Meeting Held Electronically

Due to the current COVID-19 pandemic, Village Board meetings will be conducted live remotely via telecommunications to help prevent the spread of COVID-19. The public is invited to attend the board meeting remotely via telecommunications. The Village Board meeting will be conducted on Zoom. The public can access the meeting as follows:

Website Address: https://us02web.zoom.us/j/86510423356
Meeting ID: 865 1042 3356
Dial In: +1 312 626 6799 US

This procedure is being followed pursuant to the Illinois Open Meetings Act (5 ILCS 120/2.01 et seq.) as amended by Public Act 101-0640.

SERVICES COMMITTEE MEETING AGENDA

MEETING DATE: Monday, August 17, 2020

MEETING TIME: 6:00 p.m.

MEETING LOCATION: Online via Zoom

CALL TO ORDER

ROLL CALL

AUDIENCE COMMENTS

APPROVAL OF MINUTES

1. Approval of the Services Committee Minutes dated August 17, 2020

NEW BUSINESS

1. Orchard Gateway STP Funding Presentation
2. 2021 Street Maintenance Program Presentation

OLD BUSINESS

OTHER INFORMATION

TRUSTEE COMMENTS

ADJOURN

Initials SB

VILLAGE OF NORTH AURORA
SERVICES COMMITTEE MEETING AGENDA
AUGUST 17, 2020

Due to the COVID-19 pandemic, the Services Committee meeting was conducted live remotely via telecommunications.

CALL TO ORDER
Trustee Mark Gaffino called the meeting to order.

ROLL CALL
In attendance: Trustee Mark Gaffino, Mayor Dale Berman, Trustee Tao Martinez, Trustee Mike Lowery, Village Administrator Steve Bosco, Public Works Director John Laskowski.

AUDIENCE COMMENTS - None

APPROVAL OF MINUTES
1. **Approval of the Services Committee Minutes dated January 20, 2020**

Motion for approval made by Trustee Lowery and seconded by Trustee Martinez. All in favor. **Motion approved**.

NEW BUSINESS
1. **Overhead Sewer Grant Policy Change**

Public Works Director John Laskowski explained that the overhead sewer grant program had been in place for a long time in the Village and they were now looking to update the policy with the goal to both clarify items of the program and to increase participation. For background, the purpose of the overhead sewer grant is to change a plumbing system in a single family home from a passive system – where gravity pulls waste away from the home – to an active system – which involves the installation of a pump and a pit – that will prevent backflow as when a sanitary sewer becomes full under the passive system it has nowhere to go but back into the residence.

Currently the Village contributes 50% of the costs up to $4,000 related to the installation of an active system. Laskowski said using U.S. Census data to determine lower income locations, they wished to instead contribute up to 75% ($6,000) to those identified residences and continue the 50% contribution in other areas. He said increasing the percentage may incentivize more residences to use the program, which sees on average about one grant a year. The Village budgets $16,000 yearly for the overhead sewer grant.

All Trustees and Mayor Berman were in favor of extending the 75% Village contribution to all residences and not just those identified in the Census. Mayor Berman said he would like to see more participation and reach out to residences that it would benefit rather than waiting for them to contact the Village. Village Trustee Lowery noted that if the Village budgeted $16,000 for the program under this model only three residences would be able to use it. Village Administrator Bosco said if needed they could bring a budget amendment forward to address that, but said the program was still likely to only have a handful of participants each year.

Trustees also questioned the schematics and clarification language that said the Village would not cover restoration costs in the installation of the active system. Village Administrator Steve Bosco said the clarifying language was largely in part to make sure that the program is only funding a single system the Village knows that works as they have had interest from residents for other systems – like a check valve system. Trustee Gaffino brought up concerns about the restoration process as the installation could involve the need to dig into yards and walls and how the new clarifying language said the Village contribution would not cover those services.

Laskowski said he would make changes to the policy and bring it back to the Village Board meeting in September.

OLD BUSINESS - None
OTHER INFORMATION - None
TRUSTEE COMMENTS - None

ADJOURNMENT
Motion to adjourn made by Trustee Lowery and seconded by Trustee Martinez. All in favor. **Motion approved**.

