



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Wednesday, September 9, 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 May 13, 2026 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) Speed & Traffic Safety Study
 - 2) 2027-2031 Capital Improvement Plan and 2027 Budget Items
- E. Trustee Liaison's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report Dated 9/3/2026
- I. Adjourn**



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

Meeting 9/9/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsy
Category: Minutes
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2026-
684)**

DOC ID: 2026-684

Motion to approve the May 13, 2026 Capital Improvements Commission Meeting Minutes

Statement of the Issue:

The May 13, 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:

Motion to approve the May 13, 2026 Capital Improvements Commission Meeting Minutes

Attachments:

1. CIC Meeting Minutes May 13 2026 - Draft

DRAFT



Minutes
Village of Glen Ellyn
Capital Improvements
Regular Meeting
May 13, 2026
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements
Meeting: Regular

Date: May 13, 2026
Called to Order: 7:01 p.m.

Quorum: Yes

Adjourned: 9:21 p.m.

MEMBER ATTENDANCE:

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

Also Present:

John Hubsky	Public Works Director
Derek Peebles	Assistant Village Engineer
Karen Geldert	Oates & Associates

A. CALL TO ORDER

The May 13, 2026 meeting of the Capital Improvements Commission was called to order by Chairman Zuccherro at 7:01 PM at the Glen Ellyn Civic Center.

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

C. APPROVAL OF MINUTES – March 11, 2026

MOTION TO APPROVE MINUTES FROM MARCH 11, 2026 CAPITAL IMPROVEMENTS
COMMISSION MEETING

MOTION BY: Commissioner Baldin

SECONDED BY: Commissioner MacDonald

D. CURRENT BUSINESS

1. Village of Glen Ellyn ADA Transition Plan – Assistant Village Engineer Peebles introduced the topic. A presentation was given by Karen Geldert of Oates & Associates. The presentation included an overview of the Americans with Disabilities Act, the project schedule, municipal obligations under Title II of the ADA including public notice, designation of an ADA Coordinator, grievance procedure, self-evaluation, and development of an ADA transition plan. The self-evaluation of sidewalks, curb ramps, and pedestrian traffic signals was overviewed inclusive of a review of the scoring criterion. Lastly the ADA Transition Plan, Schedule, Budget, and Next Steps were overviewed.

Trustee Simon inquired about how the plan would be used and managed moving forward. Assistant Village Engineer Peebles noted that as the Village continues to work through the roadway rehabilitation program, the data will be used to inform needed upgrades. In lieu of necessarily identifying every single deficiency that is addressed, more global updates would be tracked; i.e. such as we completed work on a particular sidewalk segment and addressed the deficiencies with the roadway program.

Chair Zuccherro noted that the plan can be very useful for pursuit of federal and/or state funding for projects to close sidewalk gaps along Roosevelt Road. He also noted that the plan may be useful for supporting DuPage County's East Branch Trail project and that he would like for staff to share the plan with the County accordingly. Chair Zuccherro noted that the Village should send a note to CMAP thanking them for supporting this initiative for the Village.

Lastly, the Commission made and approved a motion to recommend adoption of the plan.

MOTION TO RECOMMEND TO THE GLEN ELLYN VILLAGE BOARD THE ADOPTION OF THE ADA
TRANSITION PLAN FOR PUBLIC RIGHT-OF-WAY

MOTION BY: Commissioner Baldin

SECONDED BY: Commissioner MacDonald

RESULT: UNANIMOUS APPROVAL

- E. TRUSTEE'S REPORT** – Trustee Simon noted pending e-bike legislation that may affect municipalities regulation of select e-bikes. On a separate note, Trustee Simon thanked the Capital Improvements Commission for their review of the Cottage Avenue Sidewalk and Parking Lane.
- F. OTHER BUSINESS** – None
- G. PUBLIC WORKS REPORT** – Public Works Director Hubsy provided a brief update on a space needs analysis being conducted for the Public Works Building. He noted that the current building is approximately 36,000 square feet on 4-1/3 acres whereas the analysis determined a need of approximately 110,000 square feet on 10 acres.
- H. PROJECT REPORT** – Engineer Daubert gave a brief update on the project report highlighting and commending Assistant Village Engineer Peebles for his work in securing a \$100,000 Safe Routes to School Grant. The grant will be used to fund the development of a Community Travel Plan to/from schools.
- I. ADJOURNMENT** – Commissioner Baldin motioned and Commissioner MacDonald seconded to adjourn the meeting. The motion is unanimously approved, and meeting adjourned at 9:21 p.m.

Prepared and Submitted by Rich Daubert



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

Meeting 9/9/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsy
Category: Presentation
Prepared By: Derek Peebles

AGENDA ITEM (ID # 2026-
687)

DOC ID: 2026-687

Speed & Traffic Safety Study

Statement of the Issue:

The Village's consultant for the Speed and Traffic Safety Study (KLOA) has completed their data collection and analysis and has prepared draft recommendations based upon the analysis. A representative from KLOA will provide a presentation to the CIC, reviewing the study process and the preliminary recommendations.

Analysis:

Due to community interest in lowering the speed limit on residential streets to 25 miles per hour, the Village Board directed staff to issue a request for proposals (RFP) for Traffic Engineering Services to perform a speed limit study. The RFP process was conducted early in 2026 and the Village Board approved a contract with the KLOA, the selected consultant, at their March 9th, 2026 Board meeting.

The study scope generally includes:

- Comparison of speed limit policies in peer communities
- Traffic count/speed surveys at 25 representative locations throughout the Village
 - Includes arterials/collectors, CBD roadways, and local neighborhood roadways
- Analysis of the collected data for existing 50th and 85th percentile speeds
- Evaluation of representative locations against IDOT speed limit policy
 - Context-relevant speed reduction factors include crash history, driveway/intersection density, pedestrian and bike activity, and on-street parking
 - Reductions are applied per policy to determine if speed limit adjustments are warranted
- Extension of representative locations to overall speed limit policy within the Village
- Review of five representative local road intersections for potential safety modifications

Preliminary Recommendations

KLOA will attend the CIC meeting and provide a presentation reviewing the study process and preliminary recommendations. In general, the evaluation suggests that lowering of the speed limit from the existing prima facie 30 miles per hour, down to 25 miles per hour, is warranted by the data and roadway context. More detail and specific roadway recommendations will be covered through the meeting presentation.

Budget Impact:

The approved 2026 Village Budget included an estimated \$40,000 for a speed limit adjustment study and educational campaign with an additional \$30,000 budgeted for signage materials. With the March 2026 consultant contract approval, the budget for the study was extended to \$52,700, leaving \$17,300 in the 2026 budget for signage and education.

If the final CIC and Board direction support the preliminary speed limit adjustment recommendations, the next step will be revision of existing speed limit signage within the Village.

Preparation of a map of proposed signage locations based upon the preliminary recommendations is currently in progress. This map will be finalized after CIC and Board review and feedback on the recommendations. The map and the resulting sign quantity will inform the current and 2027 budgeting for implementation of study recommendations. Budgeting is anticipated to include both the signage changes, and any education efforts requiring additional resources beyond current Village communication mediums.

For context, there are approximately 150 existing speed limit signs on Village-owned roadways within the Village. Not all of these signs will need to change. However, there will be locations where additional signage is warranted where no speed limit signs currently exist.

Contribution to Strategic Plan**Action Requested:**

Staff and the consultant are presenting this information for review and discussion by the CIC. The aim is to solicit feedback from the CIC on the recommendations before they are presented to the Village Board at an upcoming Board Workshop.

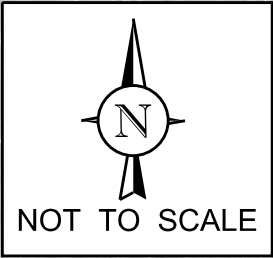
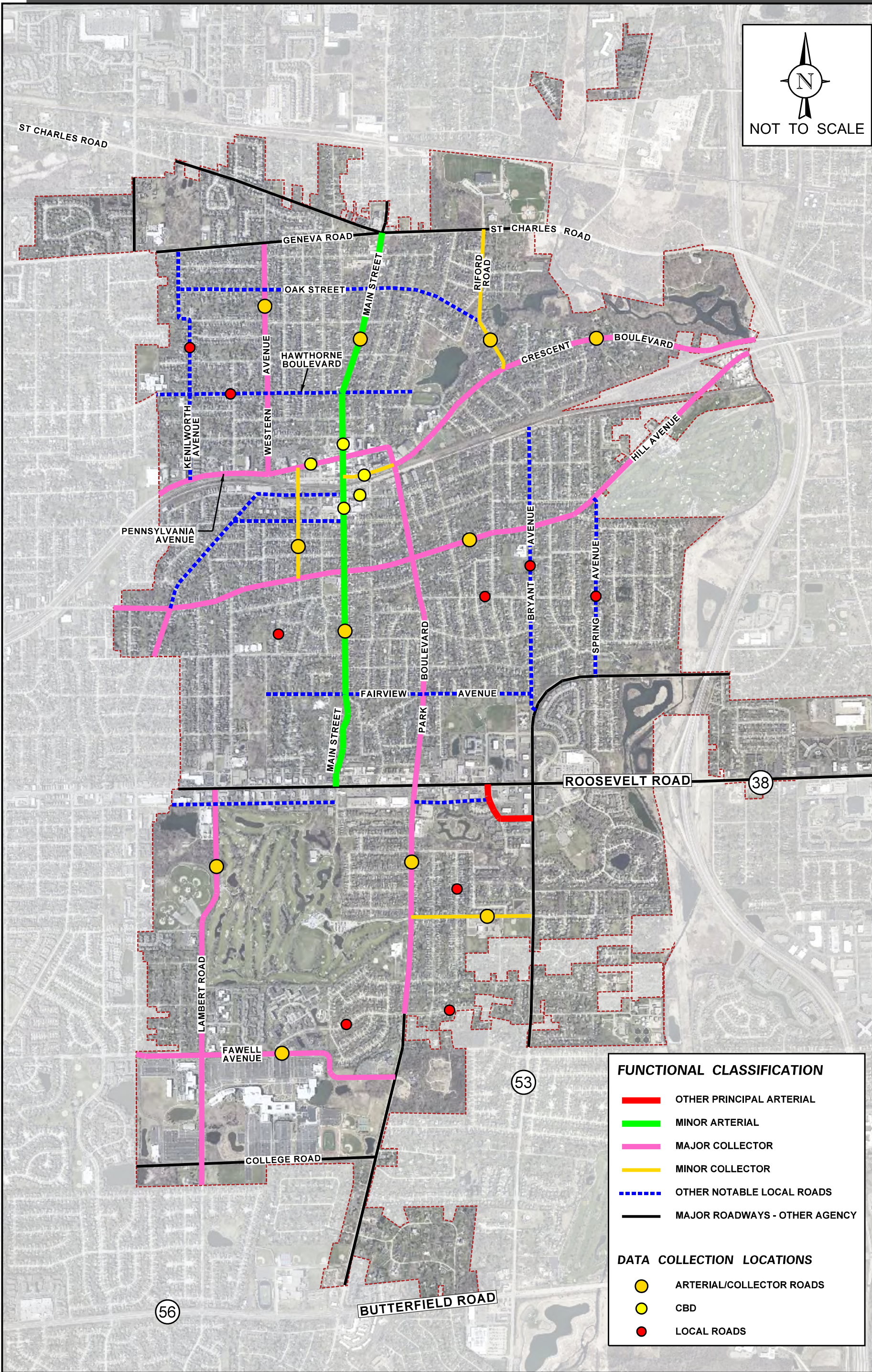
Attachments:

1. Peer Community Speed Limit Summary Table
2. Speed Study Summary Tables
3. Speed Study Maps
4. Representative Intersections Review
5. Speed Study - Powerpoint Presentation

Local Road Speed Limits in Peer Communities

Community	Local Road Speed Limit ¹
Addison	30 mph
Arlington Heights	25 mph
Aurora	25 mph
Bartlett	25 mph
Batavia	30 mph
Bensenville	25 mph
Bloomington	25 mph
Bolingbrook	30 mph
Burr Ridge	20-25 mph
Carol Stream	25 mph
Clarendon Hills	25 mph
Darien	25 mph
Downers Grove	25 mph
Elmhurst	20-25 mph
Evanston	25 mph
Glendale Heights	25 mph
Hanover Park	20 mph
Hinsdale	25 mph
Itasca	25 mph
La Grange	25 mph
La Grange Park	25 mph
Lemont	20 mph
Lisle	25 mph
Lombard	25 mph
Naperville	25 mph
Oak Brook	25 mph
Oak Park	25 mph
Oakbrook Terrace	25 mph
Roselle	25 mph
Skokie	25 mph
St. Charles	25 mph
Villa Park	25 mph
Warrenville	20-25 mph
West Chicago	25 mph
Western Springs	25 mph
Westmont	25 mph
Wheaton	25 mph
Willowbrook	20-25 mph
Winfield	25 mph
Wood Dale	20 mph
Woodridge	25 mph

¹ Speed limits apply to all local roads under the jurisdiction of the community unless otherwise noted in the municipal code.

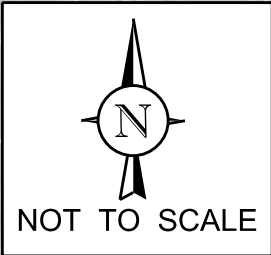
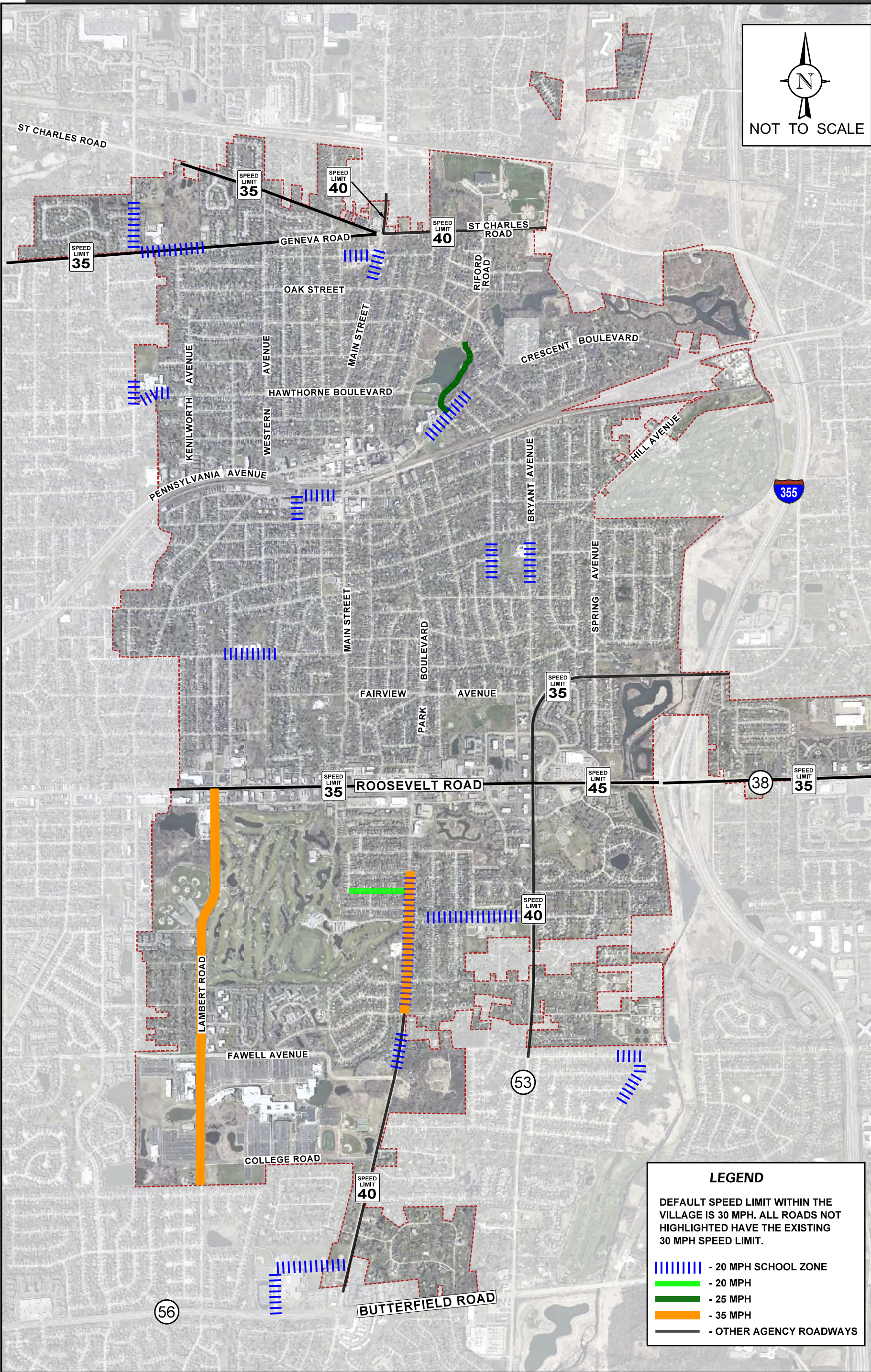


FUNCTIONAL CLASSIFICATION

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- OTHER NOTABLE LOCAL ROADS
- MAJOR ROADWAYS - OTHER AGENCY

DATA COLLECTION LOCATIONS

- ARTERIAL/COLLECTOR ROADS
- CBD
- LOCAL ROADS



LEGEND

DEFAULT SPEED LIMIT WITHIN THE VILLAGE IS 30 MPH. ALL ROADS NOT HIGHLIGHTED HAVE THE EXISTING 30 MPH SPEED LIMIT.

- ||||| - 20 MPH SCHOOL ZONE
- - 20 MPH
- - 25 MPH
- - 35 MPH
- - OTHER AGENCY ROADWAYS

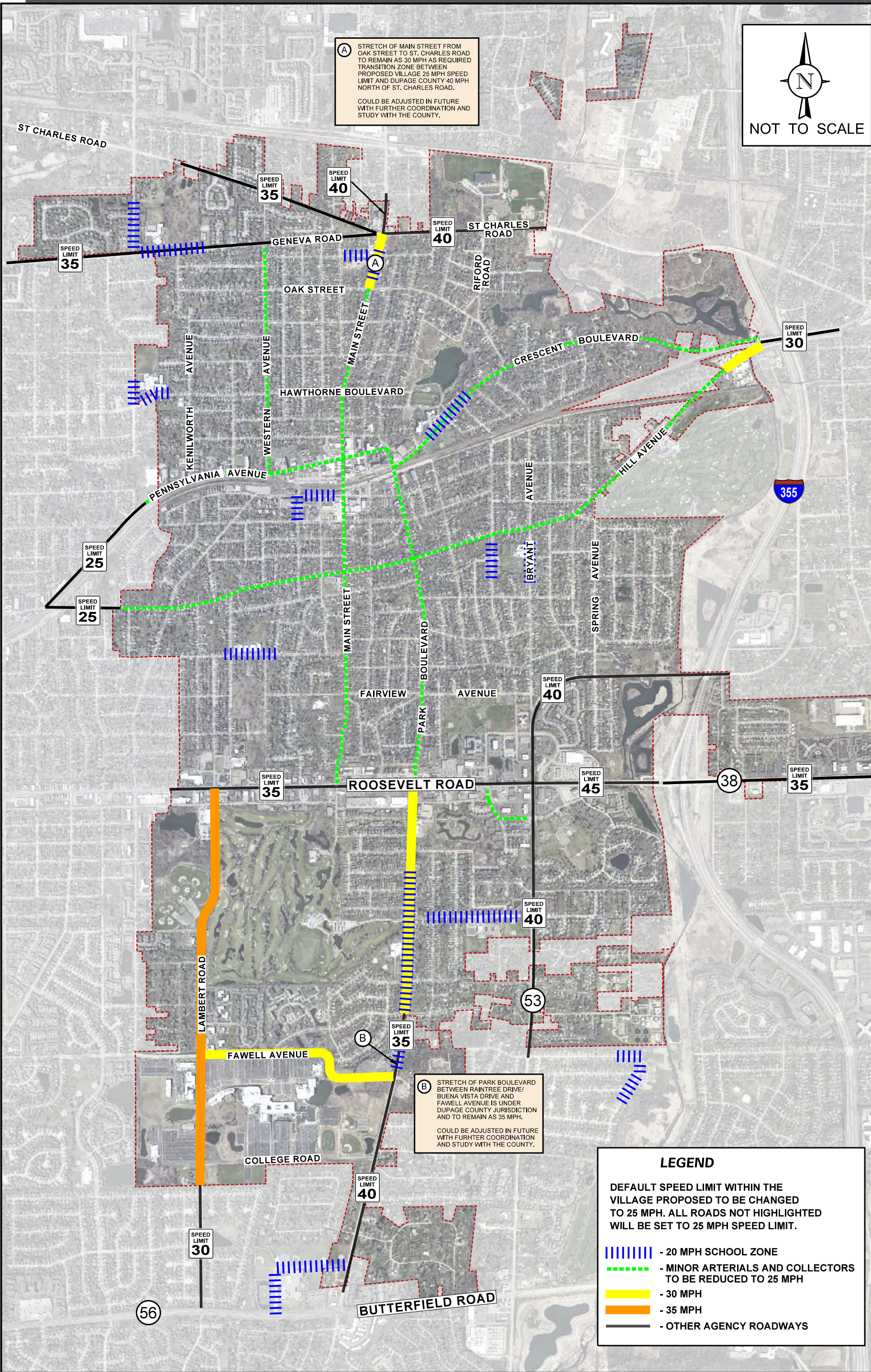


Table 1

VILLAGE OF GLEN ELLYN - TRAFFIC VOLUME AND SPEED SUMMARY TABLE

Roadway	Segment	Functional Classification	Posted Speed Limit	Average Daily Traffic Volume ¹	50 th Percentile Speed	85 th Percentile Speed
Non-CBD - Minor Arterial and Collector Roads						
Main Street (N of CBD)	North of Linden St	Minor Arterial	30	10,201	27	32
Main Street (S of CBD)	High Rd – Arbor Ct	Minor Arterial	30	8,324	28	32
Crescent Boulevard	Roger Rd – Cumnor Ave	Major Collector	30	3,561	31	36
Hill Avenue	Montclair Ave – Taylor Ave	Major Collector	30	4,748	27	32
Fawell Boulevard	Artists Dr – Scholars Dr	Major Collector	30	7,308	33	39
Lambert Road	South of Wilson Ave	Major Collector	35	11,415	40	44
S. Park Boulevard	South of Harding Ave	Major Collector	30/35	14,059	32	38
Western Avenue	Maple St – Oak St	Major Collector	30	6,262	28	33
Prospect Avenue	South of Phillips Ave	Minor Collector	NPSL	4,820	25	29
Riford Road	South of Oak St	Minor Collector	30	5,131	28	33
Sheehan Avenue	West of Amber Ridge Ave	Minor Collector	30 ²	3,666	27	33
CBD Roadways						
Main Street	South of Anthony St	Minor Arterial	30	7,905	21	25
Main Street	North of Hillside Ave	Minor Arterial	30	5,810	15	19
Pennsylvania Avenue	Main St – Glenwood Ave	Major Collector	NPSL	5,793	23	28
Crescent Boulevard	Main St – Forest Ave	Minor Collector	NPSL	5,014	17	23
Duane Street	Main St – Forest Ave	Local	30	3,657	24	29
Non-CBD Local Roadways						
Kenilworth Avenue	North of Linden St	Local	30	1,532	22	28
Hawthorne Boulevard	Kenilworth Ave – Newton Ave	Local	30	2,012	24	29
Bryant Avenue	South of Turner Ave	Local	30 ²	3,152	26	31
Spring Avenue	South of Roselyn Rd	Local	30	1,937	27	33
Highview Avenue	Merton Ave – Taylor Ave	Local	NPSL	1,089	22	28
Regent Street	South of Arlington Ave	Local	NPSL	630	23	29
Milton Avenue	Harding Ave – Sheehan Ave	Local	NPSL	366	22	28
Buena Vista Drive	West of Milton Ave	Local	30	916	25	30
Raintree Drive	West of Stafford Ln	Local	30	1,873	27	32

¹ Two-way, bi-directional traffic volumes² 20 mph school speed zone on school days when children are present

NPSL – No posted speed limit. Since Glen Ellyn Municipal Code does not establish a default speed limit, the existing prima facie speed limit defaults to 30 mph in alignment with the Illinois Vehicle Code's maximum speed limit in urban districts.

