7 factors. Tom Topor reviewed how proposals were evaluated and a firm was selected for the Kenilworth Avenue street reconstruction project.

Engineer Daubert reviewed the Village's purchasing policy for professional services followed by a review of QBS procedures. Under QBS, the Village is required to post a public notice

advertising the engineering assignment and asking for firms' qualifications and statements of interest. The Village evaluates the qualifications, selects a minimum of 3 most qualified firms to submit proposals, staff then reviews the proposals without any consideration of cost. The most qualified firm is selected and the Village then attempts to negotiate an agreement with the firm based on its (the Village's) estimate of what the assignment should cost. If an agreement cannot be reached with the firm, the Village then negotiates with the next most qualified firm. Commissioners Biggam stated his preference for continue to consider cost as a factor in selecting firms. Chairman Lane concurred and elaborated that once a firm knows they have been selected, negotiation of a fair price will be difficult. The Commissioners liked the system that Village is currently using since it takes cost into account. Daubert explained that the argument for QBS is that selecting the best qualified firm saves money in the long run, as the design is superior. The more qualified firm can mean less delays and less change orders. Commissioner Zuccherro stated that selecting the most qualified firm is especially important for higher profile projects and that negotiating is possible given the most qualified firm may realize they won't be selected if they can provide a reasonable price. Commissioner Foerster suggested solicitation procedures to prevent the need for evaluating an inordinate number of proposals. Daubert asked if the commissioners want to keep status quo (considering cost) or switch to QBS, or a hybrid system. Daubert explained that he thinks staff is very good at estimating what engineering costs should be. Commissioner Lindquist proposed weighting cost as a smaller percentage and qualifications as a higher percentage in the Village's current evaluation system.

Commissioners Lane and Zuccherro discussed whether or not the Village should publish its estimate in advance of soliciting statements of interest and requests for proposals.

The Commissioners were interested to hear how staff's estimates compared to actual proposals. Engineer Daubert said staff will bring more info to a future meeting regarding staff's estimates vs. actual proposals. Chairman Lane stated that he supports what staff recommends and recommends the past of least resistance to selecting the right firm for assignments. Chairman Biggam suggested providing an evaluation with assignments and using that information to support evaluation and selection of firms for future assignments.

Engineer Daubert asked if the CIC wants to recommend using pure QBS or a hybrid version of it which takes cost into consideration. Chairman Lane requested more supporting documentation regarding who else is using QBS. Engineer Daubert summarized that Lombard uses a hybrid version of QBS, Warrenville uses QBS, and many communities use a hybrid version which takes cost into consideration. The Commissioners decided they would like a hybrid system, putting less weight on price and more on qualifications. Engineer Daubert will bring the item back for formal acceptance and recommendation.

TRUSTEE REPORT:

Trustee Kenwood spoke about alternative sites to potentially build a commuter parking garage. Downtown development sites are idle, no news there. The Village Board approved purchase of a new ladder truck for the fire department.

OTHER BUSINESS:

None.

PUBLIC WORKS REPORT:

No report.

PROJECT REPORT:

Engineer Daubert shared that staff is on track to make a March letting for the Park Boulevard project. Union Pacific has approved the drawings for the Taylor Street project. Negotiating a temporary grading easement on the north side of the tunnel is taking longer than anticipated. It is taking a long time to get Union Pacific to draft a construction and maintenance agreement.

ADJOURNMENT:

Commissioner Biggam moved to adjourn the meeting, seconded by Commissioner Lindquist. With unanimous consent, the meeting was adjourned at 9:22 PM.

Submitted by C. Johnson, Recording Secretary



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/13/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Discussion Item

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3115)

DOC ID: 3115

Central Business District Streetscape Project Discussion

ATTACHMENTS:

- Memo to Mark Franz Regarding Central Business District Streetscape Project Discussion (PDF)



MEMORANDUM

TO: Mark Franz, Village Manager
FROM: Rich Daubert, Professional Engineer
DATE: February 9, 2018
RE: Central Business District Streetscape Project Discussion

Background

Adoption of Downtown Streetscape Plan and Parking Study

In 2013, the Glen Ellyn Village Board adopted a Downtown Streetscape Plan and Parking Study completed by Houseal Lavigne Associates, Gary R. Weber Associates, Walker Parking, and Engineering Resource Associates. The study, available on the Village's website, was ultimately completed to help implement goals from the Village's 2009 Downtown Strategic Plan. The recommendations within the streetscape plan include a menu of improvements with different areas of the CBD receiving varying levels of treatment. Improvements that were contemplated included:

- Roadway Resurfacing
- Sidewalk Replacement
- Brick Pavers to Accent Various Paved Sidewalk and Street Areas
- Street Light Work Including Overhead Cable Lighting (City Ceiling Lighting)
- Pedestrian Bollards
- Street Furnishing (Benches, Tables, Trash Receptacles)
- Landscaping – Bushes, Shrubs, and Trees in Planter Areas

Scaling Back of Plan

At the time the plan was finalized, the total cost estimate for implementing the project presented in the plan was approximately \$10M. Due to other project commitments and financial concerns, the project was revisited with the Capital Improvements Commission (CIC) and Village Board in 2015. In summary, the CIC provided a recommendation (attached to this memo) to the Village Board to implement a \$4.5M scaled back version of the plan essentially focusing on resurfacing all streets in the CBD and implementing focused streetscape improvements along Main Street from Duane to Pennsylvania and along Crescent Boulevard from Main to Park. In consultation with the Village Board, concerns over funding, other project commitments, and the fiscal stability of the state led to some reservations with implementing a significant improvement project. However, as further detailed in this memorandum, the downtown infrastructure is in need of near term

rehabilitation, much of it being significant to the point where implementation of a large scale streetscape plan is imminent.

Current State of Downtown Infrastructure

Streets

The last widespread major rehabilitation projects completed in the CBD were Community Development Block Grant Projects involving storm sewer, paving, and street light improvements completed in the mid-1980s. Since then, various projects have been completed along with resurfacing and selective patching. However, the most recent Pavement Condition Index (PCI) Survey completed in 2016 rated the streets in the 42-69 PCI score (out of 100) which places the streets at the upper end of the failed category (in need of reconstruction) and bottom end of the fair category (in need of partial reconstruction).

Sidewalks

In addition to evaluating streets, Public Works has recently evaluated the condition of sidewalks throughout the CBD. Various concerns related to accessibility (excess cross and longitudinal slopes, lack of detectable warning surfaces), transitions at business doorways, and general overall condition were identified. A map depicting Public Works classification of the sidewalk conditions is attached. While some sections are salvageable, the extent of needed work is to the point where complete replacement of the sidewalk network would seem appropriate.

Trees

Public Works has also completed a study of the condition of the 112 trees within the CBD. The study is attached for reference and provides detailed information for each tree, including a condition rating and recommendation as to whether or not to remove and replace the tree. The study does not take into consideration the potential impacts of the future underground utility and streetscape work on the health and survivability of the trees. While many measures are taken during construction projects to minimize impacts on trees, in some cases construction work has unavoidable detrimental impacts on trees and ultimately requires their removal. In summary, the report recommends that at least 40 of the 112 trees within the CBD should be considered for removal and replacement. In addition, the planting of 43 additional trees at specific locations within the CBD is recommended.

Underground Infrastructure

An investigation of the Central Business District Underground Utility Infrastructure is also ongoing with the study anticipated to be completed by summer. The study will provide recommendations in terms of specific underground utility improvements which should be made in the CBD. Based on the current state of the study, there are significant improvements needed in terms of sewer repairs and water main replacement.

Subject

Given the long-standing status of the Streetscape Plan and the deteriorating condition of the Central Business District, Staff would like to discuss this matter with the Village Board and solicit direction on the following key items as they relate to the Central Business District. Sub-items for discussion are provided with staff desiring to highlight these matters to the Village Board.

The key items staff is looking for direction on at this time are as follows:

- 1) Scope and Limits
- 2) Budget and Funding
- 3) Schedule/Next Steps

To aid the Village in determining the appropriate direction for the above items, staff offers the following observations and comments to the Village Board.

Streets/Curbs

- All streets are in need of substantial rehabilitation due to poor condition (See photos #6 and #9) with some streets needing full reconstruction based on the roadway condition and/or to address ADA compliance concerns.
- Streets are currently maximized for parking. Should street parking areas be reduced to better accommodate tree planting, outdoor dining areas, and other amenities such as street furniture?
- Staff would like to note that additional ADA spaces should be provided within the CBD. It should be noted that the addition of each ADA space typically results in the loss of one non-ADA space.
- The dead space on the pavement that is cross hatched with pavement markings in numerous locations in the CBD should be considered for conversion to green space whenever possible. This would include grass, flowers and trees depending on each location (See photo #10).
- Mid-block crossings are planned at Main Street (Flower Clock), Main Street by Marcel's, Crescent by Theater and Penn by parking lot. Are these appropriate locations and does the Village want to use decorative materials such as brick pavers for crosswalks?

