

**MINUTES
CITY OF ST. CHARLES, IL
GOVERNMENT SERVICES COMMITTEE MEETING
MONDAY, JUNE 27, 2011, 7:00 P.M.**

Members Present: Chairman Stellato, Aldr. Turner, Aldr. Rogina, Aldr. Martin, Aldr. Krieger, Aldr. Bessner, Aldr. Lewis

Members Absent: Aldr. Monken, Aldr. Carrignan, Aldr. Payleitner

Also Present: Mayor DeWitte, B. Townsend, M. Koenen, J. Bernahl, R. Gallas, J. Lamb, P. Suhr, T. Bruhl, J. Lamkin, P. Mullen

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

2.*a. Electric Reliability Report, May 2011

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

3.a. Update on Discussions with ComEd Regarding Reliability and Maintenance Issues

Glynn Amburgey presented. As you recall, it was requested that we change our reporting to quarterly, so this report covers the past three months. During that time, we've had two sustained outages and four momentaries.

Aldr. Rogina: As I hear people complaining about their electric service, after the last storm I had a power outage for approximately two minutes, while Elmhurst was out for four days, etc. I say this is a City that works, good job!

No further discussion.

3.b. Recommendation to Award Bid for Cable Injection Services

Glynn Amburgey presented. For the last couple years, we've been doing cable injection as opposed to replacement of some cables. This is mostly in the subdivision areas where we've had underground cable for many years. As cable begins to deteriorate, the injection renews the cable and extends the life.

Staff recommends approval to accept the low bidder, Novinium, and acceptance of the cable injection contract for the current fiscal year in the amount of \$250,000.00.

Aldr. Turner: Where is this going to be performed this year?

Mr. Bruhl: We have a new engineer coming on board and he wants to do some diagnostic testing to see which cables are most in need.

Mr. Amburgey: As Tom mentioned, you may be aware that our engineer, Creig Carr, left us for a different opportunity. We have selected a candidate and made an offer that has been accepted. Our new engineer has experience with cable injection and we are looking forward to his experience.

Aldr. Rogina: What is the process? How many years do you have to work to get this done across the entire City?

Mr. Amburgey: I don't know that we've done an analysis of what the total time will be. For the last ten years or so we've been identifying cables that are reaching failure, and as they reach the point where we believe they are beginning to deteriorate we had been replacing cables, but now with this new technology we are injecting. However, we still do some cable replacements because you can't inject every span of cable.

No further discussion.

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

3.c. Recommendation to Award Bid for Directional Boring Services

Glynn Amburgey presented. Over the last few years the City has had a contractor on board to do directional boring, which is part of our cable replacement program. We found it to be more cost effective to directional bore as opposed to trench, especially in established neighborhoods; there is a substantial savings in restoration costs and it's also less disruptive to our customers.

We have gone out for bids again this year and the low bidder was Archon. Archon has been in the City for several years and has been doing very good work.

Staff recommends approval of the contract with Archon for \$535,000.00 for the current fiscal year.

Chairman Stellato: This is a budgeted item?

Mr. Amburgey: It is budgeted, yes.

No further discussion.

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

3.d. Recommendation to Approve an Ordinance Enacting a Change to Rate 3

Glynn Amburgey presented. This is a clean up item. Council approved the change to Rate 3 last month. If you recall, I requested a verbiage change in the second sentence of that ordinance. I neglected to make that change in the first sentence as well, so it reads the same as the second sentence. The verbiage change is “in the current or previous 18 month billing periods”.

No further discussion.

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

3.e. Recommendation to Waive the Bid Process and Accept the Quote from OSI for SCADA software upgrade

Glynn Amburgey presented. This is an upgrade to our Scada System software. This is a two-step process; we completed the first step last year and this is the second step; it’s called the .net upgrade.

Staff requests to waive the bid procedure and issue a purchase order to our Scada vendor, OSI in the amount of \$30,000.00 for the .net upgrade.

No further discussion.

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

3.f. Recommendation to Waive the Bid Process, Revise the Budget and Approve the purchase of LED Bridge Light Fixtures

Glynn Amburgey presented. In the last budget year, we upgraded the lighting on the Second Avenue Bridge with LED fixtures. These fixtures replaced old style five globe fixtures that we have on all the bridges around town. There is a considerable energy savings going to the LED’s and they are cheaper than the existing fixtures. Our plan was to change the lighting on the rest of the bridges over the next five years. However, with the suspension of our automation project which had IMEA grant funds allocated for, we were able to prove to IMEA that this is a good project for which to use those allocated funds. Because of this, we can do all the bridges in the current budget year with a cost to the City of approximately \$26,000.00 as opposed to \$115,000.00 if we had completed it over five years.

