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MINUTES
CITY OF ST. CHARLES, IL
GOVERNMENT SERVICES COMMITTEE MEETING
MONDAY, FEBRUARY 24, 2014, 7:00 P.M.

Members Present:	**Chairman Martin, Aldr. Stellato, Aldr. Silkaitis, Aldr. Payleitner, Aldr. Lemke, Aldr. Turner, Aldr. Bancroft, Aldr. Krieger, Aldr. Lewis**
Members Absent:	**Aldr. Bessner**
Others Present:	**Raymond P. Rogina, Mayor; Peter Suhr, Interim Director of Public Works; James Bernahl, Public Works Engineering Manager; John Lamb, Environmental Services Manager; Tom Bruhl, Electric Services Manager; Chris Adesso, Public Services Manager; Steve Huffman, Interim Police Chief; Joe Schelstreet, Fire Chief; Rita Tungare, Director of Community & Economic Development**

1. **Meeting called to order at 7:00 p.m.**

2. **Roll Call**

   K. Dobbs:

   Stellato: Present
   Silkatis: Present
   Payleitner: Present
   Lemke: Present
   Turner: Present
   Bancroft: Present
   Martin: Present
   Krieger: Present
   Bessner: Absent
   Lewis: Present

3.a. Electric Reliability Report – Information only.

4.a Presentation by Loren Nagy regarding Harley Davidson Event in 2015.

Chief Huffman presented. Tonight I would like to introduce you to Mr. Loren Nagy, he with the Harley Owners Group. Mr. Nagy is looking to host a Harley Owners Group State Rally in St. Charles in 2015. Mr. Nagy and I have spoken several times; currently I am guiding Mr. Nagy to the Special Events process, however, he would like to explain to you what this event will entail.

Mr. Nagy: My name is Loren Nagy; I am currently the Assistant Director of the Fox River Harley Owners Group in St. Charles. The Harley Davidson Owners Group, also known as HOG, is sponsored by the Harley Davidson Motorcycle Company. It is designed to enhance the Harley Davidson lifestyle experience and bring the company closer to its customers. HOG was founded in 1983, initially with 33,000 members in the first year; it has approximately 1 million members with 1,400 local chapters worldwide. This is the largest factory sponsored motorcycle club in the world. I am giving you this background so we are not confused with other motorcycle clubs.

The local chapter in St. Charles is the Fox River HOG chapter and is sponsored by Fox River Harley Davidson Dealership. Each chapter is sponsored by a HOG Dealership. HOG chapters can't exist without having a sponsoring dealership. The average HOG member is 44 years old and has an income of approximately $54,000. The State Rally HOG Program is Harley Davidson sponsored. Each of the 44 State Rallies are a not for profit corporation. All Rallies file state and federal tax returns annually, as well as pay State Tax on all goods sold. The State HOG rallies have operated for over 25 years. These Harley Davidson corporate events are organized, planned and staffed by HOG member volunteers. These volunteers are recognized as a HOG rally team or committee. The rally coordinator goes through extensive training including risk and financial compliance to ensure a properly organized event.

Resources for the rally committee include the HOG Regional Manager who oversees each rally in the region and on-line reference tools to assist in rally operations. State rallies offer an opportunity for HOG members worldwide to gather and enjoy opportunities within the rally area. They often showcase scenic rides and explore what the area is known for. The first state HOG rally in Illinois was held in 1990, and was hosted in Springfield. It was held in Springfield for the next 12 years. In 2003, Quincy was the host city, followed by Collinsville, Ottawa, Peoria, Danville, Effingham, back in Springfield, O'Fallon, Rockford in 2011 and Rosemont in 2012. 2013 was the first riding rally where it moved from Quincy, to Alton and then Effingham. This was not very popular; not everyone wants to do a riding rally. This year, the rally will be back in Quincy.

