



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, March 11, 2026
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 February 11, 2026 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) Glen Ellyn Metra Station and Multimodal Access Improvements Project - Engineering Agreement Amendment #4
 - 2) Cottage Avenue Sidewalk (Main Street to Forest Avenue)
 - 3) Cottage Avenue Parking Lane (in front of First Presbyterian)
- E. Trustee Liaison's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report 3-6-2026
- I. Adjourn**

Civility Pledge - In the interest of civility, I pledge to promote civility by listening, being respectful of others, acknowledging that we are striving to support and improve our community, and understanding that we each may have different ideas for achieving that objective.



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

Meeting 3/11/2026 7:00 PM
Department: Public Works - Engineering
Department Head:
Category: Minutes
Prepared By:

AGENDA ITEM (ID # 2026-185)

DOC ID: 2026-185

Motion to approve the February 11, 2026 Capital Improvements Commission Meeting Minutes

Statement of the Issue:

The February 11, 2026 Capital Improvements Commission Meeting Minutes are attached for review and consideration of approval by the Capital Improvements Commission.

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:

1. CIC Meeting Minutes February 11 2026 - Draft

DRAFT

Village of Glen Ellyn



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
February 11, 2026
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: February 11, 2026

Meeting: Regular

Called to Order: 7:03 p.m.

Quorum: Yes

Adjourned: 9:58 p.m.

Member Attendance:

Rocco Zucchero	Chair	Present
Joel Baldin	Commissioner	Present
Tom Drapinski	Commissioner	Present (7:04 p.m.)
Orion Galey	Commissioner	Present
John MacDonald	Commissioner	Present
Adil Saeed	Commissioner	Present (7:15 p.m.)
David Warnick	Commissioner	Present
Jill Ziegler	Commissioner	Absent
Donna Jean Simon	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Derek Peebles	Assistant Village Engineer
Ellen McKenna	Civil Engineer I
John Hubsy	Public Works Director
Steve Warner	Civil Engineer II

Attendance not taken for members of the public that were present at the meeting.

A. CALL TO ORDER

The February 11, 2026 meeting of the Capital Improvements Commission was called to order by Chair Zucchero at 7:03 p.m. at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None regarding items not on the agenda.

C. APPROVAL OF MINUTES

APPROVAL OF DECEMBER 10, 2025 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE THE DECEMBER 10, 2025 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION BY: Commissioner MacDonald

SECOND BY: Commissioner Warnick

AYES: Baldin, Drapinski, Galey, MacDonald, Warnick, Zucchero

RESULT: APPROVAL

(Commissioner Saeed was not present for approval of minutes)

D. CURRENT BUSINESS

1. Cottage Avenue Sidewalk (Main Street to Forest Avenue)

Civil Engineer II Warner gave a presentation on this agenda item. The presentation included background information on the Village's approach towards evaluating sidewalk gaps for potential construction as part of roadway rehabilitation projects with the topic tailored to roadway improvements planned for Cottage Avenue (Main to Forest) in 2026. The design of potential new sidewalk for the south side of Cottage Avenue (Main to Forest) was overviewed including an engineering plan view depiction of the sidewalk alignment, narrative on the sidewalk width, an overview of work requirements including 3 tree removals, fire hydrant relocation, driveway approach replacement, relocation of signs, and an approximate cost of \$42,200. Also covered was the public outreach including notification letter with an invitation to a December 11, 2025 public information meeting on the overall 2026 Utility and Roadway Improvements Project. Feedback received at the December public meeting on the potential sidewalk was overviewed including both opposition of the sidewalk construction due to tree removals/tree impacts as well as support for the sidewalk to provide access to Main Street and Forest Avenue from a mid-block residence. Advancement of the topic to the Capital Improvements Commission Meeting was also reviewed. Additional factors for consideration were overviewed by Engineer Warner including opinions of fronting residents, actions that the Village could take to minimize tree impacts, and a theoretical situation where sidewalk could be constructed mid-block with some staff concerns noted on this approach. Warner wrapped up the presentation by reading two emails which provided both opposition to the sidewalk as well as support for the sidewalk. Members of the public in attendance at the meeting were then given the opportunity to provide their feedback on the sidewalk.

Jay Dirkmaat of 552 Forest Avenue indicated that he has a petition with 23 signatures representing 15 homes in opposition to the construction of the sidewalk. He indicated that the vast majority of residents are not in favor of the sidewalk. Three categories of concern were noted by Mr. Dirkmaat as follows:

1. Personal Reasons: He does not like the idea of sidewalk along his historic plaque home. The home is close to the street with limited setback. The home was here before the Cottage

Avenue Road was here with the action of the Village placing Cottage Avenue close to his home. He loves the parkway apple trees which will be removed with the project. He added that there is an invisible (underground) dog fence and underground drain where the sidewalk is proposed. Security concerns were noted with the proximity of the sidewalk to his home. Mr. Dirkmaat noted he has large windows and a bedroom along the proposed sidewalk side of the home.

2. Mr. Dirkmaat moved on to the second category of concern being from a community perspective, there's no need for the sidewalk. Mr. Dirkmaat noted that today he only counted 5 people walking along the street. Does need outweigh the detriments? Parking is on the north side of the street, with him elaborating that vehicles would be driving along the south side of the street and adjacent to the sidewalk along the back of the curb. Plowing of snow onto the sidewalk would render the sidewalk not usable for 5 months out of the year. Many don't want disruption to the corner and the landscaping along Cottage Avenue including the parkway crabapple trees fronting his home. Drainage concerns were noted due to the loss of trees which soak up water as well as the additional impermeable area created by the sidewalk. Many streets do not have sidewalk such as Muirwood, Park, Clifton, Linden; i.e. this is not necessarily abnormal. Mr. Dirkmaat noted he would like to see the tax dollars spent elsewhere.
3. Environmental concerns were noted as the third category of concern by Mr. Dirkmat. Concern was noted about the sidewalk construction causing irreversible damage to a 250 to 300 year old Burr Oak parkway tree which has historic and environmental significance. He emphasized that the Village has taken significant measures over the years to preserve the tree. Excavation within the critical root zone will damage the tree roots. The tree is still under stress due to loss of a large limb. He has engaged with 12 to 15 tree experts and their opinions are that the sidewalk would compromise the tree. Reference was made to the Village Code policy to maintain and preserve trees. He expressed that the sidewalk improvements should not be made at the expense of cultural heritage and history. Mr. Dirkmaat noted that many initiatives over the last 5 years have frustrated residents including the large building on Main Street and High School Addition. He noted that this is an easy win for the Village in terms of protecting this tree.

Tim Obrien of 536 Cottage shared his feedback on the sidewalk. He noted that he observes this tree from his home and recalled when the tree lost a large limb. He shared concerns with the sidewalk construction impacting the tree. He noted that oaks are very sensitive and shared his observation of signs at the Arboretum to not walk on the roots of an old oak tree.

Karen Moyles of 563 Forest shared her opposition to the sidewalk. Of particular concern from her viewpoint was wrong way vehicles turning from southbound Forest Avenue to westbound Cottage Avenue towards Main Street with her seeing potential situations where a turning vehicle could strike a pedestrian on the sidewalk.

Resident of 551 Forest Avenue noted that they don't like walking on sidewalk along the back of the curb and would continue to use the sidewalk on the north side of Cottage Avenue.

Bob Moore of 549 Main Street noted concerns with the sidewalk construction impacting landscaping and drainage. A discussion ensued on how garbage and recycling containers would be placed. Engineer Daubert noted that they would be placed at the end of the driveway/on the sidewalk. Pedestrians would be required to walk around them.

Megan Keating of 493 Cottage Avenue noted that she shares a fence with (lives adjacent to) First Presbyterian Church. They are 4th generation with three small children. Mrs. Keating noted safety concerns with the intersection of Main and Cottage and asked about what it takes to get a stop sign at the intersection (for the Main Street approaches to Cottage Avenue). Engineer Daubert noted that the Village would review this and that there are specific warrants that need to be met for a stop sign including sight distance, crash history, traffic volumes, and other factors.

Bill Dusz of 562 Forest noted that he was heartbroken to see the Burr Oak Tree lose a large limb in the past. He noted that he is the Halloween Home and that nobody turns down Cottage Avenue and that he could see the money (for the sidewalk construction) being spent elsewhere.

Mary MacDonald of 564 Main Street was previously in support of the construction of the sidewalk. However, now hearing the tree impacts she feels differently and is not as supportive for the sidewalk. She did note that she feels for the residents at 535 Cottage Avenue (whom would benefit from and are in support of the sidewalk).

Dylan Thorpe of 532 Cottage Avenue noted that he's been here since 2022 but the house has been in the family since the 1960s. He expressed his care about preservation but he would like to see the sidewalk constructed for the benefit of children, pedestrian activity, and connectivity to the downtown. He noted that the resident across the street which wants the sidewalk is likely not here tonight due to high tensions at the public meeting. He expressed disagreement with prior statements made about there being limited traffic and pedestrian activity on Cottage Avenue and felt that the sidewalk would be used. Mr. Thorpe noted that while we are a city of trees, we are also family friendly and that he would appreciate the construction of the sidewalk.

Karen Dusz of 562 Forest noted that she is really opposed to the sidewalk. When she moved into the area, there were 27 kids and nobody suffered (due to the lack of the sidewalk).

Christy Derry of 540 Forest Avenue expressed concerns with getting a lot more water due to the construction of the sidewalk. She noted that there is a stream of water which washes out the landscaping.

Christy Truitt of the Environmental Commission inquired about whether drainage was considered. Engineer Daubert noted that the sidewalk would have cross slope on it as to drain the sidewalk towards the roadway where possible. Engineer Daubert added that we follow the DuPage County Stormwater Ordinance requirements. Discussion ensued about other matters including the possibility of planting new trees and adding screening along the back side of the sidewalk.

Heidi Dirkmaat of 552 Forest Avenue expressed concerns with the safety of sidewalk along the back of the curb.

Christy Truitt of the Environmental Commission offered her insight on the matter. She noted that in addition to the impacts of the sidewalk on the Village's burr oak tree, the oak tree at the corner (of the 552 Forest residence) would also be impacted. She expressed similar prior concerns about the loss of trees causing and referenced a location in the community on Sunset where three large cottonwoods were removed and basement flooding occurred. Another resident at the meeting noted that she was familiar with the location and that there was flooding prior to the trees being removed. Christy Truitt noted that oak trees no longer thrive in our environment and we should do everything we can to preserve them as they are priceless. She noted pending state legislation which will protect such legacy trees within one year. She noted that any damages to private trees such as from construction of the sidewalk could hold the Village financially liable for damages.

Christy Truitt referenced a regional tree initiative to preserve Oak Tree Ecosystems. She did not feel that the sidewalk could be constructed without causing significant impacts to the Burr Oak Tree as well as the tree at the corner of the residence. She noted that if the sidewalk is to be constructed, the Village should do everything it can to protect the trees.

Commissioner Zucchero noted that the CIC's job is to take all the information and make a recommendation. He asked Commissioners for their feedback.

Trustee Simon inquired about how this relates to the Village's ADA plan. Engineer Daubert noted we are currently working on the development of the ADA Transition Plan. It relates a bit more to existing sidewalk and parking infrastructure but the draft of the plan does note that the Village should consider filling in sidewalk gaps.

Commissioner Drapinski inquired about the lifespan for the burr oak tree. Commissioner MacDonald noted around 250-300 years, up to 400 years. Jay Dirkmaat of 552 Forest noted that the tree is around 250 years old. Dylan Thorpe of 532 Cottage inquired about the limbs falling and the health of the tree. Jay Dirkmaat noted that this is normal for this type of tree. Engineer Daubert noted that Village Forester Max Brown did say that the limb drops were associated with specific limb problems and not the tree's overall health. Commissioner Zucchero inquired if Village Forester Max Brown has recently looked at the tree. Engineer Daubert noted, yes and that Max feels the tree is healthy. Commissioner Warnick inquired about what Max thinks about the sidewalk construction. Engineer Daubert noted that Max does not want to see the tree impacted but understands the benefits of the sidewalk. Commissioner Warnick inquired about other locations we have ran into similar issues with sidewalk. Engineer Daubert discussed the review and construction of sidewalk along the north side of Turner Avenue (Montclair to Taylor) done in 2017 as well as locations along Crescent Boulevard east of the roundabout. Commissioner Zucchero overviewed the Turner Avenue sidewalk matter which the CIC was actually against. Similar arguments were made in opposition to the sidewalk but the sidewalk is now used constantly.

