

**CITY OF WASHINGTON  
PUBLIC WORKS COMMITTEE  
MONDAY, MARCH 7, 2016  
5:00 P.M.**

**CITY HALL CONFERENCE ROOM  
301 WALNUT STREET**

**AGENDA**

- 1. ALDERMAN WISHING TO BE HEARD ON NON-AGENDA ITEM**
- 2. CITIZENS WISHING TO BE HEARD ON NON-AGENDA ITEM**
- 3. APPROVAL OF MINUTES** – February 8, 2016 regular meeting
- 4. BUSINESS ITEMS**
  - A. Bicycle Friendly Update
  - B. FY 16-17 Proposed Equipment Budget Review
  - C. FY 16-17 Road Salt Discussion
- 5. STAFF UPDATE**
- 6. OTHER BUSINESS**
- 7. ADJOURNMENT**

# CITY OF WASHINGTON

## PLANNING & DEVELOPMENT DEPARTMENT

301 Walnut St. • Washington, IL 61571

Ph. 309-444-1135 • Fax 309-444-9779

<http://www.washington-illinois.org>

[joliphant@ci.washington.il.us](mailto:joliphant@ci.washington.il.us)

### MEMORANDUM

TO: Public Works Committee  
FROM: Jon Oliphant, AICP, Planning & Development Director  
Ed Andrews, PE, Public Works Director  
SUBJECT: Bike Friendly Community Update  
DATE: March 2, 2016

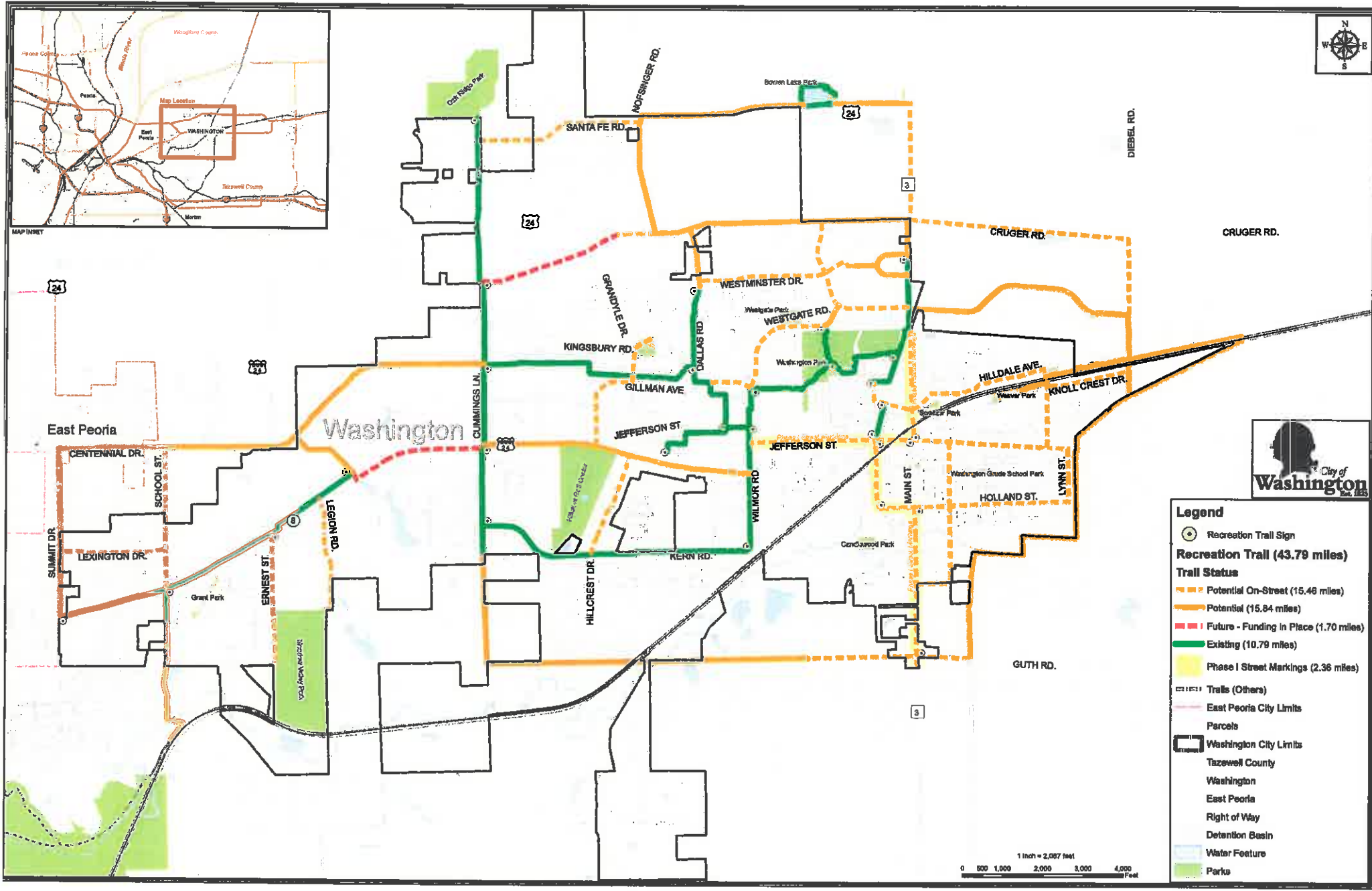
Following a presentation made to the City Council by Jim Coffey, a committee was created late last year to compile the paperwork necessary to nominate Washington as a Bike Friendly Community (BFC) through the League of American Bicyclists. The 2016 application cycle opens on April 1 and must be submitted by August 9. Similar to the setup of the Safe Routes to Schools program (of which the City received funding for the construction of a connecting multi-use path between Route 8 and Beverly Manor School), the BFC program adheres to the 5 E's: Education, Encouragement, Engineering, Enforcement, and Evaluation. There are five levels of BFC's depending on how effectively the community is in meeting the 5 E's: Diamond, Platinum, Gold, Silver, and Bronze. Many of these principals are already in place throughout the city, which would make becoming at least a Bronze BFC a more attainable task.

