

CITY OF WEST CHICAGO

WHERE HISTORY & PROGRESS MEET

Approved July 7, 2016

MINUTES

INFRASTRUCTURE COMMITTEE

June 2, 2016 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, Sandra Dimas, Mark Edwalds, Al Hallett, and John Smith present. Alderman Noreen Ligino-Kubinski was absent.

Staff present included Director of Public Works Robert E. Flatter. Also in attendance was Douglas Masters of Thomas Engineering Group, LLC.

2. **Approval of Minutes**

A. **Infrastructure Committee Minutes of May 5, 2016.** Alderman Smith made a motion, seconded by Alderman Hallett to approve the Meeting Minutes of May 5, 2016 with changes requested by Alderman Edwalds to be reflected in the approved minutes. Voting Yea: Aldermen Smith, Hallett, Beifuss, Dimas, and Edwalds. Voting Nay: 0.

3. **Public Participation / Presentations.** None.

4. **Items for Consent.** Alderman Beifuss requested discussion on Consent Items A and B.

5. **Items for Discussion.** Items for discussion include Consent Items 4.A and 4.B.

4.A. **Resolution No. 16-R-0030 – Contract Award – RJN Group, Inc. for Professional Engineering Services for the 2016 Sanitary Sewer Evaluation Program** Mr. Flatter provided Committee with a brief overview of the 2016 Sanitary Sewer Evaluation Program, summarizing the information contained in the Agenda item write up. Alderman Dimas asked if 2016 program costs are similar to previous years program costs. Mr. Flatter explained that approximately \$150,000.00 is budgeted annually for the sanitary sewer evaluation program and the areas to be evaluated are sized to fit within said budget. Alderman Beifuss asked about additional work identified in RJN's proposal as Task #7 - "On Call" Miscellaneous Sewer Services to be billed at a time and material rate; inquiring about time frame for completing said work and possible reasons for said work. Mr. Flatter explained that any work to be completed under this contract award will be completed during the survey period only. It is not staff's intent to retain the contractor for "on call" services beyond the time needed to complete the evaluation survey work. Staff does not anticipate the need to expend the funds identified under this task, but if additional investigation is necessary while the contractor is in town, money is available to utilize their services. Alderman Beifuss asked about smoke testing and asked if the smoke used could come into the home. Mr. Flatter explained that if

the house is properly vented, the smoke should exhaust through the vent pipe through the roof. Situations where smoke could enter the home are when there is no water in the drain trap(s), when there is an illegal connection to the sanitary sewer service line such as a sump pump or foundation drains, or when there is an internal plumbing problem (broken or separated pipe). Mr. Flatter explained that the smoke is white in color, has no odor, and is not toxic or hazardous. Mr. Flatter explained how the smoke is blown into the sanitary sewer manhole/pipes and that the consultant/contractor walks the area looking for smoke coming from below ground (identifying a main break or service lateral separation) or from within a home/building (identifying a possible illegal connection or internal plumbing). Mr. Flatter explained that informational letters are mailed to property owners in the evaluation area and that informational notices (door hangers) are provided to the property owners prior to testing.

Alderman Dimas made a motion seconded by Alderman Smith to approve. Voting Yea: Aldermen Dimas, Smith, Beifuss, Edwalds, and Hallett. Voting Nay: 0.

4.B. Resolution No. 16-R-0033 – Contract Award – Plote Construction, Inc. for the 2016 Jel Sert II Industrial Park Resurfacing Project Mr. Flatter provided Committee with a brief overview of the 2016 Jel Sert II Industrial Park Resurfacing Project, summarizing the information contained in the Agenda item write up. Mr. Flatter explained that Fenton Lane, which is concrete pavement in need of total reconstruction, is not included in this resurfacing program. Mr. Flatter reminded Committee that the Jel Sert II Industrial Park streets were being considered for reconstruction as part of a Special Service Area; however, after evaluating pavement cores of the asphalt streets (i.e., Wegner Drive, Charles Court, and Helena Drive), the asphalt was found to be approximately 10 inches thick and in good condition below the initial surface layer. Therefore, staff determined it to be best to move forward with the programmed resurfacing of those street constructed of asphalt. Mr. Flatter shared a Lowest Bid Cost Analysis Memorandum, dated June 2, 2016, with Committee that provided an explanation as to why Plote's bid was \$159,397.00 (approximately 30%) lower than the engineer's estimate of cost. Reasons given by Plote for the low bid submitted include:

