AGENDA
CITY OF ST. CHARLES
GOVERNMENT SERVICES COMMITTEE MEETING
ALDR. RYAN BONGARD, CHAIR
MONDAY, FEBRUARY 24, 2025 – 7:00 P.M.
CITY COUNCIL CHAMBERS
2 E. MAIN STREET

1. **Call to Order**

2. **Roll Call**

3. **Administrative**

4. **Omnibus Vote**

   Items with an asterisk (*) are considered to be routine matters and will be enacted by one motion. There will be no separate discussion on these items unless a council member/citizen so requests, in which event the item will be removed from the consent agenda and considered in normal sequence on the agenda.

5. **Public Works Department**

   *A. Recommendation to Approve a Resolution Authorizing the Sale of Surplus and Obsolete Transmission and Distribution (T&D) Electrical Equipment.

   *B. Recommendation to Approve a Resolution Authorizing a Master Service Agreement for Construction Services for the Transmission and Distribution (T&D) System.

   *C. Recommendation to Approve a Resolution for Master Service Agreement for Engineering Services for the Transmission and Distribution (T&D) System.

   *D. Recommendation to Approve a Resolution Authorizing the Release of Budgeted Funds to Implement an Engineering Analysis Modeling Software.

   *E. Recommendation to Approve a Resolution for Master Service Agreement for Substation Maintenance Services.

   *F. Recommendation to Approve a Resolution Awarding the Bid for 3-Year Concrete Lifting Services.

   *G. Recommendation to Approve a Resolution Authorizing a Design Contract Amendment with HR Green for 12th St. and Dean St. Improvements.

   *H. Recommendation to Approve a Resolution Authorizing a Contract Amendment with Civiltech for DCEO Intersection Improvements Design.

   *I. Recommendation to Approve an Intergovernmental Agreement and Funding for Illinois Department of Transportation Signal Improvements.

*J. Recommendation to Waive the Formal Bid Procedure and Approve a Resolution Awarding a Proposal for the Eastside Lift Station Pump Repair.

K. Recommendation to Use Hot Dip Galvanizing as the Preferred Rehabilitation Method for Red Gate Bridge Railings.

L. Presentation of 2025 Street Program.

M. Recommendation to Approve a Resolution Awarding the Bid for a Wastewater Treatment Chemical.

N. Recommendation to Approve a Resolution Awarding the Bid for Woods of Fox Glen Electrical Repairs.

6. Public Comment

7. Additional Items from Mayor and City Council Members

8. Executive Session

- Personnel –5 ILCS 120/2(c)(1)
- Pending, Probable or Imminent Litigation – 5 ILCS 120/2(c)(11)
- Property Acquisition – 5 ILCS 120/2(c)(5)
- Collective Bargaining – 5 ILCS 120/2(c)(2)
- Review of Executive Session Minutes – 5 ILCS 120/2(c)(21)

9. Adjourn

ADA Compliance

Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the ADA Coordinator, Jennifer McMahon, at least 48 hours in advance of the scheduled meeting. The ADA Coordinator can be reached in person at 2 East Main Street, St. Charles, IL, via telephone at (630) 377 4446 or 800 526 0844 (TDD), or via e-mail at jmcmahon@stcharlesil.gov. Every effort will be made to allow for meeting participation. Notices of this meeting were posted consistent with the requirements of 5 ILCS 120/1 et seq. (Open Meetings Act).

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.A
	Title:	**Recommendation to Approve a Resolution Authorizing the Sale of Surplus and Obsolete Transmission and Distribution (T&D) Electrical Equipment**
	Presenter:	Giovanni McLean, Public Works Assistant Manager - Electric

Meeting: Government Services Committee	**Date:** February 24, 2025	
Proposed Cost: N/A	**Budgeted Amount:** N/A	**Not Budgeted:** ☐

The Electric Services Division is seeking Council approval to dispose of retired scrap and obsolete T&D electrical equipment. The T&D equipment includes distribution transformers, pad-mounted switchgear, circuit breaker, capacitor banks and one (1) substation transformer (2T1).

Upon Council's approval, a Request for Qualification (RFQ) will be published to the online bidding service Demand Star to qualified companies, and the highest quote will be awarded the sale.

Funds received from this transaction will be credited to the Electric Fund.

Attachments (please list)**:**

*Detailed list of T&D electrical equipment to be disposed of.

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to approve a Resolution Authorizing the Disposal of Surplus and Obsolete Transmission and Distribution electrical equipment owned by the City of St. Charles.

SURPLUS AND OBSOLETE - TRANSFORMERS

NUM	DESCRIPTION	PHASE	ORIGINAL CITY LOCATION	MANUFACTURE	CAPACITY (KVA)	SERIAL#	MODEL/CAT#	DATE MANUFACTURED
1	POLE-MOUNT	SINGLE	N/A	GE	25	N484060YFUA	N/A	N/A
2	POLE-MOUNT	SINGLE	N/A	ABB	100	97A073469	A7112M99AAM1161	N/A
3	POLE-MOUNT	SINGLE	N/A	WESTINGHOUSE	50	85A072372	AB112E50AA	02/85
4	POLE-MOUNT	SINGLE	N/A	RTE	37.5	701061367	61T13K15A	N/A
5	POLE-MOUNT	SINGLE	N/A	NAME PLATE UNREADABLE	37.5	N/A	N/A	N/A
6	POLE-MOUNT	SINGLE	N/A	NAME PLATE UNREADABLE	37.5	N/A	N/A	N/A
7	POLE-MOUNT	SINGLE	N/A	RTE	50	891087080	93T48K87H	6/89
8	POLE-MOUNT	SINGLE	N/A	MCGRAW-EDISON	50	86NF278-002	E111072A-50 R2	N/A
9	POLE-MOUNT	SINGLE	N/A	RTE	37.5	4125354	88T7K15	N/A
10	POLE-MOUNT	SINGLE	N/A	RTE	50	881124418	88T28KU	N/A
11	POLE-MOUNT	SINGLE	N/A	COOPER	25	1555062622	EB2A12072Y3JP7K	N/A
12	POLE-MOUNT	SINGLE	N/A	RTE	15	7139575	88T5K24A	N/A
13	POLE-MOUNT	SINGLE	N/A	RTE	50	871039872	88T08KE	4/87
14	POLE-MOUNT	SINGLE	N/A	POWER PARTNERS	50	20A452681	B7112C50ZZX08P1	11/20
15	POLE-MOUNT	SINGLE	N/A	GE	37.5	N484295YFUA	N/A	N/A
16	POLE-MOUNT	SINGLE	N/A	ERMCO	25	42T2541706	10F509112258	N/A
17	POLE-MOUNT	SINGLE	N/A	RTE	50	881123672	88T28KU	N/A
18	POLE-MOUNT	SINGLE	N/A	RTE	50	861017579	88T28L01F	2/86
19	POLE-MOUNT	SINGLE	N/A	NO NAME PLATE	N/A	N/A	N/A	N/A
20	POLE-MOUNT	SINGLE	N/A	STANDARD	75	EFF-3569	N/A	N/A
21	POLE-MOUNT	SINGLE	N/A	STANDARD	75	EFF-3570	N/A	N/A
22	POLE-MOUNT	SINGLE	N/A	RTE	37.5	881123690	88T47KU	N/A
23	POLE-MOUNT	SINGLE	N/A	COOPER	37.5	0202168770	E*	N/A
24	POLE-MOUNT	SINGLE	N/A	COOPER	75	*T901024027	88T89KT	N/A
25	POLE-MOUNT	SINGLE	N/A	COOPER	N/A	N/A	N/A	N/A
26	POLE-MOUNT	SINGLE	N/A	RTE	50	871070867	88T08KE	N/A
27	POLE-MOUNT	SINGLE	N/A	KULHMAN	50	3053412282	N/A	N/A
28	POLE-MOUNT	SINGLE	N/A	GE	50	N147786YJSA	GEK-28055	N/A
29	POLE-MOUNT	SINGLE	N/A	RTE	37.5	721025927	N/A	N/A
30	POLE-MOUNT	SINGLE	N/A	WESTINGHOUSE	50	85A090439	AB112E50AA	02/85
31	POLE-MOUNT	SINGLE	N/A	RTE	50	861017580	88T28L01F	02/86
32	PAD-MOUNT	SINGLE	N/A (37 1/2)	T&R ELECTRIC POWER SUPPLY	37.5	028284	N/A	N/A
33	PAD-MOUNT	SINGLE	4176T01	RTE	75	681013472	30X9K6A	N/A
34	PAD-MOUNT	SINGLE	3631T01	ABB	50	94J635106	E71B3Z4GMR	6/94
35	PAD-MOUNT	SINGLE	6331T01	HOWARD IND.	25	2295952103	0061820272920/6125403970201	6/03
36	PAD-MOUNT	SINGLE	2347T01	COOPER	25	0005032203	AKCC115072Y25C0	6/00
37	PAD-MOUNT	SINGLE	2442T01	N/A	N/A	N/A	N/A	N/A
38	PAD-MOUNT	SINGLE	3432T01	ABB	25	98J517023	EZ1B.1Z16P	2/98
39	PAD-MOUNT	SINGLE	5625T01	MCGRAW-EDISON	50	80LD17A025	ACXY115072-50-S1	N/A
40	PAD-MOUNT	SINGLE	2755T01	WESTINGHOUSE	50	89J344310	E71B3ZZ7Y3N40	2/89
41	PAD-MOUNT	SINGLE	2663T01	RTE	50	881146094	86AX48K30U	10/88
42	PAD-MOUNT	SINGLE	7129T01	COOPER	25	0005032201	AKCC115072Y250C0	6/00
43	PAD-MOUNT	SINGLE	2438T02	HOWARD IND.	75	2679963822	0061820509290/6175403976200	09/22
44	PAD-MOUNT	SINGLE	2763T01	N/A	N/A	N/A	N/A	N/A
45	PAD-MOUNT	SINGLE	4262T03	RTE	25	841163930	602X06B34F	1/86
46	PAD-MOUNT	SINGLE	2493T01	HOWARD IND.	25	2861833216	0061820453740/6125405976200	8/16
47	PAD-MOUNT	SINGLE	7444T01	ABB	50	99J850086	E71B3Z4VZ4	6/99
48	PAD-MOUNT	SINGLE	3136T01	RTE	100	701080216	30X10K6B	N/A
49	PAD-MOUNT	SINGLE	5381T01	MCGRAW-EDISON	100	86LG607005	AKCC115072A-80-W1	N/A

SURPLUS AND OBSOLETE - TRANSFORMERS

NUM	DESCRIPTION	PHASE	ORIGINAL CITY LOCATION	MANUFACTURE	CAPACITY (KVA)	SERIAL#	MODEL/CAT#	DATE MANUFACTURED
50	PAD-MOUNT	SINGLE	3456T01	ABB	25	98J517012	E71B1Z516P	2/98
51	PAD-MOUNT	THREE	3258T01	RTE	750	796003209	854V12K12R	N/A
52	PAD-MOUNT	THREE	6148T02	PAUWELS TRANSFORMERS	150	03C120373	ZB015124E200304	05/03
53	PAD-MOUNT	THREE	3543T03	RTE	500	806006049	27CV11K56A	N/A
54	PAD-MOUNT	THREE	3362T01	WESTINGHOUSE	1500	89J385320	F6EE143N9J	4/89
55	PAD-MOUNT	THREE	2471T02	WESTINGHOUSE	225	89J397217	V6EA513N99	5/89
56	PAD-MOUNT	THREE	3362T02	ABB	1500	90J633172	F6EE143TB9	04/90
57	PAD-MOUNT	THREE	5491T01	WESTINGHOUSE	300	88JF189202	AE5A533KDY	N/A
58	PAD-MOUNT	THREE	3453T02	RTE	75	726004479	119V6K95F	N/A
59	PAD-MOUNT	THREE	2383T01	GE	75	L446322T74A	N/A	N/A
60	PAD-MOUNT	THREE	3433T01	GE	300	M309296TAPA	N/A	N/A
61	PAD-MOUNT	THREE	2475T01	COOPER	2000	906005210	00782A65K15S	N/A
62	PAD-MOUNT	THREE	2257T02	GE	150	Q105192-TVG	N/A	8/92
63	PAD-MOUNT	THREE	3318T01	RTE	75	716001321	186V6K5B	N/A
64	PAD-MOUNT	THREE	6323T01	PAUWELS TRANSFORMERS	300	05J136870	MB030124NE48005	10/05
65	PAD-MOUNT	THREE	Note: SCRAP-3K	ABB	150	91J845047	V6EK4940T5	3/91
66	PAD-MOUNT	THREE	3345T01	COOPER	150	1550006556	0001PP08K1BA	6/15
67	PAD-MOUNT	THREE	4382T01	RTE	150	756002518	186V8K9H	N/A
68	PAD-MOUNT	THREE	Note:SCRAP-1989	WESTINGHOUSE	1000	89J373329	F6EA013N9H	4/89
69	PAD-MOUNT	THREE	Note:SCRAP-1987	WESTINGHOUSE	500	87JG958066	A63K563DFF	N/A
70	PAD-MOUNT	THREE	4392T02	WESTINGHOUSE	300	89J404318	V6EA533N9B	5/89
71	PAD-MOUNT	THREE	Note:SCRAP-5622	COOPER	2000	906005256	00782A65K15S	N/A
72	PAD-MOUNT	THREE	6321T01	RTE	75	736002359	186V6K5F	N/A

