

NOTICE OF SPECIAL MEETING OF THE PUBLIC WORKS COMMITTEE

A Special Meeting of the Public Works Committee is scheduled for
Tuesday, August 29, 2017, beginning at 6:15 p.m. in the

Council Chambers located at the
Village Hall of Tinley Park
16260 South Oak Park Avenue
Tinley Park, Illinois

A copy of the agenda for this meeting is attached hereto and can be found at
www.tinleypark.org.

Kristin A. Thirion
Clerk
Village of Tinley Park

NOTICE OF A SPECIAL MEETING
OF THE PUBLIC WORKS COMMITTEE

Notice is hereby given that a special meeting of the Public Works Committee of the Village of Tinley Park, Cook and Will Counties, Illinois, will begin at 6:15 p.m. on Tuesday, August 29, 2017, in Council Chambers at the Village Hall of Tinley Park, 16250 S. Oak Park Avenue, Tinley Park, Illinois.

1. OPEN THE MEETING.
2. RECEIVE UPDATE FOR FOUNTAIN.
3. DISCUSS MUNICIPAL PARKING LOT BIDS.
4. DISCUSS 171ST STREET SPEED BUMP.
5. DISCUSS 175TH STREET TURN LANE STUDY AT TINLEY PARK HIGH SCHOOL.
6. DISCUSS POLICE STATION EXTERIOR LIGHTING PROJECT.
7. DISCUSS 84TH STREET RESURFACING – COOK COUNTY GRANT AND INTERGOVERNMENTAL AGREEMENT.
8. RECEIVE COMMENTS FROM THE PUBLIC.
9. ADJOURN TO EXECUTIVE SESSION TO DISCUSS THE APPOINTMENT, EMPLOYMENT, COMPENSATION, DISCIPLINE, PERFORMANCE, OR DISMISSAL OF SPECIFIC EMPLOYEES OF THE PUBLIC BODY OR LEGAL COUNSEL FOR THE PUBLIC BODY, INCLUDING HEARING TESTIMONY ON A COMPLAINT LODGED AGAINST AN EMPLOYEE OF THE PUBLIC BODY OR AGAINST LEGAL COUNSEL FOR THE PUBLIC BODY TO DETERMINE ITS VALIDITY.

ADJOURNMENT

KRISTIN A. THIRION
VILLAGE CLERK



Interoffice Memorandum

Public Works Department

Date: August 23, 2017 August 24, 2017
To: Kevin Workowski, Public Works Director
From: John Urbanski, Assistant Public Works Director
Re: Downtown Plaza Fountain Replacement

Presented for August 29, 2017 Committee Agenda discussion and possible action:

Background:

Recently, the fountain centered in the Zabrocki Plaza was vandalized causing irreparable damages. Public Works was tasked with researching options for replacement of the existing downtown centerpiece. The original manufacturer of the fountain (Stonewear, Inc.) has since been merged with another company (Tournesol Site works). In June of 2017 Public Works met with the representative from Tournesol to discuss three options for replacement.

Description:

This request will consist of only the purchase and delivery of the approved fountain option. Further discussions regarding construction will be examined by Public Works and proposed as a secondary approval. The three (3) options for replacement from Tournesol are as follows:

Fountain Options	As Quoted for Purchase
Option #1 – Replacement to mirror existing fountain.....	\$ 47,153.00
Option #2 – Bottom "bowl" only with perimeter jets and geyser center.....	\$ 42,357.00
Option #3 – Bottom "bowl" with centerpiece engineered specific to request.....	approx. \$ 85,000.00
Installation Estimate.....	\$ 15,000.00

Staff Direction Request:

1. Select and approve option to purchase for fountain replacement in Zabrocki Plaza.

Attachments:

1. Quotes and photos of options as presented.





Your Tournesol Siteworks Representative:
 Brian Mitalo, Tournesol Siteworks
 847.867.9290
 bmitalo@tournesolsiteworks.com

Kevin Workowski
 Village of Tinley Park
 7990 W 183rd Street
 Tinley Park, IL 60477.

ph: (708) 444-5500
 fax: (708) 444-5599
 e-mail: kworkowski@tinleypark.org

Estimate Nr: 170714696

prepared by: bmitalo@tournesolsiteworks.com

Project: Tinley Park Plaza Fountain Option 1-Tinley Park IL

estimate date: 8/7/2017

Estimated Need Date: 10/1/2017

Qty	Part #	Description	Detail	Lead time	Unit Price	Extended
1	CD16-FA604836	Turnkey Stonewear Fountain Package, GFRC Construction Basin: 16' Canterbury Basin, Tier 1 Finish Center Feature: 60" + 48" + 36" Fluted Bowls w/Blossom Jet Pump/Service: 2 submersibles Lights/Service: 11 x 12V/20W Jets: 1 Blossom 1" Electrical Controls: Timers for pumplights, GFCI protected Water flow Control: Individual control valves for each feature Utilities: Main drain, Utility drain, Manual fill, Auto water level control, Chlorinator Wire-ready for electrical installation by licensed electrician MATERIAL ESTIMATE ONLY. ASSEMBLY PRICING INCLUDED SEPARATELY	Color TBD; Acid-Etch texture. Luxor system programmable with 11 submersible RGB LED lights and 1 pump start relay. Luxor system will allow control of lights and pumps to be done remotely.	F	\$35,853.00	\$35,853.00
1	Custom Stonewear Fountain	Custom Stonewear Fountain Products Includes concept collaboration, design and engineering, submittal drawings, order coordination, manufacturing tooling (as req'd), and production.	Additional cost for Luxor system with 11 programmable RGB LED lights and 1 pump start relay. Luxor system will allow lights and pumps to be controlled remotely.	F	\$8,000.00	\$8,000.00

Product Subtotal:

\$43,853.00

Sales Tax _____ %

\$0.00

Est. Freight to Jobsite

\$3,300.00

Total Price:

\$47,153.00

Estimated Lead Times:

(A) up to 2-3 weeks, (B) up to 3-4 weeks, (C) up to 4-6 weeks,
 (D) up to 5-7 weeks, (E) up to 6-8 weeks, (F) as noted
 All leadtimes start from actual release for production, and are subject to change.
 Actual leadtime will be confirmed by Tournesol Siteworks at time of order.

Tournesol Siteworks LLC

2930 Faber St., Union City, CA 94587

ph: 800-542-2282 fax: 510-471-6243 info@tournesolsiteworks.com

tournesolsiteworks.com

Estimate Nr: 170714696

Project: Tinley Park Plaza Fountain Option 1-Tinley Park IL

estimate date: 8/7/2017

Terms, Conditions of Sale, Freight & Warranty Information

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Payment- 50% deposit with Release for Production, balance to be paid C.O.D, credit card or check at time of delivery. American Express, Visa and Mastercard credit cards accepted at time of delivery. Net 30, no retention for balance on qualified accounts, subject to credit approval. Credit card payments paid more than 10 days after delivery will subject to a 3% handling fee.

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Freight

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All freight estimates include a surcharge for packaging and handling. Tournesol Siteworks reserves the right to add a 2% packaging & handling charge for all will-call orders.

Split shipments will typically increase the freight charges. Freight splits require written approval prior to releasing the shipment.

Shipping dates are approximate and are based upon prompt receipt from Buyer of all necessary information, releases, and approvals. In no event will Tournesol Siteworks be liable for damages of any kind arising out of delay or non-delivery, due to causes beyond its reasonable control including, but not limited to, acts of God, acts of civil or military authority, war, riots, fire, explosion, flood, strike, lockout, injunction, accident, breakage of machinery or apparatus, or inability to obtain fuel, power, raw materials, labor, containers or transportation facilities. Tournesol Siteworks will coordinate and make every effort to notify the client of any delivery issues.

Freight Damage Claims- Claims for shipping damages must be made against the carrier on all products shipped FOB shipping point. The customer must inspect all shipments for damage before signing for delivery. Damaged product must be noted on bill of lading before the driver leaves, and reported to Tournesol Siteworks within 24hrs. If it isn't noted on the bill of lading, the freight carrier won't honor claims for damages.