Sidewalks

- Extensive sidewalk removal and replacement is necessary from accessibility standpoints. Excessive cross and longitudinal slopes, encroachments reducing the usable width of the sidewalk, and general condition substantiate replacement of the majority of the sidewalks (See photo #1-3). In some cases, this work will necessitate the construction of retaining walls, especially at corner locations.
- The transition from public sidewalk to each business entry way should be improved as possible to eliminate/reduce steps and ramp slopes (See photo #4 & #5).
- A sidewalk design needs to be selected. Options include plain concrete, stamped & colored concrete, brick pavers, or a combination thereof. The combination of pavers

and concrete sidewalk is exemplified currently on the south side of Pennsylvania from Glenwood to Main (See photo #7 and #8). This location has been in place for many years and allows us the benefit to evaluate the possibility of this particular design to be a model of the future streetscape design of the entire CBD. This is based on previous discussions about using pavers to be a decorative element.

Parkway Trees

- As noted previously, Public Works study of the trees within the CBD identified many trees in need of replacement. Additional tree removal may be necessary due to construction related impacts.
- New tree locations should be created to provide tree lined streets in the CBD. Blocks of streets without a tree need to have tree planting locations provided. The examples of CBD street blocks with no trees in the parkway are Forest, Pennsylvania, and Duane.
- The tree planting locations should be appropriately sized in a raised bed (see photo #11 and #12) and incorporate the use of structural soil to allow the trees to thrive in an urban environment.
- The ability to capture rain water and direct it to planting areas behind the curb (trees and flowers) would improve storm water management and benefit the health of the trees and flowers in this urban environment.

Street Lighting Infrastructure

- With all the sidewalk being removed, underlying street lighting conduit, wiring, and street light foundation replacement should be considered where appropriate.
- Ample power should be considered in each light replacement, to ensure power can be pulled for events, music, decorative lighting etc.
- Consideration should be made for installing urban ceiling lighting (overhead cable lighting) at strategic locations in the CBD.

Other Features to Consider:

- Fire Pit
- Sound System
- Decorative Lighting
- Art/Sculptures

Estimated Costs

While previous cost estimates were provided, staff suggests that those did not necessarily address some of the more current conditions and needs within the CBD. Although no preliminary engineering has been completed to date, Public Works has estimated the potential costs of implementing a more CBD-wide project.

Assumptions regarding the level of street rehabilitation work have been made without having any topographic survey data, no specific direction regarding many of the items of question outlined in this memorandum which will impact project costs, and an incomplete underground utility study.

As such, the best staff can provide at this time is rough order of magnitude cost ranges for the major elements as summarized in the table below.

Rough Order of Magnitude Cost Estimate for Central Business District Streetscape Project		
Item	Cost Range	Reason for Range
Roadway and Sidewalk Work	\$5.5M- \$13.5M	Extent of Sidewalk and Street Work Required/Desired
Upgrade Sidewalk and Street Areas to Pavers	\$1.5M - \$3M	Extent of Treatment and Materials
Street Lighting Repairs and Installations – Conduit/Wiring Replacement, Urban Ceiling Lighting	\$250K - \$1M	Extent of Treatment and Materials
Lighted Pedestrian Bollards	\$50K - \$500K	Extent of Treatment and Materials
Site Furnishings – Seat Walls, Benches, Bike Racks, Art, Trash Receptacles, Etc.	\$100K - \$1M	Extent of Treatment and Materials
Landscaping – Trees, Shrubs, Perennials, Etc.	\$100K - \$1M	Extent of Treatment and Materials
Subtotal for Roadway and Sidewalk Work	\$5.5M - \$13.5M	
Subtotal for Streetscape Elements	\$2.0M - \$6.5M	
Totals Project Cost	\$7.5M - \$20M	

Budget Impact

The Village's 5-Year Capital Plan currently includes a scaled back version of the Streetscape Project with \$250K allocated for engineering in 2018 and \$4.5M allocated for construction in 2019. Despite the scaled back project, the 5-Year Capital Plan still suffers a shortfall with a substantial deficit of \$1.7M projected by the end of FY2022. Without deferring other projects and/or securing additional funding, this project cannot be implemented based on the current rough cost estimates and projected Capital Projects Fund balances over the next 5 years. It should be noted that many projects including the train station, parking garage, and annexation area utility and roadway improvements are not included within the current capital plan.

Schedule/Next Steps

As noted previously, the study of the underground utility infrastructure will be completed by summer of 2018. This information, along with the desired scope of the roadway and streetscape improvements, would be used to request proposals from firms for preliminary engineering and detailed design. A firm could be retained sooner, if desired by the Board, however the scope of services for the underground improvements would not yet be defined and need to be negotiated at a later time.

At least one year should be allocated for preliminary engineering and detailed design to allow adequate time for an appropriate design along with opportunities for input and design revision requests from the Public, Board, Commissions, and Staff. The project would be let upon completion of design. It is anticipated that the project could most realistically be implemented with construction of the underground improvements commencing in late 2019 and streetscape improvements being constructed in 2020. Phased implementation of the project is recommended to accommodate the needs of the CBD, potentially over the course of 2 construction seasons.

Recommendation and Action Requested

Staff recommends that despite the aforementioned budget constraints, rehabilitation of the downtown streets and sidewalks cannot be deferred much longer. Staff respectfully requests a discussion of, and direction on, the desired scope of project, budget, and schedule/next steps. In unison with this discussion, staff suggests that consideration of funding options should be made given the project does not fit within the current Capital Plan. Options could include deferring other Capital Improvements, Bonds, Taxes, or a combination thereof.

Attachments

- Power Point Presentation Including Maps
- Photographs
 - Photo #1- Sidewalk Cross Slope >2.0% throughout CBD
 - Photo #2- Failed street panel at Main/Hillside
 - Photo #3- Cracked and heaved sidewalk on Main Street
 - Photo #4- Failed private entry sidewalk
 - Photo #5- Entry step adjacent to public sidewalk
 - Photo #6- Poorly draining and failed pavement within crosswalk.
 - Photo #7- The combination of pavers and concrete sidewalk on the south side of Pennsylvania from Glenwood to Main
 - Photo #8- The combination of pavers and concrete sidewalk on the south side of Pennsylvania from Glenwood to Main
 - Photo #9- Poor street condition
 - Photo #10- The dead space on the pavement that is cross hatched with pavement markings in numerous locations in the CBD should be considered for conversion to green space
 - Photo #11- Sample of tree in raised planter bed (in Lisle).
 - Photo #12- Sample of tree in raised planter bed (in Lisle)
- CIC Recommendation of Scaled Back Plan
- CBD Tree Assessment

Central Business District Streetscape Discussion

VILLAGE OF GLEN ELLYN
FEBRUARY 20, 2018



Background

- 2013: Streetscape Plan adopted by Village Board with an approximate price tag of \$10M

http://www.glenellyn.org/Planning/Documents/Streetscape_Plan_Parking_Study.pdf

- 2015: Plan revisited by Capital Improvements Commission and Village Board to focus on a scaled back scope on Main Street and Crescent Boulevard; approximate price tag \$4.5M
- 2018: Need for near-term rehabilitation of streets and sidewalks in CBD

Current condition

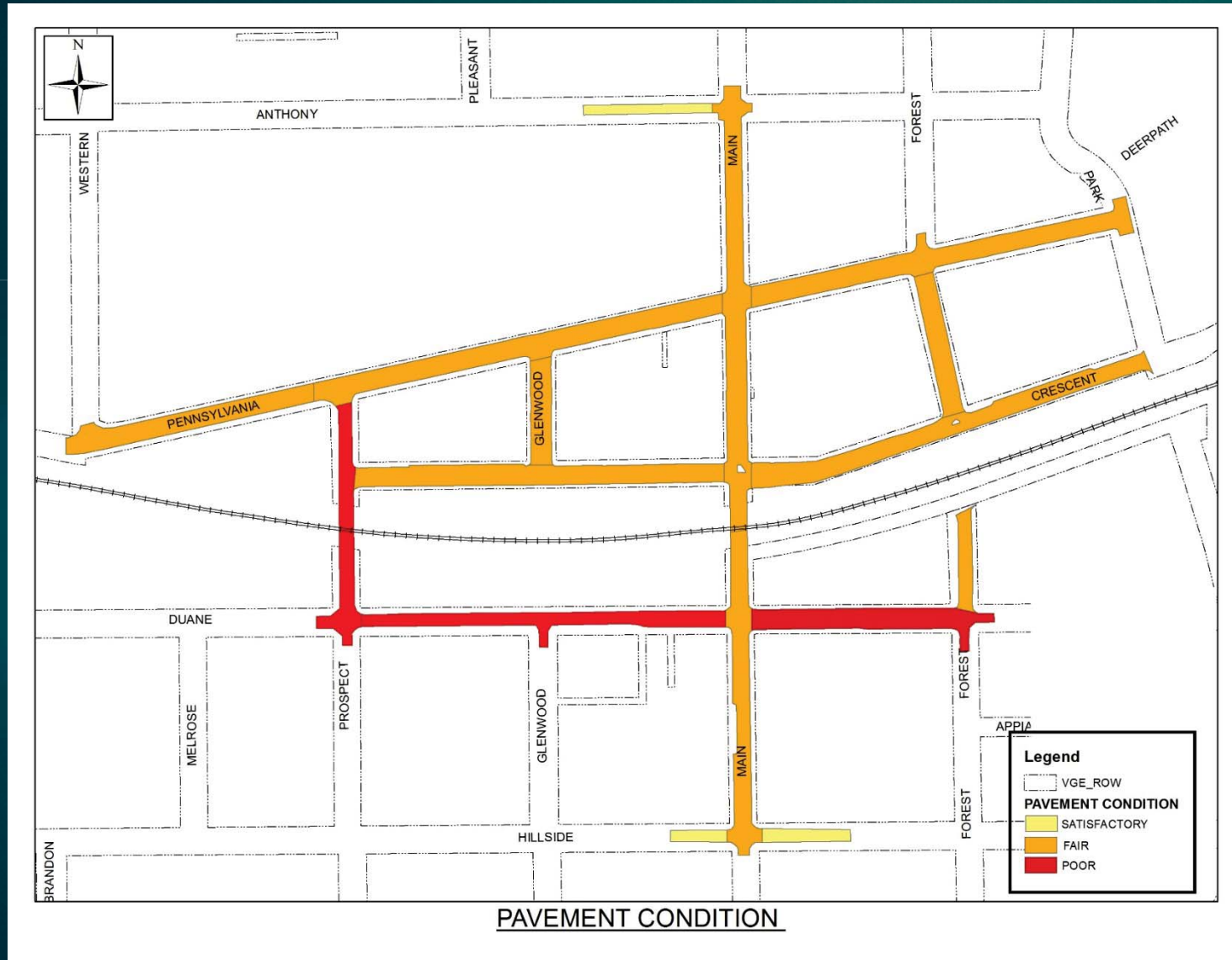
- Underground utilities
- Street/pavement
- Sidewalks/walkways
- Parkway Trees
- Parking