TOTAL Pole mount KVA= 1365
TOTAL Pad mount KVA= 13037.5

TOTAL KVA= 14402.5

SURPLUS AND OBSOLETE - MISCELLANOUS AND T&D EQUIPMENT

NUM	DESCRIPTION	ORIGINAL CITY LOCATION	MANUFACTURER	VOLTAGE CLASS (kV)	SERIAL#	MODEL/CAT#	MANUFACTURE DATE
1	PAD MOUNTED SWITCHGEAR	2443S01	S&C ELECTRIC	14.4	711001890	PMH-10	12/96
2	PAD MOUNTED SWITCHGEAR	6148S01	S&C ELECTRIC	14.4	030295	PMH-9/55352R3-K2	1/03
3	PAD MOUNTED SWITCHGEAR	3383S03	S&C ELECTRIC	14.4	910388	PMH-10/55242R2-G1JK2	2/91
4	PAD MOUNTED SWITCHGEAR	2436S01	S&C ELECTRIC	14.4	913187	PMH-9/55352P2-G1G2HJK2	9/91
5	PAD MOUNTED SWITCHGEAR	2398S01	COOPER	15	1Q9721246	610L34S02M	01/97
6	PAD MOUNTED SWITCHGEAR	2447S01	S&C ELECTRIC	14.4	008558	PMH-11/55362R3-K2	12/00
7	PAD MOUNTED SWITCHGEAR	2249S01	COOPER	15	4Q9722407	VFI9/610L10S01M	11/97
8	PAD MOUNTED SWITCHGEAR	3346S01	S&C ELECTRIC	14.4	910391	PMH-11/55362R2-G1G2HJK2	2/91
9	PAD MOUNTED SWITCHGEAR	3235S01	S&C ELECTRIC	14.4	941422	PMH-9/55352R2-G1G2HJK2	3/94
10	PAD MOUNTED SWITCHGEAR	3336S02	S&C ELECTRIC	14.4	024617	PMH-11/55362R3-K2	7/02
11	PAD MOUNTED SWITCHGEAR	2373S01	S&C ELECTRIC	14.4	942264	PMH-11/55362R2-G1G2HJK2	5/94
12	PAD MOUNTED SWITCHGEAR	2382S01	S&C ELECTRIC	14.4	975389	PMH-11/55362R3-K2	11/97
13	PAD MOUNTED SWITCHGEAR	3456S01	S&C ELECTRIC	14.4	982063	PMH-11/55362R3-K2	4/98
14	PAD MOUNTED SWITCHGEAR	6364S01	FEDERAL PACIFIC	15	J11240-5	PSI/11-9-44222-A399-B199-B299-G1-G2-T399-T499-SPECIAL	08/06
15	PAD MOUNTED SWITCHGEAR	7166S01	FEDERAL PACIFIC	15	J9077-01	PSI/11-9-44221-A3-B199-B299-G1-G2-T399-T499	1/03
16	PAD MOUNTED SWITCHGEAR	4288S01	FEDERAL PACIFIC	15	J11239-4	PSI/11-9-44222-A399-B199-B299-G1-G2-T399-T499-SPECIAL	5/06
17	PAD MOUNTED SWITCHGEAR	2377S01	COOPER	15	2Q9519101	VFI9/610L10S01M	4/95
18	Pad Mounted Switchgear	2285S01	S&C Electric	14.4	D-52801	PMH-9/55352R2-DG1G2HJK2	2/85
19	PAD MOUNTED SWITCHGEAR	2387S01	S&C ELECTRIC	14.4	933778	PMH-11/55362R2-G1G2HJK2	12/93
20	PAD MOUNTED SWITCHGEAR	3442S02	S&C ELECTRIC	14.4	910389	PMH-11/55362R2-G1G2HJK2	2/91
21	PAD MOUNTED SWITCHGEAR	2342S01	COOPER	15	2Q9519103	VFI9/610L10S01M	4/95
22	PAD MOUNTED SWITCHGEAR	3458S01	S&C ELECTRIC	14.4	910392	PMH-11/55362R2-G1G2HJK2	2/91
23	PAD MOUNTED SWITCHGEAR	7168S01	S&C ELECTRIC	14.4	974323	PMH-9/5352R3-K2	9/97
24	PAD MOUNTED SWITCHGEAR	6363S01	FEDERAL PACIFIC	15	J11443-2	PSI/11-9-44312-A399-B199-B299-G1-G2-T399-T499-SPECIAL	8/06
25	PAD MOUNTED SWITCHGEAR	3289S01	S&C ELECTRIC	14.4	933454	PMH-9/55352R2-G1G2HJK2	
26	PAD MOUNTED SWITCHGEAR	2367S01	COOPER	15	2Q9721771	VFI9/610L10S04M	5/97
27	PAD MOUNTED SWITCHGEAR	3336S01	S&C ELECTRIC	14.4	024615	PMH-11/55362R3-K2	7/02
28	PAD MOUNTED SWITCHGEAR	3326S01	S&C ELECTRIC	14.4	910390	PMH-11/55362R2-G1G2HJK2	2/91
29	PAD MOUNTED SWITCHGEAR	2347S01	COOPER	15	2Q9519102	VFI9/610L10S01M	4/95
30	PAD MOUNTED SWITCHGEAR	7312S01	S&C ELECTRIC	14.4	983957	PMH-9/5352R3-K2	8/98
31	PAD MOUNTED SWITCHGEAR	2383S01	COOPER	15	1Q9721245	VFI12/610L34S02M	1/97
32	PAD MOUNTED SWITCHGEAR	2443S02	S&C ELECTRIC	14.4	910393	PMH-11/55362R2-G1G2HJK2	2/91
33	PAD MOUNTED SWITCHGEAR	2377S02	N/A	N/A	N/A	N/A	N/A
34	AUTOMATIC RECLOSER	N/A	MCGRAW-EDISON	15.5	1179	Type-VSA	N/A
35	AUTOMATIC RECLOSER	N/A	MCGRAW-EDISON	15.5	4380	Type-VSA	4/85
36	AUTOMATIC RECLOSER	N/A	MCGRAW-EDISON	15.5	4568	Type-VSA	12/87
37	CIRCUIT BREAKER	Note: M1-~~No~~	MCGRAW-EDISON	38	25077	CG-38/C-03604-4	1980
38	CIRCUIT BREAKER	Note: M2 (152-035)	ITE Imperial Corp.	38	41-20308-1011	051L0154-07	1970
39	CAPACITOR BANK	N/A	SANGAMO CAPCACITOR	7.2	8133-0463	356036	N/A

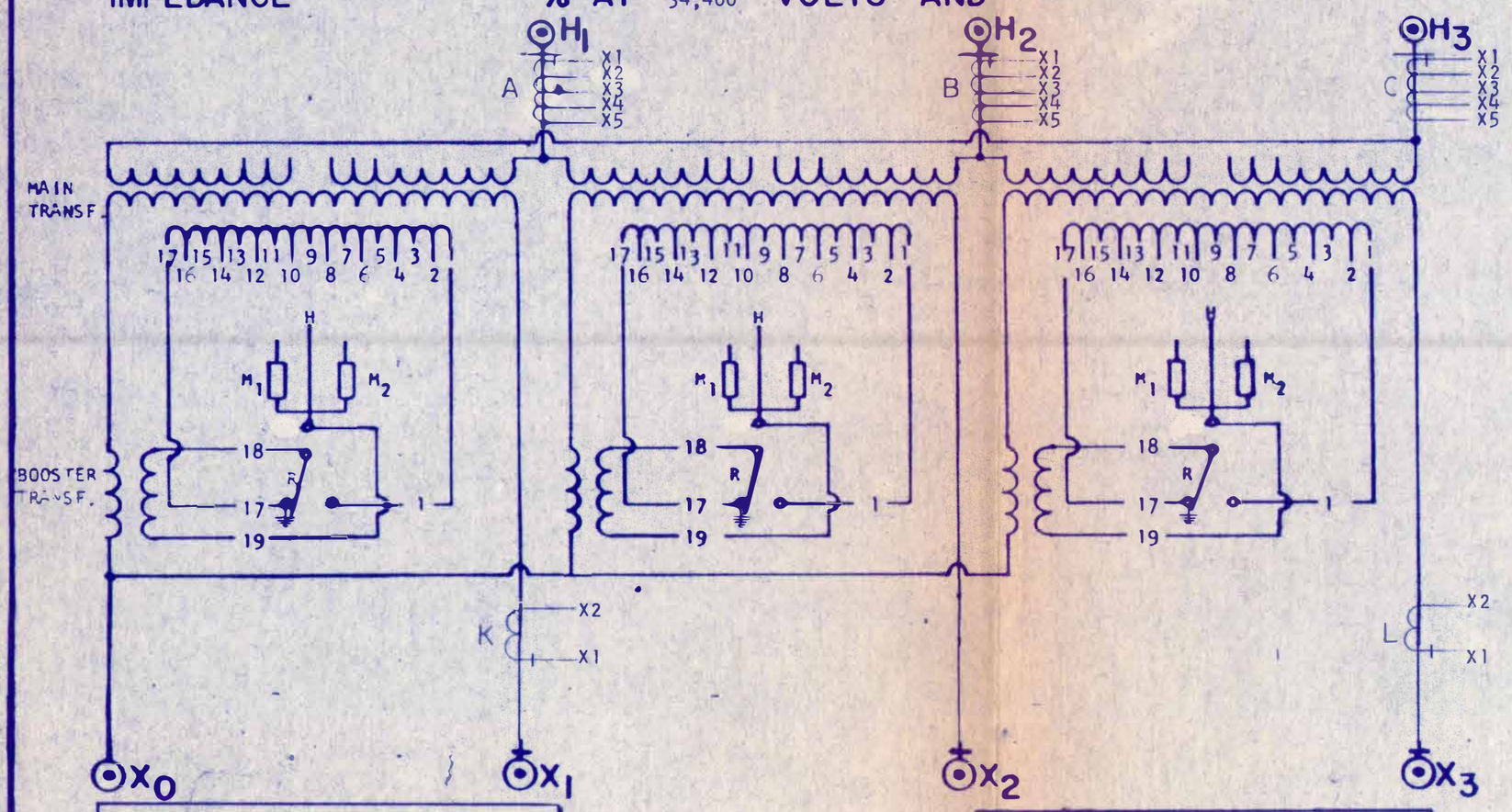
F-DIA.
G-HOLES

LOAD TAP CHANGING TRANSFORMER

3-PHASE-60 HZ NUMBER

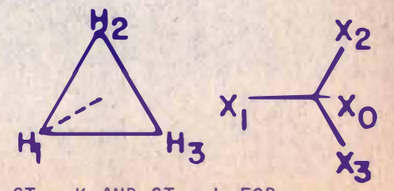
CLASS OA/FA
KVA 10,000/11,200
KVA 12,500/14,400
HV 34,400 VOLTS
LV 12,470Y/7200 VOLTS
LV NEUTRAL
IMPEDANCE % AT 34,400 VOLTS AND 10 MVA

CONTINUOUS TEMPERATURE RISE 55° C
CONTINUOUS TEMPERATURE RISE 65° C
BIL 200 KV
BIL 110 KV
BIL 110 KV



SUBSTATION TRANSFORMER 2T1

HIGH VOLTAGE TAPCHANGER FOR DEENERGIZED OPERATION		
VOLTS	AMPS AT 14MVA	POS.
36200	223	A
35300	228	B
34400	234	C
33500	241	D
32600	248	E



. CT - K AND CT - L FOR LTC CONTROL ONLY

BUSHING CURRENT TRANSFORMER A, B&C			
RATIO	CONNECTION	RATIO	CONNECTION
50:5	$X_2 - X_3$	300:5	$X_2 - X_4$
100:5	$X_1 - X_2$	400:5	$X_1 - X_4$
150:5	$X_1 - X_3$	450:5	$X_3 - X_5$
200:5	$X_4 - X_5$	500:5	$X_2 - X_5$
250:5	$X_3 - X_4$	600:5	$X_1 - X_5$

LOW VOLTAGE										
		TYPE UZD ON LOAD TAP CHANGER						TYPE UZD ON LOAD TAP CHANGER			
VOLTS	AMPS AT 14 MVA	POS.	R CONNECTS AT DIRECTION		H CONNECTS	VOLTS	RATED AMPS	POS.	R CONNECTS AT DIRECTION		H CONNECTS
			RAISE	LOWER					RAISE	LOWER	
13720	589	16R	18-1	18-1	17-19	12470	648	N	18-17	18-1	18-19
13640	593	15R	18-1	18-1	16-19	12470	648	LN	18-17	18-17	17-19
13565	596	14R	18-1	18-1	15-19	12395	648	1L	18-17	18-17	16-19
13485	599	13R	18-1	18-1	14-19	12315	648	2L	18-17	18-17	15-19
13410	603	12R	18-1	18-1	13-19	12240	648	3L	18-17	18-17	14-19
13330	606	11R	18-1	18-1	12-19	12160	648	4L	18-17	18-17	13-19
13250	610	10R	18-1	18-1	11-19	12085	648	5L	18-17	18-17	12-19
13175	614	9R	18-1	18-1	10-19	12005	648	6L	18-17	18-17	11-19
13095	617	8R	18-1	18-1	9-19	11925	648	7L	18-17	18-17	10-19
13020	621	7R	18-1	18-1	8-19	11850	648	8L	18-17	18-17	9-19
12940	625	6R	18-1	18-1	7-19	11770	648	9L	18-17	18-17	8-19
12860	629	5R	18-1	18-1	6-19	11695	648	10L	18-17	18-17	7-19
12785	632	4R	18-1	18-1	5-19	11615	648	11L	18-17	18-17	6-19
12705	636	3R	18-1	18-1	4-19	11535	648	12L	18-17	18-17	5-19
12630	640	2R	18-1	18-1	3-19	11460	648	13L	18-17	18-17	4-19
12550	644	1R	18-1	18-1	2-19	11380	648	14L	18-17	18-17	3-19
12470	648	RN	18-1	18-1	1-19	11305	648	15L	18-17	18-17	2-19
12470	648	N	18-17	18-1	18-19	11225	648	16L	18-17	18-17	1-19

NOTE

25° C OIL LEVEL 11.0 INCHES BELOW COVER.
OIL LEVEL CHANGES 0.75 INCHES PER 10° C CHANGE IN OIL TEMPERATURE.
MAXIMUM OPERATING PRESSURES OF OIL PRSERVATION SYSTEM 7.5 PSI POSITIVE AND 2 PSI NEGATIVE.
TANK DESIGNED FOR FULL VACUUM FILLING.
INSTRUCTION BOOK NO. 2902ER270A01

APPROXIMATE WEIGHTS

CORE & COIL		28000 LBS
TANK & FITTINGS		14800 LBS
OIL IN TANK	2462 GALS	18450 LBS
OIL IN OLTC	111 GALS	836 LBS
OIL TOTAL	2573 GALS	19286 LBS
TOTAL		62090 LBS
UNTANKING		28000 LBS

RECEIVED
MAY 18 1972
PUBLIC WORKS DEPT
ST. CHARLES, ILL.

RTE-ASEA Corporation
WAUKESHA, WISCONSIN

0951001R004

RTE-ASEA CORPORATION WAUKESHA, WIS.			
NAMEPLATE			
DWN RAW	CHK	ISSUED	
SHEET OF	0	951001	U 004

372

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.B
	Title:	**Recommendation to Approve a Resolution for Master Service Agreement for Construction Services for the Transmission and Distribution (T&D) System**
	Presenter:	Giovanni McLean, Public Works Assistant Manager - Electric

Meeting: Government Services Committee	**Date:** February 24, 2025	
Proposed Cost: $ 25,000	**Budgeted Amount:** $ 25,000	**Not Budgeted:** ☐

The Electric Service Division is seeking additional resources to support the construction of T&D projects. The scope of the services would include project management, construction, and emergency response assistance. Awarding the Master Service Agreement (MSA) will increase efficiency by reducing the need to publish and award projects, especially during emergent events.

The firm would primarily be used to assist with construction workload or prolong emergent events. The MSA does not commit the City to award any work.

On April 26, 2024, a bid notice for Request for Qualification (RFQ) was published to the online bidding service Demand Star. On May 31, 2024, the City received eight (8) RFQ submissions. City staff evaluated the submittals based on the standard criteria, relevant experience, qualification of proposed team, references and cost. The RFQ selection process identified J.F Electric as the firm to provide Construction Services.

The recommendation is to award a one-year contract to J.F. Electric, Inc. with the option for two additional annual contract extensions.

