

Jim Snider

From: Brett Adams <brettmadams@hotmail.com>
Sent: Sunday, December 17, 2023 9:01 PM
To: Brett Adams
Subject: Fwd: Takeaways from 12/11 Meeting - Strand Presentation
Attachments: December 11 Strand Pres Takeaways.pdf

Begin forwarded message:

From: Case Pudik <cpudik@pudik.com>
Date: Dec 17, 2023 at 8:58 PM
To: John Blundy <blundjj@gmail.com>, Liliya Stevens <lilija53@yahoo.com>, Brett Adams <brettmadams@hotmail.com>, Mike McIntyre <gmcinty03@gmail.com>
Cc: Troy Pudik <tpudik@emrslaw.com>, Brett Pudik <bpudik@ameritech.net>
Subject: Takeaways from 12/11 Meeting - Strand Presentation

Good evening to you all,

I'm sharing a list of takeaways and supporting points/facts to mostly correct, but also provide deeper perspective on what you all heard last Monday. In full transparency, as we sit observing the presentation and the Q&A, it is difficult to hear misinformation but also wonder what may be resonating with important decision-makers.

The attached document is intended to shed light on several of the points made in the presentation and/or answers to your questions. I would like to distill all the information you have in the document into this one summary point: What is the truth about the options before you on this project? And who do you believe?

1. Is there a need - Yes.
2. Will the solution require a new trunkline – most likely yes (pending lagoon feasibility study)

I would point you to the inconsistencies in Strand's work and in their presentations/answers to your questions. I would also point out that a lack of detail in their analysis of the alternatives gives them the latitude to say nearly whatever they want and ask you to believe them. We've endeavored to provide you with provable facts, detailed figures, and ample time for review of them. We've used Strand's own criteria in doing so. We have nothing to hide. The same cannot be said for City leaders and Strand.

Millions of dollars, years of utility ownership and personal property is at stake. It's a lot. Shouldn't you be able to have clarity, detail and consistency in the information you are using to make a decision? Shouldn't the landowners whose property is at stake have the same as well?

A decision on a direction – may be asked of you tomorrow night (12/17) pending the lagoon results. Meaning, a motion may be made tomorrow night that approves both:

- a. The lagoon feasibility study and
- b. Route B if the lagoon option is not viable.

We ask that you NOT approve this type of motion. Furthermore, we ask that the Resolution for Route B be rescinded. Strand has been here 3 times to present their solution – do you have more or less questions? Do you feel confident about Route B? Strand has had (3) opportunities to convince you. Its time to rescind the resolution to get serious consideration for alternatives or an alternative approach not yet considered.

This is our ask of you. We appreciate your efforts, your willingness to listen and your continued consideration on this challenging project. Please reach out with questions. I've spoken to several of you this past week and will be reaching out to a couple more simple to ask where you are at this point and answer any questions you have.

Thank you again for everything you've done so far.

Case Pudik on behalf of Goat Springs.

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Jim Snider

From: Michael McIntyre <gmcinty03@gmail.com>
Sent: Saturday, January 6, 2024 10:33 AM
To: Lilija Stevens
Subject: Fwd: Farm Creek Trunk Sewer - Cost Misrepresentations by Strand
Attachments: Strand 9-29-2023 Estimate - Marked up.pdf; Examples of Strand Cost Misrepresentations.pdf; General Information-3.pdf; QBS One-pager.pdf

----- Forwarded message -----

From: Michael McIntyre <gmcinty03@gmail.com>
Date: Mon, Dec 18, 2023 at 11:35 PM
Subject: Fwd: Farm Creek Trunk Sewer - Cost Misrepresentations by Strand
To: <vbrod@ci.washington.il.us>

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From: Brett Pudik <bpudik@ameritech.net>
Date: Wed, Oct 4, 2023 at 1:49 PM
Subject: Farm Creek Trunk Sewer - Cost Misrepresentations by Strand
To: Michael McIntyre <gmcinty03@gmail.com>

Mike –

I have a lot of serious concerns regarding the cost misrepresentations being made. I also have many other concerns regarding other misrepresentations and non-transparency of decisions and important documents not being shared. Your new council orientations was deceptive and did not completely share the truthful background of the trunk sewer relocation project – we can show you why.

As regards the 4 PDFs I have attached I will be happy to go through each one with you so you are fully aware of cost misrepresentations and able to ask questions of both Carr and Strand.

Let me know when you have an hour to go through these.

-Brett

Brett Pudik, AIA, NCARB, LEED BD + C

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309 369 8069 Mobile

bpudik@ameritech.net

Jim Snider

From: Michael McIntyre <gmcinty03@gmail.com>
Sent: Saturday, January 6, 2024 10:34 AM
To: Lilija Stevens
Subject: Fwd: FW: Some additional tid bits
Attachments: Goat Springs, LLC - IEPA Memo re Closing of 2013 Consent Decree.pdf; Goat Springs, LLC - April 2013 email from City Engineer re no conversion of STP-1 to Excess Flow Facility rather a Parallel Sewer.pdf; Goat Springs, LLC - 1st References to Phase 2B by Ed Andrews of the COW in early 2014.pdf

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From: Michael McIntyre <gmcinty03@gmail.com>
Date: Mon, Dec 18, 2023 at 11:36 PM
Subject: Fwd: FW: Some additional tid bits
To: <vbrod@ci.washington.il.us>

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From: Brett Pudik <bpudik@ameritech.net>
Date: Sun, Oct 8, 2023 at 8:36 AM
Subject: FW: Some additional tid bits
To: Michael McIntyre <gmcinty03@gmail.com>
CC: John Blundy <blundjj@gmail.com>

Forwarding this too. Troy found this as well in our most recent FOIA.

From: Troy N. Pudik <TPudik@emrslaw.com>
Sent: Friday, October 6, 2023 5:22 PM
To: cpudik (cpudik@pudik.com) <cpudik@pudik.com>; Brett Pudik (bpudik@ameritech.net) <bpudik@ameritech.net>
Subject: Some additional tid bits

Attached are the following documents:

- Memo to file by IEPA that the IEPA Consent Decree has been complied with by the City and the IEPA is closing its file on the matter. The notion that the relocation of the Farm Creek trunk sewer is mandated by the IEPA or that the IEPA mandated the decommissioning of STP-1 as an excess flow facility is false.

- April 2013 email from City engineer, Ken Newman, that the plan is to evaluate the conversion of STP-1 to an excess flow facility once the Phase 2A improvements were completed and the construction of a parallel sewer between STP-1 and STP-2. See comment #3 from the IEPA and the City's response.
- Emails from Ed Andrews making the 1st references to Phase 2B in early 2014 – no other study, report, or documents prepared by Strand references Phase 2B to my knowledge.

