

CITY OF WEST CHICAGO

WHERE HISTORY & PROGRESS MEET

Approved as amended 04/07/11

MINUTES

INFRASTRUCTURE COMMITTEE

March 3, 2011 - 7:00 P.M.

1. **Call to Order, Roll Call, and Establishment of a Quorum.** Chairman Dzierzanowski called the meeting to order at 7:00 P.M. Roll Call found Aldermen James Beifuss, Nanette Connelly, Sandra Dimas, Nicholas Dzierzanowski, Russell Radkiewicz, James Smith, and John Smith present.

Also in attendance were Public Works Director Robert Flatter, and Administrative Secretary Michelle Baldino.

Others in attendance were Alderman Matt Fuesting, Kevin VanDeWoestyne and Brian Pawula of Thomas Engineering Group, John O'Halloran of ComEd, and Rob Zoromski of Lennar.

2. **Approval of Minutes.**

A. **Infrastructure Committee Minutes of February 3, 2011.** Alderman Nanette Connelly made a motion to approve the minutes of February 3, 2011, seconded by Alderman James Smith. **Voting Yea: Aldermen Nanette Connelly, James Smith, Sandra Dimas, James Beifuss, Nicholas Dzierzanowski, Russell Radkiewicz, and John Smith. Voting Nay: 0.**

3. **Public Participation / Presentations.**

Chairman Dzierzanowski recognized Alderman Matt Fuesting. Alderman Fuesting stated that he was in attendance to ask Committee to consider planning roadway improvements for Klein Road in conjunction with the Wayne Township Highway Department. He also requested that Committee consider directing staff to inspect the roadway conditions within the Cornerstone Lakes Subdivision, and that Committee consider a final surface placement on the pavement within the newly annexed subdivision of St. Andrews Estates. Staff was directed to send a letter to Ken Spitz, Highway Commissioner for Wayne Township (with copy to all Aldermen), inviting him to meet with City staff and Aldermen Fuesting and Dzierzanowski to discuss Klein Road improvements.

With concurrence from the Committee members, Chairman Dzierzanowski moved up item 6.A. on the agenda.

6. **Unfinished Business**

A. **Commonwealth Edison – Update by External Affairs Manager.** Mr. John O'Halloran updated the Committee on the recent power outages within the City, specifically in the downtown

area, Forest Trails and Hampton Hills Subdivisions. Discussion centered on attempting to find the owner of an unincorporated area near Grandlake Blvd., and Wilson, that is overgrown with trees and a possible cause of the many outages experienced in the Hampton Hills Subdivision area. Other outages were due to downed lines and arrester problems that were weather related and repaired within hours. He stated that so far it has been a relatively good year.

Chairman Dzierzanowski stated that since the area near Grandlake and Wilson covers approximately 4 to 5 linear blocks, why doesn't ComEd consider placing new lines as was done on Powis Road and just fix the problem. He feels that it would be a viable option, and the trees would no longer be an issue.

Alderman Beifuss asked Mr. O'Halloran about the protocol when a pole is damaged, as the one at 208 Center Street. He would like to know who is responsible for removing the wires, and removing the damaged pole from the parkway. He stated that it takes 9 months to a year before the work is done. Mr. O'Halloran stated that ComEd works in conjunction with AT&T. They send AT&T notification to do the work. Aldermen Beifuss asked what could be done to get AT&T to be more responsive to perform their work in a reasonable amount of time. He asked that ComEd contact AT&T regarding this issue.

Mr. Flatter asked about a pole on Smith Road. The cables were sagging and were shortened or bundled and insulated, but the pole is still leaning. Mr. O'Halloran stated that he didn't feel that there were any issues with the pole. Chairman Dzierzanowski stated that he doesn't understand why, when ComEd was out there repairing the lines why they didn't just fix the pole. Mr. O'Halloran stated that it is a resource issue and the opinion of the workers in the field.