The Illinois State HOG rally attracts participants from 12 different states. According to the National HOG, attendees spend approximately $183 per day at the rally. This includes meal, fuel, lodging and other expenses one would incur on a vacation.

According to the St. Charles Convention and Tourism Bureau, based on the 2015 anticipated 1,200 attendees with approximately 550 guest rooms with double occupancy, the estimated direct spending on both overnight and day visitors is $565,700. Based upon numbers from the National HOG, that would bring it to about $658,800. Overall, a State HOG Rally goal is to provide a fun, safe, positive memorable experience for the HOG member, as well as the community they are visiting.

It is my goal to have the 2015 rally be a positive experience for the businesses and the City of St. Charles as well, with little or no negative impact on the residents of St. Charles. The rally headquarters is planned to be at Pheasant Run Resort. I have met with Ron Onesti and we are planning on holding a concert at the Arcada. The dates that we are targeting are Thursday, June 25 through Saturday, June 27, with departure day on Sunday, June 28. This is also the same time as Swedish Days; we want to provide another opportunity for participants to experience the flavor of the Tri-Cities. In talking with the Acting Chief Huffman, it is anticipated that holding the rally this weekend would not have an undue burden on the City of St. Charles.

In order to lessen the impact in Downtown St. Charles, rides that would be organized to head east would depart from Pheasant Run, and rides that would be organized to head west would depart from the Harley Davidson Dealership. This way we wouldn't have large numbers of motorcycles heading through Downtown at any one time.

The reason I am here without an itinerary is that I need to go before the National HOG and say that the City of St. Charles would like to have the rally here. Without that, it is ended. The National Organization does not want to go someplace where it's not welcome. Once approved by the City, my next step is to prepare an application that gets presented to the National Organization. I need to present a preferred date and two alternate dates. The alternate dates would be June 4-6, 2015 and June 19-21, 2015. These dates avoid the Pride of the Fox Riverfest Festival.

The next part of the process is that if there is more than one qualified submittal, then we go before the board and a member from each HOG chapter throughout the state as well as a representative from each dealership is in attendance. Each person wanting to host the rally gives a presentation. Following all the presentations, a vote is taken to award the site for the next HOG rally. But again, without having an endorsement from this group, we won't pursue this any further.

As far as what we are potentially looking for once we get everything ironed out; we may request a street closure, but I doubt it. We may request some traffic control for rides leaving the dealership. We WILL NOT ask for an alcohol permit of any kind. That is against the National HOG policy. Whether or not the dealership or any other business requests something that they want to attract people to their business, I don't know. However, I can guarantee we will not ask for any kind of an alcohol permit associated directly with the rally.

Aldr. Stellato: I understand you don't have an itinerary set, but based on your experience, what do you do during these two day events?

Mr. Nagy: Normally the dealerships in the area would all have something to attract people to their dealership. As for the HOG, we organize rides. These rides could be self-guided; for example, one trip would be to Dixon, visit Reagan's home and follow the Rock River north toward Rockford. Another route would be a day trip to Galena. In 2012 at Rosemont, we went to the Chicagoland Motor Speedway for a tour. Another rally had a Scavenger Hunt. It is all about riding. As far as groups at one time, we have found that 25-30 riders to be the safest size group. If there is more interest, we divide it into two groups. We are also very cognizant of turns and stop lights. The primary events during the day are going to be rides. At night, it would be entertainment at the Arcada and Pheasant Run.

Aldr. Silkaitis: I don't have a problem with the concept; the biggest complaint I'm going to receive is about the noise from the motorcycles. I'm sure police will be enforcing our Ordinances, but if you can control the noise, I don't have a problem with this.

Mr. Nagy: We will put in the rally material that each participant receives verbiage that states "please respect the residents of St. Charles and keep noise to a minimum" or something to that affect. A loud motorcycle can be kept quieter simply by how quickly you shift gears. That will be up to the individual and we will make it known that it is very important.

Aldr. Lewis: What is the average age of the attendees of the rally?

