



## **United City of Yorkville**

651 Prairie Pointe Drive

Yorkville, Illinois 60560

Telephone: 630-553-4350

[www.yorkville.il.us](http://www.yorkville.il.us)

### **AGENDA PUBLIC WORKS COMMITTEE MEETING**

**Tuesday, October 17, 2023**

**6:00 p.m.**

East Conference Room #337

651 Prairie Pointe Drive, Yorkville, IL

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#### **Citizen Comments:**

**Minutes for Correction/Approval:** September 19, 2023

#### **New Business:**

1. PW 2023-79 Capital Improvement Projects Update
2. PW 2023-80 Quarterly Bond and Letter of Credit Reduction Summary
3. PW 2023-81 North Central Tank Rehabilitation – Change Order No. 2
4. PW 2023-82 2024 Road to Better Roads – Design Engineering Agreement
5. PW 2023-83 Kylyns Ridge Subdivision Traffic Sign Analysis

#### **Old Business:**

#### **Additional Business:**

UNITED CITY OF YORKVILLE  
WORKSHEET  
**PUBLIC WORKS COMMITTEE**  
**Tuesday, October 17, 2023**  
**6:00 PM**  
CITY HALL CONFERENCE ROOM

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**CITIZEN COMMENTS:**

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**MINUTES FOR CORRECTION/APPROVAL:**

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1. September 19, 2023

- Approved \_\_\_\_\_
- As presented
- With corrections

**NEW BUSINESS:**

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1. PW 2023-79 Capital Improvement Projects Update

- Moved forward to CC \_\_\_\_\_
  - Approved by Committee \_\_\_\_\_
  - Bring back to Committee \_\_\_\_\_
  - Informational Item
  - Notes \_\_\_\_\_
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2. PW 2023-80 Quarterly Bond and Letter of Credit Reduction Summary

Moved forward to CC \_\_\_\_\_

Approved by Committee \_\_\_\_\_

Bring back to Committee \_\_\_\_\_

Informational Item

Notes \_\_\_\_\_

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3. PW 2023-81 North Central Tank Rehabilitation – Change Order No. 2

Moved forward to CC \_\_\_\_\_

Approved by Committee \_\_\_\_\_

Bring back to Committee \_\_\_\_\_

Informational Item

Notes \_\_\_\_\_

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4. PW 2023-82 2024 Road to Better Roads – Design Engineering Agreement

Moved forward to CC \_\_\_\_\_

Approved by Committee \_\_\_\_\_

Bring back to Committee \_\_\_\_\_

Informational Item

Notes \_\_\_\_\_

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5. PW 2023-83 Kyllys Ridge Subdivision Traffic Sign Analysis

Moved forward to CC \_\_\_\_\_

Approved by Committee \_\_\_\_\_

Bring back to Committee \_\_\_\_\_

Informational Item

Notes \_\_\_\_\_

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**ADDITIONAL BUSINESS:**

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Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input type="checkbox"/>
Community Development	<input type="checkbox"/>
Purchasing	<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 – September 19, 2023

**Meeting and Date:** Public Works Committee – October 17, 2023

**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:

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**UNITED CITY OF YORKVILLE  
PUBLIC WORKS COMMITTEE  
Tuesday, September 19, 2023, 6:00pm  
Yorkville City Hall, East Conference Room #337  
651 Prairie Pointe Drive, Yorkville, IL**

**IN ATTENDANCE:**

**Committee Members**

Chairman Ken Koch	Alderman Craig Soling
Alderman Matt Marek (electronically)	Alderman Rusty Corneils (electronically)

**Other City Officials**

City Administrator Bart Olson (electronically)	Assistant City Administrator Erin Willrett (electronically)
Public Works Director Eric Dhuse	Engineer Brad Sanderson, EEI
Alderman Chris Funkhouser (electronically)	

**Other Guests: None**

The meeting was called to order at 6:01pm by Chairman Ken Koch.

**Citizen Comments: None**

**Previous Meeting Minutes: August 15, 2023**

The minutes were approved as presented.

**New Business:**

***1. PW 2023-72 Briarwood Subdivision Traffic Sign Analysis***

Mr. Sanderson said Engineering looked at 3 different intersections as requested. Cornerstone Dr./Wood Sage Ave. and Wood Sage Ave./Garden St. do not have signs. They both have low traffic per day with no accident history, so no signage is recommended. Greenbriar Rd./Cornerstone Dr. already has a stop sign and no changes are recommended. Alderman Koch asked about the yield sign there. Mr. Dhuse said it was put there last year at the request of the school. It will be removed now since no complaints were made since the parking lot went in and due to the no parking signs on Garden St. Mr. Koch said the parking has been eliminated on the north side of Garden and it has improved the situation.

***2. PW 2023-73 Road to Better Roads 2023 Update***

Mr. Olson said there are 3 possible scenarios and staff is asking the committee and Council to adopt a 5-year schedule at the existing \$1.5 million budget and revisit it after the yearly audit comes back. If more money is available, the schedule can be accelerated. Mr. Sanderson added they try to bring forth a plan in September so the design process can begin for a January/February bid letting. The 2024 recommendation includes streets in Country Hills plus the area described in item #1 above and streets from the watermain project, many in the older part of town. Additional paving would be required if watermain pipes are placed down the middle of the streets.

For the additional years in the plan, the first option is to continue with the \$1.6 to \$1.7 funding and the second option is to start a higher commitment in 2025. Option 2 elevates the funding to \$3.5 million to \$4 million for the subsequent 4 years. This would complete most of the streets in the 5-year schedule. The exact amounts will be determined after the audit reports come back and an engineering agreement will be brought to the October meeting. Mr. Olson said Public Works can make a recommendation at the November meeting. He said a revenue increase will likely be needed.

Mr. Soling asked about the Colton St. sidewalks delayed from last year--those will be done in this program. He also asked about Georgeanna and Pleasure--the city will work with the township to repave. Patching should start this week and a new surface will be put on next year. This moves forward to the Council to consider.

**3. PW 2023-74 East Van Emmon STP – Design Engineering Agreement**

A similar project was done a couple years ago, where the city is on a Grant “B” list for road repaving and is moved up as projects are completed, said Mr. Olson. To participate in the grant project, design engineering work is needed ahead of time and the city cannot accept a grant unless this is done. This design work and preliminary services contract with EEI is about \$51,000. Alderman Corneils asked when the grant is anticipated and how long the engineering is good. Mr. Olson said it's planned for 2025/2026 construction and the engineering would still be valid with minor changes if needed. This moves forward to the City Council regular agenda for September 26<sup>th</sup>.

**4. PW 2023-75 Water Audits and Non-Revenue Reduction – Design Engineering Agreement**

Mr. Olson said this will need to be done each year for the Lake Michigan permit to determine the water reduction loss and make recommendations if over 10%. The first year will require more work determining plans for reduction. The estimated cost for the first year contract is about \$40,000; they will do the calculations for the report process and track how close the loss is to the 10%. This could affect the watermain projects each year. This needs City Council approval and it will move forward to the regular agenda.

**5. PW 2023-76 Sanitary Sewer Lining – Contract Award**

Bids were taken at the end of August for sewer lining and several were received. All bids were below estimate and Mr. Sanderson recommended the bid award go to the low bidder, Innovative Underground from Yorkville, at a cost of \$264,460. This moves to the City Council regular agenda.

**6. 2023-77 Riverwalk Route 47 Crossing – Preliminary Engineering Agreement**

Mr. Olson said there is a design engineering agreement with EEI for about \$29,700. It is for a possible pedestrian overpass over Rt. 47 or for a crossing under the bridge. When the Rt. 47 expansion was done, the crosswalk markings at Rt. 47 and Hydraulic were not added in hopes that pedestrians would not cross there and use the Van Emmon/Rt. 47 crossing instead, which people are not doing. A number of these projects will be proposed in the next years so that the city is ready for grants when they are available, said Mr. Olson. This requires City Council approval. Alderman Funkhouser asked if this topic could be discussed if a goal-setting meeting is set. This moves to the City Council regular agenda.

**7. PW 2023-78 Dump Truck Price Increase**

Mr. Dhuse said this F550 truck was ordered in May. Ford decided to stop making 2023's and start making the 2024's and with that came an increase of \$3,870 for a total cost of \$124,984. Alderman Corneils asked if this will delay the receiving date. Mr. Dhuse said it will definitely delay it and there is no date as to when they will start the manufacturing. There is a possibility of another increase. Mr. Dhuse said the city could see other price increases and especially if the strike continues. He recommended moving ahead with this purchase to hold the place in line. He has already looked for this product on lots with no success. This moves to the regular agenda for City Council.

**Old Business:** None

**Additional Business:**

Mr. Koch asked that the dead tree be removed in the entrance to Sunflower, in the Greenbriar right-of-way. Mr. Dhuse said they will take care of it.

Mr. Soling received texts and calls about traffic backing up from Parkview School to Rt. 47. Mr. Dhuse said there are no buses for the school, just parental drop-offs and he will talk with the Chief of Police about a possible staggered start time. Alderman Koch said the problem is exacerbated by school buses not moving into the left turn lane and Mr. Dhuse added that his staff is unable to exit Tower Lane.

There was no further business and the meeting adjourned at 6:35pm.

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"/>
Community Development	<input type="checkbox"/>
Purchasing	<input type="checkbox"/>
Police	<input type="checkbox"/>
Public Works	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

New Business #1

Tracking Number

PW 2023-79

### Agenda Item Summary Memo

**Title:** Capital Project Update

**Meeting and Date:** Public Works Committee – October 17, 2023

**Synopsis:** A status update on projects will be given.

#### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** None

**Council Action Requested:** Informational

**Submitted by:** Brad Sanderson Engineering  
Name Department

#### Agenda Item Notes:

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# Memorandum

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

Date: September 30, 2023  
Subject: Capital Improvement Projects Update

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The purpose of this memo is to update the Public Works Committee as to the status of the several projects. A summary on the status of the projects is provided below:

## **Construction Projects**

### 2023 RTBR Program

The work is substantially complete.

### North Central EWST Rehabilitation

The contractor is actively working on the project. Estimated completion of the project is mid-November.

### 2023 Water Main Replacement Program – Contract A

The project is approximately 95% complete. The contractor is working on restoration items.

### 2023 Water Main Replacement Program – Contract B

The project is approximately 70% complete. The completion date for the project is November 17<sup>th</sup>.

### 2023 Sanitary Sewer Lining

A preconstruction meeting was held on October 10<sup>th</sup>. The completion date for the project is December 22<sup>nd</sup>.

## **Planning/Design Projects**

### Downtown Riverwalk Feasibility Study

Design engineering has commenced.

### WIFIA Loan Application

Work has begun on the application.

### Kennedy / Freedom Place Intersection Improvements

Design engineering is complete. We are working on land acquisition with the City Attorney. The letting for the project has been pushed to the winter. Construction will occur in 2024.

### Well 10 and Raw Water Main

Design engineering has commenced. We are anticipating a fall/winter letting for the well and a spring 2024 letting for the raw water main.

### 2024 Water Main Improvements – Contract A

Design engineering has commenced.

2024 Water Main Improvements – Contract B  
Design engineering has commenced.

Well No. 7 Generator  
Design engineering has commenced.

Eldamain Water Main Loop  
Design engineering has commenced.

Corneils Sanitary Sewer  
Design engineering has commenced.

Southern Sanitary Sewer Connection  
Design engineering has commenced.

Van Emmon Street STP  
Design engineering has commenced.



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

Agenda Item Number

New Business #2

Tracking Number

PW 2023-80

### Agenda Item Summary Memo

**Title:** Bond/LOC Reduction Summary Through September 30, 2023

**Meeting and Date:** Public Works Committee – October 17, 2023

**Synopsis:** \_\_\_\_\_  
\_\_\_\_\_

#### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** None

**Council Action Requested:** Informational

**Submitted by:** Brad Sanderson Engineering  
Name Department

#### Agenda Item Notes:

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# Memorandum

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

Date: September 30, 2023  
Subject: 2023 Bond/LOC Reduction Summary

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Please see the attached reduction summary through September 30, 2023. If you have any questions, please let me know.





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

Agenda Item Number

New Business #3

Tracking Number

PW 2023-81

### Agenda Item Summary Memo

**Title:** North Central Tank Rehabilitation

**Meeting and Date:** Public Works Committee – October 17, 2023

**Synopsis:** Consideration of Change Order No. 2

#### Council Action Previously Taken:

Date of Action: CC – 02/22/22      Action Taken: Bid awarded and Construction Engineering Agreement approved through consent agenda  
Item Number: PW 2022-09 & PW 2022-10

**Type of Vote Required:** Majority

**Council Action Requested:** Consideration of Approval

**Submitted by:** Brad Sanderson      Engineering  
Name      Department

#### Agenda Item Notes:

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# Memorandum

To: Bart Olson, City Administrator  
From: Brad Sanderson, EEI  
CC: Eric Dhuse, Director of Public Works  
Rob Fredrickson, Finance Director  
Jori Behland, City Clerk

Date: October 9, 2023  
Subject: North Central Tank Rehabilitation

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

A Change Order, as defined by 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 Jetco, Ltd. entered into an agreement for a contract value of **\$630,750** for the above referenced project. The current contract completion date is June 1, 2023.

## **Questions Presented:**

Should the City approve Change Order No. 2 which would **change the completion date to November 30, 2023 and increase the contract value by \$23,820?**

## **Discussion:**

The contractor was delayed in mobilization for this project due to unexpected delays in the City's Well 7 rehabilitation project and the inability to take the tank out of service at the same time as the well. By the time the well project was completed the tank would have been taken out of service in the peak of the heat of summer, so after discussion with Public Works, it was decided to delay the project start until September 2023.

There is no change in cost for the delay.

Additionally, T-Mobile has requested that the City allow modifications to be made to the hardware and mounts welded to the tank allowing the installation of cell equipment to better serve the area. It was determined that the work would be done as a part of the tank rehabilitation rather than risk having to touch up any paint damaged if the modifications were made at a later time. T-Mobile will be reimbursing the City for the full cost of all welding upgrades for the cell equipment (\$23,820). Please see the proposed welding upgrades below:

**T-MOBILE IMPROVEMENTS**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>TOTAL</b>
1	1 EACH; J-HOOK BRACKET	\$ 990.00
2	3 EACH; ROOF COAX MOUNTS	\$ 2,230.00
3	ANTENNA MOUNTING BRACKETS, U-BOLTS, AND POSTS; 9 LOCATIONS	\$ 5,790.00
4	COAX BRACKETS MOUNTED TO RAILING; 18 LOCATIONS	\$ 6,820.00
5	BASE CONE PENETRATIONS	\$ 7,990.00
<b>TOTAL</b>		<b>\$ 23,820.00</b>

We are recommending approval of the change order.

**Action Required:**

Consideration of approval of Change Order No. 2.