Commissioner Baldin expressed that it's not about the need for the sidewalk as much as it is about the impacts to the tree; he expressed that this is a hard decision. He inquired about the level of street work which Engineer Daubert noted is limited to resurfacing. Engineer Daubert noted that one of the challenges we run into even with resurfacing projects is the required ADA curb ramp improvements at corners. We are required to make the ramps compliant and this often involves significant lowering of the ramps which often involves excavation around corner trees. Commissioner Baldin expressed that he felt the sidewalk could be constructed without too major of impacts on the tree. He added that the hard part is that nobody knows about the tree's true health and outlook which could be from 0 to 100 years.

Commissioner MacDonald noted that trees are important and the feedback the CIC is getting is great. He noted that he moved to this community for its walkability and has a bias for sidewalks (to be constructed).

Commissioner Warnick expressed concern for trees but noted that the comparable sidewalk examples are telling. He expressed his support for the construction of the sidewalk for children and walkability.

Commissioner Galey noted that this is a tough one. The house in the middle of the block with no sidewalk access to Main and Forest was noted as an important factor. In looking at the street view, there has been past sewer installation work in the vicinity as well as a driveway near the tree. He

would lean on the Village Forester for guidance but ultimately felt that the sidewalk could be installed.

Commissioner Baldin expressed that if the sidewalk goes in, then every measure needs to be made to protect the burr oak tree and the corner tree. He noted that the crab apple trees (proposed for removal) appear to be close to the end of life and could easily be replaced. He suggested reforestation with new trees as well as consideration of keeping the existing smaller oak tree (adjacent to the driveway for 549 Main). Engineer Daubert elaborated on some of the rationale for the removal of the smaller oak tree.

Commissioner Drapinski agreed with Commissioner Baldin's statements.

Commissioner Saeed noted that the sidewalk would be beneficial. While some members of the public expressed that they raised children without issues, he noted that today may be different with things such as cell phones being a major distraction. He added that we should not wait for an incident to occur to build sidewalks.

A statement was made by an attendee that the mid-block residents bought their home six years ago without sidewalk being present. Engineer Daubert noted that's a hard selling point for not building the sidewalk. Engineer Daubert recalled from his perspective that the housing market was a challenge at that time and there may have been very limited options for the residents. Engineer Daubert asked for everyone to do their best of respecting differing viewpoints on this matter and to not make this a neighbor verses neighbor issue. This is ultimately going to be a CIC recommendation and Village Board decision.

Discussion ensued on the needed timing for a decision. Engineer Daubert noted there is time. Commissioner MacDonald inquired if we could get more information from the Village Forester. Christy Truitt concurred and noted that we should trust his opinion on the matter. Engineer Daubert noted that we can also ask Osage, another arborist, for their input on the matter.

Engineer Daubert noted that staff would bring this matter back to the Capital Improvements Commission for continued review. Specific tree preservation measures recommended by the Village Forester would be provided.

2. Traffic Engineering / Speed Limit Adjustment Study Update

Assistant Village Engineer Peebles gave a presentation on the recent procurement of proposals for a traffic engineering/speed limit study. The scope of the study was briefly overviewed with a focused discussion on the duration and timing of traffic counts. Engineer Peebles noted that counts would be conducted over 3 consecutive days, Tuesday – Thursday, while school is in session. Counts would be split over two weeks. Commissioner Baldin asked about the approximate timing and looking for confirmation that we wouldn't be doing the counts in Winter. Engineer Peebles noted counts would likely occur in April. Trustee Simon inquired about the various speed limits along Park Boulevard and how that would be reviewed. Engineer Daubert noted that Park Boulevard is partly under Village jurisdiction as well as County jurisdiction and that we will coordinate with DuPage County on this matter as part of the study. Engineer Peebles noted that staff received and reviewed six proposals for the assignment. Staff ultimately deemed the best proposal to be from KLOA. Staff is continuing to negotiate final scope and fee for the assignment with KLOA. To support the agreement for the study being efficiently brought to the Village Board, the CIC made and approved "A motion to recommend the selection of KLOA

for the Village’s Traffic Engineering Speed Limit Adjustment Study with Staff to Negotiate the Final Scope and Fee In An Estimated Amount Not-To-Exceed \$60,000.”

MOTION TO RECOMMEND THE SELECTION OF KLOA FOR THE VILLAGE’S TRAFFIC ENGINEERING SPEED LIMIT ADJUSTMENT STUDY WITH STAFF TO NEGOTIATE THE FINAL SCOPE AND FEE IN AN ESTIMATED AMOUNT NOT-TO-EXCEED \$60,000.

MOTION BY: Commissioner Warnick

SECOND BY: Commissioner Saeed

AYES: Baldin, Drapinski, Galey, MacDonald, Saeed, Warnick, Zucchero

ABSTAIN: Commissioner Galey

RESULT: APPROVAL

- E. TRUSTEE’S REPORT** – Trustee Simon gave an update on recent e-bike regulation changes instituted by the Village. Trustee Simon noted that this continues to be a topic of concern. With the new updates, only those 16 and older can ride e-bikes. E-bikes cannot be operated on sidewalks, regardless of whether the motor is on or off. We cannot be less restrictive than the State. Only those 18 or older can ride e-scooters. A discussion ensued on how practical it would be for the regulations to be enforced. Trustee Simon emphasized that the goal is to give time for outreach and education, especially through the schools, before spring riding picks up.
- F. OTHER BUSINESS** – None
- G. PUBLIC WORKS REPORT** – Director Hubsy noted that we are doing well in terms of salt supply.
- H. PROJECT REPORT** – Engineer Daubert noted that we recently received favorable bids for numerous projects which will be brought to the Village Board on February 23rd. An update was provided on the Metra Station Project. Sean Casten’s support for Community Funding came through with the Village securing \$2M in funding for the project. A major focus on the project as of recent has been land Acquisition efforts including the title search, general information notice, plats and legals.
- I. ADJOURNMENT** – Commissioner MacDonald motioned and Commissioner Galey seconded to adjourn the meeting. The motion was unanimously approved, and meeting adjourned at 9:58 p.m.

Submitted and Reviewed by: Richard Daubert, Professional Engineer



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

Meeting 3/11/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsky
Category: Amendment
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2026-
187)**

DOC ID: 2026-187

Glen Ellyn Metra Station and Multimodal Access Improvements Project - Engineering Agreement Amendment #4

Statement of the Issue:

Staff seeks a Capital Improvements Commission recommendation for the approval of Amendment 4 to the Village's agreement with CDM Smith for Engineering and Architectural Design Services for the Glen Ellyn Metra Station and Multimodal Access Improvements Project.

Analysis:

On December 10, 2025, the Capital Improvements Commission reviewed a request from CDM Smith for the subject amendment. In summary, CDM Smith presented a request of \$717,906 for additional work required for the completion of the design of the project. Due to several factors including the timing of the request and the scope of the initial assignment, staff was not supportive of the full request. An initial staff position supported an amendment of approximately \$384,507.

However, there were still some staff and consultant dispositions being worked through. Feedback was solicited from the CIC at the December Meeting. The feedback ultimately supported continued staff discussions with CDM Smith and engagement of Commissioner Galey in a follow up discussion.

Following the December Meeting, staff and CDM Smith came to an agreement on the items of disposition. In summary, the following major changes were made:

1. CDM Smith has agreed to absorb 50% of the additional fee for Phase I Engineering, Underpass Ramp and Tunnel Drainage, Redesign of Streetscape Planters, and Electric Vehicle Charging System
2. The request for water service line work was fully removed from CDM's request
2. The request for photometric work was fully removed from CDM's request
3. Subconsultant markup of 5% was removed from CDM's request
4. The hours/fee for the removal of North Forest Avenue (Crescent to Pennsylvania) was reduced from ~\$135,902 to \$85,616
5. The preparation of separate construction documents for North Forest Avenue (Crescent to Pennsylvania) has been removed from the amendment. This would still need to be completed at a later date but staff feels there are more cost effective measures to accomplish this. Also, it should not be done until there is confirmation that the larger federal aid Metra Station/Underpass project

moves forward.

A tabular comparison of the December Request and current Amendment 4 supported by staff is as follows:

Item	December, 2025 CDM Request	March, 2026 Amendment 4	Difference
Phase I/PDR Efforts	\$ 44,543	\$ 22,145	\$ (22,398)
Water Line Replacements	\$ 34,027	\$ -	\$ (34,027)
UPRR/Metra Platform	\$ 35,266	\$ 37,093	\$ 1,827
Forest Avenue Drainage	\$ 21,039	\$ 21,886	\$ 847
Tunnel ADA Ramp Drainage	\$ 39,812	\$ 20,573	\$ (19,239)
Streetscape Planters	\$ 23,738	\$ 11,562	\$ (12,176)
Electric Vehicle Charging	\$ 22,100	\$ 10,947	\$ (11,153)
Photometrics	\$ 15,103	\$ -	\$ (15,103)
560 Crescent Electrical	\$ 20,157	\$ 19,970	\$ (187)
Station Mural	\$ 14,017	\$ 12,992	\$ (1,025)
Admin and PM	\$ 10,497	\$ 8,233	\$ (2,264)
Remove N. Forest from Federal Aid Project	\$ 135,902	\$ 85,616	\$ (50,286)
N. Forest Separate Construction Documents	\$ 238,490	\$ -	\$ (238,490)
Warming Shelter Revisions	\$ 63,215	\$ 61,442	\$ (1,773)
Totals	\$ 717,906	\$ 312,459	\$ (405,447)

Budget Impact:

Due to the timing of the request and uncertainty of the final amendment 4 amount, funding for this amendment was not including in the Village's 2026 Budget. However, from an end-of-year fund balance perspective, the Capital Projects Fund will be able to fund Amendment 4.

The recommended funding distribution is as follows:

Funding Source	Account Number	Amount
Capital Projects Fund	40000-580100-16016	\$312,459

Contribution to Strategic Plan

Action Requested:

Motion to recommend to the Glen Ellyn Village Board the approval of Amendment 4 to the Village's Agreement with CDM Smith for Phase II Engineering and Architectural Design Services for the Glen Ellyn Metra Station and Multimodal Access Improvements Project in the amount of \$312,459 to be expensed to the Capital Projects Fund.

Attachments:

1. Amendment 4

AMENDMENT NO: 04
TO AGREEMENT
BETWEEN
OWNER AND ENGINEER
CDM SMITH PROJECT NUMBER 284380

This Amendment Number 04 is made and entered on _____, and amends the terms and conditions of the Agreement between CDM Smith Inc. ("CDM Smith" or "ENGINEER") and Glen Ellyn, Illinois ("OWNER"), dated April 5, 2023 ("the Agreement").

WHEREAS, ENGINEER and OWNER entered into the Agreement for the performance of Phase – II Engineering and Architectural Design Services for the Glen Ellyn Metra Station and Multimodal Access Improvements Project: and

WHEREAS, ENGINEER and OWNER have previously amended said agreement through Amendment Number 01 dated November 13, 2023, Amendment Number 02, dated July 29, 2024 & Amendment Number 03, dated May 28, 2025.

WHEREAS, the parties desire to amend the Agreement so as to amend the scope of work or scope of work time periods of performance and payment, and/or responsibilities of OWNER; and

WHEREAS, the Agreement provides that any amendments shall be valid only when expressed in writing and signed by the parties.

NOW THEREFORE, in consideration of the mutual understandings and Agreements contained herein, the parties agree to amend the Agreement as follows:

1. The Basic Services of ENGINEER as described in the Agreement are amended and supplemented as follows:
 - a. The Scope of Services is amended to include Engineering and Architectural Design Services and support as described in Attachment 01, Amendment No.4.

2. The responsibilities of OWNER as described in the Agreement are amended and supplemented as follows:
 - a. There are no changes to the Basic Services of the OWNER as described in the Agreement.

