

## **CITY OF AURORA, ILLINOIS SERVICES AGREEMENT**

**THIS AGREEMENT**, is entered on the Effective Date between the City of Aurora, Illinois (“City”) an Illinois home rule municipal corporation, with its office of City Clerk located at 44 E Downer Place, Aurora, Illinois and the Contractor, for the Services herein described. The terms “Effective Date,” “Contractor,” and “Services” shall be defined as set forth in Exhibit A.

**1. Scope of Services.** The Contractor shall perform the Services set forth in Exhibit A and any attachments thereto.

**2. Term.** The term of this Agreement shall be as set forth in Exhibit A. If provided in Exhibit A, the Agreement shall renew without further action by the Parties as set forth in therein, provided that the City Council of the City has budgeted funds for the services contemplated by this Agreement.

**3. Standard of Performance.** Contractor shall perform all Services set forth in this Agreement, and any other agreed documents incorporated herein, with the degree, skill, care and diligence customarily required of a professional performing services of comparable scope, purpose and magnitude and in conformance with the applicable professional standards. Contractor shall, at all times, use its best efforts to assure timely and satisfactory rendering and completion of the Services. Contractor shall ensure that Contractor and all of its employees or subcontractors performing Services under this Agreement shall be: (i) qualified and competent in the applicable discipline or industry; (ii) appropriate licensed as required by law; (iii) strictly comply with applicable federal, state, and local laws, regulations or ordinances; and (iv) strictly conform to the terms of this Agreement. Contractor shall, at all times until the completion of the Services, remain solely responsible for the professional and technical accuracy of all Services and deliverables furnished, whether such services are rendered by the Contractor or others on its behalf, including, without limitation, its subcontractors. No review, approval, acceptance, nor payment for any and all of the Services by the City shall relieve the Contractor from the responsibilities set forth herein.

**5. Payment.** Contractor shall invoice the City for its Services rendered in the amount and with the frequency set forth in Exhibit A. Upon receipt, the City shall review and process such invoices for payment in accordance with the procedures and the time limitations provided by the Local Government Prompt Payment Act. Approved but unpaid amounts shall accrue interest and penalties in the amount and to the extent authorized the Act.

**6. Termination.**

**Termination for Convenience.** The City has the right to terminate this Agreement, in whole or in part, for any reason or if sufficient funds have not been appropriated to cover the estimated requirement of the Services not yet performed, by providing Contractor with thirty (30) days notice specifying the termination date. On the date specified, this Agreement will end. If this Agreement is terminated by the City, as provided herein, the City shall pay the Contractor only for services performed up the date of termination. After the termination date, Contractor has

no further contractual claim against the City based upon this Agreement and any payment so made to the Contractor upon termination shall be in full satisfaction for Services rendered. Contractor shall deliver to the City all finished and unfinished documents, studies and reports and shall become the property of the City.

**7. Indemnification and Insurance**

- (a) **Insurance.** The Contractor shall provide to the City evidence that it has obtained and maintains the insurance coverages set forth in Exhibit B. In all cases, the Contractor shall provide the City with a certificate naming the City as an additional insured party and shall not cancel such insurance without prior notice to the City.
- (b) **Indemnification.** Contractor shall indemnify, defend, and hold harmless the City, its elected officials, officers, and employees from and against all claims, losses, damages, costs and expenses, including without limitation, reasonable attorney's fees arising from or out of Contractor's performance of its obligations under this Agreement, including specifically those brought by third parties.
- (c) **Non-Wavier.** Neither by the insurance or indemnifications requirements of this Agreement does the City waive any privilege, defense, or immunity, which may be available to it, its elected officials, officers, or employees by law, including, but not limited to those set forth in the Local Governmental and Governmental Employees Tort Immunity Act.

**8. Miscellaneous Provisions.**

**a. Illinois Freedom of Information Act.** The Contractor acknowledges the requirements of the Illinois Freedom of Information Act (FOIA) and agrees to comply with all requests made by the City of Aurora for public records (as that term is defined by Section 2(c) of FOIA in the undersigned's possession and to provide the requested public records to the City of Aurora within two (2) business days of the request being made by the City of Aurora. The undersigned agrees to indemnify and hold harmless the City of Aurora from all claims, costs, penalty, losses and injuries (including but not limited to, attorney's fees, other professional fees, court costs and/or arbitration or other dispute resolution costs) arising out of or relating to its failure to provide the public records to the City of Aurora under this agreement.