Respectfully Submitted,

Natalie F. Stevens
Deputy Village Clerk

Orchard Gateway

Local versus Federal Project Requirements

Joe Cwynar, P.E.
Project Manager

September 21, 2020

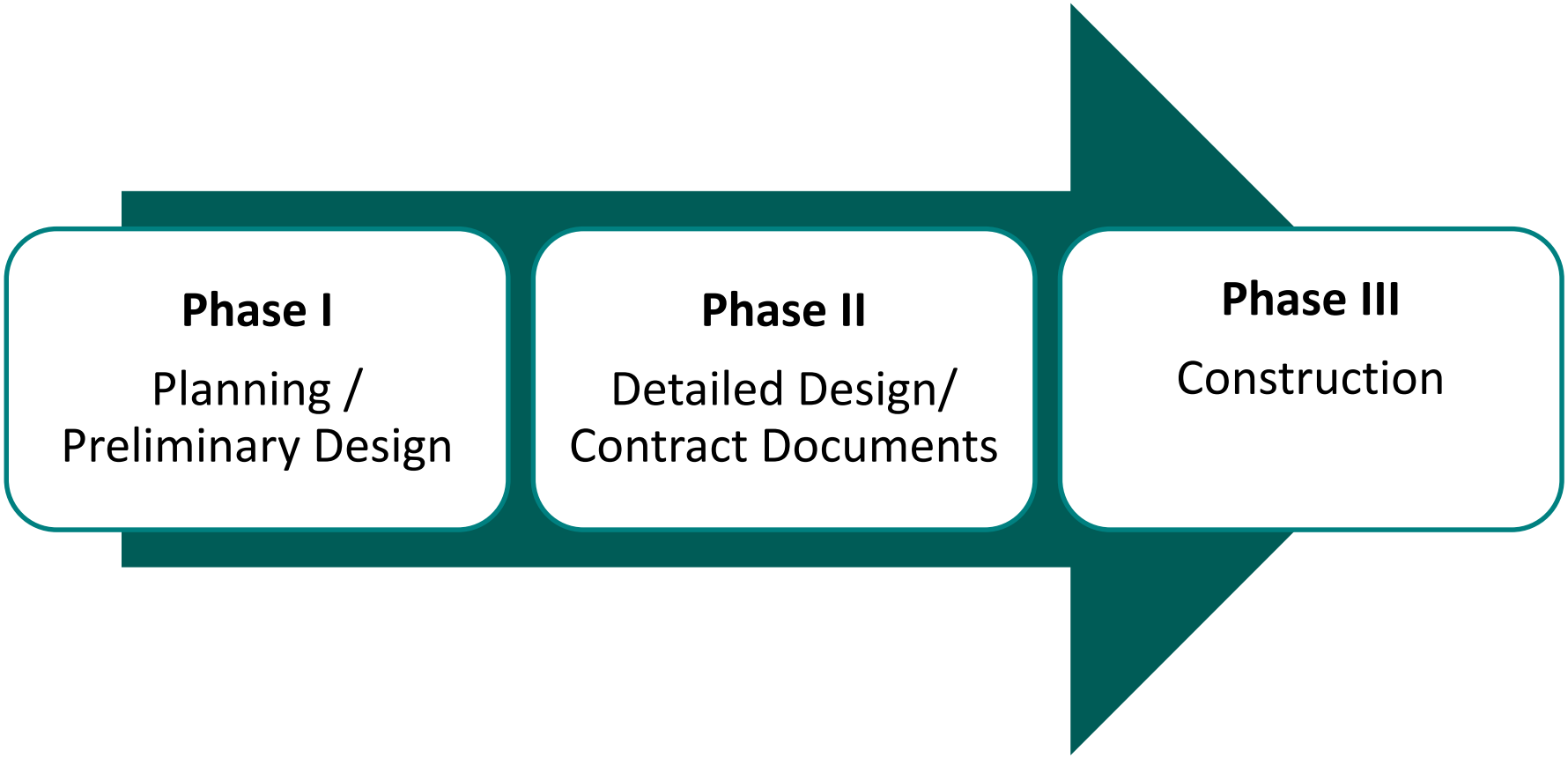
Project Scope

- New Traffic Signal and Turn Lanes at Orchard Gateway and Hansen Blvd.
  - Traffic Accidents
  - Traffic Flow
- New Pavement (Orchard Road to Randall Road)
- Curb and Gutter Removal and Replacement (as necessary)
- Sidewalk Removal and Replacement (as necessary)
- Drainage Spot Repairs

STP Funding

- STP Federal Funding Application Submitted to KKCOM
- Roadways and Intersections and Asset Management
- Recommended Programs List (Roadways and Intersections)
- Currently $1.9 Million in Funding Received for FY2024 ($2.5 Million Requested)
  - $244,000 for Phase III Engineering
- Estimated Construction Cost ($3.4 Million)

Definitions



Schedule

Local Project Requirements

- Phase I: 0.5-1 Year
  - Permitting
- Phase II: 1-1.5 Years
  - Pending ROW Acquisition
- Phase III: 1-1.5 Years
  - Depends on Size of project
  - Pay Items that are Time Dependent
  - Punch list items

Additional Federal Requirements

- Phase I: 2-3 Years
- Phase II: 1-2 Years
  - Pending ROW Acquisition and Agreements
- Phase III: 1-2 Years
  - Depends on Size of Project
  - Pay Items that are Time Dependent
  - Punch list items

General Cost Overview

Local Project Requirements

- Phase I Engineering: 7-15% of Construction Cost
  - Varies More Than Other Phases
  - Permitting
- Phase II Engineering : 7-10% of Construction Cost
  - Size and Complexity of Project
- Phase III Engineering : 10-12% of Construction
  - Depends on Size and Length of Construction

