



United City of Yorkville

800 Game Farm Road

Yorkville, Illinois 60560

Telephone: 630-553-4350

www.yorkville.il.us

AGENDA PUBLIC WORKS COMMITTEE MEETING

Tuesday, March 15, 2016

6:00 p.m.

City Hall Conference Room
800 Game Farm Road, Yorkville, IL

Citizen Comments:

Minutes for Correction/Approval: February 16, 2016

New Business:

1. PW 2016-13 Countryside Water Main and Roadway Improvements – Bid Award
2. PW 2016-14 2016 Road to Better Roads Program – Bid Award
3. PW 2016-15 Mill Street LAFO – IDOT Bid Review
4. PW 2016-16 MFT General Maintenance Appropriation Resolution for FY 2017
5. PW 2016-17 Hot Mix and Cold Patch MFT FY 2017 – RFP – Award
6. PW 2016-18 Well No. 8 Rehabilitation – Change Order No. 2
7. PW 2016-19 Kendall County Transportation Alternative Program (KC-TAP) – Route 47 Sidewalks
8. PW 2016-20 Windett Ridge Traffic Control Requests
 - a. Fairfax Way and Windett Ridge Road Intersection
 - b. Claremont Court and Windett Ridge Road Intersection

Old Business:

1. PW 2015-45 E-Waste Recycling
2. PW 2016-04 Countryside Subdivision Water Main and Roadway Improvements

Additional Business:

2015/2016 City Council Goals – Public Works Committee		
Goal	Priority	Staff
“Countryside Infrastructure”	4	Eric Dhuse & Brad Sanderson
“Vehicle Replacement”	5	Eric Dhuse
“Capital Infrastructure”	7	Bart Olson & Eric Dhuse
“Road Study (Update & Refresh)”	9	Eric Dhuse & Brad Sanderson
“Sidewalk Plan Funding”	18	Bart Olson & Rob Fredrickson

UNITED CITY OF YORKVILLE
WORKSHEET
PUBLIC WORKS COMMITTEE
Tuesday, March 15, 2016
6:00 PM
CITY HALL CONFERENCE ROOM

CITIZEN COMMENTS:

MINUTES FOR CORRECTION/APPROVAL:

1. February 16, 2016

- ☐ Approved _____
- ☐ As presented
- ☐ With corrections

NEW BUSINESS:

1. PW 2016-13 Countryside Water Main and Roadway Improvements – Bid Award

- ☐ Moved forward to CC _____ consent agenda? Y N
 - ☐ Approved by Committee _____
 - ☐ Bring back to Committee _____
 - ☐ Informational Item
 - ☐ Notes _____
-
-

2. PW 2016-14 2016 Road to Better Roads Program – Bid Award

☐ Moved forward to CC _____ consent agenda? Y N

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

3. PW 2016-15 Mill Street LAFO – IDOT Bid Review

☐ Moved forward to CC _____ consent agenda? Y N

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

4. PW 2016-16 MFT General Maintenance Appropriation Resolution for FY 2017

☐ Moved forward to CC _____ consent agenda? Y N

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

5. PW 2016-17 Hot Mix and Cold Patch MFT FY 2017 – RFP - Award

☐ Moved forward to CC _____ consent agenda? Y N

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

6. PW 2016-18 Well No. 8 Rehabilitation – Change Order No. 2

☐ Moved forward to CC _____ consent agenda? Y N

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

7. PW 2016-19 Kendall County Transportation Alternative Program (KC-TAP) – Route 47 Sidewalks

☐ Moved forward to CC _____ consent agenda? Y N

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

8. PW 2016-20 Windett Ridge Traffic Control Requests

a. Fairfax Way and Windett Ridge Road Intersection

b. Claremont Court and Windett Ridge Road Intersection

☐ Moved forward to CC _____ consent agenda? Y N

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

OLD BUSINESS:

1. PW 2015-45 E-Waste Recycling

☐ Moved forward to CC _____ consent agenda? Y N

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

2. PW 2016-04 Countryside Subdivision Water Main and Roadway Improvements

☐ Moved forward to CC _____ consent agenda? Y N

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

ADDITIONAL BUSINESS:



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

Minutes

Tracking Number

Agenda Item Summary Memo

Title: Minutes of the Public Works Committee – February 16, 2016

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Committee Approval

Submitted by: Minute Taker

Name

Department

Agenda Item Notes:

DRAFT

**UNITED CITY OF YORKVILLE
PUBLIC WORKS COMMITTEE
Tuesday, February 16, 2016, 6:00pm
Yorkville City Hall, Conference Room
800 Game Farm Road**

IN ATTENDANCE:

Committee Members

Chairman Chris Funkhouser
Alderman Jackie Milschewski

Alderman Larry Kot
Alderman Ken Koch

Other City Officials

City Administrator Bart Olson
Public Works Director Eric Dhuse
Engineer Brad Sanderson, EEI
Administrative Intern Nicole Kathman

Other Guests: None

The meeting was called to order at 6:00pm by Chairman Chris Funkhouser.

Citizen Comments:

Previous Meeting Minutes: January 19, 2016

Chairman Funkhouser asked that a clarification be made on page 2, item #4, 2nd paragraph from the bottom, as follows: ...Courts/**cul-de-sacs**... The minutes were approved as amended.

New Business:

1. PW 2016-07 Countryside Subdivision Phase III Engineering Agreement

Mr. Olson said this project is budgeted at an estimated cost of \$548,000, but is billed hourly. He recommended going forward with EEL. A \$10,000 mileage cost was questioned by Alderman Funkhouser. It is a placeholder at this time with a daily cost of \$45 for 2 full time staff. Mr. Sanderson said they estimated higher due to the size of the project. This item moves to the consent agenda.

2. PW 2016-08 Fountainview Subdivision – Lots 1 and 2 – IDOT Highway Permit & Resolution

A development is moving forward in this subdivision and a right in/right out is being proposed which IDOT has approved. The permit issuance steps are being completed at this time and a resolution is required by the State. Mr. Sanderson recommended approval and this moves to the consent agenda.

3. PW 2016-09 Raintree Village Units 4, 5 and 6 – Acceptance of Improvements

Mr. Sanderson said the City took on the public improvements several years ago and the contracted work has been completed. Attorney Orr has recommended acceptance of these improvements. There are no street lights yet since there are no houses. Some street signs are needed, however, streets will not be opened at this time. Alderman Koch asked if the City was also accepting maintenance on the basins. The City will assume maintenance of these basins and the Homeowner's Association will maintain the other basins in Raintree. There is also a backup SSA. Even though the streets are closed, the public will be able to reach the basins. This moves to the consent agenda.

4. PW 2016-10 Well No. 8 Rehabilitation - Change Order No. 1

The bid was awarded last fall and the pump and motor were installed in the last two days. At the time of the award, there were mandatory alternates including an inspection. The Change Order is a result of the inspection with 3 items being replaced/upgraded. The amount is \$10,510 with one other request coming. Ceramic lining was also done while the pump was being repaired. This moves to consent.

5. PW 2016-11 2016 Sanitary Sewer Lining – Bid Award

Bids were taken last week from several vendors and the recommendation is for the lowest bidder—Visu-Sewer at \$180,914.90. They have done work for the City in the past. Alderman Funkhouser inquired about the “4 sanitary manholes by others”. Mr. Sanderson said those manholes will be installed by an underground contractor as part of the watermain project. This item moves to the consent agenda.

6. PW 2016-12 Salt Usage Update

Mr. Dhuse said there will be savings on salt usage this year and there are 300 tons left. The savings will go back into MFT. The brine has been working well and uses about 30% less salt. Mr. Dhuse will submit next year's bid next week and will come to committee for approval in March. The City has a couple year's payments left on the shared salt storage with the County, then only an annual fee of \$250 is required. There is a 99-year lease with the County. No further action, information only.

Old Business:

1. PW 2015-56 Maintenance of Stormwater Management Facilities

At the previous meeting, Mr. Dhuse had been asked to prepare a letter which specifies the time frame for owners to repair problems of deficient stormwater basins. This is pursuant to a proposed new city code ordinance. The actual owner, either the developer or homeowner, would receive the citation. Letters could go out by the end of the year. The ordinance will move forward to the consent agenda.

2. PW 2015-74 Mowing and Maintenance of Public Parkways

The committee had asked for information on areas being mowed and recommendations for the future. Mr. Dhuse provided a memo and map with this information. Mr. Olson said the hope is to turn over some of the areas being mowed to developers, farmers or allow natural growth if not impeding sight lines. Mr. Funkhouser commented that some of the rural areas could remain unmowed and other areas be turned over to developers. He said it made no sense to mow undeveloped areas. Alderman Kot asked about the vacant lots along Rt. 47, purchased during the construction and if they will be mowed regularly since they are in a highly visible area. Mr. Olson said the City is not obligated by any State inter-governmental agreement to mow these areas. Mr. Kot asked for clarification on the frequency of mowing these lots. He also asked about the old courthouse hill--the City will maintain only the southern half since the northern half is privately owned.

Alderman Koch commented that the maintenance of the ballfields is being turned over to the groups who use them. It was decided to mow areas shown in red on the map, just one time per year and other areas will be addressed on an individual basis. This plan will be re-evaluated in a few months.

3. PW 2015-45 E-Waste Recycling

Mr. Dhuse said there are no updates and a spring recycling event is still being planned.

4. PW 2016-04 Countryside Subdivision Water Main and Roadway Improvements

Mr. Sanderson presented a handout showing previously discussed roundabout options. He said three plans are being considered:

1. Reducing the 4 lanes to 2 lanes at Center and Countryside in preparation for the roundabout. Cost is about \$1.1 million.
2. Keep an 8-foot grassy median between the traffic lanes. Cost is \$1.1 million plus \$100,000 for additional curb.
3. Keep remaining configuration and move forward as a LAFO project, cost of about \$785,000.

He said the city would lose about half the LAFO funds if a roundabout is chosen. Construction funding would also be lost. However, long term savings would be realized with a roundabout since there is less pavement. Mr. Sanderson said he needs direction from the City prior to awarding the construction project.

Mr. Sanderson said 80% of the 4 curb islands by Rt. 34 and 47 will be replaced and the cost added on to the existing contract since removal is limited under LAFO funds. Regarding parkway maintenance, Mr. Funkhouser said the maintenance is being shifted to residents and business owners. He said the landowners should be notified upfront and the City should maintain any area that a resident/business owner is reluctant to maintain.

Comments were made about the roundabout. Mr. Kot said he liked it, but was not sure about the cost-effectiveness. He was concerned with some of the streets not being repaved during the main project and asked if some of the savings could be used for those streets not on the schedule. With some of the savings from option #3, the funds could be transferred to those roads, said Mr. Olson. He added that some of the smaller streets had been re-done recently. Mr. Funkhouser said he likes the roundabout to remedy traffic issues, and reduce pavement and maintenance. He favors the island that separates residential from commercial and recommended moving forward with the roundabout as a sign that the City is investing in this area. Ms. Milschewski said she likes the roundabout idea and that it would be beneficial as the area becomes fully built. It was noted the roundabout meets Fire Department standards. A decision is needed very soon and if there is no decision now, this aspect of the bid will be pulled out of the package at this time.

Mr. Sanderson said the main project will include completion of all the watermain and repair of the streets this year with the proposed roundabout being done in 2017. He suggested citizen input would be requested as well for the roundabout. A public meeting is already scheduled for February 23, however, he said it would be best to keep the roundabout as a separate issue until direction is given by the City. Mr. Kot said information needs to be publicized that the city is considering a roundabout. Next month more information will be provided on other parts of the project.

Additional Business:

Alderman Koch said residents in Windett Ridge informed him that only some of them receive their mail at home and some must retrieve their mail from the Post Office. Newer areas will receive mail in cluster mailboxes which are required by the Postal Service. He said there is inconsistency in other developments. He was told both sides of the mailbox clusters must be maintained/kept clear of snow. Administrator Olson said regional office personnel made the decision as to location of the receipt of mail and developers should ask the Postal Service for further clarification.

There was no further business and the meeting was adjourned 7:02pm.

Minutes respectfully transcribed by
Marlys Young, Minute Taker



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input checked="" type="checkbox"/>
City Administrator	<input type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>

Agenda Item Number

NB #1

Tracking Number

PW 2016-13

Agenda Item Summary Memo

Title: Countryside Water Main and Roadway Improvements

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: Consideration of Contract Award

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: Consideration of Contract Award

Submitted by: Brad Sanderson Engineering
Name Department

Agenda Item Notes:



Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: March 9, 2016
Subject: Countryside Water Main and Roadway Improvements


Bids were received, opened and tabulated for work to be done on the Countryside Water Main and Roadway Improvements at 11:00 a.m., March 3, 2016. Representatives of contractors bidding the project, the City, and our firm were in attendance. A tabulation of the bids and the engineer's estimate is attached for your information and record. The low bid was below our engineer's estimate and within the project budget.


We recommend the acceptance of the base bid (\$3,947,256.32) plus alternates 1 and 2 (\$272,657.66 + \$86,274.05) and award be made to the low bidder, Geneva Construction, P.O. Box 998, Aurora, IL 60507 in the amount of **\$4,306,188.03**.

Any additional work that may be added by the City will be done so via change order after the project has been formally awarded.

If you have any questions or require additional information, please let us know.


BID TABULATION
COUNTRYSIDE WATER MAIN & ROADWAY IMPROVEMENTS

<div>Engineering Enterprises, Inc.</div>		BID TABULATION		GENEVA CONSTRUCTION		ACQUA CORPORATION		CONLEY EXCAVATING, INC.		H.LINDEN & SONS SEWER & WATER		D. CONSTRUCTION		GERARDI SEWER & WATER CO.		COPENHAVER CONSTRUCTION		ENGINEER'S ESTIMATE	
		BIDS RECD	3/3/2016	P.O. Box 998		40 E. Chicago Ave. - Ste 138		1555 Gramercy Place		722 E. South Street-Unit D		1488 S. Broadway		4520 N. Osage		75 Koppie Drive			
				Aurora, IL 60507		Chicago, IL 60611		Morris, IL 60450		Plano, IL 60545		Coal City, IL 60416		Norridge, IL 60706		Gilberts, IL 60136			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	TREE REMOVAL, 6-15 UNIT DIAMETER	UNIT	126	\$16.50	\$2,079.00	\$22.00	\$2,772.00	\$31.00	\$3,906.00	\$25.00	\$3,150.00	\$20.00	\$2,520.00	\$16.50	\$2,079.00	\$22.00	\$2,772.00	\$35.00	\$4,410.00
2	TREE REMOVAL, OVER 15 UNIT DIAMETER	UNIT	340	\$18.00	\$6,120.00	\$26.00	\$8,840.00	\$37.00	\$12,580.00	\$35.00	\$11,900.00	\$25.00	\$8,500.00	\$18.00	\$6,120.00	\$23.00	\$7,820.00	\$45.00	\$15,300.00
3	TREE ROOT PRUNING	EACH	55	\$70.00	\$3,850.00	\$96.00	\$5,280.00	\$125.00	\$6,875.00	\$110.00	\$6,050.00	\$50.00	\$2,750.00	\$70.00	\$3,850.00	\$30.00	\$1,650.00	\$100.00	\$5,500.00
4	CONNECTION TO EXISTING 4-INCH WATER MAIN	EACH	2	\$4,400.00	\$8,800.00	\$4,400.00	\$8,800.00	\$1,500.00	\$3,000.00	\$2,500.00	\$5,000.00	\$1,000.00	\$2,000.00	\$2,600.00	\$5,200.00	\$1,500.00	\$3,000.00	\$3,000.00	\$6,000.00
5	CONNECTION TO EXISTING 6-INCH WATER MAIN	EACH	11	\$4,800.00	\$52,800.00	\$4,800.00	\$52,800.00	\$1,500.00	\$16,500.00	\$3,000.00	\$33,000.00	\$1,300.00	\$14,300.00	\$3,000.00	\$33,000.00	\$1,500.00	\$16,500.00	\$3,500.00	\$38,500.00
6	CONNECTION TO EXISTING 8-INCH WATER MAIN	EACH	3	\$5,500.00	\$16,500.00	\$5,500.00	\$16,500.00	\$1,650.00	\$4,950.00	\$3,500.00	\$10,500.00	\$1,800.00	\$5,400.00	\$3,200.00	\$9,600.00	\$1,700.00	\$5,100.00	\$4,000.00	\$12,000.00
7	CONNECTION TO EXISTING 12-INCH WATER MAIN	EACH	6	\$5,800.00	\$34,800.00	\$5,800.00	\$34,800.00	\$2,000.00	\$12,000.00	\$4,000.00	\$24,000.00	\$2,500.00	\$15,000.00	\$3,600.00	\$21,600.00	\$2,000.00	\$12,000.00	\$4,500.00	\$27,000.00
8	WATER MAIN, 4-INCH D.I.P, CLASS 52, WITH POLYETHYLENE WRAP	LF	284	\$120.00	\$34,080.00	\$120.00	\$34,080.00	\$84.00	\$23,856.00	\$90.00	\$25,560.00	\$62.00	\$17,608.00	\$90.00	\$25,560.00	\$81.00	\$23,004.00	\$45.00	\$12,780.00
9	WATER MAIN, 6-INCH D.I.P, CLASS 52, WITH POLYETHYLENE WRAP	LF	191	\$140.00	\$26,740.00	\$140.00	\$26,740.00	\$84.00	\$16,044.00	\$92.00	\$17,572.00	\$55.00	\$10,505.00	\$95.00	\$18,145.00	\$81.00	\$15,471.00	\$45.00	\$8,595.00
10	WATER MAIN, 8-INCH D.I.P, CLASS 52, WITH POLYETHYLENE WRAP	LF	12,423	\$62.00	\$770,226.00	\$65.00	\$807,495.00	\$85.00	\$1,055,955.00	\$95.00	\$1,180,185.00	\$61.00	\$757,803.00	\$120.00	\$1,490,760.00	\$80.00	\$993,840.00	\$50.00	\$621,150.00
11	WATER MAIN, 12-INCH D.I.P, CLASS 52, WITH POLYETHYLENE WRAP	LF	1,683	\$83.00	\$139,689.00	\$80.00	\$134,640.00	\$73.00	\$122,859.00	\$119.00	\$200,277.00	\$79.00	\$132,957.00	\$150.00	\$252,450.00	\$105.00	\$176,715.00	\$75.00	\$126,225.00
12	GATE VALVE , 4-INCH (RESILIENT SEAT) IN VALVE BOX	EACH	3	\$1,700.00	\$5,100.00	\$1,700.00	\$5,100.00	\$1,100.00	\$3,300.00	\$1,400.00	\$4,200.00	\$1,200.00	\$3,600.00	\$1,375.00	\$4,125.00	\$1,500.00	\$4,500.00	\$1,800.00	\$5,400.00
13	GATE VALVE, 6-INCH (RESILIENT SEAT) IN VALVE BOX	EACH	1	\$1,800.00	\$1,800.00	\$1,800.00	\$1,800.00	\$1,380.00	\$1,380.00	\$1,600.00	\$1,600.00	\$1,400.00	\$1,400.00	\$1,525.00	\$1,525.00	\$1,600.00	\$1,600.00	\$2,000.00	\$2,000.00
14	GATE VALVE, 8-INCH (RESILIENT SEAT) IN VALVE BOX	EACH	35	\$2,250.00	\$78,750.00	\$2,250.00	\$78,750.00	\$1,650.00	\$57,750.00	\$1,800.00	\$63,000.00	\$1,700.00	\$59,500.00	\$1,875.00	\$65,625.00	\$2,400.00	\$84,000.00	\$2,200.00	\$77,000.00
15	GATE VALVE & VALVE VAULT, 12-INCH (RESILENT SEAT) IN 60-INCH VAULT	EACH	4	\$5,500.00	\$22,000.00	\$5,500.00	\$22,000.00	\$4,600.00	\$18,400.00	\$2,500.00	\$10,000.00	\$5,500.00	\$22,000.00	\$4,500.00	\$18,000.00	\$6,200.00	\$24,800.00	\$4,800.00	\$19,200.00
16	WATER MAIN LINE STOP, 6-INCH	EACH	1	\$9,000.00	\$9,000.00	\$9,000.00	\$9,000.00	\$4,500.00	\$4,500.00	\$4,000.00	\$4,000.00	\$7,000.00	\$7,000.00	\$3,800.00	\$3,800.00	\$6,000.00	\$6,000.00	\$7,500.00	\$7,500.00
17	FIRE HYDRANT ASSEMBLY, WITH AUXILIARY VALVE, 6-INCH MJ	EACH	42	\$4,600.00	\$193,200.00	\$4,600.00	\$193,200.00	\$4,765.00	\$200,130.00	\$4,800.00	\$201,600.00	\$4,200.00	\$176,400.00	\$5,000.00	\$210,000.00	\$6,100.00	\$256,200.00	\$4,500.00	\$189,000.00
18	FIRE HYDRANT ASSEMBLY, WITH AUXILIARY VALVE, 2-INCH MJ	EACH	1	\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00	\$2,600.00	\$2,600.00	\$4,000.00	\$4,000.00	\$4,200.00	\$4,200.00	\$2,500.00	\$2,500.00	\$6,100.00	\$6,100.00	\$3,500.00	\$3,500.00
19	TEMPORARY FLUSHING FIRE HYDRANT	EACH	2	\$4,600.00	\$9,200.00	\$4,600.00	\$9,200.00	\$3,000.00	\$6,000.00	\$1,000.00	\$2,000.00	\$3,000.00	\$6,000.00	\$1,400.00	\$2,800.00	\$1,000.00	\$2,000.00	\$3,000.00	\$6,000.00
20	DUCTILE IRON FITTINGS	LB	15,661	\$2.00	\$31,322.00	\$2.00	\$31,322.00	\$10.25	\$160,525.25	\$5.00	\$78,305.00	\$5.20	\$81,437.20	\$4.00	\$62,644.00	\$5.00	\$78,305.00	\$6.00	\$93,966.00
21	WATER MAIN PROTECTION, PVC C-900, 12-INCH	LF	772	\$100.00	\$77,200.00	\$100.00	\$77,200.00	\$35.00	\$27,020.00	\$88.00	\$67,936.00	\$100.00	\$77,200.00	\$60.00	\$46,320.00	\$30.00	\$23,160.00	\$60.00	\$46,320.00
22	WATER MAIN PROTECTION, PVC C-900, 18-INCH	LF	89	\$80.00	\$7,120.00	\$80.00	\$7,120.00	\$42.00	\$3,738.00	\$105.00	\$9,345.00	\$140.00	\$12,460.00	\$82.00	\$7,298.00	\$86.00	\$7,654.00	\$75.00	\$6,675.00
23	WATER MAIN INSULATION	LF	120	\$12.00	\$1,440.00	\$12.00	\$1,440.00	\$28.00	\$3,360.00	\$25.00	\$3,000.00	\$25.00	\$3,000.00	\$50.00	\$6,000.00	\$25.00	\$3,000.00	\$30.00	\$3,600.00
24	SANITARY SEWER REMOVAL AND REPLACEMENT	LF	50	\$100.00	\$5,000.00	\$100.00	\$5,000.00	\$100.00	\$5,000.00	\$128.00	\$6,400.00	\$100.00	\$5,000.00	\$100.00	\$5,000.00	\$100.00	\$5,000.00	\$100.00	\$5,000.00
25	STORM SEWER REMOVAL AND REPLACEMENT	LF	150	\$80.00	\$12,000.00	\$80.00	\$12,000.00	\$65.00	\$9,750.00	\$75.00	\$11,250.00	\$80.00	\$12,000.00	\$80.00	\$12,000.00	\$95.00	\$14,250.00	\$100.00	\$15,000.00
26	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL-TYPE 1	TON	100	\$10.00	\$1,000.00	\$10.00	\$1,000.00	\$20.00	\$2,000.00	\$50.00	\$5,000.00	\$50.00	\$5,000.00	\$40.00	\$4,000.00	\$80.00	\$8,000.00	\$60.00	\$6,000.00
27	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL-TYPE 2	TON	100	\$10.00	\$1,000.00	\$10.00	\$1,000.00	\$10.00	\$1,000.00	\$50.00	\$5,000.00	\$30.00	\$3,000.00	\$40.00	\$4,000.00	\$90.00	\$9,000.00	\$60.00	\$6,000.00
28	SELECT GRANULAR BACKFILL	CY	12,789	\$25.00	\$319,725.00	\$25.00	\$319,725.00	\$10.00	\$127,890.00	\$1.00	\$12,789.00	\$36.00	\$460,404.00	\$5.00	\$63,945.00	\$34.00	\$434,826.00	\$35.00	\$447,615.00
29	FOUNDATION MATERIAL	CY	280	\$1.00	\$280.00	\$1.00	\$280.00	\$5.00	\$1,400.00	\$10.00									

