

# CITY OF WEST CHICAGO

WHERE HISTORY & PROGRESS MEET

Approved 12/02/10

## MINUTES

### INFRASTRUCTURE COMMITTEE

November 4, 2010 - 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 Nanette Connelly, Nicholas Dzierzanowski, Russell Radkiewicz, and James Smith present. Alderman Sandra Dimas arrived at 7:02 P.M. Alderman James Beifuss arrived at 7:25 P.M. Alderman John Smith was absent.

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

Others in attendance included Mr. John O'Halloran, External Affairs Manager with ComEd, Tony Standish and Vanessa Folk of Strand Associates, Inc., and Brian Pawula and Kevin VanDeWoestyne of Thomas Engineering Group, LLC.

#### 2. Approval of Minutes.

A. **Infrastructure Committee Minutes of October 7, 2010.** Alderman Nanette Connelly made a motion to approve the minutes of October 7, 2010, seconded by Alderman Russell Radkiewicz. Voting Yea: Aldermen Nanette Connelly, Russell Radkiewicz, Nicholas Dzierzanowski, and James Smith. Voting Nay: 0.

With unanimous approval from the Committee, Chairman Dzierzanowski moved up Item 6.A. on the Agenda.

#### 6. Unfinished Business.

A. **Commonwealth Edison – Update by External Affairs Manager.** Mr. O'Halloran informed the Committee that in a vacant lot along the north side of the Grandlake area, a tree fell which caused the outages that occurred last June. Repair work was performed and they are in the process of looking at feeder performance to identify what other repairs may need to be done in order to improve performance in that area in the spring. He stated that since the last meeting he attended with the Committee, there have not been any feeders that have met criteria to warrant repairs.

ComEd is also working with staff to repair poles that are leaning on Smith Road near the school. Mr. O'Halloran stated that they will either plank the poles to remove the slack in the lines, then straighten and plank them with wood or stone. Mr. Flatter asked if guide wires would be necessary and if the insulation would remain. Mr. O'Halloran stated that guide wires may be necessary, and

the insulation will remain and spacers will be used to separate the wires. The anticipated completion date of the project is approximately eight weeks.

Mr. O'Halloran informed Mr. Flatter that he had received a packet of information from the City regarding street light billing in the Cornerstone Lakes Subdivision and he will work to resolve the problems. Mr. Flatter explained to Committee that the homeowners in Cornerstone Lakes are being billed individually for the street lights in front of their homes. He stated that there are approximately 31-39 lights in Units 4 and 5, previously developed by Development Concepts, and the City is only receiving billing for 11 of them.

### **3. Public Participation / Presentations.**

**A. Main Street Tunnel Retaining Wall Design Alternatives Report and Main Street Tunnel Feasibility Study – Strand Associates, Inc.** Mr. Flatter introduced Tony Standish and Vanessa Folk from Strand Associates, Inc. (Strand). Mr. Standish informed the Committee that in 2009, Strand was hired by the City to do an overall assessment of the Main Street Tunnel which led to two additional contracts to study south end retaining wall options and alternatives to design on the north end of the tunnel. He explained that the retaining wall on the south end needs to be replaced, and he provided the Committee with alternatives and opinions of cost estimates in accordance with the attached presentation (Attachment A).

After a brief discussion on the proposed south end retaining wall alternatives, Mr. Standish provided the Committee with alternatives and opinions of cost estimates for the north end of the tunnel in accordance with the attached presentation (Attachment B).

Mr. Flatter reminded the Committee that the City received \$125,000 in Member Initiative Funding for this project and money is budgeted in the Capital Improvement Program. Mr. Standish stated that the cost opinions presented are at the highest dollars.

**B. Galena Street Reconstruction Project (Main St. to High St.) - Thomas Engineering Group, LLC.** Mr. Flatter introduced Brian Pawula and Kevin VanDeWoestyne of Thomas Engineering Group, LLC, informing the Committee of their impressive accomplishments for the City as the City's chosen consultant for contract engineering. Mr. Pawula and Mr. VanDeWoestyne reviewed each picture associated with the handout pointing out current unsafe conditions and presented five different alternatives of design proposed for the project. Existing conditions (as outlined in the agenda item handout) were reviewed and also discussed is that the goal of the reconstruction of Galena Street is to replace all watermain, sanitary and storm sewer, to maximize the parking on this street, beautification, and creation of a more inviting atmosphere. Because the City has received federal funding for this project, design must be completed for a bid letting at the first of April, with construction beginning after Bloomingfest and completed before the end of 2011.

