



City Council Meeting Minutes
Work Session Meeting

Monday, September 11, 2023 at 6:00 p.m.

Washington Fire Department Training Room – 200 N. Wilmor Road, Washington, Illinois

Call to Order Mayor Manier called the work session meeting to order at 6:00 p.m. with a quorum present.

Roll Call *Present:* Alderpersons Blundy, Brownfield, Butler, Martin, McIntyre, Smith and Stevens
Absent: Alderperson Adams

Also Present City Administrator Jim Snider, Planning and Zoning Director Jon Oliphant, Public Works Director Brian Rittenhouse, Finance Director Joanie Baxter, Police Chief Mike McCoy, City Clerk Valeri Brod, City Attorney Keith Braskich and Press

Public Comment None provided.

Wastewater-Long Term Solution/Trunkline Project Case Pudik stated that they will present four alternate trunk line routes, E3, L1, L3 and Strands. He stated that they based their analysis on goals that were stated by the 2019 preliminary study, the 2020 project study and the 2021 Strand presentation. Mr. Pudik introduced Devin Moose who shared the following information in his presentation:

- They first learned of the trunkline in 2020 and they hired consultants.
- They looked into the wetlands and the timber due to the need for a drivable path.
- They submitted their report to the Army Corps of Engineers and an environmental consultant.
- They hired Aptim Engineers to evaluate important items for the City of Washington.
- They continue to feel that there are better options than the Strand Route B.
- He shared credentials for Devin Moose who is a consulting engineer in numerous states.
- He showed a photo of Farm Creek and noted the power of water, referencing the Grand Canyon.
- He noted the steep banks created by erosion.
- He provided an aerial photo with STP1 and STP2 with a straight line drawn between the two plants and stated that the plants sit north of the creek.
- He referenced the nature on the north and south side of the railroad tracks.
- He said sewers are not that complicated and explained specifications.
- He noted this infrastructure needs to be maintained and the inspection process uses heavy equipment.
- He shared a photo of a stream crossing where the concrete has failed.
- He shared a photo of an exposed sewer in Farm Creek. He said the pipe can be infiltrated and create more sewage to be treated.
- He showed a photo showing a manhole and the high line of water and asked how it could be accessed due to the placement.
- He stated that they want to anticipate growth in the City and showed a map of the target growth areas in Washington.
- He said their goal is to be responsible, be accessible, limit the number of easements, protect from erosion, protect the sewer function, be respectful to nature, be responsible for long term plans, and honor missions of city, IEPA, and other entities.
- He said they want to limit the number of creek crossings, minimize the number of lineal feet, stay out of the flood plain, and make it last 100 years.
- He noted the difference between trenchless and open cut.
- He noted that open cut costs \$350 per lineal foot and trenchless is \$1000 per lineal foot.
- He noted the type of soils and the types of excavation practices based on the soil types.
- He stated trenchless can be done when avoiding something like railroad tracks or housing.
- He stated that the cost of the impact has not been assessed yet.
- He shared an ariel photograph and stated that he walked the tracks between the plants.
- He wondered why they propose to put the new trunkline south of the tracks, stating that the topography is more favorable north of the tracks.
- He shared a graphic showing four proposed routes. It contained forested areas, City owned property, wetlands, etc.
- He stated that there are tributaries that must be connected and if you put the route south of the railroad tracks, you have to bore under the tracks.
- Mr. Moose shared a graphic with the previously named Strand Route B and stated the following:
 - There are creek crossings that will have large stones placed to protect them.
 - It has two access points and 90% of the alignment is forested.
 - None of the forest will remain after the alignment.
 - There will be times of the year that you won't be able to access this line.
- Mr. Moose shared "City Route North" and provided the following statements:
 - He tried to use City owned property.

- This eliminates Farm Creek's impact.
- It has five access points.
- It uses pasture and can continue to use it as pasture.
- It shortens the tributary lines.
- It eliminates boring under the creek and railroad.
- It uses trenchless construction near residential areas.
- Mr. Moose shared "City Route South L1" and provided the following statements:
 - It has two creek crossings.
 - It crosses existing trunkline twice.
 - Less than 15% required to cross the creek.
 - It has shortened total linear feet.
 - He feels it has good access.
 - It has less of an impact to the environment than "Route B" but not City Route E3.
- Mr. Moose shared "City Route South L3" and provided the following statements:
 - It is slightly less shallow but has no creek crossings.
 - It has eight easements, which is the most of the proposed routes.
 - Most of the property is pasture.
 - It can be accessed from three points.

Mr. Moose shared a cross-section view of the sewers. He noted that they have not yet checked the velocity of the routes, "County Route" is heavily forested, other routes are shallower and there are a few jack and bore locations. Mr. Pudik shared a table summary of the presentation which included length, open cut installation, trenchless installation, average depth, number of manholes, number of crossings, and the forested areas. He feels that "County Route" is the most expensive and least constructable. He stated that undetermined costs might use jack and bore in forested areas. Mr. Pudik noted that dewatering and solid conditions could impact the undetermined costs. Other items like forest restoration, maintenance, decommissioning existing sewer, on-going maintenance were discussed. Mr. Pudik provided a chart with cost comparisons. He feels "County Route" is the worst for maintenance and City Route North is best.