Mr. Nagy: Even though the average age of a HOG member is 44, my experience is that the average ages of the attendees tend to be older. I would say the average age is 50.

Aldr. Lewis: I'm not basically opposed to this either; if you had problems in the past, what would those problems have been?

Mr. Nagy: I have not experienced any problems, but anytime you get a large group of people, you are always going to have a couple who don't behave the way you would like them to. There has been nothing significant happen. Most people are cognizant that a vehicle on two wheels and alcohol don't mix. The HOG Organization is very strict. If we stop for a meal and someone partakes of an alcoholic beverage, we ask them not to continue with the group; they are on their own. When riding with a group, you want to make sure that each person has all their facilities.

Aldr. Payleitner: You said your rides are during the day; but I'm just thinking of the noise again. To the west there are still a lot of neighborhoods, but most of your rides will be during the day.

Mr. Nagy: Yes, but there will be events Downtown, and the mode of transportation is going to be motorcycles. I know a couple years ago, there was a charity ride out of Elgin Community College that came through town and that was several thousand motorcycles and there were no issues with that. I participated and what I noticed was the amount of people watching us curbside and waving.

Aldr. Payleitner: Yes, most of the rides I have seen have been "parade-ish". I'm more concerned with the 5 or 6 coming through the course of the day, all day. That can be a whole day of noise.

Mr. Nagy: I don't anticipate it being constant, because they are going to be on day trips. Out of 1,200 attendees, 75% of them will be two riders per motorcycle. We are going to spread them out and provide a lot of activities for people to partake in.

Aldr. Lemke: Are you anticipating any booths or vendor displays?

Mr. Nagy: I would like to because that would bring in revenue. As of my last conversation with the National, that gets to be tricky because potentially we could bring in someone to compete with the motor company. We, as the organizers of the event cannot put that together. Sometimes those events happen at the dealerships; I would still like to try to have something at Pheasant Run, but apparently we need to hire someone to handle that. Rosemont attempted that and it did not go well because the dealerships had their primary people that they wanted there; therefore, without many booths it wasn't a huge attraction.

Chairman Martin: If it is the desire of the Committee to potentially have this opportunity, this will go through the Special Events procedure. We don't need a formal motion, just looking for comments of the Council. Does this warrant going on to the Special Events Committee?

Committee: Yes, we agree. Move forward.

No further discussion.

5.a. Recommendation to approve Acceptance of "If I Could But Fly" Statue for Bob Leonard Walkway.

James Bernahl presented. This is a recommendation to approve the acceptance of the "If I Could But Fly" Statue for the Bob Leonard Walkway. Staff has been working closely with the River Corridor Group along with the Public Arts Committee and I will be asking Diana Brown from the Public Arts Committee to give you a brief overview of the statue. Staff is looking for direction from Council as to the acceptance of the statue so we can move forward with finalizing the base design, as well as placement location.

Ms. Brown: Diana Brown, 1436 S. 3rd Street, St. Charles. I am Chair of the Public Art Committee. To give you some background, the Public Art Committee is a committee of

the Downtown St. Charles Partnership. We have a master plan where we would like to have public art throughout the Downtown area. Our 2007 updated Master Plan included a sculpture on the Piano Factory Footbridge. Several years ago, members of the Public Art Committee and City Staff looked at places along the walkway and selected the proposed site for the future sculpture. With Bob Leonard's commitment to the development and beautification of the river corridor, the Public Art Committee felt it would be fitting to dedicate the sculpture to his memory. We reached out to the River Corridor Foundation and Bob Leonard's family and they selected "If I Could But Fly", the sculpture they felt conveyed Bob's spirit and his love of flying; he was a pilot. The sculptor, Bob Wilfong, is a regular participant in our St. Charles Fine Arts Show and he is an award winning sculpture. The sculpture is approximately six feet high without the base and pedestal. It is bronze with a deep, rich color. There would be a plaque on the sculpture that would identify the memorial, and also recognize the three entities that are participating in this project.