Additional Federal Requirements

- Phase I Engineering: 8-25% of Construction Cost
  - Varies More Than Other Phases
  - Smaller Projects Still Require IDOT Process Regardless of Construction Cost
- Phase II Engineering : 7-12% of Construction Cost
  - Size and Complexity of Project
- Phase III Engineering : 10-15% of Construction
  - Depends on Size and Length of Construction
  - IDOT Documentation

Phase I Engineering Scope Comparison

Local Project Requirements

- Kane County Permit
- No Project Development Report
- Intersection Design Study
  - Traffic Signal Interconnect with Kane County Signal at Orchard Road and Orchard Gateway
- Environmental Submittal to Governing Agencies
- Special Waste
- Alternate Designs
- Drainage Design

Additional Federal Requirements

- IDOT Involvement and Reviews
- Project Development Report
- Intersection Design Study
- Crash Analysis
- Environmental Survey Request (ESR)
  - Biological – Wetlands, Endangered Species etc.
  - Historical
  - Special Waste – PESA Report
- Tree Inventory
- Alternate Designs per Federal Regulations
- Drainage Technical Memorandum per IDOT/Federal Requirements
- FHWA Coordination and Meetings
- Public Meeting

Phase II Engineering Scope Comparison

Local Project Requirements

- ROW Acquisition by Village
- Plan Review by Village
- Kane County Submittal for Signal Interconnect
- No Proprietary Items Requests Required
- Disposition of Comments as per Village Requirements

Additional Federal Requirements

- ROW Acquisition using Federal Process and IDOT Land Acquisition Policies and Procedures Manual
  - Certified Appraiser
- IDOT Coordination and Kickoff Meeting
- Pre-Final, Final, 2nd Final and Bid Plan Submittals to IDOT
  - Multiple Departmental Review
- Preliminary Site Investigation (PSI)
- Estimate of Time
- Proprietary Item Requests (if needed)
- Formal Disposition of Comments
- Local Agency Agreement for Federal Participation
- Tree Replacement as per IDOT

Phase III Engineering Scope Comparison

Local Project Requirements

- Meetings as Required by Village
- Kane County Documentation for Signal Interconnect

Additional Federal Requirements

- Attend IDOT Meetings (Pre-Construction Conference, etc.)
- IDOT Documentation:
  - IDOT Field Book Entries
  - Job Box per IDOT
  - ICORS Database System
  - Daily Reports, Quantities and Calculations
  - Material Certifications
  - Change Orders
- Weekly Reports to IDOT
- IDOT Forms and Submittals
- IDOT Traffic Control and Inspection Reports (day and night)
- IDOT Closeout Paperwork

Summary

	Local Projects	STP Federal Projects
Scope	Village Involvement Kane County Permit Intersection Design Study Environmental Submittals ROW Acquisition by Village Less Restrictive; More Flexible	IDOT Involvement/Design Approval/Documents Kane County Review Intersection Design Study Project Development Report Environmental Survey Request FHWA Coordination and Meetings Public Meeting Required ROW Acquisition - Federal and IDOT Process Substantially Greater Requirements due to Federal and State Regulations
Schedule	Start of Phase I to Completion of Construction: Approx. 2.5-4 Years	Start of Phase I to Completion of Construction: Approx. 4-7 Years
Cost	Total Engineering Costs: 24-37% of Construction Cost No Qualifications-Based Selection (QBS) Required	Total Engineering Costs: 25-52% of Construction Cost QBS Required for Federal Funding of Engineering (Phase II and III Only).

Q&A

Joe Cwynar, P.E.
Project Manager
Engineering Enterprises, Inc.
jcwynar@eeiweb.com
(630) 466-6700