Troy N. Pudik

Elias, Meginnes & Seghetti, P.C.

416 Main Street, Suite 1400

Peoria, Illinois 61602

Telephone: (309) 672-6371

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Jim Snider

From: Michael McIntyre <gmcinty03@gmail.com>
Sent: Saturday, January 6, 2024 10:33 AM
To: Lilija Stevens
Subject: Fwd: Hamilton Contract

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From: Michael McIntyre <gmcinty03@gmail.com>
Date: Mon, Dec 18, 2023 at 11:35 PM
Subject: Fwd: Hamilton Contract
To: <vbrod@ci.washington.il.us>

----- Forwarded message -----

From: Michael McIntyre <gmcinty03@gmail.com>
Date: Sun, May 7, 2023 at 10:02 PM
Subject: Re: Hamilton Contract
To: Brett Pudik <bpudik@ameritech.net>
CC: John Blundy <blundjj@gmail.com>

Thanks Brett, still catching up from the last documents. Appreciate the insight.

Mike

Sent from my iPhone

On May 2, 2023, at 8:14 AM, Brett Pudik <bpudik@ameritech.net> wrote:

Guys –

The \$165 K for the third-party analysis was approved by the previous council. I do not understand why all of a sudden cost is an issue for completing a previously-approved study.

I have attached a very good one-page document on QBS by the American Council of Engineering Companies (ACEC). Notice in the first paragraph under “What is QBS ...” that it states engineering costs typically amount to less than one-half a percent of life-cycle cost of a project. This is what I would give to Snider, Butler and Brownfield when they complain about costs. Then tell them how much money can be saved which will be millions of dollars.

-Brett

From: John Blundy <blundjj@gmail.com>
Sent: Monday, May 1, 2023 10:19 PM
To: Brett Pudik <bpudik@ameritech.net>
Cc: Michael McIntyre <gmcinty03@gmail.com>
Subject: Re: Hamilton Contract

Thanks... thank you for sharing the contract as well.

On Mon, May 1, 2023 at 8:18 PM Brett Pudik <bpudik@ameritech.net> wrote:

Gents –

Great job tonight. Thank you!

I am looking forward to your service.

Attached – Hamilton’s contract.

On page 12 of 12 ... last page. Public Hearing \$20K.

By my understanding they are only on step 4 or 5. However, they went out of order and #8 – Hamilton Presentation was already performed? ... before the Public Hearing and revisions and Final Report was organized? Seems they should have to do another presentation after following their contracted scope of work ...

Again, thank you!

-Brett

Brett Pudik, AIA, NCARB, LEED BD + C

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<QBS One-Pager.pdf>

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Jim Snider

From: Michael McIntyre <gmcinty03@gmail.com>
Sent: Saturday, January 6, 2024 10:34 AM
To: Lilija Stevens
Subject: Fwd: Rough Draft - Questions & Statements with backup PDFs
Attachments: Rough DRAFT - Questions 10-8-2023.pdf; Strand - 2005 WW Facilities Planning Report - Selected Pages.pdf; Schone & Andrews Letter to IEPA - Decommissioning STP-1.pdf; Strand Report - Conclusions Page 6-1.pdf; 7-11-2016 Special City Council Meeting Minutes.pdf; 2-13-2017 City Council Meeting Minutes (003).pdf; Evidence of Very Old Sanitary Sewer containing VCP - Basinpdf; 11-22-2017 Special PWC Meeting - Infrastructure Review (004).pdf; Hamilton - SSES.pdf; Smoke Test Examples showing SSO and CSO evidence.pdf; General Information-3.pdf; Examples of Strand Cost Misrepresentations.pdf; Strand 9-29-2023 Estimate - Marked up.pdf; Strand Presentation 7-26-2021.pdf; Strand Report - Selected Pages.pdf

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Date: Sun, Oct 8, 2023 at 8:20 AM
Subject: Rough Draft - Questions & Statements with backup PDFs
To: John Blundy <blundjj@gmail.com>, Lilija Stevens <lilija53@yahoo.com>, Michael McIntyre <gmcinty03@gmail.com>

All –

I have talked to several of you at different times about numerous issues and concerns we have with the trunk sewer project including but not limited to:

- How the project was run ... lack of a transparent design process, lack of sharing pertinent information ... including FOIA violations, etc.
- Inaccurate information driving important decisions for alderpersons to base their respective vote on which represents the Public, namely approximately 4,000 tax-paying citizens within each ward
- Fiscally responsible decision-making affecting the future of our city's sewer system well into the future – this decision will affect our city for hundreds of years – this is extremely significant and not to be taken lightly without knowing the truthful facts

I wanted to get this out to you all and my brothers have better ideas in terms of how you voice your questions or better yet make statements. So please know this is a rough draft of my original thinking with questions – please revise as you see fit to your style of making your statements. I received the following suggestion from my brother and now I am in agreement so-to-speak. However, I wanted to get this out to you because I have several supporting PDFs attached in order that back up my original 9 questions ... and I know there are more. I wanted to get this out as early as possible and leave it to your discretion on what and how you ask questions / make statements ... we can help you with details and additional information. My brother's suggestion and two examples as follows:

Guys: Personally, I don't support suggesting questions. Questions get asked, half-baked answers are then given that may not be entirely accurate and our Alderperson is left with no response because of a lack of knowledge about the project. We need to provide statements that are backed up by supporting documentation. I will work on some of these statements, but below are two that I have come up with so far...there are more.

Examples:

It is my understanding that we did not hire Strand as our engineer for the Farm Creek trunk sewer project by following the standard practice of engaging a QBS [qualified-based selection] process and preparing and publishing a public Request for Qualifications. Transparency is important to me, especially when I am going to be called to vote to condemn private property for a public project. We have now heard competing opinions from various engineering firms with regard to various elements of this project and I am being asked to vote on one of them over another. For this reason alone, I will not support moving forward with the project on the path chosen. I believe the final result that would emerge from a transparent process, one that is consistent with standard practice for large public projects, is what the citizens of Washington should pay for and deserve.

The City has a history of IEPA violations for failing to inspect the sanitary sewer system and manholes and for failure to manage a maintenance and operation plan for our wastewater conveyance and treatment assets. In fact, Strand stated in its 2005 Wastewater Facilities Plan that the City has never cleaned the Farm Creek trunk sewer since it was built in 1974. This is irresponsible and the IEPA violations cannot continue. It is my understanding that the main reason for these violations is due to the fact that the trunk sewer is simply not accessible to City public works staff and manholes cannot be accessed by the large vector trucks that are needed to clean out a trunk sewer. Selecting a route alignment that does not possess the same access impediments is important to me because I do not want to strap future City Council members and public works staff with this same problems. Access to the existing Farm Creek trunk sewer is a problem for City staff because significant stretches of the trunk sewer are located in remote areas that are landlocked by Farm Creek itself and the RR to the north/south. These same impediments to access exist along significant stretches of the County Route B alignment. I cannot support spending this kind of money on a route alignment that does not improve the City's ability to access the manholes for purposes of future operation and maintenance. It's just simply not fiscally responsible.

