RESCHEDULED COMMITTEE OF THE WHOLE
TUEDAY – OCTOBER 15, 2019
BANQUET ROOM C – FIVE POINTS WASHINGTON
360 N. WILMOR ROAD, WASHINGTON, ILLINOIS

Mayor Manier called the Rescheduled Committee of the Whole meeting of October 15, 2019 to order at 6:30 p.m. in Banquet Room C at Five Points Washington.

Present: Aldermen Black, Butler, Cobb, Dingledine, Stevens, Yoder.

Absent: Aldermen Adams and Brownfield.

Also present: City Administrator Forsythe, Controller Baxter, Public Works Director Andrews (left meeting at 7:05 p.m.), Public Works Manager Schone, P & D Director Oliphant, Police Chief McCoy, Deputy Police Chief Stevens, City Treasurer Dingledine, and City Clerk Brown.

MINUTES

1. Aldermen wishing to be heard – None.

2. Citizens wishing to be heard – Wendy Wagner, Chamber of Commerce Membership Manager, provided a brief update on The Big Table Greater Peoria event that was held today that focused on regional community building through conversations designed to strengthen and connect communities. She shared the event was bigger than expected as they were hoping for 250 participants and over 700 were in attendance. She shared that discussions were great and the format will be brought back to communities for smaller table conversations to pick us where the big table left off. She shared that this Thursday at 8:30 a.m. they will be holding their first Business Before Hours at Connect Church and plan to have this be more structured than just a networking opportunity.

3. Approval of Minutes: Alderman Cobb moved and Alderman Black seconded to approve the minutes of the September 9, 2019 regular Committee of the Whole meeting. Motion carried unanimously by voice vote.

4. BUSINESS ITEMS

   A. Presentation: Strand & Associates, STP No. 2 Phase 2B Trunkline – Public Works Director Andrews shared that the preliminary engineering study report was shared at Public Works Committee last month and the intent this evening is to field questions on the final report before it moves to Council for formal recognition and selection of the trunk sewer alignment. Mr. Mike Waldron, Strand & Associates provided an outline summary of the study presentation which is attached and made part of these minutes. He worked through the presentation outline that included the study's conclusions and recommendations which are attached and made part of these minutes. Following the presentation Mr. Waldron asked for questions. Alderman Dingledine asked if the process has started on obtaining easements and Public Works Director Andrews shared that legal research has begun on easements for the recommended alignment of Route B. Alderman Dingledine asked if any preliminary communication has been had with the property owners and Public Works Director Andrews shared that informal dialogue has been had with two of the three property owners, noting that there are 5 property parcels with 3 property owners. Alderman Dingledine asked if the old line has to be abandoned when the new line is completed and Public Works Director Andrews shared that there has been talk about it. Alderman Dingledine shared that it would be nice to keep the old line in place to use during peaks for additional capacity. Mr. Waldron went over concerns with keeping the old line in place vs. abandoning, which concluded with flow condition obstacles and additional lining costs of the old line. Alderman Butler asked what the typical terms of the loan would be and Mr. Waldron shared they are typical low interest loans with a typical period of 30-

years but the IEPA is starting to get more flexible with that and some are qualifying for principal forgiveness now as well. Alderman Butler asked if pursuing the loan is pushing out the construction time period to July 1, 2021 with completion in 2023 and the $7.8M is a surprise because we have been hearing $2.8M. Controller Baxter shared that we have been told costs at $4.5 to $5M. Mr. Waldron shared it is the IEPA loan process that pushes out the construction timing. He shared that their intention is to show the IEPA as early as possible that you have a viable shovel ready project which is a factor when the IEPA is looking at project funding. Mayor Manier expressed his frustration in the proposed timeline with having a lot of the preliminary work already completed and with the project underway for 2-2.5 years we had been told it would happen this year. Mr. Molenaar shared there is still facilities plan process and with a significant number of projects working through IEPA what used to take 6-months now is taking up to 18-months. Alderman Black asked why the cost difference is so great and Mr. Waldron shared he was not sure where the amount came from before but at this point in the project process, they are better informed as to route and size issues and feel their estimate number is conservative after reaching out and talking with several contractors. He shared perhaps the early number could have been on a conceptual basis as far as planning. Mr. Molenaar shared there are a lot of other unknowns now but as they move further into the project the contingency number will narrow and on bid day they will know more on cost. Mr. Waldron shared their contingency is set at 30% and is a big number but this is where they are comfortable with all the unknowns that are unknown at this time. Following a brief discussion on previous grant money funding, cost drivers, how the new rate structure is impacted by the presented cost numbers, and how decommissioning the old trunk line is accomplished, it was the consensus to move this forward to Council for consideration.