**4. Items for Consent.** Chairman Dzierzanowski read the following item from the Consent Agenda.

**A. Contract Award – 2011 Aggregate Materials Delivered – Viking Brothers, Inc.** Mr. Flatter informed the Committee that the Resolution to authorize approval of this contract also declares LaFarge Aggregates of South Elgin as a non-responsible bidder because they failed to return the required certification documents with their bid proposal. **Alderman Nanette Connelly made a motion, seconded by Alderman Russell Radkiewicz to approve Resolution 10-R-0102 authorizing a Contract with Viking Brothers, Inc., for the 2011 Aggregate Materials Delivered. Voting Yea: Aldermen Nanette Connelly, Russell Radkiewicz, James Beifuss, Nicholas Dzierzanowski, Sandra Dimas, and James Smith. Voting Nay: 0.**

**5. Items for Discussion.**

**A. Main Street Tunnel Feasibility Study – Direction to Staff.** During discussion, the alternatives that were presented to Committee were reviewed with regard to design concerning ADA compliance, direct line of vision into the tunnel from Main Street, and associated costs. The Committee unanimously agreed to Option 1 – Turner Court ramp and Main Street stairs, eliminating the Community Center ramp. Mr. Flatter stated that Dave Sabathne, President of the Chamber of Commerce, is also in agreement with Option 1. This option will also bring more green space to the area.

**B. Main Street Tunnel Retaining Wall Design Alternatives Report – Direction to Staff.** Alternatives that were presented to Committee were discussed with regard to obtaining easements, appearance, durability, construction methods and noise levels, and vandalism. The Committee discussed the disadvantages of using modular block wall vs. sheet piling or cast-in-place concrete. Mr. Flatter stated that the CNRR is building an underpass by the High School, and they are proposing sheet pile with a decorative concrete face with cap. The Committee agreed and selected permanent sheet piling, with fascia and cap as the option for the wall design on the south end of the tunnel.

**C. Galena Street Reconstruction Project (Main Street to High Street) – Direction to Staff.** During discussion, each of the five design alternatives were reviewed regarding roadway configuration, number of parking spaces and handicap spaces, possibilities of eliminating a driveway entrance at the apartment building on High Street, grade separation issues between the street and the public sidewalk, and the possibility of the removal of the private parking area at El Coco Loco, which encroaches onto the public sidewalk.

The Committee discussed concerns with turning movements, one-way streets, handicap parking, if there would be any restrictions for downtown festivals, dangers of angle parking, bus stops with passenger unloading, and elevations.

Due to the different opinions of the Committee members, Chairman Dzierzanowski asked for more time to consider the alternatives. Because of scheduling purposes, staff expressed concern with design deadlines. **Staff was directed to schedule a Special Infrastructure Committee Meeting for Monday November 15, 2010 at 6:00 p.m., and the Committee will provide direction at that meeting.**

6. **Unfinished Business.** See above. Item 6.A. was moved up on the agenda.

7. **New Business.**

A. Mr. Flatter informed the Committee that due to the subdivision of a lot at 320 Brown Street, a request has been received from a developer to open up a roadway in order to relocate a sanitary service line. The asphalt plants will be closing on November 19, 2010 and he doesn't feel that there will be enough time to perform the proper restoration of the roadway before the asphalt plants close for the season. Mr. Flatter if the Committee would support a revision to the Ordinance that would clearly specify that street openings will not be allowed between the dates of November 1 and April 1, of each year, unless it is deemed an emergency by either the City Administrator or the Director of Public Works.

Staff was directed to research other communities for policy and bring back a revision to the City Ordinance for review.

B. Chairman Dzierzanowski asked if all of the trees that he noticed with tags are Ash trees. Mr. Flatter informed him that the trees that are tagged, approximately seven feet (7') up are Ash trees. There are approximately 2,200 Ash trees on City properties and parkways. Because they are tagged, does not mean that they are infected with Emerald Ash Borer. Mr. Flatter stated that Graf Tree Care will be making a presentation on the Ash Tree inventory to the Committee in December.