**b. Entire Agreement.** This Agreement, along with the documents set forth in Section 1 and incorporated by reference elsewhere in this Agreement, with consent of the parties, represents the entire agreement between the parties with respect to the performance of the Services. No other contracts, representations, warranties or statements, written or verbal, are binding on the parties. This Agreement may only be amended as provided herein.

**c. Consents and Approvals.** The Parties represent and warrant to each other that each has obtained all the requisite consents and approvals, whether required by internal operating procedures or otherwise, for entering into this Agreement and the undertakings contemplated herein.

**d. Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be an original, but all of which shall constitute one and the same instrument.

**e. Jurisdiction and Venue.** The Parties agree that in the event of litigation arising from this Agreement, the exclusive venue for the adjudication of such disputes shall be the Circuit Court of the Sixteenth Judicial Circuit, Kane County and that the Illinois law shall apply to such disputes without regard to its choice of law principles.

**f. Construction of Contract Provisions.** The Parties acknowledge that this Agreement and all the terms and conditions contained herein have been fully reviewed and negotiated by the Parties. Having acknowledged the foregoing, the Parties agree that any principle of construction or rule of law that provides that, in the event of any inconsistency or ambiguity, an agreement shall be construed against the drafter of the agreement shall have no application to the terms and conditions of this Agreement.

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

**FOR: CITY OF AURORA, ILLINOIS**

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

Jolene Coulter

Director of Purchasing

**FOR: CONTRACTOR**

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

Print: \_\_\_\_\_

Title: \_\_\_\_\_

**EXHIBIT A  
CITY OF AURORA, ILLINOIS  
SERVICES AGREEMENT**

<b>Contractor Information (“Contractor”)</b>	
<b>Legal Name:</b>	<b>Transmap Corporation</b>
<b>Type of Entity:</b>	<input type="checkbox"/> Illinois Business Corporation <input type="checkbox"/> Illinois Not-For Profit Corporation <input type="checkbox"/> Illinois Limited Liability Company or Limited Partnership <input type="checkbox"/> Partnership or Solo Proprietorship <input checked="" type="checkbox"/> Other. Organized under the laws of the State of <u>Ohio</u> , and authorized to do business in Illinois.
<b>Address:</b>	<b>5030 Transamerica Drive, Columbus, OH 43228</b>
<b>Email</b>	<a href="mailto:hluxhoj@transmap.com">hluxhoj@transmap.com</a>
<b>Phone</b>	(614) 866-4100

<b>Contract Term Information</b>	
<b>Effective Date:</b>	<b>4/8/2025</b>
<b>Term:</b>	<b>1 year</b>
<b>Renewal Period:</b>	<b>Per language in the RFP, the City and selected firm will be mutually allowed to extend the contract (or sign a new contract as mutually agreed) to drive the streets up to 2 additional times, each at an interval of 2-5 years.</b>

<b>Payment Terms</b>	
<input type="checkbox"/> Daily	The City shall compensate the Contractor on an hourly daily basis at the rate of \$100.00 per hour.
<input type="checkbox"/> Monthly	The City shall compensate the Contractor on a monthly basis at the rate of \$_____ per calendar month.
<input type="checkbox"/> Total	The total compensation of the Contractor under this Agreement shall be \$_____.
<input checked="" type="checkbox"/> Other	See the attached contract pricing. Billing will be based on actual miles driven and actual sections inspected at the unit prices provided.

<b>Expenses</b>	
<input type="checkbox"/> Authorized	The City shall reimburse the Contractor for its ordinary and customary expenses incurred in the performance of the Services under this Agreement.
<input checked="" type="checkbox"/> Not Authorized	The Contractor is responsible for its ordinary and customary expenses incurred in the performance of the Services under this Agreement.

## **Scope of Work**

The Contractor agrees to perform the Services set forth herein pursuant to this Agreement.