Mr. O'Halloran handed out and briefly reviewed the information provided regarding the Infrastructure Modernization Act (Attachment A – three (3) pages) and asked for support from the City and he would also like to reach out to the West Chicago Chamber of Commerce.

4. Items for Consent. Chairman Dzierzanowski read the following items for consent.

- A. Acceptance of Public Improvements – 300 Charles Court (Kramer Tree Specialists)**
- B. Acceptance of Public Improvements – 310-330 Charles Court (Triad Construction)**
- C. Acceptance of Public Improvements – 333 Charles Court (Triumph Development)**
- D. Acceptance of Public Improvements – Snowberry Outlots - Prestonfield Subdivision (Lennar)**
- E. Acceptance of Public Improvements – 643 E. Washington Street (First United Methodist Church)**
- F. Professional Architectural Services Agreement – 2011 Wastewater Treatment Plant Roof Replacement Project - Matocha Associates**
- G. Submission of Joint Purchasing Agreement – Rock Salt**

Alderman Beifuss requested discussion on Item 4.G., Submission of Joint Purchasing Agreement for Rock Salt.

Alderman Nanette Connelly made a motion, seconded by Alderman Russell Radkiewicz to approve Items A., B., C., D., E., and F. Voting Yea: Aldermen Nanette Connelly, Russell

Radkiewicz, James Beifuss, Sandra Dimas, Nicholas Dzierzanowski, James Smith, and John Smith. Voting Nay: 0.

G. Submission of Joint Purchasing Agreement – Rock Salt. Alderman Beifuss asked staff for a report on the City's salt storage situation and why this pricing makes sense. Mr. Flatter reviewed history of the state bidding process, which resulted in an increase of salt to \$121.00 per ton *in the 2008-2009 season*. The results of that bid year raised many issues, and when the State went back out to bid in 2010, the price came in at \$76.58 per ton. He stated that this is a "renewal option" year for the joint purchasing program. The City could opt to go out for bid, but due to the raising fuel prices, staff is comfortable with the current pricing and is happy with the current vendor. The requisition would require the City to purchase a minimum of 2,800 tons, and guarantees a maximum amount of 4,200 tons. Historically, the City uses approximately 4,000 tons of rock salt per season.

Mr. Flatter informed the Committee that there are currently 1,500 tons of salt stored in the large metal shed on the property of 119 W. Washington Street. This is a decent supply that will be held there through the summer. The shed at the 135 W. Grandlake location holds approximately 400 tons. As part of the City Hall Campus project, it is the desire to build a new salt shed, intended to be designed after the new shed built by Winfield Township located at Route 38 and Town Road that will hold approximately 3,000 tons of salt.

Alderman Nanette Connelly made a motion, seconded by Alderman John Smith. Voting Yea: Aldermen Nanette Connelly, John Smith, James Beifuss, Sandra Dimas, Nicholas Dzierzanowski, Russell Radkiewicz, and James Smith. Voting Nay: 0.

At 7:37 P.M., Chairman Dzierzanowski left the meeting to attend the Cornerstone Lakes Neighborhood Watch meeting. Co-Chairman Beifuss continued the meeting.

5. Items for Discussion.

A. Washington Street Pavement Rehabilitation Project – Request to Suspend Truck Enforcement on Town Road until October 1, 2011. Mr. Flatter explained that the Washington Street Pavement Rehabilitation Project is scheduled to begin at the end of March and traffic will be restricted to one ~~land~~ lane from Route 59 to Route 38, affecting deliveries to the businesses west of the railroad tracks. Because Town Road is currently designated as a Class II route only between Washington Street and the railroad, staff is requesting that this restriction is suspended between March 28, 2011 and October 7, 2011. Alderman Dimas asked if the trucks would damage the road. Mr. Flatter told her that Town Road was recently resurfaced and will hold up. Alderman Radkiewicz asked what route is going to be used by the construction traffic. Mr. Flatter told him that it is intended to limit construction traffic to Washington Street.

