

# CITY OF WEST CHICAGO

WHERE HISTORY & PROGRESS MEET

Approved with changes 12-03-15

## MINUTES

### INFRASTRUCTURE COMMITTEE

November 5, 2015 7:00 P.M.

**1. Call to Order, Roll Call, and Establishment of a Quorum.** Chairman Beifuss called the meeting to order at 7:00 P.M. Roll call found Aldermen James Beifuss, Don Earley, Sandra Dimas, Al Hallett, and John Smith present. Aldermen Mark Edwalds and Noreen Liginokubinski were absent.

Staff present included Director of Public Works Robert Flatter and Joe Munder, Water Treatment Plant Superintendent.

Joe Buchholz, Buck Services, Inc., West Chicago, Illinois was also in attendance.

#### **2. Approval of Minutes**

**A. Infrastructure Committee Minutes of October 1, 2015.** Alderman Smith made a motion, seconded by Alderman Hallett to approve the Meeting Minutes of October 1, 2015 with changes. The changes are reflected in the approved minutes. **Voting Yea: Aldermen Smith, Hallett, Beifuss, Dimas, and Earley. Voting Nay: 0.**

**3. Public Participation / Presentations.** Mr. Joe Buchholz of Buck Services, Inc. was present to express concern with the new Janitorial Services Contract that is on the agenda for approval with Open Works. Buck Services provided two bids for this program, one containing prevailing wages, and the alternate, without the prevailing wages. He does not feel that, with the bid numbers supplied by them for Janitorial Services, Open Works will be paying prevailing wages. He asked that the Committee consider the differences between bids where the prevailing wages are concerned. Mr. Buchholz stated that the DuPage County Prevailing Wages do not specifically detail the position of janitorial/custodial services and that the number of labor hours for the entirety of the 2016 program as bid by Open Works prove that they will not be paying prevailing wages. He thanked the Committee for the past contracts with Buck Services and expressed desire to continue to hold the contract for Janitorial Services at Municipal Properties.

**4. Items for Consent.** Chairman Beifuss read the items for consent and Committee members requested discussion on Consent Items A., C., and E. **Alderman Smith made a motion, seconded by Alderman Dimas to approve:**

**B. Resolution No. 15-R-0054 – Contract Award – Rotary Hydrated Lime for FY 2016.**

**D. Resolution No. 15-R-0056 – Contract Award – Sodium Hypochlorite for FY 2016.**

**F. Resolution No. 15-R-0058 – Contract Award – 2016 Forestry Maintenance Program**

**Voting Yea: Aldermen Smith, Dimas, Beifuss, Earley, and Hallett. Voting Nay: 0.**

**5. Items for Discussion.** Items for discussion also include Consent Item 4.A., 4.C., and 4.E.

**4.A. Change Order No. 1 & Final – 2015 Contractual Street Striping Program – Superior Road Striping.** Mr. Flatter stated that this change order is based on actual measurements from the field as opposed to engineering design plan quantities which were based upon standard design assumptions. The change order includes, for example, the addition of stop bars that were missing in the field, but not on the original striping plans. These types of improvements were warranted and added in the field. **Alderman Beifuss made a motion, seconded by Alderman Dimas to approve. Voting Yea: Aldermen Beifuss, Dimas, Earley, Hallett and Smith. Voting Nay: 0.**

**4.C. Resolution No. 15-R-0055 – Contract Award – Liquid Carbon Dioxide for Fiscal Year 2016.** Chairman Beifuss asked what the different conditions were that excluded Praxair as a responsible bidder, and he expressed concern regarding the low number of bidders. Mr. Flatter stated that every year Praxair tries to change the City's standard insurance and indemnification language within their bid. They will supply the product, but will not assume any liability. Therefore, every year, the City excludes Praxair as a responsible bidder. Mr. Munder informed the Committee that the last company that supplied the City is no longer selling the Liquid Carbon Dioxide, resulting in a lower response. Mr. Flatter stated that this may be one of the chemicals that the City may want to consider offering multi-year extensions to the original contract. **Alderman Hallett made a motion, seconded by Alderman Smith to approve. Voting Yea: Aldermen Hallett, Smith, Beifuss, Dimas, and Earley. Voting Nay: 0.**

**4.E. Resolution No. 15-R-0057 – Contract Award – Agreement for Custodial Services – Open Works.** Alderman Dimas asked about prevailing wages, and if the other bidders ~~companies~~ *companys'* are from Cook County. Mr. Flatter stated that prevailing wages must be paid according to whatever County the contractor is working in. The Illinois Department of Labor (IDOL) is vague with descriptions on what is required. All Public Works projects with the City require prevailing wages to be paid. The DuPage County prevailing wage rates are supplied for the current month with each bid. As long as the City identifies that prevailing wages must be paid, and all required forms are executed by the contractor, the City is not liable if the contractor does not pay prevailing wage.