1. The current market for oil, used in the manufacturing of HMA, is cheap. Plote is being quoted oil prices far lower than what they've experienced in the past.
2. Asphalt, or HMA, type projects are hard to find this summer. Prices for HMA-type work is competitive among contractors because there is not a lot of HMA-type work this summer. This includes a significant lack of HMA-type work from IDOT.
3. Plote considers the City's Project an easy one to complete. The project has few turns and no side streets and Plote did not see a lot of traffic when they visited the project site. Plote feels that they can complete the project in a timely manner and therefore, making it profitable as they can minimize man and equipment hours.
4. Plote's HMA production plant, located just north of the intersection of Washington Street and Roosevelt Road, is only 850 feet away from the Project Site. Plote was able to reduce their prices because there is practically no haul time associated with delivering the HMA to the Project site.

5. With Plote's HMA plant being located in close proximity to the Project, they feel that this is their area, and therefore, Plote lowered their overall cost as they did not want to see another contractor work "in their own back yard".

Discussion was also held about replacement of curb and gutter that will impact several commercial driveways/aprons. There are 43 commercial driveways/aprons within the project limits and 26 of the 43 driveway aprons will be directly impacted with the curb and gutter repairs. Mr. Flatter explained that the driveway aprons, although located in the City's right-of-way, are not the City's maintenance responsibilities. Mr. Flatter explained that 9 of the 26 driveway aprons to be impacted by the project are deteriorated and have not been properly maintained by the property owner. Mr. Flatter showed Committee several pictures of driveway aprons that have not been properly maintained and that are deteriorate. Mr. Flatter explained that for the 9 deteriorated driveway aprons, to remove and replace the roadway curb and gutter, it will be difficult to not disturb a portion of the driveway apron(s) that are deteriorated. Therefore, as part of the project the City will limit restoration of any impacted driveway/apron to two feet behind back of curb. For the 9 deteriorated driveway aprons, the City will only replace/repair two feet apron with full depth concrete or asphalt to match existing driveway/apron material. Alderman Dimas asked if the City could work with the business owner to offer them an opportunity to pay to replace the rest of the driveway apron. Mr. Flatter and Mr. Masters explained that staff would communicate with each property owner of the opportunity to contract with Plote for additional apron repair work at bid unit pricing; however, the City would not complete the work for the property owner and seek reimbursement. Each property owner would need to contract with Plote directly. Mr. Flatter explained that plates will be used to maintain driveway access and protect the concrete as it cures. In response to a question raised by Alderman Hallett, Mr. Flatter indicated that construction notice will be sent to all property owners in advance of any work and that an additional/specific letter will be sent to the 9 property owners with deteriorated driveway aprons. Alderman Beifuss asked if a property owner wanted to replace their entire driveway apron, how would the work and payment be coordinated. Mr. Masters explained that if all work was completed by Plote, the apron would then be reconstructed in one pour with the City only being responsible to pay Plote for the two foot portion adjacent to the curb. The property owner would pay Plote directly for the balance of the driveway apron replacement. Should the property owner choose to hire a separate contractor, Plote would complete the two foot section for the City and the property owner's contractor would replace the remainder of the apron separately. Alderman Beifuss asked if a situation exists where the City's project impacted slope or drainage of a driveway apron, would the City pay to replace the entire apron. Mr. Flatter explained that for these situations, as has been done in the past, the City would extend the limits of replacement as necessary to make a smooth transition and/or correct drainage conditions at City's cost. With respect to the cost numbers identified in the Lowest Bid Cost Analysis Memorandum and the bid tabulation sheet provided, Alderman Beifuss pointed out that the significant cost differential relates to the unit pricing of asphalt. Alderman Beifuss asked how Thomas Engineering Group developed its engineers cost estimate numbers. Mr. Masters responded that \$80.00-\$85.00 per ton is the historic unit price of HMA (hot mix asphalt). In speaking with Plote, the main reason why HMA pricing is currently significantly lower than the past is the current market for oil used in the manufacturing of HMA; also the fact that asphalt, or HMA, type projects are hard to find this summer. Prices for HMA-type work are competitive among contractors because there is not a lot of HMA-type work this summer. This includes a significant lack of HMA-type work from IDOT.