Therefore, staff is requesting a budget addition to bring the \$115,000.00 into the current budget year, waive the bid process and to authorize purchase of the 31 LED bridge light fixtures from Lighting Solutions for \$96,533.69. There is one change I need to address; we are buying the lights from Lighting Solutions but they will be purchased through Steiner Electric Company so the purchase order will actually be cut to Steiner Electric.

Aldr. Krieger: Will they be easier to keep clean? The lights on the Prairie Bridge are always full of bugs.

Mr. Amburgey: We are actually expecting much better maintenance performance from these fixtures. They are a clear globe so we are expecting them to be easier to clean, but more importantly we are expecting better longevity of the lights themselves and the energy efficiency will make a significant difference.

Chairman Stellato: Please walk me through the math quickly; you've got \$96,000.00 estimated cost. How much is the grant funding?

Mr. Amburgey: The grant is \$78,538.00. The material cost is \$96,533, so our total cost will be \$26,175.00.

Aldr. Rogina: The river is one of our greatest assets, and I know we had lights on the dam before the bridge was redone. I would like to see, at some point down the line, a proposal of lighting the dam again. I don't know anything about the bug issue or the placement issue, and I know nothing about the cost issue; my question is, is it do-able? If it is, I think it puts a finishing touch on the downtown area and I would like the opportunity to consider it.

Aldr. Martin: Is it possible to use LED lighting in a situation like that? Will it flood the dam or is the LED not the proper fixture?

Mr. Amburgey: At this point in time, LED's do not have the intensity to light that area. It's about 160 feet from the bridge to the dam and LED's are really only good for about 40 feet at this point in time. To address your question, we have been looking at lighting the dam, and we expect in the next month or two, we may have something to present to the Committee.

Mr. Amburgey: I should clarify that this lighting proposal does not include the Main Street Bridge.

No further discussion.

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

4.a. Update Regarding the EAB Control Efforts

Peter Suhr presented. 121 Ash Trees were confirmed this past month with EAB. We are proposing to remove 140 Ash Trees this month. Five of those proposed removals in the northeast have already been removed due to the high winds and storms that we had last week. Our focus this month is around the school zones while the kids are out of school.

Aldr. Martin: I'm very pleased with our progress compared to our neighboring communities. You wouldn't believe the number of dead trees that other communities have on their tree banks with no apparent effort to remove them. You are doing a great job.

Aldr. Krieger: Have we been able to do anything or found any way to address those on private property?

Mr. Suhr: To date, it hasn't been an issue for us. We have identified a handful of trees that are very evident and we've started to write letters to those homeowners suggesting they are a public safety issue, but beyond that, we haven't started to attack the private trees.

No further discussion.

4.b. Presentation of the Ride in Kane Fare Structure

Richard Gallas presented. As you know, the Ride in Kane Program provides work/life transportation services for both our disabled citizens as well as our aging citizens. We offer the rides at a reduced fair to support work/life practices for those affected in that demographic. This program has transitioned from what was previously called the Dial-A-Ride Program to what is known as Ride in Kane today. That change took place in 2007. At that time, the program charged citizens \$3 per ride and an additional \$1.50 per mile for any additional miles over 10 miles. Recently, some of the 15 communities that are sponsoring this program, have recommended an increase of \$1 per ride and \$.50 increase per mile, respectively. The new recommended rate is \$4 per ride and \$2 per mile for anything over 10 miles per ride. The Ride in Kane Program, in conjunction with the City of St. Charles would proceed with this, should this committee choose to vote for it; it appears they will vote to raise the fares effective January 1, 2012.

Aldr. Lewis: Who is the committee that will decide this?

Mr. Gallas: The Paratransit Coordinating Committee is made up of 15 sponsoring communities from Campton Hills to Elgin to Aurora.

Aldr. Lewis: Is the Committee made up of residents?

Mr. Gallas: No, it's made up of City staff members. I participate in those meetings on a monthly basis.

Aldr. Lewis: A lot of people use this service to get to the doctor; I'm concerned it's going to be expensive for them to get to and from the doctor. This is one way, right?

