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December 16, 2021

Mr. Howard Hamilton
President
Hamilton Consulting Engineers, Inc.
3230 Executive Drive
Joliet, Illinois 60431

Subject: Farm Creek Trunk Sewer Owner Meeting and Site Walk

Dear Mr. Hamilton,

Aptim Environmental and Infrastructure, LLC (APTIM) and Goat Springs, LLC appreciate the opportunity to participate in the December 14 owner meeting and site walk to observe the area of the existing and proposed Farm Creek Trunk Sewer alignment. Based on discussion during the meeting and site walk, field observations, and our knowledge of the area, there are a number of issues we believe are essential for HCE to address in the alternatives analysis. These include:

1. A question was asked regarding the width of the construction easements that will be required. The response indicated a 100-foot easement may be necessary, with additional width potentially required depending on the depth of excavation. Please include this information in the meeting minutes.
2. A question was asked to clarify whether any analyses of scour in the Farm Creek creek bed will be completed. The response indicated that no scour analyses will be performed. However, during the site walk the existing trunk line was observed to be clearly visible in the creek bed, providing evidence of historical - and continuing - scour and erosion. Further significant scour and erosion of the creek is evident. The creek bed and surrounding soil consists of sands and gravels and are therefore highly erodible, which will result in persistent erosion and scour issues within and in the vicinity of Farm Creek.

Given that no scour or erosion analyses are planned to be performed, how far below the existing creek bed will the new trunk line be constructed to ensure erosion and scour will not jeopardize the new trunk line as they have the existing line?

3. During the site walk, it was discussed that the existing trunk line could not be abandoned as-is. Please identify the steps that will need to be taken to safely decommission the existing sewer and the impact that the decommissioning will have on the environment.
4. It occurred to our team that dewatering during construction has not been discussed to date and that it has not been factored into prior analyses or planning for the proposed alignment. Given that a

portion of the trunk sewer will be located in deeper excavations within the floodplain and below the level of Farm Creek, extensive dewatering of the excavations will be necessary. Because the creek banks are comprised of significant sands and gravels, dewatering will be even more challenging. How will dewatering during construction be accounted for in the analysis?

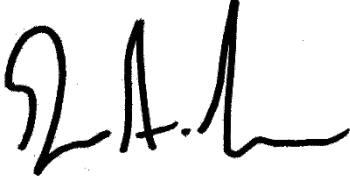
5. To the best of our knowledge, no tree surveys have been completed, and we recall discussion during our prior data exchange meeting on December 2 that indicated tree surveys are not planned to be completed as part of your analysis. Without a tree survey, how will the alignment be evaluated to properly assign cost, environmental, and restoration impacts during the analysis?
6. A number of concerns were raised about the elevation and depth of manholes, both through the Timber Rail ROW area (Route E-3) as well as along the proposed Route B. According to the data we have exchanged, both of these routes share the same manhole depth concerns with each route possessing manhole depths of 46'. Assuming solutions to these concerns apply equally to both routes (i.e. lift station), will your analysis address the attributes of each route (i.e. access, environmental impact, constructability, cost, etc.) and how they weigh in favor of or against implementing said solution(s)?
7. Some concerns were raised about construction impact to the adjacent landowners along the proposed routes, particularly Route E-3 which extends through the Timber Rail ROW and whether easements will be needed from these homeowners. While you seemed to allay these concerns with your opinion that the public ROW bisecting Timber Rail is sufficiently wide to accommodate any construction activity without affecting neighboring properties, will your analysis also address the benefits associated with route utilization of existing public ROW/sewer easements granted by current landowners (i.e. reduction of acquisition costs, the precedential effect that a prior grant or dedication by a landowner of an existing sewer easement to the City may have on easement negotiations)?
8. The handout that you prepared for the meeting included several pages dedicated to a new "Service Area" associated with each route under consideration. These new areas shaded in on your handout are isolated, rural areas that have never been identified by the City as potential areas for residential growth, perhaps due to the challenges directly related to extending roadways, utilities and other public services across the railroad ROW and Farm Creek. In addition, these isolated areas are located outside of the future development areas anticipated by Strand as comprising the "full buildout conditions for the City" in Section 3 of its October 2019 Preliminary Engineering Study. A solution for providing sewer service to this isolated area will reveal itself if and when development occurs in the future. At present, existing rural residential development within City limits and adjacent to this isolated area is not served by public sewer, rather private septic sewer systems.

It is noteworthy to point out that you have a lot of information to sort through and evaluate in order to complete your analysis and prepare your report. As we expressed in our data exchange meeting, we offer our assistance and availability should you have any concerns or questions regarding the data that our team has prepared and exchanged with you. If you see something wrong or inaccurate, please call us out on it. Obviously not all of this data was discussed during the meeting earlier this week, so there may be a need for further discussion and follow up on additional concerns and issues relating to the project. Nonetheless, we appreciate your consideration of those issues identified above and look forward to continuing discussion regarding the completion of the Route B and alternatives analysis. It is my hope

that the issues noted above will be addressed directly either in the meeting minutes from the site walk or in subsequent correspondence.

Please contact me at (630) 762-1400 if you wish to discuss any of these comments further.

Sincerely,
Aptim Environmental & Infrastructure, LLC



Devin A. Moose, P.E., DEE
Director of Solid Waste Consulting & Engineering

cc: Kristen Hamilton, Hamilton Consulting Engineers
Dennis Carr, City of Washington