Mr. Bernahl: Staff is looking for a recommendation and approval.

Aldr. Lewis: It says this is a non-budgeted item.

Mr. Bernahl: That is correct.

Aldr. Lewis: Where does the money come from?

Mr. Bernahl: We are working with the Finance Department. In the past, when sculptures or statues have been donated to the City, typical practice has been for the City to pay for the base.

Aldr. Payleitner: In the Executive Summary, it states that it is the groups desire the statue be installed as part of the City's Memorial Day Celebration. Is that part of the Memorial Day Celebration or part of the Fine Arts Fair?

Mr. Bernahl: The Fine Arts Fair. Our goal is to work with the artist, the River Corridor Group and the Public Arts Committee to get the base installed and have the sculpture installed right before the event takes place.

No further discussion.

Motioned by Aldr. Krieger, seconded by Aldr. Stellato. Approved unanimously by voice vote. **Motion carried**

5.b. Discussion of North Municipal Parking Lot Proposed Memorial Dedication Layout.

James Bernahl presented. As staff moves forward with the final engineering design of the North Municipal Parking Lot, we have been working with the River Corridor Group in regards to the development. The goal of my presentation is to provide the GSC with an overview of the proposed memorials. We are proposing to create two areas within the

Municipal Parking Lot in the first phase. I will be providing you specific details and installation time frames for each one, and then we will be seeking approval from the Committee for the two proposed memorials, with direction to move forward.

Staff will be coming back in March, 2014 with the landscape architect to present to you where we are with the master design. Tonight we are not looking for approval of the entire design, only the memorials.

In Phase 1 of this project, we are talking about the main parking lot component which is between Riverside Drive, the Police Station and City Hall. You can see around the large plaza area at the south end of City Hall and the exhibit also shows a rain guard. That was a concept we were looking at doing initially, and as we got more involved with the soil investigation, it got modified slightly.

The first of two proposed memorials is the Jim Spear Memorial Garden. This was a recommendation of the River Corridor Group in memory of Jim Spear and his commitment and contributions to the City of St. Charles. This was a recommendation that was brought to the City shortly after Jim passed away. It was accepted that Jim was a landscape architect and this was a good memorial for him and his family as well. The second memorial is the Hunt Sculpture, entitled "Reflections". This was again a recommendation from the River Corridor Group. This would be similar to the "If I Could But Fly" Statue. It would be a donation to the City of St. Charles and it would become a centerpiece for the round plaza area. The proposed sculpture is to be placed within the dedicated plaza area. The sculpture of "Reflections" is by sculptor Guy Bellavere. Right now it is tentatively scheduled to be installed in 2015/2016. Funding is still ongoing. The "Reflections" sculpture is large; it is close to 14 ft. tall and made out of polished silver.

In regard to the Memorial Garden, we anticipate we can have the plantings installed this year. We are anticipating to the have the memorial monument placed this year as well, but perhaps in 2015; we will see where the budget falls for that. The Hunt Sculpture right now is anticipated for installed in 2015/2016; they are still moving forward for funding.

Staff feels both of these memorials will be well received, and we are looking for direction from the Council to approve acceptance of the memorials so we can move forward.

Aldr. Stellato: If you are looking for a motion to proceed, absolutely. I think we should proceed to accept these memorials, just like the previous item, which by the way, is a fine tribute to a great man. Yes, we should accept this and move forward, and I motion to do so.

No further discussion.

Motioned by Aldr. Stellato, seconded by Aldr. Turner. Approved unanimously by voice vote. **Motion carried**

5.c. Presentation of Active River Corridor Concept.

Peter Suhr presented. The City of St. Charles has received a request from the St. Charles River Corridor Foundation to be part of a concept study named the Active River Project. With that, Mr. John Rabchuk would like to present the concept to you.