		BID TABULATION		GENEVA CONSTRUCTION		ACQUA CORPORATION		CONLEY EXCAVATING, INC.		H.LINDEN & SONS SEWER & WATER		D. CONSTRUCTION		GERARDI SEWER & WATER CO.		COPENHAVER CONSTRUCTION		ENGINEER'S ESTIMATE	
		BIDS RECD	3/3/2016	P.O. Box 998		40 E. Chicago Ave. - Ste 138		1555 Gramercy Place		722 E. South Street-Unit D		1488 S. Broadway		4520 N. Osage		75 Koppie Drive			
				Aurora, IL 60507		Chicago, IL 60611		Morris, IL 60450		Plano, IL 60545		Coal City, IL 60416		Norridge, IL 60706		Gilberts, IL 60136			
ITEM				UNIT		UNIT		UNIT		UNIT		UNIT		UNIT		UNIT		UNIT	
NO.	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT
59	RESTORATION	SY	10,283	\$9.00	\$92,547.00	\$6.00	\$61,698.00	\$7.50	\$77,122.50	\$4.00	\$41,132.00	\$10.00	\$102,830.00	\$9.00	\$92,547.00	\$5.00	\$51,415.00	\$7.50	\$77,122.50
60	TRAFFIC CONTROL AND PROTECTION	LS	1	\$95,000.00	\$95,000.00	\$202,372.60	\$202,372.60	\$50,000.00	\$50,000.00	\$160,000.00	\$160,000.00	\$25,000.00	\$25,000.00	\$150,000.00	\$150,000.00	\$520,000.00	\$520,000.00	\$50,000.00	\$50,000.00
61	ALLOWANCE-ITEMS ORDERED BY THE ENGINEER	UNIT	75,000	\$1.00	\$75,000.00	\$1.00	\$75,000.00	\$1.00	\$75,000.00	\$1.00	\$75,000.00	\$1.00	\$75,000.00	\$1.00	\$75,000.00	\$1.00	\$75,000.00	\$1.00	\$75,000.00
62	PREPARATION OF BASE	SQ YD	34,599	\$0.55	\$19,029.45	\$0.60	\$20,759.40	\$0.80	\$27,679.20	\$0.60	\$20,759.40	\$1.20	\$41,518.80	\$0.60	\$20,759.40	\$1.00	\$34,599.00	\$15.00	\$518,985.00
63	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,038	\$35.00	\$36,330.00	\$25.00	\$25,950.00	\$41.00	\$42,558.00	\$38.00	\$39,444.00	\$20.00	\$20,760.00	\$37.50	\$38,925.00	\$25.00	\$25,950.00	\$25.00	\$25,950.00
64	AGGREGATE SUBGRADE IMPROVEMENT	SQ YD	3,460	\$9.50	\$32,870.00	\$11.00	\$38,060.00	\$11.25	\$38,925.00	\$13.00	\$44,980.00	\$15.00	\$51,900.00	\$10.45	\$36,157.00	\$12.00	\$41,520.00	\$50.00	\$173,000.00
65	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	765	\$8.65	\$6,617.25	\$8.00	\$6,120.00	\$9.00	\$6,885.00	\$10.00	\$7,650.00	\$17.00	\$13,005.00	\$7.65	\$5,852.25	\$9.00	\$6,885.00	\$5.00	\$3,825.00
66	HOT-MIX ASPHALT SURFACE REMOVAL, 4-INCH	SQ YD	39,293	\$4.00	\$157,172.00	\$3.00	\$117,879.00	\$3.30	\$129,666.90	\$4.00	\$157,172.00	\$3.50	\$137,525.50	\$2.95	\$115,914.35	\$3.30	\$129,666.90	\$7.00	\$275,051.00
67	BITUMINOUS MATERAIL (PRIME COAT)	GALLON	20,012	\$0.01	\$200.12	\$2.50	\$50,030.00	\$1.50	\$30,018.00	\$3.00	\$60,036.00	\$0.01	\$200.12	\$2.70	\$54,032.40	\$3.00	\$60,036.00	\$1.00	\$20,012.00
68	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	5,326	\$64.00	\$340,864.00	\$57.00	\$303,582.00	\$61.00	\$324,886.00	\$61.00	\$324,886.00	\$61.00	\$324,886.00	\$55.90	\$297,723.40	\$62.00	\$330,212.00	\$65.00	\$346,190.00
69	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	4,142	\$72.00	\$298,224.00	\$66.00	\$273,372.00	\$68.50	\$283,727.00	\$70.00	\$289,940.00	\$63.50	\$263,017.00	\$64.50	\$267,159.00	\$71.00	\$294,082.00	\$75.00	\$310,650.00
70	SIDEWALK REMOVAL	SQ FT	1,244	\$0.90	\$1,119.60	\$1.00	\$1,244.00	\$3.00	\$3,732.00	\$2.00	\$2,488.00	\$2.00	\$2,488.00	\$1.00	\$1,244.00	\$2.00	\$2,488.00	\$5.00	\$6,220.00
71	SIDEWALK REMOVAL AND REPLACEMENT, WITH 4-INCH AGGREGATE BASE	SQ FT	2,706	\$7.15	\$19,347.90	\$16.00	\$43,296.00	\$6.85	\$18,536.10	\$8.00	\$21,648.00	\$6.50	\$17,589.00	\$6.35	\$17,183.10	\$6.00	\$16,236.00	\$8.00	\$21,648.00
72	PORTLAND CEMENT CONCRETE SIDEWALK 5-INCH, SPECIAL	SQ FT	988	\$7.45	\$7,360.60	\$15.00	\$14,820.00	\$7.20	\$7,113.60	\$7.00	\$6,916.00	\$7.00	\$6,916.00	\$6.60	\$6,520.80	\$7.00	\$6,916.00	\$6.00	\$5,928.00
73	DETECTABLE WARNINGS	SQ FT	246	\$24.00	\$5,904.00	\$22.00	\$5,412.00	\$30.00	\$7,380.00	\$22.00	\$5,412.00	\$30.00	\$7,380.00	\$21.00	\$5,166.00	\$30.00	\$7,380.00	\$25.00	\$6,150.00
74	MANHOLES TO BE ADJUSTED	EACH	29	\$415.00	\$12,035.00	\$325.00	\$9,425.00	\$700.00	\$20,300.00	\$450.00	\$13,050.00	\$600.00	\$17,400.00	\$320.00	\$9,280.00	\$650.00	\$18,850.00	\$350.00	\$10,150.00
75	INLETS TO BE ADJUSTED	EACH	29	\$375.00	\$10,875.00	\$325.00	\$9,425.00	\$700.00	\$20,300.00	\$450.00	\$13,050.00	\$600.00	\$17,400.00	\$320.00	\$9,280.00	\$500.00	\$14,500.00	\$350.00	\$10,150.00
76	NEW FRAME AND LID OR GRATE	EACH	10	\$325.00	\$3,250.00	\$275.00	\$2,750.00	\$400.00	\$4,000.00	\$400.00	\$4,000.00	\$300.00	\$3,000.00	\$325.00	\$3,250.00	\$800.00	\$8,000.00	\$600.00	\$6,000.00
77	INLET TY A, SPECIAL	EACH	3	\$1,200.00	\$3,600.00	\$1,200.00	\$3,600.00	\$550.00	\$1,650.00	\$1,000.00	\$3,000.00	\$2,500.00	\$7,500.00	\$1,800.00	\$5,400.00	\$1,100.00	\$3,300.00	\$1,000.00	\$3,000.00
78	MANHOLE TO BE RECONSTRUCTED	EACH	3	\$1,250.00	\$3,750.00	\$1,400.00	\$4,200.00	\$1,000.00	\$3,000.00	\$1,500.00	\$4,500.00	\$750.00	\$2,250.00	\$1,500.00	\$4,500.00	\$1,100.00	\$3,300.00	\$800.00	\$2,400.00
79	SANITARY MANHOLES TO BE ADJUSTED	EACH	10	\$850.00	\$8,500.00	\$1,450.00	\$14,500.00	\$500.00	\$5,000.00	\$1,200.00	\$12,000.00	\$850.00	\$8,500.00	\$850.00	\$8,500.00	\$800.00	\$8,000.00	\$500.00	\$5,000.00
80	PIPE UNDERDRAINS, 4-INCH	LF	90	\$30.00	\$2,700.00	\$30.00	\$2,700.00	\$15.00	\$1,350.00	\$17.00	\$1,530.00	\$30.00	\$2,700.00	\$26.00	\$2,340.00	\$20.00	\$1,800.00	\$26.00	\$2,340.00
81	REMOVE CURB ASPHALT	EACH	14	\$95.00	\$1,330.00	\$85.00	\$1,190.00	\$100.00	\$1,400.00	\$140.00	\$1,960.00	\$5,000.00	\$70,000.00	\$85.00	\$1,190.00	\$125.00	\$1,750.00	\$300.00	\$4,200.00
82	ROADWAY EDGE CRACK SEALING	LF	25,940	\$0.48	\$12,451.20	\$0.50	\$12,970.00	\$0.85	\$22,049.00	\$0.75	\$19,455.00	\$1.00	\$25,940.00	\$0.50	\$12,970.00	\$2.00	\$51,880.00	\$1.00	\$25,940.00
	TOTAL BASE BID				\$3,947,256.32		\$4,008,200.00		\$3,987,337.65		\$4,252,191.40		\$4,265,278.62		\$4,538,641.80		\$4,833,031.90		\$4,898,931.50

ALTERNATE 1:

1	TREE REMOVAL, OVER 15 UNIT DIAMETER	UNIT	24	\$18.00	\$432.00	\$26.00	\$624.00	\$31.00	\$744.00	\$35.00	\$840.00	\$25.00	\$600.00	\$18.00	\$432.00	\$23.00	\$552.00	\$45.00	\$1,080.00
2	TREE ROOT PRUNING	EACH	7	\$70.00	\$490.00	\$96.00	\$672.00	\$125.00	\$875.00	\$110.00	\$770.00	\$50.00	\$350.00	\$70.00	\$490.00	\$30.00	\$210.00	\$100.00	\$700.00
3	CONNECTION TO EXISTING 6-INCH WATER MAIN	EACH	1	\$4,800.00	\$4,800.00	\$4,800.00	\$4,800.00	\$1,500.00	\$1,500.00	\$3,000.00	\$3,000.00	\$1,300.00	\$1,300.00	\$3,000.00	\$3,000.00	\$1,500.00	\$1,500.00	\$3,500.00	\$3,500.00
4	WATER MAIN, 6-INCH D.I.P, CLASS 52, WITH POLYETHYLENE WRAP	LF	15	\$140.00	\$2,100.00	\$140.00	\$2,100.00	\$84.00	\$1,260.00	\$92.00	\$1,380.00	\$55.00	\$825.00	\$95.00	\$1,425.00	\$81.00	\$1,215.00	\$45.00	\$675.00
5	WATER MAIN, 8-INCH D.I.P, CLASS 52, WITH POLYETHYLENE WRAP	LF	1,049	\$62.00	\$65,038.00	\$65.00	\$68,185.00	\$85.00	\$89,165.00	\$95.00	\$99,655.00	\$61.00	\$63,989.00	\$120.00	\$125,880.00	\$80.00	\$83,920.00	\$50.00	\$52,450.00
6	GATE VALVE, 8-INCH (RESILIENT SEAT) IN VALVE BOX	EACH	2	\$2,250.00	\$4,500.00	\$2,250.00	\$4,500.00	\$1,650.00	\$3,300.00	\$1,800.00	\$3,600.00	\$1,700.00	\$3,400.00	\$1,875.00	\$3,750.00	\$2,400.00	\$4,800.00	\$2,200.00	\$4,400.00
7	FIRE HYDRANT ASSEMBLY, WITH AUXILIARY VALVE, 6-INCH MJ	EACH	3	\$4,600.00	\$13,800.00	\$4,600.00	\$13,800.00	\$4,765.00	\$14,295.00	\$4,800.00	\$14,400.00	\$4,200.00	\$12,600.00	\$5,000.00	\$15,000.00	\$6,100.00	\$18,300.00	\$4,500.00	\$13,500.00
8	DUCTILE IRON FITTINGS	LB	717	\$2.00	\$1,434.00	\$2.00	\$1,434.00	\$10.25	\$7,349.25	\$5.00	\$3,585.00	\$5.20	\$3,728.40	\$4.00	\$2,868.00	\$5.00	\$3,585.00	\$6.00	\$4,302.00
9	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL-TYPE 1	TON	50	\$10.00	\$500.00	\$10.00	\$500.00	\$20.00	\$1,000.00	\$50.00	\$2,500.00	\$50.00	\$2,500.00	\$40.00	\$2,000.00	\$80.00	\$4,000.00	\$60.00	\$3,000.00
10	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL-TYPE 2	TON	50	\$10.00	\$500.00	\$10.00	\$500.00	\$10.00	\$500.00	\$50.00	\$2,500.00	\$30.00	\$1,500.00	\$40.00	\$2,000.00	\$90.00	\$4,500.00	\$60.00	\$3,000.00
11	SELECT GRANULAR BACKFILL	CY	981	\$25.00	\$24,525.00	\$25.00	\$24,525.00	\$10.00	\$9,810.00	\$35.00	\$34,335.00	\$36.00	\$35,316.00	\$5.00	\$4,905.00	\$34.00	\$33,354.00	\$35.00	\$34,335.00
12	FOUNDATION MATERIAL	CY	20	\$1.00	\$20.00	\$1.00	\$20.00	\$5.00	\$100.00	\$10.00	\$200.00	\$40.00	\$800.00	\$40.00	\$800.00	\$31.00	\$620.00	\$35.00	\$700.00
13	EXPLORATORY EXCAVATION	EACH	2	\$750.00	\$1,500.00	\$750.00	\$1,500.00	\$300.00	\$600.00	\$450.00	\$900.00	\$1,000.00	\$2,000.00	\$400.00	\$800.00	\$100.00	\$200.00	\$750.00	\$1,500.00
14	WATER SERVICE CONNECTION, 1-INCH	EACH	15	\$1,000.00	\$15,000.00	\$1,000.00	\$15,000.00	\$1,255.00	\$18,825.00	\$1,000.00	\$15,000.00	\$1,200.00	\$18,000.00	\$1,200.00	\$18,000.00	\$500.00	\$7,500.00	\$1,200.00	\$18,000.00
15	WATER SERVICE PIPE, 1-INCH PEX, OPEN CUT	LF	133	\$1.00	\$133.00	\$1.00	\$133.00	\$24.00	\$3,192.00	\$36.00	\$4,788.00	\$35.00	\$4,655.00	\$15.00	\$1,995.00	\$20.00	\$2,660.00	\$20.00	\$2,660.00
16	WATER SERVICE PIPE, 1-INCH PEX, TRENCHLESS	LF	391	\$10.00	\$3,910.00	\$10.00	\$3,910.00	\$24.00	\$9,384.00	\$30.00	\$11,730.00	\$40.00	\$15,640.00	\$30.00	\$11,730.00	\$35.00	\$13,685.00	\$30.00	\$11,730.00
17	SANITARY SEWER SERVICE REPAIR, PVC SDR-26, 6-INCH	EACH	2	\$350.00	\$700.00	\$350.00	\$700.00	\$500.00	\$1,000.00	\$200.00	\$400.00	\$2,500.00	\$5,000.00	\$200.00	\$400.00	\$2,000.00	\$4,000.00	\$750.00	\$1,500.00
18	DISCONNECT AND ABANDON EXISTING WATER MAIN	EACH	1	\$1,400.00	\$1,400.00	\$1,400.00	\$1,400.00	\$650.00	\$650.00	\$1,200.00	\$1,200.00	\$1,500.00	\$1,500.00	\$1,275.00	\$1,275.00	\$700.00	\$700.00	\$2,000.00	\$2,000.00
19	WATER MAIN TESTING - PRESSURE AND DISINFECTION	LS	1	\$1,200.00	\$1,200.00	\$1,200.00	\$1,200.00	\$1,500.00	\$1,500.00	\$500.00	\$500.00	\$20,000.00	\$20,000.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$3,000.00	\$3,000.00
20	DRIVEWAY PAVEMENT REMOVAL, SPECIAL	SY	116	\$8.50	\$986.00	\$7.00	\$812.00	\$7.30	\$846.80	\$8.00	\$928.00	\$10.00	\$1,160.00	\$6.75	\$783.00	\$14.00	\$1,624.00	\$15.00	\$1,740.00
21	HMA DRIVEWAY PAVEMENT, N50, 3-INCH, WITH 8-INCH AGGREGATE BASE	SY	27	\$47.25	\$1,275.75	\$43.00	\$1,161.00	\$45.40	\$1,225.80	\$43.00	\$1,161.00	\$33.00	\$891.00	\$42.00	\$1,134.00	\$44.00	\$1,188.00	\$40.00	\$1,080.00
22	PORTLAND CEMENT CONCRETE DRIVEWAY, 6-INCH, WITH 4-INCH AGGREGATE BASE	SY	89	\$60.10	\$5,348.90	\$59.00	\$5,251.00	\$57.80	\$5,144.20	\$55.00	\$4,895.00	\$56.00	\$4,984.00	\$53.00	\$4,717.00	\$54.00	\$4,806.00	\$60.00	\$5,340.00
23	CONCRETE CURB AND GUTTER REMOVAL	LF	343	\$6.35	\$2,178.05	\$6.00	\$2,058.00	\$1.00	\$343.00	\$6.00	\$2,058.00	\$6.00	\$2,058.00	\$5.75	\$1,972.25	\$6.00	\$2,058.00	\$4.00	\$1,372.00
24	COMBINATION CONCRETE CURB AND GUTTER	LF	343	\$21.45	\$7,357.35	\$21.00	\$7,203.00	\$17.00	\$5,831.00	\$20.00	\$6,860.00	\$23.00	\$7,889.00	\$19.30	\$6,619.90	\$21.00	\$7,203.00	\$25.00	\$8,575.00
25	VALVE VAULT TO BE ABANDONED	EACH	3	\$250.00	\$750.00	\$200.00	\$600.00	\$550.00	\$1,650.00	\$350.00	\$1,050.00	\$500.00	\$1,500.00	\$225.00	\$675.00	\$400.00	\$1,200.00	\$750.00	\$2,250.00
26	FIRE HYDRANT REMOVAL	EACH	3	\$350.00	\$1,050.00	\$350.00	\$1,050.00	\$600.00	\$1,800.00	\$500.00	\$1,500.00	\$1,000.00	\$3,000.00	\$500.00	\$1,500.00	\$800.00	\$2,400.00	\$750.00	\$2,250.00
27	SIGN TO BE REMOVED AND RESET	EACH	1	\$260.00	\$260.00	\$500.00	\$500.00	\$200.00	\$200.00	\$700.00	\$700.00	\$200.00	\$200.00	\$100.00	\$100.00	\$500.00	\$500.00	\$500.00	\$500.00
28	MAILBOX TO BE REMOVED AND REPLACED	EACH	7	\$150.00	\$1,050.00	\$100.00	\$700.00	\$200.00	\$1,400.00	\$10.00	\$70.00	\$200.00	\$1,400.00	\$80.00	\$560.00	\$200.00	\$1,400.00	\$500.00	\$3,500.00
29	REPLACEMENT TREE, 2.5" CALIPER (MIN.), BALLED AND BURLAPPED	EACH	1	\$435.00	\$435.00	\$425.00	\$425.00	\$600.00	\$600.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$700.00	\$700.00	\$450.00	\$450.00
30	RESTORATION	SY	680	\$9.00	\$6,120.00	\$6.00	\$4,080.00	\$7.50	\$5,100.00	\$4.00	\$2,720.00	\$10.00	\$6,800.00	\$9.00	\$6,120.00	\$5.00	\$3,400.00	\$7.50	\$5,100.00
31	TRAFFIC CONTROL AND PROTECTION	LS	1	\$800.00	\$800.00	\$1,000.00	\$1,000.00	\$2,000.00	\$2,000.00	\$2,500.00	\$2,500.00	\$25,000.00	\$25,000.00	\$7,500.00	\$7,500.00	\$25,000.00	\$25,000.00	\$15,000.00	\$15,000.00
32	ALLOWANCE-ITEMS ORDERED BY THE ENGINEER	UNIT	5,000	\$1.00	\$5,000.00	\$1.00	\$5,000.00	\$1.00	\$5,000.00	\$1.00	\$5,000.00	\$1.00	\$5,000.00	\$1.00	\$5,000.00	\$1.00	\$5,000.00	\$1.00	\$5,000.00