Underground Utilities

- CBD Underground Sanitary Sewer, Storm Sewer, and Water Main Utility Study is underway
- Study to be completed by summer with recommendations for needed improvements identified at that time

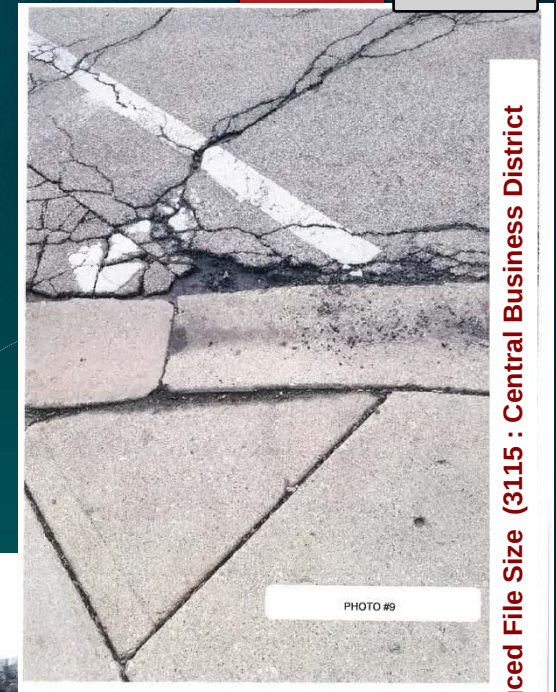
Street/Pavement Condition in the CBD



- The last major widespread CBD rehabilitation projects were completed in the mid-1980s
- Various resurfacing and patching projects completed since
- 2016 Pavement Rating: Fair to Poor (42-69 PCI)



Current pavement condition



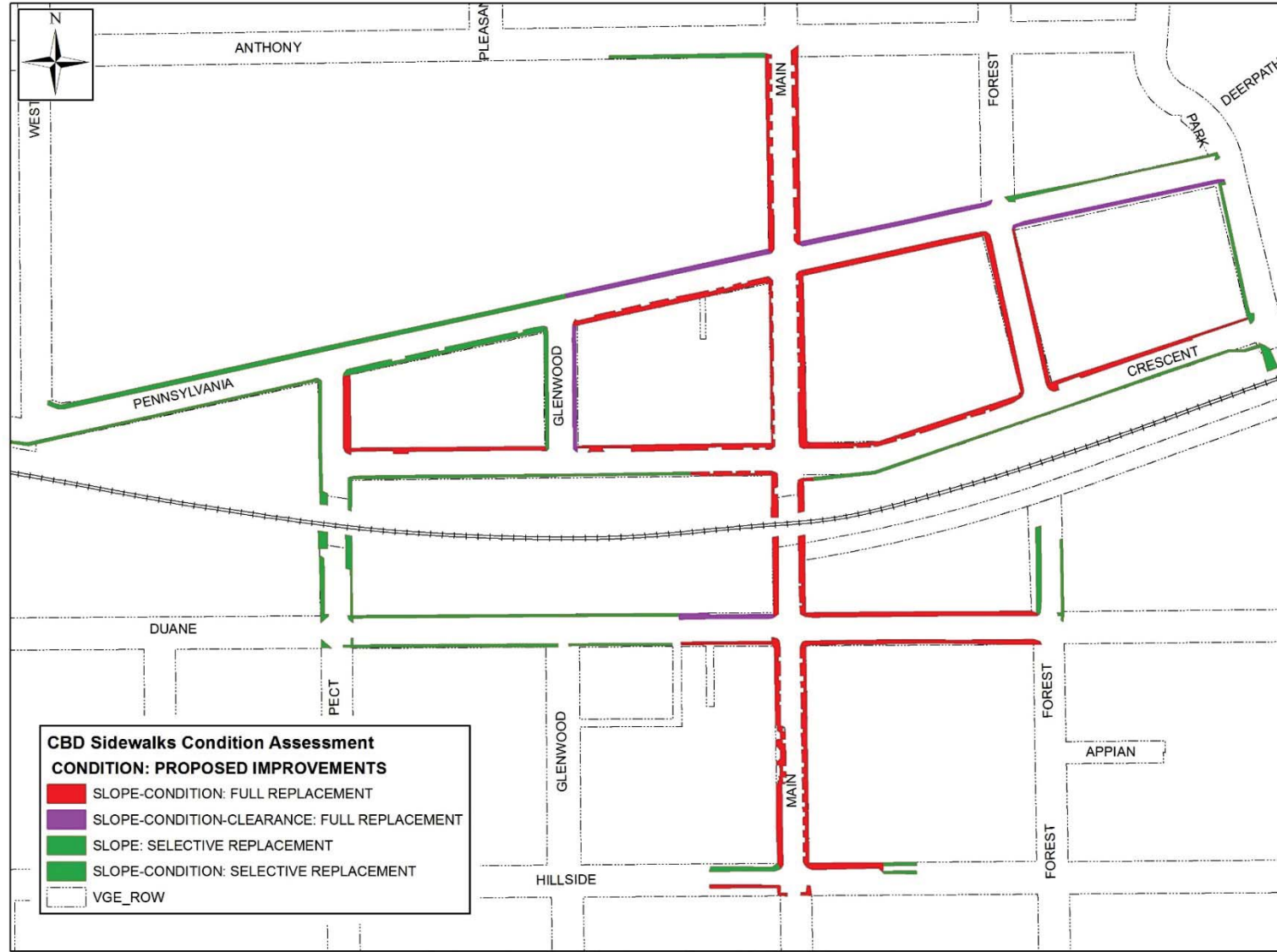


Current pavement condition



Sidewalk Condition Assessment

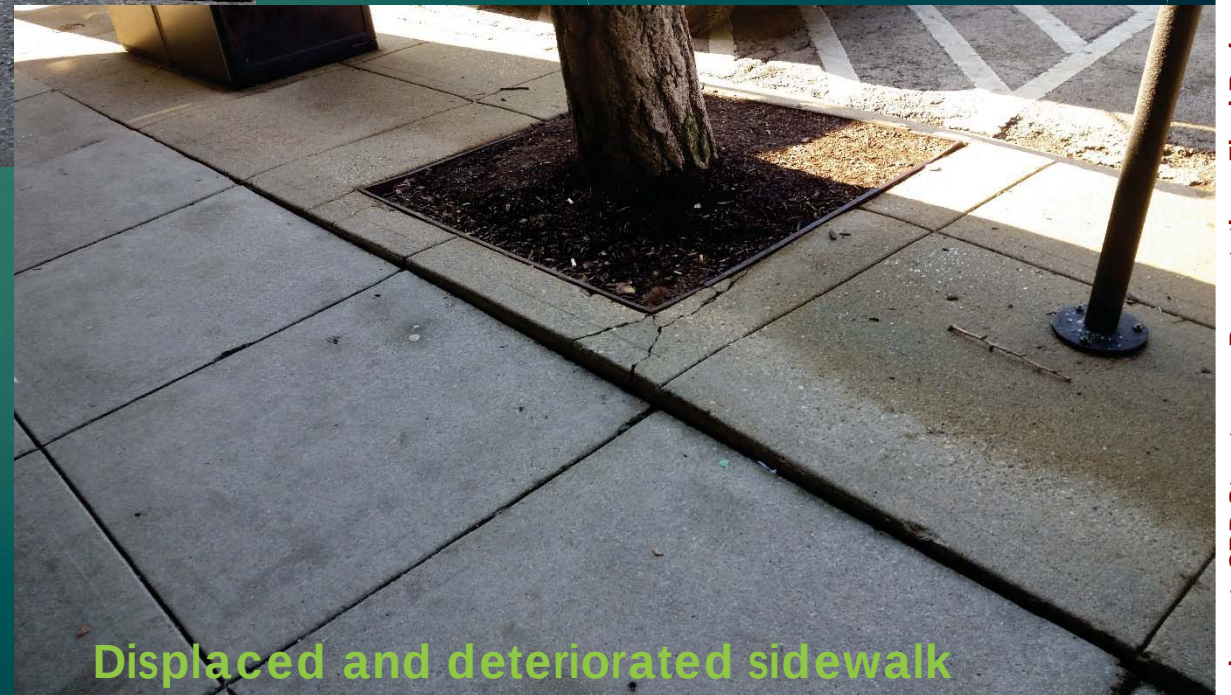
- PW staff identified following concerns:
 - Cross slope
 - ADA detectable warning surfaces
 - Usable widths
 - Transitions at doorways
 - Overall condition