Attachments (please list)**:**

*J.F. Electric, Inc. hourly rates

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to Approve a Resolution approving the hourly rates provided by J.F. Electric for the Master Engineering Service Agreement.

Price Proposal Page

Master Service Agreement
Technical and Maintenance Services for Transmission and Substations
EL2024-25

I (we) propose to furnish all services as specified in the attached solicitation documents at the below price. No additional charges over said pricing will be accepted by the City without an authorized change order and written approval by the Purchasing Division confirmed via purchase order amendment.

Contractor/Firm Shall Provide Full List of Hourly Rates. All hourly rates shall be inclusive of but not limited to: mobilization, mileage, fuel sur-charge, permits. Rates shall remain the same for the duration of the One-Year Contract Term.

- See attached Labor & Equipment Rates

We accept payment via City of St. Charles credit card, **without additional** fees. ☐ Yes ☒ No

We will allow a discount of 0 % if payment is received within N/A days of invoice.

J.F. ELECTRIC, INCORPORATED

City of St. Charles, Illinois
for
Transmission & Substation - Technical & Maintenance Services

Local 196 Hourly Labor Rates

(Effective through 7/31/2025)

Labor Classification	Straight Time	Overtime (x1.5)	Double Time
General Foreman Lineman	$ 162.20	$ 236.94	$ 311.92
Foreman Lineman	$ 149.92	$ 218.71	$ 287.74
Journeyman Lineman	$ 133.32	$ 194.08	$ 255.08
Apprentice - 1st Period	$ 84.20	$ 121.16	$ 158.36
Apprentice - 2nd Period	$ 90.37	$ 130.30	$ 170.47
Apprentice - 3rd Period	$ 96.48	$ 139.40	$ 182.54
Apprentice - 4th Period	$ 102.66	$ 148.53	$ 194.66
Apprentice - 5th Period	$ 108.77	$ 157.62	$ 206.71
Apprentice - 6th Period	$ 114.92	$ 166.75	$ 218.82
Apprentice - 7th Period	$ 121.05	$ 175.85	$ 230.89
URD Crew Leader	$ 126.50	$ 183.91	$ 241.59
Equipment Operator	$ 112.69	$ 163.44	$ 214.44
Groundman Truck Driver	$ 91.87	$ 132.53	$ 173.44
Groundman Truck Driver 2nd 1000 Hrs	$ 79.67	$ 114.42	$ 149.41
Groundman Truck Driver 1st 1000 Hrs	$ 71.56	$ 102.35	$ 133.41
Groundman	$ 89.03	$ 128.29	$ 167.82
Groundman 2nd 1000 hrs	$ 77.22	$ 110.80	$ 144.62
Groundman 1st 1000 hrs	$ 69.39	$ 99.16	$ 129.18

Non-Union Hourly Labor Rates

(Effective through 1731/2025)

Labor Classification	Straight Time	Overtime (x1.5)
Project Manager	$ 207.03	$ 292.34
Superintendent	$ 132.53	$ 187.15
Planner	$ 114.48	$ 161.67
Scheduler	$ 114.48	$ 161.67
Safety Professional	$ 132.53	$ 187.15
Site Manager	$ 156.63	$ 221.19
Mechanic	$ 124.87	$ 176.34
Technician 3	$ 153.58	$ 216.88
Technician 2	$ 128.89	$ 182.00
Technician 1	$ 108.48	$ 153.18
Professional Engineer/Surveyor	$ 227.06	$ 320.63
Senior Engineer	$ 207.03	$ 292.34
Engineer	$ 153.58	$ 216.88
Junior Engineer	$ 128.89	$ 182.00
CADD Drafter 2	$ 100.52	$ 141.94
CADD Drafter 1	$ 90.91	$ 128.37
Intern	$ 65.89	$ 93.04
Admin	$ 67.74	$ 95.65

*Per Diem will be billed at $183.75

J.F. ELECTRIC, INCORPORATED

City of St. Charles, Illinois
for
Transmission & Substation - Technical & Maintenance Services

Equipment Hourly Rates

(Effective through 7/31/2025)

Equipment Description	Hourly Rate
Air Compressor - 185 CFM	$ 10.00
Arrow Board	$ 5.00
ATV w/Trailer - 675cc	$ 9.50
Bobcat/Skid Steer Attachment: Pole Puller	$ 7.50
Bobcat/Skid Steer Attachment: Forks	$ 4.50
Bobcat/Skid Steer w/Tracks : TL-130 & T-190 or Equivalent	$ 26.50
Bobcat/Skid Steer w/Tracks: TL12 or Equiv (85 to 108HP)	$ 29.50
Bobcat/Skid Steer: LS 160 or Equivalent	$ 26.50
Boring Machine: 10X15 Vermeer	$ 53.00
Boring Machine: 20X22 Vermeer	$ 75.50
Boring Machine: 2440	$ 168.50
Bucket Truck: to 45'	$ 28.00
Bucket Truck: to 56'	$ 34.00
Bucket Truck: to 65'	$ 38.50
Bucket Truck: to 85'	$ 56.00
Bucket Truck: over 100' - HL125 - 125'	$ 113.00
Bucket Truck: to 100' - AWD	$ 84.00
Caterpillar D6 or Equivalent: with Winch	$ 86.50
Caterpillars D6 or Equivalent	$ 76.50
Core Barrell	$ 5.25
Core Drill	$ 21.00
Crawler w/Bucket - AH100	$ 167.00
Crawler w/Bucket - AM55	$ 82.50
Crawler w/Digger Derrick - DM47	$ 85.50
Crawler w/Digger Derrick: Up to 67' Sheave Ht.	$ 121.00
Digger Derrick: 55' Sheave Ht.	$ 45.50
Digger Derrick: to 47'	$ 34.00
Digger Derrick: Up to 60' Sheave Ht.	$ 66.50
Dump Truck: Single Axle 5CY	$ 25.00
Dump Truck: Tandem Axle 10CY	$ 37.50
Easement Pole Setter (Backyard Machine)	$ 38.00
Hydro Excavator: up to 800 gal, w/Boom	$ 44.50
Light Plant	$ 7.00
Lodril: TR25	$ 198.00
Lodril: TR50	$ 227.00
Lodril: TR60	$ 253.00

Transmission & Substation - Technical & Maintenance Services

Equipment Hourly Rates

(Effective through 7/31/2025)

Equipment Description	Hourly Rate
Mini Ex - VIO55 or Equiv	$ 29.50
Mini Ex - VIO75 or Equiv	$ 39.00
Road Tractor (Semi Tractor)	$ 45.50
Rope Puller: 1 Drum - 4,000 lbs.	$ 37.50
Rope Puller: 4 Drum - 4,000 lbs.	$ 66.50
Stringing Equip: BWT - Single - TSE5052	$ 33.00
Stringing Equip: V-Groove Puller - TSE PVT100 - 10,000 lbs.	$ 83.00
Trailer: 1 Reel - CRT95 w/Brakes	$ 7.00
Trailer: 4 Reel - 4RT21 w/Brakes	$ 14.00
Trailer: Flatbed - 16'	$ 5.50
Trailer: Lowboy 2 Axle - 35 Ton	$ 18.00
Trailer: Lowboy 3 Axle - 50 Ton	$ 26.50
Trailer: Office - 8' x 20'	$ 3.00
Trailer: Utility / Material	$ 6.50
Trailer: with Water Tank	$ 10.00
Trencher: 31 - 55 HP - RT450	$ 38.50
Trencher: 56 - 75 HP - RTX750	$ 41.50
Truck Crane: 40 - 45 Ton	$ 97.50
Truck: Crew	$ 22.00
Truck: Knuckle Boom	$ 33.50
Truck: Pickup	$ 16.50
Underground Puller	$ 51.70
Vactor Truck: Muddog 1200	$ 144.00
GPS Unit	$ 21.00
Robotic Total Station	$ 36.75
Drone	$ 36.75
Drone Mounted Thermal Camera	$ 36.75
Utility Locator	$ 6.30

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.C
	Title:	**Recommendation to Approve a Resolution for Master Service Agreement for Engineering Services for the Transmission and Distribution (T&D) System**
	Presenter:	Giovanni McLean, Public Works Assistant Manager - Electric
Meeting: Government Services Committee		**Date:** February 24, 2025
Proposed Cost: $ 25,000	**Budgeted Amount:** $ 25,000	**Not Budgeted:** ☐

The Electric Services Division is prepared to complete several Transmission and Distribution (T&D) improvement projects. The scope of the services would provide detailed engineering, planning and management for projects. Awarding the Master Service Agreement (MSA) will provide staff with resources to assign engineering tasks for larger projects and reduce the need to publish and award projects. Staff hope that establishing this agreement will standardize project uniformity and quality.

On April 26, 2024 a bid notice for Request for Qualification (RFQ) was published to the online bidding service Demand Star. On May 31, 2024, the City received eight (8) RFQ submissions. City staff evaluated the submittals based on the standard criteria, relevant experience, qualification of proposed team, references and cost. The RFQ selection process identified BHMG Engineers as the firm to provide engineering services. The City has previously worked with BHMG Engineers and has had positive experiences with the quality and timeliness of their work.

The recommendation is to award a one-year contract to BHMG Engineers with the option for two additional annual contract extensions.

Attachments (please list)**:**

*BHMG Power Engineer Standard Billing Rates 2025

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to Approve a Resolution to Authorize issuing a Master Service Agreement for Engineering Services with BHMG Engineers.

BHMG Standard Rate Table

January 6, 2025 - January 4, 2026

Classification	Hourly Rate
Project Manager IV	**$229.66**
Project Manager III	**$223.71**
Project Manager II	**$203.02**
Project Manager I	**$193.76**
Principal Engineer	**$242.05**
Engineer IV	**$217.69**
Engineer III	**$205.71**
Engineer II	**$188.98**
Engineer I	**$175.83**
Environmental Engineer/Specialist III	**$172.67**
Environmental Engineer/Specialist II	**$153.17**
Environmental Engineer/Specialist I	**$125.32**
Engineer Associate/ Intern	**$115.48**
Project Scheduler II	**$132.98**
Project Scheduler I	**$120.80**
CADD Drafter II	**$152.92**
CADD Drafter I	**$137.57**

* Out of pocNet/actual expenses will be in addition to the rates listed above
* Rates are reviewed annually

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.D
	Title:	**Recommendation to Approve a Resolution Authorizing the Release of Budgeted Funds to Implement an Engineering Analysis Modeling Software**
	Presenter:	Giovanni McLean, Public Works Assistant Manager - Electric

Meeting: Government Services Committee	**Date:** February 26, 2024	
Proposed Cost: $85,000	**Budgeted Amount:** $ 85,000	**Not Budgeted:** ☐

The FY24/25 budget contains funding for the procurement and implementation of engineering analysis modelling software. Modeling software provides users with a graphical interface of the T&D assets, similar to the City's GIS. The improved benefits of the modeling software are that it allows staff to analyze the system, solve problems, optimize designs and predict system performance.

On October 18, 2024, a bid notice for Request for Proposal (RFP) was published to the online bidding service Demand Star. November 20, 2024, the City received two (2) RFP submissions, Qualus and Milsoft Utility Solutions.

- Qualus proposed to provide engineering and support to implement Milsoft Utility Solution WindMil EAM.
- Milsoft Utility Solutions proposed provider direct implementation of the WindMil EAM.

On January 13, 2025, staff participated in a software demonstration and implementation overview with GIS and IS representatives. Staff determined that the WindMil EAM software would meet the City's need and that it would be most advantageous to proceed with Milsoft Utility Solutions directly.

Milsoft Utility Solution has provided services and solutions for the power utility industry for over 30 years. It should be noted that the City currently uses Milsoft Utility Solution's interactive voice response (IVR) system for outage call management. Staff also identified the benefits of other software suites Milsoft Utility Solution provides to integrate the IVR, Outage Management System (OMS) and AMI meters.

Staff recommend the implementation of WindMil EAM software with Milsoft Utility Solutions. The FY24/25 budget contains $85,000 for the Year 1 implementation, training, license and support. Subsequent years licensing, training, maintenance and support will be budgeted accordingly.

Attachments (please list)**:**

*Milsoft Utility Solution - Price Proposal

Recommendation/Suggested Action (briefly explain):

Recommendation to Approve a Resolution for the release of budgeted funds for implementation of an Engineering Analysis Modeling Software.

Price Proposal Page

Engineering Analysis Modeling Software
EL2024-44

I (we) propose to furnish all services as specified in the attached solicitation documents at the below price. No additional charges over said pricing will be accepted by the City without an authorized change order and written approval by the Purchasing Division confirmed via purchase order amendment.

Itemized Description	Cost
One – time Costs:	
Software & Implementation Fee	All software and support costs are included in the monthly amount below.
Database Conversion	$35,000
Training (please provide all options available with associated costs)	Initial Training (3 Days Onsite) - $15,500 Follow-up Training (2 Days Onsite) -$10,000 (Optional) Virtual Web Training (2 Days) - $8,000
Recurring Costs:	
Annual License Fee (5-year initial contract term)	Monthly $1,750

Additional pricing detail, if needed:

Itemized Description	Cost

Proposed Schedule of work/timelines:

Project Timeline and Payment Terms

The database conversion process is estimated to take approximately **90 to 180 days**. Once the contract is signed, the project will be incorporated into the current project schedule.

Software Installation
The software installation requires approximately **2 hours** and can be scheduled at your convenience once the contract is signed and the necessary hardware is prepared.

Payment Terms
Please note that **credit card payments are accepted for amounts up to $7,000**. For amounts exceeding this limit, payment by **check or ACH transfer** is required.

We accept payment via City of St. Charles credit card **without additional** fees. x Yes □ No We will allow a discount of _____% if payment is received within _____ days of invoice.

Price Proposal Page

MILSOFT Utility Solutions
800-344-5647 www.milsoft.com
4400 Buffalo Gap Road | Suite 5150 | Abilene, TX 79606

Bill To
Giovanni McLean
St. Charles (IL), City of
2 E Main Street
St. Charles, IL, 60174-1926
USA

Quote Number: **53700**
Date Created: 11/07/2024
Valid Until: 01/22/2025
Account Manager: Brad Brockway

Engineering Analysis

Quantity	Quoted Line Item	Contract Term	Price (Monthly)
1	Engineering Analysis Subscription - First Seat Subscription of one (1) seat each: WindMil®, LightTable®, LandBase®, Streaming LandBase®, Behind the Meter, Contingency Study, and Reliability Analysis. Milsoft Support Included.	5 Year(s)	$1,750.00
		Engineering Analysis Total:	$1,750.00

Services

Quantity	Quoted Line Item	Contract Term	Price (1-Time)
1	Database Conversion A database conversion process that includes a customer migration application. Milsoft Support applicable.		$35,000.00
		Services Total:	$35,000.00

Training

Quantity	Quoted Line Item	Contract Term	Price (1-Time)
1	Initial EA Training Includes: three (3) days of initial on-site EA training and all travel-related expenses.		$15,500.00
1	Training EA 2 Day On-site: Follow Up Two (2) days of on-site Engineering Analysis training for up to 10 employees of a single utility, and all related travel expenses. Curriculum chosen by Customer.		$10,000.00
		Training Total:	$25,500.00

Non-Recurring Total:	$60,500.00
Recurring Monthly Total:	$1,750.00
Total:	$62,250.00

Quote Acceptance:

This Quote comprises all material representations and constitutes the entire understanding between the parties to date with respect to the subject matter hereof and supersedes any and all prior representations, offers or agreements either oral or written between the parties with respect to such subject matter. This Quote shall serve as Schedule A to the Customer's contract for procurement of the Product, Training, Service and Support Program as described when applicable, or as an addendum to Customer's current contract(s) with Milsoft.