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Tournesol Siteworks' Three-Year Limited Warranty

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ph: (708) 444-5500
 fax: (708) 444-5599
 e-mail: kworkowski@tinleypark.org

Estimate Nr: 170714697

prepared by: bmitalo@tournesolsiteworks.com

Project: Tinley Park Plaza Fountain Option 2-Tinley Park IL

estimate date: 8/7/2017

Estimated Need Date: 10/1/2017

Qty	Part #	Description	Detail	Lead time	Unit Price	Extended
1	CD16-CJ60	Turnkey Stonewear Fountain Package, GFRC Construction Basin: 16' Canterbury Basin, Tier 1 Finish Center Feature: 60" Column Jets Pump/Service: 2 submersibles Lights/Service: 7 x 12V/20W Jets: 3 Columns Electrical Controls: Timers for pumplights, GFCI protected Water flow Control: Individual control valves for each feature Utilities: Main drain, Utility drain, Manual fill, Auto water level control, Chlorinator Wire-ready for electrical installation by licensed electrician MATERIAL ESTIMATE ONLY. ASSEMBLY PRICING INCLUDED SEPARATELY	Color TBD; Acid-Etch texture. 72" center foundation with 7 column jets. Luxor system programmable with 11 submersible RGB LED lights and 1 pump start relay. Luxor system will allow control of lights and pumps to be done remotely.	F	\$31,257.00	\$31,257.00
1	Custom Stonewear Fountain	Custom Stonewear Fountain Products Includes concept collaboration, design and engineering, submittal drawings, order coordination, manufacturing tooling (as req'd), and production.	Additional cost for Luxor system with 11 programmable RGB LED lights and 1 pump start relay. Luxor system will allow lights and pumps to be controlled remotely.	F	\$8,000.00	\$8,000.00

Product Subtotal:

\$39,257.00

Sales Tax

_____ %

\$0.00

Est. Freight to Jobsite

\$3,100.00

Total Price:

\$42,357.00

Estimated Lead Times:

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 e-mail: kworkowski@tinleypark.org

Estimate Nr: 170714698

prepared by: bmitalo@tournesolsiteworks.com
 estimate date: 8/7/2017

Project: Tinley Park Plaza Fountain Option 3-Tinley Park IL
 Estimated Need Date: 10/1/2017

Qty	Part #	Description	Detail	Lead time	Unit Price	Extended
1	CD16-CJ60	Turnkey Stonewear Fountain Package, GFRC Construction Basin: 16' Canterbury Basin, Tier 1 Finish Center Feature: 60" Column Jets Pump/Service: 2 submersibles Lights/Service: 7 x 12V/20W Jets: 3 Columns Electrical Controls: Timers for pumplights, GFCI protected Water flow Control: Individual control valves for each feature Utilities: Main drain, Utility drain, Manual fill, Auto water level control, Chlorinator Wire-ready for electrical installation by licensed electrician MATERIAL ESTIMATE ONLY. ASSEMBLY PRICING INCLUDED SEPARATELY	Color TBD; Acid-Etch texture. 72" center foundation with 7 column jets. Luxor system programmable with 11 submersible RGB LED lights and 1 pump start relay. Luxor system will allow control of lights and pumps to be done remotely.	F	\$31,257.00	\$31,257.00
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1	Custom Stonewear Fountain	Custom Stonewear Fountain Products Includes concept collaboration, design and engineering, submittal drawings, order coordination, manufacturing tooling (as req'd), and production.	\$25,000 to \$40,000+. Custom guitar sculpture in center foundation with jets. Color TBD; Acid-Etch texture	F	\$0.00	\$0.00

Product Subtotal:

\$39,257.00

Sales Tax

_____ %

\$0.00

Est. Freight to Jobsite

\$3,300.00

Total Price:

\$42,557.00

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Estimate Nr: 170714698

Project: Tinley Park Plaza Fountain Option 3-Tinley Park IL

estimate date: 8/7/2017

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Interoffice Memorandum

Public Works Department

Date: August 24, 2017

To: Pat Carr, Interim Assistant Village Manager
John Urbanski, Assistant Public Works Director

From: Terry Lusby, Jr., Facilities & Fleet Superintendent

Re: **Parking Lot Improvements Bid Award Request**

Presented for September 5th, 2017 Village Board discussion and possible action:

Public Works requests consideration and possible action by the Village Board to award the bid and contract work as set forth in the bid documents established by Public Works and Robinson Engineering. The project SOW includes multiple locations to allow for cost reduction using a quantity savings method.

SCOPE OF WORK

Location #1 – Fire Station 3 Lot: The work to be performed at this location includes a combination of curbs and gutter removal and replacement and various pavement patching and collateral work necessary to complete the improvement as shown on the plans and as described herein. Final patching locations are subject to change based on field conditions and will be marked in the filed by the Village or Authorized Representative.

Location #2 – Tinley Park Library Lot: The work to be performed at this location will consist of removal and replacement of hot-mix asphalt surface course, pavement markings, and all incidental and collateral work necessary to complete the improvement as shown on the plans and as described herein. Full closure of the lot will not be allowed and work must be completed in stages.

Location #3 – Public Works Facility Lot: The work to be performed at this location will consist of Class D Patches and all incidental and collateral work necessary to complete the improvement as shown on the plans and as described herein. Final patching locations are subject to change based on field conditions and will be marked in the filed by the Village or Authorized Representative.

Location #4 – Fire Training Center Lot: The work to be performed at this location will consist of Class D Patches and all incidental and collateral work necessary to complete the improvement as shown on the plans and as described herein. Final patching locations are subject to change based on field conditions and will be marked in the filed by the Village or Authorized Representative.

Location #5 – Fire Station 1 Lot: The work to be performed at this location will consist of removal and replacement of hot-mix asphalt surface course, pavement markings, and all incidental and collateral work necessary to complete the improvement as shown on the plans and as described herein. Full closure of the lot will not be allowed and work must be completed in stages.

Location #6 – Municipal Lot (Ed & Joe's): The work to be performed at this location will consist of a combination of curbs and gutter removal and replacement and replacement of hot-mix asphalt surface course, pavement markings, and all incidental and collateral work necessary to complete the improvement as shown on the plans and as described herein.



Location #7 – Municipal Lot (Spring Fort Hall): The work to be performed at this location will consist of a combination of curbs and gutter removal and various pavement patching in the parking lot. Final patching locations are subject to change based on field conditions and will be marked in the filed by the Village or Authorized Representative.

Location #8 – Village Hall Lot (Not Shown In Plans): The work to be performed at this location will consist of pavement patching in the parking lot near the Oak Park Avenue entrance and into the North lot if funds allow. Final patching locations are subject to change based on field conditions and will be marked in the filed by the Village or Authorized Representative.

BACKGROUND

This construction contract was advertised in accordance with state bidding laws, six (7) sealed bid were received. Bids were opened and read publicly on Thursday, August 24th at 10:01 AM by the Facilities & Fleet Superintendent, Robinson Engineering, and Village Deputy Clerk and received as follows:

<u>Contractor</u>	<u>Location</u>	<u>Bid</u>
"D" Construction	Coal City, IL	\$283,065.96
Gallagher Asphalt Co.	Thornton, IL	\$290,762.96
Abbey Paving Co.	Aurora, IL	\$292,246.30
Matthew Paving Co.	Oak Lawn, IL	\$326,574.96
Crowley-Sheppard	Chicago Ridge, IL	\$334,644.46
Accu Paving Co.	Broadview, IL	\$367,455.35
PT Ferro	Joliet, IL	\$369,960.96

BUDGET/FINANCE

Funding is budgeted for in the FY18 CPL Budget and Municipal Buildings funds.

Budget Available	\$ 402,780.00
Lowest Responsible bidder	<u>\$ 283,065.96</u>
Difference (under budget)	\$ 119,714.04

RECOMMENDATION

1. Approve the contract with "D" Construction for the 2017 Parking Lot Improvements Project in the amount of \$283,065.96.
2. Direct Staff as necessary.

ATTACHMENTS

1. Robinson Engineering concurring letter of recommendation
2. Tabulation of Bids Spreadsheet





Jennifer S. Prinz, PE CFM
 Direct Line: (708) 210-5687
 Email: jprinz@reltd.com

August 24, 2017

REL Project 17-R0429

Village of Tinley Park
 16250 South Oak Park Avenue
 Tinley Park, Illinois 60477

Attn.: Mr. John Urbanski, Assistant Director of Public Works

RE: FY 2018 Municipal Parking Lot Improvements

Dear John:

Bids were received and publicly read on Thursday August 24, 2017 at 10:01 am for the above-mentioned project. The bid results are as follows:

<u>Contractor</u>	<u>Location</u>	<u>As Read & Calculated Bid</u>
D Construction	Coal City, IL	\$283,065.96
Gallagher Asphalt	Thornton, IL	\$290,762.96
Abbey Paving	Aurora, IL	\$292,246.30
Matthew Paving	Oak Lawn, IL	\$326,574.96
Crowley Sheppard	Chicago Ridge, IL	\$334,644.46
Accu Paving	Broadview, IL	\$367,455.35
PT Ferro	Joliet, IL	\$369,960.96
<i>Engineer's Estimate</i>		\$320,428.00

We have reviewed the bids and found them to be correct and in order; therefore, at this time we would recommend that the Village award the contract to the low responsive responsible bidder D Construction in the amount of Two Hundred Eighty Three Thousand Sixty Five Dollars and Ninety Six Cents (\$283,065.96).

Should there be any questions on this matter, please feel free to call me.

Respectfully yours,
ROBINSON ENGINEERING, LTD.

