

CITY OF BATAVIA
100 N. Island Ave., Batavia, IL 60510
(630) 454-2000 <http://www.cityofbatavia.net>

CITY SERVICES COMMITTEE AGENDA
Tuesday, February 5, 2013
7:30 p.m. – City Council Chambers 1st Floor

1. Roll Call

2. Items Removed/Added/Changed

3. 2012 Half Marathon

Documents: [2012 HALF MARATHON.PDF](#)

4. Train Horns (Noel Basquin 1/30/13)

Documents: [TRAIN NOISE1.PDF](#), [REMPE SHARPE REPORT COMBINED.PDF](#)

5. Final Acceptance Of Fox Valley Industrial Park Phase 1 (John Kennedy 1/30/13)

Documents: [FOX VALLEY INDUSTRIAL PARK ACCEPTANCE.PDF](#)

6. Resolution 13-19-R: Authorization To Purchase A 2013 John Deere 524 End Loader Through GSA Purchasing Program For \$82,877.00 (Scott Haines 1/30/13)

Documents: [RESOLUTION 13-19-R PURCHASE END LOADER.PDF](#)

7. Resolution 13-20-R: Authorization To Purchase DuraPatch Trailer Through State Of Illinois Joint Purchasing Program For \$48,467.00 (Scott Haines 1/31/13)

Documents: [RESOLUTION 13-20-R PURCHASE DURAPATCH TRAILER.PDF](#)

8. Resolution 13-21-R: Authorization To Purchase 2013 John Deere 328E Skid Steer Through GSA Purchasing Program For \$58,925.00 (Scott Haines 1/31/13)

Documents: [RESOLUTION 13-21-R 328E SKID STEER.PDF](#)

9. Refuse And Recycling Program: Discussion (Scott Haines 1/31/13)

10. Others

11. Matters From The Public

12. Adjourn

CITY OF BATAVIA

DATE: February 5, 2013
TO: City Services Committee
FROM: Jason Bajor, Assistant City Administrator
SUBJECT: Special Event – Peapod Half Madness Half Marathon – Race Route

Issue: The Peapod Half Madness Half Marathon (as the name suggests) is a 13.1 mile running event that takes place annually in August. Growing concerns over the race route and its impact to residents/traffic, city operations, and liability concerns have prompted staff to seek changes to the route. Specifically, staff is seeking to have as much of the race route along the paths of the Fox River Trail as opposed to utilizing city streets and crossing State Routes. The event organizer has expressed a concern over the potential negative impact of a route change and has requested to present this matter before the City Services Committee.

Analysis: Special events in Batavia and neighboring jurisdictions have witnessed a considerable expansion over the course of the last eight to ten years. It is the perspective of staff (as well as representatives from other neighboring jurisdictions – Park District, Forrest Preserve District, etc.) that the area’s ability to host these events, particularly events such as races and other “high impact” events is soon approaching a saturation point where the cumulative negative effects will outweigh the positives. This situation has prompted staff to review all special events within a holistic program evaluation and identify areas where improvements could be made to better equip the community as an efficient and responsible host for all stakeholders.

A key objective within this evaluation process has been to identify areas where the impact to residents/traffic and city resources can be mitigated while avoiding, or at least reducing, the risk and liability exposure. Running events can pose a significant challenge to these concerns if not managed properly. Fortunately for the City of Batavia we possess a key resource – the Fox River Trail – which affords the opportunity to host running events in a scenic/natural environment while either avoiding or significantly reducing the residential/traffic, city resource, and risk concerns noted above.

The majority of running events hosted in Batavia (which are typically 3k and 5k distances) already utilize the Fox River Trail as their route. This includes the running portion of the Batavia Triathlon – which only utilizes city streets for the cycling portion of the event. At the onset of 2012, staff identified two running events that utilized city streets, either exclusively or in part, rather than utilizing the Fox River Trail: 1) The Fox and the Turkey Race, and 2) The Peapod Half Madness Half Marathon.

The Fox and the Turkey Race is an annual 4 mile running event taking place on Thanksgiving Day. The previous course for the event had its start/finish in downtown Batavia and then crossed over Route 31, through the near western residential neighborhoods, and then back over Route 31 toward the finish. Last fall, staff engaged the

event organizers (Fox River Trail Runners) and expressed concerns over the course route due to its impact to traffic, city resources and risk/liability exposure. In the alternative, staff suggested an alternate route along the Fox River Trail in conjunction with portions of North River and Houston Streets. While the event sponsor expressed some hesitancy with the change due to runner preference, they expressed a desire to be “good partners with the City” and ultimately agreed to the course change. In the end, the race was well attended, conducted in a more efficient manner with respect to residential/traffic impacts and city resources, and the risk liability concerns were greatly reduced.

A review of the current Peapod Half Madness Half Marathon race route (attached) reveals a course that crosses Routes 31 (twice) and 25, as well as running along Main Street and crossing Wilson Street while making its way through significant portions of residential areas. In addition, there are over 70 different areas along the route where barricades are placed as well as other areas requiring the placement of traffic cones and additional signage. While the course does utilize portions of the Fox River Trail, this utilization is insufficient, and the overall impact of the course serves to create an avoidable amount of; 1) arterial and residential traffic impacts, 2) staff time and resources, and 3) risk/liability concerns.

At the close of the 2012 Peapod Half Madness Half Marathon last August, the city received numerous complaints from various residents regarding street closures and other impacts to traffic – particularly from those desiring to attend church services on the morning of the event. In the wake of these complaints, and due to staff’s larger objective to seek improvements to the special event process wherever possible, the event organizer was notified that a change in the race route for 2013 was necessary. Although discussions between staff and the event organizer have been amicable, the event organizer has declined to make any substantive changes to the race route, but in the alternative, has suggested additional resources be utilized (see attached email correspondence). Staff’s perspective on the event organizer’s suggestion of additional resources being committed toward the race is that it serves to add to the concerns detailed above rather than mitigate them.

Conclusion: With the expansion of special events within the city over the last decade, more active management and improvements are required to better equip the community as an efficient and responsible host for all stakeholders. A key area of concern is to identify areas where the impact to residents/traffic and city resources can be mitigated while avoiding, or at least reducing, the risk and liability exposure. Running events can pose a significant challenge to these concerns but the City has the Fox River Trail as an effective resource. To date, all running events within the City utilize the Fox River Trail except for the Peapod Half Madness Half Marathon. Staff recommends that the event organizers of the Peapod Half Madness Half Marathon substantively engage with staff in developing a race route that utilizes the Fox River Trail to its fullest in order to reduce the amount of; 1) arterial and residential traffic impacts, 2) staff time and resources, and 3) risk/liability concerns.

Attachments: 2013 Event Application - Peapod Half Madness Half Marathon (w/ Route Map)

City Invoices – 2012 Peapod Half Madness Half Marathon

2-4-13 Email Correspondence

Alternative Example – 2013 Great Western Half Marathon

cc: Bill McGrath, City Administrator
Special Events Group

Community Event Registration Form



In order for the City of Batavia to assist you with your Special Event, please fill out the information below and return it to the Batavia Police Department at least 60 days prior to the event. We will share this information with all relevant City departments to better support your efforts and make sure events are properly supported.

Be sure to list one (1) event per form – photocopy this form as needed. Please type or print legibly. Thank you for supporting our efforts to support you.

Official Event Title: Peapod Half Madness Half Marathon

Sponsoring Organization: MSM triathlon club

Address/City/Zip Code: 2285 Country Water Ct Elgin IL 60123

Contact (please print full name): Dan Delgado

Home Phone Number: _____

Work Phone: 630 364-7501

Cell Phone: 630 973-6191

Fax Number: _____

Email Address: dandelgado71@gmail.com

Brief Description of the Event (20-25 Words): Half madness is a 13.1 mile running race through the streets of the city of Batavia.

The course consists of rolling hills in historic areas and beautiful trails along the Fox river.

Event Location (include street address): start/finish line is located on Shumway just south of 1st street. Course map attached

New Event

On-Going/Repeat Event

What will be different this year? _____

Event (or related) Website: www.halfmadness.com

Admission Fees? Yes No

If yes, please list fees to be charged: \$60-\$80

How will revenue be used (to include donations to non-profit or charitable organizations): _____

Charitable donations made to American Cancer Society, CASA, CATS angels, Multisport Madness Kids Triathlon Team, and Batavia food pantry

Date(s) and Time(s) of event:

Date(s): 8/25/13 Set Up Time: 7am Start Time: 7am End Time: 12pm

Date(s): _____ Set Up Time: _____ Start Time: _____ End Time: _____

Would you like to request sign(s) announcing the event?

Yes ___ No X

If yes, please describe: _____

Please indicate desired sign(s) location(s): (Note: signs cannot be placed in public rights-of-way & please attach a map of where you want signs posted) _____

Do you wish to serve alcoholic beverages? Yes X No ___

If yes, please elaborate: Post race party

Do you have DRAM Shop Insurance for the sale/consumption of alcohol? Yes ___ No X

If yes, attach a copy of the policy.

Will you have live entertainment (e.g. bands, D.J., amplified sound, etc.)? Yes ___ No X

If yes, please describe outdoors or indoors, what hours? _____

Do you have any other special needs or requests for this event? (trolley use, physical set-up assistance, waste removal, porta-potties, electricity, running water, tents, booths, Kane County Health Department permits, City inspections, etc.) _____

Signature of Requestor: [Signature] Name of Requestor: Dan Delgado

Name of on-site contact during event: Dan Delgado

Cell Number: 630 973-6191

Work Number: 630 364-7501

Home Number: _____

When complete, please return this form to:
The City of Batavia Department of Police, 100 No. Island Avenue, Batavia, IL 60510
Phone: 630-454-2500 Fax: 630-454-2501

FOR OFFICE USE ONLY

Police Department Review:

Date Received: _____ By: _____

Action Required: _____

Traffic Detail/Security Required: _____

Cost Estimate: \$ _____

Community Development Department Review:

Date Received: _____ By: _____

Action Required: _____

Sign Approval/Locations: _____

Other: _____

Cost Estimate: \$ _____

Permits Required: _____

Public Works Department Review:

Date Received: _____ By: _____

Action Required: _____

Other: _____

Cost Estimate: \$ _____

Fire Department Review:

Date Received: _____ By: _____

Action Required: _____

Cost Estimate: \$ _____

Kane County Health Department Review: (For Food Service/Preparation & Sanitation):

Date Received: _____ By: _____

Action Required: _____

Permits Required: _____

Cost Estimate: \$ _____

Event Classification:

_____ City Sponsored (no charges)

_____ City Partner (reduced fees)

_____ Non-profit (reduced fees)

_____ Other

_____ For-profit (full charges)

Total Amount to be Charged for City Services: \$ _____

Approved: _____

William R. McGrath
City Administrator

Acknowledgement:

I, _____, fully understand and agree to pay the above amount (\$ _____)
to reimburse the City of Batavia for expenses it incurs.

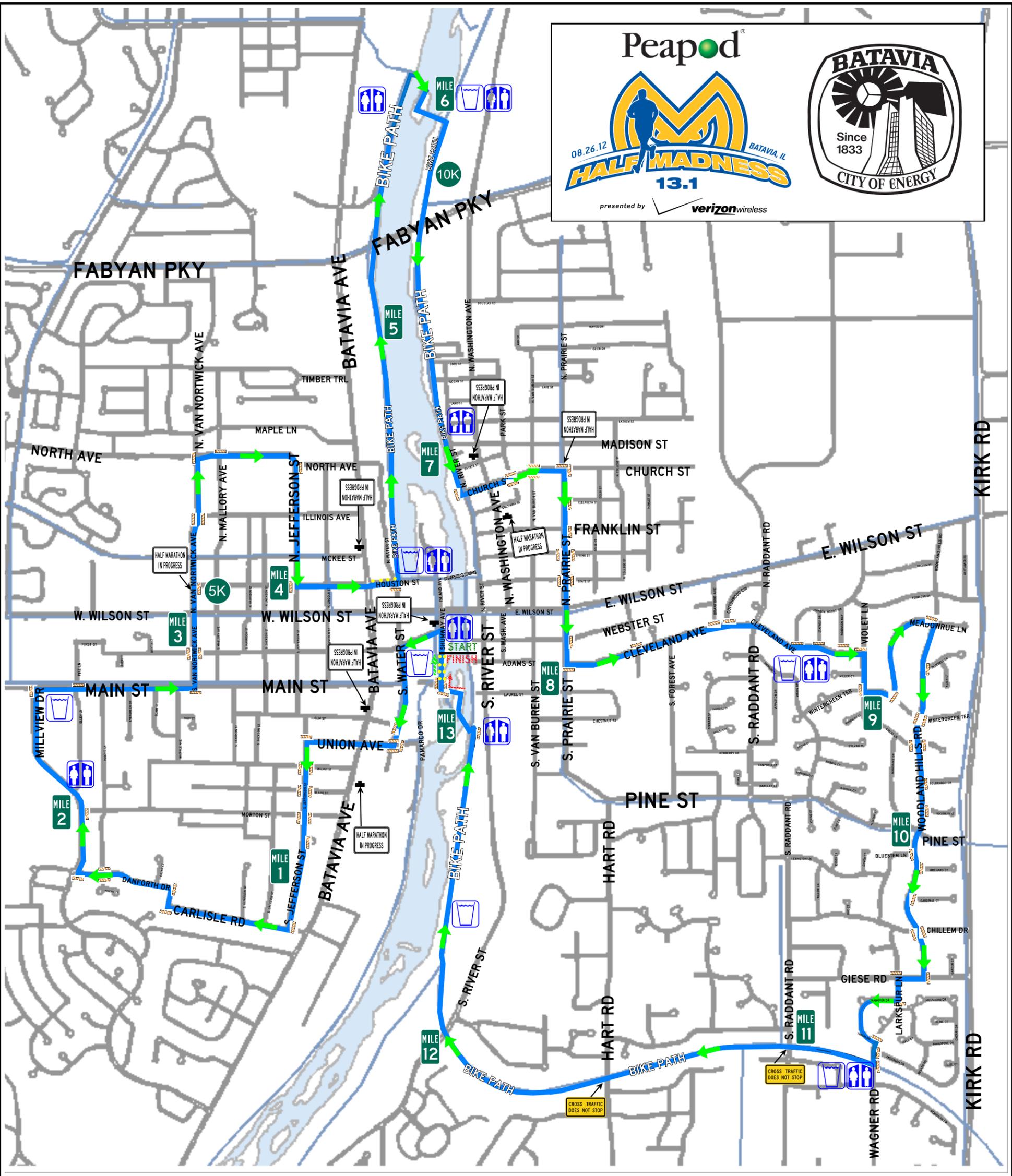
Signature

Date





presented by 



Aide Stations



Port-O-Potty

2012

Half Marathon Course

Revised 8-10-2012



Traffic Cones Setup For Race Lane



Barricade Placement



HALF MARATHON IN PROGRESS

(9) Info Signs



CROSS TRAFFIC DOES NOT STOP

(2) Cross Traffic Signs

INVOICE REQUEST BY: Police - 10-31
 Department

SUBMITTED: 09/04/12 CUSTOMER NO: _____

INVOICE NO: _____

INVOICE TO: _____ DATE: _____

NAME: Dan Delgado

COMPANY: HALF MARATHON 13.1

ADDRESS: dandelgado71@gmail.com

C/S/Z: _____

FOR: Half Marathon Race - 08/26/2012

DATE	OFFICER	HRS	RATE	TOTAL
08/26/12	Sgt. Michael Johnson	2.75	\$61.75	\$169.81
	Ofc. Jason Kaluzny	2.25	\$61.75	\$138.94
	CSO Scott Kurth	3	\$61.75	\$185.25
	Deputy Chief Glenn Autenrieth	5	\$61.75	\$308.75
	- Administrative Time	10	\$61.75	\$617.50
	Watch Cmdr. Eric Mathewson	3	\$61.75	\$185.25
	Ofc. Jeff Powers	2.75	\$61.75	\$169.81
	Ofc. Erika Stover	3	\$61.75	\$185.25
	Ofc. Matthew White	2.25	\$61.75	\$138.94
Street Department Personnel (see attached breakdown)				
Includes drop offs & pick-ups before & after event from 08/24/2012 thru 08/27/2012	Gullickson			\$360.33
	Hinterlong			\$116.33
	Wright			\$240.60
	Anderson			\$240.60
	Bowen			\$240.60
	Barkei			\$152.03
	Buss			\$865.08
	Surber			\$698.48
	Total			\$5,013.55

Please make checks payable to: City of Batavia

CREDIT ACCOUNT NUMBER
10-00-4355

REQUESTED BY: _____

INVOICE REQUEST FORM
Submit to Finance Dept

Customer No: Invoice Date: Invoice No: Finance Use Only

Department: Fire
Requested By: Randy Deicke
Submitted Date: August 30, 2012

Invoice To:

Name/Company:	Peapod Half Marathon
Name Line 1:	Mr. Danny Delgado
Address Line 1:	965 N Second Ave
Address Line 2:	
City, State, Zip	St Charles, IL 60174

Ambulance standby from 7:00 am until 10:00 am on August 26, 2012 for Peapod Half Marathon. Cost is \$100.00 per hour x 3 hours = \$300.00

Additional Notes:

Credit Account Number	Amount
10-00-4397	\$ 300.00
	\$
	\$
	\$
	\$
	\$
Total	\$ 300.00

From: [Dan Delgado](#)
To: [Bajor, Jason](#)
Cc: [McGrath, Bill](#); [Schielke, Jeffery](#); [Scott Iott](#)
Subject: Re: Peapod Half Madness Half Marathon Race Route
Date: Monday, February 04, 2013 11:17:48 AM

Hi Jason,

I apologize for not being able to respond Friday. I closed on a new home and dealt with movers, Comcast, etc...the entire day. Today I'm dealing with network issues at the office.

Unfortunately I'm unavailable to meet prior to [Tuesday evening](#).

At our previous meeting we made the following suggestions:

- Cone a 2 foot path off the curb along Prairie from Church to Cleveland (breaking up the cones for intersections).
- Signage along Prairie or any other roads that the city feels may help runners stay along the curb
- Warning on the website, emails and prerace announcements reminding runners to stay along the curb
- INCREASE POLICE SUPPORT. Last years race had the lowest police support than all prior years. We've had as many as 22 police in the past, drawing from St. Charles, Geneva and North Aurora, and as far as what has been communicated by the city, until this year we haven't been notified of ANY complaints since our inaugural 6 years ago. I believe we had 13-15 police/traffic controllers in 2012 while keeping our traffic volunteers consistent at 35.

I would really like to help appease all runners, residents, Churches and business owners. I feel these suggestions will help with finding a solution. Making such proposed changes to the route drastically effects the product which will lower exposure for both the race and city.

Therefore, we do not have alternate routes to present.

Thank you for your consideration

Danny Delgado
Guaranteed Rate
(630) 973-6191

On Feb 1, 2013, at 12:44 PM, "Bajor, Jason" <jbajor@cityofbatavia.net> wrote:

Dan,

In light of our upcoming meeting next Tuesday evening before the City Services Committee to discuss the race route for the Peapod Half Madness Half Marathon, I am offering you the opportunity to once again meet with city staff and this time have

a substantive discussion on changes to your race route. While we are appreciative of the ideas you presented at our last meeting regarding traffic mitigation, this does not address the concern the city has with the preponderance of your race being run on city streets. If you are willing make changes to your race route where the majority of it is on the bike path – then the city would entertain some use of its streets within that overall route.

