



United City of Yorkville

651 Prairie Pointe Drive

Yorkville, Illinois 60560

Telephone: 630-553-4350

www.yorkville.il.us

AGENDA PUBLIC WORKS COMMITTEE MEETING

Tuesday, March 19, 2024

6:00 p.m.

East Conference Room #337

651 Prairie Pointe Drive, Yorkville, IL

Citizen Comments:

Minutes for Correction/Approval: February 20, 2024

New Business:

1. PW 2024-22 2024 Road to Better Roads – Contract Award
2. PW 2024-23 2024 Road to Better Roads – Construction Engineering Agreement
3. PW 2024-24 2024 Asphalt Rejuvenation – Contract Award
4. PW 2024-25 2024 Water Main Replacement Contract A – Contract Award
5. PW 2024-26 2024 Water Main Replacement Contract A – Construction Engineering Agreement
6. PW 2024-27 Resolution Authorizing the Execution of Certain Contracts (Certificate of Authority for Rock Salt Purchases)
7. PW 2024-28 Road Resurfacing Intergovernmental Agreement with Bristol Township
8. PW 2024-29 2024 EEI Hourly Rates
9. PW 2024-30 Rob Roy Drainage District – Additional Work

Old Business:

1. PW 2023-83 Klyns Ridge Subdivision Traffic Sign Analysis

Additional Business:

UNITED CITY OF YORKVILLE
WORKSHEET
PUBLIC WORKS COMMITTEE
Tuesday, March 19, 2024
6:00 PM
CITY HALL CONFERENCE ROOM

CITIZEN COMMENTS:

MINUTES FOR CORRECTION/APPROVAL:

1. February 20, 2024

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

NEW BUSINESS:

1. PW 2024-22 2024 Road to Better Roads – Contract Award

- ☐ Moved forward to CC _____
- ☐ Approved by Committee _____
- ☐ Bring back to Committee _____
- ☐ Informational Item
- ☐ Notes _____
- _____
- _____

2. PW 2024-23 2024 Road to Better Roads – Construction Engineering Agreement

☐ Moved forward to CC _____

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

3. PW 2024-24 2024 Asphalt Rejuvenation – Contract Award

☐ Moved forward to CC _____

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

4. PW 2024-25 2024 Water Main Replacement Contract A – Contract Award

☐ Moved forward to CC _____

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

5. PW 2024-26 2024 Water Main Replacement Contract A – Construction Engineering Agreement

☐ Moved forward to CC _____

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

6. PW 2024-27 Resolution Authorizing the Execution of Certain Contracts (Certificate of Authority for Rock Salt Purchases)

☐ Moved forward to CC _____

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

7. PW 2024-28 Road Resurfacing Intergovernmental Agreement with Bristol Township

☐ Moved forward to CC _____

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

8. PW 2024-29 2024 EEI Hourly Rates

☐ Moved forward to CC _____

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

9. PW 2024-30 Rob Roy Drainage District – Additional Work

☐ Moved forward to CC _____

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

OLD BUSINESS:

1. PW 2023-83 Kylyns Ridge Subdivision Traffic Sign Analysis

☐ Moved forward to CC _____

☐ Approved by Committee _____

☐ Bring back to Committee _____

☐ Informational Item

☐ Notes _____

ADDITIONAL BUSINESS:



Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input type="checkbox"/>
City Administrator	<input type="checkbox"/>
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 – February 20, 2024

Meeting and Date: Public Works Committee – March 19, 2024

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:

Have a question or comment about this agenda item?

Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at <http://www.yorkville.il.us/320/City-Council>

**UNITED CITY OF YORKVILLE
PUBLIC WORKS COMMITTEE
Tuesday, February 20, 2024, 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
Alderman Rusty Corneils (via I-Phone)

Other City Officials

City Administrator Bart Olson
Engineer Brad Sanderson, EEI

Assistant City Administrator Erin Willrett (via Zoom)
Public Works Director Eric Dhuse (via Zoom)

Other Guests: None

The meeting was called to order at 6:00pm by Chairman Ken Koch.

Citizen Comments: None

Previous Meeting Minutes: January 16, 2024
The minutes were approved as presented.

New Business:

1. PW 2024-14 Snow Operations Report

Mr. Dhuse reported that 1,500 tons of salt have been used this season and 500 tons remain. He said less salt could be ordered.

2. PW 2024-15 Ashley Road Improvements - Acceptance

Mr. Sanderson said this is part of the Ashley Point subdivision project. Intersection improvements were made at Rt. 126 and Ashley Rd which IDOT governed and has signed. Some punchlist items were also completed. Also, improvements were made on Ashley Rd. for which Mr. Sanderson recommended acceptance. He also recommended the city waive the 1-year guarantee since the work has been in place for several years. The turn lanes there have been in place since 2021 and Alderman Soling asked if there has been a drop in accidents, which is not known. A positive recommendation was made by the committee and it will move forward to the City Council consent agenda.

3. PW 2024-16 Lake Michigan Improvements - IEPA Project Plan PEID

Mr. Sanderson said this is informational. He explained that part of the funding package for this could be from IEPA low interest loans at 2% with a 30-year payback. He said obtaining these funds is highly competitive and there is no guarantee the city will receive them. The first step is that a project plan must be compiled. This was done several months ago and IEPA could now issue a PEID (Preliminary Environmental Impacts Determination). When the PEID is issued, a Public Hearing is then required to review the document. The recommendation is that the City Council Public Hearing be held when the document is issued. It should be received within the next few days allowing for a Public Hearing at the first City Council meeting in March. Alderman Marek asked if the surrounding towns are also going through this process. Both Oswego and Montgomery have applied, but it was noted that not all applicants receive the loan. The presence of lead lines and the actual need gives priority in the scoring process. This will move forward to the March 12th City Council meeting for the Public Hearing.

4. PW 2024-17 2024 Local Road Program – Design Engineering Agreement

Mr. Olson said this is subdivision cluster design engineering for Road to Better Roads and was discussed last year. Streets constructed in the early to mid-2000's will need rehab in the next few years and the city has \$3 million in funds in addition to the normal funding for this program. The contract is scheduled to be bid next week on Monday and the city would like to move forward on design at this time. He said there is money in the budget and it's likely that the project will extend into next fiscal year as well. This design contract is a fixed fee of \$119,000. The first 3 subdivisions to be done are Blackberry Creek, Heartland and Cannonball Estates. A draft of further schedules has been compiled through FY 2028 with spending of \$2-4 million each year. Mr. Olson said the proposal does not affect the road infrastructure fee since the budget has been doing so well. He said the city expects to issue bonds for \$6 million in FY 2026 to address the remainder of the cost.

Alderman Marek asked about the cost of repaving and rejuvenator which was done in Fox Hill last year and if the rejuvenator extends the pavement life. Repaving was about \$2-2.5 million and the rejuvenator was about \$70,000. Mr. Sanderson said a rejuvenator bid will be presented at the next Public Works meeting. The process extends the life of roads from 3-7 years and is routinely done. It was recommended that this item be moved forward to the regular City Council agenda.

5. PW 2024-18 Well No. 10 - Contract Award

This new well would bridge the gap prior to Lake Michigan water and will later serve as a backup well, said Mr. Sanderson. Some property behind the high school has been identified as a suitable location and an agreement with the school district has been drafted. Bids for well design were taken in December. Careful scheduling was done to avoid construction during the school year or football season. Two drilling session timelines were identified and because there are very few well drillers, only one bid was received, which was from Municipal Well and Pump. The bid was slightly above the engineer's estimate and is recommended. The project will begin in November 2024 and be completed in June 2025. This contract is for drilling only and there will be additional costs for electrical equipment which will go to bid. A building will not be needed, but there will be an electrical box, fence and driveway. This moves to the regular agenda.

6. PW 2024-19 Well No. 10 – Construction Engineering Agreement

This construction agreement applies to the item above and is estimated at \$99,958 with EEI. This will move forward to the regular agenda.

7. PW 2024-20 Well No. 10 Raw Water Main Improvements – Contract Award

These improvements will take the raw water from Well #10 to the current Public Works facility for treatment, said Mr. Sanderson. Bids were taken on February 15th with 10 received. The lowest bid was about 30% below estimate and was from Cecchin Site Utilities from Naperville for an amount of \$1,335,053. This project will be done during non-school time (June-August). City Attorney Orr is drafting an IGA and it should be finalized in March. Mr. Dhuse noted that old water main that has been troublesome, will also be removed. This moves to the regular City Council agenda.

8. PW 2024-21 Well No. 10 Raw Water Main Improvements – Construction Engineering Agreement

This agreement with EEI is estimated at \$156,048. It will move to the regular Council agenda.

Old Business: None

Additional Business:

Alderman Soling noted that the committee had previously spoken about the area of 207 Adams St., where Adams and Van Emmon split. There are 3 homes there and the citizens have asked about removal of the dead stumps and volunteered to do plantings. Mr. Dhuse said options will be determined and presented.

There was no further business and the meeting adjourned at 6:29pm.

Minutes respectfully transcribed by
Marlys Young, Minute Taker



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

New Business #1

Tracking Number

PW 2024-22

Agenda Item Summary Memo

Title: 2024 Road to Better Roads Program

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: 2024 Road to Better Roads Program – Recommendation of Award

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Consideration of Contract Award

Submitted by: Brad Sanderson Engineering
Name Department

Agenda Item Notes:



Memorandum

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

Date: February 27, 2024
Subject: 2024 Road to Better Roads Program

Bids were received, opened, and tabulated for work to be done on the 2024 Road To Better Roads Program at 10:00 a.m., February 26, 2024. Representatives of contractors bidding the project and our firm were in attendance. A tabulation of the bids and the engineer's estimate is attached for your information and record.

We recommend the acceptance of the Bid and approval of award be made to the low bidder, D. Construction, Inc. 1488 S. Broadway Coal City, IL 60416 in the total amount of **\$1,382,442.77**.

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

BID SUMMARY 2024 ROAD TO BETTER ROADS SECTION NO. 24-00000-00-GM UNITED CITY OF YORKVILLE		
BID TABULATION BIDS RECEIVED 10:00 A.M. 02/26/24	ENGINEER'S ESTIMATE 52 Wheeler Road Sugar Grove, IL 60554	BUILDERS PAVING, LLC 4401 Roosevelt Road Hillside, IL 60162
TOTAL BID	\$1,415,982.89	\$1,392,800.00
BID BOND	N/A	X
SIGNED BID	N/A	X
	D. CONSTRUCTION, INC. 1488 S Broadway Coal City, IL 60416	GENEVA CONSTRUCTION COMPANY PO Box 998 Aurora, IL 60507
TOTAL BID	\$1,382,442.77	\$1,449,792.74
BID BOND	X	X
SIGNED BID	X	X



BID TABULATION
2024 ROAD TO BETTER ROADS
SECTION NO. 24-00000-00-GM
UNITED CITY OF YORKVILLE

		BID TABULATION BIDS RECD 2/26/2024		D CONSTRUCTION, INC. 1488 S. Broadway Coal City, IL 60416		BUILDERS PAVING, LLC 4401 Roosevelt Road Hillside, IL 60162		GENEVA CONSTRUCTION P.O. Box 998 Aurora, IL 60507		ENGINEER'S ESTIMATE 52 Wheeler Road Sugar Grove, IL 60554	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	PARTIAL DEPTH PATCHING (SPECIAL)	SQ YD	280.0	\$ 29.00	\$ 8,120.00	\$ 30.00	\$ 8,400.00	\$ 35.00	\$ 9,800.00	\$ 35.00	\$ 9,800.00
2	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	140.0	\$ 0.01	\$ 1.40	\$ 35.00	\$ 4,900.00	\$ 20.00	\$ 2,800.00	\$ 15.00	\$ 2,100.00
3	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	39430.0	\$ 3.00	\$ 118,290.00	\$ 3.40	\$ 134,062.00	\$ 2.55	\$ 100,546.50	\$ 2.90	\$ 114,347.00
4	HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"	SQ YD	19555.0	\$ 1.60	\$ 31,288.00	\$ 2.25	\$ 43,998.75	\$ 1.75	\$ 34,221.25	\$ 2.20	\$ 43,021.00
5	BITUMINOUS MATERIALS (TACK COAT)	POUND	31055.0	\$ 0.01	\$ 310.55	\$ 0.01	\$ 310.55	\$ 0.01	\$ 310.55	\$ 0.05	\$ 1,552.75
6	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	3400.0	\$ 70.00	\$ 238,000.00	\$ 80.00	\$ 272,000.00	\$ 87.00	\$ 295,800.00	\$ 81.00	\$ 275,400.00
7	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	5090.0	\$ 78.00	\$ 397,020.00	\$ 80.00	\$ 407,200.00	\$ 87.00	\$ 442,830.00	\$ 81.00	\$ 412,290.00
8	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2116.0	\$ 47.60	\$ 100,721.60	\$ 38.00	\$ 80,408.00	\$ 50.00	\$ 105,800.00	\$ 44.00	\$ 93,104.00
9	SIDEWALK REMOVAL	SQ FT	17325.0	\$ 2.75	\$ 47,643.75	\$ 1.00	\$ 17,325.00	\$ 2.50	\$ 43,312.50	\$ 2.25	\$ 38,981.25
10	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQ FT	17480.0	\$ 10.00	\$ 174,800.00	\$ 10.50	\$ 183,540.00	\$ 9.50	\$ 166,060.00	\$ 9.50	\$ 166,060.00
11	DETECTABLE WARNINGS	SQ FT	742.0	\$ 40.70	\$ 30,199.40	\$ 35.00	\$ 25,970.00	\$ 40.00	\$ 29,680.00	\$ 35.00	\$ 25,970.00
12	INLETS TO BE ADJUSTED	EACH	42.0	\$ 600.00	\$ 25,200.00	\$ 522.00	\$ 21,924.00	\$ 400.00	\$ 16,800.00	\$ 450.00	\$ 18,900.00
13	MANHOLES TO BE ADJUSTED	EACH	1.0	\$ 800.00	\$ 800.00	\$ 671.00	\$ 671.00	\$ 950.00	\$ 950.00	\$ 750.00	\$ 750.00
14	SANITARY MANHOLES TO BE ADJUSTED	EACH	2.0	\$ 1,200.00	\$ 2,400.00	\$ 1,861.00	\$ 3,722.00	\$ 1,500.00	\$ 3,000.00	\$ 1,000.00	\$ 2,000.00
15	TYPE 1 FRAME, OPEN LID	EACH	8.0	\$ 500.00	\$ 4,000.00	\$ 620.00	\$ 4,960.00	\$ 565.00	\$ 4,520.00	\$ 550.00	\$ 4,400.00
16	TYPE 1 FRAME, CLOSED LID	EACH	1.0	\$ 500.00	\$ 500.00	\$ 734.00	\$ 734.00	\$ 565.00	\$ 565.00	\$ 550.00	\$ 550.00
17	TYPE 3 FRAME AND GRATE	EACH	1.0	\$ 500.00	\$ 500.00	\$ 1,217.00	\$ 1,217.00	\$ 665.00	\$ 665.00	\$ 575.00	\$ 575.00
18	VALVE BOXES TO BE ADJUSTED	EACH	3.0	\$ 550.00	\$ 1,650.00	\$ 497.00	\$ 1,491.00	\$ 365.00	\$ 1,095.00	\$ 250.00	\$ 750.00
19	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	1.0	\$ 550.00	\$ 550.00	\$ 671.00	\$ 671.00	\$ 265.00	\$ 265.00	\$ 200.00	\$ 200.00
20	THERMOPLASTIC PAVEMENT MARKINGS - LETTERS & SYMBOLS	SQ FT	477.0	\$ 5.50	\$ 2,623.50	\$ 5.00	\$ 2,385.00	\$ 5.00	\$ 2,385.00	\$ 6.00	\$ 2,862.00
21	THERMOPLASTIC PAVEMENT MARKINGS - LINE 4"	FOOT	2050.0	\$ 0.99	\$ 2,029.50	\$ 0.90	\$ 1,845.00	\$ 0.90	\$ 1,845.00	\$ 1.00	\$ 2,050.00
22	THERMOPLASTIC PAVEMENT MARKINGS - LINE 6"	FOOT	3244.0	\$ 1.32	\$ 4,282.08	\$ 1.20	\$ 3,892.80	\$ 1.20	\$ 3,892.80	\$ 2.00	\$ 6,488.00
23	THERMOPLASTIC PAVEMENT MARKINGS - LINE 8"	FOOT	429.0	\$ 1.98	\$ 849.42	\$ 1.80	\$ 772.20	\$ 1.80	\$ 772.20	\$ 4.00	\$ 1,716.00
24	THERMOPLASTIC PAVEMENT MARKINGS - LINE 12"	FOOT	205.0	\$ 2.20	\$ 451.00	\$ 2.00	\$ 410.00	\$ 2.00	\$ 410.00	\$ 4.00	\$ 820.00
25	THERMOPLASTIC PAVEMENT MARKINGS - LINE 24"	FOOT	119.0	\$ 5.50	\$ 654.50	\$ 5.00	\$ 595.00	\$ 5.00	\$ 595.00	\$ 5.00	\$ 595.00
26	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	286.2	\$ 30.00	\$ 8,586.00	\$ 47.00	\$ 13,451.40	\$ 52.00	\$ 14,882.40	\$ 55.00	\$ 15,741.00
27	REMOVE AND REINSTALL BRICK PAVERS	SQ FT	12.0	\$ 25.60	\$ 307.20	\$ 23.25	\$ 279.00	\$ 23.25	\$ 279.00	\$ 45.00	\$ 540.00
28	BIKE PATH REMOVAL	SQ FT	170.0	\$ 10.00	\$ 1,700.00	\$ 5.00	\$ 850.00	\$ 1.80	\$ 306.00	\$ 2.25	\$ 382.50
29	HOT-MIX ASPHALT BIKE PATH REMOVAL AND REPLACEMENT	SQ YD	50.8	\$ 50.00	\$ 2,540.00	\$ 47.00	\$ 2,387.60	\$ 55.50	\$ 2,819.40	\$ 50.00	\$ 2,540.00
30	SODDING, SPECIAL	SQ YD	2035.6	\$ 20.52	\$ 41,770.51	\$ 18.65	\$ 37,963.94	\$ 18.65	\$ 37,963.94	\$ 15.00	\$ 30,534.00



BID TABULATION
2024 ROAD TO BETTER ROADS
SECTION NO. 24-00000-00-GM
UNITED CITY OF YORKVILLE

		BID TABULATION BIDS RECD 2/26/2024		D CONSTRUCTION, INC. 1488 S. Broadway Coal City, IL 60416		BUILDERS PAVING, LLC 4401 Roosevelt Road Hillside, IL 60162		GENEVA CONSTRUCTION P.O. Box 998 Aurora, IL 60507		ENGINEER'S ESTIMATE 52 Wheeler Road Sugar Grove, IL 60554	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
31	SUPPLEMENTAL WATERING	UNIT	20.0	\$ 0.01	\$ 0.20	\$ 0.01	\$ 0.20	\$ 0.01	\$ 0.20	\$ 50.00	\$ 1,000.00
32	TRAFFIC CONTROL AND PROTECTION	L SUM	1.0	\$ 20,000.00	\$ 20,000.00	\$ 18,046.32	\$ 18,046.32	\$ 11,500.00	\$ 11,500.00	\$ 19,394.35	\$ 19,394.35
33	ROUTING AND SEALING CRACKS	FOOT	36188.0	\$ 0.82	\$ 29,674.16	\$ 0.73	\$ 26,417.24	\$ 0.75	\$ 27,141.00	\$ 0.58	\$ 20,989.04
34	CRACK ROUTING	FOOT	48000.0	\$ 0.06	\$ 2,880.00	\$ 0.03	\$ 1,440.00	\$ 0.05	\$ 2,400.00	\$ 0.01	\$ 480.00
35	CRACK FILLING	POUND	16000.0	\$ 1.85	\$ 29,600.00	\$ 1.66	\$ 26,560.00	\$ 1.68	\$ 26,880.00	\$ 1.60	\$ 25,600.00
36	CLASS D PATCHES, 2 INCH	SQ YD	2100.0	\$ 25.00	\$ 52,500.00	\$ 20.00	\$ 42,000.00	\$ 27.00	\$ 56,700.00	\$ 35.00	\$ 73,500.00
TOTAL (Items 1 - 36)					\$ 1,382,442.77		\$ 1,392,800.00		\$ 1,449,792.74		\$ 1,415,982.89

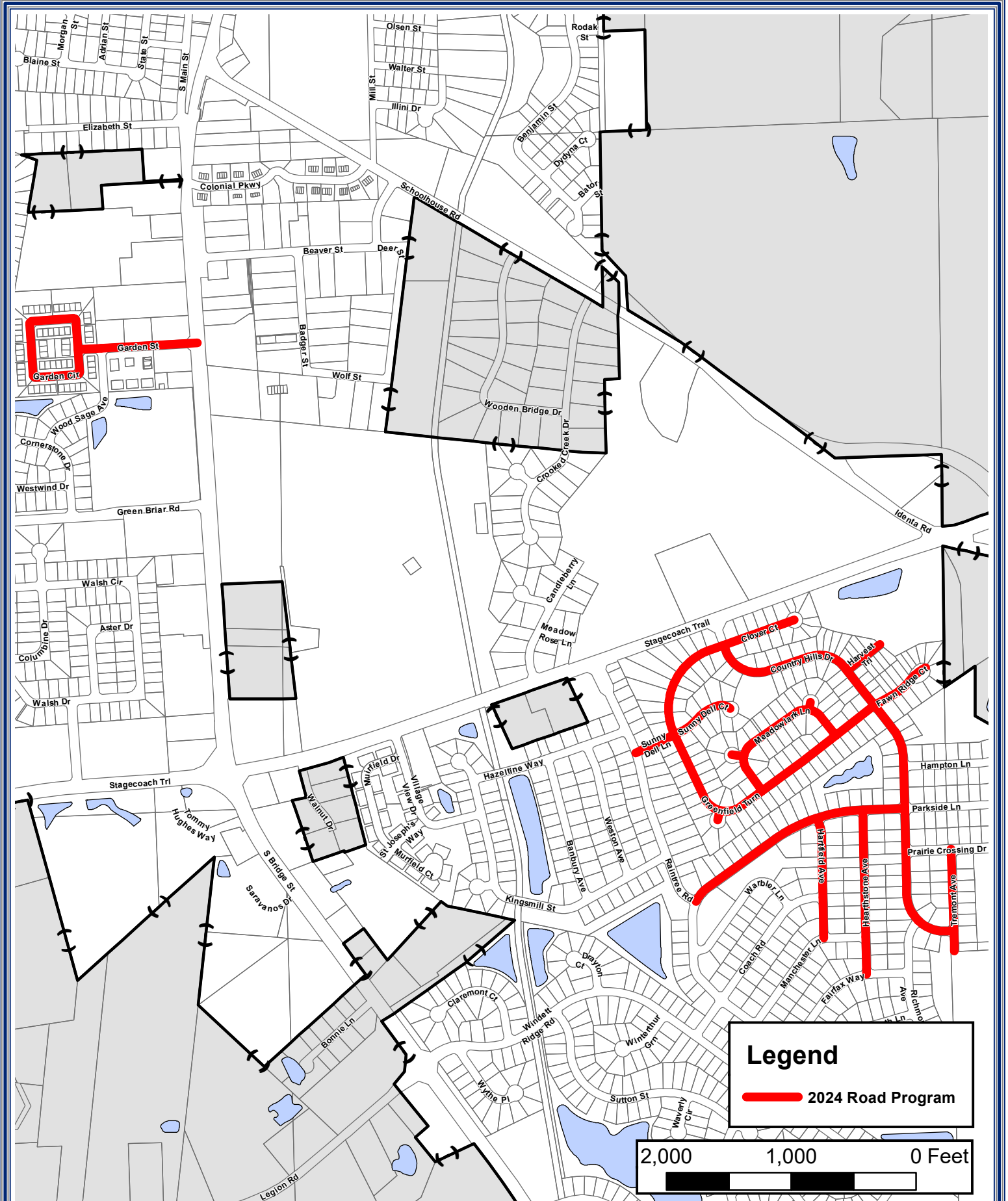
% BELOW/ABOVE ENGINEER'S ESTIMATE

-2.4%

-1.6%

2.4%

The highlighted cell contained an error and has been corrected with the right value.





