

Minutes of the Committee of the Whole
Wilmington City Hall
1165 South Water Street
January 11, 2022

Call to Order

The Committee of the Whole meeting on January 11, 2022 was called to order at 5:30 p.m. by Mayor Dietz in the Council Chamber of the Wilmington City Hall.

Roll Call

Upon Roll Call by the Clerk the following members of the corporate authorities answered “Here” or “Present”:

Aldermen Present In-Person Allred, Holmes, Jeffries, Smith, Vice^(5:32PM)

Aldermen Present via Zoom Kirwin

Aldermen Absent Mietzner, Knight

Quorum

There being a sufficient number of members of the corporate authorities in attendance to constitute a quorum, the meeting was declared in order.

Other Officials in Attendance

Also, in attendance were the City Administrator Jeannine Smith, Deputy Chief of Police Adam Zink, Superintendent Ken Ewenson, ESDA Director Dennis Housman, ROINC Patrick Nugent & Deputy City Clerk Joie Ziller

Approve Previous Meeting Minutes

Alderman Holmes made a motion and Alderman Allred seconded to approve the December 14, 2021 meeting minutes and have them placed on file. **Upon the voice vote, all yes, the motion carried.**

Public Comment

Sherry Michaels offered her condolences to Bill Bailey, who recently passed away on December 29, 2021.

Police & ESDA

Co-Chairs Alderman Mietzner & Alderman Allred

Chief of Police Monthly Summary Report

Deputy Chief of Police Zink distributed and reviewed his monthly summary report with the Committee. That report will be included with the approved meeting minutes for future reference. Deputy Chief Zink also recognized ESDA on the great job with traffic control for Sergeant Rittmanic’s funeral procession.

Director of ESDA Monthly Summary Report

ESDA Director Housman reviewed the monthly summary report with the Committee. That report will be included with the approved meeting minutes for future reference.

FY 2022 Budget Summary

The Committee members reviewed the FY 2022 Budget Summary Reports.

Other Pertinent Information

Mayor Dietz informed the Committee that the fifty-two applications received for the Chief of Police position have been narrowed down to ten. Interviews are in the process of being scheduled.

Ordinance & License Committee

Co-Chairs Alderman Kirwin & Alderman Knight

Other Pertinent Information

Nothing at this time

Buildings, Grounds, Parks, Health & Safety Committee

Co-Chairs Alderman Jeffries & Alderman Smith

Update from Wilmington Dam Safety Committee

The suggestion from the Committee is for City Council act to remove two blocks from the Mill Race Dam that was temporarily erected by the US Army Corps of Engineers. The full suggestion will be included with the approved meeting minutes for future reference. Bill Weidling, Chairman of the Dam Committee presented the history of the lock and dam systems in Wilmington. Dam Committee Members Glenn Daniels also presented the Committee with information from the 2015 Hey & Associates, Inc. Analysis of Wilmington Mill Race.

Discussion on City's Façade Improvement Grant

Alderman Smith commended the downtown business on the improvements that are currently being made. What he's asking is, if the money could be expanded to businesses located outside of the downtown area. Mayor Dietz explained that presently in the current budget there are zero dollars designated for the façade improvement grant but the Council has approved approximately \$25,000. Mayor Dietz advised that if the Council wants to designate more dollars to the grant program, that can be done collectively during the fiscal year 2023 budget reviews. If the Council is wanting to expand the grant program to businesses outside of the B2A zoning district, an amendment to the ordinance will be needed. Mayor Dietz advised that if the Committee is wanting to make changes they should be done within the next month.

FY 2022 Budget Summary

The Committee members reviewed the FY 2022 Budget Summary Reports.

Other Pertinent Information

Alderman Vice suggested that the port-o-lets near the shoreline in the North Island Park be relocated to perhaps a concrete pad or more level ground.