Chairman Beifuss asked if references were checked by staff for Open Works. Mr. Flatter stated that all references were good for Open Works and the City has no reason to disqualify them. Open Works has acknowledged, by signing the Prevailing Wage Certification Form enclosed with all bid documents, that they will be paying prevailing wages. Mr. Flatter said that this is a one-year contract, which can be extended by the City for up to two years at the same unit pricing. Alderman Earley clarified to Mr. Buckholz that the reason the City bid this program is because it had not been bid for a number of years. Mr. Buckholz stated that he understood, but felt it necessary to bring up the issue of prevailing wages. **Alderman Smith made a motion, seconded by Alderman Dimas to approve. Voting Yea: Aldermen Smith, Dimas, Beifuss, Earley and Hallett. Voting Nay: 0.**

**A. 2016-2020 Capital Improvement Program.** Mr. Flatter reviewed the 2016-2020 Capital Improvement Program Budget with the Committee. The budget includes the same annual programs and the addition of \$1,769,000 for street improvements. This year's street program included the Alta Vista Subdivision and Wood Street, which will be completed soon. Next year, staff is looking to repair the streets adjacent to Wood Street, as well as reconstruction of Weyrauch south of Brown Street. Also, next year, staff plan to resurface some drastically needed streets in the Industrial Park (Charles, Wegner, Helena). Fenton Lane is not included as it is a concrete street. Some streets within the Cornerstone Lakes Subdivision will be resurfaced in 2016 with the other streets budgeted in years 2018 and 2020. In 2017, the streets within the Meadowwood Subdivision will be resurfaced. Mr. Flatter said that also included for 2017 are the remainder of streets within the Willow Creek Subdivision that were not previously resurfaced.

According to Mr. Flatter, in order to receive additional Surface Transportation (STP) money for the Washington Street Concrete Pavement Rehabilitation Project, between Fremont Street and the CN Railroad Tracks, construction needs to occur within the years 2016 or 2017. He stated that the Federal Highway Authority would like available Surface Transportation Program money to be spent sooner rather than later. Therefore, in order to earn an extra 5% of STP funds, this project was moved from the budget year 2019 to 2017.

Mr. Flatter also highlighted the other projects that are scheduled for 2016. He stated that staff is still working out details regarding the curb rehabilitation program and once it is developed, he will bring it back to the Committee. Another inclusion in next year's budget is money for the Main Street Pedestrian Tunnel, which has been completed but final billing from the Contractor has not been received. The City will subtract liquidated damages from the final payment.

Alderman Dimas asked about the line item for City Hall security. Mr. Flatter stated that the City Administrator and the Director of Administrative Services are working with Public Works to determine what can be done to make City Hall safer for the employees. Chairman Beifuss asked about the money budgeted for alleys. Mr. Flatter stated that the program will upgrade asphalt or gravel alleys to concrete (only the alleys that have not previously been upgraded).

Chairman Beifuss also asked for information regarding the "B" list of projects. Mr. Flatter explained that the program is created by using a pavement condition rating for the streets. The five year program (CIP) is put together and then the other streets are put into a future program, according to rating, and if money becomes available (grants, etc.) these are the streets that will be scheduled next to be repaired. Chairman Beifuss asked why there are some streets in the 2016 year program that have a condition rating higher than those on the "B" list. Mr. Flatter stated that not only are the conditions of these streets rated, but also the number of those that will benefit from the repairs. Mr. Flatter explained that another factor in determining what streets will be done is the City's ability to obtain funding (grants, etc). Each year, this program is reviewed and revised.

Chairman Beifuss stated that there is no longer a line item to budget for a larger salt storage shed. Mr. Flatter stated that it is currently not programmed, but it can be with the money taken from street resurfacing and rehabilitation line item. Chairman Beifuss questioned the money to

be spent at the Street Division parking lot. Mr. Flatter stated that of the \$400,000 budgeted, State Representative Fortner helped the City to receive \$150,000 in grant money for the City to make these repairs. The City has not determined where a new salt dome will be located. Alderman Earley asked if a new salt dome could be built at 1300 W. Hawthorne Lane, where the City's equipment is stored. Mr. Flatter stated the original concept plans showed a salt dome at this location, but this property is adjacent to wetlands and DuPage County may not allow salt storage near wetlands. The Committee directed staff to add a new salt shed to the Capital Improvement Program Budget beginning with year 2017.

**Alderman Earley made a motion, seconded by Alderman Smith to approve the inclusion of the 2016-2020 Capital Improvement Program in the City's Fiscal Year 2016 Budget. Voting Yea: Aldermen Earley, Smith, Beifuss, Dimas, and Hallett. Voting Nay: 0.**

## **6. Unfinished Business.**

**Downtown Bicycle Racks.** Attachment A was handed out prior to the beginning of the meeting. Mr. Flatter stated that he attended the Historical Preservation Commission (HPC) meeting held on October 27<sup>th</sup> where they reviewed the proposal for Bicycle Racks in the downtown area. He went on to say that the HPC denied the proposal for three reasons. Mr. Flatter stated that the biggest reason was that they do not like the idea that artwork will hang on them. They feel that some of the artwork may be offensive to others, and/or interfere with where the bikes would lock onto the rack. Mr. Flatter tried to explain to the HPC that they will not have any say regarding what artwork is placed, but they were to only approve the concept of the racks. The Chairman of the Commission also would not approve the style that was chosen. Commission members also felt that placing racks in the downtown area will also have people believe that they can ride their bicycles on the sidewalk. Mr. Flatter stated that the City's Committees and City Council may override the recommendation of any Commission and he suggested that if the Committee still wanted to go forward, that this item be deferred to the Development Committee in either support or denial of the Historical Preservation Commission's recommendation. **During discussion, the Infrastructure Committee unanimously agreed that this item be presented to the Development Committee for approval.**