If this is something you're interested in discussing, please let us know and we should then proceed ASAP to schedule a meeting for Monday. If you hold to the opinion that no change in the race route is acceptable, then we will respect your position on the matter and look forward to our discussion before the City Services Committee on Tuesday evening.

Sincerely,

Jason Bajor
Assistant City Administrator
City of Batavia
100 North Island Avenue
Batavia, IL 60510
(630) 454-2075 Direct
(630) 454-2000 Main
(630) 454-2079 Fax

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[The Fox & The Turkey](#)

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Great Western Half Marathon

May 5, 2013

8:00 a.m.

St. Charles, IL

Hang in there!
Registration opening
in a few days



Location:

Leroy Oaks Forest Preserve
37W370 Dean Street
Saint Charles, IL

8:00 a.m. start

[GWHM MAP LINK](#) - This is an interactive satellite map of the GW half marathon course. Grab the map interior and move in any direction to see the entire course.

About This Event:

This is the 16th annual Great Western and the seventh year at a half marathon distance. The race previously was a 30K, but was changed in 2005 to its current distance. The race is hosted



by the Fox River Trail Runners, and a portion of the proceeds benefit the Special Olympics, Illinois and FRTR's Youth Scholarship Fund.

New This Year!

Train for the 2013 Great Western Half Marathon with FRTR certified RRCA running coaches.

A 12 week half marathon training program geared to beginner and intermediate levels will be available. Training begins Feb. 16.

Group run will be every Saturday, 8:00 am, Fabyan East Forest Preserve (Windmill) [MAP](#)

Field:

The race is limited to **1200 entries** to insure a safe and enjoyable race experience. Registration will be close when this limit is reached. The race filled in 3 weeks in 2012 and we anticipate an earlier close in 2012. Once 1000 entries are reached the entry fee will be \$100.00 for all categories. There is **NO RACE DAY REGISTRATION**.

Half Marathon Course:

The Half Marathon is a USATF Certified course IL-051108-JW. The race is run on the scenic Great Western Trail, which is mostly flat, 37% asphalt and 63% crushed limestone screenings. Mile splits will be given at the 2, 4, 6, 9 and 11 mile markers. Water and Gatorade will be available at six water stations along the course. The course will remain open until 11:00 a.m. allowing for a pace of 13 min 44 seconds to finish. No Strollers, dogs, walkers, roller-skaters or bikes are allowed in the race. For safety reasons, the use of headphones or other electronic devices during the race is **STRONGLY** discouraged.

Directions:

The race starts in the Leroy Oakes Forest Preserve in St. Charles, IL which is accessible from I-88 or I-90. From I-88, exit Orchard road north. At the Randall Road intersection, take Randall Road north to Dean Street in St Charles. Go west (left) on Dean Street ¼ mile to the park entrance. From I-90, take Randall Road south to Dean Street. Go west (right) on Dean Street ¼ mile to the park entrance.

Parking:

Parking for ALL race participants and spectators will be at **St. Charles North High School** [MAP](#)

NOTE: THERE IS NO ONSITE PARKING

Free shuttle buses will be provided to transport everyone to the entrance of LeRoy Oaks Forest Preserve beginning at 6:00 a.m. and continue throughout race day. Once the race begins spectators will be allowed to enter the preserve and park while spots exist.

Packet Pickup:

Early packet pickup will be available at Dick Pond Athletics, 303 N. 2nd street (Rte 31), St Charles, IL 60174 on **Friday, May 3rd** from 4:00 - 8:00 p.m. and **Saturday, May 4th** from 10:00 a.m. to 4:00 p.m. Dick Pond Athletics is located west of the Fox River just North of North Avenue (Rte 64).

You may pick up your packet and other participants as well. If you are picking up more than your own packet, **YOU MUST** bring that registrants **CONFIRMATION** sheet. This will help the volunteers and get you on your way in a timely fashion.

Race day packet pickup will be available from **6:30 a.m. until 7:45 a.m.** at the start area.

Fees:

\$50.00 - Half Marathon

\$45.00 - Half Marathon - FRTR Members

Once 1000 entrants is reached, only Special Olympics - Illinois charity spots will exist @ \$100.00.

Performance Race Shirt/Medals:

All registered runners will receive a technical material race shirt. All race finishers will also receive a commemorative medal to wear.

Race Services:

There will be Emergency Medical Technicians and ambulance available. Gear check will also be available.

Refreshments:

There will be plenty of water, electrolyte drink, fruit, bagels, pizza and other refreshments for participants near the finish line.

Awards:

Awards for both races will be presented to the top three overall Male and Female winners. Overall winners do not receive age group awards. Age group awards will be presented to the top three Male and Female finishers in age groups 14 & under, 15-19, 20-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70-74, 75-79, 80 & over.

Race Results:

The race will be chip timed. Results will also be posted on the FRTR web page on race day sometime later in that evening.

Volunteers:

Volunteers are always needed, appreciated and rewarded. Please send an e-mail to: greatwestern@foxrivertrailrunners.org

Charitable Contributions:

A portion of the proceeds will go to benefit the Special Olympics, Illinois and support Fox River Trail Runners Youth Scholarship program. You can make an additional contribution if you wish when registering for the race.

Race Photographs:

[GWHM Photographs 2012](#)

[GWHM Brightroom Photographs 2011](#)

[GWHM Brightroom Photographs 2010](#)

[GWHM Brightroom Photographs 2009](#)

Course Records:**Overall**

Sex	Name	City	Time	Year
Male	Chris Wehrman	Chicago	01:10:42	2005

Female	Dorothy Gach	Morton Grove	01:23:23	2005
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Male

Age	Name	City	Time	Year
M00-14	Stephan Jurgens	Batavia	01:30:04	2005
M15-19	Stephan Jurgens	Batavia	01:13:29	2010
M20-24	Brad Holehan	Aurora	01:12:50	2010
M25-29	Chris Wehrman	Chicago	01:10:42	2005
M30-34	Joe Badran	Gilberts	01:17:41	2005
M35-39	Brent Roeger	Minneapolis, MN	01:13:45	2010
M40-44	Mark Konicek	W Dundee	01:15:35	2006
M45-49	Ray Ross	Naperville	01:19:56	2005
M50-54	Sam Cortes	Orland Park	01:19:51	2005
M55-59	Sam Cortes	Orland Park	01:19:23	2006
M60-64	Bob Walsh	Crystal Lake	01:29:14	2006
M65-69	Rick Brodine	Yorkville	01:39:39	2006
M70-74	Bob Pates	Chicago	01:46:42	2005
M75-79	Dick Lamermayer	Aurora	02:14:51	2006
M80-84	Bob McKeague	Villa Park	01:52:56	2006

Female

Age	Name	City	Time	Year
F00-14				
F15-19	Kelly Patchett	Streamwood	01:40:16	2010
F20-24	Stephanie Maisel	Chicago	01:30:52	2006
F25-29	Jennifer Sagat	Chicago	01:30:29	2010
F30-34	Dorothy Gach	Morton Grove	01:23:23	2005
F35-39	Michele Idstein	Crystal Lake	01:31:32	2006
F40-44	Kristy Howland	Elmhurst	01:31:42	2006
F45-49	Elena Shemyakin	Geneva	01:30:47	2007
F50-54	Elena Shemyakin	Geneva	01:33:04	2010
F55-59	Susan Croll	Marengo	01:36:20	2005
F60-64	Isola Metz	Wheaton	01:51:43	2009
F65-69	Doris Schertz	Lombard	01:57:32	2006
F70-74	Barbara Kummerer	River Forest	02:43:03	2006
F75-79				
F80-84	SR Kathlene McDonough	Evanston	02:58:40	2005

Results:Sponsors 2011

Great Western	HM	30K	8K	5K
2012	<u>Age Group</u>			
2011	<u>Age Group</u>			
	<u>Overall</u>			
2010	<u>Age Group</u>			
	<u>Overall</u>			
2009	<u>Age Group</u>			
	<u>Overall</u>			
2008	<u>Age Group</u>			
2007	<u>Age Group</u>			
2006	<u>Age Group</u>			
2005	<u>Age Group</u>			
2004		<u>Age Group</u>	<u>Age Group</u>	
		<u>Overall</u>		
2003		<u>Age Group</u>	<u>Age Group</u>	
2002		<u>Age Group</u>	<u>Age Group</u>	
2001		<u>Age Group</u>	<u>Age Group</u>	
2000		<u>Age Group</u>		<u>Age Group</u>
1999		<u>Age Group</u>		
1998		<u>Age Group</u>		

"Come Run The Fox With Us"

Fox River Trail Runners | PO Box 371 | Geneva, IL 60134

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CITY OF BATAVIA

DATE: 1/30/13
TO: City Services Committee
FROM: Noel A. Basquin, P.E., CFM
SUBJECT: Discussion -Train Horn Study

Staff has received numerous complaints from residents over the past several years regarding the Train Horn noise from the BNSF trains crossing through downtown Batavia. Trains are required to blow their horns when coming into a railroad crossing which is not located in a Federal Railroad Administration (FRA)- approved "Quiet Zone". The City of Batavia contracted with Rempe-Sharpe Consulting Engineers, which has experience with this issue, to review the requirements to make our crossings Quiet Zone Crossings.

Rempe-Sharpe reviewed eight crossings: Raddant Road, Wilson Street, Prairie Street, Van Buren St., Adams St., Laurel St., the private crossing at Amcor and Bond Dr. to ascertain the improvements are needed to bring the crossings in compliance with FRA standards for a Quiet Zone. As there are several requirements in establishing a quiet zone, please refer to the Rempe-Sharpe study for all the requirements.

There are several modifications that can be done to a crossing to bring into compliance:

1. Installation of 4 Quadrant Gates so vehicular and pedestrian traffic cannot enter the crossing from any direction
2. Installation of 2 Quadrant Gates and a barrier median (concrete barrier curb or bollards). This impacts the driveways as the medians need to be 100 feet. If commercial driveways fall within 60 feet of the crossing they must be closed. If the barrier median is shorter or a commercial driveway falls within 60 ft. the crossing's rating will be reduced.
3. Permanent closing of a crossing.
4. Temporary closing of a crossing by establishing hours during which that crossing will be closed.
5. Installing Wayside Horns at each crossing. These devices are pointed towards the oncoming traffic and pedestrians.

Each modification of a crossing comes with a point rating and the total points of all the crossings together must be higher than the Quiet Zone Risk Index calculated by the FRA in order to create a Quiet Zone where horns are not sounded. Rempe-Sharp will discuss options that would achieve that goal.

An important point mentioned in the study is that a Quiet Zone delineation does not guarantee that horn will not sound. FRA requires that the horn must be sounded in emergency situations, inclement weather, power outages, signal failure, and the presence of workers or trespassers.

The potential changes to each crossing have significant impacts, whether monetary (costs of gates, wayside horns) or non-monetary (effects of permanent or temporary closure of crossings, or driveways, noise of wayside horns) and these must be balanced against the positive effects of eliminating, or significantly reducing trains horns.

Rempe-Sharpe included an estimate of cost to install 4 quadrant gates which is for \$4,063,675.00. 2 quadrant gates were studied at each location but with the number of residential and commercial driveways in close proximity of the crossings it was determined not to be feasible. They excluded the crossings at Bond Dr. and the private crossing at Amcor due to the intersection layout and the close proximity to Rt. 25 which would not leave any room for stacking of vehicles. The modifications at these crossing would not assist in establishing a quiet zone. So in any event these two crossings will still require sounding of horns.

BNSF RAILWAY SPUR QUIET ZONE STUDY

FOR THE CITY OF BATAVIA, ILLINOIS

September 2012



REPORT PREPARED BY:
 **REMPE-SHARPE**
CONSULTING ENGINEERS



PROPOSED QUIET ZONE 1

- 1. N. RADDANT ROAD
M.P. 7.12
DOT BN069706S

PROPOSED QUIET ZONE 2

- 2A. E. WILSON ST.
M.P. 6.49
DOT 069705H
- 2B. N. PRAIRIE ST.
M.P. 6.47
DOT 069704D
- 2C. WEBSTER ST.
M.P. 6.34
DOT 069703W
- 2D. ADAMS ST.
M.P. 6.27
DOT 069701H
- 2E. E. LAUREL ST.
M.P. 6.18
DOT 069700B

PROPOSED QUIET ZONE 3

- 3A. AMCOR (PRIVATE ENTR.)
DOT 069699J
- 3B. BOND DRIVE
M.P. 5.23
DOT 069698C

PURPOSE of the QUIET ZONE STUDY:

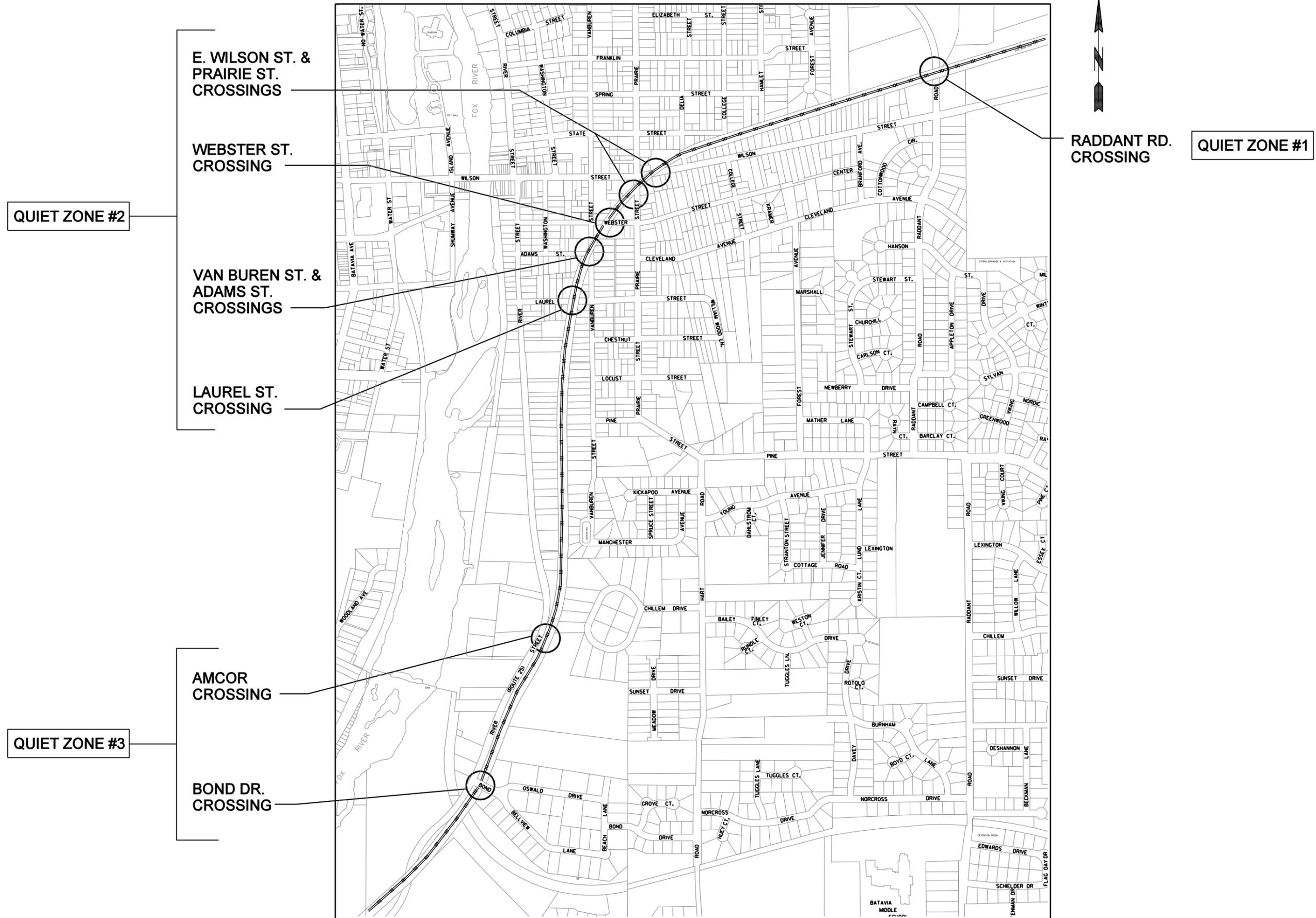
To determine the requirements for reducing train horn noise (Quiet Zone) along BNSF Railway spur track which runs through the east side of the City. This potential Quiet Zone involves eight (8) existing grade crossings that commence at Bond Drive to the south and terminate at Raddant Road at the northerly end, AND

To work in cooperation with the BNSF Railway Company to determine the type of Quiet Zone upgrades and improvements, such as Supplemental Safety Measures (SSMs) or Alternative Safety Measures (ASMs), that will be needed at each individual crossing, AND

To develop conceptual cost estimates for upgrades and improvements to be constructed both in the BNSF right-of-way and the City roadways, AND

To determine the steps most likely to be taken to be approved for the Quiet Zone(s) from the Federal Railroad Administration, AND

To research and estimate available grant funds for the Quiet Zone Improvements.



E. WILSON ST. & PRAIRIE ST. CROSSINGS

WEBSTER ST. CROSSING

QUIET ZONE #2

VAN BUREN ST. & ADAMS ST. CROSSINGS

LAUREL ST. CROSSING

QUIET ZONE #3

AMCOR CROSSING

BOND DR. CROSSING

RADDANT RD. CROSSING

QUIET ZONE #1

LOCATION MAP
NOT TO SCALE

TRAIN HORN FINAL RULE:

The Federal Railroad Administration (FRA) published the Final Rule on the Use of Locomotive Horns at Highway–Rail Grade Crossings (Train Horn Rule) in the Federal Register on April 27, 2005. The rule became effective June 24, 2005 and was amended on August 17, 2006. The Rule requires railroads to sound horns at all public grade crossings in the United States. The Rule was amended in 2006 to include time–based locomotive horn sounding requirements.

SIMPLY STATED:

A QUIET ZONE DOES NOT GUARANTEE THAT THE TRAIN HORN WILL NOT SOUND. IN FACT, IT MUST BE SOUNDED IN EMERGENCY SITUATIONS, INCLEMENT WEATHER, POWER OUTAGES, SIGNAL FAILURE, PRESENCE OF WORKERS OR TRESPASSERS, ETC. A LOCOMOTIVE OPERATOR WHO DOES NOT SOUND HIS HORN, RESULTING IN AN ACCIDENT, CAN BE HEAVILY FINED.

The Train Horn Rule specifically addresses design elements such as the type of warning devices, vehicular approaches, signage, signal circuitry and type of power indicators for new quiet zones.

QUIET ZONE BASIC REQUIREMENTS:

The FRA provides a process in the Train Horn Rule to maintain existing quiet zones and establish new quiet zones. Communities such as the City of Batavia are able to establish new quiet zones using a defined process approved by the FRA.

A Quiet Zone may be established if:

One or more SSMs (Supplemental Safety Measures) are in place at all crossings in the Zone.

If the Quiet Zone Risk Index (QZRI) is at or below the:

- Nationwide Significant Risk Threshold (NSRT), OR
- The Risk Index with Horns (RIWH)

THE FRA WILL CALCULATE THE QZRI AND DETERMINE WHETHER OR NOT A QUIET ZONE IS FEASIBLE. THE NSRT WILL BE AFFECTED BY PROPOSED SSMs (and ASMs), WHICH IN TURN WILL AFFECT THE RESULTANT QZRI.

APPLICABLE DEFINITIONS:

Active warning devices. Flashers, lights and gates.