Mr. Rabchuk: John Rabchuk, 914 Ash Street, St. Charles. I'm here tonight representing the River Corridor Committee and specifically a task force that is put together by the River Corridor. The other task force members here this evening are Jim Enck, Rick Brims and Larry Maholland. The basic concept is to come up with new ideas as to how to utilize the Fox River. The Fox River is an aesthetic wonder, it's our City center, and as noted in numerous studies recently, it is our most underutilized asset.

Power Point Presentation by John Rabchuk.

Mr. Rabchuk: We are looking to form a task force. We already have a commitment from the Park District, we have a verbal commitment from the Forest Preserve District and we are looking for a formal commitment from them this Thursday. We are asking for your participation as well. Much like in the Comprehensive Plan, we plan to have community focus groups and hearings where we solicit opinions and ideas from the groups involved from the Army Corp of Engineers, Dept. of Transportation, and DNR to the Friends of the River Group; there are a number of parties involved, so we want to make sure we hear everyone's ideas.

We would then define and create an RFP for engineering and architectural firms that specialize in this kind of work. The initial part of forming the Task Force has no cost involved whatsoever, it's just people's time, and we have been giving a lot of that already. I am getting phone calls every day from people who would like to participate in this because they are excited about the concepts and what this can potentially do for our City.

At the point we create the RFP and solicit bids, we are anticipating the cost would be in the $75,000-$100,000 range, based on numbers we have been given from other communities. The River Corridor and the Park District have committed funding for that. At that point in time we will ask your financial commitment as well to fund just the study. Part of the study process is to tell us whether this is a good project or not, what it would cost, and where we might find the money to do this.

Aldr. Lemke: I would encourage you to work with the Forest Preserve District to get more involved in this to the point of saying rather than at Red Gate where the elevations are not as favorable, they already have a boat launch in the John Doerr Forest Preserve with better parking and easier river access.

Aldr. Stellato: This brings us back to the point that the river has always been part of our master plan. My focus hasn't changed, I'm supportive of this. I would ask for how the funding is going to be distributed among the taxing bodies, we have to work through all of that. Without committing funding now, I'm supportive of moving forward.

Aldr. Lewis: We just heard a report about the Municipal Building parking lot. If we go forward with something like this, are you going to have to go in and undo some of things we are doing?

Mr. Rabchuk: I don't think it would change anything. We are not proposing a specific plan, so whoever the consulting group would be will identify that for us.

Aldr. Lewis: We wouldn't want to hold back on certain things in the parking lot?

Mr. Rabchuk: No; that's your choice, obviously, but I would not encourage that. There are other elements, for example, like the pedestrian bridge at the Piano Factory is structurally unsound and yet it's very popular. There may be a way if we did an elevated walkway cantilevered over the river on the east side of the river going south that we swing it across at some point and it replaces the Piano Factory Bridge.

Jim Bernahl, who is part of the River Corridor Group, has told us that the Illinois Street Bridge deck needs to be redone because it is too low. Every time we have a flood condition, the river is actually pushing against the side of it, and structurally it's not meant to hold that water. We also know that there is always a problem with the First Street Bridge and visibility problems. If you look at the topography, it would be feasible to make the Illinois Street Bridge go over the top of Riverside Drive and come in at Second Street and become level there. This elevated walkway could come underneath the bridge at that point in time. It would all work out and you would eliminate that hill a bit and have greater visibility on Illinois Street.

Aldr. Lewis: So is the study you are proposing going to encompass all of that?

Mr. Rabchuk: I don't know if it will encompass that specifically, but I think they might identify some opportunities for us in other infrastructure areas. Certainly no one has budgeted at this point in time for the Illinois Street Bridge, but we know it's coming at some point, so we don't think we should limit the conceptual engineers from considering the possibilities of those things.

Aldr. Payleitner: I love it. Thank you to your group for taking the initiative in continuing the vision.

Mayor Rogina: This is a wonderful vision and I thank John and the committee for presenting it. I'm all about sharing our City with visitors and presenting this opportunity to our residents.

