

**CITY OF WASHINGTON
PUBLIC WORKS COMMITTEE
MONDAY, AUGUST 1, 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** – July 5, 2016 regular meeting
- 4. BUSINESS ITEMS**
 - A. Potential Storm Water Basin Consideration
 - B. Water Treatment Plant #1 Backup Generator
 - C. Railroad Crossing Upgrades
- 5. STAFF UPDATES**
- 6. OTHER BUSINESS**
- 7. ADJOURNMENT**

City of Washington
Public Work Committee
Tuesday, July 5, 2016 – **Minutes**

CITY HALL CONFERENCE ROOM
301 WALNUT STREET

Present: Aldermen Bob Brucks, Dave Dingledine, and Jim Gee

Also Present: Ed Andrews, Public Works Director; Alderman Mike Brownfield; Jim Culotta, City Administrator; Jon Oliphant, Planning & Development Director; Kevin Schone, Public Works Supervisor.

Alderman Jim Gee 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: Striping of Freedom Parkway and Centennial Drive was discussed. Paint from last season on Freedom did not last long, ideally this would have been thermoplastic.
3. Approval of Minutes – The minutes from the May 31, 2016, meeting was unanimously approved.
4. Business Items:
 - A. Water Model/Distribution System Update – Staff and Scott DeSplinter of CMT gave an update on this project. The media will be replaced for both water treatment plants. There are roof and moisture issues with WTP2 that need to be fixed. A levee is needed for flood protection at WTP1. Further investigation is needed at the PRV's. The committee recommended keeping WTP1 operating as long as possible as long as the media is replaced, which allows for another 10-15 years of operation.
 - B. Viaduct Temporary Traffic Control Update – Staff indicated that IDOT plans to begin work late this summer on reconstructing Business 24 near the TP&W RR viaduct. This will close the viaduct for up to six calendar weeks, though the project has not been awarded yet. IDOT has tentatively established a detour to reroute traffic on N. Main, W. Cruger, and N. Cummings. The committee discussed the possible placement of temporary traffic signals at N. Main/Jefferson and Wilmor/W. Jefferson. It recommended to utilize these through Laser Electric at a cost of \$35,363.20.
 - C. Austin Engineering: School Street, Safe Routes to School – Staff has received the final construction and engineering costs associated with the construction of a 6' wide sidewalk on School Street as part of the Safe Routes to School program. This was done as a result of a grant received for the construction. The final engineering totals \$51,282.40, slightly more than the \$50,926.51 adjusted estimate. Accordingly, the committee recommended making the final payment of \$355.89 to Austin Engineering to complete the inspection contract. This is also placed on the City Council agenda on July 5 for approval.

- D. Weed Spraying Considerations – The city has historically contracted for weed spraying services. Staff has considered utilizing its Public Works employees for some spot checks if there are licensed laborers. City staff would only do spot checks; the full program would be further analyzed to determine if staff could handle additional areas.

5. Other Business:

- A. The bidding of MFT projects should be ready soon. This work would need to include having flaggers as a contract provision for the TP&W RR crossing at N. Main.
- B. Staff will look at a residential alley on the east side to determine if it is in a condition that would warrant it be considered for inclusion with the annual seal coat work.
- C. The Diebel Road detention basin project will start this year.

Motion to adjourn at approximately 6:23 p.m.



Memo

TO: Mayor Manier and City Council
FROM: Ed Andrews, Public Works Director
DATE: July 29, 2016
SUBJECT: Backup Generator for Water Treatment Plant #1 (WTP#1)

At the City Council meeting of Tuesday, January 19th, 2016 a review of City facilities with and without back up power was undertaken. At that time three facilities were not afforded backup power, specifically Water Plant #1, City Hall and Legion Road. City Hall and Legion Road were budgeted for and work was undertaken in FY15/16 and Water Plant #1 was to be undertaken in FY16/17.