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Jim Snider

From: Michael McIntyre <gmcinty03@gmail.com>
Sent: Saturday, January 6, 2024 10:34 AM
To: Lilija Stevens
Subject: Fwd: Strand Misrepresentations
Attachments: Exhibit 1 - Strand Cost Misrepresentations.pdf; Exhibit 2 - Ravines & Stream Crossings - Rt.B.pdf

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Date: Sat, Nov 11, 2023 at 8:55 PM
Subject: Strand Misrepresentations
To: John Blundy <blundjj@gmail.com>, Lilija Stevens <lilija53@yahoo.com>, Michael McIntyre <gmcinty03@gmail.com>

All –

Good evening. I was not going to inundate you with more information to digest but since we have gone another month I thought it was necessary to remind you of why Strand's work needs to be scrutinized. There were many false and deceptive statements made by Strand and Carr last month – too many to get into here. I was also under the impression that steps were going to be taken to rescind the resolution adopting Strand Route B.

I am very disappointed that engineers within the industry are willing to deceive the public – this brings to the forefront huge ethical issues that engineers need to be aware of. I can't believe how Dennis Carr went on and on about how engineers can manipulate costs purposely with different size pipes and unit costs until they get the desired result – does he not know this is a serious ethical issue? Our team has been accused of the very crimes the city's project team are guilty of here and it is a sad state of affairs and continues to get worse. When will this stop? I hope soon as any money spent on trying to further justify a design failure (Strand Route B) is money that could be spent towards a better solution for the good of the whole city. Our team has provided three sound examples (recommended E-3) that all meet the project goals better/ much better than Strand's Route B. We all know the political nature of this project and why it is a failure. Our team has been ethical and professional in our approach and our sharing of information professionally researched, organized and communicated. I can't say the same for the City's team on this project and those behind the scenes in charge of representing the city's best interests as a whole including city staff.

I'm including a couple exhibits that hit on a couple big issues. What I am including:

Exhibit 1: 2 pages outlining/ highlighting the latest cost manipulation to try and justify Strand's Route B. **There is a \$2.2 M cost misrepresentation here.** The costs between Route B and city routes E-3, L-1 and L-3 aren't even close.

Exhibit 2: 3 pages showing streams other than Farm Creek that Strand's Route B affects and will compromise access, are within floodplains/ actual streams and have wetland connectivity. I find it interesting how Waldron of Strand spent time discussing intermittent and ephemeral streams on the North side but conveniently failed to mention the same type of streams on the South side. The reason: because the impact is much greater on the south side/ Route B side. I also found it interesting he was trying to indicate these streams are similar to Farm Creek which is a complete stretch. You will find within Exhibit 2 streams other than Farm Creek that also need to be considered similar to those brought up by Strand. Farm Creek is a perennial stream with year-round flow. These streams Strand discussed and the ones within this exhibit are intermittent and/ or ephemeral streams – completely different than Farm Creek. But since they brought them up it is important to make sure all are considered equally ... sound familiar?

I'd be happy to respond to any questions you have or clarify anything.

-Brett

Brett Pudik, AIA, NCARB, LEED BD + C

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From: Michael McIntyre <gmcinty03@gmail.com>
Date: Mon, Dec 18, 2023 at 11:29 PM
Subject: Fwd: Takeaways from 12/11 Meeting - Strand Presentation
To: <vbrod@ci.washington.il.us>

Valeri,

I just received this and have not reviewed it but after reading Jim's email I am forwarding it to you for a record.

----- Forwarded message -----

From: Case Pudik <cpudik@pudik.com>
Date: Sun, Dec 17, 2023 at 10:30 PM
Subject: Takeaways from 12/11 Meeting - Strand Presentation
To: John Blundy <blundjj@gmail.com>, Lilija Stevens <lilija53@yahoo.com>, Brett Adams <brettmadams@hotmail.com>, Mike McIntyre <gmcinty03@gmail.com>
CC: Troy Pudik <tpudik@emrslaw.com>, Brett Pudik <bpudik@ameritech.net>

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Thank you again for everything you've done so far.

Case Pudik on behalf of Goat Springs.

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Jim Snider

From: Michael McIntyre <gmcinty03@gmail.com>
Sent: Saturday, January 6, 2024 10:34 AM
To: Lilija Stevens
Subject: Fwd: Trunk Sewer Estimates - Project Website
Attachments: Strand Report - Selected Pages.pdf; Strand Presentation 7-26-2021.pdf; Strand Estimate within Appendix J-1 - Hamilton Draft.pdf

----- Forwarded message -----

From: Michael McIntyre <gmcinty03@gmail.com>
Date: Mon, Dec 18, 2023 at 11:35 PM
Subject: Fwd: Trunk Sewer Estimates - Project Website
To: <vbrod@ci.washington.il.us>

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From: Brett Pudik <bpudik@ameritech.net>
Date: Wed, Oct 4, 2023 at 3:22 PM
Subject: Trunk Sewer Estimates - Project Website
To: Michael McIntyre <gmcinty03@gmail.com>

Mike –

For easy reference and to prove to you we are following every estimate put out to the Public by the City/ Strand I have made a PDF of various pages within reports and presentations located also on the Project Website. The installation of the pipe represents over 80% of the construction cost of the route cost, namely the open-cut and trenchless installation costs and unit costs. As you will see from my previous email there has been a significant change in unit prices on the latest estimate sent to us by Snider ... precariously dated July, 2021 which I do not believe for a second. This new estimate was sent after we provided our drawings and estimate 2 weeks in advance of our presentation to City Council and the City Engineer. So cost manipulation continues ... now with the unit cost column in addition to their quantity column lies from before.

Strand Report – Selected Pages: this document was voted in as part of the Resolution adopting Route B back in October, 2019 ... (before we knew about the project and passed based on false information of Landowners being on board with the project) . The estimate (Page 5-3) is what was submitted to the IEPA and same in upper L.H. corner of our analysis on General Information – 3 (see IEPA’s stamp) ... we received this via FOIA from IEPA so we know this was what was used in the estimate to determine the loan amount, specifically the route cost. We think this information is still in line at IEPA ... question to Carr: How long is the loan application good for before it has to be resubmitted? Cost addendums requirements (didn’t Butler say 10% allowed?)?