Terms & Conditions – EA and/or GIS Products or Add-ons, - by Subscription

Payment Terms

- Payment due in USD upon receipt of invoice
- Subscription invoiced monthly or annually, as preferred, in advance

Price Inclusion

- Initial Setup and Testing
- Remote installation
- Subscription includes Support Program

Subscription Term

- Five (5) year initial term*, unless otherwise specified in Quote Description; commencing upon installation
- Automatic yearly renewals after initial term, unless/until canceled in writing by notice given before the end of the current term; renewal pricing may be subject to change
- *Ancillary products being added during an existing term of Subscription or Support will be coordinated by proration via partial year until the next annual invoicing anniversary, and will merge within the current primary multi-year term if applicable, unless otherwise specified

Terms & Conditions – Training - Lump Sum Package Pricing

Payment Terms

- Payment due in USD upon receipt of invoice
- 75% invoiced upon quote acceptance
- 25% invoiced upon completion of the training

Price Inclusion

- Trainers' travel costs, meals, lodging for onsite presentation, if applicable

Price Exclusions

- Customer-requested changes
- Software sold separately

Terms & Conditions - Integration, Texting Configuration, DB Conversion, Migration Tool, Special Script

Payment Terms

- Payment due in USD upon receipt of invoice
- 100% invoiced upon quote acceptance, unless otherwise specified in description

Price Exclusions

- Underlying standard-edition Software product, sold or subscribed separately
- Any Customer-requested changes to the scope of work
- Support Program, if applicable as noted in description (for custom development or tool)
    - Annual support at the rate of 20% of the retail price
    - Support invoiced separately upon installation, may be prorated to coordinate account

IMPORTANT! Hardware and Operating System (OS) Requirements

Customer, before signing below, please check online at http://milsoft.com/hardware-software-requirements to ensure that you have current compatibility and the latest recommendations for optimum functionality of this and all Milsoft® software with your organization's computers and devices.

Account Name: _____

Accepted By: _____

Printed Name: _____

Date: _____

PO# (if applicable): _____

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.E
	Title:	**Recommendation to Approve a Resolution for Master Service Agreement for Substation Maintenance Services**
	Presenter:	Giovanni McLean, Public Works Assistant Manager – Electric
Meeting: Government Services Committee		**Date:** February 24, 2025
Proposed Cost: $ 50,000	**Budgeted Amount:** $ 50,000	**Not Budgeted:** ☐

The Electric Services Division is responsible for maintaining substations and facilitating upgrades to provide consistent and reliable power supply for the system. In recent years the power and utility industry has seen a notable shortage of technical staff experienced with substations operations. The division has also experienced these shortages, as there have been challenges with permanently filling the vacancy responsible for substation activities.

On January 22, 2025, a bid notice for Request for Qualification (RFQ) was published to the online bidding service Demand Star. The scope of the services provides miscellaneous maintenance for substation activities such as inspection, testing, troubleshooting, and repairing. The work under this agreement will be for a limited scope of substation maintenance activity and upgrades. Awarding the Master Service Agreement (MSA) will provide the division with the immediate resources needed to maintain operations and long-term assistance for system improvements. The MSA will also increase the division's efficiency by reducing the need to publish, evaluate firms and award projects.

On February 6,2025, the City received three (3) RFQ submissions. City staff evaluated the submittals based on the standard criteria, relevant experience, qualification of proposed team, references and cost. The RFQ selection process identified Quad Plus as the firm to provide substation maintenance services. City staff have worked with Quad Plus in the past and have experienced their extensive experience and technical proficiency in the industry.

The recommendation is to award a one-year contract to Quad Plus with the option for two additional annual contract extensions.

Attachments (please list)**:**

*Quad Plus Price Proposal

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to Approve a Resolution to Authorize the issuing of a Master Service Agreement for Substation Maintenance Services with Quad Plus.

Price Proposal Page

Master Service Agreement
Substation Maintenance Services
EL2025-7

I (we) propose to furnish all services as specified in the attached solicitation documents at the below price. No additional charges over said pricing will be accepted by the City without an authorized change order and written approval by the Purchasing Division confirmed via purchase order amendment.

Provide Full List of Hourly Rates. Hourly rates shall be inclusive of equipment, mileage. These Rate Shall Remain the Same Thru Out the One-Year Contract Term.

Our 2025 published rates are attached

We accept payment via City of St. Charles credit card, **without additional** fees. ☐ Yes ☒ No

We will allow a discount of 0 % if payment is received within N/A days of invoice.

We allow these terms for all business conducted with the City of St. Charles. ☒ Yes ☐ No

Power Field Service Rate Schedule

Effective January 1, 2025

Our IBEW Local 134, NETA accredited engineers and technicians specialize in electrical acceptance testing, commissioning, emergency downtime service and maintenance testing for a wide range of industries, data centers, utilities and facilities. We perform all testing in accordance with NETA/ANSI standards. Quad Plus Testing is committed to providing a culture of safety and technical expertise.

Circuit Breakers • Transformers • Switchgear • Cables • Relays • Power Studies • IR Scans

Minimum Charge	A minimum billing of 4.0 hours time at the applicable engineering rate will be invoiced.	**4 Hours**
Technician	Testing Technician, Field Support	**$194 / hr**
NETA Technician	NETA Lead Testing, Field Engineering, Advanced Engineering Service and Analysis, Engineering Studies.	**$214 / hr**
NETA Professional Engineering	P.E. Design, Arc-Flash, Power Studies, Power Quality Analysis.	**$225 / hr**
Travel	Travel time will be billable from point to point, including travel delays not within the control of Quad Plus Testing personnel.	**Applicable Rate**
Mileage	Mileage will be billed at $1.10 per mile.	**$1.10 per mile**
Expenses	All Travel and Living Expenses will be billed.	**Cost plus 15%**
Straight Time	Applies to all time worked or traveled during a normal eight-hour workday. The normal eight-hour workday is defined as any consecutive eight-hour day shift period (Monday through Friday - holidays excluded) with an allowance for lunchtime.	**At Above Rates**
Weekday Overtime	Applies to all hours worked or traveled in excess of eight hours on weekdays, and all time worked or traveled on Saturdays.	**Above Rates x 1.5**
Sunday / Holiday Overtime	Applies to all hours worked or traveled on Sundays and holidays.	**Above Rates x 2**
Union Double Time	Applies to any consecutive hours after 10 hours during the week, after 8 hours on Saturdays, Sundays, or call-outs outside the normal working hours of 7am to 5pm.	**Above Rates x 2**
Special Tools	A rental charge may be made for all specialized tools, equipment, and instruments not normally carried by a technician.	**Contact Quad Plus Testing**

15941 S. Harlem Ave #222
Tinley Park, IL 60477

www.qp-testing.com

Office: +1 (815) 724-2323

Quad Plus® Testing

NETA ACCREDITED COMPANY

TERMS & CONDITIONS

1. ACCEPTANCE
Unless otherwise stated, all quotations are made for immediate acceptance. All quotations and proposals covering Seller's products are made and all contracts or purchase orders for said products are accepted under the strict limitation that the terms and conditions set forth herein shall be applicable thereto. Any provisions on BUYER's purchase order or other documents issued by BUYER which are at variance with or in addition to these terms and conditions are rejected hereby.

2. PRICES
Prices are net and not subject to trade or other discounts except those which may be authorized on the face of Seller's invoice, and do not include any federal, state, county, local or other taxes, however designated, or costs of special packaging and insurance. Said charges, when applicable, shall be paid by BUYER. However, BUYER may provide Seller with an appropriate tax exemption certificate acceptable to the taxing authorities.

Prices are subject to equitable adjustment at any time before delivery if necessitated by economic factors beyond Seller's reasonable control, including but not limited to factors such as supplier price increases and government actions.

3. PAYMENTS
Payment for products and all other charges shall be made in full within thirty (30) days of the date of invoice, unless otherwise specified. If, in the judgment of Seller, the financial condition of the BUYER at any time does not justify shipment on the terms of payment originally specified, Seller may require full or partial payment in advance or may ship C.O.D. In the event of the bankruptcy or insolvency of the BUYER, whether or not under the Federal bankruptcy laws, the Seller may, at its option, refuse delivery except for cash (including payment for all goods thereto delivered), stop delivery of goods in transit, reclaim the goods upon demand, or cancel or resell any order then outstanding and be entitled to reimbursement for all cancellation or resale charges.

The invoiced amount shall not be subject to set-offs for any claims by BUYER against Seller, including any claims for products returned by BUYER for repair or correction of defects. Seller reserves the right to make delivery in installments which shall be separately invoiced and paid for when due without regard to subsequent deliveries. If the invoiced amount or any part thereof is not paid by BUYER when due, Seller reserves the right to assess interest charges at eighteen percent (18%) per annum on such amounts from the date due until paid, and BUYER agrees to pay such interest charges. If shipments are delayed by BUYER, payments shall become due on the date Seller is prepared to make shipment Products held for BUYER shall be at the expense of BUYER.

4. FAIR LABOR STANDARDS ACT
Seller certifies that products furnished hereunder have been or will be produced in compliance with applicable requirements of the Fair Labor Standards Act, as amended, and regulations and orders of the United States Department of Labor issued thereunder.

5. WARRANTY
Seller warrants that on the date of shipment to BUYER the goods will be of the kind and quality described herein, merchantable, and free of defects in workmanship and material. If, within one year from date of: (i) initial energization, (ii) Completion of work, (iii) BUYER acceptance, or (iv) Beneficial use, whichever occurs first, but not more than eighteen months from date of shipment by Seller, of any item of the goods, BUYER discovers that such item was not as warranted above and promptly notifies company in writing thereof, Seller shall remedy such defects by, at Seller's option, adjustment, repair or replacement of the item and any affected part of the goods. BUYER shall assume all responsibility and expense for removal, reinstallation and freight in connection with the foregoing remedy. The same obligations and conditions shall extend to replacement items furnished by Seller hereunder. Seller shall have the right of disposal of items replaced by it. BUYER shall grant Seller access to the goods at all reasonable times in order for Seller to determine any defect in the goods. In the event that adjustment, repair or replacement does not remedy the defect, the Seller and BUYER shall negotiate in good faith an equitable adjustment in the contract price.

The Seller's responsibility does not extend to any item of the goods which has not been manufactured and sold by Seller such items shall be covered only by the express warranty, if any, of the manufacturer thereof. The Seller and its suppliers shall also have no responsibility if the goods have been improperly stored, handled or installed, if the goods have not been operated or maintained according to their ratings or according to instruction in Seller or supplier furnished manuals, or if unauthorized repairs or modifications have been made to the goods.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES (EXCEPT TITLE), INCLUDING BUT NOT LIMITED TO IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS AND CONSTITUTES THE ONLY WARRANTY OF SELLER, WITH RESPECT TO THE GOODS.

The foregoing states BUYERs exclusive remedy against Seller and its suppliers for any defect in the goods or for failure of the goods to be as warranted, whether BUYER's remedy is based on contract, warranty, failure of such remedy to achieve its essential purpose, tort (including negligence), strict liability, indemnity or nay other legal theory, and whether arising out of warranties, representations, instructions, installations or defects from any cause.

6. DELAYS AND SCHEDULES
If SELLER's performance is delayed or prevented by BUYER or other events outside of SELLER's reasonable control (such as acts of God, casualty, labor disturbance, strikes, riots, civil disturbance, inability to obtain supplies or transportation, explosion, flood, fire, power failure, embargos, boycotts, governmental or military action, war, terrorism, delays in the delivery of essential operating materials or semi-finished products or any order modification by BUYER) then BUYER agrees to reimburse SELLER for the additional costs incurred by SELLER incident to such delay including, without limitation, the cost of labor escalations. (a) Schedule deadlines shall apply only on condition that all details of the order have been finalized and agreed upon by the contract start date. In particular, that all necessary documents and approvals to be obtained by the BUYER have been procured in time and that, if applicable, any amount agreed as down payment has been received by SELLER per the agreed upon payment schedule. In addition to the above, if applicable, all required auxiliary personnel to be supplied by the BUYER are made available by the order start date. (b) If the non-compliance with the schedule deadlines is due to events as defined in Section 2, or BUYER-caused delays, the schedule deadlines will be postponed for the duration of the delay and extended proportionally plus a reasonable start-up time without liability to SELLER. Should the fulfillment of SELLER's obligations become impossible due to a force majeure event, SELLER may terminate the Agreement giving four (4) weeks' notice to BUYER, without liability to SELLER.

7. DUTIES OF THE BUYER
Where applicable, the BUYER shall make available the relevant systems specified in its service request to SELLER by the agreed dates for the duration of the Work. In the event that the systems are not provided for service work in due time, SELLER may invoice the BUYER for any costs incurred as a result (e.g. for waiting periods and travel expenses of the service personnel).

(a) The BUYER shall provide SELLER with information on the systems or site, as applicable, and make the associated documents available to SELLER (instructions, manuals, etc.).
(b) The BUYER shall be obligated to document all malfunctions, error messages, defects, damages and system changes known to it and inform SELLER accordingly.
(c) Where applicable, the BUYER shall keep a system log. All malfunctions (dates, causes, downtimes), special findings, any technical changes implemented (where applicable) etc. shall be entered into this log. SELLER shall be entitled to inspect this system log as well as other logs of the system printer and console, at any time, in order to facilitate troubleshooting of the system.
(d) The BUYER shall provide SELLER's service personnel with detailed information as to the BUYER's safety and site regulations applicable at the BUYER's site as well as about any health risks, where applicable. If available, the BUYER shall provide its written site regulations to SELLER's service personnel. If health risks are to be expected, the BUYER shall advise SELLER of these in writing. In the event that this information requires a substantial amount of time to review, SELLER shall have the option of requesting additional remuneration on the basis of time and expenditure, based on SELLER's current rates.
(e) The BUYER shall be responsible for the disposal of replaced lubricants and parts.
(f) The BUYER shall appoint a contact in charge, who has the authority to make or procure binding decisions on behalf of the BUYER. The BUYER shall immediately inform SELLER in the case of a corporate name change, conversion, discontinuation of business, change of address, change to contact in charge,

8. LIABILITY
Seller shall not be liable for any incidental, special or consequential damages of any nature whatsoever, or for any delay or loss of use (including, without limitation, lost revenues or lost profits) arising out of, resulting from, or in any way related to the sale of any products by Seller.