C. Alderman Beifuss asked for an update on the Quiet Zone regarding what steps are being taken and when they will be achieved. Mr. Flatter stated that South Aurora Street realignment project is scheduled for August of next year. Staff will provide an update.

D. Alderman Radkiewicz asked for an update on the Stamped Asphalt Crosswalk survey. Committee was informed that there were now approximately 90 responses, mostly positive regarding the crosswalks. Mr. Flatter stated that staff will prepare a report for Committee review after the winter season.

E. Alderman Dimas said that the "No Soliciting" signs that are available for the public on the website are not accessible for printing. Mr. Flatter stated that he would share that information with the appropriate staff.

8. **Reports from Staff.** None.

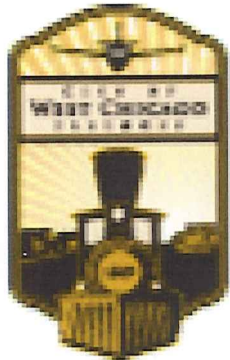
9. **Adjournment.** At 9:45 P.M., Alderman Russell Radkiewicz made a motion to adjourn, seconded by Alderman James Beifuss. Motion was approved by voice vote.

Respectfully submitted,

Michelle Baldino  
Administrative Secretary

**Strand Associates, Inc. (sa)**

**Main Street Tunnel  
Retaining Wall Alternatives  
Southeast End**



**City of West Chicago  
Infrastructure Committee  
November 4, 2010**



Attachment A



# ■ October 2009 Report by **SA** Identified Deficiencies at the Main St. Tunnel

**Retaining Walls at Southeast End, Along  
Geneva Street Ramp Need to be Replaced:**



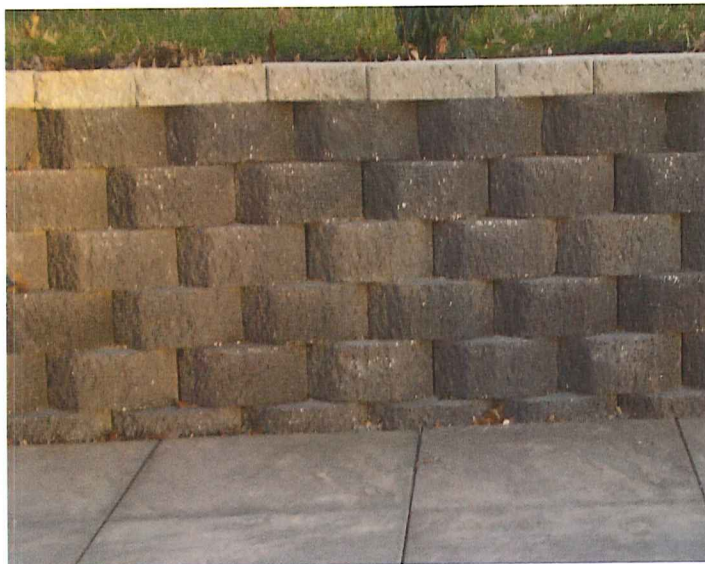
## ■ **Three Options Are Feasible for New Walls:**

- **Mechanically Stabilized Earth (MSE) / Modular Block Wall**
- **Permanent Sheet Piling**
- **Cantilevered, Cast-in-Place Concrete**

**Objective: Select Wall Option**



# ■ Modular Block Retaining Wall





# ■ Pros / Cons- Modular Block Retaining Wall

## Advantages:

- Aesthetically pleasing
- Many appearances available
- Less excavation when compared to a cast-in-place wall: reduced impacts to adjacent property
- Lowest construction cost
- Reduced construction time
- Appearance can closely match the other side of the tunnel (existing)
- Can be constructed without special equipment

## Disadvantages:

- Requires right-of-way / easement even if walkway is narrowed
- Over time, wall can shift unequally due to freeze/thaw cycles
- Difficult to attach handrail