CHANGE ORDER

Order No. 2

Date: October 9, 2023

Agreement Date: February 24, 2022

NAME OF PROJECT: North Central Tank Rehabilitation

OWNER: United City of Yorkville

CONTRACTOR: Jetco, Ltd.

The following changes are hereby made to the CONTRACT DOCUMENTS:

Change of CONTRACT PRICE:

Original CONTRACT PRICE: \$630,750

Current CONTRACT PRICE adjusted by previous CHANGE ORDER(S): \$630,750

The CONTRACT PRICE due to this CHANGE ORDER will be increased by: \$23,820

The new CONTRACT PRICE including this CHANGE ORDER will be: \$654,570

Change to CONTRACT TIME:

The date for completion of all work will be November 30, 2023

Justification

TIME - The contractor's mobilization was delayed due to unexpected challenges with a separate well rehabilitation project. Additionally, after a discussion with Public Works, it was decided to postpone the project until fall to avoid the unnecessary risk of taking the storage tank out of service during peak summer heat.

PRICE – T-Mobile has requested that the City allow modifications be made to the hardware and mounts allowing the installation of cell equipment to better serve the area. It was determined that the work would be done as a part of the tank rehabilitation rather than have to touch up any paint damaged if the modifications were made at a later time. T-Mobile will be reimbursing the City for the full cost of all welding upgrades for the cell equipment (\$23,820)

Approvals Required

Requested by: \_\_\_\_\_ United City of Yorkville

Recommended by: \_\_\_\_\_ Engineering Enterprises, Inc.

Accepted by: \_\_\_\_\_ Jetco, Ltd.



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

Agenda Item Number

New Business #4

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Tracking Number

PW 2023-82

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### Agenda Item Summary Memo

**Title:** 2024 Road to Better Roads Program – Design Engineering Agreement

**Meeting and Date:** Public Works Committee – October 17, 2023

**Synopsis:** Please see the attached memo.

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#### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** Majority

**Council Action Requested:** Approval

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

#### Agenda Item Notes:

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# Memorandum

To: City Council  
From: Bart Olson, City Administrator  
CC:  
Date: October 12, 2023  
Subject: 2024 Road to Better Roads – design engineering

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## **Summary**

Consideration of a design engineering agreement with EEI for the City's 2024 Road to Better Roads program.

## **Background**

This item was last discussed during the September 26<sup>th</sup> City Council meeting. At that meeting, the City Council reviewed different options for multi-year Road to Better Roads program and adopted a base level program funded at ~\$1.5m annually. Since that meeting, EEI has submitted a design engineering agreement to complete this work in anticipation of a Spring 2024 bid. As stated in the Sept 26<sup>th</sup> City Council meeting, we anticipate having an opportunity to increase the annual Road to Better Roads budget after the FY 23 audit presentation at the October 24<sup>th</sup> City Council meeting; if we increase the annual budget and project scope, we would anticipate that this design engineering contract would also have to be increased.

The agreement submitted by EEI covers design engineering services only. The total cost of the contract is fixed fee amount of \$84,990. This agreement's cost is included in the FY 24 budget.

## **Recommendation**

Staff recommends approval of the design engineering agreement with EEI for the City's 2024 Road to Better Roads program.

**2024 Road to Better Roads Program**  
**United City of Yorkville**  
**Professional Services Agreement – Design Engineering**

THIS AGREEMENT, by and between the United City of Yorkville, hereinafter referred to as the "City" or "OWNER" and Engineering Enterprises, Inc. hereinafter referred to as the "Contractor" or "ENGINEER" agrees as follows:

A. Services:

ENGINEER agrees to furnish to the City the following services: The ENGINEER shall provide any and all necessary engineering services to the City as indicated on the Scope of Services (Attachment B). Design Engineering for all roadways indicated on Attachment E will be provided. Construction Engineering services are not include and would be provided in a separate agreement. Engineering will be in accordance with all City and Illinois Department of Transportation requirements.

B. Term:

Services will be provided beginning on the date of execution of this agreement and continuing, until terminated by either party upon 7 days written notice to the non-terminating party or upon completion of the Services. Upon termination the ENGINEER shall be compensated for all work performed for the City prior to termination.

C. Compensation and maximum amounts due to ENGINEER:

ENGINEER shall receive as compensation for all work and services to be performed herein, an amount based on the Estimated Level of Effort and Associated Cost included in Attachment C. Design Engineering will be paid for as a Fixed Fee (FF) in the amount of \$84,990, of which direct expenses are estimated at \$6,250. The hourly rates for this project are shown in the attached 2023 Standard Schedule of Charges (Attachment F). All payments will be made according to the Illinois State Prompt Payment Act and not less than once every thirty days.

D. Changes in Rates of Compensation:

In the event that this contract is designated in Section B hereof as an Ongoing Contract, ENGINEER, on or before February 1st of any given year, shall provide written notice of any change in the rates specified in Section C hereof (or on any



attachments hereto) and said changes shall only be effective on and after May 1st of that same year.

E. Ownership of Records and Documents:

ENGINEER agrees that all books and records and other recorded information developed specifically in connection with this agreement shall remain the property of the City. ENGINEER agrees to keep such information confidential and not to disclose or disseminate the information to third parties without the consent of the City. This confidentiality shall not apply to material or information, which would otherwise be subject to public disclosure through the freedom of information act or if already previously disclosed by a third party. Upon termination of this agreement, ENGINEER agrees to return all such materials to the City. The City agrees not to modify any original documents produced by ENGINEER without contractors consent. Modifications of any signed duplicate original document not authorized by ENGINEER will be at OWNER's sole risk and without legal liability to the ENGINEER. Use of any incomplete, unsigned document will, likewise, be at the OWNER's sole risk and without legal liability to the ENGINEER.

F. Governing Law:

This contract shall be governed and construed in accordance with the laws of the State of Illinois. Venue shall be in Kendall County, Illinois.

G. Independent Contractor:

ENGINEER shall have sole control over the manner and means of providing the work and services performed under this agreement. The City's relationship to the ENGINEER under this agreement shall be that of an independent contractor. ENGINEER will not be considered an employee to the City for any purpose.

H. Certifications:

Employment Status: The Contractor certifies that if any of its personnel are an employee of the State of Illinois, they have permission from their employer to perform the service.

Anti-Bribery: The Contractor certifies it is not barred under 30 Illinois Compiled Statutes 500/50-5(a) - (d) from contracting as a result of a conviction for or admission of bribery or attempted bribery of an officer or employee of the State of Illinois or any other state.



**Loan Default:** If the Contractor is an individual, the Contractor certifies that he/she is not in default for a period of six months or more in an amount of \$600 or more on the repayment of any educational loan guaranteed by the Illinois State Scholarship Commission made by an Illinois institution of higher education or any other loan made from public funds for the purpose of financing higher education (5 ILCS 385/3).

**Felony Certification:** The Contractor certifies that it is not barred pursuant to 30 Illinois Compiled Statutes 500/50-10 from conducting business with the State of Illinois or any agency as a result of being convicted of a felony.

**Barred from Contracting:** The Contractor certifies that it has not been barred from contracting as a result of a conviction for bid-rigging or bid rotating under 720 Illinois Compiled Statutes 5/33E or similar law of another state.

**Drug Free Workplace:** The Contractor certifies that it is in compliance with the Drug Free Workplace Act (30 Illinois Compiled Statutes 580) as of the effective date of this contract. The Drug Free Workplace Act requires, in part, that Contractors, with 25 or more employees certify and agree to take steps to ensure a drug free workplace by informing employees of the dangers of drug abuse, of the availability of any treatment or assistance program, of prohibited activities and of sanctions that will be imposed for violations; and that individuals with contracts certify that they will not engage in the manufacture, distribution, dispensation, possession, or use of a controlled substance in the performance of the contract.

**Non-Discrimination, Certification, and Equal Employment Opportunity:** The Contractor agrees to comply with applicable provisions of the Illinois Human Rights Act (775 Illinois Compiled Statutes 5), the U.S. Civil Rights Act, the Americans with Disabilities Act, Section 504 of the U.S. Rehabilitation Act and the rules applicable to each. The equal opportunity clause of Section 750.10 of the Illinois Department of Human Rights Rules is specifically incorporated herein. The Contractor shall comply with Executive Order 11246, entitled Equal Employment Opportunity, as amended by Executive Order 11375, and as supplemented by U.S. Department of Labor regulations (41 C.F.R. Chapter 60). The Contractor agrees to incorporate this clause into all subcontracts under this Contract.

**International Boycott:** The Contractor certifies that neither it nor any substantially owned affiliated company is participating or shall participate in an international boycott in violation of the provisions of the U.S. Export Administration Act of 1979 or the regulations of the U.S. Department of Commerce promulgated under that Act (30 ILCS 582).



Record Retention and Audits: If 30 Illinois Compiled Statutes 500/20-65 requires the Contractor (and any subcontractors) to maintain, for a period of 3 years after the later of the date of completion of this Contract or the date of final payment under the Contract, all books and records relating to the performance of the Contract and necessary to support amounts charged to the City under the Contract. The Contract and all books and records related to the Contract shall be available for review and audit by the City and the Illinois Auditor General. If this Contract is funded from contract/grant funds provided by the U.S. Government, the Contract, books, and records shall be available for review and audit by the Comptroller General of the U.S. and/or the Inspector General of the federal sponsoring agency. The Contractor agrees to cooperate fully with any audit and to provide full access to all relevant materials.

United States Resident Certification: (This certification must be included in all contracts involving personal services by non-resident aliens and foreign entities in accordance with requirements imposed by the Internal Revenue Services for withholding and reporting federal income taxes.) The Contractor certifies that he/she is a:  United States Citizen  Resident Alien  Non-Resident Alien The Internal Revenue Service requires that taxes be withheld on payments made to non resident aliens for the performance of personal services at the rate of 30%.

Tax Payer Certification : Under penalties of perjury, the Contractor certifies that its Federal Tax Payer Identification Number or Social Security Number is (provided separately) and is doing business as a (check one):  Individual  Real Estate Agent  Sole Proprietorship  Government Entity  Partnership  Tax Exempt Organization (IRC 501(a) only)  Corporation  Not for Profit Corporation  Trust or Estate  Medical and Health Care Services Provider Corp.

#### I. Indemnification:

ENGINEER shall indemnify and hold harmless the City and City's agents, servants, and employees against all loss, damage, and expense which it may sustain or for which it will become liable on account of injury to or death of persons, or on account of damage to or destruction of property resulting from the performance of work under this agreement by ENGINEER or its Subcontractors, or due to or arising in any manner from the wrongful act or negligence of ENGINEER or its Subcontractors of any employee of any of them. In the event that the either party shall bring any suit, cause of action or counterclaim against the other party, the non-prevailing party shall pay to the prevailing party the cost and expenses incurred to answer and/or defend such action, including



reasonable attorney fees and court costs. In no event shall the either party indemnify any other party for the consequences of that party's negligence, including failure to follow the ENGINEER's recommendations.

J. Insurance:

The ENGINEER agrees that it has either attached a copy of all required insurance certificates or that said insurance is not required due to the nature and extent of the types of services rendered hereunder. (Not applicable as having been previously supplied)

K. Additional Terms or Modification:

The terms of this agreement shall be further modified as provided on the attachments. Except for those terms included on the attachments, no additional terms are included as a part of this agreement. All prior understandings and agreements between the parties are merged into this agreement, and this agreement may not be modified orally or in any manner other than by an agreement in writing signed by both parties. In the event that any provisions of this agreement shall be held to be invalid or unenforceable, the remaining provisions shall be valid and binding on the parties. The list of exhibits is as follows:

- Attachment A:** Standard Terms and Conditions
- Attachment B:** Scope of Services
- Attachment C:** Estimate of Level of Effort and Associated Cost
- Attachment D:** Estimated Schedule
- Attachment E:** Location Map
- Attachment F:** 2023 Standard Schedule of Charges



L. Notices:

All notices required to be given under the terms of this agreement shall be given mail, addressed to the parties as follows:

For the City:

City Administrator and City Clerk  
United City of Yorkville  
800 Game Farm Road  
Yorkville, IL 60560

For the ENGINEER:

Engineering Enterprises, Inc.  
52 Wheeler Road  
Sugar Grove Illinois 60554

Either of the parties may designate in writing from time to time substitute addresses or persons in connection with required notices.

Agreed to this \_\_\_\_ day of \_\_\_\_\_, 2023.

United City of Yorkville:

Engineering Enterprises, Inc.:

\_\_\_\_\_  
John Purcell  
Mayor

\_\_\_\_\_  
Brad Sanderson, PE  
Chief Operating Officer / President

\_\_\_\_\_  
Jori Behland  
City Clerk

\_\_\_\_\_  
Angie Smith  
Executive Assistant



## STANDARD TERMS AND CONDITIONS

**Agreement:** These Standard Terms and Conditions, together with the Professional Services Agreement, constitute the entire integrated agreement between the OWNER and Engineering Enterprises, Inc. (EEI) (hereinafter "Agreement"), and take precedence over any other provisions between the Parties. These terms may be amended, but only if both parties consent in writing.

**Standard of Care:** In providing services under this Agreement, the ENGINEER will endeavor to perform in a matter consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under same circumstances in the same locality. ENGINEER makes no other warranties, express or implied, written or oral under this Agreement or otherwise, in connection with ENGINEER'S service.

**Construction Engineering and Inspection:** The ENGINEER shall not supervise, direct, control, or have authority over any contractor work, nor have authority over or be responsible for the means, methods, techniques sequences, or procedures of construction selected or used by any contractor, or the safety precautions and programs incident thereto, for security or safety of the site, nor for any failure of a contractor to comply with laws and regulations applicable to such contractor's furnishing and performing of its work.

The ENGINEER neither guarantees the performance of any contractor nor assumes responsibility for contractor's failure to furnish and perform the work in accordance with the contract documents.

The ENGINEER is not responsible for the acts or omissions of any contractor, subcontractor, or supplies, or any of their agents or employees or any other person at the site or otherwise furnishing or performing any work.

Shop drawing and submittal review by the ENGINEER shall apply to only the items in the submissions and only for the purpose of assessing if upon installation or incorporation in the project work they are generally consistent with the construction documents. OWNER agrees that the contractor is solely responsible for the submissions and for compliance with the construction documents. OWNER further agrees that the ENGINEER'S review and action in relation to these submissions shall not constitute the provision of means, methods, techniques, sequencing or procedures of construction or extend or safety programs or precautions. The ENGINEER'S consideration of a component does not constitute acceptance of the assembled items.

The ENGINEER'S site observation during construction shall be at the times agreed upon in the Project Scope. Through standard, reasonable means the ENGINEER will become generally familiar with observable completed work. If the ENGINEER observes completed work that is inconsistent with the construction documents, that information shall be communicated to the contractor and OWNER for them to address.

**Opinion of Probable Construction Costs:** ENGINEER'S opinion of probable construction costs represents ENGINEER'S best and reasonable judgment as a professional engineer. OWNER acknowledges that ENGINEER has no control over construction costs of contractor's methods of determining pricing, or over competitive bidding by contractors, or of market conditions or changes thereto. ENGINEER cannot and does not guarantee that proposals, bids or actual construction costs will not vary from ENGINEER'S opinion of probable construction costs.