Mr. Gallas: To put it in perspective, it costs \$25 per trip, and they currently pay \$3 of that \$25 expenditure. Half of that is paid for by a grant and the other half is the City of St. Charles assisting the program. So for the citizen who uses the program today, \$3 has been their cost for over 10 years. The Committee is recommending this increase to defer the rising cost of fuel and transportation costs in general.

Aldr. Lewis: I understand their reasoning, but I think it will be difficult for many patients.

Mr. Gallas: I appreciate your concerns. You can rest assured that the City of St. Charles made those concerns clear.

Aldr. Lewis: What constitutes a ride?

Mr. Gallas: A pick up from your home to your destination is one ride. If you come back from the destination, that's another ride.

Aldr. Martin: This is an increase I cannot support.

Chairman Stellato: What if we vote no? What happens?

Mr. Gallas: If we vote no, we are one of 15 votes, it requires a 2/3 majority. I'm here to tell you tonight that there is a 2/3 majority to approve this vote.

Aldr. Rogina: You said there's been no increase in 10 years; we can't complain about a 33% increase taken over 10 years.

Aldr. Bessner: Do we know how many rides are under 10 miles?

Mr. Gallas: The citizens of St. Charles generally don't travel much further than 10 miles. On average about 5% of our riders might want to exceed that 10 miles.

Aldr. Rogina: Have any of 15 participating jurisdictions said they would eat the cost of the dollar in their budgets, to you your knowledge?

Mr. Gallas: No.

Aldr. Martin: You said the cost per ride is \$25?

Mr. Gallas: Yes, the average cost for the average user is around \$25 per trip.

Aldr. Lewis: If someone cancels, do they still have to pay?

Mr. Gallas: There are some very specific booking and cancellation policies. We ask the citizens to cancel their trips at least an hour in advance. If they don't do that, they can be subject to a fee.

Aldr. Bessner: If we were to say no and the Committee passes this, the City of St. Charles would have to fund the difference?

Mr. Koenen: Excuse me. This item is on the agenda for your information. This is not a choice. We are one of 15 members on this council, we have one vote at the table and 2/3 vote is required to pass it. We are providing you with the information for what we think is going to happen effective January 1, 2012. Our only choice is to not be a part of the Ride in Kane Program.

Chairman Stellato: So by not participating we are basically telling the people in our community who need it that they are on their own.

Mr. Koenen: That's correct.

Aldr. Rogina: If we voted no, that doesn't mean we wouldn't participate, we are just saying we don't like the idea of the increase.

Mr. Koenen: That's correct.

Chairman Stellato: So you will express how we feel to the group?

Mr. Gallas: Yes.

No further discussion.

4.c. Recommendation to Approve an Open Purchase Order with Zimmerman Ford for Non-Stocked Automotive Parts

Peter Suhr presented. We are asking for approval to issue an open or "blanket" purchase order with Zimmerman Ford, our local Ford dealer for automotive parts. We have purchased parts from Zimmerman Ford for many years, but on separate purchase orders. The open purchase order provides a more efficient way to process the order for our Fleet Staff, and also for our Finance Department. We are estimating the overall cost of automotive parts on an as needed basis this year to be about \$40,000.00.

Staff recommends approval to issue an open purchase order with Zimmerman Ford in an amount not to exceed \$40,000.00.

No further discussion.

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

5.a. Update on IL Rt. 64 Projects

James Bernahl presented. This evening we held an open house regarding the IL Rt. 64 water main project that seemed to go well. Construction is anticipated to begin closer to the beginning of August, rather than July 20 as stated in your packet.

IL Rt. 64 from 7th to Dunham; we are still being told September is the start time. Staff approved a Nicor permit from Dunham east so there will be Nicor work taking place, and we have advised property owners in that area. Land acquisition is on track; we are being told that will not affect the September letting.

IL Rt. 64 from Kautz to IL Rt. 59; there are no changes and we are still on track for September. They are still working on land acquisition with DuPage Airport.

Chairman Stellato: For Kautz to IL Rt. 59, I know the major part of the project is the bridge. Are they going to build a new bridge and then knock down the old one? How are they going to keep that open?

Mr. Bernahl: We don't have the staging information yet. There has been some discussion about alternative potential rerouting, but IDOT does not have their staging 100% approved.

Chairman Stellato: As a point of reference, I attended a City of Geneva meeting regarding the Route 38 construction of the bypass near the railroad tracks. Apparently that overpass is supposed to be constructed in 2012. I don't think they have the funding for it, but I would be shocked if they did both Route 38 and Route 64 at the same time. How could we possibly get out of the valley?

