



City of Freeport Public Meeting

Re: Gladewood/Demeter Bridge

Schwarz Funeral Home ♦ 608 South Park Boulevard ♦ Freeport, IL 61032

**MINUTES
August 29, 2017
6:00 p.m.**

A Town Hall style meeting was conducted on Tuesday, August 29, 2017, at 6:00 p.m. at the Schwarz Funeral Home at 608 South Park Boulevard, Freeport, Illinois. The topics of discussion included future infrastructure projects within the City of Freeport's 1st and 6th Wards, specifically:

- The replacement of the Gladewood/Demeter bridge to either a vehicular or a pedestrian bridge.
- The replacement of 12" watermain along South Demeter Drive from LaCresta Drive to West Demeter Drive.
- The reconstruction of South Demeter Drive and the installation of storm sewer to Fairway Drive.
- The completion of Fairway Drive to Oakhill Drive.
- Hancock Bridge status.

City Manager Lowell Crow facilitated the meeting. Alderpersons present included Tom Klemm, Sally Brashaw, and Art Ross. City Clerk Dovie Anderson was present to take minutes.

Manager Crow gave a PowerPoint presentation outlining the history of the Demeter Bridge which crosses Yellow Creek into Krape Park which was built in 1920. It was originally a single span bridge but was closed to vehicular traffic and restricted to pedestrian use in 2011. The conditions of the bridges have about five more years on the State's plan.

Future short-term planning includes removal of overgrowth and debris near structure, replacement of roadway and installation of curb and gutter, and replacement of water main and storm sewer. Funding for the replacement of the Demeter Bridge could come from the Local Bridge Fund from the County, which is funded by Motor Fuel Tax (MFT) or various other local taxes.

The future long-term plan focuses more on replacement of the Hancock Bridge which would involve a major bridge replacement program from 2022 to 2023. This could be funded through Federal Bridge Funds or Surface Transportation Urban Funds and require a 3-year planning phase. Federal funding is first given to the State and redistributed to municipalities.

Ballots were available at the meeting, will be posted on the City's Website and Facebook page through Survey Monkey, and e-mailed to the list of attendees at the regular 1st and 6th Ward Neighborhood Watch meetings to capture community's desires.

Two-Lane Vehicular Bridge

If funding comes from MFT funds, the bridge will be required to accommodate two lanes of traffic, the road will need to be widened, and trees will need to be removed. The cost will be approximately \$560,000, which can come out of the county bridge fund of which there is \$2.1 million available. This funding will also require that sections of roadway have curb and gutter installed, which is a State mandate. One citizen pointed out that having curb and gutter would address the sheet runoff issues. In summary, it would be less expensive for the City to put in a two-lane bridge because the expenditure would come from existing MFT funds.

The goal is to get the engineering design done this fall, replacement of the water and sewer lines next year, with resurfacing in August/September 2018. Easements will be needed back to the curve in the road to widen to two lanes. The City will work with the Park District on the south side. The ingress/egress to the bridge will need to be out of the flood plain. The paperwork needs to be submitted by the end of November and there will be an 18-month planning and engineering period.

The Park District favors a 2-lane bridge so that portions of Krape Park can be shut down and still have alternate access. Discussions have not been held with the Park District regarding the Park District sharing the cost of funding.

Discussion ensued regarding emergency equipment being able to use the bridge. Fire trucks would most likely be too heavy and are difficult to maneuver through the streets leading to the bridge. Ambulances would most likely be able to utilize the bridge.

Foot Bridge

A foot bridge will cost approximately \$180,000 and require City funds. If City funds are used, the environment will stay the way it is with no removal of trees. Manager Crow stated that a funding stream will need to be found and he is beginning to work with Council on where those funds would come from. If using City funds, curb and gutter do not necessarily need to be installed. This year's budget had \$275,000 additional funds for streets, of which \$50,000 went to storm support and the State took away \$128,000 in personal property replacement tax. All communities took a 28% penalty.

Citizens voiced their support of a pedestrian bridge to reduce the amount of vehicular traffic and reduce the speeds of existing traffic. They are in favor of keeping their neighborhood quiet as well as easy and safe to walk around. Residents who lived in the neighborhood when the bridge was open to vehicular traffic recalled speeding after sporting events were finished at Krape Park and increased noise levels. Other residents spoke in favor of a two-lane bridge for access to Gladewood and Krape Park.

Not Replacing the Bridge

A few residents spoke in favor of not replacing the bridge at all. The City's goal is to have the bridge replaced within the next two (2) years. The funding must be used within five (5) years. McClure will design what the citizens want. Fehr Graham is also involved. The Park District's desires will be taken into consideration as well as the input from citizens.

Fairway Drive

Manager Crow stated that the intent is to install a storm sewer along Fairway Drive (to address flooding in the area which he observed during July's flood making access into Krape Park very difficult) and then extend and pave the street. There are funds set aside for this. It would be possible to extend the storm sewer without extending the street. The City has an existing easement for future development. Sanitary sewer is not currently in the plans as that would delay the project and there is currently no funding for sanitary sewer.

Many citizens opposed the amount of traffic that will begin to flow through their neighborhood once this street opens. One citizen spoke in favor of extending the road to allow access to the south side of Freeport to show that there is not unanimous support to leaving it a greenway.

General Information

Manager Crow stated that in 2010, the American Water Works Association recommended replacing an average of 3 to 5 miles of water main annually. The spun cast iron water mains that were installed from the 1920s to 1970s will be past their usable life in 2010. Once spun cast iron water main breaks, it continues to break exponentially. Alderperson Klemm added that there is water main in the City dating back to the 1880s, but that water main is not creating the largest problems. There is clay pipe that is still in good condition. The spun cast iron water main, which is newer, is located throughout 65% of the City. A hydraulic model was used to identify the worst sections of water main and Demeter Driver was pinpointed. New material being used is PVC piping which has a life of 150 to 200 years. It will take 30 years to replace all of the water mains in Freeport.

A new televising camera truck will be leased soon by the City to televise sewer mains. This can also be used to televise the lateral mains running to residences.

EPA has told Freeport that we need to dig two new wells. This will be the first project next year.

Requests

There were a couple requests for drawings or artistic renderings of the two types of bridges to assist with making a decision. Manager Crow stated that he would check with McClure.

Thank You

The constituents were appreciative of having the City ask their opinions. Don Russell was thanked for the use of the Schwarz Chapel.

The meeting ended at 7:35 p.m.

Respectfully submitted,
Dovie L. Anderson, City Clerk