3. The time periods for the performance of ENGINEER's services as set forth in the Agreement are amended and supplemented as follows:
 - a. The overall contract duration is extended to April, 2027.
 - b. The following Phase II Engineering Milestones are amended by the 10% Design Phase through the 100% Design Phase as follows:

Phase II Engineering Milestones	Milestone Dates
Notice to Proceed	April 14, 2023
10% Design	December 2023
10% Design Agency Review	February 2024
30% Design	June 2024
60% Design	November 2024
90% Design	June 2025
IDOT Prefinal Plans, 95% Submittal	June 2026
IDOT Final 99% Plans, 99% Specifications, 99% Estimate	August 2026
IDOT 100% Final Plans and Specifications	September 2026
IDOT Letting	March 2027

4. The payment for service rendered by ENGINEER shall be as set forth below:
 - a. Total cost for the Basic Services outlines in ATTACHMENT 01 of Amendment No. 4 are **(\$312,459)**. The breakdown of costs is as follows:

1. Additional Phase I Effort:	\$ 22,145
2. UPRR/Metra Platform Section Coordination:	\$ 37,093
3. Addition of Forest Ave Scope to Drainage Design:	\$ 21,886
4. Tunnel ADA Ramp Drainage:	\$ 20,573
5. Redesign of Streetscape Planters:	\$ 11,562
6. Electrical Vehicle Charging:	\$ 10,947
7. Secondary Feeder Design for 560 N. Crescent Ave:	\$ 19,970
8. Station Mural Relocation Design:	\$ 12,992
9. Additional Administration and OH:	\$ 8,233
10. Revisions for Removal of N. Forest Avenue:	\$ 85,616
11. Warming Shelter Revisions, Further Cost Reductions:	<u>\$ 61,442</u>
	\$ 312,459

 - b. The total cost of all Services is increased from **(\$4,329,856)** to **(\$4,642,315)**.

5. Except as herein modified, all terms and conditions of the Agreement shall remain in full force an effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date indicated above for the purpose herein expressed.

CDM Smith, Inc.

Village of Glen Ellyn, Illinois

Name: Steve S. Pasinski, P.E.

Name: Mark Franz

Title: Vice President | Client Services Leader

Title: Village Manager

Date:

Date:

Address for giving Notices:
125 S. Wacker Drive, Suite 2510
Chicago, IL 60606

Address for giving Notices:
535 Duane Street
Glen Ellyn Illinois, 60137

ATTACHMENT 01

Glen Ellyn Metra Station and Multimodal Access Improvements Project

Amendment Number 04 - Scope of Services

The Village is pursuing a project known as the Glen Ellyn Metra Station and Multimodal Access Improvements Project to construct a larger station building and a pedestrian tunnel under the Union Pacific Railroad (UPRR) West Line, reconstruct parking lots, provide ADA access throughout the project area, and reconstruct affected roadways including utility and streetscape improvements. The Village has advanced Phase I Engineering for the project with said services being rendered by CDM Smith of Chicago, Illinois.

In April 2023, the Village issued approval for Phase II Engineering Services for the design of the project to the 30% Design Phase. In May 2023, the Village issued approval as part of Amendment 01 to complete Phase II Engineering Services for the design of the project from the 30% design phase through 100%. The Village of Glen Ellyn requested that a Life Cycle Cost Analysis (LCCA) be completed for the project to estimate maintenance and operational costs for the completed facility, which was approved in July of 2024 as part of Amendment 02.

Amendment 03, approved May 28, 2025 included four additional pieces of work that were in addition to the original scope: 1) Parking Alternatives, which includes all of the out of scope work required to revert the design from parallel to angled parking on Crescent Boulevard post 30% design , 2) Utility Undergrounding, which includes moving select pole mounted utilities underground along Duane Street to improve the aesthetic to the entrance of the proposed U.S. Bank Park, 3) Land Acquisition Support, which includes support for creation of Plat of Surveys, acquisition support, appraisal analysis, planning, relocation advisory services and negotiations from CDM Smith and 4) additional photorealistic renderings, in support of obtaining Village Architectural Appearance Commission (ACC) approval.

For this Amendment 04, there are several work items within the Glen Ellyn Metra Station Project that require a modification to the Contract. CDM Smith attempted to absorb this work into the project throughout design with the goal of maintaining progress and schedule. Following CDM Smith's completion of the 90% design, it became apparent that the additional work performed could not be absorbed into the project without an amendment.

1.0 Scope of Services – Additional Work

1. Additional Phase I Effort

The Project has experienced an extended and complex IDOT cultural clearance process that began in 2019 and has spanned over the last five years, involving multiple stages such as Section 106 consulting party invitations, Purpose and Need statement development, Section 106 and Section 4(f) report preparations, and the Memorandum of Agreement negotiations. Significant delays were experienced due to prolonged agency reviews, communication gaps, and repeated document revisions and resubmittals before final approvals were obtained from Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), State Historic Preservation Office (SHPO), and other agencies.

Although eligibility determinations and consultations commenced as early as 2019, the project has encountered extended review periods, repeated rounds of correspondence, and considerable response times. As a result, the Section 106 and Section 4(f) processes have exceeded five (5) years to reach resolution duration significantly longer than typically anticipated for such reviews, that has resulted in significant additional labor to the project. Unforeseen requests from IDOT have also caused additional work with their request to reformat design exceptions into consolidated forms. This work was outside the agreed scope of work.

2. UPRR/Metra Platform Section Coordination and Drainage

After the 30% design submission, coordination with Metra and Union Pacific Railroad (UPRR) began to increase due to issues related to the proposed platform configuration. Both agencies requested that a platform section be included in each Village design submission, and both had specific standards about what they would like to see as the proposed platform, but those standards did not align with one another. Metra proposed using an at-grade concrete platform contained within timber at the front and rear faces, while UPRR pushed to implement a new concrete platform standard that included an elevated cantilever of modular construction (precast or prefabricated synthetic material). CDM Smith used both standards and developed a new section with components of both at the request of UPRR for approval by both railroads. Multiple iterations of this platform section were developed for Metra and UPRR to review, including how it could be constructed in phases and division of work responsibilities between UPRR and the future Village Contractor.

One of the facets of UPRR's platform design that they were steadfast on keeping was the addition of an 8" diameter perforated ballast drains running parallel to the tracks, 18" below top of ballast along the track and platform edge. For the ballast drains to function properly maintenance and cleaning would be required. CDM Smith added vertical cleanouts along the drain spaced evenly, that could be accessed through small manholes at the platform surface. Over a period of months, the CDM Smith Team coordinated clean out spacing, revised platform curbs to control drainage, revised the storm drain system routing to include and capture this additional drainage, allowed UPRR to review the elevations and slopes of the proposed platform to show that positive drainage was achievable, added storm sewer laterals between the ballast drain and the larger storm system, and defined piping connections points and hardware beneath the platform. This work was outside the agreed scope of work.

3. Addition of Forest Avenue Scope to Drainage Design

This task began accruing around the 30% plans and expanded during 60% design (November 2024) when the Village requested to have the main trunk line along North Forest Avenue replaced, in lieu of having it relined (as was the recommendation in the inspection report). This expanded scope required redesign and coordination with other utilities, lateral storm additions, planter connections, cleanout inclusions, an additional profile sheet, and updated storm sewer and structure tabulations. This work was outside the agreed scope of work.

4. Tunnel ADA Ramp Drains

CDM Smith's scope of work did not include drainage work within the tunnel or ramps; incidental runoff accumulating in the tunnel would be picked up by the tunnel sump pump. However, comments following the 60% Submittal requested drains be included within the tunnel ADA ramps and the east building entrance ramp. This work required revisions to the structural, plumbing and drainage design to ensure proposed pipes could be designed so that they provide sufficient maintainability, flow capacity and did not conflict with structural slabs and reinforcement. This work was outside the agreed scope of work.

5. Redesign of Streetscape Planters

As a result of comments on the 60% submittal the Village requested major changes be made to the Landscaping design. Following the 60% submittal ten (10) planters required redesign. Two (2) planters on Duane Street leading into the parking lot adjacent to S. Forest Avenue three (3) planters along N. Park Blvd., and two (2) new planters requested on N. Forest Ave. Along Main Street three (3) planters were included in the 60% design, however, one was eliminated, and the previous two included were revised from granite curbed planters to masonry planters. In addition, the Village requested an additional planter be added at 520 Crescent Blvd. Paver crosswalks (brick) also added at the request of the Village, replacing standard striped crosswalks. This work was outside the agreed scope of work.

6. Electrical Vehicle Charging Design

CDM Smith designed electric vehicle charging for four (4) parking spaces with two in the lot west of the depot and two in the southeast commuter parking lot. Labor spent on researching products, coordinating with and contacting manufacturers, determining load requirements for use with the parking lot lighting circuits and required electrical design. This work was outside the agreed scope of work.

7. Secondary Feeder Design for 560 N Crescent Ave

CDM Smith is responsible for the design of the upgraded electrical services to the new station and platforms. Following 60% design CDMS discovered that the electrical system for the existing station was linked to a secondary power feed that powered the business at 560 Crescent Blvd. Disconnecting the power from the station would also leave the business without any electricity, and this dependency was not known nor included in scope. The electrical design had to be revised significantly to create a secondary feed path with additional equipment, incorporating a sequence of installation, and coordinating with ComEd over a period of months to address their review comments and reflect those on the drawings. This work was outside the agreed scope of work.

8. Station Mural Relocation Design

IDOT requires that the existing mural of Glen Ellyn that is in the existing Metra station be preserved. Although, the mural is not considered NRHP-eligible because of age requirements, consulting parties did express a preference to preserve the mural during the Section 106 consultation process. The mural, which is painted on sheets of plywood fastened to the north and west walls of the current station, will be relocated before demolition

of the existing station, and stored in a climate-controlled location. CDM Smith coordinated with the Village and Metra about the mural's location, which has been revised several times from project inception, and included in several design milestone submittals. Currently it is expected that the mural will be placed in a nearby building, and its location and details will need to be removed from the current design set. This work was outside the agreed scope of work.

9. Additional Administration and Overhead Costs

Amendment No. 1 of the contract states that Project Administration will be required for twenty-four (24) months following the 30% design. Based on the dates given in the original agreement, that administrative time is included until January 2026. Based on the current state of the project, the scheduled letting of April 2026 will not be met and will need to be revised. The assumption for the revised letting date is March, 2027. Additional time will be required for office administration and overhead costs to bring the project to completion.

10. Revisions For Removal of North Forest Avenue from IDOT Set

The original ESR limits during Phase 1 of the project did not include North Forest Avenue. To avoid restarting cultural and biological clearances for IDOT (and delaying the project significantly) the portion of the design that includes N. Forest Ave will have to be removed from the current 90% design drawings including revising plans and sections and revising match lines where N. Forest Avenue is referenced. A minimum of 38 drawings will need to be edited from the IDOT set to reflect currently acceptable ESR limits, as well as any notes and specification references to North Forest Avenue. This is considered new work to the project scope.

11. Warming Shelter Revisions and Further Cost Reductions

The construction costs of the project have been increasing over the project lifecycle, and the Village would like CDM Smith to lower costs where they can. Although a Value Engineering task to lower costs was previously performed, the Village would like CDM Smith to review costs data and help them decide on omitting items or changing materiality of items to help to lower costs further where possible. Following the 90% submittal cost estimate it became clear that the planned warming shelters have become one of the more substantial cost items. CDM Smith and the Village have been working together to find an alternative to the fully enclosed, heated shelters that is acceptable to Metra. The redesign of the shelters will include removal of the outbound shelter and replacing it with a mobile trailer shelter (or a temporary structure that would be removed at the completion of the project) that will serve the outbound platform until the stationhouse is operational. For redesigning the inbound shelter, the Village and Metra requested that CDM Smith implement a prefabricated three-sided windbreak type shelter with overhead radiant heat (and other amenities) in lieu of a formal heated building with foundation. Work to complete this work includes redesigning the concrete foundation, path geometrics, omission of the concrete ramp in the northeast parking lot, coordination with manufacturers, and additional cost estimation services. This is considered new work to the project scope.