Alderman Hallett made a motion seconded by Alderman Smith to approve. Voting Yea: Aldermen Hallett, Smith, Beifuss, Dimas, and Edwalds. Voting Nay: 0.

6. Unfinished Business. Alderman Beifuss indicated that A. Eugene Rennels Bridge Project has been awarded and inquired about a construction start date and the status of providing construction notices to the public about the bridge closure. Mr. Flatter responded that the City had just received executed contracts from Areatha Construction and a project notice to proceed letter will be issued to the contractor on Friday, June 3, 2016. Strand Associates, Inc. will be scheduling a pre-construction meeting with the contractor and requesting a construction schedule. Message boards will be placed near the bridge the week of June 6th providing notice of pending bridge closure. Also, staff is working on press release for the week of June 6th.

7. New Business.

A. Mr. Flatter indicated that the Forest Preserve District has identified that City owned property (approximately 35 acres) north of Smith Road, between Norton Creek Elementary School and the CN Railroad tracks, near Powis Road, has a small section (approximately $\frac{3}{4}$ acre) that is infested with phragmites (a.k.a. Common Reed) and thistle (non-native invasive plants). As the Forest Preserve District is attempting to restore 212 acres of prairies and wetlands in the Duhnam Forest Preserve, which is north of and adjacent to the City's property reference above, it has requested that the City spray (kill) and control the phragmites and thistle on City owned property. Mr. Flatter shared pictures of the area and vegetation with Committee. Mr. Flatter explained that although considered a non-native invasive plant, phragmites are very common and found everywhere. The plant's seeds are easily carried in the wind and grow in wet environments (similar to cattails). The estimated cost to spray the invasive plants currently located in the City property referenced above is approximately \$4,500 per application. The Forest Preserve District has acknowledged that one spray would likely not be enough and multiple sprayings over several years would likely be necessary to gain control. In addition, phragmites exists in the right-of-way along the Powis Road and on DuPage Airport property between Illinois Route 64 and Smith Road. Mr. Flatter advised Committee that the City currently does not have money budgeted for treatment of the phragmites and thistle as requested by the Forest Preserve District, and asked for direction. In response to a question raised by Alderman Beifuss, Mr. Flatter confirmed that the Forest Preserve District was asking the City to pay for the management treatments/spraying. Alderman Smith expressed concern about spraying chemicals/poison next to an elementary school. In response to a question raised by Alderman Edwalds, Mr. Flatter indicated that the 35 acres owned by the City is a wetland and likely not buildable. Mr. Edwalds asked if the Forest Preserve District would be interested in purchasing the property from the City. After discussion, Chairman Beifuss indicated that the City was not interested in paying to spray to control the phragmites and thistle. Committee did indicate that they would support allowing the Forest Preserve District to spray and control the phragmites and thistle if it provided the appropriate insurance documents and held the City harmless via a legal agreement.

B. Referencing the Blair Street Roadway and Water Main Rehabilitation Project, which was awarded to Chicagoland Paving Contractors, Inc. by Resolution No. 16-R-0025 (approved by City

Council on May 16, 2016), discussion was held about the installation of public sidewalk along Weyrauch Street between Blair Street and Ann Street. Mr. Flatter explained that most of Weyrauch Street has sidewalk on the west side only, between Brown Street and Blair Street. However, the section of roadway between Blair Street and Ann Street only has sidewalk adjacent to the District 94 Teacher/Staff Parking Lot. Mr. Flatter showed Committee a number of pictures taken of the area and referred to them during the discussion. Mr. Flatter explained that Weyrauch Street is used by many students walking to the High School and for that reason engineering plans were prepared and the project currently includes the installation of sidewalk on both sides of Weyrauch Street between Blair Street and Ann Street. However, it is staff's determination that installation of a public sidewalk on the west side of Weyrauch Street between Blair Street and Ann Street is not reasonable as it would require the installation of retaining walls and would significantly impact the ability of the property owner at 202 Ann Street to park in their driveway without obstructing the sidewalk. It is feasible and reasonable to install a public sidewalk on the east side of Weyrauch Street between Blair Street and Ann Street to connect into that section of sidewalk adjacent to the District 94 parking lot. Mr. Flatter explained that the resident at 143 West Blair Street supports the installation of a public sidewalk along Weyrauch Street, but is concerned that if such is installed along the existing right-of-way line, it would be within a few feet of his side entrance porch and would significantly impact his ability to park multiple cars in his driveway. After meeting with the property owner, staff has determined that a reasonable solution would be to install a 4.5' wide public sidewalk approximately two feet from the back of curb on the east side of Weyrauch Street. After discussion, Committee members indicated support of staff's recommendation to not install a sidewalk on the west side of Weyrauch Street between Blair Street and Ann Street, and to install a 4.5' wide public sidewalk approximately two feet from the back of curb on the east side of Weyrauch Street.