<div></div>		BID TABULATION		GENEVA CONSTRUCTION		ACQUA CORPORATION		CONLEY EXCAVATING, INC.		H.LINDEN & SONS SEWER & WATER		D. CONSTRUCTION		GERARDI SEWER & WATER CO.		COPENHAVER CONSTRUCTION		ENGINEER'S ESTIMATE	
		BIDS RECD	3/3/2016	P.O. Box 998		40 E. Chicago Ave. - Ste 138		1555 Gramercy Place		722 E. South Street-Unit D		1488 S. Broadway		4520 N. Osage		75 Koppie Drive			
				Aurora, IL 60507		Chicago, IL 60611		Morris, IL 60450		Plano, IL 60545		Coal City, IL 60416		Norridge, IL 60706		Gilberts, IL 60136			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT
33	PREPARATION OF BASE	SQ YD	4,200	\$0.55	\$2,310.00	\$0.60	\$2,520.00	\$0.80	\$3,360.00	\$0.60	\$2,520.00	\$1.20	\$5,040.00	\$0.60	\$2,520.00	\$1.00	\$4,200.00	\$15.00	\$63,000.00
34	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	126	\$35.00	\$4,410.00	\$25.00	\$3,150.00	\$41.00	\$5,166.00	\$38.00	\$4,788.00	\$20.00	\$2,520.00	\$37.50	\$4,725.00	\$25.00	\$3,150.00	\$25.00	\$3,150.00
35	AGGREGATE SUBGRADE IMPROVEMENT	SQ YD	420	\$9.50	\$3,990.00	\$11.00	\$4,620.00	\$11.25	\$4,725.00	\$13.00	\$5,460.00	\$15.00	\$6,300.00	\$10.45	\$4,389.00	\$12.00	\$5,040.00	\$50.00	\$21,000.00
36	HOT-MIX ASPHALT SURFACE REMOVAL, 4-INCH	SQ YD	4,200	\$4.00	\$16,800.00	\$3.00	\$12,600.00	\$3.30	\$13,860.00	\$4.00	\$16,800.00	\$3.50	\$14,700.00	\$2.95	\$12,390.00	\$3.30	\$13,860.00	\$7.00	\$29,400.00
37	BITUMINOUS MATERAIL (PRIME COAT)	GALLON	2,311	\$0.01	\$23.11	\$2.50	\$5,777.50	\$1.50	\$3,466.50	\$3.00	\$6,933.00	\$0.01	\$23.11	\$2.70	\$6,239.70	\$3.00	\$6,933.00	\$1.00	\$2,311.00
38	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	545	\$64.00	\$34,880.00	\$57.00	\$31,065.00	\$61.00	\$33,245.00	\$61.00	\$33,245.00	\$61.00	\$33,245.00	\$55.90	\$30,465.50	\$62.00	\$33,790.00	\$65.00	\$35,425.00
39	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	423	\$72.00	\$30,456.00	\$66.00	\$27,918.00	\$68.50	\$28,975.50	\$70.00	\$29,610.00	\$63.50	\$26,860.50	\$64.50	\$27,283.50	\$71.00	\$30,033.00	\$75.00	\$31,725.00
40	SIDEWALK REMOVAL AND REPLACEMENT, WITH 4-INCH AGGREGATE BASE	SQ FT	458	\$7.15	\$3,274.70	\$16.00	\$7,328.00	\$6.85	\$3,137.30	\$8.00	\$3,664.00	\$6.50	\$2,977.00	\$6.35	\$2,908.30	\$6.00	\$2,748.00	\$8.00	\$3,664.00
41	PORTLAND CEMENT CONCRETE SIDEWALK 5-INCH, SPECIAL	SQ FT	104	\$7.45	\$774.80	\$15.00	\$1,560.00	\$7.20	\$748.80	\$7.00	\$728.00	\$7.00	\$728.00	\$6.60	\$686.40	\$7.00	\$728.00	\$6.00	\$624.00
42	DETECTABLE WARNINGS	SQ FT	56	\$24.00	\$1,344.00	\$22.00	\$1,232.00	\$30.00	\$1,680.00	\$22.00	\$1,232.00	\$30.00	\$1,680.00	\$21.00	\$1,176.00	\$30.00	\$1,680.00	\$25.00	\$1,400.00
43	ROADWAY EDGE CRACK SEALING	LF	2,400	\$0.48	\$1,152.00	\$0.50	\$1,200.00	\$0.85	\$2,040.00	\$0.75	\$1,800.00	\$1.00	\$2,400.00	\$0.50	\$1,200.00	\$2.00	\$4,800.00	\$1.00	\$2,400.00
	TOTAL ALTERNATE 1				\$274,007.66		\$274,313.50		\$296,594.15		\$338,005.00		\$350,559.01		\$329,414.55		\$350,242.00		\$408,288.00

ALTERNATE 2:

1	TREE ROOT PRUNING	EACH	3	\$70.00	\$210.00	\$96.00	\$288.00	\$125.00	\$375.00	\$110.00	\$330.00	\$50.00	\$150.00	\$70.00	\$210.00	\$30.00	\$90.00	\$100.00	\$300.00
2	CONNECTION TO EXISTING 8-INCH WATER MAIN	EACH	1	\$5,500.00	\$5,500.00	\$5,500.00	\$5,500.00	\$1,650.00	\$1,650.00	\$3,500.00	\$3,500.00	\$1,800.00	\$1,800.00	\$3,200.00	\$3,200.00	\$1,700.00	\$1,700.00	\$4,000.00	\$4,000.00
3	WATER MAIN, 8-INCH D.I.P, CLASS 52, WITH POLYETHYLENE WRAP	LF	272	\$62.00	\$16,864.00	\$65.00	\$17,680.00	\$85.00	\$23,120.00	\$95.00	\$25,840.00	\$61.00	\$16,592.00	\$120.00	\$32,640.00	\$80.00	\$21,760.00	\$50.00	\$13,600.00
4	GATE VALVE, 8-INCH (RESILIENT SEAT) IN VALVE BOX	EACH	1	\$2,250.00	\$2,250.00	\$2,250.00	\$2,250.00	\$1,650.00	\$1,650.00	\$1,800.00	\$1,800.00	\$1,700.00	\$1,700.00	\$1,875.00	\$1,875.00	\$2,400.00	\$2,400.00	\$2,200.00	\$2,200.00
5	FIRE HYDRANT ASSEMBLY, WITH AUXILIARY VALVE, 6-INCH MJ	EACH	1	\$4,600.00	\$4,600.00	\$4,600.00	\$4,600.00	\$4,765.00	\$4,765.00	\$4,800.00	\$4,800.00	\$4,200.00	\$4,200.00	\$5,000.00	\$5,000.00	\$6,100.00	\$6,100.00	\$4,500.00	\$4,500.00
6	DUCTILE IRON FITTINGS	LB	290	\$2.00	\$580.00	\$2.00	\$580.00	\$10.25	\$2,972.50	\$5.00	\$1,450.00	\$5.20	\$1,508.00	\$4.00	\$1,160.00	\$5.00	\$1,450.00	\$6.00	\$1,740.00
7	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL-TYPE 1	TON	25	\$10.00	\$250.00	\$10.00	\$250.00	\$20.00	\$500.00	\$50.00	\$1,250.00	\$50.00	\$1,250.00	\$40.00	\$1,000.00	\$80.00	\$2,000.00	\$60.00	\$1,500.00
8	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL-TYPE 2	TON	25	\$10.00	\$250.00	\$10.00	\$250.00	\$10.00	\$250.00	\$50.00	\$1,250.00	\$30.00	\$750.00	\$40.00	\$1,000.00	\$90.00	\$2,250.00	\$60.00	\$1,500.00
9	SELECT GRANULAR BACKFILL	CY	286	\$25.00	\$7,150.00	\$25.00	\$7,150.00	\$10.00	\$2,860.00	\$1.00	\$286.00	\$36.00	\$10,296.00	\$5.00	\$1,430.00	\$34.00	\$9,724.00	\$35.00	\$10,010.00
10	FOUNDATION MATERIAL	CY	10	\$1.00	\$10.00	\$1.00	\$10.00	\$5.00	\$50.00	\$10.00	\$100.00	\$40.00	\$400.00	\$40.00	\$400.00	\$31.00	\$310.00	\$35.00	\$350.00
11	EXPLORATORY EXCAVATION	EACH	3	\$750.00	\$2,250.00	\$750.00	\$2,250.00	\$300.00	\$900.00	\$450.00	\$1,350.00	\$1,000.00	\$3,000.00	\$400.00	\$1,200.00	\$100.00	\$300.00	\$750.00	\$2,250.00
12	WATER SERVICE CONNECTION, 1-INCH	EACH	4	\$1,000.00	\$4,000.00	\$1,000.00	\$4,000.00	\$1,255.00	\$5,020.00	\$1,000.00	\$4,000.00	\$1,200.00	\$4,800.00	\$1,200.00	\$4,800.00	\$500.00	\$2,000.00	\$1,200.00	\$4,800.00
13	WATER SERVICE CONNECTION, 2-INCH	EACH	1	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$1,800.00	\$1,800.00	\$2,000.00	\$2,000.00	\$1,800.00	\$1,800.00	\$2,000.00	\$2,000.00	\$750.00	\$750.00	\$1,500.00	\$1,500.00
14	WATER SERVICE PIPE, 1-INCH PEX, OPEN CUT	LF	31	\$1.00	\$31.00	\$1.00	\$31.00	\$24.00	\$744.00	\$36.00	\$1,116.00	\$35.00	\$1,085.00	\$15.00	\$465.00	\$20.00	\$620.00	\$20.00	\$620.00
15	WATER SERVICE PIPE, 1-INCH PEX, TRENCHLESS	LF	58	\$10.00	\$580.00	\$10.00	\$580.00	\$24.00	\$1,392.00	\$30.00	\$1,740.00	\$40.00	\$2,320.00	\$30.00	\$1,740.00	\$35.00	\$2,030.00	\$30.00	\$1,740.00
16	WATER SERVICE PIPE, 2-INCH PEX, OPEN CUT	LF	0	\$2.00	\$0.00	\$2.00	\$0.00	\$30.00	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$25.00	\$0.00	\$50.00	\$0.00	\$37.00	\$0.00
17	WATER SERVICE PIPE, 2-INCH PEX, TRENCHLESS	LF	65	\$13.00	\$845.00	\$13.00	\$845.00	\$35.00	\$2,275.00	\$40.00	\$2,600.00	\$60.00	\$3,900.00	\$50.00	\$3,250.00	\$55.00	\$3,575.00	\$37.00	\$2,405.00
18	SANITARY SEWER SERVICE REPAIR, PVC SDR-26, 6-INCH	EACH	2	\$350.00	\$700.00	\$350.00	\$700.00	\$500.00	\$1,000.00	\$200.00	\$400.00	\$2,500.00	\$5,000.00	\$200.00	\$400.00	\$2,000.00	\$4,000.00	\$750.00	\$1,500.00
19	DISCONNECT AND ABANDON EXISTING WATER MAIN	EACH	2	\$1,400.00	\$2,800.00	\$1,400.00	\$2,800.00	\$650.00	\$1,300.00	\$1,200.00	\$2,400.00	\$1,500.00	\$3,000.00	\$1,275.00	\$2,550.00	\$700.00	\$1,400.00	\$2,000.00	\$4,000.00
20	WATER MAIN TESTING - PRESSURE AND DISINFECTION	LS	1	\$275.00	\$275.00	\$275.00	\$275.00	\$500.00	\$500.00	\$500.00	\$500.00	\$20,000.00	\$20,000.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,000.00	\$1,000.00
21	DRIVEWAY PAVEMENT REMOVAL, SPECIAL	SY	54	\$8.50	\$459.00	\$7.00	\$378.00	\$7.30	\$394.20	\$8.00	\$432.00	\$10.00	\$540.00	\$6.75	\$364.50	\$14.00	\$756.00	\$15.00	\$810.00
22	HMA DRIVEWAY PAVEMENT, N50, 3-INCH, WITH 8-INCH AGGREGATE BASE	SY	28	\$47.25	\$1,323.00	\$43.00	\$1,204.00	\$45.40	\$1,271.20	\$43.00	\$1,204.00	\$33.00	\$924.00	\$42.00	\$1,176.00	\$44.00	\$1,232.00	\$40.00	\$1,120.00
23	PORTLAND CEMENT CONCRETE DRIVEWAY, 6-INCH, WITH 4-INCH AGGREGATE BASE	SY	26	\$60.10	\$1,562.60	\$59.00	\$1,534.00	\$57.80	\$1,502.80	\$55.00	\$1,430.00	\$56.00	\$1,456.00	\$53.00	\$1,378.00	\$54.00	\$1,404.00	\$60.00	\$1,560.00
24	CONCRETE CURB AND GUTTER REMOVAL	LF	118	\$6.35	\$749.30	\$6.00	\$708.00	\$1.00	\$118.00	\$6.00	\$708.00	\$6.00	\$708.00	\$5.75	\$678.50	\$6.00	\$708.00	\$4.00	\$472.00
25	COMBINATION CONCRETE CURB AND GUTTER	LF	118	\$21.45	\$2,531.10	\$21.00	\$2,478.00	\$17.00	\$2,006.00	\$20.00	\$2,360.00	\$23.00	\$2,714.00	\$19.30	\$2,277.40	\$21.00	\$2,478.00	\$30.00	\$3,540.00
26	VALVE VAULT TO BE ABANDONED	EACH	1	\$250.00	\$250.00	\$200.00	\$200.00	\$550.00	\$550.00	\$350.00	\$350.00	\$500.00	\$500.00	\$225.00	\$225.00	\$400.00	\$400.00	\$750.00	\$750.00
27	VALVE BOX TO BE ABANDONED	EACH	1	\$100.00	\$100.00	\$250.00	\$250.00	\$200.00	\$200.00	\$50.00	\$50.00	\$300.00	\$300.00	\$100.00	\$100.00	\$500.00	\$500.00	\$250.00	\$250.00
28	FIRE HYDRANT REMOVAL	EACH	1	\$350.00	\$350.00	\$350.00	\$350.00	\$600.00	\$600.00	\$500.00	\$500.00	\$1,000.00	\$1,000.00	\$500.00	\$500.00	\$800.00	\$800.00	\$750.00	\$750.00
29	RESTORATION	SY	201	\$9.00	\$1,809.00	\$6.00	\$1,206.00	\$7.50	\$1,507.50	\$4.00	\$804.00	\$10.00	\$2,010.00	\$9.00	\$1,809.00	\$5.00	\$1,005.00	\$10.00	\$2,010.00
30	TRAFFIC CONTROL AND PROTECTION	LS	1	\$350.00	\$350.00	\$500.00	\$500.00	\$1,000.00	\$1,000.00	\$2,500.00	\$2,500.00	\$25,000.00	\$25,000.00	\$2,500.00	\$2,500.00	\$19,000.00	\$19,000.00	\$10,000.00	\$10,000.00
31	ALLOWANCE-ITEMS ORDERED BY THE ENGINEER	UNIT	2,000	\$1.00	\$2,000.00	\$1.00	\$2,000.00	\$1.00	\$2,000.00	\$1.00	\$2,000.00	\$1.00	\$2,000.00	\$1.00	\$2,000.00	\$1.00	\$2,000.00	\$1.00	\$2,000.00
32	PREPARATION OF BASE	SQ YD	1,022	\$0.55	\$562.10	\$0.60	\$613.20	\$0.80	\$817.60	\$0.60	\$613.20	\$1.20	\$1,226.40	\$0.60	\$613.20	\$1.00	\$1,022.00	\$15.00	\$15,330.00
33	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	31	\$35.00	\$1,085.00	\$25.00	\$775.00	\$41.00	\$1,271.00	\$38.00	\$1,178.00	\$20.00	\$620.00	\$37.50	\$1,162.50	\$25.00	\$775.00	\$25.00	\$775.00
34	AGGREGATE SUBGRADE IMPROVEMENT	SQ YD	102	\$9.50	\$969.00	\$11.00	\$1,122.00	\$11.25	\$1,147.50	\$13.00	\$1,326.00	\$15.00	\$1,530.00	\$10.45	\$1,065.90	\$12.00	\$1,224.00	\$50.00	\$5,100.00
35	HOT-MIX ASPHALT SURFACE REMOVAL, 4-INCH	SQ YD	1,022	\$4.00	\$4,088.00	\$3.00	\$3,066.00	\$3.30	\$3,372.60	\$4.00	\$4,088.00	\$3.50	\$3,577.00	\$2.95	\$3,014.90	\$3.30	\$3,372.60	\$7.00	\$7,154.00
36	BITUMINOUS MATERAIL (PRIME COAT)	GALLON	563	\$0.01	\$5.63	\$2.50	\$1,407.50	\$1.50	\$844.50	\$3.00	\$1,689.00	\$0.01	\$5.63	\$2.70	\$1,520.10	\$3.00	\$1,689.00	\$1.00	\$563.00
37	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	133	\$64.00	\$8,512.00	\$57.00	\$7,581.00	\$61.00	\$8,113.00	\$61.00	\$8,113.00	\$61.00	\$8,113.00	\$55.90	\$7,434.70	\$62.00	\$8,246.00	\$65.00	\$8,645.00
38	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	103	\$72.00	\$7,416.00	\$66.00	\$6,798.00	\$68.50	\$7,055.50	\$70.00	\$7,210.00	\$63.50	\$6,540.50	\$64.50	\$6,643.50	\$71.00	\$7,313.00	\$75.00	\$7,725.00
39	SIDEWALK REMOVAL AND REPLACEMENT, WITH 4-INCH AGGREGATE BASE	SQ FT	100	\$7.15	\$715.00	\$16.00	\$1,600.00	\$6.85	\$685.00	\$8.00	\$800.00	\$6.50	\$650.00	\$6.35	\$635.00	\$6.00	\$600.00	\$8.00	\$800.00
40	ROADWAY EDGE CRACK SEALING	LF	609	\$0.48	\$292.32	\$0.50	\$304.50	\$0.85	\$517.65	\$0.75	\$456.75	\$1.00	\$609.00	\$0.50	\$304.50	\$2.00	\$1,218.00	\$1.00	\$609.00
	TOTAL ALTERNATE 2				\$86,274.05		\$86,114.20		\$88,097.55		\$94,523.95		\$143,574.53	0.5	\$101,222.70		\$119,701.60		\$129,478.00



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input checked="" type="checkbox"/>
City Administrator	<input type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>

Agenda Item Number

NB #2

Tracking Number

PW 2016-14

Agenda Item Summary Memo

Title: 2016 RTBR Program

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: Consideration of Bid Award

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: Consideration of Contract Award

Submitted by: Brad Sanderson Engineering
Name Department

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville,
tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php



Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: March 1, 2016
Subject: 2016 RTBR Program

Bids were received, opened and tabulated for work to be done on the 2016 RTBR Program at 11:30 a.m., February 29th, 2016. Representatives of contractors bidding the project, the City, and our firm were in attendance. A tabulation of the bids and the engineer's estimate is attached for your information and record. The low bid was below our engineer's estimate and within the FY2017 budget.

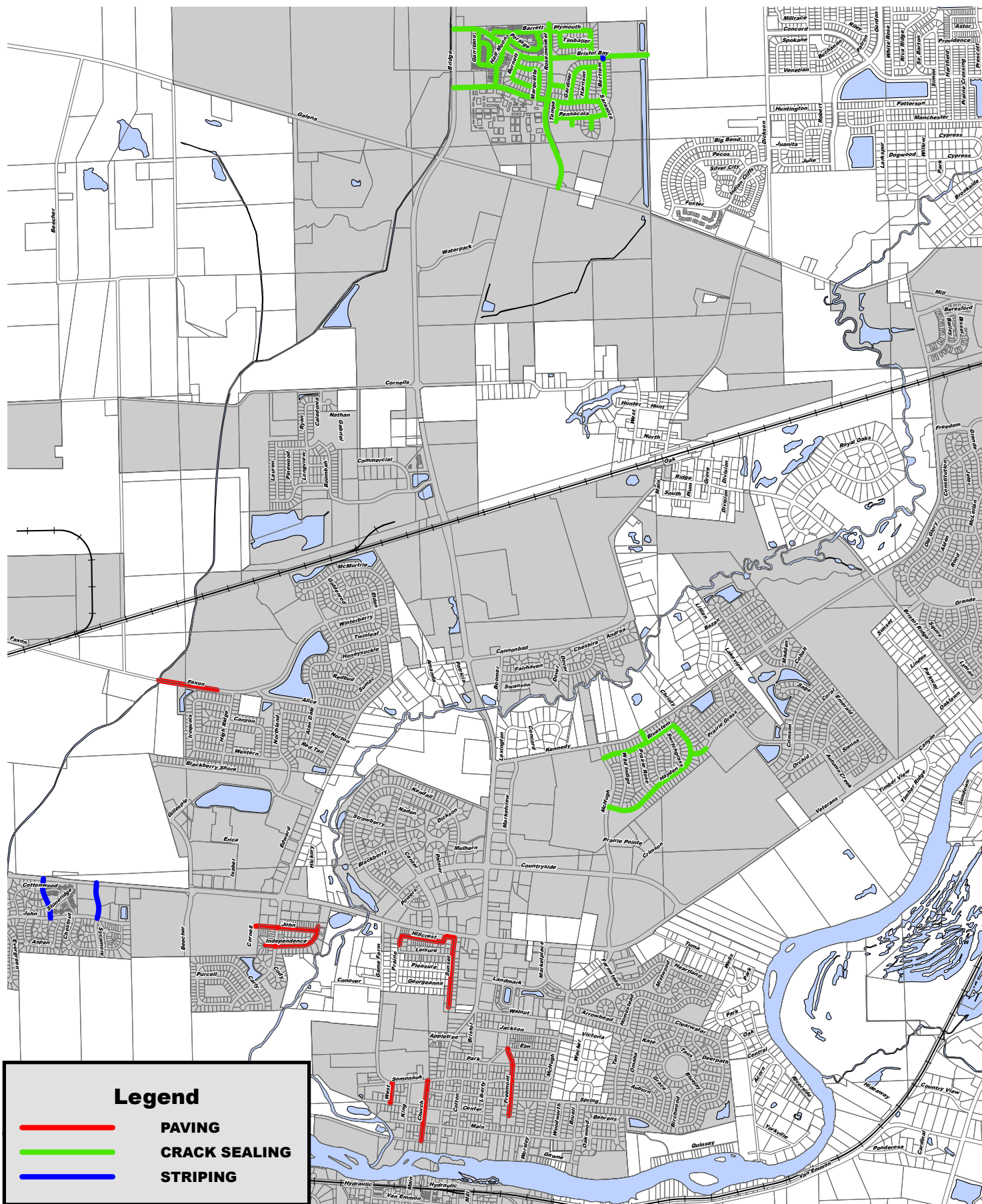
Therefore, we recommend the acceptance of the bid and approval of award be made to the low bidder, D Construction, Co., 1488 S Broadway Street, Coal City, IL 60416 in the amount of **\$515,056.39.**

If you have any questions or require additional information, please let us know.