Table 2
SUMMARY OF SUPPLEMENTARY FACTORS

Roadway	Segment	Functional Classification	Pedestrian Activity ^a	Sidewalk ^b	Bicycle Activity ^c	Bike Lanes ^d	High Safety Tier Location	On-Street Parking
Non-CBD Minor Arterial and Collector Roads								
Main Street (N of CBD)	North of Linden St	Minor Arterial	-	SB	-	No	No	No
Main Street (S of CBD)	High Rd – Arbor Ct	Minor Arterial	-	SB	-	No	Yes ⁴	No
Crescent Boulevard	Roger Rd – Cumnor Ave	Major Collector	-	BC	-	No	No	Yes
Hill Avenue	Montclair Ave – Taylor Ave	Major Collector	-	SB	-	No	No	No
Fawell Boulevard	Artists Dr – Scholars Dr	Major Collector	-	SB	High	Path	Yes ²	No
Lambert Road	South of Wilson Ave	Major Collector	-	SB	High	Yes	Yes ³	No
S. Park Boulevard	South of Harding Ave	Major Collector	-	SB	-	No	No	No
Western Avenue	Maple St – Oak St	Major Collector	High	SB	-	No	No	No
Prospect Avenue	South of Phillips Ave	Minor Collector	-	SB	-	Prop	No	No
Riford Road	South of Oak St	Minor Collector	-	SB	-	Prop	No	Yes
Sheehan Avenue	West of Amber Ridge Ave	Minor Collector	High	SB	High	Path	No	Yes
CBD Roadways								
Main Street	South of Anthony St	Minor Arterial	High	SB	-	No	No	Yes
Main Street	North of Hillside Ave	Minor Arterial	High	SB	-	No	No	Yes
Pennsylvania Avenue	Main St – Glenwood Ave	Major Collector	High	SB	-	Prop	Yes ⁵	Yes
Crescent Boulevard	Main St – Forest Ave	Minor Collector	High	SB	-	No	No	Yes
Duane Street	Main St – Forest Ave	Local	High	SB	-	No	No	Yes
Non-CBD Local Roadways								
Kenilworth Avenue	North of Linden St	Local	-	SB	-	Prop	No	Yes
Hawthorne Boulevard	Kenilworth Ave – Newton Ave	Local	High	SB	-	No	No	No
Bryant Avenue	South of Turner Ave	Local	High	SB	-	Prop	Yes ¹	Yes
Spring Avenue	South of Roselyn Rd	Local	-	SB	-	No	No	Yes
Highview Avenue	Merton Ave – Taylor Ave	Local	-	SB	-	No	No	Yes
Regent Street	South of Arlington Ave	Local	High	SB	-	No	No	Yes
Milton Avenue	Harding Ave – Sheehan Ave	Local	-	SB	-	No	No	Yes
Buena Vista Drive	West of Milton Ave	Local	-	Partial	High	PBR	No	Yes
Raintree Drive	West of Stafford Ln	Local	-	SB	High	PBR	No	Yes
^a Pedestrian activity was considered High if the roadway section was within the CBD or if schools were within proximity to the roadway section. ^b SB – Sidewalk is set back from roadway, BC – Sidewalk is at the back of curb or edge of roadway ^c Bike activity was considered High if the road contains bike lanes, a side path, or is a posted bike route. ^d PBR-Posted Bike Route, PROP – Proposed Bike Lanes or Route ¹ Bryant Avenue/Revere Road intersection (Year 2024) ² Fawell Boulevard/22 nd Street/Lambert Road intersection (Year 2023) ³ Lambert Road/Taft Avenue intersection (Year 2023) ⁴ Main Street/Hill Avenue and Main Street/Fairview Avenue intersections (Year 2023) ⁵ Pennsylvania Avenue/Prospect Avenue intersection (Year 2023)								

Table 3
ACCESS CONTROL REDUCTION SUMMARY

Roadway	Segment	Number of Driveways / Intersections			Segment Length (D)	Access Conflicts/Mile ¹ (E)	Prevailing Speed Reduction
		Single-Family Residential (A)	Minor Commercial/ Minor Street (B)	Major Commercial/ Major Street (C)			
Non-CBD Minor Arterial and Collector Roads							
Main Street (N of CBD)	Geneva Rd – Hawthorne Blvd	38	10	1	3,300 ft	157	10%
Main Street (S of CBD)	Hill Ave – Fairview Ave	50	7	0	2,460 ft	182	10%
Crescent Boulevard	Riford Rd – Scott Ave	48	8	0	2,735 ft	170	10%
Hill Avenue	N. Park Blvd – Spring Ave	72	10	1	2,200 ft	317	10%
Fawell Boulevard	Lambert Rd – S. Park Blvd	0	8	2	1,820 ft	174	10%
Lambert Road	Roosevelt Rd – Fawell Blvd	17	14	2	5,475 ft	103	10%
S. Park Boulevard	Roosevelt Rd – Sheehan Ave	37	13	1	2,700 ft	219	10%
Western Avenue	Geneva Rd – Hawthorne Blvd	62	9	1	3,025 ft	204	10%
Prospect Avenue	Hillside Ave – Turner Ave	18	4	0	1,600 ft	125	10%
Riford Road	St. Charles Rd – Crescent Blvd	40	6	1	2,960 ft	143	10%
Sheehan Avenue	S. Park Blvd – IL 53	25	6	2	2,470 ft	160	10%
CBD Roadways							
Main Street	Crescent Blvd-Anthony St	2	4	0	860 ft	245	10%
Main Street	Hillside Ave-Railroad	0	4	0	725 ft	146	10%
Pennsylvania Avenue	Main St – Western Ave	1	21	0	1,560 ft	359	10%
Crescent Boulevard	Main St – N Park Blvd	1	6	0	1,030 ft	205	10%
Duane Street	Main St – N Park Blvd	2	14	0	1,165 ft	326	10%
Non-CBD Local Roadways							
Kenilworth Avenue	Geneva Rd – Hawthorne Blvd	64	8	1	3,100 ft	194	10%
Hawthorne Boulevard	Main St - Kenilworth Ave	50	7	0	3,115 ft	144	10%
Bryant Avenue	Hill Ave – IL 53	71	7	1	3,700 ft	166	10%
Spring Avenue	Hill Ave – IL 53	60	11	1	3,600 ft	183	10%
Highview Avenue	N. Park Blvd – Bryant Ave	27	8	0	2,210 ft	160	10%
Regent Street	Turner Ave – Greenfield Ave	22	2	0	1,025 ft	165	10%
Milton Avenue	Harding Ave – Marston Ave	76	3	0	2,600 ft	185	10%
Buena Vista Drive	S. Park Blvd – Taylor Rd	22	3	1	1,770 ft	140	10%
Raintree Drive	S. Park Blvd – Cul-De-Sac	26	10	0	2,805 ft	143	10%
¹ Access Conflicts per Mile calculation: $[(A \times 1) + (B \times 5) + (C \times 10)] / D] \times 5280 = E$							
Access Conflict Factors:							
1 Single-Family Residential Driveway							
5 Minor Commercial Driveway, Minor Street Intersection, Small Multi-Family Residential Driveway							
10 Major Commercial Driveway, Major Street Intersection, Large Multi-Family Residential Driveway							

Table 4

PREVAILING SPEED REDUCTION SUMMARY

Roadway	Segment	Functional Classification	Reductions					
			Safety Factor	Access Control	Pedestrian Activity ¹	Bicycle Activity ²	Parking	Total
Non-CBD Minor Arterial and Collector Roads								
Main Street (N of CBD)	North of Linden St	Minor Arterial	0%	10%	5% ³	0%	0%	15%
Main Street (S of CBD)	High Rd – Arbor Ct	Minor Arterial	10%	10%	5% ³	0%	0%	25%
Crescent Boulevard	Roger Rd – Cumnor Ave	Major Collector	0%	10%	5% ³	0%	5%	20%
Hill Avenue	Montclair Ave – Taylor Ave	Major Collector	0%	10%	5% ³	0%	0%	15%
Fawell Boulevard	Artists Dr – Scholars Dr	Major Collector	10%	10%	0%	0%	0%	20%
Lambert Road	South of Wilson Ave	Major Collector	10%	10%	0%	0%	0%	20%
S. Park Boulevard	South of Harding Ave	Major Collector	0%	10%	0%	0%	0%	10%
Western Avenue	Maple St – Oak St	Major Collector	0%	10%	5% ³	0%	0%	15%
Prospect Avenue	South of Phillips Ave	Minor Collector	0%	10%	5% ³	0%	0%	15%
Riford Road	South of Oak St	Minor Collector	0%	10%	5% ³	0%	5%	20%
Sheehan Avenue	West of Amber Ridge Ave	Minor Collector	0%	10%	5% ³	0%	5%	20%
CBD Roadways								
Main Street	South of Anthony St	Minor Arterial	0%	10%	5% ³	0%	5%	20%
Main Street	North of Hillside Ave	Minor Arterial	0%	10%	5% ³	0%	5%	20%
Pennsylvania Avenue	Main St – Glenwood Ave	Major Collector	10%	10%	5% ³	0%	5%	30%
Crescent Boulevard	Main St – Forest Ave	Minor Collector	0%	10%	5% ³	0%	5%	20%
Duane Street	Main St – Forest Ave	Local	0%	10%	5% ³	0%	5%	20%
Non-CBD Local Roadways								
Kenilworth Avenue	North of Linden St	Local	0%	10%	5% ³	0%	5%	20%
Hawthorne Boulevard	Kenilworth Ave – Newton Ave	Local	0%	10%	0%	0%	0%	10%
Bryant Avenue	South of Turner Ave	Local	10%	10%	5% ³	0%	5%	30%
Spring Avenue	South of Roselyn Rd	Local	0%	10%	5% ³	0%	5%	20%
Highview Avenue	Merton Ave – Taylor Ave	Local	0%	10%	5% ³	0%	5%	20%
Regent Street	South of Arlington Ave	Local	0%	10%	5% ³	0%	5%	20%
Milton Avenue	Harding Ave – Sheehan Ave	Local	0%	10%	0%	0%	5%	15%
Buena Vista Drive	West of Milton Ave	Local	0%	10%	5% ³	5% ⁴	5%	25%
Raintree Drive	West of Stafford Ln	Local	0%	10%	5% ³	5% ⁴	5%	25%

¹ Per IDOT Policy on Establishing and Posting Speed Limits on the State Highway System: where pedestrian activity is high and no sidewalks are provided or sidewalks are located immediately behind the curb (see Table 2); or where pedestrians are crossing the roadway at uncontrolled intersections or uncontrolled established crossing points, the prevailing speed should be reduced by 5 percent.

² Per IDOT Policy on Establishing and Posting Speed Limits on the State Highway System, where bicycle activity is high and where no bike lanes or no separated bike lanes (including side paths) are present (see Table 2), the prevailing speed should be reduced by 5 percent.

³ Roadway contains uncontrolled pedestrian crossing points (i.e., crosswalks), including locations beyond the traffic count segment.

⁴ Roadway is a posted bike route with no bike lanes, separated bike lanes or side paths.

Table 5

SUMMARY OF PREVAILING SPEEDS AND PROPOSED ALTERED SPEED LIMITS

Roadway	Segment	Functional Classification	Prevailing Speed		Total Reductions	Adjusted Prevailing Speed		Posted Speed Limit	Proposed Altered Speed Limit
			50 th Percentile Speed	85 th Percentile Speed		50 th Percentile Speed	85 th Percentile Speed		
Non-CBD Minor Arterial and Collector Roads									
Main Street (N of CBD)	North of Linden St	Minor Arterial	27	32	15%	23	27	30 ¹	25/30 ²
Main Street (S of CBD)	High Rd–Arbor Ct	Minor Arterial	28	32	25%	21	24	30	25
Crescent Boulevard	Roger Rd–Cumnor Ave	Major Collector	31	36	20%	25	29	30 ¹	25
Hill Avenue	Montclair Ave–Taylor Ave	Major Collector	27	32	15%	23	27	30	25/30 ³
Fawell Boulevard	Artists Dr–Scholars Dr	Major Collector	33	39	20%	26	31	30	NC
Lambert Road	South of Wilson Ave	Major Collector	40	44	20%	32	35	35	NC
S. Park Boulevard	South of Harding Ave	Major Collector	32	38	10%	29	34	30/35 ¹	30 ⁴
Western Avenue	Maple St–Oak St	Major Collector	28	33	15%	24	28	30	25
Prospect Avenue	South of Phillips Ave	Minor Collector	25	29	15%	21	25	NPSL ¹	25
Riford Road	South of Oak St	Minor Collector	28	33	20%	22	26	30	25
Sheehan Avenue	West of Amber Ridge Ave	Minor Collector	27	33	20%	22	26	30 ¹	25
CBD Roads									
Main Street	South of Anthony St	Minor Arterial	21	25	20%	17	20	30	25
Main Street	North of Hillside Ave	Minor Arterial	15	19	20%	12	15	30	25
Pennsylvania Avenue	Main St–Glenwood Ave	Major Collector	23	28	30%	16	20	NPSL	25
Crescent Boulevard	Main St – Forest Ave	Minor Collector	17	23	20%	14	18	NPSL	25
Duane Street	Main St–Forest Ave	Local	24	29	20%	19	23	30	25
Non-CBD Local Roadways									
Kenilworth Avenue	North of Linden St	Local	22	28	20%	18	22	30	25
Hawthorne Boulevard	Kenilworth Av–Newton Av	Local	24	29	10%	22	26	30 ¹	25
Bryant Avenue	South of Turner Ave	Local	26	31	30%	18	22	30 ¹	25
Spring Avenue	South of Roselyn Rd	Local	27	33	20%	22	26	30	25
Highview Avenue	Merton Ave–Taylor Ave	Local	22	28	20%	18	22	NPSL	25
Regent Street	South of Arlington Ave	Local	23	29	20%	18	23	NPSL	25
Milton Avenue	Harding Ave–Sheehan Ave	Local	22	28	15%	19	24	NPSL	25
Buena Vista Drive	West of Milton Ave	Local	25	30	25%	19	22.5	30	25
Raintree Drive	West of Stafford Ln	Local	27	32	25%	20	24	30	25

 Per IDOT guidelines, since the roadway context in Glen Ellyn is urban, the prevailing speed was based on the 50th percentile speed for all classifications of roadways. For speed studies where the 50th percentile speed is used to determine the prevailing speed, the proposed altered speed limit should not differ from the prevailing speed by more than 5 mph.

 Current or anticipated violation rate exceeds 50%. Speed management strategies may be necessary.

Numbers in **Bold** type represent roadways where speed limit is proposed to be changed.

NPSL – No posted speed limit. Since Glen Ellyn Municipal Code does not establish a default speed limit, the existing prima facie speed limit defaults to 30 mph in alignment with the Illinois Vehicle Code's maximum speed limit in urban districts.

N/C – No change. Current posted speed limit is not proposed to be altered.

¹ 20 mph school speed zone on school days when children are present. No changes to the school speed zones is proposed as part of this study.

² Section of Main Street from south of Oak Street to St. Charles Road will remain 30 mph.

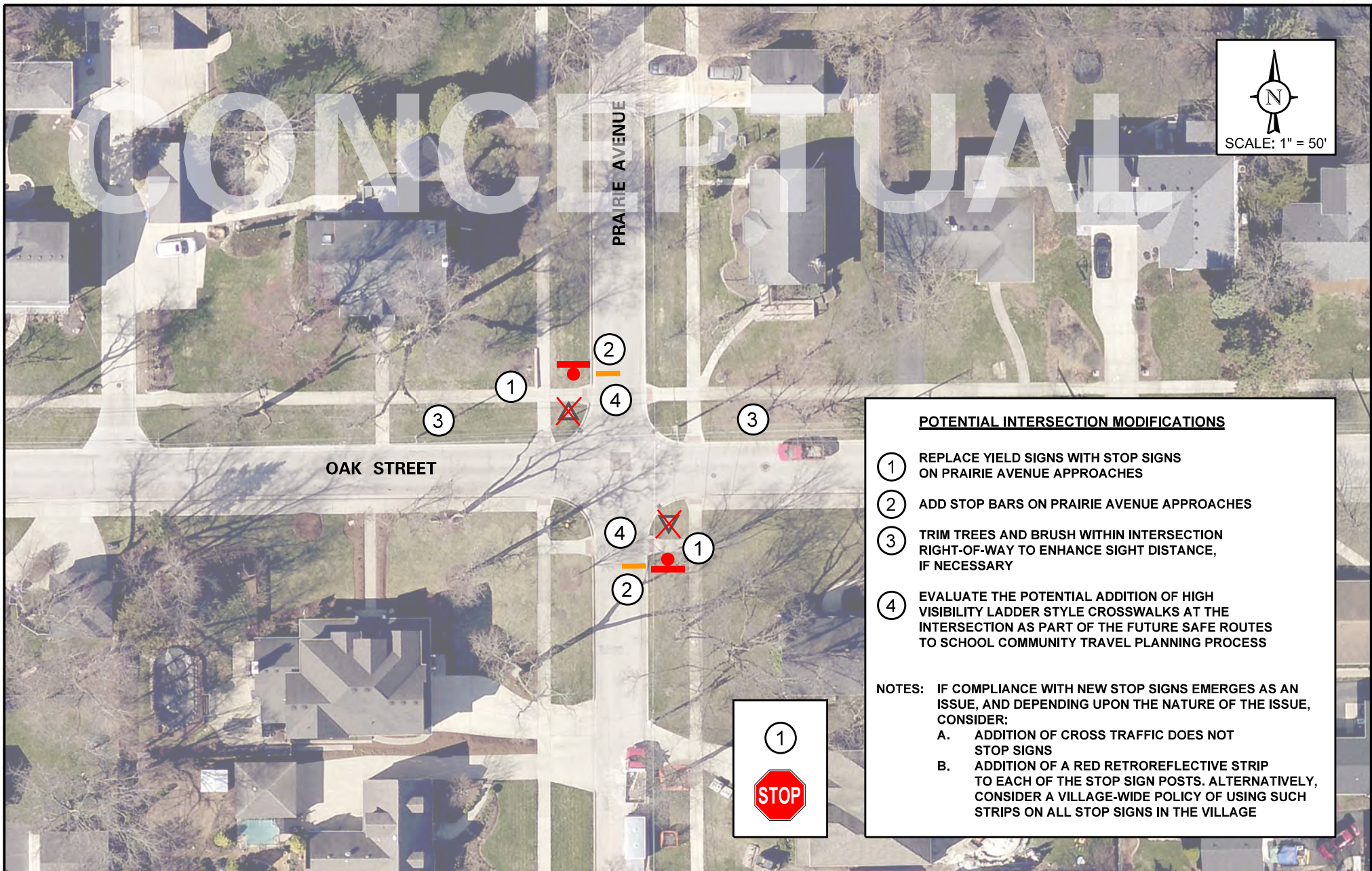
³ Section of Hill Avenue between Walnut Road and the Village's eastern limits will remain 30 mph.

⁴ Section of S. Park Boulevard from Roosevelt Road to Coolidge Avenue is already 30 mph and will remain as 30 mph. Section of S. Park Boulevard from Coolidge Avenue south to Raintree Drive/Buena Vista Drive is 35 mph and is proposed to be lowered to 30 mph.

Table 6

POTENTIAL SPEED MANAGEMENT STRATEGIES AT HIGH VIOLATION RATE LOCATIONS

Roadway	Segment	Functional Classification	Posted Speed Limit	Proposed Altered Speed Limit	Potential Speed and Safety Management Strategies (where warranted)
Non-CBD Minor Arterial and Collector Roads					
Crescent Boulevard	Roger Rd–Cumnor Ave	Major Collector	30 ¹	25 ¹	Refresh centerline and edge lines, enhanced speed limit signs, speed limit pavement markings, targeted speed enforcement, permanent driver feedback signs.
Fawell Boulevard	Artists Dr–Scholars Dr	Major Collector	30	NC	Enhanced speed limit signs, speed limit pavement markings, targeted speed enforcement, permanent driver feedback signs, raised mid-block refuge island with high-visibility midblock crosswalk and pedestrian crosswalk warning signage on west leg of Fawell Boulevard at Scholars Drive with ramp to bike path.
Lambert Road	South of Wilson Ave	Major Collector	35	NC	Enhanced speed limit signs, speed limit pavement markings, targeted speed enforcement, permanent driver feedback signs, pedestrian crosswalk warning signs at Taft Ave., green pavement markings within bike lanes & transition points.
S. Park Boulevard	South of Harding Ave	Major Collector	30/35 ¹	30 ²	Enhanced speed limit signs, speed limit pavement markings, targeted speed enforcement, permanent driver feedback signs, school crosswalk warning signs with RRFBs or other beacons at Marston Avenue.
Riford Road	South of Oak St	Minor Collector	30	25	Enhanced speed limit signs, speed limit pavement markings at neighborhood entry, pedestrian crosswalk warning signs at Chidester Ave. and Elm St.
Sheehan Avenue	West of Amber Ridge Ave	Minor Collector	30 ¹	25 ¹	Enhanced speed limit signs at ends of school speed zone
Non-CBD Local Roadways					
Bryant Avenue	South of Turner Ave	Local	30 ¹	25 ¹	All-Way Stop at Turner Ave, enhanced speed limit signs, speed limit pavement markings at neighborhood entry
Spring Avenue	South of Roselyn Rd	Local	30	25	Enhanced speed limit signs, speed limit pavement markings at neighborhood entry, pedestrian crosswalk warning signs at May Ave, 20 mph Park Zone speed limit (May Ave-IL 53) by Spring Ave Rec Center, Stop signs on Smith St, Roselyn Rd & Oxford Rd, replace Yield sign at Waverly Rd with Stop sign.
Buena Vista Drive	West of Milton Ave	Local	30	25	Enhanced speed limit signs, speed limit pavement markings at neighborhood entry, high-visibility midblock crosswalk, pedestrian crosswalk warning signs at Ellyn Ave.
Raintree Drive	West of Stafford Ln	Local	30	25	Enhanced speed limit signs, speed limit pavement markings at neighborhood entry, school crosswalk warning signs at Prince Edward Rd.
 Significant difference between observed travel speeds and posted speed limit. Current or anticipated violation rate exceeds 50%. Traffic calming/speed management strategies may be warranted.					
¹ 20 mph school speed zone on school days when children are present					
² Section of S. Park Boulevard from Roosevelt Road to Coolidge Avenue is already 30 mph and will remain as 30 mph. Section of S. Park Boulevard from Coolidge Avenue south to Raintree Drive/Buena Vista Drive is 35 mph and is proposed to be lowered to 30 mph.					



