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September 30, 2021

Mr. Dennis Carr
City Engineer
City of Washington
301 Walnut Street
Washington, Illinois 61571

Subject: Professional Services Agreement: Professional Engineering Services for the Completion of a 3rd Party Alternative Analysis for Farm Creek Trunk Sewer

Dear Mr. Carr,

Aptim Environmental and Infrastructure, LLC (APTIM) continues to monitor the progress by the City of Washington (City) in selecting and engaging a neutral and independent engineering firm to perform the engineering services necessary to assist the City in its decision to select the most feasible Project alignment for the Phase 2B Trunkline Sewer Project (Project). As the selection of the new engineering firm proceeds toward final stages of negotiating a professional services agreement (PSA), there are a number of important matters that the City must address and incorporate into the PSA with the selected firm. Ensuring that the selected firm proceeds in a manner that addresses these important concerns will advance the interests of the City in conducting an open and transparent process that involves all stakeholders affected by the Project.

We applaud the efforts by the City to issue an Addendum to the RFQ that incorporated some of the concerns raised in our letter to the City dated August 23, 2021 (August Letter), but not all of the important changes identified in the August Letter were incorporated into the Addendum. The City will now need to incorporate these additional concerns into the PSA and the Scope of Work in order to validate the process undertaken by the City as proceeding in an open and transparent manner:

- The deliverable to be prepared by the selected firm should not be a clear recommendation of one Project alignment as suggested by the City in the RFQ. The Project affects all ratepayers in the City. The Alderpersons are elected by these ratepayers to represent their interests on the City Council. The selection of the most feasible Project alignment by the City Council should not be influenced by a recommendation from an engineering firm that is not selected by the City Council.

The Scope of Work that becomes a part of the PSA should specify the deliverable to the City to be a Summary of three (3) Project alignments that, in the professional opinion of the selected firm, achieve the stated Project purpose and goals. Each alignment selected by the firm to be a part of the Summary must be (i) supported by the same scope of preliminary engineering as the preliminary engineering previously performed in the design of the Route B alignment, and (ii) shall be preliminarily engineered to be the most feasible Project alignment possible for achieving the Project purpose and goals, including utilization of best management practices to avoid permanent

environmental impacts (i.e. trenchless construction, etc.) so as to ensure that the design of each alignment option adheres strictly to the Project purpose and goals to the maximum extent possible.

The Summary of the three (3) alignments will list the benefits and burdens associated with each alignment based on quantifiable data and design criteria that directly correlates to the achievement of the Project purpose and goals. This deliverable will provide the City Council with a feasibility analysis that permits the alignments to be evaluated and compared in a comprehensive and objective manner, consistent with the pledge by the City to proceed with the Project alignment selection in an open and transparent manner.

- It is necessary that the PSA and the Scope of Work expressly state and incorporate the Project purpose and goals. As previously stated in the August Letter, the Project purpose, generally speaking, is to identify a cost-effective, environmentally sound, and long-term sustainable solution to fixing the problems associated with the existing trunk sewer, which at a minimum include the following goals:
 - To select a new trunk sewer route that relocates the existing trunk sewer away from the influence of Farm Creek and the floodplain so as to eliminate to the greatest extent possible the problems associated with infiltration and inflow and the burden on the influent pump station of treating stormwater in addition to wastewater
 - To provide a trunk sewer alignment that is accessible to City staff for efficient and safe construction, operation, and maintenance
 - To avoid permanent environmental impacts to the greatest extent possible
 - To select a new trunk sewer route that is cost-effective, one that eliminates the financial burden of incurring costs and expenses that are not necessary to achieve the Project purpose and goals, including without limitation, the cost and expense of designing and constructing influent pump station improvements at STP-2 that may be deferred, minimized, or altogether eliminated depending on which Project alignment is selected

The Project purpose and goals must be clearly stated so that the feasibility of each Project alignment selected to the list can be appropriately evaluated and compared based upon the same consensus-based, objective criteria.

- It is prudent that the PSA and the Scope of Work expressly include an analysis for each alignment of its potential to enable influent pumping station improvements at STP-2 to either be deferred into the future or possibly eliminated altogether. Deferring improvements to the influent pumping station at STP-2 until the post-construction project flows can be evaluated, if technically feasible, will provide for a more effective analysis of whether the scope of said improvements may be minimized or whether they are even necessary, resulting in potential cost savings to the City that are significant (\$3M to \$4M).
- The selected firm should be given the flexibility to identify and analyze alignment options that it determines in its professional opinion to be potential candidates for the Project that meet stated Project goals and objectives without being limited to the alignments identified and engineered by the City's prior engineering firm(s). All existing Project information prepared by or on behalf of

the City, together with any additional information received from outside sources relating to the Project, must be made available to the selected firm so as to eliminate duplication of efforts and, more importantly, to ensure a comprehensive and thorough analysis of all alignment options for the Project may be completed by the selected firm in as timely manner as possible.

- Given the public scrutiny of the Project to date and the City-wide impact that the Project will have on all citizens, the selected firm should be required to attend and participate in several public meetings. At the start of work, a Kickoff Meeting should be held with City staff, the Selection Committee, and the public at large to confirm and formalize the Scope of Work, provide information that will be used in the analysis, and establish clear analysis/design criteria. Additional, interim public meetings should be held to provide information to the public and elected officials as the analysis progresses and to receive public feedback on the analysis.

Notice of the Kickoff Meeting and all interim meetings at which the Project alignments are identified, discussed, and/or presented must be provided to the public in accordance with standard open meetings notice procedures. In addition, notice of the meetings should be sent to all property owners within all alignment corridors. Holding public meetings throughout the completion of the alternatives analysis will ensure the Project is properly vetted and provide objectivity and transparency to the public and elected officials, a necessary component to the Project.

- While time is of the essence in completing this Project alternatives analysis, priority should be given to a thorough and comprehensive evaluation of Project alignment options. Time must be afforded to the selected firm to gather required information and conduct all necessary studies for all alternative alignments evaluated. Such necessary studies and data collection may include, but would not be limited to, topographic analyses, wetland or floodplain delineations, tree studies and utilization of best management practices where relevant and necessary to maximize achievement of the Project purpose and all Project goals. These studies and analyses will need to be conducted in order to provide accuracy of all information supporting the alignment summaries and benefits, including cost evaluations that will be material to any decision-making process for the selection of the most feasible alignment for the Project. To facilitate this process, access to all existing Project information shared with City staff, City Council, permitting agencies, and affected landowners related to the Route B alignment and previously identified alternative alignments should be organized and made available to the selected firm immediately upon selection.

At the end of this process, the City Council will vote to select a final Project alignment after having reviewed and fully vetted all of the deliverables from the selected firm. These deliverables will have been provided to the City and the public for review and comment in an open, transparent forum prior to completion of same by the selected firm. This review and input from the public is vital to the transparency of the process that the City has represented to the public will happen going forward. This decision of the City Council shall be made from among three (3) final Project alignments that are recommended by the selected firm as representing the three (3) of the best available Project alignments that, in the professional opinion of the selected firm, meet and achieve the requirements and goals of the Project.

We appreciate the City's consideration of the comments provided herein and encourage these comments be addressed through an addendum or revision to the RFQ for clarity to all potential respondents. 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: Mayor Gary Manier
Ward 1 Alderpersons Mike Brownfield and Liliya Stevens
Ward 2 Alderpersons Brett Adams and Todd Yoder
Ward 3 Alderpersons Dave Dingedine and Brian Butler
Ward 4 Alderpersons Daniel Cobb and John Blundy