BID TABULATION
MFT & LOCAL
UNITED CITY OF YORKVILLE

		BID TABULATION		D. CONSTRUCTION		GENEVA CONSTRUCTION		BUILDERS PAVING		ENGINEER'S ESTIMATE	
		BIDS RECD	2/29/2016	1488 South Broadway Street		P.O. Box 998		4413 Roosevelt Road, Ste 108		52 Wheeler Road	
				Coal City, IL 60416		Aurora, IL 60507		Hillside, IL 60162		Sugar Grove, IL 60554	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	BITUMINOUS MATERIALS (PRIME COAT)	POUND	19,503	\$ 0.01	\$ 195.03	\$ 0.01	\$ 195.03	\$ 0.01	\$ 195.03	\$ 0.50	\$ 9,751.50
2	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	693	\$ 0.01	\$ 6.93	\$ 6.00	\$ 4,158.00	\$ 15.00	\$ 10,395.00	\$ 7.00	\$ 4,851.00
3	LEVELING BINDER (HAND METHOD), N50	TON	60	\$ 0.01	\$ 0.60	\$ 80.00	\$ 4,800.00	\$ 45.00	\$ 2,700.00	\$ 90.00	\$ 5,400.00
4	LEVELING BINDER (MACHINE METHOD), N50	TON	1,924	\$ 60.00	\$ 115,440.00	\$ 61.00	\$ 117,364.00	\$ 65.00	\$ 125,060.00	\$ 72.00	\$ 138,528.00
5	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,640	\$ 61.00	\$ 161,040.00	\$ 62.00	\$ 163,680.00	\$ 66.00	\$ 174,240.00	\$ 72.00	\$ 190,080.00
6	INCIDENTAL HOT MIX ASPHALT SURFACING	TON	80.0	\$ 75.00	\$ 6,000.00	\$ 97.00	\$ 7,760.00	\$ 45.00	\$ 3,600.00	\$ 90.00	\$ 7,200.00
7	PCC SIDEWALK REMOVAL	SQ FT	2,722.0	\$ 1.75	\$ 4,763.50	\$ 0.95	\$ 2,585.90	\$ 2.50	\$ 6,805.00	\$ 3.00	\$ 8,166.00
8	PCC SIDEWALK, 5"	SQ FT	2,706	\$ 6.00	\$ 16,236.00	\$ 5.75	\$ 15,559.50	\$ 7.00	\$ 18,942.00	\$ 8.00	\$ 21,648.00
9	DETECTABLE WARNINGS	SQ FT	364	\$ 25.00	\$ 9,100.00	\$ 21.00	\$ 7,644.00	\$ 27.00	\$ 9,828.00	\$ 25.00	\$ 9,100.00
10	HOT-MIX ASPHALT SURFACE REMOVAL-2.5 INCH	SQ YD	27,203	\$ 2.15	\$ 58,486.45	\$ 2.10	\$ 57,126.30	\$ 2.50	\$ 68,007.50	\$ 3.00	\$ 81,609.00
11	CLASS D PATCHES, 4 INCH	SQ YD	1,895	\$ 30.00	\$ 56,850.00	\$ 29.00	\$ 54,955.00	\$ 30.00	\$ 56,850.00	\$ 34.00	\$ 64,430.00
12	COMB CONCRETE CURB AN DGUTTER REMOVAL & REPLACEMENT	FOOT	671	\$ 35.00	\$ 23,485.00	\$ 31.00	\$ 20,801.00	\$ 30.00	\$ 20,130.00	\$ 35.00	\$ 23,485.00
13	MANHOLES TO BE ADJUSTED WITH NEW FRAME & LID-TYPE 1	EACH	16	\$ 550.00	\$ 8,800.00	\$ 725.00	\$ 11,600.00	\$ 715.00	\$ 11,440.00	\$ 600.00	\$ 9,600.00
14	INLETS TO BE ADJUSTED	EACH	1	\$ 350.00	\$ 350.00	\$ 315.00	\$ 315.00	\$ 350.00	\$ 350.00	\$ 350.00	\$ 350.00
15	VAVLE BOXES TO BE ADJUSTED	EACH	1	\$ 250.00	\$ 250.00	\$ 225.00	\$ 225.00	\$ 290.00	\$ 290.00	\$ 200.00	\$ 200.00
16	RESTORATION	SQ YD	1,805	\$ 11.00	\$ 19,855.00	\$ 9.40	\$ 16,967.00	\$ 5.00	\$ 9,025.00	\$ 10.00	\$ 18,050.00
17	AGGREGATE WEDGE SHOULDER, TYPE B	TON	4	\$ 100.00	\$ 400.00	\$ 88.00	\$ 352.00	\$ 110.00	\$ 440.00	\$ 100.00	\$ 400.00
18	CRACK ROUTING	FOOT	42,000	\$ 0.01	\$ 420.00	\$ 0.07	\$ 2,940.00	\$ 0.01	\$ 420.00	\$ 0.02	\$ 840.00
19	CRACK FILLING	POUND	14,000	\$ 1.47	\$ 20,580.00	\$ 1.20	\$ 16,800.00	\$ 1.33	\$ 18,620.00	\$ 1.50	\$ 21,000.00
20	CRACK SEALING	FOOT	11,135	\$ 0.55	\$ 6,124.25	\$ 0.50	\$ 5,567.50	\$ 0.50	\$ 5,567.50	\$ 0.50	\$ 5,567.50
21	PREPERATION OF BASE	SQ YD	860	\$ 3.25	\$ 2,795.00	\$ 1.00	\$ 860.00	\$ 3.00	\$ 2,580.00	\$ 5.00	\$ 4,300.00
22	THERMOPLASTIC PAVEMENT MARKINGS, LETTERS & SYMBOLS	SQ FT	93.6	\$ 6.62	\$ 619.63	\$ 6.00	\$ 561.60	\$ 6.00	\$ 561.60	\$ 6.00	\$ 561.60
23	THERMOPLASTIC PAVEMENT MARKINGS, 4"	FOOT	445	\$ 1.49	\$ 663.05	\$ 1.35	\$ 600.75	\$ 1.35	\$ 600.75	\$ 2.00	\$ 890.00
24	THERMOPLASTIC PAVEMENT MARKINGS, 6"	FOOT	335	\$ 2.21	\$ 740.35	\$ 2.00	\$ 670.00	\$ 2.00	\$ 670.00	\$ 2.00	\$ 670.00
25	THERMOPLASTIC PAVEMENT MARKINGS, 12"	FOOT	260	\$ 4.42	\$ 1,149.20	\$ 4.00	\$ 1,040.00	\$ 4.00	\$ 1,040.00	\$ 3.00	\$ 780.00
26	THERMOPLASTIC PAVEMENT MARKINGS, 24"	FOOT	80	\$ 8.83	\$ 706.40	\$ 8.00	\$ 640.00	\$ 8.00	\$ 640.00	\$ 6.00	\$ 480.00
	BASE BID - TOTAL FOR ITEMS 1-26				515,056.39		515,767.58		548,997.38	3	627,937.60



Legend

- PAVING
- CRACK SEALING
- STRIPING



Engineering Enterprises, Inc.
 52 Wheeler Road
 Sugar Grove, Illinois 60554
 (630) 466-6700
www.eeiweb.com

DATE: January 2016
 PROJECT NO.: YO1518
 BY: KKP
 PATH: H:\GIS\PUBLIC\YORKVILLE\2015\1518\1518_PAVING.MXD
 FILE: YO1518_Paving.MXD

LOCATION MAP





Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input checked="" type="checkbox"/>
City Administrator	<input type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>

Agenda Item Number

NB #3

Tracking Number

PW 2016-15

Agenda Item Summary Memo

Title: Mill Street LAFO

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: IDOT Bid Review

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: None

Submitted by: Brad Sanderson Engineering
Name Department

Agenda Item Notes:



Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: March 5, 2016
Subject: Mill Street LAFO

This memo is in regards to the IDOT Bid Letting that occurred on March 5, 2016. The low bidder for the project was D Construction, Co. in the amount of **\$157,730.33**, which was below our estimate of \$217,020.00.

The general schedule associated with the construction of the project is listed below:

- Construction Start June 2016
- Construction Complete August 2016

This is informational only at this time since IDOT will handle the contracting portion of the project. If you have any questions or require additional information, please let us know.



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input checked="" type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

NB #4

Tracking Number

PW 2016-16

Agenda Item Summary Memo

Title: Annual MFT General Maintenance Appropriation

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: Annual appropriation of MFT funds for general maintenance for FY 17

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Positive

Council Action Requested: Approval

Submitted by: Eric Dhuse Public Works
Name Department

Agenda Item Notes:



Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, Administrator
Date: March 1, 2016
Subject: Yearly MFT appropriation

All,

I have attached the annual MFT general maintenance appropriation for the fiscal year 17. At this time the total sum has been left blank. This is due to the fact that bids are going to be opened for hot patch and cold mix on March 11, 2016 which is past the deadline for packets. I will bring the results and full completed packet sheets to the public works committee meeting for discussion.

I would ask that this be placed on the March 15, 2016 public works committee agenda for discussion. If you have any questions or need more information, please let me know.



**Illinois Department
of Transportation**

**Resolution for Maintenance of
Streets and Highways by Municipality
Under the Illinois Highway Code**

BE IT RESOLVED, by the Mayor and City Council of the
(Council or President and Board of Trustees)
United City of Yorkville, Illinois, that there is hereby
(City, Town or Village) (Name)
appropriated the sum of _____ of Motor Fuel Tax funds for the purpose of maintaining
streets and highways under the applicable provisions of the Illinois Highway Code from May 1, 2016
(Date)
to April 30, 2017.
(Date)

BE IT FURTHER RESOLVED, that only those streets, highways, and operations as listed and described on the approved Municipal Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

BE IT FURTHER RESOLVED, that the Clerk shall, as soon as practicable after the close of the period as given above, submit to the Department of Transportation, on forms furnished by said Department, a certified statement showing expenditures from and balances remaining in the account(s) for this period; and

BE IT FURTHER RESOLVED, that the Clerk shall immediately transmit two certified copies of this resolution to the district office of the Department of Transportation, at Ottawa, Illinois.

I, Beth Warren Clerk in and for the United City
(City, Town or Village)
of Yorkville, County of Kendall

hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by

the Mayor and City Council at a meeting on March 22, 2016
(Council or President and Board of Trustees) Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ day of _____.

(SEAL) _____ Clerk
(City, Town or Village)

<p>Approved</p> <p>_____ Regional Engineer Department of Transportation</p> <p>_____ Date</p>
--



Local Public Agency: United City of Yorkville
County: Kendall
Section Number: 16-00000-00-GM

Section Number: 16-00000-00-GM

[illegible]

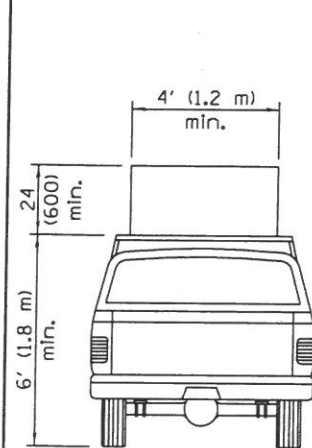
Regional Engineer

Date

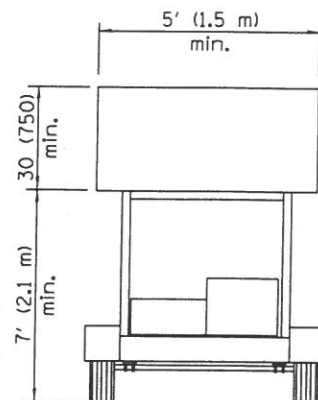
The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", Adopted January 1, 2016 _____, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of 16-00000-00-GM _____, and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

Bituminous Patching - The United City of Yorkville will use an N-30 or N-50 surface course mix on all patches throughout the city. All patches will be performed in accordance with Section 442 of the Standard Specifications for Road and Bridge Construction adopted January 1, 2016.

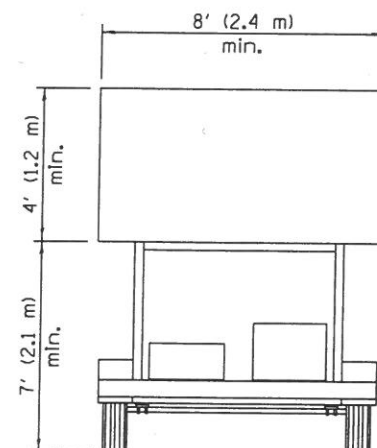
Sealed bids were received for the HMA and Cold mix. RFP and bid results are enclosed.



**TYPE A
ROOF
MOUNTED**

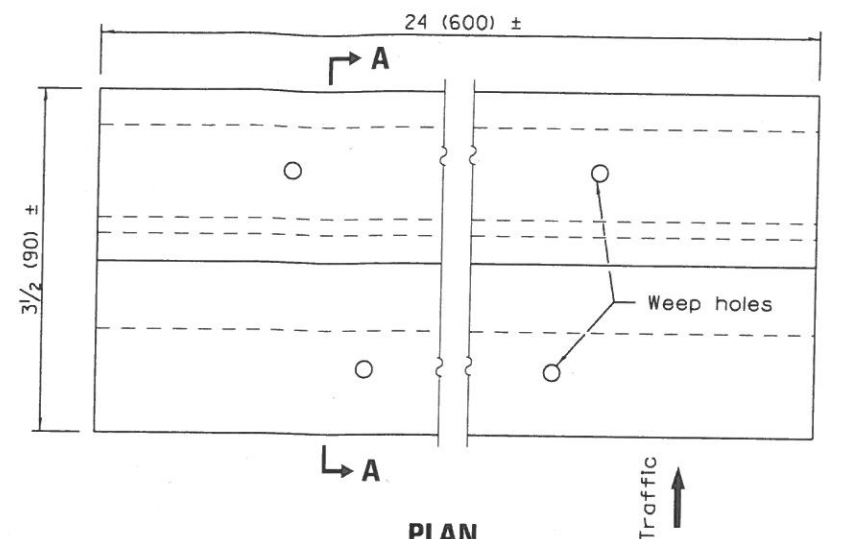


**TYPE B
ROOF OR TRAILER
MOUNTED**

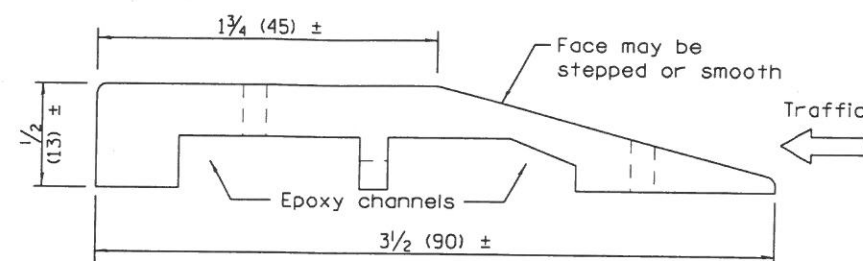


**TYPE C
TRAILER
MOUNTED**

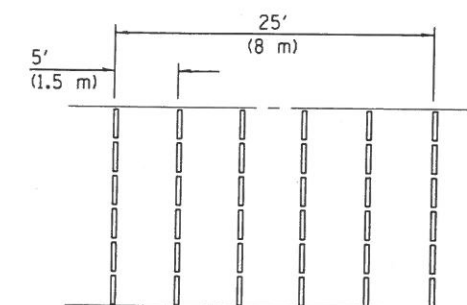
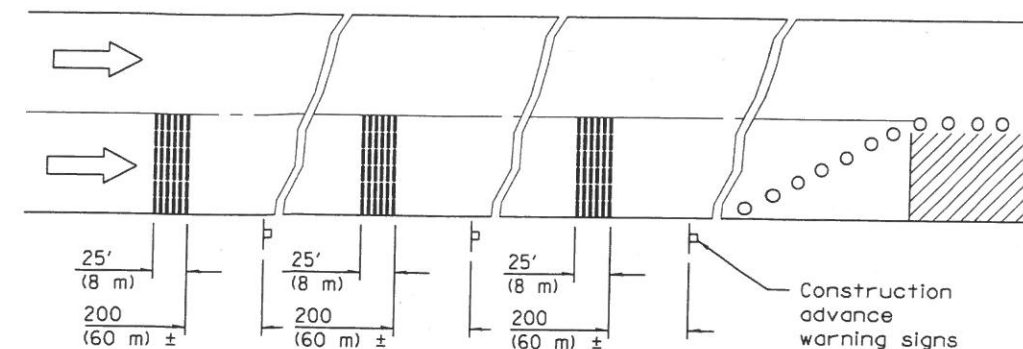
ARROW BOARDS



PLAN

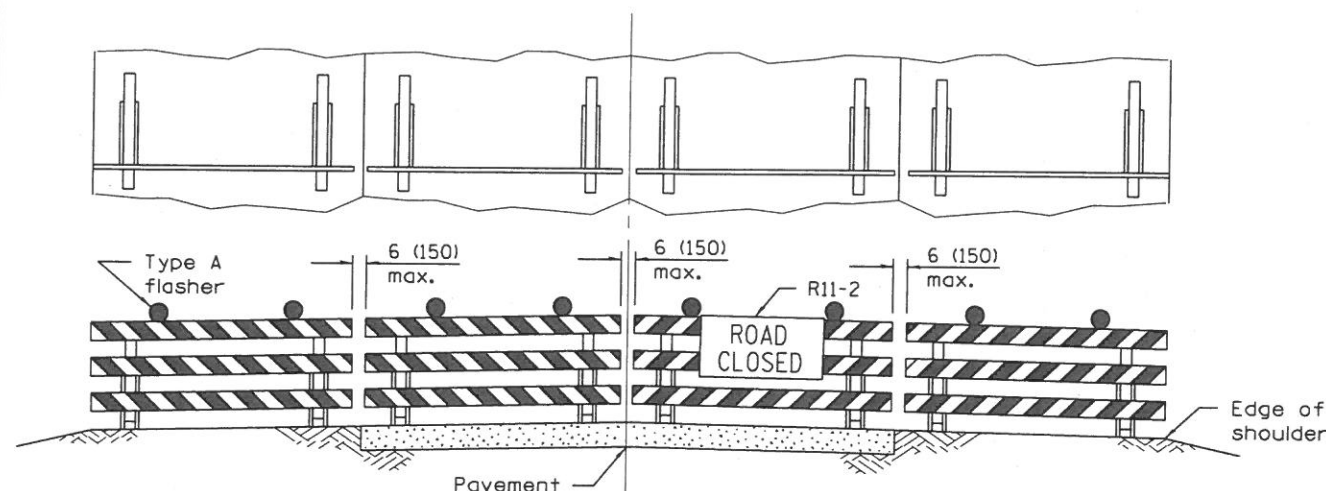


SECTION A-A



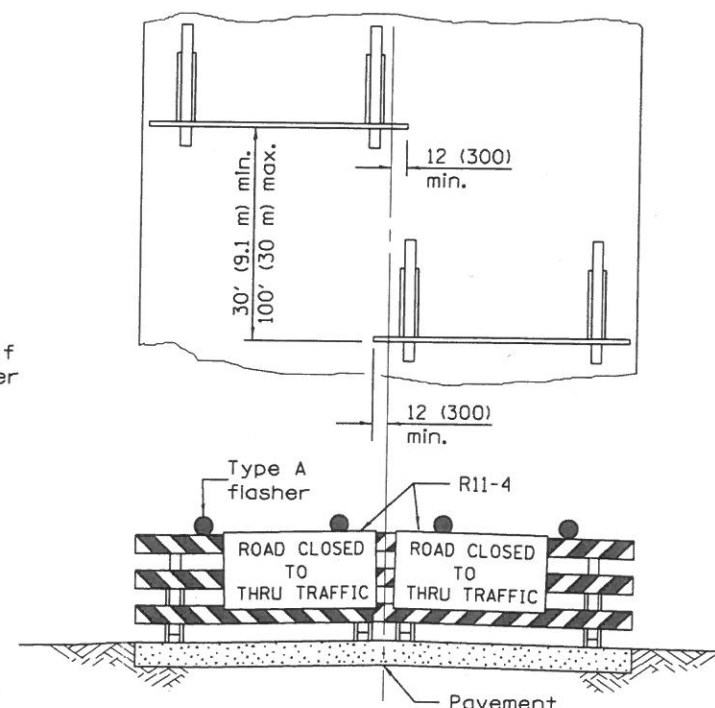
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

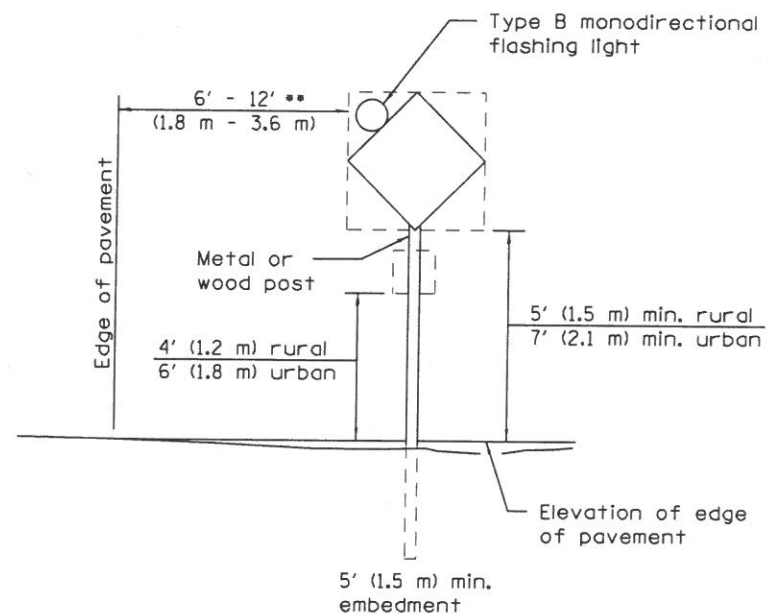
Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**

**TRAFFIC CONTROL
DEVICES**

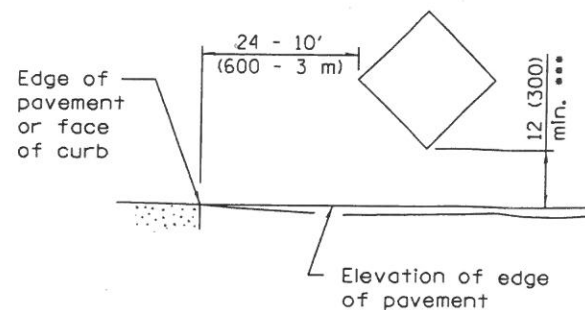
(Sheet 3 of 3)