VILLAGE OF NORTH AURORA
Crossroads on the Fox

Street Maintenance Program

Services Committee Presentation

September 21, 2020

Long Term Planning for Infrastructure

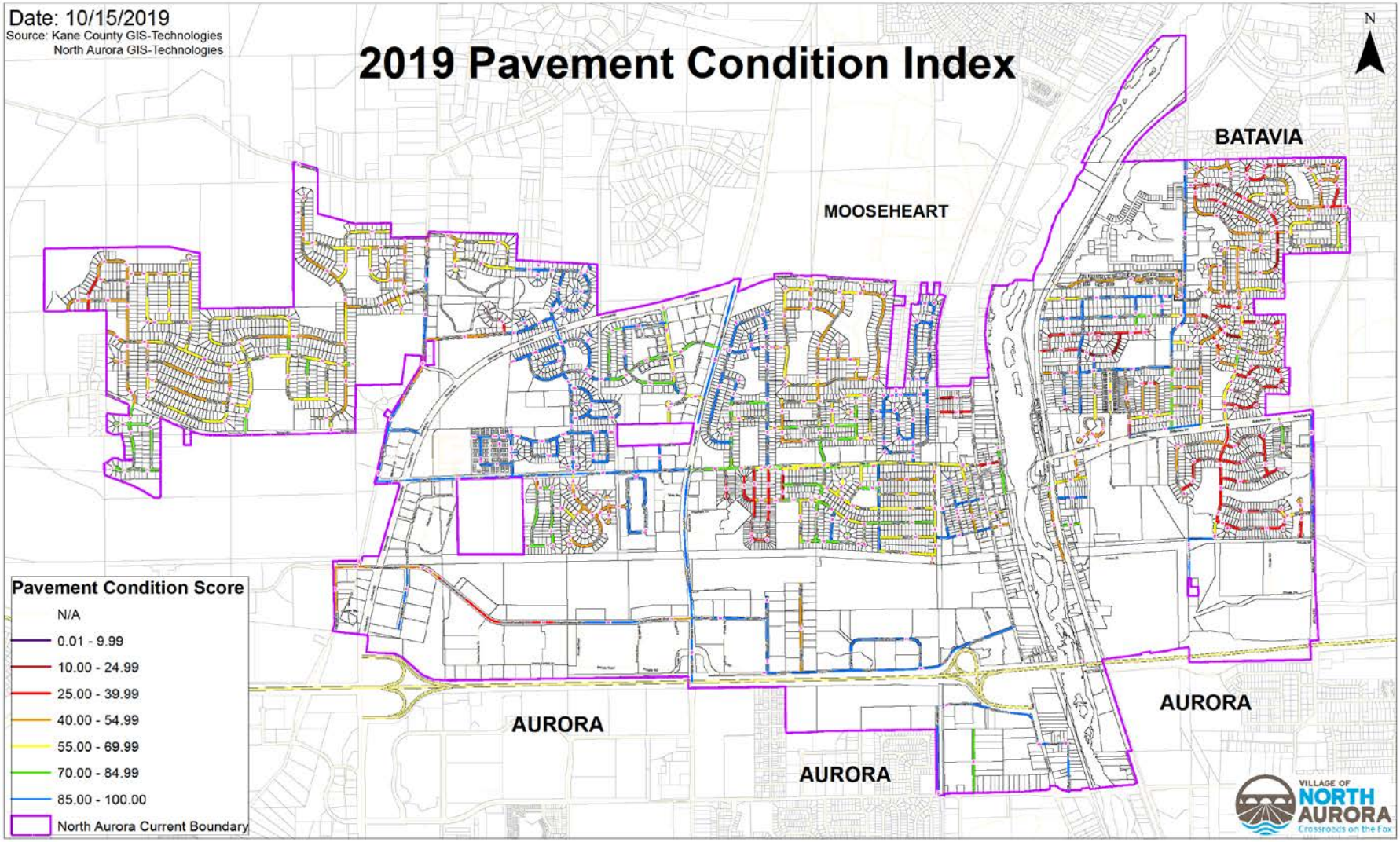
- Identify streets displaying distresses using the PCI Study
- Geographically group streets into maintenance areas & review with staff and consulting engineers
- Prepare cost estimates based on street characteristics for budgeting purposes
- Determine if water main and sanitary sewer repairs are needed in the area
- Perform maintenance annually
- Reassess the road network annually after road program
- Perform PCI study every 4 years to calibrate data, next scheduled for 2021-22