SIDEWALK CONDITION ASSESSMENT



Excessive sidewalk cross slope



Displaced and deteriorated sidewalk



Sidewalk ramps and crosswalks





Step at business entry

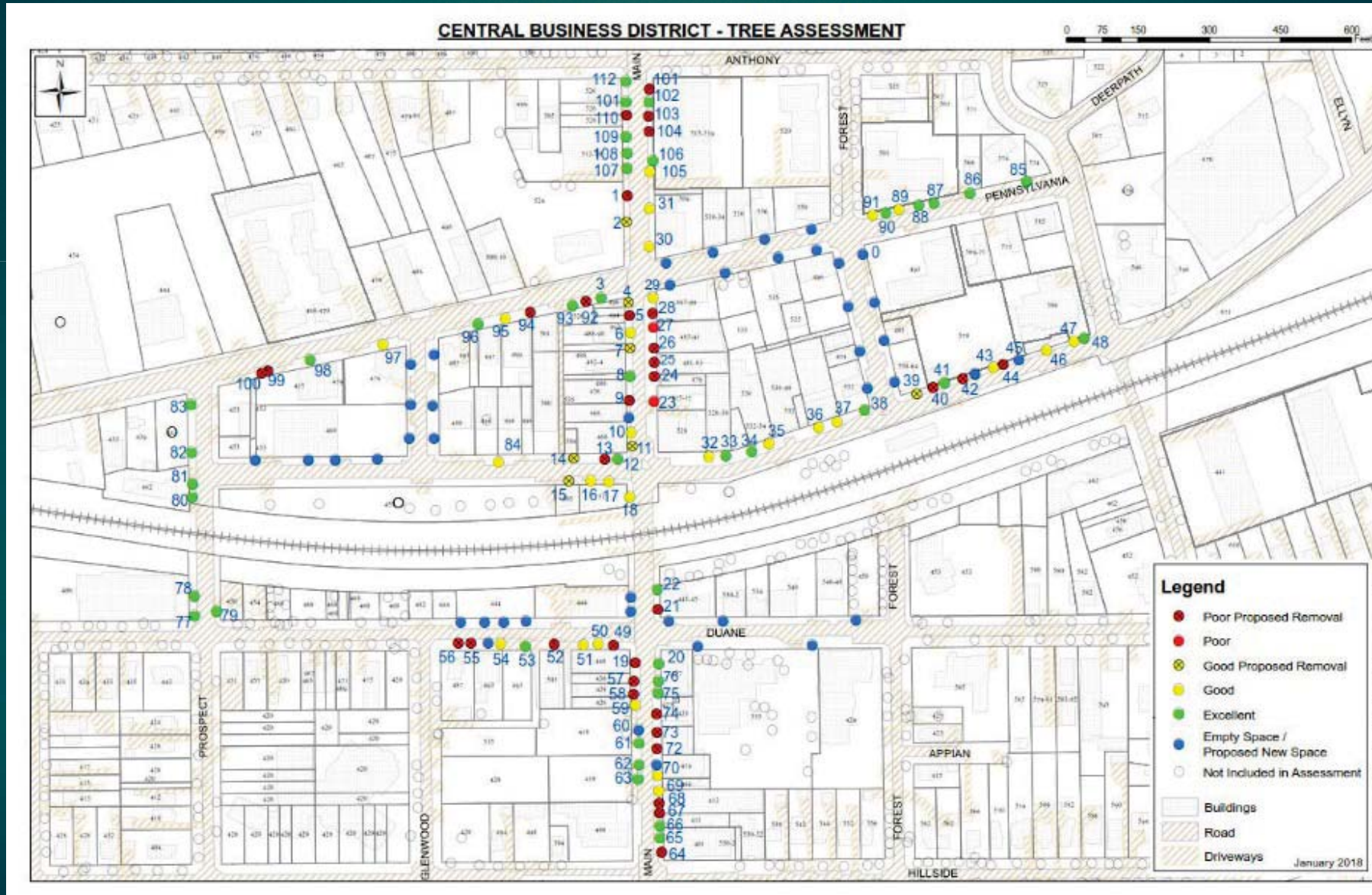
Sidewalk width and cross slope



Tree Assessment in the CBD

- Variable condition of existing trees throughout the CBD
 - At least 40 of the 112 trees within the CBD should be considered for removal and replacement
 - Areas of the CBD lacking trees:
 - Forest, Pennsylvania, and Duane
 - Insufficient/inconsistent tree planter areas

Tree Assessment in the CBD



On-Street Parking Assessments

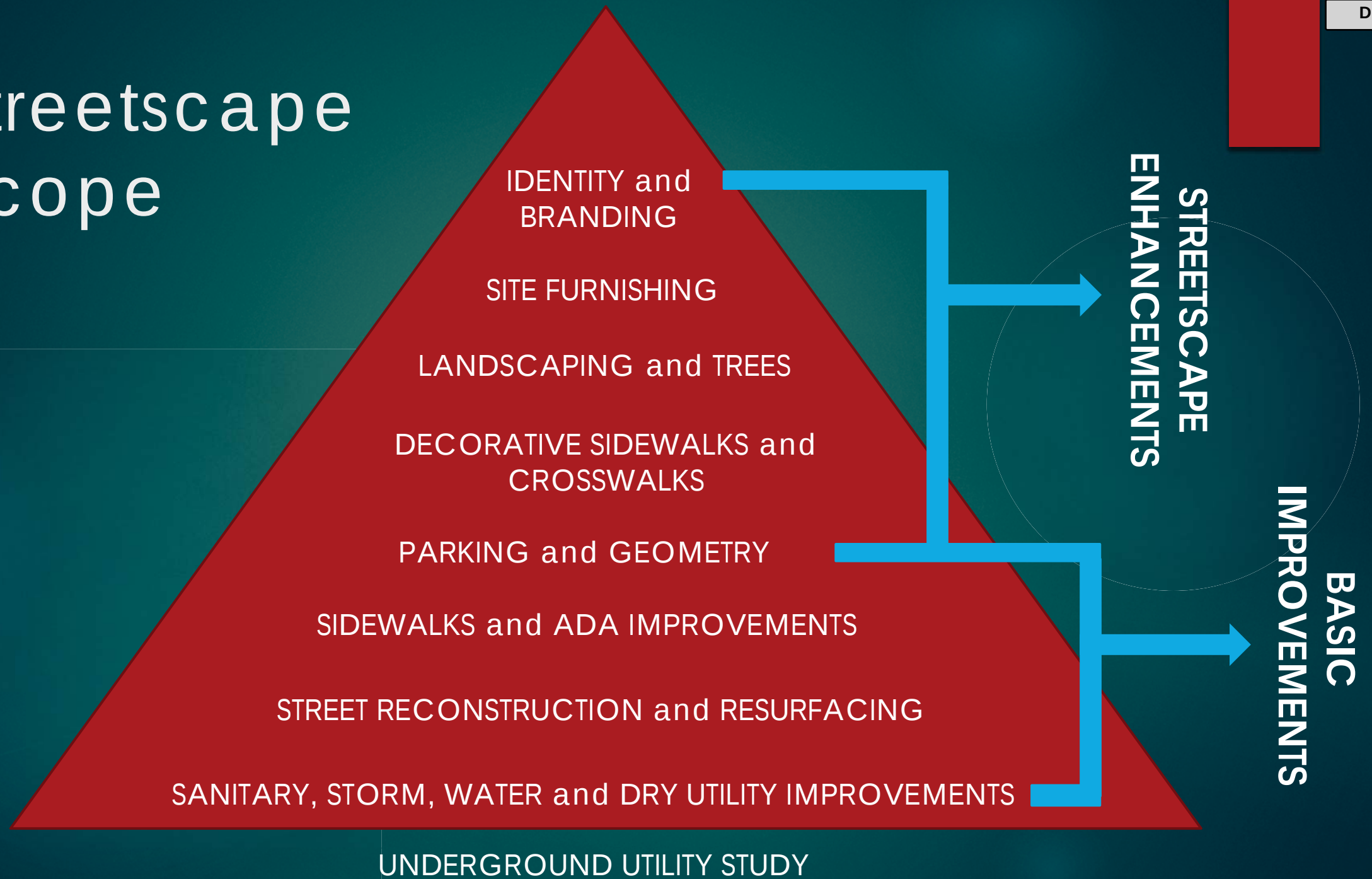
- Currently maximized for on-street parking
- Needs have changed since previous review
- Proposed streetscape changes may reduce the number of parking spaces
 - Sidewalk widening
 - Additional Accessible (ADA) spaces required which will reduce overall # of spaces



