

The meeting was called to order by Chairman Mike Brownfield at 6:00 p.m.

Present: Alderperson John Blundy, Alderperson Mike Brownfield, and Alderperson Dave Dingleline

Also Present: City Engineer Dennis Carr, Planning and Development Director Jon Oliphant, Public Works Director Brian Rittenhouse, City Attorney Derek Schryer, City Administrator Jim Snider, Alderperson Lili Stevens

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- 1. Non-member Aldermen Wishing to be Heard on Non-Agenda Item:** Ald. Stevens asked about four projects: 1) Why was there an engineering services agreement for Freedom Parkway but not for Nofsinger Road; 2) the Strand Phase 2B contract; 3) the Jackson Street pedestrian bridge; and 4) the status of the Nofsinger STBG grant (the City did not receive it).
 - 2. Citizens Wishing to be Heard on Non-Agenda Item:** John Amdall offered his comments on the proposed design of Catherine Street (see attached).
 - 3. Approval of Minutes from November 7, 2022, Public Works Committee Meeting:** Motion to approve made by Ald. Dingleline, seconded by Ald. Blundy. Motion approved.

4. BUSINESS ITEMS:

A. CATHERINE STREET – NEXT ROAD DESIGN:

The State of Illinois has dispersed additional Rebuild Illinois (RBI) funds due to the economic impact from COVID-19. These funds were deposited into the Motor Fuel Tax (MFT) accounts for each municipality. The money can be utilized on nearly all MFT-eligible items with the notation that it must be used towards a bondable construction project. Washington received six payments of \$181,960.76 for a total of \$1,091,764.56. The design of Hilldale Avenue used RBI funds and is estimated to leave about \$500,000 left for another project.

Staff has met to discuss pavement and utility conditions for roads around the city. After discussion, the recommendation is that the next reconstruction project following Hilldale would be Catherine Street. It is a brick street that is in poor condition. Staff recommends reconstructing Catherine as a hot mix asphalt roadway. Asphalt is easier to construct and is easier for staff to repair in the future. Staff is initiating discussion to begin future budgeting work. The construction of the project would be completed over 2-3 years and would utilize the increased home rule sales tax funds, increased sewer and water fees, and RBI funds. Staff would budget for the Catherine engineering depending on the feedback from the committee.

Comments: Ald. Blundy asked how Catherine was selected as the recommended project. Staff responded that it evaluated all streets with a focus on the east side of the city. There is no other recommended alternative at this time. Ald. Dingleline asked about the scope of the project and indicated his preference for hot mix asphalt. Staff responded that it would be throughout the right-of-way, including new sidewalk and the relocation of utilities, where necessary. The general consensus of the committee is that Catherine is a good reconstruction candidate. This will be brought to the Committee of the Whole for further discussion.

STAFF UPDATES:

- A second Deere backhoe will be delivered this week.
- Skid steer will be built in February
- WWTP generator has a delivery date of February 28th.
- One plow truck is tentatively scheduled for delivery during the second quarter of 2023 with another tentatively scheduled for delivery during the third quarter.
- The Pump Check Valve at Well 8 has failed and needs to be replaced. The motor is 20 years old and possible past its useful life. After discussion, the committee agreed that both should be replaced as soon as possible as an emergency purchase at an estimated cost of \$7,000 for the pump and \$20,000 for the motor. Motion made by Chairperson Brownfield, seconded by Ald. Dingleline. Motion approved.
- An RFQ for Phase 3 engineering for Freedom is on the website. The refresh of the Phase 2 engineering for

Nofsinger does not require an RFQ because of the continuity and data compilation by the consulting engineer, Terra.

- Staff asked TWM to analyze the detention project in Washington Park with the intent to show storm inundation of the park if a berm would be built to create the detention north of Jackson. The idea would be to determine if the berm would reduce the flow near the end of Jackson to a point where the pedestrian bridge would not be necessary and could just be a larger diameter pipe (~60") which could be installed by the City's distribution crew.
- Staff has been in contact with Strand regarding an amendment to the Phase 2B contract. A contract amendment will be brought to Council for approval to finish the plans and permitting after Strand can be fully staffed following some family emergencies near the holidays.
- Staff is looking for a 2023 MFT project for an area north of Hilldale. Brief and West Streets figure to be ready for consideration in 2024.
- A roundabout is not necessary at Cruger and Nofsinger, though the intersection would be a candidate for a roundabout if there was consensus of the Council. A 4-way stop could warrant a future stoplight depending on future traffic generation. A roundabout is cheaper to design and construct in the present than it would be in the future.
- The last of the Public Works Enterprise lease vehicles are at the aftermarket dealer for installation. We are still waiting on all PD Enterprise lease vehicles.

OTHER BUSINESS: Ald. Dingledine expressed positive thoughts about the Hilldale project. Ald. Blundy said that he likes having another possible Jackson Street pedestrian bridge alternative.

ADJOURNMENT: Motion made by Ald. Dingledine seconded by Ald. Blundy. Meeting adjourned at 6:27 p.m.

Public Works Comments

January 3, 2023

We are John and Sharon Amdall and we reside at 901 Wellington in Washington.

We are here to comment on the recommendation to use asphalt paving for Catherine Street.

Yes, we agree that Catherine Street should be improved.

However, to be honest, we are disappointed by the recommendation to use asphalt during the street reconstruction. We think that an unbiased look at the facts and data will show that brick is a lower cost solution, LONG TERM, since brick will not require the chip and seal every few years and mill and overlay every 20 years that is required for asphalt.

In our view, every asphalt residential street is essentially creating an annuity to continuously pay the asphalt and engineering companies in the region for the predictable future maintenance that will be required and creating higher future tax burdens for the residents.

A properly-installed brick street will require zero maintenance for the next 100 years if a proper base is used under the brick.

Tonight's briefing paper makes it clear that we do have time to consider other options. Our hope is that we could use this time to consider the true long-term cost of brick streets which we think will show that asphalt will have a much higher long-term cost – and the time to consider this is when complete street reconstruction is being planned.

In addition, since the City of Washington is currently working on a strategic plan and is updating the Comprehensive Plan, we would ask that brick streets be considered during street reconstruction as part of both the strategic plan and the Comprehensive Plan, from a fact-based, long-term cost perspective.

Finally, from a more emotional perspective, the City of Washington prides itself on our history. A decision to use brick streets for our residential streets would create a wonderful, historical look to the City of Washington that actually might attract visitors and demonstrate how Washington is celebrating our historical roots.

Our request is simple: please ask for a comparison of the long-term cost of brick streets vs. asphalt streets when total street reconstruction is being planned.

We would be glad to help in any way that we can.

Thank you,

John and Sharon Amdall
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