**PAYROLL ESCALATION TABLE
FIXED RAISES**

FIRM NAME CDM Smith Inc
 PRIME/SUPPLEMENT Prime
 Prepared By Akian

DATE 03/06/26
 PTB-ITEM# 1

CONTRACT TERM 12 MONTHS
 START DATE 4/2/2026
 RAISE DATE 4/1/2027

OVERHEAD RATE 161.98%
 COMPLEXITY FACTOR 0
 % OF RAISE 4%

END DATE 4/1/2027

ESCALATION PER YEAR

<u>year</u>	<u>First date</u>	<u>Last date</u>	<u>Months</u>	<u>% of Contract</u>
0	4/2/2026	4/1/2027	12	100.00%

The total escalation = 0.00%

PAYROLL RATES

FIRM NAME	CDM Smith Inc	DATE	03/06/26
PRIME/SUPPLEMENT	Prime		
PTB-ITEM #	1		

ESCALATION FACTOR **0.00%**

Note: Rates should be capped on the AVG 1 tab as necessary

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Administrative 1 - Szczepanik, Candice A	\$36.30	\$36.30
	\$33.89	\$33.89
Professional 2 - Bruce, Nathan B	\$36.14	\$36.14
Professional 2 - Peroni, Anthony M	\$44.09	\$44.09
Professional 2 - Alvarez, Cassandra	\$48.08	\$48.08
Professional 3 - Pelot, Christian	\$43.91	\$43.91
Professional 3 - Riker, Catherine	\$40.05	\$40.05
Professional 3 - Eull, Jacob N	\$53.30	\$53.30
Professional 4 - Hostettler, Julia	\$50.49	\$50.49
Professional 4 - Niemiec, Magdalena E	\$45.65	\$45.65
Professional 4 - Irani Shemirani, Tella	\$48.08	\$48.08
Professional 4 - Koenig, Jenna N	\$56.72	\$56.72
Professional 4 - Carson, Raymond T	\$53.57	\$53.57
Professional 4 - Pereda, Christian	\$55.67	\$55.67
Professional 4 - Kukkapalli, Venu Madhav	\$49.14	\$49.14
Professional 4 - Cunningham, Brian	\$67.84	\$67.84
Professional 5 - Buirge, Dennis E	\$56.71	\$56.71
Professional 5 - Murdock, Jacquelyn K	\$72.75	\$72.75
Professional 5 - Alawneh, Abdallah B	\$62.50	\$62.50
Professional 5 - Flores, Akemi	\$67.50	\$67.50
Professional 8 - Aklan, Matthew	\$104.00	\$104.00
Professional 5 - Sutherlin, Sarah	\$72.17	\$72.17
Professional 5 - Deitz, Jacob R	\$68.28	\$68.28
Professional 5 - Lopez Gonzalez, Irvin J	\$76.46	\$76.46
Professional 6 - Watkins, Michael S (Mike)	\$84.49	\$84.49
Professional 7 - Elaine, Stryker	\$85.82	\$85.82
Professional 7 - Cheval, Robert A	\$80.92	\$80.92
Professional 7 - Sarich, Pete	\$74.02	\$74.02
Professional 7 - Wyder, Walter C Jr	\$78.51	\$78.51
Professional 7 - Figatner, Daniel A	\$76.93	\$76.93
Professional 7 - Mills, Christopher E	\$86.54	\$86.54
Professional 7 - Kloba, Theodore M	\$86.01	\$86.01
Professional 7 - Wendorf, Jared W	\$90.08	\$90.08
Professional 7 - Burdett, Stephen M	\$90.04	\$90.04
Professional 7 - Cerda, Antonio A	\$89.05	\$89.05
Professional 7 - Newby, John E	\$87.06	\$87.06
Professional 7 - Hands, Steve	\$96.55	\$96.55
Professional 8 - Harber, Benjamin O	\$90.76	\$90.76
Professional 8 - Fry, Karl D	\$98.78	\$98.78
Professional 9 - Pasinski, Steven S	\$115.72	\$115.72
Professional 9 - Khwaja, Mahmood	\$125.97	\$125.97
Professional 9 - Martel, Christopher M	\$137.20	\$137.20
Professional 6 - Melody Carvajal	\$56.27	\$56.27

AVERAGE HOURLY PROJECT RATES

FIRM
PTB-ITEM#
PRIME/SUPPLEMENT

CDM Smith Inc
1
Prime

DATE 03/06/26

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			1_Additional Phase I			2_UPRR/Metra Platform Se			3_Forest Avenue Drainage			4_Tunnel ADA Ramp Drains			5_ Streetscape Planter Redesign		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Administrative 1 - Szczepanik, Candice A	36.30	0.0																	
0	33.89	0.0																	
Professional 2 - Bruce, Nathan B	36.14	151.0	11.33%	4.09				65	50.39%	18.21	32	33.33%	12.05	16	19.05%	6.88			
Professional 2 - Peroni, Anthony M	44.09	0.0																	
Professional 2 - Alvarez, Kassandra	48.08	0.0																	
Professional 3 - Pellet, Christian	43.91	31.0	2.33%	1.02	31	26.96%	11.84												
Professional 3 - Riker, Catherine	40.05	0.0																	
Professional 3 - Eull, Jacob N	53.30	0.0																	
Professional 4 - Hostettler, Julia	50.49	78.0	5.85%	2.95							46	47.92%	24.19						
Professional 4 - Niemiec, Magdalena E	45.65	21.0	1.58%	0.72															
Professional 4 - Irani Shemirani, Tella	48.08	138.0	10.35%	4.98									18	21.43%	10.30	16	44.44%	21.37	
Professional 4 - Koenig, Jenna N	56.72	32.0	2.40%	1.36															
Professional 4 - Carson, Raymond T	53.57	0.0																	
Professional 4 - Pereda, Christian	55.67	32.0	2.40%	1.34															
Professional 4 - Kukkapalli, Venu Madhav	49.14	28.0	2.10%	1.03	28	24.35%	11.96												
Professional 4 - Cunningham, Brian	67.84	16.0	1.20%	0.81									8	9.52%	6.46				
Professional 5 - Burge, Dennis E	56.71	0.0																	
0	0.0	0.0																	
Professional 5 - Murdock, Jacquelyn K	72.75	0.0																	
0	0.0	0.0																	
Professional 5 - Alawneh, Abdallah B	62.50	24.0	1.80%	1.13	24	20.87%	13.04												
Professional 5 - Flores, Akemi	67.50	40.0	3.00%	2.03															
Professional 8 - Aklan, Matthew	104.00	124.0	9.30%	9.67	9	7.83%	8.14	40	31.01%	32.25	6	6.25%	6.50	4	4.76%	4.95			
Professional 5 - Sutherlin, Sarah	72.17	80.0	6.00%	4.33													8	22.22%	16.04
Professional 5 - Deitz, Jacob R	68.28	217.0	16.28%	11.12															
Professional 5 - Lopez Gonzalez, Irvin J	76.46	0.0																	
Professional 6 - Watkins, Michael S (Mike)	84.49	0.0																	
Professional 7 - Elaine, Stryker	85.82	10.0	0.75%	0.64															
Professional 7 - Cheval, Robert A	80.92	0.0																	
Professional 7 - Sarich, Pete	74.02	0.0																	
Professional 7 - Wyder, Walter C Jr	78.51	44.0	3.30%	2.59									20	23.81%	18.69				
Professional 7 - Figatner, Daniel A	76.93	101.0	7.58%	5.83									9	10.71%	8.24	12	33.33%	25.64	
Professional 7 - Mills, Christopher E	86.54	81.0	6.08%	5.26				24	18.60%	16.10	12	12.50%	10.82	9	10.71%	9.27			
Professional 7 - Kloba, Theodore M	86.01	62.0	4.65%	4.00															
Professional 7 - Wendorf, Jared W	90.08	0.0																	
Professional 7 - Burdett, Stephen M	90.04	0.0																	
Professional 7 - Cerda, Antonio A	89.05	0.0																	
Professional 7 - Newby, John E	87.06	0.0																	
Professional 7 - Hands, Steve	96.55	15.0	1.13%	1.09	15	13.04%	12.59												
Professional 8 - Harber, Benjamin O	90.76	0.0																	
Professional 8 - Fry, Karl D	98.78	0.0																	
0	0.0	0.0																	
Professional 9 - Pasinski, Steven S	115.72	8.0	0.60%	0.69	8	6.96%	8.05												
Professional 9 - Khwaja, Mahmood	125.97	0.0																	
Professional 9 - Martel, Christopher M	137.20	0.0																	
0	0.0	0.0																	
Professional 6 - Melody Carvajal	56.27	0.0																	
0	0.0	0.0																	
TOTALS		1333.0	100%	\$66.69	115.0	100.00%	\$65.63	129.0	100%	\$66.56	96.0	100%	\$53.56	84.0	100%	\$64.81	36.0	100%	\$63.05

AVERAGE HOURLY PROJECT RATES

FIRM
PTB-ITEM#
PRIME/SUPPLEMENT

CDM Smith Inc
1
Prime

DATE 03/06/26
SHEET 2 **OF** 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	6_Electric Vehicle Charging			7_Secondary Feeder Design			8_Station Mural Relocation			9_Administration and Project			10_Removal of N. Forest Aven			11_Warming Shelter		
		Hrs	% Part.	Wgtd Avg	Hrs	% Part.	Wgtd Avg	Hrs	% Part.	Wgtd Avg	Hrs	% Part.	Wgtd Avg	Hrs	% Part.	Wgtd Avg	Hrs	% Part.	Wgtd Avg
Administrative 1 - Szczepanik, Candice A	36.30																		
0	33.89																		
Professional 2 - Bruce, Nathan B	36.14												38	11.80%	4.26				
Professional 2 - Peroni, Anthony M	44.09																		
Professional 2 - Alvarez, Kassandra	48.08																		
Professional 3 - Pellot, Christian	43.91																		
Professional 3 - Riker, Catherine	40.05																		
Professional 3 - Eull, Jacob N	53.30																		
Professional 4 - Hostettler, Julia	50.49												32	9.94%	5.02				
Professional 4 - Niemiec, Magdalena E	45.65									21	50.00%	22.83							
Professional 4 - Irani Shemirani, Tella	48.08							36	47.37%	22.77			32	9.94%	4.78	36	12.08%	5.81	
Professional 4 - Koenig, Jenna N	56.72												32	9.94%	5.64				
Professional 4 - Carson, Raymond T	53.57																		
Professional 4 - Pereda, Christian	55.67												32	9.94%	5.53				
Professional 4 - Kukkapalli, Venu Madhav	49.14																		
Professional 4 - Cunningham, Brian	67.84															8	2.68%	1.82	
Professional 5 - Buirge, Dennis E	56.71																		
0																			
Professional 5 - Murdock, Jacquelyn K	72.75																		
0																			
Professional 5 - Alawneh, Abdallah B	62.50																		
Professional 5 - Flores, Akemi	67.50												40	12.42%	8.39				
Professional 8 - Aklan, Matthew	104.00				24	28.57%	29.71				21	50.00%	52.00	20	6.21%	6.46			
Professional 5 - Sutherlin, Sarah	72.17							16	21.05%	15.19			4	1.24%	0.90	52	17.45%	12.59	
Professional 5 - Deitz, Jacob R	68.28	37	72.55%	49.54	48	57.14%	39.02						28	8.70%	5.94	104	34.90%	23.83	
Professional 5 - Lopez Gonzalez, Irvin J	76.46																		
Professional 6 - Watkins, Michael S (Mike)	84.49																		
Professional 7 - Elaine, Stryker	85.82												8	2.48%	2.13	2	0.67%	0.58	
Professional 7 - Cheval, Robert A	80.92		80.00%																
Professional 7 - Sarich, Pete	74.02																		
Professional 7 - Wyder, Walter C Jr	78.51															24	8.05%	6.32	
Professional 7 - Figatner, Daniel A	76.93							24	31.58%	24.29			8	2.48%	1.91	48	16.11%	12.39	
Professional 7 - Mills, Christopher E	86.54												36	11.18%	9.68				
Professional 7 - Kloba, Theodore M	86.01	14	27.45%	23.61	12	14.29%	12.29						12	3.73%	3.21	24	8.05%	6.93	
Professional 7 - Wendorf, Jared W	90.08																		
Professional 7 - Burdett, Stephen M	90.04																		
Professional 7 - Cerda, Antonio A	89.05																		
Professional 7 - Newby, John E	87.06																		
Professional 7 - Hands, Steve	96.55																		
Professional 8 - Harber, Benjamin O	90.76																		
Professional 8 - Fry, Karl D	98.78																		
0																			
Professional 9 - Pasinski, Steven S	115.72																		
Professional 9 - Khwaja, Mahmood	125.97																		
Professional 9 - Martel, Christopher M	137.20																		
0																			
Professional 6 - Melody Carvajal	56.27																		
0																			
TOTALS		51.0	180%	\$73.15	84.0	100%	\$81.02	76.0	100%	\$62.26	42.0	100%	\$74.83	322.0	100%	\$63.83	298.0	100%	\$70.27

Sub-Consultant Fees

	Cost	5% Markup	Fee
Civiltech_Task #2	\$ 11,900.00	\$ 595.00	\$ 12,495.00
Civiltech_Task #3	\$ 6,800.00	\$ 340.00	\$ 7,140.00
Civiltech_Task #4	\$ 4,600.00	\$ 230.00	\$ 4,830.00
Civiltech_Task #10	\$ 15,597.00	\$ 779.85	\$ 16,376.85
Lakota_Task #5	\$ 4,901.00	\$ 245.05	\$ 5,146.05
Lakota_Task #10	\$ 5,509.00	\$ 275.45	\$ 5,784.45
Vistara_Task #10	\$ 4,200.00	\$ 210.00	\$ 4,410.00
	GRAND TOTALS	\$ 2,675.35	\$ 56,182.35
	Discount	\$ (2,674.45)	\$ 53,507.90