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 #2

Tracking Number

PW 2024-23

Agenda Item Summary Memo

Title: 2024 Road to Better Roads Program – Construction Engineering Agreement

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: Please see the attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Bart Olson Administration
Name Department

Agenda Item Notes:



Memorandum

To: City Council
From: Bart Olson, City Administrator
CC:
Date: March 14, 2024
Subject: Road to Better Roads (RTBR), regular 2024 program,
construction engineering agreement

Summary

Consideration of a construction engineering agreement with EEI for the 2024 RTBR regular program.

Background

This item was last discussed in October 2023, when the City Council approved a design engineering contract for the 2024 RTBR regular program. Since then, EEI has completed the design, put the project out to bid, and is recommending awarding the work to D Construction. Accordingly, EEI has submitted a construction engineering contract for the project.

The agreement submitted by EEI covers construction engineering services only. The total cost of the contract is estimated at \$112,791. Funds for this contract are included in the FY 24 budget and proposed FY 25 budget.

Recommendation

Staff recommends approval of the construction engineering agreement with EEI for the 2024 2024 RTBR regular program.

**2024 Road to Better Roads Program
United City of Yorkville
Professional Services Agreement – Construction 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). Construction Engineering for all roadways indicated on Attachment E will be provided. 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 Contractor shall be compensated for all work performed for the City prior to termination.

C. Compensation and maximum amounts due to Contractor:

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. Construction Engineering will be paid for as an Hourly Rate in the amount of \$112,791. 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:

Contractor agrees that all books and records and other recorded information developed specifically in connection with this agreement shall remain the property of the City. Contractor 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, Contractor agrees to return all such materials to the City. The City agrees not to modify any original documents produced by Contractor 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:

Contractor 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 Contractor under this agreement shall be that of an independent contractor. Contractor 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:

Contractor 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 Contractor or its Subcontractors, or due to or arising in any manner from the wrongful act or negligence of Contractor 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 attached Exhibits. Except for those terms included on the Exhibits, 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 Attachments are 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:** 2024 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
651 Prairie Pointe Drive
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 _____, 2024.

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 Road to Better Roads Program
United City of Yorkville, IL
Professional Services Agreement - Construction Engineering**

Attachment B – Scope of Services

CONSTRUCTION ENGINEERING:

- Attend the Pre-Construction Meeting with the Contractor
- Provide resident engineering for on-site observation
- Daily documentation of work tasks and calculation of installed pay items
- Monitor adherence to specifications
- Gather material inspection and coordinate any required testing on behalf of the City
- Provide guidance to the Contractor when questions arise during construction
- Prepare/verify pay estimates
- Gather invoices and waivers of lien from the Contractor
- Provide information to residents as required
- Perform punch list inspections, provide follow up inspections and recommend acceptance when appropriate
- Communicate activity with City weekly or as required based on on-site activities
- Prepare necessary IDOT closeout paperwork
 - BLR 13230 – Engineer's Final Payment Estimate
 - BLR 13210 – Request for Approval of Change in Plans
 - BLR 14222 – Municipal Maintenance Expenditure Statement

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

CLIENT		PROJECT NUMBER	
United City of Yorkville		YO2337-P	
PROJECT TITLE		DATE	PREPARED BY
2024 Road to Better Roads Program - Construction Engineering		2/29/24	CJO

TASK NO.	TASK DESCRIPTION	ROLE	PIC	PM	SPE 1	PE	SPT 2	SPT 1	ADMIN	HOURS	COST
		PERSON									
		RATE	\$239	\$204	\$179	\$162	\$167	\$156	\$70		
CONSTRUCTION ENGINEERING											
3.1	Contract Administration		2	14	6	2			2	26	\$ 4,872
3.2	Construction Layout			2	16	8				26	\$ 4,568
3.3	Observation and Documentation		2	12	410	110			2	536	\$ 94,276
Insert Task Subtotal:			4	28	432	120	-	-	4	588	\$ 103,716
PROJECT TOTAL:			4	28	432	120	-	-	4	588	103,716

EEI STAFF

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

DIRECT EXPENSES

Printing/Scanning =	\$	-
Rubino (Material Testing) =	\$	5,500
Vehicle Charges (\$65/day) =	\$	3,575
DIRECT EXPENSES =	\$	9,075

LABOR SUMMARY

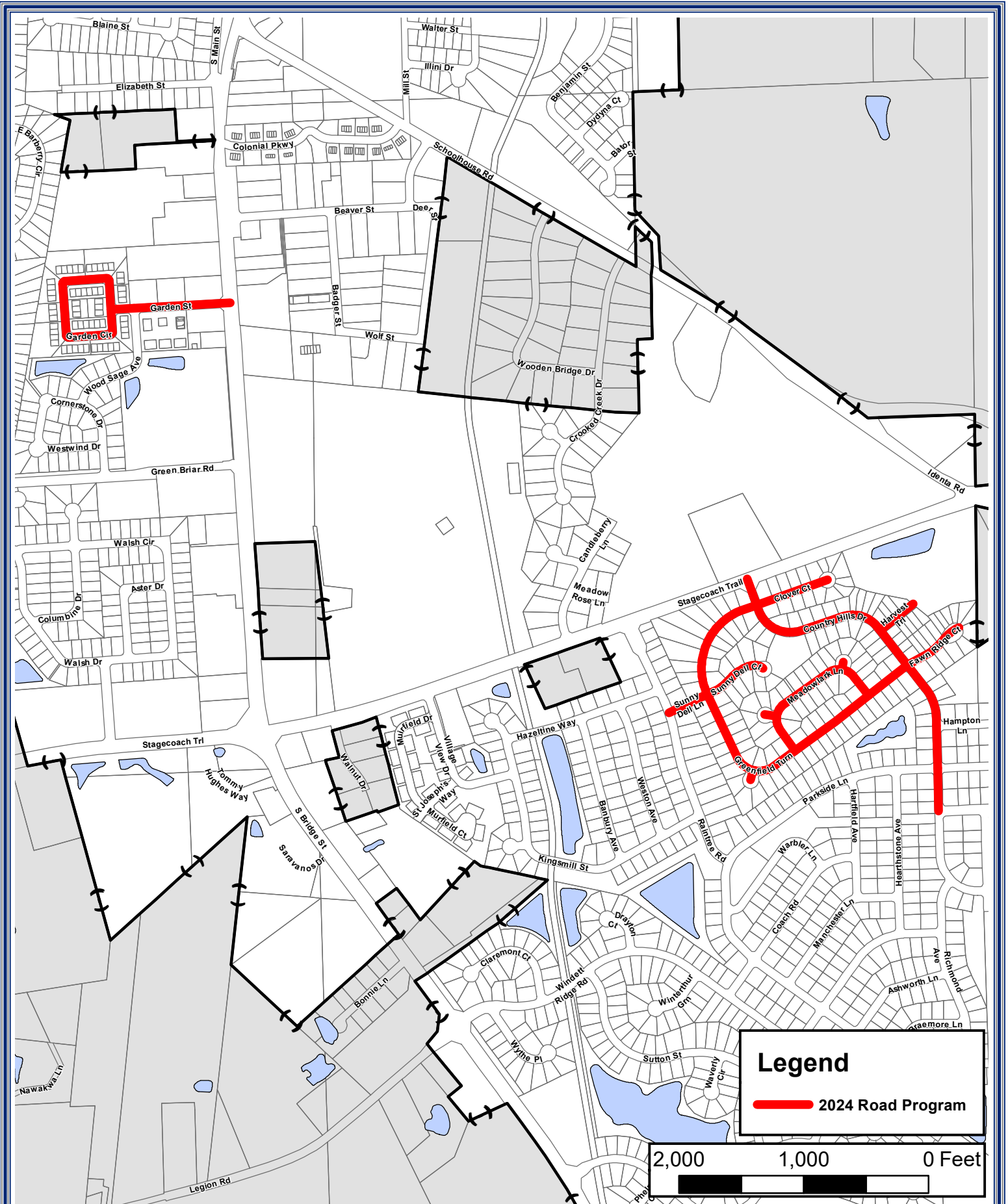
EEI Labor Expenses =	\$	103,716
TOTAL LABOR EXPENSES	\$	103,716

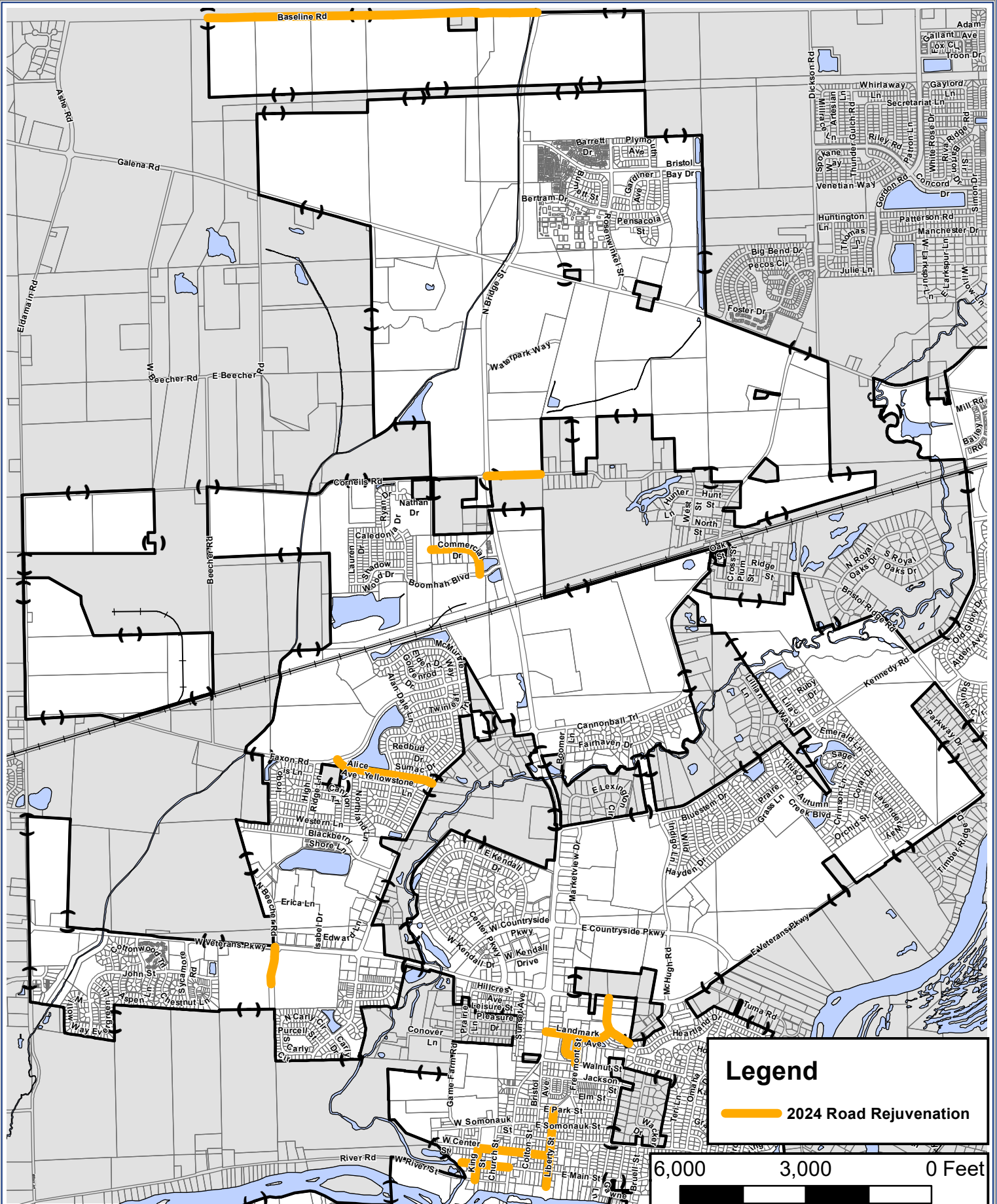
TOTAL COSTS	\$	112,791
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ATTACHMENT D: ESTIMATED SCHEDULE

CLIENT					PROJECT NUMBER				
United City of Yorkville					YO2337-P				
PROJECT TITLE					DATE		PREPARED BY		
2024 Road to Better Roads Program - Construction Engineering					2/29/24		CJO		
TASK NO.	TASK DESCRIPTION								
		2024							
		APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
3.1	Contract Administration								
3.2	Construction Layout								
3.3	Observation and Documentation								







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



United City of Yorkville
 651 Prairie Pointe Dr
 Yorkville, IL 60560
 630-553-4350

DATE: JANUARY 2024
 PROJECT NO.: YO2337
 BY: MJT
 PATH: H:\GIS\PUBLIC\YORKVILLE\2023\
 FILE: YO2337 Exhibit 2 Road Rejuvenation.MXD

Legend
 2024 Road Rejuvenation

6,000 3,000 0 Feet

**ATTACHMENT E - ROAD
 REJUVENATION 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 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 2024-24

Agenda Item Summary Memo

Title: 2024 Asphalt Rejuvenation Program

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: 2024 Asphalt Rejuvenation Program – Recommendation of Award

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Consideration of Contract Award

Submitted by: Brad Sanderson Engineering
Name Department

Agenda Item Notes:



Memorandum

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

Date: February 27, 2024
Subject: 2024 Asphalt Rejuvenation Program

Bids were received, opened, and tabulated for work to be done on the 2024 Asphalt Rejuvenation Program at 10:05 a.m., February 26, 2024. Representatives from our firm were in attendance. A tabulation of the bids and the engineer's estimate is attached for your information and record.

There was only one bid that was submitted due to the limited number of Contractors that perform this work in the region. The low bidder Corrective Asphalt Materials, LLC has also performed asphalt rejuvenation work in the City before and the City has been very pleased with their quality of work. Therefore, we are recommending the acceptance of the Bid and approval of award be made to the low bidder, Corrective Asphalt Materials, LLC 300 Daniel Boone Trail South Roxana, IL 62087 in the total amount of **\$82,748.25**.

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

BID SUMMARY 2024 ASPHALT REJUVENATION PROJECT UNITED CITY OF YORKVILLE		
BID TABULATION BIDS RECEIVED 10:05 A.M. 02/26/24	ENGINEER'S ESTIMATE 52 Wheeler Road Sugar Grove, IL 60554	CORRECTIVE ASPHALT MATERIALS 300 Daniel Boone Trail South Roxana, IL 62087
TOTAL BID	\$88,406.25	\$82,748.25
BID BOND	N/A	X
SIGNED BID	N/A	X

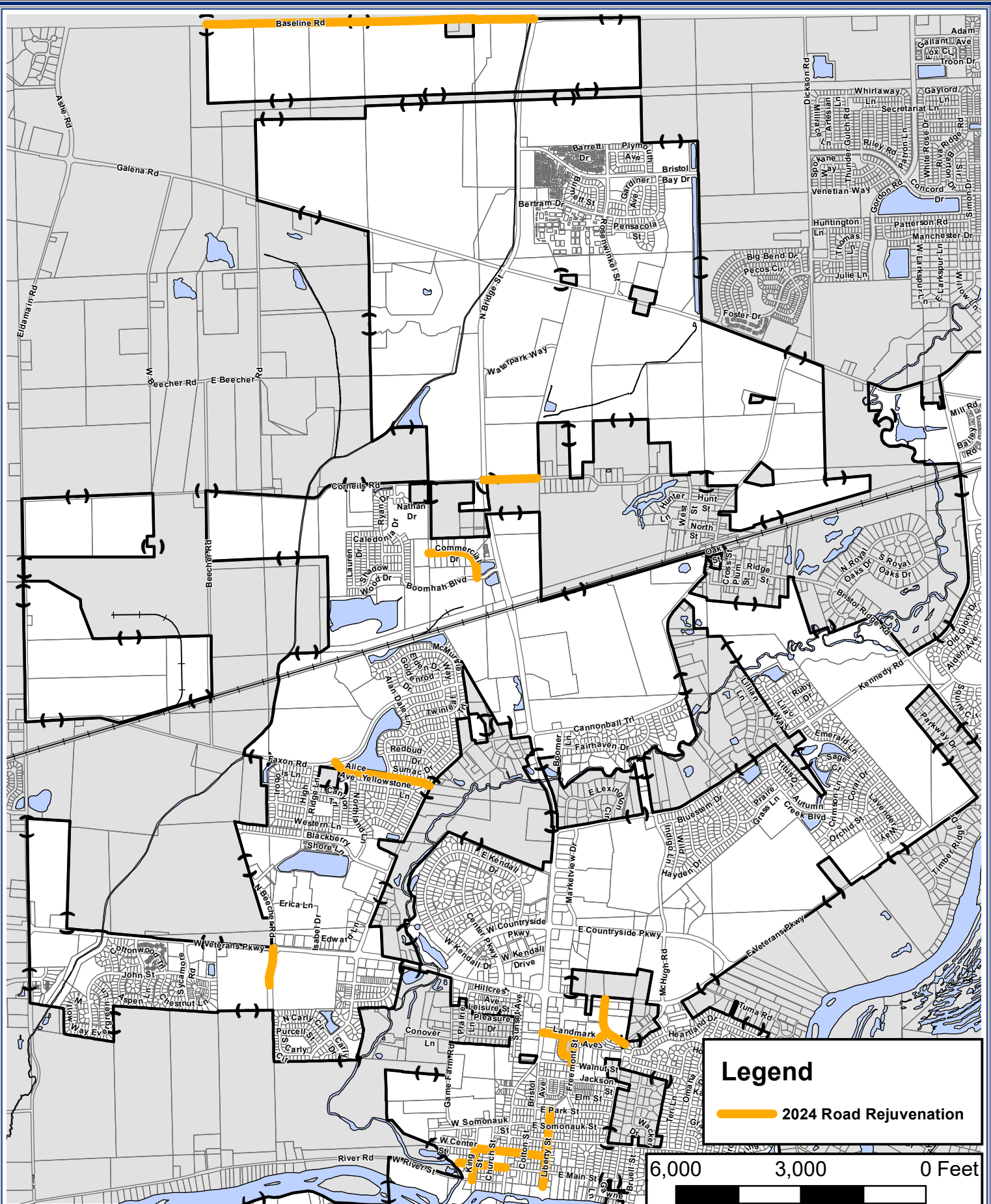


BID TABULATION
2024 ASPHALT REJUVENATION
UNITED CITY OF YORKVILLE

		BID TABULATION BIDS RECD 2/26/2024		CORRECTIVE ASPHALT MATERIALS 300 Daniel Boone Trail South Roxana, IL 62087		ENGINEER'S ESTIMATE 52 Wheeler Road Sugar Grove, IL 60554	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	EMULSIFIED MALTENE-BASED REJUVENATOR	SQ YD	70725.0	\$ 1.17	\$ 82,748.25	\$ 1.25	\$ 88,406.25
	TOTAL				\$ 82,748.25		\$ 88,406.25

% BELOW/ABOVE ENGINEER'S ESTIMATE

-6.4%



Engineering Enterprises, Inc.

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



United City of Yorkville

651 Prairie Pointe Dr
Yorkville, IL 60560
630-553-4350

DATE: JANUARY 2024
PROJECT NO.: YO2337
BY: MJT
PATH: H:\GIS\PUBLIC\YORKVILLE\2023\
FILE: YO2337 Exhibit 2 Road Rejuvenation.MXD

EXHIBIT 1 - ROAD REJUVENATION LOCATION MAP





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

New Business #4

Tracking Number

PW 2024-25

Agenda Item Summary Memo

Title: 2024 Water Main Improvements – Contract A

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: 2024 Water Main Improvements Contract A – Recommendation to Award

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Consideration of Contract Award

Submitted by: Brad Sanderson Engineering
Name Department

Agenda Item Notes:



Memorandum

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

Date: March 11, 2024
Subject: 2024 Water Main Improvements – Contract A

Bids were received, opened and tabulated for work to be done on the 2024 Water Main Improvements – Contract A at 11:00 a.m., March 7, 2024. Representatives of contractors bidding the project, the City, and our firm were in attendance. A tabulation of the bids and the engineer's estimate is attached for your information and record. This project is a combination of water, sidewalk, and roadway-related work. Water-related work consists of 91% of the work (\$2,108,270), with sidewalk 7% (\$160,587) and roadway 2% (\$43,430). The low bid was below our engineer's estimate and within the FY2025 budget.

We recommend the acceptance of the bid and approval of award be made to the low bidder, Conley Excavating, Inc., 1555 Gramercy Place, Morris, IL 60450, in the total amount of **\$2,312,286.15**.