## **7. New Business.**

**Hawthorne Lane Water Tower.** Mr. Flatter handed out Attachment B and explained that there is a broken pipe that comes out of the Hawthorne Lane water tower and a leak has developed. The cost to repair this depends on how it is fixed. The tower can be drained and then repaired, or a Contractor can be brought in to insert an insertion valve that would give the ability to close off the flow of water from the tower and then make the repairs. Staff is working on pricing and options and estimates that the cost will be somewhere between \$30,000 and \$50,000. Mr. Flatter explained that he would like to contract for the repair as an emergency and then bring the item back to Committee for approval. **The Infrastructure Committee agreed and directed staff to contract for the repairs.**

**8. Reports from Staff.** Mr. Flatter handed out a Special Service Area (SSA) Report, prepared by Thomas Engineering Group, for discussion at the December 2015 Infrastructure Committee meeting (Attachment C).

**9. Adjournment.** At 8:14 P.M., Alderman Hallett made a motion to adjourn, seconded by Alderman Dimas. Motion was unanimously approved by voice vote.

Respectfully submitted,  
Michelle Baldino



# Certificate of Appropriateness Decision

(to be completed by the Historical Preservation Commission)

Certificate of Appropriateness # 15-15 is hereby Denied, subject to compliance with the documents and notes/comments referenced below, for the property located at bicycle racks downtown.

By signing below the Applicant agrees that all work will be completed in accordance with the documents and notes/comments referenced below, except for such changes that may be authorized or required by the City in accordance with any regulations set forth by all local, state and federal codes and ordinances. The Applicant further agrees to post a copy of this Decision, if approved, along with a copy of the building permit issued by the City, on the subject property in a place of public view.

Documents:

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Notes/Comments:

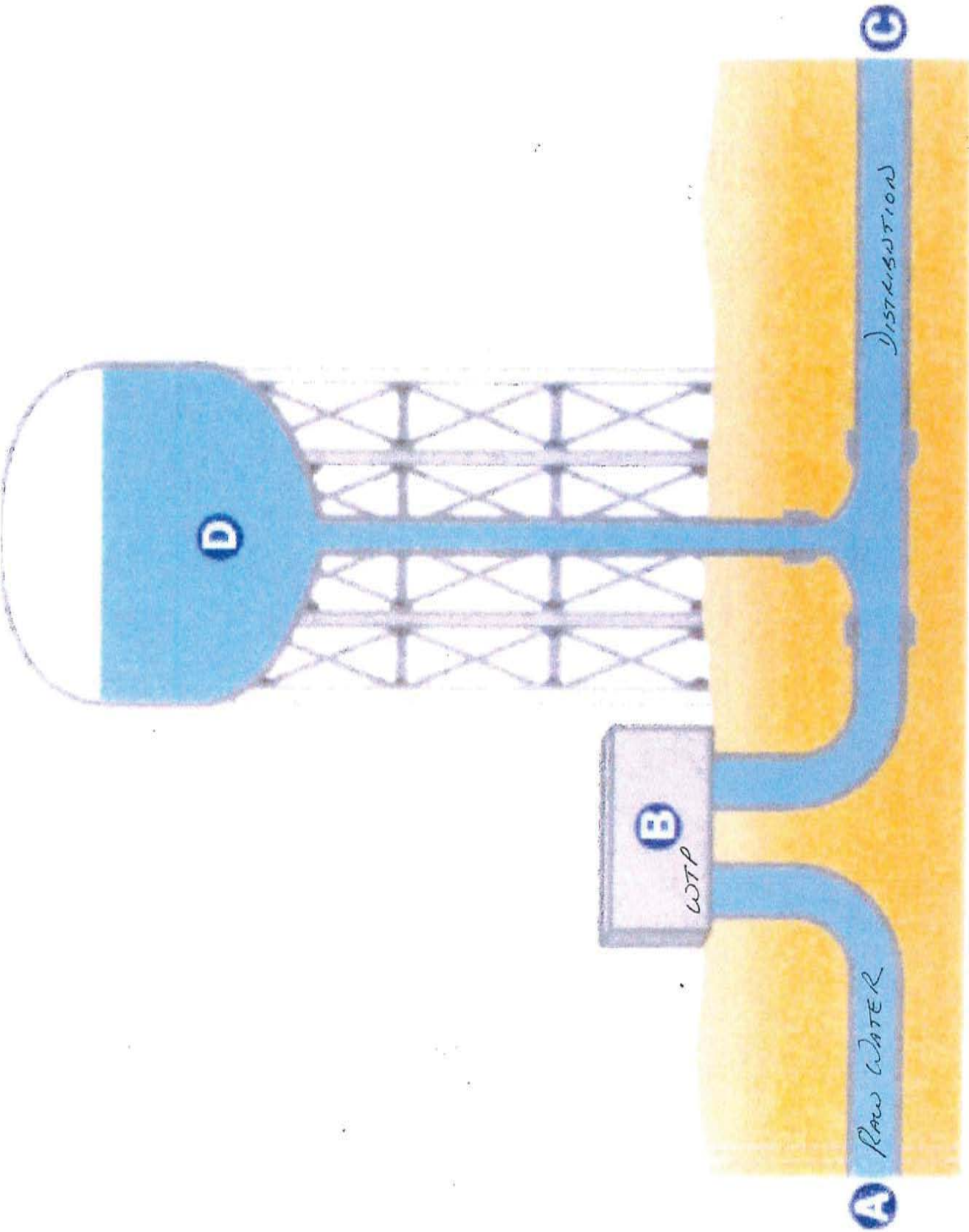
Concerns included: 1) The 'style' of the rack is not complimentary to other installed items (such as the stair railing) reduced functionality <sup>through sight</sup> as a result of the cross piece, 3) inclusion of the changeable object/design on the functional piece.