**Cost Estimate of
Consultant Services**
(Direct Labor Multiple)

Firm The Lakota Group, Inc.
 Route _____
 Section _____
 County Cook
 Job No. _____
 PTB & Item _____

Date 02/06/26
 Overhead Rate 110.51%
 Complexity Factor 0

ITEM	MANHOURS (A)	PAYROLL (B)	(2.80+R) TIMES PAYROLL (C)	DIRECT COSTS (D)	SERVICES BY OTHERS (E)	DBE TOTAL (C+D+E)	TOTAL (C+D+E)	% OF GRAND TOTAL
Drawing Review & Coordination	5	346.13	969.15				969.15	17.59%
Revisions to IDOT 90% Set	15	1,026.76	2,874.93				2,874.93	52.18%
QA/QC and Coordination	9	594.69	1,665.13				1,665.13	30.22%
TOTALS	29	1,967.57	5,509.20	0.00	0.00	0.00	5,509.20	100.00%

**Cost Estimate of
Consultant Services**
(Direct Labor Multiple)

Firm The Lakota Group, Inc.
 Route _____
 Section _____
 County Cook
 Job No. _____
 PTB & Item _____

Date 02/09/26
 Overhead Rate 110.51%
 Complexity Factor 0

ITEM	MANHOURS (A)	PAYROLL (B)	(2.80+R) TIMES PAYROLL (C)	DIRECT COSTS (D)	SERVICES BY OTHERS (E)	DBE TOTAL (C+D+E)	TOTAL (C+D+E)	% OF GRAND TOTAL
Design/replacement SS planters	6	443.53	1,241.89				1,241.89	25.34%
Streetscape paver crosswalk	5	342.25	958.31				958.31	19.55%
Multiple coordination/submittals review	14	964.51	2,700.62				2,700.62	55.11%
TOTALS	25	1,750.29	4,900.81	0.00	0.00	0.00	4,900.81	100.00%



Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation Design

Traffic Engineering

Civil Engineering

Construction Engineering

Environmental Studies

Water Resources

Structural Design

Right of Way

Urban Design

Transportation Planning

Program Management

February 6, 2026

Matthew Aklan, P.E., PMP
Sr. Project Manager
CDM Smith
125 S. Wacker Drive, Suite 2510
Chicago, Illinois 60606

**Re: Proposal for Professional Engineering Services
Amendment 3 to Civiltech's Contract with CDM Smith
Extra Work Supplement
Glen Ellyn Metra Station Redevelopment**

Dear Mr. Aklan:

Civiltech is pleased to submit this proposal to CDM Smith (CDMS) for professional engineering services for amending our subconsultant contract for the Glen Ellyn Metra Station Redevelopment Project.

As part of the existing subconsultant contract and all previously approved amendments, Civiltech has prepared (as a subconsultant to CDMS) the Phase II drainage design, plan sheets, and specifications for the entire project corridor. During the design process, there were multiple changes in scope that resulted in extra work that Civiltech was directed to complete. Additionally, there are changes to the upcoming scope of work for completing the final Phase II design.

CDM Smith has requested that Civiltech provide this scope amendment to define the effort that was conducted as part of previous scope additions as well as to accommodate the remaining design moving forward.

The scope of work completed and to be completed by Civiltech for this amendment contains the following main tasks, whose numbers align with CDM Smith's concurrent contract amendment with the Village of Glen Ellyn:

- 1B. Removal of N Forest from Plan Set
- 3A. UPRR/Metra Platform Design
- 4A. Addition of N Forest Scope to Drainage Design
- 5A. Tunnel ADA Ramp Drainage

SCOPE OF WORK – The detailed scope of work, comprised of each task listed above, is included as attachment A.1.

ESTIMATE OF FEE - In order to calculate our "not-to-exceed" fee, we have estimated the workhours to complete the individual tasks outlined in the Scope of Services section of this proposal. These workhour and fee calculations have been attached for CDM Smith's reference.



As requested by the Village, an IDOT-format Cost Estimate of Consultant Services (CECS) BDE 3608 is included as Attachment A.2. We have altered the pay rates and hours to enable as closely as possible the exact matching of the task fees approved by the Village of Glen Ellyn. The actual time spent on the project will be billed at the hourly rates and approved multiplier in accordance with the master subconsultant agreement between Civiltech and CDM Smith that this amendment references. Note that the BDE 3608 does not allow fractions of dollars and therefore the final amounts of each task fee and the total fee are rounded to the nearest dollar.

Please note that any additional requested meetings or additional services outside of what is listed in the attached fee estimate will be billed at our hourly rates.

SCHEDULE – We understand that this additional work will commence as soon as March 2026.

We thank you for considering Civiltech Engineering and we look forward to continue working with CDM Smith on this project. If this proposal is acceptable, please endorse one copy and return it to us.

Sincerely,

Thomas K. Liliensiek, P.E.
Director of Water Resources
Civiltech Engineering, Inc.

THIS PROPOSAL, ATTACHED SCOPE OF WORK, AND ATTACHED FEE ESTIMATE ARE ACCEPTED BY CDM SMITH.

By: _____
Signature

Title: _____

Date: _____

Attachment A.1 – Scope of Work

Glen Ellyn Metra Station Redevelopment – Amendment 3 – Extra Work Supplement

Project Understanding

The Village of Glen Ellyn is redeveloping the Glen Ellyn Metra Station located adjacent to the commuter and freight train lines between Main Street and Park Boulevard. CDM Smith is the prime consultant for this work and has contracted with Civiltech to provide drainage design services as part of the Phase II Design. Civiltech’s responsibilities have included preparation of drainage plan sheets, drainage specifications, and coordination with CDM Smith on plan elements throughout the corridor.

During development of the Phase II plans, it was identified that the Phase I Environmental Survey Request (ESR) limits did not include North Forest Avenue, though design work was advanced in this area. IDOT has directed that all North Forest Avenue improvements must be excluded from the federally funded plan set. This scope of work does not include producing a standalone plan set for the North Forest Avenue improvements.

In addition to this change, Civiltech took on further out-of-scope work throughout the design process. Amendment 3 also outlines this additional work that was taken on previously.

A detailed scope of services is included below and corresponds to the CECS spreadsheet attached with this submittal. CDM Smith is concurrently amending their contract with the Village of Glen Ellyn. The task numbers below correspond to those numbers in the amendment between CDM Smith and Glen Ellyn.

Task 1B – Removal of N Forest from Plan Set

- i. **Revising Plan Sheets to Exclude North Forest Work** – This task includes revising the IDOT-funded plan sheets to remove all North Forest Avenue components. Revisions will include drainage plans, profiles, details, and notes. Given that the current 90% plan set contains many intertwined components between North Forest and the rest of the project area, especially related to quantity tabulations, this task is anticipated to require significant effort to ensure overlaps are avoided and project limits are clearly defined.
- ii. **Design Consultation with CDM Smith** – This task includes consultation with CDM Smith regarding impacts to drainage-adjacent plan components resulting from the removal of North Forest Avenue work, including ESC, removals, and proposed utilities.
- iii. **Revising Specifications** – This task includes revising the IDOT specification package to remove references to North Forest Avenue work.

Task 3A – UPRR/Metra Platform Design

- i. **Ballast Drains** – Following direction from UPRR in October 2024, ballast drain connections and cleanouts were added to the platform drainage design. Over the following months, Civiltech coordinated cleanout spacing, design, platform sections, storm sewer layouts, and connection points to the platform drainage system to accommodate these additions.
- ii. **Platform Surface Drainage** – Also included in this scope change was the revision of the platform drainage from trench drains (which was the direction established at the 30%

design) to 15" plastic drain basins plus a curb between 60% and 90% design.

Task 4A – Addition of N Forest Scope to Drainage Design

- i. **North Forest Drainage Improvements** – The original scope of work did not include North Forest Avenue work for drainage design. During conceptual design, the project limits expanded north from Crescent to Pennsylvania, however this did not include any major drainage work. During the 30% design, the drainage scope of work began expanding in this area and further expanded during 60% design (November 2024) when the Village requested to have the whole trunk line replaced as opposed to lined (lining was the recommendation in the inspection report). This expanded scope required coordination with other utilities, lateral storm additions, planter connections, cleanout inclusions, an additional profile sheet, and updated storm sewer and structure tabulations.

Task 5A – Tunnel ADA Ramp Drainage

- i. **Pedestrian Ramp and Tunnel Drains** – The original scope of work assumed no drainage work in the pedestrian tunnel underneath the UPRR/Metra tracks. It was originally assumed that incidental runoff accumulating in the tunnel ramps would be picked up by the tunnel sump pump. Metra comments on 60% plans requested that the design incorporates drains for the tunnel ramps. These drains were added during the 90% design stage. This work required close coordination with structural and plumbing teams to ensure the proposed pipes could be designed such that they provide sufficient maintainability, flow capacity, and did not conflict with the structural slabs.

Attachment A.2 - CECS

Bureau of Design and Environment

PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME
PRIME/SUPPLEMENT
Prepared By
Work Order #(if applicable)

Civiltech Engineering, Inc.
Supplement
Joseph Abramson, P.E., CFM
N/A

DATE 02/06/26
PTB-ITEM# 250

CONTRACT TERM 12 MONTHS
START DATE 3/1/2026
RAISE DATE 4/1/2026
END DATE 3/1/2027

OVERHEAD RATE 134.33%
COMPLEXITY FACTOR 0
% OF RAISE 3%
CURRENT SALARY CAP \$90.00

ESCALATION PER YEAR

year	First date	Last date	Months	% of Contract
0	3/1/2026	4/1/2026	1	8.33%
1	4/2/2026	3/1/2027	11	94.42%

The total escalation = 2.75%

PAYROLL RATES

FIRM NAME Civiltech Engineering, Inc.
 PRIME/SUPPLEMENT Supplement
 PTB-ITEM # 250
 Work Order # N/A

DATE 02/06/26

ESCALATION FACTOR 2.75%

JOB SPECIFIC - Classifications and Average Payrates need to match current payrolls submitted to the Department.

WORK ORDERS - Classifications and Average Payrates need to match the master work order agreement.

CLASSIFICATION	DEPARTMENT AVG. PAYROLL RATES ON FILE	CALCULATED RATE (\$90.00 CAP)
Water Resources Manager	\$89.00	\$90.00
Water Resources Project Manager	\$62.00	\$63.71
Water Resources Engineer IV	\$47.17	\$48.47

COST PLUS FIXED FEE COST ESTIMATE OF CONSULTANT SERVICES

FIRM
PTB-ITEM #
PRIME/SUPPLEMENT
Work Order #

Civiltech Engineering, Inc.
250
Supplement
N/A

OVERHEAD RATE 134.33%
COMPLEXITY FACTOR 0

DATE 02/06/26

Ph II only Ph III HOURS BOX	DBE DROP BOX	TASKS (List the Subs below tasks)	MANHOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENF (C)	DIRECT COSTS (D)	FIXED FEE (E)	SERVICES BY OTHERS (G)	DBE TOTAL (H)	TOTAL (B-G)	% OF GRAND TOTAL
		1B - Removal of N Forest from Plan Se	109	5,835	7,837	0	1,925		-	15,597	40.10%
		3A - UPRR/Metra Platform Design	82.405	4,451	5,980		1,469		-	11,900	30.59%
		4A - Addition of N Forest Scope to Dra	47.335	2,544	3,417		839		-	6,800	17.48%
		5A - Tunnel ADA Ramp Drainage	31.27	1,721	2,311		568		-	4,600	11.83%
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Vistara Cost Estimate for Consulting Services

**Phase II Metra Station Glen Ellyn
Cost Estimate**

2/6/2026

Revision to 90% CD Cost Estimate

RATE	PERSONNEL		HOURS	SUB-TOTAL
\$243.00	Sr. Cost Estimator	Ramesh Nair	4	\$4,216.00
\$184.00	Trade Cost Estimator	Mahesh Balasubramaniam	10	
\$108.00	Jr. Cost Estimator	Cherry Shune-Lett	13	

Adjustment \$ (16.00)

Total \$4,200.00



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

Meeting 3/11/2026 7:00 PM
Department: Public Works - Engineering
Department Head:
Category: Discussion Item
Prepared By: Steven Warner

**AGENDA ITEM (ID # 2026-
188)**

DOC ID: 2026-188

Cottage Avenue Sidewalk (Main Street to Forest Avenue)

Statement of the Issue:

The purpose of this agenda item is to solicit a recommendation from the Capital Improvements Commission on whether the Village should proceed with a sidewalk installation along Cottage Avenue between Main Street and Forest Avenue. This block of Cottage Avenue is being resurfaced as part of the Village's 2026 Utility and Roadway Improvements project. Consistent with the Village's Complete Streets Policy, staff evaluates sidewalk gaps within the project for sidewalk installation during the design process. This segment was designed and included in the project's plans so that the improvements and any associated impacts could be discussed with residents. This topic was discussed at the February CIC meeting, but more information was requested from staff regarding potential tree impacts and options for mitigation efforts. Staff has since discussed the work in more detail with the Village Forestry Superintendent and an independent tree protection consultant (Osage, Inc.). The findings and recommendations of these parties are summarized in this memorandum.