Mr. Bernahl: What I understand from that project is that they are designing a temporary road into the farmer's field to take it up and around to keep traffic moving.

Aldr. Bessner: The light at Oak Street; when do you expect it to be up and running?

Mr. Bernahl: By November 1, all work should be completed.

Aldr. Krieger: Will this one be on time or will it run behind like Smith Road did?

Mr. Bernahl: It should be on time. Everything will start beginning of August and be done by November 1, with all restoration complete.

Mr. Townsend: To clarify, the delay on Smith Road was due to ComEd and their inability to relocate an electric line on the original schedule. I don't think we have overhead utilities in that corridor so that should not be an issue for us.

No further discussion.

5.a.i Recommendation to Award Bid for IL 64 / West Main Street and Oak Street Intersection Construction

James Bernahl presented. The estimated budgeted cost for this project was \$1,402,000.00, which was revised to \$1.39 million. We had eight bidders; the low bidder was Curran Contractors with a bid of \$1.35 million.

Our consultant has checked references; the contractor has not worked in the City before, but I have worked with them before.

Staff recommends awarding the contract to Curran Contractors for an amount not to exceed \$1,354,284.78.

No further discussion.

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

5.a.ii Recommendation to Award Contract for Engineering Services for Sanitary Sewer/Watermain Project (IL 64/East Main Street from 7th Avenue to Dunham Road)

James Bernahl presented. HLR is the firm that designed the plans for 7th Avenue to Dunham; for that reason we asked them to give us a price for consulting services. Their price came in lower than what we anticipated.

Staff recommends awarding the contract for Engineering Services for the Sanitary Water Main Project from 7th to Dunham to Hampton, Lenzini and Renwick for an amount not to exceed \$117,360.00.

No further discussion.

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

5.a.iii Recommendation to Award Bid for Water/Sewer Construction Project (IL 64/East Main Street from 7th Avenue to Dunham Road)

Mark Koenen presented. City staff held bid openings on June 9. We received six bids; the original estimated amount was \$1,275,805.00. The low bidder was Glenbrook

Excavating which was slightly higher at \$1,345,453.00. Staff reviewed the bid with Hampton, Lenzini and Renwick. The additional cost was due to the IEPA CCDD (Clean Construction Demolition Debris) requirements which increased the pricing slightly. Staff felt this was reasonable based on the requirements.

Staff recommends awarding the contract to Glenbrook Excavating and Concrete.

Aldr. Turner: This only goes from Hunt Club Drive to 7th Avenue?

Mr. Bernahl: Correct. This is the sanitary replacement with the the main work down the center of the road. This year's work will also include the off-site water main work.

Aldr. Turner: Are we looking at another contract next year further east?

Mr. Bernahl: There is a water main project coming up from Dunham Road east, which is included with IDOT's project. We'll be paying that as part of an agreement along with the remaining water main that's going to fall within IL Rt. 64 project.

Mr. Townsend: Jim, can you explain what CCDD is?

Mr. Bernahl: The IEPA has created some revisions in how demolition debris is handled. They have developed refined rules called CCDD or Clean Construction Demolition Debris. The new rules require additional testing as well as where you can take the material to. In this specific case, close to the area there is what's classified as CCDD Sites, so you can bring the soil to that site and they will accept it. If the material is considered contaminated, it can't go to that site, so therefore there is an added expense to take it to a landfill area which is farther away, which can increase the cost for construction. Based on that, we take soil samples to determine if there are any contaminated soils. We do research to gather information to determine to the best of our ability what the risk is to the contractor, so the contractor can encompass the risk in their numbers.

Chairman Stellato: Do you have to remove anything you touch or can you just put that back in the hole again?

Mr. Bernahl: In some circumstances, what you remove you can put back in. In this specific case, it wouldn't be considered structural material because we have now loosened that untouched soil. We are going to be using flowable fill so the road doesn't settle. This contract calls for the complete removal of it off site.

Chairman Stellato: Every shovel full you take out has to be tested?

Mr. Bernahl: No. It's up to the discretion of the engineer; we hired a consultant to do the evaluation on that.

Aldr. Krieger: There are several sites that were old gas stations. Will that pose a problem?