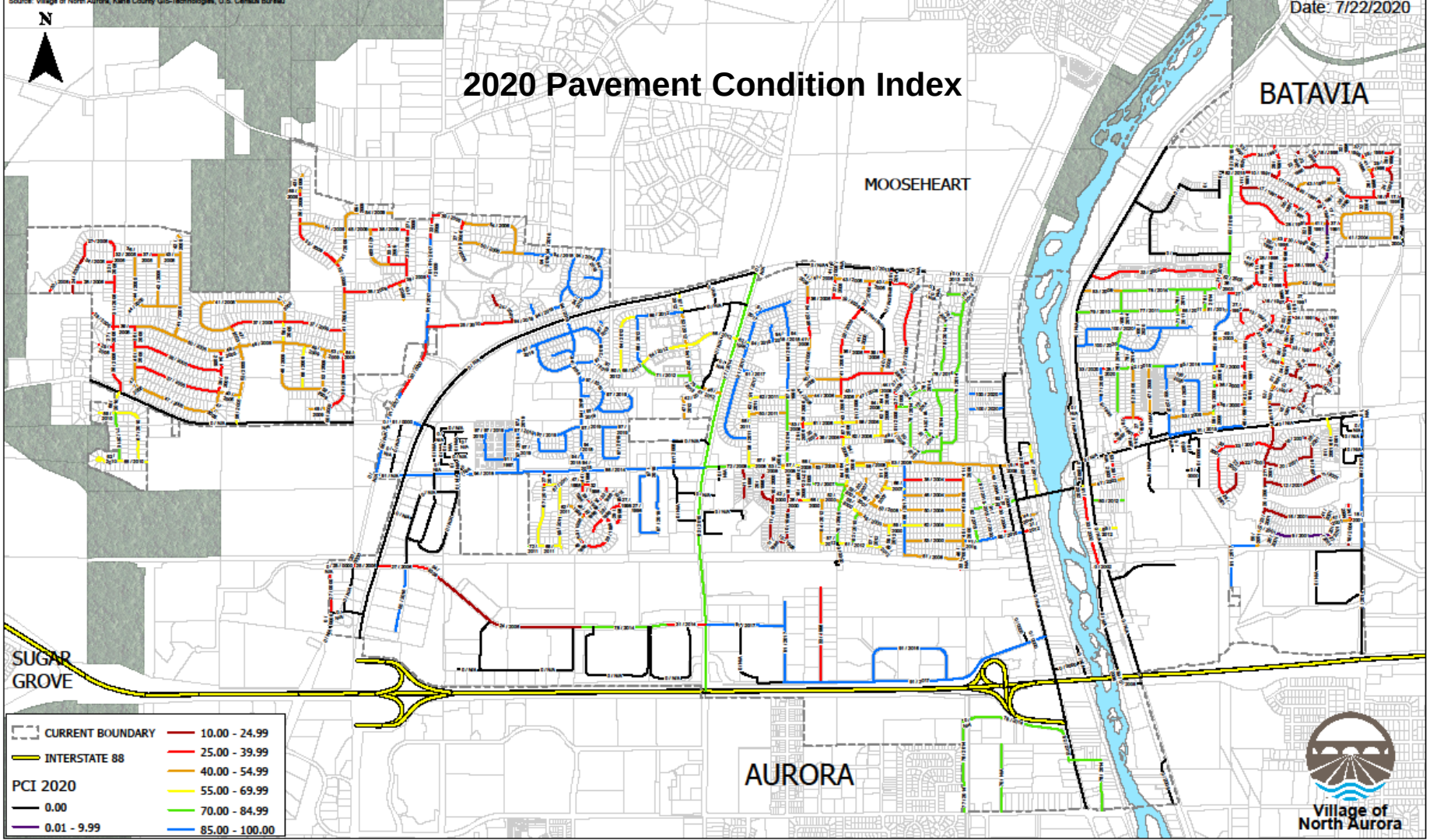
Pavement Condition Index

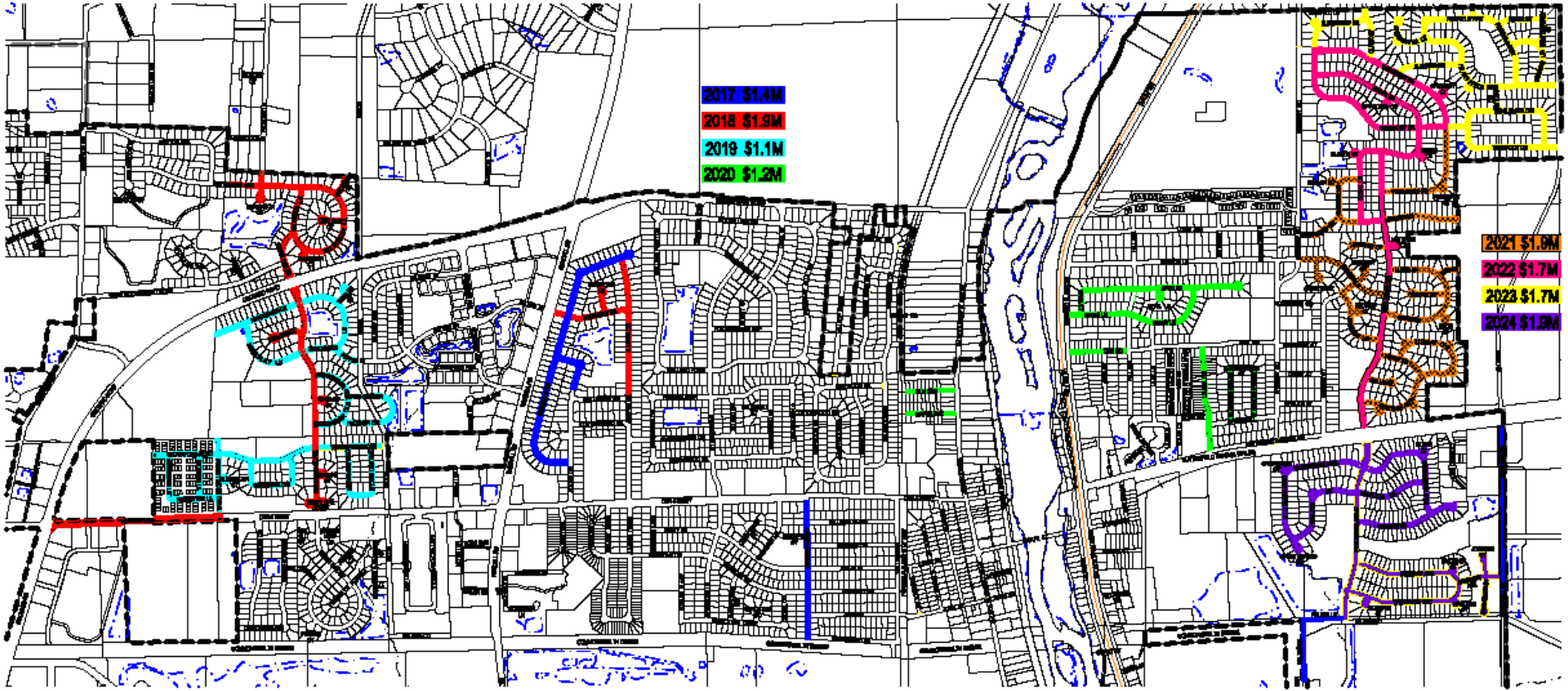
Group	PCI Range	Description	Maintenance Strategy
Good	86-100	Good	None
Satisfactory	71-86	Satisfactory	Lighter Duty Preventative Maintenance (e.g. crack sealing, slurry seal)
Fair	56-70	Fair	Preventative Maintenance (e.g. microsurfacing)
Poor	41-55	Poor	Overlay/Mill and Overlay
Very Poor	26-40	Very Poor	Base Repair + Mill and Overlay/Partial Reconstruction
Serious	16-25	Serious	Partial Reconstruction/Full Reconstruction
Failed	0-15	Failed	Full Reconstruction