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

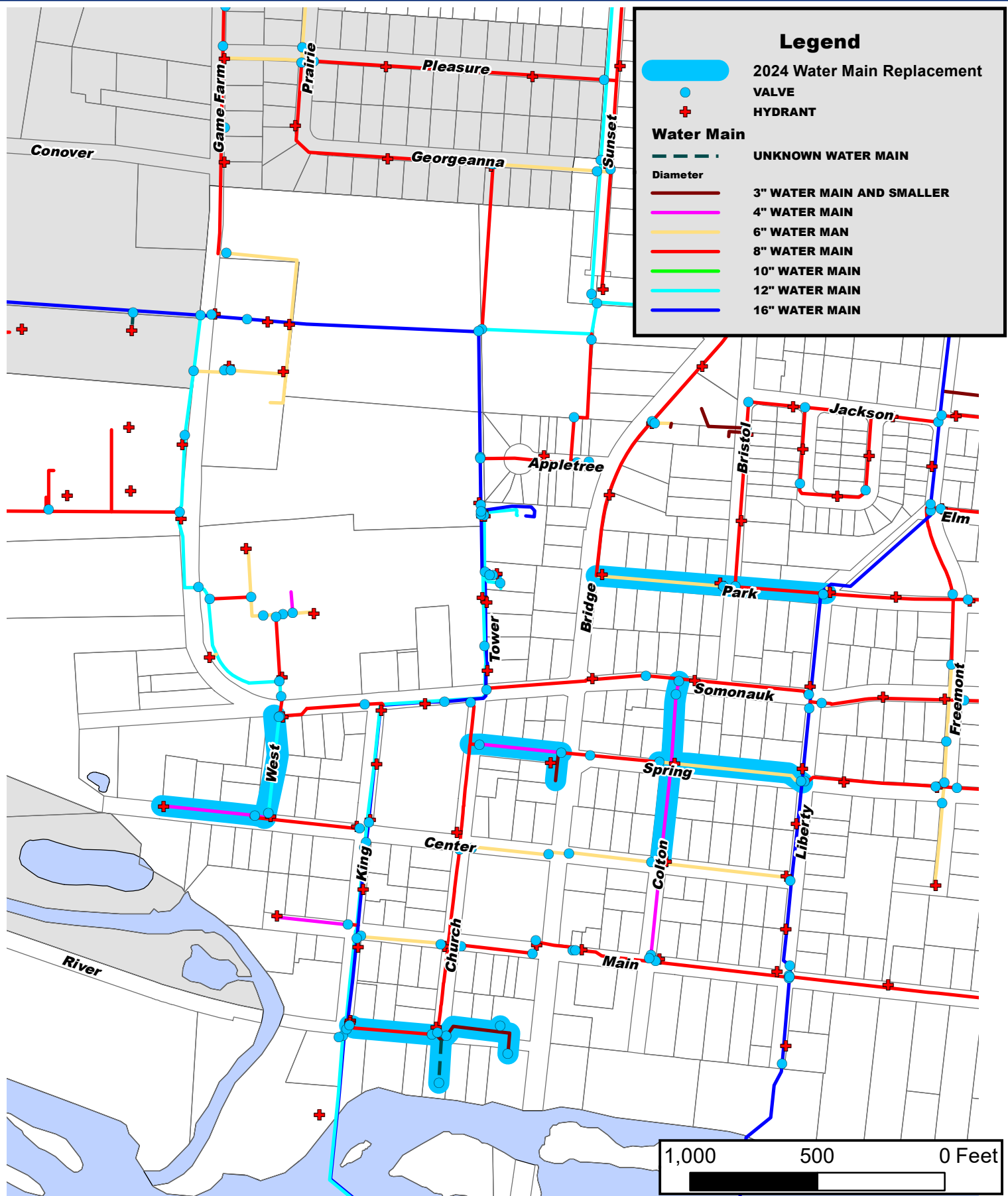
<p style="text-align: center;">BID SUMMARY 2024 WATER MAIN IMPROVEMENTS - CONTRACT A UNITED CITY OF YORKVILLE</p>				
<p>BID TABULATION BIDS RECEIVED 11:00 A.M. 03/07/2024</p>	<p>ENGINEER'S ESTIMATE 52 Wheeler Road Sugar Grove, IL 60554</p>	<p>H. Linden & Sons Sewer and Water, Inc. 722 E. South St., Unit D Plano, IL-60545</p>	<p>J. Congdon Sewer Service, Inc. 170-A Alexandra Way Carol Stream, IL-60188</p>	<p>Winner Excavating, Inc. 1211 Deer St Yorkville, IL-60560</p>
BASE BID TOTAL	\$3,179,747.00	\$2,456,658.15	\$2,984,340.10	\$2,472,401.85
BID BOND		X	X	X
SIGNED BID		X	X	X
	<p>Conley Excavating, Inc. 1555 Gramercy Pl Morris, IL 60450</p>	<p>C. Szabo Contracting, Inc. 331 Elliot Ave. West Chicago, IL 60185</p>		
BASE BID TOTAL	\$2,312,286.15	\$2,657,364.65		
BID BOND	X	X		
SIGNED BID	X	X		

BID TABULATION 2024 WATER MAIN IMPROVEMENTS-CONTRACT A UNITED CITY OF YORKVILLE															
		BID TABULATION BIDS RECD 3/7/2024		Conley Excavating, Inc. 1555 Gramercy Pl Morris, IL 60450		H. Linden & Sons Sewer and Water, Inc. 722 E. South St., Unit D Plano, IL-60545		Winninger Excavating, Inc. 1211 Deer St Yorkville, IL-60560		C. Szabo Contracting, Inc. 331 Elliot Ave. West Chicago, IL 60185		J. Congdon Sewer Service, Inc. 170-A Alexandra Way Carol Stream, IL-60188		ENGINEER'S ESTIMATE 52 Wheeler Road Sugar Grove, IL 60554	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	TREE REMOVAL	UNIT	46	\$ 101.00	\$ 4,646.00	\$ 51.00	\$ 2,346.00	\$ 100.00	\$ 4,600.00	\$ 56.00	\$ 2,576.00	\$ 50.00	\$ 2,300.00	\$ 100.00	\$ 4,600.00
2	TREE ROOT PRUNING	EACH	15	\$ 150.00	\$ 2,250.00	\$ 110.00	\$ 1,650.00	\$ 150.00	\$ 2,250.00	\$ 250.00	\$ 3,750.00	\$ 200.00	\$ 3,000.00	\$ 225.00	\$ 3,375.00
3	CONNECTION TO EXISTING WATER MAIN, 16-INCH	EACH	3	\$ 5,720.00	\$ 17,160.00	\$ 10,000.00	\$ 30,000.00	\$ 12,000.00	\$ 36,000.00	\$ 5,830.50	\$ 17,491.50	\$ 10,000.00	\$ 30,000.00	\$ 10,000.00	\$ 30,000.00
4	CONNECTION TO EXISTING WATER MAIN, 12-INCH	EACH	1	\$ 4,700.00	\$ 4,700.00	\$ 6,000.00	\$ 6,000.00	\$ 9,000.00	\$ 9,000.00	\$ 4,737.50	\$ 4,737.50	\$ 8,000.00	\$ 8,000.00	\$ 8,500.00	\$ 8,500.00
5	CONNECTION TO EXISTING WATER MAIN, 8-INCH	EACH	13	\$ 3,225.00	\$ 41,925.00	\$ 4,000.00	\$ 52,000.00	\$ 5,000.00	\$ 65,000.00	\$ 4,030.00	\$ 52,390.00	\$ 7,000.00	\$ 91,000.00	\$ 6,500.00	\$ 84,500.00
6	DISCONNECT AND ABANDON EXISTING WATER MAIN	EACH	16	\$ 1,630.00	\$ 26,080.00	\$ 3,000.00	\$ 48,000.00	\$ 2,500.00	\$ 40,000.00	\$ 367.00	\$ 5,872.00	\$ 6,000.00	\$ 96,000.00	\$ 2,000.00	\$ 32,000.00
7	WATER MAIN, D.I.P, CLASS 52, WITH POLYETHYLENE WRAP, 12-INCH	LF	865	\$ 169.00	\$ 146,185.00	\$ 180.00	\$ 155,700.00	\$ 229.00	\$ 198,085.00	\$ 317.00	\$ 274,205.00	\$ 200.00	\$ 173,000.00	\$ 225.00	\$ 194,625.00
8	WATER MAIN, D.I.P, CLASS 52, WITH POLYETHYLENE WRAP, 8-INCH	LF	3,865	\$ 117.00	\$ 452,205.00	\$ 140.00	\$ 541,100.00	\$ 145.00	\$ 560,425.00	\$ 234.50	\$ 906,342.50	\$ 175.00	\$ 676,375.00	\$ 195.00	\$ 753,675.00
9	DUCTILE IRON FITTINGS	LBS	4,220	\$ 12.00	\$ 50,640.00	\$ 14.00	\$ 59,080.00	\$ 0.01	\$ 42.20	\$ 1.00	\$ 4,220.00	\$ 0.01	\$ 42.20	\$ 14.00	\$ 59,080.00
10	WATER SERVICE CONNECTION, 1-INCH	EACH	40	\$ 2,505.00	\$ 100,200.00	\$ 2,000.00	\$ 80,000.00	\$ 3,000.00	\$ 120,000.00	\$ 2,540.50	\$ 101,620.00	\$ 4,000.00	\$ 160,000.00	\$ 2,500.00	\$ 100,000.00
11	WATER SERVICE PIPE, PEX, 1-INCH	LF	780	\$ 79.00	\$ 61,620.00	\$ 51.00	\$ 39,780.00	\$ 6.00	\$ 4,680.00	\$ 5.00	\$ 3,900.00	\$ 1.00	\$ 780.00	\$ 25.00	\$ 19,500.00
12	WATER SERVICE PIPE, PEX, 1-INCH (SPECIAL)	LF	730	\$ 32.25	\$ 23,542.50	\$ 51.00	\$ 37,230.00	\$ 65.00	\$ 47,450.00	\$ 5.00	\$ 3,650.00	\$ 1.00	\$ 730.00	\$ 35.00	\$ 25,550.00
13	GATE VALVE (RESILIENT SEAT) IN 60" VAULT, 12-INCH	EACH	4	\$ 8,230.00	\$ 32,920.00	\$ 7,000.00	\$ 28,000.00	\$ 11,000.00	\$ 44,000.00	\$ 9,016.00	\$ 36,064.00	\$ 5,000.00	\$ 20,000.00	\$ 11,000.00	\$ 44,000.00
14	GATE VALVE (RESILIENT SEAT) IN 60" VAULT, 8-INCH	EACH	13	\$ 6,140.00	\$ 79,820.00	\$ 5,000.00	\$ 65,000.00	\$ 6,000.00	\$ 78,000.00	\$ 6,977.00	\$ 90,701.00	\$ 4,500.00	\$ 58,500.00	\$ 8,500.00	\$ 110,500.00
15	FIRE HYDRANT ASSEMBLY, WITH AUXILIARY VALVE, 6-INCH MJ	EACH	10	\$ 7,920.00	\$ 79,200.00	\$ 8,000.00	\$ 80,000.00	\$ 11,000.00	\$ 110,000.00	\$ 8,680.00	\$ 86,800.00	\$ 8,000.00	\$ 80,000.00	\$ 10,000.00	\$ 100,000.00
16	FIRE HYDRANT TO BE REMOVED	EACH	5	\$ 1,000.00	\$ 5,000.00	\$ 500.00	\$ 2,500.00	\$ 1,000.00	\$ 5,000.00	\$ 796.50	\$ 3,982.50	\$ 350.00	\$ 1,750.00	\$ 1,000.00	\$ 5,000.00
17	VALVE VAULT TO BE ABANDONED	EACH	11	\$ 800.00	\$ 8,800.00	\$ 300.00	\$ 3,300.00	\$ 750.00	\$ 8,250.00	\$ 795.50	\$ 8,750.50	\$ 325.00	\$ 3,575.00	\$ 650.00	\$ 7,150.00
18	VALVE BOX TO BE ABANDONED	EACH	6	\$ 300.00	\$ 1,800.00	\$ 50.00	\$ 300.00	\$ 100.00	\$ 600.00	\$ 150.00	\$ 900.00	\$ 50.00	\$ 300.00	\$ 300.00	\$ 1,800.00
19	WATER MAIN PROTECTION, 16-INCH PVC	LF	66	\$ 110.00	\$ 7,260.00	\$ 225.00	\$ 14,850.00	\$ 90.00	\$ 5,940.00	\$ 110.50	\$ 7,293.00	\$ 50.00	\$ 3,300.00	\$ 150.00	\$ 9,900.00
20	WATER MAIN PROTECTION, 18-INCH PVC	LF	21	\$ 128.00	\$ 2,688.00	\$ 250.00	\$ 5,250.00	\$ 110.00	\$ 2,310.00	\$ 187.50	\$ 3,937.50	\$ 60.00	\$ 1,260.00	\$ 165.00	\$ 3,465.00
21	STORM SEWER REMOVAL AND REPLACEMENT, 12-INCH, RCP	LF	280	\$ 125.50	\$ 35,140.00	\$ 142.00	\$ 39,760.00	\$ 65.00	\$ 18,200.00	\$ 103.00	\$ 28,840.00	\$ 95.00	\$ 26,600.00	\$ 95.00	\$ 26,600.00
22	SANITARY SEWER SERVICE REPAIR, PVC SDR-26, D-2241, 6-INCH	EACH	20	\$ 725.00	\$ 14,500.00	\$ 100.00	\$ 2,000.00	\$ 750.00	\$ 15,000.00	\$ 301.00	\$ 6,020.00	\$ 400.00	\$ 8,000.00	\$ 1,500.00	\$ 30,000.00
23	SERVICE BOX COVER (SPECIAL)	EACH	6	\$ 400.00	\$ 2,400.00	\$ 500.00	\$ 3,000.00	\$ 300.00	\$ 1,800.00	\$ 150.00	\$ 900.00	\$ 300.00	\$ 1,800.00	\$ 500.00	\$ 3,000.00
24	SANITARY MANHOLE TO BE ADJUSTED	EACH	16	\$ 1,600.00	\$ 25,600.00	\$ 2,000.00	\$ 32,000.00	\$ 1,100.00	\$ 17,600.00	\$ 1,685.00	\$ 26,960.00	\$ 1,040.00	\$ 16,640.00	\$ 1,300.00	\$ 20,800.00
25	MANHOLE TO BE ADJUSTED	EACH	25	\$ 600.00	\$ 15,000.00	\$ 500.00	\$ 12,500.00	\$ 750.00	\$ 18,750.00	\$ 1,460.00	\$ 36,500.00	\$ 920.00	\$ 23,000.00	\$ 900.00	\$ 22,500.00
26	INLET TO BE ADJUSTED	EACH	5	\$ 600.00	\$ 3,000.00	\$ 500.00	\$ 2,500.00	\$ 750.00	\$ 3,750.00	\$ 693.50	\$ 3,467.50	\$ 890.00	\$ 4,450.00	\$ 800.00	\$ 4,000.00
27	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL - TYPE 1	TON	50	\$ 30.00	\$ 1,500.00	\$ 60.00	\$ 3,000.00	\$ 60.00	\$ 3,000.00	\$ 53.00	\$ 2,650.00	\$ 50.00	\$ 2,500.00	\$ 75.00	\$ 3,750.00
28	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL - TYPE 2	CY	50	\$ 30.00	\$ 1,500.00	\$ 70.00	\$ 3,500.00	\$ 60.00	\$ 3,000.00	\$ 63.00	\$ 3,150.00	\$ 50.00	\$ 2,500.00	\$ 75.00	\$ 3,750.00
29	FOUNDATION MATERIAL	CY	150	\$ 40.00	\$ 6,000.00	\$ 1.00	\$ 150.00	\$ 0.01	\$ 1.50	\$ 23.00	\$ 3,450.00	\$ 40.00	\$ 6,000.00	\$ 65.00	\$ 9,750.00
30	EXPLORATORY EXCAVATION	EACH	5	\$ 750.00	\$ 3,750.00	\$ 450.00	\$ 2,250.00	\$ 750.00	\$ 3,750.00	\$ 300.00	\$ 1,500.00	\$ 400.00	\$ 2,000.00	\$ 1,000.00	\$ 5,000.00



BID TABULATION 2024 WATER MAIN IMPROVEMENTS-CONTRACT A UNITED CITY OF YORKVILLE															
		BID TABULATION BIDS RECD 3/7/2024		Conley Excavating, Inc. 1555 Gramercy Pl Morris, IL 60450		H. Linden & Sons Sewer and Water, Inc. 722 E. South St., Unit D Plano, IL-60545		Winninger Excavating, Inc. 1211 Deer St Yorkville, IL-60560		C. Szabo Contracting, Inc. 331 Elliot Ave. West Chicago, IL 60185		J. Congdon Sewer Service, Inc. 170-A Alexandra Way Carol Stream, IL-60188		ENGINEER'S ESTIMATE 52 Wheeler Road Sugar Grove, IL 60554	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
31	GRADING AND SHAPING DITCHES	LF	400	\$ 31.25	\$ 12,500.00	\$ 10.00	\$ 4,000.00	\$ 20.00	\$ 8,000.00	\$ 21.00	\$ 8,400.00	\$ 12.00	\$ 4,800.00	\$ 50.00	\$ 20,000.00
32	PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL	SF	8,760	\$ 2.50	\$ 21,900.00	\$ 2.00	\$ 17,520.00	\$ 3.00	\$ 26,280.00	\$ 3.00	\$ 26,280.00	\$ 2.00	\$ 17,520.00	\$ 5.00	\$ 43,800.00
33	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SF	11,030	\$ 10.50	\$ 115,815.00	\$ 10.00	\$ 110,300.00	\$ 12.00	\$ 132,360.00	\$ 9.50	\$ 104,785.00	\$ 8.00	\$ 88,240.00	\$ 40.00	\$ 441,200.00
34	DETECTABLE WARNING	SF	258	\$ 50.00	\$ 12,900.00	\$ 44.00	\$ 11,352.00	\$ 45.00	\$ 11,610.00	\$ 40.00	\$ 10,320.00	\$ 35.00	\$ 9,030.00	\$ 60.00	\$ 15,480.00
35	PORTLAND CEMENT CONCRETE PAVEMENT REMOVAL AND REPLACEMENT	SY	28	\$ 161.00	\$ 4,508.00	\$ 140.00	\$ 3,920.00	\$ 350.00	\$ 9,800.00	\$ 136.00	\$ 3,808.00	\$ 180.00	\$ 5,040.00	\$ 150.00	\$ 4,200.00
36	PORTLAND CEMENT CONCRETE SIDE CURB	LF	12	\$ 46.00	\$ 552.00	\$ 46.00	\$ 552.00	\$ 85.00	\$ 1,020.00	\$ 48.50	\$ 582.00	\$ 100.00	\$ 1,200.00	\$ 100.00	\$ 1,200.00
37	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	LF	308	\$ 60.00	\$ 18,480.00	\$ 60.00	\$ 18,480.00	\$ 75.00	\$ 23,100.00	\$ 56.50	\$ 17,402.00	\$ 50.00	\$ 15,400.00	\$ 55.00	\$ 16,940.00
38	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SY	767	\$ 3.00	\$ 2,301.00	\$ 4.00	\$ 3,068.00	\$ 2.00	\$ 1,534.00	\$ 7.50	\$ 5,752.50	\$ 2.00	\$ 1,534.00	\$ 10.00	\$ 7,670.00
39	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CY	790	\$ 40.00	\$ 31,600.00	\$ 35.00	\$ 27,650.00	\$ 15.00	\$ 11,850.00	\$ 63.00	\$ 49,770.00	\$ 35.00	\$ 27,650.00	\$ 5.00	\$ 3,950.00
40	AGGREGATE SUBGRADE IMPROVEMENT	CY	790	\$ 50.00	\$ 39,500.00	\$ 35.00	\$ 27,650.00	\$ 30.00	\$ 23,700.00	\$ 60.50	\$ 47,795.00	\$ 32.00	\$ 25,280.00	\$ 35.00	\$ 27,650.00
41	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL	SY	253	\$ 25.00	\$ 6,325.00	\$ 10.00	\$ 2,530.00	\$ 20.00	\$ 5,060.00	\$ 40.50	\$ 10,246.50	\$ 18.00	\$ 4,554.00	\$ 20.00	\$ 5,060.00
42	PORTLAND CEMENT CONCRETE DRIVEWAY, 6"	SY	253	\$ 117.00	\$ 29,601.00	\$ 110.00	\$ 27,830.00	\$ 125.00	\$ 31,625.00	\$ 106.00	\$ 26,818.00	\$ 81.00	\$ 20,493.00	\$ 120.00	\$ 30,360.00
43	HOT-MIX ASPHALT DRIVEWAY REMOVAL	SY	380	\$ 15.00	\$ 5,700.00	\$ 10.00	\$ 3,800.00	\$ 18.00	\$ 6,840.00	\$ 36.00	\$ 13,680.00	\$ 3.00	\$ 1,140.00	\$ 15.00	\$ 5,700.00
44	HOT-MIX ASPHALT DRIVEWAY, 3"	SY	380	\$ 45.00	\$ 17,100.00	\$ 44.00	\$ 16,720.00	\$ 49.00	\$ 18,620.00	\$ 41.00	\$ 15,580.00	\$ 41.00	\$ 15,580.00	\$ 40.00	\$ 15,200.00
45	AGGREGATE DRIVEWAY REMOVAL AND REPLACEMENT	SY	180	\$ 35.00	\$ 6,300.00	\$ 20.00	\$ 3,600.00	\$ 44.00	\$ 7,920.00	\$ 15.00	\$ 2,700.00	\$ 20.00	\$ 3,600.00	\$ 25.00	\$ 4,500.00
46	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SY	520	\$ 11.00	\$ 5,720.00	\$ 11.00	\$ 5,720.00	\$ 12.00	\$ 6,240.00	\$ 10.00	\$ 5,200.00	\$ 10.00	\$ 5,200.00	\$ 10.00	\$ 5,200.00
47	HOT-MIX ASPHALT PAVEMENT REMOVAL - FULL DEPTH WATER MAIN TRENCH	SY	3,720	\$ 8.00	\$ 29,760.00	\$ 2.00	\$ 7,440.00	\$ 2.00	\$ 7,440.00	\$ 2.00	\$ 7,440.00	\$ 1.70	\$ 6,324.00	\$ 8.00	\$ 29,760.00
48	HOT-MIX ASPHALT SURFACE REMOVAL - 1.5"	SY	5,173	\$ 3.00	\$ 15,519.00	\$ 3.00	\$ 15,519.00	\$ 3.00	\$ 15,519.00	\$ 3.00	\$ 15,519.00	\$ 2.75	\$ 14,225.75	\$ 4.00	\$ 20,692.00
49	HOT-MIX ASPHALT SURFACE REMOVAL - 3.0"	SY	6,380	\$ 4.00	\$ 25,520.00	\$ 4.00	\$ 25,520.00	\$ 4.00	\$ 25,520.00	\$ 3.50	\$ 22,330.00	\$ 3.50	\$ 22,330.00	\$ 5.00	\$ 31,900.00
50	HOT-MIX ASPHALT SURFACE REMOVAL - 4.0"	SY	3,780	\$ 4.50	\$ 17,010.00	\$ 5.00	\$ 18,900.00	\$ 5.00	\$ 18,900.00	\$ 4.00	\$ 15,120.00	\$ 4.15	\$ 15,687.00	\$ 7.00	\$ 26,460.00
51	ROADWAY EDGE SEALING	LF	3,845	\$ 1.50	\$ 5,767.50	\$ 2.00	\$ 7,690.00	\$ 1.20	\$ 4,614.00	\$ 1.00	\$ 3,845.00	\$ 1.20	\$ 4,614.00	\$ 5.00	\$ 19,225.00
52	BITUMINOUS MATERIALS (TACK COAT)	LBS	10,615	\$ 0.01	\$ 106.15	\$ 0.01	\$ 106.15	\$ 0.01	\$ 106.15	\$ 0.01	\$ 106.15	\$ 0.01	\$ 106.15	\$ 1.00	\$ 10,615.00
53	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1.5"	TON	580	\$ 108.00	\$ 62,640.00	\$ 110.00	\$ 63,800.00	\$ 115.00	\$ 66,700.00	\$ 98.00	\$ 56,840.00	\$ 98.00	\$ 56,840.00	\$ 105.00	\$ 60,900.00
54	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 2.5"	TON	560	\$ 104.50	\$ 58,520.00	\$ 106.00	\$ 59,360.00	\$ 112.00	\$ 62,720.00	\$ 95.00	\$ 53,200.00	\$ 95.00	\$ 53,200.00	\$ 105.00	\$ 58,800.00
55	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50, 1.5"	TON	1,450	\$ 104.50	\$ 151,525.00	\$ 104.00	\$ 150,800.00	\$ 112.00	\$ 162,400.00	\$ 95.00	\$ 137,750.00	\$ 95.00	\$ 137,750.00	\$ 110.00	\$ 159,500.00
56	TEMPORARY HMA PATCHING, 2"	SY	3,700	\$ 31.00	\$ 114,700.00	\$ 30.00	\$ 111,000.00	\$ 10.00	\$ 37,000.00	\$ 14.00	\$ 51,800.00	\$ 28.00	\$ 103,600.00	\$ 25.00	\$ 92,500.00
57	PARTIAL DEPTH PATCHING (SPECIAL), 4"	SY	767	\$ 55.00	\$ 42,185.00	\$ 55.00	\$ 42,185.00	\$ 70.00	\$ 53,690.00	\$ 50.00	\$ 38,350.00	\$ 50.00	\$ 38,350.00	\$ 45.00	\$ 34,515.00
58	MAILBOX TO BE REMOVED AND RESET	EACH	12	\$ 350.00	\$ 4,200.00	\$ 200.00	\$ 2,400.00	\$ 250.00	\$ 3,000.00	\$ 125.00	\$ 1,500.00	\$ 200.00	\$ 2,400.00	\$ 500.00	\$ 6,000.00
59	SIGN TO BE REMOVED AND RESET	EACH	4	\$ 400.00	\$ 1,600.00	\$ 100.00	\$ 400.00	\$ 250.00	\$ 1,000.00	\$ 250.00	\$ 1,000.00	\$ 250.00	\$ 1,000.00	\$ 350.00	\$ 1,400.00
60	INLET PROTECTION	EACH	25	\$ 200.00	\$ 5,000.00	\$ 180.00	\$ 4,500.00	\$ 150.00	\$ 3,750.00	\$ 210.00	\$ 5,250.00	\$ 50.00	\$ 1,250.00	\$ 100.00	\$ 2,500.00

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ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
61	RESTORATION	SY	8,700	\$ 11.00	\$ 95,700.00	\$ 8.00	\$ 69,600.00	\$ 10.00	\$ 87,000.00	\$ 12.25	\$ 106,575.00	\$ 10.00	\$ 87,000.00	\$ 15.00	\$ 130,500.00
62	WATER MAIN TESTING - PRESSURE AND DISINFECTION	LS	1	\$ 14,200.00	\$ 14,200.00	\$ 10,000.00	\$ 10,000.00	\$ 17,000.00	\$ 17,000.00	\$ 2,000.00	\$ 2,000.00	\$ 10,000.00	\$ 10,000.00	\$ 15,000.00	\$ 15,000.00
63	TRAFFIC CONTROL AND PROTECTION	LS	1	\$ 50,500.00	\$ 50,500.00	\$ 200,000.00	\$ 200,000.00	\$ 124,000.00	\$ 124,000.00	\$ 27,000.00	\$ 27,000.00	\$ 650,000.00	\$ 650,000.00	\$ 75,000.00	\$ 75,000.00
64	ALLOWANCE - ITEMS ORDERED BY THE ENGINEER	UNIT	30,000	\$ 1.00	\$ 30,000.00	\$ 1.00	\$ 30,000.00	\$ 1.00	\$ 30,000.00	\$ 1.00	\$ 30,000.00	\$ 1.00	\$ 30,000.00	\$ 1.00	\$ 30,000.00
	BASE BID TOTAL				\$ 2,312,286.15		\$ 2,456,658.15		\$ 2,472,401.85		\$ 2,657,364.65		\$ 2,984,340.10		\$ 3,179,747.00
	CORRECTED NUMBERS FROM BID														



Engineering Enterprises, Inc.