Alternative Safety Measure (ASM): A safety system or procedure provided by the appropriate traffic control authority which, after individual review and analysis, is determined by the FRA to be an effective substitute for the locomotive horn at specific crossings.

ASMs include:

Modified SSMs (see definition)
Programmatic law enforcement
Programmatic education
Photo enforcement

Commercial Access: driveways used for commercial access within 60 feet of the gate arms will need to be closed or relocated for the medians to qualify as an SSM and receive the full risk reduction credit. Partial risk reduction credit may be given for shorter medians.

Constant Warning Time (CWT) circuits (where practical). CWT is a type of train detection that adjusts the start of the warning sequence based on the speed of an approaching train.

Diagnostic Team: A group of qualified or specially-trained individuals assembled to make objective expert judgments about physical and or operating conditions at highway-rail crossings. In the context of this rule, a diagnostic team assesses grade crossing safety requirements according to safety management principles.

Four-Quadrant Gate: Train-activated warning gates that, when lowered, fully block highway traffic from entering the crossing. Gates lower across both approach and departure lanes on both sides of the crossing.

Intermediate Quiet Zone: a quiet zone that was established after October 9, 1996, but before December 18, 2003.

Minimum Length Requirement. The Train Horn Rule requires that new quiet zones are a minimum of a half-mile in length.

Modified SSM: An SSM that has in some way been adjusted to accommodate unique circumstances existing at a specific crossing and no longer conforms to the SSM requirements. Modified SSMs are considered ASMs. An example would be traffic channelization devices that due to a nearby intersection are only 45 feet in length instead of the required 60 feet.

Non-engineering ASM: A consistent and systematic program of traffic law enforcement, public education programs, or a combination thereof, that produces a measurable reduction of risk at quiet zone grade crossings.

NSRT: The Nationwide Significant Risk Threshold, is the average Risk Index of all public, gated crossings in the nation at which train horns are sounded.

Partial Quiet Zones: quiet zones where the train horn is silenced for only a portion of the day, typically between the hours of 10 p.m. and 7 a.m.

Power-Out Indicators on Signal Cabins. The power out indicator is a signal that indicates to the railroad and/or emergency personnel that there is power at the crossing.

Pre-Rule (Whistle Ban) Quiet Zone: a quiet zone that was established before October 9, 1996, and in place by December 18, 2003.

Private Highway-Rail (Grade) Crossing: A location where a private roadway crosses railroad tracks at grade.

Public Highway-Rail (Grade) Crossing: A location where a public highway, road, or street crosses railroad tracks at grade. For this rule, this includes crossings where a public authority maintains the roadway on at least one side of the crossing.

Quiet Zone: A quiet zone is a section of a rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded. This rule provides the requirements that must be met in order to qualify for a quiet zone. For example, New Quiet Zones must be at least one-half mile in length.

Quiet Zone Risk Index: The average risk index for all public crossings in a proposed quiet zone taking into consideration the increased risk caused by the absence of train horns and any decrease in risk attributable to the use of SSMs or ASMs.

Relevant collision: A highway-rail crossing collision that FRA believes could be prevented by sounding the train horn. Excludes collisions with motor vehicles resulting from failure of an active grade crossing warning system; collisions in which there is no driver in the motor vehicle; and collisions where the highway vehicle struck the side of the train beyond the fourth locomotive unit or rail car.

Risk Index: The predicted cost to society of casualties that are expected to result from collisions at an individual crossing.

Supplementary Safety Measure (SSM): SSMs are engineering improvements, which when installed at crossings within a quiet zone, would reduce the risk of a collision at the crossing. SSMs are installed to reduce the risk level either to the level that would have existed if the train horn were sounded (compensating for the lack of the train horn) or to a level below the Nationwide Significant Risk Threshold.

Approved SSMs include:

Four quadrant gates.
Medians or channelization devices at gated crossings.
One-way streets equipped with gates that fully block the street.
Temporary crossing closure (i.e., nighttime closure).
Permanent crossing closure

Wayside Horn or Directional Horn or Automated Horn System: A stationary horn located at a highway-rail grade crossing that is designed to provide audible warning to oncoming motorists when a train is approaching. The horn is controlled by the same track circuits that operate the automatic warning devices at the crossing. Wayside horn usually mounted on gantry at grade crossing, pointed at pedestrian and vehicular traffic. 90 to 100 db @ 100 ft.

3 NEW QUIET ZONES TO BE APPLIED FOR:

There are 8 crossings involved in this study. Due to the minimum length requirement (half-mile), 3 quiet zones will need to be applied for:

QUIET ZONE #1:
RADDANT ROAD

QUIET ZONE #2:
WILSON-PRAIRIE, WEBSTER, VAN BUREN-ADAMS, LAUREL ST.

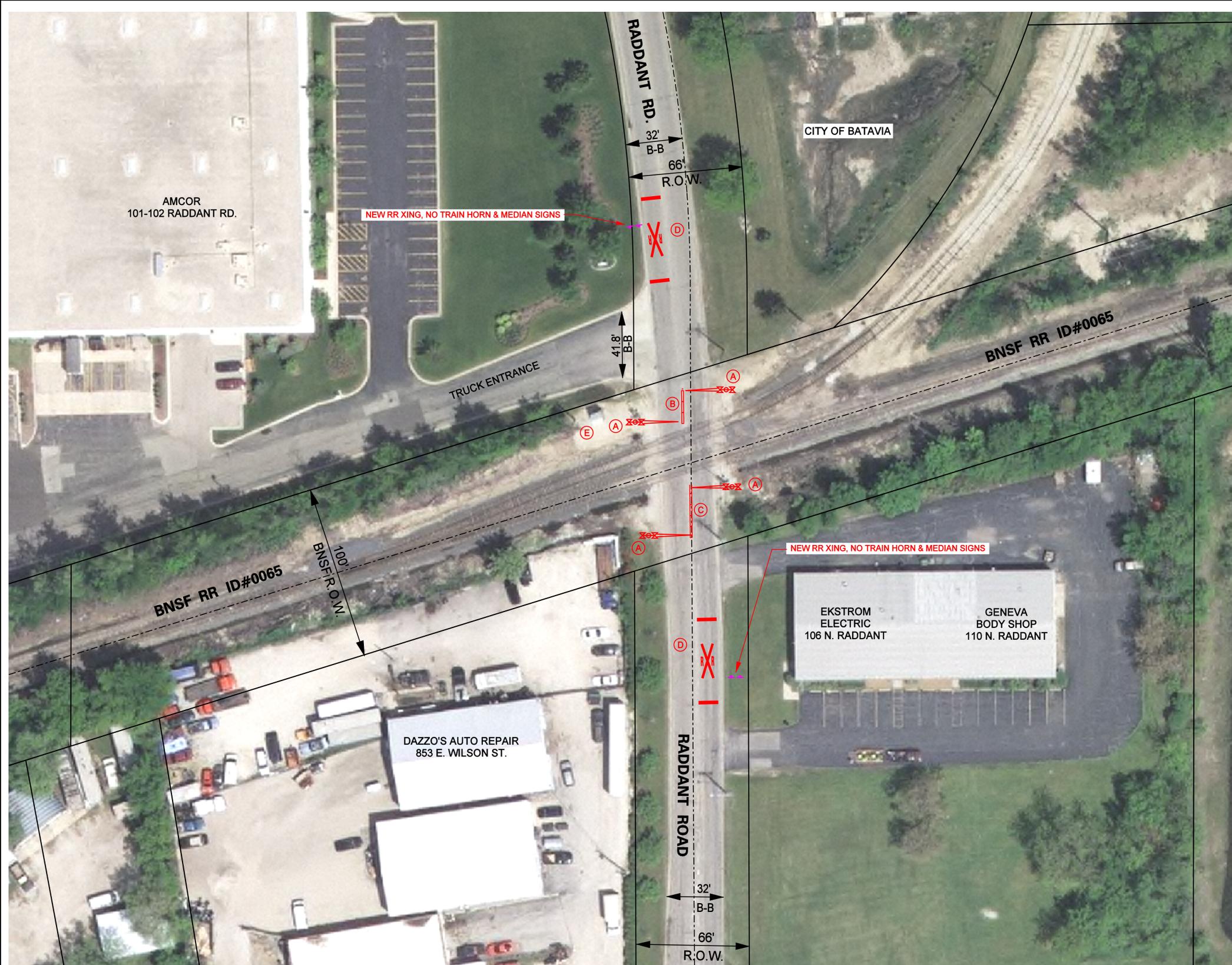
QUIET ZONE #3:
AMCOR, BOND DR.

PROBABLE STEPS TO CREATE QUIET ZONE(S):

ESTIMATED TIME 24 MONTHS

ESTIMATED TIME 18 MONTHS

1. SECURE FUNDING
2. NOTICE OF INTENT TO CREATE NEW QUIET ZONE(S)
3. SECURE AGREEMENTS WITH BNSF AND FRA
4. DIAGNOSTIC TEAM RESEARCH AND DESIGN OF SSMs
5. ICC APPROVAL TO PROCEED
6. IDOT APPROVAL TO PROCEED IF MFT FUNDS ARE TO BE USED
7. CONSTRUCTION, INSPECTIONS, FIELD REPORTS
8. UPDATE FRA INVENTORY REPORTS & MAPS
9. FOLLOW-UP EVALUATION STUDY



LEGEND:
 R.O.W. = RIGHT OF WAY
 B-B = BACK OF CURB TO BACK OF CURB
 (ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
 BNSF = BNSF RAILWAY COMPANY
 F.R.A. = FEDERAL RAILROAD ADMINISTRATION DIV. OF U.S. D.O.T.

PROPOSED SSMs & MODIFIED SSMs:
 NOTE:
 GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY.
 ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS
 APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.

- (A) 4-QUADRANT GATES
- (B) 20 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (C) 35 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (D) ROADWAY PAVT. MARKING & CENTERLINE RE-STRIPING
- (E) CWT WITH NEW CONDUIT & CIRCUITRY

CROSSING DATA
 DOT 069706S
 M.P. 7.12
 ADT = 4100
 DAILY TRAIN COUNT = 4
 TRAIN SPEED = 0-20 MPH
 CROSSING DATA AS NOTED IS BASED
 UPON F.R.A. INVENTORY REPORTS,
 CURRENT IDOT ADT MAPS AND BNSF
 MARKERS AT THE CROSSING SHOWN



**PHOTO No. 1
 LOOKING NORTH**



**PHOTO No. 2
 LOOKING SOUTH**



**PHOTO No. 3
 LOOKING SOUTH**

RADDANT RD. CROSSING

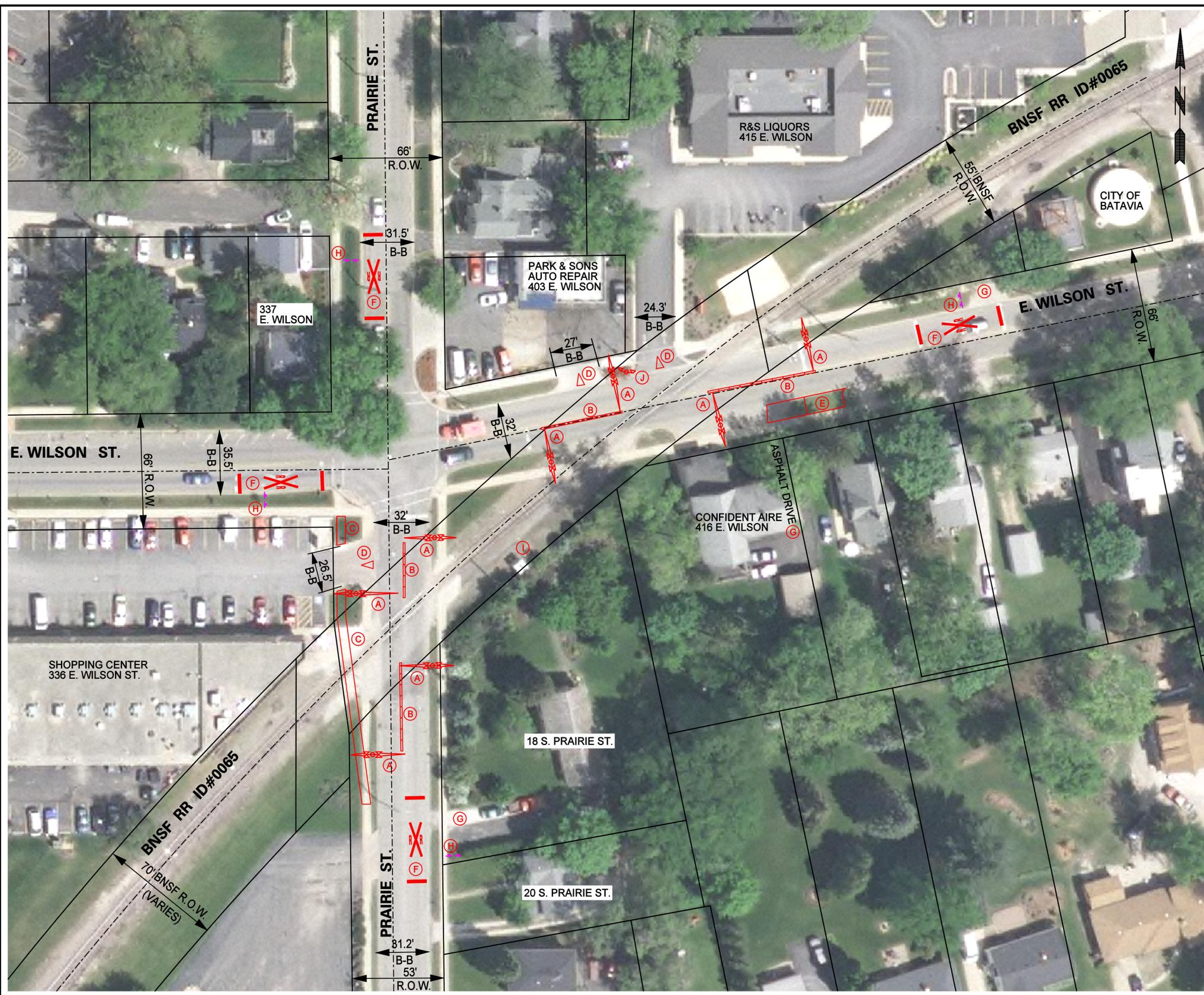


PHOTO No. 1
E. WILSON ST. LOOKING WEST
TOWARD PRAIRIE ST.



PHOTO No. 2
E. WILSON ST. LOOKING EAST
FROM PRAIRIE ST.



PHOTO No. 3
E. WILSON ST. CROSSING
LOOKING NORTH



PHOTO No. 4
PRAIRIE ST. LOOKING NORTH
TOWARD E. WILSON ST.



PHOTO No. 5
PRAIRIE ST. LOOKING SOUTH
FROM E. WILSON ST.



PHOTO No. 6
PRAIRIE ST. LOOKING SOUTH
TOWARD E. WILSON ST.

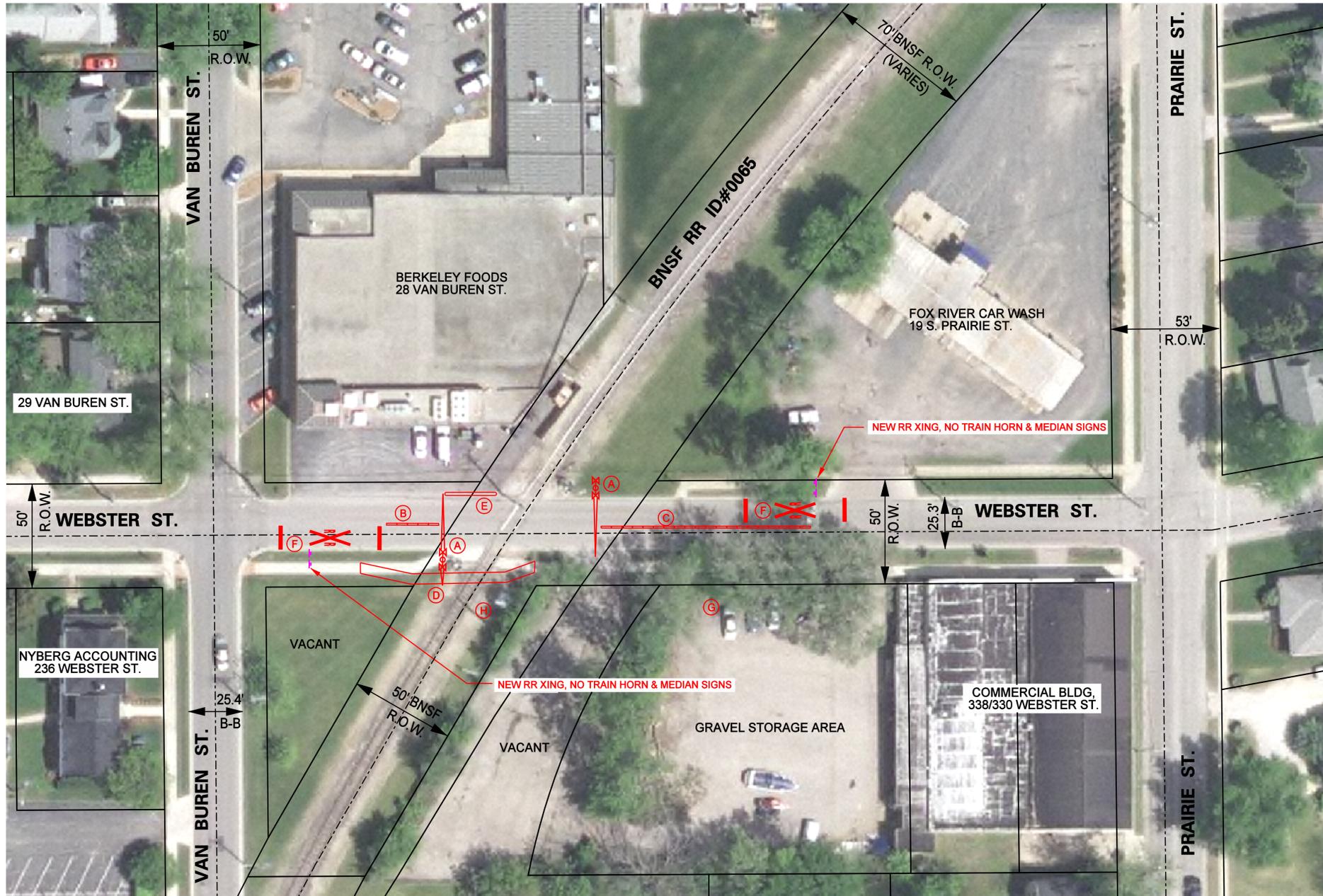
LEGEND:
R.O.W. = RIGHT OF WAY
B-B. = BACK OF CURB TO BACK OF CURB
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BNSF = BNSF RAILWAY COMPANY
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PROPOSED SSMs & MODIFIED SSMs:
NOTE:
GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY.
ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS
APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.

