

CITY OF WEST CHICAGO

WHERE HISTORY & PROGRESS MEET

Approved with changes 11/03/2016

MINUTES

INFRASTRUCTURE COMMITTEE

October 6, 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, George Garcia, and John Smith present. Aldermen Alton Hallett and Noreen Ligino-Kubinski were absent.

Staff present included Director of Public Works Robert Flatter, Water Treatment Plant Superintendent Joe Munder, and Executive Secretary of Public Works Ashley Cunningham. Also in attendance was Kevin VanDeWoestyne of Thomas Engineering.

2. **Approval of Minutes**

A. **Infrastructure Committee Minutes of September 1, 2016.** Alderman Beifuss requested that the word “also” be removed from title #5’s description (Items for Discussion) of the September 1, 2016, minutes. **Alderman Dimas made a motion, seconded by Alderman Garcia to approve the Meeting Minutes of September 1, 2016.**

Voting Yea: Aldermen Beifuss, Dimas, Garcia, and Smith. Voting Nay: 0.

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

4. **Items for Consent.** Alderman Beifuss requested discussion on Consent Items A and C. **Alderman Smith made a motion, seconded by Alderman Dimas to approve:**

B. Ordinance No. 16-O-0035 – Authorizing the Disposal of Surplus Equipment, Stock Inventory, and/or Personal Property Owned by the City of West Chicago

Voting Yea: Aldermen Beifuss, Dimas, Garcia, and Smith. Voting Nay: 0.

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

4.A. Resolution No. 16-R-0047 – Contract Award – 2016 Roadway Curb and Gutter Rehabilitation Program. Mr. Flatter explained that he is asking the Committee to waive competitive bidding and approve a contract with Areatha Construction Company for an amount not to exceed \$28,545.00.00 for the 2016 Roadway Curb and Gutter Rehabilitation Program. This would be the finalization of a 2014 pilot program which, through the direction of the Infrastructure Committee, was expanded to be a citywide rehabilitation program. In 2014, Robert H. Ward &

Associates, Inc. was hired to use shotcrete repair on portions of curbs and gutters within the Forest Trails Subdivision that were structurally sound but cosmetically unappealing. Ward & Associates was one of the only companies that worked with shotcrete in the Chicago area, and they completed work on approximately half of the subdivision. Over the last two years, however, they have become unresponsive to requests that they finish the job. Areatha Construction Company was hired to work on the A. Eugene Rennels Bridge Concrete and Deck Overlay Project, and Mr. Flatter asked that they repair a chipped curb under that contract, on which they did an excellent job. There were still approximately 280 locations in the Forest Trails Subdivision and the Jel-Sert II Industrial Park that required repair. Mr. Flatter showed Areatha the curb repairs necessary in Forest Trails, and Areatha demonstrated their abilities using a product known as SikaQuick® 2500 rapid hardening cement on two curb locations within the Jel-Sert II Industrial Park. As a result, under his spending authority, City Administrator Michael Guttman approved an initial contract with Areatha to address 115 locations in the Forest Trails Subdivision. This new contract would address the remaining 165 locations in need of repair. Areatha quoted a cost of \$173 per location with an average width of 1.5 feet for each location. Mr. Flatter requested that the Committee waive competitive bidding for this contract due to a lack of other contractors able to conduct the work required and because Areatha has shown an ability and willingness to complete the project. They have already begun the work in Forest Trails and are averaging about 20 locations per day. Mr. Flatter explained that the curb rehabilitation program is expected to continue in the coming years, and this could lead to another contract with Areatha, though next year the plan is to go out to bid for repairs within the Meadow Wood Subdivision. Alderman Dimas inquired about the temperature sensitivity of the SikaQuick® 2500. Mr. Flatter explained that it is temperature-sensitive, but as Areatha completes roughly 20 locations per day, the project would be complete within a matter of eight days. It is also a rapid hardening product that could be driven on after an hour, so there is not as much down time as traditional concrete requires. Alderman Garcia asked if the new product was different than shotcrete and how durable it is in comparison. Mr. Flatter detailed that the SikaQuick® 2500 is different than shotcrete and slightly more expensive, but it is IDOT approved, and Mr. Flatter believes it may prove to be stronger than shotcrete. Alderman Beifuss commented that Areatha did a great job on the A. Eugene Rennels Bridge and proved themselves to be both timely and reliable. **Alderman Dimas made a motion, seconded by Alderman Smith to approve.**

Voting Yea: Aldermen Beifuss, Dimas, Garcia, and Smith. Voting Nay: 0.

4.C. Replacement of Water Treatment Plant Process Flow Monitoring and Metering Devices. Mr. Munder explained that when the Water Treatment Plant was constructed, seven McCrometer full profile insertion type electromagnetic flow metering devices were installed, which have now begun to fail due to age after 11 years in service. Last year one was replaced with an alternate technology, and functionally it has not done all that well as it has not met staff's needs for accuracy at either the high or low end of our flow spectrum. At the time it was selected due to its price and its claim that it could do the same thing at a cheaper price. After extensive research, Mr. Munder has determined that maintaining the original McCrometer full profile insertion type electromagnetic flow metering technology (commonly referred to as "Mag" meters) is the best option. Through a series of magnetic field sites evenly spaced along a probe inserted into a pipe, the meter is able to very accurately measure flow rates at all points across the pipe's diameter. McCrometer is the only company Mr. Munder has been able to find that provides this type of meter. Alderman Dimas asked how the Water Treatment Plant service would be affected by installation.