# ■ Permanent Sheet Piling





# ■ Pros / Cons – Perm. Sheet Piling

## Advantages:

- No additional excavation required
- Smallest construction footprint, could provide existing walkway width without additional right-of-way / easements
- Durable and long lasting
- Handrail easy to connect to added façade
- Could potentially be constructed without excavation if existing wall does not have a heel

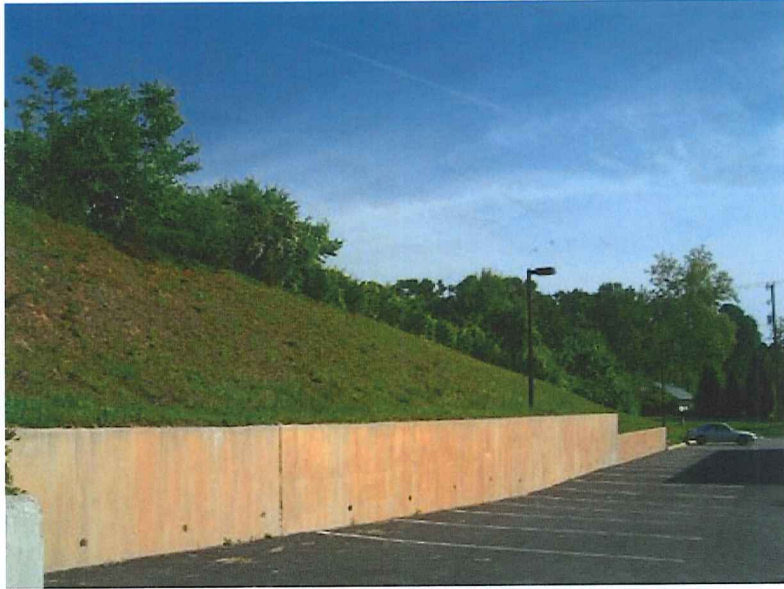
## Disadvantages:

- Unattractive look, unless cast-in-place facing is used
- Higher cost than MSE/Block wall
- Appearance does not match existing walls on north side
- Special equipment needed
- Longer construction timeframe





# Cantilevered, C.I.P Concrete



# ■ Pros / Cons – C.I.P Concrete

## Advantages:

- Custom form-liner could be used to add texture or patterns to the wall
- Very durable and long lasting
- Handrail and fencing easy to connect

## Disadvantages:

- Highest construction cost
- Most impact to adjacent property. Requires additional right-of-way even if walkway is narrowed
- Does not match walls on north side
- Large amounts of excavation
- Longest construction time

# ■ Opinion of Probable Construction Cost for Each Alternative

- Mechanically Stabilized Earth (MSE) / Modular Block Wall
  - \$165,000
- Permanent Sheet Piling
  - \$225,000 (+ \$15,000 for decorative facing)
- Cantilevered, Cast-in-Place Concrete
  - \$370,000

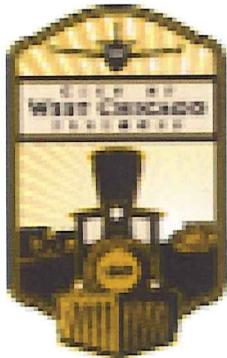
**Note: Costs include longer wall than existing to account for ADA compliance (longer ramp)**