POTENTIAL INTERSECTION MODIFICATIONS

- ① REFRESH STOP BARS ON HILLSIDE AVENUE APPROACHES
- ② REFRESH HIGH VISIBILITY, LADDER STYLE CROSSWALKS ON HILLSIDE AVENUE APPROACHES
- ③ TRIM TREES AND BRUSH WITHIN INTERSECTION RIGHT-OF-WAY TO ENHANCE SIGHT DISTANCE, IF NECESSARY
- ④ ADD A RED RETROREFLECTIVE STRIP TO EACH OF THE STOP SIGN POSTS, IF CONCERN AT THIS INTERSECTION IS WITH MOTORISTS NOT NOTICING THE STOP SIGNS

④



SCALE: 1" = 40'

BRYANT AVENUE

HILLSIDE AVENUE

CONCEPTUAL

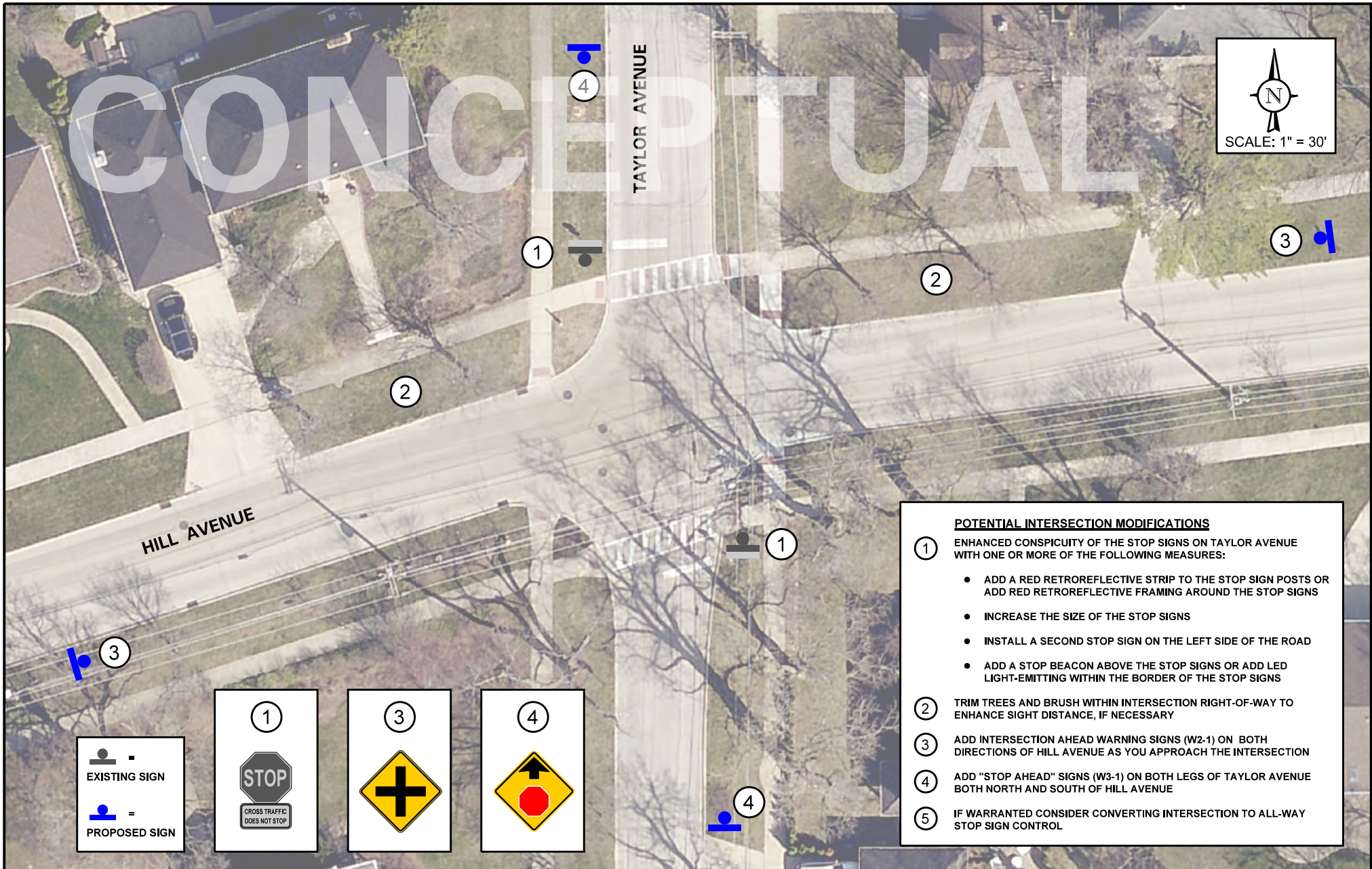
SPEED LIMIT STUDY
GLEN ELLYN, ILLINOIS

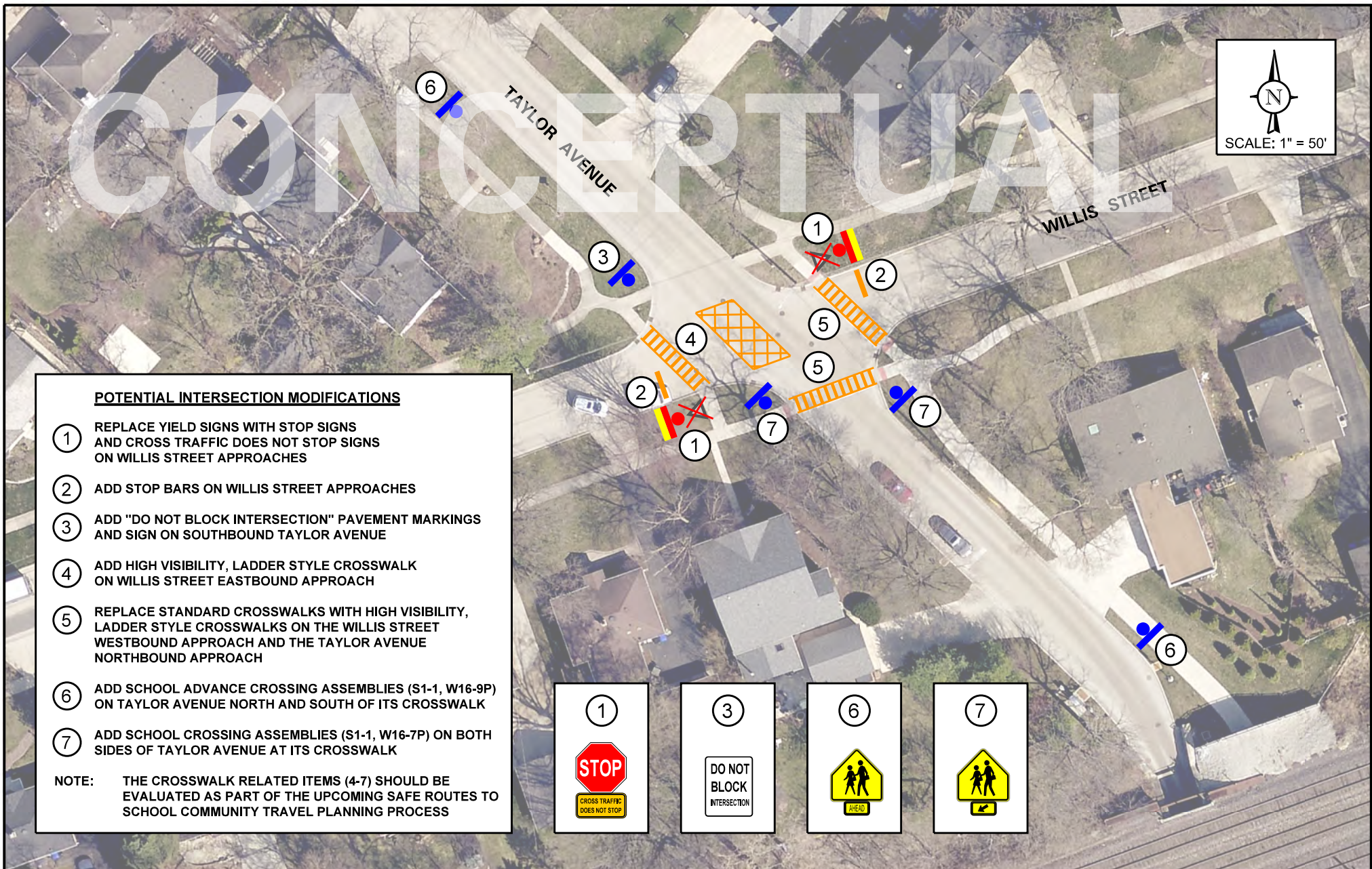
PROPOSED INTERSECTION MODIFICATIONS
HILLSIDE AVENUE WITH BRYANT AVENUE

DRAWN: MD
DATE: 06-24-26
PROJECT #: 26-126
EXHIBIT: B

CHECKED: MW
REV:



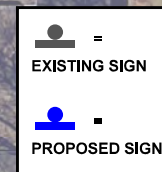
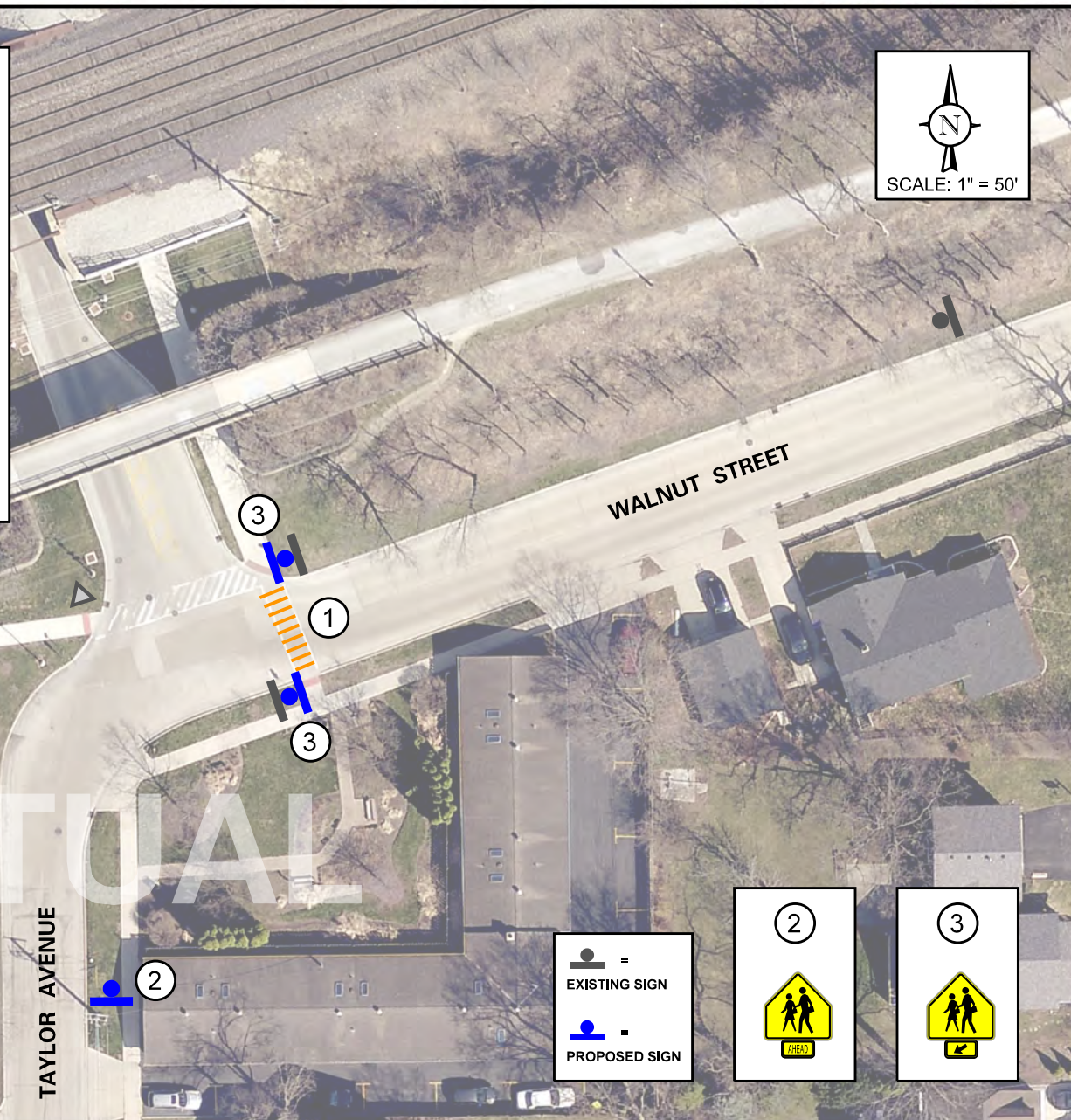
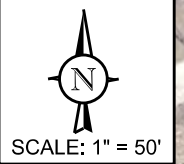




POTENTIAL INTERSECTION MODIFICATIONS

- ① REPLACE STANDARD CROSSWALKS WITH HIGH VISIBILITY. LADDER STYLE CROSSWALKS ON THE WALNUT STREET WESTBOUND APPROACH
- ② ADD SCHOOL ADVANCE CROSSING ASSEMBLIES (S1-1, W16-9P) ON NORTHBOUND TAYLOR AVENUE SOUTH OF THE WALNUT STREET CROSSWALK
- ③ ADD SCHOOL CROSSING ASSEMBLIES (S1-1, W16-7P) ON BACK SIDES OF THE EXISTING SCHOOL CROSSING ASSEMBLIES AT THE WALNUT STREET CROSSWALK

NOTE: CONSIDER FUTURE GEOMETRIC CHANGES AS OPPORTUNITIES PRESENT, (E.G ESTABLISH TAYLOR NORTH-SOUTH AS THROUGH STREET RATHER THAN WALNUT). AND/OR "SMART" SIGNAGE TO ACCOMMODATE DIFFERENT INTERSECTION RIGHT-OF-WAY NEEDS DURING DIFFERENT SCENARIOS (E.G. TYPICAL CONDITIONS VERSUS TIMES OF SIGNIFICANT TRAFFIC DURING DOWNTOWN RAILROAD BLOCKAGES OR EVENTS).



SPEED LIMIT STUDY
GLEN ELLYN, ILLINOIS

PROPOSED INTERSECTION MODIFICATIONS TAYLOR AVENUE WITH WALNUT STREET

DRAWN: MD
DATE: 06-24-26
PROJECT #: 26-126
EXHIBIT: E

CHECKED: MW
REV: 08-20-26



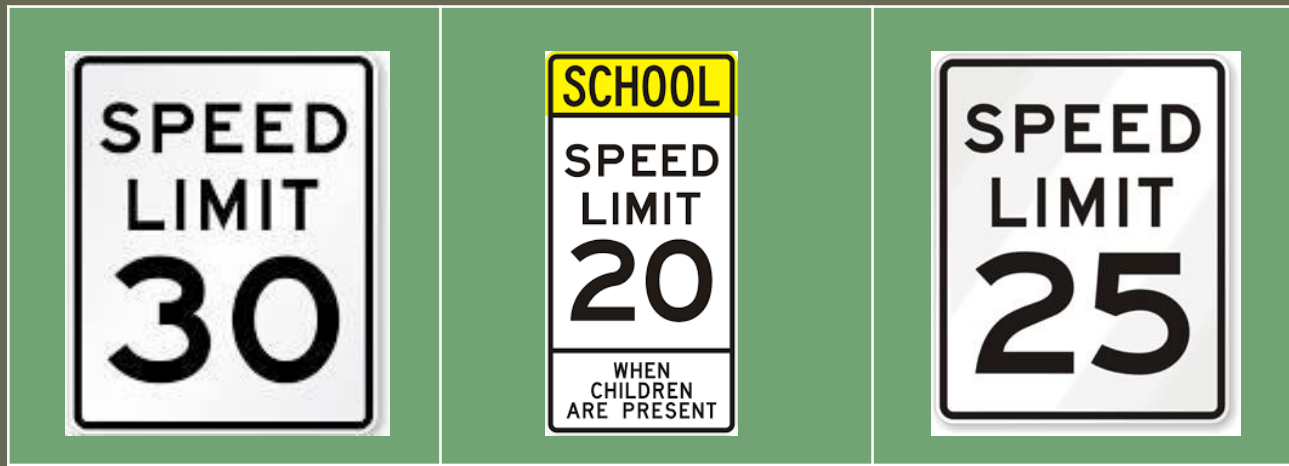
- 1 TRIM TREES AND BRUSH WITHIN INTERSECTION RIGHT-OF-WAY TO ENHANCE SIGHT DISTANCE
- 2 ADD PEDESTRIAN ADVANCE CROSSING ASSEMBLIES (W11-2, W16-9P) ON INTERSECTION APPROACHES
- 3 ADD A RED RETROREFLECTIVE STRIP TO EACH OF THE STOP SIGN POSTS, IF CONCERN AT THIS INTERSECTION IS WITH MOTORISTS NOT NOTICING THE STOP SIGNS. AS FURTHER FOLLOW-UP, OVERSIZED STOP SIGNS, DOUBLING UP OF STOP SIGNS, OR STOP SIGNS WITH FLASHING LIGHTS COULD BE CONSIDERED.



SCALE: 1" = 50'



KLOA
Kento I. O'Hara O'Hara Abnora Inc.



VILLAGE OF GLEN ELLYN SPEED & TRAFFIC SAFETY STUDY

PRELIMINARY FINDINGS

Presentation Outline

Background

- Statutory speed limits
- Purpose of study & study tasks
- Federal and State resources

Speed Limit Evaluation

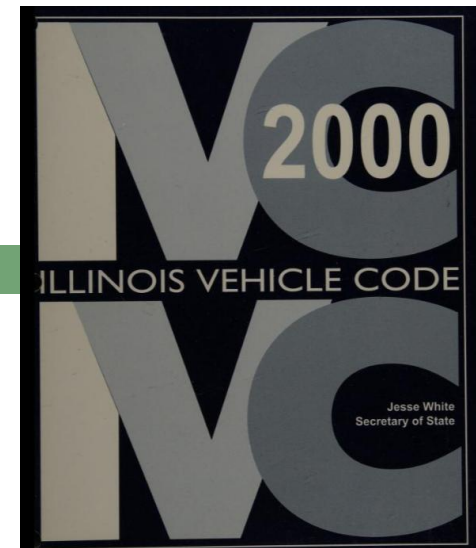
- Peer community comparison
- Existing speed & traffic volume data collection
- Illinois law and IDOT policy on speed limit changes
- Engineering study speed evaluation tables
- Proposed altered speed limits

Speed Limit Change Strategy

- Speed management/speed limit signage
- Traffic calming measures

Representative Intersections Review

Statutory Speed Limits



- A legislative speed limit is typically applicable to a particular roadway class with specific design, functional, and/or location characteristics
- Speed limits that are in effect even when not posted
- Statutory speed limits per Illinois Vehicle Code:
 - Freeways and expressways = 55 to 65 mph
 - Conventional highways = 55 mph
 - Urban roads = 30 mph

Purpose of Study

Primary Purpose

To evaluate the adjustment of speed limits throughout Village for speed limit consistency

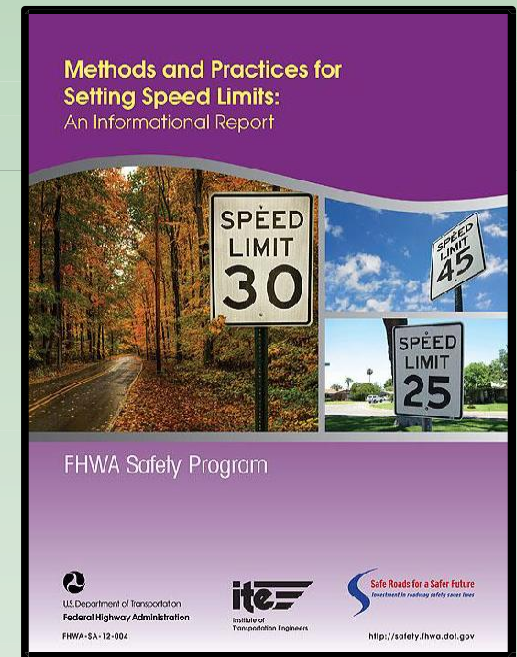
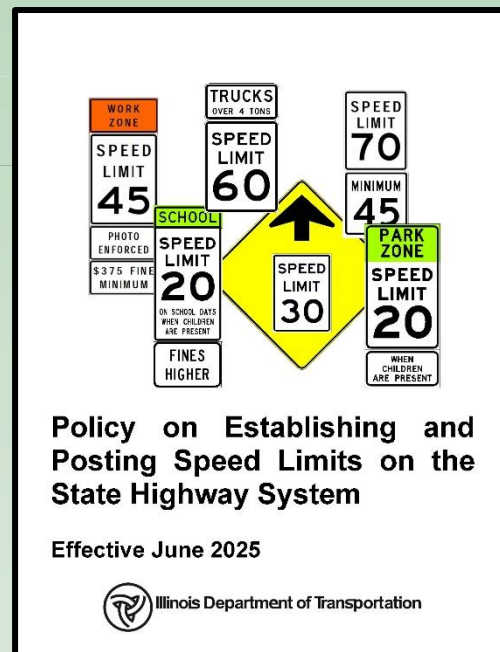
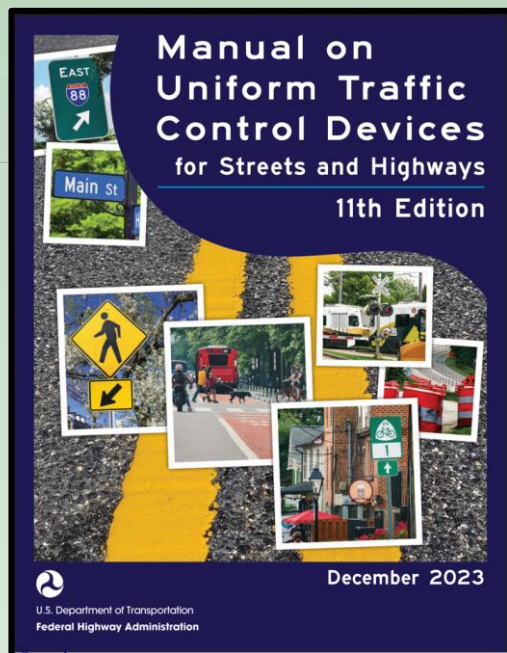
- Study initiated due to community interest in lowering the speed limit on residential roads to 25 mph
- Current Village Code does not establish a default speed limit for roadways under Village jurisdiction; existing prima facie speed limit is 30 mph in conformance with IL Vehicle Code.
- Village Code (section 9-5-10) exceptions:
 - 20 mph/25 mph: Crescent Blvd, Lake Rd, Geneva Rd, S. Park Blvd, Dawes Ave, N. Parkside Ave
 - 35 mph/40 mph: Lambert Rd, S. Park Blvd
- No overall policy aligning speed limits with roadway functional classification

Purpose of Study

Secondary Purpose
**To identify safety
and operational
improvements at
select intersections**

- Review site conditions and conduct observations at select intersections
- Intended to be informal review (no additional traffic counts)
- Identify potential measures/improvements that might be implemented to improve operations and safety.

Primary Resources



Illinois Vehicle Code

Study Tasks

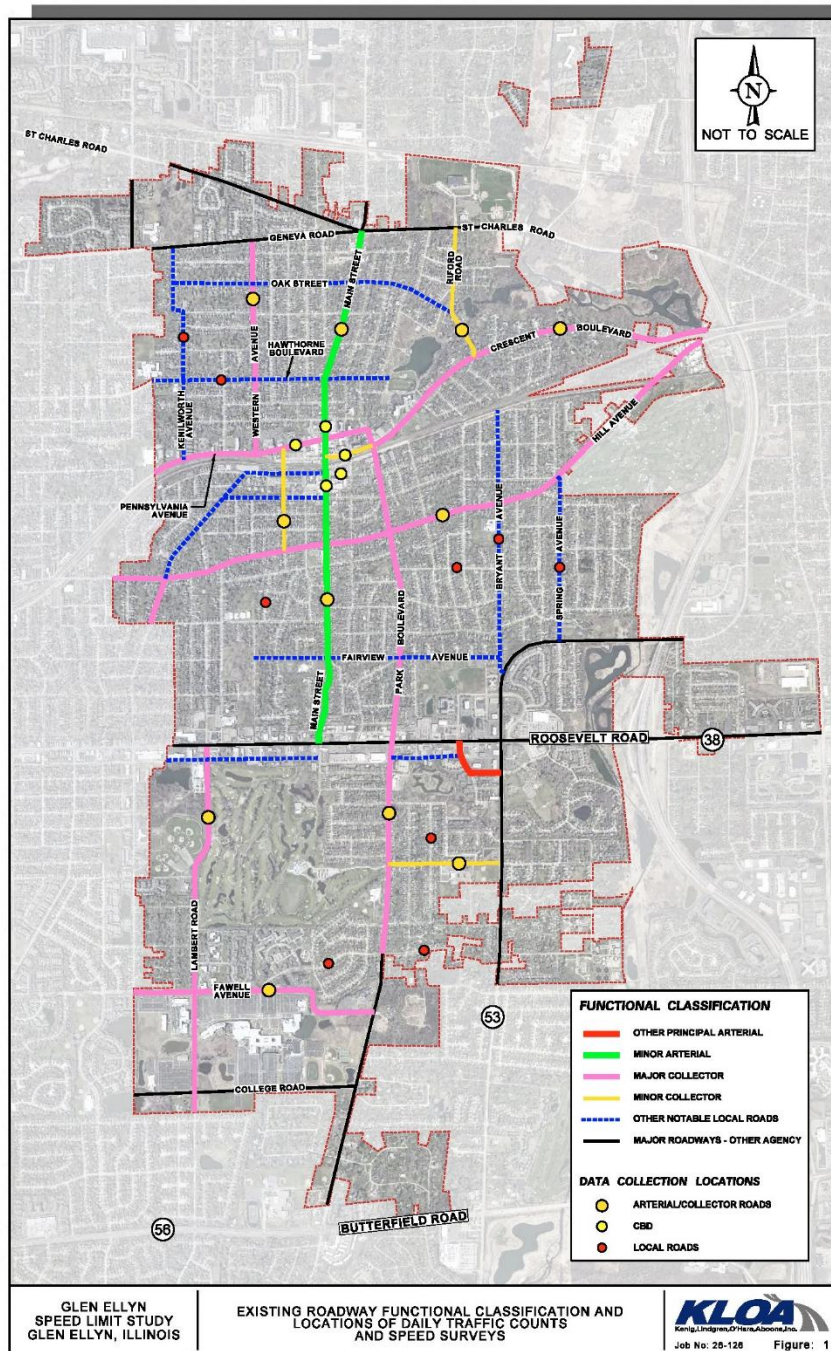
- Review of existing transportation conditions
- Comparison of speed limit policies in peer communities
- Conduct traffic counts/speed surveys at 25 locations including CBD roadways, all non-CBD arterial and collector roadways, and a sample of local roadways
- Determine 50th- and 85th-percentile speeds and Prevailing Speed
- Calculate prevailing speed reduction factors for IDOT speed limit evaluation, including reductions for safety, access control, pedestrian & bike activity, and parking
- Perform IDOT speed limit evaluation to determine if speed limit adjustments are warranted
- Determine if an overall policy can be established with respect to posted speed limits by road classification or other industry-accepted design rationale
- Conduct observations at select intersections, review crash histories, and identify potential measures and improvements to enhance intersection safety