See project website: City of Washington > Departments > Engineering > > More Department News > 1/19/2022 Farm Creek Trunk Sewer Project Website > Documents (upper R.H. corner) > Analyses and Reports > Preliminary Eng. Study: selected pages 1-5, 67-74, specifically page 5-3, Table 5.02-2, OPCC Alternate Route B

Strand Presentation 7-26-2021: The selected pages within this presentation are the last estimates presented to alderpersons and that which Hamilton used for the Strand Route B OPCC in his own draft report. Strand presented 2 weeks after our engineer Aptim presented initially. The cost cheating Strand used in their analysis of L.O. Route E-3 was egregious at best – see our mark-up on bottom half of page General Information – 3. The red keyed numbers within circles correspond to the write-up/ notations underneath the scanned images so you can understand better. Strand not only misrepresented their own design of Route B by underestimating its costs but it appears obvious that they intentionally over-estimated the L.O. Route E-3. The first column is their updated estimate of their Route B and the last column of the estimate is their estimate of the L.O. E-3. The other three route in between are not considered anymore so ignore those (why we clipped out only what was necessary on General Information – 3 sheet.

See project website: City of Washington > Departments > Engineering > > More Department News > 1/19/2022 Farm Creek Trunk Sewer Project Website > Documents (upper R.H. corner) > Presentations > Strand's Full Presentation: selected pages 1, 57, 79, 83, ...specifically page 79, first column Route B and last column L.O. E-3

Strand Estimate within Appendix J-1 – Hamilton Draft: This was taken from Strand and Hamilton recently admitted it. So, Hamilton never interrogated Strand's work which was supposed to be the point of the third-party analysis. However, you will see Hamilton also uses the Strand 7-26-2021 costs for Route B.

See project website: City of Washington > Departments > Engineering > > More Department News > 1/19/2022 Farm Creek Trunk Sewer Project Website > Documents (upper R.H. corner) > Reports > Appendices to Final Draft Report 02/15/2022: selected page 117 of 252, ...specifically Appendix J-1

In summary, the cost cheating started with Strand, continued through the Hamilton exercise, and now continues again with Strand in a new additional column – unit cost. When will this stop? This is out of control and I hope council puts an end to this nonsense once and for all. Feeding council members false information or even inconsistent information is not conducive to having accurate information to base very important decisions on ... in this case a vote that will affect our community for hundreds of years and that which will cost many millions of dollars not just initially but over its life-cycle. The resolution that adopted the route was based on bogus information and should be rescinded immediately before the city spends one cent more on this nonsense.

Brett Pudik, AIA, NCARB, LEED BD + C

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309 369 8069 Mobile

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Text message 1
from Brett A

Val: Here is text I have received regarding the trunk line.

Thanks!

Brett

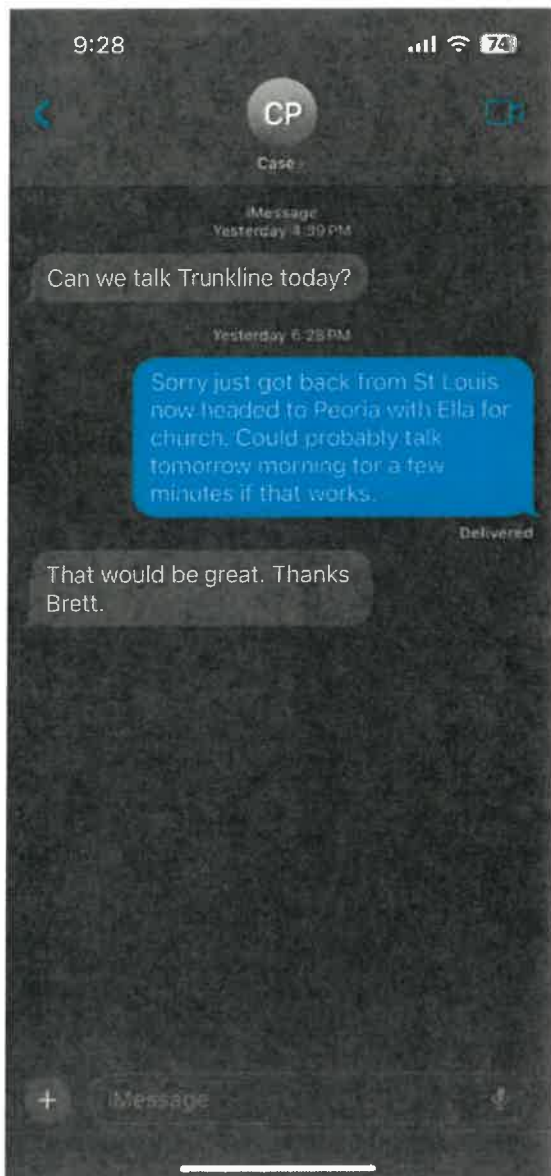
Begin forwarded message:

From: Brett Adams <badams@ci.washington.il.us>

Date: Nov 20, 2023 at 9:33 AM

To: Brett Adams <badams@ci.washington.il.us>

Subject: Trunk line Text 11/20/23



Text message 2

From Brett A

Val: Here is another text received regarding the trunk line.

Thanks!

Brett

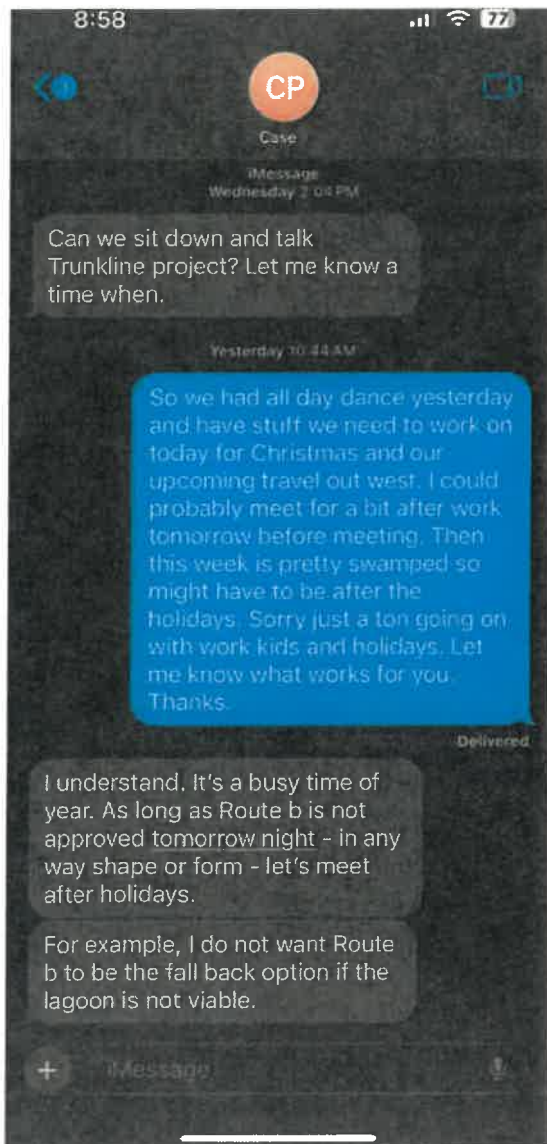
Begin forwarded message:

From: Brett Adams <badams@ci.washington.il.us>

Date: Dec 18, 2023 at 8:59 AM

To: Brett Adams <badams@ci.washington.il.us>

Subject: Trunk line Text



Text message 4
From Brett K.