Mr. Munder explained that functionally while the plant is running the old one could be removed and replaced with the new device. Mr. Flatter emphasized that it was their preference to use the McCrometer device last year, but Mr. Munder was trying to be more fiscally responsible by using the alternate technology which claimed to be capable of the same functionality as the McCrometer devices. After trying the cheaper version, staff has found it is not as accurate and not recommended to replace the current "Mag" meters. Alderman Beifuss asked if Mr. Munder could clarify the importance of flow accuracy. Mr. Munder explained that the EPA requires them to report flow measurements monthly and annually, which are used to calculate the Plant's efficiency in getting water out of the ground and through the plant. Down the road the EPA will also be looking to measure the distribution system efficiency (i.e., how much water do we produce and how much water do we bill). The City needs the most accurate meters it can get to determine if the well meters are as accurate as we think. These McCrometer meters will allow us to do annual certifications much more easily than almost any other meter on the market as well. Alderman Smith commented that it sounds like this is the type of meter the City needs and this is the only place to get it. Alderman Garcia concurred, and Alderman Beifuss agreed that replacing the current technology with the same type of device it was initially designed for would make the most sense. **Alderman Garcia made a motion, seconded by Alderman Smith to approve.**

Voting Yea: Aldermen Beifuss, Dimas, Garcia, and Smith. Voting Nay: 0.

5.A. 2017 Washington Street Rehabilitation Project. Mr. Flatter introduced Mr. VanDeWoestyne of Thomas Engineering, the firm that has functioned as the City's engineering staff for the past eight years. Mr. VanDeWoestyne provided a handout detailing the options for repairing or replacing the portion of Washington Street in the downtown area between the railroad tracks and Main Street/Freemont Street that was not replaced during the 2011 Washington Street project. The City began applying for surface transportation dollars (STP) for this section of Washington Street in 2010. Due to the high cost of the project, it did not rank among those selected for funding. Each year until awarded in 2014 the City reapplied, each year reducing the Federal participation request until the project was awarded. The concrete patching project was originally programmed for 2019 construction at an anticipated construction cost of \$602,000, programmed at a 50/50 participation with the Federal and City shares each covering half the cost of the project. Today there is more patching required than originally anticipated in 2014, and construction costs for concrete patching have risen since 2014; the total cost for concrete patching is now approximately \$714,000. There is so much patching required that it made sense to compare the cost of a complete asphalt reconstruction project, which is estimated at \$815,000, and a complete concrete reconstruction project, which is close to \$949,000. Mr. VanDeWoestyne explained that Thomas Engineering ran a life cycle cost analysis and found that over a 40 year (or long-term) period, that although complete asphalt reconstruction is slightly more expensive than the concrete patching today, the asphalt reconstruction is the least expensive over that 40 years. Alderman Dimas asked if the Federal funding applied for with the patching project would be usable toward a reconstruction project in its place. Mr. Flatter explained that there were a couple options; the City could continue on the track with the current patching project and the approved funding of only \$602,000 (City would be responsible for overages), or the City could reapply for additional funding. DuPage Mayors and Managers, through the Transportation Tech Committee, has stated that the Federal Highway Authority said we are not spending enough money; therefore, Municipality that constructs its project in 2016 or 2017 will get an extra 5% added to their previously approved award/allocation. It was

decided that the Washington Street patching project would be moved up from 2019 to 2017 so the City could take advantage of getting an extra 5% (or about \$30,000). The other option is to reapply for Federal funding with the new estimated costs. Mr. Flatter expressed a strong desire to reconstruct the street given the extensive amount of patching that would otherwise be required. Alderman Smith stated that it would make no sense to do the patching, and asphalt reconstruction would be the best choice along with reapplying for additional funding in the next year. Alderman Beifuss added that the long-term maintenance costs and *lessened* amount of down time required makes the asphalt reconstruction most appealing. He also inquired about the different amounts of time required for asphalt versus concrete reconstruction. Mr. VanDeWoestyne explained that asphalt reconstruction would take a total of about three months, and concrete would add an additional minimum 15 days to that timeline for curing during the different phases and probably even longer. Alderman Garcia expressed his preference for asphalt reconstruction, particularly given the plans for downtown development in the future. Mr. Flatter explained that the City could reapply in September 2017 and would know by October 2017 what funding they would be approved for. Because of this, work would not begin until at least 2019. Mr. Flatter said his recommendation would be to reapply and do asphalt reconstruction. The Committee concurred and agreed that reapplying with asphalt reconstruction set to begin in 2019 would be the best choice.

6. **Unfinished Business.** None.

7. **New Business.** None.

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

9. **Adjournment.** At 7:42 P.M., Alderman Dimas made a motion to adjourn, seconded by Alderman Smith. Motion was unanimously approved by voice vote.

Respectfully submitted,

Ashley Cunningham
Executive Secretary of Public Works