



**VILLAGE OF WAUCONDA
VILLAGE SERVICES COMMITTEE MEETING**

Tuesday, June 7, 2016

5:30 pm

Village Hall – Board Room

101 N. Main Street

AGENDA

Committee Members: Chairman Ken Arnswald, Deputy Chair Barbini, Trustee Black
Staff: Administrator Maxeiner, Police Chief Wermes, Director of Public Works Fink,
Village Engineer Rickert

1. Call to Order
2. Approval of Minutes:
 - a. February 2, 2016 Village Services Committee Meeting
3. Old Business
4. New Business
 - a. Discussion and Determination of Corrective Action on 2015 Street Resurfacing Program
 - b. Discussion of the Red Light Camera Program and Action on a Staff Recommendation to Reinstall A Camera at Bonner and US Route 12
5. Public Comment
6. Adjournment

AGENDA SUPPLEMENT

TO: Village Services Committee

FROM: Brad C. Fink, Director of Public Works

FOR: November 3, 2015 Village Services Committee Meeting

RE: Discussion of Remedial Action Relative to the 2015 Microsurfacing on Sutton Circle

During the 2015 Street Program, the Village employed a Microsurfacing technique to Sutton Circle, Sweet Clover Way, and Fieldbrook Avenue. Microsurfacing is a protective seal coat, which extends the life of pavement. It is a thin, tough layer of asphalt emulsion blended with finely crushed stone for traction. This is a cost-effective method to renew the road surface and seal minor cracks and other irregularities.

Shortly after the project was completed, Staff was notified that portions of Sutton Circle did not comply with the design specification requiring a smooth seam where the two passes of the microsurfacing meet. Consequently, staff met on site with RHMG Engineering and AC Pavement Striping to inspect the application and discuss a remedy.

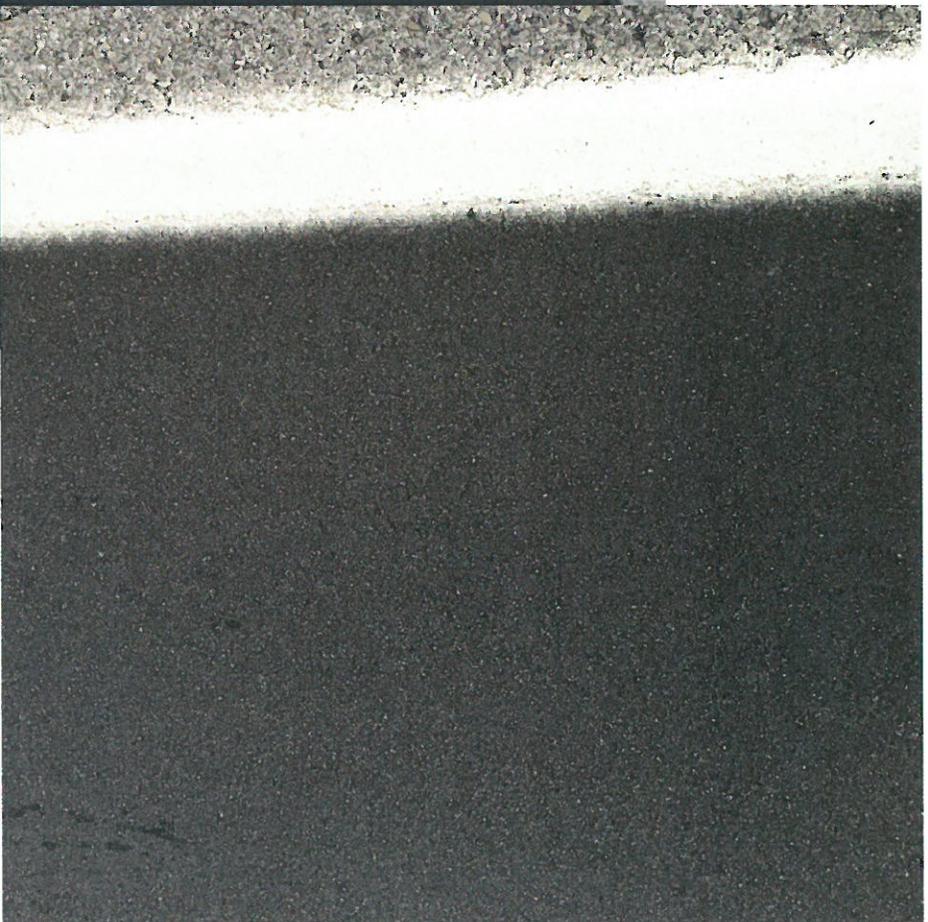
The attached email of June 1, 2016 from Bill Rickert, RHMG Engineers provides an update relative to the proposed remedial action of Sutton Circle. Staff will present a recommendation for discussion with the Committee.

