

Village of



Notice of Special Meeting

There will be a special meeting of the Public Works Committee of the Village Board of Trustees on Thursday, June 24, 2021, at 6:30 p.m. The meeting will be held via web conference/telephone and the public may attend by utilizing the following:

In response to the ongoing pandemic and in conformance with the Governor's Executive Orders and/or Public Act pertaining to public meetings, the Village President has declared that an in-person meeting of any Board, Commission or Committee is not practical or prudent. Therefore, the Building, Planning and Zoning Committee meeting will be held via video conference. The public may observe the proceedings via the link provided below. Public comment for the meeting will be accepted in writing to info@vok.org up to 4:00 p.m. on the day of the meeting, or during the Public Comment section of the meeting by using the "raise your hand" function (for online participants only). Please see the Rules for Public Comment posted at www.vok.org for additional details.

Meeting Link: <https://zoom.us/j/99385911679?pwd=VGt3SWwwR3lyUkRxaXN5rejRLRGZudz09>

Meeting ID: 993 8591 1679

Passcode: 578197

If you do not have access to a computer, you may attend via telephone: 312-626-6799

Public Works Committee

Special Meeting Agenda

June 24, 2021, at 6:30 p.m.

I. Call to Order / Roll Call

II. Approval of Minutes

A. September 4, 2019

III. Regular Scheduled Business

A. Matters to be Addressed

1. Discussion Concerning the Status and Next Steps for the Phase II Green Streets Project – KW2023

IV. Business from the Public

V. Adjourn

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VILLAGE OF



**Village of Kenilworth, Illinois
Public Works Committee
Special Meeting Minutes
September 04, 2019 @ 7:30 p.m.**

CALL TO ORDER

Chairman Lien called to order the special meeting of the Public Works Committee of the Village of Kenilworth in the Kenilworth Village Hall, Kenilworth, Illinois at 7:32 p.m.

ROLL CALL

Chairman Lien requested Village Manager Brennan call the roll:

Members:

Chairman Scott Lien	Present
Trustee Pete Shadek	Present
Trustee Jeff Bedwell	Present
President Potter – Ex Officio	Present

A quorum was present.

Others Recorded as in Attendance:

Patrick Brennan	Village Manager
Chris Strom	Management Analyst
Tim Barry	Terra Engineering

AGENDA ITEM II: Approval of Minutes – June 18, 2019

Chairman Lien inquired if there were comments or proposed changes to the minutes dated June 18, 2019. A request was made to add, "... and life cycle costs." to the end of the sentence on line 49 of page 2 of the minutes. Hearing nothing further, Trustee Shadek moved to approve the June 18, 2019, Special Meeting minutes as amended, and Trustee Bedwell seconded the motion. Upon a voice vote, Chairman Lien declared the motion passed without dissent.

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2 **AGENDA ITEM III: Regular Scheduled Business**
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4 **Item A.1 – Discussion and Concerning the Kenilworth 2023 Infrastructure Phase II Planning**
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6 Chairman Lien welcomed back Tim Barry from Terra Engineering. Mr. Barry addressed the group and
7 reported on the progress made since the June meeting. He stated that they had completed their
8 review of the necessary system sizing to address significant rain events. Mr. Barry directed the
9 Committee to a PowerPoint presentation developed to guide the discussion.
10

11 The Terra Engineering team had been requested to conduct additional research into the
12 recommended storm sewer system sizing and frequency of rain events. Mr. Barry presented a series
13 of slides that depicted the runoff volumes and existing system sizes for both the drainage area roughly
14 south of Melrose to Oxford, and the proposed project area of Raleigh, Leicester, and Warwick. He
15 noted that the combined sewer runoff storage was 3,800 cubic feet for the project area, and the
16 proposed system would provide 18,500 cubic feet of storage just in the storm sewer pipes. The green
17 infrastructure elements of porous parkways, base course and curb-side storage would add an
18 additional 107,800 cubic feet of storage for a combined 126,300 cubic feet.
19

20 After discussing system capacity and needs, Mr. Barry presented a chart regarding system sizing. The
21 chart reflected that a 2.5-2.99" rain event could produce between 8-20" of ponding under existing
22 conditions, zero ponding with the proposed Phase II Green Infrastructure, and up to 6" of ponding
23 with a hybrid system of hot-mix asphalt and porous parkways. He also displayed a Precipitation
24 Record chart for Kenilworth reflecting the period January 2007 – June 2019. The chart highlighted
25 the correlation between 2.5" or greater events and surcharging in the North Shore Channel. The data
26 indicated that a 2.5" event or larger was the target event by which to size the Village's storm sewer
27 needs. The previous chart on system sizing was based upon that data.
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29 The Committee discussed the presentation and data at length. It was the recommendation of the
30 Committee to proceed with designing the system to the zero ponding target at 2.5" of rain using a
31 system of porous roadway, porous parkways and under-road detention. The Committee was in favor
32 of utilizing porous pavers, but discussed the need to seek additional resident feedback, after
33 conducting an educational outreach. Manager Brennan explained the initial plan for resident
34 outreach with included the goal of conducting block meetings in the summer of 2020.
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36 Chairman Lien thanked Mr. Barry for his presentation and called for the next item on the agenda.
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39 **Item A.2 – Discussion Concerning the Kenilworth Train Station Sidewalk Paver Project**
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41 With the increasing likelihood of the Phase II Green Streets project using porous pavers, Manager
42 Brennan stated that he had been looking for opportunities to help residents visualize what the
43 paverw would look like. He indicated that the first thought was to install a demonstration porous
44 paver section on Richmond near Village Hall. However, the pronounced crown of the roadway as
45 well as the buried railroad tracks limited that option. The poor condition of the sidewalks in and
46 around the train station presented an opportunity to both improve the heavily used sidewalk area
47 and address a ponding problem after rain events.
48