- (A) 4-QUADRANT GATES WITH PED. GATES
- (B) MODULAR LANE SEPARATOR CURB SYSTEM
- (C) RE-ROUTE SIDEWALK
- (D) MAKE DRIVEWAY RIGHT-IN & RIGHT-OUT WITH MEDIANS AND SIGNS
- (E) RELOCATE PARKING STALLS
- (F) ROADWAY PAVT. MKG. & CENTERLINE RE-STRIPING
- (G) DRIVEWAY TO REMAIN
- (H) NEW RR XING, NO TRAIN HORN & MEDIAN SIGNS
- (I) CWT WITH NEW CONDUIT & CIRCUITRY
- (J) FLASHING LIGHT SIGNAL

E. WILSON ST. CROSSING DATA	
DOT	069705H
M.P.	6.49
ADT	= 8400
PRAIRIE ST. CROSSING DATA	
DOT	069704D
M.P.	6.47
ADT	= 6200
DAILY TRAIN COUNT	= 4
TRAIN SPEED	= 0-20 MPH
CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN	

E. WILSON ST. AND PRAIRIE ST. CROSSING



LEGEND:

- R.O.W. = RIGHT OF WAY
- B-B. = BACK OF CURB TO BACK OF CURB (ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
- BNSF = BNSF RAILWAY COMPANY
- F.R.A. = FEDERAL RAILROAD ADMINSTRATION DIV. OF U.S. D.O.T.

PROPOSED SSMs & MODIFIED SSMs:

NOTE:
GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY.
ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.

- (A) NEW SIGNALS WITH 28' GATES & PED. GATE (W. SIDE)
- (B) 20 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (C) 100 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (D) RE-ROUTE SIDEWALK TO CLEAR GATES
- (E) 1.5 FT. WIDE BARRIER MEDIAN
- (F) ROADWAY PAVT. MARKING
- (G) RELOCATE DRIVEWAY OR MAKE RIGHT-IN & RIGHT-OUT
- (H) CWT WITH NEW CONDUIT & CIRCUITRY

CROSSING DATA

DOT 09703W
M.P. 6.34
ADT = 109
DAILY TRAIN COUNT = 4
TRAIN SPEED = 0-20 MPH

CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN



PHOTO No. 1
WEBSTER ST. LOOKING WEST
FROM PRAIRIE ST.



PHOTO No. 2
WEBSTER ST. LOOKING NORTHEAST
AT CROSSING



PHOTO No. 3
WEBSTER ST. LOOKING EAST
FROM VAN BUREN ST.



PHOTO No. 4
LOOKING SOUTHWEST
TOWARD WEBSTER ST.

WEBSTER ST. CROSSING

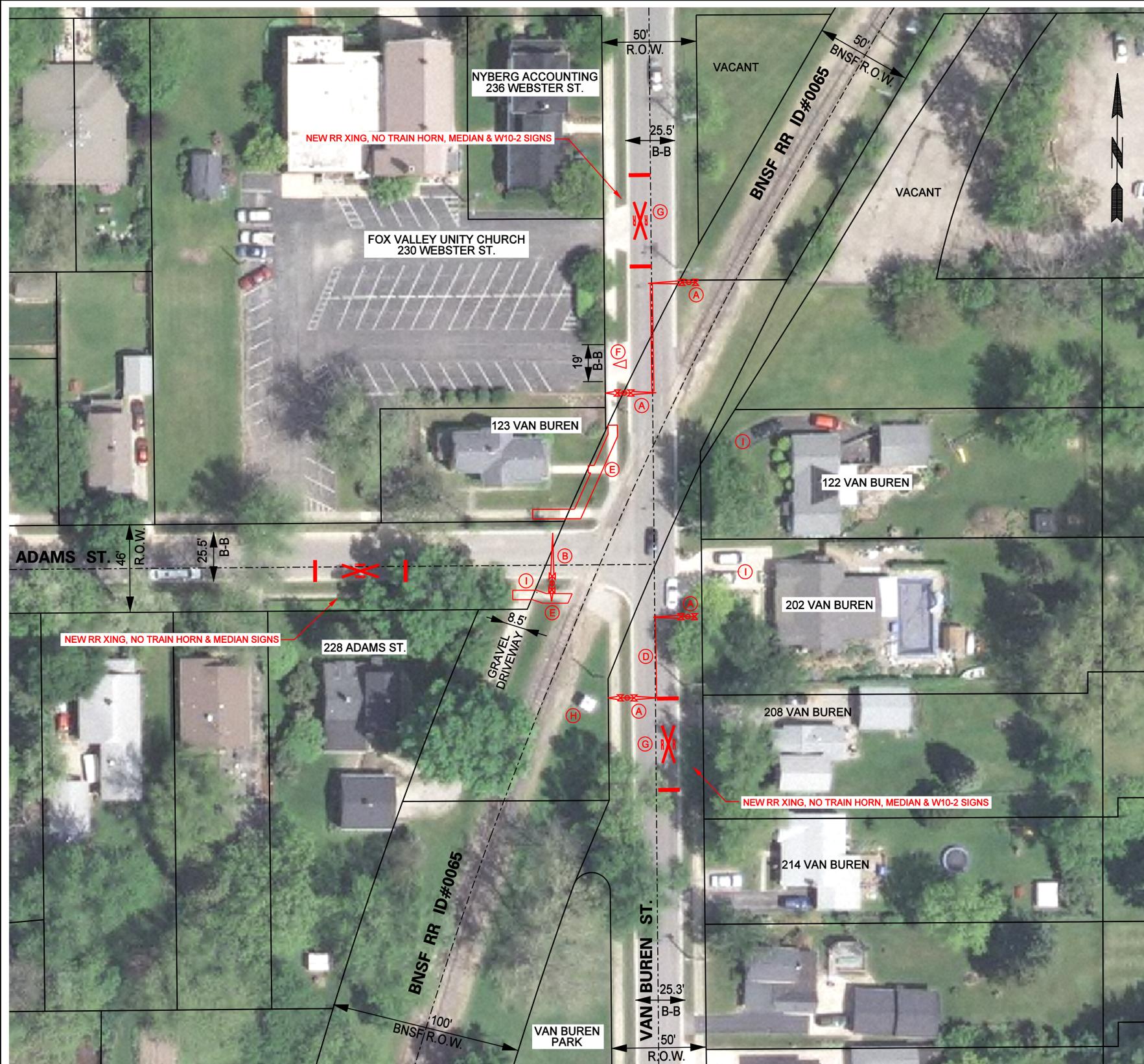


PHOTO No. 1
VAN BUREN ST. LOOKING SOUTH
TOWARD WEBSTER ST.



PHOTO No. 2
VAN BUREN ST. CROSSING
LOOKING SOUTHWEST



PHOTO No. 3
VAN BUREN ST. LOOKING NORTH
FROM WEBSTER ST.



PHOTO No. 2
ADAMS ST. CROSSING LOOKING
WEST FROM VAN BUREN ST.



PHOTO No. 5
VAN BUREN ST. LOOKING NORTH
FROM WEBSTER ST.



PHOTO No. 4
ADAMS ST. CROSSING
LOOKING NORTHEAST

LEGEND:
R.O.W. = RIGHT OF WAY
B-B = BACK OF CURB TO BACK OF CURB
(ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
BNSF = BNSF RAILWAY COMPANY
F.R.A. = FEDERAL RAILROAD ADMINISTRATION DIV. OF U.S. D.O.T.

PROPOSED SSMs & MODIFIED SSMs:

- (A) 4-QUADRANT GATES & PED. GATES (W. SIDE)
- (B) NEW SIGNAL WITH 28' GATE & PED. GATE
- (C) 55 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (D) 45 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (E) RE-ROUTE SIDEWALKS
- (F) MAKE DRIVEWAY RIGHT-IN & RIGHT-OUT WITH MEDIANS AND SIGNS

- (G) ROADWAY PAVT. MARKING
- (H) CWT WITH NEW CONDUIT & CIRCUITRY
- (I) DRIVEWAYS TO REMAIN

NOTES:
1. GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY. ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.
2. SIGNALS AND GATES ON VAN BUREN ST. SOUTH OF ADAMS ST. WILL REQUIRE AN AGREEMENT BETWEEN THE CITY AND BNSF

VAN BUREN ST. CROSSING DATA

DOT 069705H
M.P. (NOT AVAILABLE)
ADT = 1900

ADAMS ST. CROSSING DATA

DOT 069702P
M.P. 6.27
ADT = 59

DAILY TRAIN COUNT = 4
TRAIN SPEED = 0-20 MPH

CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN

**ADAMS ST. AND
VAN BUREN ST. CROSSINGS**

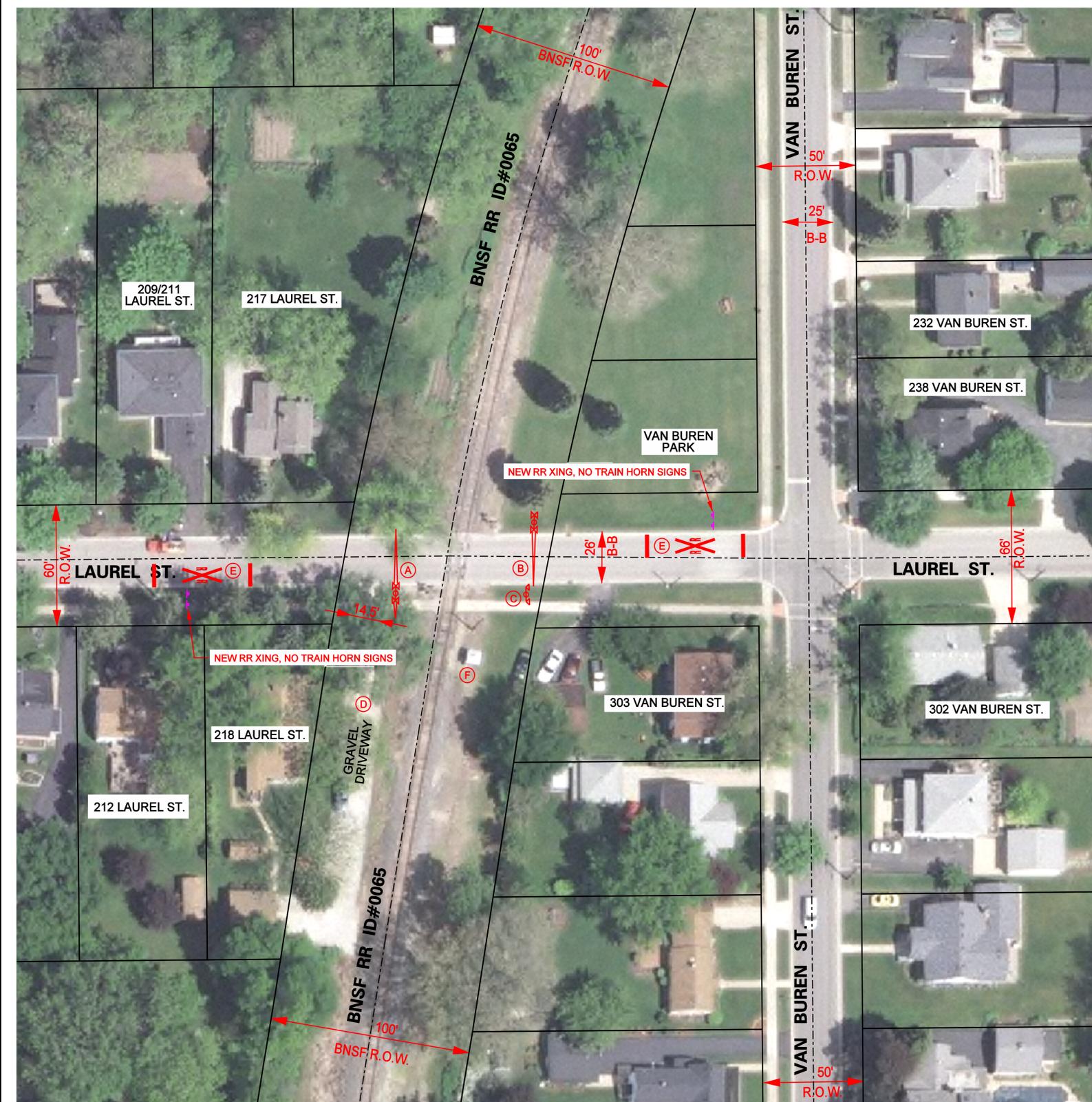


PHOTO No. 1
LAUREL ST. LOOKING SOUTHWEST



PHOTO No. 2
LAUREL ST. LOOKING WEST AT CROSSING



PHOTO No. 3
LAUREL ST. LOOKING EAST



PHOTO No. 4
LAUREL ST. LOOKING EAST

LEGEND:

- R.O.W. = RIGHT OF WAY
- B-B. = BACK OF CURB TO BACK OF CURB (ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
- BNSF = BNSF RAILWAY COMPANY
- F.R.A. = FEDERAL RAILROAD ADMINISTRATION DIV. OF U.S. D.O.T.

PROPOSED SSMs & MODIFIED SSMs:

- (A) NEW SIGNAL WITH 28' GATE & PED. GATE
- (B) NEW SIGNAL WITH 28' GATE
- (C) PEDESTRIAN FLASHING LIGHT SIGNAL
- (D) DRIVEWAY TO REMAIN
- (E) ROADWAY PAVT. MARKING
- (F) CWT WITH NEW CONDUIT & CIRCUITRY

NOTE:
GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY.
ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.

CROSSING DATA

DOT 069700B
M.P. 6.18
ADT = 109
DAILY TRAIN COUNT = 4
TRAIN SPEED = 0-20 MPH

CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN



PHOTO No. 1
LOOKING NORTHEAST FROM S. RIVER ST.



PHOTO No. 2
LOOKING WEST TOWARD S. RIVER ST.

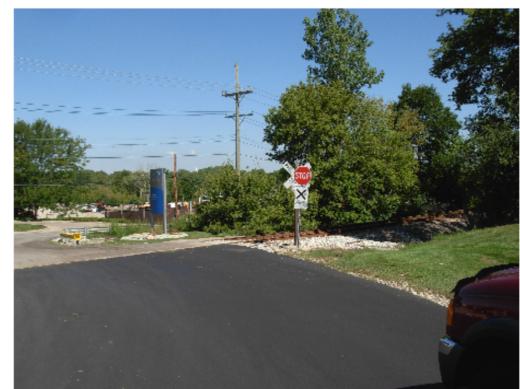


PHOTO No. 3
LOOKING WEST TOWARD S. RIVER ST.



PHOTO No. 4
AT CROSSING LOOKING SOUTH

**AMCOR
(PRIVATE) CROSSING**

LEGEND:
 R.O.W. = RIGHT OF WAY
 B-B. = BACK OF CURB TO BACK OF CURB
 (ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
 BNSF = BNSF RAILWAY COMPANY
 F.R.A. = FEDERAL RAILROAD ADMINISTRATION DIV. OF U.S. D.O.T.

IT IS HIGHLY UNLIKELY THAT A QUIET ZONE WILL BE FEASIBLE AT THIS CROSSING:

- PROXIMITY TO HIGHWAY DOES NOT ALLOW FOR MOTOR VEHICLE STACKING
- MEDIANS DIFFICULT WITH EXISTING GEOMETRICS
- INDUSTRIAL TRUCK TRAFFIC WITH TIGHT TURNING RADII

CROSSING DATA
 DOT 069699J
 M.P. 5.43
 ADT = NOT AVAILABLE
 DAILY TRAIN COUNT = 4
 TRAIN SPEED = 0-20 MPH
 CROSSING DATA AS NOTED IS BASED
 UPON F.R.A. INVENTORY REPORTS,
 CURRENT IDOT ADT MAPS AND BNSF
 MARKERS AT THE CROSSING SHOWN



LEGEND:
 R.O.W. = RIGHT OF WAY
 B-B. = BACK OF CURB TO BACK OF CURB
 (ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
 BNSF = BNSF RAILWAY COMPANY
 F.R.A. = FEDERAL RAILROAD ADMINISTRATION DIV. OF U.S. D.O.T.

IT IS HIGHLY UNLIKELY THAT A QUIET ZONE WILL BE FEASIBLE AT THIS CROSSING:

- PROXIMITY TO HIGHWAY DOES NOT ALLOW FOR MOTOR VEHICLE STACKING
- MEDIANS DIFFICULT WITH EXISTING GEOMETRICS WEST OF TRACKS

CROSSING DATA	
DOT 0690698C	
M.P. 5.23	
ADT = 950	
DAILY TRAIN COUNT = 4	
TRAIN SPEED = 0-20 MPH	
CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN	



PHOTO No. 1
LOOKING WEST TOWARD S. RIVER ST.



PHOTO No. 2
LOOKING NORTH AT CROSSING



PHOTO No. 3
LOOKING NOTHEAST FROM S. RIVER ST.



PHOTO No. 4
LOOKING NORTH AT INTERSECTION

BOND DRIVE
CROSSING

CONTACT INFORMATION:

CONTACT INFORMATION:

City of Batavia
 100 N. Island Ave.
 Batavia, IL 60510
 Noel A. Basquin, City Engineer 630-454-2760
 nbasquin@cityofbatavia.net
 Bill McGrath, City Administrator 630-454-2000

U.S.D.O.T. Federal Railroad Administration (FRA)
 200 West Adams, Suite 310
 Chicago, IL 60606
 Tammy Wagner, Regional Crossing and Trespasser Mgr. 312-353-6203
 Tammy.wagner@dot.gov

BNSF Railway Company
 80-44th Avenue Northeast
 Minneapolis, MN 55421
 Benjamin Steinkamp 763-782-3495
benjamin.steinkamp@BNSF.com

Illinois Commerce Commission (ICC)
 Transportation Bureau / Rail Safety Section
 527 East Capitol Ave.
 Springfield, IL 62701
 Brain Velacruz
 217-785-7404

Rempe-Sharpe & Assoc.
 324 W. State St.
 Geneva, IL 60134
 James J. Bibby 630-232-0827 x12
jbibby@rsaengr.com
 David B. Erickson 630-232-0827 x30
derickson@rsaengr.com