**Recommendation: Modular Block Wall**



**Strand Associates, Inc. (sa)**

# **Main Street Tunnel Feasibility Study of North End**

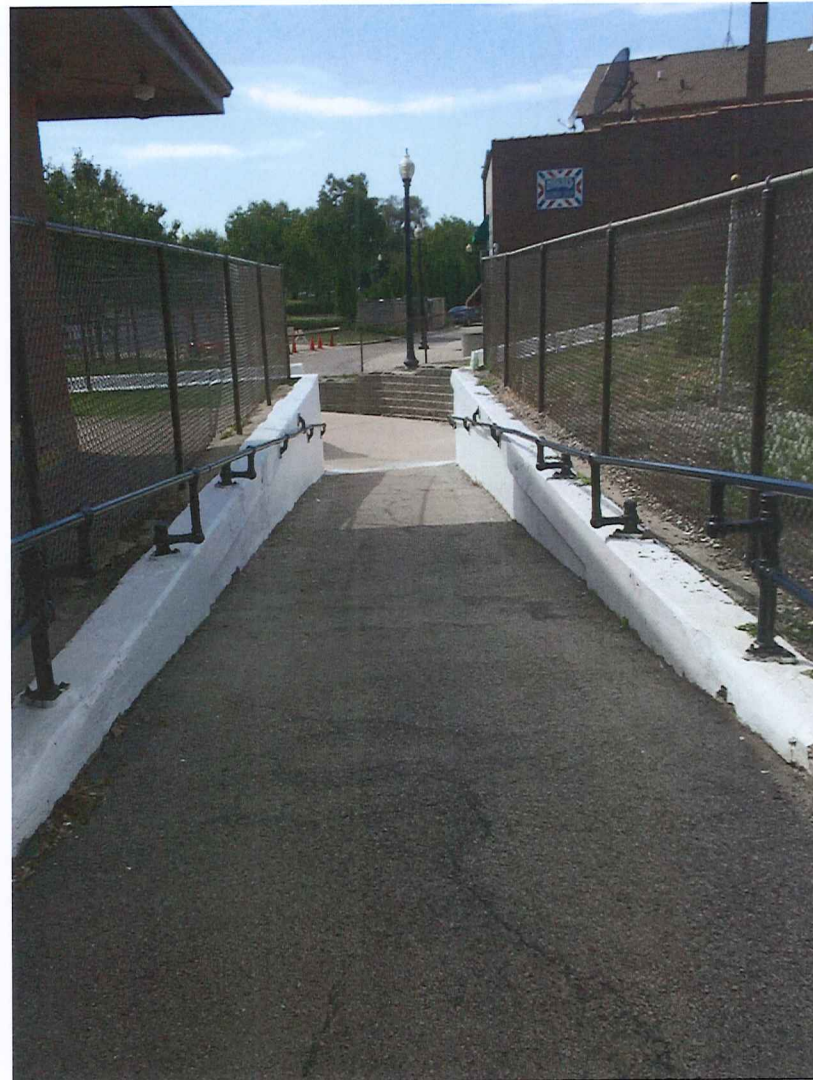


