

# CITY OF WEST CHICAGO

WHERE HISTORY & PROGRESS MEET

Approved with Changes 11-05-15

## MINUTES

### INFRASTRUCTURE COMMITTEE

October 1, 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, Noreen Ligino-Kubinski, Al Hallett, and John Smith. Alderman Mark Edwalds was absent.

Staff present included Director of Public Works Robert Flatter, and Executive Secretary Michelle Baldino.

2. **Approval of Minutes**

A. **Infrastructure Committee Minutes of September 3, 2015.** Alderman Hallett made a motion, seconded by Alderman Smith to approve the Meeting Minutes of September 3, 2015 with changes. The changes are reflected in the approved minutes. **Voting Yea: Aldermen Hallett, Smith, Beifuss, Dimas, Earley, and Ligino-Kubinski. Voting Nay: 0.**

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

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

A. **Approval of the City Administrator's Emergency Purchase of Services to Repair the Ann Street Storm Sewer on June 24, 2015 – Arthur J. Lootens & Son, Inc., and;**

D. **Purchase of One 2015 Hamm HD14VV 54" Double Drum Asphalt Roller from Roland Machinery Company of Bolingbrook, Illinois.**

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

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

4.B. **Resolution No. 15-R-0050 – Contract Award – SYNAGRO for the 2015 Water Treatment Plant Waste Lime Sludge Removal Project.** Chairman Beifuss stated that there were eight plan holders, but the City only received two bids. He asked staff if there was a reason why, or if staff knew of anything currently going on in the bidding environment. Mr. Flatter stated that this is not uncommon. Contractors will pull the bid specifications only to find that the City will not

allow them to land apply the sludge, or they will take into consideration the timing of the contract completion date, or the volume of product to be removed. Chairman Beifuss asked if the total cost of the lime waste sludge removal can be controlled. Mr. Flatter stated that the contract for removal is for wet sludge per ton. The sludge is subject to the weather as it is stored outside in three lagoons. The weather will affect the weight, which will affect the total cost of removal. The City typically bids out this project in the fall. He went on to explain that the sludge lagoons have an underdrain system to help the sludge evaporate and dry out. It is a best guess situation. Chairman Beifuss stated that the controlling factor of this project seems to be the weather and by looking at the almanac, it seems that this is the best time of the year to perform this work. He asked if staff has the ability to control when the work takes place. Mr. Flatter said that once the Notice to Proceed is issued, the contract must be completed per contract specifications and staff cannot control the Contractor's days of work due to wet weather conditions.

Alderman Ligino-Kubinski asked if the City has looked into sharing this type of service with other communities. Mr. Flatter stated that the only other community in our area with a Water Treatment Facility that requires sludge hauling similar to West Chicago is in Aurora, and they use Heartland exclusively for their sludge removal.

Mr. Flatter stated that there is \$600,000 budgeted for this project, and in order to avoid any future change orders, he is asking for a contract for the full budgeted amount. The Contractor will only be paid for what is actually removed (wet tons).

**Alderman Earley made a motion to approve Resolution 15-R-0050, seconded by Alderman Ligino-Kubinski. Voting Yea: Aldermen Earley, Ligino-Kubinski, Beifuss, Dimas, Hallett, and Smith. Voting Nay: 0.**

**4.C. Resolution No. 15-R-0051 – Contract Amendment No. 1 – RJN Group, Inc. for Professional Engineering Construction Oversight Services related to the 2015 Sanitary Sewer Rehabilitation Project – Stage 1.** Mr. Flatter explained that Stage 1 of the Sanitary Sewer Rehabilitation Project consists of point repairs to the system. The Contractor ran into problems at 920 Elizabeth Street. The eight inch sewer had collapsed, but was located under the resident's garage. The resident refused to let the City access through his property and refused to allow the city to tear down his garage in order to make repairs, so the Contractor had to re-route the sewer around the garage. Repairs were then made with the access through neighboring properties. This, along with having to have a Spanish translator in order to coordinate easements, cost the City extra billable hours to RJN Group Inc.'s original contract.

During discussion regarding legal aspects of the rear yard underground utilities within the City, Mr. Flatter pointed out that it would most likely cost the City more money to try and access the property legally than it would to tear down and build a new garage. Mr. Flatter explained that there are many areas in town that have rear yard easements for utilities and as road reconstruction projects are engineered, the City will look to move the utilities to the street, if possible. He went on to explain that for budgeting purposes, the City has only been undertaking resurfacing projects at this time. He said that watermain is easier to reroute than sanitary sewer. Both are extremely costly to relocate.

**Alderman Hallett made a motion, seconded by Alderman Smith to approve Resolution 15-R-0051. Voting Yea: Aldermen Hallett, Smith, Beifuss, Dimas, Earley, and Ligino-Kubinski. Voting Nay: 0.**

**6. Unfinished Business.**

A. Mr. Flatter apologized that he was not at the September meeting where the Industrial Street conditions were discussed, specifically the Post Office entrance and Downs Drive. Alderman Earley asked if the streets in the industrial area near the Post Office were placed over twenty years ago, per the City's standards, and if they were ever accepted by the City. Mr. Flatter stated that these streets are considered to be the City's maintenance responsibility, but does not know if they were ever actually accepted by Resolution. Mr. Flatter went on to say that these streets are concrete, and the expense to fix them is not within budget. Alderman Earley asked staff if they have looked into creating a Special Service Area (SSA). Mr. Flatter informed him that a SSA would be the only way to get the streets repaired. He said that based on an internal study done in 2012, the City could create four Special Service Areas.