CONCEPTUAL COST ESTIMATE BNSF RAILWAY SPUR QUIET ZONE QUIET ZONE BATAVIA, ILLINOIS

E: 9/10/2012

BY: DBE

BT-610

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENDED PRICE
A. RADDANT ROAD CROSSING					
A1	4-Quadrant Gates & CWT System	1.0	LSUM	\$500,000.00	\$ 500,000.00
A2	Modular Lane Separator Curb System	55.0	LF	\$70.00	\$ 3,850.00
A3	Pavement Marking	2.0	LSUM	\$650.00	\$ 1,300.00
A4	Centerline Re-Striping	200.0	LF	\$2.50	\$ 500.00
A5	Signs & Posts	6.0	EA	\$250.00	\$ 1,500.00
A6	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$10,000.00	\$ 10,000.00
SUBTOTAL				\$	517,150.00
B. E. WILSON ST. & PRAIRIE ST. CROSSING					
B1	4-Quadrant Gates & CWT System	2.0	LSUM	\$500,000.00	\$ 1,000,000.00
B2	Flashing Light Signal	1.0	LSUM	\$50,000.00	\$ 50,000.00
B3	Remove & Replace Sidewalk	1.0	LSUM	\$7,500.00	\$ 7,500.00
B4	Conc. Slab Remove & Rep., Incl. Medians, Asphalt & Curb Repl.	1.0	LSUM	\$21,500.00	\$ 21,500.00
B5	Modular Lane Separator Curb System	200.0	LF	\$70.00	\$ 14,000.00
B6	Pavement Marking	4.0	LSUM	\$650.00	\$ 2,600.00
B7	Centerline Re-Striping	200.0	LF	\$2.50	\$ 500.00
B8	Signs & Posts	15.0	EA	\$250.00	\$ 3,750.00
B9	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$15,000.00	\$ 15,000.00
SUBTOTAL				\$	1,114,850.00
C. WEBSTER ST. CROSSING					
C1	28 FT. Gates & CWT System	2.0	LSUM	\$350,000.00	\$ 700,000.00
C2	Modular Lane Separator Curb System	130.0	LF	\$70.00	\$ 9,100.00
C3	Pavement Marking	2.0	LSUM	\$650.00	\$ 1,300.00
C4	Remove & Replace Sidewalk	1.0	LSUM	\$3,500.00	\$ 3,500.00
C5	Install Concrete Barrier Median	1.0	LSUM	\$1,850.00	\$ 1,850.00
C6	Relocate Gravel Driveway	1.0	LSUM	\$1,500.00	\$ 1,500.00
C7	Signs & Posts	6.0	EA	\$250.00	\$ 1,500.00
C8	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$6,000.00	\$ 6,000.00
SUBTOTAL				\$	724,750.00
D. VAN BUREN ST. & ADAMS ST. CROSSING					
D1	4-Quadrant Gates & CWT System	1.0	LSUM	\$500,000.00	\$ 500,000.00
D2	28 FT. Gate & CWT System	1.0	LSUM	\$50,000.00	\$ 50,000.00
D3	Modular Lane Separator Curb System	100.0	LF	\$70.00	\$ 7,000.00
D4	Pavement Marking	2.0	LSUM	\$650.00	\$ 1,300.00
D5	Remove & Replace Sidewalk	1.0	LSUM	\$3,500.00	\$ 3,500.00
D6	Make Driveway Right-in / Right-out	1.0	LSUM	\$4,000.00	\$ 4,000.00
D7	Relocate Gravel Driveway	1.0	LSUM	\$1,500.00	\$ 1,500.00
D8	Signs & Posts	11.0	EA	\$250.00	\$ 2,750.00
D9	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$8,000.00	\$ 8,000.00
SUBTOTAL				\$	578,050.00
E. LAUREL ST. CROSSING					
E1	28 FT. Gates & CWT System	2.0	LSUM	\$350,000.00	\$ 700,000.00
E2	Flashing Light Signal	1.0	LSUM	\$50,000.00	\$ 50,000.00
E4	Pavement Marking	3.0	LSUM	\$650.00	\$ 1,950.00
E8	Signs & Posts	6.0	EA	\$250.00	\$ 1,500.00
E9	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$6,000.00	\$ 6,000.00
SUBTOTAL				\$	759,450.00
SUBTOTAL					\$3,694,250.00
10% CONTINGENCY					\$369,425.00
TOTAL					\$4,063,675.00

9/11/2012 9:11:56 AM

BT-610

This drawing shall not be used nor reproduced either wholly or in part except when authorized by the engineer - Rempe-Sharpe	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>ACTION</th> <th>NAME</th> <th>No.</th> <th>Date</th> <th>Revisions</th> </tr> <tr> <td>Design</td> <td>--</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Drawn</td> <td>D.B.E.</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Checked</td> <td>--</td> <td></td> <td></td> <td></td> </tr> </table>	ACTION	NAME	No.	Date	Revisions	Design	--				Drawn	D.B.E.				Checked	--				CLIENT: CITY OF BATAVIA 100 N. ISLAND AVE. BATAVIA, IL 60510-1930 Ph. 630-454-2000	 <p>REMPE-SHARPE CONSULTING ENGINEERS IL P.D.F. LICENSE NO. 184-000896 324 WEST STATE STREET - GENEVA, ILLINOIS 60134 Telephone (630) 232-0827 - Fax (630) 232-1629</p>	PROJECT: RAILROAD CROSSING QUIET ZONE STUDY	SHEET TITLE: CONTACT INFO AND CONCEPTUAL COST ESTIMATE	SCALE: N.T.S.	PROJECT NO.: BT-610 DATE: SEPT. 2012	SHEET No. _____ Of _____
ACTION	NAME	No.	Date	Revisions																								
Design	--																											
Drawn	D.B.E.																											
Checked	--																											

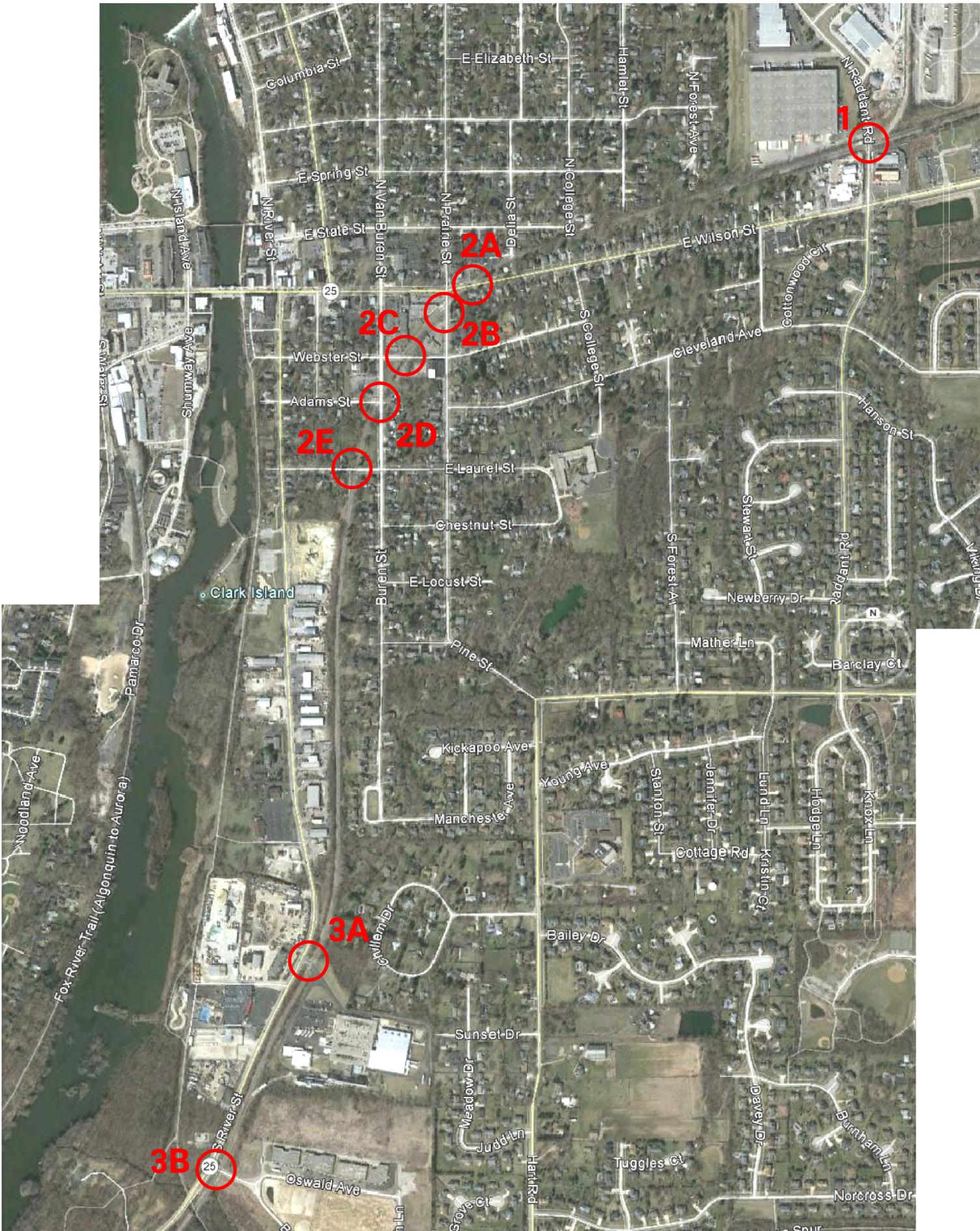
BNSF RAILWAY SPUR QUIET ZONE STUDY

FOR THE CITY OF BATAVIA, ILLINOIS

September 2012



REPORT PREPARED BY:
 **REMPE-SHARPE**
CONSULTING ENGINEERS



PROPOSED QUIET ZONE 1

- 1. N. RADDANT ROAD
M.P 7.12
DOT BN069706S

PROPOSED QUIET ZONE 2

- 2A. E. WILSON ST.
M.P. 6.49
DOT 069705H
- 2B. N. PRAIRIE ST.
M.P. 6.47
DOT 069704D
- 2C. WEBSTER ST.
M.P. 6.34
DOT 069703W
- 2D. ADAMS ST.
M.P. 6.27
DOT 069701H
- 2E. E. LAUREL ST.
M.P. 6.18
DOT 069700B

PROPOSED QUIET ZONE 3

- 3A. AMCOR (PRIVATE ENTR.)
DOT 069699J
- 3B. BOND DRIVE
M.P. 5.23
DOT 069698C

PURPOSE of the QUIET ZONE STUDY:

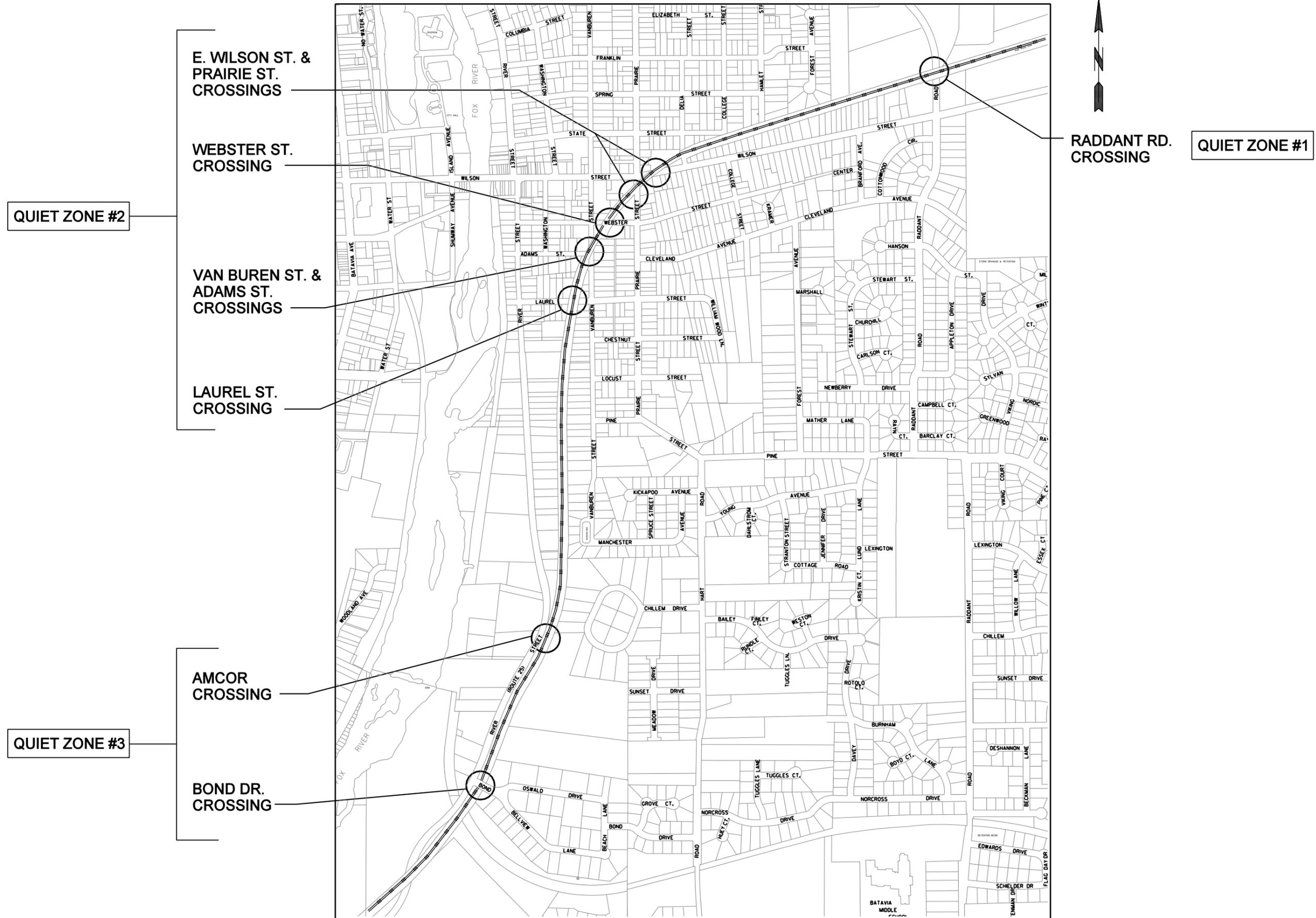
To determine the requirements for reducing train horn noise (Quiet Zone) along BNSF Railway spur track which runs through the east side of the City. This potential Quiet Zone involves eight (8) existing grade crossings that commence at Bond Drive to the south and terminate at Raddant Road at the northerly end, AND

To work in cooperation with the BNSF Railway Company to determine the type of Quiet Zone upgrades and improvements, such as Supplemental Safety Measures (SSMs) or Alternative Safety Measures (ASMs), that will be needed at each individual crossing, AND

To develop conceptual cost estimates for upgrades and improvements to be constructed both in the BNSF right-of-way and the City roadways, AND

To determine the steps most likely to be taken to be approved for the Quiet Zone(s) from the Federal Railroad Administration, AND

To research and estimate available grant funds for the Quiet Zone Improvements.



QUIET ZONE #2

QUIET ZONE #1

QUIET ZONE #3

RADDANT RD. CROSSING

E. WILSON ST. & PRAIRIE ST. CROSSINGS

WEBSTER ST. CROSSING

VAN BUREN ST. & ADAMS ST. CROSSINGS

LAUREL ST. CROSSING

AMCOR CROSSING

BOND DR. CROSSING

LOCATION MAP
NOT TO SCALE

TRAIN HORN FINAL RULE:

The Federal Railroad Administration (FRA) published the Final Rule on the Use of Locomotive Horns at Highway–Rail Grade Crossings (Train Horn Rule) in the Federal Register on April 27, 2005. The rule became effective June 24, 2005 and was amended on August 17, 2006. The Rule requires railroads to sound horns at all public grade crossings in the United States. The Rule was amended in 2006 to include time–based locomotive horn sounding requirements.

SIMPLY STATED:

A QUIET ZONE DOES NOT GUARANTEE THAT THE TRAIN HORN WILL NOT SOUND. IN FACT, IT MUST BE SOUNDED IN EMERGENCY SITUATIONS, INCLEMENT WEATHER, POWER OUTAGES, SIGNAL FAILURE, PRESENCE OF WORKERS OR TRESPASSERS, ETC. A LOCOMOTIVE OPERATOR WHO DOES NOT SOUND HIS HORN, RESULTING IN AN ACCIDENT, CAN BE HEAVILY FINED.

The Train Horn Rule specifically addresses design elements such as the type of warning devices, vehicular approaches, signage, signal circuitry and type of power indicators for new quiet zones.

QUIET ZONE BASIC REQUIREMENTS:

The FRA provides a process in the Train Horn Rule to maintain existing quiet zones and establish new quiet zones. Communities such as the City of Batavia are able to establish new quiet zones using a defined process approved by the FRA.

A Quiet Zone may be established if:

One or more SSMs (Supplemental Safety Measures) are in place at all crossings in the Zone.

If the Quiet Zone Risk Index (QZRI) is at or below the:

- Nationwide Significant Risk Threshold (NSRT), OR
- The Risk Index with Horns (RIWH)

THE FRA WILL CALCULATE THE QZRI AND DETERMINE WHETHER OR NOT A QUIET ZONE IS FEASIBLE. THE NSRT WILL BE AFFECTED BY PROPOSED SSMs (and ASMs), WHICH IN TURN WILL AFFECT THE RESULTANT QZRI.

APPLICABLE DEFINITIONS:

Active warning devices. Flashers, lights and gates.

Alternative Safety Measure (ASM): A safety system or procedure provided by the appropriate traffic control authority which, after individual review and analysis, is determined by the FRA to be an effective substitute for the locomotive horn at specific crossings.

ASMs include:
Modified SSMs (see definition)
Programmatic law enforcement
Programmatic education
Photo enforcement

Commercial Access: driveways used for commercial access within 60 feet of the gate arms will need to be closed or relocated for the medians to qualify as an SSM and receive the full risk reduction credit. Partial risk reduction credit may be given for shorter medians.

Constant Warning Time (CWT) circuits (where practical). CWT is a type of train detection that adjusts the start of the warning sequence based on the speed of an approaching train.

Diagnostic Team: A group of qualified or specially-trained individuals assembled to make objective expert judgments about physical and or operating conditions at highway-rail crossings. In the context of this rule, a diagnostic team assesses grade crossing safety requirements according to safety management principles.

Four-Quadrant Gate: Train-activated warning gates that, when lowered, fully block highway traffic from entering the crossing. Gates lower across both approach and departure lanes on both sides of the crossing.

Intermediate Quiet Zone: a quiet zone that was established after October 9, 1996, but before December 18, 2003.

Minimum Length Requirement. The Train Horn Rule requires that new quiet zones are a minimum of a half-mile in length.

Modified SSM: An SSM that has in some way been adjusted to accommodate unique circumstances existing at a specific crossing and no longer conforms to the SSM requirements. Modified SSMs are considered ASMs. An example would be traffic channelization devices that due to a nearby intersection are only 45 feet in length instead of the required 60 feet.

Non-engineering ASM: A consistent and systematic program of traffic law enforcement, public education programs, or a combination thereof, that produces a measurable reduction of risk at quiet zone grade crossings.

NSRT: The Nationwide Significant Risk Threshold, is the average Risk Index of all public, gated crossings in the nation at which train horns are sounded.

Partial Quiet Zones: quiet zones where the train horn is silenced for only a portion of the day, typically between the hours of 10 p.m. and 7 a.m.

Power-Out Indicators on Signal Cabins. The power out indicator is a signal that indicates to the railroad and/or emergency personnel that there is power at the crossing.

Pre-Rule (Whistle Ban) Quiet Zone: a quiet zone that was established before October 9, 1996, and in place by December 18, 2003.

Private Highway-Rail (Grade) Crossing: A location where a private roadway crosses railroad tracks at grade.

Public Highway-Rail (Grade) Crossing: A location where a public highway, road, or street crosses railroad tracks at grade. For this rule, this includes crossings where a public authority maintains the roadway on at least one side of the crossing.

Quiet Zone: A quiet zone is a section of a rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded. This rule provides the requirements that must be met in order to qualify for a quiet zone. For example, New Quiet Zones must be at least one-half mile in length.

Quiet Zone Risk Index: The average risk index for all public crossings in a proposed quiet zone taking into consideration the increased risk caused by the absence of train horns and any decrease in risk attributable to the use of SSMs or ASMs.

Relevant collision: A highway-rail crossing collision that FRA believes could be prevented by sounding the train horn. Excludes collisions with motor vehicles resulting from failure of an active grade crossing warning system; collisions in which there is no driver in the motor vehicle; and collisions where the highway vehicle struck the side of the train beyond the fourth locomotive unit or rail car.

Risk Index: The predicted cost to society of casualties that are expected to result from collisions at an individual crossing.

Supplementary Safety Measure (SSM): SSMs are engineering improvements, which when installed at crossings within a quiet zone, would reduce the risk of a collision at the crossing. SSMs are installed to reduce the risk level either to the level that would have existed if the train horn were sounded (compensating for the lack of the train horn) or to a level below the Nationwide Significant Risk Threshold.

Approved SSMs include:
Four quadrant gates.
Medians or channelization devices at gated crossings.
One-way streets equipped with gates that fully block the street.
Temporary crossing closure (i.e., nighttime closure).
Permanent crossing closure

Wayside Horn or Directional Horn or Automated Horn System: A stationary horn located at a highway-rail grade crossing that is designed to provide audible warning to oncoming motorists when a train is approaching. The horn is controlled by the same track circuits that operate the automatic warning devices at the crossing. Wayside horn usually mounted on gantry at grade crossing, pointed at pedestrian and vehicular traffic. 90 to 100 db @ 100 ft.