**City of West Chicago  
Infrastructure Committee  
November 4, 2010**





## Options Exist to Make This Area Functional and Appealing:



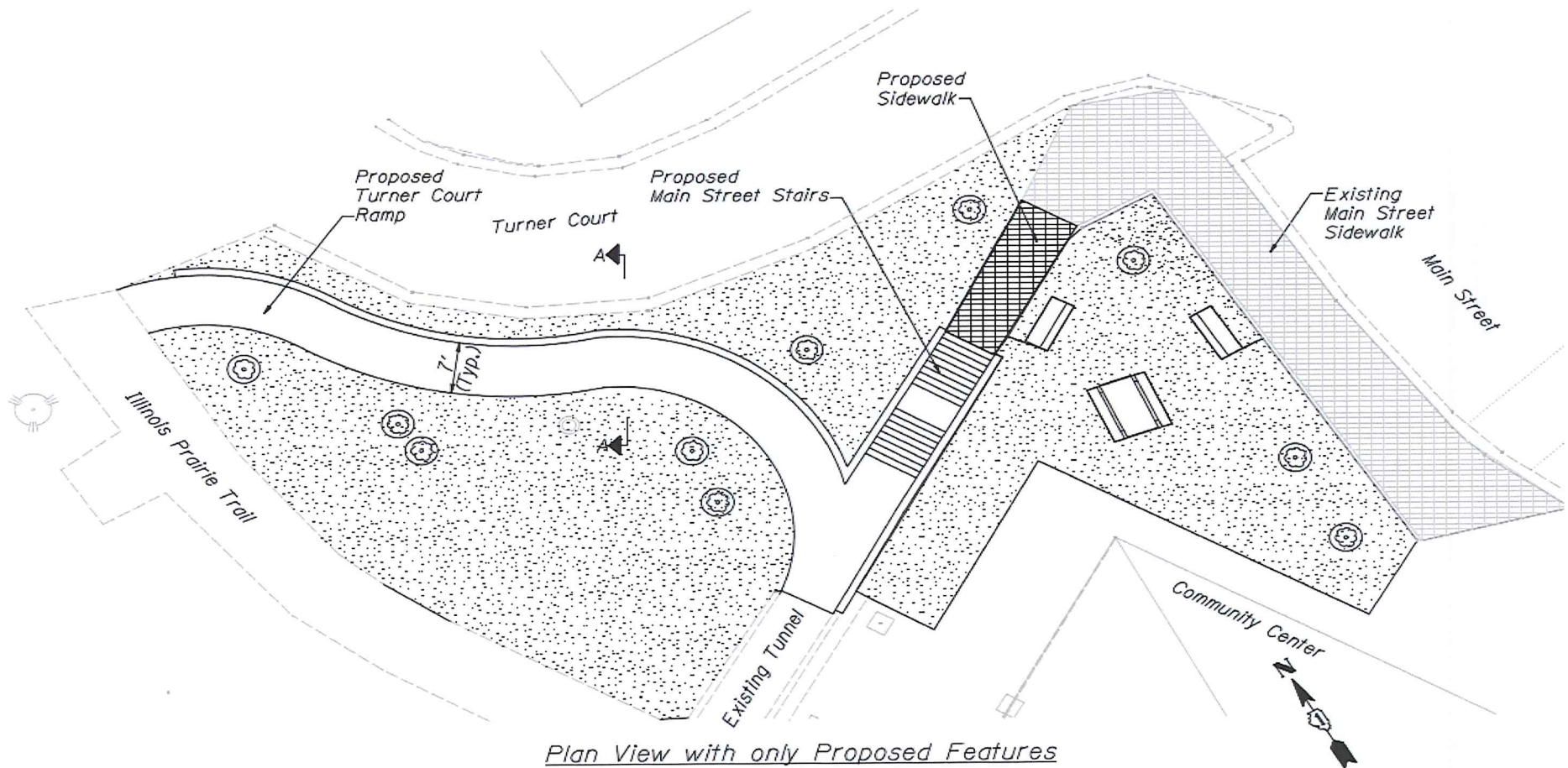
## ■ Three Options Are Feasible:

- Turner Court Ramp and Main Street Stairs  
(eliminate Community Center Ramp)
- Turner Court Ramp and Main Street Ramp  
(eliminate Main St. Stairs)
- Turner Court Ramp, Main Street Ramp/Stairs and Community Center Ramp  
(similar to existing)





# Turner Court Ramp and Main Street Stairs



# ■ Pros / Cons – Turner Court Ramp and Main Street Stairs

## Advantages:

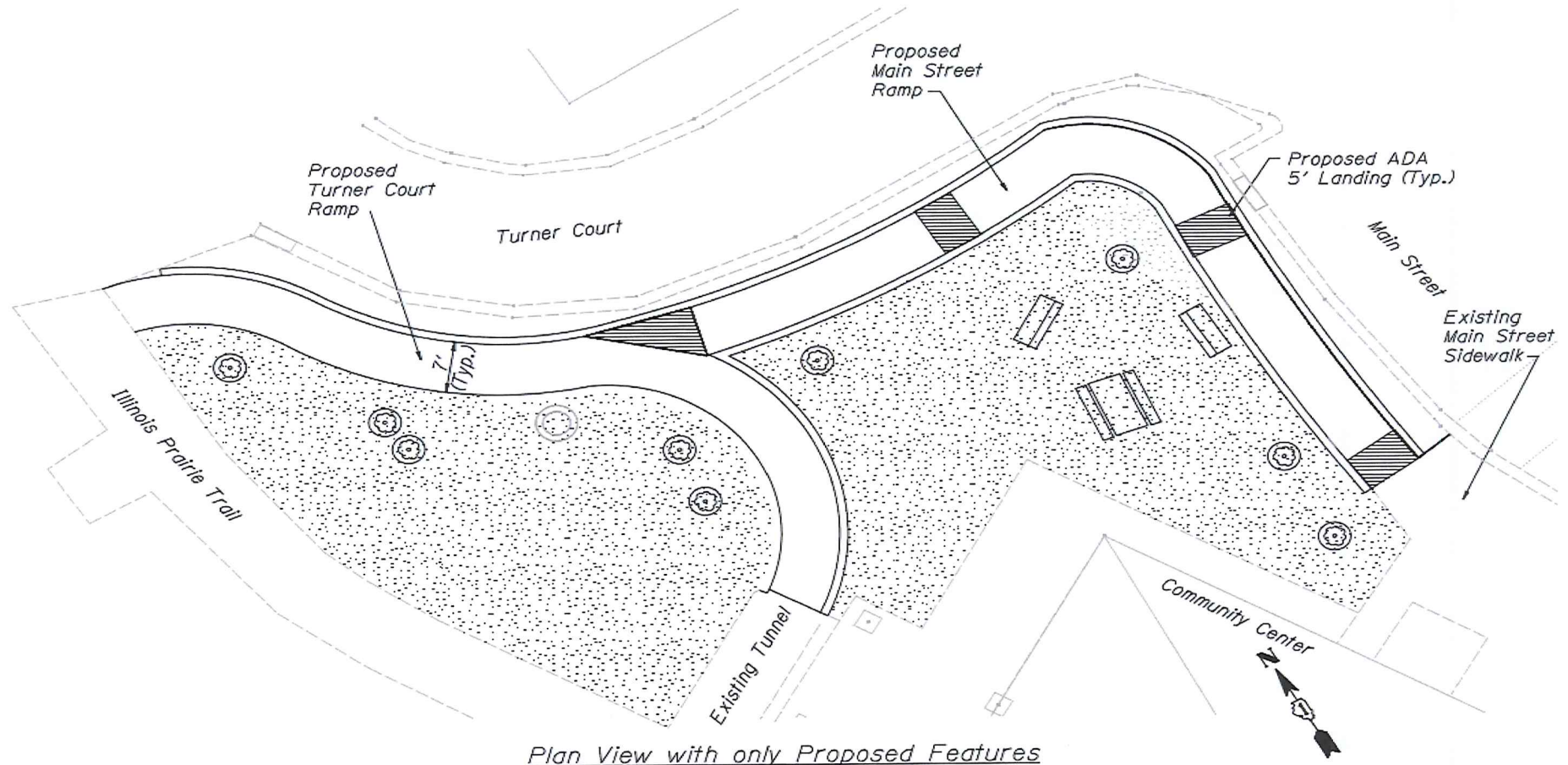
- Proposed Turner Ct. Ramp is ADA compliant
- Main St. Stairs provide a direct line of vision into tunnel
- Remove the existing Community Ctr. Ramp provides more green space and enhances overall aesthetics.
- Handrails and landings are not required along the Turner Ct. Ramp
- Two direct access points to tunnel account of the predominant usage.

## Disadvantages:

- No direct ADA access to Community Ctr. or Main St. from the tunnel
- Existing trees will need to be removed between existing Turner Ct. Ramp and Turner Ct.
- Existing light pole may need to be relocated
- Additional earthwork may be necessary to maintain existing drainage patterns and to avoid introducing additional runoff into the tunnel.