Val:

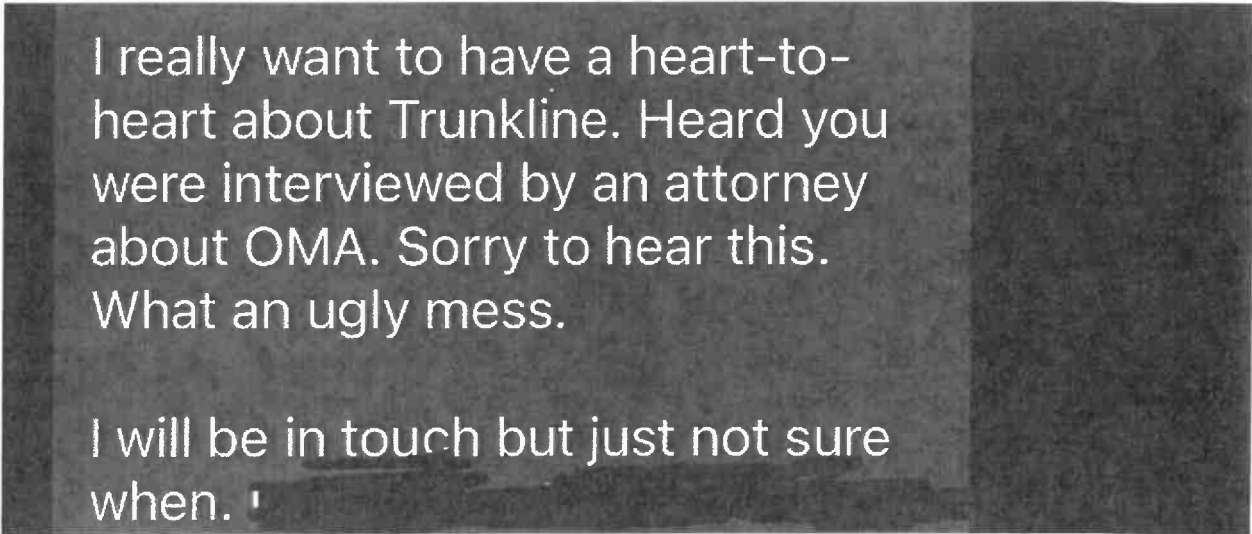
Here is an excerpt from text received from Case Pudik on 12/22/23 regarding trunkline.

It was intermingled with a personal conversation unrelated to the trunk line or city business, so I have snipped the portion of the text that relates to the trunk line project and you will see I darkened over a sentence that was personal. I also did not include the full text as there was personal unrelated information at the top and bottom of the text.

Thanks!

Brett

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.



I really want to have a heart-to-heart about Trunkline. Heard you were interviewed by an attorney about OMA. Sorry to hear this. What an ugly mess.

I will be in touch but just not sure when. !

me
1/17/23

Val:

Here is an email received on 12/17/23 regarding the trunk line project.

Thanks.

Brett

Begin forwarded message:

From: Brett Adams <brettmadams@hotmail.com>
Date: Dec 17, 2023 at 9:01 PM
To: Brett Adams <badams@ci.washington.il.us>
Subject: Fwd: Takeaways from 12/11 Meeting - Strand Presentation

Begin forwarded message:

From: Case Pudik <cpudik@pudik.com>
Date: Dec 17, 2023 at 8:58 PM
To: John Blundy <blundjj@gmail.com>, Liliya Stevens <lilija53@yahoo.com>, Brett Adams <brettmadams@hotmail.com>, Mike McIntyre <gmcinty03@gmail.com>
Cc: Troy Pudik <tpudik@emrslaw.com>, Brett Pudik <bpudik@ameritech.net>
Subject: Takeaways from 12/11 Meeting - Strand Presentation

Good evening to you all,
I'm sharing a list of takeaways and supporting points/facts to mostly correct, but also provide deeper perspective on what you all heard last Monday. In full transparency, as we sit observing the presentation and the Q&A, it is difficult to hear misinformation but also wonder what may be resonating with important decision-makers.

The attached document is intended to shed light on several of the points made in the presentation and/or answers to your questions. I would like to distill all the information you have in the document into this one summary point: What is the truth about the options before you on this project? And who do you believe?

1. Is there a need - Yes.
2. Will the solution require a new trunkline – most likely yes (pending lagoon feasibility study)

I would point you to the inconsistencies in Strand's work and in their presentations/answers to your questions. I would also point out that a lack of detail in their analysis of the alternatives gives them the latitude to say nearly whatever they want and ask you to believe them. We've endeavored to provide you with provable facts, detailed figures, and ample time for review of them. We've used Strand's own criteria in doing so. We have nothing to hide. The same cannot be said for City leaders and Strand.

Millions of dollars, years of utility ownership and personal property is at stake. It's a lot. Shouldn't you be able to have clarity, detail and consistency in the information you are using to make a decision? Shouldn't the landowners whose property is at stake have the same as well?

A decision on a direction – may be asked of you tomorrow night (12/17) pending the lagoon results. Meaning, a motion may be made tomorrow night that approves both:

- a. The lagoon feasibility study and
- b. Route B if the lagoon option is not viable.

We ask that you NOT approve this type of motion. Furthermore, we ask that the Resolution for Route B be rescinded. Strand has been here 3 times to present their solution – do you have more or less questions? Do you feel confident about Route B? Strand has had (3) opportunities to convince you. Its time to rescind the resolution to get serious consideration for alternatives or an alternative approach not yet considered.

This is our ask of you. We appreciate your efforts, your willingness to listen and your continued consideration on this challenging project. Please reach out with questions. I've spoken to several of you this past week and will be reaching out to a couple more simple to ask where you are at this point and answer any questions you have.

Thank you again for everything you've done so far.

Case Pudik on behalf of Goat Springs.