Aldr. Bancroft: What is the timing of identifying consultants?

Mr. Rabchuk: We would like to have the task force formed in the next couple months and then spend the summer doing public hearings and gathering data to create the RFP by Labor Day. Then have the consultants come back to us with preliminary ideas by the end of the year so that by this time next year we could be looking at definite plans and have some priority projects to start getting funding sources lined up. We have to have concept plans before we can ask for money. We think it's realistic to have finalized concept plans and know what the costs associated with those will be and what the economic returns will be.

Chairman Martin: Would you like a motion of support to proceed?

Mr. Rabchuk: Yes.

No further discussion.

Motioned by Aldr. Stellato, seconded by Aldr. Lemke. Approved unanimously by voice vote. **Motion carried.**

5.d. Presentation of Proposed Street Locations for 2014 Roadway Rehabilitation Program.

James Bernahl presented. This is for information only; in your packet is the listed of proposed roadways for the 2014 program. If you have any questions, I'm happy to answer them.

Aldr. Silkaitis: Last year we discussed Tyler Road that when they removed the tracks, they were going to resurface the road. I don't see that on here, is that separate?

Mr. Bernahl: Yes, currently what is proposed to be budgeted is the resurfacing of Tyler Road. The PW Engineering Staff submitted for and received a $500,000 grant for that project that is scheduled to take place.

Aldr. Silkaitis: When will we get a list of those roads? Are there other roads besides Tyler? I don't see Tyler on this list.

Mr. Bernahl: Peck Road is a future one that we worked with Kane County on.

Aldr. Silkaitis: Will there be a list like this that we will see? Or is this the list of all the roads this year?

Mr. Bernahl: This is all the roads we are doing this year as part of the MFT Street Rehabilitation Project. There are other capital projects coming up.

Aldr. Silkaitis: One thing I noticed this week was on South Tyler Road at the intersection of Rita, half the road is coming up.

Mr. Bernahl: South Tyler Road is part of the program where we are chasing our pozzolanic streets. Council has heard me give presentations about those pozzolanic streets. That is a program we applied for a grant through Kane County, which is classified as an STP fund. Unfortunately we are competing against communities with larger daily traffic volumes so we did not receive the grant. We are working on a long term rehabilitation plan to address those roads.

Aldr. Krieger: Who takes care of the potholes on Rt. 25 south of Main Street?

Mr. Bernahl: That would be us.

Aldr. Krieger: We have some really big potholes. Have we budgeted for all the road repairs we are going to need? I see a number of streets that are very bad.

Mr. Bernahl: With limited funds, we can only hit so many of those streets. This is part of our long term program. This winter has been very hard on our roads. We have deeper depths of frost than we have ever had and roads are heaving worse than then they ever have. That is all part of our annual program, but we have limited funds.

Aldr. Lemke: What do we have in mind for Rt. 64 south of Charlestowne Mall? There is a frontage road in there. I thought Rt. 64 was going to be widened there; is that not going to happen?

Mr. Bernahl: That is a road that the City of St. Charles is responsible for. That road is proposed to be resurfaced this year. Staff was waiting for the IL Rt. 64 project to be completed and now that they are done, we can finish that section.

Aldr. Lemke: I presume there is a ranking done, is it how bad the road is and the amount of traffic it gets?

Mr. Bernahl: As the Council may recall, I give a presentation every four to five years. We hire a company called Infrastructure Management Systems (IMS). They evaluate all of our roadways. That was done in 2013. We use that data to select the roadways, and that is based on deterioration, annual daily traffic, the cost, location; we put all that into consideration and that is how we select roadways.

Aldr. Lemke: The portion of Foxfield on the map is one of the new segments of Foxfield. By comparison, I know it gets less traffic than Fieldgate, which is terrible. There seems to be some inconsistency, but as long as it's an independent analysis.