3 NEW QUIET ZONES TO BE APPLIED FOR:

There are 8 crossings involved in this study. Due to the minimum length requirement (half-mile), 3 quiet zones will need to be applied for:

QUIET ZONE #1:
RADDANT ROAD

QUIET ZONE #2:
WILSON-PRAIRIE, WEBSTER, VAN BUREN-ADAMS, LAUREL ST.

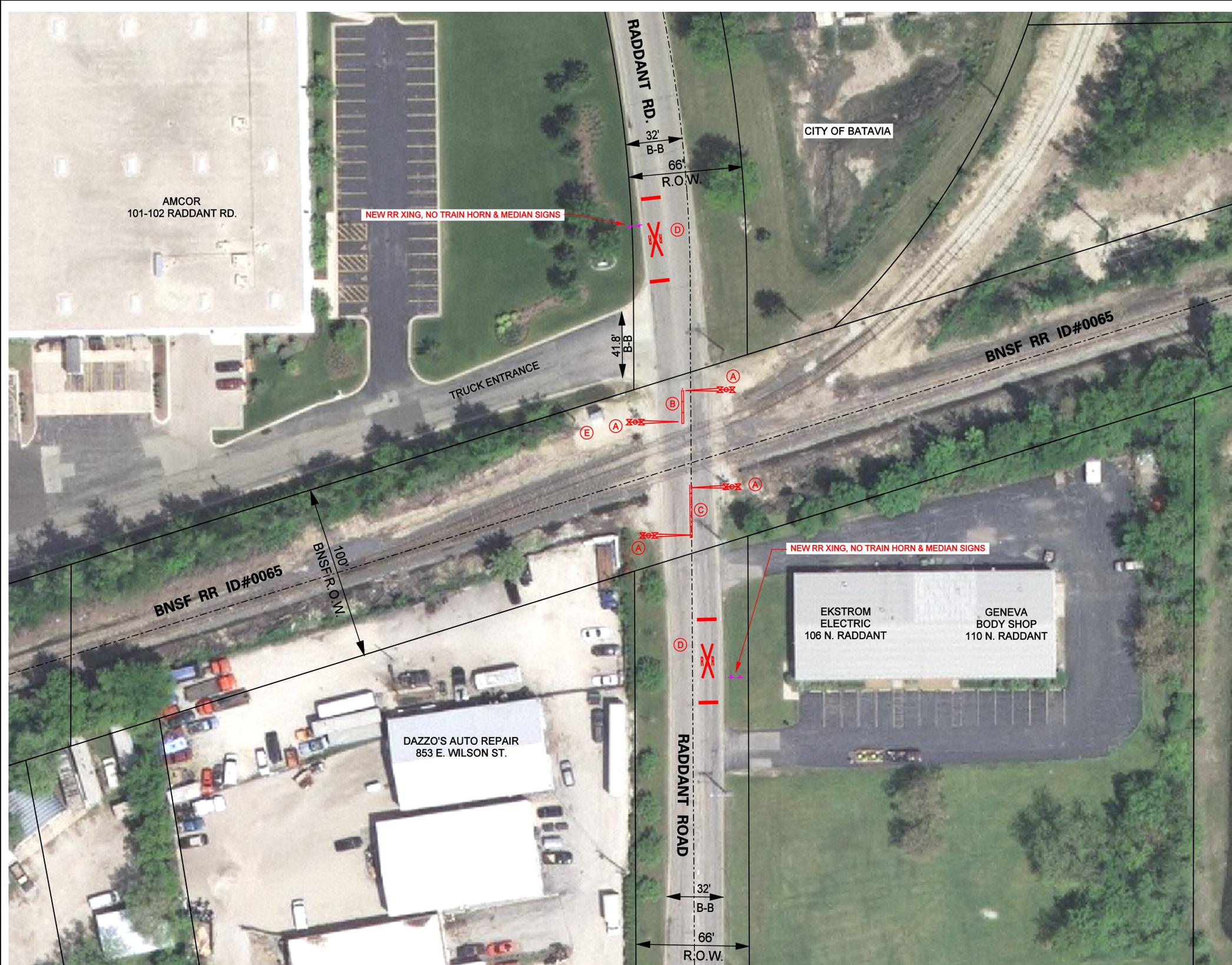
QUIET ZONE #3:
AMCOR, BOND DR.

PROBABLE STEPS TO CREATE QUIET ZONE(S):

ESTIMATED TIME 24 MONTHS

ESTIMATED TIME 18 MONTHS

1. SECURE FUNDING
2. NOTICE OF INTENT TO CREATE NEW QUIET ZONE(S)
3. SECURE AGREEMENTS WITH BNSF AND FRA
4. DIAGNOSTIC TEAM RESEARCH AND DESIGN OF SSMs
5. ICC APPROVAL TO PROCEED
6. IDOT APPROVAL TO PROCEED IF MFT FUNDS ARE TO BE USED
7. CONSTRUCTION, INSPECTIONS, FIELD REPORTS
8. UPDATE FRA INVENTORY REPORTS & MAPS
9. FOLLOW-UP EVALUATION STUDY



LEGEND:
 R.O.W. = RIGHT OF WAY
 B-B. = BACK OF CURB TO BACK OF CURB
 (ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
 BNSF = BNSF RAILWAY COMPANY
 F.R.A. = FEDERAL RAILROAD ADMINSTRATION DIV. OF U.S. D.O.T.

PROPOSED SSMs & MODIFIED SSMs:
 NOTE:
 GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY.
 ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS
 APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.

- (A) 4-QUADRANT GATES
- (B) 20 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (C) 35 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (D) ROADWAY PAVT. MARKING & CENTERLINE RE-STRIPING
- (E) CWT WITH NEW CONDUIT & CIRCUITRY

CROSSING DATA
 DOT 069706S
 M.P. 7.12
 ADT = 4100
 DAILY TRAIN COUNT = 4
 TRAIN SPEED = 0-20 MPH
 CROSSING DATA AS NOTED IS BASED
 UPON F.R.A. INVENTORY REPORTS,
 CURRENT IDOT ADT MAPS AND BNSF
 MARKERS AT THE CROSSING SHOWN



**PHOTO No. 1
 LOOKING NORTH**



**PHOTO No. 2
 LOOKING SOUTH**



**PHOTO No. 3
 LOOKING SOUTH**

RADDANT RD. CROSSING

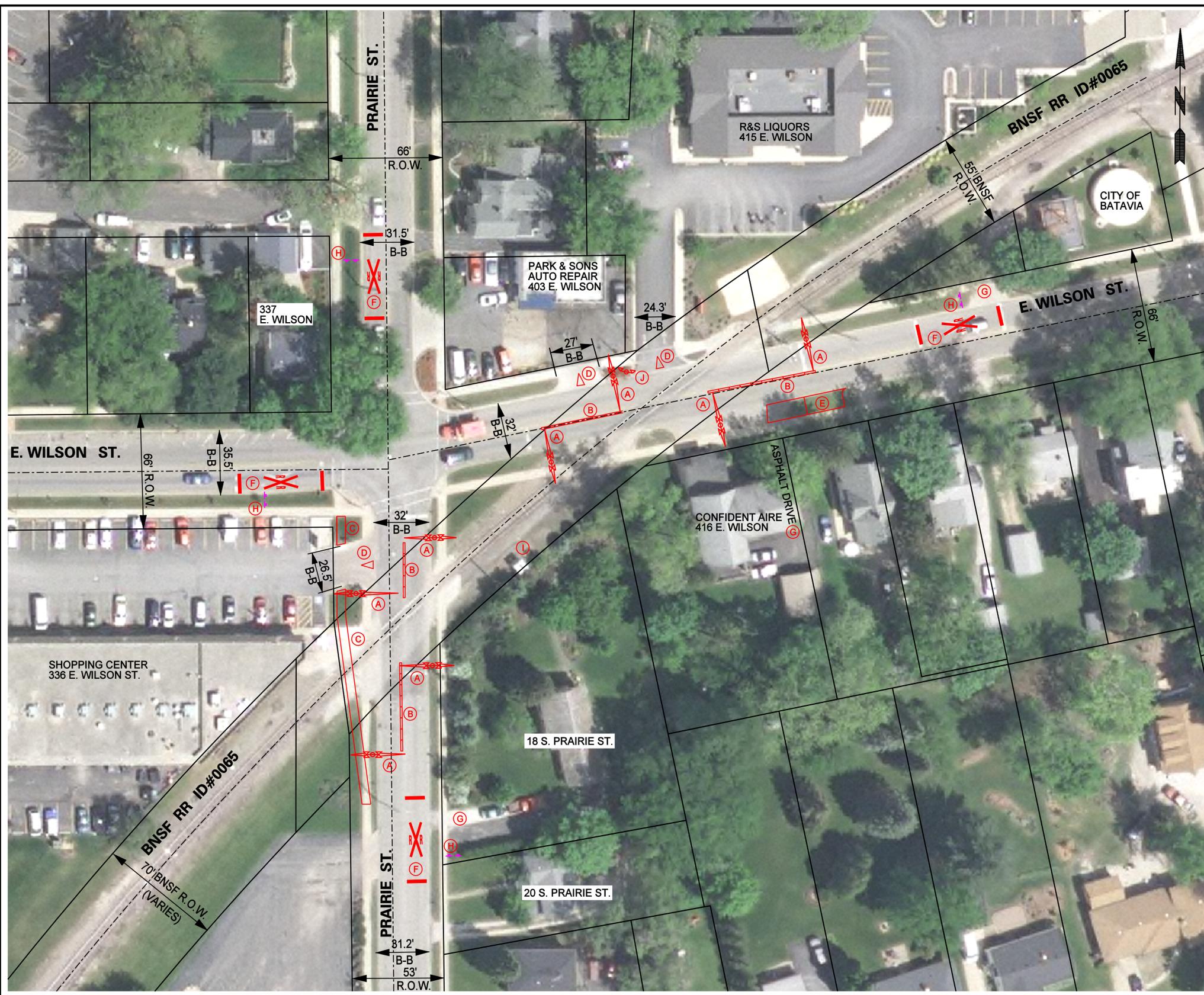


PHOTO No. 1
E. WILSON ST. LOOKING WEST
TOWARD PRAIRIE ST.



PHOTO No. 2
E. WILSON ST. LOOKING EAST
FROM PRAIRIE ST.



PHOTO No. 3
E. WILSON ST. CROSSING
LOOKING NORTH



PHOTO No. 4
PRAIRIE ST. LOOKING NORTH
TOWARD E. WILSON ST.



PHOTO No. 5
PRAIRIE ST. LOOKING SOUTH
FROM E. WILSON ST.



PHOTO No. 6
PRAIRIE ST. LOOKING SOUTH
TOWARD E. WILSON ST.

LEGEND:
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PROPOSED SSMs & MODIFIED SSMs:
NOTE:
GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY.
ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS
APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.

- (A) 4-QUADRANT GATES WITH PED. GATES
- (B) MODULAR LANE SEPARATOR CURB SYSTEM
- (C) RE-ROUTE SIDEWALK
- (D) MAKE DRIVEWAY RIGHT-IN & RIGHT-OUT WITH MEDIANS AND SIGNS
- (E) RELOCATE PARKING STALLS
- (F) ROADWAY PAVT. MKG. & CENTERLINE RE-STRIPING
- (G) DRIVEWAY TO REMAIN
- (H) NEW RR XING, NO TRAIN HORN & MEDIAN SIGNS
- (I) CWT WITH NEW CONDUIT & CIRCUITRY
- (J) FLASHING LIGHT SIGNAL

E. WILSON ST. CROSSING DATA	
DOT	069705H
M.P.	6.49
ADT	= 8400
PRAIRIE ST. CROSSING DATA	
DOT	069704D
M.P.	6.47
ADT	= 6200
DAILY TRAIN COUNT	= 4
TRAIN SPEED	= 0-20 MPH
CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN	

E. WILSON ST. AND PRAIRIE ST. CROSSING

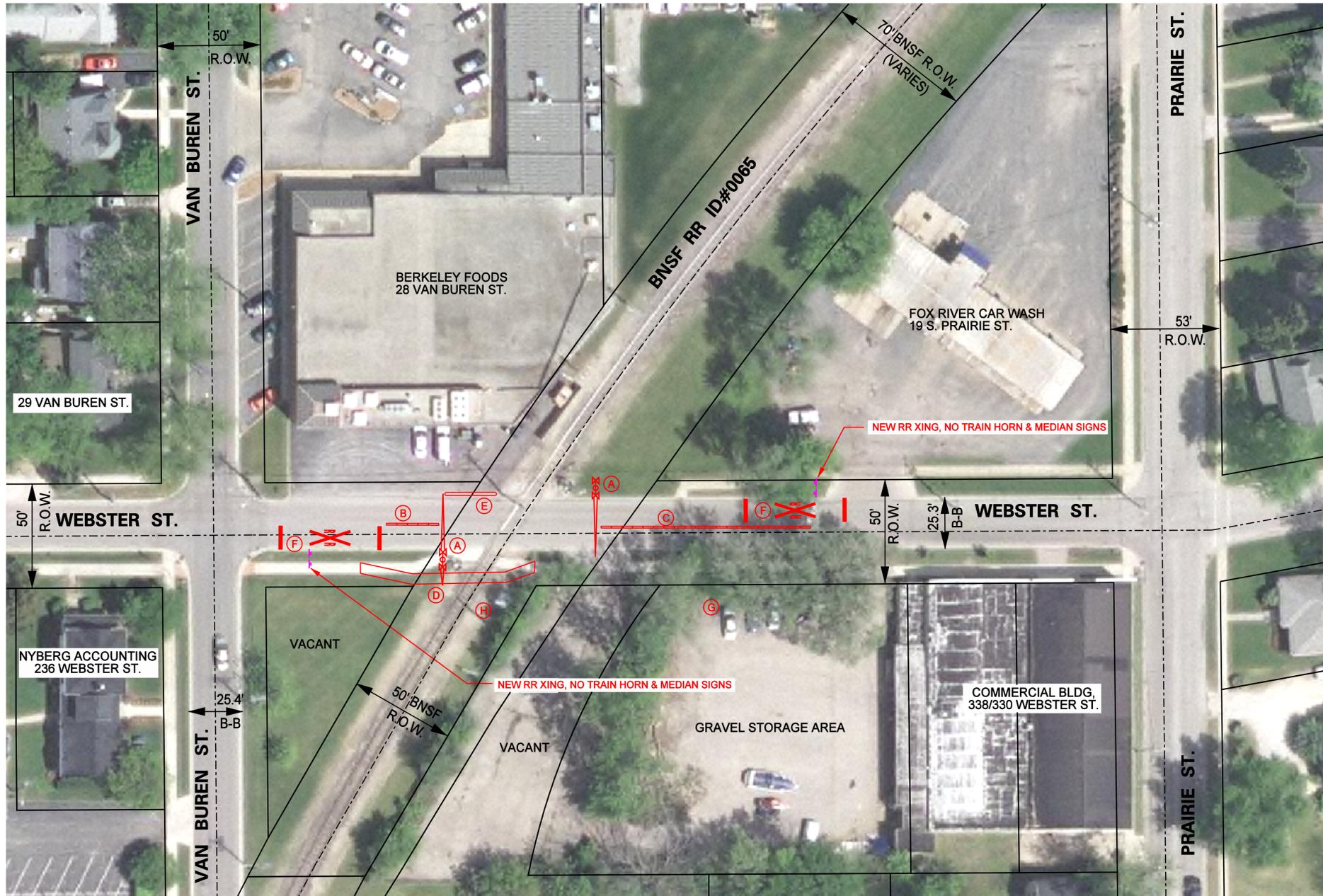


PHOTO No. 1
WEBSTER ST. LOOKING WEST
FROM PRAIRIE ST.



PHOTO No. 2
WEBSTER ST. LOOKING NORTHEAST
AT CROSSING



PHOTO No. 3
WEBSTER ST. LOOKING EAST
FROM VAN BUREN ST.



PHOTO No. 4
LOOKING SOUTHWEST
TOWARD WEBSTER ST.

WEBSTER ST. CROSSING

LEGEND:

- R.O.W. = RIGHT OF WAY
- B-B. = BACK OF CURB TO BACK OF CURB
(ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
- BNSF = BNSF RAILWAY COMPANY
- F.R.A. = FEDERAL RAILROAD ADMINSTRATION DIV. OF U.S. D.O.T.

PROPOSED SSMs & MODIFIED SSMs:

NOTE:
GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY.
ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS
APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.

- (A) NEW SIGNALS WITH 28' GATES & PED. GATE (W. SIDE)
- (B) 20 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (C) 100 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (D) RE-ROUTE SIDEWALK TO CLEAR GATES
- (E) 1.5 FT. WIDE BARRIER MEDIAN
- (F) ROADWAY PAVT. MARKING
- (G) RELOCATE DRIVEWAY OR MAKE RIGHT-IN & RIGHT-OUT
- (H) CWT WITH NEW CONDUIT & CIRCUITRY

CROSSING DATA
 DOT 09703W
 M.P. 6.34
 ADT = 109
 DAILY TRAIN COUNT = 4
 TRAIN SPEED = 0-20 MPH

CROSSING DATA AS NOTED IS BASED
UPON F.R.A. INVENTORY REPORTS,
CURRENT IDOT ADT MAPS AND BNSF
MARKERS AT THE CROSSING SHOWN

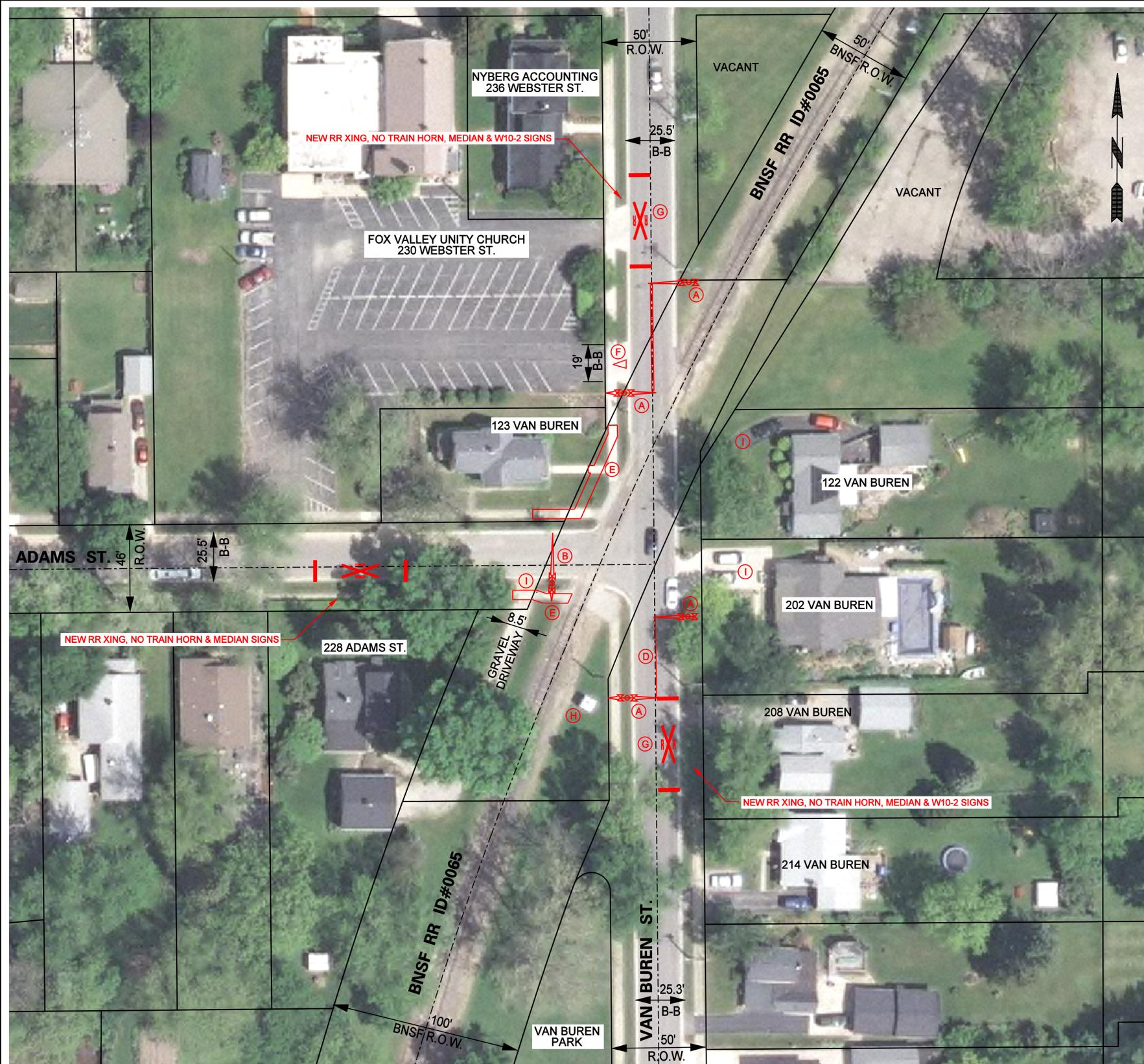


PHOTO No. 1
VAN BUREN ST. LOOKING SOUTH
TOWARD WEBSTER ST.



