

City of Washington
Public Work Committee
Monday, January 7, 2018 – **Minutes**

CITY HALL CONFERENCE ROOM
301 WALNUT STREET

Present: Aldermen Mike Brownfield, Dave Dingledine, and Jim Gee.

Also Present: Ed Andrews, Public Works Director; Jon Oliphant, Planning & Development Director; and Kevin Schone, Public Works Supervisor.

Alderman Brownfield called the meeting to order at 5:00 p.m.

1. Alderman Wishing to be Heard on Non-Agenda Item: None.
2. Citizens Wishing to be Heard on Non-Agenda Item: None.
3. Approval of Minutes – The minutes from the December 3, 2018, meeting was unanimously approved.
4. Business Items:
 - A. Trucks/Equipment Excess Weight Loads Permit Discussion – A builder has a contract to build a pre-fabricated house on Prince George Court on an empty lot impacted by the tornado. The builder has submitted an overweight load permit to utilize a 130,000-pound crane. Staff is concerned about that weight on any city streets and particularly with residential streets. Section 75.10(C) of the City Code does allow for consideration of special permits for excess loads. However, it provides for no fee mechanism to help offset the cost of accelerated pavement deterioration. Only subsection (E) requires that the applicant shall be responsible for and pay to the City all damages that may occur to any street or roadway. A review of other agency fee structures is finding them insufficient to offset the additional fatigue induced by these types of loads on the City's low volume residential streets. The committee asked whether two smaller cranes could be utilized instead of the single larger crane. It was recommended that staff work with the builder to see if a compromise can be met that will not impact the City's streets. Staff will also likely look to amend the City Code.
 - B. Possible Federal Roadway Grant Discussion – The latest Surface Transportation Program – Urban (STU) call for projects is anticipated through the Tri-County Regional Planning Commission (TCRPC) in the early part of 2019. These are federal funds that can only be spent within the planning area of urbanized areas with a population of more than 200,000. TCRPC receives a federal Highway Trust Fund allocation to be spent within the metro area. Funds are typically allocated during 2-3 year cycles and the next cycle will be for projects in 2023-24. The funds must be used on Federal Aid Urban routes. There has generally been about \$2.8 million available for each year and the local match has historically been 30%. The City has previously submitted applications for the construction of Freedom Parkway and Lake Shore Drive but has not received STU funds. Staff feels that a Freedom/Lake Shore application would rank high and recommends proceeding with an STU application for the completion of engineering and construction within the project boundaries. The remainder of Freedom would be constructed and the first phase of Lake Shore would

be stubbed in north of BR 24 and include a stoplight at that intersection. If the project were selected for funding, staff would look to expedite its completion, as there are typically other projects around the state that do no progress. This provides surplus funds that can then be used for other projects that have financial commitments in place. The committee recommended moving forward with the application submittal and to bring it to the January 14 COW meeting for further discussion.

- C. Transportation Plan Update – The East Peoria and Washington staffs have been working with the consultants (Houseal Lavigne Associates and HR Green) to finalize the development of transportation plans for the two cities. This is entirely funded through a grant from the Tri-County Regional Planning Commission and the project is nearly complete. A revised draft has been completed that incorporates prior feedback from the Committee of the Whole to HR Green. Staff anticipates seeking adoption of the plan in early 2019. The committee recommended bringing it to the January 14 COW meeting for further discussion.
- D. Bid Award: Knollcrest Drive/TP&W RR Drainage Ditch Cleaning – The City of Washington has reviewed the outlet ditch along the TP&W RR ROW in an effort to improve discharge drainage from the Diebel detention basin. This ditch was found to be obstructed by a number of private culverts placed upon the ROW without permission. Staff prepared plans and submitted to the TP&W a design permit to restore the drainage along this segment of ditch from the Diebel box culvert, westward 550' +/- . Bids were opened on January 2 with Stark Excavating the low bid at \$21,800. The lump sum bids submitted are only for the base bid work effort of ditch cutting and seed restoration as well as carrying the required railroad liability insurance. Additional work items discussed during the pre-bid meeting are being addressed as Extra Work Items per Addendum #2, which are anticipated to include but may not be limited to Tree Removal, Railroad Flagging, and Riprap Protection. The project items to date total \$23,550 while the estimated overall cost including the remaining items is \$37,500. Staff recommends awarding the base contract to Stark in a not-to-exceed amount of \$21,800 and to approve an overall budget for the project of \$37,500, allowing for the identified additional items to be included. Construction would occur after the weather allows. The committee recommended approval. This is scheduled for approval on the Council consent agenda on January 7.
- E. Water Treatment Plant #1: VFD(s) Control(s) Project – Staff met with an energy advisor from Leidos, Inc. in November 2018 to take advantage of energy efficiency programs and to reduce the electrical cost. Leidos is an Ameren contractor that manages the ActOnEnergy programs. One project that was identified was the addition of VFD's at Wells 6 and 8 at WTP #1 as well as adding full ethernet connectivity and controls to these same wells. The scope of work would include installing Toshiba VFD's and providing full ethernet connectivity and control to Wells 6 and 8 from WTP #1. Hardware would be supplied and installed to provide ethernet control and provide stats back of each drive on the Scada computer. The supplied hardware will give the drives speed control based on three options: flow, pressure, and manual control. The stats sent back to the Scada computer will provide trended data that will allow the operators to track the health of the drive and pump. Other items that can be added if desired (with an additional cost) include a bypass starter function for the system can operate automatically in bypass mode, individual flow

meters at wells, well pressure, and determining the temperature of the well sites. The project quotes include the following:

- RNS Electric will install two VFD's, one each at Wells 6 and 8. The cost for Well 6 is \$12,995 and the cost for Well 8 is \$14,295 for a total of \$27,290. The total eligible incentives for the two VFD's is \$19,346.25
- Britton Electronics & Automation will install all hardware to provide ethernet control and stats on the back of each drive on the Scada computer as noted above for a total of \$33,660. The incentive for this portion of the project would be \$6,000.

The total cost of the VFD's and controls for this project would be \$60,950. Of the total amount, staff expects incentive checks in an amount of \$25,346.25 to be sent to the City for purchase and installation of the two VFD's and associated controls upon project completion. There are sufficient funds within the water budget for the project. Separate incentive applications would be submitted for the VFD's and hardware customization. If the project is completed by August 31, there is another 15% savings after the incentives. The committee recommended moving forward with this and to bring it to the January 14 Committee of the Whole meeting for further discussion.

- F. Capital Projects, Continued Discussion – The total cost of the N. Lawndale project is approximately \$1.7M and the W. Holland cost is approximately \$500,000. The desire would be to move forward with the construction of both of these projects as soon as possible once funding is secured. The three largest capital projects for FY 19-20 would be N. Lawndale, W. Holland, and Freedom/Lake Shore Drive (pending submittal and possible approval of an STU grant application).

5. Staff Updates:

- A. Staff would prefer only having an automatic transmission as part of a bucket truck.
- B. The Square wall has been repaired. Staff will check with Otto Baum on the status of the tuckpointing of the fountain.
- C. Kevin gave an update on the search for a replacement bucket truck. There is \$38,500 budgeted for a used truck and staff has received a quote of \$45,000 with a manual transmission. The intent is to continue the search since it would help increase safety of the employees, but it may stretch into next fiscal year given the difficulty of finding a good match.

6. Other Business: None.

Motion to adjourn at approximately 6:03 p.m.