Exhibit A - Sutton Circle





Exhibit B – Carbondale Street





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847 South Randall Road
Unit 183, Elgin, IL 60123

November 4, 2015

Mr. Brad Fink
Director of Public Works
Village of Wauconda
302 Slocum Lake Road
Wauconda, IL 60084

Re: 2015 MFT Road Improvement Project
Microsurfacing
Project No. 21619001

Dear Brad:

This will confirm our field meeting with Mr. Jeff Bergquist of AC Pavement Striping, the microsurfacing subcontractor on the subject project, on November 2, 2015. Present at the meeting in addition to Mr. Bergquist were yourself, Alex Pryde, Scott Reisinger of RHMG and myself.

This meeting was in response to the complaints that were received together with observations by Village staff and RHMG relative to bumps in the pavement in areas of overlap of microsurfacing passes. This problem is essentially limited to the Sutton Circle portion of the subject project where three microsurfacing passes were required due to the roadway width.

At the meeting we pointed out to Mr. Bergquist that it was our opinion that on Sutton Circle in places the finished product does not comply with the IDOT Specification requiring "a smooth, neat seam shall be provided where two passes meet". Mr. Bergquist acknowledged that this was the case and assured us that the work was fully warranted and that AC Pavement Striping will stand behind it and remedy these issues. However, Mr. Bergquist noted that it is too late this year to take any remedial action. Therefore, he agreed to come back in the spring and evaluate all the roads that were microsurfaced and make the necessary remedial actions. The remedial actions would involve additional passes of microsurfacing in the problem areas in order to smooth out the seams.

We agreed to retain 20% of the value of the microsurfacing portion of the project, which equates to almost \$19,000, in order to ensure that this remedial work will be done in the spring.



Mr. Brad Fink
Director of Public Works
Village of Wauconda
Re: 2015 MFT Road Improvement Project Microsurfacing
Project No. 21619001
November 4, 2015
Page 2

Mr. Bergquist also stated that the microsurfaced pavements will smooth out somewhat as a result of traffic and snowplowing over the winter. Based on our discussions with Lake County DOT, this has been their experience with the roads that they have been microsurfacing since 2013.

Finally we also discussed the need for more extensive public education relative to microsurfacing on future road improvement projects. This is necessary so that residents will have realistic expectations with respect to the microsurfacing process, its benefits, and the appearance of the finished product. We discussed using mailers or door hangers in the affected areas along with information on the Village's website to accomplish the public education objective.

I trust that this summarizes the status of the microsurfacing portion of this year's MFT Road Improvement project. As always if you have any questions, please contact me.

Sincerely yours,

RHMG ENGINEERS, INC.

A handwritten signature in black ink, appearing to read "W. Rickert", with a long horizontal flourish extending to the right.

William R. Rickert, P.E., BCEE, CFM
President

WRR/jms

cc: Mr. Alex Pryde – Village of Wauconda
Mr. Scott Reisinger – RHMG

Subject: RE: Microsurfacing Streets
Date: Friday, April 8, 2016 at 10:22:03 AM Central Daylight Time
From: Sean C. Henry, P.E.
To: Brad Fink

Brad,

We have been micro-surfacing for a number years now, our oldest streets were completed in the Fall of 2009. We have had really good results, though our first year we too were unhappy with the finished surface. We remedied this by specifying that Steel Slag be used for the micro-surfacing aggregate; I have attached the special provision we use for your use and reference. The steel slag does two things for us, it produces a much more uniform finished surface that is akin to new HMA and it also maintains its black color for a much longer time frame.

If you have any other questions please let me know.