Peer Community Comparison

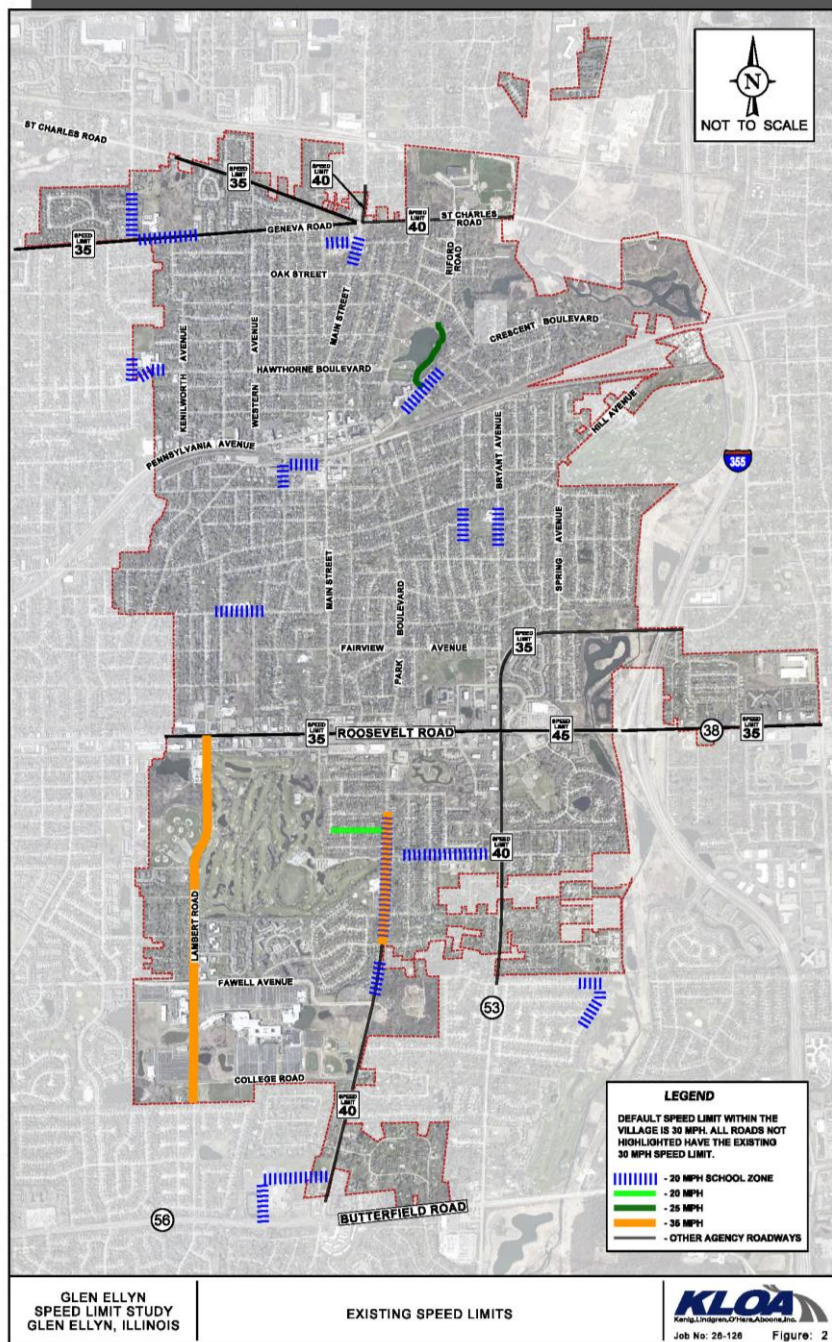
- Review of existing codified speed limits for local roads in 30 area communities, including Wheaton, Elmhurst, Oak Brook, Hinsdale, Downers Grove, Lombard, Carol Stream & Evanston, among others
- 28 of the 30 communities (94%) have local road speed limits set at 25 mph
- One community (Burr Ridge) is set at 30 mph
- One community (Wood Dale) is set at 20 mph

Local Road Speed Limits in Four Communities	
Community	Local Road Speed Limit ¹
Addicks	30 mph
Arlington Heights	25 mph
Aurora	25 mph
Bartlett	30 mph
Barry	25 mph
Bensenville	25 mph
Bloomington	25 mph
Bolingbrook	30 mph
Burr Ridge	20-25 mph
Carol Stream	25 mph
Channahon Hills	25 mph
Channahon	25 mph
Downers Grove	25 mph
Elmhurst	20-25 mph
Elmwood	25 mph
Glendale Heights	25 mph
Hanover Park	20 mph
Hinsdale	25 mph
Itasca	25 mph
La Grange	25 mph
La Grange Park	20 mph
Lemont	20 mph
Lisle	25 mph
Lombard	25 mph
Naperville	25 mph
Oak Brook	25 mph
Oak Park	25 mph
Oakbrook Terrace	25 mph
Roselle	25 mph
Skokie	25 mph
St. Charles	25 mph
Villa Park	25 mph
Waukegan	20-25 mph
West Chicago	25 mph
Western Springs	25 mph
Westmont	25 mph
Wilmette	25 mph
Willmettsbrook	20-25 mph
Winfield	25 mph
Wood Dale	20 mph
Woodstock	25 mph

¹Speed limits apply to all local roads under the jurisdiction of the community unless otherwise noted on the municipal code.



Roadway Functional Classification & Traffic Count/Speed Survey Locations



Existing Speed Limits

Illinois Law and IDOT Policy

Prevailing Speeds

Prevailing Speed
By IDOT policy, the determination of the prevailing speed of free-flowing traffic is the basic step in establishing an altered speed limit either lower or higher than the statutory limit

- Prevailing speed is based on either the 50th percentile or 85th percentile speed measured during free-flow traffic conditions and based on roadway type and location.
- Represents speeds at which 50% or 85% of vehicles are traveling at or below.
- For Urban settings such as Glen Ellyn, the 50th-percentile speed is utilized as the prevailing speed for arterials, collectors & local roadways, per IDOT policy.

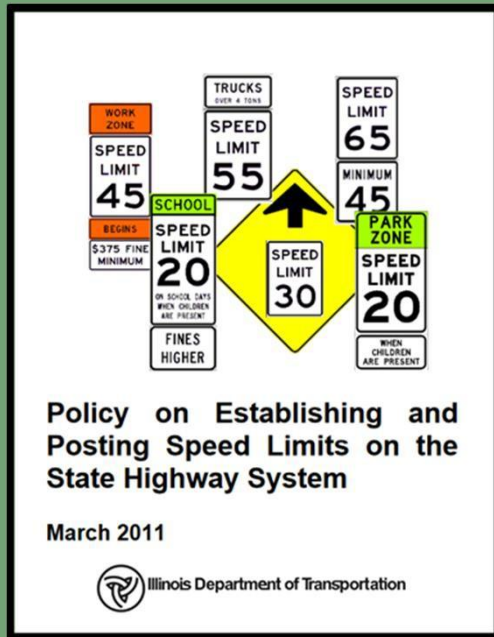
Illinois Law and IDOT Policy

Process to Change Speed Limits

- The Illinois Vehicle Code states that local authorities can alter speed limits on roads under their jurisdiction
- The altered speed limit should be based upon an engineering study or traffic investigation in accordance with traffic engineering practices
- Engineering study should follow *IDOT Policy on Establishing and Posting Speed Limits on the State Highway System*, which documents the basis for the altered speed limit and is typically upheld by the legal/court system

Illinois Law and IDOT Policy

Components of Engineering Study



- Field investigation/observations
- Data collection – speed surveys
 - 50th percentile speeds
- Adjustment factors
 - High safety tier locations
 - Access conflicts/mile
 - Pedestrian activity/sidewalk location/uncontrolled crossing points
 - Bicycle activity/lack of bike lanes
 - On-street parking
- Determination of proposed altered speed limit
- Should not differ from prevailing speed by more than 5 mph

Illinois Law and IDOT Policy

Engineering Study Tables

Table 1 Traffic Volume & Speed Summary

Note:

CBD roadways and most local/residential roadways currently operating at driving speeds lower than 30 mph posted/statutory speed

Table 1
VILLAGE OF GLEN ELLYN - TRAFFIC VOLUME AND SPEED SUMMARY TABLE

Roadway	Segment	Functional Classification	Posted Speed Limit	Average Daily Traffic Volume ¹	50 th Percentile Speed	85 th Percentile Speed
Non-CBD - Minor Arterial and Collector Roads						
Main Street (N of CBD)	North of Linden St	Minor Arterial	30	10,201	27	32
Main Street (S of CBD)	High Rd – Arbor Ct	Minor Arterial	30	8,324	28	32
Crescent Boulevard	Roger Rd – Cumnor Ave	Major Collector	30	3,561	31	36
Hill Avenue	Montclair Ave – Taylor Ave	Major Collector	30	4,748	27	32
Fawell Boulevard	Artists Dr – Scholars Dr	Major Collector	30	7,308	33	39
Lambert Road	South of Wilson Ave	Major Collector	35	11,415	40	44
S. Park Boulevard	South of Harding Ave	Major Collector	30/35	14,059	32	38
Western Avenue	Maple St – Oak St	Major Collector	30	6,262	28	33
Prospect Avenue	South of Phillips Ave	Minor Collector	NPSL	4,820	25	29
Riford Road	South of Oak St	Minor Collector	30	5,131	28	33
Sheehan Avenue	West of Amber Ridge Ave	Minor Collector	30 ²	3,666	27	33
CBD Roadways						
Main Street	South of Anthony St	Minor Arterial	30	7,905	21	25
Main Street	North of Hillside Ave	Minor Arterial	30	5,810	15	19
Pennsylvania Avenue	Main St – Glenwood Ave	Major Collector	NPSL	5,793	23	28
Crescent Boulevard	Main St – Forest Ave	Minor Collector	NPSL	5,014	17	23
Duane Street	Main St – Forest Ave	Local	30	3,657	24	29
Non-CBD Local Roadways						
Kenilworth Avenue	North of Linden St	Local	30	1,532	22	28
Hawthorne Boulevard	Kenilworth Ave – Newton Ave	Local	30	2,012	24	29
Bryant Avenue	South of Turner Ave	Local	30 ²	3,152	26	31
Spring Avenue	South of Roselyn Rd	Local	30	1,937	27	33
Highview Avenue	Merton Ave – Taylor Ave	Local	NPSL	1,089	22	28
Regent Street	South of Arlington Ave	Local	NPSL	630	23	29
Milton Avenue	Harding Ave – Sheehan Ave	Local	NPSL	366	22	28
Buena Vista Drive	West of Milton Ave	Local	30	916	25	30
Raintree Drive	West of Stafford Ln	Local	30	1,873	27	32

¹ Two-way, bi-directional traffic volumes
² 20 mph school speed zone on school days when children are present
NPSL – No posted speed limit. Since Glen Ellyn Municipal Code does not establish a default speed limit, the existing prima facie speed limit defaults to 30 mph in alignment with the Illinois Vehicle Code's maximum speed limit in urban districts.

Illinois Law and IDOT Policy

Engineering Study Tables

Table 2
Supplementary
Factors

Table 2
SUMMARY OF SUPPLEMENTARY FACTORS

Roadway	Segment	Functional Classification	Pedestrian Activity ^a	Sidewalk ^b	Bicycle Activity ^c	Bike Lanes ^d	High Safety Tier Location	On-Street Parking
Non-CBD Minor Arterial and Collector Roads								
Main Street (N of CBD)	North of Linden St	Minor Arterial	-	SB	-	No	No	No
Main Street (S of CBD)	High Rd – Arbor Ct	Minor Arterial	-	SB	-	No	Yes ⁴	No
Crescent Boulevard	Roger Rd – Cumnor Ave	Major Collector	-	BC	-	No	No	Yes
Hill Avenue	Montclair Ave – Taylor Ave	Major Collector	-	SB	-	No	No	No
Fawell Boulevard	Artists Dr – Scholars Dr	Major Collector	-	SB	High	Path	Yes ²	No
Lambert Road	South of Wilson Ave	Major Collector	-	SB	High	Yes	Yes ³	No
S. Park Boulevard	South of Harding Ave	Major Collector	-	SB	-	No	No	No
Western Avenue	Maple St – Oak St	Major Collector	High	SB	-	No	No	No
Prospect Avenue	South of Phillips Ave	Minor Collector	-	SB	-	Prop	No	No
Riford Road	South of Oak St	Minor Collector	-	SB	-	Prop	No	Yes
Sheehan Avenue	West of Amber Ridge Ave	Minor Collector	High	SB	High	Path	No	Yes
CBD Roadways								
Main Street	South of Anthony St	Minor Arterial	High	SB	-	No	No	Yes
Main Street	North of Hillside Ave	Minor Arterial	High	SB	-	No	No	Yes
Pennsylvania Avenue	Main St – Glenwood Ave	Major Collector	High	SB	-	Prop	Yes ⁵	Yes
Crescent Boulevard	Main St – Forest Ave	Minor Collector	High	SB	-	No	No	Yes
Duane Street	Main St – Forest Ave	Local	High	SB	-	No	No	Yes
Non-CBD Local Roadways								
Kenilworth Avenue	North of Linden St	Local	-	SB	-	Prop	No	Yes
Hawthorne Boulevard	Kenilworth Ave – Newton Ave	Local	High	SB	-	No	No	No
Bryant Avenue	South of Turner Ave	Local	High	SB	-	Prop	Yes ¹	Yes
Spring Avenue	South of Roselyn Rd	Local	-	SB	-	No	No	Yes
Highview Avenue	Merton Ave – Taylor Ave	Local	-	SB	-	No	No	Yes
Regent Street	South of Arlington Ave	Local	High	SB	-	No	No	Yes
Milton Avenue	Harding Ave – Sheehan Ave	Local	-	SB	-	No	No	Yes
Buena Vista Drive	West of Milton Ave	Local	-	Partial	High	PBR	No	Yes
Raintree Drive	West of Stafford Ln	Local	-	SB	High	PBR	No	Yes

^a Pedestrian activity was considered High if the roadway section was within the CBD or if schools were within proximity to the roadway section.
^b SB – Sidewalk is set back from roadway, BC – Sidewalk is at the back of curb or edge of roadway
^c Bike activity was considered High if the road contains bike lanes, a side path, or is a posted bike route.
^d PBR-Posted Bike Route, PROP – Proposed Bike Lanes or Route
¹ Bryant Avenue/Revere Road intersection (Year 2024)
² Fawell Boulevard/22nd Street/Lambert Road intersection (Year 2023)
³ Lambert Road/Taft Avenue intersection (Year 2023)
⁴ Main Street/Hill Avenue and Main Street/Fairview Avenue intersections (Year 2023)
⁵ Pennsylvania Avenue/Prospect Avenue intersection (Year 2023)

Illinois Law and IDOT Policy

Engineering Study Tables

Table 3
Access Control
Reduction Summary

Table 3
ACCESS CONTROL REDUCTION SUMMARY

Roadway	Segment	Number of Driveways / Intersections			Segment Length (D)	Access Conflicts/Mile ¹ (E)	Prevailing Speed Reduction
		Single-Family Residential (A)	Minor Commercial/ Minor Street (B)	Major Commercial/ Major Street (C)			
Non-CBD Minor Arterial and Collector Roads							
Main Street (N of CBD)	Geneva Rd – Hawthorne Blvd	38	10	1	3,300 ft	157	10%
Main Street (S of CBD)	Hill Ave – Fairview Ave	50	7	0	2,460 ft	182	10%
Crescent Boulevard	Riford Rd – Scott Ave	48	8	0	2,735 ft	170	10%
Hill Avenue	N. Park Blvd – Spring Ave	72	10	1	2,200 ft	317	10%
Fawell Boulevard	Lambert Rd – S. Park Blvd	0	8	2	1,820 ft	174	10%
Lambert Road	Roosevelt Rd – Fawell Blvd	17	14	2	5,475 ft	103	10%
S. Park Boulevard	Roosevelt Rd – Sheehan Ave	37	13	1	2,700 ft	219	10%
Western Avenue	Geneva Rd – Hawthorne Blvd	62	9	1	3,025 ft	204	10%
Prospect Avenue	Hillside Ave – Turner Ave	18	4	0	1,600 ft	125	10%
Riford Road	St. Charles Rd – Crescent Blvd	40	6	1	2,960 ft	143	10%
Sheehan Avenue	S. Park Blvd – IL 53	25	6	2	2,470 ft	160	10%
CBD Roadways							
Main Street	Crescent Blvd-Anthony St	2	4	0	860 ft	245	10%
Main Street	Hillside Ave-Railroad	0	4	0	725 ft	146	10%
Pennsylvania Avenue	Main St – Western Ave	1	21	0	1,560 ft	359	10%
Crescent Boulevard	Main St – N Park Blvd	1	6	0	1,030 ft	205	10%
Duane Street	Main St – N Park Blvd	2	14	0	1,165 ft	326	10%
Non-CBD Local Roadways							
Kenilworth Avenue	Geneva Rd – Hawthorne Blvd	64	8	1	3,100 ft	194	10%
Hawthorne Boulevard	Main St - Kenilworth Ave	50	7	0	3,115 ft	144	10%
Bryant Avenue	Hill Ave – IL 53	71	7	1	3,700 ft	166	10%
Spring Avenue	Hill Ave – IL 53	60	11	1	3,600 ft	183	10%
Highview Avenue	N. Park Blvd – Bryant Ave	27	8	0	2,210 ft	160	10%
Regent Street	Turner Ave – Greenfield Ave	22	2	0	1,025 ft	165	10%
Milton Avenue	Harding Ave – Marston Ave	76	3	0	2,600 ft	185	10%
Buena Vista Drive	S. Park Blvd – Taylor Rd	22	3	1	1,770 ft	140	10%
Raintree Drive	S. Park Blvd – Cul-De-Sac	26	10	0	2,805 ft	143	10%
¹ Access Conflicts per Mile calculation: [(A x1) + (B x 5) + (C x10)] / D] x 5280 = E							
Access Conflict Factors:							
1 Single-Family Residential Driveway							
5 Minor Commercial Driveway, Minor Street Intersection, Small Multi-Family Residential Driveway							
10 Major Commercial Driveway, Major Street Intersection, Large Multi-Family Residential Driveway							

Illinois Law and IDOT Policy

Engineering Study Tables

Table 4
Prevailing Speed
Reduction Summary

Table 4
PREVAILING SPEED REDUCTION SUMMARY

Roadway	Segment	Functional Classification	Reductions					
			Safety Factor	Access Control	Pedestrian Activity ¹	Bicycle Activity ²	Parking	Total
Non-CBD Minor Arterial and Collector Roads								
Main Street (N of CBD)	North of Linden St	Minor Arterial	0%	10%	5% ³	0%	0%	15%
Main Street (S of CBD)	High Rd – Arbor Ct	Minor Arterial	10%	10%	5% ³	0%	0%	25%
Crescent Boulevard	Roger Rd – Cumnor Ave	Major Collector	0%	10%	5% ³	0%	5%	20%
Hill Avenue	Montclair Ave – Taylor Ave	Major Collector	0%	10%	5% ³	0%	0%	15%
Fawell Boulevard	Artists Dr – Scholars Dr	Major Collector	10%	10%	0%	0%	0%	20%
Lambert Road	South of Wilson Ave	Major Collector	10%	10%	0%	0%	0%	20%
S. Park Boulevard	South of Harding Ave	Major Collector	0%	10%	0%	0%	0%	10%
Western Avenue	Maple St – Oak St	Major Collector	0%	10%	5% ³	0%	0%	15%
Prospect Avenue	South of Phillips Ave	Minor Collector	0%	10%	5% ³	0%	0%	15%
Riford Road	South of Oak St	Minor Collector	0%	10%	5% ³	0%	5%	20%
Sheehan Avenue	West of Amber Ridge Ave	Minor Collector	0%	10%	5% ³	0%	5%	20%
CBD Roadways								
Main Street	South of Anthony St	Minor Arterial	0%	10%	5% ³	0%	5%	20%
Main Street	North of Hillside Ave	Minor Arterial	0%	10%	5% ³	0%	5%	20%
Pennsylvania Avenue	Main St – Glenwood Ave	Major Collector	10%	10%	5% ³	0%	5%	30%
Crescent Boulevard	Main St – Forest Ave	Minor Collector	0%	10%	5% ³	0%	5%	20%
Duane Street	Main St – Forest Ave	Local	0%	10%	5% ³	0%	5%	20%
Non-CBD Local Roadways								
Kenilworth Avenue	North of Linden St	Local	0%	10%	5% ³	0%	5%	20%
Hawthorne Boulevard	Kenilworth Ave – Newton Ave	Local	0%	10%	0%	0%	0%	10%
Bryant Avenue	South of Turner Ave	Local	10%	10%	5% ³	0%	5%	30%
Spring Avenue	South of Roselyn Rd	Local	0%	10%	5% ³	0%	5%	20%
Highview Avenue	Merton Ave – Taylor Ave	Local	0%	10%	5% ³	0%	5%	20%
Regent Street	South of Arlington Ave	Local	0%	10%	5% ³	0%	5%	20%
Milton Avenue	Harding Ave – Sheehan Ave	Local	0%	10%	0%	0%	5%	15%
Buena Vista Drive	West of Milton Ave	Local	0%	10%	5% ³	5% ⁴	5%	25%
Raintree Drive	West of Stafford Ln	Local	0%	10%	5% ³	5% ⁴	5%	25%

¹ Per IDOT Policy on Establishing and Posting Speed Limits on the State Highway System: where pedestrian activity is high and no sidewalks are provided or sidewalks are located immediately behind the curb (see Table 2); or where pedestrians are crossing the roadway at uncontrolled intersections or uncontrolled established crossing points, the prevailing speed should be reduced by 5 percent.

² Per IDOT Policy on Establishing and Posting Speed Limits on the State Highway System, where bicycle activity is high and where no bike lanes or no separated bike lanes (including side paths) are present (see Table 2), the prevailing speed should be reduced by 5 percent.

³ Roadway contains uncontrolled pedestrian crossing points (i.e., crosswalks), including locations beyond the traffic count segment.

⁴ Roadway is a posted bike route with no bike lanes, separated bike lanes or side paths.

Illinois Law and IDOT Policy

Engineering Study Tables

Table 5

Summary of Prevailing Speeds & Proposed Altered Speed Limits

Table 5

SUMMARY OF PREVAILING SPEEDS AND PROPOSED ALTERED SPEED LIMITS

Roadway	Segment	Functional Classification	Prevailing Speed		Total Reductions	Adjusted Prevailing Speed		Posted Speed Limit	Proposed Altered Speed Limit
			50 th Percentile Speed	85 th Percentile Speed		50 th Percentile Speed	85 th Percentile Speed		
Non-CBD Minor Arterial and Collector Roads									
Main Street (N of CBD)	North of Linden St	Minor Arterial	27	32	15%	23	27	30 ¹	25/30 ²
Main Street (S of CBD)	High Rd-Arbor Ct	Minor Arterial	28	32	25%	21	24	30	25
Crescent Boulevard	Roger Rd-Cumnor Ave	Major Collector	31	36	20%	25	29	30 ¹	25
Hill Avenue	Montclair Ave-Taylor Ave	Major Collector	27	32	15%	23	27	30	25/30 ¹
Fawell Boulevard	Artists Dr-Scholars Dr	Major Collector	33	39	20%	26	31	30	NC
Lambert Road	South of Wilson Ave	Major Collector	40	44	20%	32	35	35	NC
S. Park Boulevard	South of Harding Ave	Major Collector	32	38	10%	29	34	30/35 ¹	30 ¹
Western Avenue	Maple St-Oak St	Major Collector	28	33	15%	24	28	30	25
Prospect Avenue	South of Phillips Ave	Minor Collector	25	29	15%	21	25	NPSL ¹	25
Riford Road	South of Oak St	Minor Collector	28	33	20%	22	26	30	25
Sheehan Avenue	West of Amber Ridge Ave	Minor Collector	27	33	20%	22	26	30 ¹	25
CBD Roads									
Main Street	South of Anthony St	Minor Arterial	21	25	20%	17	20	30	25
Main Street	North of Hillside Ave	Minor Arterial	15	19	20%	12	15	30	25
Pennsylvania Avenue	Main St-Glenwood Ave	Major Collector	23	28	30%	16	20	NPSL	25
Crescent Boulevard	Main St - Forest Ave	Minor Collector	17	23	20%	14	18	NPSL	25
Duane Street	Main St-Forest Ave	Local	24	29	20%	19	23	30	25
Non-CBD Local Roadways									
Kenilworth Avenue	North of Linden St	Local	22	28	20%	18	22	30	25
Hawthorne Boulevard	Kenilworth Av-Newton Av	Local	24	29	10%	22	26	30 ¹	25
Bryant Avenue	South of Turner Ave	Local	26	31	30%	18	22	30 ¹	25
Spring Avenue	South of Roselyn Rd	Local	27	33	20%	22	26	30	25
Highview Avenue	Merton Ave-Taylor Ave	Local	22	28	20%	18	22	NPSL	25
Regent Street	South of Arlington Ave	Local	23	29	20%	18	23	NPSL	25
Milton Avenue	Harding Ave-Sheehan Ave	Local	22	28	15%	19	24	NPSL	25
Buena Vista Drive	West of Milton Ave	Local	25	30	25%	19	22.5	30	25
Raintree Drive	West of Stafford Ln	Local	27	32	25%	20	24	30	25

■ Per IDOT guidelines, since the roadway context in Glen Ellyn is urban, the prevailing speed was based on the 50th percentile speed for all classifications of roadways. For speed studies where the 50th percentile speed is used to determine the prevailing speed, the proposed altered speed limit should not differ from the prevailing speed by more than 5 mph.

■ Current or anticipated violation rate exceeds 50%. Speed management strategies may be necessary.

Numbers in **Bold** type represent roadways where speed limit is proposed to be changed.

NPSL - No posted speed limit. Since Glen Ellyn Municipal Code does not establish a default speed limit, the existing prima facie speed limit defaults to 30 mph in alignment with the Illinois Vehicle Code's maximum speed limit in urban districts.