STANDARD 701901-04



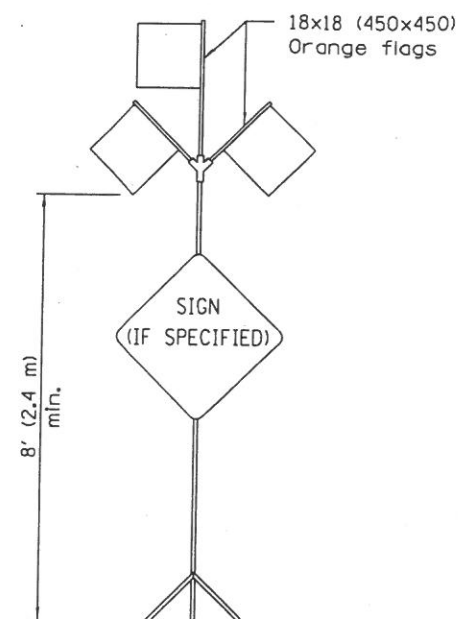
POST MOUNTED SIGNS

- ** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

- *** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

ROAD
CONSTRUCTION
NEXT X MILES

G20-I104(0)-6036

END
CONSTRUCTION

G20-I105(0)-6024

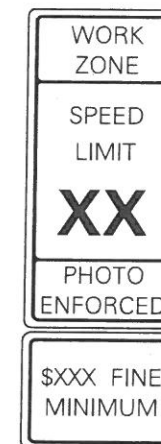
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



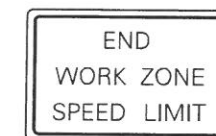
W21-I115(0)-3618

R2-1-3648

R10-I108p-3618

R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

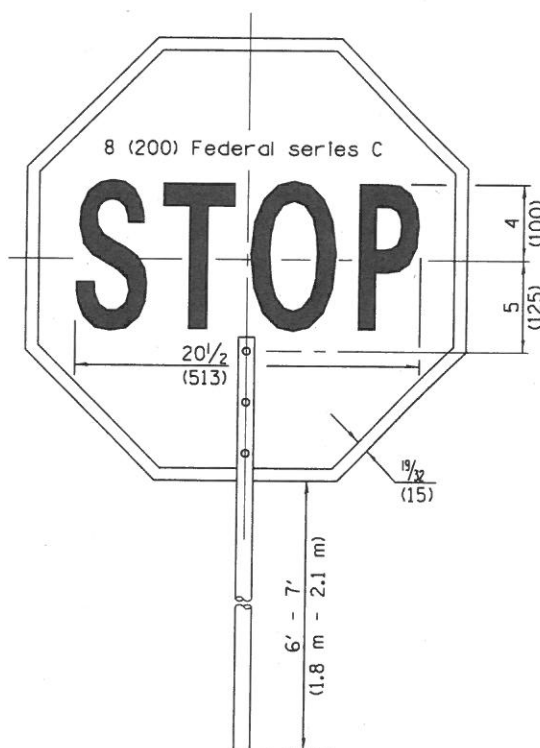


G20-I103(0)-6036

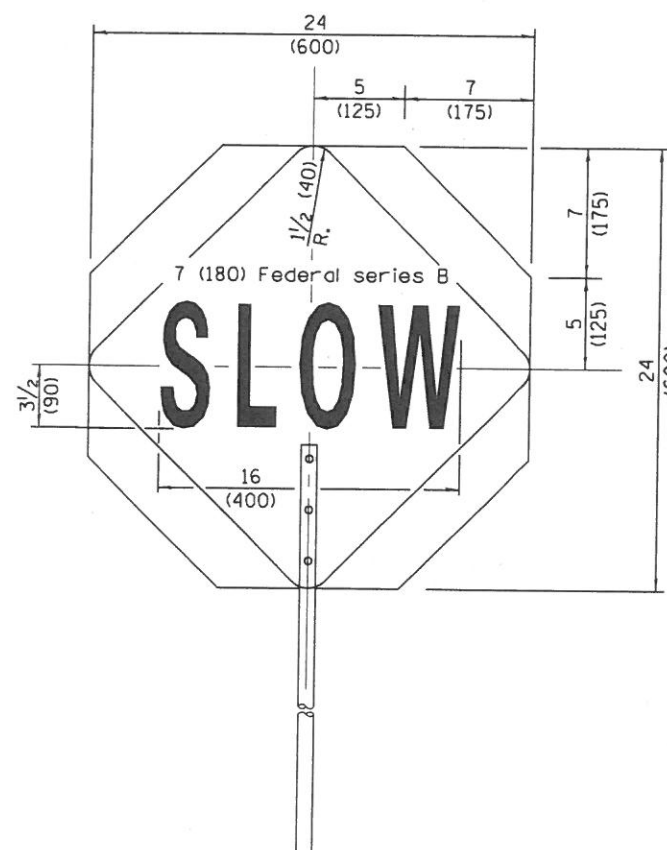
This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

- R10-I108p shall only be used along roadways under the jurisdiction of the State.



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

APPROVED January 1, 2015

ENGINEER OF OPERATIONS

APPROVED January 1, 2015

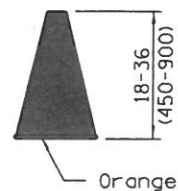
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

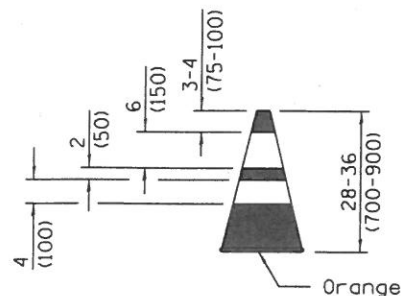
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

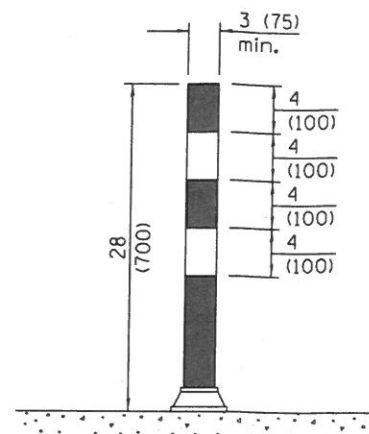
STANDARD 701901-04



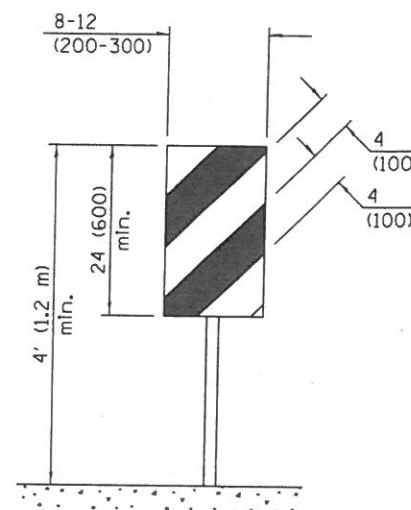
CONE



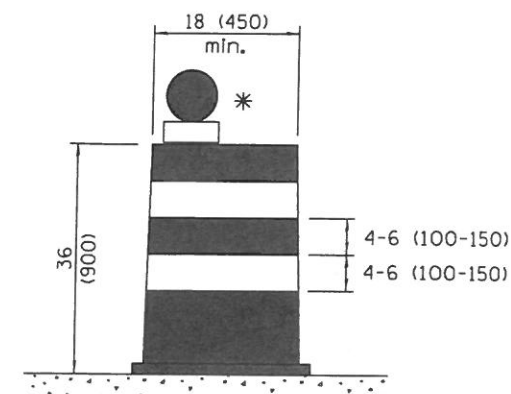
REFLECTORIZED CONE



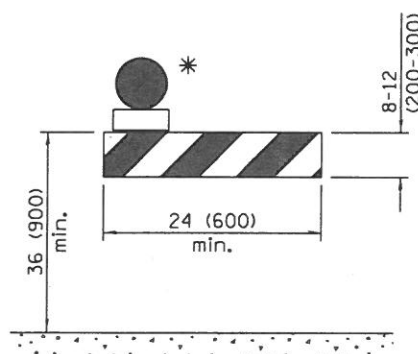
FLEXIBLE DELINEATOR



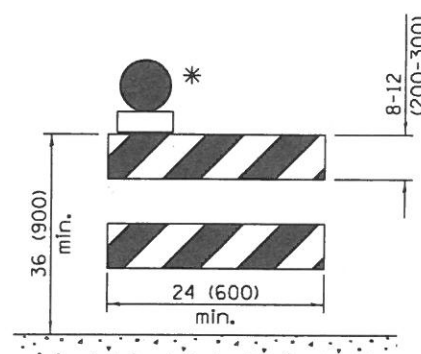
VERTICAL PANEL
POST MOUNTED



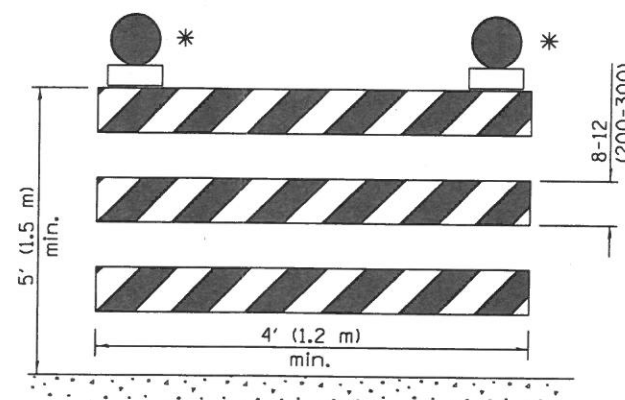
DRUM



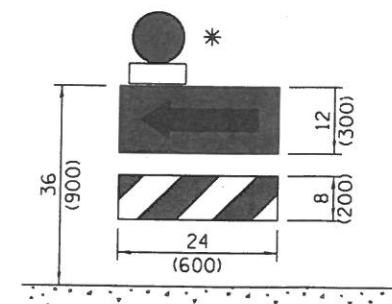
TYPE I BARRICADE



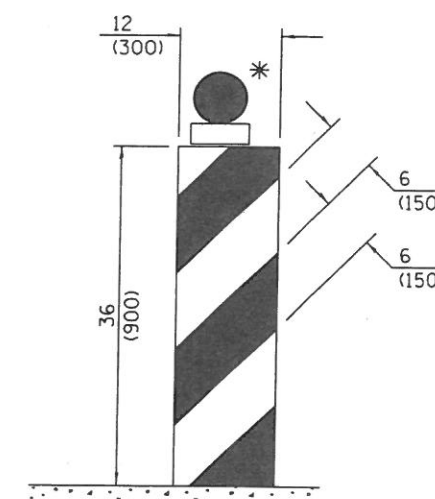
TYPE II BARRICADE



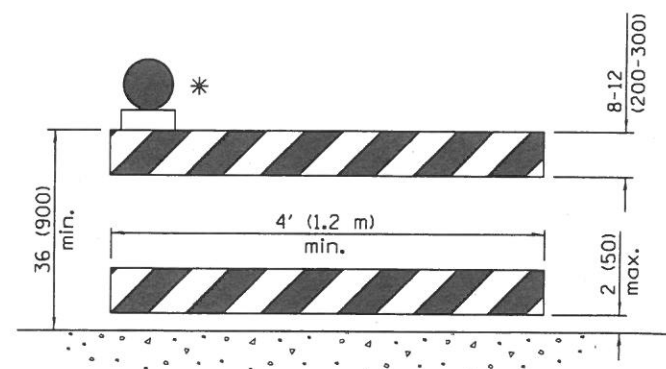
TYPE III BARRICADE



DIRECTION INDICATOR
BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN
CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

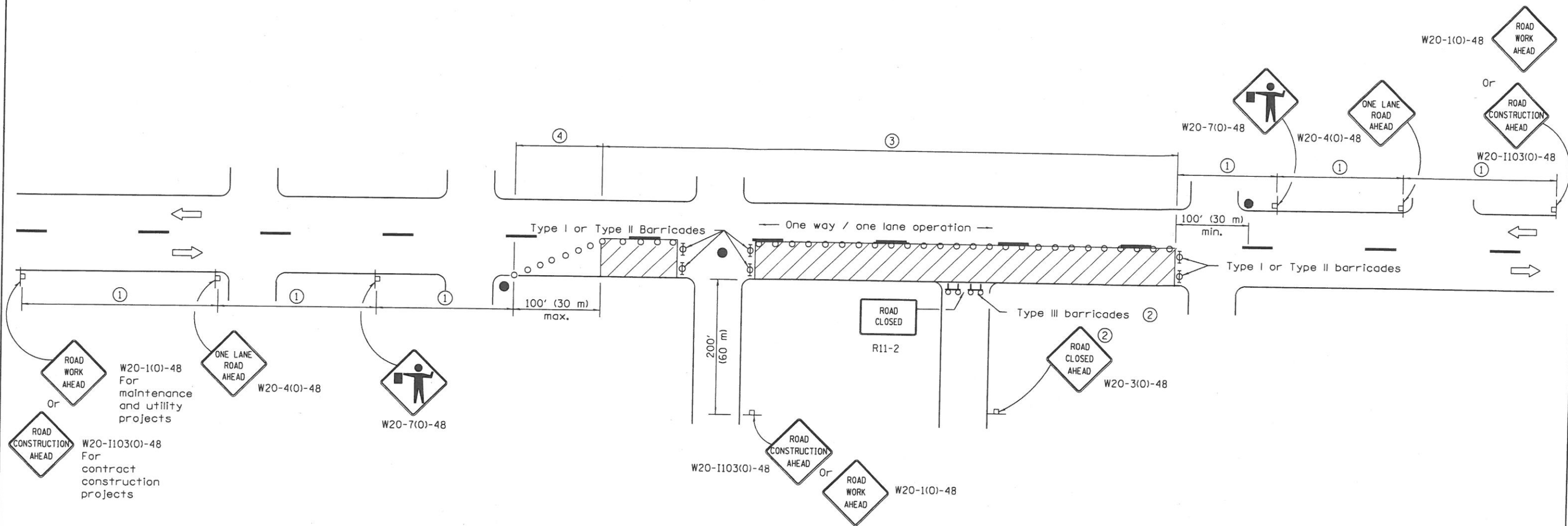
ISSUED 1-1-1 03/16

DATE	REVISIONS
1-1-15	Revised two sign numbers on sheet 2. Added note reg. PHOTO ENFORCED plaque.
1-1-14	Modified flagger sign height. Added highway construction speed zone signs.

TRAFFIC CONTROL
DEVICES

(Sheet 1 of 3)

STANDARD 701901-04



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sideroad closures.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input checked="" type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

NB #5

Tracking Number

PW 2016-17

Agenda Item Summary Memo

Title: RFP for Hot Mix and Cold Patch

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: RFP results for yearly purchase of hot mix and cold patch as required by IDOT

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Positive

Council Action Requested: Approval

Submitted by: Eric Dhuse Public Works
Name Department

Agenda Item Notes:



Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of public works
CC: Bart Olson, Administrator
Date: March 7, 2016
Subject: RFP results

Per IDOT rules, the city must go through the RFP process to procure any item(s) with a cumulative value of over \$20,000.00 when purchased from a single vendor. Although this rule has been in place for some time, this is the first time we are going through this process. In the past, our appropriations were approved if the value of individual items were under \$20,000.00 even if it came from the same vendor. In order to fully comply with IDOT's regulations, we must start taking sealed bids for our hot mix and cold patch line items in our MFT appropriation.

The bids for the hot mix and cold patch will be opened on Friday March 11th, so it will be too late for packet distribution. I have attached the RFP for your review and comment. I will bring the bid tabulation sheet directly to the public works committee meeting for your review.

I would ask that this item be placed on the March 15, 2016 public works committee meeting for discussion. If you have any questions or need further information, please let me know.

United City of Yorkville, Illinois

Request for Proposal

Hot Mix Asphalt and

Bituminous Premix for
Maintenance Use

February 2016

Request for Proposals

1. The United City of Yorkville, Illinois (the “City”) is issuing this Request for Proposal (“RFP”) for the purpose of soliciting vendor proposals for Hot Mix Asphalt (HMA) and Bituminous premix for maintenance use proprietary mixes (Cold Patch)
2. The City intends to seek the most cost-effective solution, based on the Criteria contained in this RFP, for its needs.
3. One original and one copy of the proposal will be accepted until 11:00 am Friday March 11, 2016. Proposals submitted must be binding for not less than ninety (90) days after the date received. The City will select the proposal, or combination of proposals, that, in its opinion, is in the best interest of the City. The City reserves the right to reject any and all proposals or portions of a proposal. The City also reserves the right to waive minor technicalities in the proposal. The City not only reserves the right at the sole discretion of the City to reject any and all proposals and to waive technicalities, but also reserves the right of evaluation and the right to determine the methodology for evaluation of the proposals to determine which is the best proposal and to accept the proposal (or proposals) deemed to be in the best interest of the City, *i.e.*, the most qualified proposal will not necessarily be the proposal with the lowest cost. Further, the City reserves the right to accept a proposal (or proposals) for any or all items separately or together.
4. Proposals may also be hand-delivered to the following address by the date and time specified. It is the responsibility of the bidder to deliver the proposal in accordance with these instructions contained above and/or elsewhere in the RFP. Proposals dispatched, but not received by the City by proposal closing time, will be returned, after receipt, unopened to the bidder. All proposals should be addressed to:

United City of Yorkville
Re: (vendor name)
Proposal for HMA and Cold Patch
Attention: Eric Dhuse
800 Game Farm Rd.
Yorkville, Illinois 60560

Proposal packets are available online at www.yorkville.il.us or at the United City of Yorkville city hall which is located at 800 Game Farm Rd., Yorkville, Illinois.

5. Award of Contract. The United City of Yorkville City Council will make the final award of the proposal or contract.

6. Contract. In addition to the completed proposal, a resulting contract shall be required by the City, and may require product literature. All agreements between the United City of Yorkville and the vendor will be handled through our legal counsel. In addition, any legal restrictions or provisions, enforced by the vendor or its parent company, which are not in line with the industry's standard, should be pointed out.

7. Confidentiality of Documents. Proposals shall be unopened so as to avoid disclosure of contents to competing bidders and kept secret during the process of negotiation. However, all proposals that have been submitted shall be open for public inspection after contract award. Trade secrets and confidential information, as specified by the vendor, contained in the proposals shall not be open for public inspection.

8. Contact with City Employees. In order to ensure fair and objective evaluation, all questions related to this RFP should be addressed only to Eric Dhuse, Director of Public works. His contact information is as follows:

Email – edhuse@yorkville.il.us

Cell – 1-630-878-7102

Conditions

1. Cold patch shall be made available at all times throughout the year with 72 hour notification.
2. There will be no charge to the City for dumping used clean asphalt at winning vendor's site. The vendor will have the right to reject the load if there is too much foreign matter or debris mixed in with the asphalt.

Criteria

1. All mixes shall be IDOT approved and verification must be provided by the winner bidder.
2. Please see attached sheets for basic IDOT mix designs and criteria.

BID SHEET

Price per ton for Hot Mix Asphalt (Surface Mix) as described herein. Yorkville will pick up said asphalt at winning vendor's place of distribution during normal working hours. The City estimates that they will purchase approximately 200 tons of this mix. There is NO guarantee of this quantity, it is strictly an estimate garnered from past usage.

HOT MIX ASPHALT \$_____ /TON

Price per ton for Bituminous Premix for Maintenance Use (cold patch) as described herein. Yorkville will pick up said cold patch at winning vendor's place of distribution during normal working hours. The City estimates they will purchase approximately 150 tons of this mix. There is NO guarantee of the quantity, it is strictly an estimate garnered from past usage.

BITUMINOUS PREMIX FOR MAINTENANCE USE (COLD PATCH) \$_____ /TON

Signature of Authorized Agent

Date



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input checked="" type="checkbox"/>
City Administrator	<input type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

NB #6

Tracking Number

PW 2016-18

Agenda Item Summary Memo

Title: Well No. 8 Rehabilitation

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: Consideration of Change Order

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: Consideration of Approval

Submitted by: Brad Sanderson Engineering
Name Department

Agenda Item Notes:

Have a question or comment about this agenda item?

Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php



Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Lisa Pickering, Deputy City Clerk

Date: March 7, 2016
Subject: Water Well No. 8 Rehabilitation

The purpose of this memo is to present Change Order No. 2 for the above referenced project.

A Change Order, as defined in the General Conditions of the Contract Documents, is a written order to the Contractor authorizing an addition, deletion or revision in the work within the general scope of the Contract Documents, or authorizing an adjustment in the Contract Price or Contract Time.

Background:

The United City of Yorkville and Layne Christensen Co. entered into an agreement for a contract value of **\$86,929.00** for the above referenced project. The intent of this project was to rehabilitate Well No. 8 pumping equipment. Change Order No. 1, dated January 27, 2016, increased the contract value to **\$97,439.00**.

Questions Presented:

Should the City approve the items within Change Order No. 2 which would **increase** the contract amount by \$1,567.00?

Discussion:

The following discussion points address the items listed on Change Order No. 2:

- 1) PCO Item No. 5 reflects a credit for column piping rehabilitation. The base bid schedule included rehabilitation for all 840' of the column piping; however, only 720' was rehabilitated and the remaining amount was replaced. This item includes a credit for the 120' of piping that was not rehabilitated.
- 2) PCO Item No. 6 reflects the change item for 120' of piping that was replaced instead of rehabilitated, due to excessive wear and pitting on this piping.
- 3) PCO Item No. 7 reflects a credit for cutting and re-threading column piping joint. 8 joints were cut and re-threaded and the base bid schedule allowed for 10 joints.
- 4) PCO Item No. 8 reflects a credit for new pipe couplings. 3 new couplings were required and the base bid schedule allowed for 4 new couplings.
- 5) PCO Item No. 9 reflects a credit for bailing of material from the bottom of the well. It took the Contractor 6.5 hours to bail the material and the base bid schedule allowed for 16 hours.

- 6) PCO Item No. 10 reflects a credit for PVC piping for the well's level transducer. The base bid schedule included 840' of new PVC piping. 800' of the existing PVC piping was deemed appropriate for reuse and only 40' of new PVC piping was required.
- 7) PCO Item No. 11 is a credit for site rehabilitation work that was completed by the City instead of the Contractor.

The project has been completed before the required date for completion of April 8, 2016. The work within this change order will not affect the expected completion date of this project. Change Order No. 2 will be the last change request for this project.

Action Required:

Consideration of approval of items on Change Order No. 2 in the amount of \$1,567.00.