Committee asked about the possibility of installing a temporary traffic signal at the intersection of Town Road and Route 38. Mr. Flatter informed them that Patrick Engineering has recently surveyed Educare and Ball Seed to try to convince the State to warrant a signal.

Alderman Sandra Dimas made a motion, seconded by Alderman Russell Radkiewicz to authorize the suspension of enforcement of the Class II Designated Street Provisions on Town

Road during the Washington Street Rehabilitation Project between the dates of March 28, 2011 and October 7, 2011. Voting Yea: Aldermen Sandra Dimas, Russell Radkiewicz, James Beifuss, Nanette Connelly, James Smith and John Smith. Voting Nay: 0.

6. Unfinished Business. See above.

7. New Business. None.

8. Reports from Staff.

A. Pre-final Engineering Design for Galena Street Reconstruction – Thomas Engineering Group, LLC. Mr. VanDeWoestyne reviewed the following final concepts for the Galena Street Reconstruction Project:

- DuPage County has granted an extension to expenditure of funding to December 31, 2011.
- Currently working with the utility companies for coordination for relocation of utilities.
- Notice to Bidders was advertised for availability on March 9, 2011.
- Bids will open on Friday, April 1, 2011 and a contract recommendation will be presented to the Infrastructure Committee at the April 7, 2011 meeting.
- Construction News Updates were mail to residents today.
- The street will be closed during reconstruction and parking will be available on Main Street, Turner Court, and the DuPage National Bank parking lot.
- Meetings that have been conducted with all property owners have been positive and temporary easements from property owners/tenants have been secured.

At 7:48 P.M., Alderman John Smith excused himself and left the meeting. Mr. VanDeWoestyne continued with his presentation:

- Temporary Pedestrian access will be provided using gravel and planking, fenced off from the work zones.
- Temporary access for garbage pickup and deliveries will be provided whenever possible. The ATM at the bank will remain accessible through the Washington Street entrance.
- Driveway access from Galena Street to the apartment complex will be eliminated.
- Streetlights will match what is currently on Main Street.
- Curb bump-outs will distinguish the seven planned green spaces.
- Seating walls will be installed adjacent to curb where there are grade separations. They will mirror construction as is currently on Main Street. A picture was provided to Committee (Attachment B).
- Crosswalks will be installed using the Street Print stamped asphalt as was placed on Main Street at Wilson Avenue. Committee members were given a copy of the results of the stamped asphalt survey on the City's website (Attachment B – four (4) pages). Staff stated that to date there were 120 responses, 96 of them approved the stamped asphalt (80%), and 24 disliked the stamped asphalt (20%).
- Final parking spaces will be 13 plus one handicap in front of Jan's Hair Salon. Committee discussed sizing and placement of the handicap parking. Mr. VanDeWoestyne stated that there are no ADA Guidelines that address on-street parking. As an example, staff handed out a picture of the one designated handicap parking space on Main Street (Attachment D).

B. City of West Chicago Emerald Ash Borer Management Plan Report – Graf Tree Care.

Mr. Flatter informed Committee that Phil Graf of Graf Tree Care will present the report at the April 7, 2011 Infrastructure Committee Meeting. Included with this agenda is an overview of the report.

C. Water Meter Replacement Program. Mr. Flatter informed Committee that the City has received three responses for the Water Meter Replacement Program, which are under review from staff and will be presented to Infrastructure at the May meeting.

D. Future Resurfacing Roadway Projects. Mr. Flatter stated that the City applied for funding (ARRA) for the resurfacing of Klein Road last year, and the funding was not awarded for that project. The City will continue to maintain the roadway until it can be resurfaced. The project is estimated at \$550,000, 64% Wayne Township, 36% City of West Chicago. The project is budgeted for year 2012.