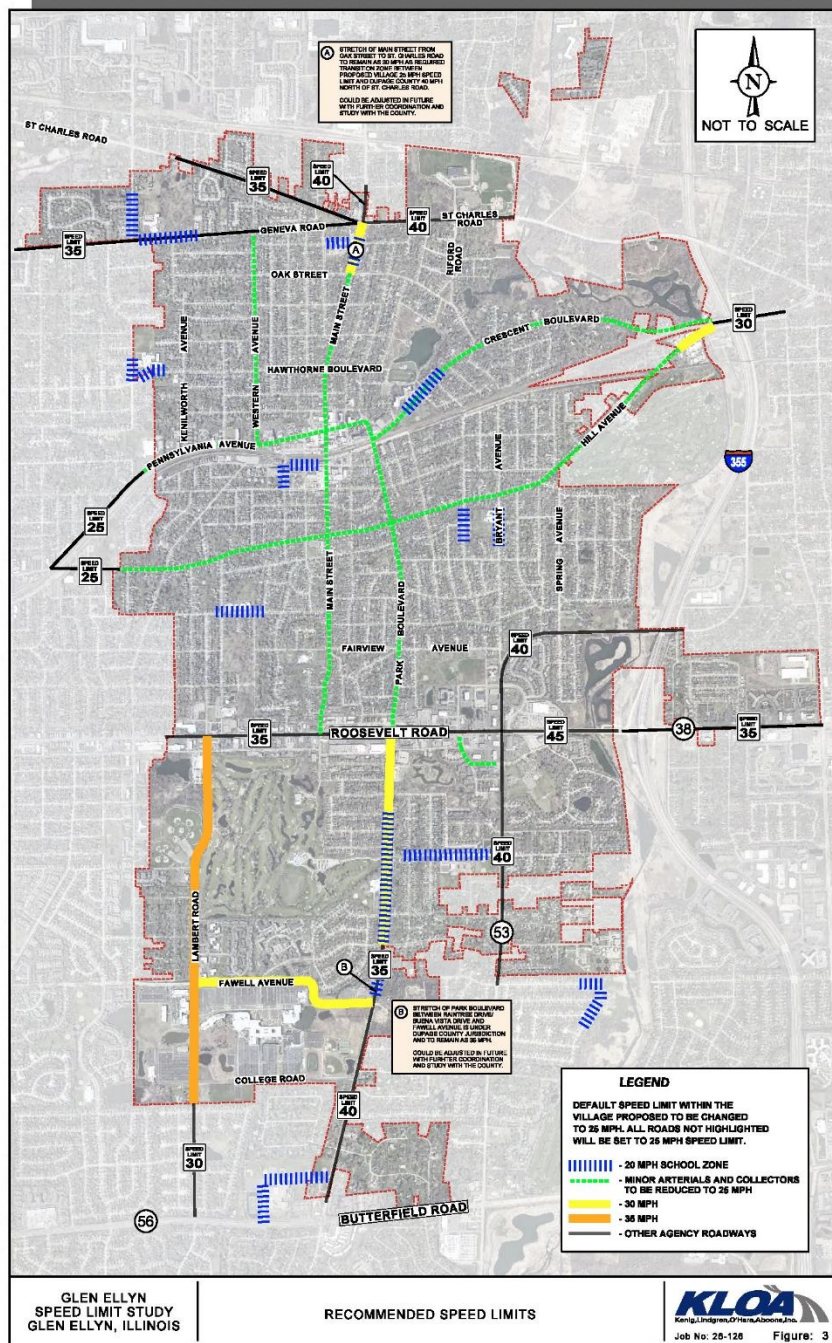
N/C - No change. Current posted speed limit is not proposed to be altered.

¹ 20 mph school speed zone on school days when children are present. No changes to the school speed zones is proposed as part of this study.

² Section of Main Street from south of Oak Street to St. Charles Road will remain 30 mph.

³ Section of Hill Avenue between Walnut Road and the Village's eastern limits will remain 30 mph.

⁴ Section of S. Park Boulevard from Roosevelt Road to Coolidge Avenue is already 30 mph and will remain as 30 mph. Section of S. Park Boulevard from Coolidge Avenue south to Raintree Drive/Buena Vista Drive is 35 mph and is proposed to be lowered to 30 mph.



Proposed Altered Speed Limits: Village Arterials & Collectors

Proposed Altered Speed Limits

Summary

- Proposed changes provide for consistency, ease of understanding, minimization of codifying, and efficiency in signage
- All local/residential roads & minor collectors posted at 25 mph
- All CBD roadways posted at 25 mph
- All 20-mph School Zones maintained
- Minor Arterials
 - Main St north of CBD posted at 25 mph¹
 - Main St south of CBD posted at 25 mph
- Major Collectors
 - Crescent Blvd, Hill Ave² & Western Ave posted at 25 mph
 - S. Park Blvd posted at 30 mph³
 - No change to Fawell Blvd (30 mph) & Lambert Rd (35 mph)
- No change to roads under IDOT or DuPage Co jurisdiction

¹ Section between Oak St and St. Charles Rd to remain 30 mph

² Section between Walnut Rd and the Village's eastern limits to remain 30 mph

³ Section between Buena Vista Dr and Fawell Blvd to remain 35 mph. DuPage County to re-evaluate in 2029.

Speed Management

Effect of Signage on Compliance

- Speed limit change to 25 mph on CBD and local/residential roadways aligns with current operating speeds on most of these roadways
- Lowering speed limits does not necessarily result in lower travel speeds and can result in higher speed violation rates
- Speed limit signs are typically installed to reinforce the lawful speed limit and aid in enforcement, particularly after speed limit changes are made
- Speed limit signs are just one of several strategies in managing speeds on roadways and may need to be used in combination with other speed management measures as guided by the five E's of traffic engineering (Education, Enforcement, Engineering, Enhancement and Evaluation)
- Traffic calming measures, both physical and non-physical, can be implemented incrementally, as needed, for purposes of speed management
- In accordance, proposed speed limit changes will be evaluated further for compliance and need for speed management measures

Traffic Calming Measures

Options	Examples
Non-Physical Measures	
Education and Enforcement	Education, Community Involvement Efforts, Targeted Police Enforcement, Radar Speed Trailers, Patrol Decoy
Advisory Signing	Enhanced Speed Limit Signs, Speed Radar Signs, School/Park Zones, Neighborhood Yard Signs
Pavement Markings	Parking Lines/Boxes, Bike Lanes, Sharrows, Lane/Center Lines, Speed Limit Markings
Physical Measures	
Horizontal Deflections	Curb Extensions, Median Islands, Traffic Circles, Chokers/Neck-Downs
Vertical Deflections	Speed Humps/Lumps, Speed Tables, Raised Crosswalks, Raised Intersections

Representative Intersections Review

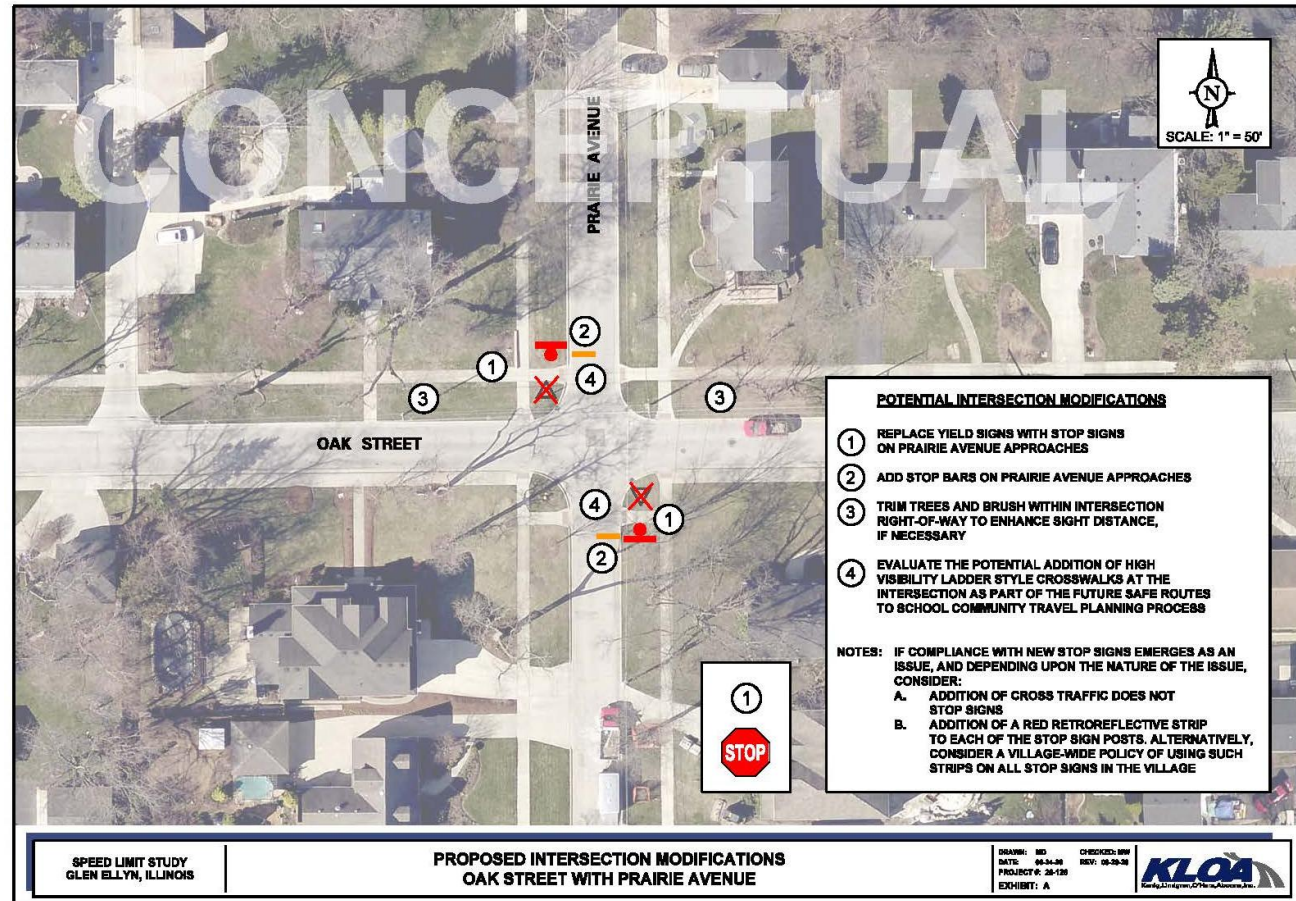
Oak Street with Prairie Avenue

Existing Conditions

- Yield signs on Prairie Ave
- Trees/shrubs at NW & NE corners
- No crosswalk markings

Issues

- Effectiveness of Yield signs
- Two crashes past 5 years, one being a failure to yield
- Sight distance limitations
- Pedestrian safety/lack of crosswalk markings



Representative Intersections Review

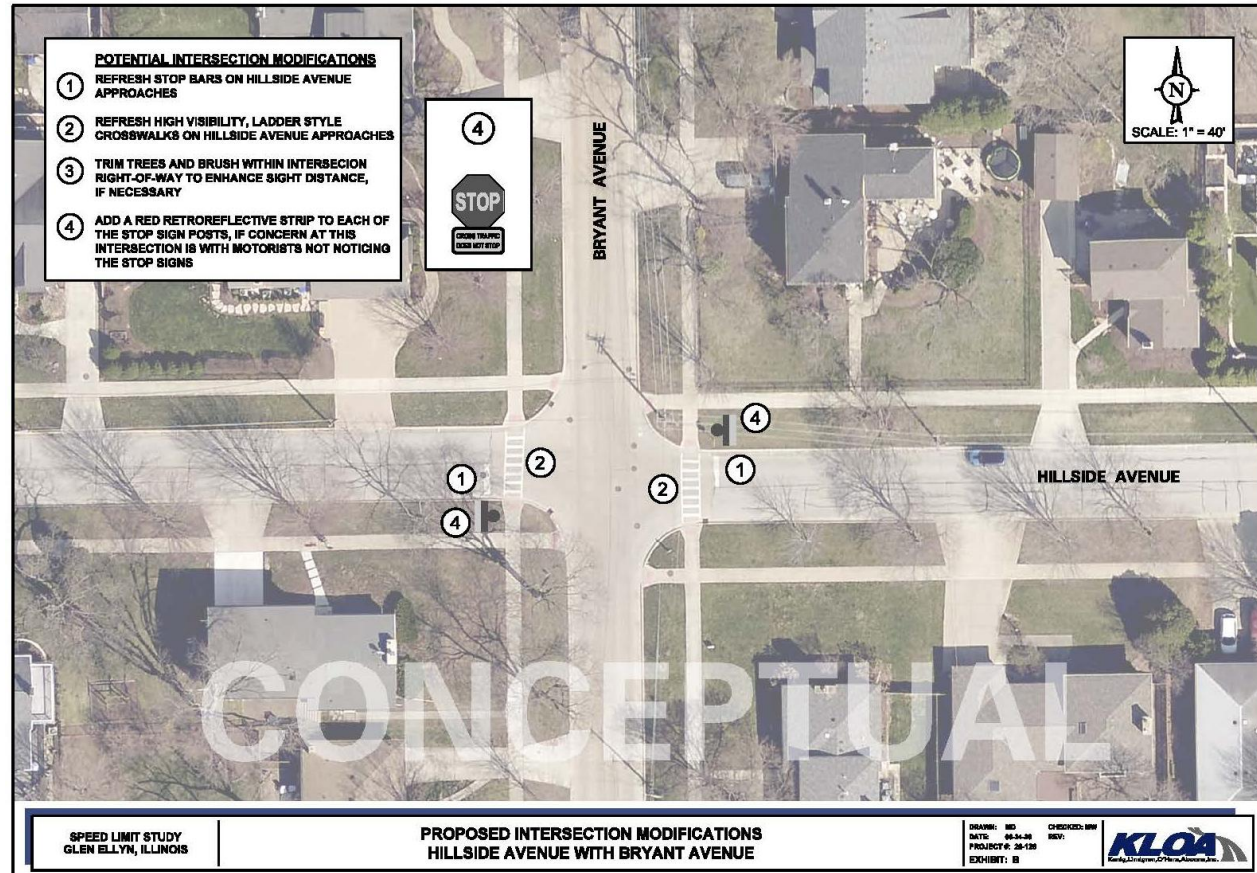
Hillside Avenue with Bryant Avenue

Existing Conditions

- Stop signs on Hillside Ave
- Fencing around NE corner property
- Worn crosswalk markings & stop bars

Issues

- Three crashes past 5 years, just one at intersection (failure to yield)
- Sight distance limitations
- Pedestrian safety/worn crosswalk markings



Representative Intersections Review

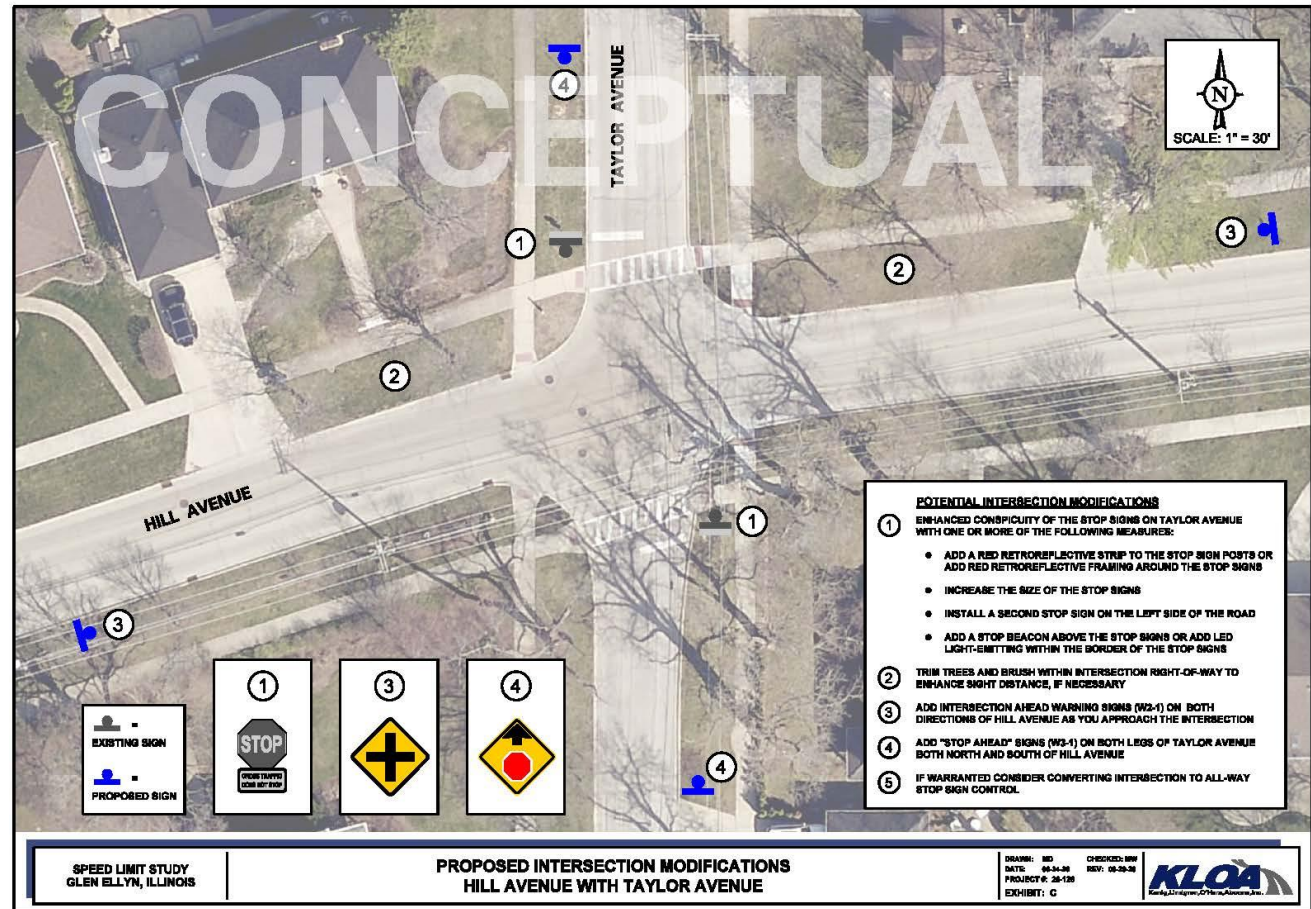
Hill Avenue with Taylor Avenue

Existing Conditions

- Stop signs on Taylor Ave
- Trees/shrubs at NW & NE corners

Issues

- 15 crashes past 5 years, (12 failure to yield mostly from SB traffic on Taylor, 1 rear-end)
- Stop signs installed on Taylor Ave in place of Yield signs in 2007-2008
- Sight distance limitations



Representative Intersections Review

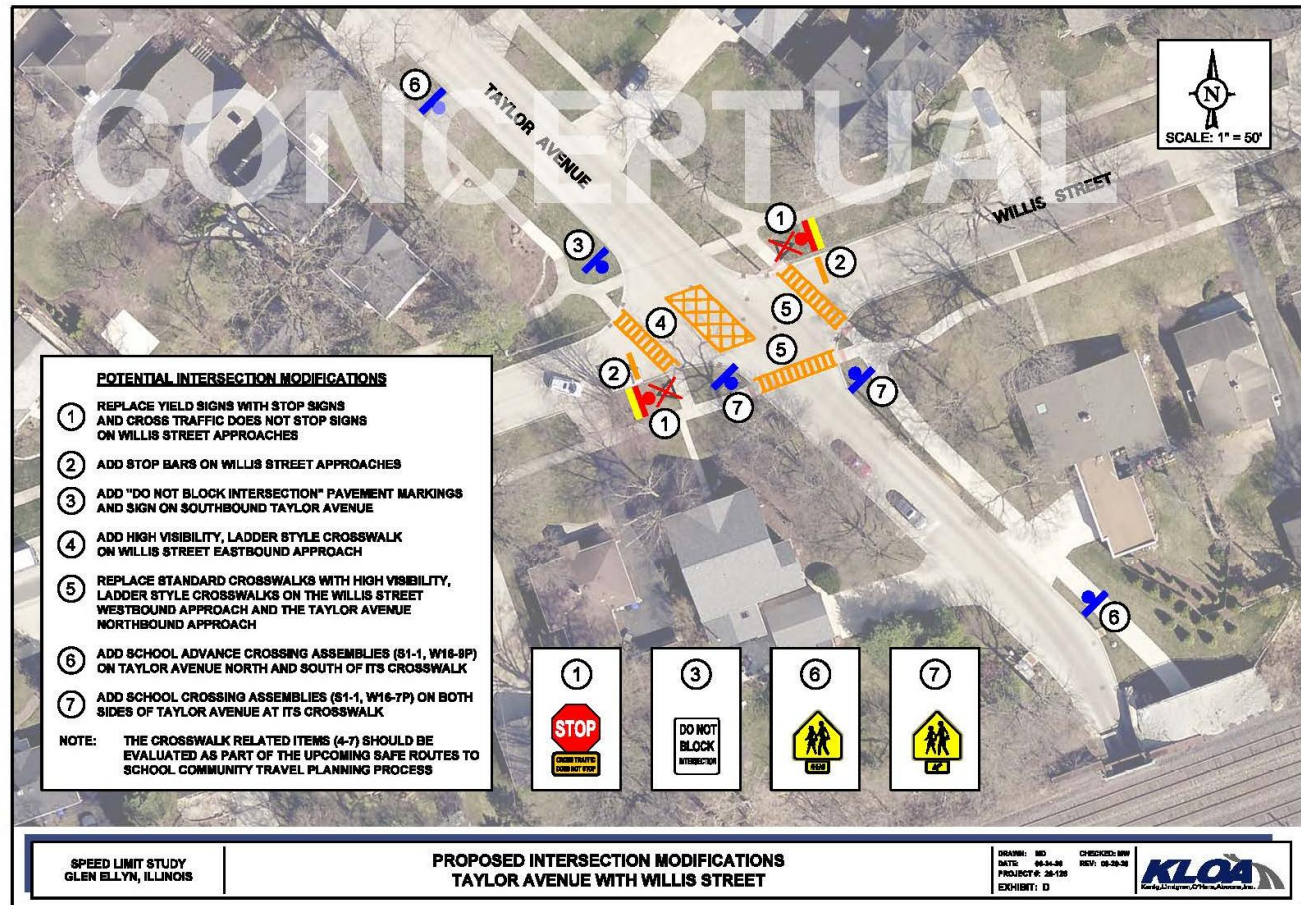
Taylor Avenue with Willis Street

Existing Conditions

- Yield signs on Willis St
- School walking route to Glenbard West HS
- Standard crosswalks on E & S approaches only

Issues

- Effectiveness of Yield signs
- Two crashes past 5 years, one being a failure to yield
- Sight distance limitations due to southbound traffic queues on Taylor from underpass signal
- Pedestrian safety on school walking route



Representative Intersections Review

Taylor Avenue with Walnut Street

Existing Conditions

- Yield sign on Walnut St
- School crossing with standard crosswalk on Walnut St

Issues

- Offset Taylor Ave alignment at Walnut Ave
- Two crashes past 5 years, both rear-end
- Sight distance limitations
- Pedestrian safety at school crossing