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Some of the takeaways from Strand's December 11, 2023 presentation and written material:

- * **Does the new route alignment meet existing conditions at STP2? The elevation at which the new Farm Creek Trunk Sewer pipe arrives at STP2 does in fact impact the scope and cost of the STP2 Influent Pump Station Project.**

During Strand's December 11, 2023 presentation, a question was asked about whether a FCTS route alignment that arrives at STP2 at or close to the influent elevation of the existing trunk sewer would in fact have a favorable impact on the scope and cost of the influent pump station project. The response given to this question by Waldron yes, as he indicated that a route meeting the existing conditions at STP2 would favorably impact the scope and cost of the influent pump station project [reference was made to not having to dig as deep of a wet well and saving on the cost of concrete, etc.]. None of the OPCCs for this project address this potentially significant cost driver as this has not been analyzed by Strand or any other engineering firm. In fact, this potentially significant cost savings opportunity has been consistently dismissed by City leadership and the City engineer without any reasonable explanation, leading GST to believe that the City messaging on the issue is intentional due to its effect of distinguishing Route B from other more favorable FCTS route alignments. So, a big takeaway from the December 11, 2023 Strand presentation was the admission by Strand that a FCTS route alignment does in fact impact the scope and costs of the STP2 influent pump station project.

Noteworthy is the fact that all of the GST northern routes (E-3, L-1 and L-3) have been designed to avoid the unnecessary crossing of Farm Creek in close proximity to STP2. Accordingly, all of the GST northern route alignments substantially meet the existing conditions at STP2 (i.e. that the influent elevation of each such route at STP2 is the same or close to the same as the influent elevation of the existing trunk sewer at STP2 = 631.35). Achieving this critical design criterion offers potentially significant cost savings to the City and flexibility with the timing of completing additional improvements at STP2 that address capacity. Replacement of the FCTS will result in the removal of a significant amount of I&I that is entering the FCTS system between STP1 and STP2 under current conditions. The City does not know the volume of this I&I because the condition of the existing trunk sewer has never been inspected nor studied or analyzed as a part of the FCTS project. **Deferring the design and construction of the STP2 influent pump station improvements until after the new trunk sewer becomes operational, therefore, offers the City the opportunity to determine the amount of I&I that the new trunk sewer has offloaded from the system, thereby reducing the volume of wastewater that will need to be treated at STP2.** Knowledge of this volume would allow the City to determine the appropriate scope of the STP2 influent pump station improvements that are necessary and appropriate. Perhaps the existing conditions at STP2 will be sufficient to address the volume of wastewater conveyed post-construction and operation of the new interceptor, thereby significantly reducing the scope and costs of the STP2 influent pump station project or, better yet perhaps avoiding the cost of these improvements altogether. This opportunity cannot continue to be ignored given the proposed cost of the STP2 influent pump station project that relates to *"the pumping station improvements necessary to receive the lower interceptor elevation and provide for the projected flows"* (See page 5-1 of Strand's October 21, 2019 Preliminary Engineering Study for the Farm Creek Trunk Sewer) = \$2.815 million.

Unlike the GST northern routes, Route B does not offer this opportunity to the City as it requires that the STP2 influent pump station improvements be completed as a condition of operating the new trunk sewer along the Route B alignment. Strand's OPCC for Route B does not include the cost of the influent pump station project = a material omission due to the necessity that the project be completed as a condition of operating the new interceptor along the

Route B [and Route A] alignment. This issue alone favorably distinguishes the GST northern route alignments from the Route B alignment. This significant cost savings opportunity has never been addressed by Strand, rather was only discussed during the December 11, 2023 Strand presentation due to the efforts of an alderperson to ask about the issue = credibility issue.

NOTE: If the influent pump station project is truly an independent project and the scope of the improvements is not impacted by the route alignment selected for the Farm Creek Trunk Sewer project, as has been represented by the City, then why has this project not been completed by now? Further, it should be noted that the IEPA approved the scope of the improvements at STP2 as a part of Phase 2A – the Phase 2A improvements were completed in 2018. If the influent pump station improvements are necessary, yet independent of the Route B FCTS project, then why were they not required to be included within the scope of work for the Phase 2A improvements at STP2 as mandated by the IEPA?

- * **Strand does not consider Route A to be a viable alternative route alignment for the FCTS Project.** When questioned about using the western one-half of Route A as a hybrid route, hooking up with the eastern one-half of Route B at the RR trestle, Waldron dismissed the concept outright on the basis that Route A possesses too many flaws because it crosses Farm Creek too many times (16 times?), thereby creating severe issues with access and cost. This outright dismissal of Route A is yet another admission by Strand that Route A does not qualify as a viable alternative route alignment for the FCTS project. Given this admission, it is appropriate to conclude that Strand did not provide a viable alternative against which to compare Route B. Route B, therefore, has not been stacked up against a true alternative route alignment for the FCTS project.

NOTE: One of the criteria the City needs to establish with the IEPA when submitting its application for a low-interest IEPA loan is an alternative analysis that establishes that the selected route alignment for the FCTS project is in fact superior to other alternative route alignments for the FCTS project. In March, 2020, the Project Plan submitted by the City compared Route B against Route A. Any new application that will need to be filed by the City with the IEPA for a low-interest loan will now need to establish that Route B is superior to the GST northern routes given the City's willingness to have GST/APTIM present the GST northern routes [Route E-3, L-1 and L-3]. Strand's October 2023 OPCC and presentation failed to establish Route B as a superior route alignment for the FCTS project.

- * **Strand did not include an analysis of Route L-1 in its presentation.** If the City is comfortable crossing Farm Creek at all, then Route B (6 crossings) is still not the best option. Route L-1, which has 2 Farm Creek crossings and shortens tributary sewers, continues to be ignored by Strand as a viable route alignment for the FCTS project. Perhaps the westernmost one-half of Route L-1 from the RR trestle to STP-2 could be used to adapt a hybrid to Route E-3 as it moves the existing sewer into higher flood plain ground away from Farm Creek (different from the Route A alignment), but essentially burdening the same property already burdened by the existing trunk sewer. L-1 west of the RR trestle could be adapted to hook up with an iteration of Route E-3 that extends north/south along the western boundary of the Kara Steeplechase property to formulate a hybrid route alignment that avoids the front yard of Franzen and a couple ditches – the City could simply utilize the existing tributary sewer easement along the western boundary of the Kara Steeplechase property, safely placing the new trunk sewer far away from the personal residence located on the Franzen property. Perhaps this iteration of Route E-3 and Route L-1 should be further explored as it seems to address most of the concerns raised by Strand.