**Copies of Documents & Electronic Compatibility:** Copies of Documents that may be relied upon by OWNER are limited to the printed copies (also known as hard copies) that are signed or sealed by the ENGINEER. Files in electronic media format of text, data, graphics, or of other types that are furnished by ENGINEER to OWNER are only for convenience of OWNER. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk. When transferring documents in electronic media format, ENGINEER makes no representations as to long term compatibility, usability, or readability of documents resulting from the use of software application packages, operating systems, or computer hardware differing from those used by ENGINEER at the beginning of the project.

**Changed Conditions:** If, during the term of this Agreement, circumstances or conditions that were not originally contemplated by or known to the ENGINEER are revealed, to the extent that they affect the scope of services, compensation, schedule, allocation of risks, or other material terms of this Agreement, the ENGINEER may call for renegotiation of appropriate portions of this Agreement. The ENGINEER shall notify the OWNER of the changed conditions necessitating renegotiation, and the ENGINEER and the OWNER shall promptly and in good faith enter into renegotiation of this Agreement to address the changed conditions. If terms cannot be agreed to, the parties agree that either party has the absolute right to terminate this Agreement, in accordance with the termination provision hereof.

**Hazardous Conditions:** OWNER represents to ENGINEER that to the best of its knowledge no Hazardous Conditions (environmental or otherwise) exist on the project site. If a Hazardous Condition is encountered or alleged, ENGINEER shall have the obligation to notify OWNER and, to the extent of applicable Laws and Regulations, appropriate governmental officials. It is acknowledged by both parties that ENGINEER's scope of services does not include any services related to a Hazardous Condition. In the event ENGINEER or any other party encounters a Hazardous Condition, ENGINEER may, at its option and without liability for consequential or any other damages, suspend performance of services on the portion of the project affected thereby until OWNER: (i) retains appropriate specialist consultant(s) or contractor(s) to identify and, as appropriate, abate, remediate, or remove the Hazardous Condition; and (ii) warrants that the project site is in full compliance with applicable Laws and Regulations.

**Consequential Damages:** Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by law, neither the OWNER nor the ENGINEER, their respective officers, directors, partners, employees, contractors, or subcontractors shall be liable to the other or shall make any claim for any incidental, indirect, or consequential damages arising out of or connected in any way to the Project or to this Agreement. This mutual waiver of consequential damages shall include, but is not limited to, loss of use, loss of



profit, loss of business, loss of income, loss of reputation, or any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract, and breach of strict or implied warranty. Both the OWNER and the ENGINEER shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in this project.

**Termination:** This Agreement may be terminated for convenience, without cause, upon fourteen (14) days written notice of either party. In the event of termination, the ENGINEER shall prepare a final invoice and be due compensation as set forth in the Professional Services Agreement for all costs incurred through the date of termination.

Either party may terminate this Agreement for cause upon giving the other party not less than seven (7) calendar days' written notice for the following reasons:

- (a) Substantial failure by the other party to comply with or perform in accordance with the terms of the Agreement and through no fault of the terminating party;
- (b) Assignment of the Agreement or transfer of the project without the prior written consent of the other party;
- (c) Suspension of the project or the ENGINEER'S services by the OWNER for a period of greater than ninety (90) calendar days, consecutive or in the aggregate.
- (d) Material changes in the conditions under which this Agreement was entered into, the scope of services or the nature of the project, and the failure of the parties to reach agreement on the compensation and schedule adjustments necessitated by such changes.

**Payment of Invoices:** Invoices are due and payable within 30 days of receipt unless otherwise agreed to in writing.

**Third Party Beneficiaries:** Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the OWNER or the ENGINEER. The ENGINEER'S services under this Agreement are being performed solely and exclusively for the OWNER'S benefit, and no other party or entity shall have any claim against the ENGINEER because of this Agreement or the performance or nonperformance of services hereunder. The OWNER and ENGINEER agree to require a similar provision in all contracts with contractors, subcontractors, vendors and other entities involved in this Project to carry out the intent of this provision.

**Force Majeure:** Each Party shall be excused from the performance of its obligations under this Agreement to the extent that such performance is prevented by force majeure (defined below) and the nonperforming party promptly provides notice of such prevention to the other party. Such excuse shall be continued so long as the condition constituting force majeure continues. The party affected by such force majeure also shall notify the other party of the anticipated duration of such force majeure, any actions being taken to avoid or minimize its effect after such occurrence, and shall take reasonable efforts to remove the condition constituting such force majeure. For purposes of this Agreement, "force majeure" shall include conditions beyond the control of the parties, including an act of God, acts of terrorism, voluntary or involuntary compliance with any regulation, law or order of any government, war, acts of war (whether war be declared or not), labor strike or lock-out, civil commotion, epidemic, failure or default of public utilities or common carriers, destruction of production facilities or materials by fire, earthquake, storm or like catastrophe. The payment of invoices due and owing hereunder shall in no event be delayed by the payer because of a force majeure affecting the payer.

**Additional Terms or Modification:** All prior understandings and agreements between the parties are merged into this Agreement, and this Agreement may not be modified orally or in any manner other than by an Agreement in writing signed by both parties. In the event that any provisions of this Agreement shall be held to be invalid or unenforceable, the remaining provisions shall be valid and binding on the parties.

**Assignment:** Neither party to this Agreement shall transfer or assign any rights or duties under or interest in this Agreement without the prior written consent of the other party. Subcontracting normally contemplated by the ENGINEER shall not be considered an assignment for purposes of this Agreement.

**Waiver:** A party's waiver of, or the failure or delay in enforcing any provision of this Agreement shall not constitute a waiver of the provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

**Attorney's Fees:** In the event of any action or proceeding brought by either party against the other under this Agreement, the prevailing party shall be entitled to recover from the other all costs and expenses including without limitation the reasonable fees of its attorneys in such action or proceeding, including costs of appeal, if any, in such amount as the Court may adjudge reasonable.

**Fiduciary Duty:** Nothing in this Agreement is intended to create, nor shall it be construed to create, a fiduciary duty owed to either party to the other party. EEI makes no warranty, express or implied, as to its professional services rendered.

**Headings:** The headings used in this Agreement are inserted only as a matter of convenience only, and in no way define, limit, enlarge, modify, explain or define the text thereof nor affect the construction or interpretation of this Agreement.



**2024 Roads to Better Roads Program  
United City of Yorkville  
Professional Services Agreement - Design Engineering**

**Attachment B – Scope of Services**

**Design Engineering:**

- Process required documents with the Illinois Department of Transportation for Motor Fuel Tax Projects including:
  - BLR14220 - Resolution
  - BLR14222 - Municipal Estimate of Maintenance Costs
  - BLR11510 - Preliminary Estimate of Cost
- Conduct site visit(s) to assess condition of existing pavement, curb and gutter, sidewalk, drainage, structures and identify non-compliant sidewalk curb ramps.
- Obtain, review and inventory existing utility, roadway, right-of-way, ownership, soil data, etc.
- Obtain utility information to identify potential conflicts, as necessary.
- Obtain geotechnical site data, consisting of pavement cores taken every 1000-1500 feet, as necessary.
- Coordinate documentation for CCDD Management of soils, as necessary.
- Coordinate and develop with City Staff the final scope of improvements
- Coordinate City wide striping program
- Coordinate City wide sidewalk replacement program
- Coordinate City wide pavement rejuvenation program
- Confirm pavement design and rehabilitation methodology.
- Prepare MFT General Maintenance Section bid package, and ancillary documents, including:
  - BLR 12200 – Local Public Agency Formal Contract Proposal
  - BLR 12201 – Schedule of Prices
  - BLR 12230 – Local Agency Proposal Bid Bond
  - BLR 12325 - Apprenticeship Certification
  - BLR 12326 – Affidavit of Illinois Business Office
  - BC 57 - Affidavit of Availability
  - Index for Supplemental Specifications and Recurring Special Provisions
  - Check Sheet for Recurring Special Provisions
  - BLR 11310 - Special Provisions
  - District Three Special Provisions
  - Bureau of Design and Environment Special Provisions/Check sheets
  - Local Roads Special Provisions
  - Location Map
  - Existing/Proposed Typical Sections
  - Prevailing Wage
  - Highway Standards
  - City Standards/Details
  - Core Report (Provided by Rubino Engineering)
  - CCDD Documents (Provided by Rubino Engineering)
  - Quantity Breakdown by Street
    - Clover Court (Country Hills Drive to East End)
    - Country Hills Drive (IL Route 71 to Prairie Crossing Drive)
    - Fawn Ridge Court (Country Hills Drive to East End)
    - Garden Circle (Garden Street to Garden Street)

- Garden Street (Garden Circle to IL Route 47)
- Greenfield Turn (Country Hills Drive to Country Hills Drive)
- Harvest Trail (Country Hills Drive to East End)
- Meadowlark Lane (Greenfield Turn to Greenfield Turn)
- Sunny Dell Court (Greenfield Turn to East End)
- Sunny Dell Lane (Raintree Road to Greenfield Turn)
- City Wide Striping Improvements
- City Wide Crack Sealing Improvements
- City Wide Sidewalk Replacement Program
- City Wide Pavement Rejuvenation Program (2023 Resurfacing Streets)
- Coordinate IDOT and City review, including revisions and approval
- Prepare preliminary and final cost estimates
- Assist in bidding, contractor/bid evaluations, contract preparation and additional contract administration as required; facilitate IDOT approval of Contract
- Attend public meetings with Staff to review design progress
- Provide all bid packages in 8 ½” x 11½” format
- Provide planning/design/construction schedule and frequent updates regarding any potential items affecting the schedule

**ATTACHMENT C: ESTIMATED LEVEL OF EFFORT AND ASSOCIATED COST  
PROFESSIONAL ENGINEERING SERVICES**

<b>CLIENT</b>		<b>PROJECT NUMBER</b>	
United City of Yorkville		YO2337-P	
<b>PROJECT TITLE</b>		<b>DATE</b>	<b>PREPARED BY</b>
2024 Road to Better Roads Program - Design Engineering		10/3/23	CJO

TASK NO.	TASK DESCRIPTION	ROLE	PIC	PM	SPE 1	PE	SPT 2	SPT 1	ST	ADMIN	HOURS	COST
		PERSON										
		RATE	\$239	\$204	\$179	\$162	\$167	\$156	\$135	\$70		
<b>DESIGN ENGINEERING</b>												
2.1	Project Management and Administration		6	18	14	4					42	\$ 8,260
2.2	Project Meetings		4	4	4	6					18	\$ 3,460
2.3	Geotechnical Investigation (Coordination, Field Work, Review Report)				2	4					6	\$ 1,006
2.4	Analyze/Finalize Roadway Rehabilitation Methods			2		6					8	\$ 1,380
2.5	Site Review, Identification of Required Improvements			6	24	96					126	\$ 21,072
2.6	Prepare Pre-Final Bid Package/Exhibits - 90%			8	40	120	6	12	6		192	\$ 31,916
2.7	Prepare Engineer's Opinion of Probable Construction Cost - 90%		2	2		6					10	\$ 1,858
2.8	Submit Bid Package for IDOT Review			2	4	6				2	14	\$ 2,236
2.9	Revise and Resubmit Bid Package for IDOT Approval/Advertisement			2	4	4	2	4	2		18	\$ 3,000
2.10	Bidding and Contracting		2	4	6	12				2	26	\$ 4,452
<b>Insert Task Subtotal:</b>			<b>14</b>	<b>48</b>	<b>98</b>	<b>264</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>460</b>	<b>\$ 78,640</b>
<b>PROJECT TOTAL:</b>			<b>14</b>	<b>48</b>	<b>98</b>	<b>264</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>460</b>	<b>78,640</b>

**EEl STAFF**

- PIC Principal In Charge
- PM Project Manager
- SPE 2 Senior Project Engineer II
- PE Project Engineer
- SPT 2 Senior Project Technician II
- SPT 1 Senior Project Technician I
- ST Senior Technician
- ADMIN Administrative Assistant

**DIRECT EXPENSES**

Printing/Scanning =	\$ 100
Rubino (Cores & CCDD) =	\$ 6,250
<b>DIRECT EXPENSES =</b>	<b>\$ 6,350</b>

**LABOR SUMMARY**

EEl Labor Expenses =	\$ 78,640
<b>TOTAL LABOR EXPENSES</b>	<b>\$ 78,640</b>

<b>TOTAL COSTS</b>	<b>\$ 84,990</b>
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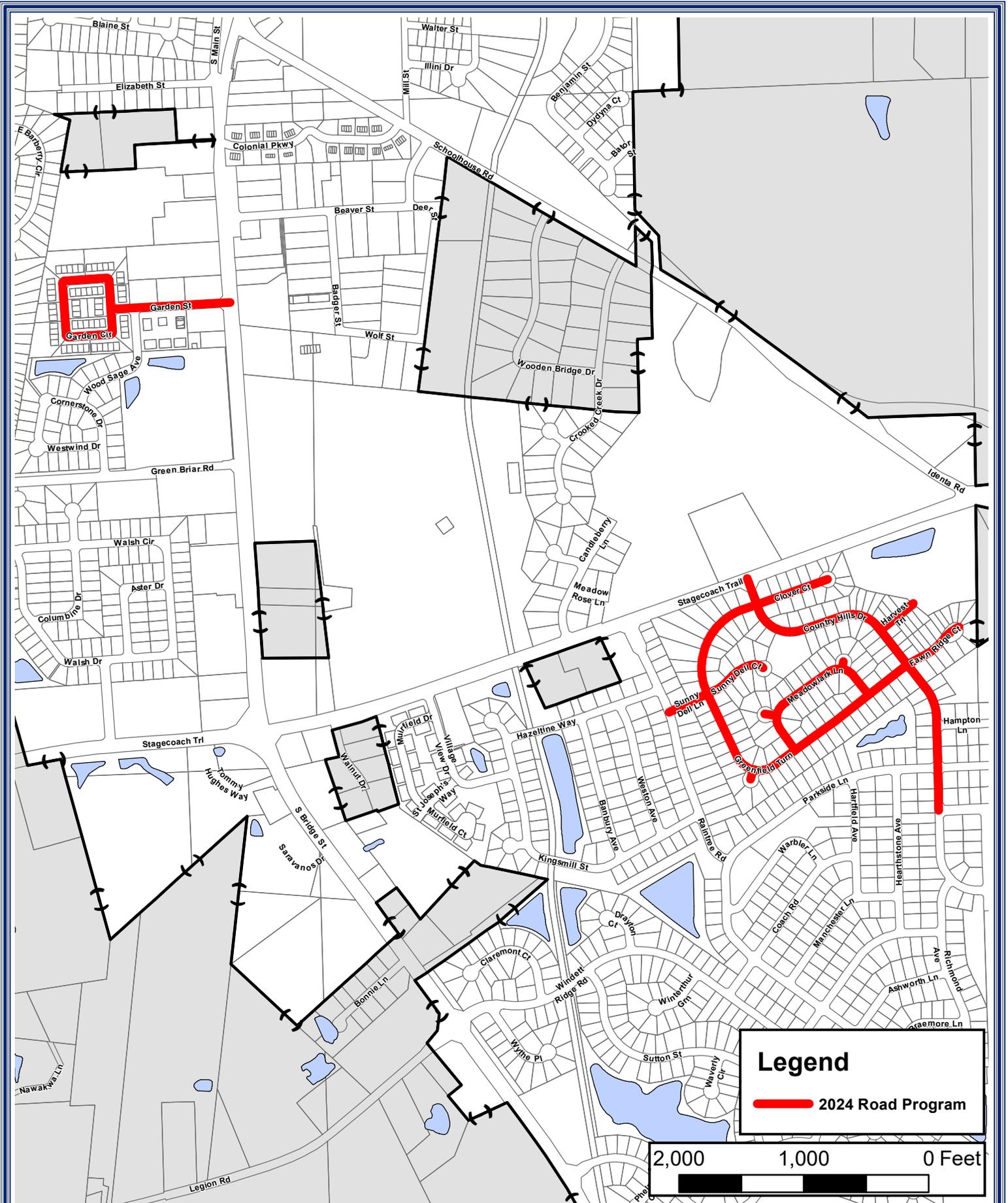