Have a great weekend,

-Sean

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Sean C. Henry, P.E.
Public Works Director

From: Brad Fink [mailto:bfink@Wauconda-il.gov]
Sent: Thursday, April 07, 2016 10:01 AM
To: shenry@ci.carbondale.il.us
Subject: Microsurfacing Streets

Good morning Sean,

Our PW Superintendent was in Carbondale visiting his daughter at SIU recently and noticed one of the streets he was traveling on was microsurfaced (I believe). This past summer we had microsurfaced a number of streets that were received with mixed results. The PW Superintendent had indicated that your finished product was much better than what we received. I was hoping to get some information on exactly what you used.

Sincerely,

Brad C. Fink
Director of Public Works



302 Slocum Lake Road
Wauconda, Illinois 60084
847.526.9610

Subject: Microsurfacing Remedial Work

Date: Tuesday, May 17, 2016 at 5:38:24 PM Central Daylight Time

From: William Rickert

To: Brad Fink, Doug Maxeiner

CC: Scott Reisinger

Brad & Doug,

Per your request, here is the update relative to the remediation of the unacceptable microsurfacing on Sutton Circle from the 2015 Road Improvement Project:

1. Brad, Alex, Scott Reisinger and I met with Jeff Berquist from A.C. Pavement Striping (the microsurfacing subcontractor) in the field on 4/28/16. At this meeting, Mr. Berquist agreed to come back and re-do the deficient section along the east end of Sutton Circle (approximately 300 feet in length). He offered to do this using either the original limestone aggregate or steel slag aggregate.
2. Alex had seen a section of microsurfaced road in Carbondale that looked much better than the roads that were resurfaced as part of the 2015 Road Improvement Project. Brad followed up with the Carbondale Public Works Director and found out that had been using steel slag aggregate for their microsurfacing with really good results since 2009. However, the first year that they did microsurfacing they did not use steel slag and were not happy with the results. Carbondale's experience has been that the steel slag produces a smoother finish and a darker finish that looks more like new asphalt.
3. At our meeting Mr. Berquist said that A.C. has done steel slag microsurfacing in the past, but that it is more expensive in this area because the slag has to be trucked in from East Chicago, Indiana.
4. During our meeting we all agreed that it would be desirable to a test section of microsurfacing in Wauconda. However, we also agreed that if we just did the 300 foot long remediation section on Sutton Circle, we would get a lot of negative reactions from residents because:
 - a. The remediation section would stand out dramatically in appearance from the rest of Sutton Circle.
 - b. Residents would ask why the entire Sutton Circle had not been re-done.

Therefore, we asked Mr. Berquist to provide a quote to re-do all of Sutton Circle using steel slag aggregate.

5. Attached is a marked up quote for re-microsurfacing Sutton Circle using steel slag. A.C. is proposing to do this work for their same contract unit price of \$3.92/square yard. The total cost for all of Sutton Circle is \$34,321.44. Subtracting the credit for the remediation section of \$3,136, results in a net cost of \$31,191.44.

The decision which now needs to be made is whether to just do the remedial work on Sutton Circle using the original limestone aggregate or to proceed with the entire Sutton Circle as a test section with steel slag aggregate. If the funding for a test section is not available at this time, then a test section could be incorporated into the 2017 Road Improvement Project.

Please contact me with any questions.

Bill

William R. Rickert, P.E., BCEE, CFM
President
RHMG Engineers, Inc.
975 Campus Drive
Mundelein, IL 60060
847/362-5959 Phone
847/362-0864 Fax
wrickert@rhmg.com



RHMG Engineers, Inc.