The City issued a Request for Proposal (RFP) for the 2025 Pavement Evaluation (attached). The Contractor submitted a Proposal in response to the RFP and represents that it is ready, willing and able to perform the Services specified in the RFP and herein as well as any additional services agreed to and described in the Agreement.

See attached for a list of tasks which constitutes the scope of work, as well as pricing for those tasks. The City is in the process of updating the GIS files for the Contractor to drive and inspect, including new roadways that have not fully been incorporated into the City's Pavement Management system yet. The Contractor will invoice for actual work completed (actual miles driven and actual number of segments inspected) based on the unit prices in the agreement.



**City of Aurora  
RFP 24-126  
2025 Pavement Evaluation**

## **REQUEST FOR PROPOSALS (RFP)**

The City of Aurora, Illinois (City) is in need of professional services from a qualified firm for the 2025 Pavement Evaluation. As a part of the selection process, the interested firms are required to submit a proposal to perform the requested work.

Attached are:

1. Proposal Requirements and Selection Criteria (page 2)
2. Scope of Services (page 4)

All questions must be received by 4:00 pm (CST) on Friday, January 3, 2025. A response to all questions received will be posted on the City's website via addendum by 5:00 pm (CST) on Monday, January 6, 2025. The City may also send out an addendum listing any vendor who viewed the RFP from the City's website. It is the responsibility of the firm to ensure they have any pertinent documents from the City's website including addendums.

**The SOQ and cost proposal shall be submitted in pdf format VIA E-MAIL no later than 4:00 pm (CST) on Thursday, January 9, 2025.**

**The SOQ, cost proposal and any questions shall be addressed to the City of Aurora Purchasing Division, at [PurchasingDL@aurora.il.us](mailto:PurchasingDL@aurora.il.us).** Any proposal received after the above noted deadline may not be used as part of the firm selection process. The email should include the City's bid number (RFP 24-126).

**City of Aurora**  
**RFP 24-126**  
**2025 Pavement Evaluation**

**REQUEST FOR PROPOSALS (RFP)**

All proposal submittals must be thorough, complete and accurate. There is no page limit on the submittal. The submittal shall consist of 2 separate .pdf documents:

Document 1

1. Cover letter on the firm's letterhead transmitting the proposal, including the name of the firm, local address, telephone number, and name of contact person (with email address). The cover letter should also include the City's bid number (RFP 24-126).
2. List of relevant projects recently completed similar in nature to this project. Include a description of each project, including location, miles of street surveyed and deliverables provided. Provide a reference for each project including name, job title, telephone number, and email address. Listing projects completed in a similar region/climate as Illinois is preferred.
3. Technical approach regarding the firm's methodology to collecting data and the firm's abilities to perform the required pavement evaluation. Please note that the scope of services section below in this document expands upon what elements the firm should address in their proposal.
4. A list of sub-consultants, if any, who will be used on this project, and specifically what role they will play on the project team.
5. Detailed schedule of milestones and a proposed completion date.

Document 2

1. Cost proposal detailing the costs of the proposed services. Additional/add-on options should be clearly identified so they can be broken out separately if needed.

### Selection Criteria and Weighting:

The selection criteria and weightings for project selection are as indicated below.

- Firm Experience (20%). The entity's general experience, stability, and experience on projects similar to the one under consideration.
- Technical Approach (30%). Project understanding and the entity's approach to the planning, organizing, execution and management of the project effort.
- Schedule (20%). Quality of the entity's schedule, including how expeditiously the work can be completed realistically.
- Value (30%). The costs for this project will vary depending on the firm's approach, data collection methodology and proposed pavement management software. This category will weigh the value of the services proposed with the cost provided. This category will be reviewed last.

A selection committee comprised of staff from the City will evaluate the proposals. No interviews will be held, but the committee may reach out to individual firms to seek clarification on their proposal documents and provide a brief (under 1 hour) demonstration of their typical product results, before finalizing scores. The proposals will be reviewed, evaluated, and scored using the criteria and weights defined above. The proposals will be used by City staff to select the three most qualified firms.