# ATTACHMENT D: ESTIMATED SCHEDULE

<b>CLIENT</b>		<b>PROJECT NUMBER</b>	
United City of Yorkville		YO2337-P	
<b>PROJECT TITLE</b>		<b>DATE</b>	<b>PREPARED BY</b>
2024 Road to Better Roads Program - Design Engineering		10/3/23	CJO

TASK NO.	TASK DESCRIPTION										
		2023			2024						
		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
2.1	Project Management and Administration										
2.2	Project Meetings										
2.3	Geotechnical Investigation (Coordination, Field Work, Review Report)										
2.4	Analyze/Finalize Roadway Rehabilitation Methods										
2.5	Site Review, Identification of Required Improvements										
2.6	Prepare Pre-Final Bid Package/Exhibits - 90%										
2.7	Prepare Engineer's Opinion of Probable Construction Cost - 90%										
2.8	Submit Bid Package for IDOT Review; IDOT Review										
2.90	Revise and Resubmit Bid Package for IDOT Approval/Advertisement										
2.10	Bidding and Contracting										





**Legend**

——— 2024 Road Program



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



**United City of Yorkville**  
 800 Game Farm Road  
 Yorkville, IL 60560  
 630-553-4350

DATE:	OCTOBER 2023
PROJECT NO.:	YO2337
BY:	MJT
PATH:	HGIS\PUBLIC\YORKVILLE\2023
FILE:	YO2337_Road Program 2023 Attachment E.MXD

**ATTACHMENT E  
 PROPOSED 2024 RTBR PROGRAM  
 LOCATION MAP**





## STANDARD SCHEDULE OF CHARGES ~ JANUARY 1, 2023

EMPLOYEE DESIGNATION	CLASSIFICATION	HOURLY RATE
Senior Principal	E-4	\$239.00
Principal	E-3	\$234.00
Senior Project Manager	E-2	\$227.00
Project Manager	E-1	\$204.00
Senior Project Engineer/Surveyor II	P-6	\$192.00
Senior Project Engineer/Surveyor I	P-5	\$179.00
Project Engineer/Surveyor	P-4	\$162.00
Senior Engineer/Surveyor	P-3	\$149.00
Engineer/Surveyor	P-2	\$135.00
Associate Engineer/Surveyor	P-1	\$122.00
Senior Project Technician II	T-6	\$167.00
Senior Project Technician I	T-5	\$156.00
Project Technician	T-4	\$146.00
Senior Technician	T-3	\$135.00
Technician	T-2	\$122.00
Associate Technician	T-1	\$107.00
GIS Technician II	G-2	\$119.00
GIS Technician I	G-1	\$110.00
Engineering/Land Surveying Intern	I-1	\$ 79.00
Executive Administrative Assistant	A-4	\$ 75.00
Administrative Assistant	A-3	\$ 70.00

### VEHICLES, REPROGRAPHICS, DIRECT COSTS, DRONE AND EXPERT TESTIMONY

Vehicle for Construction Observation		\$ 15.00
In-House Scanning and Reproduction	\$0.25/Sq. Ft. (Black & White)	
	\$1.00/Sq. Ft. (Color)	
Reimbursable Expenses (Direct Costs)	Cost	
Services by Others (Direct Costs)	Cost + 10%	
Unmanned Aircraft System / Unmanned Aerial Vehicle / Drone		\$ 216.00
Expert Testimony		\$ 271.00



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

Agenda Item Number

New Business #5

Tracking Number

PW 2023-83

### Agenda Item Summary Memo

**Title:** Kylens Ridge Subdivision Traffic Sign Analysis

**Meeting and Date:** Public Works Committee – October 17, 2023

**Synopsis:** Please see the attached memo.

#### Council Action Previously Taken:

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** None

**Council Action Requested:** Informational

**Submitted by:** Brad Sanderson Engineering  
Name Department

#### Agenda Item Notes:

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# Memorandum

To: Bart Olson, City Administrator  
From: Brad Sanderson, EEI  
CC: Eric Dhuse, Director of Public Works  
Krysti Barksdale-Noble, Community Dev. Dir.  
Jori Behland, City Clerk  
James Jensen, Chief of Police  
Date: October 10, 2023  
Subject: Kylyn's Ridge Subdivision – Traffic Sign and Speed Analyses

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As requested, we investigated the possible installation of a multi-way stop sign at the following intersections:

- Northland Lane and Blackberry Shore Lane
- High Ridge Lane and Western Lane
- High Ridge Lane and Canyon Trail / Canyon Trail Court

We also investigated the possible installation of stop or yield signs at the following intersection:

- Northland Lane and Western Lane

Finally, a 7-day traffic speed study was conducted on the following streets:

- High Ridge Lane
- Northland Lane
- Blackberry Shore Lane

The governing entity on traffic control signage is the Manual on Uniform Traffic Control Devices (MUTCD). The manual states as follows in regards to multi-way stop sign installation:

*Guidance:*

*The decision to install multi-way stop control should be based on an engineering study.*

*The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

*A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*

*B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*

*C. Minimum volumes:*

*1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*

*2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*

*3. If the 85<sup>th</sup>-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

*D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

*Option:*

*Other criteria that may be considered in an engineering study include:*

- A. The need to control left-turn conflicts;*
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection*

The governing entity on traffic control signage is the Manual on Uniform Traffic Control Devices (MUTCD). The manual states as follows in regard to yield and 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.*

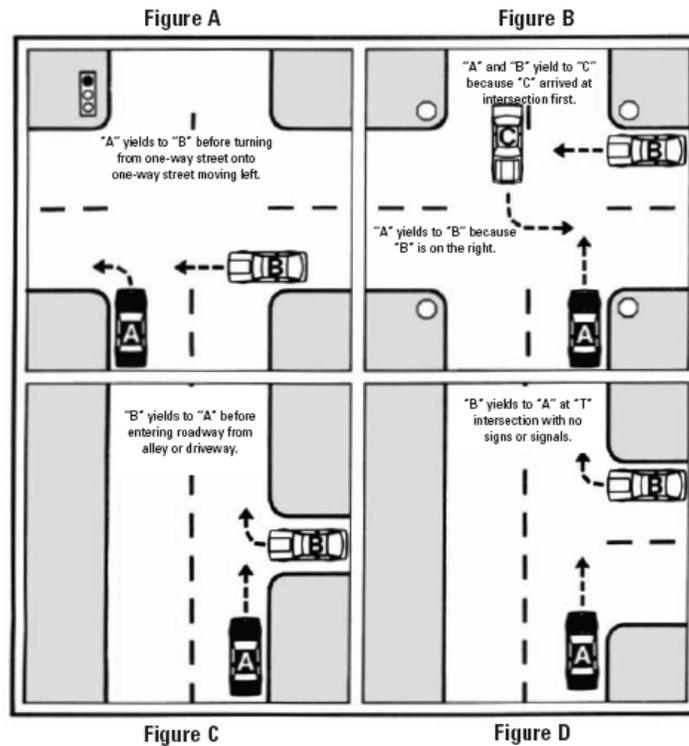
*In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- 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.*

At unsigned intersections, the application of the normal right-of-way rules would apply.

Figure D taken from the Illinois Drivers Manual shows that the minor roadway should yield to traffic on the major roadway at uncontrolled intersections.



Our findings were as follows:

- **Northland Lane and Blackberry Shore Lane (Multi-Way Stop)**
  - Currently, the intersection has a stop sign on the northbound and southbound approaches of Northland Lane.
  - Parking is not permitted on the westbound lane of Blackberry Shore Lane after the intersection.
  - There are no sight distance constraints in any direction approaching the intersection.
  - The Yorkville Police Department had reported no accidents at this intersection in the past three years.
  - The Blackberry Shore Lane bi-directional vehicle volume entering the intersection during evening commute hours was less than 300 vehicles per hour (approx. 108 vehicles per hour).
  - The Northland Lane bi-directional vehicular, pedestrian, and bicycle volume entering the intersection during evening commute hours was less than 200 units per hour (approx. 52 units per hour).
  - The speed limit on all approaches was unmarked, therefore the speed limit was 30 mph.
  - Left-turn conflicts do not appear to be an issue on any of the intersection approaches.
  - A park is situated northwest of this intersection; however, no pedestrian traffic was observed approaching the intersection during the study.
  - This intersection does not appear to be a good candidate for a multi-way stop.
  - It is our understanding that there may be a concern regarding speed on Blackberry Shore Lane. Since the MUTCD states that yield or stop signs should not be used for speed

control, this issue may be more properly addressed with enforcement or traffic calming devices if necessary.

- **High Ridge Lane and Western Lane (Multi-Way Stop)**
  - Currently, the intersection has a yield sign on the eastbound and westbound approaches of Western Lane.
  - Parking is permitted on all approaches to the intersection.
  - There are no sight distance constraints in any direction approaching the intersection.
  - The Yorkville Police Department had reported one accident at this intersection in the past three years (See attached crash report). In the incident, an eastbound vehicle on Western Lane entered the intersection and struck a vehicle heading northbound on High Ridge Lane. The eastbound driver stated they had not seen the vehicle travelling northbound. The incident was not a turning incident.
  - The High Ridge Lane bi-directional vehicle volume entering the intersection during evening commute hours was less than 300 vehicles per hour (approx. 52 vehicles per hour).
  - The Western Lane bi-directional vehicular, pedestrian, and bicycle volume entering the intersection during evening commute hours was less than 200 units per hour (approx. 30 units per hour).
  - The speed limit on all approaches was unmarked, therefore the speed limit was 30 mph.
  - Left-turn conflicts do not appear to be an issue on any of the intersection approaches. The reported accident was not an issue of left-turn conflict.
  - A total of 14 pedestrians were observed approaching the intersection during the study. The area does not appear to need to control vehicle/pedestrian conflicts due to low pedestrian volumes during peak hours.
  - This intersection does not appear to be a good candidate for a multi-way stop.
  
- **High Ridge Lane and Canyon Trail / Canyon Trail Court (Multi-Way Stop)**
  - Currently, the intersection has a yield sign on the eastbound approach of Canyon Trail Court, and the westbound approach of Canyon Trail.
  - Parking is permitted on all approaches to the intersection.
  - A bus stop is located at the northeast corner of the intersection.
  - The Yorkville Police Department had reported no accidents at this intersection in the past three years.
  - The High Ridge Lane bi-directional vehicle volume entering the intersection during evening commute hours was less than 300 vehicles per hour (approx. 44 vehicles per hour).
  - The Canyon Trail Court / Canyon Trail bi-directional vehicular, pedestrian, and bicycle volume entering the intersection during evening commute hours was less than 200 units per hour (approx. 29 units per hour).
  - The speed limit on all approaches was unmarked, therefore the speed limit was 30 mph.
  - There are no sight distance constraints in any direction approaching the intersection.
  - Left-turn conflicts do not appear to be an issue on any of the intersection approaches. The reported accident was not an issue of left-turn conflict.
  - A total of 14 pedestrians were observed approaching the intersection during the study.
  - This intersection does not appear to be a good candidate for a multi-way stop.

- **Northland Lane and Western Lane (Stop or Yield Sign)**
  - Currently, there are no traffic signs at the intersection.
  - Parking is not permitted on the westbound lane of Western Lane or the southbound Lane of Northland Lane after the intersection.
  - Cannonball Trail Park is directly southwest of the intersection.
  - There are no sight distance constraints in any direction approaching the intersection.
  - Neither street has a posted speed limit, therefore the speed limit is 30 mph on both streets.
  - The traffic volume approaching the intersection appears to be below 2,000 units per day (approx. 1,296 units per day).
  - The Yorkville Police Department had reported no accidents at this intersection in the past three years.
  - A total of 0 pedestrians approached the intersection from any direction during the study.
  - Based on the above criteria, this intersection does not appear to be a good candidate for the stop sign or yield sign.
  
- **High Ridge Lane (Traffic Speed Study)**
  - A 7-day, bi-directional, traffic speed study was conducted south of the intersection of High Ridge Lane and Canyon Trail / Canyon Trail Court. A total of 2,894 vehicles were examined. The average speed was 28.8 mph, the 85<sup>th</sup> percentile speed was 34.0 mph, and the highest recorded speed was 65.0 mph, respectively. Since the MUTCD states that yield or stop signs should not be used for speed control, the perceived speeding issue may be more properly addressed with enforcement or traffic calming devices. However, the traffic speed study does not indicate a speeding issue on High Ridge Lane.
  
- **Northland Lane (Traffic Speed Study)**
  - A 7-day, bi-directional, traffic speed study was conducted north of the intersection of Northland Lane and Western Lane. A total of 3,777 vehicles were examined. The average speed was 25.8 mph, the 85<sup>th</sup> percentile speed was 30.0 mph, and the highest recorded speed was 46.0 mph, respectively. Since the MUTCD states that yield or stop signs should not be used for speed control, the perceived speeding issue may be more properly addressed with enforcement or traffic calming devices. However, the traffic speed study does not indicate a speeding issue on Northland Lane.
  
- **Blackberry Shore Lane (Traffic Speed Study)**
  - A 7-day, bi-directional, traffic speed study was conducted west of the intersection of Northland Lane and High Ridge Lane. A total of 7,629 vehicles were examined. The average speed was 30.6 mph, the 85<sup>th</sup> percentile speed was 36.0 mph, and the highest recorded speed was 59.0 mph, respectively. Since the MUTCD states that yield or stop signs should not be used for speed control, the perceived speeding issue may be more properly addressed with enforcement or traffic calming devices. However, the traffic speed study does not indicate a speeding issue on Blackberry Shore Lane.