- * **Strand's Depth Deception of the Northern GST Route Alignments is a Function of a Simple Design Flaw in Strand's Concept Plans.** Strand's design of the E-3 Route alignment should not

be labeled “GST’s E-3 Route” because it includes a design flaw that is not a part of the GST/APTIM plans and profiles for the GST northern route alignments for the FCTS project. Strand’s concept plans and profiles for the GST northern route alignments possess unnecessary depth problems because Strand elects to unnecessarily drop the depth of each of the route alignment at Bayberry Drive tributary by 10’-15’ south of the RR [you can see this on Strand’s concept plans and profiles], whereas APTIM ties into the Bayberry Drive tributary north of the RR at Bayberry Drive extended at a much higher elevation. This is a material design flaw in Strand’s concept drawings for each of the GST northern route alignments as it unnecessarily adds depth, trenchless construction and associated costs by the millions of \$\$\$. This flaw can be avoided by a simple tweak to Strand’s concept plans and profiles for the GST northern route alignments that tracks the design approach adopted by APTIM.

- * **Strand’s concept drawings of the route alignment options suffer from a lack of detail when compared to APTIMs work product.** Strand’s work product remains in concept form leaving the City and Council with no detailed evidence to support their claims. It fails to identify the location of manholes [except for Route B], unlike APTIMs work product that is much further developed and detailed. Nonetheless, Strand points out that it “disagrees with APTIMs quantities” but cannot dispute APTIMs work product, rather relies on Strand’s concept drawings for arriving at the quantities in its newer version of the OPCC. This approach is contrary to common sense practice, where one would typically follow the more developed and detailed plans and profiles that are in fact defined as opposed to illegible concept drawings that are based on assumptions with no details and dimensioned quantities that would support industry standard estimating procedures.

For example, Waldron indicated that Route E-3 as designed by Strand goes through a barn. Route E-3 as designed by APTIM misses the barn entirely by 25’ to the south along a stretch of Route E-3 that is shallow, being only 11’-13’ deep. This difference of opinion indicates that Strand’s concept drawings are not as developed or detailed as APTIMs, and, further, that Strand does not appear interested in providing the most optimal design for Route E-3, and perhaps the other northern route alignments that are alternative to Route B = credibility issue. The APTIM E-3 Route also runs parallel to the creek where the Franzen bridge is shown in the picture and is located 65-70’ away from the south end bridge entry – basically does not come close to affecting the bridge. Also, the APTIM’s Route E-3 design clearly depicts this entire stretch across the Franzen front yard to be a 132 LF-long trenchless installation, thereby preserving existing private property improvements – the design intent from the beginning. (See APTIM’s plans and profiles).

- * **Inconsistency in Strand’s OPCC = Credibility Issue.** Strand’s OPCC has numerous errors, miscalculations, omissions, and portions appear to be inconsistent with other parts of the presentation material and prior work product on the same project:

For example:

- \$896.55 for trenchless sanitary sewer = this \$ figure was arrived at back in July 2021 by Strand electing to combine the cost of work shafts with trenchless as a blended unit cost. Now Strand is adding the costs of work shafts as a separate line item back into the OPCC yet fails to even change this unit cost. This blended unit cost was customized to the original costs of Route B and therefore doesn’t resemble the true cost of Routes E-3, L-1 and L-3 which all have less work shafts related to less trenchless pipe installation requirements than Route B.
- No opinion given to Route L-1 – why?
- Contingencies are now materially different because Strand is relying solely on its concept drawings for the GST northern route alignments, refusing to acknowledge the developed and detailed status of APTIM’s plans and profiles for the GST northern route alignments. Further, it

should be noted that Strand's Route B plans and profiles [the City has paid approximately \$660,000 for these plans and profiles] are not much further along than APTIM's plans and profiles for all of the potential FCTS route alignments.

- Quantities for LF of open-cut and trenchless construction on three different OPCCs prepared by Strand [July, 2021, October, 2023 and December, 2023] are all different for Routes B, E-3 and L-3 [L-1 was not even included in the latest Strand presentation?]
- #s from Page 98 of Strand's December 1, 2023 presentation material are inconsistent with #s on Page 105 of the same document [See linear feet of trenchless construction for Route E-3: Page 98 = 2,400; see linear feet of trenchless construction for Route E-3: Page 105 = 2865] – which one is it? Where can one find the amount of trenchless LF dimensioned on Strand's concept plans to make sure the quantities in Strand's OPCC in fact resemble that on Strand's route alignment profiles??

The quantities used by Strand in the latest OPCC cannot be verified due to the lack of detail of Strand's work product, unlike that of APTIM. While these quantities differ from the quantities used by APTIM, Strand fails to identify what or where the disagreement is in APTIM's plans and profiles.

- * **What Burden Does the Easement Pose to the Landowner's Property?** Strand was questioned as to the extent of the burden that the resulting easement has on a landowner's property: Waldron's response was that it forces the property to potentially be developed differently with realignment of lots, boundaries, etc. and results in a less valuable property. There was no mention of floodplain property and whether it can be developed. McIntyre addressed the manholes in the farm field and the conclusion was that the farmer could elect to bury them 3 feet deep and the City could find them with GPS, or the farmer could have the manhole raised up for visibility. All easements and MH locations/details would need to be reconciled with property owners – this has yet to be started since a route has not been determined.
- * **Waldron represented that all areas greater than 30' deep along Route B were reflected in the OPCC as trenchless construction?** Strand's OPCCs do not include the 1015 LF of trenchless construction that follows Strand's 30' depth rule and does not include 675 LF of trenchless required at 4 of the 6 Farm Creek crossings.

NOTE: Strand's OPCC and presentation also does not require trenchless construction to occur at the Farm Creek crossings for Route B. On page 3-1 of the **Project Plan for the FCTS and Influent Pump Station Replacement Project** dated March, 2020, prepared and submitted by Strand to the IEPA in March, 2020, Strand represents to the IEPA that the benefits of the new trunk sewer include, among other benefits, *"Creek boring and jacking – The new trunk sewer will still have two creek crossings and may employ boring and jacking the new trunk sewer to minimize impacts to the creek."* This statement misrepresents to the IEPA that there are only 2 Farm Creek crossings along the Route B alignment [reality = 6 Farm Creek crossings], and, further, indicates to the IEPA that the Farm Creek crossings will utilize bore and jack method of construction, which is another method of trenchless construction. So, on behalf of the City of Washington, Strand made statements to the IEPA that are not only misrepresenting the facts of the FCTS project to the IEPA but are inconsistent with Strand's OPCC and plans and profiles for the Route B alignment, which does not account for trenchless construction at the Farm Creek crossings. None of Strand's work appears to be accurate or consistent. The only accurate statement about Strand's work is that it is consistently inconsistent and inaccurate = credibility issue.