The top ranked firm will be notified and a final scope and hours will be negotiated. If an agreement cannot be reached with the top ranked firm, the City will start negotiations with the next highest ranked firm. Approval of the engineering agreement is subject to approval by the City Council.

The City will begin reviewing the proposals immediately with the firm selected by the week of January 20. The City intends to have negotiations completed and a final agreement completed by Monday, January 27, 2025. The City is anticipating that the agreement will be submitted to the Infrastructure & Technology Committee on Monday, February 10, 2025, with ultimate approval at City Council on Tuesday, February 25, 2025.

The City of Aurora reserves the right at any time and for any reason to cancel this procurement process, to reject any or all proposals, or to accept an alternative proposal. The City of Aurora reserves the right to discard any immaterial proposals. The City and/or staff may seek clarification from a proposal at any time and respond promptly if there is cause for rejection. The City of Aurora will not be liable in any way for any costs incurred by firms in replying to this request.



**City of Aurora**  
**RFP 24-126**  
**2025 Pavement Evaluation**  
**Scope of Services**

The City of Aurora roadway system contains approximately 522 centerline miles (1,300 lane miles) of mainline roadway maintained by the City, as well as 10 additional centerline miles of alleys. An approximate breakdown of the City roadway (non-alley) system is as follows:

- Number of roadway segments in GIS: 5,334 segments
- Roadway materials: approximately 15 lane-miles concrete, 0.2 lane-miles brick and the remainder asphalt.
- Roadway classification (per FHWA): approximately 30 lane-miles Other Principal Arterial, 170 Minor Arterial, 180 Major Collector, 10 Minor Collector, and 910 Local Road.
- There are no traffic counts available other than what is publicly available on IDOT's website.

The City needs assistance in determining the current condition of its entire roadway system through a comprehensive pavement evaluation. The last pavement evaluation was completed in 2021. A Pavement Condition Index (PCI) was determined for each roadway segment and the network was analyzed using the PAVER software. Data from the 2021 evaluation and subsequent updates to the program will be provided to the selected firm only.

The City is primarily looking for a firm to provide data collection and data processing services. The firm will be expected to provide a PCI for each roadway and alley in the City, and a draft 5-year program. City of Aurora engineering staff will run the software long-term and determine the City's yearly resurfacing program, there is no need to engage with an engineering consultant to aid City staff in pavement management.

The City requests the following for the collection and analysis of the data:

- Data should be collected by a Digital Survey Vehicle (DSV). Data collection shall be conducted during optimal conditions to provide high quality data. Data collection shall not occur in rain, snow, fog, or in any condition that will adversely affect data quality. The pavements shall not be wet/damp or have snow/ice or standing water on them at the time of collection.

- The firms should drive each roadway in both directions (in the through lanes) to get full coverage of the pavement. Exceptions shall be noted and logged. The firm should describe how exceptions and invalidations will be handled in the delivered data. Included in the exception list shall, at a minimum, be indicators of:
  - bridges;
  - railway crossings;
  - lane deviations; and
  - construction zones.
- Cracks and distresses should be measured using a 3D Laser Crack Measurement System (LCMS), capable of collecting Rutting (full transverse pavement measurement covering a pavement width of 12 feet), 3D surface profile, pavement roughness, automated crack detection classification and categorization, and automated pothole classification.
- Data should be processed automatically/digitally with manual oversight. The firm should provide the appropriate quality control (QC) procedures for the project and certify that the data collection equipment is properly calibrated and is in working condition before collecting data. The firm should indicate the frequency at which they propose to validate equipment calibration throughout the duration of the data collection process. The submittal of a data quality management plan (DQMP) will also be required prior to the commencement of data collection. A DQMP shall include, at a minimum:
  - Explanation of how each measurement type is made by the firm's equipment and software.
  - The accuracy and repeatability of each measurement made by the firm.
  - Explanation of how the accuracy and repeatability of each measurement type was determined.
  - Methods and processes for data collection equipment calibration and certification.
  - Data quality control measures to be conducted before data collection begins and periodically during the data collection program.
  - Data sampling, review and checking processes.
  - Error resolution procedures and data acceptance criteria.
- The data collection method should identify the roughness using the International Roughness Index (IRI) using equipment that meets ASTM E950, ASTM E1926, and AASHTO R56.
- In addition to collecting the pavement condition data described above, the firm will also be responsible for processing the data to compute the pavement condition metrics. Each roadway segment should have its Pavement

Condition Index (PCI) determined per ASTM D6433. Crack density, Pavement Surface Cracking Metric (PSCM), and Pavement Surface Cracking Index (PSCI) must be calculated per ASTM E3303.