49 Brennan displayed the plans for the porous paver demonstration project on the east side of the Train
50 Station. Brennan stated that he would approach the Union Pacific Railroad to fund half of the project
51 cost since the majority of the work would be on their property. If unsuccessful in obtaining their

1 funding support, he would report back to the Committee or Village Board. The Committee expressed
2 a consensus to proceed with seeking funding support and pricing the project.

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4 **Item A.3 – Discussion Concerning the Fiscal Year 2020 Capital Projects**

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6 Manager Brennan provided a list of proposed capital projects for the fiscal year 2020 budget. The
7 projects presented for discussion included:

- 8 - Design Engineering Services for water mains
 - 9 o Brier, Roger to Maclean
 - 10 o Green Bay, Park to Village limits and Park Drive
- 11 - Streetscape Master Plan for the business district
- 12 - Engineering design services for enhanced shoreline protection
 - 13 o Design, \$12k, Permitting, \$26k, - estimates
- 14 - Phase II of Kenilworth 2023 Green Streets – Raleigh, Leicester, Warwick
- 15 - Resurfacing of Kenilworth Ave, east of railroad tracks and reconfiguring Richmond
16 intersection
- 17 - The recommended next road rehabilitation project – Cumnor Road

18
19 The Committee discussed the projects presented and reached a consensus for the projects to be
20 included in the FY20 budget planning process.

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23 **AGENDA ITEM IV: Business from the Public**

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25 Chairman Lien opened the floor to anyone in attendance that had any business for the Committee.

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27 No one came forward to address the Committee.

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29 **AGENDA ITEM V: Adjourn**

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31 There being no further business to discuss, Trustee Shadek offered a motion to adjourn the meeting,
32 and Trustee Bedwell seconded the motion. Upon the results of a voice vote, Chairman Lien declared
33 the meeting adjourned at 9:36 p.m.

34
35
36 Respectfully Submitted,

37
38 Patrick Brennan
39 Village Manager

**Village of Kenilworth
Public Works Committee**

Draft - 06/22/21

Option	1	2	3
	Green Streets	No Porous Pkwy	Porous Subgrade
	3 GI Elements	2 GI Elements	1 GI Element
Design	<p>Porous Paver Road</p> <p>Porous Parkways</p> <p>Porous Roadbase</p>	<p>Porous Paver Road</p> <p>-</p> <p>Porous Roadbase</p>	<p>-</p> <p>-</p> <p>Porous Roadbase</p>
Gallons of Detention	489,094	338,024	338,024
Flood Depth @ 2.5-2.9" rain	Zero	???	???
Rough Cost	\$8M	\$6.9M	TBD (less than Opt. 2)
MWRD funding eligible?	Yes - \$400k	Yes - \$400k?	Potentially
Flood Relief	Highest flood protection level of the options	Second highest flood protection level of the options	Close tie with Option 2 for flood protection
System Function	Approach known to address flooding problem	Change in approach expected to perform as designed	Engineers recommend against - untested
Area Impact	Will reduce flooding in surrounding area	May reduce flooding in surrounding area	May reduce flooding in surrounding area
Snow/Ice	Better snow/ice control than HMA	Better snow/ice control than HMA	Should closely mirror local road conditions, slippery before porous pavers
Durability	Lifetime warranty on physical pavers	Lifetime warranty on physical pavers	Similar to traditional roadway, if point failures not a problem
Expense	Most expensive of options	Elimination of Porous Parkways results in cost reduction - approx. \$1.1M	Approach has not been designed to the level of achieving a cost estimate.
Repairs	Slightly complicated surface repairs, but pavers may be reused	Slightly complicated surface repairs, but pavers may be reused	Pothole patching and mill/overlay are routine repairs
Road Use	Care needed to avoid placement of loose materials on porous pavers	Care needed to avoid placement of loose materials on porous pavers	No special roadway treatment
Design Approach	Few examples of Porous Paver residential roadways	Few examples of Porous Paver residential roadways	"Closed system" may cause HMA point failure. Also, infiltration rate may be slow, resulting in temporary road ponding

Resident Concerns	Resident displeasure over Porous Pkwy's, concern over pavers	Some residents have expressed concern regarding paver appearance, sound, durability	Will appear as a typical roadway.
Maintenance	Additional maintenance will be necessary for porous pavers (vacuum, re-stone), Porous Parkways will settle routinely and need additional fill material	Additional maintenance will be necessary for porous pavers (vacuum, re-stone). Specialized inlets will need regular cleaning to avoid blockages	Specialized inlets will need regular cleaning to avoid blockages