AGENDA SUPPLEMENT

TO: Village Services Committee

FROM: Douglas K. Maxeiner, Village Administrator

FOR: June 7, 2016 Village Services Committee Meeting

RE: Staff Recommendation to Reinstall a Red Light Camera at Bonner and US Route 12

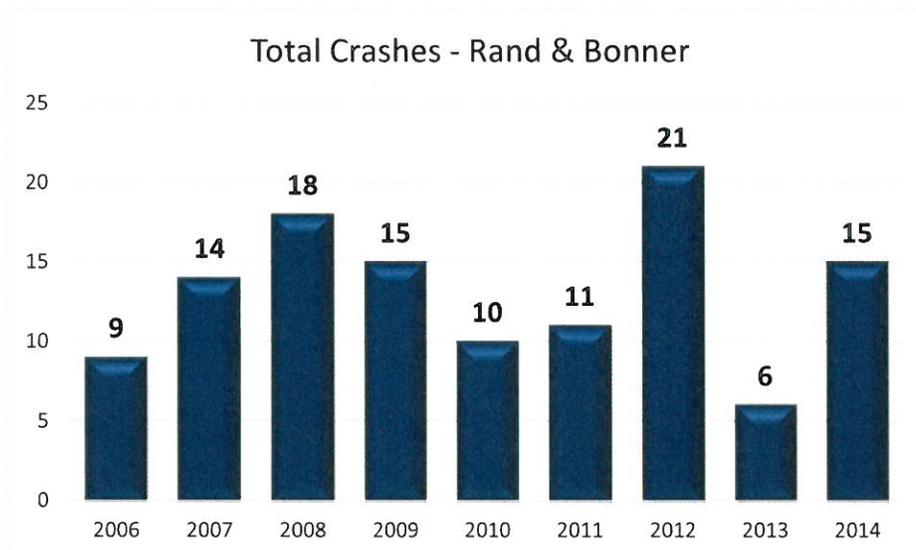
In November of 2009, a red light camera was installed at Bonner Road and US Route 12. The camera was removed as part of a construction project at the intersection in 2011 and was not reinstalled when the project was complete. Data is now available to analyze the impact of the camera on traffic crashes at the intersection and Chief Wermes has asked that the Board consider reinstalling the camera.

Attached are two graphs showing total crash activity at Bonner and US Route 12. Both would suggest that the red light camera may have resulted in fewer total crashes as well as fewer rear end collisions when the devices were active. Chief Wermes would like to discuss these findings with the Committee.

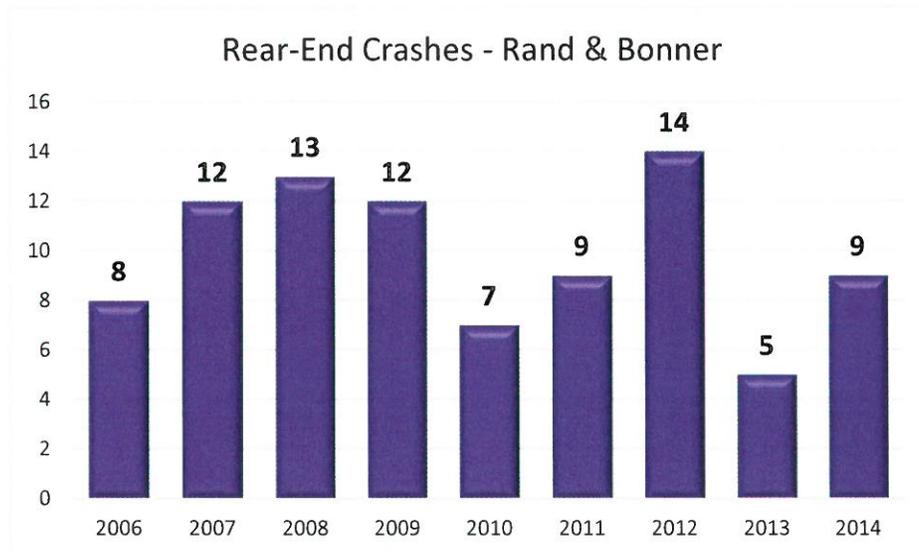
Crash Data Analysis

US 12 (Rand Road) at Bonner Road– Northbound

Camera Installed – November 1, 2009
Camera Removed – September 21, 2011



- Based on pre- and post-camera installation annual averages, there was a 12% *decrease* in total crashes when the camera was active at the intersection.
- After the camera was removed, total crashes *increased* by more than 90% in just one year (2012).



- Based on pre- and post-camera installation annual averages, there was an **11% decrease** in rear-end crashes when the camera was active at the intersection.
- After the camera was removed, total crashes ***increased*** by more than **55%** in just one year (2012).
- While crashes decreased again in 2013, rear-end crashes nearly doubled in 2014.