B. Downtown Square Streetscape Update – P & D Director Oliphant shared there were two primary takeaways from the recent open house that was held on the project, concerns about the loss of on-street parking spaces as a result of the draft plan that was presented and the possible reduction of green space within the interior wall structure. He introduced Mr. Shane Larson, Hutchison Engineering, and explained that Hutchison took those comments from the open house and reshaped the draft plan which is before you this evening. Mr. Larson shared that paperwork was submitted to the state historic preservation office in March in order to get the process moving on the wall structure and have just received the response back this past week. He shared their ruling is to put it on hold while they conduct a survey in the Downtown area. P & D Director Oliphant shared that the agency's concern with the historic district is that the wall is historic in nature. He provided background on how the historic district was formed through a U of I student who used the designation as one of their projects, which ultimately resulted in some of the buildings being designated historic but did not include the square area itself. He noted that the square wall shape has not changed but very little of the wall structure is original today. Mr. Larson shared the agency is looking at 6-months to complete the survey and P & D Director Oliphant shared the some of the beauty of this is that ITEP projects have been moved back to late summer/fall 2020 which allows for us to get engineering completed by then. He shared that the design plan is now at 10% loss of green space from within the wall, which the stakeholders can live with, and on-street parking loss is at 11 spaces. Alderman Stevens asked about how the other parts of the design came about and Mr. Larson shared that they designed as much as they could around what the stakeholders wanted. Alderman Stevens shared her concerns with the planted medians and Mr. Larson shared they were originally designed longer and they addressed the concerns from Brecklin's and Lindy's by shortening them in this design noting that they also serve as pedestrian refuge islands as well. Alderman Dingledine shared his concerns with using them as refuge islands and the maintenance costs of their upkeep to the City. Alderman Stevens shared that the focus should be on the Square and not the rest of it. Mr. Larson shared that when they met with the stakeholder's pedestrian safety was important and number one in drawing people to the downtown area. He shared that the green in the design plan is grass now and they will work hard to do more decorative grasses that are less maintenance. Alderman Dingledine commented that he would like to see more focus on the walkway around the square for better pedestrian flow and the square area should be secondary. He would like to see the focus taken away from the square area and possibly focusing on completing in sections where one side of the square is done at a time. Further discussion ensued on the overall

design, meeting IDOT standards, the projects overall cost, while not estimated yet, is roughly estimated in the range of $1.1M, use of TIF funds to get project moving quicker and/or a combination of both funding sources, and with a design plan in place can look at sections of the square breaking into separate projects. Alderman Cobb expressed his desire for the use of TIF funding, which was originally discussed, in order to start the section projects now and not waiting two years to see progress move forward on this.

C. W. Adams Street Restricted Parking Petition – Police Chief McCoy shared that he and Deputy Chief Stevens prepared a review which Council has received. Mayor Manier asked if there were any thoughts or comments to share. Alderman Stevens shared she hasn't looked at all the streets but there are different signs for different streets that show some with 2-hour parking, some with permit parking, and asked for more explanation on the property tax information that was shared in the review. Deputy Chief Stevens shared the comparison of property tax rates to potential maintenance costs for a parking space in front of a property owners lot is an attempt to look at the things that are easily capturable with the concept of reserving that parking space specifically for that property owners use and what it would cost. Alderman Stevens asked if this was taken into consideration for all the different streets marked now, basically asking for how decisions were made to place the signs that are up now. Deputy Chief Stevens shared they took place close to 20-years ago where the Council reacted to presumably resident complaints and concerns about a parking situation that was different from what you experience today. He shared that since that time, the high school has added a lot of parking capacity dedicated to the high school. He shared prior to that there was a lot of parking by students particularly on Court and Spring streets and somewhat on Tiezzi, Birkett, & Michael Court. He shared at that time there were complaints about litter, trespassing, trouble with homeowners getting cars in and out, which are similar to the things we heard about from homeowners on Adams in terms of their fear of what was going to come. Alderman Dingledine commented that it also happened during the time when the high school had an open campus and students were coming and going throughout the day making it even more of a difficult to deal with but when they closed the campus it took a lot of it away. He shared that having students parking along streets should not be the homeowner's problem, it should be the high school's problem. Alderman Cobb asked if the administration has been talked to at the high school and Police Chief McCoy shared that the high school claims that they have sold out their parking passes, noting that they only issue a certain amount and it is not a one to one ratio with spaces. Deputy Chief Stevens indicated that they sell more passes than they have spaces and will time it out so that at the beginning of the year they will allocate a certain number knowing that more students drive at the beginning of the year than the middle of the year and later in the year they then release more passes, noting that there still remains a demand that outstrips the supply. Alderman Butler indicated his observation today was that there were many spaces available in the high school lots and Police Chief McCoy indicated that it doesn't make any difference if some kids have parking passes, they still don't park in the lot. Alderman Butler indicated he drove down W. Adams today and there were 2 cars in the 400 block close to Lincoln, 3 cars in the 500 block close to Tyler, and it didn't make sense that if they were students they would be parked on the west end as close to the high school that they could get. Police Chief McCoy indicated that the streets are clean and not full of garbage as well. Deputy Chief Sevens noted that in discussion with administration at the high school, they noted that you will see empty spaces in their lots but they are accounted for by students that are leaving and/or coming in later in the day, noting a part of their concern is they do not want to sell parking passes when there are no spaces available. Alderman Stevens asked if there were instances where signs are removed that are no longer in need, referencing Kingsbury Road close to where the soccer fields use to be but are no longer used as they are now playing on the football field. Deputy Chief Stevens shared that if emergency access is no longer needed Council can revert the need for signs. Following further discussion on the parking behaviors of students it was the consensus for City Administrator Forsythe, Police Chief McCoy, and Deputy Chief Stevens to meet with high school administration to work towards a solution and to bring findings back for further discussion.