Key Project Decision Items

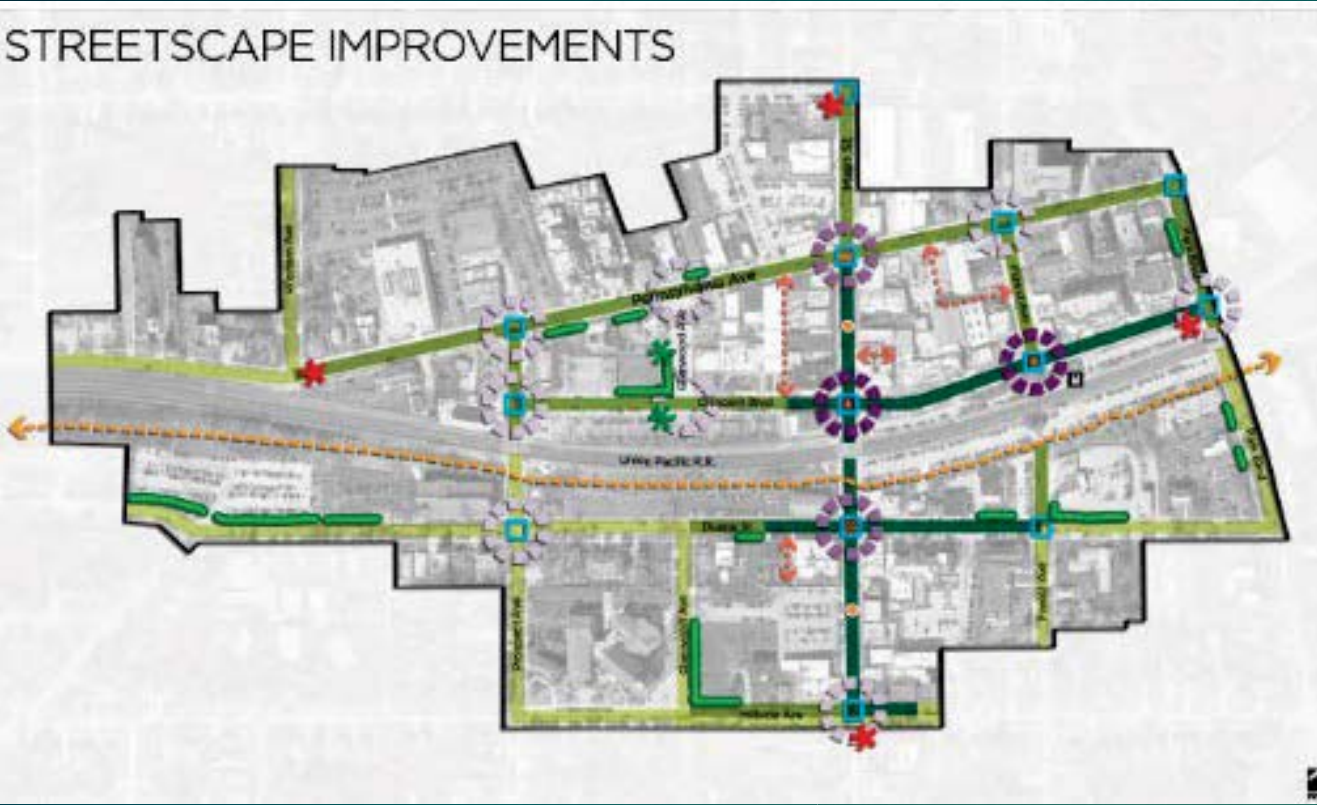
- Scope and Limits
- Budget and Funding
- Schedule / Next Steps

Streetscape Scope



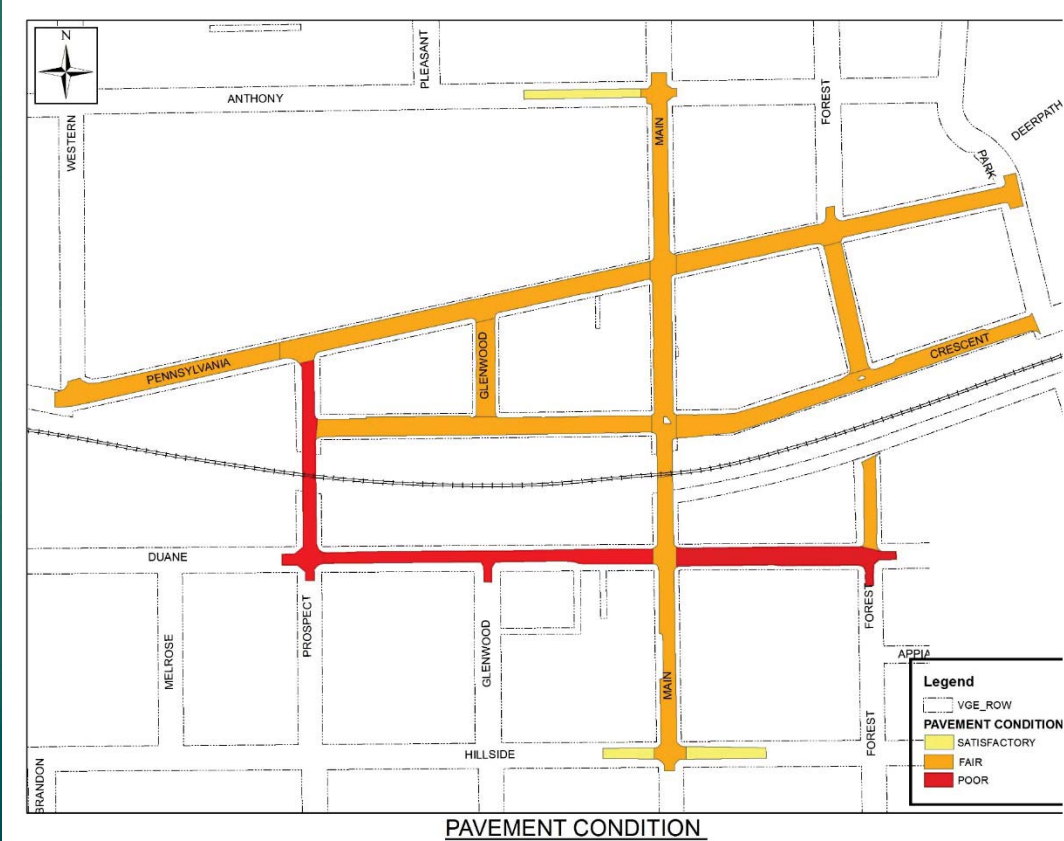
D.b

Limits of the Project



2013 Limits

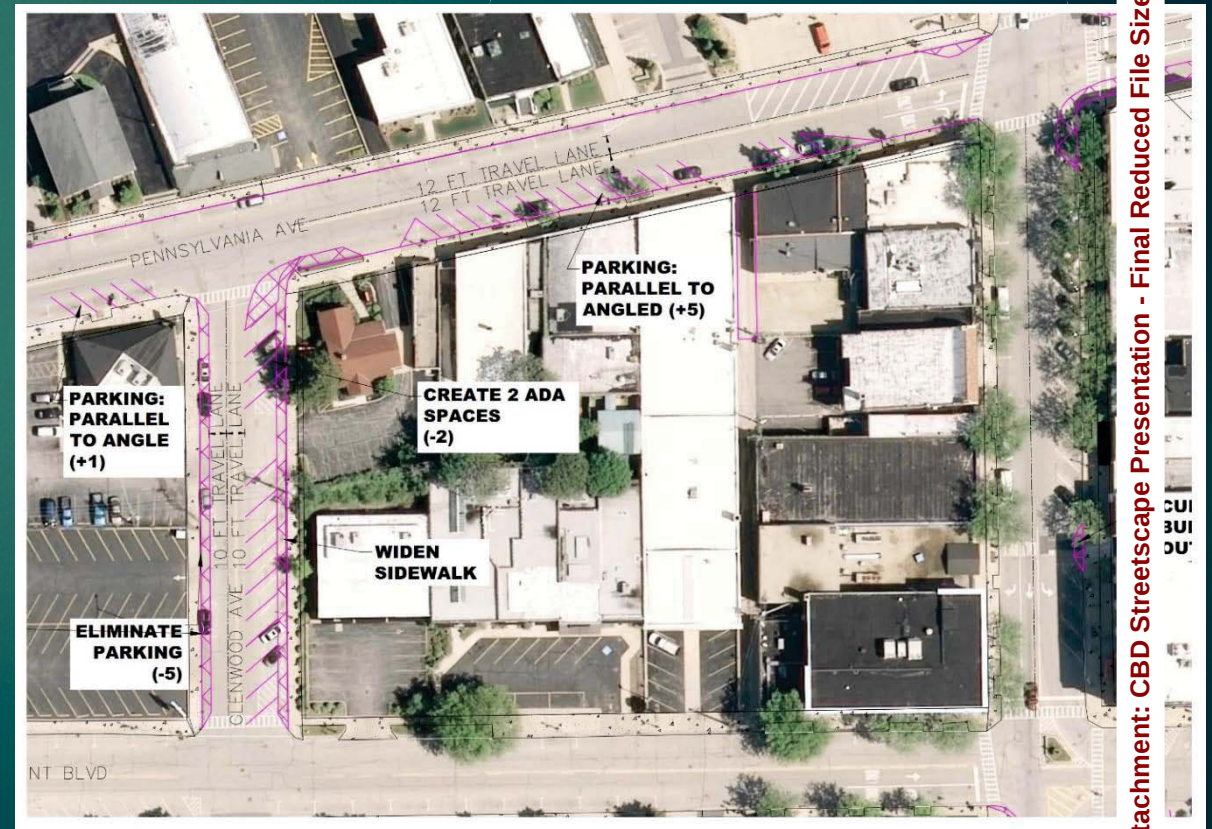
Limits of needed roadway/sidewalk work



D.b

Streets and Curbs

- All streets are in need of substantial rehabilitation due to poor condition
- Reduce street width to better accommodate tree planting, outdoor dining areas, and other amenities such as street furniture
- Reduction in parking to accommodate ADA parking and streetscape