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

DATE: MAY 2023
PROJECT NO.: YO2314
BY: MJT
PATH: H:\GIS\PUBLIC\YORKVILLE\2023\
FILE: YO2314_2024 Water Main Replacement Contract A.MXD

2024 WATER MAIN REPLACEMENT - CONTRACT A





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 #5

Tracking Number

PW 2024-26

Agenda Item Summary Memo

Title: 2024 Water Main Replacement Contract A – Construction Engineering Agreement

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: Please see the attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Bart Olson Administration
Name Department

Agenda Item Notes:



Memorandum

To: City Council
From: Bart Olson, City Administrator
CC:
Date: March 14, 2024
Subject: 2024 Watermain Replacement Contract A, construction engineering agreement

Summary

Consideration of a construction engineering agreement with EEI for the 2024 Watermain Replacement Contract A.

Background

This item was last discussed in May 2023, when the City Council approved a design engineering contract for the 2024 Watermain Replacement Contract A. Since then, EEI has completed the design, put the project out to bid, and is recommending awarding the work to Conley Excavating. Accordingly, EEI has submitted a construction engineering contract for the project.

The agreement submitted by EEI covers construction engineering services only. The total cost of the contract is estimated at \$191,659. Funds for this contract are included in the FY 24 budget and proposed FY 25 budget.

Recommendation

Staff recommends approval of the construction engineering agreement with EEI for the 2024 Watermain Replacement, Contract A.

2024 Water Main Improvements – Contract A
United City of Yorkville
Professional Services Agreement – Construction 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:

The ENGINEER shall furnish the necessary personnel, materials, equipment and expertise to make the necessary investigations, analysis and calculations along with exhibits, cost estimates and narrative, to complete all necessary engineering services to the City as indicated on the included Attachment A. Construction engineering will be provided for approximately 3,600 linear feet of 8-inch and 3,600 linear feet of 12-inch water main improvements, as well as roadway resurfacing and curb and gutter improvements along West Street, W. Center Street, W. Spring Street, E. Spring Street, Colton Street, River Street, and Park Street. (see Attachment E for project limits). Engineering will be in accordance with all City, Standard Specifications for Water and Sewer Construction in Illinois, Illinois Department of Transportation, and Illinois Environmental Protection Agency 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 Contractor shall be compensated for all work performed for the City prior to termination.

C. Compensation and maximum amounts due to Contractor:

ENGINEER shall receive as compensation for all work and services to be performed herein, an amount based on the Estimate of Level of Effort and Associated Cost included in Attachment C. Construction Engineering will be paid for Hourly (HR) at the actual rates for services to be performed, currently estimated at \$191,659. Direct expenses are estimated at \$12,285. 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:

Contractor agrees that all books and records and other recorded information developed specifically in connection with this agreement shall remain the property of the City. Contractor 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, Contractor agrees to return all such materials to the City. The City agrees not to modify any original documents produced by Contractor without Contractor's 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:

Contractor 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 Contractor under this agreement shall be that of an independent contractor. Contractor 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:

Contractor 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 Contractor or its Subcontractors, or due to or arising in any manner from the wrongful act or negligence of Contractor 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 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 attached Exhibits. Except for those terms included on the Exhibits, 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 Attachments are 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:	Anticipated Project 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
651 Prairie Pointe Drive
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 _____, 2024.

United City of Yorkville:

Engineering Enterprises, Inc.:

John Purcell
Mayor

Brad Sanderson, P.E.
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.

Attachment B – Scope of Services
2024 Water Main Improvements – Contract A
United City of Yorkville

The United City of Yorkville intends to install approximately 3,600 linear feet of 8-inch and 3,600 linear feet of 12-inch water main improvements, as well as roadway resurfacing and curb and gutter improvements along West Street, W. Center Street, W. Spring Street, E. Spring Street, Colton Street, River Street, and Park Street.

Our proposed scope of services for **Construction Engineering** will include the following:

3.1 Construction Administration

- Prepare for, Attend and Facilitate the Preconstruction Meeting with the Contractor Including Preparation of Meeting Minutes
- Shop Drawing Review
- Prepare and Handout Construction Notice Flyers to Residents Including Temporary Water Loss Notices
- Coordinate with City Services (Garbage, Mail, Etc.)
- Review Engineering Plans, Specifications and Prepare Field Book
- Prepare Pay Estimates and Change Orders
- Gather Invoices and Waivers of Lien
- Provide Weekly Updates to City or as Required Based on Onsite Activities

3.2 Construction Layout and Record Drawings

- Stake Proposed Water Main
- Perform Post Construction Field Survey for Record Drawings
- Prepare and Review Record Drawings

3.3 Construction Observation and Documentation

- Review Staked Water Main
- Take Pre-Construction Videos and Photos of Pre-Existing Conditions
- Provide Resident Engineering Services for Construction
- Coordinate Any Required Testing on Behalf of the City and Review Test Reports
- Provide Quantity Tracking, Documentation and Daily Field Reports
- Perform Punch Walks, Prepare Punch List Letters and Provide Follow Up Inspections and Recommend Acceptance When Appropriate (2 Each)
- Prepare Project Closeout Paperwork

The following scope of services will be provided by EEI's Subconsultant:

- Rubino Engineering – Material Testing for Quality Assurance

The above scope for "2024 Water Main Improvements – Contract A" summarizes the work items that will be completed for this contract. Additional work items, including additional meetings beyond the meetings defined in the above scope shall be considered outside the scope of base contract and will be billed in accordance with the Standard Schedule of Charges.

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

CLIENT					PROJECT NUMBER				
United City of Yorkville					YO2314-P				
PROJECT TITLE					DATE			PREPARED BY	
2024 Water Main Improvements - Contract A					3/11/24			KDW	

TASK NO.	TASK DESCRIPTION	ROLE	PIC	PM	PE	PT	PM	SPT2	PE	ADMIN	HOURS	COST
		RATE	\$239	\$204	\$162	\$146	\$204	\$167	\$162	\$70		
CONSTRUCTION ENGINEERING												
3.1	Contract Administration		10	48	60	49	-	-	-	2	169	\$ 29,196
3.2	Construction Layout and Record Drawings		-	6	-	4	-	61	-	-	71	\$ 11,995
3.3	Observation and Documentation		2	62	44	889	-	-	-	6	1,003	\$150,468
Construction Engineering Subtotal:			12	116	104	942	-	61	-	8	1,243	\$191,659
PROJECT TOTAL:			12	116	104	942	-	61	-	8	1,243	191,659

DIRECT EXPENSES	
Printing/Scanning =	\$ 150
Vehicle =	\$ 5,135
Material Testing =	\$ 7,000
Environmental Assessment =	\$ -
DIRECT EXPENSES = \$ 12,285	

LABOR SUMMARY	
EEL Labor Expenses =	\$181,472
Surveying Expenses =	\$ 10,187
Drafting Expenses =	\$ -
TOTAL LABOR EXPENSES \$191,659	

TOTAL COSTS	\$203,944
--------------------	------------------

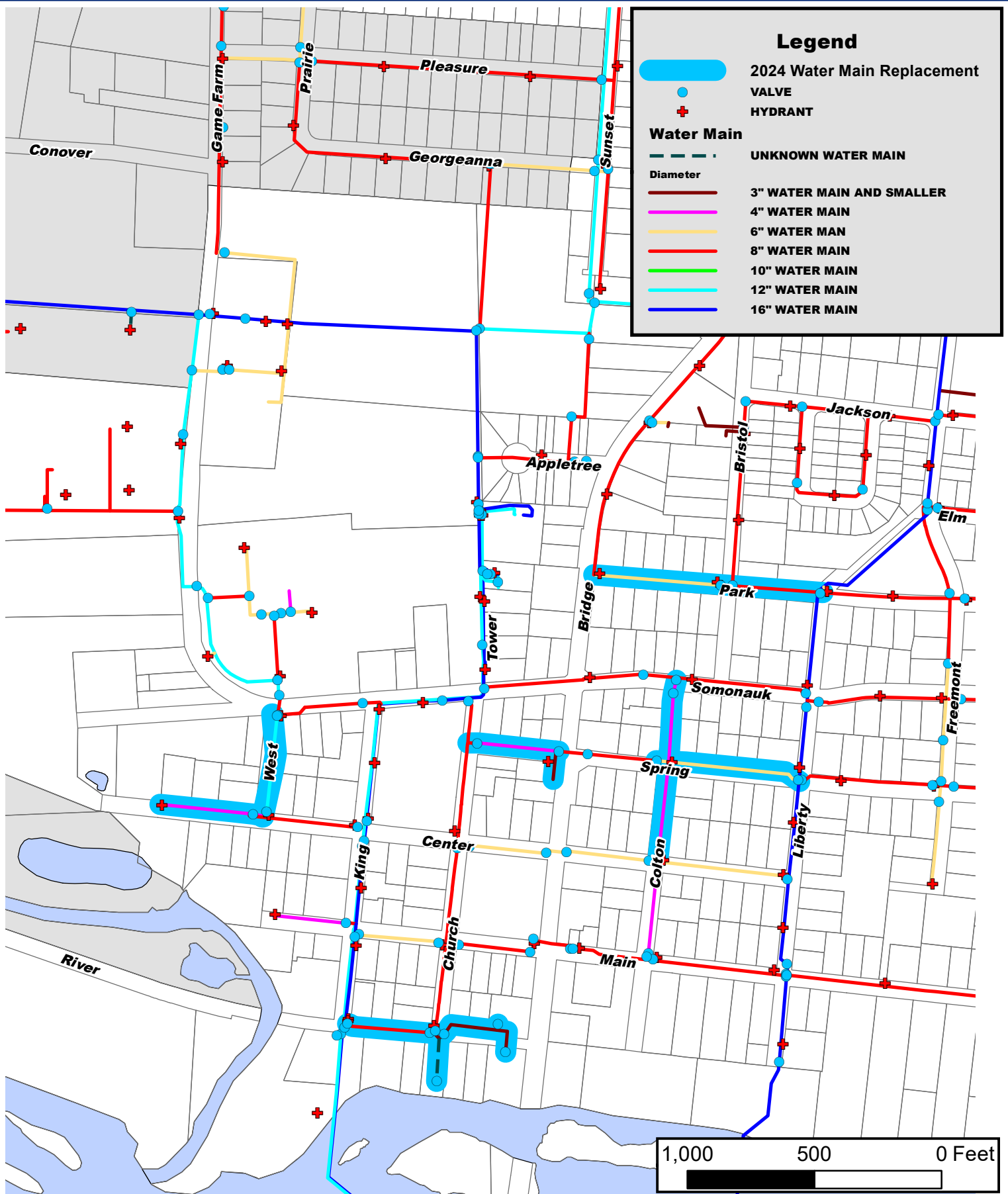


ATTACHMENT D: ESTIMATED SCHEDULE

CLIENT		PROJECT NUMBER	
United City of Yorkville		YO2314-P	
PROJECT TITLE		DATE	PREPARED BY
2024 Water Main Improvements - Contract A		3/11/2024	KDW

TASK NO.	TASK DESCRIPTION	2024																											
		July				August				September				October				November				December							
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
CONSTRUCTION ENGINEERING																													
3.1	Contract Administration																												
3.2	Construction Layout and Record Drawings																												
3.3	Observation and Documentation - Water Main																												





Engineering Enterprises, Inc.

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

DATE:	MAY 2023
PROJECT NO.:	YO2314
BY:	MJT
PATH:	H:\GIS\PUBLIC\YORKVILLE\2023\
FILE:	YO2314_2024 Water Main Replacement Contract A.MXD

2024 WATER MAIN REPLACEMENT - CONTRACT A ATTACHMENT E





Engineering Enterprises, Inc.

ATTACHMENT F

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

Agenda Item Number

New Business #6

Tracking Number

PW 2024-27

Agenda Item Summary Memo

Title: Certificate of Authority by Vote – Rock Salt Purchases

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: Approved certificate would allow the Director of PW to enter into contracts and joint participation agreements with the State of Illinois.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Eric Dhuse Public Works
Name Department

Agenda Item Notes:



Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, City Administrator
Date: March 12, 2024
Subject: Certificate of Authority by Vote

Summary

The State of Illinois Central Management System added this form to be able to participate in the yearly bulk rock salt bid. Staff is seeking approval for the Director of Public Works and City Administrator to participate in the bulk rock salt purchasing program.

Background

Each year we participate in the State-run bulk rock salt purchase. We bid on our number of tons in March and receive prices sometime in October. This year, to submit your bid for salt, you must fill out the attached form and send it in with your bid.

This form is called the Certificate of Authority by Vote. It states that the City Council has authorized the Director of Public Works to enter into Contracts and joint participation agreements with the State of Illinois on behalf of the United City of Yorkville. The authorization comes by way of a vote that would be on March 26th at the regular meeting of the City Council.

In practice, I have been performing these exact same duties for purchasing bulk rock salt for decades. I will continue to bring all items forward for council approval for any contract or joint participation agreement with the State of Illinois.

Recommendation

I recommend the approval of this document which allows the Public Works Director and City Administrator to participate in contracts and joint participation agreements with the State of Illinois.

**RESOLUTION OF THE UNITED CITY OF YORKVILLE, KENDALL COUNTY,
ILLINOIS, AUTHORIZING THE EXECUTION OF CERTAIN CONTRACTS**

WHEREAS, the United City of Yorkville, Kendall County, Illinois (the "*City*") is a non-home rule municipality in accordance with the Illinois Constitution of 1970 and the laws of this State; and

WHEREAS, the Mayor and City Council (the "Corporate Authorities") have been requested to designate the persons employed by the City who are duly authorized to enter into contracts, including joint participation agreements, with the State of Illinois and any of its agencies or departments as determined to be necessary and in the best interest of the City; and

WHEREAS, the Corporate Authorities have determined that the designation of the City Administrator and the Director of Public Works to enter into and execute such contracts and documents as approved and appropriated by the City Council is in the best interest of the City as hereinafter provided.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1. Bart Olson, City Administrator, and Eric Dhuse, Director of Public Works of the City are hereby authorized to execute such contracts, including joint participation agreements with the State of Illinois and any of its agencies and departments so long as such contracts and joint participation agreements have been approved and costs incurred thereby have been appropriated.

Section 2. That this Resolution shall be in full force and effect upon its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois this
____ day of _____, A.D. 2024.

CITY CLERK

KEN KOCH _____

DAN TRANSIER _____

ARDEN JOE PLOCHER _____

CRAIG SOLING _____

CHRIS FUNKHOUSER _____

MATT MAREK _____

SEAVER TARULIS _____

RUSTY CORNEILS _____

APPROVED by me, as Mayor of the United City of Yorkville, Kendall County, Illinois
this ____ day of _____, A.D. 2024.

MAYOR

Attest:

CITY CLERK

Certificate of Authority by Vote

I, Jori Beland, hereby certify that I am duly appointed the City Clerk of the United City
(Name)

of Yorkville, Kendall County, Illinois. I hereby certify the following is a true copy of a vote
(Name of Governmental Unit)

taken at a meeting of the Mayor and City Council, duly called and held on _____, 2024, at
which a quorum of the Members was present and voting,

Voted: That Eric Dhuse, Director of Public Works and Bart Olson, City Administrator,
upon approval of the Mayor and City Council, are duly authorized to enter into contracts,
including joint participation agreements, on behalf of the United City of Yorkville with the
State of Illinois and any of its agencies or departments and further are authorized to execute
any documents which may, in either of their judgments, be desirable or necessary to affect
the purpose of this vote.

I hereby certify that said vote has not been amended or repealed and remains in full
force and effect as of the date of the contract or joint participation agreement to which this
certificate is attached. I further certify that it is understood that the State of Illinois will rely
on this certificate as evidence that the persons listed above currently occupy the positions
indicated and that they have full authority to bind United City of Yorkville. To the extent that
there are any limits on the authority of any listed individual to bind the United City of Yorkville
contracts with State of Illinois, all such limitations are expressly stated herein.

Dated: _____

Attest: _____

Jori Beland, City Clerk



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

Agenda Item Number

New Business #7

Tracking Number

PW 2024-28

Agenda Item Summary Memo

Title: Bristol Township IGA

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: Proposed IGA for paving of certain roads in Bristol Township and the City of Yorkville.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Eric Dhuse Public Works
Name Department

Agenda Item Notes:



Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, City Administrator
Date: March 11, 2024
Subject: Bristol Township agreement for Paving

Summary

Proposed agreement between the City and Bristol Township for repaving certain roads in Bristol Township and in the City of Yorkville.

Background

Last year we replaced water main in a large portion of Conover's Subdivision. Some streets are city streets as outlined in Exhibit 1. Bristol Township is planning on paving all their streets in that subdivision this year. The Township has offered to repave the city streets in exhibit 1 that were affected by the water main project as part of their project. In return, the City would pave certain areas in Bristol Township that are adjacent to one of our paving projects. The specific streets are parts McHugh Rd. between Farmstead and Marketplace and Walnut St. and McHugh intersection. These areas are highlighted in Exhibit 2.

No money would change hands, we would each treat the other's paving area as our own. The agreement would be in effect to ensure we both perform the paving to certain specifications and to indemnify and hold each other harmless.

I believe this is a win for the Township and the City. Both entities get better pricing, and a higher quality road since most of the paving can be done at once so there are less joints which gives a better ride for motorists and has less areas for water to permeate.

Recommendation

I recommend that we approve this agreement with Bristol Township.

**INTERGOVERNMENTAL AGREEMENT BETWEEN BRISTOL TOWNSHIP,
ILLINOIS AND THE UNITED CITY OF YORKVILLE, ILLINOIS, RELATING TO
THE RESURFACING OF CERTAIN STREETS**

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

WITNESSETH:

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

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

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

WHEREAS, it is deemed to be in the best interest of Bristol Township, the City and the motoring public to improve and maintain the various roadways throughout Bristol Township and

the City pursuant to the Illinois Highway Code under 605 ILCS 5/9-101 and 605 ILCS 5/4-409, whereby municipalities and the townships may form cooperative agreements with each other for the construction, maintenance and improvement of streets, highways and any portions thereof; and

WHEREAS, the City intends to make certain improvements to Sunset Ave. and Prairie Lane in the Countryside Subdivision as depicted in Exhibit 1 (the “City Project”), and Bristol Township intends to make certain improvements to McHugh Rd and Walnut St. as depicted in Exhibit 2; (the “Township Project”); and

WHEREAS, the City Project is adjacent to roadways Bristol Township intends to improve other than the Township Project and the Township Project is adjacent to roadways the City intends to improve other than the City Project and, after reviewing the improvement plans and the location of the City Project and the Township Project in relation to the other roadway improvements both Parties intend to undertake, it would serve the residents and all of the motoring public to have the City construct the Bristol Project and Bristol Township to construct the City Project thereby coordinating all the construction of all roadway improvements by permitting one construction team to complete the improvements in each of the project areas; all as hereinafter set forth.

NOW, THEREFORE, in consideration of the foregoing preambles, the mutual covenants contained herein and for good and valuable consideration, the sufficiency of which is agreed to by the Parties hereto, Bristol Township and the City covenant, agree and bind themselves as follows, to wit:

1. The foregoing preambles are hereby incorporated into this Agreement as if fully restated in this paragraph 1.
2. Bristol Township shall select and contract with all contractors and subcontractors necessary to complete the City Project in compliance with state and federal laws and regulations, including

competitive bidding and prevailing wage requirements. The City shall select and contract with all contractors and subcontractors necessary to complete the Bristol Project in compliance with state and federal regulations including competitive bidding and prevailing wage requirements.

3. During the course of the work, both Parties shall certify that each contractor and/or subcontractor performing work on the City Project and the Bristol Project (collectively the “Project”) shall obtain and continue in force during the term of the construction of the Project insurance coverage in not less than the following amounts: Comprehensive General Liability - \$1,000,000 per occurrence; Auto Liability – Combined single limit amount of \$1,000,000 on any contractor-owned, hired, and/or non-owned vehicles; Workers Compensation – Statutory requirements and Employer’s Liability Insurance with limit of no less than \$1,000,000 per accident for bodily injury and property damage; Umbrella Coverage - \$2,000,000 per occurrence. Each contractor and/or subcontractor contracted to perform work on the Project shall name both Bristol Township and the City as additional insureds on a primary and non-contributory basis with respect to all liability coverage. Each contractor and/or subcontractor shall grant to Bristol Township and the City a waiver of any right to subrogation which any insurer may acquire against Bristol Township or the City by virtue of the payment of any loss under such insurance.
4. Neither party shall make any alterations to the existing parkways or rights-of-way, except as required for the Project.
5. Upon completion of the Project, Bristol Township shall, at its sole cost and expense, maintain the roadway pavement, including thru-lanes, shoulders, parking stalls, concrete curb and gutter, pavement markings, and roadway signing included in the Bristol Project as identified in Exhibit 2.