Jennifer S. Prinz, PE CFM,
 R:\2015-2019\2017\17-R0492.TP\Digital Correspondence\17-R0492 AWARD LTR.doc
 JSP/pc
 Encl: Bid tabulation

Xc: Terry Lusby, Village of Tinley Park via e-mail



Tabulation of Bids

Local Public Agency: Village of Tinley Park
 County: _____
 Section: _____
 Estimate: _____
 Date: _____
 Time: _____
 Appropriation: _____

Attended By: Prinz, Jennifer

Item No.	Item Description	Unit	QTY	Unit Price	Total	Name of Bidder: D Construction		Gallagher Asphalt		Abbey Paving		Matthew Paving		Crowley Sheppard	
						Address of Bidder: Coal City	Thornton, IL	Aurora, IL	Oak Lawn, IL	Chicago Ridge, IL					
Approved Engineer's Estimate						Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
21101615	Preparation of Base	SQ YD	100	\$ 6.50	\$ 650.00	8	\$ 800.00	2	\$ 200.00	5.05	\$ 505.00	2	\$ 200.00	3	\$ 300.00
28000400	Aggregate Base Repair	Tons	50	\$ 30.00	\$ 1,500.00	25	\$ 1,250.00	15	\$ 750.00	50.5	\$ 2,525.00	18	\$ 900.00	50	\$ 2,500.00
28200200	Bituminous Materials (Tack Coat)	Pounds	5596	\$ 0.50	\$ 2,798.00	0.01	\$ 55.96	0.01	\$ 55.96	0.8	\$ 4,476.80	0.01	\$ 55.96	0.01	\$ 55.96
35101600	Hot-Mix Asphalt Surface Course, Mix "D", N70	Tons	1305	\$ 80.00	\$ 104,400.00	78	\$ 101,790.00	85	\$ 110,925.00	82.7	\$ 107,923.50	100	\$ 130,500.00	92	\$ 120,060.00
35102100	Hot-Mix Asphalt Surface Removal, 1.5"	SQ YD	12400	\$ 3.00	\$ 37,200.00	2.7	\$ 33,480.00	3.4	\$ 42,160.00	2.7	\$ 33,480.00	4.91	\$ 60,884.00	4.75	\$ 58,900.00
35800100	Combination Curb and Gutter Removal	Foot	130	\$ 22.00	\$ 2,860.00	10	\$ 1,300.00	40	\$ 5,200.00	53.4	\$ 6,942.00	20	\$ 2,600.00	12	\$ 1,560.00
35900200	Class D Patches Type IV, 2"	SQ YD	850	\$ 20.00	\$ 17,000.00	28	\$ 17,000.00	25	\$ 21,250.00	13.2	\$ 11,220.00	20	\$ 17,000.00	17.5	\$ 14,875.00
40600275	Class D Patches Type IV, 4"	SQ YD	2412	\$ 30.00	\$ 72,360.00	30	\$ 72,360.00	26	\$ 62,712.00	25.5	\$ 61,506.00	25	\$ 60,300.00	32.75	\$ 78,983.00
40600280	Class D Patches Type IV, 10"	SQ YD	350	\$ 75.00	\$ 26,250.00	75	\$ 26,250.00	65	\$ 6,750.00	62.6	\$ 21,910.00	48	\$ 17,150.00	79	\$ 27,950.00
40600625	Combination Curb and Gutter, Type B 6,12	Foot	150	\$ 55.00	\$ 8,250.00	45	\$ 6,750.00	25	\$ 3,750.00	107.4	\$ 16,110.00	51	\$ 7,650.00	55	\$ 8,250.00
40600335	Paint Pavement Marking, Letters and Symbols	SQ FT	270	\$ 5.00	\$ 1,350.00	5	\$ 1,350.00	5	\$ 1,350.00	3.25	\$ 877.50	6	\$ 1,620.00	1.65	\$ 445.50
42400200	Paint Pavement Marking, 4"	Foot	6700	\$ 4.50	\$ 30,150.00	0.4	\$ 2,680.00	0.5	\$ 3,350.00	0.55	\$ 3,685.00	0.75	\$ 5,025.00	0.55	\$ 3,685.00
62600605	Drainage & Utility Structures to be Adjusted	EA	4	\$ 140.00	\$ 560.00	600	\$ 2,400.00	280	\$ 1,120.00	355	\$ 1,420.00	750	\$ 3,000.00	500	\$ 2,000.00
44000161	Rubber Adjusting Rings	EA	8	\$ 30.00	\$ 240.00	150	\$ 1,200.00	80	\$ 640.00	151.5	\$ 1,212.00	200	\$ 1,600.00	120	\$ 960.00
44000600	Remove Existing Parking Blocks	EA	30	\$ 27.00	\$ 810.00	30	\$ 900.00	25	\$ 750.00	21.55	\$ 846.50	25	\$ 750.00	22	\$ 660.00
60255500	Concrete Parking Blocks	EA	30	\$ 30.00	\$ 900.00	75	\$ 2,250.00	75	\$ 2,250.00	91.9	\$ 2,757.00	78	\$ 2,340.00	50	\$ 1,500.00
622-05638	Topsoil Furnish and Place	SQ YD	50	\$ 30.00	\$ 1,500.00	10	\$ 500.00	6	\$ 300.00	50.5	\$ 2,525.00	50	\$ 2,500.00	20	\$ 1,000.00
72000100	Sodding, Special	SQ YD	50	\$ 33.00	\$ 1,650.00	15	\$ 750.00	25	\$ 1,250.00	50.5	\$ 2,525.00	50	\$ 2,500.00	25	\$ 1,250.00
72400310	Contingency	L Sum	1	\$ 10,000	\$ 10,000.00	10000	\$ 10,000.00	10000	\$ 10,000.00	10000	\$ 10,000.00	10000	\$ 10,000.00	10000	\$ 10,000.00
TOTAL:					\$ 320,428.00	\$ 283,065.96	\$ 290,762.96	\$ 292,246.30	\$ 326,574.96	\$ 334,644.46					



Local Public Agency: Village of Tinley Park
 County: _____
 Section: _____
 Estimate: _____

Date: _____
 Time: _____
 Appropriation: _____

Attended By: Prinz, Jennifer

Item No.	Item Description	Unit	QTY	Unit Price	Approved Engineer's Estimate		Name of Bidder: Accu Paving		PT Ferro
					Total	Unit Cost	Total	Unit Cost	
21101615	Preparation of Base	SQ YD	100	\$ 6.50	\$ 650.00	16	\$ 1,600.00	10	\$ 1,000.00
28006400	Aggregate Base Repair	Tons	50	\$ 30.00	\$ 1,500.00	26	\$ 1,400.00	50	\$ 2,500.00
28202000	Bituminous Materials (Track Coat)	Pounds	5596	\$ 0.50	\$ 2,798.00	0.4	\$ 2,238.40	0.01	\$ 55.96
35101600	Hot-Mix Asphalt Surface Course, Mix "D", N70	Tons	1305	\$ 80.00	\$ 104,400.00	98.95	\$ 129,128.75	90	\$ 117,450.00
35102100	Hot-Mix Asphalt Surface Removal, 1.5"	SQ YD	12400	\$ 3.00	\$ 37,200.00	6.2	\$ 76,880.00	5.5	\$ 66,200.00
35900100	Combination Curb and Gutter Removal	Foot	130	\$ 22.00	\$ 2,860.00	8	\$ 1,040.00	15	\$ 1,950.00
35900200	Class D Patches Type IV, 2"	SQ YD	850	\$ 20.00	\$ 17,000.00	17.5	\$ 14,875.00	35	\$ 29,750.00
40600275	Class D Patches Type IV, 4"	SQ YD	2412	\$ 30.00	\$ 72,360.00	34.35	\$ 82,852.20	35	\$ 84,420.00
40600290	Class D Patches Type IV, 10"	SQ YD	350	\$ 75.00	\$ 26,250.00	85.7	\$ 29,995.00	70	\$ 24,500.00
40600625	Combination Curb and Gutter, Type B 6.12	Foot	150	\$ 55.00	\$ 8,250.00	40	\$ 6,000.00	50	\$ 7,500.00
40600335	Paint Pavement Marking, Letters and Symbols	SQ FT	270	\$ 5.00	\$ 1,350.00	4	\$ 1,080.00	3.5	\$ 945.00
42400200	Paint Pavement Marking, 4"	Foot	6700	\$ 4.50	\$ 30,150.00	0.45	\$ 3,015.00	1.2	\$ 8,040.00
50600605	Drainage & Utility Structures to be Adjusted	EA	4	\$ 140.00	\$ 560.00	200	\$ 800.00	450	\$ 1,800.00
44000161	Rubber Adjusting Rings	EA	8	\$ 30.00	\$ 240.00	175	\$ 1,400.00	50	\$ 400.00
44000600	Remove Existing Parking Blocks	EA	30	\$ 27.00	\$ 810.00	20	\$ 600.00	50	\$ 1,500.00
50255500	Concrete Parking Blocks	EA	30	\$ 30.00	\$ 900.00	85	\$ 2,550.00	165	\$ 4,950.00
522-05638	Topsoil Furnish and Place	SQ YD	50	\$ 30.00	\$ 1,500.00	25	\$ 1,250.00	50	\$ 2,500.00
72000100	Sodding, Special	SQ YD	50	\$ 33.00	\$ 1,650.00	15	\$ 750.00	50	\$ 2,500.00
72400310	Contingency	L Sum	1	\$ 10,000.00	\$ 10,000.00	10000	\$ 10,000.00	10000	\$ 10,000.00
TOTAL:					\$ 320,428.00	\$	367,465.35	\$	369,960.36

MEMORANDUM

August 16, 2017

Revised: August 23, 2017

TO: Kevin Workowski
Director of Public Works

FROM: Andrew Pufundt, PE - CBBEL

SUBJECT: Village of Tinley Park
Proposed Speed Bumps (or Speed Humps) on 171st Street east of Oak Park Avenue
(CBBEL Project 160373.00002)

It is our understanding that the Village is considering installing a traffic control device(s) along 171st Street east of Oak Park Avenue (see Location Map attached). 171st Street east of Oak Park Avenue services a residential subdivision to the north and Memorial Park, Fulton School and Vogt Woods to the south. The south side of 171st Street has parking stalls for the School and various recreational areas. The Village has already implemented some additional warning signs along 171st Street as an initial, low cost attempt to help reduce vehicular speeds. The posted speed limit is 20 mph.