PHOTO No. 2
VAN BUREN ST. CROSSING
LOOKING SOUTHWEST



PHOTO No. 3
VAN BUREN ST. LOOKING NORTH
FROM WEBSTER ST.



PHOTO No. 2
ADAMS ST. CROSSING LOOKING
WEST FROM VAN BUREN ST.



PHOTO No. 5
VAN BUREN ST. LOOKING NORTH
FROM WEBSTER ST.



PHOTO No. 4
ADAMS ST. CROSSING
LOOKING NORTHEAST

LEGEND:
R.O.W. = RIGHT OF WAY
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BNSF = BNSF RAILWAY COMPANY
F.R.A. = FEDERAL RAILROAD ADMINISTRATION DIV. OF U.S. D.O.T.

PROPOSED SSMs & MODIFIED SSMs:

- (A) 4-QUADRANT GATES & PED. GATES (W. SIDE)
- (B) NEW SIGNAL WITH 28' GATE & PED. GATE
- (C) 55 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (D) 45 LF MODULAR LANE SEPARATOR CURB SYSTEM
- (E) RE-ROUTE SIDEWALKS
- (F) MAKE DRIVEWAY RIGHT-IN & RIGHT-OUT WITH MEDIANS AND SIGNS

- (G) ROADWAY PAVT. MARKING
- (H) CWT WITH NEW CONDUIT & CIRCUITRY
- (I) DRIVEWAYS TO REMAIN

NOTES:
1. GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY. ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.
2. SIGNALS AND GATES ON VAN BUREN ST. SOUTH OF ADAMS ST. WILL REQUIRE AN AGREEMENT BETWEEN THE CITY AND BNSF

VAN BUREN ST. CROSSING DATA

DOT 069705H
M.P. (NOT AVAILABLE)
ADT = 1900

DAILY TRAIN COUNT = 4
TRAIN SPEED = 0-20 MPH

ADAMS ST. CROSSING DATA

DOT 069702P
M.P. 6.27
ADT = 59

CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN

**ADAMS ST. AND
VAN BUREN ST. CROSSINGS**

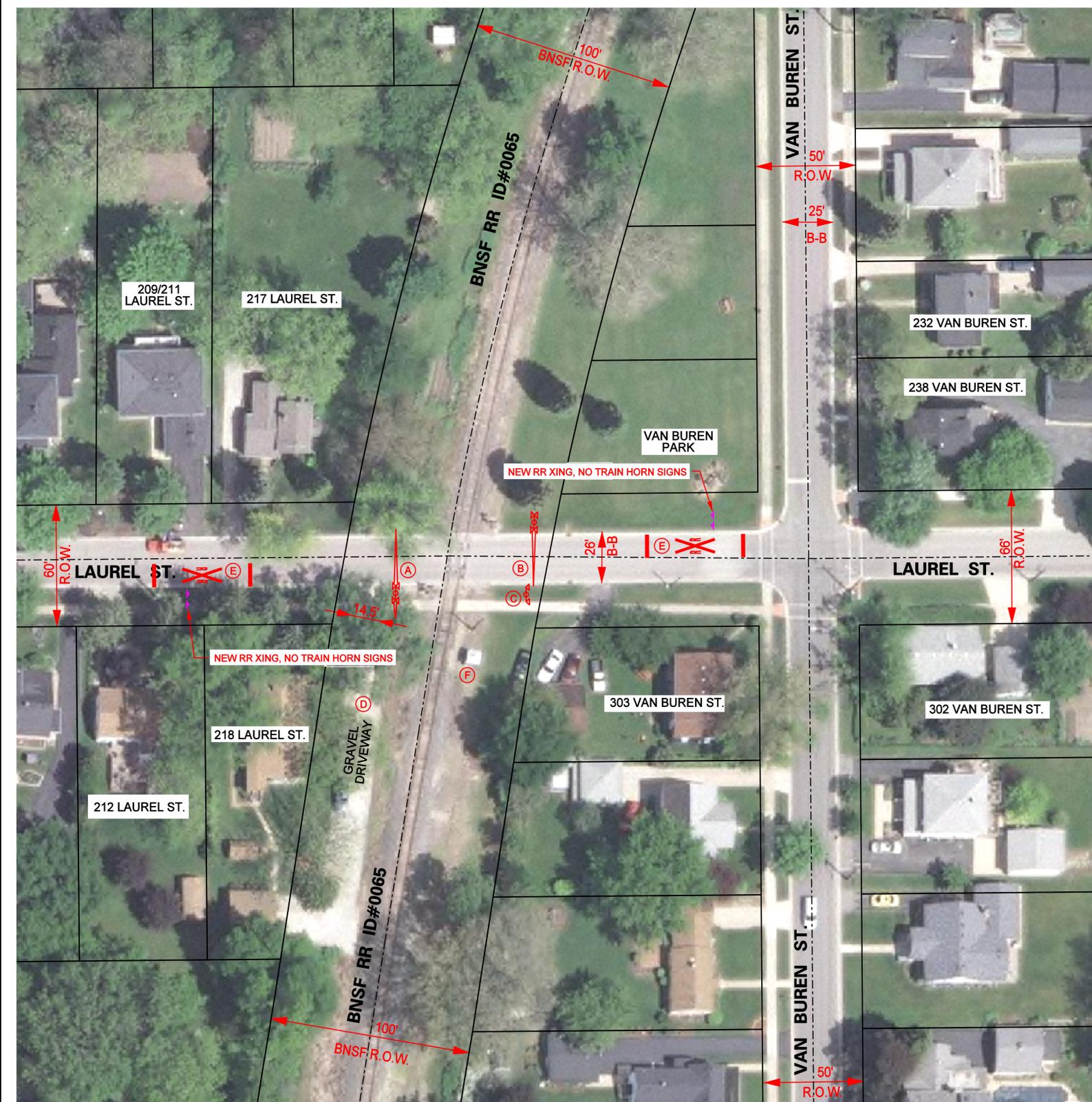


PHOTO No. 1
LAUREL ST. LOOKING SOUTHWEST



PHOTO No. 2
LAUREL ST. LOOKING WEST AT CROSSING



PHOTO No. 3
LAUREL ST. LOOKING EAST



PHOTO No. 4
LAUREL ST. LOOKING EAST

LEGEND:

- R.O.W. = RIGHT OF WAY
- B-B. = BACK OF CURB TO BACK OF CURB (ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
- BNSF = BNSF RAILWAY COMPANY
- F.R.A. = FEDERAL RAILROAD ADMINISTRATION DIV. OF U.S. D.O.T.

PROPOSED SSMs & MODIFIED SSMs:

- (A) NEW SIGNAL WITH 28' GATE & PED. GATE
- (B) NEW SIGNAL WITH 28' GATE
- (C) PEDESTRIAN FLASHING LIGHT SIGNAL
- (D) DRIVEWAY TO REMAIN
- (E) ROADWAY PAVT. MARKING
- (F) CWT WITH NEW CONDUIT & CIRCUITRY

NOTE:
GATES & SIGNALS TO BE DESIGNED & CONSTRUCTED BY BNSF RAILWAY.
ALL OTHER ITEMS TO BE INSTALLED BY THE CITY OF BATAVIA PER PLANS APPROVED BY I.C.C., F.R.A. AND BNSF RAILWAY.

CROSSING DATA

DOT 069700B
M.P. 6.18
ADT = 109
DAILY TRAIN COUNT = 4
TRAIN SPEED = 0-20 MPH
CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN



PHOTO No. 1
LOOKING NORTHEAST FROM S. RIVER ST.



PHOTO No. 2
LOOKING WEST TOWARD S. RIVER ST.

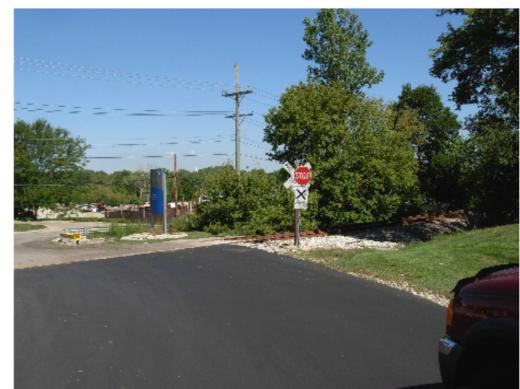


PHOTO No. 3
LOOKING WEST TOWARD S. RIVER ST.



PHOTO No. 4
AT CROSSING LOOKING SOUTH

AMCOR
(PRIVATE) CROSSING

LEGEND:
 R.O.W. = RIGHT OF WAY
 B-B. = BACK OF CURB TO BACK OF CURB
 (ALL CURBS ARE IDOT TYPE B-6.12 U.N.O.)
 BNSF = BNSF RAILWAY COMPANY
 F.R.A. = FEDERAL RAILROAD ADMINISTRATION DIV. OF U.S. D.O.T.

IT IS HIGHLY UNLIKELY THAT A QUIET ZONE WILL BE FEASIBLE AT THIS CROSSING:

- PROXIMITY TO HIGHWAY DOES NOT ALLOW FOR MOTOR VEHICLE STACKING
- MEDIANS DIFFICULT WITH EXISTING GEOMETRICS
- INDUSTRIAL TRUCK TRAFFIC WITH TIGHT TURNING RADII

CROSSING DATA
 DOT 069699J
 M.P. 5.43
 ADT = NOT AVAILABLE
 DAILY TRAIN COUNT = 4
 TRAIN SPEED = 0-20 MPH
 CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN



LEGEND:
 R.O.W. = RIGHT OF WAY
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 F.R.A. = FEDERAL RAILROAD ADMINISTRATION DIV. OF U.S. D.O.T.

IT IS HIGHLY UNLIKELY THAT A QUIET ZONE WILL BE FEASIBLE AT THIS CROSSING:

- PROXIMITY TO HIGHWAY DOES NOT ALLOW FOR MOTOR VEHICLE STACKING
- MEDIANS DIFFICULT WITH EXISTING GEOMETRICS WEST OF TRACKS

CROSSING DATA	
DOT 0690698C	
M.P. 5.23	
ADT = 950	
DAILY TRAIN COUNT = 4	
TRAIN SPEED = 0-20 MPH	
CROSSING DATA AS NOTED IS BASED UPON F.R.A. INVENTORY REPORTS, CURRENT IDOT ADT MAPS AND BNSF MARKERS AT THE CROSSING SHOWN	



PHOTO No. 1
LOOKING WEST TOWARD S. RIVER ST.



PHOTO No. 2
LOOKING NORTH AT CROSSING



PHOTO No. 3
LOOKING NOTHEAST FROM S. RIVER ST.



PHOTO No. 4
LOOKING NORTH AT INTERSECTION

BOND DRIVE CROSSING

CONTACT INFORMATION:

CONTACT INFORMATION:

City of Batavia
 100 N. Island Ave.
 Batavia, IL 60510
 Noel A. Basquin, City Engineer 630-454-2760
 nbasquin@cityofbatavia.net
 Bill McGrath, City Administrator 630-454-2000

U.S.D.O.T. Federal Railroad Administration (FRA)
 200 West Adams, Suite 310
 Chicago, IL 60606
 Tammy Wagner, Regional Crossing and Trespasser Mgr. 312-353-6203
 Tammy.wagner@dot.gov

BNSF Railway Company
 80-44th Avenue Northeast
 Minneapolis, MN 55421
 Benjamin Steinkamp 763-782-3495
benjamin.steinkamp@BNSF.com

Illinois Commerce Commission (ICC)
 Transportation Bureau / Rail Safety Section
 527 East Capitol Ave.
 Springfield, IL 62701
 Brain Velacruz
 217-785-7404

Rempe-Sharpe & Assoc.
 324 W. State St.
 Geneva, IL 60134
 James J. Bibby 630-232-0827 x12
jbibby@rsaengr.com
 David B. Erickson 630-232-0827 x30
derickson@rsaengr.com

CONCEPTUAL COST ESTIMATE BNSF RAILWAY SPUR QUIET ZONE QUIET ZONE BATAVIA, ILLINOIS

E: 9/10/2012

BY: DBE

BT-610

NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENDED PRICE
A. RADDANT ROAD CROSSING					
A1	4-Quadrant Gates & CWT System	1.0	LSUM	\$500,000.00	\$ 500,000.00
A2	Modular Lane Separator Curb System	55.0	LF	\$70.00	\$ 3,850.00
A3	Pavement Marking	2.0	LSUM	\$650.00	\$ 1,300.00
A4	Centerline Re-Striping	200.0	LF	\$2.50	\$ 500.00
A5	Signs & Posts	6.0	EA	\$250.00	\$ 1,500.00
A6	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$10,000.00	\$ 10,000.00
SUBTOTAL				\$	517,150.00
B. E. WILSON ST. & PRAIRIE ST. CROSSING					
B1	4-Quadrant Gates & CWT System	2.0	LSUM	\$500,000.00	\$ 1,000,000.00
B2	Flashing Light Signal	1.0	LSUM	\$50,000.00	\$ 50,000.00
B3	Remove & Replace Sidewalk	1.0	LSUM	\$7,500.00	\$ 7,500.00
B4	Conc. Slab Remove & Rep., Incl. Medians, Asphalt & Curb Repl.	1.0	LSUM	\$21,500.00	\$ 21,500.00
B5	Modular Lane Separator Curb System	200.0	LF	\$70.00	\$ 14,000.00
B6	Pavement Marking	4.0	LSUM	\$650.00	\$ 2,600.00
B7	Centerline Re-Striping	200.0	LF	\$2.50	\$ 500.00
B8	Signs & Posts	15.0	EA	\$250.00	\$ 3,750.00
B9	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$15,000.00	\$ 15,000.00
SUBTOTAL				\$	1,114,850.00
C. WEBSTER ST. CROSSING					
C1	28 FT. Gates & CWT System	2.0	LSUM	\$350,000.00	\$ 700,000.00
C2	Modular Lane Separator Curb System	130.0	LF	\$70.00	\$ 9,100.00
C3	Pavement Marking	2.0	LSUM	\$650.00	\$ 1,300.00
C4	Remove & Replace Sidewalk	1.0	LSUM	\$3,500.00	\$ 3,500.00
C5	Install Concrete Barrier Median	1.0	LSUM	\$1,850.00	\$ 1,850.00
C6	Relocate Gravel Driveway	1.0	LSUM	\$1,500.00	\$ 1,500.00
C7	Signs & Posts	6.0	EA	\$250.00	\$ 1,500.00
C8	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$6,000.00	\$ 6,000.00
SUBTOTAL				\$	724,750.00
D. VAN BUREN ST. & ADAMS ST. CROSSING					
D1	4-Quadrant Gates & CWT System	1.0	LSUM	\$500,000.00	\$ 500,000.00
D2	28 FT. Gate & CWT System	1.0	LSUM	\$50,000.00	\$ 50,000.00
D3	Modular Lane Separator Curb System	100.0	LF	\$70.00	\$ 7,000.00
D4	Pavement Marking	2.0	LSUM	\$650.00	\$ 1,300.00
D5	Remove & Replace Sidewalk	1.0	LSUM	\$3,500.00	\$ 3,500.00
D6	Make Driveway Right-in / Right-out	1.0	LSUM	\$4,000.00	\$ 4,000.00
D7	Relocate Gravel Driveway	1.0	LSUM	\$1,500.00	\$ 1,500.00
D8	Signs & Posts	11.0	EA	\$250.00	\$ 2,750.00
D9	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$8,000.00	\$ 8,000.00
SUBTOTAL				\$	578,050.00
E. LAUREL ST. CROSSING					
E1	28 FT. Gates & CWT System	2.0	LSUM	\$350,000.00	\$ 700,000.00
E2	Flashing Light Signal	1.0	LSUM	\$50,000.00	\$ 50,000.00
E4	Pavement Marking	3.0	LSUM	\$650.00	\$ 1,950.00
E8	Signs & Posts	6.0	EA	\$250.00	\$ 1,500.00
E9	Temp. Traffic Control & R.R. Flagger	1.0	LSUM	\$6,000.00	\$ 6,000.00
SUBTOTAL				\$	759,450.00
SUBTOTAL					\$3,694,250.00
10% CONTINGENCY					\$369,425.00
TOTAL					\$4,063,675.00

9/11/2012 9:11:56 AM

BT-610

This drawing shall not be used nor reproduced either wholly or in part except when authorized by the engineer - Rempe-Sharpe	ACTION Design -- Drawn D.B.E. Checked --	NAME -- D.B.E. --	No. Date Revisions	By	CLIENT: CITY OF BATAVIA 100 N. ISLAND AVE. BATAVIA, IL 60510-1930 Ph. 630-454-2000	 REMPE-SHARPE CONSULTING ENGINEERS IL P.D.F. LICENSE NO. 184-000896 324 WEST STATE STREET - GENEVA, ILLINOIS 60134 Telephone (630) 232-0827 - Fax (630) 232-1629	PROJECT RAILROAD CROSSING QUIET ZONE STUDY	SHEET TITLE CONTACT INFO AND CONCEPTUAL COST ESTIMATE	SCALE N.T.S.	PROJECT NO. BT-610	SHEET No. _____ Of _____ DATE SEPT. 2012
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CITY OF BATAVIA

DATE: January 30, 2013

TO: City Services Committee

FROM: John Kennedy

SUBJECT: Acceptance of Phase 1 Improvements for the Fox Valley Industrial Park

These public improvements have been completed per the approved plan, and tested.

At this time acceptance is requested, and motion to send this item to City Council for their approval and acceptance. The developer has a current letter of credit on file for the development; it will be reduced to 25% and held for a period of (1) one year per City Code for maintenance.