6. Upon completion of the Project, the City shall, at its sole cost and expense, maintain the roadway pavement, including thru-lanes, shoulders, parking stalls, concrete curb and gutter, pavement markings, and roadway signing included in the City Project as identified on Exhibit 1.
7. The Parties hereby understand and agree that this Agreement shall not require, nor confer, any additional responsibility on either of the Parties to undertake maintenance, repairs or improvements, except as are already provided by law or otherwise described in this Agreement or other agreement.
8. To the extent permitted by law, each Party shall hold harmless, indemnify and defend the other Party, including such Party's past, present, and future board members, aldermen, elected officials, insurers, employees, and agents from and against all liability, claims, suits, demands, proceedings and actions, including costs, reasonable fees and expense of defense, arising from, any loss, damage, injury, death, or loss or damage to property (collectively, the "Claims"), to the extent such Claims result from either 1) intentional, willful, wanton, reckless or negligent conduct by such indemnifying Party in the use, maintenance, repair, and/or improvement of the Project, or 2) such indemnifying Party's failure to adequately perform its obligations pursuant to this Agreement. However, no Party shall be indemnified hereunder for any loss, liability, damage, or expense resulting from its own intentional, willful, wanton, reckless or negligent misconduct.

Nothing contained herein shall be construed as prohibiting Bristol Township and/or the City, and their respective officials, directors, officers, agents and employees, from defending through the selection and use of their own agents, attorneys and experts, any claims, suits, demands, proceedings and actions brought against them. The City's and/or Bristol Township's

participation in their own defense shall not remove the other Party's and/or contractors and subcontractors' duty to indemnify, defend, and hold the other Party harmless, as set forth herein. The City and Bristol Township do not waive their defenses or immunities under the Local Government and Governmental Employees Tort Immunity Act (745 ILCS 10/1, *et seq.*) or other such Acts by reason of indemnification or insurance.

9. This Agreement and the rights of the Parties hereunder may not be assigned (except by operation of law), and the terms and conditions of this Agreement shall inure to the benefit of and be binding upon the respective successors and assigns of the Parties hereto. Nothing in this Agreement, express or implied, is intended to confer upon any party, other than the Parties and their respective successors and assigns, any rights, remedies, obligations or liabilities under or by reason of such agreements.
10. Any notice required or permitted to be given pursuant to this Agreement shall be duly given if sent by fax, email, certified mail, or courier service and received. As such, all notices required or permitted hereunder shall be in writing and may be given by either (a) depositing the same in the United States mail, addressed to the Party to be notified, postage prepaid and certified with the return receipt requested, (b) delivering the same in person, or (c) telecopying the same with electronic confirmation of receipt:

If to Bristol Township Road Commissioner
Bristol Township Highway Dept.
9075 Corneils Rd.
Bristol, Illinois 60512

If to the City: Mayor John Purcell
800 Game Farm Road
Yorkville, Illinois 60560

or such address or counsel as any Party hereto shall specify in writing pursuant to this Section from time to time.

11. This Agreement shall be interpreted and enforced under the laws of the State of Illinois. Any legal proceeding related to enforcement of this Agreement shall be brought in the Circuit Court of Kendall County, Illinois. In case any provision of this Agreement shall be declared and/or found invalid, illegal or unenforceable by a court of competent jurisdiction, such provision shall, to the extent possible, be modified by the court in such manner as to be valid, legal and enforceable so as to most nearly retain the intent of the Parties, and, if such modification is not possible, such provision shall be severed from this Agreement, and in either case the validity, legality, and enforceability of the remaining provisions of this Agreement shall not in any way be affected or impaired thereby.
12. This Agreement may be executed in counterparts (including facsimile signatures), each of which shall be deemed to be an original and each of which shall constitute one and the same Agreement.
13. This Agreement represents the entire agreement between the Parties regarding this subject matter and there are no other promises or conditions in any other agreement whether oral or written. Except as stated herein, this agreement supersedes any other prior written or oral agreements between the Parties about the Project and may not be further modified except in writing acknowledged by all Parties.
14. Nothing contained in this Agreement, nor any act of Bristol Township or the City pursuant to this Agreement, shall be deemed or construed by any of the Parties hereto or by third persons, to create any relationship of third-party beneficiary, principal, agent, limited or general

partnership, joint venture, or any association or relationship involving Bristol Township and the City.

15. This Agreement shall be in full force and effect for a period of ninety-nine (99) years from the date of the last signature below unless terminated in writing signed by both parties.

16. This Agreement shall be effective upon approval by Bristol Township and the City and the date of this Agreement shall be deemed as the last date of acceptance provided below.

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

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

BRISTOL TOWNSHIP, A UNIT OF LOCAL GOVERNMENT OF THE STATE OF ILLINOIS

By: _____
Bristol Township Road Commissioner Date

Attest: _____
Clerk

(Seal)

CITY OF YORKVILLE, A MUNICIPAL CORPORATION OF THE STATE OF ILLINOIS

By: _____
Mayor Date

Attest: _____
City Clerk

EXHIBIT 1

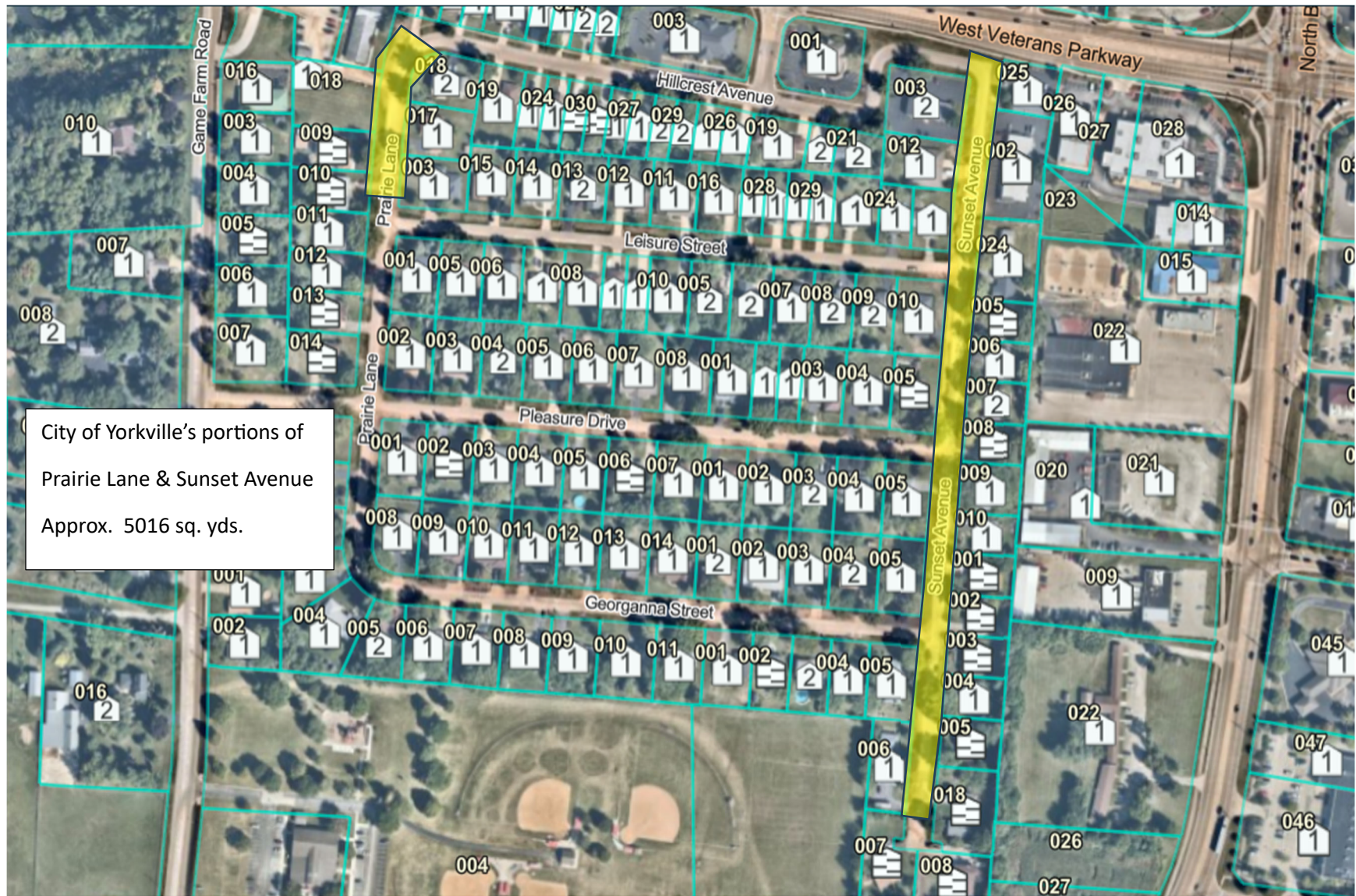


EXHIBIT 2





Reviewed By:	
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Engineer	<input 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 #8

Tracking Number

PW 2024-29

Agenda Item Summary Memo

Title: 2024 EEI Rate Request

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: Please see the attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Bart Olson Administration
Name Department

Agenda Item Notes:



Memorandum

To: Public Works Committee
From: Bart Olson, City Administrator
CC:
Date: March 14, 2024
Subject: EEI Rate Request

Summary

Consideration of a request from EEI to increase standard hourly rates for employees under the City's base contract and any supplemental contracts.

Background

This item was last discussed by the City Council in March 2023, when the City Council approved EEI's hourly rate request covering a change in rates between 2022 and 2023. EEI has proposed a 2024 rate increase request, which is attached to this memo. In general, EEI is requesting a ~3.8% per hour inflationary type increases for each classification.

These hourly rates are used as the unit price for supplemental engineering contracts but are also used in the City's base contract.

Recommendation

Staff recommends approval of the 2024 EEI rate request.

ENGINEERING ENTERPRISES, INC.

STANDARD SCHEDULE(S) OF CHARGES

<u>Classification / Designation</u>	<u>Approved 2019 Rates</u>	<u>Approved 2021 Rates</u>	<u>Approved 2022 Rates</u>	<u>Approved 2023 Rates</u>	<u>Proposed 2024 Rates</u>	<u>% Change Approved 2023 to Proposed 2024</u>
E-4	\$ 208	\$ 217	\$ 228	\$ 239	\$ 246	2.9%
E-3	\$ 203	\$ 212	\$ 223	\$ 234	\$ 241	3.0%
E-2	\$ 197	\$ 206	\$ 216	\$ 227	\$ 234	3.1%
E-1	\$ 178	\$ 185	\$ 194	\$ 204	\$ 210	2.9%
P-6	\$ 165	\$ 174	\$ 183	\$ 192	\$ 200	4.2%
P-5	\$ 153	\$ 162	\$ 170	\$ 179	\$ 186	3.9%
P-4	\$ 141	\$ 147	\$ 154	\$ 162	\$ 168	3.7%
P-3	\$ 129	\$ 135	\$ 142	\$ 149	\$ 155	4.0%
P-2	\$ 117	\$ 123	\$ 129	\$ 135	\$ 140	3.7%
P-1	\$ 106	\$ 110	\$ 116	\$ 122	\$ 127	4.1%
T-6	\$ 153	\$ 158	\$ 159	\$ 167	\$ 175	4.8%
T-5	\$ 141	\$ 147	\$ 149	\$ 156	\$ 164	5.1%
T-4	\$ 129	\$ 135	\$ 139	\$ 146	\$ 153	4.8%
T-3	\$ 117	\$ 123	\$ 129	\$ 135	\$ 140	3.7%
T-2	\$ 106	\$ 110	\$ 116	\$ 122	\$ 127	4.1%
T-1	\$ 93	\$ 97	\$ 102	\$ 107	\$ 111	3.7%
G-2	N / A	N / A	N / A	N / A	\$ 125	N / A
G-1	\$ 75	\$ 100	\$ 105	\$ 110	\$ 114	3.6%
I-1	\$ 84	\$ 79	\$ 79	\$ 79	\$ 82	3.8%
A-4	N / A	N / A	N / A	N / A	\$ 77	N / A
A-3	\$ 70	\$ 70	\$ 70	\$ 70	\$ 72	2.9%
Average % Change						3.8%



January 22, 2024

Mr. Bart Olson
City Administrator
United City of Yorkville
651 Prairie Pointe Drive
Yorkville, IL 60560

Re: Proposed Changes in Hourly Rates and Expenses

Dear Mr. Olson:

This letter is to submit our request for changes in rates of compensation effective as soon as practical per our agreement.

The requested changes are in the hourly rates for various classifications of employees per our enclosed Standard Schedule of Charges (SSC) dated January 1, 2024. Please note that we are requesting an aggregate increase of approximately 3.9%. Also enclosed is our current summary of Personnel, Positions and Classifications to cross-reference with the hourly rates for the individuals to whom they apply.

We believe that we have excellent personnel whom we have been able to retain through our continued investment in salary, benefits, education, equipment and facilities. We also believe that they provide exceptional value to our clients.

We hope that you will honor our request so that we can continue to provide the high level of service that you expect and deserve. Please let me know if you have any questions or concerns regarding the request.

Respectfully yours,

ENGINEERING ENTERPRISES, INC.



Bradley P. Sanderson, P.E.
Chief Operating Officer / President

BPS/ars
Enclosures

pc: Ms. Erin Willrett, Assistant City Administrator
DMT, EEI

\\Milkyway\\EEI_Storage\\Docs\\Public\\Yorkville\\2023\\YO2300-C General\\Docs\\cofyo - rate change - 2024.docx



Engineering Enterprises, Inc.

STANDARD SCHEDULE OF CHARGES ~ JANUARY 1, 2024

EMPLOYEE DESIGNATION	CLASSIFICATION	HOURLY RATE
Senior Principal	E-4	\$246.00
Principal	E-3	\$241.00
Senior Project Manager	E-2	\$234.00
Project Manager	E-1	\$210.00
Senior Project Engineer/Surveyor II	P-6	\$200.00
Senior Project Engineer/Surveyor I	P-5	\$186.00
Project Engineer/Surveyor	P-4	\$168.00
Senior Engineer/Surveyor	P-3	\$155.00
Engineer/Surveyor	P-2	\$140.00
Associate Engineer/Surveyor	P-1	\$127.00
Senior Project Technician II	T-6	\$175.00
Senior Project Technician I	T-5	\$164.00
Project Technician	T-4	\$153.00
Senior Technician	T-3	\$140.00
Technician	T-2	\$127.00
Associate Technician	T-1	\$111.00
GIS Technician II	G-2	\$125.00
GIS Technician I	G-1	\$114.00
Engineering/Land Surveying Intern	I-1	\$ 82.00
Executive Administrative Assistant	A-4	\$ 77.00
Administrative Assistant	A-3	\$ 72.00

VEHICLES. REPROGRAPHICS, DIRECT COSTS, DRONE AND EXPERT TESTIMONY

Vehicle for Construction Observation		\$ 20.00
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		\$ 225.00
Expert Testimony		\$ 275.00



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

Agenda Item Number

New Business #9

Tracking Number

PW 2024-30

Agenda Item Summary Memo

Title: Rob Roy Drainage Ditch Additional Work

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: Proposed to remove certain stumps along the entire length of the project

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Supermajority (6 out of 9)

Council Action Requested: Approval

Submitted by: Eric Dhuse Public Works
Name Department

Agenda Item Notes:



Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, City Administrator
Date: March 12, 2024
Subject: Rob Roy Drainage District Additional Work

Summary

The Rob Roy Drainage District is proposing the removal of certain stumps along the Rob Roy Drainage Ditch. Staff has reached out to Homer Tree Service to secure a quote for this proposed work. the quote for this work is \$50,000

Background

Now that initial contract work is well underway, it is apparent that there are many stumps that can be removed without causing any erosion or stabilization issues throughout the project. We would NOT be looking to remove any stumps in the ditch itself, or within 10' of the top of the ditch. We would only remove those stumps that are on the "back slope" of the ditch between the farm fields and the top of the ditch. I have attached photos that show the areas where stumps can be ground.

To ensure that the contractor knows exactly what we are looking for, I will meet with them and drive the entire length of the project with them to make sure they fully understand what we are looking for.

The original contract was for \$180,500 and the additional north branch work was \$58,000 for a total of \$230,500 leaving a balance of \$261,500 of the original \$500,000 or ARPA money that was granted from Kendall County. With this additional work proposed at \$50,000 it would bring the total to \$280,500 leaving a balance of \$219,500 for any additional work that can be performed before the December 31, 2024, deadline.

Recommendation

Staff recommends to award Homer Tree Service, Inc. of Lockport, IL in the amount of \$50,000 for additional work as described in the quote and this memo. Since this is a sole source quote, a supermajority vote is required.









February 21, 2024

United City of Yorkville
Attn: Eric Dhuse

ROB ROY CREEK – STUMP GRINDING – YORKVILLE, IL

Please find below our bid proposal for tree work to be performed at the above referenced project.

Scope of Work:

Grind stumps remaining from current tree clearing project. No work is figured within 10' of existing ditch. Scope of work does not include the added "arm" or anything north of Corneals. Stumps on steep embankments to remain.

Debris Removal:

NA – no debris removal

Stump Removal:

Stumps 4" in diameter and greater will be removed by the stump grinding process unless in contact with obstruction or inaccessible with a Rayco 360 track mounted stump grinder. Stump grindings and brush clippings to remain.

Mobilization:

Property lines and clearing limits must be marked prior to our mobilization. Project site must have equipment access to clearing areas with no parked cars near removal areas. **Price includes one mobilization.**

Terms & Conditions:

Terms: net 30: zero % retention. Pricing is valid for 90 days and is based on current fuel rates. A fuel surcharge may become applicable. If trees are to be felled prior to 03/2024 Endangered Bat Deadline then NTP is required prior to 2/15/24 in order to guarantee completion by deadline.

Ownership:

The client warrants that all trees, plant material and property upon which work is to be performed are either owned by him/her or that permission for the work has been obtained from the owner. Homer Tree Service, Inc. is to be held harmless from all claims for damages resulting from the customer's failure to obtain such permission.

Additional Work:

Any additional work or equipment required to complete the work, caused by the authorizing party's failure to make known or caused by previously unknown condition not apparent in estimating the work specified, shall be paid for by the client.

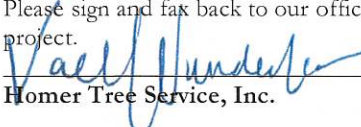
Exclusions:

Price does not include DBE participation, incidental trimming, replacement trees, root raking, minority/female labor participation, PLA participation, restoration, stump backfill, traffic control, costs for contractor's bonds & dues, contractor grading, debris removal, herbicide, permits or flaggers.

BID PROPOSAL -----\$50,000.00

This Agreement constitutes the complete and final agreement and understanding among the parties relating to the subject matter hereof, and supersedes all prior proposals, negotiations, assertions, affirmations, promises, agreements and understandings relating to such subject matter. No provision of this Agreement or any instrument executed pursuant to this Agreement may be modified or waived except by an instrument in writing executed by the party against whom such modification or waiver is sought. Waiver of any provision of this Agreement or any breach of this Agreement shall not thereafter be deemed to be a consent by the waiving party to any further waiver, modification or breach by the other party. Failure by one of the parties to this Agreement to assert its rights for any breach of this Agreement shall not be deemed a waiver of such rights. This Agreement shall be binding upon the permitted successors and assigns of each Party.

Please sign and fax back to our office as your acceptance of the above proposal and terms. We look forward to working with you on this project.


Homer Tree Service, Inc.

Accepted By: _____

Estimate provided by: Scott Reposh

16464 W. 143rd Street Lockport, IL 60441 Phone: 815-512-7017 Fax: 815-838-6027



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

Old Business #1

Tracking Number

PW 2023-83

Agenda Item Summary Memo

Title: Kylan's Ridge Subdivision Traffic Sign Analysis

Meeting and Date: Public Works Committee – March 19, 2024

Synopsis: Follow-up from October 2023 Meeting

Council Action Previously Taken:

Date of Action: PW – 10/17/23 Action Taken: A discussion took place.

Item Number: PW 2023-83

Type of Vote Required: _____

Council Action Requested: None

Submitted by: Brad Sanderson

Name

Engineering

Department

Agenda Item Notes:

Have a question or comment about this agenda item?

Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at <http://www.yorkville.il.us/320/City-Council>



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: March 12, 2024
Subject: Kylan's Ridge Traffic Analysis

This memo is a follow-up to the information prepared for the October 2023 Public Works Committee Meeting. The request from the committee was to investigate the placement of pavement markings to serve as a speeding deterrent.

Attached is an exhibit that denotes the potential placement of pavement markings to provide a traffic-calming effect. The pros and cons of this type of traffic-calming are noted below:

Pros:

- Research has shown effectiveness in reducing speeds from 1 to 7 mph.
- Easy to change/remove in the future.
- Less costly to install.
- Installation can occur quickly.

Cons:

- Less effective when speeds are already low (speed limits greater than 30 mph).

An article has also been attached and provides greater detail on the topic.

The cost to install the striping noted on the exhibit will be approximately \$3,000 and would be implemented as part of the expanded road program if the City elects to proceed.

Roadway Striping as a Traffic Calming Option

IN LIEU OF TRADITIONAL TRAFFIC CALMING, ROADWAY STRIPING AS A TRAFFIC CALMING OPTION IS A VIABLE, LOW-COST ALTERNATIVE TO TRADITIONAL VERTICAL/HORIZONTAL ROADWAY DESIGN FEATURES. THE ROADWAY STRIPING ALTERNATIVES HAVE LESS DETRIMENTAL IMPACT TO EMERGENCY SERVICES, ARE LESS COSTLY TO CONSTRUCT, AND CAN SUCCESSFULLY REDUCE SPEEDS FROM TWO TO MORE THAN SEVEN MILES PER HOUR.

BY ROBERT KAHN, P.E. AND ALLISON KAHN GOEDECKE, MBA

INTRODUCTION

Traditional traffic calming techniques include vertical and horizontal displacement of the roadway surface, which can be effective in reducing speeds and cut-through traffic on roadways. These roadway design features can include speed humps, cushions, chokers, chicanes, medians, mini traffic circles, diverters, and full/partial roadway closures. While these features can have significant benefits to a community, they are sometimes difficult to implement as a result of potential negative impacts to local residents, emergency service departments, and persons with disabilities and may not be consistent with public agency policies.

In lieu of many of the traditional traffic calming devices, roadway striping can be implemented as a traffic calming option that is a viable, low-cost alternative to vertical/horizontal displacement traffic calming features. The roadway striping alternatives

- Have less detrimental impacts upon emergency services;
- Are less costly to construct;
- Provide greater flexibility to meet future changes;
- Have no adverse impact to highway drainage;
- Are recognized by local residents as standard traffic control devices;
- Can provide bike/parking lanes;
- Can successfully reduce speeds from one to more than seven miles per hour. Even greater speed reductions have been documented in some case studies; and

- Can be implemented quickly.