Sidewalks



- Extensive sidewalk removal and replacement needed to address condition/comply with ADA
- Address the transition from public sidewalk to each business entry
- Material options:
 - Plain concrete
 - Stamped & Colored concrete
 - Brick pavers
 - Combination thereof

Parkway Trees



- New tree locations should be created to provide tree lined streets in the CBD
- Adequate tree planters
 - Raised beds w/railing
 - Raised beds w/seatwalls
 - Tree grates with permeable pavers
- Adequate irrigation
- Stormwater Improvements

Other Potential Elements

- Fire Pit
- Sound System
- Decorative Lighting
- Art/Sculptures



<http://www.terraengineering.com/s-marion-street-oak-park-illinois>

Rough Order of Magnitude Cost Estimate

Rough Order of Magnitude Cost Estimate for Central Business District Streetscape Project

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Subtotal for Streetscape Elements	\$2.0M - \$6.5M	
Totals Project Cost	\$7.5M - \$20M	

Budget Impact

- 5-Year Capital Plan allocates \$4.75M towards design and construction
- 5-Year Capital Plan has \$1.7M deficit projected by 2022
- Need to defer other projects and/or secure additional funding to implement the Streetscape Project

Schedule/Next Steps

- Retain firm for design in spring of 2018?
- Complete design and project bidding by fall of 2019?
- Construct underground improvements in winter of 2019/spring 2020?
- Commence construction of streetscape improvements in 2020?
- Implement in multiple phases to minimize disruption (2020/2021)?

Recommendation/Action Requested

- Define Project Parameters
 - Scope/Limits
 - Budget/Funding
 - Schedule/Next Steps