# **PART I: INTERSECTION TRAFFIC SIGN ANALYSIS**

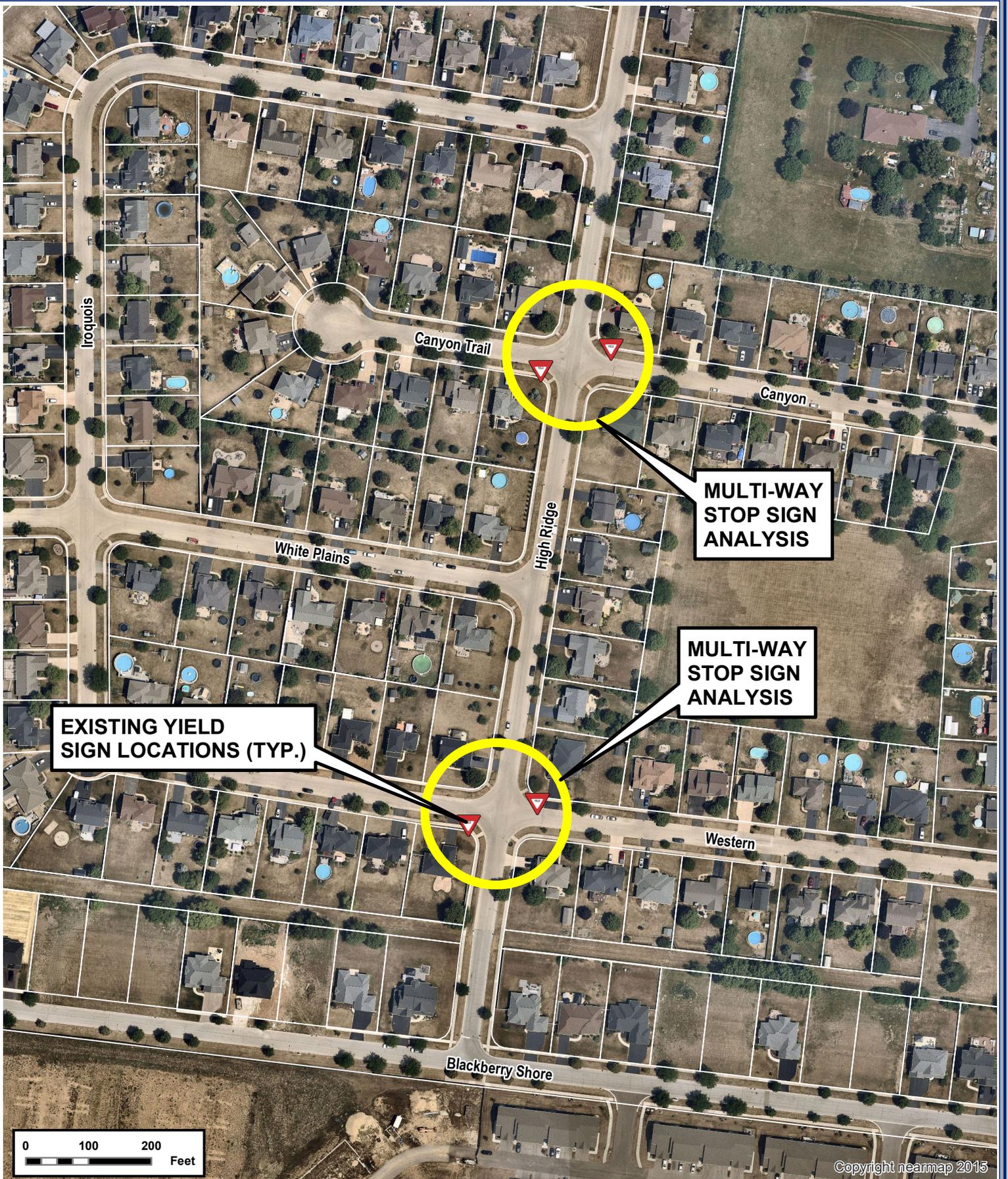


**Engineering Enterprises, Inc.**  
 52 Wheeler Road  
 Sugar Grove, Illinois 60554  
 (630) 466-6700  
 www.eeiweb.com

DATE:	OCTOBER 2023
PROJECT NO.:	YO1107
BY:	MJT
PATH:	H:\GIS\PUBLIC\YORKVILLE\2021\
FILE:	YO2107-Stop Sign Northland.mxd

## KYLYN'S RIDGE SUBDIVISION TRAFFIC SIGN ANALYSES





**EXISTING YIELD SIGN LOCATIONS (TYP.)**

**MULTI-WAY STOP SIGN ANALYSIS**

**MULTI-WAY STOP SIGN ANALYSIS**



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

DATE:	OCTOBER 2023
PROJECT NO.:	YO2107
BY:	MJT
PATH:	H:\GIS\PUBLIC\YORKVILLE\2021\
FILE:	YO2107-Stop Sign High Ridge.mxd

**KYLYN'S RIDGE  
 SUBDIVISION TRAFFIC  
 SIGN ANALYSES**



**UNITED CITY OF YORKVILLE  
MULTI-WAY STOP  
PRELIMINARY ENGINEERING EVALUATION**

**Location:** Northland Lane and Blackberry Shore Lane

**Primary Criteria to Consider\***

<u>Criteria Met</u>			<u>Criteria**</u>
Yes	Additional Study Required	No	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
			C. Minimum Volumes:
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. The vehicular volume entering the intersections from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. The combined vehicular, pedestrian, and bicycle volume entering the intersections from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	D. Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values, criterion C.3 is excluded from this condition.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	E. The need to control left-turn conflicts;
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	G. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Based on a preliminary review of the criteria for a multi-way stop sign the following action is recommended:

- Criteria are clearly met recommending installation of a multi-way stop
- Criteria are not clearly met at this time - no further action recommended
- Criteria may or may not be met - additional engineering study required

By: Gabrieil Braboy Date: 9/11/2023

\_\_\_\_\_  
Title

By: \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_  
Title

\* Based upon Professional Engineer's Review  
\*\* Manual on Uniform Traffic Control Devices (MUTCD)



NORTHLAND LANE – NORTHBOUND  
APPROACH

LOOKING NORTH



NORTHLAND LANE – NORTHBOUND  
APPROACH

LOOKING EAST



NORTHLAND LANE – NORTHBOUND  
APPROACH

LOOKING WEST



NORTHLAND LANE – SOUTHBOUND  
APPROACH

LOOKING SOUTH



NORTHLAND LANE – SOUTHBOUND  
APPROACH

LOOKING EAST



NORTHLAND LANE – SOUTHBOUND  
APPROACH

LOOKING WEST



BLACKBERRY SHORE LANE –  
EASTBOUND APPROACH

LOOKING EAST



BLACKBERRY SHORE LANE –  
EASTBOUND APPROACH

LOOKING NORTH



BLACKBERRY SHORE LANE –  
EASTBOUND APPROACH

LOOKING SOUTH



BLACKBERRY SHORE LANE –  
WESTBOUND APPROACH

LOOKING WEST



BLACKBERRY SHORE LANE –  
WESTBOUND APPROACH

LOOKING NORTH



BLACKBERRY SHORE LANE –  
WESTBOUND APPROACH

LOOKING SOUTH



**Engineering Enterprises, Inc.**

52 Wheeler Road • Sugar Grove, Illinois 60554

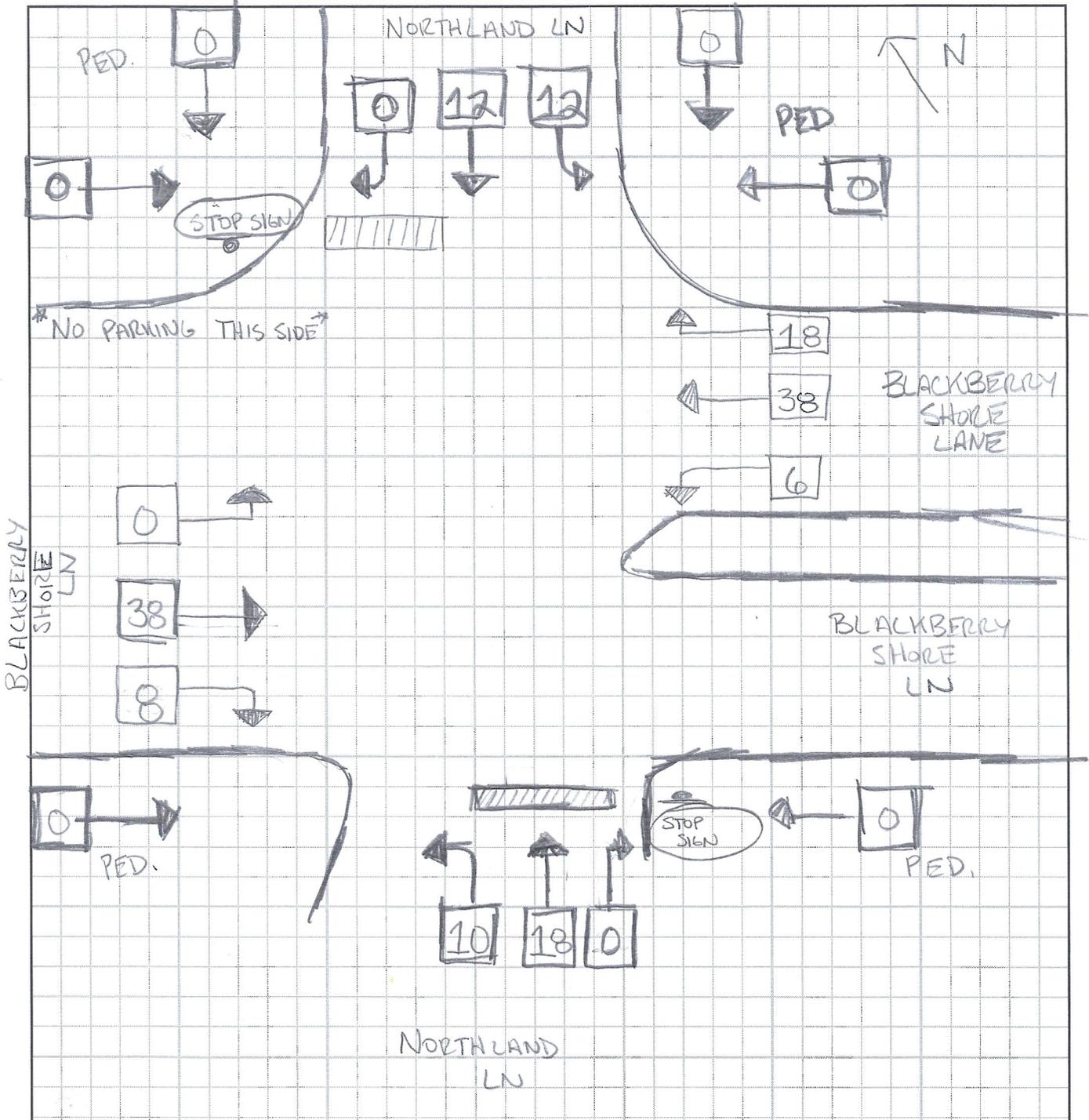
TEL: (630) 466-6700

FAX: (630) 466-6701

PROJECT TRAFFIC CONTROL SIGNAGE - YORKVILLE PROJECT NUMBER Y01109-C

SUBJECT NORTHLAND LN - BLACK BY GAB DATE 8/24/23

BERRY SHORE LN - TRAFFIC COUNTS PAGE 1 OF 1



NOTES

- OBSERVATIONS ON THURS. 8/24/23, 355<sup>PM</sup> - 455<sup>PM</sup>
- VEH VOLUME =  $\frac{160 \text{ VEH}}{\text{HR}} \times 24 \text{ HR} \approx 3,840 \frac{\text{VEH}}{\text{DAY}}$
- 30 MPH NEIGHBORHOOD SPEED LIMIT

**UNITED CITY OF YORKVILLE  
MULTI-WAY STOP  
PRELIMINARY ENGINEERING EVALUATION**

**Location:** High Ridge Lane and Western Lane

**Primary Criteria to Consider\***

<u>Criteria Met</u>			<u>Criteria**</u>
<b>Yes</b>	<b>Additional Study Required</b>	<b>No</b>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
			C. Minimum Volumes:
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. The vehicular volume entering the intersections from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. The combined vehicular, pedestrian, and bicycle volume entering the intersections from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	E. The need to control left-turn conflicts;
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	G. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Based on a preliminary review of the criteria for a multi-way stop sign the following action is recommended:

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- Criteria are not clearly met at this time - no further action recommended
- Criteria may or may not be met - additional engineering study required

By: Gabriel Braboy Date: 9/11/2023

\_\_\_\_\_  
Title

By: \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_  
Title

\* Based upon Professional Engineer's Review  
\*\* Manual on Uniform Traffic Control Devices (MUTCD)



HIGH RIDGE LANE – NORTHBOUND  
APPROACH

LOOKING NORTH



HIGH RIDGE LANE – NORTHBOUND  
APPROACH

LOOKING EAST



HIGH RIDGE LANE – NORTHBOUND  
APPROACH

LOOKING WEST



HIGH RIDGE LANE – SOUTHBOUND  
APPROACH

LOOKING SOUTH



HIGH RIDGE LANE – SOUTHBOUND  
APPROACH

LOOKING EAST



HIGH RIDGE LANE – SOUTHBOUND  
APPROACH

LOOKING WEST



WESTERN LANE – EASTBOUND  
APPROACH

LOOKING EAST



WESTERN LANE – EASTBOUND  
APPROACH

LOOKING NORTH



WESTERN LANE – EASTBOUND  
APPROACH

LOOKING SOUTH



WESTERN LANE – WESTBOUND  
APPROACH

LOOKING WEST



WESTERN LANE – WESTBOUND  
APPROACH

LOOKING NORTH



WESTERN LANE – WESTBOUND  
APPROACH

LOOKING SOUTH



Engineering Enterprises, Inc.