A number of roadway striping calming alternatives have been successfully installed in Southern California with positive results. In many cases, these have been implemented on private streets and have resulted in reduced speeds in these communities. These private streets have been designed to pub-

lic street standards. Traffic calming striping has also been used on public streets in Southern California. The calming alternatives that have been implemented follow standard *California Manual on Uniform Traffic Control Devices* (CMUTCD) requirements. These traffic calming options have been implemented in a timely and cost-effective manner and are easily understood by the local residents and driving public. They have resulted in some speed reductions, which were desired by the local residents. While more traditional traffic calming devices (e.g., speed humps) may be required in certain instances to obtain greater speed or volume reductions, roadway striping is a viable traffic calming option in many cases.

TRAFFIC STRIPING AS AN ALTERNATIVE TO STANDARD TRAFFIC CALMING TECHNIQUES

Striping as a traffic calming technique has less disruption to emergency service vehicles, since no vertical or horizontal displacement occurs within the roadway surface. Emergency service requirements are a major barrier to the installation of many traffic calming projects. Roadway striping that is used for traffic calming is universally recognized by the traveling public and emergency agencies. Traffic calming striping gives the visual impression that roadway width has been reduced, which has been shown to slow vehicles down while traveling along a roadway. This type of striping will not slow down emergency service vehicles utilizing the roadway or adversely affect traffic operations. Other types of traffic calming devices are new to some drivers, particularly out-of-the-area drivers who are not familiar with a particular area that has the traffic calming devices.

In addition, there is considerably less cost to striping than other traffic calming techniques. As opposed to \$2,500-\$3,500 USD per installation for speed humps

or speed cushions, the same segment of roadway can be striped for only \$500 to \$1,000 USD. Another advantage of traffic striping as a traffic calming option is future flexibility. Traffic striping can easily be changed in the future by sandblasting the painted striping, if a particular installation is unsuccessful in meeting its goals or needs to be changed. Furthermore, traffic striping can be implemented quickly through conventional construction techniques by existing in-house public works staff or contract services.

Another significant benefit of traffic striping is that it does not adversely affect drainage. Many traffic calming devices such as speed humps, roadway chokers/curb extensions, medians, and chicanes can adversely affect roadway drainage. These devices can constrict normal drainage patterns within the roadway surface, which could affect drainage for the roadways. This can require additional roadway maintenance for local public works departments.

Traffic striping as a traffic calming device can effectively reduce speeds on a roadway. This is particularly effective on long, straight roadways where there are wide travel lanes for long distances. Before-and-after speed surveys by RK Engineering Group, Inc., with which the author is affiliated, have shown that speed reductions in the range of one to more than seven miles per hour are easily accomplished through roadway striping, especially for wide local streets with a curb-to-curb width of 36 to 40 feet. Another advantage of roadway striping is that it can provide for bike lanes or parking areas adjacent to the travel lanes as part of the "complete streets" system. These bike or parking lanes are used to define the various functions of the roadway: not only vehicular travel but also vehicle access to the neighborhood, parking, and accommodations for other modes of transportation, such as bicycles.

STRIPING ALTERNATIVES

There are numerous striping alternatives that can be used for traffic calming. The basic concept of traffic calming striping is to reduce the driver's perceived width of the roadway. By doing this, the drivers tend to reduce speed and may also be diverted from a particular route as a



Figure 1. Typical traffic calming striping.

result of the reduced speed. The striping alternatives can consist of adding the following:

- Centerline stripe;
- Edge lines;
- Centerline plus edge line;
- Striped median;
- Striped choker or chicane;
- Striped speed hump without the raised speed hump; and
- Psycho-perceptive striping.

Centerline striping consists of adding a typical double-yellow centerline stripe or single-dash yellow line in the roadway. This separates the direction of traffic and reduces the roadway width of the travel lane to the driver. White 4-inch **edge lines** can be added to the right and left side of the roadway where there is sufficient width for the 8-foot parking lane. The parking lane can be provided and separated by the 4-inch white edge line. A combination of both centerline and edge line striping is the most effective method of reducing the overall travel way width of the roadways. This can be provided on typical local streets and will provide for 10-12 foot travel lanes and 7-8 foot parking lanes. A sample of this design is shown in Figure 1.

Another method of reducing the roadway width is by providing a **striped median**. The median can be provided by double-yellow centerline stripes or can

be a two-way left-turn lane, which provides left turns from the roadway to the adjacent properties or across the roadway itself. Another option for reducing roadway width is **striping chokers or chicanes**. These can be striped with a white 8-inch channel to provide the delineation of the choker or chicane. Although not as prominent as the raised curbing of a typical choker or chicane, it does provide some of the same operational features as the raised curbing for chokers or chicanes by requiring the driver to slow while traveling the traffic calming area.

Another traffic calming option is to provide "**striped**" **speed humps** across the roadway. These can be effective where normal speed humps cannot be implemented, such as a hilly area or where grades exceed 8 percent. While limited operational data is available on this type of striping, it can give the impression of a speed hump in the roadway area, therefore slowing vehicles. "**Psycho-perceptive**" striping has also been used in conjunction to implementation of speed humps. This type of striping is shown in CMUTCD (Figure 3B - 31). Smaller stripes are provided, initially going to larger stripes when approaching the traffic calming device. A photo of this type of striping is included in Figure 2. The evaluation of the effectiveness of optical speed bars was presented in the November 2001 (Eric Meyers) and March 2009



Figure 2. UCI example of psycho-perspective striping.

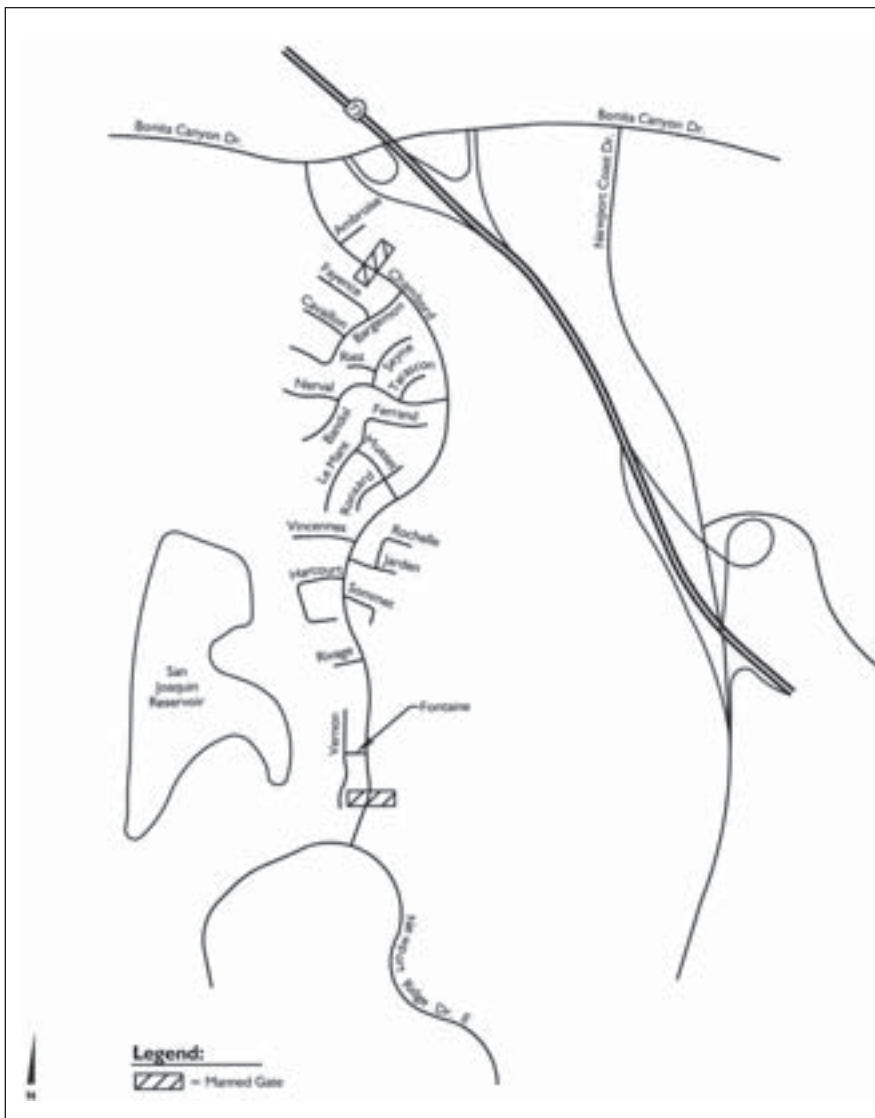


Figure 3. Newport Ridge North, Newport Beach.

(Steven P. Latoski) issues of *ITE Journal*. These studies did show promising results in speed reduction with these types of pavement markings.

TRAFFIC CALMING STRIPING CASE STUDIES

RK Engineering Group, Inc. has been involved in several case studies involving traffic calming striping as an alternative traffic calming device. These studies have been primarily completed for private communities; however, the private roadways and streets were constructed to city standards. In nearly all cases, the roadways were 36- to 40-foot curb-to-curb width and in many cases were long, straight streets, which encouraged speeding. The implementation of traffic calming striping effectively reduced speed on these roadways and had a positive reception by the community and local agencies, including emergency service departments.

Case Study No. 1 (June 2005–June 2006)

The Newport Ridge North Community is a manned-gated community in the city of Newport Beach, California, USA. The community consists of high-end, single-family detached homes, which are served by a primary collector road (Chambord Road). Chambord Road is a 40-foot curb-to-curb roadway with sidewalks on both sides of the street. The roadway is oriented in a north-south direction (as shown in Figure 3) and has a length of approximately 1.31 miles.

The steep grades along Chambord did not allow for typical traffic calming techniques, such as speed humps or speed cushions. In addition, the community was concerned with the construction of these types of traffic calming devices and their effects on traffic operations and vehicle damage. There was also pedestrian activity near the community recreation center and pool located at the center portion of Chambord Road and a community tennis court facility located on the north end of the street.

Photos of Chambord before the traffic calming striping was implemented are shown in Figure 4. This wide 40-foot curb-to-curb street with an undefined travel way encouraged speeding throughout the roadway. Before the implementation of

traffic calming striping, the 85th percentile speed along Chambord ranged from 45 to 47 miles per hour, and the average speeds ranged from 40 to 41 miles per hour.

Traffic calming striping was implemented along the entire length of Chambord. This included a double-yellow centerline and 4-inch edge line stripes 8 feet from the curb face. After the traffic calming striping was implemented, the 85th percentile speed was reduced to 37 to 39 miles per hour and the average speed decreased to 35 to 36 miles per hour throughout the length of Chambord as shown in Table 1.

Case Study No. 2
(August 2005–December 2007)

Traffic calming striping was implemented in south Orange County within the city of San Clemente, California, USA at the Reserve Community Association. This project consists of a large number of single-detached family dwelling units with a recreation center located in the southern portion of the community. The project has four electronic gates, which provide access to an adjacent arterial highway (Camino Vera Cruz). This community had four roadways serving a series of cul-de-sacs throughout the community, both north and south of Camino Vera Cruz.

The main roadways serving the community south of Camino Vera Cruz were 40-foot curb-to-curb width streets and those roadways serving the northerly section of the community had a curb-to-curb width of 36 to 38 feet. Existing traffic volume and speeds were collected throughout the community before traffic calming was implemented. The 85th percentile speeds ranged from 23 to 34 miles per hour prior to the implementation of traffic calming striping. Before-and-after 85th percentile speeds are summarized in Table 1.

Traffic calming striping consisted of adding double-yellow centerlines and white 4-inch edge lines on the wider roadways and the striping of edge lines only for the narrower roadways. The 85th percentile was reduced to some degree after the implementation of traffic calming striping. The 85th percentile speeds were reduced to 22–33 miles per hour, with some minor reductions after the implementation of the striping. The rec-



Figure 4. Chambord Road before restriping.

Table 1. Before-and-after speed surveys.

Location	Roadway	85th% Speed	
		Before Traffic Calming Striping (mph)	After Traffic Calming Striping (mph)
Case Study #1 Newport Ridge North (Newport Beach)	• Chambord N/O Rivay	46	37
	• Chambord S/O Musset	47	39
	• Chambord S/O Baryemon	45	39
Case Study #2 The Reserve (San Clemente)	• Montana del Sol N/O Camino Vera Cruz	23	22
	• Colina Rodante S/O Camino Vera Cruz	32	30
	• Calle de Los Arboles N/O Camino Vera Cruz	27	26
	• Calle de Los Arboles S/O Camino Vera Cruz	34	33
Case Study #3 Oak Creek (Irvine)	• Eagle Creek W/O Indigo	37	31
	• Eagle Creek W/O Palm Wood	38	27
Case Study #4 Summit at Turtle Ridge (Irvine)	• Garden Terrace E/O Hedgewood	31	30
	• Crest Terrace N/O Blue Summit	29	29
	• Canyon Terrace N/O Cezanne Valley	33	31
	• Valley Terrace S/O Climbing Vine	30	28
Summit at Turtle Ridge (Irvine)	• Garden Terrace N/O Summit Park	31	30
	• Crest Terrace W/O Summit Park	29	29
	• Canyon Terrace N/O Summit Park	33	31
	• Valley Terrace N/O Summit Park	30	28
	• Summit Park Drive at Valley Terrace	46	44
	• Summit Park Drive W/O View Terrace	44	44
	• Summit Park Drive E/O Garden Terrace	43	42
	• Summit Park Drive at Garden Terrace	39	39

ommended speed limits ranged from 25 to 35 miles per hour depending on the location and the 85th percentile speed. Although not as significant of a reduction in comparison to the Newport Ridge North Community, speeds were reduced 1 to 2 miles per hour with the traffic calming striping. The smaller reduction in speed was probably caused by the fact that the true existing speeds before the traffic calming measures were implemented were lower than the existing speeds in the Newport Ridge North Community.

Case No. 3 (June 2002–December 2009)

The Oakcreek Village Community located in the city of Irvine, California, USA also implemented traffic calming striping. This is a private community with two sets of electronic gates located at the east and west ends of the project. The roadway layout for the Oakcreek Development is a linear alignment with very little curvature. The Oakcreek Development is served by a single roadway (Eagle Creek) which has direct access to driveways and homes along its entire length of 0.50 miles. The Oakcreek Village Community is served by two electronic gates located on the northwest and southeast end of Eagle Creek.

Eagle Creek is a two-lane, undivided street with a curb-to-curb width of 36 feet with sidewalks on both sides of the street. The 85th percentile speed on Eagle Creek before traffic calming striping was 37 to 38 miles per hour. The community felt that this was excessive, since the prima facie speed limit is 25 miles per hour for this type of roadway. Also, there was a concern that the crosswalk across Eagle Creek served an adjoining elementary school where there was a significant amount of pedestrian crossing.

The traffic calming striping consisted of a double-yellow centerline stripe along with white 4-inch edge lines on both sides of the street. Initially this was constructed with a 7-foot parking lane on each side of the roadway and 11-foot travel lanes in each direction. Since the original implementation of traffic calming striping, the travelway has been reduced further to 10 feet and parking lanes were increased in width to 8 feet. The 85th percentile speed after the traffic calming ranged from 31 to 27 miles per hour (see Table 1). The

**ANOTHER ADVANTAGE
OF TRAFFIC STRIPING
AS A TRAFFIC CALMING
OPTION IS FUTURE
FLEXIBILITY. TRAFFIC
STRIPING CAN EASILY BE
CHANGED IN THE FUTURE
BY SANDBLASTING THE
PAINTED STRIPING,
IF A PARTICULAR
INSTALLATION IS
UNSUCCESSFUL IN
MEETING ITS GOALS OR
NEEDS TO BE CHANGED.**

traffic calming measures implemented by the community of Oak Creek Village have been successful in reducing speeds as much as 6 to 11 miles per hour. After careful review, the original recommended striping was modified to create 10-foot-wide travel lanes and an 8-foot-wide parking lane. This should further reduce traffic speeds in the area.

Case Study No. 4 (April 2008–April 2010)

The community of the Summit at Turtle Ridge in the city of Irvine requested traffic calming to reduce the vehicle speeds on some of its local streets. The Summit at Turtle Ridge is a private manned-gated

community with a primary collector road (Summit Park Drive). This hillside community included numerous cul-de-sac streets where speeds were generally low and consistent with what would be expected in the local street system. However, the local community association felt that these speeds were too high and traffic calming options should be investigated.

For this study, RK surveyed four local streets in the community. This included Garden Terrace, where the 85th percentile speed was 31 miles per hour before the implementation of traffic calming striping and was reduced to 30 miles per hour after implementation. On Crest Terrace the 85th percentile speed was only 29 miles per hour before traffic calming striping and remained at 29 miles per hour after the implementation of the striping. Canyon Terrace was the location with the highest speeds in the community on the local streets, where the 85th percentile speed was 33 miles per hour. This speed was reduced to 31 miles per hour after the implementation of traffic calming striping. The final location where traffic calming was implemented was Valley Terrace Street. This cul-de-sac had a speed of 30 miles per hour before implementation of the striping and 28 miles per hour after traffic striping was implemented.

In the community of the Summit at Turtle Ridge, the speeds were already low and generally consistent with what would be expected for local residential streets. However, the community was concerned with the speeds; therefore, rather than placing more aggressive traffic calming devices (e.g., speed humps, chokers, and so forth), traffic calming striping was utilized as the preferred option within the community. The recommended traffic calming striping included centerline and edge line striping with parking on one or both sides of the street depending on whether the streets were 32- or 36-foot wide. Although the speed reductions were not substantial within the community, the community was satisfied with the reduction of speeds as a result of the implementation of traffic calming striping. The relationship of speed reduction with traffic calming striping can be seen in Figure 5.

One conclusion that can be reached from the various case studies is that if local streets are operating at speeds typical for

these types of roadways (i.e. 25-32 mph), then only minor speed reductions can be obtained by traffic calming striping. Where speeds are significantly higher (i.e., more than 35 mph), then much greater speed reductions can be achieved from traffic calming striping.

COMPARISON TO OTHER TRAFFIC CALMING TECHNIQUES

The use of traffic calming striping compares favorably to other traffic calming techniques. Although speed reduction can vary from site to site, positive speed reductions can be anticipated with the traffic calming, depending on the specific roadway configurations and the width of travel way. There are significant pros and cons to all types of traffic calming devices, as summarized in Table 2.

As can be seen from Table 2, traffic calming striping can typically result in speed reductions of approximately one to seven miles per hour depending on the situation. Speed hump and speed cushions have considerable speed reduction capabilities of approximately 8 miles per hour. Chokers and chicanes can reduce speeds 3 to 6 miles per hour, and medians and pavement texture can result in 2 to 3 miles per hour reduction. When there are situations that require speed reductions on local roadways, traffic calming striping can be considered the first step in the traffic calming process. More aggressive traffic calming devices such as speed humps/speed cushions, chokers, chicanes, medians, and pavement textures can cost considerably more but can be utilized in the event that the traffic calming striping is not successful in reaching the speed-reduction goals set by the community.

COST COMPARISON

One of the major advantages of traffic calming striping is its cost. Not only can traffic calming striping be implemented less expensively than many other options, but it also can be modified or removed without major cost implications. An approximate cost comparison of various traffic calming devices is included in Table 2.

SAFETY CONSIDERATIONS

There are numerous safety considerations for implementing traffic calming

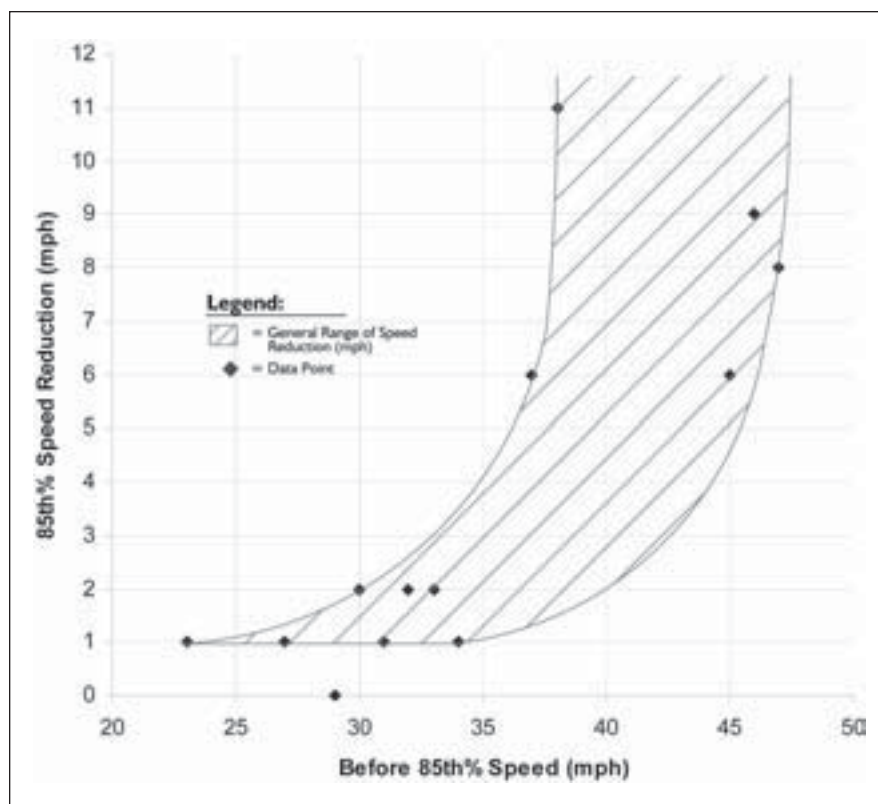


Figure 5. Speed reduction with traffic calming striping.

devices. Anytime that the vertical or horizontal displacement of the roadway surface occurs, there is a potential for vehicles going out of control, hitting objects, or other actions which could be detrimental to the safety of the driver and passengers of the vehicle. Furthermore, impacts to emergency service vehicles can indirectly affect safety when responding to emergency events.

Generally, traffic calming striping minimizes safety considerations, since they follow standard traffic engineering practices pursuant to the CMUTCD. Drivers are familiar with these types of traffic control features and respond accordingly. This is true not only for local residents who are familiar with the traffic calming implemented in an area but also for drivers from outside the area that are unfamiliar with the traffic calming installations.

Speed humps do reduce vehicle speed if properly designed and when adequate signage/pavement markings are provided. Speed humps can have an adverse affect on safety—but only if drivers ignore them and if reduced speeds do not occur. Speed humps can also reduce travel times for

emergency service vehicles, which have an indirect impact on safety.

Speed cushions have a similar effect on safety as speed humps. However, they can be traversed better by larger vehicles, including emergency service vehicles, which can travel through the speed cushions at a normal speed as opposed to a typical speed hump. This is a major advantage of speed cushions over speed humps.

Chokers can affect safety if they are hit by vehicles. Proper signage and pavement markers are necessary to ensure that this does not occur. Chokers can improve safety for pedestrians by providing a shorter walking distance for crosswalks. Chicanes, similar to chokers, can have a safety impact if a vehicle strikes them while traversing through the traffic calming device area. Implementation of sharp curb-width transitions can result in vehicle collision with the curb, causing vehicle damage and possible out-of-control vehicle operations.

Medians have been shown to improve safety by separating the direction of travel of vehicles. However, when implemented in only selective areas, vehicles can hit the ends of medians, causing damage to the

Table 2. Comparison of traffic calming devices.