Attached for your reference is speed bump or speed hump information used by various municipalities for a variety of reasons. The products shown are:

Village of Chicago Ridge

Manufacturer: Traffic Logix Speed Hump

Website: <http://trafficlogix.com/products/services/speedhumps>

Approximate cost per unit: \$2,200-\$3,000

Village of Glendale Heights

Manufacturer: Safety Rider Speed Hump

Website: <https://www.postguard.com/speed-humps>

Approximate cost per unit: \$2,000

Village of Rosemont (similar product)

Manufacturer: Traffic Safety Store – Speed Bump

Website: <https://www.trafficsafetystore.com/speed-bumps-humps/rubber-speed-bump>

Approximate cost per unit: \$700 (recommend heavy duty speed bump)

Costs assume the product will be installed by Public Works. Costs do not include Speed Bump warning signs which are recommended to be posted along the roadside next to the traffic control device.

Speed bumps or speed humps (typically 2"-4" high) are most effective when they are installed in a series and located mid-way between two intersections. This creates continuous traffic calming.



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 W Higgins Road, Suite 600 Rosemont, Illinois 60018-4920 Tel (847) 823-0500 Fax (847) 823-0520

MEMORANDUM

The speed humps are typically installed using anchors driven into the existing pavement (asphalt or concrete) which can be removed when needed (such as winter, roadway maintenance or special events). The manufacturers of the attached product information indicate these are acceptable to install on low speed, residential streets.

In each application, the speed bump is generally installed in the spring and removed in late fall. These speed bumps do not stay in place throughout the winter due to snow plowing operations. Therefore, these devices don't provide year-round traffic control.

The Village of Chicago Ridge uses a speed hump along Oak Park Avenue to calm traffic, reduce vehicular speeds and deter cut-through traffic. It is used in a similar application to Tinley Park's proposed site. This speed hump which is manufactured by Traffic Logix has been in place since 2011 and the Chicago Ridge continues to install this product at other areas in their town. Based on this products performance and durability, this is the product we recommend if Tinley Park chooses to implement a speed hump as a traffic control device on 171st Street. Due to the lack of a continuous sidewalk system in the area, the speed hump should be placed starting roughly 3-feet from the edge of pavement on both sides of the street to allow bikes and pedestrians to pass without interference.

It is recommended that prior to purchase and installation of the traffic control device that the Village Police Department and Fire Department provide concurrence with the type of device and the location(s). Traffic control devices such as speed humps impact emergency response time and need to be traversed by fire engines, police vehicles and ambulances which all carry sensitive equipment.

It shall be noted that there is potential liability (traffic accidents, trip hazard, etc.) associated with the installation of a speed hump. Other traffic control measures may be considered prior to installation of the speed hump and can be further investigated upon direction from the Village. These measures include:

- Increased police enforcement
- Adding flashing warning signs which indicate a driver's speed
- Installing stop signs (subject to results of a traffic study and input from Police Dept.)
- Lane width reduction (existing pavement width is approximately 30-feet)
 - Pavement striping (example: Glenshire Street)
 - Striping a bike lane
 - Installing bump outs

If the Village would like a permanent feature, then maybe a speed hump or speed table constructed of asphalt is a better application.

Please let me know if you have any questions.

N:\TINLEYPARK\160373\160373.00002\Admin\Speed Bumps\M1.082317 - Speed Bumps.docx



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 W Higgins Road, Suite 600 Rosemont, Illinois 60018-4920 Tel (847) 823-0500 Fax (847) 823-0520

Location Map



Village of Chicago Ridge
Oak Park Avenue



Speed Bumps





🏠 > productsservices > speedhumps

Speed Humps

SLOW CARS DOWN

Get a Quote Now

[CLICK HERE](#)

[Features](#)

[Specifications](#)

[Options](#)

[Install Guide](#)

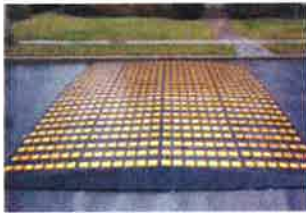
[Media](#)

[Catalog](#)

[Design Your Own Solution](#)

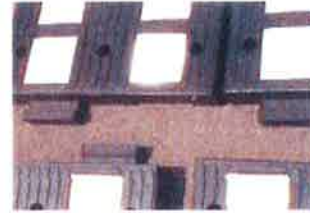
Speed humps are raised devices, parabolic in shape, placed across the road to slow traffic. The sloped design over a 7 or 14 foot length of space encourages cars to slow down without coming to a halt. Often considered the most traditional physical traffic calming solutions, speed humps calm traffic more gradually than speed bumps, although less so than speed tables. They are ideal for residential roads and are generally used to bring speeds to between 10-20 mph.

Speed humps should ideally be installed in a series to create ongoing traffic calming. They are best placed mid-intersection on roads with low speed limits. Traffic Logix rubber speed humps are available in heights of 3 or 4 inches. Often used in lengths of 7 and 14 feet, the humps can be customized to any length and to the width of your roads in increments of 18". To see more photos of Traffic Logix speed humps, view our photo galleries.



Curved Shape

The sloped design of speed humps compels cars to slow down for effective traffic calming.



Puzzle Piece Design

Patented interlocking construction connects units like puzzle pieces, keeping them firmly in place.



Completely Customizable

Modular units allow you to customize your solution length, width, tape color, and choose striping or arrows. The opportunities are limitless.



Environmentally Friendly

Made of 100% recycled rubber, Traffic Logix speed humps are an eco-conscious way to protect your streets. Grants are often available to municipalities who are buying recycled products.



Cost Effective

Rubber speed humps are long-lasting and removable for years of continuous use. Other solutions often require costly replacements while the Traffic Logix hump units can simply be removed and reinstalled as necessary.



Highly Visible

With a choice of yellow or white highway tape embedded into each unit, the humps are highly visible, even at night or in poor lighting conditions



Driver Acceptance

Prefabricated units offer consistency at all locations, an important factor for motorist acceptance and ease of use. Unlike concrete and asphalt, rubber units maintain their shape over time and do not contract with heat or vehicle pressure.



Simple Installation

Traffic Logix speed humps are quick and easy to install by connecting the units and securing them to the road with anchors and bolts. Traffic Logix units are smaller than the industry standard for easier installation. No road closures or skilled laborers are necessary.



Removable

The speed humps can be removed for road resurfacing, snow plows, or to test the products at numerous locations. Unlike asphalt and concrete which must be destroyed during removal, the rubber humps can simply be removed and reinstalled.



Long Lasting

The Traffic Logix speed humps are maintenance free and built to resist temperature fluctuations, inclement weather conditions, and ongoing vehicle traffic.



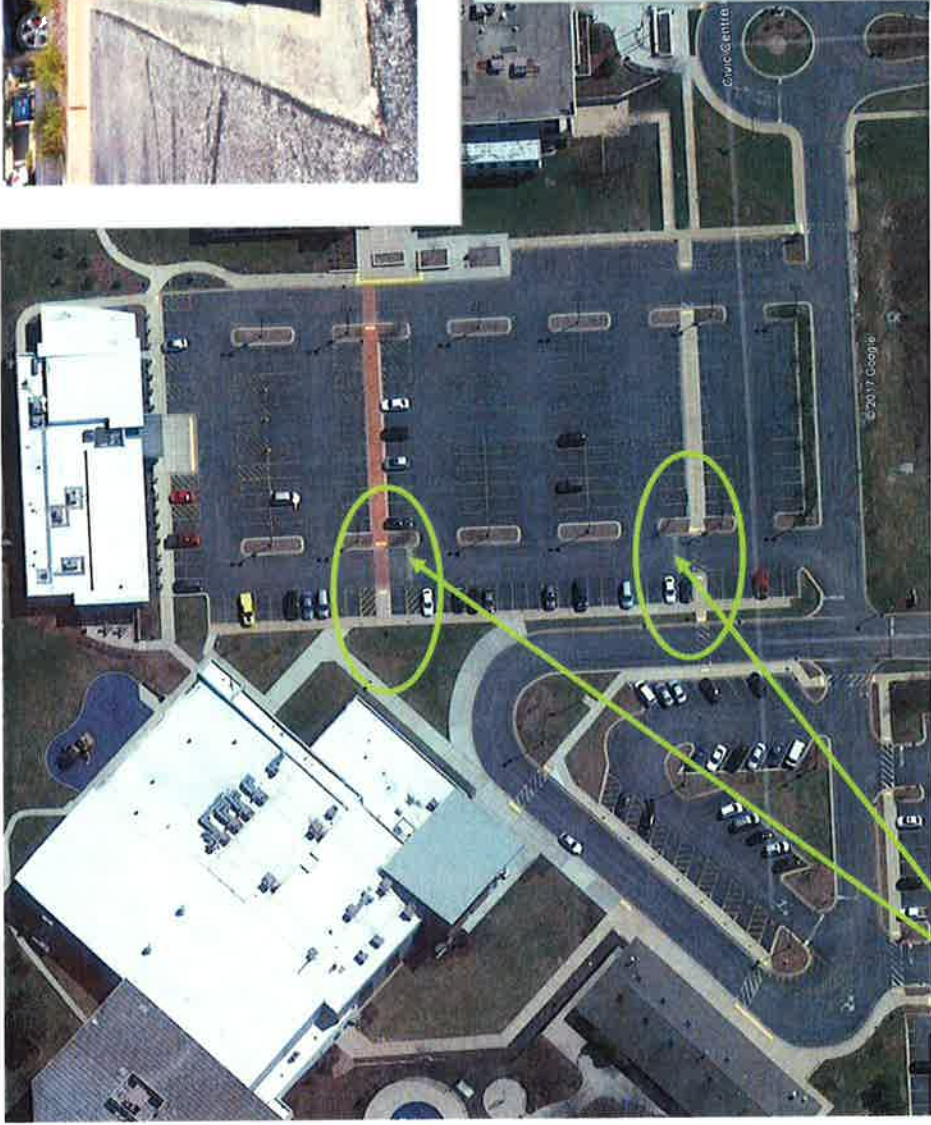
Two year warranty

Two year warranty on speed hump components installed as per the manufacturers instructions.