52 Wheeler Road • Sugar Grove, Illinois 60554

TEL: (630) 466-6700

FAX: (630) 466-6701

PROJECT TRAFFIC CONTROL SIGNAGE - YORKVILLE

PROJECT NUMBER Y022107-C

SUBJECT \_\_\_\_\_

BY GAB

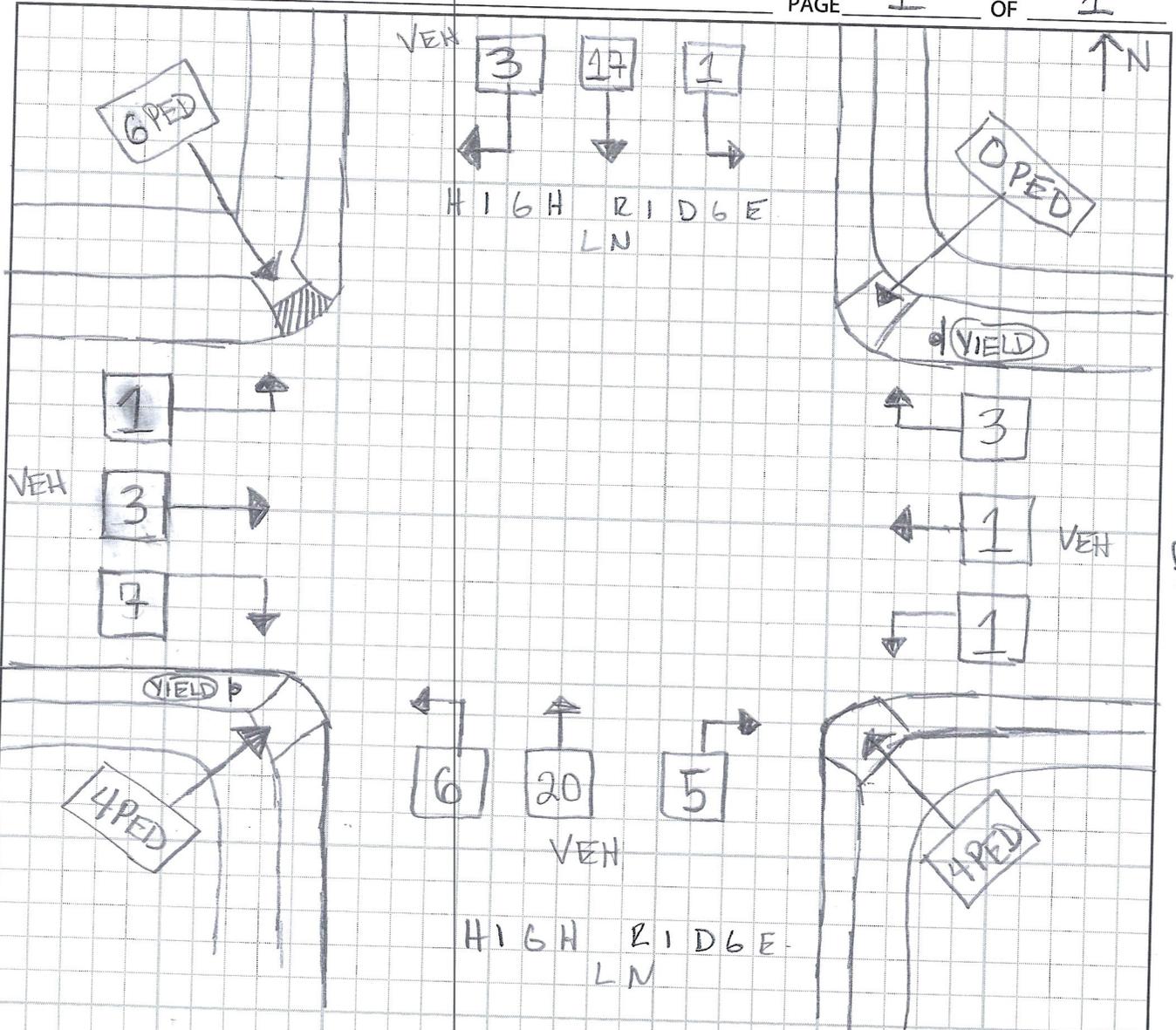
DATE 8/31/23

PAGE 1

OF 1

WESTERN LN

WESTERN LN



- OBSERVATIONS WED. 8/30/2023 420-520PM
- $78 \frac{\text{UNITS}}{\text{HR}} \times 24\text{HR} = 1872 \frac{\text{UNITS}}{\text{HR}}$
- LACK OF SIGNALING ON WESTERN LN ONTO HIGH RIDGE LN
- MOTORCYCLES EXCESSIVE SPEED AND NOISE NB HIGH RIDGE
- CARS PARKED ON WESTERN LN (EAST & WEST BAND) NEAR INTERSECTION
- 30 MPH NEIGHBORHOOD SPEED LIMIT

# ILLINOIS TRAFFIC CRASH REPORT

Sheet 1 of 1 Sheets



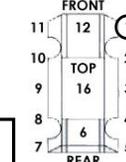
IY003



\* X002608966 \*

DRAC 1	TRFD 1	TRFC 4	WEAT 4	DRVA 1	DRVA 2	VIS 1	VIS 1	VEHD 1	VEHD 1	LGHT 1	COLL 15	MANV 1	MANV 1
U1	U2			U2	U1	U2	U1	U2	U1	U2	U1	U2	

INVESTIGATING AGENCY <b>Yorkville Police Department</b>	DAMAGE TO ANY ONE PERSON'S VEHICLE / PROPERTY <input type="checkbox"/> \$500 OR LESS <input type="checkbox"/> \$501 - \$1,500 <input checked="" type="checkbox"/> OVER \$1,500	TYPE OF REPORT <input checked="" type="checkbox"/> ON SCENE <input type="checkbox"/> NOT ON SCENE (DESK REPORT) <input type="checkbox"/> AMENDED	<input checked="" type="checkbox"/> A No Injury / Drive Away <input type="checkbox"/> B Injury and / or Tow Due to Crash	YR <b>22</b>	AGENCY CRASH REPORT NO. <b>22-00670</b>	TRFW <b>14</b>
ADDRESS NO. <b>WESTERN LN</b>	HIGHWAY OR STREET NAME <b>WESTERN LN</b>	<input checked="" type="checkbox"/> City <b>YORKVILLE</b>	INTERSECTION RELATED <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	DATE OF CRASH <b>4/23/2022</b>	TIME <b>6:28</b>	VEHT <b>1</b>
(CIRCLE) FT / MI N S E W <input type="checkbox"/> ..... FT / MI N S E W <input checked="" type="checkbox"/> AT INTERSECTION WITH	(CIRCLE) <b>HIGH RIDGE LN</b> (NAME OF INTERSECTION OR ROAD FEATURE)	COUNTY <b>KENDALL</b>	PRIVATE PROPERTY <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	DOORING WITH PEDALCYCLIST? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	# OF MOTOR VEHICLES INVLD <b>2</b>	U1 <b>1</b>
<input checked="" type="checkbox"/> DRIVER <input type="checkbox"/> PARKED <input type="checkbox"/> DRIVERLESS <input type="checkbox"/> PED <input type="checkbox"/> PEDAL <input type="checkbox"/> EQUUS <input type="checkbox"/> NMV <input type="checkbox"/> NCV <input type="checkbox"/> DV	DATE OF BIRTH mo / day / yr	MAKE <b>TOYOTA</b>	MODEL <b>COROLLA</b>	YEAR <b>2021</b>	CIRCLE NUMBER(S) FOR DAMAGED AREA(S) 00 - NONE 13 - UNDER CARRIAGE 14 - TOTAL (ALL) 15 - OTHER 99 - UNKNOWN	U2 <b>0</b>



UNIT 1

STREET ADDRESS [REDACTED]	SEX <b>F</b>	SAFT <b>2</b>	AIR <b>4</b>	AUTOMATION SYSTEM <input type="checkbox"/> Y <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNK	LEVEL IN VEH. <b>0</b>	LEVEL ENGAGED AT CRASH <b>0</b>	PLATE NO. STATE	INSURANCE CO. <b>State Farm</b>	EXPIRED <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	TOWED DUE TO CRASH <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	FIRE <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	DISTRACTED * Distraction Value <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	COM VEH <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	* IF YES SEE SIDEBAR	U1 <b>0</b>	U2 <b>1</b>	U3 <b>1</b>
CITY STATE ZIP	INJ <b>0</b>	EJCT <b>1</b>	EPHT <b>0</b>	STATE CLASS CDL ID <b>IL D 0</b>	VIN <b>JTDVPMAE8MJ130577</b>	VEHICLE OWNER (LAST, FIRST, M.I.) <b>TOYOTA LEASE TRUST</b>	POLICY NO. <b>J11 8510-D27-13</b>	HOSPITAL (TAKEN TO)	INCIDENT RESPONDER <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	OWNER STREET, CITY, STATE, ZIP	PHONE NUMBER	VEHU <b>2</b>	U1 <b>2</b>	U2 <b>2</b>	U3 <b>0</b>	U4 <b>0</b>	U5 <b>1</b>

UNIT 2

NAME (LAST, FIRST, M) STREET ADDRESS [REDACTED]	SEX <b>F</b>	SAFT <b>2</b>	AIR <b>4</b>	AUTOMATION SYSTEM <input type="checkbox"/> Y <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNK	LEVEL IN VEH. <b>0</b>	LEVEL ENGAGED AT CRASH <b>0</b>	PLATE NO. STATE	INSURANCE CO. <b>Progressive</b>	EXPIRED <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	TOWED DUE TO CRASH <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	FIRE <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	DISTRACTED * Distraction Value <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	COM VEH <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	* IF YES SEE SIDEBAR	U1 <b>0</b>	U2 <b>0</b>	U3 <b>1</b>
CITY STATE ZIP	INJ <b>0</b>	EJCT <b>1</b>	EPHT <b>0</b>	STATE CLASS CDL ID <b>IL D 0</b>	VIN <b>1FM5K8GC7MGB20272</b>	VEHICLE OWNER (LAST, FIRST, M.I.) [REDACTED]	POLICY NO. <b>939294017</b>	HOSPITAL (TAKEN TO)	INCIDENT RESPONDER <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	OWNER ADDRESS (STREET, CITY, STATE, ZIP)	PHONE NUMBER	BAC <b>996</b>	U1 <b>996</b>	U2 <b>2</b>	U3 <b>1</b>	U4 <b>3</b>	U5 <b>30</b>

(UNIT)	(SEAT)	(DOB)	(SEX)	(SAFT)	(AIR)	(INJ)	(EJCT)	(EPHT)	PASSENGERS & WITNESSES ONLY	(NAME) / (ADDR) / (TEL)	(HOSP)	(EMS)
1	6	[REDACTED]	F	13	4	0	1	0	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

UNIT 1	(EVNO)	(MOST)	(EVNT)	(LOC)	DAMAGED PROPERTY OWNER NAME	DAMAGED PROPERTY	POLICE NOTIFIED <b>4/23/2022</b>	TIME <b>6:28</b>	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	Did crash occur in a Work Zone? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
	1	<input checked="" type="checkbox"/>	<b>11</b>	<b>4</b>	PROPERTY OWNERS ADDRESS: STREET, CITY, STATE, ZIP	PRIMARY <b>02</b>	SECONDARY <b>99</b>	EMS NOTIFIED	TIME <input type="checkbox"/> AM <input type="checkbox"/> PM	If YES check one below: <input type="checkbox"/> Construction <input type="checkbox"/> Maintenance <input type="checkbox"/> Utility <input type="checkbox"/> Unknown work zone type
	2	<input type="checkbox"/>			<input checked="" type="checkbox"/> CITATIONS ISSUED <input type="checkbox"/> PENDING	SECTION <b>11-904</b>	CITATION NO. <b>YK0002145</b>	EMS ARRIVED	TIME <input type="checkbox"/> AM <input type="checkbox"/> PM	
UNIT 2	1	<input checked="" type="checkbox"/>	<b>11</b>	<b>4</b>	ARREST NAME	SECTION	CITATION NO.	ROAD CLEARANCE <b>4/23/2022</b>	TIME <b>6:28</b>	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM
	2	<input type="checkbox"/>			ARREST NAME	SECTION	CITATION NO.	COURT DATE <b>5/19/2022</b>	TIME <b>8:30</b>	<input checked="" type="checkbox"/> AM <input type="checkbox"/> PM
	3	<input type="checkbox"/>			OFFICER ID. <b>230</b>	SIGNATURE <b>Joshua Opp</b>	BEAT / DIST.	SUPERVISOR ID. <b>Sam Stroup, 209</b>	COURT DATE <b>5/19/2022</b>	TIME <b>8:30</b>

X002608966

A **Diagram** and **Narrative** are required on all **Type B** crashes, even if units have been moved prior to the officer's arrival.



**NARRATIVE (refer to vehicle by unit #)**

UNIT 1 WAS EASTBOUND WESTERN LN AT THE INTERSECTION OF HIGH RIDGE LN. UNIT 2 WAS NORTHBOUND HIGH RIDGE LN AT THE INTERSECTION OF WESTERN LN. BOTH VEHICLES TRAVELED THROUGH THE INTERSECTION AT THE SAME TIME AND THE FRONT PASSENGER SIDE BUMPER OF UNIT 1 STRUCK THE FRONT DRIVER SIDE OF UNIT 2 CAUSING MODERATE DAMAGE.

UNIT 1 ADVISED THEY WERE APPROACHING THE INTERSECTION AND SLOWING DOWN TO THE YIELD SIGN. UNIT 1 ADVISED THEY DID NOT SEE UNIT 2 AND DID NOT YIELD TO THEM APPROACHING. UNIT 1 ADVISED THAT AS THEY WENT THROUGH THE INTERSECTION THEY STRUCK UNIT 2.

UNIT 2 ADVISED THEY WERE NORTHBOUND ON HIGH RIDGE LN WHEN UNIT 1

**LOCAL USE ONLY**

U1 Race: **W**

U2 Race: **W**

U1 COLOR **Red** U2 COLOR **Black** U1 Drug 1 **000** U1 Drug 2 U2 Drug 1 **000** U2 Drug 2

U1 TOWED DUE TO  DISABLING DAMAGE  NOT DISABLING DAMAGE DAMAGE EXTENT: U1 TOWED BY / TO :

U2 TOWED DUE TO  DISABLING DAMAGE  NOT DISABLING DAMAGE DAMAGE EXTENT: U2 TOWED BY / TO :

**LARGE TRUCK, BUS, OR HM VEHICLE**

IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A ADDITIONAL UNITS FORMS.

A CMV is defined as any motor vehicle used to transport passengers or property and:

1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or
2. Is used or designed to transport more than 15 passengers including the driver (example: shuttle or charter bus); or
3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van type vehicle or passenger car); or
4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation (example: large van used for specific purpose); or
5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle).

UNIT \_\_\_\_\_

CARRIER NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

MOTOR CARR. ID  Interstate  Intrastate  
 Not In Comm./Govt.  Not In Comm./Other

USDOT NO. \_\_\_\_\_ ILLCC NO. \_\_\_\_\_

Source of above  
 Side of Truck  Papers  Driver  Log Book  
 GVWR/GCWR

<10,000  10,000 - 26,000  >26,000

Were HAZMAT placards on vehicle?  Yes  No

If yes, name on placard \_\_\_\_\_

4 digit UN NO. \_\_\_\_\_ 1 digit Hazard Class NO. \_\_\_\_\_

Did HAZMAT Spill from vehicle (do NOT consider FUEL from vehicle's own tank)?  
 Yes  No  Unknown

Did HAZMAT Regulations violation contribute to the crash?  
 Yes  No  Unknown

Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash?  
 Yes  No  Unknown

Was a Driver/Vehicle Examination Report form completed?