9. PROPRIETARY INFORMATION
BUYER agrees that any data, such as Seller's specifications, drawings, software and information (including, without limitation, designs, reports, software documentation, manuals, models, process information and the like), revealed by Seller to BUYER and containing proprietary information marked or identified as proprietary, shall be kept in confidence by BUYER with at least the same care and safeguards as are applied to BUYER's own proprietary information. Such data shall not be duplicated, disclosed to others, or used without the written permission of Seller. These obligations shall not apply to any information which is in or comes into the public domain without violation of this agreement, or is received lawfully by BUYER from a third party subsequent to this agreement; or is developed by BUYER independently and without benefit or information received from Seller.

The restrictions and obligations relating to Seller's proprietary information shall expire seven (7) years after the execution of the contract incorporating these terms and conditions, unless otherwise agreed to in writing.

10. PACKAGING AND SHIPMENT
Shipping charges will be paid by BUYER. In the absence of specific instructions, Seller will select the carrier. When applicable, BUYER shall obtain ocean freight space and marine insurance.

11. DELIVERY AND RISK OF LOSS
Unless otherwise provided for in advance, all shipments will be made F.O.B. Seller's Factory, and upon Seller's delivery of a shipment to the carrier, BUYER shall assume the risk of any loss or damage to the shipment thereafter. However, all C.O. D. shipment will be made F.O.B. destination, and title and risk of loss shall remain in Seller until delivery to BUYER.

12. GOVERNING LAW
The terms and conditions stated herein shall be governed by and construed in accordance with the laws of the State of Illinois.

13. COMPLETE AGREEMENT
The contract incorporating the terms and conditions set forth herein is a complete, final and exclusive statement of the agreement between BUYER and Seller. Any prior or contemporaneous agreements, understandings and representations, whether oral or written, are merged therein. The terms and conditions stated herein shall not be varied, supplemented, qualified, or interpreted by any prior course of dealings between the parties or by custom or usage of trade. No modifications or additions to said contract shall be binding upon Seller unless in writing and signed by an authorized representative of Seller.

14. WAIVER
Seller's election not to enforce any provisions hereof shall not be deemed a waiver of any such provision and Seller reserves the right to enforce said provisions thereafter. Waiver by Seller of a breach of any of these terms and conditions shall not be construed as a waiver of any other breach.

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.F
	Title:	**Recommendation to Approve a Resolution Awarding the Bid for 3-year Concrete Lifting Services**
	Presenter:	AJ Reineking, Public Works Manager – Public Services

Meeting: Government Services Committee	**Date:** February 24, 2025	
Proposed Cost: $ *70,000/year*	**Budgeted Amount:** $75,000/year	**Not Budgeted:** ☐

TIF District*:* Choose an item.

Executive Summary (if not budgeted, please explain)**:**

The City's sidewalk maintenance program consists of a three-pronged approach.

1. Raised sidewalks are ground to return the sidewalk to a level surface.
2. Sunken sidewalks are lifted to meet the continuous grade.
3. Sidewalks that are significantly cracked or irreparably raised or sunken are removed and replaced.

Sidewalk lifting, at the municipal level, is a specialty field. While there are many companies that perform this work, there are not many that perform sidewalk lifting as a primary function of their business, and even fewer that use concrete slurry to raise the sidewalk squares.

The City recently opened bids for a three-year contract to perform concrete lifting services. J&F Concrete Lifting of Aurora, IL, submitted the sole bid for the work. J&F Concrete Lifting has performed this work for the City of St. Charles for the last two contract periods and has demonstrated that they are a responsible and professional contractor.

J&F has reduced their bid rate by 3% from their previous contract rate to $1.75 per foot of sidewalk lifted. This rate will be fixed for the duration of the 3-year contract period. Staff anticipates the program to consist of lifting 40,000 square feet of sidewalk annually.

Attachments (please list)**:**

*Bid Tabulation

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to award the Bid for Concrete Lifting services to J&F Concrete Lifting at a rate of $1.75 per square foot of sidewalk lifted.

Concrete Lifting Services (PS2025-5)

3-Year Term: FY25/26 - FY27/28

		J & F Concrete Lifting	
Item	Qty (for analysis purposes only)	Price per square foot	Extended Amount
Concrete Lifting Services	40,000	$ 1.75	$ 70,000.00

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.G
	Title:	Recommendation to Approve a Resolution Authorizing a Design Contract Amendment with HR Green for 12th and Dean Improvements
	Presenter:	Chris Gottlieb, Public Works Manager - Engineering

Meeting: Government Services Committee	**Date:** February 24, 2025	
Proposed Cost: $ *36,000*	**Budgeted Amount:** $36,000	**Not Budgeted:** ☐

TIF District: None

Executive Summary (if not budgeted, please explain)**:**

Due to historical urban stormwater issues within the State Street Creek watershed, the City has been working toward implementation of flood reduction measures. In 2024 the City hired HR Green to do a Phase II design of stormwater improvements along 12th Street from Main Street to an outlet north of Dean Street. The project also includes sanitary sewer, water main, and lead line replacements and roadway reconstruction. Upon further review of the project limits, the Environmental Services department has requested that replacement of an additional 730LF of aged/undersized water main and two lead services be included in this contract. HR Green has provided a cost of $36,000.00 to perform the necessary design work.

This amendment request is for $36,000 in addition to the original contract of $242,890 for a final contract value of $278,890.

Attachments (please list)**:**

- N/A

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to approve a Resolution Authorizing a Contract Amendment with HR Green for design services in the amount of $36,000.

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.H
	Title:	Recommendation to Approve a Resolution Authorizing a Contract Amendment with Civiltech for DCEO Intersection Improvements Design
	Presenter:	Chris Gottlieb, Public Works Manager – Engineering

Meeting: Government Services Committee **Date:** February 24, 2025

Proposed Cost: $ *14,485*	**Budgeted Amount:** $14,485	**Not Budgeted:** ☐

TIF District*:* None

Executive Summary (if not budgeted, please explain)**:**

The Department of Commerce and Economic Opportunity awarded the City a grant for the construction of pedestrian improvements. The City contracted with Civiltech Engineering to perform the design and permitting necessary for the installation of Rapid Flashing Rectangular Beacons at five priority intersections identified in the Bike and Pedestrian Plan. During the design process, it was determined that numerous ADA improvements were required that were not included in the original scope of work. Civiltech has provided an additional cost of $14,485 to complete the project.

This amendment request is for $14,485 in addition to the original contract of $24,933 for a final contract value of $39,418.

Attachments (please list)**:**

- N/A

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to approve a Resolution Authorizing a Contract Amendment with Civiltech for design services in the amount of $14,485.

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.I
	Title:	Recommendation to Approve an Intergovernmental Agreement and Funding for Illinois Department of Transportation Signal Improvements
	Presenter:	Chris Gottlieb, Public Works Manager – Engineering

Meeting: Government Services Committee	**Date:** February 24, 2025	
Proposed Cost: $ *38,846.90*	**Budgeted Amount:** $0.00	**Not Budgeted:** ☒
TIF District: None		

Executive Summary (if not budgeted, please explain)**:**

The Illinois Department of Transportation (IDOT) is replacing the temporary traffic signal at the intersection of Peck Road and IL-64 with a permanent signal. The project is 90% federally funded with the remaining 10% to be split evenly between IDOT and the City. The City has an existing Emergency Vehicle Preemption system at this intersection and will be responsible for the full cost of its replacement. The City has an existing IGA with IDOT covering the cost of maintaining and powering the traffic signals in town which is not modified by this agreement.

This project was not previously budgeted as IDOT had not presented a timeline or estimated cost for the work. The City's share of the project costs will be included in the FY 25/26 budget. IDOT will bid the work in March of 2025 for summer 2025 construction. If the work comes in over the estimated cost in the IGA, a supplemental resolution will be presented at that time.

Attachments (please list)**:**

*Illinois Department of Transportation Intergovernmental Agreement

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to approve an Intergovernmental Agreement for the Illinois Department of Transportation traffic signal improvements project.

AGREEMENT

THIS AGREEMENT entered into this _____ day of _____ A.D., by and between the STATE OF ILLINOIS, acting by and through its Department of Transportation, hereinafter called the STATE, and City of St. Charles, of the State of Illinois, hereinafter called the CITY.

WITNESSETH

WHEREAS, the STATE, in order to facilitate the free flow of traffic and ensure safety to the motoring public as part of the Highway Safety Improvement Program is desirous of improving the existing signalized intersection on IL Rte 64 at Peck Rd as Section No. 2023-940-N, Contract No. 62W61 and by improvement of trombone mast arm replacement and Emergency Vehicle Pre-emption (EVP) in accordance with the plans and specifications; and,

WHEREAS, the CITY is desirous of said improvement in that same will be of immediate benefit to the CITY, and permanent in nature; and,

WHEREAS, the intersection of IL Rte 64 at Peck Rd lies within the corporate limits of the CITY.

NOW THEREFORE, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

1. The STATE agrees to prepare plans and specifications, receive bids, award the contract, furnish engineering inspection during construction, and cause the improvement to be built in accordance with the plans, specifications, and contract. The STATE also agrees to pay all construction and engineering costs subject to reimbursement by the CITY as hereinafter stipulated.

2. The CITY agrees to approve the plans and specifications by letter or resolution prior to the STATE advertising for the work to be performed hereunder.

3. It is mutually agreed that the proportional participation for the construction costs and engineering costs of this improvement shall be as follows:

Trombone replacement	**FEDERAL FUNDS**	**STATE FUNDS**	**CITY FUNDS**
IL Rte 64 at Peck Rd	90%	5%	**5%**
EVP relocation			
IL Rte 64 at Peck Rd	0%	0%	**100%**

4. It is mutually agreed that the estimated construction costs and engineering costs of this improvement are divided as follows:

	FEDERAL FUNDS	**STATE FUNDS**	**CITY FUNDS**	**PROJ. TOTAL**
Trombone replacement				$605,000.00
IL Rte 64 at Peck Rd	$544,500.00	$30,250.00	$30,250.00	
Engineering (15%)	$81,675.00	$4,537.50	$4,537.50	
EVP relocation				
IL Rte 64 at Peck Rd	$-	$-	$3,529.91	$3,529.91
Engineering (15%)			$529.49	
TOTAL	$629,280.00	$34,960.00	**$38,846.90**	

5. It is mutually agreed that the CITY will reimburse the STATE in an amount equal to the CITY'S share of the actual cost as determined in accordance with Item #4 above. It is mutually agreed that upon award of the contract for this improvement, the CITY will pay to the Department of Transportation of the State of Illinois, in a lump sum from any funds allotted to the CITY, an amount equal to 80% of its obligation incurred under this Agreement, and will pay to the said Department the remainder of its obligation (including any non-participating costs for FA projects) in a lump sum, upon completion of the project based upon final costs.

6. Upon acceptance by the Department of Transportation of the traffic signal improvement included herein the financial responsibility for maintenance and electrical energy for the operation of the traffic signals shall remain as outlined in the current Master Agreement between CITY and the STATE.

7. The actual maintenance will be performed by the STATE with its own forces or through an ongoing contractual agreement.

8. Payment by the STATE of any or all of its share of maintenance and energy costs is contingent upon the STATE receiving adequate funds in its annual appropriation.

9. The STATE retains the right to control the sequence of timing on the traffic signals.

10. The CITY agrees to exercise its franchise right to cause private utilities to be relocated at no expense to the STATE.

11. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

City of St. Charles

By: _____
Mayor

Date: _____

ATTEST:

_____
CLERK

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

By: _____
Jose Rios, P.E.
Region One Engineer

Date: _____

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** *5.J
	Title:	**Recommendation to Waive the Formal Bid Procedure and Approve a Resolution Awarding a Proposal for the Eastside Lift Station Pump Repair**
	Presenter:	**Tim Wilson, Public Works Manager – Environmental Services**

Meeting: Government Services Committee **Date:** February 24, 2025

Proposed Cost: $51,230	**Budgeted Amount:** $60,000	**Not Budgeted:** ☐

TIF District*:* None

Executive Summary (if not budgeted, please explain)**:**

The City has one sewer lift station pump in need of repair at the Eastside Lift Station, located on the Public Works Main Campus. This pump is critical to the operation of the wastewater system, providing flow from the Eastside sewer collection system which services the area from the River to the Eastern City limits.

One of the Lift Station pumps was pulled after a failure in performance. Due to the large size of this pump, an internal inspection as well as the manufacturer evaluation needed to be outsourced. Upon inspection it was found non-flushable wipes damaged the lower mechanical seals and bearings. This allowed wastewater to enter the motor windings. Repairs will include motor windings and pump repairs.

Over the last two years the city has utilized a pump machine shop in Chicago called Hydro Aire, and evaluation of the pump required a full dismantling. Upon inspection of the pump, Hydro Aire provided a recommended list of replacement parts. The proposed cost to repair this pump is $51,230, which is less than the projected replacement cost of over $125,000.

The proposed repair cost and parts are in line with typical scope and service. In addition, the City will also receive a one-year warranty on the parts and labor associated with this project. Due to the pumps being so large, there is an additional cost to move the pump. Staff is requesting to Waive the Formal Bid Procedure for the pump replacement.

Attachments (please list)**:**

None

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to Waive the Formal Bid Procedure and approve a Resolution Authorizing a Proposal for the Eastside Lift Station Pump Repair in the amount of $51,230.

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** 5.K
	Title:	Recommendation to Use Hot Dip Galvanizing as the Preferred Rehabilitation Method for Red Gate Bridge Railings
	Presenter:	Chris Gottlieb, Public Works Manager – Engineering

Meeting: Government Services Committee **Date:** February 24, 2025

Proposed Cost: $ *0.00*	**Budgeted Amount:** $0.00	**Not Budgeted:** ☐

TIF District: None

Executive Summary (if not budgeted, please explain)**:**

The Red Gate Road bridge over the Fox River was constructed in 2012. Since its construction, there has been a persistent rust problem on the bridge's railings. In 2024, the City hired WBK Engineering to investigate the cause of the rust and examine potential repair options. They determined that the current rust problem is likely due to an issue with the original paint not bonding properly to an ungalvanized surface. This allowed rust to form at joints and at the end of the railings. The poor bond also allowed rocks and other debris to chip the paint, exposing unprotected metal. Their review found no instances of major section loss and determined that the railing does not have safety issues. WBK provided a technical memorandum discussing four main repair methods: powder coating, painting, hot dip galvanizing (HDG), and replacement.

Upon review of the data, we recommend the Council approve treating the existing railings by hot dip galvanizing for the following reasons:

1. Longevity – HDG has a 50+ year life expectancy
2. Maintenance – HDG does not require any annual maintenance
3. Cost – Re-using the existing railings with an HDG treatment has the lowest initial and long-term costs of all options examined
4. Constructability – The construction time is shorter than all other methods except for replacement. The estimated three-month construction timeline would allow the project to take place during the summer, minimizing impacts on school traffic.