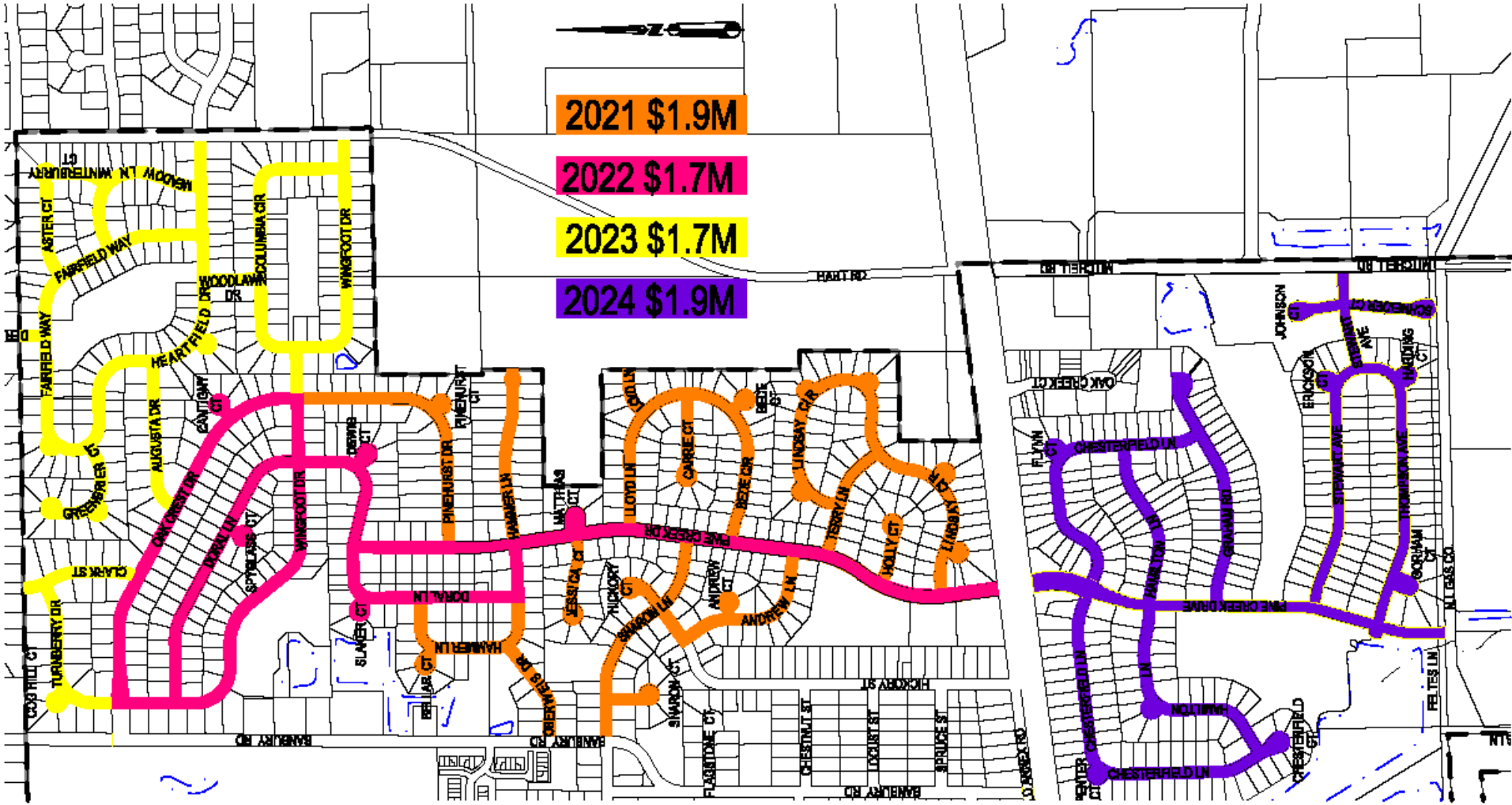
Date: 10/15/2019
Source: Kane County GIS-Technologies
North Aurora GIS-Technologies