- * **The use of Hamilton's Cost Figures by Strand??.** Strand included the OPCC from Hamilton's "DRAFT" report during its presentation and in its presentation material. It was highlighted during the meeting by an alderperson that this information should have not been included by Strand because Hamilton did not even analyze Strand's Route B, and the version of Route E-3 was a Hamilton-modified version extending along boundary lines into unnecessary heights and depths. Waldron did not seem to have a good answer as to the reason this was included other than to show how many engineering firms have suggested that the cost of the Route B route alignment is favorable to the other route alignments under consideration. Strand's willingness to include Hamilton's DRAFT and knowingly inaccurate OPCC in its presentation, yet not consider APTIMs developed and detailed plans and profiles for the GST northern routes, shows an acute bias against the truth and accuracy of the information being presented to the alderpersons with respect to the FCTS project.
- * **How many Farm Creek Crossings and RR Crossings for Route B?** Waldron stated that Route B has only 4 Farm Creek crossings and three [really only two] RR crossings for the tributary sewers. Waldron failed to point out that the two tributaries that tie into Route B not only cross the RR, but also cross Farm Creek, so there are really 6 Farm Creek crossings for Route B [See previous comments about Strand's misrepresentations to the IEPA in the March 2020 Project Plan submitted by Strand to the IEPA for a low-interest loan for the FCTS project. Waldron also failed to mention the tie-in of the future Meadow Valley tributary sewer that intends to use the existing pipe by putting a new pipe within it. This is not free. The cost of this is \$1,250/ LF for 134 LF (this is miscalculated and shown as a reduced cost in their latest estimate). Insurance on this connection under the RR will also be an ongoing cost. So, there are actually 3 RR crossings with Route B for the 3 tributary sewers (local) [this does not account for the Timber Rail and Bayberry VCP replacement].

Waldron also staked a claim that the ditches for the streams that feed into Farm Creek that are encountered by Route E-3 are "daunting" and create more challenges for the City than the Farm Creek crossings. A review of pictures shared in Aptim's presentation show that trees aging over 20-30 years have been uprooted and carried down Farm Creek. This is visual evidence that when compared to pictures of the tributaries show a distinctive and compelling difference between these creeks. It is noteworthy to point out that Waldron did not include nor mention the fact that there are at least three (3) similar ditches along the Route B alignment as well.

- * **What are the next steps?** According to Waldron, the next steps once the City settles in on a route alignment for the FCTS project is to begin easement negotiations with the landowners so that the City could rely on the location of the easement and project before completing permitting and financing. Waldron mentioned that the archaeological study will need to be completed and sent to USACE.
- * **Butler.** Butler inserted himself at times in an effort to direct the conversation to establish a point that he likely wanted reflected in the minutes, at times doing the talking for Waldron, who obliged. Butler also outwardly misrepresented that "CE" was intended to be an acronym for "Comparative Estimate," when in reality this was declared by Hamilton to be an acronym for "City Engineer" and that the "CE" cost #s were the City Engineer's, not Hamilton's cost #s. At the risk of pointing out the obvious, Butler is severely compromised on the FCTS project and has been involved with the FCTS project since May, 2013, perhaps even earlier, at the inception of the FCTS project.

NOTE: Brownfield, Adams, Stevens and Smith = silent during Strand's presentation and Q&A.

* **Lack of transparency and public scrutiny of Strand's work – a pattern of conduct by City**

- The Council (and you can add the IEPA, USACE) has been misled for at least the last four years about this project – landowners' approval, Farm Creek crossings, costs, depths, construction methods, etc. – while we have several examples below, it is imperative that Council members are cautious when listening to the answers being provided by Strand/Waldron. It begs the question to each of you – what can you believe from Strand/Waldron when there is little to no consistency on paper and verbally. How can you, with any confidence, believe that Route B is truly the best option for the City of Washington?

- o The Farm Creek Trunk Sewer project continues to suffer from a lack of transparency. It is inappropriate for City leadership to expect alderpersons to vote on matters that have not been given appropriate public scrutiny, especially if an alderperson is going to be expected to vote to condemn property for the public project.
- o Each time that Strand has presented to the City Council [July 26, 2021, October 9, 2023 and December 11, 2023] since making the Farm Creek Trunk Sewer project (the "FCTS project") publicly known to all affected landowners, Strand's written presentation material was not made available to the public in advance of the City Council meeting during which Strand presented. This lack of transparency prevents public scrutiny of the work during the public comment period from citizens that may have more knowledge or industry experience than one or more of the alderpersons on a subject matter, especially on a complex project such as the FCTS project. An engineer's work product that is protected against public scrutiny should be red flagged.
- o Strand was selected by City leadership to perform the engineering on this project, without following a qualified-based selection process ("QBS"), which is a best and standard practice for a large project such as the FCTS project. Avoiding the QBS process means that the City was able to keep the project quiet and out of the public eye because the QBS process involves drafting and publishing an RFQ that outlines the qualifications and criteria by which engineering firms will be evaluated and selected by the City to provide the professional engineering services for the public project. The QBS process also forces the City to identify the key design and engineering criteria for the project in advance of engaging the engineering firm.

For example, had the QBS process been utilized on the FCTS project, the City would have identified the importance of the new route alignment for the FCTS project to meet the existing conditions at STP2 [an influent elevation at or close to the existing influent elevation] as a key criteria for the engineering firm to be able to evaluate and consider, among other material criteria of the FCTS project [avoid Farm Creek crossings, avoid wetlands, etc.].

- o The October 21, 2019 Resolution authorizing Strand Route B was approved without the City informing those landowners burdened by Route B about the FCTS project, and, further, certain statements were made leading up to and during the October 21, 2019 City Council meeting that were intentional misrepresentations.

For example, we have learned that at the meeting and prior to voting on the Resolution an alderperson asked if all of the landowners were on board with the FCTS project, and the answer given was yes. Six months later in April, 2020 the same alderperson learned that certain landowners were not even aware of the project. This eventually led to the City agreeing to perform a "completely transparent" 3rd party alternative analysis in August, 2021.

- The City hired Hamilton Engineering to perform the 3rd party alternative analysis, but the City unilaterally placed the project on indefinite hold in March, 2022, causing Hamilton to not finish their report. So, the City stopped the 3rd party alternative analysis before it was finished. A year later in March 2023, a multi-million \$\$ cost discrepancy was revealed publicly and confirmed by the City engineer during the budget process.
- During this one-year period, the GST/APTIM completed a full set of plans and profiles [preliminary not for construction] for four (4) proposed route alignments for the FCTS project (including Route B). Unlike the Strand presentations, the GST/APTIM presentation was subject to public scrutiny. GST/APTIM made its work product available to the City engineer, City leadership and all of the alderpersons nearly two months in advance (July 17, 2023/Addendum on August 29, 2023) of the presentation to the City Council on September 11, 2023. The APTIM work product has been subjected to public scrutiny in an open and transparent manner, yet the Strand work product continues to be protected from public scrutiny by City leadership. This creates a credibility issue with Strand and its work product.

These are not all of the takeaways, but some of the key takeaways and points to be made in following up with alderpersons.