Janet D. Heil  
Historical Preservation Commission President

Oct. 27, 2015  
Date

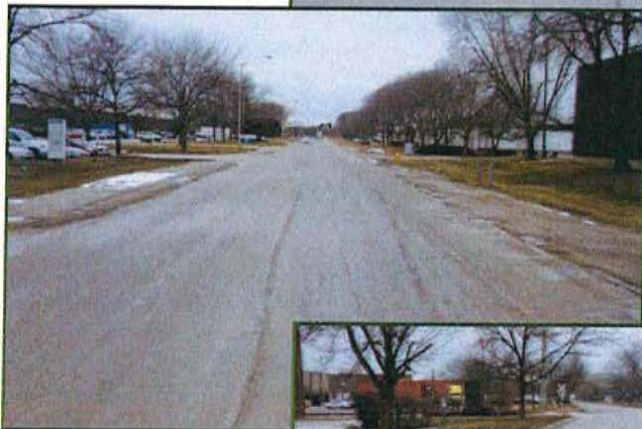
Applicant (or their representative)

Date



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# City of West Chicago Special Service Area (SSA) Development Study for Industrial Parks



Submitted to:



Robert E. Flatter, P.E.  
Director of Public Works  
City of West Chicago  
1400 W. Hawthorne Lane  
West Chicago, Illinois 60185

November 5, 2015

Submitted by:



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City of West Chicago  
Special Service Area (SSA)  
Development Study for Industrial Parks

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# City of West Chicago Special Service Area (SSA) Development Study for Industrial Parks

## Project Development Report

### I. Introduction

REV. 11/4/15

Thomas Engineering Group (TEG) presents this Study to illustrate the probable components and cost for public improvements associated with Special Service Area (SSA) designations of four (4) industrial/commercial parks located in the City of West Chicago. It is our understanding that the City is considering special assessment financing as a tool to repay the debt associated with the issuance of municipal bonds needed to deliver street and infrastructure improvements to various industrial tracts. The primary Areas include:

-  1. Jel Sert II Industrial/Commercial Park – (Fenton, Wegner, Charles, Helena)
-  2. West Chicago Industrial Park – Wescom Industrial Park – (Western, Downs, Industrial)
-  3. West Chicago Industrial Center – (Harvester, Nuclear, Northwest)
-  4. West Chicago Industrial Center, II – (Blackhawk, Howard, and Arthur)

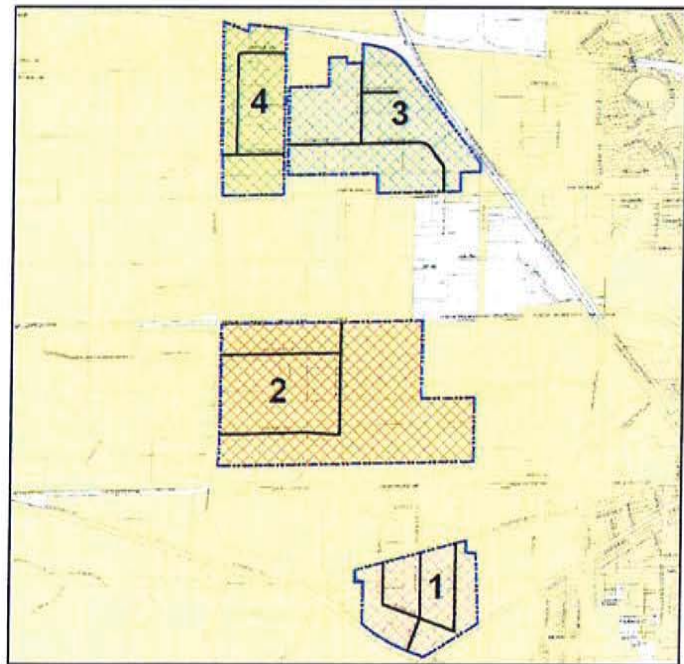
Illustrations of each SSA Area can be seen in the SSA Identification Map (image shown to the right) found on page 8 of this report.

### II. Project Components & Cost Process

TEG is providing conceptual plans and cost estimates for each potential SSA listed in Part I. Per the City's request, TEG is providing a conservative cost estimate for public improvements within each Area with a primary goal of meeting the City's objectives for sustainable streets, water services, sewer systems, and fire protection.