Twelve cities in Illinois are currently BFC's with three of these being downstate: Champaign, Normal, and Urbana. Communities must renew their BFC status every four years and they can improve upon their status. While there is no funding available for BFC communities, it can definitely help to have that status when applying for grants.

Additionally, the committee has discussed ways to connect other parts of the city where off-road multi-use trails are not feasible. This would primarily be handled through bike lanes and/or sharrows. While there are quite a few possible roads that can be marked for bike lanes or sharrows, there is a cost associated with the required painting. As a result, the committee has recommended starting with sharrows on N. Main from south of Devonshire Road to W. Jefferson; W. Jefferson from N. Main to Wilmor; Wood from W. Jefferson to Holland; Holland from Wood to S. Main; and S. Main from Holland to Guth. The sharrows would not come into the Square. These markings would identify that the road is to be shared with the bicyclists and would further link important community gathering places like Washington High School, Washington Middle School, and Five Points. Staff anticipates a cost of \$15,000 for this painting, which would last for up to two years.

General discussion is planned for the March 7 Public Works Committee meeting to see if there is support to start with a sharrow program.

Enclosure



Map Date: 02/27/18 Draw: 11:28:24 AM City Geographic Information System (GIS) is maintained and operated by the City of Washington. Planning & Service and Asset Management.



# Memo

---

TO: Public Services Committee  
FROM: Ed Andrews, Public Works Director  
SUBJECT: FY16/17 Major Equipment Considerations  
DATE: March 3, 2016

---

In advance of the budget, the following major equipment is being proposed for replacement and or upgrade in the Fiscal Year 16/17 budget:

**Mowers** (Current state-bid is Toro)

- Cemetery (52" Deck w/ Kowaski Commercial Engine), replaces Cub Cadet
- Street (52" Deck w/ Kowaski Commercial Engine), replaces Ez-Mark
- Sewer (60" Deck w/ Kohler Engine), new unit

Cemetery is planned to swap their newer Cub Cadet with Streets after purchase so that two equal machines are available to them. The Cub Cadet in Streets will replace the Ez-Mark used to maintain Jefferson Street facility. Estimate is \$9,000 each.