This consideration is also in keeping with the request by IEPA to add a backup generator after the tornado, while still recognizing that Water Plant #2 (running under its generator) can supply the normal demand of the City during an outage due to the interconnects between the two pressure zones. The City currently has CAT backup power at Sewer Treatment Plant #2, Water Treatment Plant #2, Police Department, the Fire Department, and four of our six lift stations.

Please find the following summary and attached quotes for this effort:

City Hall:

Altorfer CAT C15 ACERT 500kW	\$ 95,165
RNS Electric	<u>\$ 29,875</u>
	\$125,040

The CAT gen set pricing uses the National Joint Powers Alliance nationwide purchase program, fulfilling competitive bid requirements on its consideration and providing an additional period of extended warranty. Other supporting site work for this installation will be done by in-house forces such as trenching and construction of the concrete pad.

As such it is my recommendation that the City Council authorize **\$125,040**, in the respective individual amounts for each of the vendors supporting the planned generator at City Hall and an additional unit at Legion Road, for an amount not to exceed \$95,165 for Altorfer CAT and \$29,875 for RNS Electric.

This matter has been placed on the City Council consent meeting agenda of Monday, August 1st, 2016 for review and approval.



Memo

TO: Public Works Committee
FROM: Ed Andrews, Public Works Director
DATE: July 29, 2016
SUBJECT: TP&W Railroad Crossing Upgrades

As mentioned in my earlier email, Kirk and I just had a meeting on 7-27-16 with representatives of the TP&W railroad at the Jefferson Street Crossing. Currently they are using a product called Rail-Seal and backfilling with asphalt, which is the treatment was used a few years ago at Lawndale. I spoke to them about upgrading to concrete planking and they said that they have been using a composite material as their upgrade product.

Their Regional VP ballpark estimated that the composite material runs approximately \$200/LF for a crossing with single tracks. The Jefferson Street crossing, on a skew with an out to out for sidewalks is approximately 90ft. The material has at least a 6 month lead time, so if we opt'd to go with paying for the material upcharge we would not see a permanent fix at this crossing until next spring (or June if we had them wait until school is out).

Regardless, TP&W will still shim the crossing plates and replace the failing ones during the week of August 8th ahead of viaduct detour. We've coordinate our folks to help provide flagger protection at Jefferson so that they'll only have one lane closed at a time for the 2 to 3 days that they'll be doing this rather than closing the crossing down completely. This will also give us time to decide if we wanted to participate in the material upgrade from Rail Seal to Composite decking for the crossing. It would also allow us to consider having them put together a more comprehensive City-wide replacement if we so elected.

On the following page is a list of the crossings in (or near) our municipal boundary. I would think that we would only need to consider full upgrades on Lawndale thru Wood since the other two are at the sewer plant and not generally used by the public.

Railroad Crossing Review

ICC Xing Inv #	TP&W MP	Crossing		
		Roadway / Feature	Type	Comments
801915T	98.15	Dieble Rd	At grade	Wash Twp Jurisdiction
801916A	98.78	Lawndale Rd	At grade	CoW Jurisdiction
801917G	99.23	N. Main St	At grade	CoW Jurisdiction
801918N	99.35	W Jefferson	At grade	CoW Jurisdiction
801919V	99.44	Zinser	At grade	CoW Jurisdiction
801920P	99.46	N Wood St	At grade	CoW Jurisdiction
801921W	99.55	US 24BR	Bridge	090-9901 TP&W RR Overpass
801924S	100.54	Swr Plant #1 Entr	At grade	CoW Jurisdiction
801774L	102.50	Private Gravel Lane	At grade	Private Entrance
801775T	102.75	Ernest St / Swr Plnt #2	At grade	CoW Jurisdiction
801776A	103.18	School St.	At grade	Wash Twp Jurisdiction

Source: <http://www.icc.illinois.gov/railroad/results.aspx?county=C179&s=0&city=6035>

Ballpark cost for this consideration would be \$20k for Jefferson and \$65k if we elected to all the crossings from Lawndale thru Wood (including Jefferson). These costs would be under the FY17/18 budget, if it were deemed favorable to move ahead with this consideration.