8. Reports from Staff. None.

9. Adjournment. At 8:03 P.M., Alderman Hallett made a motion to adjourn, seconded by Alderman Dimas. Motion was unanimously approved by voice vote.

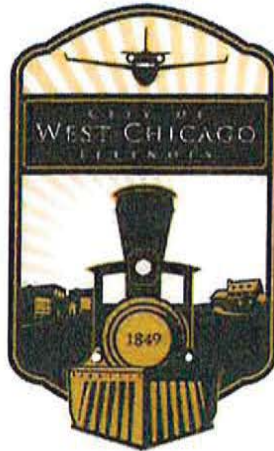
Respectfully submitted,

Robert E. Flatter, P.E.
Director of Public Works

**4.B. Resolution No. 16-R-0033 – Contract Award – Plote
Construction, Inc. for the 2016 Jel Sert II Industrial Park
Resurfacing Project**

PUBLIC

DEPARTMENT OF



WORKS

ROBERT E. FLATTER, P.E.
DIRECTOR
(630) 293-2255
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UTILITY DIVISION	293-2255
STREET DIVISION	293-2250
WASTEWATER DIVISION	293-2261
ENGINEERING DIVISION	293-2255

MEMORANDUM

TO: Michael L. Guttman, City Administrator

FROM: Robert E. Flatter, P.E., Director of Public Works
Douglas M. Masters, Project Manager, Thomas Engineering Group, LLC

DATE: June 2, 2016

RE: Lowest Bid Cost Analysis – Jel Sert II Industrial Park Resurfacing Project

Thomas Engineering Group, LLC (TEG) has completed an analysis on the low cost associated with the recent bid submittal for the Jel Sert II Industrial Park Resurfacing Project (Project).

TEG configured an engineer's cost estimate for the project based on historical prices from similar work performed within the City of West Chicago and other municipalities. TEG's engineer's estimate for the Project was \$649,957.00. Plote Construction, Inc. (Plote) submitted the lowest bid proposal value of \$453,072.00, which is \$196,885.00, or approximately 30%, below the engineer's estimated cost.

The Project is mainly a resurfacing project which consisting of hot-mix-asphalt (HMA) type pay items. The items associated with HMA are MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS; LEVELING BINDER (MACHINE METHOD), N50; HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; and CLASS D PATCHES, TYPE I through IV, 11 INCH. The price difference for these items between the engineers's estimated cost and the lowest submitted bid totaled \$159,397.00, which amounts to 81% of the cost difference between the engineer's estimated cost and Plote's lowest bid cost.

We spoke directly to Plote's estimator who was responsible for creating the costs associated with Plote's lowest submitted bid. We asked Plote why their bid cost was significantly less than historical data. Plote acknowledged that their prices were cheap and that they will be providing

the City a good deal when the project is complete. Plote spoke frankly to us about their costs and provided five reasons why their cost submittal was lower than normal:

1. The current market for oil, used in the manufacturing of HMA, is cheap. Plote is being quoted oil prices far lower than what they've experienced in the past.
2. Asphalt, or HMA, type projects are hard to find this summer. Prices for HMA-type work is competitive among contractors because there is not a lot of HMA-type work this summer. This includes a significant lack of HMA-type work from IDOT.
3. Plote considers the City's Project an easy one to complete. The project has few turns and no side streets and Plote did not see a lot of traffic when they visited the project site. Plote feels that they can complete the project in a timely manner and therefore, making it profitable as they can minimize man and equipment hours.
4. Plote's HMA production plant, located just north of the intersection of Washington Street and Roosevelt Road, is only 850 feet away from the Project Site. Plote was able to reduce their prices because there is practically no haul time associated with delivering the HMA to the Project site.
5. With Plote's HMA plant being located in close proximity to the Project, they feel that this is their area, and therefore, Plote lowered their overall cost as they did not want to see another contractor work "in their own back yard".