TEG presents this conceptual data based on preliminary evaluations of existing conditions, meetings with staff in the City's Public Works Department, and use of available surveys, aeriels, as-built drawings, and recorded plats. According to our evaluation of conditions and discussion with the City, the existing infrastructure is in need of a variety of repair and maintenance improvements including, but not limited to, streets, storm sewers, watermains, sanitary sewers, landscaping, vehicular access, stormwater and detention for unimproved areas (lacking curb and enclosed drainage), and all necessary local improvements which benefit those lots, blocks, or parcels located within the specific SSA boundary.

While further engineering investigation is needed to determine the overall scope of infrastructure improvements, TEG is providing quantitative measurements broken down by individual line items in order to provide a conceptual estimated total cost amount\*. The estimated extents of infrastructure improvements, included herein, are based on evidence of need.





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\*The estimated total cost for each Area includes the individual line items for road and infrastructure construction costs. The estimated total cost also includes other major cost elements such as soft engineering fees and contingency amounts. However, the estimated total cost does not include financing charges or legal fees associated with levying the SSA funding, which could directly affect the SSA assessment payment schedule established for individual property owners, depending on the method of repayment:

1. Phase I Engineering (Planning)
2. Phase II Engineering (Design)
3. Phase III Engineering (Construction)
4. Construction Costs (based on IDOT Letting Bid Values and Local Agency bid tabulations produced from recent letting dates)
5. Contingency Factor for Conceptual Design Stage (15%)

### III. Description of Special Service Areas

According to Illinois Tax Code, "Special Service Area" means a contiguous area within a municipality or county in which special governmental services are provided in addition to those services provided generally throughout the municipality or county, the cost of the special services to be paid from revenues collected from taxes levied or imposed upon property within that area. Moreover, special taxes levied to the Special Service Area must bear a rational relationship to the benefit received from the public improvements funded thereby.

#### **What is a Special Service Area?**

A Special Service Area (SSA) is a taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements in a defined geographic area within a municipality.

#### **The legal authority**

The 1970 Illinois Constitutional Convention granted municipalities and counties the authority "to levy or impose additional taxes upon areas within their boundaries in the manner provided by law for the provision of special services to those areas and for the payment of debt incurred in order to provide those special services."

Source: 35 ILCS 200

#### **Improvements allowed with an SSA**

SSAs are unique financing tools used to support and implement a wide array of services, physical improvements, and other activities. Among the list of common services and activities provided by SSAs are:

##### **Support Services**

Downtown Marketing  
Special Events  
Seasonal Decorations  
Downtown Promotion/Advertising  
Tenant Search/Leasing Support  
Transportation (e.g., Downtown Trolleys)  
Improved Snow Removal Services  
Improved Trash Removal Services  
Security Improvements/Services  
Improved Parking Enforcement Services  
Downtown Maintenance Staff/Activities

Planning/Marketing Consulting  
Program Administration  
Membership Services  
Public Relations Activities  
Store Window Display Assistance

##### **Infrastructure Improvements**

Streetscaping/Landscaping  
Lighting  
Benches  
Trash Receptacles  
Alley Repaving



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## Project Development Report

Curbs  
Sidewalk Paving  
Street Improvements  
Storm Sewers  
Sanitary Sewers  
Parking Lots or Garages

**Land and Building Improvements**  
Redevelopment  
Store Front Improvements, Grants or Loans  
Interior Rehab/Build-out Assistance

### STEPS REQUIRED TO ESTABLISH A SPECIAL SERVICE AREA

1. Define the Boundary.
2. Determine Costs/Budget.
3. Proposing the Ordinance. The City Council would consider an ordinance proposing to establish an SSA.
4. Public Notices. The local government must notify affected taxpayers by U.S. Mail and public notice must be placed in a general circulation newspaper prior to the public hearing at least 10 days by mail and 15 days by newspaper.
5. Public Hearing(s). At least one public hearing must be held to discuss the creation of the SSA, including the proposed geographic area, budget, services, and tax levy. The hearing must be held within 60 days of adopting the ordinance proposing the establishment of an SSA.
6. Waiting Period. The local government, if it chooses to proceed, must wait at least 60 days following the last hearing before implementing the SSA ordinance. During that time, opponents are allowed to submit petitions in opposition to the ordinance. If an opposing petition is submitted to the City Clerk or County Clerk within 60 days AND carries the signatures of at least 51 percent of registered voters residing in the proposed SSA area AND at least 51 percent of property owners of record in the area, the SSA is defeated and CANNOT be resubmitted for two years.
7. Adoption of the Ordinance. The ordinance may be adopted by a simple majority vote of the local governing body after the 60-day waiting period.
8. Approval of Budget and Levy. The local governing body must approve the annual budget and levy each year. Tax monies are received the following year by the City or County Clerk and can only be used for authorized activities.
9. Amendments. An SSA can be amended after its approval, provided specific procedures are followed.

### Methods of Levying Special Taxes

There are several different methods of forming the SSA taxation ratios in terms of distributing the costs objectively to the property owners. Regardless of the method elected by the City, we chose to divide the Areas into sub-areas, considering that existing and proposed conditions may vary from street to street. Therefore, each "linear" street segment represents a sub-area financed by only property owners abutting said sub-area, resulting in a rational relationship between financing and benefits received.