# Turner Court Ramp and Main Street Ramp





# ■ Pros / Cons – Turner Court Ramp and Main Street Ramp

## Advantages:

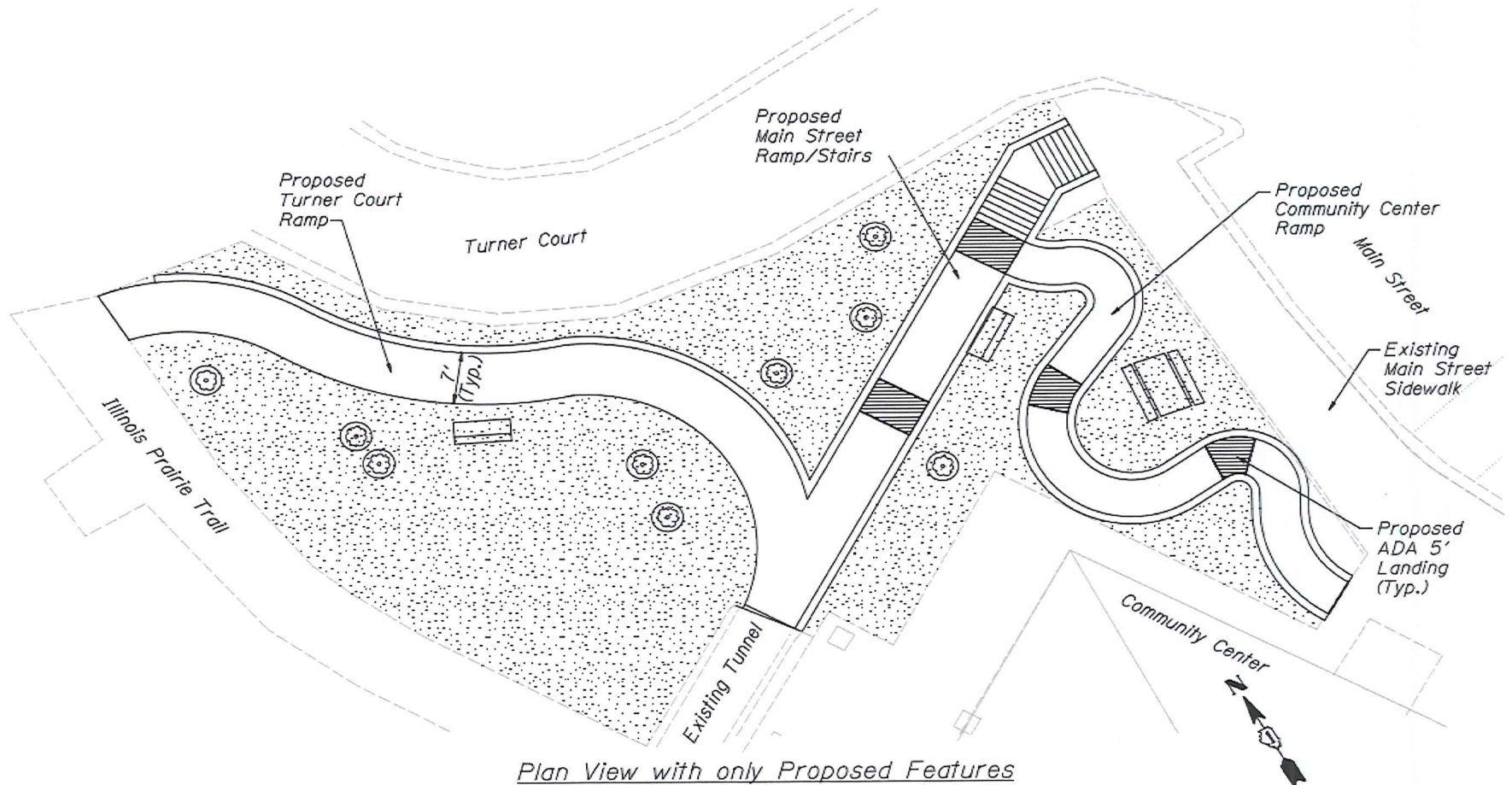
- Proposed Turner Ct. Ramp is ADA compliant
- Proposed Main St. Ramp provides shorter ADA compliant ramps with access to Main St.
- Removing the existing Community Ctr. Ramp provides more green space and enhances overall aesthetics
- Provides largest contiguous area of green/open space

## Disadvantages:

- No direct line of vision into tunnel
- Existing trees will need to be removed
- Existing light poles and street light hand hole many need to be relocated
- Additional earthwork may be necessary to maintain existing drainage patterns and to avoid introducing additional runoff into the tunnel
- Only one access point directly to tunnel and eliminates the stairway which is a dominantly used access point.
- Most costly alternative.



# Turner Court Ramp, Main Street Ramp/Stairs and Community Center



# ■ Pros / Cons – Turner Court Ramp, Main Street Ramp/Stairs and Comm. Center

## Advantages:

- Proposed Turner Ct. Ramp, Main St. Ramp, and Community Ctr. Ramp are all ADA compliant
- Main St Ramp/Stairs provide a line of vision into the tunnel
- Proposed Main St. Ramp and Community Ctr. Ramp provide shorter ADA compliant ramps with access to Main St.
- Handrails and landings are not required along the Turner Ct. Ramp
- Two direct access points to tunnel including a ramp to Tuner Ct. and a stairway to Main St., which are the two predominantly used access points

## Disadvantages:

- No direct line of vision into tunnel
- Existing trees will need to be removed
- Potential utility conflicts
- Additional runoff may be introduced into the tunnel
- Provides least amount of green space