Reprinted from trafficlogix.com/productservices/speedhumps.
Site contents are ©2017. All rights reserved.

TrafficLogix Corporation 3 Harriett Lane, Spring Valley, NY 10977 USA

Site by 



Speed Bumps

Village of Glendale Heights
Parking Lot for Village Hall, Police Department,
Senior Center, and Aquatic Park



Download Specs



CADdetails

CAD | Specifications | 3D

- [Safety Rider V Specification Architectural \(PDF download\)](#)

DESIGNED TO SLOW TRAFFIC WHILE MAINTAINING A CONTINUOUS TRAFFIC FLOW

Slows speeds to 10-15 MPH

Perfect in front of gates, toll booths, schools, parking lots, crossings, playground areas and hospitals

Lightweight for permanent or temporary use

Interlocking tongue and groove system links together to cover various widths

Vulcanized rubber with molded-in highly reflective tape

Dimensions: 35.4" L x 19.7" W x 2" -- 36 lbs

End Cap: 35.4" L x 19.7" W x 2" -- 32 lbs



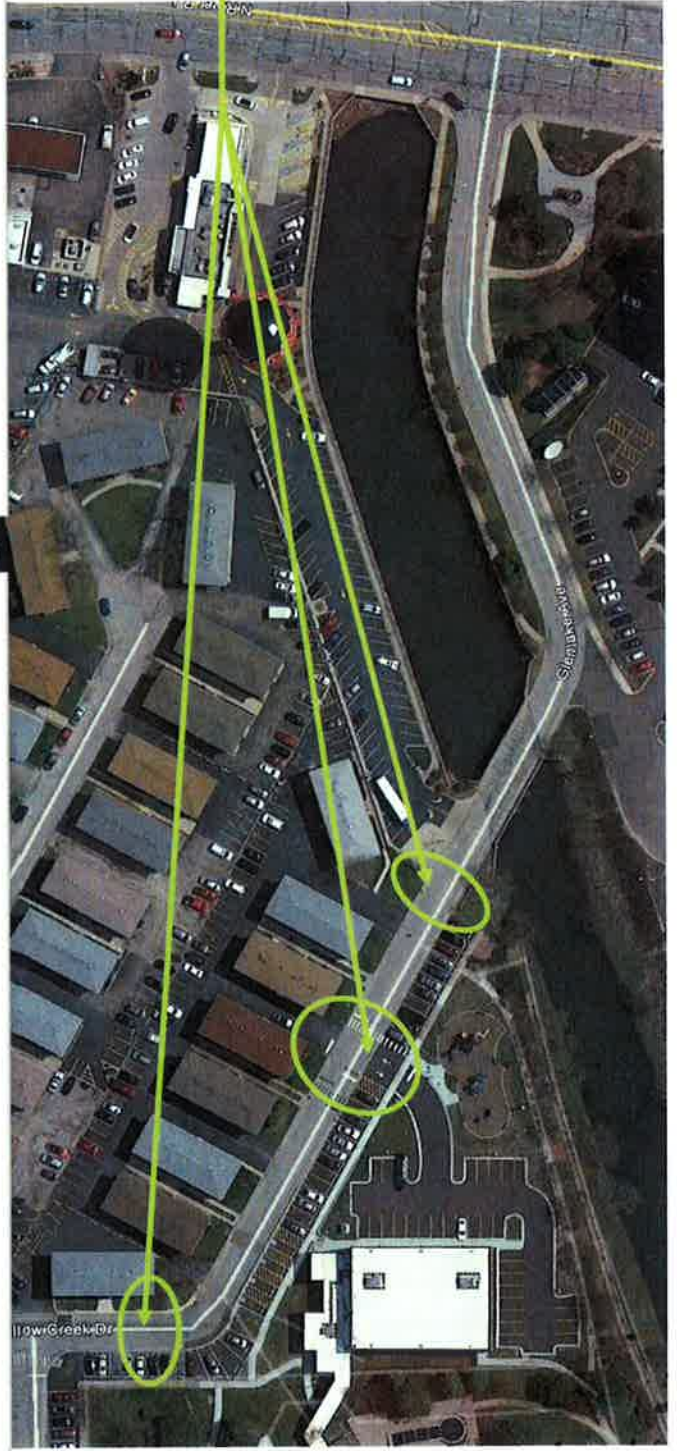
End caps are available to enhance the appearance and smooth ride.

Sort By:

Default

Show:

15



Speed Bumps

Village of Rosemont
Glenlake Avenue

☰ (/browse-all) 🔍 _____ (l)

☎ (tel:800-983-0021) 🛒 (/your-cart)

Reflective Rubber Speed Bumps



6' Recycled Rubber Speed Bump (/speed-bumps-humps/rubber-6)

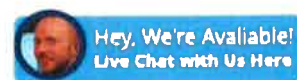
12" wide and 2.25" tall
Approx. 50 lbs
with channels

[View Prices \(/speed-bumps-humps/rubber-6\)](/speed-bumps-humps/rubber-6)

6' Heavy-Duty Rubber Speed Bump (/speed-bumps-humps/rubber-6-hd)

12" wide and 2.25" tall
Approx. 55 lbs
no channels

[View Prices \(/speed-bumps-humps/rubber-6-hd\)](/speed-bumps-humps/rubber-6-hd)



Have Questions? Call us at:
800-983-0021 (tel:800-983-0021)



4' Recycled Rubber Speed Bump(/speed-bumps-humps/rubber-4)

12" wide and 2.25" tall
Approx. 30 lbs
with channels

[View Prices \(/speed-bumps-humps/rubber-4\)](/speed-bumps-humps/rubber-4)


4' Heavy-Duty Rubber Speed Bump

(/speed-bumps-humps/rubber-4-hd)
12" wide and 2.25" tall
Approx. 35 lbs
no channels



[View Prices \(/speed-bumps-humps/rubber-4-hd\)](/speed-bumps-humps/rubber-4-hd)



Have Questions? Call us at:
800-983-0021 (tel:800-983-0021)

(/browse-all) 



 (tel:800-983-0021)  (/your-cart)



9" Rounded End Cap for Speed Bump

(/speed-bumps-humps/rounded-end-cap)

For Finished Professional Look

[View Prices \(/speed-bumps-humps/rounded-end-cap\)](#)

QUESTIONS About Rubber Speed Bumps? CALL US AT 800-429-9030 AND SPEAK WITH A CUSTOMER SERVICE AGENT

Four Hardware Mounting Options to Choose From



Lag Bolts & Anchors
Asphalt or Concrete



12" Galvanized Steel Spikes
Asphalt



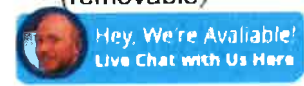
18" Galvanized Steel Spikes
Gravel or Dirt



Concrete Bolts
Concrete (removable)

When Are Rubber Speed Bumps Used?

Local governments install the speed bumps we encounter most frequently, and they're typically made from smoothed over lots of asphalt. While this works to get a municipality with accessibility to



Police Department response installation of speed Humps/Bumps:

From the police—we understand there has been community request for these before, so the report should clearly state that part of this approval is a feasibility study to see if they are appropriate and if they work. If this is going to be a case study we need to collect data on pros and cons

- Police fire and engineering should work together to identify the exact location
- When that exact location is identified, police will need a couple of days to put down the tubes to collect data prior to installation of speed, volume etc to compare with data to be collected after the hump is down for a time to see if they do anything to slow traffic
- We need to check with the park dist. Laura Sanchez thought they were going to reconfigure the parking spaces near Vogt Woods—it might have an effect on all of this
- There will need to be signs posted
- We will have to monitor for any damage these cause to civilian or village owned vehicles

We will have to monitor for any noise complaints, associated with cars braking or suspensions squeaking going over these.

Fire Department response:

We are contacting the FD's at the examples used here for quick opinions. Given that the street ends with a hard left turn I believe our apparatus would be slowing into that area anyway if we are responding to areas east of there. My initial thoughts are to use the minimal height to accomplish traffic calming so that we don't cause any back dragging on the long frames of our aerial apparatus

To: Kevin Workowski, Director of Public Works
From: Christopher J. King, PE, Village Engineer

Date: August 22, 2017

Project/Subject: 175th Street Right-Turn-Lane @ Tinley Park High School

Project No: 17-R0055

The Village has asked for an opinion on extending the improvements to the Cook County project for 175th Street further east of Highland Avenue to Tinley Park High School to create a dedicated eastbound right-turn-lane into the high school parking lot. For reference, the current 175th Street improvement would end at about Highland Avenue. The High School is another 750 feet to the east. Therefore, the two projects would not overlap if the goal is simply to install a right turn lane. We will also include an option to install a left turn lane in the west bound direction. The current 175th Street project will utilize an uncurbed rural cross section east of Ridgeland Avenue and that is also assumed for the protected turning movements. The segment east of Ridgeland Avenue will remain under the County's jurisdiction.