A few alternative methods of levying special tax assessments or imposing costs to benefiting property owners are listed and described below:

1. Property Frontage Length – Taxation based on the length of property frontage directly abutting the SSA improvements. Frontage length taxation arrangements may result in the most comprehensible distribution of costs within the boundaries of each SSA. For example, corner lots may benefit more from such improvements than side lots, but would not necessarily be expected to have higher assessed value.



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2. Parcel Area or Property Assessment – SSA tax rate based on the assessed value, or area, of each property that is consistent with existing tax rates for applicable taxing bodies. However, taxation based on assessed property values does not necessarily reflect the size, use, and location of lots. A tax based on assessed property value will in many instances not reflect the benefit received from improvements to public streets and right-of-ways. A better example of an inequitable sharing of project costs is when the area for improvement includes vacant land. The property owner of a vacant lot would pay a much smaller portion of the total cost than other property owners although they may benefit equally.
3. Equal Distribution – Tax rates based on equivalent size and benefit to all properties within the boundaries of the service or benefit area, regardless of size or use. This method of taxation removes the relative measure of benefit and usage of public facilities and simply imposes an equal appropriation of taxes to all private property owners receiving any benefit.

Appropriated cost per parcel has been estimated in those methods of levying taxes described in Section III, and is based on private property owners financing 100% of the SSA sub-area. All cost distribution tables have been developed on the basis that the City will offer no monetary participation for public benefit.

### **Special Service Areas Financing**

The total project amount, which includes all engineering, construction, contingency, easement, and legal fee costs, can be financed over a 10, 15, or 20 year bond period. The interest rate of the bond is determined at the final step of the process, after the City Council approves the formation of the SSA. The best rate is found based on the total amount of the bond, the term selected, and current economic conditions. An estimated tax rate that could be expected for a 20 year bond period is approximately 5.25%.

The bond is paid down using a SSA tax rate based on the assessed value of each property within the defined area. Some owners will pay different amounts toward the project depending on the SSA taxation method chosen.

As previously stated, the cost schedules for each Area and sub-area included in this report include the estimated costs for engineering, construction, and contingency only based on the proposed improvements described in Sections II above and IV below (including optional improvements described herein).

#### **IV. Project Scope by Special Service Area**

SSA specific data for each Area and Sub-Area is attached hereto within the respective Special Service Area of the report including location maps, sub-area plans, typical roadway sections, and cost data.

1. **Special Service Area 1: Jel Sert II Industrial / Commercial Park (Fenton, Wegner, Charles, Helena) – Preliminary Engineer's Cost Estimate = \$8,031,338.20**

This SSA is zoned entirely as M-Manufacturing District. It is located in the southwest quadrant of the City, east of the intersection of Washington Street and Roosevelt Road, in Ward 4, Winfield Township. Existing pavement types, as can be seen by Roadway Typical Sections found herein, range from full-depth hot-mix asphalt (Charles Court,



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## Project Development Report

Wegner Drive, and Helena Drive) to Portland cement concrete pavement (Fenton Drive). Existing utilities are in fair condition with the exception of Fenton Drive watermain and isolated sanitary sewer routing concerns. Sub-area specific planned roadway and utility infrastructure improvements are as follows (*optional improvements in italics*):

- (a) Charles Court / Wegner Drive / Helena Drive (Refer to Note 1)
- Complete removal of existing pavement and replacement with full-depth hot-mix asphalt pavement and new combination concrete curb and gutter.
  - *Proposed PCC Sidewalk on both sides of street.*
  - *Replacement and re-alignment of existing sanitary sewer for maintenance benefits. A new sanitary sewer main will be installed between Wegner Drive and Charles Court in order to bypass and abandon the existing main passing beneath the commercial building on lots 403 Charles Court and 1295 Helena Drive.*

Note 1: It shall be noted that Charles Court, Wegner Drive, and Helena Drive will be resurfaced as part of the 2016 Street Resurfacing Project. The resurfacing work that is planned for this area is strictly temporary maintenance which will require complete removal and replacement of the existing underlying pavement in the future.

- (b) Fenton Drive
- Removal of existing concrete pavement and replacement with full-depth hot-mix asphalt pavement, widened to accommodate a center bi-directional turn lane.
  - Combination concrete curb and gutter replacement.
  - *Proposed PCC Sidewalk on both sides of street.*
  - *Replacement of 12" ductile iron watermain, control valves, and fire hydrant assemblies.*
  - *Proposed street lighting system.*

### 2. Special Service Area 2: West Chicago Industrial Park/Wescom Industrial Park (Western, Downs, Industrial) – Preliminary Engineer's Cost Estimate = \$8,100,165.02

This SSA is zoned entirely as M-Manufacturing District. It is located in the western half of the City along the east side of Kress Road, in Ward 3, Winfield Township. Existing pavement types, as can be seen by Roadway Typical Sections found herein, range from full-depth hot-mix asphalt (Industrial Drive) to Portland cement concrete pavement (Western Drive, Industrial Drive, Downs Drive). Existing utilities are in fair condition with the exception of absent watermain control valves and sanitary sewer encasement at railroad crossings. Sub-area specific planned roadway and utility infrastructure improvements are as follows (*optional improvements in italics*):