- Digital images should be collected and georeferenced. Spacing of these images should be noted in the proposal. Images should have a minimum 30 MP resolution (8,000 x 4,000 pixel resolution).
- The firm should describe what roadside assets are collected and can be extracted from the driving data to be incorporated into the City's GIS. At a minimum, the City intends to extract street sign information as a part of the 2025 pavement evaluation. The data that the firm should be able to provide is a unique sign ID, street name, associated roadway ID, MUTCD code, post type, and facing direction. The cost for this additional extraction work should be provided and broken out as a separate line item. Pricing for any other data is not required; however, a listing of other possible extractions should be noted.
- The City prefers to continue utilizing PAVER software. However, a different software or pavement management tool can be presented in the Technical Approach for consideration. If not utilizing PAVER, the firm's approach should detail out how the existing City data will be integrated.
- The firm's pavement management tool should be able to analyze different pavement maintenance strategies and budget scenarios. The pavement management system, should at a minimum:
  - Analyze budgets that:
    - Maintain a Specific Pavement Condition Number
    - Maintain Current Funding Levels
    - Provide a Balanced Option based on a combination of the above two scenarios
  - Delay or advance the year in which a specific roadway section is rehabilitated.
  - Exclude certain roadways from the annual program that will be resurfaced or reconstructed by other means (such as part of a federally funded project, part of a future development project, etc.).
  - Populate pavement deterioration curves based on historic PCI data.
  - Categorize the roadways into different groups for analysis. Currently the City breaks down roadways into 11 different groups. Arterials/Collectors are one group, and then the 10 other groups are the "neighborhood streets" in each of the City's 10 wards. Each ward has a minimum and maximum amount of money that must be spent on roadway resurfacing each year.

- Have the ability to populate data back into the City’s ESRI based GIS system. The roadway centerline shapefiles contains information such as approximate road width, speed, maintenance information, last known resurfacing date (if any), etc. These shapefiles will be provided to the selected firm only.
- If PAVER is not the selected program, the firm’s cost proposal shall include any necessary training of the software for City staff, and the cost of the software itself. The cost proposal should include all software costs, including but not limited to initial installation, annual support fees, subscription fees, etc.
- The firm should provide a draft 5-year program for maintenance from 2026 to 2030. The program should include not only resurfacing, but recommendations for preventative maintenance and pavement preservation strategies.
- Subgrade pavement performance is NOT required.
- A detailed pavement management report or presentation is NOT required.

The PAVER system will need to be updated with the 2025 City Resurfacing Program, as well as some other paving history updates. The firm will be expected to perform this task as one of the first things once the PSA is approved. If a different system other than PAVER will be utilized, this time will be spent for integration.

The firm should provide the data and analysis on the following minimum schedule:

- Update the system with recent paving history and other data (once PSA is approved through Spring/Summer 2025)
- Drive streets with data collection vehicle(s) (Spring/Summer 2025)
- Deliver QC’d PCI values of all roadways (**August 1, 2025**)
- Deliver a draft 5-year resurfacing program (**September 5, 2025**)
- GIS extraction for incorporation into City GIS (no deadline at the moment)

If the schedule provided in the proposal has a realistic delivery date earlier in the year, it will likely garner higher points in the “Schedule” category. The awarded contract will include provisions related to receiving the submittal by the proposed deadline and potential penalties for unapproved contract extensions.

Before any data is transmitted to the City, it shall have gone through a QC process by the firm.

The cost proposal should be based on 522 centerline miles (1,300 lane miles), which is 5,334 GIS segments, of roads and 10 centerline miles of alleys. The exact amount

of testing and any additional scope modifications will be determined in negotiations after firm selection.