5. Other Business – City Administrator Forsythe brought forward a new format concept for how communications are prepared for Council and Committee meetings that will bring consistency in how information is brought forward for consideration and standardize the process. He shared the Council

agenda flow will also be a new format where Standing Committee's will bring forward items for consideration under their portion on the agenda and removing the Staff Reports item from the agenda. He shared this format will have more committee interaction on the agenda item and staff will continue to prepare all the background information coming forward. The following additions were noted: 1) make a tie back to committees on ordinances and resolutions being brought forward; 2) add a brief summary of what committee discussion was on an item; and 3) whether fiscal impact was over or under budget.

6. Executive Session – for the purpose of collective negotiating matters between the public body and its employees or their representatives, or deliberations concerning salary schedules for one or more classes of employees and for the appointment, employment, compensation, discipline, performance, or dismissal of specific employees of the public body per 5 ILCS 120/2(c)(1& 2) of the Illinois Open Meetings Act. At 8:06 p.m. Alderman Cobb moved and Alderman Yoder seconded to move into Executive Session. On roll call the vote was:
Ayes: 6: Black, Butler, Cobb, Dingledine, Stevens, Yoder
Nays: 0
Motion declared carried.

7. At 8:35 p.m. Committee reconvened in regular session and Alderman Cobb moved and Alderman Black seconded to adjourn. Motion carried unanimously by voice vote.

Patricia S. Brown

Patricia S. Brown, City Clerk

Farm Creek Trunk Sewer
Preliminary Engineering Study Presentation

City of Washington
October 15, 2019

Outline of Presentation:

- Introduction of Strand and Project
- What is the Farm Creek Trunk Sewer (FCTS)?
    - Exhibit of existing sewer
    - Exhibit of influent pumping station
- What are the concerns with Farm Creek Trunk Sewer?
    - List of sewer and pump station concerns
- What was the scope of the Preliminary Engineering Study?
    - Sanitary collection system characterization
    - Assessment of potential future development and sanitary flow contributions
    - Determination of design flow capacity requirements for a new FCTS
    - Identification of a route for a new FCTS
    - Identification of improvements to the influent pump station
- What were the findings?
    - Existing sanitary collection system characterization
        - Flow monitoring
        - Determined existing FCTS can handle the current dry weather flows
        - Determined the existing collection system is susceptible to I&I
        - Determined existing FCTS is over capacity for metered wet weather flows
    - Assessment of potential future development and sanitary flow contributions
    - Determination of design flow capacity requirements for a new FCTS
        - Determined existing FCTS cannot handle the future average daily flows
        - Determined a new 42-inch diameter FCTS would be necessary to handle future wet weather flows
    - Identification of a route for a new FCTS
        - Identified and evaluated two potential routes
        - Determined Route B as most advantageous
    - Identification of improvements to the influent pump station
- What are the next steps?
    - Excess flow removal program
    - Funding
    - Easement acquisition and design
    - Construction

6.01 CONCLUSIONS

The City has documented numerous concerns with the existing 50-year-old Farm Creek Trunk Sewer including:

- Operational problems because of its proximity to Farm Creek.
- Instability and erosion of Farm Creek leading to exposed sewer pipe in several locations.
- Excess flow conditions in the sewer during wet weather and high creek flow conditions.
- Anticipated continued growth and development potentially exceeding trunk sewer capacity.