CHANGE ORDER

Order No. 2

Date: February 26, 2016

Agreement Date: November 23, 2015

NAME OF PROJECT: Water Well No. 8 Rehabilitation and associated appurtenances

OWNER: United City of Yorkville

CONTRACTOR: Layne Christensen Company

The following changes are hereby made to the CONTRACT DOCUMENTS:

- PCO 5: Credit for Rehabilitation the 10-Inch Column
- PCO 6: Extra for New Discharge 10-Inch Column Piping
- PCO 7: Credit for Cutting and Re-Threading Column Piping Joints
- PCO 8: Credit for Furnishing New Column Piping Joints
- PCO 9: Credit for Performing Bailing with Rig and Two Man Crew
- PCO 10: Credit for Furnishing 1-1/2" PVC Pipe for Submersible Level Transducer
- PCO 11: Credit for Site Restoration

Justification:

- PCO 5: The Base Bid Schedule includes a line item for the Contractor to rehabilitate all 840' of the 10-Inch Column Piping. However, some of the piping was in poor condition and was replaced, and only 720 linear feet of pipe was rehabilitated. This is a credit to the City for the 120' difference of piping rehabilitated at \$22/LF. (Credit: \$2,640.00)
- PCO 6: Some of the existing column piping, scheduled to be rehabilitated, was in poor condition due to excessive pitting and corrosion, and required replacement. New 10-inch column piping is a mandatory alternate bid item (4a). The PCO includes furnishing 120' of new 10-inch column piping at \$78/LF. (Add: \$9,360.00)
- PCO 7: The Base Bid Schedule includes a line item for the Contractor to cut and re-thread ten (10) column piping joints. During the inspection of the pipe, it became apparent that only eight (8) pipe joints needed to be cut and re-thread. This is a credit to the City for the difference of two (2) pipe joints that were not required to be cut and re-thread at a cost of \$140.00/Each. (Credit: \$280.00)
- PCO 8: The Base Bid Schedule includes a line item for the Contractor to furnish four (4) new column pipe couplings; however, during inspection of the pipe it became apparent that only three (3) new column pipe couplings were needed. Layne furnished the three pipe couplings and the PCO is for a credit of one (1) pipe coupling at a price of \$178.00/Each. (Credit: \$178.00)

PCO 9: The Base Bid Schedule includes a line item for the Contractor to remove and dispose of material such as sand, should such material be determined to be present at the bottom of the well, by performing bailing with a rig and two main crew for sixteen (16) hours. Layne completed bailing of the well in six and a half (6.5) hours. The PCO includes a nine and a half (9.5) hour credit for performing bailing with a rig and two man crew at the Contract Unit Price of \$330.00/HR. (Credit: \$3,135.00)

PCO 10: The Base Bid Schedule includes a line item for the Contractor to furnish 840 linear feet of 1-1/2" PVC pipe for the submersible level transducer; however, only 40' of PVC was actually provided. Prior to rehabilitation, the transducer was placed 40' above the pump, and during rehabilitation it was decided to drop the transducer to the top of the pump where it is traditionally located. All of the original 800' of PVC was in good condition and re-used, and Layne provided the additional 40 linear feet of PVC. This change request is for a credit to the City for 800 linear feet of PVC pipe at \$1.20/LF. (Credit: \$960.00)

PCO 11: The City performed a portion of the site restoration work, which was the contractual obligation of the Contractor. The PCO includes a credit equivalent to the manpower costs for the City to perform this work. (Credit: \$600.00)

Change of CONTRACT PRICE:

Original CONTRACT PRICE: \$ 86,929.00

Current CONTRACT PRICE adjusted by previous CHANGE ORDER(S) \$ 97,439.00

The CONTRACT PRICE due to this CHANGE ORDER will be (increased) (~~decreased~~) by: \$ 1,567.00

The new CONTRACT PRICE including this CHANGE ORDER will be \$ 99,006.00

Change to CONTRACT TIME:

The CONTRACT TIME will be (increased) (~~decreased~~) by 0 calendar days.

The date for completion of all work will be April 8, 2016.

Approvals Required:

To be effective this order must be approved by the agency if it changes the scope or objective of the PROJECT, or as may otherwise be required by the SUPPLEMENTAL GENERAL CONDITIONS.

Requested by: _____ Layne Christensen Co.

Recommended by: _____ Engineering Enterprises, Inc.

Accepted by: _____ The United City of Yorkville



Reviewed By:	
Legal	<input checked="" type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input checked="" type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

NB # 7

Tracking Number

PW 2016-19

Agenda Item Summary Memo

Title: Kendall County Transportation Alternative Program (KC-TAP) – Route 47 Sidewalks

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: See attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Bart Olson Administration
Name Department

Agenda Item Notes:



Memorandum

To: Public Works Committee
From: Bart Olson, City Administrator
CC:
Date: March 10, 2016
Subject: TAP Grant

Summary

Approval of an intergovernmental agreement with Kendall County for acceptance of a Transportation Alternatives Program grant in the amount of \$35,000.

Background

For the fourth year in a row, the City Council was approved for a Kendall County Transportation Alternatives Program grant for construction of Route 47 sidewalks. However, the Kendall County Board this year decided to award the remaining \$35,000 for the Route 47 project all in this year. The attached intergovernmental agreement is the same agreement the City approved last year, just with an updated dollar amount.

With City Council approval of the new agreement, we would immediately submit for reimbursement, as we have incurred more than enough sidewalk related expenses on the Route 47 project.

Recommendation

Staff recommends approval of the attached intergovernmental agreement with Kendall County for the Transportation Alternatives Program.

**INTERGOVERNMENTAL AGREEMENT FOR KENDALL COUNTY
TRANSPORTATION ALTERNATIVES PROGRAM (“KC-TAP”) FUNDING TO THE
UNITED CITY OF YORKVILLE TO CONSTRUCT MULTI-USE TRAILS AND
SIDEWALKS ALONG ROUTE 47 IN YORKVILLE, ILLINOIS (2016)**

THIS INTERGOVERNMENTAL AGREEMENT (*“the Agreement”*) by and between the County of Kendall, a unit of local government of the State of Illinois (*“Kendall County”*) and the United City of Yorkville (the *“Grantee”*), a municipal corporation of the State of Illinois.

WITNESSETH:

WHEREAS, the Constitution of the State of Illinois of 1970, Article VII, Section 10, provides that units of local government may contract or otherwise associate among themselves to obtain or share services and to exercise, combine, or transfer any power or function in any manner not prohibited by law or by ordinance and may use their credit, revenues, and other resources to pay costs related to intergovernmental activities; and

WHEREAS, the Grantee and Kendall County (the *“parties”*) are units of local government within the meaning of Article VII, Section 1 of the Illinois Constitution of 1970 who are authorized to enter into intergovernmental agreements pursuant to the Intergovernmental Cooperation Act, 5 ILCS 220/1 *et seq.*; and

WHEREAS, the Intergovernmental Cooperation Act, 5 ILCS 220/1 *et seq.*, provides that any county may participate in an intergovernmental agreement under this Act notwithstanding the absence of specific authority under the State law to perform the service involved, provided that the unit of local government contracting with the County has authority to perform the service; and

WHEREAS, pursuant to the Illinois Highway Code under 605 ILCS 5/9-101 and 605 ILCS 5/4-409, the State, its municipalities and the counties may form cooperative agreements

with each other for the construction, maintenance and improvement of streets, highways and any portions thereof; and

WHEREAS, the Illinois Highway Code (605 ILCS 5/1 *et seq.*) and the Illinois Bikeway Act (605 ILCS 30/1 *et seq.*) each encourage the funding and the creation of bicycle paths, multi-use trails and sidewalks along roadways within the State of Illinois; and

WHEREAS, on July 17, 2012, the Kendall County Board passed Resolution Number 12-33 entitled “Resolution for the Creation of the Kendall County Transportation Alternatives Program (“KC-TAP”)”, which authorizes Kendall County to provide financial assistance to qualified applicants for the grantee’s construction of multi-use trails and sidewalks in Kendall County, Illinois; and

WHEREAS, on or about December 31, 2015, Grantee submitted an application pursuant to the KC-TAP. Grantee’s application sought further financial assistance to construct multi-use trails and sidewalks along Illinois Route 47 within Grantee’s city limits. Grantee’s construction project is identified in the attached Exhibit A and shall be referred to herein as “the Project”; and

WHEREAS, the Kendall County Board approved Grantee’s KC-TAP application for financial assistance on February 16, 2016; and

WHEREAS, the parties wish to enter into this agreement for the benefit of local pedestrians and bicyclists and to provide a safe and efficient pathway for the residents of the United City of Yorkville and Kendall County; and

WHEREAS, pursuant to the terms of this agreement, Kendall County will grant money to Grantee to partially fund the building of multi-use trails and/or sidewalks as described in the Grantee’s application for funds, which is attached to this agreement as Exhibit A and

incorporated by reference, and the referenced Intergovernmental Agreement between Grantee and the Illinois Department of Transportation; and

WHEREAS, it is understood that in no case shall Kendall County provide more than 50% of the funding for any approved project and a local government agency cannot obtain more than \$50,000 in KC-TAP Funds per fiscal year; and

WHEREAS, it is the understanding of the parties that at all times, including after completion of the project, Grantee alone will own, construct, maintain, repair and/or replace the subject improvements, and that Kendall County will have no duties to construct, maintain, repair and/or replace the subject improvements at any time in the future.

NOW, THEREFORE, in consideration of the premises and the mutual covenants hereafter set forth, the parties agree as follows:

1. The foregoing preambles are hereby incorporated into this Agreement as if fully restated in this paragraph 1;
2. Kendall County's Obligations:
 - a. Kendall County agrees to grant an amount not to exceed thirty five thousand dollars (\$35,000.00) in Fiscal Year 2016 (December 1, 2015 to November 30, 2016) to Grantee for the purpose of partially funding construction of the Project;
 - b. The final amount of this Grant, which shall not exceed thirty five thousand dollars (\$35,000.00), will be determined at the time the Grantee submits its final request for reimbursement for the Project;
 - c. The final Grant amount shall not exceed 50% of the funding for said Project. Should the submitted reimbursement request constitute an amount above 50% of the Project's costs, then Kendall County shall, in its sole discretion, choose to

reimburse an amount below thirty five thousand dollars (\$35,000.00) and equal to 50% of the Project's costs;

- d. Kendall County shall disburse the Grant funds under this agreement within sixty (60) days of the submission of Grantee's final request for reimbursement and the necessary supporting documentation supporting the request;
- e. Kendall County shall have no ownership interest in the Project and/or the subject improvements under this agreement, nor shall it have any obligations beyond the granting and disbursement of KC-TAP grant funds as described herein.

3. Grantee's Obligations:

- a. Grantee understands and agrees that only qualified units of local government within Kendall County who have statutory authority to provide lands or facilities for multi-use trails or sidewalk purposes are eligible for assistance under the KC-TAP program and eligible projects must be located within the geographical boundaries of Kendall County, as well as located along a State or County Highway and Grantee herein assures Kendall County that it and its Project qualifies for funding pursuant to this understanding and pursuant to all other terms of the KC-TAP as set forth in Kendall County Resolution Number 12-33 and Grantee's application;
- b. Grantee shall use the funds set forth in this Agreement to construct the Project at the locations and pursuant to the specifications as set forth in the attached Exhibit A and in conformance with all plans and designs previously supplied by Grantee as part of the KC-TAP application process. Grantee understands and agrees that the funds provided by Kendall County pursuant to this Agreement shall not be

used for any other purpose including, but not limited to, future maintenance of the multi-use trails or sidewalks (e.g., sealing, patching or crack filling). In the event that Grantee uses the funds for an improper purpose, Grantee shall immediately reimburse Kendall County the full amount of funds provided to Grantee under this Agreement;

- c. At all times, the Project, and all of its resulting improvements, shall be the exclusive property of Grantee, who shall exercise complete control, responsibility and ownership of said property. At no time shall Kendall County be deemed to have adopted said Project or its resulting improvements or the responsibility for the ownership, construction, maintenance, care, and demolition of the improvements that are subject to the Project and this Agreement;
- d. Grantee and its consultants, employees, contractors, subcontractors and agents agree to comply with the following state and federal laws and Grantee shall ensure that all of their contracts include provisions incorporating the following:
 - i. The Illinois Prevailing Wage Act, 820 ILCS 130/1 *et seq.* Grantee agrees to (a) fully comply with all applicable requirements of the Prevailing Wage Act and (b) notify all contractors and subcontractors that the work performed pursuant to this Agreement shall be subject to the Illinois Prevailing Wage Act. In the event that Grantee fails to comply with the notice requirements set forth in the Illinois Prevailing Wage Act, Grantee shall be solely responsible for any and all penalties, fines and liabilities incurred for Grantee's, contractors' and/or subcontractors' violations of the Prevailing Wage Act.

- ii. The Employment of Illinois Workers on Public Works Act, 30 ILCS 570/0.01 *et seq.* (“Employment Act”).
 - iii. The Substance Abuse Prevention on Public Works Act, 820 ILCS 265/1 *et seq.* and the Illinois Drug Free Workplace Act, 30 ILCS 580/1 *et seq.*
 - iv. The Illinois Public Construction Bond Act, 30 ILCS 550/1 *et seq.*
 - v. The Illinois Human Rights Act, Title VI of the Civil Rights Act of 1964, as amended, the Americans with Disabilities Act, the Age Discrimination in Employment Act, Section 504 of the Federal Rehabilitation Act, and all applicable rules and regulations.
- e. Grantee shall ensure that Grantee and each contractor and/or subcontractor performing work on the Project shall obtain and continue in force during the term of the Project, all insurance necessary and appropriate and that each contractor and/or subcontractor contracted with to perform work on the Project shall name Kendall County as an Additional Insured on a Primary and Non-Contributory basis with respect to the general liability, business auto liability and excess liability insurance, as well as a waiver of subrogation with respect to the general liability and workers’ compensation in favor of Kendall County. Further, Grantee shall require each contractor and/or subcontractor to provide indemnification and hold harmless guarantees to Kendall County during the construction of this Project;
- f. Grantee shall comply with all competitive bidding and selection requirements necessary for construction and completion of the Project pursuant to applicable state and federal laws. Grantee shall obtain certifications from all contractors and

subcontractors who perform work on the Project, which certify the contractors and subcontractors are not barred from performing the work as a result of a violation of either 720 ILCS 5/33E-3 or 5/33E-4 (bid rigging or bid rotating) or as a result of a violation of 820 ILCS 130/1 *et seq.* (the Illinois Prevailing Wage Act);

- g. It is agreed by the Grantee that the maintenance, both physical and financial of the Project and its resulting improvements will be the responsibility of Grantee, and Grantee alone. Further, Grantee shall be responsible for any future repair or replacement deemed necessary for the Project and its resulting improvements (notwithstanding any agreements with third-parties in this regard). Nothing in this Agreement shall be construed as to create a duty or responsibility on behalf of Kendall County to finance, maintain, repair, replace, or otherwise control the subject improvements;
- h. During, and following completion of the Project, Grantee shall defend, with counsel of Kendall County's own choosing, indemnify and hold harmless Kendall County, including Kendall County's past, present and future board members, elected officials, insurers, employees, and agents from and against any and all claims, liabilities, obligations, losses, penalties, fines, damages, and expenses and costs relating thereto, including but not limited to attorneys' fees and other legal expenses, which Kendall County, its past, present and future board members, elected officials, insurers, employees, and/or agents may hereafter sustain, incur or be required to pay relating to, or arising in any manner out of the use, ownership, construction, maintenance, repair, replacement and/or condition of the

subject facilities built during this Project, or claims, liabilities, obligations, losses, penalties, fines, damages, and expenses and costs relating to and arising in any manner out of Grantee and Grantee's Contractors and Subcontractors construction of this Project or Grantee's alleged failure to perform its obligations pursuant to this Agreement. Any attorney representing Kendall County shall be approved by the Kendall County State's Attorney and shall be appointed a Special Assistant State's Attorney, as provided in 55 ILCS 5/3-9005. Kendall County's participation in its defense shall not remove Grantee's duty to indemnify, defend and hold Kendall County harmless, as set forth above;

- i. Grantee understands and agrees that construction of the Project must begin within 24 months of signature of this Agreement by the Kendall County Board. If the subject project does not begin construction within 24 months, Grantee will be in default of this Agreement and at that time the Agreement, as well as any obligations of Kendall County, shall immediately cease and be considered null and void with no further obligation upon Kendall County to provide the Grant funding as described above;
- j. Grantee understands that Construction of the Project must be completed and a request for reimbursement must be submitted to Kendall County within 60 months after the signature of this Agreement. If Grantee is unable to complete the Project and seek reimbursement within that time, Grantee will be in default of this Agreement and at that time the Agreement, as well as any obligations by Kendall County, shall immediately cease and be considered null and void with no further obligation upon Kendall County to provide the Grant funding as described above;

- k. If Grantee is unable to begin construction of the Project within 24 months after the parties' execution of this Agreement, or is unable to complete the Project and request reimbursement within 60 months after the parties' execution of this agreement, Grantee may submit a request in writing to Kendall County requesting an extension of time to commence or complete the construction, as the case may be. Grantee must file its request for an extension of time with Kendall County on or prior to expiration of the 24 month period in the case of it beginning construction or on or prior to expiration of the 60 month period in the case of completing construction and seeking reimbursement. Requests for extensions shall not be valid if made after the expiration of the above deadlines. Kendall County retains sole discretion whether to approve Grantee's request for an extension of time;
- l. Grantee understands and agrees that prior to Kendall County disbursing the above listed KC-TAP funds as described herein, Grantee must submit final project costs, along with a written request for reimbursement to the Kendall County Engineer or his designee, who shall then determine the appropriateness of the costs and expenses claimed and determine if all obligations have been met prior to approving the disbursement of Grant funds. If requested by Kendall County, the Grantee must also submit any and all further documentation to verify completion of the Project, the costs incurred by Grantee and Grantee's compliance with the terms of this Agreement;
- m. Grantee understands and agrees that it shall submit its request for reimbursement to Kendall County within the same fiscal year that the Project is completed.

Failure to timely request reimbursement as outlined in this Agreement will result in Grantee being in default of this Agreement and at that time the Agreement, as well as any obligations by Kendall County, shall immediately cease and be considered null and void with no further obligation upon Kendall County to provide the Grant funding as described above;

- n. Grantee understands and agrees that reimbursement requests cannot exceed the amount originally awarded by the Kendall County Board and described in Section 2(a);
 - o. Grantee understands and agrees that under no circumstances shall cost overruns be considered nor shall KC-TAP Funds under this Agreement be advanced to the Grantee prior to project completion and submission of a request for reimbursement.
- 4. It is mutually agreed by Kendall County and Grantee that at no time shall Kendall County be inferred to, or obligated to, have a duty to provide insurance for the subject improvements or otherwise indemnify and hold harmless Grantee in connection with the use, enjoyment, ownership, maintenance, construction, repair or replacement of the Project improvements and any property where the Project has been completed;
 - 5. This Agreement and the rights of the parties hereunder may not be assigned (except by operation of law), and the terms and conditions of this Agreement shall inure to the benefit of and be binding upon the respective successors and assigns of the parties hereto. Nothing in this Agreement, express or implied, is intended to confer upon any party, other than the parties and their respective successors and assigns, any rights, remedies, obligations or liabilities under or by reason of such agreements;

6. Any notice required or permitted to be given pursuant to this Agreement shall be duly given if sent by fax, certified mail, or courier service and received. As such, all notices required or permitted hereunder shall be in writing and may be given by either (a) depositing the same in the United States mail, addressed to the party to be notified, postage prepaid and certified with the return receipt requested, (b) delivering the same in person, or (c) telecopying the same with electronic confirmation of receipt.

If to the County: County Engineer
Kendall County Highway Department
6780 Route 47
Yorkville, Illinois 60560

With copy to:
Kendall County State's Attorney
807 John Street,
Yorkville, Illinois, 60560

If to the Grantee: City Administrator
United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560

Or such address or counsel as any party hereto shall specify in writing pursuant to this Section from time to time;

7. This Agreement shall be interpreted and enforced under the laws of the State of Illinois. Any legal proceeding related to enforcement of this Agreement shall be brought in the Circuit Court of Kendall County, Illinois. In case any provision of this Agreement shall be declared and/or found invalid, illegal or unenforceable by a court of competent jurisdiction, such provision shall, to the extent possible, be modified by the court in such manner as to be valid, legal and enforceable so as to most nearly retain the intent of the parties, and, if such modification is not possible, such provision shall be severed from

this Agreement, and in either case the validity, legality, and enforceability of the remaining provisions of this Agreement shall not in any way be affected or impaired thereby;

8. This Agreement may be executed in counterparts (including facsimile signatures), each of which shall be deemed to be an original and both of which shall constitute one and the same Agreement;
9. This Agreement represents the entire agreement between the parties and there are no other promises or conditions in any other agreement whether oral or written. Except as stated herein, this agreement supersedes any other prior written or oral agreements between the parties and may not be further modified except in writing acknowledged by both parties;
10. Nothing contained in this Agreement, nor any act of Kendall County or the Grantee pursuant to this Agreement, shall be deemed or construed by any of the parties hereto or by third persons, to create any relationship of third party beneficiary, principal, agent, limited or general partnership, joint venture, or any association or relationship involving Kendall County and the Grantee;
11. This Agreement shall be in full force and effect upon signature by both parties and will terminate upon either (a) payout by Kendall County of Grant funds as described herein, or (b) default by Grantee, whichever occurs first. However, the duty to defend and indemnify shall survive the term of this agreement;
12. In the event Kendall County is in default under the Agreement because funds are not appropriated for a fiscal period subsequent to the one in which the Agreement was entered into which are sufficient to satisfy all or part of Kendall County's obligations

under this Agreement during said fiscal period, Kendall County agrees to provide prompt written notice of said occurrence to Grantee. In the event of a default due to non-appropriation of funds, Grantee and Kendall County have the right to terminate the Agreement upon providing thirty (30) days written notice to the other party. No additional payments, penalties and/or early termination charges shall be required upon termination of the Agreement;

13. Kendall County and Grantee each hereby warrant and represent that their respective signatures set forth below have been, and are on the date of this Agreement, duly authorized by all necessary and appropriate corporate and/or governmental action to execute this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Intergovernmental Agreement to be executed by their duly authorized officers on the above date.