Traffic Calming Technique	Pros	Cons	Speed Reduction (mph)	Cost ²
Speed Hump	<ul style="list-style-type: none"> Effectively reduces speed by approximately 8 mph. Can cause some diversion of excess traffic volumes. 	<ul style="list-style-type: none"> Not accepted by many local jurisdictions and emergency service agencies. Improper driving can cause vehicle damage and can cause vehicles to go out of control. Moderate cost considerations. Can impact bicycles/motorcycles. Difficult to remove. 	8	\$1,500 to \$3,000
Speed Cushion	<ul style="list-style-type: none"> Effective in reducing speeds up to 5 miles per hour. More acceptable to public agencies / emergency service agencies, because can slow normal size vehicles but allows larger emergency vehicles to pass without speed reductions. 	<ul style="list-style-type: none"> Some agencies and emergency service agencies do not support these devices. Cost for construction is moderate. Difficult to remove. May impact bicycles/motorcycles. 	5	\$2,500 to \$3,500
Chokers and Chicanes	<ul style="list-style-type: none"> Effectively reduces traffic speeds approximately 3 miles per hour. Can reduce roadway width to reduce walking distance for pedestrian (which is a safety benefit). Can be enhanced with landscaping to improve aesthetics. 	<ul style="list-style-type: none"> Expensive to implement. Can cause drainage issues. Difficult to remove in the future if not effective. Some loss of parking. Can impact bicycles. 	3–5 Up to 6	\$7,000–\$15,000 per pair \$10,000–\$15,000
Medians	<ul style="list-style-type: none"> Can reduce speeds to some degree. Can provide aesthetic benefits to the community. 	<ul style="list-style-type: none"> Costly to implement. Difficult to remove if not successful. Can cause additional maintenance costs. Water overall on pavement. May lose parking. 	2–3	\$5,000–\$15,000
Pavement Texture	<ul style="list-style-type: none"> Can cause minor reduction in speed. Can be aesthetically pleasing. Can be tied into crosswalks or intersections to define channelized areas for pedestrians. 	<ul style="list-style-type: none"> Costly to implement. Difficult to remove. Can effect some types of pedestrians crossing the street. Can cause noise impacts. 	Limited data	\$5–\$16 per sq. ft.
Mini Traffic Circles	<ul style="list-style-type: none"> Minor reduction in speed. Improves aesthetics. Slows traffic through the intersection. 	<ul style="list-style-type: none"> Costly to implement. Can confuse drivers regarding which way to travel through an intersection. May affect bicycles and pedestrians. Can impact left turns for large vehicles. Can slow emergency service vehicles. 	4–6	\$10,000–\$60,000
Traffic Calming Striping	<ul style="list-style-type: none"> Effective in reducing speeds from 1 to 7+ miles per hour. Accepted by many public agencies and emergency service agencies because they are standard traffic control. Easy to change if required in the future. Less costly option to install Installation can be implemented quickly. Can be removed more easily than other options (sand blast). 	<ul style="list-style-type: none"> Some limitations in speed reduction. Less effective when speeds are already low. 	1–7 +	\$500–\$1,000 per 500-feet

vehicles, driver/passenger, and can also cause vehicles to go out of control. If medians are not properly designed, they can cause water to flow into the pavement. This can cause pavement deterioration and loss of control of vehicles.

Pavement texture has limited impact on safety, although vehicles can possibly lose traction, depending on the type of texture during wet conditions. Pedestrians crossing on pavement texture can trip or slip depending on the pavement type and condition. In addition, pedestrians (especially children) may not see the textured pavement as a part of the "street," which make them less aware of traffic.

Mini traffic circles can cause vehicles to hit the curbs or cause other accidents. Also, if such traffic circles are not properly designed, trucks can have a difficult time navigating the intersection and could hit objects in the roadway.

Traffic calming striping generally has a positive impact from a traffic safety standpoint. Traffic calming striping should be implemented pursuant to the CMUTCD requirements with respect to location, type, and placement of the striping. Where used as transitions, striping should be properly designed based upon the operating speed of the vehicles on that segment roadway.

COMMUNITY ACCEPTANCE

The community acceptance of any traffic calming measure is critical in long-term implementation and effectiveness. The vast majority of the professional literature indicates that at least two-thirds of the community must support the traffic calming techniques in order for them to be implemented within the community.

In many cases, vertical and horizontal displacement of traffic calming devices are heavily resisted by the local community and driving public. This is one of the major advantages of traffic calming striping, since it is readily acceptable to the local community because it is already implemented on most roadways throughout communities. Traffic calming striping is understood by the driving public throughout local communities. It causes little damage to vehicles and drivers/pedestrians of the community. It does not adversely effect the operation of vehicles for emergency service agencies. Traffic

calming striping is not permanent and can easily be changed if required in the future. As a result of this, traffic calming striping can be less controversial than more restrictive devices.

CONCLUSIONS

RK Engineering Group, Inc. has completed a review of traffic calming striping as an alternative to vertical or horizontal displacement traffic calming devices such as speed humps, speed cushions, chokers, medians, pavement textures, and other roadway design features. Traffic calming striping has been shown to reduce speeds effectively as a first step of a traffic calming process. Striping is a low-cost traffic calming solution that can have major benefits to the community compared to other vertical/horizontal displacement traffic calming devices, yet still provides substantial benefits in terms of reducing traffic speeds on the roadways.

In conclusion, traffic calming striping is an effective measure in a traffic/transportation engineer's toolbox of traffic calming devices. These roadway striping techniques follow standard design practice, which reduces future tort liability. Traffic striping is a cost-effective and efficient traffic calming method that can be implemented quickly to reduce speeds on roadways. ■

Resources for further information

1. City of Colorado Springs, *Traffic Calming Handbook*. 2003. Accessible at www.springsgov.com/files/TCHandbook.pdf.
2. Remington & Vernick Engineers, *Old Newark Traffic Calming Plan*. 2002. Accessible at www.wilmapco.org/Newark/Newark_traffic_calming_sect1.PDF.
3. Brown, Steven (Fehr Peers), *City of La Habra Traffic Management Program*. 2006. Accessible at www.lahabracity.com/article.cfm?id=191.
4. Ewing, Reid, *Traffic Calming State of the Practice*. Washington, DC: ITE/FHWA. 1999.
5. Delaware Department of Transportation. *Delaware Department of Transportation Traffic Calming Manual*. 2000. Accessible at www.deldot.gov/information/pubs_forms/manuals/traffic_calming/pdf/deldotfinal.pdf.
6. Gulden, Jeff, Reid Ewing. "New Traffic Calming Device of Choice." *ITE Journal*, Vol 79, No. 12, (December 2009): 26-31. Washington, DC: ITE. 2009.



ROBERT KAHN,
P.E. is president of RK Engineering Group, Inc. which is a full-service transportation engineering firm located in Newport Beach, California, USA. Mr.

Kahn has more than 40 years of professional experience and has owned his own consulting firm for 23 years. He is a registered engineer in the states of California, Colorado, and Nevada. Mr. Kahn has been involved in the practice of traffic calming since the early 1980s, when he designed some of the first speed humps in Orange County, California. He currently teaches "Fundamentals of Traffic Engineering" for the University of California and has been a guest lecturer at the University of California, Irvine. Mr. Kahn received his B.S. and M.S. in civil engineering from the University of California, Berkeley. He is a fellow of ITE.



ALLISON KAHN GOEDECKE,
MBA is a project manager with RK Engineering Group, Inc. She showed her first interest in the transportation field after completing

a report, titled "Red Light, Green Light," about her father's role in helping communities as a transportation engineer back in 1981. Allison has now worked as a senior transportation planner for more than 12 years, focusing on preparing traffic impact studies for commercial, industrial, institutional, and residential projects. She graduated Phi Beta Kappa from University of California, Irvine, received her MBA from Pepperdine University, and did postgraduate work at Oxford University. She is a member of American Planning Association (APA).

HIGH RIDGE LANE



EX.
R.O.W

60' R.O.W.

60' R.O.W.

30' E-E

15' SOUTHBOUND LANE

15' NORTHBOUND LANE

10'

— SIDEWALK
(TYP.)

— B.6-12 CURB
AND GUTTER
(TYP.)

HIGH RIDGE LANE



EX.
R.O.W.

60' R.O.W.

30' E-E

5' NO PARKING

10' SOUTHBOUND LANE

10' NORTHBOUND LANE

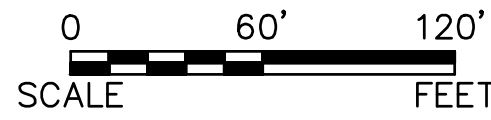
NO PARKING

10'

1

— 4" WHITE
EDGE LINE

4" WHITE
EDGE



W5-1



R8-3c



PROPOSE
THERMOP
PAVEMEN
(TYP.)

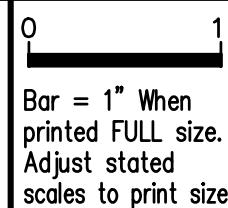
HIGH RIDGE LANE

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NO.	DATE	REVISIONS

TRAFFIC CONTROL SIGNAGE AND PAVEMENT MARKINGS

HIGH RIDGE LANE TRAFFIC CALMING

DATE: MARCH	2024
PROJECT NO:	YO1107
FILE:	YO1107-SITE
SHEET	1 OF 1

4	7	三	
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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:



DRAFT

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

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 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.*

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.*

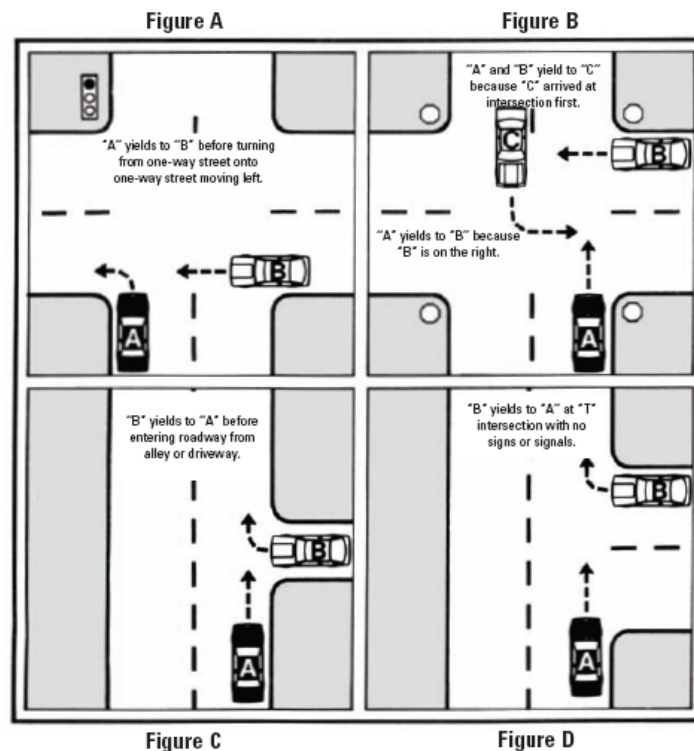
In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- 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 85th 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 85th 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 85th 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



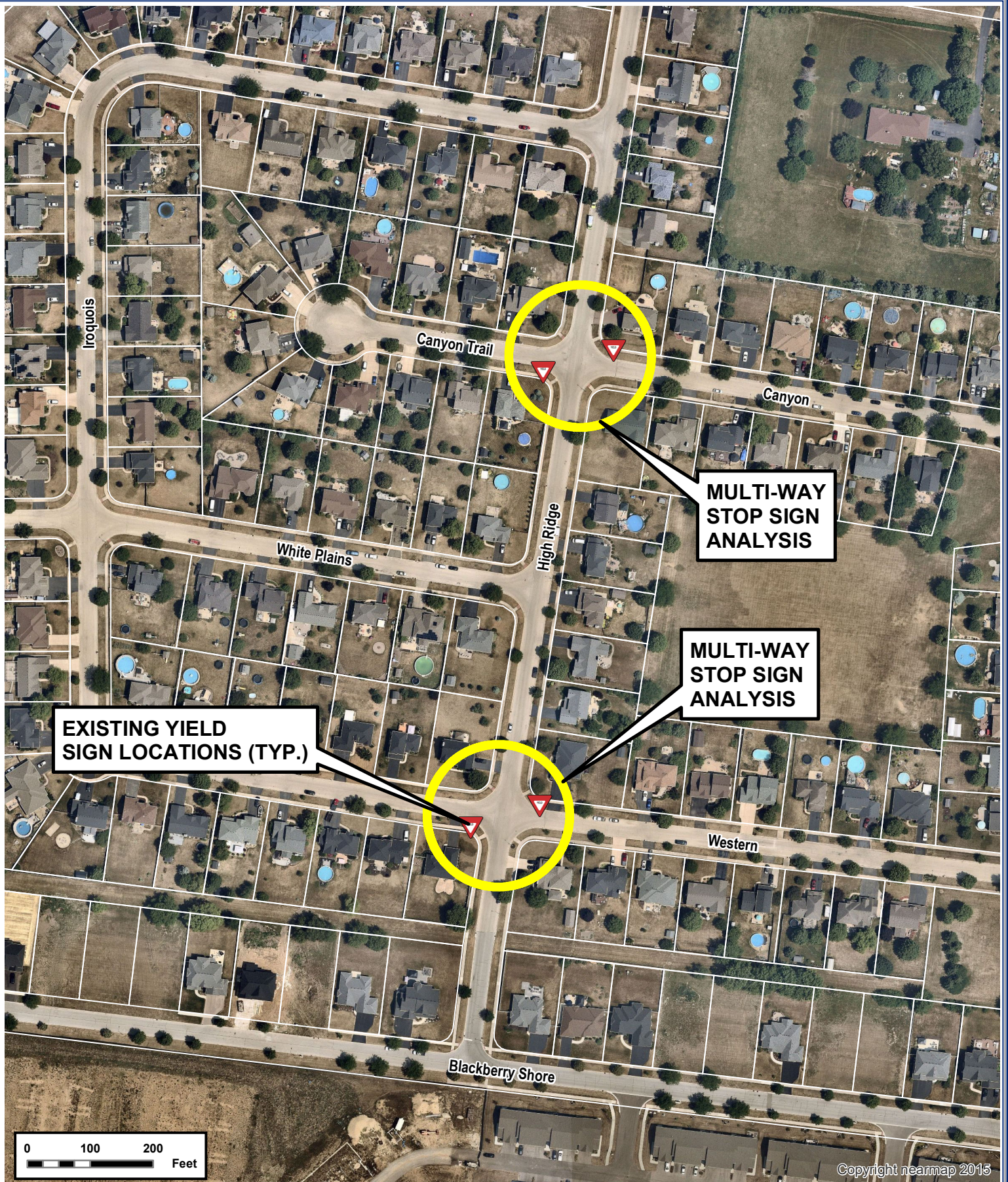
Engineering Enterprises, Inc.

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**





Engineering Enterprises, Inc.

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 Y01107-C

SUBJECT NORTLAND LN - BLACK

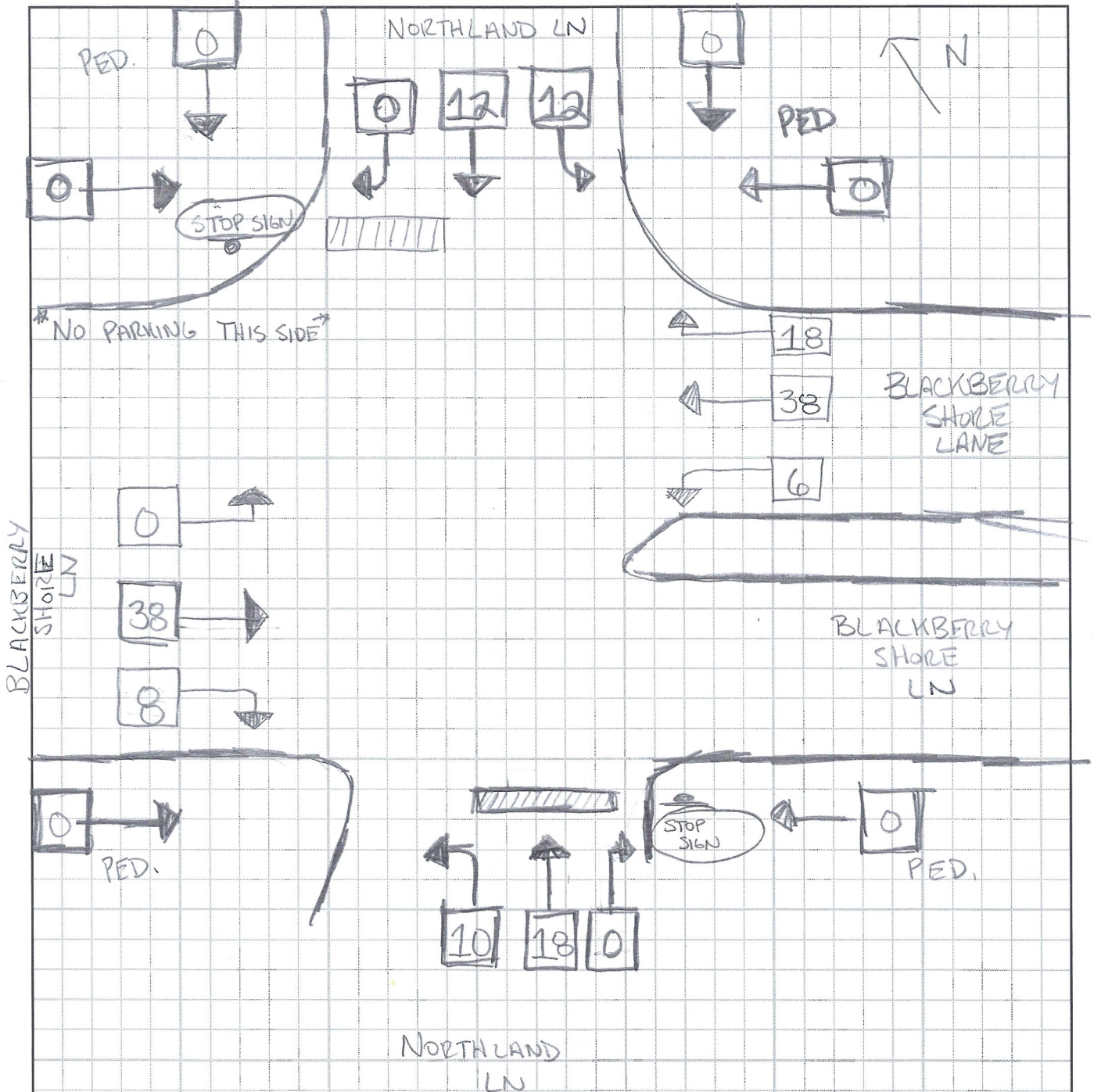
BY GAB

DATE 8/24/23

BERRY SHORE LN - TRAFFIC COUNTS

PAGE 1

OF 1



NOTES

- OBSERVATIONS ON THURS. 8/24/23, 355^{PM} - 455^{PM}
- 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>
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.
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<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



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

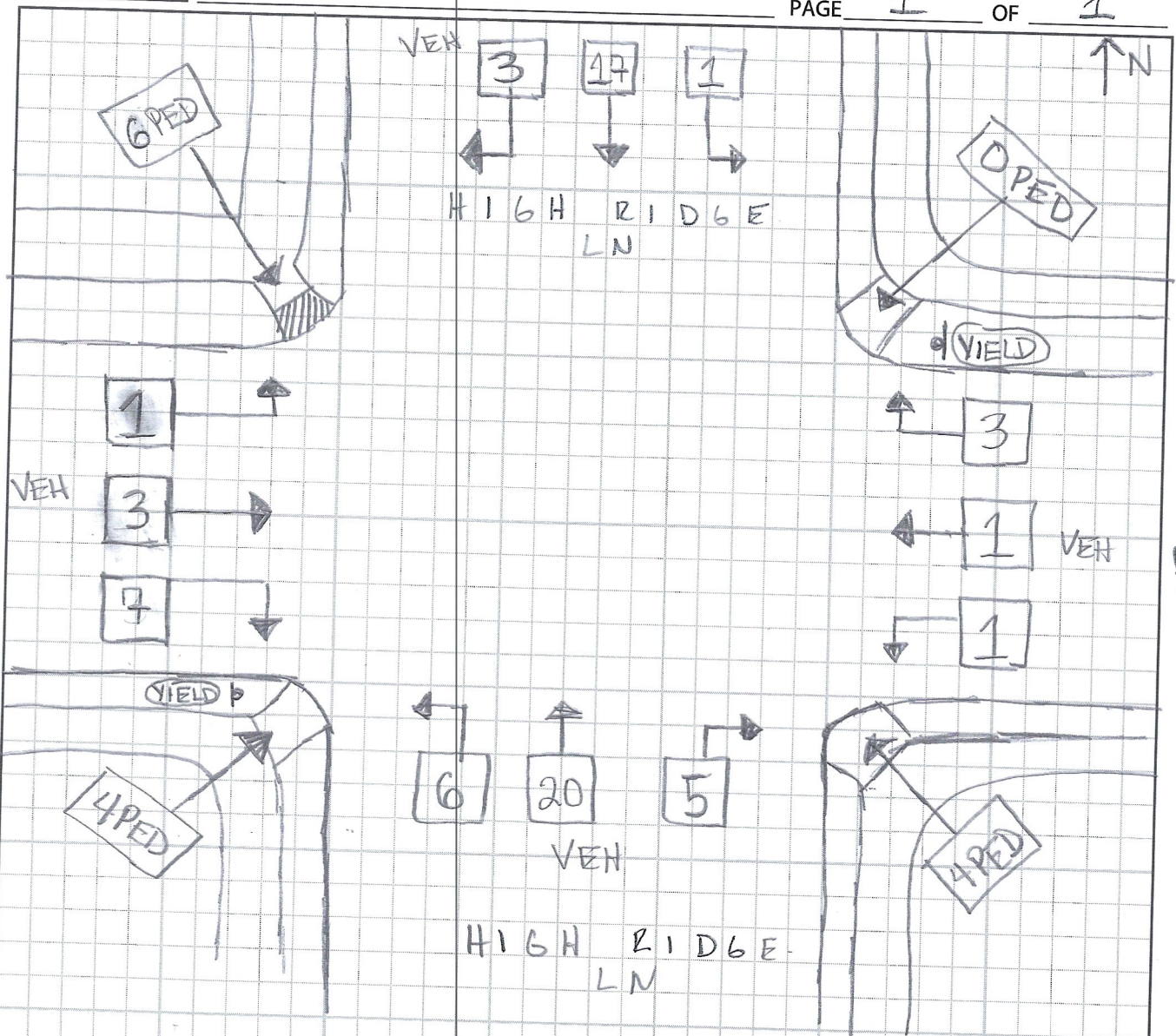
DATE 8/31/23

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 BOUND) NEAR INTERSECTION
- 30 MPH NEIGHBORHOOD SPEED LIMIT

ILLINOIS TRAFFIC CRASH REPORT

Sheet 1 of 1 Sheets



IY003



* X002608966 *

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

INVESTIGATING AGENCY Yorkville Police Department	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 22	AGENCY CRASH REPORT NO. 22-00670	TRFW 14
ADDRESS NO.	HIGHWAY OR STREET NAME WESTERN LN	<input checked="" type="checkbox"/> City YORKVILLE	INTERSECTION RELATED <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	DATE OF CRASH 4/23/2022	TIME 6:28	VEHT 1
(CIRCLE) FT / MI N S E W <input checked="" type="checkbox"/> AT INTERSECTION WITH HIGH RIDGE LN		COUNTY KENDALL	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 2	U1
(NAME OF INTERSECTION OR ROAD FEATURE)		HIT & RUN <input type="checkbox"/> Y <input checked="" type="checkbox"/> N			SECONDARY CRASH <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	U2
					FLOW CONDITION <input type="checkbox"/> SLOW <input type="checkbox"/> STOPPED <input checked="" type="checkbox"/> FREE FLOW	# LNS 0