The City and selected firm will be mutually allowed to extend the contract (or sign a new contract as mutually agreed) to drive the streets up to 2 additional times, each at an interval of 2-5 years utilizing this same RFQ. The City may also request additional germane services including, but not limited to, annual program updates and GIS asset extraction as part of this RFQ. These additional services may be negotiated as needed but are not to be included in the total proposed base price.

**City of Aurora, IL  
2025 Contract Pricing**

**Pavement Evaluation Tasks Roads**

<b>Task</b>	<b>Description</b>	<b>Comments</b>	<b>Units</b>	<b>Price</b>	<b>Total</b>
1.1	Historic Paving History (units = hours)	Transmap will update work history provided by the city	4	\$109.00	\$436.00
1.2	*Field Data Collection (units = centerline miles)	Transmap will utilize our Crack Map 3D technology (LCMS) for pavement collection - 100% coverage - 360-degree image view of all roadways (ROW) with our panoramic Ultra HD solution - Ground-based LiDAR	518	\$99.00	\$51,282.00
1.3	Advanced Inspections - 100% Analysis of All Through Lanes (units = lump sum)	Transmap will process all the data collected in the field. Delivery of Crack Map Orthophotography (MrSID of cracks on an image), Crack Intelligence data (Rankings of all the cracks, hot spot analysis), Image delivery, IRI, Ride Quality failed locations, Utility Adjustments Needed	1	\$7,495.00	\$7,495.00
1.4	Network Setup (units = hours)	Transmap will use the Agency's centerline and create the necessary fields, ID's and formatting to produce a pavement centerline	N/A	\$109.00	N/A
1.5	*ASTM D6433 Network Level Formatting - (units = sections)	ASTM D6433/E3303 distress standards	5,293	\$6.40	\$33,875.20
1.6	PMS PCI Load (units = lump sum)	Formatting distress data and centerline file for mass load to produce official PCI results - PAVER efile included - PSCI results included	1	\$2,723.00	\$2,723.00
1.7	GIS Integration - (units = hours)	Transmap will link all PCI data to the Agency's centerline file	6	\$109.00	\$654.00
1.8	Pavement Management Practice Definition "Boot Camp" (price is lump sum)	Transmap will meet with the agency to review maintenance/rehabilitation activities, analysis procedures, and collect any existing information on roadways (ADT data, construct dates, maintenance dates, etc.) This process will setup the reporting task - Limited Reporting - NO detailed PMS report delivered	1	\$800.00	\$800.00
1.9	Reporting (units = hours)	Transmap will put together written/tabular and GIS map data to support a draft 5-year work plan - One 5-year work plan scenario - Any additional reporting will be billed hourly	16	\$137.00	\$2,192.00
2.1	Transmap Project Management (units = hours)	Standard project management includes staff allocation, phone calls, overall project coordination and updates	64	\$109.00	\$6,976.00

*Total*    \$106,433.20

\*Transmap will bill actuals

**Pavement Evaluation Tasks Alleys**

<b>Task</b>	<b>Description</b>	<b>Comments</b>	<b>Units</b>	<b>Price</b>	<b>Total</b>
3.1	*Field Data Collection (units = centerline miles)	Transmap will utilize our Crack Map 3D technology (LCMS) for pavement collection - 100% coverage - 360-degree image view of all roadways (ROW) with our panoramic Ultra HD solution - Ground-based LiDAR	10	\$127.00	\$1,270.00
3.2	Advanced Inspections - 100% Analysis of All Through Lanes (units = lump sum)	Transmap will process all the data collected in the field. Delivery of Crack Map Orthophotography (MrSID of cracks on an image), Crack Intelligence data (Rankings of all the cracks, hot spot analysis), Image delivery, IRI, Ride Quality failed locations, Utility Adjustments Needed	1	\$995.00	\$995.00
3.3	Network Setup (units = hours)	Transmap will use the Agency's centerline and create the necessary fields, ID's and formatting to produce a pavement centerline	N/A	\$109.00	N/A
3.4	*ASTM D6433 Network Level Formatting - (units = sections)	ASTM D6433 distress standards	115	\$6.40	\$736.00
3.5	PMS PCI Load (units = lump sum)	Formatting distress data and centerline file for mass load to produce official PCI results - PAVER efile included - PSCI results included	1	\$895.00	\$895.00
3.6	GIS Integration - (units = hours)	Transmap will link all PCI data to the Agency's centerline file	4	\$109.00	\$436.00
3.7	Standard Deliverable (units = hours)	Transmap will deliver an Alley pavement centerline with PCI values, section report, PCI maps	3	\$137.00	\$411.00
3.8	Transmap Project Management (units = hours)	Standard project management includes staff allocation, phone calls, overall project coordination and updates	5	\$109.00	\$545.00