County of Kendall, a unit of local government
of the State of Illinois

United City of Yorkville, Kendall County,
Illinois, a municipal corporation

By: _____
Chair, Kendall County Board

By: _____
Mayor

Date: _____

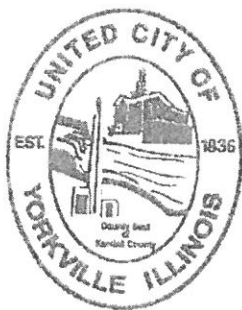
Date: _____

Attest:

Attest:

County Clerk

City Clerk



United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560
Telephone: 630-553-4350
www.yorkville.il.us

December 31, 2015

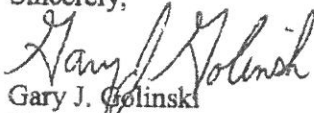
Fran Klaas via email at fklaas@co.kendall.il.us
Kendall County Engineer

Dear Mr. Klaas,

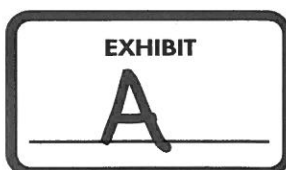
Please accept this letter as the City of Yorkville's application to the Kendall County Transportation Alternatives Program. The Illinois Route 47 expansion through downtown Yorkville has wrapped up this year, but the City continues to repay the State for its local share of the project. In the 2013 TAP grant program, Yorkville was fortunate to receive approval of our application (attached). At the time, the County Board awarded \$5,000 to the City, and suggested it should reapply every year for a \$5,000 grant until the \$50,000 project cap has been reached. Therefore, Yorkville would respectfully request the Kendall County Board to consider a \$5,000 commitment to the multi-use paths and sidewalks in the Route 47 expansion project in the 2016 Kendall County Transportation Alternatives Program. If the County Board would be willing, the City would request the remainder of the project cap (\$35,000) in 2016.

Please contact Bart Olson at bolson@yorkville.il.us, 630-553-8537, or 800 Game Farm Road, Yorkville, IL 60560 if you have any questions about our application. I appreciate the Kendall County Board's commitment to expanding alternative transportation systems and look forward to hearing their response.

Sincerely,


Gary J. Golinski
Mayor

Cc: Bart Olson, City Administrator





Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input checked="" type="checkbox"/>
City Administrator	<input type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

NB #8

Tracking Number

PW 2016-20

Agenda Item Summary Memo

Title: Windett Ridge Traffic Control Requests

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: a. Fairfax Way and Windett Ridge Road Intersection
b. Claremont Court and Windett Ridge Road Intersection

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: _____

Submitted by: Brad Sanderson Engineering
Name Department

Agenda Item Notes:



Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: February 22, 2016
Subject: Fairfax Way and Windett Ridge Road Stop Sign

As requested, we investigated the possible installation of stop signs at the intersection of Fairfax Way and Windett Ridge Road. Our findings were as follows:

- Currently there is no signage control at the intersection.
- There appears to be sight distance constraints to the eastbound and southbound approaches of the intersection due to the rear yard fence of 591 Windett Ridge Road.
- The governing entity on traffic control signage is the Manual on Uniform Traffic Control Devices (MUTCD). The manual states as follows in regards to stop sign installation:

Guidance:

Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

Yield or Stop signs should not be used for speed control.

The traffic volume appears to be below 2,000 units per day and there does not appear to be an accident history. However, due to the sight distance constraints, the intersection is a good candidate for a stop sign installation. Since the main entrance into the neighborhood from IL Route 47 is at Windett Ridge Road, we recommend the stop signs be placed on Fairfax Way.

UNITED CITY OF YORKVILLE
TWO WAY YIELD OR STOP
PRELIMINARY ENGINEERING EVALUATION

Location:

Fairfax Way and Windett Ridge Road

Evaluation Criteria

Guidance: Engineering judgement should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
- B. Number and angle of approaches;
- C. Approach speeds;
- D. Sight distance available on each approach; and
- E. Reported crash experience.

<u>Criteria Met</u>			<u>Criteria**</u>
Yes	Additional Study Required	No	
I. YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:			
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. A street entering a designated through highway or street; and/or
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C. An unsignalized intersection in a signalized area.
II. In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:			
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

Based on a preliminary review of the criteria for a YIELD or STOP sign the following action is recommended:

- A. ☒ Criteria are clearly met recommending installation of a YIELD or STOP sign (Circle designated sign type)
Designate Location: Fairfax Way
- B. ☐ Criteria are not clearly met at this time - no further action recommended
- C. ☐ Criteria may or may not be met - additional engineering study required

By: Collette M. Frolick
Project Engineer
Title

Date: 2/9/16

By: _____

Title

Date: _____

* Based upon Professional Engineer's Review

** Manual on Uniform Traffic Control Devices (MUTCD) (C:\Users\rohlich\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\QHBIGPES\Two Way Yield or Stop Evaluation Form.xls)Sheet1

**Fairfax Way and Windett Ridge Road
Intersection Photos**



Westbound Approach, Looking West



Westbound Approach, Looking South

**Fairfax Way and Windett Ridge Road
Intersection Photos**



Westbound Approach, Looking North



Eastbound Approach, Looking East

**Fairfax Way and Windett Ridge Road
Intersection Photos**



Eastbound Approach, Looking North



Eastbound Approach, Looking South

**Fairfax Way and Windett Ridge Road
Intersection Photos**



Northbound Approach, Looking North



Northbound Approach, Looking West

**Fairfax Way and Windett Ridge Road
Intersection Photos**



Northbound Approach, Looking East



Southbound Approach, Looking South

**Fairfax Way and Windett Ridge Road
Intersection Photos**



Southbound Approach, Looking East



Southbound Approach, Looking West

1/1



Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: March 3, 2016
Subject: Claremont Court and Windett Ridge Road Stop Sign

As requested, we investigated the possible installation of stop signs at the intersection of Claremont Court and Windett Ridge Road.

Our findings were as follows:

- Currently there is no signage control at the intersection.
- There appears to be sight distance constraints to the eastbound and southbound approaches of the intersection due to the rear yard fence and landscaping of the residence at that corner.
- The governing entity on traffic control signage is the Manual on Uniform Traffic Control Devices (MUTCD). The manual states as follows in regards to stop sign installation:

Guidance:

Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

Yield or Stop signs should not be used for speed control.

The traffic volume appears to be below 2,000 units per day and there does not appear to be an accident history. However, due to the sight distance constraints, the intersection is a good candidate for a stop sign installation. Since Claremont Court ends at Windett Ridge Road, we recommend the stop sign be placed on Claremont Court.

UNITED CITY OF YORKVILLE
TWO WAY YIELD OR STOP
PRELIMINARY ENGINEERING EVALUATION

Location:

Windett Ridge Road and Claremont Court

Evaluation Criteria

Guidance: Engineering judgement should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
- B. Number and angle of approaches;
- C. Approach speeds;
- D. Sight distance available on each approach; and
- E. Reported crash experience.

<u>Criteria Met</u>		<u>Criteria**</u>
Yes	Additional Study Required	No
I. YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:		
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> B. A street entering a designated through highway or street; and/or
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> C. An unsignalized intersection in a signalized area.
II. In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:		
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

Based on a preliminary review of the criteria for a YIELD or STOP sign the following action is recommended:

- A. ☒ Criteria are clearly met recommending installation of a YIELD or STOP sign (Circle designated sign type)

Designate Location: Claremont Court

- B. ☐ Criteria are not clearly met at this time - no further action recommended

- C. ☐ Criteria may or may not be met - additional engineering study required

By: Collette M. Trachsel

Date: 3/3/16

Project Engineer
Title

By: _____

Date: _____

Title

* Based upon Professional Engineer's Review

** Manual on Uniform Traffic Control Devices (MUTCD)

**Windett Ridge Road and Claremont Court
Intersection Photos**



Westbound Approach, Looking West



Westbound Approach, Looking North

**Windett Ridge Road and Claremont Court
Intersection Photos**



Eastbound Approach, Looking East



Eastbound Approach, Looking North

**Windett Ridge Road and Claremont Court
Intersection Photos**



Southbound Approach, Looking South



Southbound Approach, Looking East

**Windett Ridge Road and Claremont Court
Intersection Photos**



Southbound Approach, Looking West

The map displays a residential area in Raleigh, NC. A red box with a red arrow points to the intersection of Claremont Ct. and Windett Ridge Rd. The map includes several major roads: S Bridge St (labeled 9800), State Route 47 (labeled 47), and State Route 47 (labeled 750). Other streets shown include Walnut St (labeled 25), Bonnie Ln, Wythe Pl, Hazeltine Way, Weston Ave, Raintree Rd, Meadowlark Ln, Greenfield Turn, Parkside Ln, Warbler Ln, Coach Rd, Manchester Ln, Fairfax Way, Fairfield Ave, Windett Ridge Rd, Sutton St, Kentshire Dr, Richmond Ave, Tremont Ave, Prairie Crossing Dr, Country Hills Dr, Hartfield Ave, Hearthstone Ave, Deerpoint Ln, Ingemunson Ln, Bluebird Ln, Goldfinch Ave, Wren Rd, Penman Rd, Shetland Ln, and Callan. A green area labeled 'Raintree Village Park-B' is visible. The map also shows various street numbers such as 9200, 1000, 1400, 700, 500, and 750. A red box highlights the intersection of Claremont Ct. and Windett Ridge Rd. with a red arrow pointing to it.

1/1



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input checked="" type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input checked="" type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

OB #1

Tracking Number

PW 2015-45

Agenda Item Summary Memo

Title: E-Waste Recycling

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: An update will be given at the meeting.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: _____

Submitted by: _____ **Bart Olson** **Administration**
Name Department

Agenda Item Notes:



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input checked="" type="checkbox"/>
City Administrator	<input type="checkbox"/>
Human Resources	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>

Agenda Item Number

OB #2

Tracking Number

PW 2016-04

Agenda Item Summary Memo

Title: Countryside Subdivision Water Main and Roadway Improvements

Meeting and Date: Public Works Committee – March 15, 2016

Synopsis: Project Update

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: Project Direction

Submitted by: Brad Sanderson Engineering
Name Department

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville,
tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php



Memorandum

To: Public Works Committee
From: Bart Olson, City Administrator
CC:
Date: March 10, 2016
Subject: Countryside Parkway and Center Parkway

Summary

Review of roadway designs for Countryside Parkway and Center Parkway.

Background

This item was last discussed at the February Public Works Committee meeting. At that meeting, the committee reviewed options related to the intersection design of Countryside Parkway and Center Parkway. The committee directed staff to make a recommendation on the three options as it relates to the bids that were to be opened in the coming weeks and the City's FY 17 budget proposal.

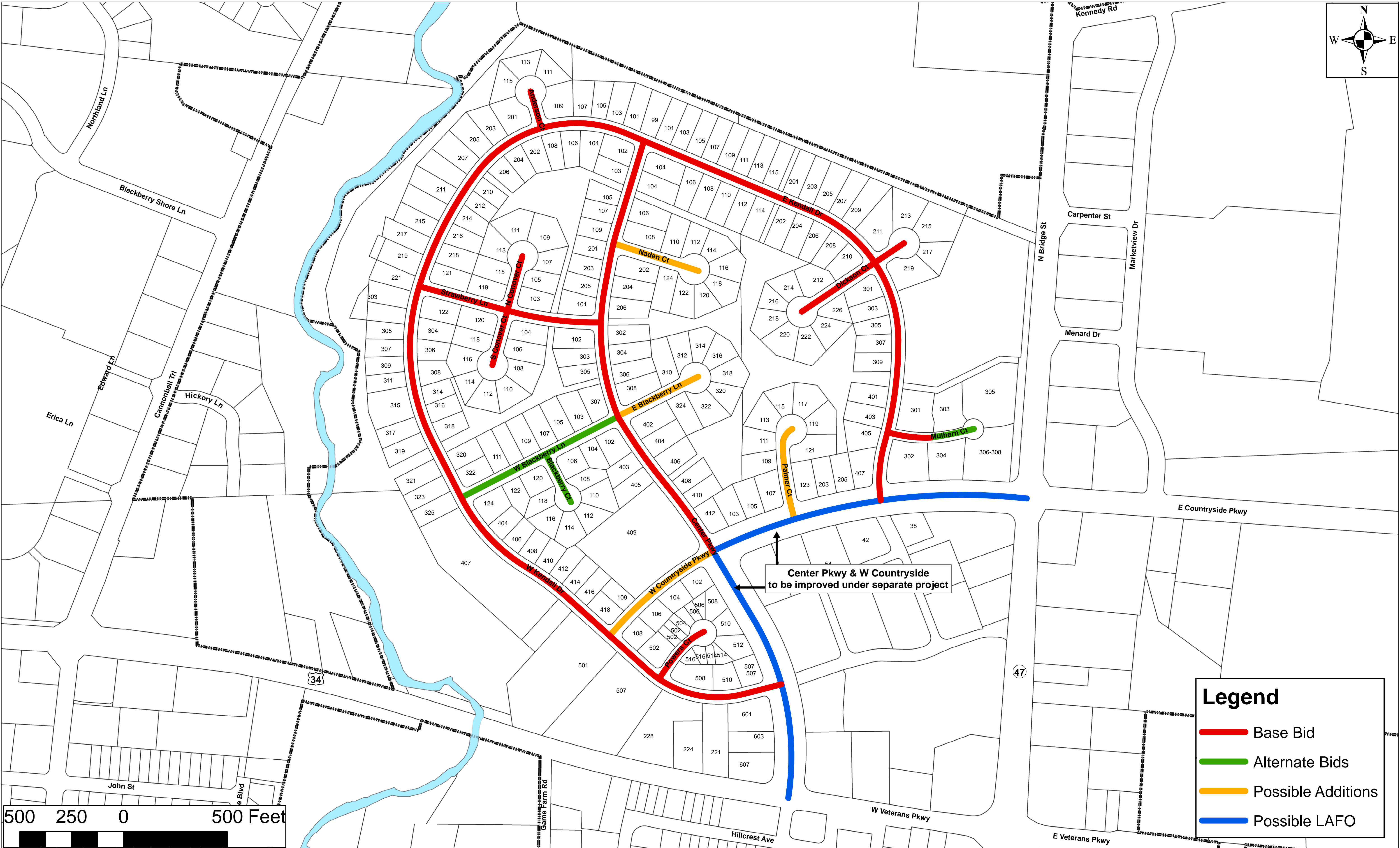
The bids for the Countryside watermain and pavement improvements were opened last week and are included in an agenda item at this meeting. In short, bids came back very favorable. Staff is recommending that all pavement in the Countryside subdivision be improved as part of this project, and that the watermain highlighted in blue in the attached exhibit be completed. The watermain in the subdivision that we do not recommend completing have much lower breakage rate than the rest of the watermain in the subdivision.

If we complete all roads in the subdivision, and complete most of the watermain, we would still have a few hundred thousand dollars to put towards pavement and watermain improvements in other parts of town. With the City's five year Road to Better Roads program funding in flux, and with the high costs of the various roundabout designs, we recommend that the City choose to simply mill and overlay the Countryside Parkway and Center Parkway. This option is the cheapest out of the three proposals, and allows us to use LAFO grant funds.

Finally, EEI plans to study a couple options as it relates to striping the intersection of Countryside Parkway and Center Parkway so that the odd geometry of the intersection is mitigated. Staff thinks that there could be a stripe design that improves safety at the intersection at a fraction of the cost of a full roundabout.

Recommendation

Staff recommends to proceed with simple mill and overlay of Countryside Parkway and Center Parkway.



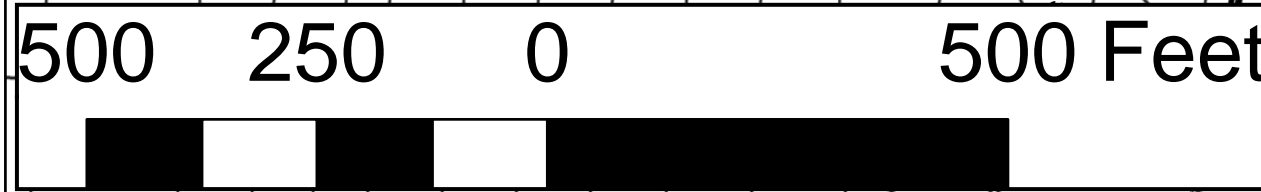
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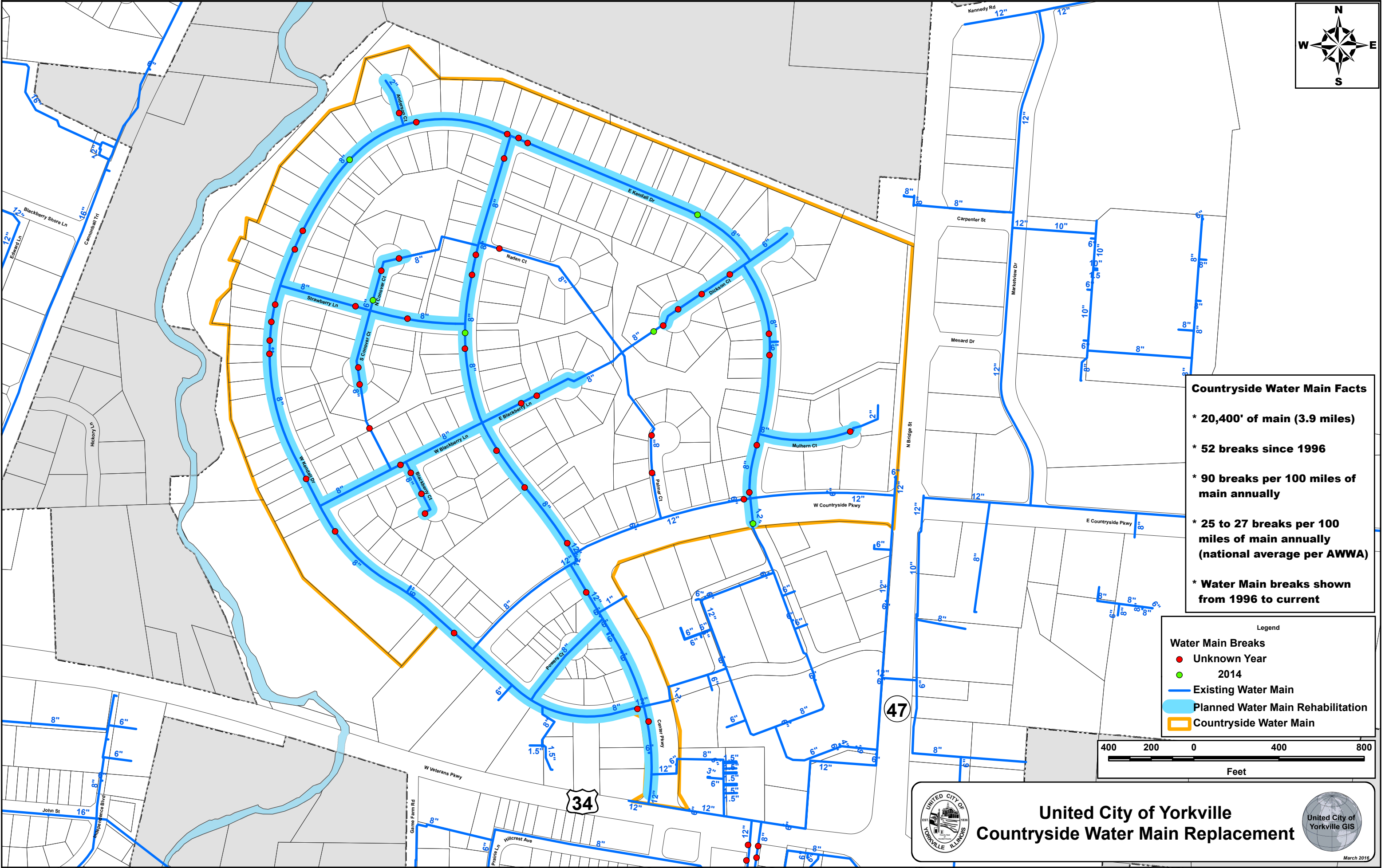
Base Bid

Alternate Bids

Possible Additions

Possible LAFO







Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Lisa Pickering, Deputy City Clerk

Date: February 5, 2016
Subject: Countryside Water main and Roadway Improvements

The purpose of this memo is to present a couple of potential alternatives for improving the intersection of Center and Countryside Parkway as directed by the Public Works Committee.

We have reviewed two alternatives with respect to the roundabout option. The exact layouts of options are conceptual at this point and are subject to change if the City elects to move forward with final design and construction. Also as noted previously, in order for the roundabout options to work, transitions from four lanes to two lanes should occur prior to reaching the intersection. The exact location of the transition may be modified from what has been shown.

As a reminder some of the advantages of the roundabout are as follows:

- A roundabout installation would offer an opportunity to improve the safety of the intersection.
- The proposed roundabout footprint based on a WB-55 design vehicle would fit within existing right-of-way.
- The proposed roundabout would offer the opportunity to reduce the lane widths of the approaching roadways from four to two lanes, thus providing savings in long term maintenance. This is true not only for pavement, but for the elimination of the grassed median as well.
- The existing curb on the medians is in poor condition and is in need of replacement.

Alternative No. 1 reduces the lane widths at West and East Kendall drives as you approach the intersection.

Alternative No. 2 also reduces the lane widths at West and East Kendall drives but maintains a grassed median (newly constructed) as you approach the intersection.

Alternative No. 3 would be to maintain the existing geometry and rehabilitate the streets as originally planned. For this option, it should be noted that we are planning to utilize LAFO funds to fund the milling and resurfacing of Center Parkway (from Rt 34 to Countryside) and Countryside Parkway (from Rt 47 to Center). The initial projected funding for this project is \$475,000 STP and \$200,000 local funds. By constructing the roundabout, we anticipate not being able to utilize approximately ½ the STP funds or \$237,500. Also as a reminder, we are currently not within the KKCOM's five year program, but must petition if we elect to move the LAFO project forward.