HAZMAT  Yes  No  Unknown Out of Service  Yes  No

MCS  Yes  No  Unknown Out of Service  Yes  No

Form Number \_\_\_\_\_

IDOT PERMIT NO. \_\_\_\_\_ WIDELOAD?  Y  N

TRAILER VIN 1 \_\_\_\_\_

TRAILER VIN 2 \_\_\_\_\_

TRAILER WIDTH(S) 0 - 96" 97 - 102" > 102"  
 TRAILER 1     
 TRAILER 2

TRAILER LENGTH(S) 1 \_\_\_\_\_ft 2 \_\_\_\_\_ft

TOTAL VEHICLE LENGTH \_\_\_\_\_ft NO. OF AXLES \_\_\_\_\_

SELECT CODES FROM BACK OF CRASH BOOKLET

VEHICLE CONFIG. \_\_\_\_\_ CARGO BODY TYPE \_\_\_\_\_ LOAD TYPE \_\_\_\_\_

**Narrative**

BEGAN TO GO THROUGH THE INTERSECTION AND ULTIMATELY STRUCK THEIR VEHICLE.

NO INJURIES REPORTED. NO VEHICLES TOWED.

**UNITED CITY OF YORKVILLE  
MULTI-WAY STOP  
PRELIMINARY ENGINEERING EVALUATION**

**Location:** High Ridge Lane and Canyon Trail / Canyon Trail Court

**Primary Criteria to Consider\***

<u>Criteria Met</u>			<u>Criteria**</u>
<b>Yes</b>	<b>Additional Study Required</b>	<b>No</b>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
			C. Minimum Volumes:
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. The vehicular volume entering the intersections from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. The combined vehicular, pedestrian, and bicycle volume entering the intersections from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	D. Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values, criterion C.3 is excluded from this condition.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	E. The need to control left-turn conflicts;
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	G. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Based on a preliminary review of the criteria for a multi-way stop sign the following action is recommended:

- Criteria are clearly met recommending installation of a multi-way stop
- Criteria are not clearly met at this time - no further action recommended
- Criteria may or may not be met - additional engineering study required

By: Gabriel Braboy Date: 9/11/2023

\_\_\_\_\_  
Title

By: \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_  
Title

\* Based upon Professional Engineer's Review  
\*\* Manual on Uniform Traffic Control Devices (MUTCD)



HIGH RIDGE LANE – NORTHBOUND  
APPROACH

LOOKING NORTH



HIGH RIDGE LANE – NORTHBOUND  
APPROACH

LOOKING EAST



HIGH RIDGE LANE – NORTHBOUND  
APPROACH

LOOKING WEST



HIGH RIDGE LANE – SOUTHBOUND  
APPROACH

LOOKING SOUTH



HIGH RIDGE LANE – SOUTHBOUND  
APPROACH

LOOKING EAST



HIGH RIDGE LANE – SOUTHBOUND  
APPROACH

LOOKING WEST



CANYON TRAIL COURT – EASTBOUND  
APPROACH

LOOKING EAST



CANYON TRAIL COURT – EASTBOUND  
APPROACH

LOOKING NORTH



CANYON TRAIL COURT – EASTBOUND  
APPROACH

LOOKING SOUTH



CANYON TRAIL – WESTBOUND  
APPROACH

LOOKING WEST



CANYON TRAIL COURT –  
WESTBOUND APPROACH

LOOKING NORTH



CANYON TRAIL COURT –  
WESTBOUND APPROACH

LOOKING SOUTH



**Engineering Enterprises, Inc.**

52 Wheeler Road • Sugar Grove, Illinois 60554

TEL: (630) 466-6700

FAX: (630) 466-6701

PROJECT TRAFFIC CONTROL SIGNAGE - YORKVILLE

PROJECT NUMBER Y022107-C

SUBJECT HIGH RIDGE LN AND CANYON TRAIL / CANYON TRAIL CT

BY GAB

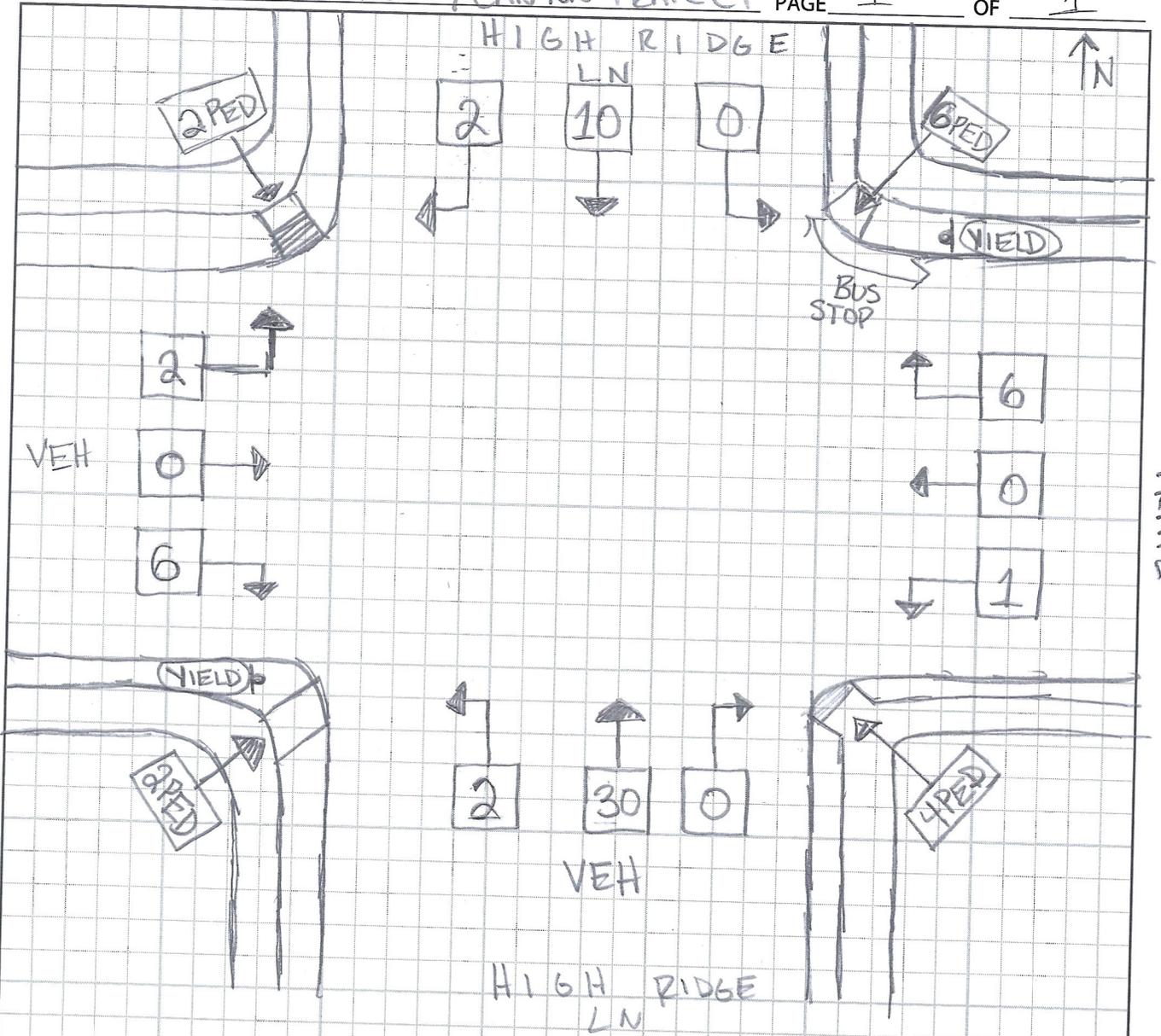
DATE 8/31/23

PAGE 1

OF 1

CANYON TRAIL COURT

CANYON TRAIL



• OBSERVATIONS THURS 8/31/2023 350-450 PM

•  $73 \frac{\text{UNITS}}{\text{HR}} \times 24 \text{ HR} = 1752 \frac{\text{UNITS}}{\text{DAY}}$

• MANY CARS PARK ON CANYON TRAIL (WB)

• YIELD SIGNS OBSERVED BY DRIVERS

• BUS STOPPED AT 4:12 PM, NE CORNER - WEST BOUND

• ALL VEHICLES OBSERVED & STOPPED FOR BUS<sup>35</sup>

• 30 MPH NEIGHBORHOOD SPEED LIMIT

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

**Location:** Northland Lane and Western Lane

**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
<b>I. YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:</b>		
<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.
<b>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:</b>		
<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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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: \_\_\_\_\_
- 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: Gabriel Braboy Date: 9/11/2023

PROJECT ENGINEER  
Title

By: \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_  
Title

\* Based upon Professional Engineer's Review  
\*\* Manual on Uniform Traffic Control Devices (MUTCD)



NORTHLAND LANE – NORTHBOUND  
APPROACH

LOOKING NORTH



NORTHLAND LANE – NORTHBOUND  
APPROACH

LOOKING WEST



NORTHLAND LANE – SOUTHBOUND  
APPROACH

LOOKING SOUTH



NORTHLAND LANE – SOUTHBOUND  
APPROACH

LOOKING WEST



WESTERN LANE – EASTBOUND  
APPROACH

LOOKING EAST



WESTERN LANE – EASTBOUND  
APPROACH

LOOKING NORTH



WESTERN LANE – EASTBOUND  
APPROACH

LOOKING SOUTH



**Engineering Enterprises, Inc.**

52 Wheeler Road • Sugar Grove, Illinois 60554

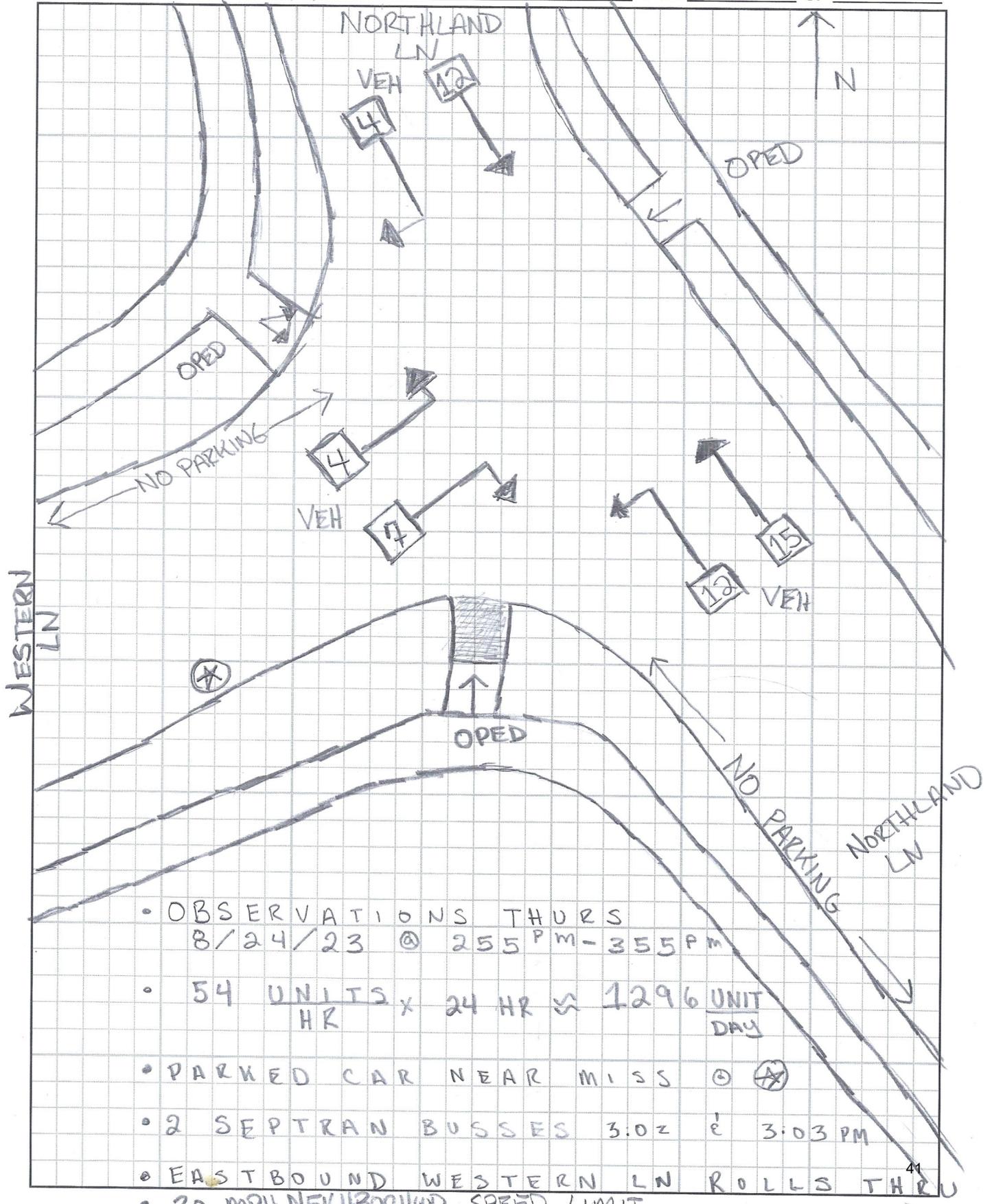
TEL: (630) 466-6700

FAX: (630) 466-6701

PROJECT TRAFFIC CONTROL SIGNAGE - YORKVILLE PROJECT NUMBER VO1107-C

SUBJECT NORTHLAND LN AND WESTERN LN BY GAB DATE 08/24/2023

-TRAFFIC COUNT PAGE 1 OF 1



• OBSERVATIONS THURS  
8/24/23 @ 2:55 PM - 3:55 PM

•  $54 \frac{\text{UNITS}}{\text{HR}} \times 24 \text{ HR} \approx 1296 \frac{\text{UNIT}}{\text{DAY}}$

• PARKED CAR NEAR MISS @ (X)

• 2 SEPTAN BUSES 3:02 & 3:03 PM

• EASTBOUND WESTERN LN ROLLS THRU

• 30 MPH NEIGHBORHOOD SPEED LIMIT

# **PART II: TRAFFIC SPEED STUDY**



**Engineering Enterprises, Inc.**  
 52 Wheeler Road  
 Sugar Grove, Illinois 60554  
 (630) 466-6700  
[www.eeiweb.com](http://www.eeiweb.com)

DATE:	OCTOBER 2023
PROJECT NO.:	YO1107
BY:	MJT
PATH:	H:\GIS\PUBLIC\YORKVILLE\2021\
FILE:	YO2107-Kylyn Ridge Traffic Collection.mxd

## 7-DAY SPEED STUDY LOCATIONS



For Project: High Ridge Lane  
 Project Notes:  
 Location/Name: Merged  
 Report Generated: 9/20/2023 8:17:42 AM  
 Speed Intervals: 1 MPH  
 Time Intervals: Instant  
 Traffic Report From: 9/13/2023 6:00:00 PM through 9/20/2023 6:59:59 AM  
 85th Percentile Speed: 34 MPH  
 85th Percentile Vehicles: 2460  
 Max Speed: 65 MPH on 9/16/2023 4:06:48 PM  
 Total Vehicles: 2894  
 AADT: 442

## Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	386	404
AM Peak	29	25
PM Peak	45	42

## Speed

Speed Limit: 30  
 85th Percentile Speed: 34  
 50th Percentile Speed: 29  
 10 MPH Pace Interval: 23.0 MPH to 33.0 MPH  
 Average Speed: 28.82

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	173	168	35	179	203	164	161
% over limit	37.8	39.3	29.4	35.9	41.5	31.4	42.5
Avg Speeder	33.9	34.0	34.1	34.3	34.4	34.8	34.1
Avg Speed	28.9	28.7	28.1	28.7	29.3	28.1	29.6

## Class Counts

	Number	%
VEH_SM	32	1.1
VEH_MED	2781	96.1
VEH_LG	81	2.8
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Summary of Violators  
High Ridge Lane

from Wed-Sep-13-2023-06-00-PM to Wed-Sep-20-2023-06-59-AM

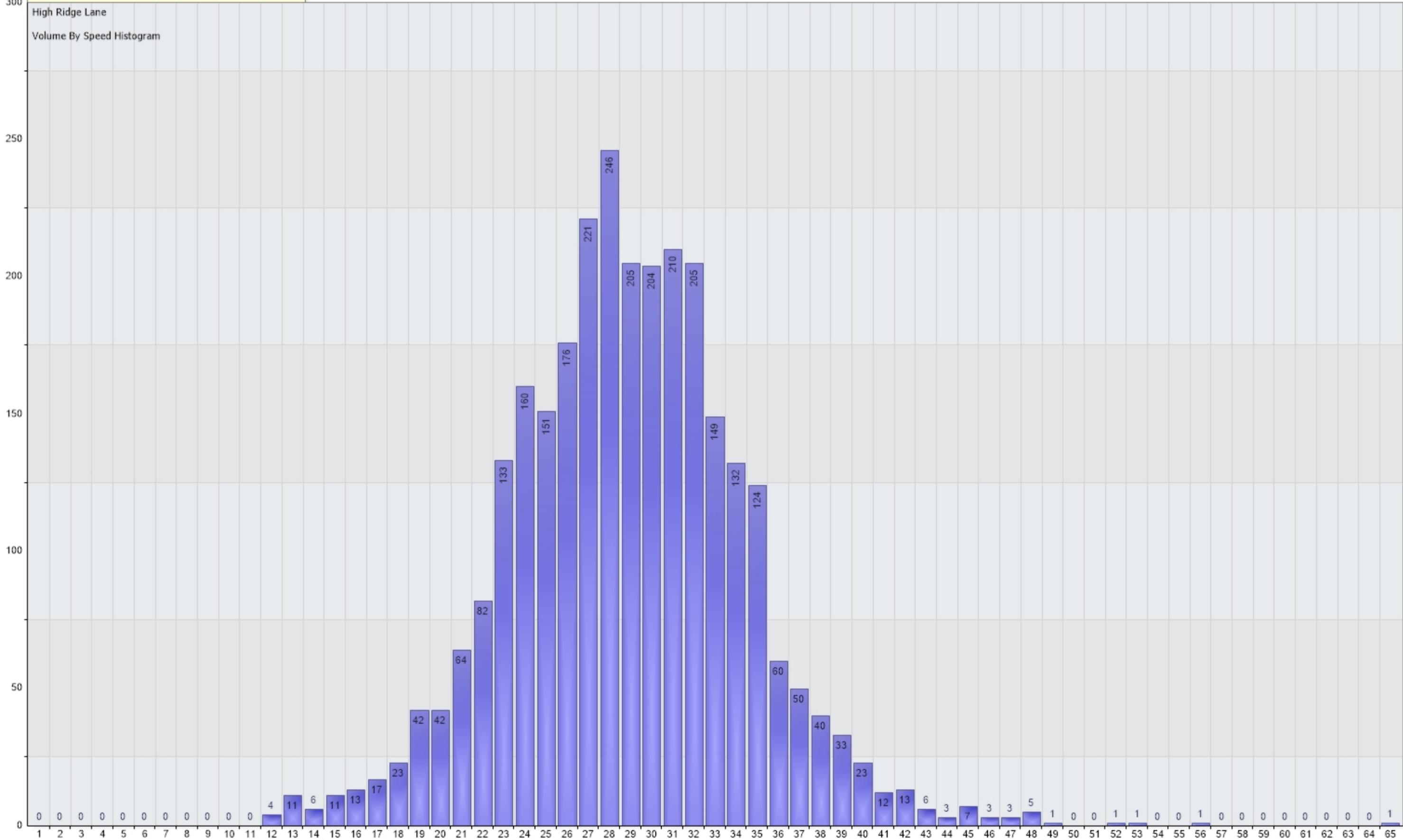
Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	27	28.6	8	35.6
01:00:00	7	30.6	4	31.5
02:00:00	13	29.3	6	33.3
03:00:00	6	35.3	5	39.4
04:00:00	22	26.7	6	32.3
05:00:00	31	27.0	6	33.0
06:00:00	105	26.4	27	33.9
07:00:00	141	28.9	52	34.3
08:00:00	154	28.0	52	33.6
09:00:00	131	29.0	52	34.3
10:00:00	141	29.4	50	34.4
11:00:00	146	29.7	71	33.6
12:00:00	183	29.2	79	33.9
13:00:00	181	29.2	75	33.5
14:00:00	187	29.3	78	34.8
15:00:00	238	28.7	86	34.4
16:00:00	254	29.6	100	35.1
17:00:00	219	29.1	91	34.1
18:00:00	229	28.5	73	34.5
19:00:00	177	28.6	64	33.7
20:00:00	145	28.0	46	33.9
21:00:00	85	28.7	29	34.4
22:00:00	47	27.0	11	36.5
23:00:00	25	30.9	12	37.0

Vehicle Counts Vs. Speed [High Ridge Lane: Merged]

High Ridge Lane  
Volume By Speed Histogram

2,894 Counts

Vehicle Counts



For Project: Northland Lane  
 Project Notes:  
 Location/Name: Merged  
 Report Generated: 9/27/2023 7:37:38 AM  
 Speed Intervals: 1 MPH  
 Time Intervals: Instant  
 Traffic Report From: 9/20/2023 4:00:00 PM through 9/27/2023 7:59:59 AM  
 85th Percentile Speed: 30 MPH  
 85th Percentile Vehicles: 3210  
 Max Speed: 46 MPH on 9/21/2023 5:16:51 PM  
 Total Vehicles: 3777  
 AADT: 566

## Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	492	521
AM Peak 11:00 AM	32	39
PM Peak 5:00 PM	58	53

## Speed

Speed Limit: 30  
 85th Percentile Speed: 30  
 50th Percentile Speed: 26  
 10 MPH Pace Interval: 21.0 MPH to 31.0 MPH  
 Average Speed: 25.82

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	61	66	18	67	78	55	56
% over limit	10.3	11.2	7.2	11.7	13.3	8.8	9.9
Avg Speeder	32.5	32.3	34.5	32.5	33.0	33.0	32.4
Avg Speed	25.8	26.1	25.2	26.2	26.4	25.1	25.7

## Class Counts

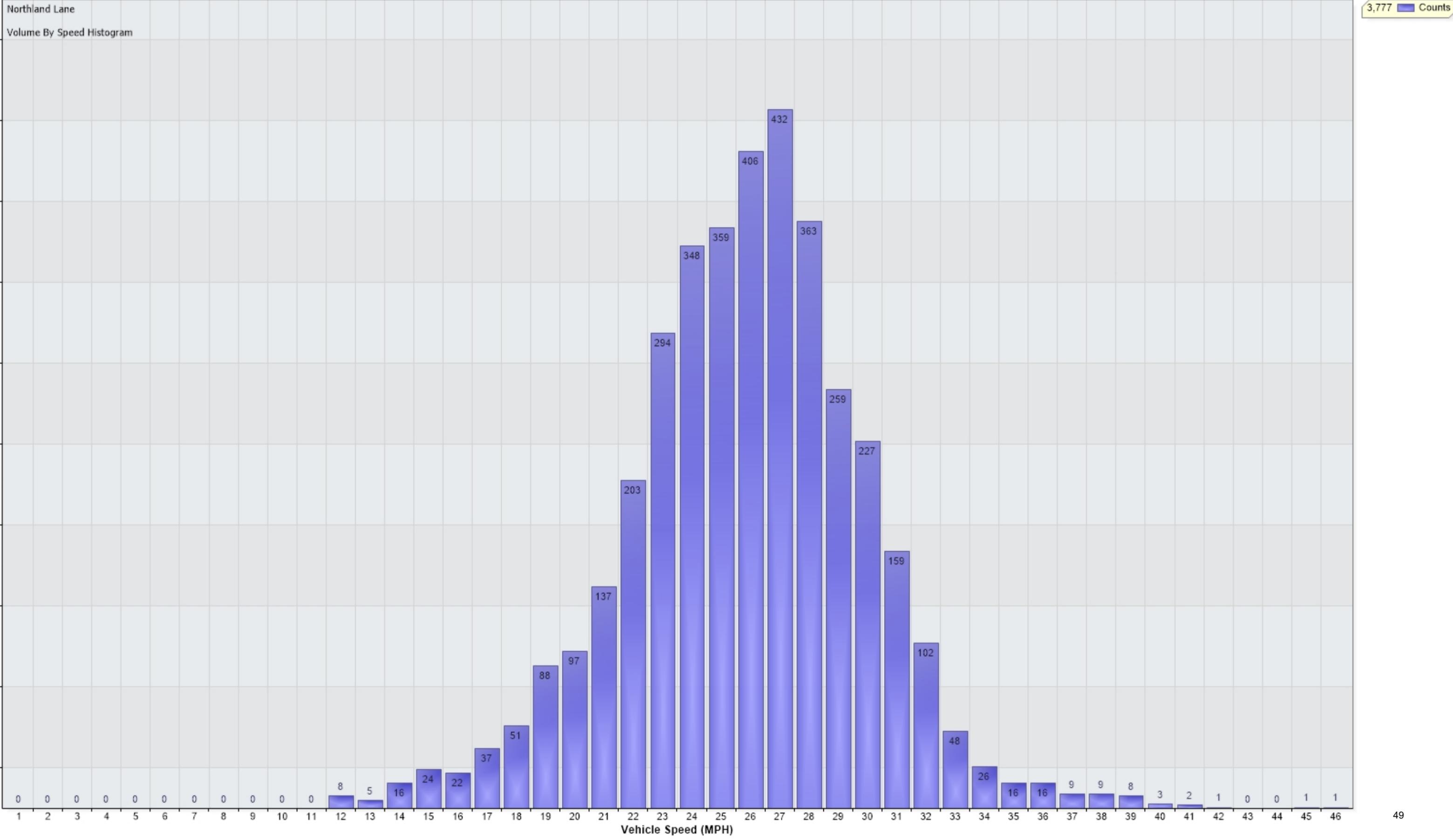
	Number	%
VEH_SM	2	0.1
VEH_MED	3707	98.1
VEH_LG	68	1.8
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Summary of Violators  
Northland Lane

from Wed-Sep-20-2023-04-00-PM to Wed-Sep-27-2023-07-59-AM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	10	26.7	2	35.5
01:00:00	3	20.7	0	0.0
02:00:00	2	27.5	1	31.0
03:00:00	9	26.4	0	0.0
04:00:00	18	27.3	2	35.5
05:00:00	29	24.3	1	32.0
06:00:00	115	26.1	17	32.1
07:00:00	182	26.9	40	32.3
08:00:00	137	26.3	11	32.4
09:00:00	157	26.3	17	32.1
10:00:00	197	26.2	24	32.3
11:00:00	235	25.8	22	32.2
12:00:00	260	26.4	42	32.8
13:00:00	214	25.9	24	32.6
14:00:00	262	25.5	27	32.6
15:00:00	250	25.6	22	32.0
16:00:00	356	26.1	35	32.5
17:00:00	373	25.8	38	33.1
18:00:00	339	25.4	29	33.1
19:00:00	249	25.2	19	33.4
20:00:00	182	24.8	11	33.8
21:00:00	112	25.4	10	34.4
22:00:00	63	25.3	5	34.4
23:00:00	23	25.5	2	35.5

Vehicle Counts Vs. Speed [Northland Lane: Merged]



For Project: Blackberry Shore Ln  
 Project Notes:  
 Location/Name: Merged  
 Report Generated: 10/4/2023 3:25:52 PM  
 Speed Intervals: 1 MPH  
 Time Intervals: Instant  
 Traffic Report From: 9/27/2023 4:00:00 PM through 10/4/2023 2:59:59 PM  
 85th Percentile Speed: 36 MPH  
 85th Percentile Vehicles: 6485  
 Max Speed: 59 MPH on 10/2/2023 7:13:12 AM  
 Total Vehicles: 7629  
 AADT: 1096

## Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	1035	1023
AM Peak	7:00 AM 69	61
PM Peak	5:00 PM 105	97

## Speed

Speed Limit: 30  
 85th Percentile Speed: 36  
 50th Percentile Speed: 31  
 10 MPH Pace Interval: 26.0 MPH to 36.0 MPH  
 Average Speed: 30.55

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	560	525	504	713	657	569	502
% over limit	52.5	48.4	53.9	55.3	51.8	51.7	56.8
Avg Speeder	34.7	34.8	34.3	34.8	34.6	34.4	34.8
Avg Speed	30.5	30.2	30.7	30.9	30.4	30.3	31.1

## Class Counts

	Number	%
VEH_SM	547	7.2
VEH_MED	6816	89.3
VEH_LG	266	3.5
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Summary of Violators  
Blackberry Shore Ln

from Wed-Sep-27-2023-04-00-PM to Wed-Oct-04-2023-02-59-PM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	69	30.9	39	34.2
01:00:00	21	32.0	14	34.6
02:00:00	8	29.3	3	33.0
03:00:00	16	30.9	10	35.0
04:00:00	46	30.3	26	34.4
05:00:00	81	30.4	45	34.5
06:00:00	234	30.0	113	35.2
07:00:00	405	30.7	211	34.8
08:00:00	397	30.0	200	34.4
09:00:00	350	30.2	170	34.5
10:00:00	432	30.7	226	34.7
11:00:00	426	30.2	218	34.9
12:00:00	500	30.9	287	34.8
13:00:00	406	30.6	214	34.9
14:00:00	447	31.4	263	35.3
15:00:00	551	30.9	301	34.8
16:00:00	623	31.1	364	34.6
17:00:00	683	30.9	366	34.8
18:00:00	562	30.0	291	34.2
19:00:00	473	29.7	226	33.6
20:00:00	369	29.9	168	34.5
21:00:00	245	30.5	118	34.7
22:00:00	173	30.3	91	34.4
23:00:00	112	31.3	66	34.7

Vehicle Counts Vs. Speed [Blackberry Shore Ln: Merged]