*Total*    \$5,288.00

\*Transmap will bill actuals

**Requested Asset**

<b>Task</b>	<b>Description</b>	<b>Comments</b>	<b>Units</b>	<b>Price</b>	<b>Total</b>
4.1	Signs (units = centerline miles)	Attributes include; street name, unique ID, unique ID (street centerline), MUTCD code, post type, facing direction	522	\$114.00	\$59,508.00
4.2	GIS Integration (units = hours)	Transmap will link all collected assets to the City centerline unique ID and road name.	18	\$109.00	\$1,962.00
4.3	Project Management (units = hours)	Standard project management includes managing the personnel assigned to the project, monthly project updates, and phone support throughout project.	42	\$109.00	\$4,578.00

*Subtotal**\$66,048.00*



**Optional**

Task	Description	Comments	Units	Price	Total
5.1	True Area Calculation - Roads (units = lump sum)	Transmap will update the PMS and the Agency's GIS file to represent the True Area of pavement - True area will be an accurate width of pavement not just an average with from samples - This will assist the Paving Manager with actual widths to establish cost to replace pavement	1	\$6,670.00	\$6,670.00
5.2	Pavement Thickness - GPR - Roads (units = per mile)	GPR data collection one lane - Average pavement thickness per segment with min, max, std dev - GIS file and spreadsheet	247	\$127.00	\$31,369.00
		*Discount	124	\$127.00	<del>-\$15,684.50</del>
				<i>Total</i>	<i>\$22,354.50</i>

\*Discount assumes Roadways, Alleys, Signs, True Area and the Arterials/FAU GPR are all approved

## **EXHIBIT B**

### **INSURANCE REQUIREMENTS**

The Contractor, at its own expense, shall secure and maintain in effect throughout the duration of this contract, insurance of the following kinds and limits to cover all locations of the Contractor's operations.

The Contractor shall furnish Certificates of Insurance to the City before starting or within ten (10) days after the execution of the contract, whichever date is reached first. All insurance policies shall be written with insurance companies approved by the City and licensed to do business in the State of Illinois and having a rating of not less than A IX, according to the latest edition of the A.M. Best Company; and shall include a provision preventing cancellation of the insurance policy unless thirty (30) days prior written notice is given to the City.

This provision shall also be stated on each Certificate of Insurance as: "Should any of the above described policies be canceled before the expiration date thereof, the issuing company will endeavor to mail ten (10) days written notice to the certificate holder named to the left."

If requested, the awardee of this proposal will give the City a copy of the insurance policies. The policies must be delivered to the City within two weeks of the request.

The limits of liability for the insurance required shall provide coverage for not less than the following amount, or greater where required by law:

- (1) Worker's Compensation Insurance - Statutory amount.
- (2) General Liability Insurance:
  - (a) \$1,000,000 per occurrence and \$2,000,000 general aggregate
  - (b) \$500,000 per occurrence for Property Damage
  - (c) \$1,000,000 per occurrence for Personal Injury
- (3) Auto Liability Insurance:
  - (a) Bodily injury with limits not less than \$1,000,000
  - (b) Property damage with limits not less than \$500,000
- (4) Umbrella excess liability of \$1,000,000 per occurrence, \$2,000,000 aggregate

The Contractor shall include the City as a primary, non-contributory additional named insured on both General and Auto Liability Insurance policies and indicate said status on any Certificates of Insurance provided to the City pursuant to this project. The Contractor shall pay all insurance premiums without cost to the City.