Water, Sewer, Streets and Alleys Committee

Co-Chairs Alderman Vice & Alderman Holmes

Monthly Reports

Reports were given and/or presented by the Superintendent of Public Works and the Responsible Operators in Charge of the Water Reclamation Plant.

FY 2022 Budget Summary

The Committee reviewed the FY 2022 Budget Summary Reports.

Other Pertinent Information

Nothing at this time.

Personnel & Collective Bargaining Committee

Co-Chairs Alderman Mietzner & Alderman Holmes

Administrator Smith informed the Committee that we have opened back up the Director of Public Work position. To date, we have received seven applicants.

Adjournment

Motion to adjourn the meeting made by Alderman Holmes and seconded by Alderman Allred. **Upon the voice vote, the motion carried.** The Committee of the Whole Meeting held on January 11, 2022 adjourned at 6:54 p.m.

Respectfully submitted,



Joie Ziller, Deputy City Clerk



City of Wilmington Police Department

Departmental Memorandum

To: City Council
From: Deputy Chief Zink
Subject: Monthly Status Report – December, 2021

During the month the patrol division had the following activity:

- 7 Pedestrian/Suspicious Stops
- 288 Business (Walk and Talk) Checks (officers entering businesses during normal hours)
- 9062 Premise Checks (officer checking cursory checks of businesses after hours)
- Officers made 8 misdemeanor and/or warrant arrests
- Officers made 2 felony arrest
- Officers issued 62 traffic citations
- Officers issued 82 written traffic warnings
- Officers issued 12 compliance (local ordinance) tickets
- Officers issued 1 parking tickets
- Officers handled an additional 360 calls for service and wrote 51 related reports

Detective Sullivan had the following activity:

- Closed 10 active cases; 7 administratively, 1 referred to other agency, and 1 non-complaints
- Added 13 new cases.

Training:

- Officers participated in a total of 64 hours of off-site training
- Each officer participated in 25 Lexipol daily training scenarios
- 13 officers participated in life fire range training, other agencies used range 5 days in November.
- Each officer participated in 2 hours of Illinois Law Enforcement Executive Institute Online Training (mandatory) on Civil Rights and Civil Liabilities.

Other:



Wilmington Emergency Services Disaster Agency

103 North Main Street • Wilmington, IL 60481

Bus. (815) 476-2334 Fax (815) 476-5291

Wilmington ESDA

Committee Report

January 11, 2022

12-14-21	Rehab/Traffic	Mutual aid Wilmington Fire/Will County Sheriff
12-22-21	Traffic/Command Unit	Hazardous Material Spilled on Roadway
1-7-22	Traffic	Funeral Procession through City.

For 2012 Wilmington ESDA responded to 84 callouts:

10 –Water Related

21- Traffic

8-Weather Related

16-Special Details

2-Command Unit

3- Missing Person

2-Tree down

3- Wire down

19- Rehab

We are suggesting the Wilmington City Council act to remove two blocks from the Mill Race Dam that was temporarily erected by the US Army Corps of Engineers. We believe that this action will result in the following improvements to public safety, to wit:

1. It will reduce the flooding that has regularly occurred on the South Island, the South Island Park, and on Route 53 as it traverses across the South Island. It has been observed that flooding did not previously occur prior to the emergency action of the Corps of Engineers in repairing this dam, but has consistently occurred in the years since. This will result in safety improvements from reduced icing on the road, reduced damage to the park, and allow the trees that once grew in the park to replenish themselves.
2. It will reduce stagnant water in the Mill Race itself and that gathers in pools in the South Island Park, thereby depriving mosquitoes of breeding areas. This will improve safety by reducing the risk of spreading mosquito-borne diseases, such as West Nile virus, which has been detected in the area recently.
3. It will reduce the level of the river at the Kankakee River Dam in South Island Park in Wilmington. By reducing the level of the river, it will reduce the rolling, churning action of the water as it flows over and down the face of the dam. This so-called "boil" action has historically been shown to be dangerous, resulting in death to too many would-be recreational visitors to Wilmington as well as threatening the lives of those brave men and women who train to attempt to rescue those who are caught in its deadly grip. This will increase potential revenue to businesses in Wilmington as well as to the City itself from increased volume of tax dollars transacting business in our fair city, because of increased opportunities for recreational activities that can occur near a safer waterway. However, we must always keep in mind that those who choose to have activity near any waterway do so at their own risk.
4. It will reduce the cost of maintaining the South Island and the South Island Park, because by reducing stagnant water and seasonal flooding, the city will not have to pay for replacement of sod and grass, as well as reducing seasonal damage to the recreational areas and reducing the cost of bringing those recreational areas back to usable condition.
5. It will assist the City of Wilmington in building positive relations with the Illinois Department of Natural Resources, the U S Army Corps of Engineers, and other state and local agencies with an interest in the Mill Race Dam and the Kankakee River Dam in the South Island Park in Wilmington. Building those relations will aid Wilmington if the need occurs for any future work relating to either of the dams to make sure the city can obtain a result that is acceptable to the citizens of Wilmington, the Illinois Department of Natural Resources, the U S Army Corps of Engineers, and the City of Wilmington.

We urge the City to take appropriate action at the earliest convenience to avoid more damage and hazardous situations that may occur if this activity is held in abeyance until after the arrival of spring.

Dredging Discussion, and Mill Race Restoration Concepts

The Illinois Environmental Protection Agency Tier 1 Residential TACO Standards are provided in Appendix C. The lab results did not identify any constituent that was above the limits and should not pose any special considerations for future disposal if any dredging or grading work is conducted in the future.

DREDGING DISCUSSION

The general conclusion of the bathymetric study was that substantial soft sediment does not exist within the Mill Race. Depositions in anticipated near shore areas were present, but a natural channel thalweg remained.

Additionally, minimal sediment was present north of the Illinois Route 53 bridge. This was likely due to the bridge functioning as a hydraulic restriction, resulting in increased downstream velocities in the water column. This increase in velocity prevents sediment from being deposited in this zone. Additionally, any sediment deposited during low flow conditions is likely scoured from upstream of the dam on regular intervals during high flow periods. The results generally showed that even if it was determined that dredging could provide substantial benefits; there is likely not substantial material to be dredged from the channel.

As noted in the introduction, dredging will also not likely have any demonstrable impact on flooding along the Mill Race Channel. The hydraulic control of the dam extends the entire length of the Mill Race, making geometry of the channel below the dam crest elevation somewhat inconsequential to flood heights. This was confirmed with sensitivity analysis using the IDNR hydraulic model.

Based upon the nature of the sediments found, Hey could not conclude that dredging would offer a substantial ecological benefit either. ~~The dam will still function as a blockage~~ to fish movement. The deepening of side-channel areas through dredging would only serve to encourage future deposition of sandy material from the upper watershed. Once removed, the material would collect in these areas again rapidly without substantial work to influence flow regimes of the Mill Race.

In conclusion not only is there relatively little soft sediment material to justify a large scale dredging project, the project would not likely provide substantial improvements to the Mill Race even if sediment was present and removed. It should be noted that generally, sampled sediment showed little to no contamination that would make disposal of dredged material substantially more costly.

MILL RACE RESTORATION CONCEPTS

Upon conclusion that dredging was not likely to be feasible or result in benefits to the Mill Race, Hey worked with the City to determine goals for any project focused on the Mill Race for development of a concept level restoration plan. Based upon these discussions, and review of the site and available data, the following primary goals were identified.

1. Improve flooding along the Mill Race
2. Eliminate the blockage to fish passage
3. Enhance recreational opportunities along the Mill Race
4. Enhance local ecology

The attached three sheet Schematic Restoration Plan outlines proposed project components to accomplish these goals. The proposed work consists of the following general project components. A discussion of how these components accomplish the identified goals is also included.