Mr. Bernahl: It is independent. We also evaluate locations and costs as we select the roadways. The section we are proposing on Foxfield is in very rough shape.

Aldr. Lemke: Is it possible the base wasn't done properly?

Mr. Bernahl: No; it depends on how the soil reacts underneath it and increased volume can deteriorate a road a lot faster. Part of the plan when we select roads is not only to replace the roadways just based on how bad they are, but also on replacing them at the premium time. What is the least expensive benefit? For example, with some of the newer subdivisions on the west side of town, the surface may be really bad, but it's less expensive for me to take off one inch of surface, put it back and keep that road in really good shape for a longer period of time vs. a road that is already past it's useful life but it's not yet time to replace the entire road where the costs increase dramatically.

No further discussion.

5.e. Presentation of ComEd Reliability and Maintenance Status.

Thomas Bruhl presented. We meet quarterly with ComEd. In your packet is a memo regarding the status of the ComEd outages from last year. There were five sustained outages; we feel they repaired their systems in a reasonable time. There were 13 momentary outages; there were a wide range of causes, but they were all investigated and resolved.

In terms of the statistical numbers, ComEd had over 287,000 customer outage minutes which is the product of the number of customers who were out by the number of minutes they were impacted. Even though that seems like a big number, it was a 75% reduction from 2012.

ComEd has four different cyclical maintenance programs on all the lines that serve St. Charles. We track with them whether they are on target with tree trimming, thermal scan and any other periodic maintenance; they have completed all their 2013 maintenance items on schedule.

No further discussion.

5.f. Presentation of 2013 Electric Reliability Performance.

Thomas Bruhl presented. This is a Power Point presentation; given the time, I would be happy to postpone.

Aldr. Stellato: Please do.

No further discussion.

5.g. Recommendation to approve Change Order No. 1 with Archon for Additional Directional Boring Services in the amount of $95,000.

Thomas Bruhl presented. This is a change order for directional boring services. In the beginning of the fiscal year we issue a purchase order for directional boring for the entire

year based on estimates. We have restructured a job that goes south from Red Gate toward Wildrose. As part of that restructuring, we are going to complete all directional boring which is the pipe installation in one fiscal year. The advantage of that is I have all the landscape restoration going at one time rather than tearing up yards twice. So while we have restructured the job, we are going to have to shift some of the material to next year and the boring to this year.

This is a zero budget impact, but I need to do the change order to have enough funds.

No further discussion.

Motioned by Aldr. Stellato, seconded by Aldr. Silkaitis. Approved unanimously by voice vote. **Motion carried.**

5.h. Recommendation to approve the Purchase of a Trailer Jetter from Sewer Equipment Company of America.

John Lamb presented. This is a recommendation to approve the purchase of a trailer jetter. Our Wastewater Collections Division currently has funds to purchase a new jetter because our current jetter is 20 years old, insufficient and doesn't operate effectively.

Staff contacted four manufacturers for quotes. The lowest quote from Standard Equipment does not include a critical option that staff needs to have. Our next lowest quote was from Sewer Equipment Company of America which includes all options at an additional cost of $3,500, but is within the budgeted amount of $80,000.

Staff is requesting waiving the formal bid procedure and recommendation to approve the purchase of a trailer jetter from Sewer Equipment Company of America.

No further discussion.

Motioned by Aldr. Silkaitis, seconded by Aldr. Stellato. Approved unanimously by voice vote. **Motion carried.**

5.i. Recommendation to approve change Order No. 6 for Biosolids Building Construction Project.

John Lamb presented. Staff is requesting approval of the Biosolids Building Project Change Order No. 6 in the amount of $22,611. The items are itemized on the attachment in your packet. The Change Order amount will be taken out of the project contingency and included in the low interest loan that is funding the project.

No further discussion.

Motioned by Aldr. Stellato, seconded by Aldr. Silkaitis. Approved unanimously by voice vote. **Motion carried.**

6.a. Recommendation to approve a Resolution for the Closure of Main Street for the Memorial Day Parade.