The City has also been mandated by the IEPA to decommission existing STP 1, which will result in additional burden on the trunk sewer by flow that was previously sent to STP 1.

Flow monitoring of the City's sanitary sewer system, presented in Section 2, confirmed current average dry weather flows from the sanitary sewers and the trunk sewer itself are generally equal or less than what would theoretically be expected in the system and that the Farm Creek Trunk Sewer is currently capable of handling these flows. However, flow monitoring also indicated the City's sanitary sewer system and the trunk sewer are highly susceptible to wet weather conditions. In particular, wet weather conditions flow metered on July 6 and August 30, 2016, resulted in sewer system flows far greater than would be expected and exceeding the trunk sewer full-pipe flow capacity posing the potential for significant system backups and overflows.

An assessment of potential future full build-out conditions for the City and the projected future sanitary sewer flows is presented in Section 3 and it appears the existing Farm Creek Trunk Sewer does not have sufficient capacity to convey ADFs under future full build-out conditions. The projected future flows were used to determine the design capacity needed for a new Farm Creek Trunk Sewer. From this evaluation, a minimum 42-inch nominal inside diameter pipe was identified to provide sufficient full pipe flow capacity for future flow conditions.

Section 3 further evaluated two potential routes for a new Farm Creek Trunk Sewer, a northern route and a southern route. The characteristics of the northern route (Route A) included the following:

- Generally north of the railroad following a similar route to the existing sewer along Farm Creek.
- Several conflicts with the existing trunk sewer will require special construction operations.
- Relatively shallow pipe depths because of proximity to the low creek valley but does exceed 20 feet in a few locations and reaches 30 feet in one location.
- Mostly in Farm Creek floodplain and crosses the creek no less than 15 times.
- Crosses seven private properties and crosses the railroad twice.
- Allows for the easiest connection of existing tributary sewers.
- Susceptible to similar erosion and exposure near the creek.
- Susceptible to excess flow impacts from the creek and high groundwater.
- Requires significant environmental permitting and construction requirements because of proximity to the creek.
- Poses operational concerns with limited maintenance access to manholes near the creek.
- Longer length of pipe and has more manholes than Route B.

The characteristics of the southern route (Route B) included the following:

- South of the railroad, mostly avoiding Farm Creek, and no conflicts with the existing trunk sewer.
- Higher ground elevations result in deeper excavations generally between 10 and 20 feet with a few stretches between 25 to 30 feet, and four locations exceeding 50 feet probably requiring trenchless construction operations.
- Mostly outside of Farm Creek floodplain with only two creek crossings.
- Crosses three private properties.
- Connection of existing tributary sewers requires two railroad crossings of local sewers connecting to the new trunk sewer.
- Minimizes susceptibility to creek erosion and exposure.
- Minimizes susceptibility to I/I from the creek and high groundwater.
- Minimizes environmental impacts and permitting.
- Provides accessibility to manholes for maintenance.
- Shorter length of pipe and less manholes than Route A.

A series of dynamic hydraulic models were used to evaluate the new trunk sewer as well as operational conditions at the existing influent pumping station, as presented in Section 3. The modeling indicated current peak dry weather flow conditions can potentially require all three raw sewage pumps to operate and wet weather conditions, like those experienced July 6 and August 30, 2016, require all the raw sewage and stormwater pumps to operate and still allows highwater levels to reach within 10 feet of top of the influent pumping station. The modeling further indicated the current influent pumping station will not have capacity to handle projected future ADF conditions, let alone the future wet weather flow conditions.

6.02 RECOMMENDATIONS

The following recommendations come from the conclusions of this report:

A. Excess Flow Removal Program

The City currently experiences excess wet weather flow conditions in its sewer system that potentially exceed the capacity of the local sewers, the Farm Creek Trunk Sewer, and the influent pumping station at STP 2. The City should perform a sanitary sewer evaluation study (SSES) to identify the sources I/I contributing excess flow to the system. Common sources of I/I include manhole defects, manhole flooding, pipe defects, and storm sewer cross connections. However, I/I can also come from private sources such as connected downspouts, foundation drains, and sump pumps from homes and businesses. An SSES study would prioritize areas of the City exhibiting the highest levels of excess flow and endeavor to identify potential sources through manhole inspections, smoke testing, dye testing, and sewer televising. The SSES study should also consider a private source investigation, which may include home inspections. The results of the SSES would define potential rehabilitation and removal methods to reduce excess flows in the system.