Recommended Committee Action

Accept the Phase 1 improvements for the Fox Valley Industrial Park and place this item on the consent agenda for City Council Approval.

If you should have any question in regards to this matter, please contact me.

CITY OF BATAVIA

DATE: January 30, 2013
TO: City Services Committee
FROM: Scott A. Haines, Street Superintendent
SUBJECT: Resolution 13-19-R: Authorization to Purchase a 2013 John Deere 524K End Loader Through GSA Purchasing Program for \$82,877.00

Summary

The Street Division is recommending the waiver of formal bidding and purchase of a 2013 John Deere 524K End Loader through the GSA Purchasing Program for \$137,877.00 less a trade-in allowance of \$55,000.00 for a 2004 Caterpillar 928 End Loader.

Background

The new end loader will replace a 2004 Caterpillar 928 End Loader. The 2013 budget includes \$120,000.00 to be split evenly among the Electric, Water and Street Divisions of Public Works.

Proposals

Purchase of the unit will be made utilizing the U.S. General Services Administration (GSA) purchasing program, which extends lower prices to local agencies and is similar to the state bid program. West Side Tractor Sales Company of Naperville, Illinois, is the local vendor that offers GSA pricing. This program was used in 2008 and staff feels it was a cost-effective process.

2013 John Deere 524K End Loader	\$137,877.00
Less Trade In of 2004 Caterpillar 928 End Loader	\$55,000.00
Net Price	\$82,877.00

Staff Recommendation

Staff recommends the waiver of formal bidding and purchase of a 2013 John Deere 524 End Loader through the GSA Purchasing Program for \$137,877 less a trade-in allowance of \$55,000.00 for a 2004 Caterpillar 928 End Loader.

Recommended Committee Action

Motion 1: Waive formal bidding and purchase a 2013 John Deere 524K End Loader through the GSA Purchasing Program

Motion 2: Approve Resolution 13-19-R, authorizing the purchase of a 2013 John Deere 524K End Loader for \$137,877.00 less trade-in allowance of \$55,000.00 for a total amount of \$82,877.00 from West Side Tractor Sales Company of Naperville, Illinois, through the GSA purchasing program

Recommended Council Action

Motion 1: Approve Resolution 13-19-R, authorizing the purchase of a 2013 John Deere 524K End Loader for \$137,877.00 less trade-in allowance of \$55,000.00 for a total amount of \$82,877.00 from West Side Tractor Sales Company of Naperville, Illinois, through the GSA purchasing program

c: Bill McGrath, Gary Holm, Heidi Wetzel, and Roman Seckel

**CITY OF BATAVIA, ILLINOIS
RESOLUTION 13-19-R**

**AUTHORIZING THE PURCHASE OF A 2013 JOHN DEERE 524 END LOADER
FROM WEST SIDE TRACTOR SALES CO. OF NAPERVILLE, ILLINOIS FOR
AN AMOUNT NOT TO EXCEED \$82,877.00**

WHEREAS, the City of Batavia has determined that it has the need for a replacement end loader; and

WHEREAS, it is in the best interests of the City of Batavia to purchase this unit through the U.S. General Services Administration (GSA) Purchasing Program;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BATAVIA, KANE COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1: That the Mayor and City Clerk are authorized to purchase one 2013 John Deere 524 End Loader from West Side Tractor Sales Co. of Naperville, Illinois for an amount not to exceed \$82,877.00.

PRESENTED to the City Council of the City of Batavia, Illinois, on the 18th day of February, 2013.

PASSED by the City Council of the City of Batavia, Illinois, on the 18th day of February, 2013.

APPROVED by me as Mayor of said City of Batavia, Illinois, on the 18th day of February, 2013.

Mayor

Ward	Aldermen	Ayes	Nays	Absent	Abstain	Aldermen	Ayes	Nays	Absent	Abstain
1	O'Brien					Sparks				
2	Dietz					Wolff				
3	Jungels					Chanzit				
4	Volk					Stark				
5	Frydendall					Theelin Atac				
6	Liva					Clark				
7	Tenuta					Brown				
Mayor Schielke										
VOTE:		Ayes	0 Nays	Absent	0 Abstention(s) counted as _____					
Total holding office: Mayor and 14 aldermen										

ATTEST:

Heidi Wetzel, City Clerk



- NAPERVILLE, IL 60563
1400 W. Ogden Ave. (630)355-7150, Fax# (630)355-7173
- ROCKDALE, IL 60436
2130 Gould Ct. (815)730-9011, Fax# (815)730-9036
- ROCKFORD, IL 61102
3110 Prairie Rd. (815)961-3160, Fax# (815)965-1810
- SOUTH HOLLAND, IL 60473
310 W 162ND St. (708)331-6362, Fax# (708)331-7334
- WAUCONDA, IL 60084
1560 N. Old Rand Rd, (847)526-7700, Fax# (847)526-3565

1/31/2013

DATE

CUSTOMER ORDER#

Tate Van Overmeiren
SALESPERSON

PURCHASER NAME: City of Batavia Scott Haines

ADDRESS: _____

CITY, STATE, ZIP Batavia, Il. PHONE# 630-454-2400

QTY	DESCRIPTION	PRICE
1	New John Deere 524K Wheel Loader	List Price
	See attached spec sheet for detailed tractor options	
	Discount honoring GSA contract # GS-30F-0013U	Less 34%
	West Side Tractor Additional Discount	Less 5%
	JRB Coupler installed	\$ (70,292.00)
	JRB 3.0 cubic yard general purpose bucket	\$ (6,822.00)
	Freight/Prep/ including dealer installed options/ delivery/safety class included	
	Std 1 year unlimited hour warranty. Additional available through John Deere	\$8,250.00

TRADE-IN:	
2004 Cat 928G s/n D01630 with 3 yrd Bucket and Coupler	\$ (55,000.00)

TAXES* 7.25%			
SALES TAX	exempt	SELLING PRICE	\$ 137,877.00
TIRE USER FEE	_____	LESS TRADES-IN(S)	\$ (55,000.00)
COOK COUNTY USE	_____	SUBTOTAL	\$ 82,877.00
COOK COUNTY RETAIL	_____		
FET	_____	TOTAL TAXES*	\$ -
C. OF CHICAGO	_____	SUBTOTAL	\$ 82,877.00
TOTAL TAXES*	_____		
RENT TO APPLY**		TOTAL RENT TO APPLY	_____
RENTALS BILLED	\$ -	CASH DOWN PAYMENT	_____
LESS SERVICE CHARGE	\$ -	SECURE	_____
TOTAL RENT TO APPLY**	\$ -	OTHER	\$ -
		BALANCE DUE	\$ 82,877.00

TERMS: CASH ON DELIVERY _____ CONDITIONAL SALES CONTRACT _____ MAKE CHECKS PAYABLE TO: "WEST SIDE EXCHANGE"

NOTES: _____

WARRANTY CODE: _____ F.O.B. _____

ALL NEW EQUIPMENT IS SOLD UNDER THE STANDARD WARRANTY, IF ANY, OF THE MANUFACTURER.
 ALL DELIVERIES ARE SUBJECT TO DELAYS CAUSED BY ACTS OF GOD, FIRES, STRIKES, WAR, INSURRECTIN OR ANY OTHER CAUSE BEYOND THE REASONABLE CONTROL OF OURSELVES OR THE MANUFACTURER
 IT IS UNDERSTOOD THAT THIS ORDER CONSTITUTES THE ENTIRE CONTRACT AND SHALL NOT BE BINDING UNTIL OFFICIALLY ACCEPTED BY THE WEST SIDE TRACTOR SALES CO. PURCHASER HAS READ AND UNDERSTANDS WARRANTY TERMS AND REVERSE SIDE.
 IF A TRADE-IN IS A PART OF THIS PURCHASE ORDER, "PURCHASER" HEREBY CERTIFIES THAT SUCH TRADE-IN(S) IS FREE AND CLEAR OF ALL LIENS OR ENCUMBRANCES EXCEPT AS SHOWN ABOVE.

YOUR ARE HEREBY AUTHORIZED TO ENTER THE ABOVE ORDER FOR THE UNDERSIGNED

SALESPERSON: _____ Tate Van Overmeiren PURCHASER: _____

ACCEPTED FOR WEST SIDE TRACTOR SALES CO. BY: _____

BY: _____ DATE: _____

CITY OF BATAVIA

DATE: January 31, 2013
TO: City Services Committee
FROM: Scott A. Haines, Street Superintendent
SUBJECT: Resolution 13-20-R: Authorization to Purchase a DuraPatch Trailer Through State of Illinois Joint Purchasing Program for \$48,467.00

Summary

The Street Division is recommending the waiver of formal bidding and purchase of a DuraPatch Trailer through the State of Illinois Joint Purchasing Program for \$48,467.00.

Background

A DuraPatch machine is specifically used for roadway maintenance. We budgeted for this type of machine last year, but it was not available on the State Bid so staff budgeted \$55,000.00 for 2013. The machine is used to fill potholes, large cracks, and depressions with a hot asphalt emulsion and aggregate in layers, if needed, without removing existing pavement. We will be able to use this process primarily during spring through fall seasons. We believe that once we have had an opportunity to use the machine a full season, there will be a significant reduction in contractual patching.

Proposals

Purchase of the unit will be made through the State of Illinois Joint Purchasing Program. The vendor is Duraco Inc. of Pearl, Mississippi. The price includes the complete spray patch trailer system, arrow board, delivery, and on-site training.

Staff Recommendation

Staff recommends the waiver of formal bidding and purchase of a DuraPatch Trailer through the State of Illinois Joint Purchasing Program for \$48,467.00.

Recommended Committee Action

Motion 1: Waive formal bidding and purchase a DuraPatch Trailer through the State of Illinois Joint Purchasing Program for \$48,467.00.

Motion 2: Approve Resolution 13-20-R, authorizing the purchase of a DuraPatch Trailer through the State of Illinois Joint Purchasing Program for a total amount of \$48,467.00 from Duraco, Inc., of Pearl, Mississippi.

Recommended Council Action

Motion 1: Approve Resolution 13-20-R, authorizing the purchase of a DuraPatch Trailer through the State of Illinois Joint Purchasing Program for a total amount of \$48,467.00 from Duraco, Inc., of Pearl, Mississippi.

c: Bill McGrath
Gary Holm
Heidi Wetzel
Roman Seckel

**CITY OF BATAVIA, ILLINOIS
RESOLUTION 13-20-R**

AUTHORIZING THE PURCHASE OF A DURAPATCH TRAILER FROM DURACO, INC. OF PEARL, MISSISSIPPI FOR AN AMOUNT NOT TO EXCEED \$48,467.00

WHEREAS, the City of Batavia has determined that it has the need for a DuraPatch Trailer; and

WHEREAS, it is in the best interests of the City of Batavia to purchase this unit through the State of Illinois Joint Purchasing Program;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BATAVIA, KANE COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1: That the Mayor and City Clerk are authorized to purchase one DuraPatch Trailer from Duraco, Inc. of Pearl, Mississippi, for an amount not to exceed \$xxxxxxx.

PRESENTED to the City Council of the City of Batavia, Illinois, on the 18th day of February, 2013.

PASSED by the City Council of the City of Batavia, Illinois, on the 18th day of February, 2013.

APPROVED by me as Mayor of said City of Batavia, Illinois, on the 18th day of February, 2013.

Mayor

Ward	Aldermen	Ayes	Nays	Absent	Abstain	Aldermen	Ayes	Nays	Absent	Abstain
1	O'Brien					Sparks				
2	Dietz					Wolff				
3	Jungels					Chanzit				
4	Volk					Stark				
5	Frydendall					Thelin Atac				
6	Liva					Clark				
7	Tenuta					Brown				
Mayor Schielke										
VOTE:		Ayes	0 Nays	Absent	0 Abstention(s) counted as _____					
Total holding office: Mayor and 14 aldermen										

ATTEST:

Heidi Wetzel, City Clerk

CITY OF BATAVIA

DATE: January 31, 2013
TO: City Services Committee
FROM: Scott A. Haines, Street Superintendent
SUBJECT: Resolution 13-21-R: Authorization to Purchase a 2013 John Deere 328E Skid Steer Through GSA Purchasing Program for \$58,925.00

Summary

The Street Division is recommending the waiver of formal bidding and purchase of a 2013 John Deere 328E Skid Steer.

Background

The new Skid Steer will replace a 1994 Ford New Holland Skid Steer. The 2013 budget includes \$60,000.00 for this purchase.

Proposals

Purchase of the unit will be made utilizing the U.S. General Services Administration (GSA) purchasing program, which extends lower prices to local agencies and is similar to the state bid program. West Side Tractor Sales Company of Naperville, Illinois, is the local vendor that offers GSA pricing. This program was used in 2008 and staff feels it was a cost-effective process.

2013 John Deere 328E Skid Steer	\$48,000.00
Cold Planer Attachment	\$16,000.00
Pallet Fork Attachment	\$825.00
Less Trade In of 1994 Ford New Holland Skid Steer	\$5,900.00
Net Price	\$58,925.00

Staff Recommendation

Staff recommends the waiver of formal bidding and purchase of a 2013 John Deere 328E Skid Steer through the GSA purchasing program for \$64,825.00 less a trade-in allowance of \$5,900.00 for a 1994 Ford New Holland Skid Steer

Recommended Council Action

Motion 1: Waive formal bidding and purchase a 2013 John Deere 328E Skid Steer through the GSA purchasing program

Motion 2: Approve Resolution 13-21-R, authorizing the purchase of a 2013 John Deere 328E Skid Steer through the GSA purchasing program for \$64,825.00 less trade-in allowance of \$5,900.00 from West Side Tractor Sales Company of Naperville, Illinois, through the GSA purchasing program.

c: Bill McGrath, Gary Holm, Heidi Wetzels, and Roman Seckel

**CITY OF BATAVIA, ILLINOIS
RESOLUTION 13-21-R**

**AUTHORIZING THE PURCHASE OF A 2013 JOHN DEERE 328E SKID STEER
FROM WEST SIDE TRACTOR SALES CO. OF NAPERVILLE, ILLINOIS FOR
AN AMOUNT NOT TO EXCEED \$58,925.00**

WHEREAS, the City of Batavia has determined that it has the need for a replacement Skid Steer; and

WHEREAS, it is in the best interests of the City of Batavia to purchase this unit through the U.S. General Services Administration (GSA) Purchasing Program;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF BATAVIA, KANE COUNTY, ILLINOIS, AS FOLLOWS:**

SECTION 1: That the Mayor and City Clerk are authorized to purchase one 2013 John Deere 328E Skid Steer from West Side Tractor Sales Co. of Naperville, Illinois for an amount not to exceed \$58,925.00.

PRESENTED to the City Council of the City of Batavia, Illinois, on the 18th day of February, 2013.

PASSED by the City Council of the City of Batavia, Illinois, on the 18th day of February, 2013.

APPROVED by me as Mayor of said City of Batavia, Illinois, on the 18th day of February, 2013.

Mayor

Ward	Aldermen	Ayes	Nays	Absent	Abstain	Aldermen	Ayes	Nays	Absent	Abstain
1	O'Brien					Sparks				
2	Dietz					Wolff				
3	Jungels					Chanzit				
4	Volk					Stark				
5	Frydendall					Theлин Atac				
6	Liva					Clark				
7	Tenuta					Brown				
Mayor Schielke										
VOTE:		Ayes	0 Nays	Absent	0 Abstention(s) counted as _____					
Total holding office:		Mayor and 14 aldermen								

ATTEST:

Heidi Wetzel, City Clerk



- NAPERVILLE, IL 60563
1400 W. Ogden Ave. (630)355-7150, Fax# (630)355-7173
- ROCKDALE, IL 60436
2130 Gould Ct. (815)730-9011, Fax# (815)730-9036
- ROCKFORD, IL 61102
3110 Prairie Rd. (815)961-3160, Fax# (815)965-1810
- SOUTH HOLLAND, IL 60473
310 W 162ND St. (708)331-6362, Fax# (708)331-7334
- WAUCONDA, IL 60084
1560 N. Old Rand Rd. (847)526-7700, Fax# (847)526-3565

1/31/2013

DATE

CUSTOMER ORDER#

Tate Van Overmeiren
SALESPERSON

PURCHASER NAME:

City of Batavia

Scott Haines

ADDRESS:

CITY, STATE, ZIP

Batavia, Il.

PHONE#

630-454-2400

QTY	DESCRIPTION	PRICE
1	New 2013 John Deere 328E Skid Steer	\$48,000.00
	See attached spec sheet for detailed tractor options	
	Discount honoring John Deere Govt Disc	
	West Side Tractor Additional Discount	
	30" FFC Hi Flow Cold Planer with Std 1 yr warranty	\$16,000.00
	48" FFC Skid Steer Forks	\$825.00
	Freight/Prep/ including dealer installed options/ delivery/safety class included	
	3 year or 2000 hour Warranty on 328E	

TRADE-IN:

1994 New Holland Skid Steer s/n 864002 with 66"bucket and cab enclosure	\$	(5,900.00)
-------------------------------------------------------------------------	----	------------

TAXES* 7.25%

SALES TAX	exempt	SELLING PRICE	\$	64,825.00
TIRE USER FEE		LESS TRADES-IN(S)	\$	(5,900.00)
COOK COUNTY USE		SUBTOTAL	\$	58,925.00
COOK COUNTY RETAIL		TOTAL TAXES*	\$	-
FET		SUBTOTAL	\$	58,925.00
C. OF CHICAGO				
TOTAL TAXES*				

RENT TO APPLY**

RENTALS BILLED	\$	-	TOTAL RENT TO APPLY	
LESS SERVICE CHARGE	\$	-	CASH DOWN PAYMENT	
TOTAL RENT TO APPLY**	\$	-	SECURE	
			OTHER	\$
			BALANCE DUE	\$
				58,925.00

TERMS: CASH ON DELIVERY _____ CONDITIONAL SALES CONTRACT _____

MAKE CHECKS PAYABLE TO:
"WEST SIDE EXCHANGE"

NOTES:

WARRANTY CODE: _____

F.O.B. _____

ALL NEW EQUIPMENT IS SOLD UNDER THE STANDARD WARRANTY, IF ANY, OF THE MANUFACTURER.

ALL DELIVERIES ARE SUBJECT TO DELAYS CAUSED BY ACTS OF GOD, FIRES, STRIKES, WAR, INSURRECTION OR ANY OTHER CAUSE BEYOND THE REASONABLE CONTROL OF OURSELVES OR THE MANUFACTURER

IT IS UNDERSTOOD THAT THIS ORDER CONSTITUTES THE ENTIRE CONTRACT AND SHALL NOT BE BINDING UNTIL OFFICIALLY ACCEPTED BY THE WEST SIDE TRACTOR SALES CO. PURCHASER HAS READ AND UNDERSTANDS WARRANTY TERMS AND REVERSE SIDE

IF A TRADE-IN IS A PART OF THIS PURCHASE ORDER, "PURCHASER" HEREBY CERTIFIES THAT SUCH TRADE-IN(S) IS FREE AND CLEAR OF ALL LIENS OR ENCUMBRANCES EXCEPT AS SHOWN ABOVE.

YOUR ARE HEREBY AUTHORIZED TO ENTER THE ABOVE ORDER FOR THE UNDERSIGNED

SALESPERSON: _____

PURCHASER: _____

ACCEPTED FOR WEST SIDE TRACTOR SALES CO.

BY: _____

BY: _____

DATE: _____

Sales Manager

Revision 8/1/05