Representative Intersections Review

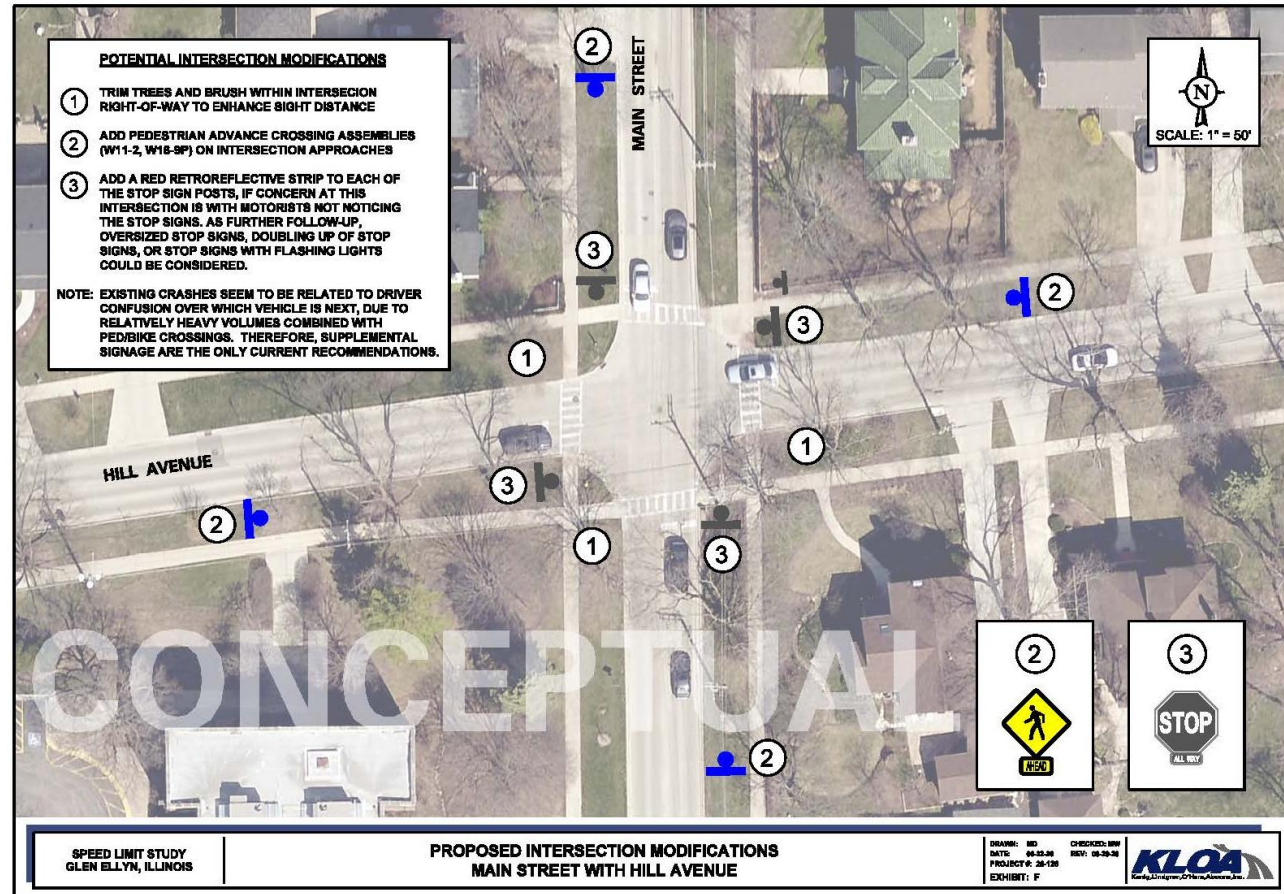
Main Street with Hill Avenue

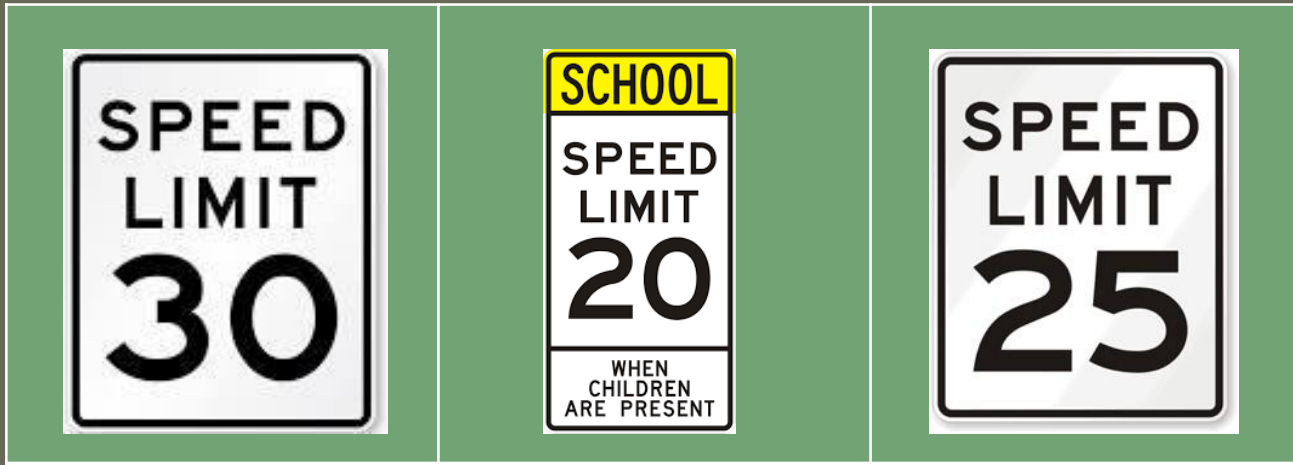
Existing Conditions

- All-way stop sign control
- Relatively heavy traffic volumes on all approaches combined with pedestrian and bicycle crossings
- Trees/shrubs at NW, SW & SE corners
- Adjacent to Main St Rec Center
- High-visibility crosswalks on all approaches

Issues

- 19 crashes past 5 years (10 angle, 4 rear-end, 2 bicyclist)
- Driver confusion as to which vehicle is next to proceed
- Sight distance limitations





QUESTIONS



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

Meeting 9/9/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsy
Category: Budget
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2026-
686)**

DOC ID: 2026-686

2027-2031 Capital Improvement Plan and 2027 Budget Items

Statement of the Issue:

Please see the attached memo and its associated attachments pertaining to this agenda item.

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:

1. Memo
2. 1. Presentation
3. 2. 2027 CIP Map
4. 3. 2027-2031 CIP Spreadsheet
5. 4. 2027-2031 List of Streets



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: September 4, 2026

RE: 2027-2031 Capital Improvement Plan and CY2027 Budget Items

Introduction

Staff is pleased to present the Public Works Engineering Division Calendar Year 2027 Budget Items and 2027-2031 Capital Improvement Plan. Staff will utilize the September 9th Capital Improvements Commission Meeting to review these items with the CIC. The attached PowerPoint Presentation will be utilized to lead the review. Summaries of the CIP and Budget Items are as follows.

Executive Summary of the 2027-2031 Capital Improvement Plan

The CIP includes approximately \$137M in engineering and construction projects and approximately \$11M in debt service payments for bonds associated with the Police Station, Civic Center Renovations, Civic Center Parking Garage, CBD Streetscape and Utility Improvements Project (CBD SUI), and Metra Station/Underpass/Phase 4 CBD SUI.

For 2027-2031, the CIP shows approximately \$41.2M in grant revenues for roadway projects and the Metra Station/Underpass/Phase 4 CBD SUI Project. It is emphasized that the Village has not secured this total grant amount to date. However, staff does continue to apply for and secure outside funding for projects.

The current plan does not assume the issuance of additional general obligation bonds, however, staff cautions that the final estimated cost of the Metra Station and Multimodal Access Improvements Project is in flux and may necessitate revisiting this matter.

Executive Summary of the 2027 Calendar Year Engineering Budget Items

The Draft 2027 Budget includes rehabilitation of approximately 7.5 centerline miles of Village streets. A complete list of street improvements planned for 2027-2031 is included for reference.

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

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

Engineering assignments include design of future street rehabilitation projects including the 2028 and 2029 Utility and Roadway Improvements Projects, Roosevelt Road Streetscape and Utility Improvements Project (this project has \$400K in Grant Funding), the Duane Street and Forest Avenue Utility Undergrounding adjacent to the downtown event park, Safe Routes to School Community Travel Plan, and general pavement management services.

Action Requested

Public Works Engineering Staff will present this matter to the Capital Improvements Commission at its September 9th Meeting. Staff ultimately requests the Capital Improvements Commission's review, input, and support on the proposed budget items as to keep the maintenance and improvement of the Village's infrastructure moving forward.

Attachments

1. Presentation
2. 2027 CIP Map
3. 2027-2031 CIP Spreadsheet
4. 2027-2031 List of Streets

**Village of Glen Ellyn
Public Works Department
Engineering Division**

**2027-2031 CIP and
2027 Budget Items**

**September 9, 2026
Capital Improvements
Commission Meeting**



Capital Improvement Plan Overview

5-Year Capital Improvement Plan (2027-2031)

- ~\$148M Total Expenditures
 - ~\$105M Capital Projects Fund Improvements
 - ~\$11M Capital Projects Fund Debt Service
 - ~\$32M Water and Sewer Fund
- ~20.6 Miles of Roadway Rehabilitation

Capital Improvement Assumptions

Plan Assumes ~\$41.2M In Grants

~\$36.8M Metra Station, Underpass, and Crescent Blvd. Imp.

- ~\$26.8M Existing
- ~\$10M Potential Additional Funding

~\$4.3M Street Rehabilitation Program

- Future Street Project DCEO Grant ~ \$1.1M
- Roosevelt Road Streetscape and Street Lighting Design - \$400K
- Safe Routes to School Community Travel Plan - \$100K
- Sheehan Avenue Reconstruction (S. Park to 53) - \$1M
- South Park Blvd. Resurfacing (Roosevelt to S. Limit) ~ \$1.1M
- Park District Contribution to Fairview Sidewalk - \$100K
- Pennsylvania Ave (West Limit to Western) ~ \$600K

Capital Projects Fund Balances

Capital Projects Fund	CY2026	CY2027	CY2028	CY2029	CY2030	CY2031
	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
Change in Fund Balance	\$ 784,417	\$ (4,837,947)	\$ 1,319,160	\$ (461,338)	\$ 544,825	\$ (1,958,713)
Start of Year	\$ 4,981,623	\$ 5,766,040	\$ 928,092	\$ 2,247,252	\$ 1,785,915	\$ 2,330,740
End of Year	\$ 5,766,040	\$ 928,092	\$ 2,247,252	\$ 1,785,915	\$ 2,330,740	\$ 372,026

Major contributors to 2027-2031 Capital Fund Balance

- Metra Station/Streetscape Phase 4
- Street Program Including Construction and Engineering
- Traffic Signal Modernization
- Roosevelt Road Streetscape and Utility Improvements

Metra Station Underpass Phase 4 Streetscape Costs From March, 2026

Project Funding - Big Picture		
Metra Station, Underpass, Parking Lots, Streetscape and Utilities Phase 4		
<u>Estimated Project Costs</u>		
Preliminary and Final Engineering Costs	\$	5,505,068
Land Acquisition	\$	2,000,000
Construction Engineering	\$	3,000,000
Train Station	\$	8,000,000
Pedestrian Tunnel	\$	17,000,000
Platforms and Warming Shelters	\$	2,500,000
Sitework/Phase 4 / Parking Lots	\$	16,500,000
Total Project Costs	\$	54,505,068
<u>Estimated Funding Sources</u>		
Grants "Received"	\$	26,800,422
Potential Additional Grants	\$	10,000,000
Total Grants	\$	36,800,422
Capital Funding-Sitework/Phase IV/Parking Lots	\$	16,500,000
Capital Funding-Variable based on future grants	\$	1,204,646
Total Project Costs	\$	54,505,068
Village Share	\$	17,704,646

Water & Sewer Fund Balance

Water & Sewer Improvements Will Be Amended To Include Future Recommended System Improvements Which Will Challenge Fund Balance

	CY2026	CY2027	CY2028	CY2029	CY2030	CY2031
	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
Change in Fund Balance, W&S Fund	\$ (880,314)	\$ (6,750,011)	\$ (2,514,280)	\$ (2,511,332)	\$ (425,356)	\$ (3,674,725)
W&S Capital Fund Balance, Beginning of Year	\$ 15,503,793	\$ 14,623,479	\$ 7,873,467	\$ 5,359,187	\$ 2,847,855	\$ 2,422,499
W&S Capital Fund Balance, End of Year	\$ 14,623,479	\$ 7,873,467	\$ 5,359,187	\$ 2,847,855	\$ 2,422,499	\$ (1,252,226)

Major contributors to fund balance are:

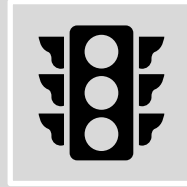
- Water Main Replacement/Rehabilitation
- Lead Service Line Replacement Mandate

Capital Improvement Plan Summary

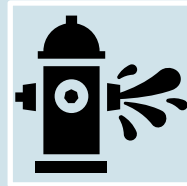
Continued CIP planning and adjustments are needed with the following items of particular emphasis

- Grant Funding Opportunities
 - Metra Station, Street Program
- Water and Sewer System Improvements/Master Planning
- Project Value Engineering and Bid Results

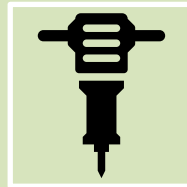
2027 Capital Budget ~\$29.2M



Capital Projects
~ \$20.8M



Water Projects
~ \$6.8M

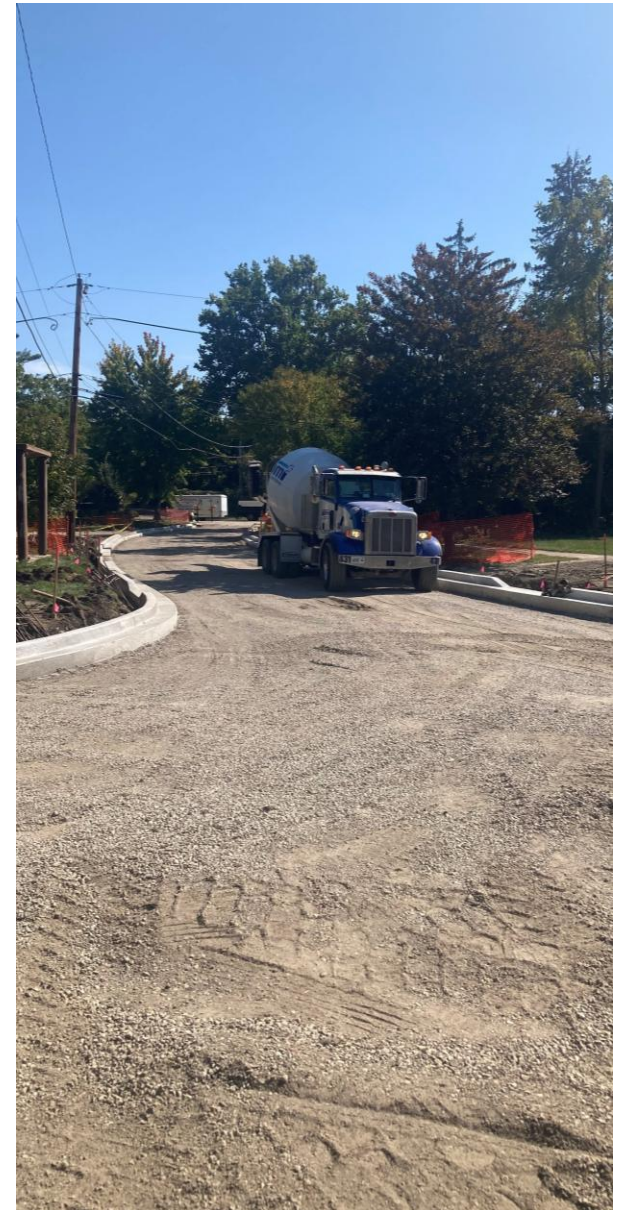


Sewer Projects
~ \$1.6M

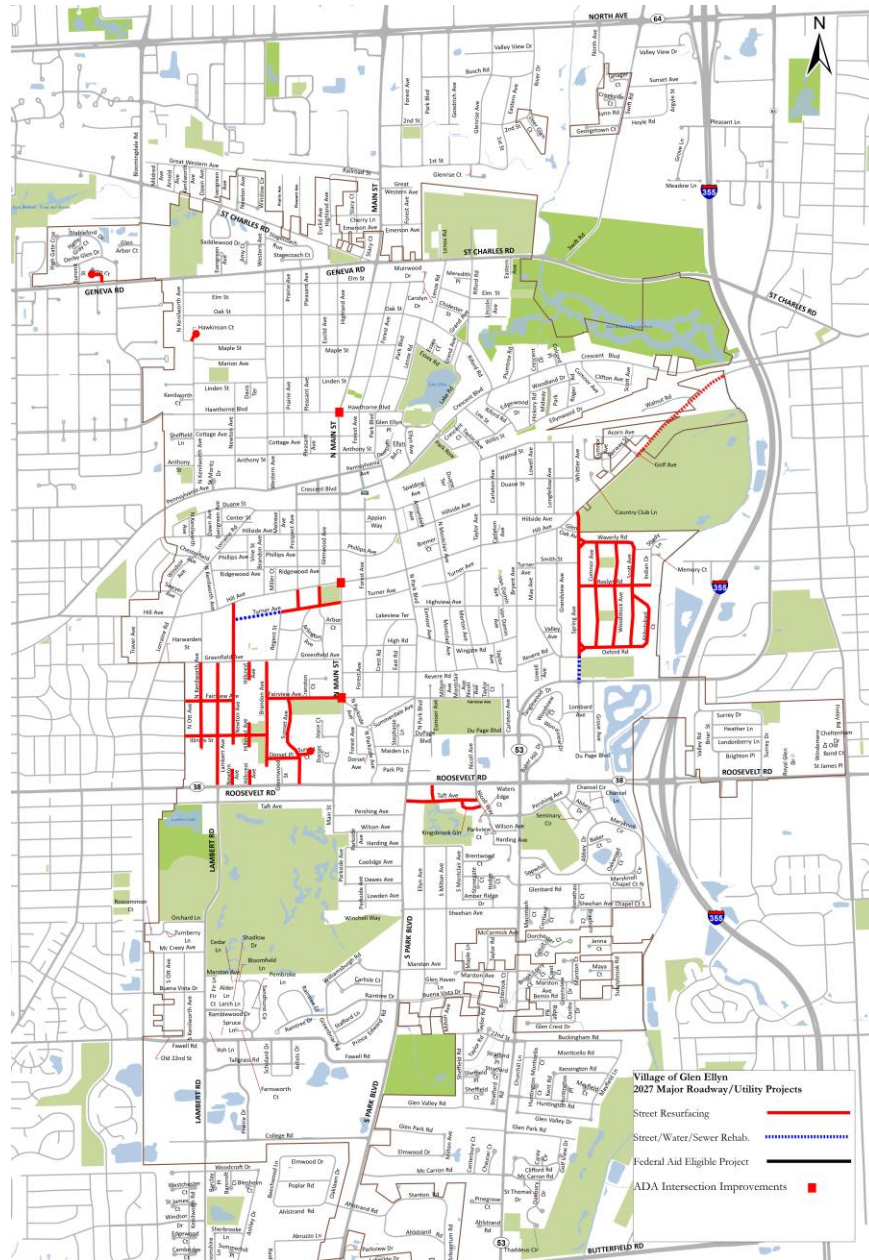
2027 Major Roadway Projects

Street Rehabilitation Project
(~7.5 Miles) ~ \$13.5M

- ☐ \$11M Capital
- ☐ \$1.8M Water
- ☐ \$0.7M Sewer



2027 CIP Project Areas



2027 Major Roadway Projects (Continued)

- Asphalt Pavement Preservation
\$415K Capital
 - Asphalt Street Patching - \$250K
 - Rejuvenator - \$115K
 - Crack Sealing - \$50K
- Concrete Street Patching
\$250K Capital



2027 Major Roadway Projects (Continued)

- Sidewalk Removal and Replacement Program - \$300K Capital
- Sidewalk Sawing Repair Program - \$100K Capital
- Lambert Road Traffic Signals - \$1.2M



2027 Major Water/Sewer Projects

- Hill Avenue Water and Sewer Improvements ~\$3.3M
 - ~\$2.3M Water
 - ~\$1M Sewer
- Route 53 Water Main Lining ~\$1.4M Water



2027 Major Engineering Design Projects

Engineering for Future Projects ~ \$1.9M Capital

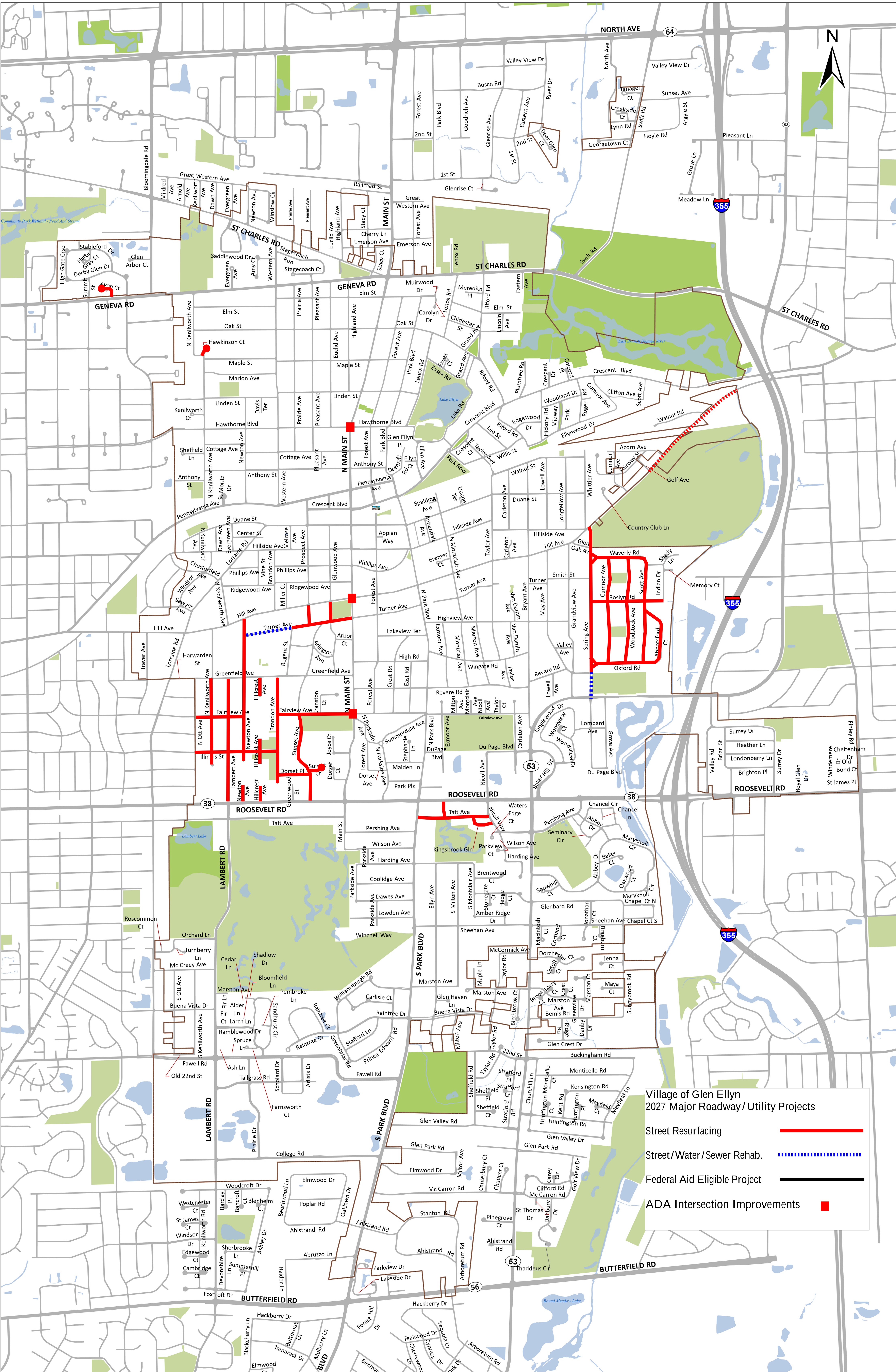
- Utility and Roadway Improvements: ~\$783K
 - ~\$539K Capital
 - ~\$94K Water
 - ~\$150K Sewer
- Roosevelt Road Streetscape and Utility Improvements: ~\$750K
 - \$400K Capital (\$400K DCEO Grant Offsets; Will Be Additional Expenses)
 - \$350K Water
- Duane Street and Forest Avenue Util. Undergrounding: ~\$200K Capital
- Safe Routes to School Community Travel Plan: ~\$100K Capital
- Pavement Management: ~\$75K Capital

2027 Miscellaneous Initiatives/Expenditures

- Street Lighting Replacement ~\$200K Capital
- Prof. Services (Traffic Counts, Topo Survey) ~ \$10K Capital
- Project Review: ~\$8K
- Glen Crest Creek Maintenance/Monitoring:~\$8K
- Engineering Software ~ \$7K Capital
- Speed Limit Adjustment Signage: \$60K

End of Presentation

- Questions, Comments, & Input on CIP & Budget



Village of Glen Ellyn
2027 Major Roadway/Utility Projects

Street Resurfacing

Street/Water/Sewer Rehab.