The estimated construction costs associated with the alternatives are summarized in the table below:

Description	Estimated Costs
Alternative No. 1 - Center/Countryside (Roundabout)	\$1,080,000
Alternative No. 2 - Center/Countryside (Roundabout w/Grass Median)	\$1,140,000
Alternative No. 3 - Center/Countryside (Existing Geometry)	\$785,000
Cost Difference (Alt. No. 1 – Alt. No. 3)	\$295,000
Cost Difference (Alt. No. 2 – Alt. No. 3)	\$355,000

*** Loss of LAFO funds are estimated at \$237,500.**

The other factor that comes into play is that by reducing the lane widths and adjusting the center island for a portion of the area, the long term maintenance costs are reduced. We estimate the savings (20 year projection) to be as follows:

Alternative No. 1

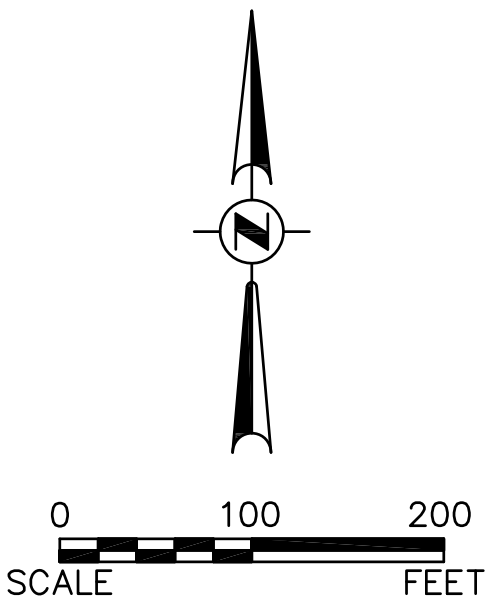
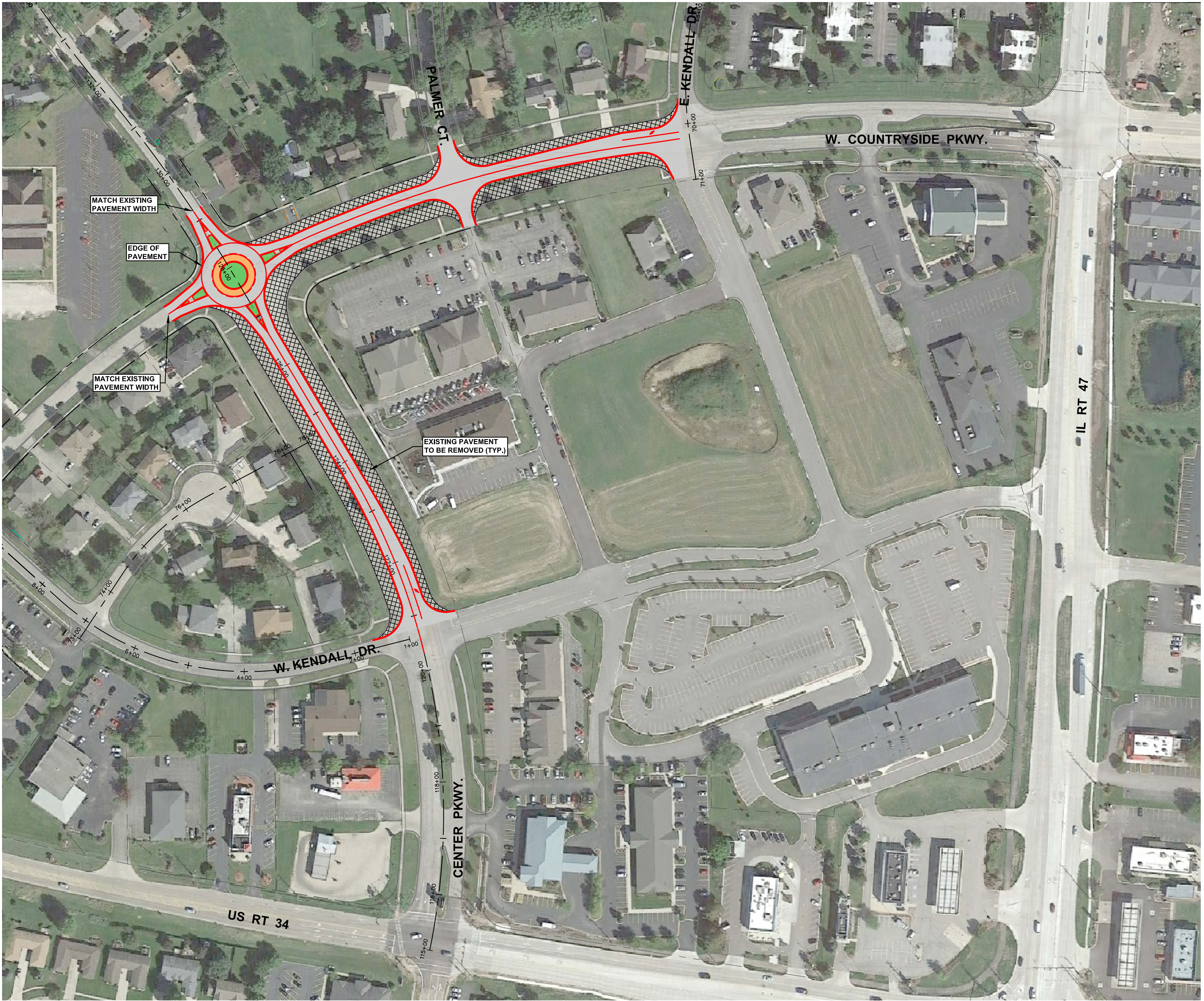
Description	Estimated Savings
Future Pavement Maintenance (Mill/Resurfacing)	\$160,000
Median Maintenance	\$140,000
Total	\$300,000

Alternative No. 2

Description	Estimated Savings
Future Pavement Maintenance (Mill/Resurfacing)	\$130,000
Median Maintenance	\$45,000
Total	\$175,000

To summarize, the roundabout alternatives are estimated to cost approximately \$295-355,000 more to construct versus utilizing the existing geometry. In addition, we are estimating that we would lose approximately \$237,500 in LAFO funding. We do anticipate long term maintenance cost savings of around \$300,000 for Alternative No. 1 and \$175,000 for Alternative No. 2.

At this time, we are looking for direction from the City Council as to whether they would like to move forward with a roundabout in this area. If this is the direction, we would recommend that this be handled as a separate project to allow enough time for proper design and for public education and input.



- ROUNDABOUT FITS WITHIN EXISTING R.O.W.
- LANES TO TRANSITION FROM 4 TO 2 AT W. KENDALL DRIVE AND E. KENDALL DRIVE. TRANSITION POINTS CAN BE ADJUSTED.

BENEFITS OF ROUNDABOUTS

- REDUCE INTERSECTION COLLISIONS BY 37%
- REDUCE VEHICLE SPEEDS
- REDUCE SEVERITY OF COLLISIONS
 - MOST ARE SIDESWIPE INSTEAD OF HEAD-ON
 - SLOWER VEHICLE SPEEDS AT COLLISION
- REDUCE FATAL ACCIDENTS BY AS MUCH AS 90%
- REDUCE INJURY ACCIDENTS BY 75%
- REDUCE PEDESTRIAN CRASHES BY 40%
- REDUCE DELAY, WHICH ALSO DECREASES FUEL CONSUMPTION AND AIR POLLUTION

DATA FROM INSURANCE INSTITUTE FOR HIGHWAY SAFETY

BASIS FOR DESIGN

- COLLECTOR – COLLECTOR ROADWAYS
- DESIGN VEHICLE – WB-55
- INSCRIBED CIRCLE – 115 FT
- AUTOTURN – A WB-55 VEHICLE CAN MAKE U-TURN MOVEMENT
- DESIGN SPEED = 30 MPH

Plotted: February 5, 2016 @ 7:51 AM By: Jim Schmidt - Tab: 01 alt Roundabout Plan - 22x34

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Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

UNITED CITY OF YORKVILLE
800 GAME FARM ROAD
YORKVILLE, ILLINOIS 60560

NO.	DATE	REVISIONS

**COUNTRYSIDE WATER MAIN
AND ROADWAY IMPROVEMENTS**

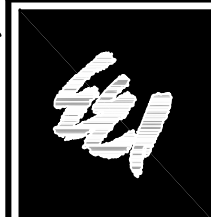
**POTENTIAL ROUNDABOUT LAYOUT
ALTERNATIVE 1**

DATE:	FEBRUARY 2016
PROJECT NO:	Y01440
FILE:	Y01440-ROUNDABOUT
SHEET	1 OF 2

Path: H:\S05KPROJ\Y01440\DWG EXHIBIT\Y01440-ROUNDABOUT

Plotted: February 5, 2016 @ 8:01 AM By: Jim Schmidt - Tab: 02 of 11 Roundabout Plan - 22x34

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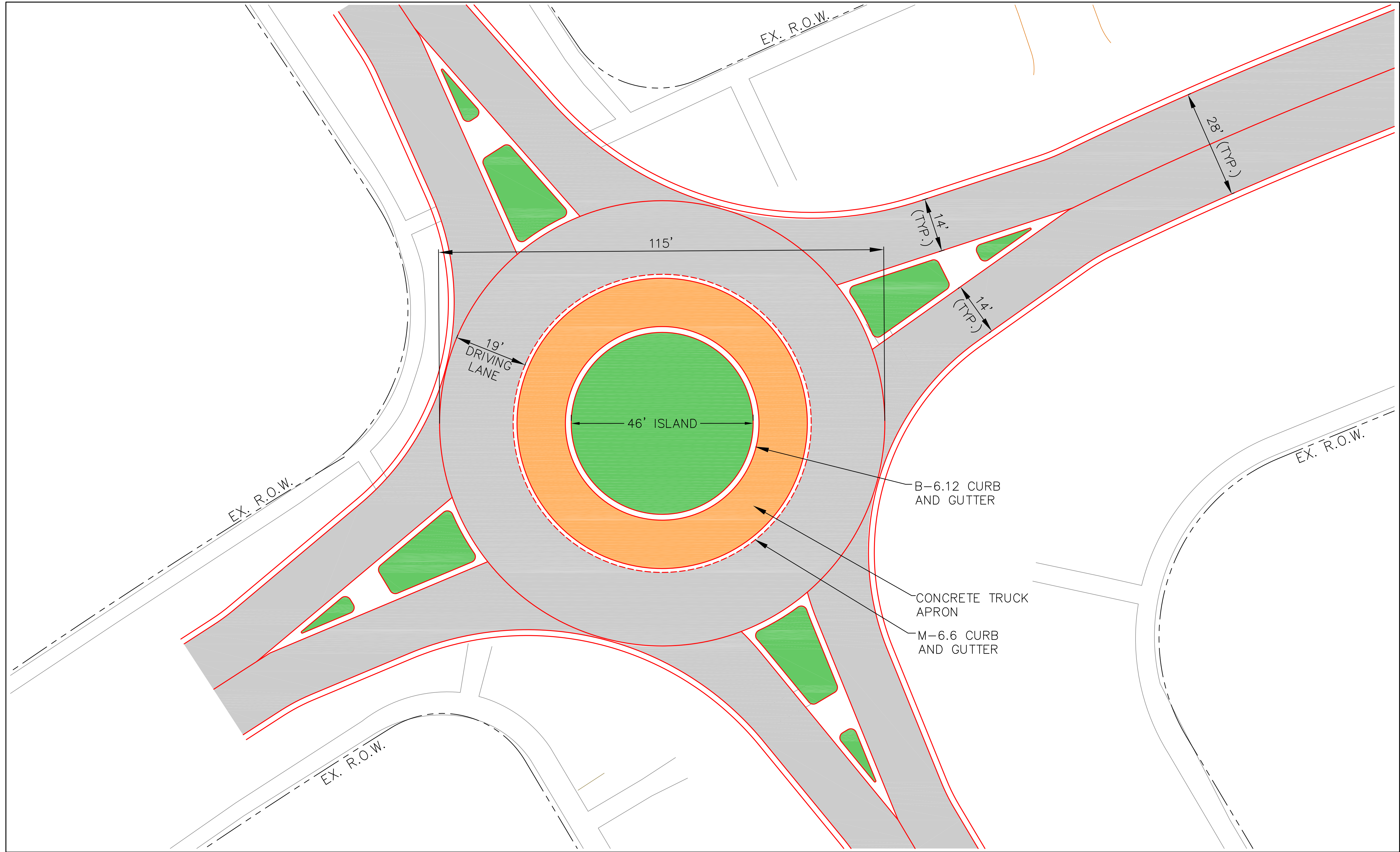
NO.	DATE	REVISIONS	

**COUNTRYSIDE WATER MAIN
AND ROADWAY IMPROVEMENTS**

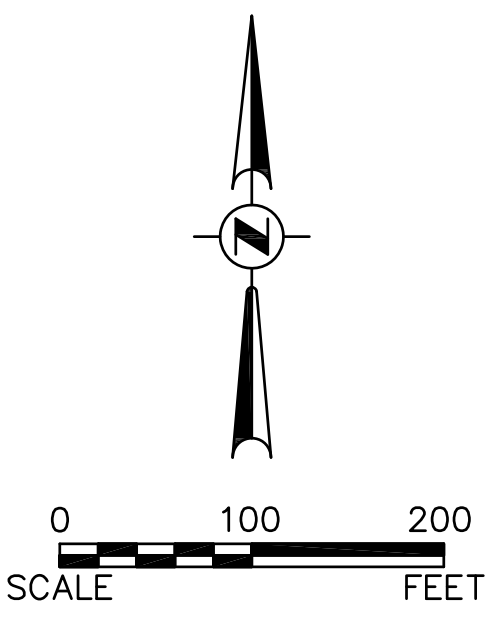
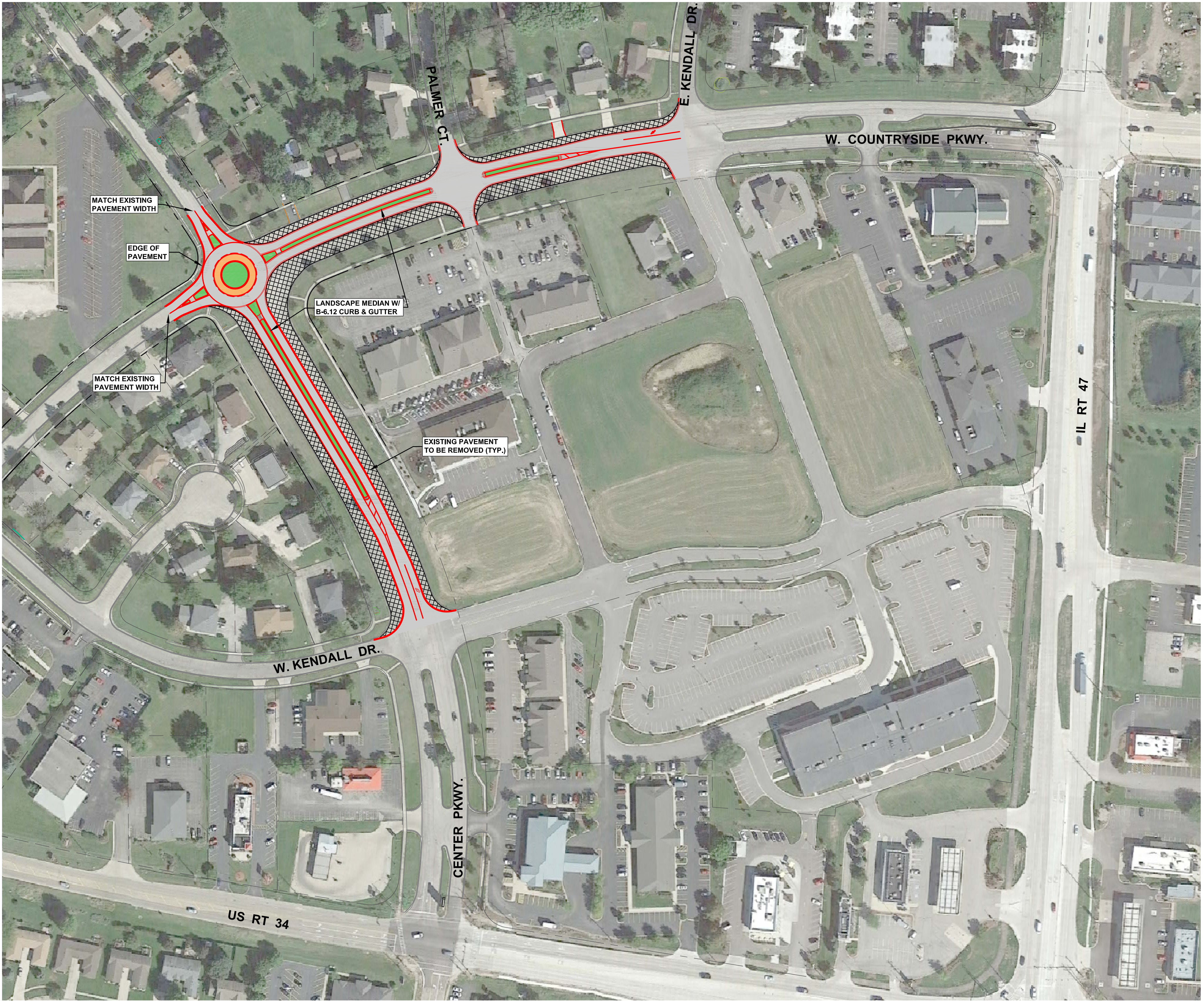
**POTENTIAL ROUNDABOUT LAYOUT
ALTERNATIVE 1**

DATE:	FEBRUARY	2016
PROJECT NO:	Y01440	
FILE:	Y01440-ROUNDABOUT	
SHEET	2	OF 2

Path: H:\3056PRQ\Y01440\DWG EXHIBIT\Y01440-ROUNDABOUT



ROUNDABOUT DETAIL



- ROUNDABOUT FITS WITHIN EXISTING R.O.W.
- LANES TO TRANSITION FROM 4 TO 2 AT W. KENDALL DRIVE AND E. KENDALL DRIVE. TRANSITION POINTS CAN BE ADJUSTED.

BENEFITS OF ROUNDABOUTS

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- REDUCE DELAY, WHICH ALSO DECREASES FUEL CONSUMPTION AND AIR POLLUTION

DATA FROM INSURANCE INSTITUTE FOR HIGHWAY SAFETY

BASIS FOR DESIGN

- COLLECTOR – COLLECTOR ROADWAYS
- DESIGN VEHICLE – WB-55
- INSCRIBED CIRCLE – 115 FT
- AUTOTURN – A WB-55 VEHICLE CAN MAKE U-TURN MOVEMENT
- DESIGN SPEED = 30 MPH

Plotted: February 5, 2016 @ 7:52 AM By: Jim Schmidt – Tab: 01a12 Roundabout Plan – 22x34

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800 GAME FARM ROAD
YORKVILLE, ILLINOIS 60560

NO.	DATE	REVISIONS

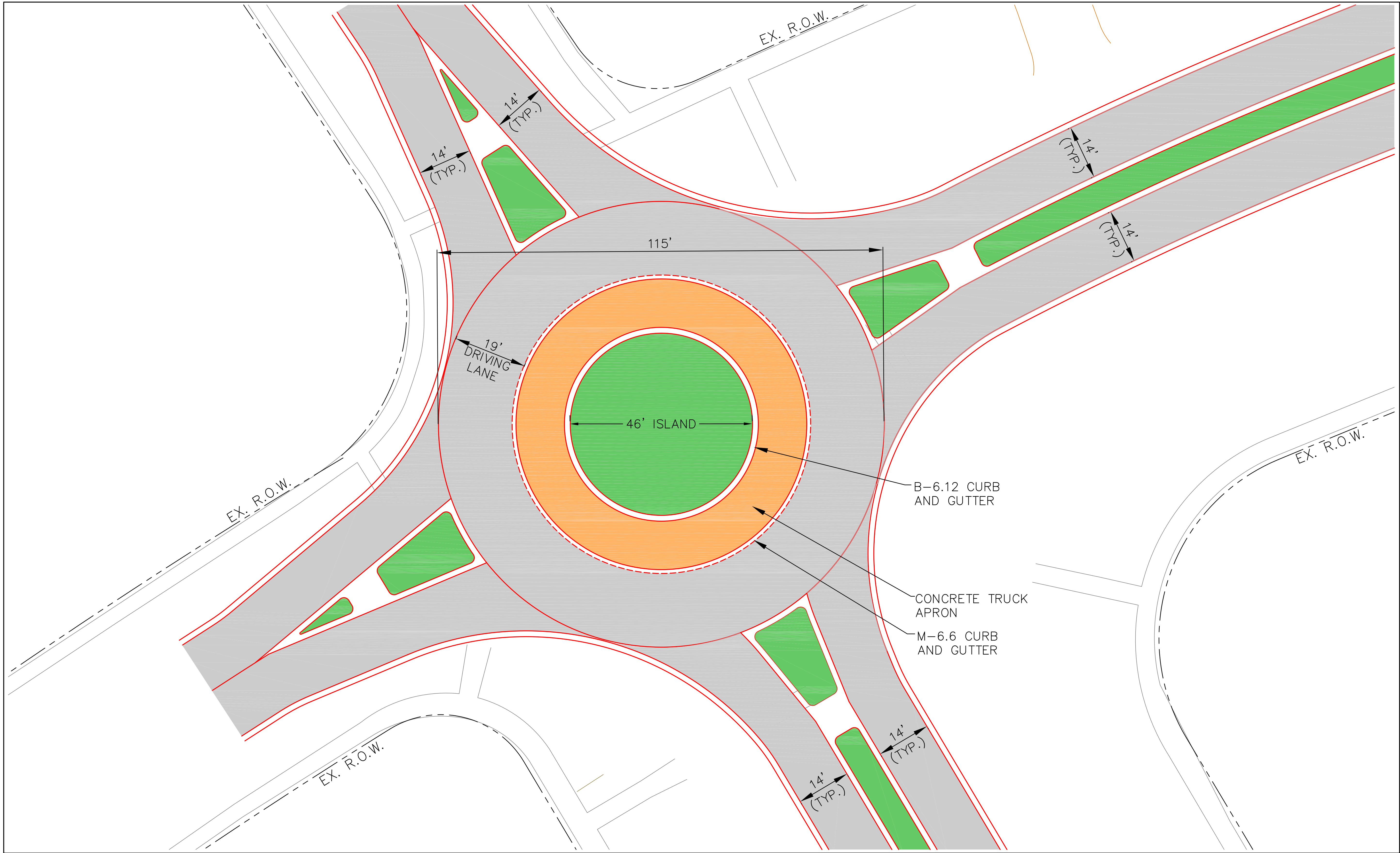
**COUNTRYSIDE WATER MAIN
AND ROADWAY IMPROVEMENTS**

**POTENTIAL ROUNDABOUT LAYOUT
ALTERNATIVE 2**

DATE:	FEBRUARY	2016
PROJECT NO:	Y01440	
FILE:	Y01440-ROUNDABOUT	
SHEET	1	OF 2

Path: H:\S05KPROJ\Y01440\DWG EXHIBIT\Y01440-ROUNDABOUT

Plotted: February 5, 2016 @ 8:11 AM By: Jim Schmidt - Tab: 02 of 12 Roundabout Plan - 22x34



ROUNDABOUT DETAIL



Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

UNITED CITY OF YORKVILLE
800 GAME FARM ROAD
YORKVILLE, ILLINOIS 60560

NO.	DATE	REVISIONS	

**COUNTRYSIDE WATER MAIN
AND ROADWAY IMPROVEMENTS**

**POTENTIAL ROUNDABOUT LAYOUT
ALTERNATIVE 2**

DATE:	FEBRUARY	2016
PROJECT NO:	Y01440	
FILE:	Y01440-ROUNDABOUT	
SHEET	2	OF 2

Path: H:\3056PRQ\Y01440.DWG EXHIBIT\Y01440-ROUNDABOUT