During discussion regarding the cost of cement repairs, Mr. Flatter went on to say that placing asphalt over the concrete streets will only interfere with drainage and cause larger issues, but the City does not want to lose any businesses either due to the conditions of the roadways. Alderman Hallett stated that his only request was to see if the City could do something about the curb at the entrance to the Post Office. Mr. Flatter stated that something could be done, but then where does it stop? How do you repair one apron and no other along the street?

Alderman Dimas stated that staff needs to look into a SSA. Chairman Beifuss stated that he would like to have current, updated data to the study performed in 2012. **Staff was directed to provide the Infrastructure Committee with an updated report for SSA's, instruction on how they are created, approved, and paid for, etc.** Mr. Flatter stated he would try to provide this information to the Committee in November for discussion at the December meeting.

B. Mr. Flatter said that the discussion he had previously with Mr. Saxon of Innocor was to repair Downs Drive. At the September meeting with the Infrastructure Committee, Mr. Saxon agreed that he would appreciate having the roadway repaired in just the area of which he is requesting a mid-block crosswalk. Mr. Flatter said that a 20'x29' concrete patch in the middle of the road would cost approximately \$8,000.00, not including traffic control at an additional approximate cost of \$3,000.00. Chairman Beifuss indicated that the Committee did not specify concrete, but to patch with asphalt. Mr. Flatter stated that approximately 150' of asphalt will cost approximately \$8,000.00. He said then, where does it stop? How many other requests will the City receive for this type of repair? Mr. Flatter also informed Committee that there are very few drainage structures on Downs Drive, and an asphalt overlay will cause drainage issues.

Chairman Beifuss stated that the problem is the condition of the street. ~~The City is not in the habit of~~ It is not the City's practice to installing mid-block crosswalks. The City could do an interim repair, knowing that a full repair will cost millions of dollars. Chairman Beifuss stated that although the repairs make for a business friendly aspect which generates tax dollars and employment opportunities, he asked Committee members what they felt should be done. Does the

Committee support an overlay in this area? Alderman Dimas stated that the City would be throwing away money if the street was repaired with an asphalt overlay. Alderman Smith stated that asphalt overlay would raise the grade of the street, causing issues with drainage. He went on to say that it would be nice for the City to help, but there are too many obstacles, and the only way to make repairs would be to have a SSA. Alderman Hallett stated that there would be no value to overlay. Mr. Flatter stated to overlay the entire street with asphalt (Downs Drive); it would cost approximately \$121,000.00. **The Infrastructure Committee directed staff to contact Mr. Saxon of Innocor to explain why it is not feasible to overlay Downs Drive with asphalt, but that the City's intentions to fix the roadway will have to be done by creating Special Service Areas.**

**7. New Business.**

A. Alderman Smith stated that he has received a request to have a stop sign installed at the intersection of Meadowview Drive and Fieldcrest Drive. He said that he has been informed that children have almost been hit by cars there, and he understood that in order to place a stop sign, a Traffic Study must be completed. He would like to request this study, even if it does not warrant a stop sign. Mr. Flatter showed the Committee an aerial view of the intersection and Committee agreed. **The Infrastructure Committee directed staff to contract for a Traffic Study at this intersection.** Mr. Flatter stated that he will bring the study back to Committee after it is completed.

**8. Reports from Staff.**

A. **Resident request to have a Street Light Installed in the Parkway at 921 Elizabeth Street.** Mr. Flatter reviewed his Committee memo with the Committee. During discussion, the Infrastructure Committee unanimously decided that there are too many questions and obstacles to approve a request such as this and a policy needs to be created. Staff was directed to have the City's Environmental Commission work on developing a Street Light Policy to bring back to the Infrastructure Committee for approval.

B. **Bike Racks for the Downtown Business District.** Mr. Flatter reviewed his Committee memo with the Committee and handed out a picture of the bike rack that was decided upon, which was missing from the original packet (Attachment A). During discussion, Chairman Beifuss asked if the Cultural Arts Commission was agreeable to the design of bike rack presented. Mr. Flatter stated that they ~~are~~ *were* pleased with the concept and the proposed locations. Chairman Beifuss stated that he would like to have staff contact the Chamber of Commerce also to see if the installation of bike racks in front of the facility is acceptable to them. Mr. Flatter informed the Committee that this item will also need to be presented to the Historical Preservation Commission for their approval.

**9. Adjournment.** At 8:20 P.M., Alderman Hallett made a motion to adjourn, seconded by Alderman Dimas. Motion was unanimously approved by voice vote.

Respectfully submitted,

Michelle Baldino  
Executive Secretary