Federal Aid Eligible Project

ADA Intersection Improvements

CAPITAL PROJECTS FUND

		CY2026	CY2027	CY2028	CY2029	CY2030	CY2031
	Capital Fund	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
Revenues:							
	Property Taxes	\$ 4,905,868	\$ 5,003,985	\$ 5,104,065	\$ 5,206,146	\$ 5,310,269	\$ 5,416,475
	Food and Beverage Tax (1.5%)	1,876,000	1,913,520	1,951,790	1,990,826	2,030,643	2,071,256
	Drainage Infrastructure Fee	145,000	145,000	145,000	145,000	145,000	145,000
	CBD TIF Contributions to Capital Projects	1,000,000	3,000,000	3,000,000	2,400,000	2,500,000	2,600,000
	Roosevelt Road TIF Contributions to Capital Projects	-	-	400,000	-	-	-
	Parking Fund Contributions to Capital Projects	17,994	-	-	-	-	-
	General Obligation Bond for CBD Projects	-	-	-	-	-	-
	Bond Premium	-	-	-	-	-	-
	Telecommunications Tax	332,000	328,680	325,393	322,139	318,918	315,729
	Electricity Use Tax	963,000	950,000	950,000	950,000	950,000	950,000
	Natural Gas Use Tax	315,000	322,000	322,000	322,000	322,000	322,000
	Real Estate Transfer Tax	925,000	800,000	816,000	832,320	848,966	865,946
	Grant Revenue	1,540,094	3,660,000	17,200,000	17,670,422	1,000,000	1,669,126
	Forfeiture Funds (Reimburse Police Station)	-	-	-	-	-	-
	Future MFT Projects	-	-	2,000,000	-	1,200,000	1,200,000
	Crescent and Glenwood Parking Lot MFT Expenditures	34,350	-	-	-	-	-
	Lambert Road Resurfacing MFT Expenditures	1,000,000	-	-	-	-	-
	Riford Road Resurfacing MFT Expenditures	300,000	-	-	-	-	-
	General Fund Contribution to Capital Projects	2,000,000	2,000,000	-	-	-	-
	Village Links (Panfish one time transfer)	-	-	-	-	-	-
	Interest Income	201,000	115,000	19,000	46,000	36,000	47,000
	Total Revenues	\$ 15,555,306	\$ 18,238,185	\$ 32,233,249	\$ 29,884,854	\$ 14,661,796	\$ 15,602,531

CAPITAL PROJECTS FUND							
	Capital Fund	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST	CY2031 FORECAST
Expenditures:							
	Non-Roadway Construction Projects:						
	Minor capital investment/other expenditures	\$ 6,262	\$ 10,000	\$ 10,300	\$ 10,600	\$ 10,900	\$ 11,200
	Street Lighting Improvements - Repairs and Requests	159,597	200,000	50,000	50,000	50,000	-
	Stormwater Drainage Improvements Program	-	-	10,000	10,000	10,000	-
	Glen Crest Creek Maintenance and Monitoring	11,200	7,500	7,500	-	-	-
	Consultant Reviews For Capital Projects	7,500	7,500	7,700	7,900	8,100	8,300
	Traffic Signal Modernization Project	36,000	1,200,000	-	753,100	-	-
	Speed Limit Adjustment Study and Signage	52,700	60,000	-	-	-	-
	Other Traffic Studies	8,472	-	-	-	-	-
G11	Safe Routes to School Community Travel Plan	-	100,000	-	-	-	-
	Wayfinding Signage	-	-	-	-	-	-
	Bike Plan Update	-	-	-	-	-	-
	Panfish Park Improvements	2,164	-	-	-	-	-
	Duane Street/Forest Avenue Undergrounding	-	200,000	1,200,000	-	-	-
G1-7	Train Station/Pedestrian Underpass	563,686	5,599,958	17,150,000	20,988,000	2,412,000	-
	Sidewalk Removal and Replacement Program	202,172	300,000	350,000	350,000	350,000	350,000
	Sidewalk Sawing Repair Program	60,000	100,000	100,000	100,000	100,000	100,000
	Retaining Wall Repairs/Replacement	-	150,000	200,000	200,000	-	-
G10	Roosevelt Road Streetscape and Utility Improvements	-	400,000	500,000	-	5,154,804	2,000,000
	Subtotal - Non-Roadway Construction Projects	\$ 1,109,752	\$ 8,334,958	\$ 19,585,500	\$ 22,469,600	\$ 8,095,804	\$ 2,469,500

CAPITAL PROJECTS FUND							
	Capital Fund	CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST	CY2031 FORECAST
Expenditures:	Roadway Rehabilitation Program						
	Asphalt Street Patching Program	\$ 229,878	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
	Concrete Street Patching and Rehabilitation Program	200,000	250,000	100,000	100,000	100,000	100,000
	Cracksealing	46,304	50,000	50,000	50,000	50,000	50,000
	Asphalt Surface Treatment	49,774	115,000	140,000	90,000	100,000	65,000
	Pavement Management Program	29,851	75,000	50,000	50,000	50,000	50,000
	Various Improvements	4,682					
	Lenox Road Brick Paver Repairs	-	-	375,000	-	-	-
	North Park/Main Street Improvements 13001	82,456	-	-	-	-	-
	Crescent Boulevard LAFO	143,667	-	-	-	-	-
	2025 Utility and Roadway Improvements Project	269,905	-	-	-	-	-
	2026 Utility and Roadway Improvements Project	5,555,190	-	-	-	-	-
G15	2027 Utility and Roadway Improvements Project	-	8,299,212	-	-	-	-
	Main Street Patching and Diamond Grinding	-	550,000	-	-	-	-
G8	Lambert Road Improvements	2,276,244	-	-	-	-	-
G9	Riford Road Improvements	681,700	-	-	-	-	-
G14	Sheehan Avenue Improvements	124,887	-	3,283,827	-	-	-
	Taft Avenue and Exmoor Avenue Roadway Improvements	85,255	2,151,920	-	-	-	-
	Wingate Basin Water & Sewer Utility Improvements (TBD)	-	-	-	-	-	6,000,000
G12	Park Boulevard Resurfacing Project	200,000	-	-	-	-	1,795,193
G13	Pennsylvania Avenue Resurfacing Project	125,000	-	-	-	-	986,684
	Future Street Resurfacing/Reconstruction Projects	-	-	4,123,842	4,516,631	2,643,551	2,737,878
	Engineering for Future Street Projects	380,801	310,397	339,962	198,977	206,077	420,000
	CBD Streetscape and Utility Improvements 15006	265,834	50,000	-	-	-	-
	CBD Streetscape and Utility Improvements 15006 - Alley	104,839	-	-	-	-	-
	Crescent and Glenwood Parking Lot Improvements 15006	203,046	-	-	-	-	-
	IFT / General Fund Engineering	315,000	321,000	327,000	334,000	341,000	348,000
	IFT/ Food and Beverage Collection Cost	53,400	53,400	53,400	53,400	53,400	53,400
	Subtotal - Roadway Rehabilitation Program	\$ 11,427,713	\$ 12,475,929	\$ 9,093,031	\$ 5,643,008	\$ 3,794,028	\$ 12,856,155
	Total Improvements - Capital Projects Fund	\$ 12,537,466	\$ 20,810,887	\$ 28,678,531	\$ 28,112,608	\$ 11,889,831	\$ 15,325,655
	Bond Repayment - 2015 Police Station Bonds	\$ 818,394	\$ 818,144	\$ 817,294	\$ 814,056	\$ 814,250	\$ 817,650
	Bond Repayment - 2018 Capital Project Bonds	680,469	681,769	682,819	683,419	678,569	683,419
	Bond Repayment - 2020 Capital Project Bonds	607,973	609,323	610,223	610,673	610,673	606,660
	Bond Repayment - 2021B Refunding Bonds (2015)	126,588	126,010	125,222	124,435	123,648	127,860
	Total Expenditures - Capital Projects Fund	\$ 14,770,890	\$ 23,046,133	\$ 30,914,089	\$ 30,345,191	\$ 14,116,971	\$ 17,561,244
	Capital Projects Fund	CY2026	CY2027	CY2028	CY2029	CY2030	CY2031
		FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
	Change in Fund Balance	\$ 784,417	\$ (4,807,947)	\$ 1,319,160	\$ (460,338)	\$ 544,825	\$ (1,958,713)
	Start of Year	\$ 4,981,623	\$ 5,766,040	\$ 958,092	\$ 2,277,252	\$ 1,816,915	\$ 2,361,740
	End of Year	\$ 5,766,040	\$ 958,092	\$ 2,277,252	\$ 1,816,915	\$ 2,361,740	\$ 403,026

WATER & SANITARY SEWER FUND							
		CY2026	CY2027	CY2028	CY2029	CY2030	CY2031
	Water & Sanitary Sewer Fund	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
Revenues:							
	Capital Revenues - Water & Sewer Fund	\$ 2,965,140	\$ 3,024,443	\$ 3,084,932	\$ 3,146,630	\$ 3,209,563	\$ 3,273,754
	CDBG Grant/Potential SSA to fund Royal Glen	\$ -	\$ -				
	Lombard Contribution To Hill Water Main	\$ 400,000	\$ -				
	Total Revenues	\$ 3,365,140	\$ 3,024,443	\$ 3,084,932	\$ 3,146,630	\$ 3,209,563	\$ 3,273,754
Expenditures:							
	Water Roadway Related Projects:						
	North Park/Main Street Improvements	\$ 49,437	\$ -	\$ -	\$ -	\$ -	\$ -
	2022 Roadway Imp. Project 22002	-	-	-	-	-	-
	2024 Utility and Roadway Improvements Project	-	-	-	-	-	-
	2025 Utility and Roadway Improvements Project	-	-	-	-	-	-
	2025 Street Resurfacing Project	-	-	-	-	-	-
	2026 Utility and Roadway Related Improvements	1,551,647	-	-	-	-	-
	2027 Utility and Roadway Related Improvements		1,800,000				
	Sheehan Avenue Improvements	-	-	-	-	723,207	-
	Wingate Basin Water & Sewer Utility Improvements (TBD)	-	-	200,000	-	-	2,000,000
	Future Street Projects		-	-	3,563,629	345,882	990,479
	Engineering for Future Street Projects	66,746	249,454	24,212	69,334	130,690	133,000
	CBD Underground/Streetscape Improvements	26,896	-	-	-	-	-
	Metra Station Improvements	-	-	1,450,000	-	-	-
	Water Non-Roadway Related Projects:						
	Lake Road Water Main Extension	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Roosevelt Road Water Main (Coord. w/ Sidewalk/St. Lighting)	-	100,000	250,000	-	-	-
	Route 53 Water Main Lining	94,693	1,400,000	-	-	-	-
	Hill Avenue Utility Sewer and Water (Water Main Component)	-	-	2,250,000	-	-	-
	McKee House	100,000	-	-	-	-	-
	Royal Glen Infrastructure Improvements - Hold	-	-	-	-	-	-
	Water Operations Projects:						-
	Wilson & Newton Pumping Station Rehabilitation	\$ -	\$ -	\$ -	\$ -	\$ -	-
	Standby Well Rehabilitation	-	-	-	-	-	-
	NPAS Reservoir	-	-	-	-	-	-
	SCADA	-	-	-	-	-	-
	Reno Center Improvements	-	-	-	-	-	-
	Miscellaneous equipment	-	-	-	-	-	-
	Water Model	44,360	-	-	-	-	-
	Lead Service Line Replacement	669,380	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
	Lead Service Line Potholing	-	-	-	-	-	-
	Subtotal - Water Projects	\$ 2,603,159	\$ 4,549,454	\$ 5,174,212	\$ 4,632,963	\$ 2,199,779	\$ 4,123,479

WATER & SANITARY SEWER FUND							
		CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST	CY2031 FORECAST
	Water & Sanitary Sewer Fund						
	Sewer Projects:						
Expenditures:							
	Sewer Roadway Related Projects:						
	Point Repairs (Can Be Associated with Future Street Projects)	\$ -	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	750,000
	North Park/Main Street Improvements 13001	66,901	-	-	-	-	-
	2022 Street Program 22002	-	-	-	-	-	-
	2024 Utility and Roadway Improvements Project	-	-	-	-	-	-
	2025 Utility and Roadway Improvements Project	-	-	-	-	-	-
	2025 Street Resurfacing Project	-	-	-	-	-	-
	2026 Utility and Roadway Related Improvements	1,214,641	-	-	-	-	-
	2027 Utility and Roadway Related Improvements	-	700,000	-	-	-	-
	Sheehan Avenue Improvements	-	-	-	-	410,140	-
	Wingate Basin Water & Sewer Utility Improvements (TBD)	-	-	200,000	-	-	2,000,000
	Future Street Projects	-	-	-	-	-	-
	Engineering for Future Street Projects	40,000	75,000	75,000	75,000	75,000	75000
	CBD Underground/Streetscape Improvements 15006	20,850	-	-	-	-	-
	CBD Streetscape and Utility Improvements 15006 - Alley	99,903	-	-	-	-	-
	Metra Station Improvements	-	-	1,450,000	-	-	-
	Sewer Non-Roadway Related Projects:						
	I/I Reduction (Lining + Point Repairs)	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ -
	Hill Avenue Utility Sewer and Water (Sewer Main Component)	-	-	1,050,000	-	-	-
	Lift Station Rehab Study	-	200,000	-	-	-	-
	Hill Avenue Lift Station	-	-	-	-	-	-
	Memory Court Lift Station	-	-	-	-	-	-
	Surrey Lift Station	-	-	-	-	-	-
	South Park Lift Station	-	-	-	-	-	-
	Orchard Place Lift Station	-	-	-	-	-	-
	Miscellaneous equipment	-	-	-	-	-	-
	Royal Glen Infrastructure Improvements - Hold	-	-	-	-	-	-
	Reno Center Improvements	-	-	-	-	-	-
	Subtotal - Sewer Projects	\$ 1,642,295	\$ 1,925,000	\$ 3,725,000	\$ 1,025,000	\$ 1,435,140	\$ 2,825,000
	Total Improvements - Water & Sewer Fund	\$ 4,245,454	\$ 6,474,454	\$ 8,899,212	\$ 5,657,963	\$ 3,634,919	\$ 6,948,479
		CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST	CY2031 FORECAST
	Change in Fund Balance, W&S Fund	\$ (880,314)	\$ (3,450,011)	\$ (5,814,280)	\$ (2,511,332)	\$ (425,356)	\$ (3,674,725)
	W&S Capital Fund Balance, Beginning of Year	\$ 15,503,793	\$ 14,623,479	\$ 11,173,467	\$ 5,359,187	\$ 2,847,855	\$ 2,422,499
	W&S Capital Fund Balance, End of Year	\$ 14,623,479	\$ 11,173,467	\$ 5,359,187	\$ 2,847,855	\$ 2,422,499	\$ (1,252,226)

Capital Projects Fund Grants							
		CY2026 FORECAST	CY2027 FORECAST	CY2028 FORECAST	CY2029 FORECAST	CY2030 FORECAST	CY2031 FORECAST
G1	Metra Train Station (CMAQ Grant)	-	1,427,100	6,500,000	6,481,706	-	-
G2	Metra Station (STP Local Grant)	-	-	-	1,391,616	-	-
G3	Metra Station (STP Shared)		702,900	4,000,000	5,297,100		
G4	Metra Train Station (Community Funding Grant)	-	-	-	2,000,000	-	-
G5	Metra Train Station (ICC Grant)	-	-	2,500,000	2,500,000	-	-
G6	Metra Station (Section 130 Grant)						
G7	Metra Train Station (Metra Grant)	-	-	4,000,000	-	-	-
G8	Lambert Road Resurfacing (STP Grant)	1,201,306	-	-	-	-	-
G9	Riford Road Resurfacing (Future STP Grant)	338,788	-	-	-	-	-
G10	Roosevelt Road Sidewalk and Street Lighting	-	200,000	200,000	-	-	-
G11	Safe Routes to School	-	100,000	-	-	-	-
G12	Park Boulevard Resurfacing (Future STP Grant)	-	-	-	-	-	1,077,116
G13	Pennsylvania Avenue Resurfacing (Future STP Grant)	-	-	-	-	-	592,011
G14	Sheehan Avenue 3R (Future STP Grant)	-	-	-	-	1,000,000	-
G15	DCEO Grant	-	1,130,000	-	-	-	-
G16	Park District Contribution to Fairview Sidewalk		100,000				
	Total Grants	\$ 1,540,094	\$ 3,660,000	\$ 17,200,000	\$ 17,670,422	\$ 1,000,000	\$ 1,669,126

VILLAGE OF GLEN ELLYN ROADWAY PROGRAM - UPDATED SEPTEMBER 4, 2026

Year: 2027 (CY-27)						
Segment	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Avon Ct: Geneva Rd to North End	400	20	889	Type IA	44,896	\$ 39,908
Brandon Av: South End to Dorset Pl	181	23	463	Type IB	62,855	\$ 29,074
Brandon Av: Dorset Pl to Illinois St	533	23	1,362	Type IB	62,855	\$ 85,615
Brandon Av: Illinois St to Fairview Av	755	23	1,929	Type IB	62,855	\$ 121,275
Brandon Av: Fairview Av to Greenfield Av	819	23	2,093	Type IB	62,855	\$ 131,555
Fairview Av: Brandon Av to Sunset Av	463	20	1,029	Type IA	44,896	\$ 46,193
Fairview Av: Sunset Av to Cranston Ct	456	25.5	1,292	Type IC	134,689	\$ 174,018
Fairview Av: Cranston Ct to Main St	709	25.5	2,009	Type IC	134,689	\$ 270,568
Illinois St: Ott Av to Kenilworth Av	363	23	928	Type IB	62,855	\$ 58,308
Illinois St: Kenilworth Av to Lambert Av	328	23	838	Type IB	62,855	\$ 52,686
Illinois St: Lambert Av to Newton Av	330	23	843	Type IB	62,855	\$ 53,008
Illinois St: Newton Av to Hillcrest Ave	360	23	920	Type IB	62,855	\$ 57,827
Illinois St: Hillcrest Av to Brandon Av	358	23	915	Type IB	62,855	\$ 57,505
Lambert Rd: Roosevelt Rd to Illinois St	1,102	32	3,918	Type IC	134,689	\$ 527,742
Lambert Rd: Illinois St to Fairview Av	762	32	2,709	Type IC	134,689	\$ 364,918
Lambert Rd: Fairview Av to Greenfield Av	804	32	2,859	Type IC	134,689	\$ 385,032
Dorset Pl: Brandon Av to Sunset Av	651	26	1,881	Type IB	62,855	\$ 118,209
Fairview Av: Ott Av to Kenilworth Av	363	23	928	Type IB	62,855	\$ 58,308
Fairview Av: Kenilworth Av to Lambert Av	329	23	841	Type IB	62,855	\$ 52,847
Fairview Av: Lambert Av to Newton Av	328	23	838	Type IB	62,855	\$ 52,686
Hawkinson Ct: Kenilworth Av to North End	198	35	770	Type IA	44,896	\$ 34,570
Hillcrest Av: Roosevelt Rd to North End	340	23	869	Type IB	62,855	\$ 54,614
Hillcrest Av: South End to Illinois St	165	33	605	Type IB	62,855	\$ 38,027
Hillcrest Av: Illinois St to North End	215	27	645	Type IB	62,855	\$ 40,541
Hillcrest Av: South End to Greenfield Av	430	25	1,194	Type IB	62,855	\$ 75,077
Kenilworth Av: South End to Illinois St	306	23	782	Type IB	62,855	\$ 49,153
Kenilworth Av: Illinois St to Fairview Av	764	23	1,952	Type IB	62,855	\$ 122,721
Kenilworth Av: Fairview Av to Greenfield Av	807	23	2,062	Type IB	62,855	\$ 129,628
Newton Av: Roosevelt Rd to North End	364	23	930	Type IB	62,855	\$ 58,469
Newton Av: South End to Illinois St	242	20	538	Type IB	62,855	\$ 33,802
Newton Av: Illinois St to Fairview Av	759	23	1,940	Type IB	62,855	\$ 121,918
Newton Av: Fairview Av to Greenfield Av	804	23	2,055	Type IB	62,855	\$ 129,146
Newton Av: Greenfield Av to Turner Av	888	20	1,973	Type IB	62,855	\$ 124,034
Newton Av: Turner Av to Hill Av	356	20	791	Type IB	62,855	\$ 49,725
Prospect Av: Turner Av to Hill Av	419	20	931	Type IA	44,896	\$ 41,804
Abbotsford Ct: Oxford Rd to Scott Av	1,359	21	3,171	Type IB	62,855	\$ 199,313
Cumnor Av: Oxford Rd to Roslyn Rd	1,315	21	3,068	Type IA	44,896	\$ 137,757
Cumnor Av: Roslyn Rd to Waverly Rd	962	21	2,245	Type IA	44,896	\$ 100,777
Oxford Rd: Spring Av (Both Returns) to Cumnor Av	654	21	1,526	Type IA	44,896	\$ 68,512
Oxford Rd: Cumnor Av to Woodstock Av	358	21	835	Type IC	134,689	\$ 112,510
Oxford Rd: Woodstock Av to Scott Av	390	21	910	Type IA	44,896	\$ 40,856
Oxford Rd: Scott Av to Abbotsford Ct	280	21	653	Type IA	44,896	\$ 29,332
Roslyn Rd: Spring Av to Cumnor Av	371	21	866	Type IA	44,896	\$ 38,865
Roslyn Rd: Cumnor Av to Woodstock Av	397	21	926	Type IA	44,896	\$ 41,589
Roslyn Rd: Woodstock Av to Scott Av	397	21	926	Type IA	44,896	\$ 41,589
Roslyn Rd: Scott Av to Indian Dr	360	21	840	Type IA	44,896	\$ 37,713
Scott Av: Oxford Rd to Abbotsford Ct	1,099	21	2,564	Type IA	44,896	\$ 115,129
Scott Av: Abbotsford Ct to Roslyn Rd	224	21	523	Type IA	44,896	\$ 23,466
Scott Av: Roslyn Rd to Waverly Rd	771	24	2,056	Type IA	44,896	\$ 92,307
Spring Av: Smith St to Waverly Rd (North Return)	530	22	1,296	Type IC	134,689	\$ 174,497
Spring Av: Waverly Rd to Glen Oak Av	620	23	1,584	Type IB	62,855	\$ 99,590
Spring Av: Glen Oak Av to Hill Av	424	23	1,084	Type IC	134,689	\$ 145,943
Waverly Rd: Spring Av (Both Returns) to Cumnor Av	675	23	1,725	Type IA	44,896	\$ 77,446
Waverly Rd: Cumnor Av to Woodstock Av	397	23	1,015	Type IA	44,896	\$ 45,550
Waverly Rd: Woodstock Av to Scott Av	382	23	976	Type IA	44,896	\$ 43,829
Waverly Rd: Scott Av to Indian Dr	878	23	2,244	Type IA	44,896	\$ 100,738
Woodstock Av: Oxford Rd to Roslyn Rd	1,315	20	2,922	Type IA	44,896	\$ 131,197
Woodstock Av: Roslyn Rd to Waverly Rd	964	20	2,142	Type IA	44,896	\$ 96,178
Sunset Av: Roosevelt Rd to Dorset Ct	562	21	1,311	Type IA	44,896	\$ 58,874
Sunset Av: Dorset Ct to Sunset Ct	95	21	222	Type IA	44,896	\$ 9,952
Sunset Av: Sunset Ct to Fairview Av	1,295	21	3,022	Type IA	44,896	\$ 135,662
Sunset Ct: Sunset Av to East End	246	26	711	Type IA	44,896	\$ 31,906
Turner Av: Newton Av to Regent St	1,050	24	2,800	Type IA	54,572	\$ 152,801
Turner Av: Regent St to Prospect Av	360	24	960	Type IA	44,896	\$ 43,101
Turner Av: Prospect Av to Sunset Av	265	24	707	Type IA	44,896	\$ 31,727
Turner Av: Sunset Av to Glenwood Av	207	24	552	Type IA	54,572	\$ 30,124
Turner Av: Glenwood Av to Main St	469	20	1,042	Type IA	54,572	\$ 56,876
Main and Hawthorne Intersection				Current Engineer's Estimate		\$ 165,375
Main and Hill Intersection				Current Engineer's Estimate		\$ 128,520
Main and Fairview Intersection				Current Engineer's Estimate		\$ 165,375
Main Street Diamond Grinding and Sealing (Fairview to Hillside)				Current Engineer's Estimate		\$ 500,000
Kingsbrook Glen: Taft Av to Nicoll Way	536	20	1,191	Type IA	51,973	\$ 61,906
Exmoor: Taft to Roosevelt	340	26	982	Asphalt Reconstruction	448,964	\$ 440,982
Taft : Park to Nicoll Way	1526	26	4,408	Type IIA	377.130	\$ 1,662,556
Contingency						\$ 530,000
GRAND TOTALS	39,524		7.49 miles			\$ 10,040,937
				total with engineering @ 10%		\$ 11,001,132

VILLAGE OF GLEN ELLYN ROADWAY PROGRAM - UPDATED SEPTEMBER 4, 2026

Year: 2028 (CY - 28)						
Segment	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Duane St: Forest Av to Park Bl	638	21	1,489	Type 1A	47,141	\$ 70,178
Duane St: Park Bl to Annandale Av	417	21	973	Type 1A	47,141	\$ 45,868
Duane St: Annandale Av to Montclair Av	361	21	842	Type 1A	47,141	\$ 39,709
Duane St: Montclair Av to Duane Ter	483	21	1,127	Type 1A	47,141	\$ 53,128
Duane St: Duane Ter to Taylor Av	675	21	1,575	Type 1A	47,141	\$ 74,247
Duane St: Taylor Av to Carleton	357	21	833	Type 1A	47,141	\$ 39,269
Duane St: Carleton to Bryant Av	406	21	947	Type 1A	47,141	\$ 44,658
Fairview Av: Park Bl to Exmoor Av	340	35	1,322	Type 1C	141,424	\$ 186,994
Fairview Av: Exmoor Av to Milton Av	310	35	1,206	Type 1C	141,424	\$ 170,494
Fairview Av: Milton Av to Montclair Av	308	35	1,198	Type 1C	141,424	\$ 169,394
Fairview Av: Montclair Av to Nicoll Ave	310	35	1,206	Type 1C	141,424	\$ 170,494
Fairview Av: Nicoll Av to Taylor Av	310	35	1,206	Type 1C	141,424	\$ 170,494
Fairview Av: Taylor Av to Carleton Av	308	35	1,198	Type 1C	141,424	\$ 169,394
Fairview Av: Carleton Av to Bryant Av	307	35	1,194	Type 1C	141,424	\$ 168,844
Main St: Taft Av (N) to Roosevelt Rd	330	34	1,247	Type 1B	65,998	\$ 82,277
Main St: Taft Av (S) to Taft Av (N)	125	34	472	Type 1B	65,998	\$ 31,166
Main St: Pershing Av to Taft Av (S)	210	34	793	Type 1B	65,998	\$ 52,358
Main St: Wilson Av to Pershing Av	366	23	935	Type 1B	65,998	\$ 61,730
Nicoll Way: Pershing Av to Kingsbrook Glen	230	28	716	Type 1B	65,998	\$ 47,225
Nicoll Way: Kingsbrook Glen to Taft Av	168	35	653	Type 1B	65,998	\$ 43,119
Nicoll Way: Taft Av to Roosevelt Rd	305	35	1,186	Type 1B	65,998	\$ 78,281
Pershing Av: Nicoll Way to Route 53	708	30	2,360	Type 1C	141,424	\$ 333,760
Carleton Av: Fairview Av to North End	265	24	707	Type 1B	65,998	\$ 46,638
Du Page Bl: Park Bl to Exmoor Av	377	20	838	Type 1A	47,141	\$ 39,494
Exmoor Av: South End to Dupage Blvd	463	21	1,080	Type 1A	47,141	\$ 50,928
Exmoor Av: Du Page Bl to Fairview Av	811	21	1,892	Type 1A	47,141	\$ 89,207
Exmoor Av: Fairview Av to North End	298	24.5	811	Type 1B	65,998	\$ 53,539
Harding Av: Parkside Av to S Parkside	205	24	547	Type 1B	65,998	\$ 36,079
Harding Av: S Parkside to Park Bl	974	24	2,597	Type 1B	65,998	\$ 171,418
Harding Av: Nicoll Av to East End	273	20	607	Type 1B	65,998	\$ 40,039
Milton Av: Fairview Av to North End	287	24	765	Type 1B	65,998	\$ 50,510
Montclair Av: Fairview Av to North End	290	24.5	789	Type 1B	65,998	\$ 52,102
Nicoll Av: Fairview Av to North End	290	28.6	922	Type 1B	65,998	\$ 60,821
Nicoll Way: Harding Av to Wilson Av	291	20	647	Type 1B	65,998	\$ 42,679
Nicoll Way: Wilson Av to Pershing Av	1,435	24	3,827	Type 1B	65,998	\$ 252,551
Pershing Av: Main St to Park Blvd	1,475	20	3,278	Type 1B	65,998	\$ 216,326
Parkside Av: Harding Av to Wilson Av	330	24	880	Type 1B	65,998	\$ 58,078
Taft Av: Main St to East End	180	28	560	Type 1B	65,998	\$ 36,959
Taylor Ct: Fairview Av to North End	278	24	741	Type 1B	65,998	\$ 48,926
Wilson Av: Main St to Parkside Av	498	24	1,328	Type 1B	65,998	\$ 87,645
Wilson Av: Parkside Av to Park Bl	973	24	2,595	Type 1B	65,998	\$ 171,242
Wilson Av: Park Bl to East End Lot	195	24	520	Type 1B	65,998	\$ 34,319
Wilson Av: Nicoll Way to East End	525	23	1,342	Type 1B	65,998	\$ 88,547
GRAND TOTALS	18,685		3.54 miles			\$ 4,031,126
				total with engineering @ 10%		\$ 4,434,239