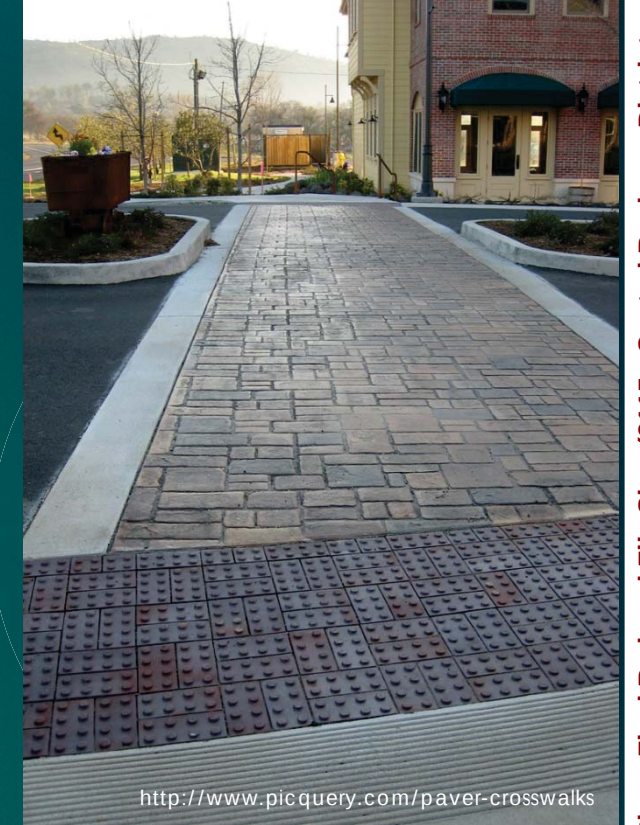
Streetscape examples



Pavers



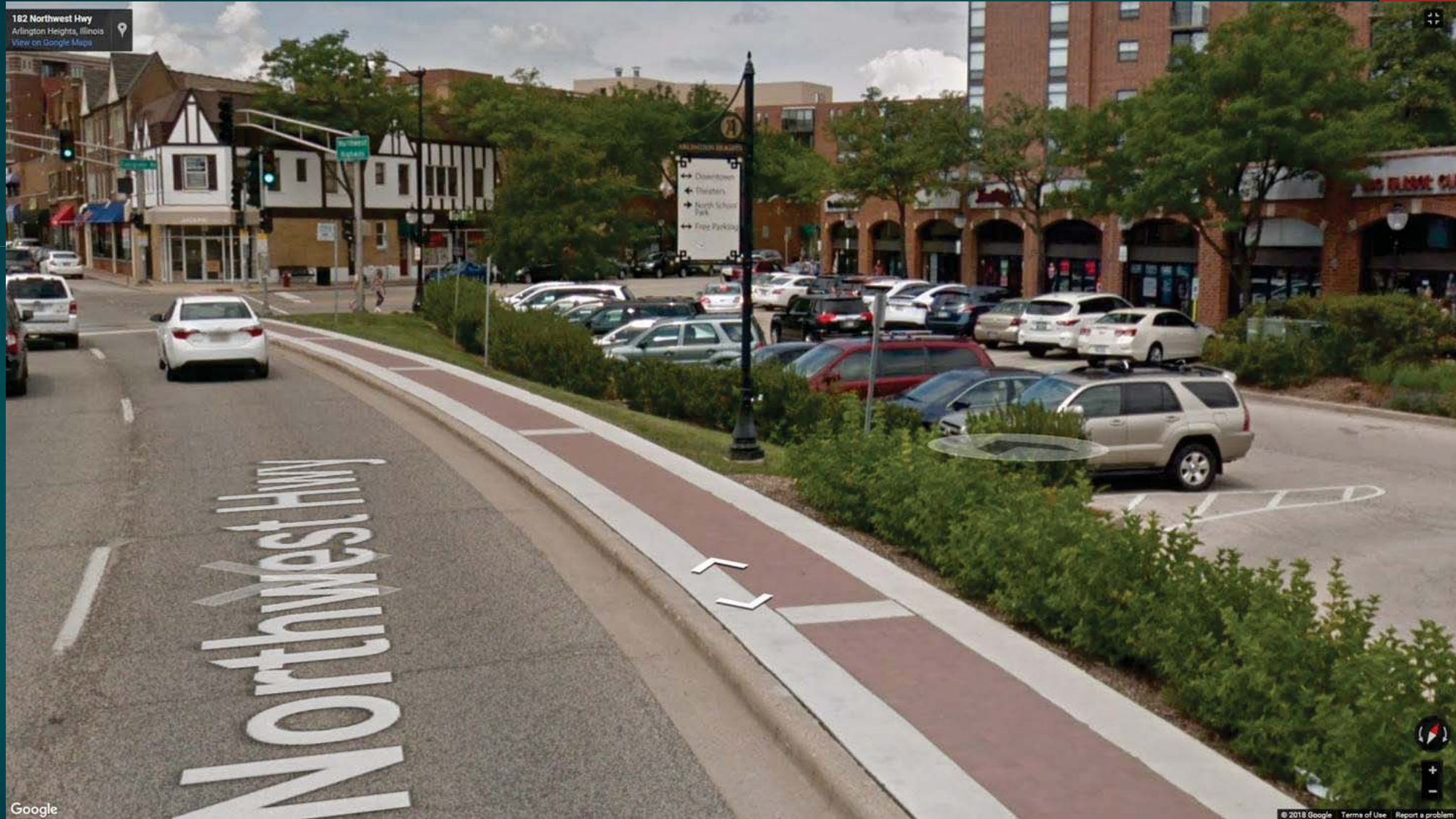
Stamped
Asphalt



Stamped
Concrete

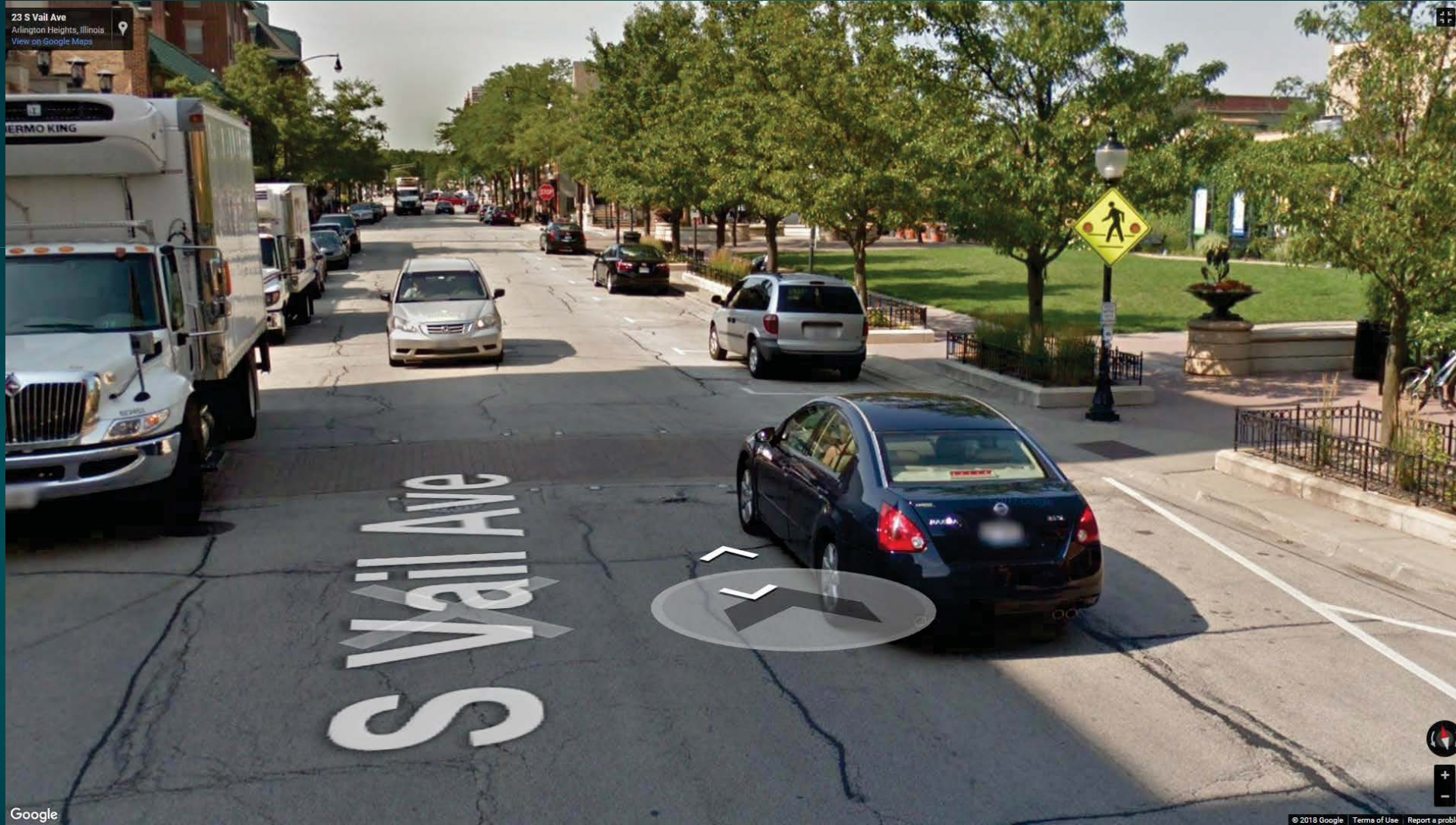
<http://www.picquery.com/paver-crosswalks>

Streetscape examples



Streetscape examples

D.b



Streetscape examples

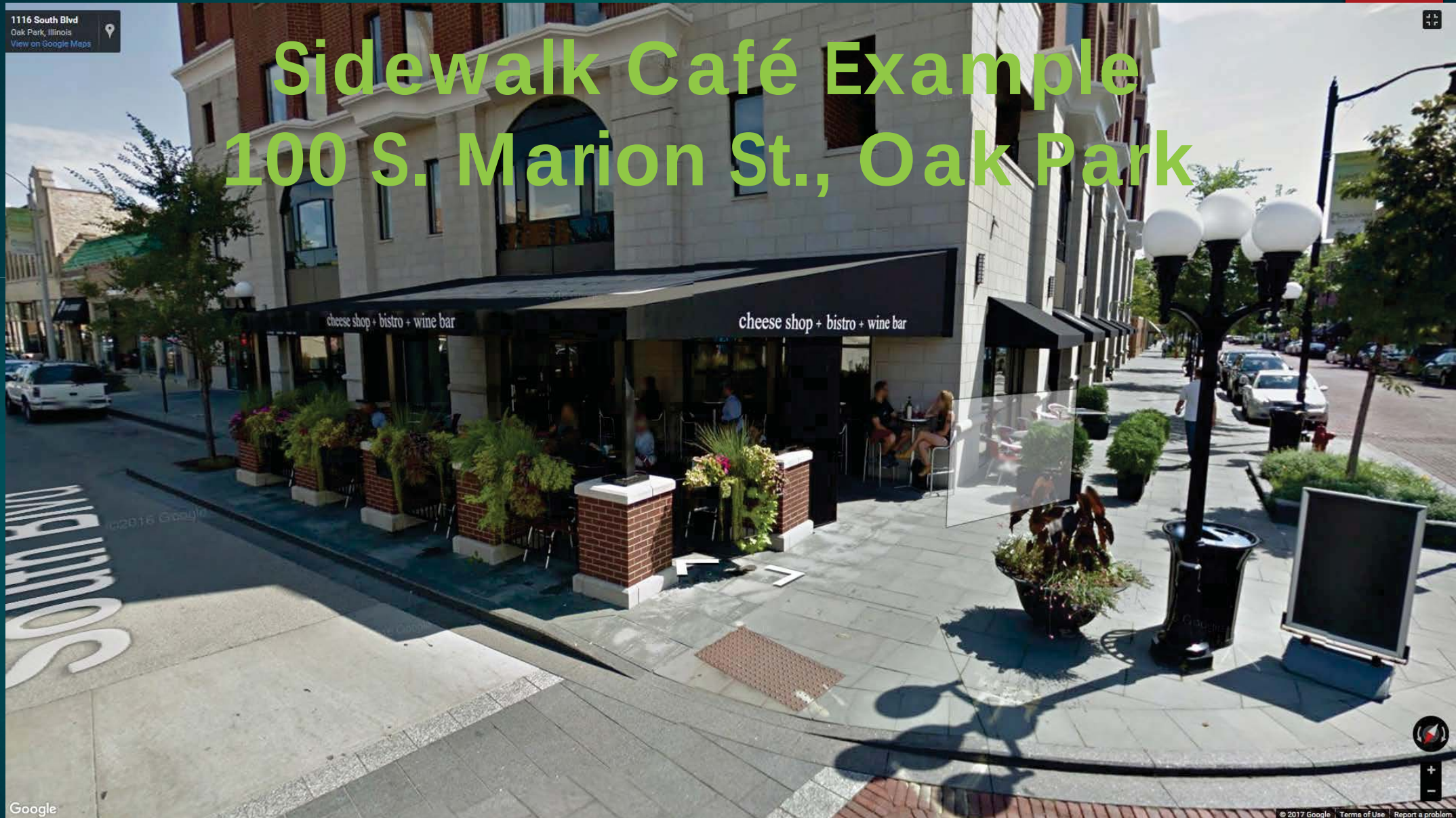
D.b



Streetscape examples

D.b

Sidewalk Café Example 100 S. Marion St., Oak Park



End of Presentation/Questions?

D.b

Attachment: CBD Streetscape Presentation - Final Reduced File Size (3115 : Central Business District



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/13/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Report

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3114)

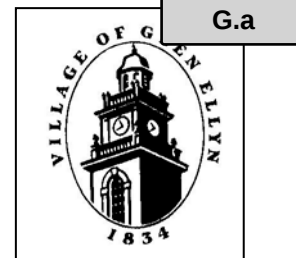
DOC ID: 3114

February 2018 Construction Report

ATTACHMENTS:

- Monthly Construction Report 2-9-18 (PDF)

February 9, 2018



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS

2017 Major Construction Projects

KENILWORTH AVE / ALLEY IMPROVEMENTS – Contractor: A Lamp Concrete Contractors

(Project No. 16009; Value of Contract = \$1,315,000)

The contractor has completed punch list items including the installation of fire hydrant extensions, b-box repairs, and concrete maintenance work. The only remaining punch list item, a deficient sidewalk ramp, will be replaced in the spring. Staff will review the entire project area in the spring of 2018 prior to accepting the improvements.

2017 STREET RESURFACING – Contractor: Geneva Construction Company

(Project No. 17002; Value of Contract = \$2,060,000)

The resident engineer and staff inspected all areas, identified any deficiencies, and created a punch list. The contractor has completed the majority of punch list items with any remaining items to be addressed in the spring of 2018. Staff will review all project areas in the spring of 2018 prior to accepting the improvements.

2017 ROADWAY IMPROVEMENTS – Contractor: John Neri Construction Company

(Project No. 17004; Value of Contract = \$2,979,000)

The Contractor has substantially completed the project with the exception of paving deficiencies on East Road and Spring Road (at Smith) which will be addressed in the spring via milling and resurfacing of the roadways (at the Contractor's expense). Quantities are near final with project closeout to occur in the spring following resolution of the pavement deficiencies and any other items identified in a final inspection of the work.

Construction Projects in Closeout Phase:

HILL AVENUE BRIDGE REPLACEMENT – Contractor: Dunnet Bay Construction

(Project No. 16008; Value of IDOT Contract = \$1,550,000; Glen Ellyn Share = \$160,000)

The Village has received and is processing invoices from Lombard for construction and construction engineering for the project.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: Martam Construction

(Project No. 13002; Value of IDOT Contract = \$3,153,000; Local Share = \$1,480,000)

The engineer (ESI) continues to work on project documentation and closeout. Final quantities have been sent to the contractor with two pay items still under review. Final documentation in the form of the final balancing change order authorization has been drafted. Other various items pending completion include material approvals by IDOT and resolution of the Village's Liquidated Damage Claim against the Contractor.

