

1230 Midwest Lane  
Wheaton, IL 60187

July 25, 2007

Mr. Robert Clavel, P.E.  
Wheaton Sanitary District  
1S649 Shaffner Rd  
P.O. Box 626  
Wheaton, IL 60187-0626

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Re. July 13, 2007 meeting with Wheaton Fire Department

Reference: July 16, 2007 letter from Gregory C. Berk, Fire Chief

Dear Mr. Clavel:

The afternoon of July 13, 2007 we met with Wheaton Fire Department (WFD) officers to explore public safety concerns regarding the proposed South Side Interceptor Sewer project. The attendees were:

- Dr. Len LaBelle – Resident
- Mr. Tom Barto – Resident
- Mr. Greg Berk – Fire Chief
- Mr. Bill Schultz – Deputy Fire Chief
- Mr. Bob Clavel – Wheaton Sanitary District
- Mr. Nicholas Orf – Strand Associates

Some relevant observations were noted from the discussions.

Emergency Response Times cannot be maintained in areas where roads are being excavated and detours established. This is a problem not only during excavation, but also when the roads are being repaved.

Emergency Vehicles cannot drive on roads next to trenches. This includes any section of residential road where the trench is in any part of the pavement.

After filling the trench over the pipe, the fill must be compacted before Emergency Vehicles can use the roadway.

Fire trucks must be able to be positioned within 200 feet of the structure during an emergency.

WSD plans to only work at one site along the route at any time, so construction will not block both the primary and alternate (detour) route to an area.

The proposed trench depths are beyond the WFD rescue capability. A "Technical Rescue" team would be needed for any In-Trench rescue.

Emergency personnel will take reasonable risks for a Rescue, but will not be put at risk for a Recovery (of a body).

A number of incidents were cited involving injuries or deaths during work in trenches in the area. All cited incidents involved a worker. It is normally expected that there is a significantly higher risk for workers than residents during this type of project. Most incidents seemed to be attributed to the worker or contractor disregarding standard safety procedures.

WSD expects that their Engineering Consultants will be responsible for overseeing compliance to requirements, including safety requirements during the project.

It appears that we all have a mutual concern that, regardless of the route chosen, contractors working on this project need to be responsible and strictly abide by safety requirements. WSD has responded to a number of resident concerns by stating that a requirement COULD be added to the contract. We believe that appropriate requirements MUST be included in the contract that goes out for bids. Reasonable requirements tied to financial penalties per incident should be of little concern to a reputable contractor, but may deter a less trustworthy contractor from bidding. Some incidents that have been mentioned include (not a complete or exhaustive list):

- Blocking a driveway during a weekend or extended work break
- Blocking a cul-de-sac overnight
- Exceeding the Fire Department reach limits due to long trench lengths

Appropriate penalties to be deducted from progressive payments may give the contractor an incentive to complete the work to an acceptable stopping point each day, with the use of overtime pay if needed.

Overall, with a project of this magnitude, we believe it is imperative that the contractors be held to strict standards to protect the safety of the workers and the community.

Sincerely,

Tom Barto