Asphalt Roller the existing 1996 light duty 18hp Wacker is scheduled to be replaced under with an IDOT Spec roller, such as a CB24 w/ 1.5L diesel, for roadway compaction. It is felt that failure of some of our patches are a result of the old roller not being heavy enough and not having adequate vibration to achieve density. Total estimate is \$38,000.

Air Curtain Burner is being proposed to upgrade Existing Chipper which would be retired. The ACB would operate at Dieble Round on a bi-annual basis and is expected to save \$5k to \$10k per round of burning. Total estimate is \$43,150 with \$27,575 in MERF for a chipper and a one-time transfer from Streets of \$15,575, see attached.

Heavy Trucks the following trucks are scheduled to be replaced. While we have budgeted at \$135,000 each, it appears that with State-bid the pricing would be \$10k to \$14k less.

- Dump Truck - Lin-7 '03 7400 (delayed from FY15-16, keep as backup)
- Dump Truck - Lin-11 '05 7400 (12Yr Scheduled Replacement)

Light Truck: one pickup for Water Department to support the 3rd employee there. Under state-bid, a basic F250 could be obtained for less than \$20,000. This truck could be reassigned to other Departments as demands change

Tractor: the Cemetery's Kubota B21 Tractor is also up for replacement. It is proposed to replace it with a similar sized unit.

Would also like to review consideration of a tag trailer with Committee. Repair work on heavy equipment often requires that the City transport our equipment to the dealer's shop for repairs. The expected life of 20 years, roughly translates into a mobilization offset cost of \$1000 per year. At \$200 per contracted move (each way), the breakeven point for is 5 moves. We routinely approach or exceed this number with 2 to 3 round trips to the shop on equipment. Additionally, rental of equipment would also see a corresponding cost reduction. This consideration is currently in this year's FY15-16 budget.

cc: File

### **Proposed Air Curtain Burner (ACB)**



2016 Purchase Price: \$43,150.00

Estimated Life: 10

Est. Repl Cost: \$57,989.99

### **MERF Review**

Proj. Yearly Contribution: \$ 5,799.00

Liberated Chipper Repl: \$27,575.00

One-time Charge to Streets: \$15,575.00

### **Existing Chipper**



1994 Purchase Price: \$ 15,700.00

Estimated Life: 15

Est. Repl Cost: \$ 24,460.09

### **MERF Review**

Yearly Contribution: \$ 734.00

Current Repl Balance: \$ 27,575.00



# Memo

---

TO: Public Services Committee  
FROM: Ed Andrews, Public Works Director  
SUBJECT: FY16/17 Roadway Salt Bidding  
DATE: March 3, 2016

---

The City of Washington is approaching the end of a one-year contract for roadway salt utilizing the Tazewell County Highway Department's county-wide bid. You'll recall that last year at this time, the CMS' state-wide bid was yielding higher prices than those of received by the County. In last year's case the awarded County bid was with Cargill at \$69.88 a ton, a 2.1% increase over their previous year bid of \$68.44. To date we've purchased approximately 450 Tons, meeting our minimum obligation of 70% of the 600 Tons we committed to for this contract.

Since this was a one-year contract, we have the option of signing with CMS or Tazewell County.

City of Wash (14-15)	\$53.85 for 1,000 Tons under CMS
(15-16)	\$68.44 for 600 Tons under Tazewell Hwy Dept.

Recall that under CMS, communities that were bidding new contracts under the FY14/15 contract found difficulties ranging from no bids to pricing ranging from \$70 to over \$140 per ton, but then did relax in FY 15/16, see below:

City of Peoria (14-15)	\$80.12 for 8,000 Tons
(15-16)	\$58.50 for 8,000 Tons
City of Pekin (14-15)	\$80.12 for 3,500 Tons
(15-16)	\$64.84 for 3,000 Tons
Peo Co Hwy (14-15)	\$80.85 for 16,000 Tons
(15-16)	\$61.43 for 7,800 Tons
Woodford Co Hwy (14-15)	\$91.00 for 2,400 Tons
(15-16)	\$69.53 for 1,500 Tons

I have spoken with Craig Fink, the Tazewell County Highway Engineer and confirmed we'd again be able to participate in their program. I would seek the committee's permission to again participate in Tazewell County Highway Department's county-wide salt bidding.

cc: File