Once a treatment method has been chosen, we will put out RFPs for Phase II design. Design is budgeted for FY26 and construction for FY27.

Attachments (please list)**:**
*Red Gate Railings Phase I technical memorandum

Recommendation/Suggested Action (briefly explain)**:**

Recommendation to move forward with hot dip galvanizing as the preferred treatment method for the Red Gate Road railings.

WBK ENGINEERING
Part of Bodwé Group

CITY OF ST. CHARLES
ILLINOIS • 1834

MEMORANDUM

Date: November 18, 2024

To: City of St. Charles Public Works Department

From: WBK Engineering, LLC.

Subject: Phase I Investigation of Red Gate Road Bridge Railing

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Executive Summary

The City of St. Charles has engaged WBK Engineering to conduct a Phase I investigation to identify the root causes of the rust and corrosion affecting the Red Gate Road bridge railing. The objective is to propose cost-effective repair alternatives that ensure long-term durability with minimum long-term maintenance and traffic interruption.

This memorandum summarizes the field findings and initial assessment of the underlying root causes of rust and corrosion affecting the Red Gate Bridge railing. It evaluates various repair alternatives designed to minimize future maintenance needs, ensure structural integrity, extend service life, and enhance the aesthetic features of the bridge railing. Based on the preliminary analysis, we focused on the following four repair alternatives for the Reg Gate Bridge railing:

- Alternative 1 – Powder Coating or Shop Painting
- Alternative 2 – Hot Dip Galvanizing
- Alternative 3 – Field Painting
- Alternative 4 – Total Railing Replacement with hot dip galvanized steel, weathering steel or stainless steel
- Alternative 5 - Do nothing with monitoring, touching up when needed

For each alternative, we evaluated the following criteria:

- **Initial cost**: Including estimated lead time and maintenance of traffic (MOT) costs.
- **Life cycle cost**: Total estimated cost over the remaining design life of the bridge.
- **Advantages and Disadvantages**: Key benefits and potential drawbacks.
- **Construction Duration**: Estimated time required for completion.
- **Impact to Traffic**: How each alternative might affect lane closure and stretch of temporary barriers required.

For comparison purposes, detailed estimate of cost and construction timelines for each alternative are included in the Summary and Recommendations section. This summary aims to provide a comparison to assist the City in making an informed decision on the most effective repair strategy for the Red Gate Bridge railing.

Site Assessment

Constructed in 2012, the Red Gate Road Bridge over Fox River (Structure No. 045-6024) is an eight-span horizontally curved bridge carrying one lane of traffic in each direction. The structure measures 1148 ft long back-to-back of abutments and 35.7 ft wide out-to-out of deck with the approach roadway width of 32 ft. The total length of both sides bridge railing including extension of the roadway portion is approximately 3100 ft.

On September 5th, 2024, WBK conducted a thorough field inspection of the bridge railing on the Red Gate Road Bridge to assess the condition of the painting system and extent of corrosion. Key findings are highlighted as follows:

The bridge railings exhibit surface corrosion and paint failure throughout the rails, posts, and splices. Paint is cracking off extensively with areas of initial section loss and laminated corrosion flaking off. The bridge railings display surface corrosion, but based on their current condition, it does not affect the safety or functionality.

The ends of the railing tubes exhibit corrosion and section loss at splices, while the bolts are in good condition.

No structural damage was observed in the railings. A majority of the reflectors attached to the top rail are broken, bent, and/or corroded. Rust staining is typically observed along the concrete curb line.

Areas of the railing exposed to direct sunlight exhibit more paint failure than areas generally shaded.

According to the available documents, at the time of construction, the Resident Engineer noticed bubbling paint and rust spots in the railing during construction, and noted that there was no shop inspection recorded at the time of paint application, and the exact method of application is unknown. According to the available documents and field observations, the rust and corrosion seem to be confined to the surface. The original design specifications are not accessible at the time of this report. We agree that the quality of the original paint contributed to the extent of the paint failure.

Based on field inspection and record documents, the rust and surface corrosion throughout the bridge railing is most likely caused by a combination of the low quality of the original application of the shop painting system and coating damage from contact from vehicles, snowplows, and rocks, as well as from construction activities. It appears that some of the corrosion started from the inner walls near the tube ends and posts, possibly because these areas may not have been fully coated with paint. The corrosion advanced to cause the coatings to separate from the surface beneath them. Rust and corrosion increased over time due to exposure to water, de-icing salts, and sunlight.

Alternatives Analysis

The following bridge railing repair alternatives were evaluated for this study:

- Alternative 1 – Powder Coating or Shop Painting
- Alternative 2 – Hot Dip Galvanizing
- Alternative 3 – Field Painting
- Alternative 4 – Total Replacement
- Alternative 5 - Do nothing

The goal of study was to determine the most cost-effective repair/replacement option that is structurally safe, durable, requires minimum long-term maintenance, and has the least disruption to traffic and community. For comparison purposes, initial and life cycle cost, construction duration, short-term and long-term maintenance demand were included for each alternative, as well as potential impacts to bridge functionality and aesthetics. The total length of 3100 ft is assumed for calculating costs. A summary of these relative elements for each alternative has been provided below.

Alternative 1 – Powder Coating or Shop Painting

This alternative consists of shop coating of the existing railing, one or several splice lengths at a time. The process involves disassembling railing segments, transporting them to the plant for shop applied coating, and shipping back to the site and reinstalling. In addition, the damaged railing segments will be repaired or replaced when needed. Given the current condition, there is no need to repair any sections at this time. We recommend the condition of rust and corrosion be monitored annually. Two options under this alternative have been evaluated:

Alternative 1a - Powder Coating
Alternative 1b - Shop Painting

Items influencing the scope and cost for this alternative include:

- Removal and reinstallation of existing railing.
- Cleaning and preparation of the surface for coating is labor intensive and can add significant dollar amount to the overall cost.
- Temporary barriers are required during the period between disassembly and reinstallation of the railing segments. Temp barrier does not need to be pinned when overhang is greater than 3'-1".
- Traffic control during the time of disassembly and reinstallation. Impacts on the major throughfare and school bus routes may be minimized by utilizing night closures (8 pm to 6 am) with a detour. Areas where the new rail has not been installed and the old is removed will require temporary barriers.

  Temporary signals can be used if using one-lane for two-way traffic. However, the length and curvature of this bridge may present some challenges. Based on the preliminary evaluation, with a 35.7 ft out-to-out wide deck, two-way traffic can be maintained with an unrestrained temporary barrier on one side. [35.7' -3.08'(min. OH) -1.875' (temp Barrier) - 1' (min. shy dist.) -1.7' (exist. curb) - 1' (min. shy dist.)] = 27', which will suffice for two lanes. MOT details will be further developed in Phase II engineering.

  During the operation of disassembling and re-installing, if night closures are not used, then daytime work with one (1) lane closure will be required using IDOT Highway Standards 701501 and 701502 with an alternate marked route. Work would be completed on one side of the road at a time. Lane closures shall occur during times of the year when school buses are not present. However, replacing both sides of the railing during school summer break is not likely for this alternative. Therefore, night closures would likely be required during the school year.
- Shipping between the bridge site and coating shop.
- Primary maintenance includes annual inspection and touching up when needed.
- Durability/long-term maintenance.

Comparing powder coating to a 3-coat shop painting system (with Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Topcoat), there are several key factors to consider:

Table 1 - Comparison of Powder Coating and Shop Painting

	Durability/Service Life/Maintenance	Initial Cost (excluding trucking)	Finish Quality	Construction Time	Additional Considerations
Power Coating	More durable and resistant to scratches, chipping, and fading. Ideal for outdoor applications and harsh environments. Service Life: 20 - 30 yrs. Maintenance: Min.	$145,000 Require skilled labor for setup and operation, thus increasing labor costs.	A uniform and smooth finish with a wide range of colors and textures	Estimated 3 weeks	-Shorter lead time. -Requires specific equipment and a controlled environment. -Once set up, it can be done more quickly. Therefore, powder coating can become more cost-effective for larger batches.
3-Coat Shop Painting	While it can be protective, it may chip or scratch more easily than powder coating. The finish may fade or wear down more quickly in harsh weather conditions. Service Life: 10 - 20 yrs.	$149,000 Need more preparation. Labor intensive process and longer lead time.	Quality can vary depending on the technique and equipment used. More prone to runs, drips, or imperfections. More freedom of color selection.	Require more frequent touch-ups. Regular biennial inspections can help extend the life of the coating by addressing any early signs of wear or damage	-Longer lead time. -It can be done in various settings but may need more preparation to ensure good adhesion

While powder coating usually comes with higher initial costs, the price quote we received indicated the comparable initial costs of these two options. This discrepancy may be attributed to the relatively large quantity of the project because powder coating can become more cost-effective for larger batches. Powder coating requires specific equipment and a controlled environment. However, once set up, it can be done more quickly. Therefore, powder coating can become more cost-effective for larger batches.

Over time, powder coating's durability and lower maintenance needs can make it cost-effective, especially for items exposed to weather and deicing salts.

Ultimately, the decision between powder coating and shop painting hinges on the specific application, required durability, budget, and environmental factors. Powder coating is often favored for its strength and finish, while shop painting may be appropriate for projects with a tighter budget or greater aesthetic needs.

Alternative 2 – Hot Dip Galvanizing

Similar to Alternative 1, the process of hot dip galvanizing the existing bridge railing requires disassembling railing segments on site, transporting them to the galvanizing plant, transporting the galvanized members back, and reinstalling them on site. In addition, the damaged railing segments would be repaired or replaced. Items influencing the cost for this alternative include:

- Disassembling and reinstallation of railing.
- Cleaning and preparation of the surface for coating is labor intensive and can add significant dollar amount to the overall cost. The inside face can be cleaned by chemical cleaning agents, mechanical wire brushes or high-pressure water jets or sandblasting.

- Temporary barriers are required in the period from disassembly to reinstallation of the railing segments.
- Traffic control during the operation of disassembly and reinstallation of the railing segments. See Alternative 1 for a detailed discussion of the required traffic control.
- Shipping/handling between the bridge and galvanizing plant.
- Annual maintenance – none.
- Durability/long-term maintenance: 50+ year service life expectancy, so no long-term maintenance is required for the remaining service life of the bridge.

Alternative 2a – Coating over Hot Dip Galvanizing

An optional coating may be applied after galvanizing with additional initial and life cycle costs:

- Painting over hot dip galvanized steel adds an additional cost for surface preparation, painting material, and labor. Since hot dip galvanizing is already a corrosion-resistant coating, painting is not always necessary unless specific performance or aesthetic goals require it.
- Longer lead time and additional MOT cost need to be considered.
- It should be noted that over time, the painted layer may degrade, requiring periodic touch-ups or complete reapplication, which can add to maintenance costs over the lifespan of the structure.

Comparing to Alternatives 1a and 1b, hot-dip galvanizing has the following advantages and disadvantages:

Advantages

- Application: Hot-dip galvanizing applies uniform protection, both on the outside and inside of steel members. Galvanized coatings are denser and uniform, providing even coverage even at corners and edges.
- Durability and Maintenance: Hot-dip galvanized steel has high adhesion strength, and abrasion resistance under sun, heat, extreme weather or contact of hard objects. Therefore, galvanized coating is 50 to 70 years maintenance free in different environment conditions including marine and industrial while paint can chip, fade, blister, and lose adhesion over time. Minor damage can lead to corrosion.
- Process Duration: Typical sized steel members can be hot dip galvanized and returned to the fabricator within a week given sufficient advance notice. Therefore, the hot dip galvanizing process has the shortest estimated lead time among these alternatives studied.
- Initial and Life Cycle Cost: Hot dip galvanizing is often less expensive than painting over the life of a project, even though it may cost a little more initially.
    - *Initial cost:* Hot dip galvanizing can cost 20% more than paint, but it's comparable to a good quality paint system in terms of initial cost.
    - *Life-cycle cost:* Hot dip galvanizing is more economical than paint because it lasts longer and doesn't require the same level of maintenance. Paint typically needs to be touched up or replaced every 25 years, which can be expensive.
    - *Labor:* Galvanizing is a factory process that's highly mechanized and controlled, while painting is more labor intensive.

- Appearance: The common finish of galvanized steel has a matte grey appearance, which can be blended with the concrete curb and the adjacent galvanized guardrails.
- Inside faces and Corners: Hot-dip galvanizing applies uniform protection, both on the outside and inside of steel members.

Disadvantages

- Application: Hot-dip galvanizing can only be applied in shops.
- Length and Weight Limits: The size and weight are limited by the size of galvanizing kettle.

Metallizing is often listed as an alternative to hot dip galvanizing because metallizing is a portable process and can be applied on-site for minor repairs. Needless to say, field applied metallizing the entire length of the railing is labor intensive, and requires specialized equipment which adds overall cost significantly compared to hot-dip galvanizing. In addition, metallized coating has less adhesion strength and abrasion resistance, and less service life than hot-dip galvanized coating.

Galvanized coatings are applied on all surfaces uniformly whereas it is difficult to apply metallizing consistently to small cavities and recesses. Metallized coatings are rougher and more porous compared to galvanized coatings, and they can be easily damaged and require touching up.

Based on the above assessment, galvanizing is a viable option to consider for this project while metallizing is ruled out and will not be discussed further.

Alternative 3 – Field Painting

This alternative consists of blast cleaning and field painting the existing railing using the Inorganic Zinc-Rich Primer / Acrylic Intermediate Coat / Acrylic Topcoat system (IZ/AC/AC). The field painting would only be applied to the exterior surfaces of the railing. Because the inside surfaces near the open ends are exposed to moisture and air, they are prone to developing rust and corrosion without proper cleaning and painting. Dirt, debris, or contaminants left on untreated surfaces can promote localized corrosion. Neglecting to clean, prep, and paint the inside surfaces near the ends can lead to faster corrosion, structural weakening and higher maintenance costs. Proper treatment of all surfaces exposed to moisture and air is essential to ensure the durability and safety of the structure. Damaged railing segments would be repaired or replaced prior to painting. Items influencing the cost for this alternative include:

- Construction duration: Longer on-site construction duration than shop coating alternatives because of a lower production rate in the field, which leads to longer traffic disruptions than the above referenced alternatives.
- Protective: A protective shield system needs to be built to retain cleaning debris and paint residue.
- Temporary work platform: A temporary bridge overhang bracket along with temporary barriers may be required to provide a work platform and reduce traffic disruption.
- Traffic disruption: Longer traffic control throughout the cleaning and painting operations. See Alternative 1 for a detailed discussion of the required traffic control.

- Maintenance: Inspection of railing completed with routine biennial bridge inspection. Touching up may be required if chips, fade, blister, or loss of adhesion are found.
- Durability / long-term maintenance: 5 to 10 yrs. service life depending on the quality of painting and environmental conditions. The railing may need to be repainted twice during the remaining design life of the bridge.

Advantages

- Eliminates the process of disassembling and reassembling the steel railing and transporting to a coating shop.
- Easy to enhance with aesthetic features and wide color selections.
- Simpler process of spot touching up and/or re-painting.