Since the projects would not overlap, we have assumed that this project would be handled under a separate Cook County permit. Handling the construction of the protected turn lanes as a separate County Permit project would move much faster for the Village as a stand-alone project, rather than in conjunction with the current 175th/Ridgeland Avenue/Oak Forest Avenue Project.

The tasks involved to move forward to construction of the right-turn-lane through the Cook County permit process would require:

- 12-hour traffic counts for all movements
- Analysis of the traffic data and accident history (the village will supply the last 3 year accident history)
- MUTCD Documentation of warrants for the right-turn-lane
- Warrants are not required to be studied for the protected left turn lane.

The study requires:

- Extension of field topography
- Utility research and coordination
- Geometric design
- Contract plans for construction
- Pay items with summary of quantities
- Specifications and cost estimates
- Plan review and coordination with Village
- Cook County Permit Application and reviews

The existing 175th Street right-of-way fronting the high school property is 33'. An additional 17' of right-of-way would need to be dedicated by the Tinley Park High School (Bremen High School District 228) to the County through the east end of the project limits, in order to construct the right-turn-lane. A Plat of Dedication would be required, with reviews and signoffs from Village, School District and Cook County.

The engineering costs associated with the above tasks are estimated at \$22,000. The construction of a right-turn-lane is estimated at \$96,000 and the addition of the protected left turn lane would add \$125,000. We have assumed a reasonable outlet is available and that no offsite drainage work is required. That assumption would be verified when the topography is completed.

The initial determination for construction feasibility will be discussed with the County and no design work will commence until such time as the village has a reasonable assurance that the county would issues such a permit. The initial fee would be based on a 10-hour budget and a cost of \$1,500 assuming we will not need traffic counts for feasibility. Since 175th Street is only a two-lane cross section, I believe there is a high probability the work would be permitted.

Memorandum



To: John Urbanski, Assistant Public Works Director
From: Terry Lusby, Jr., Facilities & Fleet Superintendent
Date: August 15, 2017
Subject: Approve Job Order Contract (JOC) With F.H. Paschen For Police Station Exterior Lighting Project

Presented for September 5, 2017 Village Board Agenda for consideration and possible action:

Description: We are requesting authorization to replace the existing exterior light fixtures (Building and parking lot) at the Police Station utilizing the Job Order Contracting (JOC) procurement method. F.H. Paschen is the awarded general contractor that will perform the work under an existing cooperative contract through the City of Naperville, this contract is for usage by other jurisdictions within Illinois pursuant to 30 ILCS 525 (Procurement #11-082). This contract can be utilized to quickly order repair or alteration construction services under an existing contract through the State of Illinois that satisfies the requirement for competitive bidding. Also, since JOC is administered by a general contractor (F.H. Paschen), adequate coverage is consistently maintained on bonding and insurance requirements. F.H. Paschen is also responsible for all aspects of contract administration, acceptance, and closeout.

Background: The existing exterior light fixtures (Building and parking lot) are original to the 21 year old building and have experienced several failures in the past. The light fixtures have also reached life expectancy and should be updated for overall energy efficiency.

Budget/Finance: Funding is budgeted and available in the approved FY18 Capital Projects Budget.

Budget Available	\$63,800.00
Contract Amount	\$63,793.97
<hr/>	
Difference – UNDER BUDGET	\$6.03

Recommendation:

1. Approve the JOC contract with Gordian/F.H. Paschen, S.N. Nielsen & Associates.
2. Direct staff as necessary.

Attachments:

1. Gordian/F.H. Paschen, S.N. Nielsen & Associates proposal and detailed scope of work



Job Order Contract
Detailed Scope of Work

Job Order Number: 050425.00
Job Order Name: Village of Tinley Park - police station exterior lighting and bollards
Contractor Name: F. H. Paschen, S. N. Nielsen & Associates LLC
Location: 469 - 7850 W. 183rd St. Tinley Park, IL 60477
7850 W. 183rd St.
Tinley Park, IL 60477

Date: August 11, 2017

Detailed Scope of Work

Preliminary Final

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this Detailed Scope of Work:

Brief Scope of Work:

Replace eight 30' parking lot poles/flood lights, two signage flood lights, six ground flood lights, four bollards, nine wall-packs, four LED canopy lights, and three flag floodlights at the police station.

Detailed Scope of Work:

- Supply new specified light fixtures and light poles from specified supplier
- Supply and install (11) new parking lot light fixtures on owner supplied light poles.
- Remove and replace (6) ground flood lights around building and (2) ground flood lights at monument sign
- Remove and replace (4) light bollards
- Remove and replace (9) wall mounted flood lights around building
- Remove and replace (4) recessed can lights at front entry canopy
- Remove and replace (3) flag lights mounted on front light pole
- Supply lift equipment for removing and setting new light poles
- All new lights to be LED

Job Order Contract

Proposal Review Summary - CSI

Date: August 11, 2017
Work Order #: 050425.00
Title: Village of Tinley Park - police station exterior lighting and bollards
Contractor: 11-082 - F. H. Paschen, S. N. Nielsen & Associates LLC
Proposal Value: \$63,793.97
Proposal Name: Village of Tinley Park - police station exterior lighting and bollards
Proposal Submitted: 08/11/2017

01 - General Requirements:	\$1,946.17
26 - Electrical:	\$61,847.80
Proposal Total	\$63,793.97

This proposal total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding of the line totals and sub-totals.

The Percent of NPP on this Proposal: **0.00%**

Job Order Contract
Proposal Review Detail - CSI

Date: August 11, 2017
Work Order #: 050425.00
Title: Village of Tinley Park - police station exterior lighting and bollards
Contractor: 11-082 - F. H. Paschen, S. N. Nielsen & Associates LLC
Proposal Value: \$63,793.97
Proposal Name: Village of Tinley Park - police station exterior lighting and bollards
Proposal Submitted: 08/11/2017

Rec#	CSI Number	Mod.	UOM	Description	Line Total		
01 - General Requirements							
1	01 22 23 00-0082		DAY	48' Bucket Truck With Full-Time Operator	\$1,042.12		
				Quantity	Unit Price	Factor	Total
			Installation	1.00 x	904.70 x	1.1519 =	\$1,042.12
Contractors Note: Bucket truck on site for removing and setting of light poles.							
2	01 71 13 00-0003		EA	Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed Note: For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom manlifts with > 40' boom lengths, etc.	\$463.79		
				Quantity	Unit Price	Factor	Total
			Installation	1.00 x	402.63 x	1.1519 =	\$463.79
Contractors Note: Mobilize equipment.							
3	01 74 19 00-0013		EA	20 CY Dumpster (3 Ton) "Construction Debris" Note: Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.	\$440.26		
				Quantity	Unit Price	Factor	Total
			Installation	1.00 x	382.20 x	1.1519 =	\$440.26
Contractors Note: Disposal of all debris.							
Subtotal for 01 - General Requirements:					\$1,946.17		
26 - Electrical							
4	26 51 13 00-0174		EA	25 Watt, 6" Round, LED, Recessed Fixture Housing	\$1,752.36		
				Quantity	Unit Price	Factor	Total
			Installation	4.00 x	357.39 x	1.1519 =	\$1,646.71
			Demolition	4.00 x	22.93 x	1.1519 =	\$105.65
Contractors Note: Remove and replace front canopy can lights.							
5	26 51 13 00-0179		EA	Circular Clear Lens, Recessed Fixture Trim	\$249.78		
				Quantity	Unit Price	Factor	Total
			Installation	4.00 x	43.51 x	1.1519 =	\$200.48
			Demolition	4.00 x	10.70 x	1.1519 =	\$49.30
Contractors Note: Can light trim kits.							
6	26 56 13 00-0075		EA	30' High (9.1m), Steel Area Light Pole, Powder Coat Finish Note: Round or square.	\$6,510.17		
				Quantity	Unit Price	Factor	Total
			Installation	8.00 x	706.46 x	1.1519 =	\$6,510.17
Contractors Note:							

Proposal Review Detail - CSI Continued..