Analysis:

Updates since the February CIC Meeting

At the February CIC meeting, the Commission directed staff to provide more information regarding the current health of the large bur oak tree in front of 552 Forest Avenue and associated measures that could be taken to minimize any impacts from construction. The Village's Forestry Superintendent and an independent tree consultant re-evaluated the health of the tree and made recommendations on how impacts to the tree could be mitigated before, during, and after construction.

The resulting recommendations include treating the large bur oak with a cambistat growth regulator treatment prior to construction to extend pruning cycles and enhance overall tree health. This treatment could then be completed every other year as recommended by the Forestry Superintendent. Prior to sidewalk excavation, it was recommended to use an air spade to expose any roots on the back side of the sidewalk. If any roots are in conflict with the 5-inch depth of the concrete sidewalk, they would be pruned at the direction of the Forestry Superintendent or consultant. Roots that may exist within the proposed 4-inch base of the sidewalk will be avoided where possible. The contractor will then install an urban tree structural soil mix ("CU-Structural" soil) as the base of the sidewalk between the driveway for 535 Cottage and the existing sidewalk at the corner of Forest and Cottage (approximately 183 linear feet). A marked-up plan sheet showing

potential limits of these measures is included as an attachment to this memorandum.

Other Factors for Consideration

While impacts to trees are not ideal, they are a common trade-off for public infrastructure, utilities, and private improvements. The proposed plan (5-foot sidewalk along the curb) was selected with the intent to minimize these impacts. Staff is also willing to incorporate the previously mentioned best practices at the direction of the Village's Forestry Division.

Staff also wants to remind the Commission that while trees are commonly impacted as part of Village and private projects, it is acknowledged that this situation is unique. Staff regularly works with contractors to minimize their impact to public and private trees, and as such, staff believes that this sidewalk can be installed in a reasonable manner, if directed by the Commission and/or Village Board.

A decision to not install the sidewalk as part of this project would not preclude any future efforts to construct the sidewalk in the future. The sidewalk could also theoretically be constructed for a portion of the block, but it is not ideal for sidewalk to end mid-block as it could lead to pedestrians unknowingly approaching a "dead-end" sidewalk.

Budget Impact:

Based on unit pricing from the roadway project's engineer's estimate, this sidewalk installation corresponds with approximately \$42,000 in costs that could be omitted or remain in the project costs. This includes sidewalk installation, concrete drive approach replacement, sodding, and relocation of one fire hydrant. The costs of the additional treatments for the large bur oak tree at 552 Forest Avenue are excluded from this amount, but would most likely be negotiated with the contractor, or paid for by tracking time and materials. Material costs for the CU-Structural soil could be between \$7,200 and \$9,600 (depending on type), while the air spade work and cambistat treatments would be completed in-house by the Forestry Division. Sign relocations and tree removals are also assumed to be completed in-house by Glen Ellyn Public Works.

Contribution to Strategic Plan

Action Requested:

Staff requests that a recommendation be made by the CIC regarding whether Village staff should proceed with installing sidewalk on the south side of Cottage Avenue between Main Street and Forest Avenue, or any portion therein. Please review the materials in advance of the meeting. Staff will provide a high-level overview of the information to the CIC and answer any questions the Commission may have.

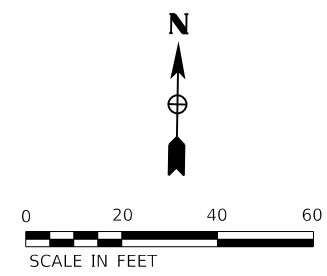
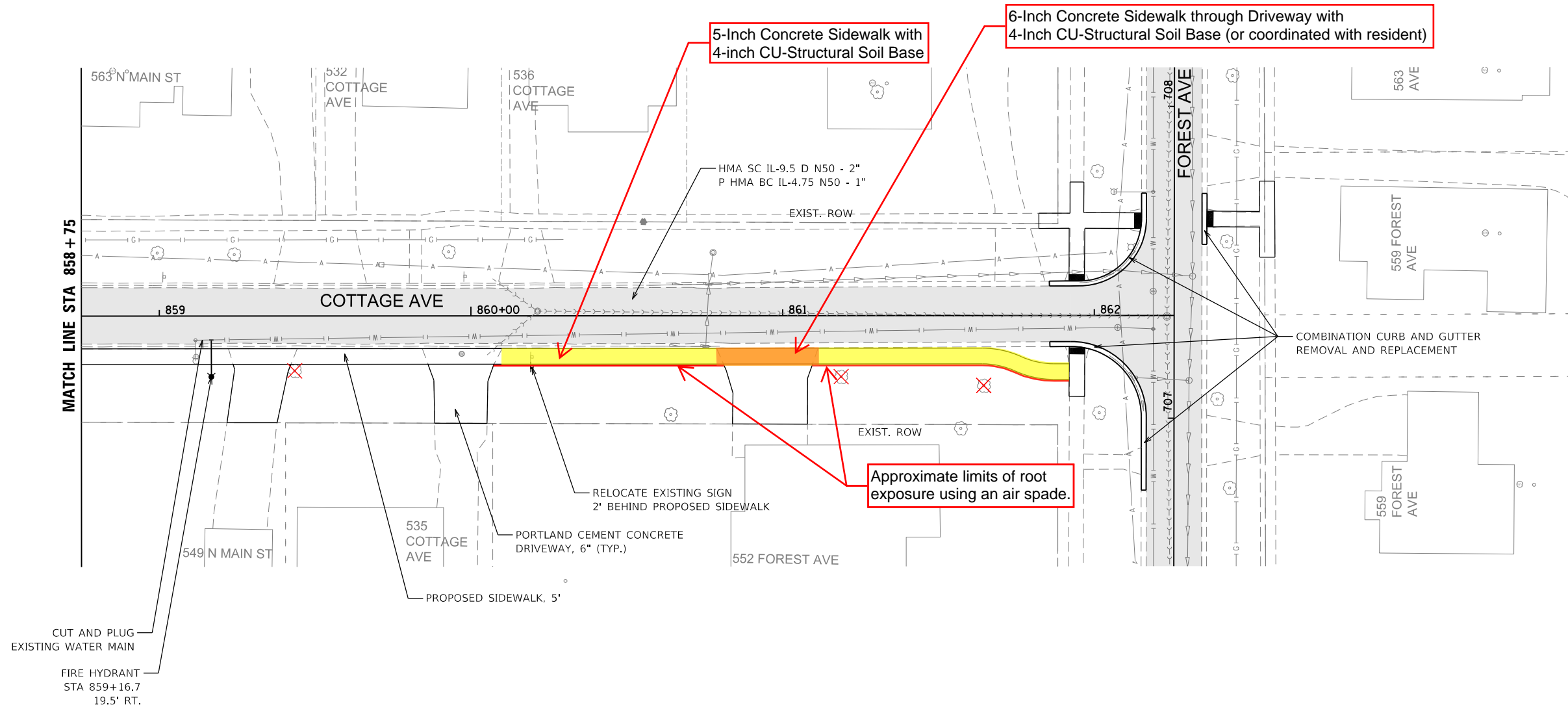
Attachments:

1. Plan Sheet Exhibit of Protective Tree Measures
2. Photo Exhibit of Protective Tree Measures

NOTE: EXISTING INLET AND CATCH BASIN STRUCTURES LOCATED WITHIN 100 FEET OF THE CONSTRUCTION/WORK LIMITS SHALL BE PROTECTED WITH INLET FILTER BASKETS.

PLAN	SURVEYED	DATE
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	STRUCTURE NOTATIONS CHECKED	
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PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK	
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	650 WARRENVILLE ROAD SUITE 350 LISLE, IL 60532 TEL. 312-373-7700	USER NAME = nolonhicks	DESIGNED - NRH	REVISED -	REVISED -	VILLAGE OF GLEN ELLYN, ILLINOIS 2026 UTILITY AND ROADWAY IMPROVEMENTS	COTTAGE AVENUE PLAN	DATE: 1/15/2026
		PLOT SCALE = 40,000' / in.	DRAWN - NRH	REVISED -	REVISED -			JOB NO:
		PLOT DATE = 1/15/2026	CHECKED - SPF	REVISED -	REVISED -			SHEET 59 OF 119
			DATE - 1/15/2026	REVISED -	REVISED -			Page 40 of 53

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SIGN TO BE RELOCATED

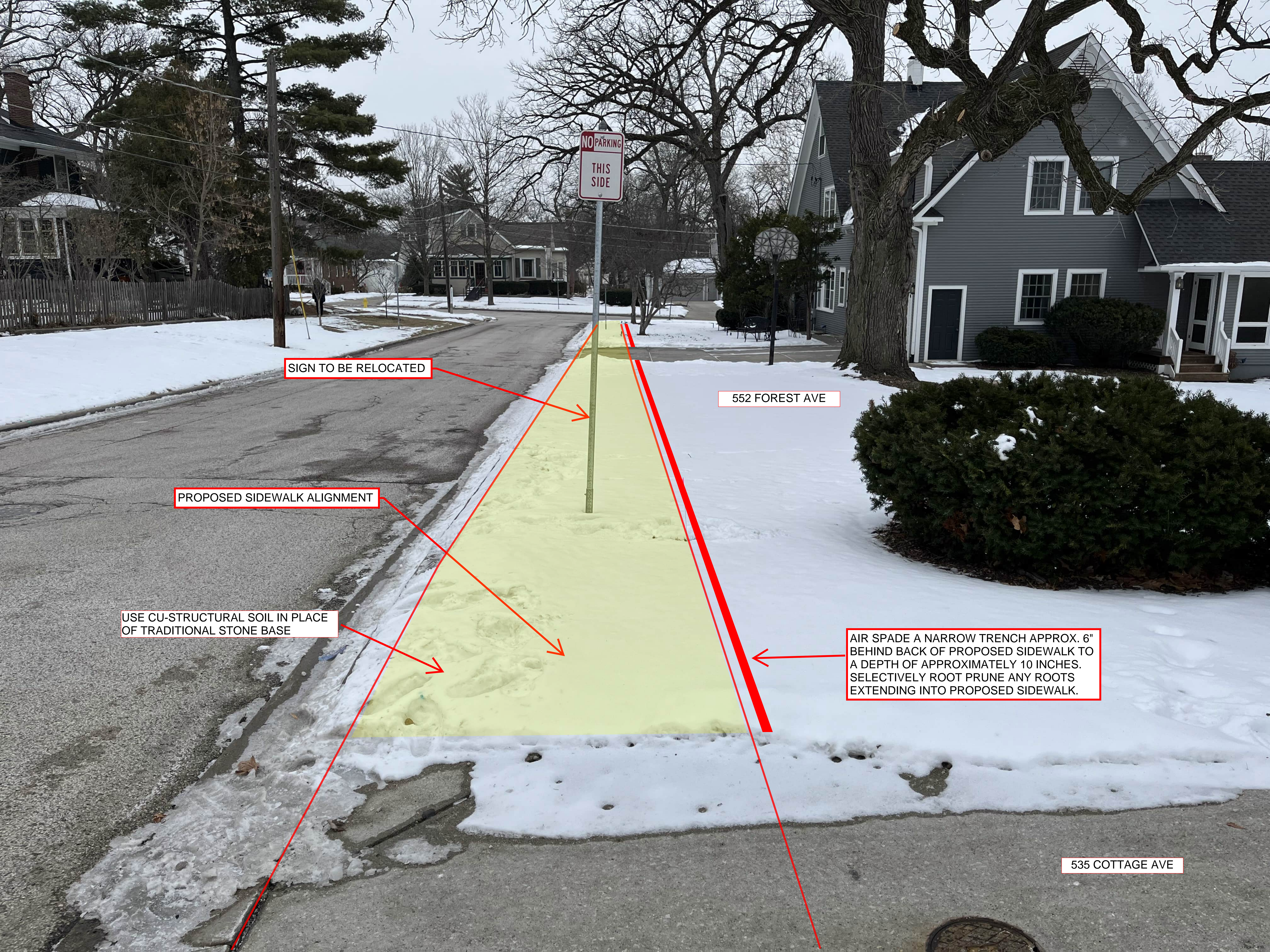
552 FOREST AVE

PROPOSED SIDEWALK ALIGNMENT

USE CU-STRUCTURAL SOIL IN PLACE
OF TRADITIONAL STONE BASE

AIR SPADE A NARROW TRENCH APPROX. 6"
BEHIND BACK OF PROPOSED SIDEWALK TO
A DEPTH OF APPROXIMATELY 10 INCHES.
SELECTIVELY ROOT PRUNE ANY ROOTS
EXTENDING INTO PROPOSED SIDEWALK.