During earlier discussion with Alderman Fuesting, Alderman Dimas asked if other roadways within the City should be a priority over placing the final pavement in the St. Andrews Estates Subdivision. Mr. Flatter stated that eventually, the binder course that is there now will begin to deteriorate, so it makes sense to do *it*. He further stated that this year, it is planned to resurface Main Street from Route 59 to Wilson, and Wood Street to Geneva Street by the High School *between the Union Pacific tracks and Church Street, and Geneva Street between Wood Street and Parker Avenue.*

Staff was directed to contact Wayne Township to make the Klein Road resurfacing project a priority for 2012. Staff should follow through with making Main Street and Wood and Geneva Street priorities for this year, and if funding allows, to place final surface on the pavement in St. Andrews Estates Subdivision.

9. Adjournment. At 8:27 P.M., Alderman Nanette Connelly made a motion to adjourn seconded by Alderman Sandra Dimas. Motion was approved by voice vote.

Respectfully submitted,

Michelle Baldino
Administrative Secretary

Infrastructure Modernization Act (HB-14 Amendment 1)

To stay economically competitive, Illinois needs to modernize its infrastructure. But modernization is stalled in Illinois by a regulatory structure that doesn't support long-term infrastructure investments that are needed to meet Illinois' growing expectations around energy. The Infrastructure Modernization Act (**HB-14 Amendment 1**) would pave the way for a 10-year effort to refurbish and add technology to the grid by updating how investments are approved.

REGULATORY REFORM:

- Today's regulatory rules were created in the 1920s. The current regulatory rules are outdated, inefficient and stifling innovation and capital investment for our customers.
- Illinois needs a fair, transparent and streamlined rate-making process that will give our customers the kind of modern infrastructure they need to compete in the digital economy.

INFRASTRUCTURE INVESTMENT AND MODERNIZATION:

- Much of Illinois' energy infrastructure has been in place for decades. It served customers well in the 20th century but will not meet the energy needs of the current century.
- Illinois' electric grid needs significant investment to maintain reliability and meet the customer demands of the 21st century economy.
- To remain competitive, Illinois needs to embark on a modernization program refurbishing existing infrastructure and deploying transformational technologies.
- ComEd proposes to invest more than \$2 billion in its infrastructure over the next 10 years to meet the needs of business and customers in the rapidly evolving economy.

WHAT THIS MEANS FOR ILLINOIS:

- It will make Illinois competitive with other states in attracting businesses, jobs and economic development.
- It will improve reliability for all consumers at a time when high quality power is more important than ever.
- Customers will have better tools and information to make smart energy decisions.
- The multi-billion-dollar capital investment would generate millions in economic benefits including new income and tax revenue.
- It would create work for thousands and provide a booster shot to the Illinois economy.

ComEd looks forward to a dialogue on these critical energy policy decisions.

Overview of the Infrastructure Modernization Act (HB 14-Amendment 1)

Below is a summary of a legislative proposal that encourages utility infrastructure investment in the State of Illinois. This investment is needed to modernize and upgrade facilities, which will ensure the continued provision of safe, reliable and affordable utility service in the State, as well as create jobs and attract capital at a time when it is most needed.

The proposal also promotes increased predictability and stability in the ratemaking process by permitting a utility that elects to make these investments to file a petition with the Illinois Commerce Commission ("Commission") for approval of a formula rate that would set rates for customers based on the utility's infrastructure investment and actual costs of service. All costs would be subject to annual Commission review and reconciliation.

Infrastructure Investment Program ("IIP")