X-WALK IMPROVEMENTS AT IDOT INTERSECTIONS – Contractor: Hecker and Company

(Project No. 14007; Value of IDOT Contract = \$197,971; Local Share = \$65,000)

The engineer (James J. Benes & Associates) continues to work on project documentation and closeout. Final quantities have been approved by IDOT. The final balancing change order authorization has been submitted to IDOT. Closeout of the project is imminent with project reimbursement requests to be made immediately thereafter.

ENGINEERING PROJECTS**PARK BOULEVARD REHABILITATION – Engineer: Engineering Enterprises (EEI)**

(Project No. 13001)

The project is currently on track for the IDOT March 9 letting. The local agency agreement and resolution has been drafted and will be presented to the Village Board on February 12, 2018 for consideration of approval. A request for proposals for construction engineering oversight of the project is being finalized and will be distributed to engineering firms.

TAYLOR AVENUE PEDESTRIAN TUNNEL – Engineer: Alfred Benesch

(Project No. 15009)

Due to the outstanding temporary grading easement and railroad construction and maintenance agreement, IDOT moved the letting of the project from March 9 to April 27. The terms of the temporary construction grading easement required for the project have been reached with the private property owner adjacent to the project. The easement documentation is being finalized and will be presented to the Village Board for consideration of approval.

A draft of the required railroad construction and maintenance agreement required for the project has been provided by the Union Pacific Railroad. Staff and the Village attorney have requested revisions which are under review by UPRR. IDOT is reviewing the construction and maintenance agreement exhibits. Upon IDOT approval of the exhibits, completion of the appraisal and review appraisal process will be initiated. The process must go smoothly and expeditiously in order for the project to stay on track for the April 27 IDOT letting. In order to avoid delay, authorization for the Village Manager to enter into the construction & maintenance agreement, based on its draft format, will be requested at a special Village Board meeting on February 20. The project schedule is updated as follows:

Activity	Schedule	Current Status
Finalize and Submit TS&L, PBDHR and SGR to IDOT & UPRR	April 15, 2016	Completed
Submit Final Project Design Report to IDOT	May 15, 2016	Completed
IDOT PDR Review	Complete June 2016	Completed
Address Comments, resubmit TS&L and Final PDR	February 2017	Completed
ICC Process	Feb – September 2017	Completed
Preliminary PS&E to IDOT	September 29, 2017	Completed
Staff Review	October 26, 2017	Completed
Final PS&E to IDOT	January 3, 2018	Completed
Easement Negotiation	March 5, 2018	In Progress
UPRR C&M Agreement	March 5, 2018	In Progress
ROW Certified	March 14, 2018	
IDOT Letting	April 27, 2018	

ROOSEVELT ROAD – ROUTE 53 WATER MAIN LINING – Engineer: Baxter & Woodman

(Project No. 16015)

Echologics is in the process of finalizing the report based on the data obtained during the field acoustical testing of the water mains completed in December. A draft report was submitted to the Village for review. The information obtained will assist with identifying the ultimate limits of water main rehabilitation. It is anticipated that the final report will be received in February and evaluated by staff.

ROOSEVELT ROAD WATER MAIN REPLACEMENT (Nicoll to IL-53) – Engineer: ERA

(Project No. 13008)

The Engineer is finalizing the engineering drawings and bidding/contract documents which will allow for the project to be released for bidding on February 9. A non-mandatory pre-bid meeting will be held at the Public Works Center on February 16. Bid Proposals will be received until 10 am on Friday, February 23 and will be publicly opened at that time. If responsive and favorable bids are received, staff will make a recommendation to the Village Board to award the project on March 12.

BAKER HILL ACCESS IMPROVEMENTS – Engineer: James. J. Benes

(Project No. 16021)

The Engineer has submitted revised engineering drawings to IDOT for initial permit review. IDOT has indicated that its geometrics unit is currently reviewing the proposed improvements involving the construction a ¾ access (permitted movements of right turn in, left turn in, and right turn out) intersection at Roosevelt and Pershing.

2018 STREET RESURFACING – Engineer: In-House

(Project No. 18002)

The base sheets for Ramblewood Drive and Marston Avenue, and the Scott-Clifton-Cumnor-Ellynwood area were received. SEECO Consultants, Inc. is scheduled to take pavement and soil samples along all sections of the project. Design work is underway.

CENTRAL BUSINESS DISTRICT PROJECTS**TRAIN STATION / PEDESTRIAN TUNNEL – Engineer: CDM Smith/KMI Architects**

(Project No. 16016)

The project team presented four project alternatives to the Village Board at the January, 2018 Village Board Workshop Meeting. The Village Board ultimately gave direction to proceed with completing Phase I Engineering for the alternative including construction of a new train station, pedestrian tunnel, and significant site improvements including drop-off/pick-up areas and general roadway improvements. Staff is working with the Engineer and Architect to complete Phase I Engineering by early 2019. In unison with the completion of Phase I Engineering, Village will commence pursuit of grants to fund the project. The current rough order of magnitude cost estimate for the project is \$19M.

VEHICULAR OVER/UNDERPASS FEASIBILITY – Engineer: HDR

(Project No. 14006)

Village staff submitted an application to the Illinois Commerce Commission Grade Crossing Protection Fund in early March. Based on feedback from the ICC, the project would be very competitive with other applications and significant funding, up to \$12M, could be obtained for

the project. However, the Village would need to commit to funding engineering and construction of the project with the aforementioned \$12M only funding a portion of the project. Based on a discussion with the Village Board, the project is currently on hold pending further evaluation of unfunded capital projects.

CBD UTILITY STUDY – Engineer: RJN Group/Michels Corp.

(Project No. 15006)

An additional 28 building inspections were performed through direct coordination of Village staff with building owners. The total number of building inspections completed to date is 106. RJN Group continues to work on assessing the infrastructure condition and reviewing the information gathered to date during the underground utility study in the Central Business District. The team has completed smoke testing of the sanitary sewers and approximately 95% of the utility structure inspections. Televising of approximately 95% of sewer mains and laterals is also complete at this time. Echologics completed field water main condition assessment and submitted a draft report for initial review. Remaining ongoing and pending items of work include televising, flow monitoring, dye flood testing, sewer dye testing, general mapping/GIS cleanup, and final reporting.

CBD ROADWAY AND STREETScape IMPROVEMENTS – Engineer: Pending

(Project No. 15006)

Staff has completed a preliminary review of the Central Business District surface infrastructure including streets, sidewalks, and trees. Staff will be presenting its review to the Village Board at the February 20 Board Workshop Meeting. Staff's goal is to solicit direction from the Board regarding certain project parameters including the scope of improvements, schedule, funding, and procurement of a firm for the design work.

PROCUREMENT OF GOODS AND SERVICES

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	Estimated Glen Ellyn Cost	Status
2017 Sidewalk and Concrete Roadway Repairs	\$215,000 (2017)	Mondi Construction performed the replacement of concrete curb, sidewalk, and street panels at 146 locations throughout the Village between August and November of this year. Punch list deficiencies will be evaluated for resolution in the spring.
2018 Sidewalk and Concrete Roadway Repairs	\$500,000 (2018)	Candidate locations are under review. Extensive sidewalk and concrete roadway panel replacement is intended for this year's program. Staff is currently developing contract documents for an April bid advertisement.
2018 Lake Ellyn Park Sidewalk Improvements	\$250,000 (2018)	Project scope includes sidewalk along the south and east sides of Lake Ellyn, along Lenox Road in Lake Ellyn Park, and adjacent to the Glenbard West Parking Lot on the west side of Ellyn Avenue. Staff is currently developing contract documents for an April bid advertisement.
2018 Parking Lot Resurfacing and Asphalt Roadway Patching	\$275,000 (2018)	Project scope currently includes resurfacing the Main/Pennsylvania and Shock's Square Parking Lots. Roadway and Parking Lot patching throughout the Village will also be included. Staff is currently developing contract documents for a June bid advertisement.
2018 Pavement Markings	\$50,000 (2018)	Candidate locations are under review. Staff is reviewing the use of the Suburban Purchasing Cooperative to complete this year's program. A recommendation is anticipated to be made to the Village Board in March.
2018 Crack Sealing	\$25,000 (2018)	Candidate locations are under review. Staff is currently developing contract documents for a July bid advertisement.
2018 Asphalt Rejuvenation	\$85,000 (2018)	Candidate locations include streets that have been resurfaced one to three years prior. Staff is currently developing contract documents for a July bid advertisement.
Annual Sewer Lining	\$500,000 (2018)	Staff has developed contract documents. Televising of additional sewer sections is required and has been requested to be complete by PW Utilities Division. Project will be bid as soon as all sewer video is received, reviewed and remaining sewer sections are included in the scope of the work.
Spoil Hauling and Delivery of Aggregates	\$52,200 (2017)	Marcott Enterprises is the contractor.

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Attachment: Monthly Construction Report 2-9-18 (3114 : February 2018 Monthly Construction Report)