Disadvantages

- Quality of painting: The quality of painting and curing time are dependent on ambient temperature and moisture level at the time when the field painting is applied.
- Repainting cycles: The painted railing may need to be repainted twice during the remaining design life of the bridge. Therefore, field painting results in a higher life cycle cost than hot dip galvanizing.
- Traffic disruption: Longer traffic disruption due to a slower production rate in the field. Additionally, work will be performed on-site throughout the entire construction duration. Whereas Alternatives 1 and 2 do not require an extended period of on-site work and traffic control while the railing is being painted.
- Labor: Field painting is a more labor intensive and time-consuming process than shop coating or galvanizing.

Alternative 4 – Total Replacement of Railing

This alternative consists of a total replacement of the bridge railing. Unlike the other alternatives, the on-site work for this option is limited to the time required for removing the old railings and installing the new ones. The lead time of fabrication does not have an impact on traffic disruption. As a result, the cost for traffic control or maintenance of traffic is greatly reduced due to a shorter disruption period. In addition to the removal and reinstallation costs, the costs for materials and fabrication must also be included in the overall cost. Several different materials and corrosion-resistant solutions are being examined:

Alternative 4a - Hot-Dip Galvanized Steel
Alternative 4b - Weathering Steel
Alternative 4c - Stainless Steel

Alternative 4a – Hot-Dip Galvanized Steel

This option consists of fabricating a new hot dip galvanized steel railing. A paint coating may be added for aesthetic purposes, which would increase initial costs and necessitate ongoing maintenance for touch-ups. with additional initial cost and requires long-term maintenance to touch up. For the pros and cons of galvanizing, please see the discussion in Alternative 2 – Hot Dip Galvanizing.

Alternative 4b – Weathering Steel

If aesthetics is acceptable, weathering steel can be a cost-effective alternative compared to coated steel, particularly for steel girders since weathering steel provides corrosion protection with similar cost compared to uncoated steel.

However, because weathering steel can stain the concrete base, especially during the early stage of weathering, we do not recommend using weathering steel for the new bridge railing.

Alternative 4c – Stainless Steel

Stainless steel is highly resistant to rust and corrosion, and resilience against harsh weather and environmental conditions. It has a shining silver appearance offering natural ornamental attributes. Painting is not required but can be added for aesthetic enhancement with added initial cost and need for long-term maintenance. Stainless steel is durable and can be maintenance free for over 50 yrs. or over the remaining design years of the bridge.

However, stainless steel is approximately two to four times more expensive than uncoated carbon steel and it is more difficult to cut, form and weld than steel, which can increase the cost of fabrication and lead time. Therefore, we do not recommend stainless steel for the new bridge railing.

Alternative 5 - Do nothing

The painted steel railings exhibit surface corrosion at the posts, splice points, and locations with sharp edges, drilled holes, or vehicle impact gouges. However, given the current condition, no repairs are needed at this time. We recommend inspecting the bridge railings during the biennial bridge inspections, with an additional inspection between those intervals, and performing touch-up painting as necessary. Cost will be included in the City's Public Works Department's annual maintenance cost.

Summary

Table 2 - Summary of Alternatives

	Alt. 1a	Alt. 1b	Alt. 2	Alt. 2a	Alt. 3	Alt. 4a
	Powder Coating	**Shop Painting**	**Hot Dip Galvanizing (HDG)**	**Coating over HDG**	**Field Painting**	**Total Replacement with HDG Railing**
[1]**Removal/ Re-installation**	$200,000	$200,000	$200,000	$200,000	-	$100,000 (removal & deposit/recycle)
Pick-up/Delivery/ Deposit (one side of ~1550 ft railing at a time)	$10,000	$10,000	$10,000	$10,000	-	$5,000 (delivery included with fabrication)
Blast Cleaning/ Preparation	$80,000	$80,000	$80,000	$140,000	$120,000	-
Protective Shield/ Temp Platform	-	-	-	-	$440,000	-
Coating	$160,000	$173,000	$180,000	$340,000	$194,000	(Included with fabrication)
[2]**Fabrication/Repair**	$10,000	$10,000	$10,000	$10,000	$10,000	$1,240,000
[3]**MOT Cost**	$145,000	$170,000	$110,000	$230,000	$330,000	$40,000
[4]**Initial Cost**	**$600,000**	**$643,000**	**$590,000**	**$930,000**	**$1,086,000**	**$1,385,000**
Maintenance	$50,000	$75,000	$50,000	$50,000	$100,000	-
[5]**Life Cycle Cost**	**$650,000**	**$718,000**	**$640,000**	**$980,000**	**$1,186,000**	**$1,385,000**
Shop Application Lead Time	3 Months	4 Months	2 Months	5 Months	5 to 6 Months	(lead time does not affect traffic disruption)
[6]**Total Traffic Disruption**	4 Months	5 Months	3 Months	7 Months	5 to 6 Months	1 Month

Note: The above estimated cost and time are for comparison purposes only, not for construction.

[1]Delivery cost of Alt. 4a is included with the fabrication cost.

[2]Including the cost of repair or fabrication of small sections when required. For the total replacement option, this cost includes fabrication, galvanizing and delivery to the job site.

[3]MOT cost is based on construction time including mobilizing MOT trucks, attenuators (~$2000 per day), and maintaining temporary barriers/signage on the site (~1000 per day). Assume 30 days per month. Cost of flagger is not included.

[4]Initial cost is the sum of removal/reinstallation, blast cleaning/preparation, protective shield/temporary work platform, coating, fabrication and mobilizing MOT costs.

[5]Life cycle cost is the sum of initial and maintenance costs.

[6]In addition to the 1-month needed for removal and reinstallation, temporary barriers must be in place for 4 months, 5 months, and 3 months to accommodate the lead times for powder coating, shop painting, and galvanizing, respectively.

Recommendations

The table above indicates that the initial costs for Alternatives 1a, 1b, and 2 are comparable. Although these options require similar amounts of time for removal and reinstallation, the time needed for cleaning, preparation, and shop application can differ. We assume that one side of bridge railing will be removed and sent to the shop at a time. During this period of time, temporary barriers will be installed to ensure safety.

Alternative 2—Hot dip Galvanizing (HDG) the existing bridge railing—warrants further consideration. Its projected life cycle cost is approximately 12%, 1.5%, 85% and 116% lower than the cost of shop painting, powder coating, field painting, and total replacement with HDG railing, respectively. After cleaning and preparation, the galvanizing process is fairly straightforward. The majority of the railing segments for this bridge measure less than 35 feet in length, 1.5 feet in height, and under 1 foot in width, with a weight of less than 2,000 pounds. These segments are manageable for most local galvanizers, who can hot dip galvanize and return them to the site within a week if given sufficient notice, thus significantly reducing MOT time. Therefore, we recommend that the City consider **Alternative 2**, particularly if construction can be scheduled during the summer school break.

Alternative 2a - Coating over hot dip galvanized steel is not recommended due to the following reasons as discussed under Alternative 2:

- Hot dip galvanizing is already a corrosion-resistant coating, painting is not always necessary unless specific performance or aesthetic goals require it.
- Longer lead time and additional MOT cost.
- Over time, the painted layer may degrade, requiring periodic touch-ups or complete reapplication. This can add to maintenance costs over the lifespan of the structure.

If minimizing traffic disruption is the highest priority, **Alternative 4a**—total replacement with galvanized steel railing—could also be a suitable option.

After selecting the best repair option in Phase II engineering, a comprehensive traffic management plan can be further developed, incorporating updated price quotes and lead time estimates from coating shops and or manufacturers.

As mentioned in earlier sections, the existing bridge railing shows signs of surface corrosion, but it has not compromised safety or performance. Consequently, immediate repairs are not required. We suggest including the bridge railings in the biennial inspections, with additional monitoring in between, and applying touch-up paint as needed. The associated costs can be covered under the City's Public Works Department's annual maintenance budget.

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** 5.L
	Title:	Presentation of 2025 Street Program
	Presenter:	Chris Gottlieb, Public Works Manager – Engineering

Meeting: Government Services Committee **Date:** February 24, 2025

Proposed Cost: $	**Budgeted Amount:**	**Not Budgeted:** ☐

TIF District*:* None

Executive Summary (if not budgeted, please explain)**:**

Staff will provide a brief information presentation regarding the 2025 Street Program including locations and funding mechanisms.

Attachments (please list)**:**

*How Roads are Chosen summary document
*How Roads are Maintained summary document
*Map of 2025 Street Program

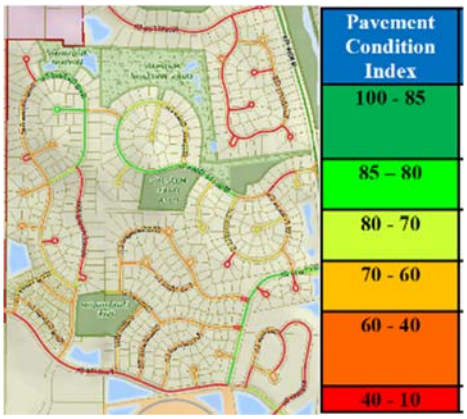
Recommendation/Suggested Action (briefly explain)**:**

None

How Roads are Chosen for Resurfacing

The City of St. Charles contains over 137 miles of roadways. Historically, roughly 4 miles of roadway is selected to be resurfaced or reconstructed based on the following criteria.

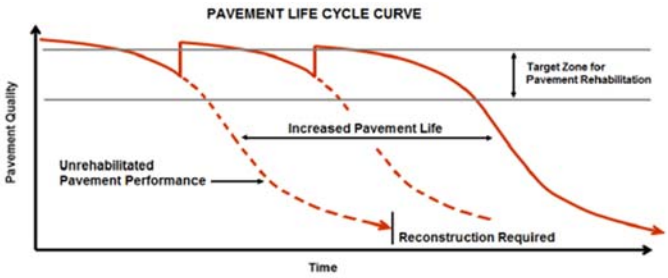
Condition

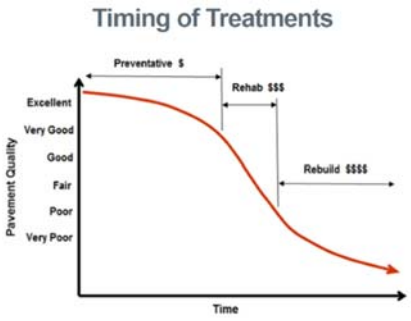


Every five years the City has all roads in town scanned to determine the condition of their surface. The inspection vehicle also tests the strength of the base of the road providing a full picture of its overall condition. The City uses these data to determine what treatment is best for each road at this time. A number of factors like traffic, weather, base strength, and base material, impact how quickly a road ages. However, once a road reaches a certain condition its deterioration begins accelerating. In order to keep ahead of this, each year's program includes a number of roads that appear to be in "good shape". Addressing minor issues now will prevent more expensive issues in the future. There are also times when it makes the best economic sense to do nothing while planning for a more comprehensive future repair. For more information on how roads are maintained, please see the How Roads are Maintained document on the City website.

Location

Our annual program is built by clustering groups of roads all throughout town. Repairs are needed all around the City, so we want to make sure that our program spans the town. Once our general work areas are chosen however, we try to do a number of streets that are close together. This minimizes the amount of time the Contractor spends moving from location to location. This increases their efficiency and reduces costs for both the Contractor and the City





Coordination

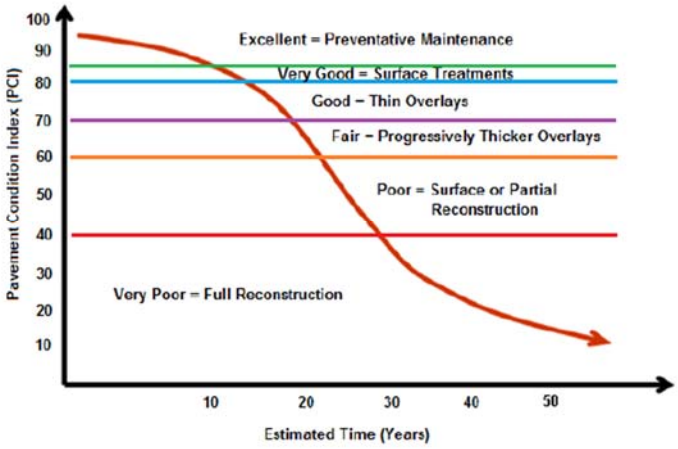
In a city as old as St. Charles, many areas need utility upgrades as well as roadway repairs. The various divisions in Public Works coordinate projects so that road work can closely follow utility work. As a result, work on some roads may be delayed until the utility work is ready to go. This coordination allows us to make the best use of both our roadway and utility dollars.

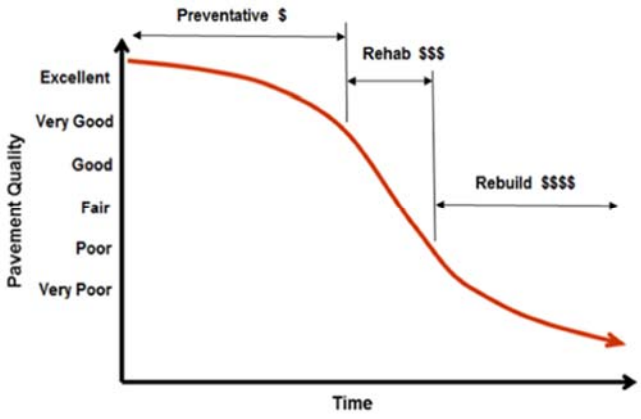
Program Timeline

Development of the roadway program takes place on the following timeline:
January: Work goes out to bid
March-April: Street selection and inspections for following year's program
May-October: Construction, continue inspections for the next street program
October-December: Create construction plans

How Roads are Maintained

The City conducts regular evaluations of its roadway network to make sure each road receives the right maintenance at the right time to increase its lifespan in the most cost-effective way possible. Depending on the age and condition of the road, the treatment may be preventative maintenance, rehabilitation, or reconstruction. Below are the most common methods currently used by the City of St. Charles.





Preventative Maintenance

Crack Filling:
Crack filling is used to prevent water from getting into the roadway base and weakening it. We seal the center and curb lines of roads the year after they are resurfaced. Additionally, we seal surface cracks throughout town annually.

Full Depth Patching:
The full depth patching program removes and replaces the top 2” of asphalt in specific problem areas. This is used on older roads that have localized damage but are not ready for a full resurfacing. It is also used on roads that cannot be resurfaced until after utility improvements have taken place. The program focuses on the east side of the Fox River in odd years and on the west side in even years.

Total Patching:
Total-patching takes place regularly during the year to hit small problem spots throughout town. This is a longer lasting version of a pothole patch, designed to prevent further road deterioration. Crews spray a mixture of aggregate and bitumen onto the problem area. The mix then cures and hardens for five days, after which a sweeper truck goes through to clean up any loose aggregate.