- ComEd may voluntarily elect to undertake investment commitments, which must be incremental to the utility's existing capital investment program. ComEd will make the following investments:
 - Invest at least \$1.1 billion over 5 years in electric system upgrades and modernization projects
 - Invest at least \$1.5 billion over 10 years in smart grid electric system upgrades
 - Training facilities in ComEd's service territory
 - Create approximately 2,000 full-time equivalent jobs during the IIP's peak
- A gas utility may voluntarily elect to undertake the following commitments, which must be incremental to the utility's existing capital investment program:
 - Invest at least \$500 million over 10 years in distribution and transmission upgrades, modernization and compliance projects and training facilities;
 - Create approximately 400 full-time equivalent jobs during the IIP's peak.
- A utility that makes these commitments must file a plan with the Commission and annually report on its expenditures and job creation. If the utility is deficient in either category, it must devise a corrective action plan.
 - If the Commission finds that the utility failed to meet its job creation goals, it may require the utility to deposit \$1,500 into a training grants fund for each full-time equivalent peak job deficiency.
 - If the Commission finds that the utility is not satisfying its investment commitments, then the utility shall no longer be eligible for a formula rate tariff.
- For an electric utility serving less than 3 million customers, or a gas utility serving less than 2 million customers, the investment commitments and job figures are proportionally reduced.

ICC Approval of Formula Rate Mechanism

- In lieu of periodic rate cases, a utility that has committed to make IIP investments may file a formula rate structure that would set its rates based on its actual costs of service.
- In addition to a \$200,000 fee, the filing would include cost data annually audited and filed with the Federal Energy Regulatory Commission ("FERC"). These initial rates are effective 30 days after filing, but are subject to refunds or surcharges based on the Commission's final order after opportunity for intervenor challenge.
- The formula must contain the following features:

- A utility's progress under its plan will be evaluated annually by the Commission, which may require that the utility devise a corrective action plan in the event the Commission finds the utility is not on track to reach its goals.



Date	7-Mar-11			
Number of Responses		120		
Likes	96		80.00%	
Dislikes	24		20.00%	
Like	Dislike	Downtown	Throughout	Comments
X			X	Brings more attention to the crosswalks and encourages safety, but concerned with environmental impact of the materials used. Use the one with the least impact on the environment. Did not notice a significant difference in colors.
X			X	City definitely needs more crosswalks. There are no stops for a pedestrian on Washington Street. Likes the one near the bridge because cars coming from the north rarely stop for peds crossing Main Street.
X			X	Difficult to understand how the program saves money. It would seem that it would cost more money than just paving the crosswalks.
X				Following a reasonable testing period (at least two winters) and if the improvement holds up to salt, traffic and other conditions it would be nice to see additional areas in the downtown improved in the same way.
X		X	X	Great looking accents. The crosswalks are also good in wet weather, because they're textured and prevent pedestrians from slipping. Nice idea!
X				How long with the stamped walkways last? How can you repair the asphalt when it erodes?
X	X			I like the idea, but feel now is NOT the time. Our City needs to put the extra cash flow toward helping the children of our community, especially during the tough economic times. Beautification is great, but we have so many people here, just a few steps from the downtown area that could use the help, I personally feel that this is irresponsible. Perhaps another food bank, or a mentoring program would be more appropriate. If we MUST spend the money on the roads - fixing potholes around the Jewel might make more sense.
X			X	I think this helps beauty and give character to the city.
X		X	X	I wonder how the material weathers tho'. If it continues to look as nice as it currently does, I like it and would like to see more.
X			X	If it saves the taxpayers money, I'm all for it!
X			X	Like the diagonal diamond motif with the straight set border. Especially appropriate in City historic districts. Why not real antique pavers?
X			X	looks great, and says the City cares about our appearance
X		X	X	Pavers can have a positive impact on drainage patterns
X				Phoned Michelle for Contractor information in order to obtain pricing for their driveway.
X			X	Requested name of Contractor in order to obtain pricing for their driveway. Attractive option to brick pavers.
X		X	X	Selections above pending this winter's survival from salt/plowing
X		X	X	The stamped concrete looks very nice. It's much better than using real bricks.
X			X	They look great! Put them near the high school, and then teach the kids to use them, instead of them walking in front of passing cars without looking!!!
X			X	This would provide a clearer marker for the pedestrian traffic crosswalks to all motorists.
X		X		Wait and see how they handle the winter salt and plowing before investing.

[illegible]

[illegible]

[illegible]