Mr. Bernahl: There's only one. The only area where we found contaminated soil was near a gas station by 8th Avenue that has a notice of no further remediation. It was noted as a gas station so the City is aware of it. That's the only hot spot we've seen that would come into play.

No further discussion.

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

5.b. Recommendation to Approve a Contract with Capital Infrastructure Group, LLC.

Mark Koenen presented. This is an extension of a contract with Capital Infrastructure, namely Milt Sees, who has assisted us with contacts at Illinois Department of Transportation both in Springfield and Schaumburg. Mr. Sees understands the rules of state government transportation and is also a door opener for us so we can keep projects moving.

Staff recommends approval of this contract.

No further discussion.

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

6.a. Update on Madison Avenue Traffic Calming

Chairman Stellato: This item is being brought to us today because we had put a stop sign up a few months ago and we are going to review the results.

Chief Lamkin presented. It has been one year since we put the stop sign in. At the beginning of June we did traffic counts in the 1300 and 1500 blocks. The 1300 block average is 26 eastbound; 29 westbound. The 85 percentiles are 29 and 33. The numbers are about the same in the 1500 block.

We did have two crashes during this time; both rear-end crashes, and both are considered operator error; the stop sign had nothing to do with the cause of either crash. One of them was related to a medical condition, and the other was someone who was changing the radio station.

From our standpoint, the speeds appear to be within what we would consider normal parameters for an area like this. Those speeds are slightly less than the speeds we had

when we studied this in November 2010. We did a short study at that time to get an idea before winter set in. Our thought was that after the weather changed in the spring, we would do this again.

Chairman Stellato: The stop sign has basically lowered the speed limit from what you saw prior to this count, right? You said you checked it in November.

Chief Lamkin: Yes, we studied it in November and the average speed for eastbound was 29 mph with the 85th percentile at 35 and for westbound the average was 32 mph with the 85th percentile at 38, so that one is actually quite a bit different.

Chairman Stellato: So it's made an impact.

Chief Lamkin: I would say that the stop sign has made a difference. I think at this point, it is warranted for us to continue to monitor this as we see some east Main Street construction to maintain the ability to know what the counts are that area coming through and if the speed has changed at all.

Chairman Stellato: If the speed changes or if we get additional vehicles counts per day based on construction, how quickly could we act if we did need to add additional stop signs to aid us in keeping it safe?

Chief Lamkin: If we started to recognize an uptick, say for example in the volume, probably 60 days on the long end before we do anything. We would want to have an accurate count redone before we brought that back. I think what we've done now provides a good base line. We don't have construction going on yet, we're at the beginning of summer with these counts. As things change, we can do a periodic count as time allows; it might be appropriate to come back in August for our purposes to gauge whether or not there has been a lot of change. One of the things we are sensitive to is if you start adding more stop signs there are a few things that may happen from that. You could have an increase in noise from cars stopping at more stop signs, you could have an increase also in the "slingshot effect" when people are moving from stop sign to stop sign and the one that is of most concern – as you continue to restrict traffic in one way, it's like water; you push it in a different direction. We don't want to push more traffic onto other side streets. These are all potential things that could happen.

Aldr. Krieger: I would prefer to see the next traffic count in September. I've noticed that on my street the traffic always increases when school is in session.

Chief Lamkin: We can do another count the first couple weeks in September. Based on our findings, we can determine if we bring the results to you here or communicate it to you some other way.

Aldr. Turner: This question is for Mark. When we start the construction on IL Rt. 64, are we just going to have the traffic go through the construction area or is there going to be a detour?

Mr. Koenen: There is no planned construction detour that will be posted.

Chairman Stellato: I know this is the first time we've looked at these numbers and we might have more questions as we look them over, but are there any other questions, comments or thoughts?

Aldr. Bessner: The only other point would be to see what it was a year ago before you do it in September to see if it drastically changed since then.

Chief Lamkin: I have that. Before we put this in place, we did one study around May 28, 2010 and the sign went in the middle of June. The eastbound average at that time with full traffic flow was 28 mph, 85th percentile was 33 mph. The westbound average was 31 mph and the 85th percentile was 37. Clearly the westbound direction draws a higher speed than the eastbound. It's not only downhill, but as you get there you have a clear line of sight toward 7th and that contributes to the higher speed.

Chairman Stellato: At this point we'll continue to monitor this and we'll take a look at it again in September. It looks like we made an impact; thank you for your help.

No further discussion.

7. Adjournment

Meeting adjourned at 7:47 p.m.

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