Date: August 11, 2017
 Work Order #: 050425.00
 Title: Village of Tinley Park - police station exterior lighting and bollards

Rec#	CSI Number	Mod.	UOM	Description	Line Total	
26 - Electrical						
7	26 56 13 00-0131	EA		Aluminum Two Arm Pole Bracket	\$287.91	
			Quantity	Unit Price	Factor	Total
		Installation	1.00 x	210.69 x	1.1519 =	\$242.69
		Demolition	1.00 x	39.25 x	1.1519 =	\$45.21
Contractors Note: Mounting bracket for flag lights.						
8	26 56 13 00-0140	EA		3' High, 1-7/8" Diameter Surface Round Steel Light Post, 8-1/2" Base, Landscape, Anchor Bolts And Base Cover	\$6,524.27	
			Quantity	Unit Price	Factor	Total
		Installation	4.00 x	1,352.55 x	1.1519 =	\$6,232.01
		Demolition	4.00 x	63.43 x	1.1519 =	\$292.26
Contractors Note: Remove and replace light bollards.						
9	26 56 19 00-0025	EA		220 System Watts, Enclosed And Gasketed, LED Exterior Roadway Fixture (Lithonia ALX Series)	\$30,599.21	
			Quantity	Unit Price	Factor	Total
		Installation	11.00 x	2,414.92 x	1.1519 =	\$30,599.21
Contractors Note: Remove and replace (8) parking lot pole light fixtures with new LED fixtures.						
10	26 56 26 00-0027	EA		15 Watt LED Recessed Uplight	\$8,153.13	
			Quantity	Unit Price	Factor	Total
		Installation	11.00 x	621.22 x	1.1519 =	\$7,871.42
		Demolition	2.00 x	122.28 x	1.1519 =	\$281.71
Contractors Note: Replace (6) exterior up lights around building, (2) at ground mounted sign, and (3) flag lights mounted on the front light pole.						
11	26 56 36 00-0203	EA		Pipe Mounting Bracket For Ruud Flood Light	\$1,963.94	
			Quantity	Unit Price	Factor	Total
		Installation	8.00 x	154.25 x	1.1519 =	\$1,421.44
		Demolition	8.00 x	58.87 x	1.1519 =	\$542.50
Contractors Note: Mounting bracket for new ground flood lights.						
12	26 56 36 00-0217	EA		6 Watt LED Scarab® Series Kim Lighting Accent Flood Light	\$5,807.03	
			Quantity	Unit Price	Factor	Total
		Installation	9.00 x	533.35 x	1.1519 =	\$5,529.29
		Demolition	9.00 x	26.79 x	1.1519 =	\$277.73
Contractors Note: Remove and replace (9) exterior wall mounted building lights.						

Subtotal for 26 - Electrical: \$61,847.80

Proposal Total \$63,793.97

This proposal total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding of the line totals and sub-totals.

The Percent of NPP on this Proposal: 0.00%

MEMORANDUM



To: Brian Younker, Chair, Public Works Committee

From: David Niemeyer, Village Manager

**cc: Village Board
Pat Carr, Interim Assistant Village Manager
Kevin Workowski, Public Works Director
Chris King, Village Engineer
Patrick Connelly, Village Attorney**

Date: August 29, 2017


Re: 84th Avenue Street Resurfacing – Cook County Grant and IGA

We would like to bring the committee up to date on the 84th Avenue Resurfacing Project from 171st to 159th St. Engineering has been completed and we are ready to let the project. At the September 5th Village Board meeting we will need to approve the attached IDOT agreements for construction and construction engineering which will allow the project to be let for bids.

You may recall that we received a \$1,287,000 federal grant through SSMMA for this project, which covers 80% of the construction and engineering costs. We have also been working on getting an additional \$240,000 from Cook County through the Invest in Cook program as an additional share. We sent in an application in July and have yet to hear back. Our lobbyist is working on seeing if we can get an answer on our application by early next week. If the County approves, we would need to approve a Memorandum of Understanding at the September 5th Board meeting.

We will need direction from the Committee as to whether they want to proceed if the County does not fund this additional \$240,000. Our share, would increase from \$104,000 to \$344,000 if we don't receive the \$240,000.

Chris King will be in attendance to discuss this.

 Illinois Department of Transportation Local Public Agency Agreement for Federal Participation	Local Public Agency	State Contract	Day Labor	Local Contract	RR Force Account
	Village of Tinley Park	X			
	Section	Fund Type		ITEP, SRTS, or HSIP Number(s)	
	17-00119-00-RS	STU			
Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
C-91-257-17	MU65(437)				

This Agreement is made and entered into between the above local public agency, hereinafter referred to as the "LPA", and the State of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "STATE". The STATE and LPA jointly propose to improve the designated location as described below. The improvement shall be constructed in accordance with plans prepared by, or on behalf of the LPA, approved by the STATE and the STATE's policies and procedures approved and/or required by the Federal Highway Administration, hereinafter referred to as "FHWA".

Location

Local Name 84th Avenue Route FAU 1619 Length 1.50 mi.
Termini 159th Street to 171st Street

Current Jurisdiction LPA TIP Number 07-11-0055 Existing Structure No N/A

Project Description

HMA surface removal and overlay with curb & gutter repair, ADA sidewalks and all incidental work to complete the project.

Division of Cost

Type of Work	STU	%	%	LPA	%	Total
Participating Construction	960,000	(*)	()	240,000	(BAL)	1,200,000
Non-Participating Construction		()	()		()	
Preliminary Engineering		()	()		()	
Construction Engineering	69,600	(*)	()	17,400	(BAL)	87,000
Right of Way		()	()		()	
Railroads		()	()		()	
Utilities		()	()		()	
Materials		()	()		()	
TOTAL	\$ 1,029,600			\$ 257,400		\$ 1,287,000

*Maximum FHWA (STU) participation 80% not to exceed \$1,029,600.

NOTE: The costs shown in the Division of Cost table are approximate and subject to change. The final LPA share is dependent on the final Federal and State participation. The actual costs will be used in the final division of cost for billing and reimbursement.

If funding is not a percentage of the total, place an asterisk in the space provided for the percentage and explain above.

Local Public Agency Appropriation

By execution of this Agreement, the LPA attests that sufficient moneys have been appropriated or reserved by resolution or ordinance to fund the LPA share of project costs. A copy of the authorizing resolution or ordinance is attached as an addendum (required for State-let contracts only)

Method of Financing (State Contract Work Only)

METHOD A---Lump Sum (80% of LPA Obligation) _____
METHOD B--- _____ Monthly Payments of _____ due by the _____ of each successive month.
METHOD C---LPA's Share Balance _____ divided by estimated total cost multiplied by actual progress payment.

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)

Agreement Provisions

THE LPA AGREES:

- (1) To acquire in its name, or in the name of the **STATE** if on the **STATE** highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established State policies and procedures. Prior to advertising for bids, the **LPA** shall certify to the **STATE** that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the **LPA**, and the **STATE** and the **FHWA**, if required.
- (2) To provide for all utility adjustments, and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Agency Highway and Street Systems.
- (3) To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.
- (4) To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, an addendum is required.
- (5) To maintain or cause to be maintained, in a manner satisfactory to the **STATE** and the **FHWA**, the completed improvement, or that portion of the completed improvement within its jurisdiction as established by addendum referred to in item 4 above.
- (6) To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.
- (7) To maintain, for a minimum of 3 years after final project close-out by the **STATE**, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General and the department; and the **LPA** agrees to cooperate fully with any audit conducted by the Auditor General and the **STATE**; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the **STATE** for the recovery of any funds paid by the **STATE** under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
- (8) To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.
- (9) To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the **FHWA**.
- (10) (State Contracts Only) That the method of payment designated on page one will be as follows:
 - Method A - Lump Sum Payment. Upon award of the contract for this improvement, the **LPA** will pay to the **STATE** within thirty (30) calendar days of billing, in lump sum, an amount equal to 80% of the **LPA**'s estimated obligation incurred under this Agreement. The **LPA** will pay to the **STATE** the remainder of the **LPA**'s obligation (including any nonparticipating costs) within thirty (30) calendar days of billing in a lump sum, upon completion of the project based on final costs.
 - Method B - Monthly Payments. Upon award of the contract for this improvement, the **LPA** will pay to the **STATE**, a specified amount each month for an estimated period of months, or until 80% of the **LPA**'s estimated obligation under the provisions of the Agreement has been paid, and will pay to the **STATE** the remainder of the **LPA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
 - Method C - Progress Payments. Upon receipt of the contractor's first and subsequent progressive bills for this improvement, the **LPA** will pay to the **STATE** within thirty (30) calendar days of receipt, an amount equal to the **LPA**'s share of the construction cost divided by the estimated total cost, multiplied by the actual payment (appropriately adjusted for nonparticipating costs) made to the contractor until the entire obligation incurred under this Agreement has been paid.Failure to remit the payment(s) in a timely manner as required under Methods A, B, or C, shall allow the **STATE** to internally offset, reduce, or deduct the arrearage from any payment or reimbursement due or about to become due and payable from the **STATE** to **LPA** on this or any other contract. The **STATE**, at its sole option, upon notice to the **LPA**, may place the debt into the Illinois Comptroller's Offset System (15 ILCS 405/10.05) or take such other and further action as may be required to recover the debt.
- (11) (Local Contracts or Day Labor) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.
- (12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of, the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which the project is federally authorized, the **LPA** will repay the **STATE** any Federal funds received under the terms of this Agreement.
- (13) (Right-of-Way Acquisition) In the event that the actual construction of the project on this right-of-way is not undertaken by the close of the twentieth fiscal year following the fiscal year in which the project is federally authorized, the **LPA** will repay the **STATE** any Federal Funds received under the terms of this Agreement.