Mill Race Restoration Concepts

Removal of the Temporary Mill Race Dam and Stabilization of the Area

Removal of the temporary Mill Race Dam will eliminate the hydraulic control and reduce the tailwater elevation on the Mill Race by approximately eight feet. The result is that flood heights will be reduced substantially over the Mill Race. Table 1 shows the potential reduction in flood elevations based upon a preliminary analysis using the IDNR HEC-RAS hydraulic model. In addition to being the primary driver of a reduction in flood elevations for the project, the removal of the temporary dam will eliminate the existing impediment to fish passage, allowing for free movement upstream and downstream of the primary Kankakee River Dam. This will allow native game fish species such as walleye, northern pike, smallmouth bass and flathead catfish along with other key native species to freely access upstream spawning grounds, additional food sources, and valuable overwintering habitat that is currently not accessible or requires longer migrations runs.

Recreational opportunities will be enhanced by removing the impediment connecting the upper river to the lower river by water. Paddlers and potentially even small boat users will be able to freely move between the upper and lower river using the modified Mill Race. The removal of the dam will also create a safer recreation opportunity for park users at the dam site.

Table 1

Location	10-yr		50-yr		100-yr	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Mill Race Dam	538.13	536.21	539.19	538.2	539.59	538.85
Downstream of IL Rte. 53	537.79	535.45	538.76	537.72	539.14	538.41
Upstream of IL Rte. 53	536.87	533.6	537.14	536.2	537.37	537.06
Existing Upstream Launch Site	536.52	532.8	536.83	535.57	536.67	536.63

Removal of the dam does not come without constraints. Two existing power service supports will either need to be moved, or structurally supported to allow for the required modifications. This will likely be costly, but it is believed the costs are far outweighed by the flood reduction, fish passage, and recreational benefits of removal of the dam and stabilization of the area.

Installation of Stone Riffles

Newly installed stone riffle structures will serve several functions. They will provide grade control to ensure that the Mill Race channel does not experience substantial down-cutting, resulting in shoreline stability issues. The structures will also serve to speed flow within the Mill Race to keep sediments moving and maintain a deeper and narrower channel more consistent with natural channel geometry, and improved fish and other aquatic organism habitat. The riffles will create "whitewater" features that will oxygenate the

water, and provide both visual and auditory aesthetic appeal to the project reach. These riffles will also provide for expanded fish habitat along the reach increasing recreational fishing opportunities, where the current Mill Race is fairly shallow and uniform and does not generally provide high-quality fish habitat.

Committee of the Whole

11 January 2022

Water Reclamation Report

Patrick W. Nugent ROINC

I'd like to start off wishing everyone a Happy New Year!

Well, we made it through the holidays pretty well. Barely a hitch the whole holiday season. I don't know whether to be thankful or worried that the bottom might drop out. Haha!!

The yearly maintenance to the North Blower has been completed. We can now go back to where we were rotating the blowers so that they get equal run times.

The Fire Alarm System has been repaired. It was a battery in the system that was bad. The battery was replaced and the trouble alarm that WESCOM was receiving has been cleared.

Press operations have been completed and we should be good until the Spring. We have also received our order of Polymer.

We have been having some trouble with the Sludge Tank Level Indicator. It hasn't been reading right. On Monday, 10 January, Gasvoda will be out to assess and try to fix it.

Jack and I have been working with Chamlin Engineering finalizing the plans for the new Influent Meter. Hopefully we can get it installed in the early Spring before the rains start.

Jack and I have also been working with Chamlin Engineering on the plans for replacing North Island Lift Station. We will be meeting with them on Monday, 10 January.

Had to make some minor repairs to our snowplow. We had to get a directional cylinder rebuilt, a new hydraulic hose and replace a pin that was missing. Jack did a great job getting those repairs done.

Now that winter has set in. We will start working on vehicle, mower and equipment maintenance.