- (a) Western Drive
- Removal of existing concrete pavement and replacement, in size, with full-depth hot-mix asphalt pavement.
  - Combination concrete curb and gutter replacement.
  - *Proposed PCC Sidewalk on both sides of street.*
  - *Installation of watermain control valves by Insert-A-Valve at railroad crossing.*
  - *Cured in place sewer liner between existing sanitary sewer structures across*



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*railroad crossing.*

- (b) Industrial Drive (A): Existing Concrete Section
  - Removal of existing concrete pavement and replacement, in size, with full-depth hot-mix asphalt pavement.
  - Combination concrete curb and gutter replacement.
  - *Proposed PCC Sidewalk on both sides of street.*
- (c) Industrial Drive (B): Existing Asphalt Section
  - Rehabilitation (grind and overlay) of existing asphalt pavement.
  - Intermittent combination concrete curb and gutter replacement.
  - *Proposed PCC Sidewalk on both sides of street.*
- (d) Downs Drive
  - Removal of existing concrete pavement and replacement, in size, with full-depth hot-mix asphalt pavement.
  - Combination concrete curb and gutter replacement.
  - *Proposed PCC Sidewalk on both sides of street.*
  - *Installation of watermain control valves by Insert-A-Valve at railroad crossing.*
  - *Cured in place sewer liner between existing sanitary sewer structures across railroad crossing.*
  - *Proposed street lighting system.*

### 3. Special Service Area 3: West Chicago Industrial Center (Harvester, Nuclear, Northwest) – Preliminary Engineer’s Cost Estimate = \$8,432,306.16

This SSA is zoned entirely as M-Manufacturing District. It is located north of Hawthorne Lane, east of Powis Road, in Ward 7, Wayne Township. The existing cross section is rural, or unimproved (lacking curb and enclosed drainage), with full-depth asphalt pavement and aggregate shoulders, as can be seen by Roadway Typical Sections found herein. Existing utilities are in fair condition with the exception of aging fire hydrant assemblies, and absent watermain control valves and sanitary sewer encasement at railroad crossings. The SSA is located within the upper portion of the Kress Creek Mainstem watershed, consisting of largely industrial and commercial uses. The proposed urban improvements for widening, or increased impervious areas, and the conversion from open to a closed drainage system will require stormwater detention and compensatory storage. For the purpose of estimating a cost for storage, it is assumed that detention volume will be provided at the existing Hawthorne Reservoir.

Planned roadway and utility infrastructure improvements for the entire SSA are similar in nature. Therefore, the costs for closed drainage and stormwater detention facilities have been equally distributed amongst sub-areas. Generally, the project includes the following components (*optional improvements in italics*):

- (a) Harvester Road / Nuclear Drive / Northwest Avenue
  - Removal of existing asphalt pavement and replacement with full-depth hot-mix asphalt pavement, widened to accommodate a center bi-directional turn lane.
  - Installation of concrete curb and gutter.





## City of West Chicago Special Service Area (SSA) Development Study for Industrial Parks

### Project Development Report

- *Proposed PCC Sidewalk on both sides of street.*
- *Pipe culvert replacement with precast box culvert.*
- *Hawthorne Park Reservoir Detention / Excavation and Restoration.*
- *Fire hydrant assembly replacement to accommodate roadway widening.*
- *Installation of 12" ductile iron watermain inside 24" steel casing, installed by boring and jacking (augering) under existing railroad. (Harvester Road)*
- *Installation of watermain control valves by Insert-A-Valve at railroad crossing. (Harvester Road and Nuclear Drive)*
- *Cured in place sewer liner between existing sanitary sewer structures across railroad crossing. (Harvester Road)*