Alderson Martin asked if there is no way to get the easements to go north, would it be better to follow the current easements or a combination of routes. Mr. Moose stated that it would have to be studied. Alderson Blundy asked about the reliever sewer that Howard referenced. Mr. Moose stated that it was not recommended because you rely on the current sewer. Alderson Blundy asked if it can be reused on all the routes. Mr. Moose said generally no. It's better to get the loan and get it done.

Alderson McIntyre asked about the cost of decommissioning. Mr. Moose said it is a cost for any new line.

City Engineer Carr shared that the North alignments didn't cover the proximity of the routes to private residences. He stated that when you remove trees, it impacts someone and removing the trees are significant. He shared that alignments L1 and L3 go within 200 feet of a house with a significant back patio and forest. He also noted that multiple manholes will be wide open. Mr. Carr shared that Route E3 contains manholes that are more than 40 feet deep that will require extremely large excavations and significant impact to forested views. He noted that residents who will lose the sight screen, will be directly impact. The presenter stated that near residential, they will do trenchless, including the patio areas.

Alderson Blundy asked if there was a way to determine costs when wetlands were impacted. Mr. Moose remarked that it would be difficult to determine.

Alderson Butler stated that they could televise the pipe and if there is good flow, you will not see deposits.

Alderson Blundy asked about the heavy equipment. Alderson Butler noted that we would seldom have to access it because it would be better, and we would get a clear route to maintain it. Mr. Carr noted that they access the creek during low flows. Alderson Blundy asked for the City Engineer's opinion regarding the numbers. Mr. Carr noted that the Strand design is a lot farther along in the design process and the last three are going to need a larger contingency which he doesn't think is shown in this presentation.

Mayor Manier asked for a motion to adjourn.

Alderson Stevens stated that Howard recommended Alternate A or Alternate E. Council members clarified the new names that Mr. Moose gave to the route in his report.

Alderson Blundy asked to continue the discussion.

Adjournment At 7:19 p.m. Alderson Brownfield moved to adjourn; Alderson Martin seconded.
3 Ayes: Brownfield, Butler, Martin,
4 Nays: Blundy, McIntyre, Smith, Stevens
Motion failed by roll call vote.

Alderson Smith and Mr. Carr clarified that six or eight properties on north side would be affected for easements. Alderson McIntyre expressed concern for wetland mitigation. Mr. Carr clarified that every alternative would impact the wetlands. He also noted that there are different types of wetlands, and they are required to be put back to the way they were found. Alderson Stevens asked why there isn't a choice farther north noting the creek being a huge issue. Mr. Carr said the creek crossings are only an issue when the pipe is shallow, and staff has recommended putting the pipe deeper so that it will no longer be an issue. He noted that a pipe under a creek is not as a big issue as a manhole in a creek. He shared that manholes will be brought up out of the creek. He also shared his concern for erosion that could happen in the ravines. Mr. Carr stated that the routes to the south were chosen because of the limited impact to property and an easement following the railroad, is already there. He noted that Route B does not bisect properties. Mr. Carr stated that some of the tributaries will need easements and these impact properties to the north. Mr. Carr and Mr. Moose disagreed regarding the impact of the manholes to the north.

Alderson Brownfield shared his concern about having seven different engineers for properties to the north. He also noted that the guest was hired by the Pudik family to find a different route. Alderson McIntyre shared that he grew up on a farm and has a creek with rock and a creek crossing doesn't bother him but a failing 60-year-old trunk line worries him. Alderson Butler noted that the new trunkline would be inspected every year, and they would not let trees grow over it.

Administrator Snider noted that access and emergencies are situational.

Alderson Butler noted that some of the proposed routes cross other tributaries that aren't farm creek,

Alderson Blundy asked for the City Engineer's opinion regarding undetermined costs. Mr. Carr noted that most of the tree removal is already in the report, as well as the decommissioning. Mr. Carr stated that they could get a cost evaluation for the easements and thinks the presenter is referring to imminent domain.

Alderson Stevens asked about the Army Corps permit and has it been applied for and Mr. Carr clarified that it would have been easier to acquire in 2020. She asked if Strand will have to find another route around a wetland and Mr. Carr shared that they can adjust using construction techniques. Administrator Snider noted that all routes impact wetlands.

Alderson Martin asked who decides the extent to decommissioning the sewer system and Mr. Carr clarified that many are allowed to stay if they are back filled, but for the decommissioning itself, they would need to work with homeowners.

Alderson Martin asked if the Pudiks would handle the decommissioning if the City chose a northern route because it would add value. Mr. Pudik stated that they would have to consider it. Mr. Carr stated that the last option in 2021 was pre inflation and included the cost of abandoning the existing sewer. He shared that a manhole was \$1,500 in 2021.

Adjournment At 7:37 p.m. Alderson Martin moved to adjourn; Alderson McIntyre seconded.
Motion carried by voice vote.



Valeri L. Brod, City Clerk