<input checked="" type="checkbox"/> DRIVER <input type="checkbox"/> PARKED <input type="checkbox"/> DRIVERLESS <input type="checkbox"/> PED <input type="checkbox"/> PEDAL <input type="checkbox"/> EQUES <input type="checkbox"/> NMV <input type="checkbox"/> NCV <input type="checkbox"/> DV	DATE OF BIRTH mo / day / yr	MAKE TOYOTA	MODEL COROLLA	YEAR 2021	CIRCLE NUMBER(S) FOR DAMAGED AREA(S) 00 - NONE 13 - UNDER CARRIAGE 14 - TOTAL (ALL) 15 - OTHER 99 - UNKNOWN	FRONT 12 10 9 8 7 TOP 16 6 REAR	TOWED DUE TO CRASH <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Y N
STREET ADDRESS	SEX F	SAFT 2	AIR 4	AUTOMATION SYSTEM <input type="checkbox"/> Y <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNK	LEVEL IN VEH. 0	LEVEL ENGAGED AT CRASH 0	FIRE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	U1
CITY	INJ O	EJCT 1	EPHT 0	PLATE NO.	STATE	YEAR	DISTRACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	U2
PHONE NUMBER	STATE IL	CLASS D	CDL ID 0	VIN JTDVPMAE8MJ130577	INSURANCE CO. State Farm	POINT OF FIRST CONTACT 1	COM VEH <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	U1
DRIVER LICENSE NO.	PEDV 99	PPA 9	PPL 9	VEHICLE OWNER (LAST, FIRST, M.I.) TOYOTA LEASE TRUST	POLICY NO. J11 8510-D27-13	IF YES SEE SIDEAR	EXPIRED <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	U2
EMS AGENCY	INCIDENT RESPONDER <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	IF "Y"	OWNER STREET, CITY, STATE, ZIP	PHONE NUMBER				RSUR 1
HOSPITAL (TAKEN TO)								VEHU 2

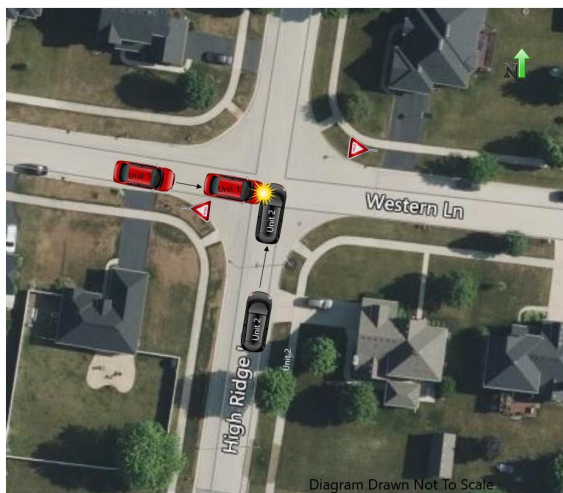
<input checked="" type="checkbox"/> DRIVER <input type="checkbox"/> PARKED <input type="checkbox"/> DRIVERLESS <input type="checkbox"/> PED <input type="checkbox"/> PEDAL <input type="checkbox"/> EQUES <input type="checkbox"/> NMV <input type="checkbox"/> NCV <input type="checkbox"/> DV	DATE OF BIRTH mo / day / yr	MAKE FORD	MODEL EXPLORER	YEAR 2021	CIRCLE NUMBER(S) FOR DAMAGED AREA(S) 00 - NONE 13 - UNDER CARRIAGE 14 - TOTAL (ALL) 15 - OTHER 99 - UNKNOWN	FRONT 12 10 9 8 7 TOP 16 6 REAR	TOWED DUE TO CRASH <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Y N
NAME (LAST, FIRST, M)	SEX F	SAFT 2	AIR 4	AUTOMATION SYSTEM <input type="checkbox"/> Y <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNK	LEVEL IN VEH. 0	LEVEL ENGAGED AT CRASH 0	FIRE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	U1
STREET ADDRESS	INJ O	EJCT 1	EPHT 0	PLATE NO.	STATE	YEAR	DISTRACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	U2
CITY	STATE IL	CLASS D	CDL ID 0	VIN 1FM5K8GC7MGB20272	INSURANCE CO. Progressive	POINT OF FIRST CONTACT 11	COM VEH <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	U1
PHONE NUMBER	PEDV 99	PPA 9	PPL 9	VEHICLE OWNER (LAST, FIRST, M.I.)	POLICY NO. 939294017	IF YES SEE SIDEAR	EXPIRED <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	U2
DRIVER LICENSE NO.	INCIDENT RESPONDER <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	IF "Y"	OWNER ADDRESS (STREET, CITY, STATE, ZIP)	PHONE NUMBER				RDEF 1
EMS AGENCY								BAC 996
HOSPITAL (TAKEN TO)								U1

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

UNIT 1	(EVNO)	(MOST)	(EVNT)	(LOC)	DAMAGED PROPERTY OWNER NAME	DAMAGED PROPERTY	POLICE NOTIFIED 4/23/2022	TIME 6:28	<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"/>	11	4								
	2	<input type="checkbox"/>			PROPERTY OWNERS ADDRESS: STREET, CITY, STATE, ZIP	PRIMARY 02	SECONDARY 99	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		
UNIT 2	3	<input type="checkbox"/>			<input checked="" type="checkbox"/> CITATIONS ISSUED <input type="checkbox"/> PENDING	SECTION 11-904	CITATION NO. YK0002145	EMS ARRIVED	TIME <input type="checkbox"/> AM <input type="checkbox"/> PM			
	1	<input checked="" type="checkbox"/>	11	4	ARREST NAME			ROAD CLEARANCE 4/23/2022	TIME 6:28	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM		
	2	<input type="checkbox"/>			ARREST NAME							
	3	<input type="checkbox"/>			OFFICER ID. 230	SIGNATURE Joshua Opp	BEAT / DIST.	SUPERVISOR ID. Sam Stroup, 209	COURT DATE 5/19/2022	TIME 8:30	<input checked="" type="checkbox"/> AM <input type="checkbox"/> PM	Workers present? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N

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 ONLYU1 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 ☐ UnknownDid HAZMAT Regulations violation contribute to the crash?
☐ Yes ☐ No ☐ UnknownDid 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 ☐ NoMCS ☐ 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.

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

Criteria Met			Criteria**
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:

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | Criteria are clearly met recommending installation of a multi-way stop |
| <input checked="" type="checkbox"/> | Criteria are not clearly met at this time - no further action recommended |
| <input type="checkbox"/> | 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

BY GAB

DATE 8/31/23

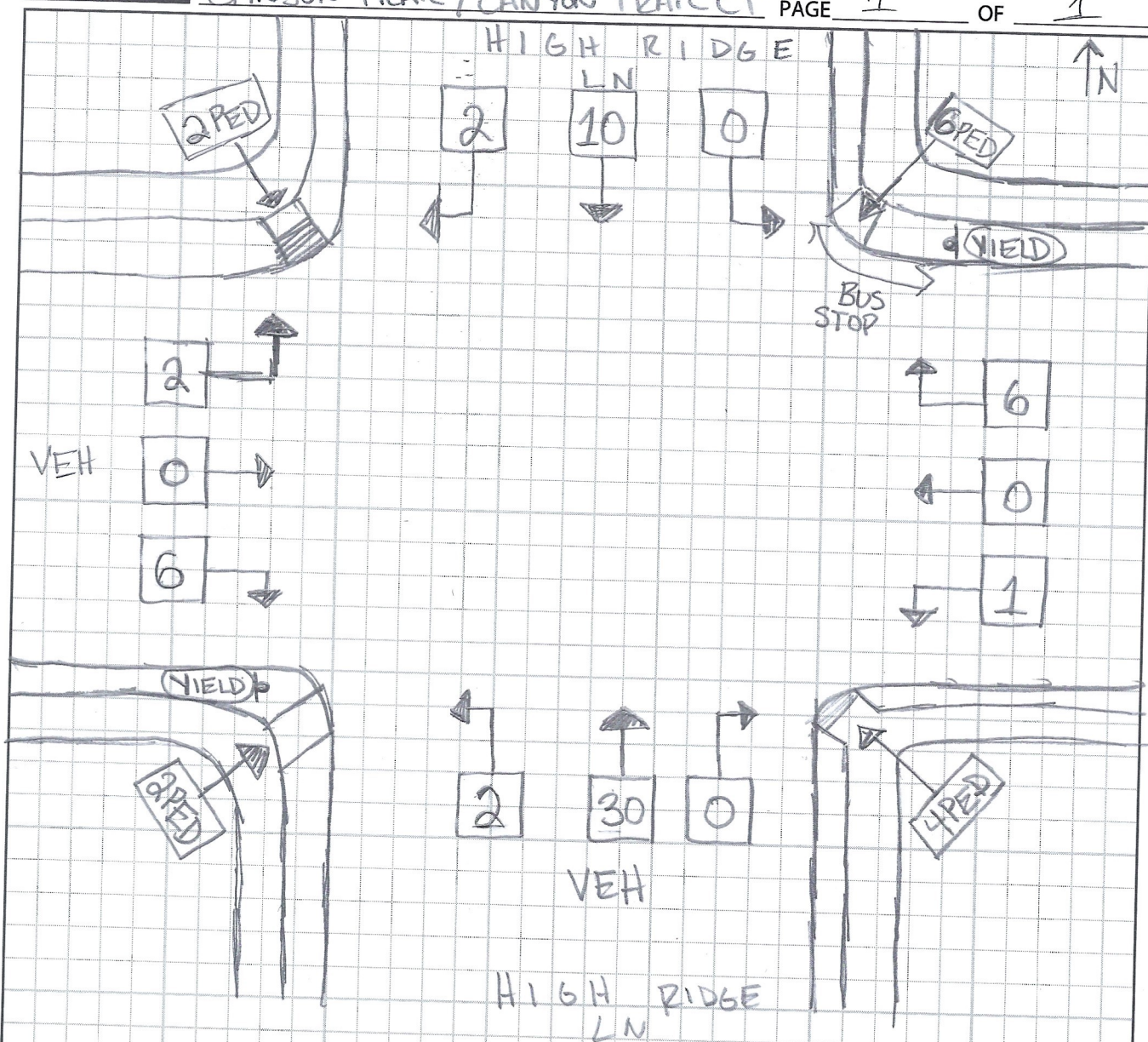
CANYON TRAIL / CANYON TRAIL CT

PAGE 1

OF 1

CANYON TRAIL COURT

CANYON TRAIL



- OBSERVATIONS THURS 8/31/2023 350-450 PM
- 73 $\frac{\text{UNITS}}{\text{HR}}$ x 24 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 BUS³⁵
- 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
I. YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:		
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> B. A street entering a designated through highway or street; and/or
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> C. An unsignalized intersection in a signalized area.
II. In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:		
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
<input 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



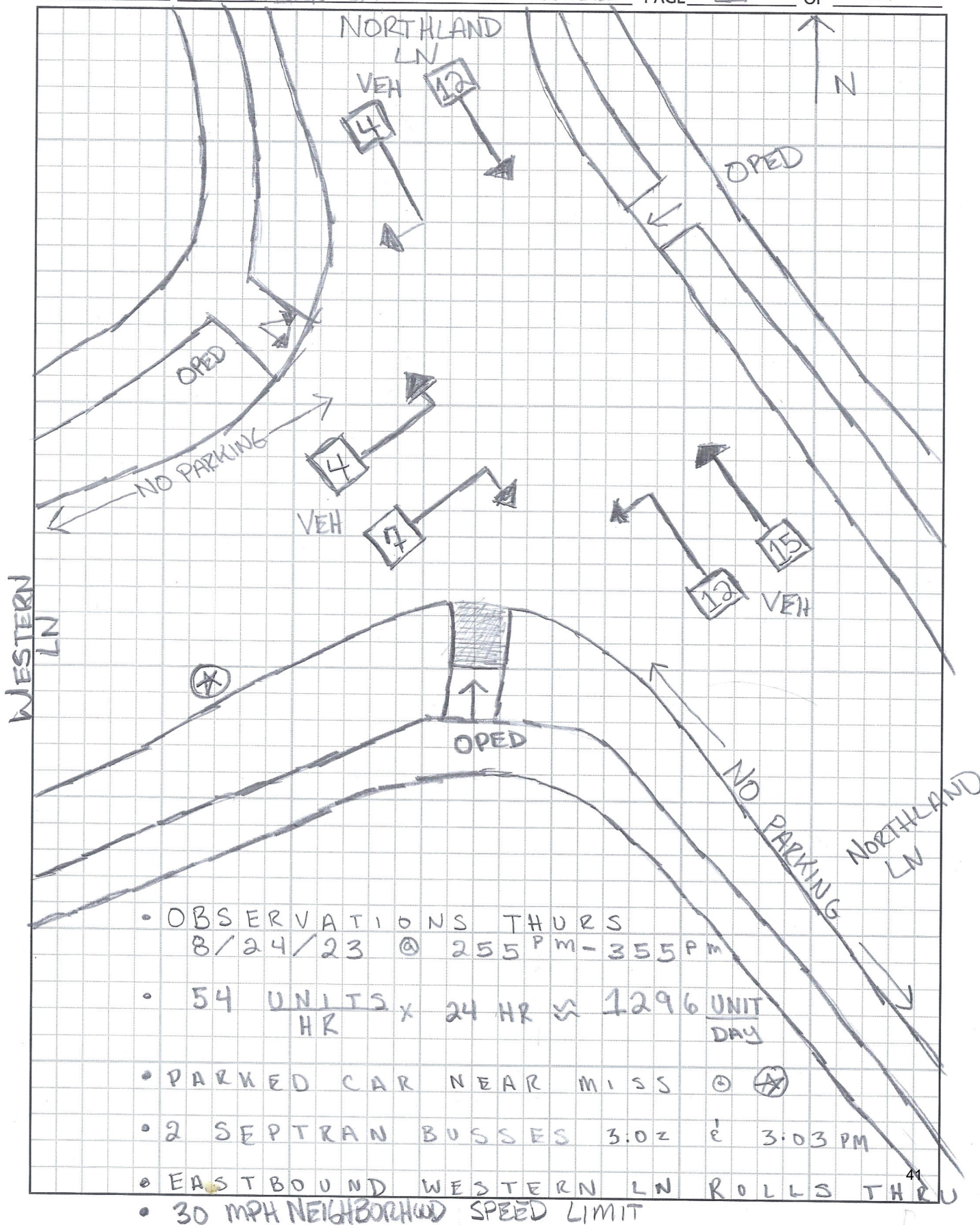
Engineering Enterprises, Inc.

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
PAGE 1 OF 1



PART II: TRAFFIC SPEED STUDY



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-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	7:00 AM 29	25
PM Peak	4:00 PM 45	42

Speed

Speed Limit:	30	
85th Percentile Speed:	34	
50th Percentile Speed:	29	
10 MPH Pace Interval:	23.0 MPH	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

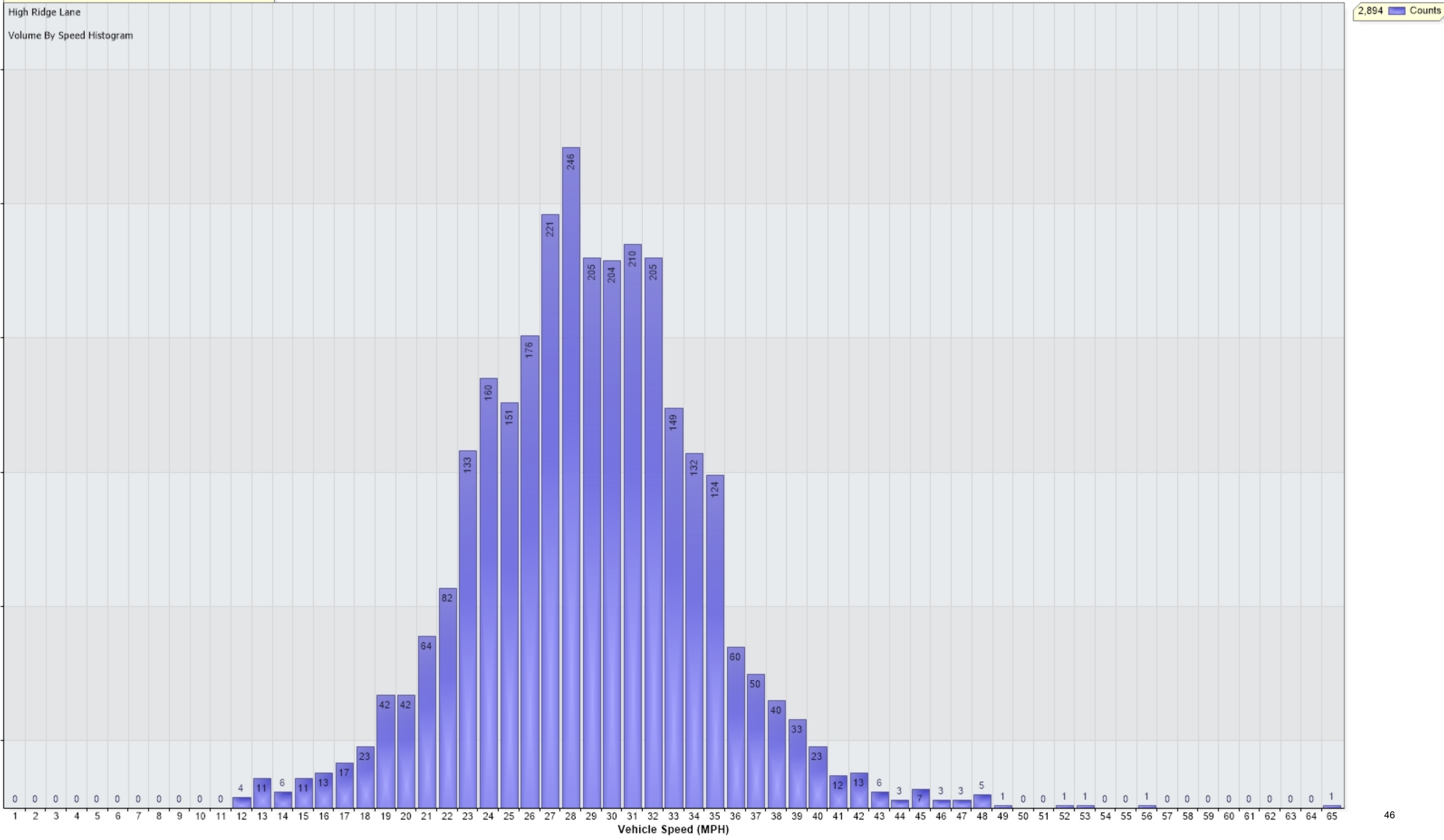
	Number	%
VEH_SM	32	1.1
VEH_MED	2781	96.1
VEH_LG	81	2.8
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

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]



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	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

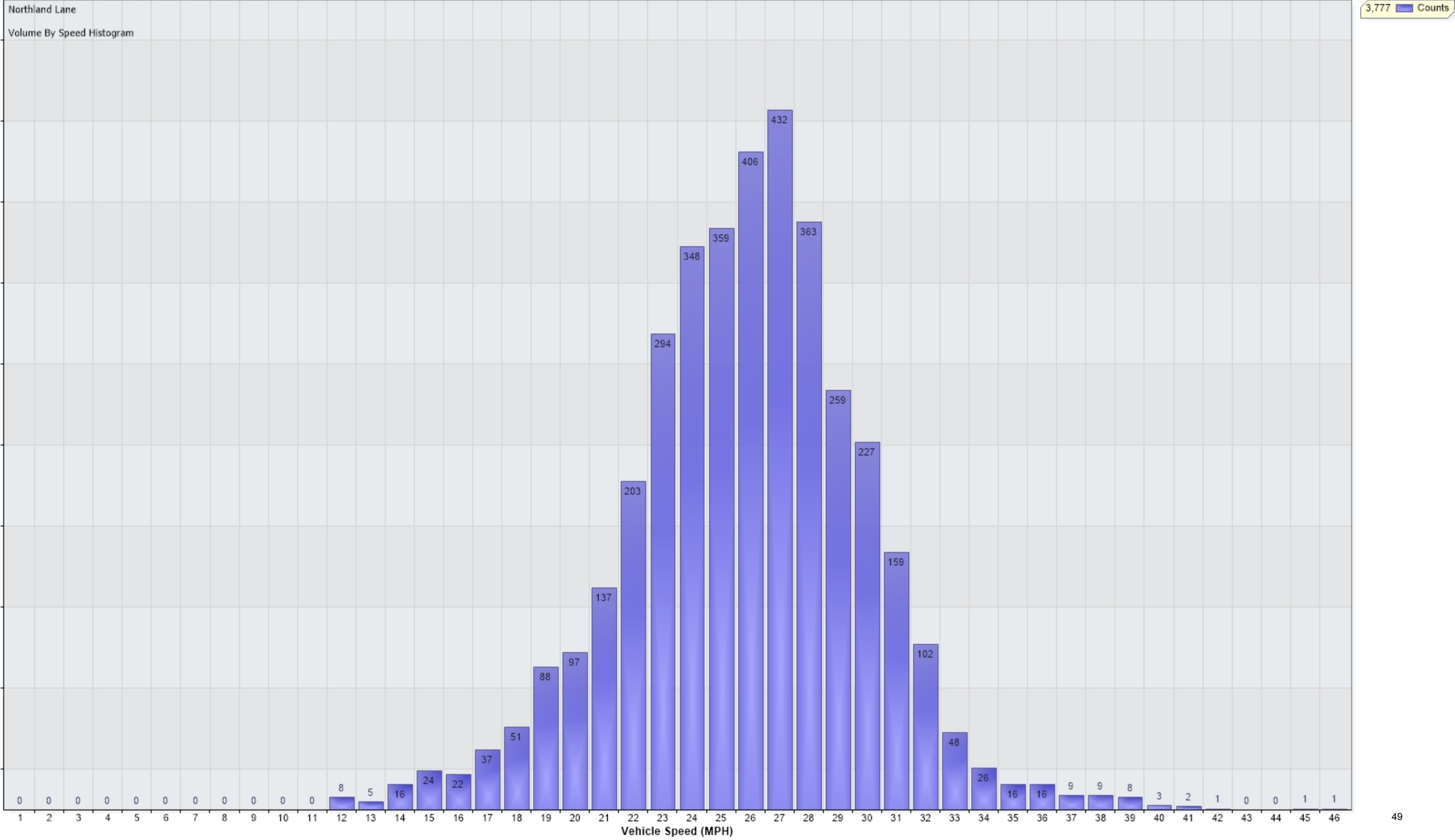
	Number	%
VEH_SM	2	0.1
VEH_MED	3707	98.1
VEH_LG	68	1.8
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

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	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