Interim Chief Huffman presented. The City of St. Charles is requesting to hold a Memorial Day Parade on May 26 on Main Street between the hours of 9:00 a.m. and 11:00 a.m. It is necessary to prepare a resolution or request permission from IDOT for the road closure. The Special Events Committee meeting is tomorrow for this event, however, it takes up to six weeks to request the approval from IDOT for the closure. At tomorrow's meeting we are not expecting any changes to the time or event overall.

Staff recommends approval of a resolution for the closure of Main Street for the Memorial Day Parade.

No further discussion.

Motioned by Aldr. Bancroft, seconded by Aldr. Lemke. Approved unanimously by voice vote. **Motion carried.**

6.b. Recommendation to approve Parking Lot, Street Closure, and Use of Amplification Equipment for St. Charles Cruise Nights.

Interim Chief Huffman presented. The St. Charles Chamber of Commerce is requesting to host cruise nights for the fourth time. The dates are July 8, 15, 22, 29; August 5, 12, 19 and 26. These are all Tuesday evenings. Previous Cruise Nights have been held without incident.

The coordinators are requesting the event to remain on First Street, which would be closed from Main Street to Illinois Street from approximately 4:30 to 8:30 p.m. on each of the dates. However, if First Street is under construction during these dates, the Chamber will meet with us to discuss using a different location such as Riverside Avenue.

Event costs are kept to a minimum; any prep works such as barricades will be handled by Public Works as part of their regular duties. Any needs they have by Police would be done by on-duty personnel as well, so no overtime costs would be incurred.

Staff recommends approval of the parking lot, street closure and use of amplification equipment for the St. Charles Cruise Nights events.

No further discussion.

Motioned by Aldr. Stellato, seconded by Aldr. Silkaitis. Approved unanimously by voice vote. **Motion carried.**

6.c. Recommendation to approve Street and Parking Lot Closures for the Fine Arts Show.

Interim Chief Huffman presented. This request is for the Fine Arts Show which will be held on South Riverside Avenue between Main Street and Illinois Avenue, as well as Walnut Avenue between Riverside Avenue and Second Avenue on Friday, May 23 through Sunday, May 25.

The Downtown St. Charles Partnership is requesting the closure of the following streets:

South Riverside Avenue from Main Street to Illinois Avenue from 5:00 a.m. on Friday, May 23 through 8:00 p.m. on Sunday, May 25.

Walnut Avenue from Second Avenue to Riverside Avenue from 5:00 a.m. on Friday, May 23 through 8:00 p.m. on Sunday, May 25.

Parking Lot between Riverside Avenue and Second Avenue from 5:00 a.m. on Friday, May 23 through 8:00 p.m. on Sunday, May 25.

The Police Department recommends approval of the street and parking lot closures for the Fine Arts Show.

Aldr. Lewis: Is there any amplification at the Fine Arts Show?

Interim Chief Huffman: No.

No further discussion.

Motioned by Aldr. Lemke, seconded by Aldr. Stellato. Approved unanimously by voice vote. **Motion carried.**

7. Additional Business.

None.

8. Move to go into Executive Session to discuss Personnel and Property Acquisition.

Motion by Aldr. Turner, seconded by Aldr. Lemke. Approved unanimously by voice vote. **Motion carried**.

K. Dobbs:

Turner: Yes
Bancroft: Yes
Krieger: Yes
Bessner: Absent

Lewis: Yes
Stellato: Yes
Silkaitis: Yes
Payleitner: Yes
Lemke: Yes

9. Adjournment from Executive Session

Motion by Aldr. Turner, seconded by Aldr. Bancroft. No additional discussion. Approved unanimously by voice vote. **Motion carried**.

10. Adjournment from Government Services Committee Meeting.

Motion by Aldr. Turner, seconded by Aldr. Bessner. No additional discussion. Approved unanimously by voice vote. **Motion carried**.