B. New Trunk Sewer

It is recommended the City begin pursuing funding, easement acquisition, design, and construction of a new trunk sewer to replace the existing Farm Creek Trunk Sewer as presented in Section 3. An SSES program will help the City reduce excess flows in the overall sanitary sewer system, but it is not anticipated to eliminate excess flow impacts to the existing Farm Creek Trunk Sewer. Farm Creek will continue to threaten the stability of the existing trunk sewer and poses continued I/I influence on the trunk sewer regardless of whether rehabilitation is performed. Additionally, the existing trunk sewer does not have capacity to convey projected future flow contributions

The new trunk sewer would be a minimum 42-inch nominal inside diameter pipe. It is further recommended the new trunk sewer follow the southern route (Route B), which provides separation from Farm Creek, accessibility for operation and maintenance, and lower estimated cost than the northern route.

C. New Influent Pumping station

It is recommended the City begin pursuing funding, design, and construction of a new influent pumping station to supplement the existing influent pumping station as presented in Section 4. The City currently experiences issues with the existing influent pumping station including problems with rags and clogging of the existing influent sewage pumps as well as capacity concerns during daily peaks and wet weather conditions. Additionally, the existing pumping station does not have capacity for future projected flows and the recommended new trunk sewer invert elevation at the station is approximately 3.25 feet lower than the station floor.

The new influent pumping station would have an immediate capacity of 7.48 mgd with four submersible pumps on VFDs installed in a new cast-in-place concrete structure located north of the West Aerobic Digester. Excess flow beyond 7.48 mgd would be bypassed to the existing influent pumping station and handled by the excess flow pumps and lagoon. The new influent pumping station would be designed to allow for capacity increases to handle future flows based on subsequent facility planning and expansion for the WWTP.

D. Next Steps

It is recommended the City consider the following next steps to advance the new trunk sewer and influent pumping station projects.

1. Funding

Construction of the new trunk sewer and influent pumping station is eligible for funding through the IEPA State Revolving Loan Fund program. Upon City's approval of this Preliminary Engineering Study, the findings and recommendations of this study should be modified and compiled into a Water Pollution Control Project Plan (Project Plan) in conformance with IEPA Project Plan requirements. Included in the Project Plan should be the City's financial arrangements to cover the annual debt repayment as well as operation and maintenance needs, a dedicated revenue source for loan repayment, and any change from current to proposed rate

structures. The City should also complete a Funding Nomination Form (FNF) and submit the Project Plan and FNF to the IEPA by January 31, 2020.

It is anticipated it will take IEPA 8 to 12 months to review and approve the Project Plan so the earliest the City would be eligible to receive funding would be fiscal year starting July 1, 2021. While the IEPA reviews the Project Plan, the City should proceed with easement acquisition and engineering design as discussed in the following.

2. Easement Acquisition and Engineering Design

It is understood that the City has started easement discussions with property owners based upon the southern route (Route B) included in Appendix B. The City should continue these discussions to obtain commitments for final easements. Completion of easement acquisition will be required as part of submitting a Water Pollution Control Loan (WPCLP) Application form to the IEPA. It is recommended the City complete land acquisition and submit the WPCLP Application by July 1, 2020 to best position the City for funding approval in January 2021.

Final engineering design should begin based upon Route B. Design would include such tasks as topographic survey of the desired route; wetland and natural area identification and delineation; development of engineering drawings and technical specifications; pursuit of project approvals from affected agencies at least including railroad, United States Army Corps of Engineers, Illinois Department of Natural Resources, and IEPA. Completing final engineering tasks will inform the IEPA that the City's project is ready for advertising and a strong candidate for funding.

3. Construction

Assuming the City will use IEPA loan funding for construction of the new trunk sewer and influent pumping station, the City will need to be included on IEPA's Intended Funding List (IFL). Inclusion on the IFL requires Project Plan approval from IEPA and submittal of the FNF and a WPCLP Application. These tasks need to be completed by January 31, 2021, for the City's project to be placed on the IEPA's IFL for funding starting July 1, 2021. It is not recommended the project be advertised for bidding until the project is confirmed to be on the IFL.

Assuming the City's project makes the IFL issued in 2021, the City would advertise the project by April 15, 2021, submit final bid documents for IEPA review, and obtain a final loan agreement from the IEPA.

It is anticipated construction of both the new trunk sewer and the new influent pumping station will take approximately 18 months.

Under the recommended schedule previously described, there is a chance the City could have its project considered for funding earlier in 2021 through IEPA's "bypass" process. It is recommended the City maintain communication with its IEPA project manager throughout 2020 to assess this opportunity.