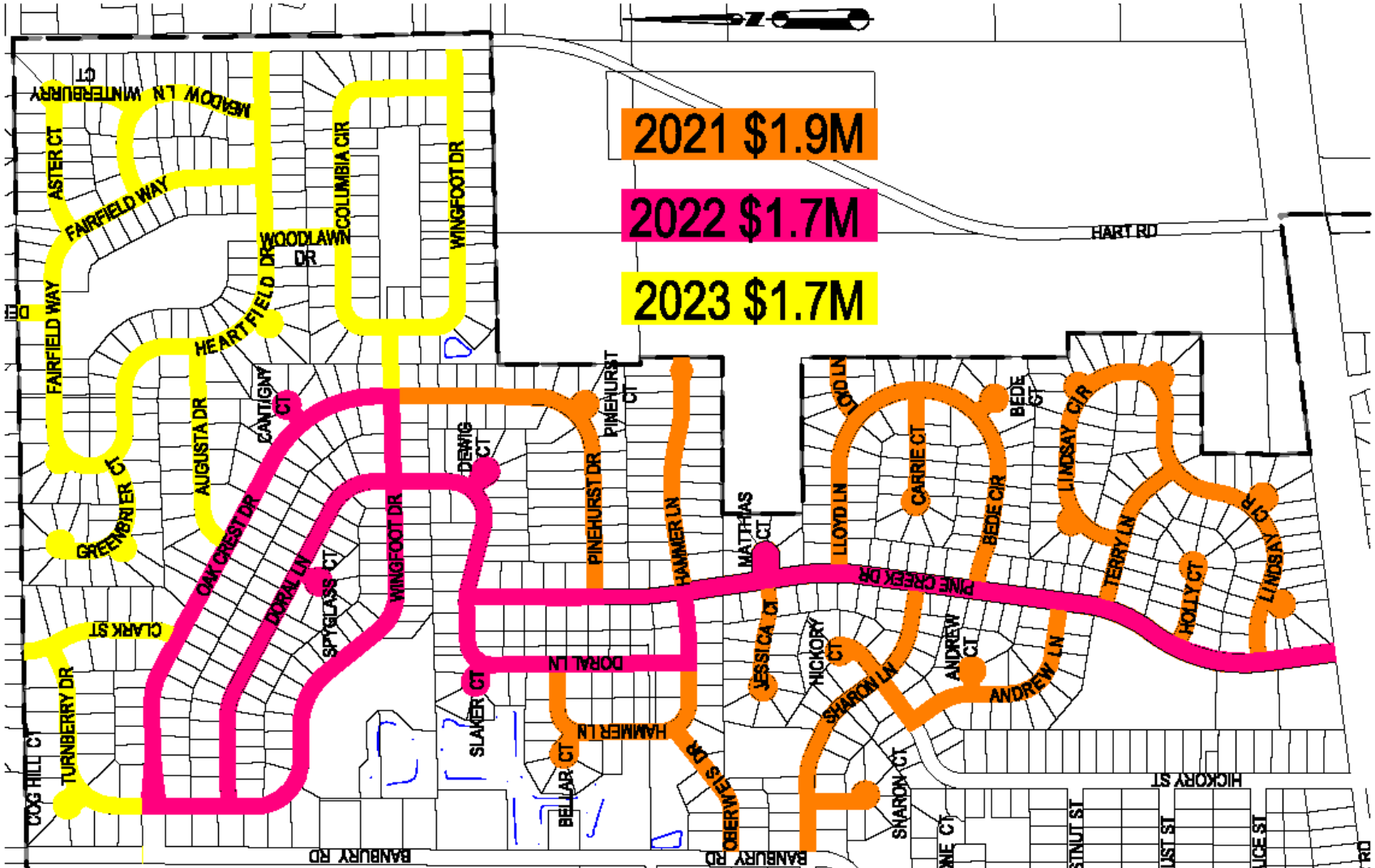
2019 Pavement Condition Index




2020 Pavement Condition Index
Date: 7/22/2020
N
BATAVIA
MOOSEHEART
SUGAR GROVE
AURORA
CURRENT BOUNDARY
INTERSTATE 88
PCI 2020
0.00
0.01 - 9.99
10.00 - 24.99
25.00 - 39.99
40.00 - 54.99
55.00 - 69.99
70.00 - 84.99
85.00 - 100.00
Village of North Aurora