VILLAGE OF GLEN ELLYN ROADWAY PROGRAM - UPDATED SEPTEMBER 4, 2026

Year: 2029 (CY - 29)						
Segment	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Anthony St: West End to Kenilworth (Drainage and Utilities)	630	21	1,470	Type II	296,990	\$ 436,575
Dorset Av: Forest Av to Parkside Av	363	21	847	Type II	296,990	\$ 251,550
Forest Av: Dorset Av to Parkside Av	646	23	1,651	Type II	296,990	\$ 490,297
Glenwood Av: Hillside Av to Duane St	512	20	1,138	Type IB	69,298	\$ 78,845
Kenilworth Av: Pennsylvania Av to Anthony St (S)	638	20	1,418	Type IB	69,298	\$ 98,249
Kenilworth Av: Anthony St (S) to Anthony St (N)	210	20	467	Type IB	69,298	\$ 32,339
Kenilworth Ave: Anthony St (N) to Linden	1,500	20	3,333	Utility Restoration	250,000	\$ 833,333
Maiden Ln: Parkside Av to Stephanie Ln	507	20	1,127	Type II	296,990	\$ 334,608
Maiden Ln: Stephanie Ln to Park Bl	289	20	642	Type II	296,990	\$ 190,733
Park Plaza: Parkside Av to Park Bl	700	23	1,789	Type IA	49,498	\$ 88,547
Parkside Av: Roosevelt Rd to Park Plaza	440	23	1,124	Type IC	148,495	\$ 166,974
Parkside Av: Park Plaza to Dorset Ct	234	21	546	Type IA	49,498	\$ 27,026
Parkside Av: Dorset Ct to Maiden Ln	167	21	390	Type IA	49,498	\$ 19,288
Parkside Av: Maiden Ln to Forest Av	687	20	1,527	Type IA	49,498	\$ 75,567
Parkside Av: Forest Av to Main St	352	21	821	Type IA	49,498	\$ 40,655
Phillips Av: Brandon Av to Prospect Av	708	20	1,573	Type IA	49,498	\$ 77,877
Phillips Av: Main St to Forest Av	548	20	1,218	Type IA	49,498	\$ 60,278
Phillips Av: Forest Av to Hillside Av	893	20	1,984	Type IA	49,498	\$ 98,227
Sheffield Ln: West End to Anthony	500	25	1,800	Utility Restoration	250,000	\$ 450,000
Stephanie Ln: Maiden Ln to North End	575	22.2	1,418	Type II	296,990	\$ 421,230
Summerdale Av: Parkside Av to Park Bl	1,299	20	2,887	Type IA	49,498	\$ 142,885
Crescent: Main to Park (CBD)	979	34 to 48	See Final Plans	Recon	See Cost Est.	\$ 4,959,950
Forest: Crescent to Pennsylvania (CBD)	387	47	See Final Plans	Recon	See Cost Est.	
GRAND TOTALS	13,134		2.49 miles			\$ 9,375,035
				total with engineering @ 10%		\$ 9,816,543
Year: 2030 (CY - 30)						
Segment	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Park Bl: Crescent Bl to Pennsylvania Av	363	36	1,452	Type IB	72,762	\$ 105,651
Park Bl: Pennsylvania Av to Anthony St	689	22	1,684	Type IA	51,973	\$ 87,534
Park Bl: Anthony St to Glen Ellyn Pl	577	23	1,475	Type IA	51,973	\$ 76,637
Park Bl: Glen Ellyn St to Hawthorne Bl	320	24	853	Type IA	51,973	\$ 44,350
Surrey Dr: Roosevelt Rd to Brighton Pl	586	29	1,888	Type IA	51,973	\$ 98,137
Surrey Dr: Brighton Pl to Londonberry Ln	301	24	803	Type IA	51,973	\$ 41,717
Surrey Dr: Londonberry Ln to Heather Ln	268	24	715	Type IA	51,973	\$ 37,144
Surrey Dr: Brighton Pl to Briar St	1274	24	3,397	Type IA	51,973	\$ 176,570
Coolidge Av: Parkside Av to Park Bl	1117	21.7	2,693	Type IB	72,762	\$ 195,965
Dawes Av: Parkside Av to Park Bl	1130	21.8	2,737	Type IB	72,762	\$ 199,159
Glen Ellyn Pl: Park Bl to East End	411	20	913	Type IC	155,920	\$ 142,407
Lowden Av: West End to Parkside Av	574	21	1,339	Type IB	72,762	\$ 97,453
Lowden Av: Parkside Av to Park Bl	785	21	1,832	Type IB	72,762	\$ 133,277
Merton Av: Highview Av to Turner Av	718	23	1,835	Type IB	72,762	\$ 133,511
Montclair Av: Highview Av to Turner Av	519	20	1,153	Type IA	51,973	\$ 59,942
Parkside Av: South End to Lowden Av	188	20	418	Type IB	72,762	\$ 30,399
Parkside Av: Lowden Av to Dawes Av	365	20	811	Type IB	72,762	\$ 59,018
Parkside Av: Dawes to Coolidge Av	389	20	864	Type IB	72,762	\$ 62,899
Parkside Av: Coolidge Av to Harding Av	395	23	1,009	Type IB	72,762	\$ 73,450
Sheehan: Park to IL Route 53	2,450	23	6,261	Asphalt Reconstruction	519,732	\$ 3,254,100
Taylor Av: Highview Av to Turner Av	771	20	1,713	Type IA	51,973	\$ 89,047
Taylor Av: Turner Av to Hill Av	505	20	1,122	Type IA	51,973	\$ 58,325
Taylor Av: Hill Av to Hillside Av	603	24	1,608	Type IA	51,973	\$ 83,573
Taylor Av: Hillside Av to Hillside Av	209	24	557	Type IA	51,973	\$ 28,966
Taylor Av: Hillside Av to Duane St	543	24	1,448	Type IA	51,973	\$ 75,257
Turner Av: West End to Montclair Av	545	20	1,211	Type II	311,839	\$ 377,672
Turner Av: Taylor Av to East End	139	20	309	Type IA	51,973	\$ 16,054
GRAND TOTALS	16,734	feet	3.17 miles			\$ 5,838,216
				total with engineering @ 10%		\$ 6,422,038

VILLAGE OF GLEN ELLYN ROADWAY PROGRAM - UPDATED SEPTEMBER 4, 2026

Year:2031						
Segment	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Taft Av: Wheaton Border to Lambert Rd	700	25	1,944	Type IB	76.401	\$ 148,557
Duane St: Bryant Av to Lowell Av	409	23	1,045	Type IB	76.401	\$ 79,856
Duane St: Lowell Av to Longfellow Av	405	23	1,035	Type IB	76.401	\$ 79,075
Duane St: Longfellow Av to Whittier Av	404	23	1,032	Type IB	76.401	\$ 78,879
Hillside Av: Taylor Av to Carleton Av	363	21	847	Type IC	163.716	\$ 138,667
Hillside Av: Carleton Av to Bryant Av	406	21	947	Type IC	163.716	\$ 155,093
Hillside Av: Bryant Av to Lowell Av	411	21	959	Type IC	163.716	\$ 157,003
Hillside Av: Lowell Av to Longfellow Av	405	21	945	Type IC	163.716	\$ 154,711
Hillside Av: Longfellow Av to Whittier Av	409	21	954	Type IC	163.716	\$ 156,239
Longfellow Av: Hillside Av to Duane St	759	23	1,940	Type IB	76.401	\$ 148,192
Longfellow Av: Duane St to Walnut St	777	23	1,986	Type IB	76.401	\$ 151,706
Lowell Av: Hillside Av to Duane St	761	23	1,945	Type IB	76.401	\$ 148,582
Lowell Av: Duane St to Walnut St	761	23	1,945	Type IB	76.401	\$ 148,582
Park Bl: Raintree Dr to Marston Av	714	41	3,253	Type IB	76.401	\$ 248,506
Park Bl: Marston Av to Sheehan Av	1,294	41	5,895	Type IB	76.401	\$ 450,373
Park Bl: Sheehan Av to Lowden Av	194	41	884	Type IB	76.401	\$ 67,521
Park Bl: Lowden Av to Dawes Av	366	41	1,667	Type IB	76.401	\$ 127,385
Park Bl: Dawes Av to Coolidge Av	365	41	1,663	Type IB	76.401	\$ 127,037
Park Bl: Coolidge Av to Harding Av	418	41	1,904	Type IB	76.401	\$ 145,484
Park Bl: Harding Av to Wilson Av	339	41	1,544	Type IB	76.401	\$ 117,988
Park Bl: Wilson Av to Pershing Av	343	41	1,563	Type IB	76.401	\$ 119,380
Park Bl: Pershing Av to Taft Av	315	41	1,435	Type IB	76.401	\$ 109,635
Park Bl: Taft Av to Roosevelt Rd	341	41	1,553	Type IB	76.401	\$ 118,684
Pennsylvania Av: Wheaton Border to Kenilworth Av	736	34	2,780	Type IB	76.401	\$ 212,428
Pennsylvania Av: Kenilworth Av to St. Moritz Dr	411	34	1,553	Type IB	76.401	\$ 118,625
Pennsylvania Av: St. Moritz Dr to Newton Av	481	34	1,817	Type IB	76.401	\$ 138,828
Pennsylvania Av: Newton Av to Western Av	702	34	2,652	Type IB	76.401	\$ 202,614
Pennsylvania Av: Western Av to Prospect Av	615	43	2,938	Type IB	76.401	\$ 224,490
Walnut St: Bryant Av to Lowell Av	420	23	1,073	Type IB	76.401	\$ 82,003
Walnut St: Lowell Av to Longfellow Av	408	23	1,043	Type IB	76.401	\$ 79,660
Walnut St: Longfellow Av to Whittier Av	409	23	1,045	Type IB	76.401	\$ 79,856
Whittier Av: Hill Av to Duane St	768	23	1,963	Type IA	54.572	\$ 107,106
Whittier Av: Duane St to Walnut St	762	23	1,947	Type IB	76.401	\$ 148,777
Whittier Av: Walnut St to North End	158	23	404	Type IB	76.401	\$ 30,849
Essex Ct: Essex Rd to North End	395	20	878	Type IB	76.401	\$ 67,063
Sunset Av: Fairview Av to Greenfield Av	851	21	1,986	Type IA	54.572	\$ 108,362
Sunset Av: Greenfield Av to Arlington Av	644	24	1,717	Type IA	54.572	\$ 93,718
Sunset Av: Arlington Av to Turner Av	544	21	1,269	Type IA	54.572	\$ 69,270
Turner Av: Main St to Forest Av	532	20	1,182	Type IA	54.572	\$ 64,516
GRAND TOTALS	20,495	feet	3.88	miles		\$ 5,205,302
					total with engineering @ 10%	\$ 5,725,832



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

Meeting 9/9/2026 7:00 PM
Department: Public Works - Engineering
Department Head: John Hubsy
Category: Report
Prepared By: Richard Daubert

**AGENDA ITEM (ID # 2026-
685)**

DOC ID: 2026-685

Engineering Division Project Activity Report Dated 9/3/2026

Statement of the Issue:

The September 3, 2026 Engineering Division Project Activity Report is attached for review by the Capital Improvements Commission.

Analysis:

Budget Impact:

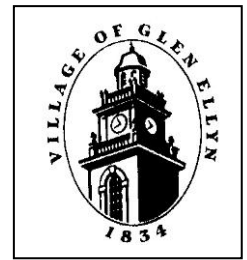
Contribution to Strategic Plan

Action Requested:

Attachments:

1. Engineering Project Report 9-3-26

September 3, 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.

Paving work in the Maryknoll Subdivision, Ott, Hillside/Forest, and on Pershing Avenue (IL-53 to Roosevelt) is complete. Concrete work and the first layer of asphalt was completed on Plumtree, Meredith, and Linden the week of August 31st.

The Contractor has completed the water and sanitary sewer work on Cottage Avenue (Pleasant to Main) with the storm sewer work underway. It is anticipated that all underground utility work on this stretch of Cottage Avenue will be completed by September 8th. The Contractor will then proceed with reconstruction of the roadway. The water main on Marion Avenue has been installed, pressure tested, satisfactorily disinfected, and is now in service. Once the underground crew wraps up work on Cottage Avenue, they will remobilize to Marion Avenue to complete the water and sewer service work.

Due to slower than anticipated progress of utility work on Cottage Avenue, no work has been done yet on Anthony Street. Staff, the resident engineer, and contractor are assessing the appropriate action to take in this regard with the undesired potential that the work on the street could be deferred to next year.

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.

Paving, line striping/pavement markings, installation of roadway reflectors, and signage were completed in early August. The project was substantially completed ahead of schedule. However, there is clean up, punch list, and lawn restoration work to be completed. Disturbed lawn areas will be restored with sod in September as weather allows.

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 project has been substantially completed ahead of schedule. However, there is clean up, punch list, and lawn restoration work to be completed. Disturbed lawn areas will be restored with sod in September as weather allows.

CRESCENT-GLENWOOD PARKING LOT AND MEDIAN REHABILITATION –

Contractor: Abbey Construction

(Value of Construction Contract = \$1,208,252.93)

This project involves the resurfacing and modest reconfiguration of the parking lot along with reconstruction of the north side median with addition of new trees and other plantings, and the addition of new parking lot lighting.

The 1,400 of the 1,800 perennial plants are continuing to do well based upon the increased watering and we are currently pushing the contractor to complete the remaining plantings since the plants are now available. Also remaining is the punch list replacement of two concrete ADA ramps that are out of specification. The aim remains to perform this work when the contractor has workforces in the area to perform the removal, framing and new pour in short succession, to minimize disruption to the public.

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). Since the last update, a revised contract has been received from ComEd and has been approved. Payment is being processed, at which time ComEd will provide a date for the remaining electrical meter work to proceed.

The Duane-Main alley is complete and paperwork is being processed to close out the project.

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

Concrete Contractors

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

The final remaining item is addressing three minor landscaping restoration items, which is proposed to take place coincident with 2026 roadway program restoration being performed by the same contractor.

LAKE ROAD WATER MAIN EXTENSION – Contractor: John Neri Construction Company
(Value of Construction Contract = \$114,515.30)

The water main along Lake Road (east side of Lake Ellyn) was extended to facilitate reconfiguration of water services for properties along Lake Road. Since the roadway was patched in late August, the project is largely complete. The remaining work is parkway restoration, which will be completed in house, and the connection of services from the homes to the B-Boxes.

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 Abbingdon to IL-53.

The Contractor is currently working on the southern half of Butterfield Road as well as the western half of Route 53. IDOT is hopeful that the south half of Butterfield Road will be completed by the end of this construction season. They are also hopeful that the contractor will be able to start reconstruction of the north half of Butterfield Road, but anticipate that the work will extend into 2027. IDOT is hopeful that the majority of the work on Route 53 is completed this construction season.

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.](#)

The project continues to move ahead per schedule with the asphalt surface now being complete. Shoulder and ditch work is to follow. Landscape restoration is targeted for late September which should represent substantial completion 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.](#)

As of now the project is still trending about a week over schedule due to the end amount of patching needed. Surface milling has been underway and application of HMA binder is anticipated in the next week. To be followed by joint sealant, detector loops installation, and structure adjustments. HMA surface is anticipated in a few weeks. Overall the project is planned for an early October substantial completion.

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

Per the most recent contact with the IDOT resident engineer for the project, the contractor should be wrapping up the more extensive signal work at the other contract locations and anticipates the IL-38/Nicoll Way work will occur in September.

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.

ENGINEERING PROJECTS

2027 UTILITY AND ROADWAY IMPROVEMENTS PROJECTS – Engineer: AECOM

Staff conducted a Public Information Meeting covering the design of the project on Tuesday, August 4th. Materials available at this link: [2027 Utility and Roadway Improvements Public Information Meeting](#). A dozen or so residents were in attendance. Staff covered the scope of the project planned for 2027, answered resident questions, and individually met with residents interested in further reviewing project elements. One of the main items of interest/concern to residents was potential new sidewalk along the east side of Brandon Avenue (Dorset to Fairview). Feedback from some of the residents in attendance at the meeting yielded concerns with tree impacts, sidewalk impacts, drainage, and the need for the sidewalk. Staff indicated that the sidewalk was only being reviewed at this time with the matter to be further reviewed by staff, the Capital Improvements Commission, and Village Board. Overall, the meeting was productive and yielded good feedback for staff and AECOM to consider as the project design is advanced.

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 (IDS) 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 both traffic modeling and recent improvements that IDOT made to the intersection. A formal technical memo providing a disposition of the requirement has been submitted to IDOT for review.

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.

Staff has been struggling to secure execution of an easement agreement applicable to properties on the north side of Hill Avenue. Staff continues to try to coordinate with the property owner's attorney on the matter.

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

The 95% design materials (plans, special provisions, estimates of time and cost, etcetera) are being submitted to reviewing agencies (IDOT, UP, Metra, DuPage County, and Village) on September 4, 2026.

Regarding the land acquisition process, the appraisal inspection was completed on August 26th. The appraisal and review appraisal is anticipated to be completed and submitted to IDOT for review by October 1st. The IDOT review, revisions, and approval of the appraisal and review appraisal will take at least two months to complete. This would position the Village to make an offer to UP by the end of 2026. In turn, UP will prepare its own internal appraisal and likely counter on valuation and easement terms.

While project is currently targeting the March 5, 2027 State Letting, land acquisition will control the schedule with the project more realistically able to make the June 11th or July 30th State Letting. Despite this, staff is still pushing to advance all items possible to keep the project on the March Letting. Select critical path items in progress are as follows:

- Pre-final Submittal to IDOT: 9/4
- Issuance of Request for Proposals for Construction Engineering Services: 9/17
- Plan Commission Meeting for Special Use: Date being finalized by CD: 10/1 or 10/8
- Village Board Meeting for Appearance, Zoning, Variations (Entitlement): 10/26
- Final Submittal to IDOT including Draft Joint Funding Agreements: 11/23
- Coordination with CMAP and other Agencies for additional funding: Ongoing

TRAFFIC SIGNAL MODERNIZATION PROJECT – Engineer: AECOM

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

As per the 2024 Recommendations Report created by AECOM, work on the six Village-owned traffic signals was planned to be spread over three years (2026-2028). Included in the recommendations is the ownership transfer and improvement of the existing Lambert Road/Pedestrian Signal that is currently owned by the College of DuPage, but is on the Village roadway and is part of the Village maintained signal interconnect along the Lambert corridor. Preliminary design for all seven signals has been completed. And the target intersections for each construction year will be part of each year's budget discussions.

The four signals along the Lambert corridor were to be included for 2026 construction. As documented in previous monthly updates, the Village initially advertised the project for bid in February, and then again in April with working day contract changes suggested by signal contractors. However, neither advertisement resulted in bids. In general, the limited number of traffic signal contractors in the region are busy with work this year. Communication with DuPage County revealed that they had a similar experience.

The Village is doing a final check-in with area traffic signal contractors with the intention of re-advertising the project within the next two weeks. In addition to having a working days contract, the bid package is proposed to allow for advance procurement and payment for materials in order to accommodate contractors with the long lead times for various equipment.

Staff will also be working with AECOM on design of next signal improvements. This includes Main/Elm and the Taylor Underpass (2028) and Park/Sheehan (currently potentially planned to be performed coincident with the Sheehan Utility and Roadway improvements circa 2030).

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 is in the process of making revisions and finalizing the report, anticipated by mid-September.

VILLAGE SPEED STUDY – Engineer: Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA)

This study was initiated in response to community interest in lowering the speed limit on residential streets to 25 miles per hour. The study includes speed/volume data collection at 25 representative locations throughout the Village, analysis of the data against current speed limit policies, study of 5 representative intersections for potential safety improvements, review of peer community and national best practices, and community engagement and education. Work began in April and the study is scheduled to be completed in Fall of 2026.

The consultant completed the data collection over the course of three weeks in late April and early March. Preliminary results and recommendations for the speed analysis and intersection safety analysis have been reviewed by Public Works and Police staff, and are to be presented to the CIC at its September 9th meeting.

SAFE ROUTES TO SCHOOL - COMMUNITY TRAVEL PLAN – Engineer: TBD

In October of 2025, Public Works, with support from School Districts 41, 87, and 89, applied for funding for a community travel plan as part of IDOT’s Safe Routes to School call for projects. At the end of May the Village received formal notice that it has been awarded the maximum \$100,000 for the planning effort.

Next steps are to begin coordination with the IDOT representative on the grant process. There was a delay in preparation of grant agreements by IDOT Central Office. Earlier email indicated that agreements were expected to be ready by mid-August. However of this writing, we are still awaiting the grant agreement. Since the program uses federal funding, the Village’s qualifications-based selection (QBS) process will be used for selection of a consultant for the planning process.

CONSTRUCTION MAINTENANCE PROGRAMS

Public Works seeks the best vendor prices for various annual municipal and utility maintenance and operations activities. This effort includes local bidding of projects or joint purchasing initiatives, including the Municipal Partnering Initiative (MPI), a consortium of DuPage County communities.

Project	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 take place this fall.
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 completed approximately \$188K of sidewalk removal and replacement in the first phase of work, which took place the week of July 20 th . Phase 2 is set to begin after Labor Day and will primarily consist of concrete street repairs on Lorraine, N Main St., Hill Ave., Hillside, and Prospect.

Project	2026 Estimated VGE Cost*	Status
2026 Sidewalk Sawing Repair Program	\$60,000	This was 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 included 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 provided staff with an online catalog of the locations, descriptions, suggested repair types, and photos of each identified defect. Once the data was reviewed by the Village, Safe Step made 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 project was completed in May.
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. 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. Paving has already mobilized three times to complete restoration work, but is willing to come in for additional mobilizations. Approximately \$8K remains available in the contract and is expected to be spent by the end of the construction season.
2026 Pavement Markings	\$130,000	The Village has utilized local purchasing cooperatives to obtain competitive pricing for pavement marking work for the last fifteen years. The low bidder for DuPage County's pavement marking program provided the best unit pricing compared to other cooperative contracts so staff recommended that the Village approve a contract with DuPage County's contractor, Precision Pavement Markings, Inc. This was the first time staff worked with Precision Pavement Markings in over ten years. Precision provided the Village with high quality pavement markings and the crews behaved professionally and were amenable to the Village's requests. The program cost the Village \$119K. All of the pavement markings in the CBD (south of the RR tracks) was re-marked. The double yellow lines on Main and Duane were removed by waterblasting, in lieu of grinding. Approximately 4 miles of double yellow centerline striping, 112 stop bars, 110 crosswalks, 17 SCHOOL symbols, and miscellaneous white longlines were re-striped throughout the Village.
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. The Board approved an

Project	2026 Estimated VGE Cost*	Status
		Independent Contractor Agreement with CAM at their March 9 th regular meeting. The Reclamite application is scheduled for the fall.
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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