Based on the Project's unique characteristics, and in particular its location to Plote's HMA plant, we do not feel that these prices will be reflective on future costs associated with other projects located throughout the City.

Should you have any questions or need additional information, please feel free to contact me.

Enclosures: Jel Sert II Industrial Park Resurfacing Project Lowest Bid Cost Analysis

cc: Kevin C. VanDeWoestyne, Project Manager, Thomas Engineering Group, LLC
Tomasz Tretowicz, Project Engineer, Thomas Engineering Group, LLC

Lowest Bid Cost Analysis Jel Sert II Industrial Park Resurfacing Project Bid Opening: May 24, 2016 @ 2:00 P.M.				Engineer's Estimate		PLOTE CONSTRUCTION, INC. 1100 Brandt Drive Hoffman Estates, IL 60192		Difference between Engr's Est. & Plote's Bid	HMA Related Items
ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL	BID UNIT PRICE	BID TOTAL		
1	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	38	\$30.00	\$1,140.00	\$110.00	\$4,180.00	\$3,040.00	
2	AGGREGATE (PRIME COAT)	TON	40	\$1.00	\$40.00	\$1.00	\$40.00	\$0.00	
3	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	18	\$300.00	\$5,400.00	\$75.00	\$1,350.00	-\$4,050.00	-\$4,050.00
4	LEVELING BINDER (MACHINE METHOD), N50	TON	1,055	\$85.00	\$89,675.00	\$62.00	\$65,410.00	-\$24,265.00	-\$24,265.00
5	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	154	\$7.00	\$1,078.00	\$16.00	\$2,464.00	\$1,386.00	
6	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	2,180	\$80.00	\$174,400.00	\$53.00	\$115,540.00	-\$58,860.00	-\$58,860.00
7	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,453	\$80.00	\$116,240.00	\$56.00	\$81,368.00	-\$34,872.00	-\$34,872.00
8	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"	SQ YD	100	\$83.00	\$8,300.00	\$59.00	\$5,900.00	-\$2,400.00	
9	DRIVEWAY PAVEMENT REMOVAL	SQ YD	100	\$15.00	\$1,500.00	\$20.00	\$2,000.00	\$500.00	
10	CLASS D PATCHES, TYPE I, 11 INCH	SQ YD	50	\$100.00	\$5,000.00	\$45.00	\$2,250.00	-\$2,750.00	-\$2,750.00
11	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	200	\$90.00	\$18,000.00	\$40.00	\$8,000.00	-\$10,000.00	-\$10,000.00
12	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	300	\$80.00	\$24,000.00	\$35.00	\$10,500.00	-\$13,500.00	-\$13,500.00
13	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	300	\$70.00	\$21,000.00	\$33.00	\$9,900.00	-\$11,100.00	-\$11,100.00
14	STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM B, 24 INCH	FOOT	3,808	\$3.50	\$13,328.00	\$2.75	\$10,472.00	-\$2,856.00	
15	MANHOLE LID ADJUSTING RINGS (SPECIAL)	EACH	7	\$200.00	\$1,400.00	\$300.00	\$2,100.00	\$700.00	
16	EXISTING FRAMES AND LIDS TO BE ADJUSTED	EACH	2	\$350.00	\$700.00	\$500.00	\$1,000.00	\$300.00	
17	CHANGEABLE MESSAGE SIGN, [FOURTEEN (14) DAY DURATION]	EACH	4	\$1,500.00	\$6,000.00	\$600.00	\$2,400.00	-\$3,600.00	
18	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	88	\$25.00	\$2,200.00	\$30.00	\$2,640.00	\$440.00	
19	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	10	\$1,000.00	\$10,000.00	\$500.00	\$5,000.00	-\$5,000.00	
20	BITUMINOUS MATERIALS (PRIME COAT), SPECIAL	GALLON	1,730	\$1.00	\$1,730.00	\$3.30	\$5,709.00	\$3,979.00	
21	HOT MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	17,302	\$3.00	\$51,906.00	\$3.00	\$51,906.00	\$0.00	
22	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE	EACH	6	\$1,200.00	\$7,200.00	\$700.00	\$4,200.00	-\$3,000.00	
23	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	\$25,000.00	\$25,000.00	\$19,300.00	\$19,300.00	-\$5,700.00	
24	DRIVEWAY APPROACH REMOVAL & REPLACEMENT	SQ YD	67	\$75.00	\$5,025.00	\$110.00	\$7,370.00	\$2,345.00	
25	AGGREGATE SUBGRADE 12"	SQ YD	340	\$25.00	\$8,500.00	\$1.40	\$476.00	-\$8,024.00	
26	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,111	\$45.00	\$49,995.00	\$27.00	\$29,997.00	-\$19,998.00	
27	DRAINAGE & UTILITY STRUCTURE ADJUSTMENT (SPECIAL)	EACH	2	\$600.00	\$1,200.00	\$800.00	\$1,600.00	\$400.00	
BID TOTAL					\$649,957.00		\$453,072.00	-\$196,885.00	-\$159,397.00