535 COTTAGE AVE





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

Meeting 3/11/2026 7:00 PM
Department: Public Works - Engineering
Department Head: Steven Warner
Category: Discussion Item
Prepared By:

**AGENDA ITEM (ID # 2026-
189)**

DOC ID: 2026-189

Cottage Avenue Parking Lane (in front of First Presbyterian)

Statement of the Issue:

The purpose of this agenda item is to solicit a recommendation from the Capital Improvements Commission on whether the Village should proceed with installing a parking lane on the south side of Cottage Avenue just west of Main Street, in front of First Presbyterian Church. This block of Cottage Avenue is being reconstructed as part of the Village's 2026 Utility and Roadway Improvements project. The Village had received a request from First Presbyterian for the parking lane in order to alleviate some concerns about blocking traffic during school pickups and drop-offs. This lane was then designed and included in the project's plans so that the improvements and any associated impacts could be discussed with adjacent residents. Village staff have since received feedback both opposing and supporting the installation of the parking lane.

Analysis:

Design Process

As part of the roadway project's design process, staff proposed a 7.5-foot-wide parking lane to be built within the existing parkway in front of First Presbyterian. The lane would begin just west of Main Street and extend to the western church entrance on Cottage (approximately 240 feet). The lane consists of six striped parallel parking stalls, as shown in the plan sheet included as an attachment to this memorandum. The proposed design would require removing four parkway trees but leaves enough space for replanting parkway trees in a 10-foot-wide parkway adjacent to the new parking stalls.

Public Outreach and Feedback

Staff completed their typical public outreach for the roadway project, which includes offering a public meeting to review the scope of the project and seek input regarding the design. The parking lane improvements were mentioned in the invitation letter and specifically discussed at the public meeting held on December 11, 2025. A few residents from the block and area were in attendance.

Staff summarized the improvements and potential impacts before fielding several questions and concerns regarding the work. The residents in attendance shared a variety of concerns with both the existing and proposed conditions. Most of the opposition to the proposed lane seemed to be related to the overall widening of a residential street to three lanes, the associated loss of green space, and how parking restrictions would be enacted and enforced. As a result of the feedback at this meeting and the February CIC meeting discussing adjacent sidewalk on Cottage, staff distributed a letter to the residents on Cottage Avenue between Pleasant and Main inviting them to share their opinions of

the parking lane. The letter also invited residents to attend this March CIC meeting where it would be appropriate for direction regarding the installation to be made. Staff has also met with First Presbyterian and the Police Department to discuss how the new lane would operate and what parking restrictions would be preferred for both sides of Cottage Avenue. Staff from First Presbyterian Church plans to attend the March CIC meeting and provide their perspective on the need for the improvements.

Budget Impact:

Based on unit pricing from the roadway project's engineer's estimate, this parking lane installation corresponds with approximately \$25,000 in costs that could be omitted or remain in the project scope. This amount includes additional excavation, pavement, storm sewer quantities, and removal of four parkway trees. Any associated "no parking" sign replacements or relocations would be completed in-house by Glen Ellyn Public Works.

Contribution to Strategic Plan

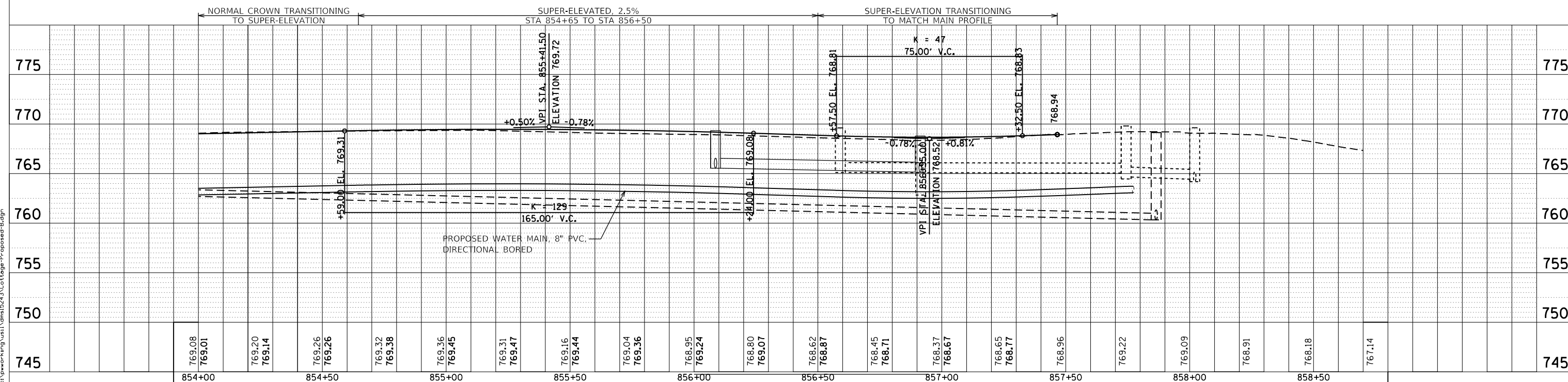
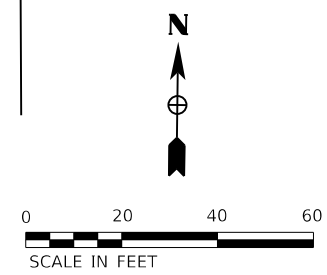
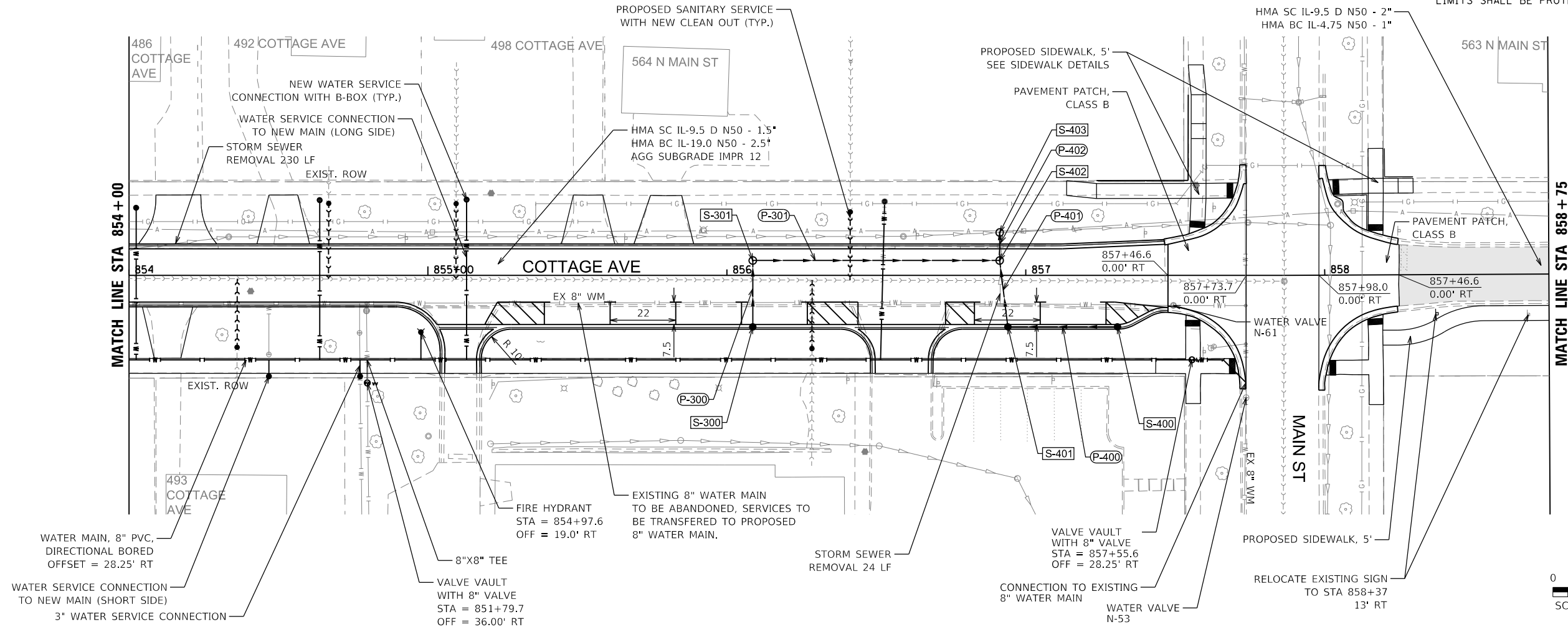
Action Requested:

Staff requests that a recommendation be made by the CIC regarding whether Village staff should proceed with installing a parking lane on the south side of Cottage Avenue in front of First Presbyterian Church. Please review the materials in advance of the meeting. Staff will provide a presentation of the information to the CIC and answer any questions the Commission may have.

Attachments:

1. Cottage Avenue Parking Lane Plan Sheet - 2026 Utility and Roadway Improvements

NOTE: EXISTING INLET AND CATCH BASIN STRUCTURES LOCATED WITHIN 100 FEET OF THE CONSTRUCTION/WORK LIMITS SHALL BE PROTECTED WITH INLET FILTER BASKETS.



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PROFILE	SURVEYED	DATE
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<p>650 WARRENVILLE ROAD SUITE 350 LISLE, IL 60532 TEL. 312-373-7700</p>	USER NAME = nolan.hicks PLOT SCALE = 40.0000' / in. PLOT DATE = 1/15/2026	DESIGNED - NRH DRAWN - NRH CHECKED - SPF DATE - 1/15/2026	REVISED - REVISED - REVISED - REVISED -	REVISED - REVISED - REVISED - REVISED -	<p style="text-align: center;">VILLAGE OF GLEN ELLYN, ILLINOIS 2026 UTILITY AND ROADWAY IMPROVEMENTS</p>	<p style="text-align: center;">COTTAGE AVENUE PLAN</p>	DATE: 1/15/2026 JOB NO: SHEET 58 OF 119
	Page 44 of 53						



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

Meeting 3/11/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsy
Category: Report
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2026-
186)**

DOC ID: 2026-186

Engineering Division Project Activity Report 3-6-2026

Statement of the Issue:

The March 6, 2026 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 03-06-26

March 6, 2026



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS IN PROGRESS

2026 UTILITY AND ROADWAY IMPROVEMENTS PROJECTS – Contractor: A Lamp Concrete Contractors

(Project No. 26001; Value of Construction Contract = \$7,798,963)

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.

The construction contract was awarded to A Lamp Concrete Contractors, Inc. at the February 23rd, 2026 Village Board meeting. At the same meeting, a professional services agreement was awarded to Hancock Engineering for construction engineering on the project. Construction notices were mailed to approximately 700 residences which included an invitation to a public preconstruction meeting at 7 p.m. on March 19th. A preconstruction meeting with the contractor has been scheduled for March 17th, with work anticipated to start in late March or early April. The project's final completion date is November 22nd, 2026.

LAMBERT ROAD FEDERAL AID PROJECT – Contractor: K-Five

(Value of Construction Contract = \$1,759,308.62 with 60% to be funded by Surface Transportation Program Grant)

This project involves the rehabilitation of approximately 1.5 miles of Lambert Road between the southern Village Limit (Near Woodcroft Drive and Lambert Road) and Roosevelt 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 State awarded the contract to K-Five on December 4, 2025. The preconstruction meeting for the project was held on January 7, 2026. Staff will be drafting and sending a notice to the public regarding the project moving forward. The notice will include an invitation to a construction-specific public information meeting which will be held in May. Construction is anticipated to commence around May 18, 2026 with project completion specified for August 7, 2026.