Pothole Patching:
Pot hole patching is a short-term repair using cold mix asphalt to fill holes in the roadway. This repair method is generally used after the hot-mix asphalt plants have closed for the season. Filling in the holes reduces water getting into the roadway base and provides a driveable surface until a long-term fix can be implemented.

Rehabilitation

Resurfacing:
This work involves milling off the surface of the roadway and replacing it with new asphalt. Depending on the condition of the roadway, we may remove anywhere from a thin layer to all of the existing asphalt. The road is typically paved in two layers. The first smooths out any inconsistencies, while the second provides a durable riding surface. Curb and sidewalk repairs are generally included as part of resurfacing projects.

Rebuilding

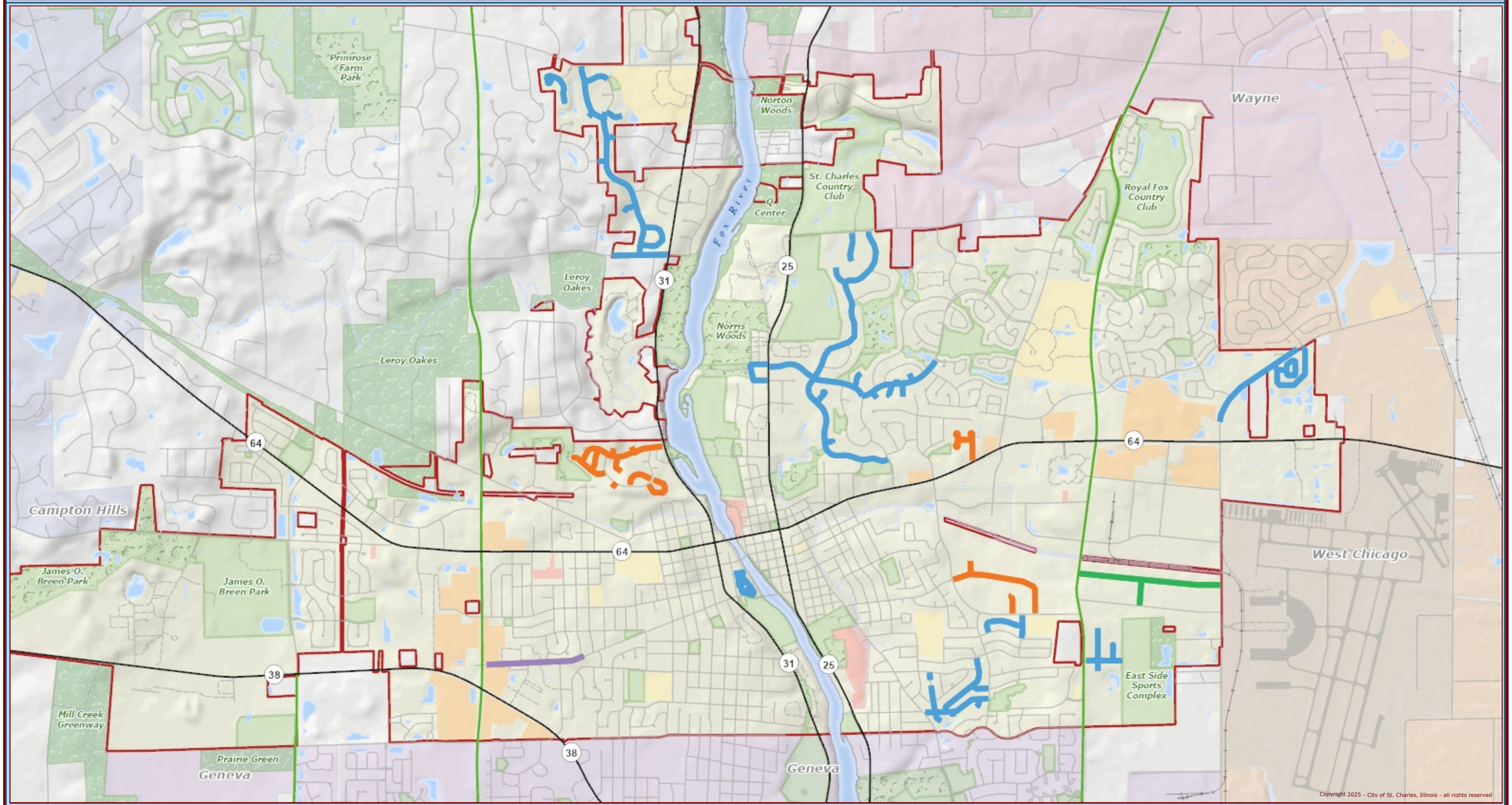
Base Reclamation:
The City uses base reclamation with cement on roads that have a pozzolanic base underneath the asphalt. The process involves removing all of the asphalt, then mixing cement powder into the existing base. The base is then compacted and allowed to cure and gain full strength. After curing, the road is paved with two layers of asphalt. The first layer provides a structural base for the road, while the second provides a durable riding surface. Curb and sidewalk repairs are generally included as part of base reclamation projects.

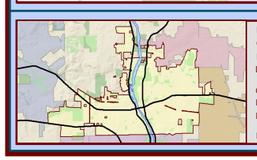
Full Reconstruction:
For roads that are completely deteriorated, the City will perform a full reconstruction. This involves removing all the existing pavement materials and then rebuilding the road with a new stone base and new asphalt. The road is paved with two layers of asphalt. The first layer provides a structural base for the road, while the second provides a durable riding surface. Full reconstruction often requires replacement of all of the curb. Sidewalk repairs are also generally included as part of full reconstruction projects.

City of St. Charles Illinois

Proposed 2025 Street Program

Two East Main Street St. Charles. IL
Phone: 630-377-4400 Fax: 630-377-4440 -





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Kane County, Illinois
DuPage County, Illinois

Coordinate System: Illinois State Plane East
Projection: Transverse Mercator
North American Datum 1983

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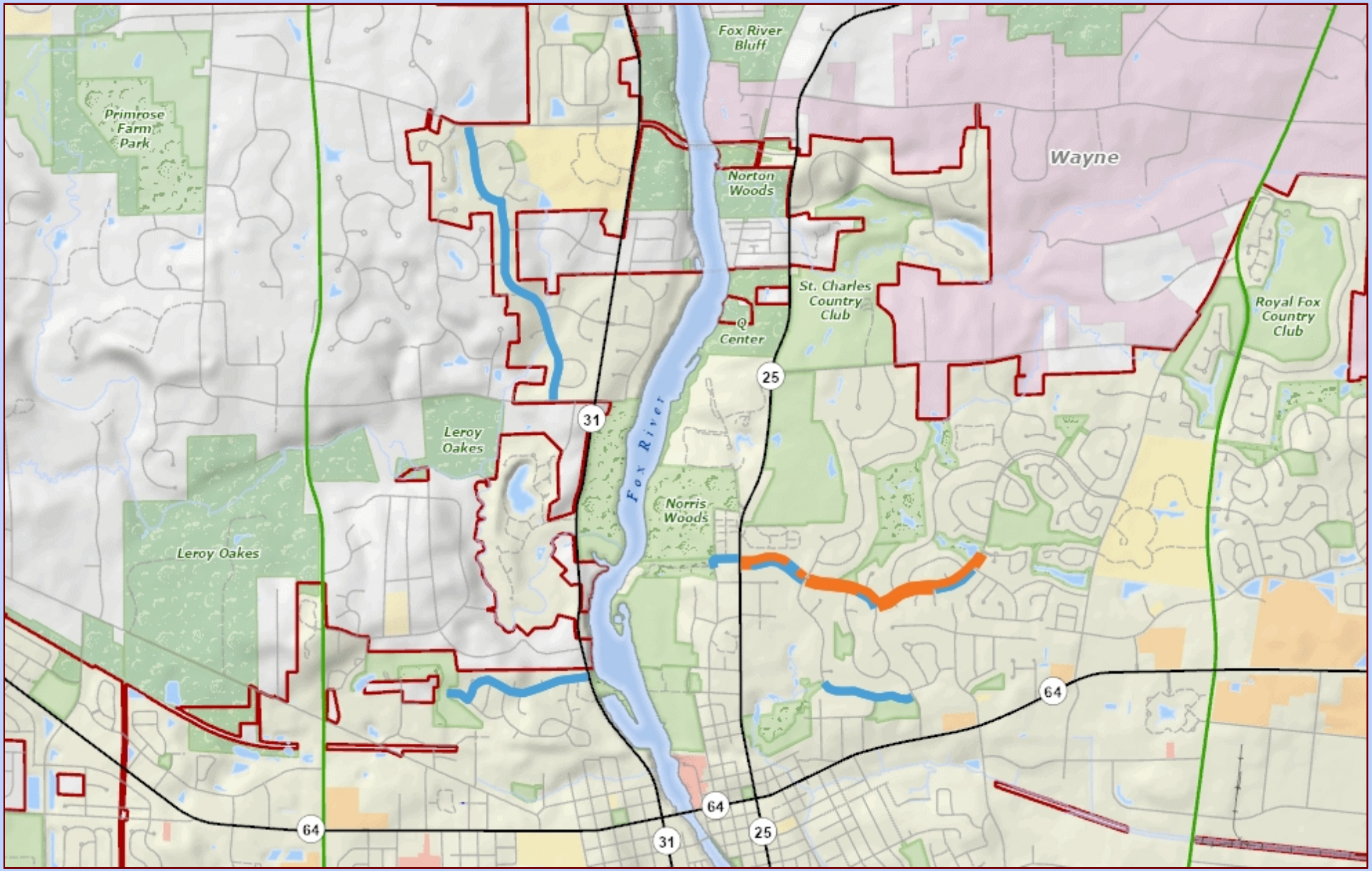
- Home Rule Tax
- MFT
- Capital / STP-LAFO
- Capital

* Prairie Street is receiving up to $500k from the STP-Local program

City of St. Charles, Illinois

2025 Bike Markings

Two East Main Street St. Charles, IL 60174-1984
Phone: 630-377-4400 Fax: 630-377-4440 - www.stcharlesil.gov



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Sharrows
Bike Lanes

CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item number:** 5.M
	Title:	**Recommendation to Approve a Resolution Awarding the Bid for a Wastewater Treatment Chemical**
	Presenter:	**Tim Wilson, Public Work Manager - Environmental Services**

Meeting: Government Services Committee	**Date:** February 24, 2025	
Proposed Cost: $N/A	**Budgeted Amount:** $182,000	**Not Budgeted:** ☐
TIF District*:* None		

Executive Summary (if not budgeted, please explain)**:**
The City of St. Charles Wastewater Utility uses Ferric Chloride in our treatment process. This year the City partnered with eBridge Procurement and ran a Reverse Auction for the pricing of Ferric Chloride. A Reverse Auction allows vendors to submit multiple lowering bids instead of just one price and drives competition between vendors.

The process consists of vendors submitting unpriced offers to qualify for participation in the reverse auction. The City advertised nine chemicals used in the water and wastewater treatment. On January 22nd the City received interest from three firms in bidding a single chemical of Ferric Chloride. After reviewing the qualifications, only two firms meet the minimum requirements.

On February 4th the city opened the reverse auction to the two firms. This process is an electronic sealed bidding event completed online with the two qualified firms submitting cost. During the live auction, each firm only has access to their ranking and pricing.

Results proved to be favorable, Hawkins (incumbent vendor) started the auction at $5.46 per gallon of Ferric Chloride and placed 51 lowering bids ending up at $2.39 per gallon. This resulted in $0.34 per gallon reduction at an estimated $95,200 overall savings compared to last year's price of $2.73 per gallon. There is no direct cost to the city to do a reverse auction; eBridge services are supplier paid and collect their fee from the winning vendor only when purchases off the contract are made.

The proposed low bidder, Hawkins, has been the City provider for the last six years. They have performed well and have been responsive to the City's needs; therefore, Staff recommends awarding the unit cost contract to Hawkins Chemical. Actual usage will be determined by the amount of wastewater treated during the budget year. Weather has a large impact on the amount of wastewater treated.

Attachments (please list)**:**
*Hawkins Inc Bid Result & FY25/26 Cost Projections

Recommendation/Suggested Action (briefly explain)**:**
Recommendation to Approve a Resolution Awarding the Bid for Ferric Chloride per the unit cost provided by Hawkins Inc. for a one-year period beginning May 1, 2025, through April 30, 2026.

Water & Wastewater Treatment Chemicals (ES2025-2) Bid Tabulation

		Current Vendor Hawkins	Hawkins	PVS
		5/1/2024-5/1/2025	5/1/2025-4/30/2026	
Chemical	Per	Unit Price	Unit Price	Unit Price
Ferric Chloride	gal.	$ 2.73	**$ 2.39**	**$ 2.40**

	AGENDA ITEM EXECUTIVE SUMMARY	Agenda Item number: 5.N
CITY OF ST. CHARLES ILLINOIS • 1834	Title:	**Recommendation to Approve a Resolution Awarding the Bid for Woods of Fox Glen Electrical Repairs**
	Presenter:	**Tim Wilson, Public Works Manager – Environmental Services**

Meeting: Government Services Committee **Date:** February 24, 2025

Proposed Cost: $211,607	**Budgeted Amount:** $150,000	**Not Budgeted:** ☐

TIF District*:* None

Executive Summary (if not budgeted, please explain)**:**

The Wood of Fox Glen lift Station located in Glenbriar Court. This lift station provides service to 91 homes within the Woods of Fox Glen Subdivision. This project will replace the original electrical and pump control panels originally constructed in 1988. The current panel has been repaired several times and is at the end of life. Currently the City is unable to run one of the two pumps at the station due to electrical panel failure. Replacing the electrical unit at this station will require coordination with the local homeowners as well as some removal and reconstruction of landscaping currently obscuring the station.

The City received and opened three bids for this construction project on Wednesday, February 12th, 2025. The following is a tabulation of the bids received:

Company	Base Bid Amount
AEA Electrical Contracting	$ 211,607
Volt Electric, Inc.	$ 252,728
All Industrial Electrical, Inc.	$ 400,000

The apparent low-bidder, AEA Electrical Contracting, has completed work of a similar size and scope for the City in the past. Staff recommends awarding the bid to AEA Electrical Contracting. Cost overages will be covered by other fund savings in the Wastewater budget.

As part of the award process, staff will discuss schedule and site challenges with the contractor. Once a schedule has been verified, staff will be communicating the project details to the property owners located within Glenbriar Court.

Attachments (please list)**:**

*Site Map

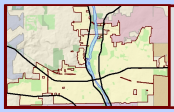
Recommendation/Suggested Action (briefly explain)**:**

Recommendation to approve a Resolution awarding the Bid to AEA Electrical Contracting for the Woods of Fox Glen Electrical Repairs in the amount of $211,607.

City of St. Charles, Illinois

Precision GIS

Two East Main Street St. Charles, IL 60174-1984
Phone: 630-377-4400 Fax: 630-377-4440 - www.stcharlesil.gov



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DuPage County, Illinois

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Coordinate System: Illinois State Plane East
North American Datum 1983

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Woods of Fox Glen LS Project Area