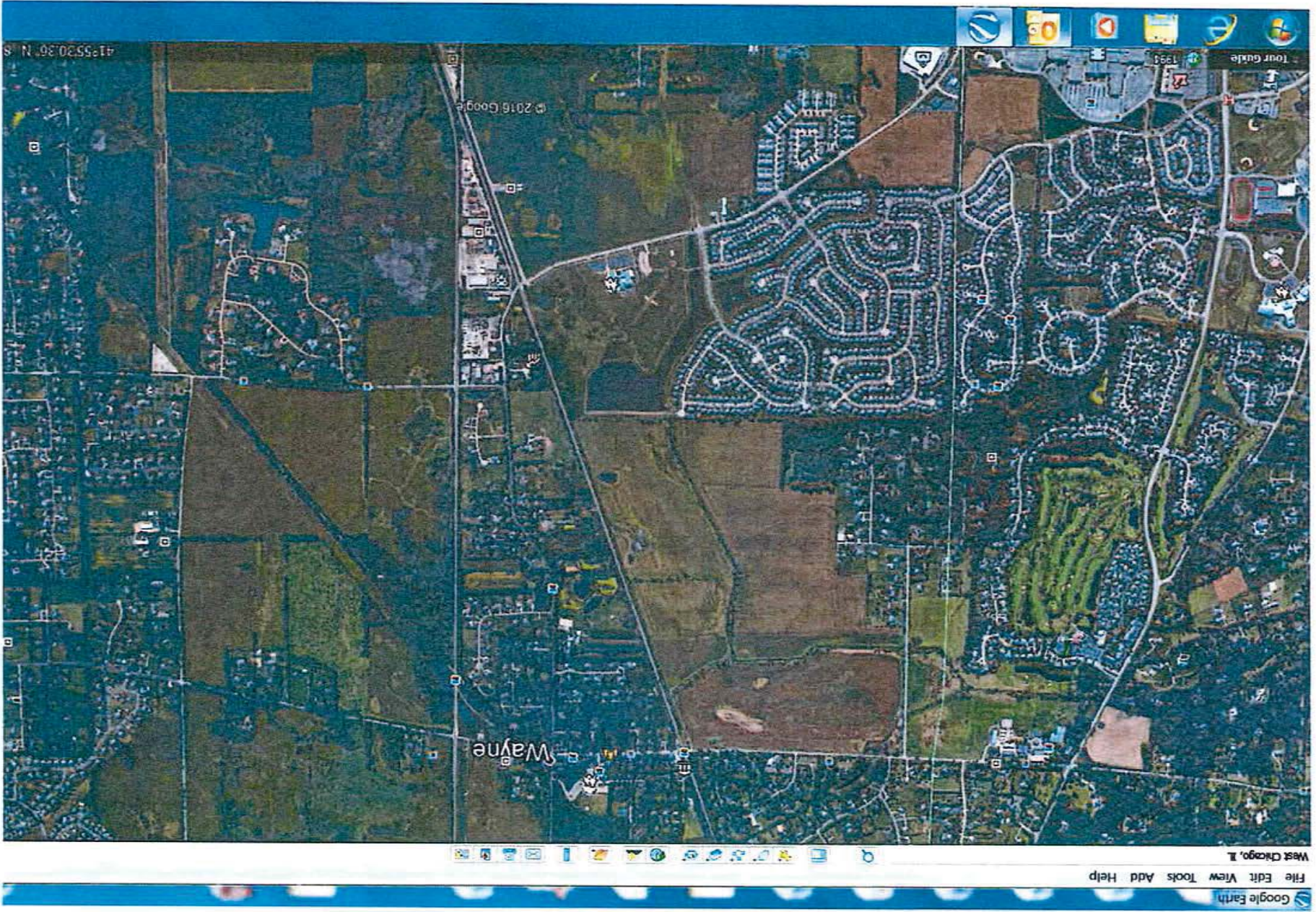


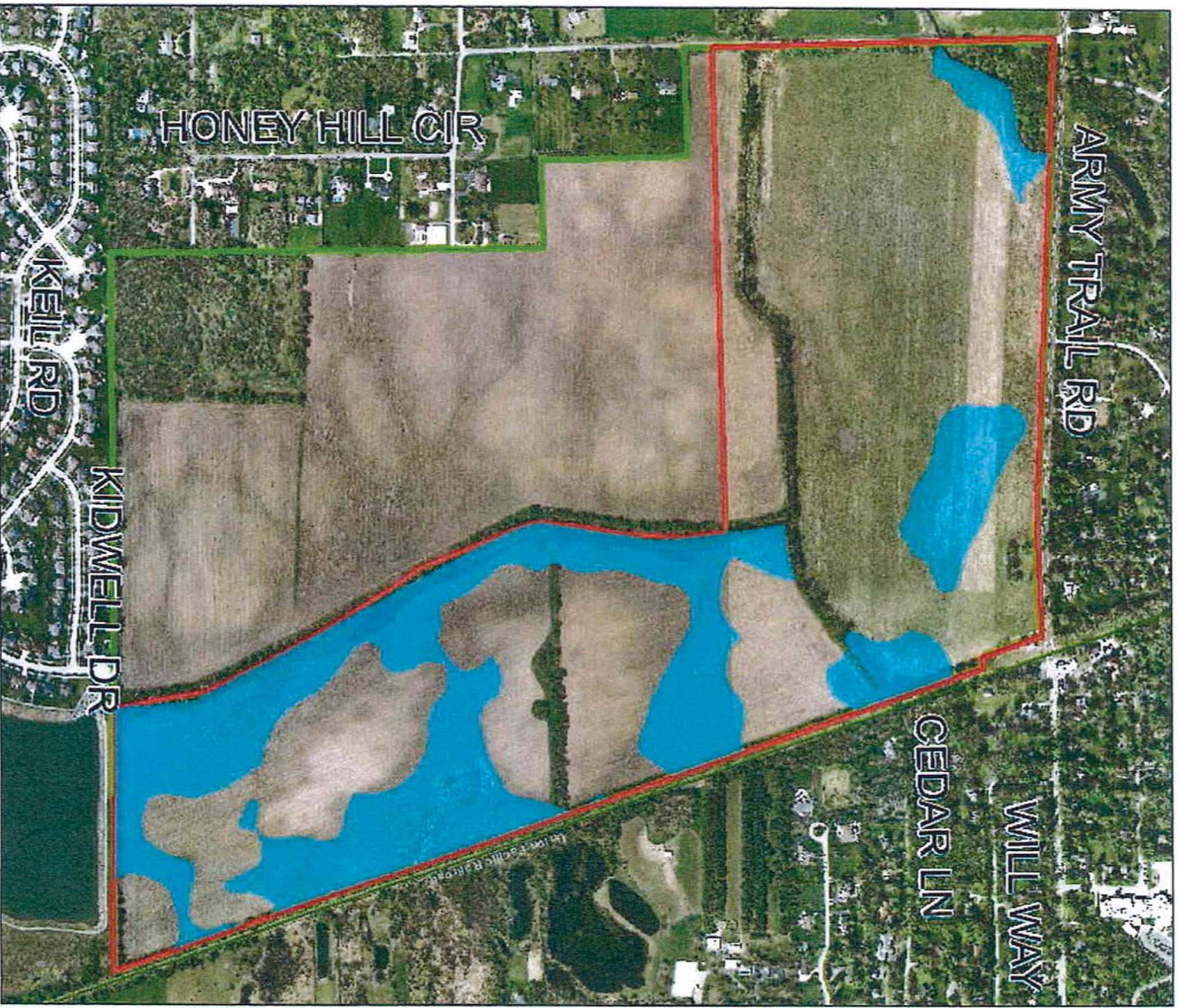




7. New Business

A. Forest Preserve District – Phragmites and Thistle





Project Footprint



FPDDC Property



Wetland Restoration



720 360 0 720 Feet