- (14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office.
- Plans and preemption times for signal related work that will be interconnected with traffic signals shall be submitted to the ICC for review and approval prior to the commencement of work. Signal related work involving interconnects with state maintained traffic signals should also be coordinated with the IDOT's District Bureau of Operations.
- The **LPA** is responsible for the payment of the railroad related expenses in accordance with the **LPA/railroad** agreement prior to requesting reimbursement from IDOT. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets office.
- Engineer's Payment Estimates shall be in accordance with the Division of Cost on page one.
- (15) And certifies to the best of its knowledge and belief its officials:
- (a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
 - (c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, local) with commission of any of the offenses enumerated in item (b) of this certification; and
 - (d) have not within a three-year period preceding the Agreement had one or more public transactions (Federal, State, local) terminated for cause or default.
- (16) To include the certifications, listed in item 15 above, and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.
- (17) (State Contracts) That execution of this agreement constitutes the **LPA's** concurrence in the award of the construction contract to the responsible low bidder as determined by the **STATE**.
- (18) That for agreements exceeding \$100,000 in federal funds, execution of this Agreement constitutes the **LPA's** certification that:
- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan or cooperative agreement;
 - (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
 - (c) The **LPA** shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- (19) To regulate parking and traffic in accordance with the approved project report.
- (20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.
- (21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.
- (22) To complete this phase of the project within three (3) years from the date this agreement is approved by the **STATE** if this portion of the project described in the Project Description does not exceed \$1,000,000 (five years if the project costs exceed \$1,000,000).
- (23) To comply with the federal Financial Integrity Review and Evaluation (FIRE) program, which requires States and subrecipients to justify continued federal funding on inactive projects. 23 CFR 630.106(a)(5) defines an inactive project as a project which no expenditures have been charged against Federal funds for the past twelve (12) months.
- To keep projects active, invoicing must occur a minimum of one time within any given twelve (12) month period. However, to ensure adequate processing time, the first invoice shall be submitted to the **STATE** within six (6) months of the federal authorization date. Subsequent invoices will be submitted in intervals not to exceed six (6) months.
- (24) The **LPA** will submit supporting documentation with each request for reimbursement from the **STATE**. Supporting documentation is defined as verification of payment, certified time sheets or summaries, vendor invoices, vendor receipts, cost plus fix fee invoice, progress report, and personnel and direct cost summaries and other documentation supporting the requested reimbursement amount (Form BLRS 05621 should be used for consultant invoicing purposes). **LPA** invoice requests to the **STATE** will be submitted with sequential invoice numbers by project.

The LPA will submit to the STATE a complete and detailed final invoice with applicable supporting documentation of all incurred costs, less previous payments, no later than twelve (12) months from the date of completion of this phase of the improvement or from the date of the previous invoice, which ever occurs first. If a final invoice is not received within this time frame, the most recent invoice may be considered the final invoice and the obligation of the funds closed.

- (25) The LPA shall provide the final report to the appropriate STATE district within twelve months of the physical completion date of the project so that the report may be audited and approved for payment. If the deadline cannot be met, a written explanation must be provided to the district prior to the end of the twelve months documenting the reason and the new anticipated date of completion. If the extended deadline is not met, this process must be repeated until the project is closed. Failure to follow this process may result in the immediate close-out of the project and loss of further funding.
- (26) (Single Audit Requirements) That if the LPA expends \$750,000 or more a year in federal financial assistance they shall have an audit made in accordance with 2 CFR 200. LPAs expending less than \$750,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the STATE (Office of Finance and Administration, Audit Coordination Section, 2300 South Dirksen Parkway, Springfield, Illinois, 62764), within 30 days after the completion of the audit, but no later than one year after the end of the LPA's fiscal year. The CFDA number for all highway planning and construction activities is 20.205.

Federal funds utilized for construction activities on projects let and awarded by the STATE (denoted by an "X" in the State Contract field at the top of page 1) are not included in a LPA's calculation of federal funds expended by the LPA for Single Audit purposes.

- (27) That the LPA is required to register with the System for Award Management or SAM (formerly Central Contractor Registration (CCR)), which is a web-enabled government-wide application that collects, validates, stores, and disseminates business information about the federal government's trading partners in support of the contract award and the electronic payment processes. To register or renew, please use the following website: <https://www.sam.gov/portal/public/SAM/#1>.

The LPA is also required to obtain a Dun & Bradstreet (D&B) D-U-N-S Number. This is a unique nine digit number required to identify subrecipients of federal funding. A D-U-N-S number can be obtained at the following website: <http://fedgov.dnb.com/webform>.

THE STATE AGREES:

- (1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the LPA's certification of compliance with Titles II and III requirements.
- (2) (State Contracts) To receive bids for the construction of the proposed improvement when the plans have been approved by the STATE (and FHWA, if required) and to award a contract for construction of the proposed improvement, after receipt of a satisfactory bid.
- (3) (Day Labor) To authorize the LPA to proceed with the construction of the improvement when Agreed Unit Prices are approved, and to reimburse the LPA for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (4) (Local Contracts) For agreements with Federal and/or State funds in engineering, right-of-way, utility work and/or construction work:
- To reimburse the LPA for the Federal and/or State share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the LPA;
 - To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by STATE inspectors of steel, cement, aggregate, structural steel and other materials customarily tested by the STATE.

IT IS MUTUALLY AGREED:

- (1) Construction of the project will utilize domestic steel as required by Section 106.01 of the current edition of the Standard Specifications for Road and Bridge Construction and federal Buy America provisions.
- (2) That this Agreement and the covenants contained herein shall become null and void in the event that the FHWA does not approve the proposed improvement for Federal-aid participation within one (1) year of the date of execution of this Agreement.
- (3) This Agreement shall be binding upon the parties, their successors and assigns.
- (4) For contracts awarded by the LPA, the LPA shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT – assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The LPA shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT – assisted contracts. The LPA's DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the STATE may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for

enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31U.S.C. 3801 et seq.). In the absence of a USDOT – approved LPA DBE Program or on State awarded contracts, this Agreement shall be administered under the provisions of the STATE's USDOT approved Disadvantaged Business Enterprise Program.

- (5) In cases where the STATE is reimbursing the LPA, obligations of the STATE shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or applicable Federal Funding source fails to appropriate or otherwise make available funds for the work contemplated herein.
- (6) All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement and/or amendment shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application.

ADDENDA

Additional information and/or stipulations are hereby attached and identified below as being a part of this Agreement.

Number 1- Location Map, Number 2 – LPA Appropriation Resolution

(Insert Addendum numbers and titles as applicable)

The LPA further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all Addenda indicated above.

APPROVED

Local Public Agency

Jacob C. Vandenberg

Name of Official (Print or Type Name)

Mayor

Title (County Board Chairperson/Mayor/Village President/etc.)

(Signature)

Date

The above signature certifies the agency's TIN number is 36-6006127 conducting business as a Governmental Entity.

DUNS Number 079739873

APPROVED

State of Illinois
Department of Transportation

Randall S. Blankenhorn, Secretary

Date

By:

Aaron A. Weatherholt, Deputy Director of Highways

Date

Omer Osman, Director of Highways/Chief Engineer

Date

William M. Barnes, Chief Counsel

Date

Jeff Heck, Chief Fiscal Officer (CFO)

Date

NOTE: If the LPA signature is by an APPOINTED official, a resolution authorizing said appointed official to execute this agreement is required.

RESOLUTION NO. _____

A RESOLUTION AND AGREEMENT WITH THE STATE OF ILLINOIS AND THE VILLAGE OF TINLEY PARK APPROPRIATING FUNDS FOR THE 84TH AVENUE – 159TH STREET TO 171ST STREET IMPROVEMENT PROJECT

WHEREAS, the Village of Tinley Park has determined that there is a need to resurface 84th Avenue from 159th Street to 171st Street; and

WHEREAS, the project has been approved by the South Suburban Mayors and Managers Association (SSMMA) to receive Federal Surface Transportation Program (STP) funds for Construction and Construction Engineering costs in the amount of \$1,029,600.00; and

WHEREAS, in order to obligate Federal funding of local highway improvements, the Village of Tinley Park is required, under IDOT policies, to enter into a Local Agency Agreement for Federal Participation for the funding of said local improvements, and

WHEREAS, the attached Local Agency Agreement for Federal Participation between the State of Illinois and the Village of Tinley Park defines the Local Agency participation in the improvement and the estimated local share of the cost of the improvements in the amount of \$257,400; said agreement attached hereto and hereby made a part hereof.

NOW, THEREFORE, BE IT RESOLVED, by the Village of Tinley Park that the attached Local Agency Agreement for Federal Participation is hereby approved and that construction costs exceeding agreed amounts will be appropriated by resolution within 45 days of award; and

BE IT FURTHER RESOLVED, that this project is hereby designated as Village Section Number 17-00119-00-RS, State Job Number C-91-257-17, and Federal Project Number M-4003(923); and

BE IT FURTHER RESOLVED, that the Village President is hereby authorized to execute said Agreement.

PASSED this _____ day of _____, 2017, with _____ members voting aye, _____ members voting nay, the Village President _____ voting, and with _____ members absent, said vote being:

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED this _____ day of _____ 2017

Village President

(SEAL)

ATTEST:

Village Clerk

LOCATION MAP
VILLAGE OF TINLEY PARK
SECTION NO. 17-00119-00-RS
171ST STREET TO 159TH STREET



PREPARED BY:



16R0398_02-COVR-01

**COMMENTS FROM
THE PUBLIC**

EXECUTIVE SESSION

ADJOURN TO EXECUTIVE SESSION TO DISCUSS:

A. THE APPOINTMENT, EMPLOYMENT, COMPENSATION, DISCIPLINE, PERFORMANCE, OR DISMISSAL OF SPECIFIC EMPLOYEES OF THE PUBLIC BODY OR LEGAL COUNSEL FOR THE PUBLIC BODY, INCLUDING HEARING TESTIMONY ON A COMPLAINT LODGED AGAINST AN EMPLOYEE OF THE PUBLIC BODY OR AGAINST LEGAL COUNSEL FOR THE PUBLIC BODY TO DETERMINE ITS VALIDITY.

ADJOURNMENT