2017 $1.4M
2018 $1.9M
2019 $1.1M
2020 $1.2M
2021 $1.8M
2022 $1.7M
2023 $1.7M
2024 $1.9M


2021 $1.9M
2022 $1.7M
2023 $1.7M
2024 $1.9M
HART RD
HEARTFIELD DR
FAIRFIELD WAY
WOODLAWN DR
COLUMBIA CIR
WINGFOOT DR
ASTER CT
MEADOW LN
MUNTSBURRY CT
GREENBRIER CT
AUGUSTA DR
CANTERBURY CT
OAK CREST DR
WINGFOOT DR
PINEHURST DR
PINEHURST CT
HAMNER LN
WHITTING CT
LLOYD LN
CARRIE CT
BEDE CIR
LINDSAY CIR
TERRY LN
HOLLY CT
LINDSAY LN
PINE CREEK DR
DONNA LN
HAMNER LN
HAMNER CT
HAMNER PL
SLAMER CT
JESSICA CT
HICKORY CT
SHARON LN
ANDREW LN
ANDREW CT
SHARON CT
FLAGSTONE CT
CHESTNUT ST
LOCUST ST
SPRUCE ST
HICKORY ST
RAMSEY RD
OAK CREEK CT
OAK CREEK LN
JOHNSON CT
ERICSON CT
ERICSON AVE
STEWART AVE
THORNBROOK AVE
HARDING CT
GORHAM CT
FLYNN CT
CHESTERFIELD LN
GRAHAM CT
PAMELA LN
HAMILTON LN
CHESTERFIELD CT
CENTER CHESTERFIELD LN
FELTES LN
CLARK ST
TURNBERRY DR
COBBLE HILL CT
SPYGLASS CT


2021 $1.9M
2022 $1.7M
2023 $1.7M
HART RD
FAIRFIELD WAY
ASTER CT
MEADOW LN
MUNTERBURRY CT
WOODLAWN DR
COLUMBIA CIR
WINGFOOT DR
HEARTFIELD DR
AUGUSTA DR
CANTIGNY CT
GREENBRIER CT
OAK CREST DR
CORAL LN
SPYGLASS CT
WINGFOOT DR
CLARK ST
TURNBERRY DR
COG HILL CT
DEWIG CT
PINEHURST CT
PINEHURST DR
HAMMER LN
MATTHIAS CT
LLOYD LN
CARRIE CT
BEDE CIR
BEDE CT
LINDSAY CIR
TERRY LN
HOLLY CT
LINDSAY CT
PINE CREEK DR
JESSICA CT
HICKORY CT
SHARON LN
ANDREW CT
ANDREW LN
SLAKER CT
HAMMER LN
BELLAR CT
OBERWEIS DR
SHARON CT
HICKORY ST
BANBURY RD
BANBURY RD

Annual Program Activities

- Tree Trimming in the selected area
- Identify unique problems or resident concerns in the area
- Begin Maintenance Activities: road resurfacing/reconstruction, sidewalk r&r, curb and gutter, restoration, storm sewer repairs, and finally restoration.
- Crackfilling streets 2-6 years old
- Pavement striping (every other year)

2020 Road Program Area Selection

- Median PCI Scores: 32 categorized as “Very Poor”
- Roads demonstrated significant need for maintenance
- Addresses roads that have a significant amount of alligator cracking
- Street has a significant amount of curb deterioration, especially on Lindsay Cir.
- Estimated to be $1.9M for 2.8 miles of road maintenance

2021 Road Program Area Selection

VILLAGE OF NORTH AURORA
Crossroads on the Fox

	PCI 2018	Condition	PCI 2019	Condition	PCI 2020	Condition
Sharon Ln	62	Fair	58	Fair	54	Poor
Pinehurst Ct	61	Fair	56	Fair	51	Poor
Sharon Ct	61	Fair	57	Fair	52	Poor
Carrie Ct	57	Fair	52	Poor	47	Poor
Bellar Ct	51	Poor	46	Poor	41	Poor
Bellar Ct	51	Poor	46	Poor	41	Poor
Bede Ct	48	Poor	43	Poor	38	Very Poor
Hammer Ln	45	Poor	40	Very Poor	35	Very Poor
Oberweis Ave	37	Very Poor	32	Very Poor	27	Very Poor
Andrew Ct	36	Very Poor	31	Very Poor	26	Very Poor
Bede Cir	36	Very Poor	31	Very Poor	26	Very Poor
Andrew Ln	35	Very Poor	30	Very Poor	25	Serious
Hickory Ct	35	Very Poor	30	Very Poor	25	Serious
Pinehurst Dr	32	Very Poor	27	Very Poor	21	Serious
Lloyd Ln	32	Very Poor	27	Very Poor	22	Serious
Jessica Ct	27	Very Poor	22	Serious	16	Serious
Terry Ln	27	Very Poor	22	Serious	16	Serious
Lindsay Cir	25	Serious	19	Serious	13	Failed
Holly Ct	24	Serious	18	Serious	12	Failed
Average	**42**		**38**		**32**	

VILLAGE OF NORTH AURORA
Crossroads on the Fox

Questions and/or Contributions…