RIFORD ROAD FEDERAL AID PROJECT – Contractor: Schroder Asphalt Services

(Value of Construction Contract = \$603,175.13 with 60% to be funded by Surface Transportation Program Grant)

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 State awarded the contract to Schroeder Asphalt Services on December 4, 2025. The preconstruction meeting for the project was held on January 7, 2026. Staff will be drafting and sending a notice to the public regarding the project moving forward. The notice will include an invitation to a construction-specific public information meeting which will be held in May. Construction is anticipated to commence around June 1, 2026 with project completion specified for August 7, 2026.

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.

Since last month, the roadside luminaires were installed, the new decorative lighting was activated, and the temporary wood pole lighting was removed. The uplighting for the roadside luminaires was inadvertently left in the “on” position (toggle switch), in contrast to Village position that this uplighting not be used, in deference to dark sky and light trespass concerns. The contractor will be toggling those off when they are back in town early next week to complete the installation of the electrical receptacles on the new light poles. The final elements of the project will then be minor concrete work and the planting of the perennials later this spring. Public Works will also be installing remaining signage and decorative elements including banners and hanging planters.

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

Concrete Contractors

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

The sole smaller remaining item in the Phase 1 area is completion of a remaining electrical item at 504 Hillside (in coordination with ComEd and Nicor). This work will be completed in the spring of 2026.

The Duane-Main alley project was substantially completed at the end of last year and is only awaiting completion of minor punchlist items coming out of a January 13th inspection. The punchlist work will be completed in the spring.

CBD STREETScape AND UTILITY IMPROVEMENTS – Phase 2-3 – Contractor: A Lamp

Concrete Contractors

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

The punchlist for the project has been winnowed down to the replacement of the deteriorated brick located in the Phase 2-3 area furniture zones, and a few spot landscaping items. This remaining work is to be completed in the spring, which will allow for closing out the Phase 2-3 streetscaping contract. In the end the project is anticipated to be approximately \$400,000 under the originally approved construction contract amount.

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 is scheduled to pour the concrete bridge deck in the middle of IL-56, over the East Branch of the DuPage River, on Monday, March 9. Following the bridge deck pour, bridge approach work needs to be completed. It is anticipated that the eastbound lanes of IL-56 will be shifted onto the new bridge deck in April. This will remove traffic from the south half of Butterfield Road and allow the contractor to commence reconstruction of the south half of Butterfield Road, east of IL-53. The Contractor will also start working on reconstruction of the west half of IL-53, both north and south of IL-56. There continues to be significant utility conflicts on the project which at the moment are anticipated to delay the completion of the project into 2027. However, the Contractor is hopeful to complete most of the reconstruction work on IL-53 this year.

Route 53 Resurfacing from Baker Hill Drive to 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. [Plans are at this link.](#)

In checking the February 27, 2026 Transportation Bulletin, the low bid for the project was R.W. Dunteman Company. The low bid of ~\$3.3M was noted to be within reason of the Engineer's Estimate. Staff will await confirmation from the State on the award of the project.

Roosevelt Road Resurfacing from Nicoll Way to Edson Avenue (East of Finley)

This IDOT project consists of an overlay of the existing concrete pavement with hot-mix asphalt surface course and binder course, thermoplastic pavement markings, ADA improvements for curb ramps, combination concrete curb and gutter, concrete medians, pavement widening for

flush medians. [Plans are at this link.](#)

In checking the February 27, 2026 Transportation Bulletin, the low bid for the project was R.W. Dunteman Company. The low bid of ~\$4.25M submitted by R.W. Dunteman Company was noted to be within reason of the Engineer's Estimate. Staff will await confirmation from the State on the award of the project.

Accessible Pedestrian Signal Pushbuttons at IL-38/Nicoll (IDOT)

Staff is awaiting an update from IDOT on the timing of the upgrade of the pedestrian pushbuttons at IL-38/Nicoll Way.

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. The County and CBBEL are continuing to advance preliminary engineering with a particular emphasis being affirming the preferred trail alignment.

ENGINEERING PROJECTS

2027 UTILITY AND ROADWAY IMPROVEMENTS PROJECTS – Engineer: AECOM

Topographic survey and engineering design work is underway for the Village's 2027 Utility and Roadway Improvements Project.

SHEEHAN AVENUE UTILITY AND ROADWAY IMPROVEMENTS – Engineer: AECOM

This project involves the reconstruction of Sheehan Avenue between South Park Boulevard and Route 53. The project is working through the State administered federal aid project development and design processes as to position the project for federal funding. While an engineering supplement was approved to complete a State requested Intersection Design Study at Sheehan and Route 53, AECOM and staff are working with IDOT on re-evaluating the need for the IDS. This is in the context of recent improvements that IDOT made to the intersection.

HILL AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates

(Project No. 00511)

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

Easement documentation was prepared for the Elliot Construction property with the documents signed by the respective party. A similar easement is needed on the north side of Hill Avenue;

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

TRAIN STATION / PEDESTRIAN TUNNEL – Engineer: CDM Smith/KMI Architects

(Project No. 16016)

Staff received all Design Exception Signatures from IDOT on Tuesday, March 3. The fully signed design exception forms were incorporated into the Phase I/Preliminary Engineering Project Development Report (PDR) and transmitted to IDOT that same evening. IDOT is in the process of securing final signatures on the PDR with Phase I Engineering approval imminent.

Regarding grants/funding, staff will be requesting an additional \$2M in Federal Community Funding from local representatives. The application is due by the end of day on Monday, March 9.

TRAFFIC SIGNAL MODERNIZATION PROJECT – Engineer: AECOM

(Project No. 23006; Engineer's Estimate of Construction Cost = \$922,839.75)

Work is continuing 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), preliminary design on all six signals has been completed. The target intersections for each construction year will be part of each year's budget discussions.

The Lambert Road corridor signals are to be modernized as part of the 2026 program.

A request for proposals for construction engineering services for the Lambert corridor was released on February 3rd with a due date of February 20th. The RFP was sent to 20 engineering consultants. Feedback was received from multiple consultants that they were already fully booked for construction engineering services for the year. In the end only one proposal was received, from Primera Engineers, which is the same company that was awarded a contract for construction engineering for the Village's 2026 Lambert Road and Riford Road resurfacing projects.

Primera has proposed the same resident engineer, with other staff support, for the signal project as for these other two projects. There is significant advantage to having the same resident engineer for the Lambert resurfacing project and the Lambert corridor signal modernization given the overlap and coordination needed for the two projects. Village staff will be working with Primera on a final negotiated agreement for the Lambert corridor signal modernization work.

AECOM completed the final plans and the project was advertised for bid through the BHFX Planroom on February 18th, with bid opening on March 4th. The quick turnaround was in the hope of having the project completed this year, given long lead times for signal equipment. However,

in the end there was only one contractor that downloaded the plans and there were no bids received. Staff are in the process of reaching out to traffic signal contractors to determine whether the lack of interest was due to the quick turnaround or due to current workloads. The intent is to re-advertise the project as early as next week (week of March 9th) and taking into account feedback from the contractors, whatever that may be. If successfully bid on this second attempt, the project construction will likely stretch into 2027.

ADA PUBLIC RIGHT-OF-WAY TRANSITION PLAN – CMAP TECHNICAL ASSISTANCE
– Project Partner: Chicago Metropolitan Agency for Planning (CMAP)

In March of 2024, Public Works applied to CMAP for assistance with creation of its federally-required ADA Transition Plan, as part of CMAP’s 2024 Technical Assistance Call for Projects. Out of a competitive process (122 applications submitted, 30 awarded), the Village was selected to receive assistance.

The final Draft Plan has been completed and is being posted on the CMAP project website (<https://engage.cmap.illinois.gov/glen-ellyn-ada>) and advertised for a 30-day public comment period beginning March 5th. A Public Meeting for the draft plan is being held at the Civic Center on March 18th, 6-7:30pm. The target is for CIC review of the final plan at the May 13th meeting, and Village Board review and adoption at their May 26th meeting.

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.

CBBEL has provided draft abbreviated recommendations concerning water distribution system improvements including water main replacement, water main extensions/connections, additional storage capacity, well maintenance, and analysis on a second pressure zone.

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.

Staff recently completed the preparation of bidding and contract documents for the Sidewalk and Concrete Street Repair Program, the Asphalt Roadway Patching Program, the Crack Seal Program, and the Utility Pavement Restoration Program. The projects were released for competitive bidding with a bid opening on February 10th. The Village Board approved three of these programs and the Safe Step (sidewalk saw-cutting repair program/single source vendor) contract on February 23rd.

The Utility Pavement Restoration Program and the Asphalt Surface Rejuvenation contract (single-source vendor) will be brought to the Board for consideration of approval on March 9th.

Project	2026 Estimated VGE Cost*	Status
2026 Asphalt Roadway Patching	\$229,800	The project scope includes roadway patching on various Village streets. Locations will be determined by staff utilizing both the Village’s 2024 Pavement Management System Data and field inspections. Schroeder Asphalt Services provided the low bid of \$206,175. On Feb. 23 rd , the Board awarded the contract in the amount of \$229,800 based on staff’s recommendation to take advantage of low unit prices to do additional patching at locations throughout the Village. Work will likely start in June to coordinate with Schroeder Asphalt’s resurfacing work on Riford Rd.
2026 Crack Sealing	\$46,230	The 2026 Crack Sealing program targets candidate locations using Pavement Condition Index (PCI) Study data and visual inspections. Denler, Inc. provided the low bid of \$46,230; the budget is \$50,000. The contract specifies that crack sealing takes place between August 1st-October 15th, which is the ideal time for this maintenance.
2026 Sidewalk and Concrete Street Repairs	\$399,290	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure and the installation of new sidewalk throughout the Village. Globe Construction provided the low bid of \$399,290; the budget included \$250,000 for sidewalk replacement and \$250,000 for concrete patching. Globe will likely start the project when local students are on summer break.
2026 Sidewalk Sawing Repair Program	\$60,000	This will be Safe Step’s third year evaluating and repairing the Village’s sidewalk defects based on defect identification criteria developed by Safe Step and the Village. The 2026 scope will include completing repairs in the Derby Glen neighborhood and evaluating and repairing sidewalk squares in the following areas: Main Street (Hawthorne to Emerson), Lorraine (Hawarden to Duane), the Baker Hill neighborhood, and Hill Street (the western end to Main St.). Safe Step provides staff with an online catalog of the locations, descriptions, suggested repair types, and photos of each identified defect. Once the data is reviewed by the Village, Safe Step makes ADA-compliant repairs by sawcutting the defect at a tapered 1:12 slope ratio and a smooth, uniform finish. 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. The contract was awarded to Safe Step on February 23 rd . Safe Step’s surveyor may begin the Derby Glen repairs and the new evaluations as soon as the week of March 23 rd . The survey of the selected areas will take approximately four weeks to complete.
2026 Utility Pavement Restoration	\$57,140	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. G. A. Paving provided the low bid of \$57,140; the budget is \$60,000. The amount of work under this contract will be subject to the actual number of utility pavement patch repairs required and the availability of funds for this work. G.A. Paving performed the work for Glen Ellyn the last two years and has experience doing similar work for the Villages of Oak Park, Melrose Park, and Bellwood. G.A. Restorations will begin in late May.

Project	2026 Estimated VGE Cost*	Status
2026 Pavement Markings	\$84,676	The Village has utilized local purchasing cooperatives to obtain competitive pricing for pavement marking work for the last fifteen years. The bid opening for DuPage County’s pavement marking maintenance program is scheduled for March 26 th . The Suburban Purchasing Cooperative’s pavement marking contract expires on April 11 th . The SPC will likely extend their current contract with Superior Road Striping and will provide pricing to members around April 1 st . Staff will compare the two contracts to determine which one offers the best value for the Village’s pavement marking needs.
2026 Asphalt Surface Rejuvenation	\$49,774	Reclamite® is a spray-applied emulsion that restores the maltene components of asphalt, which are lost during oxidation and aging. It penetrates the asphalt to restore binder, reduces permeability, prevents cracks, and extends the life of pavements by 5-7 years. Candidate locations for Reclamite® include asphalt streets that have been resurfaced one to three years prior. Corrective Asphalt Materials (CAM) is a single source vendor who has provided the Village with a proposal using pricing from a municipal partnering initiative. Staff recommends that the Board approve an Independent Contractor Agreement with CAM at their March 9 th regular meeting.
2026 Sanitary Sewer Lining and Repairs	\$300,000	The 2026 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 \$300,000.

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