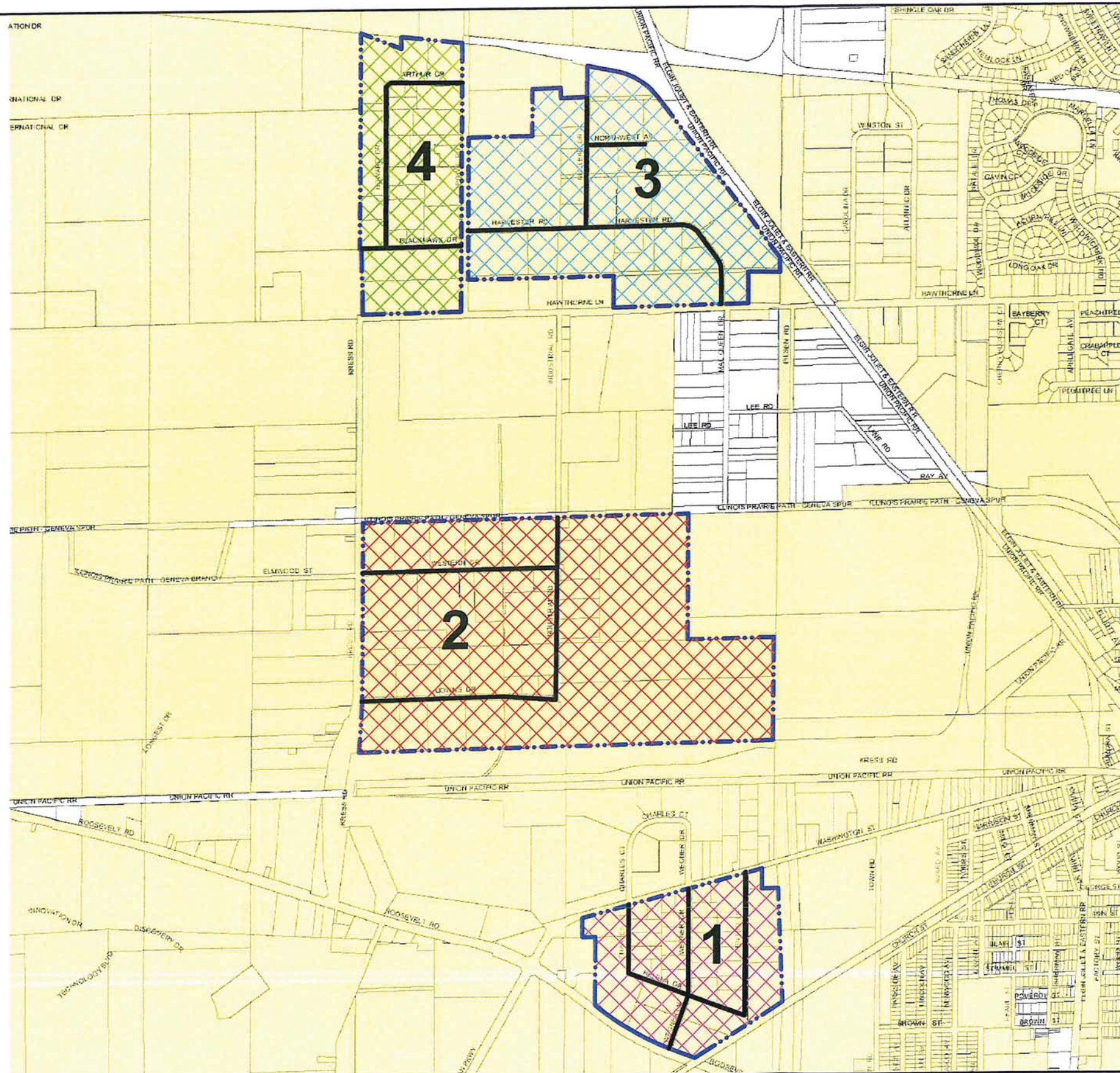
#### 4. Special Service Area 4: West Chicago Industrial Center, II (Blackhawk, Howard, and Arthur) – Preliminary Engineer's Cost Estimate = \$5,897,769.29

This SSA is zoned entirely as M-Manufacturing District. It is located north of Hawthorne Lane, west of Powis Road, near the DuPage Airport Authority (DAA), in Ward 7, Wayne Township. Similar to Special Service Area 3, the existing cross section is rural, or unimproved (lacking curb and enclosed drainage), with full-depth asphalt pavement and aggregate shoulders, as can be seen by Roadway Typical Sections found herein. Existing utilities are in fair condition and there are no existing crossings with railroad spurs. The SSA is located within the upper portion of the Kress Creek Mainstem watershed, consisting of largely industrial and commercial uses. The proposed urban improvements for widening, or increased impervious areas, and the conversion from open to a closed drainage system will require stormwater detention and compensatory storage. For the purpose of estimating a cost for storage, it is assumed that detention volume will be provided at the existing Hawthorne Reservoir.





Planned roadway and utility infrastructure improvements for the entire SSA are similar in nature. Therefore, the costs for closed drainage and stormwater detention facilities have been equally distributed amongst sub-areas. Generally, the project includes the following components (*optional improvements in italics*):

##### (a) Blackhawk Drive / Howard Drive / Arthur Drive

- Removal of existing asphalt pavement and replacement with full-depth hot-mix asphalt pavement, widened to accommodate a center bi-directional turn lane.
- Installation of concrete curb and gutter.
- *Proposed PCC Sidewalk on both sides of street.*
- *Hawthorne Park Reservoir Detention / Excavation and Restoration.*
- *Fire hydrant assembly replacement to accommodate roadway widening.*



**SPECIAL SERVICE AREAS:**

-  JEL SERT II INDUSTRIAL/COMMERCIAL PARK  
(CHARLES COURT, FENTON DRIVE, WEGNER DRIVE, HELENA DRIVE)
-  WEST CHICAGO INDUSTRIAL PARK - WESTCOM INDUSTRIAL PARK  
(WESTERN DRIVE, INDUSTRIAL DRIVE, DOWNS DRIVE)
-  WEST CHICAGO INDUSTRIAL CENTER  
(HARVESTER ROAD, NUCLEAR DRIVE, NORTHWEST AVENUE)
-  WEST CHICAGO INDUSTRIAL CENTER, II  
(BLACKHAWK DRIVE, HOWARD DRIVE, ARTHUR DRIVE)

**LEGEND:**

-  PLANNED ROADWAY/UTILITY IMPROVEMENTS
-  SPECIAL SERVICE AREA BOUNDARY



DRAWN BY JBH  
CHECKED BY KCV

SCALE NTS  
DATE 02/10/12

REVISIONS		
NO.	DATE	DESCRIPTION

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SSA DEVELOPMENT STUDY

SSA IDENTIFICATION MAP

DRAWING NO.  
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